

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

VOLUME IX, NO. 5

December, 1981

This newsletter was supposed to have been the convention review but instead will be the Christmas/New Years Special due to the fact that your editor broke his finger in an accident with the lawnmower - lucky to have a finger at all. However, things have now mended and we are off again - or on again as the case may be. At least I can now type again.

FIRST - Convention News - The convention in Ottawa was a great success both for BNAPS and particularly for RPO'ers. The Study Group meeting went off as scheduled with numerous fine pieces in the mini-display. RPO items were contributed by Bill Robinson, Ross Gray, your editor, Palmer Moffat, Jim Lehr, G. Carr and Joe Purcell. (I think I got everyone) Unfortunately, there were no RPO exhibits in the exhibition but to everyone's surprise, our fearless leader, Lew, came forth with a beautiful exhibit of his Pence material, for which he won one of the three Gold Medals. Congratulations Sherriff! I think the most surprised was Ed Richardson who when he announced the award at the banquet introduced it by saying something to the effect that here was someone who we all thought was involved only with cancels presenting us with a major study of the classic Pence. The disappointment was that Lew didn't have an RPO on one of his 40 pages - for shame! Also among the wayward was Bill Robinson who exhibited his expeditionary force material - a very interesting exhibit - which won a Silver or Silver Bronze - I forget which. Congratulations Bill! Hopefully, both of these waywards will see fit to exhibit their RPO material shortly!

The study group meeting went well, mostly focused on the progress with the new catalog. Lew gave a well phrased report of progress and promised his best - but gave no dates. Having spoken to him recently, he tells me that he is at it again having retired his Pence for the time being and having gotten through having to usher company visitors around Japan - at least for awhile. Lew, we all wish you great haste!

We had 28 in attendance and one of the outstanding moments of the meeting was one of the participants standing up, showing a cover and asking if it was known. Lew promptly proclaimed that we had a new report of the following strike - S.S. LEWISPORTE/NEWF'D - Type 4j, which I have also enclosed in copy form - of course. The lucky member was unknown to me, so I would like the name of he who has now made an important contribution. Please?

Jim Lehr also took the opportunity to collect dues - very important duty, and reports that we picked up some new members as well as assuring our financial solvency. The list of members in attendance is too long to repeat here but I for one was very pleased with the great fellowship and the opportunity to sit down and chat personally with several of the friends with whom I have had correspondence but with whom I have not had the opportunity to meet, or meet for several years. I highly recommend going to the conventions and I already am planning to be at Virginia Beach next year. This one is a little bit closer to home for me than Ottawa or Texas.

GWR MAP - Joe Purcell's comments on the map contained in the March newsletter have illicited several responses, and to my surprise, Joe appears to have gotten his facts wrong. First, the map was taken from Gillam's book and, secondly, it apparently is correct. Rather than retype the responses, I will enclose them for your review - one from L. Gillam, Waite and J. Hornsby. As your editor I feel a bit guilty in not being an expert in this area of the speciality (hope to be someday), for in my judgement it is really this material that is the guts of what this hobby is all about. That is, the "story" around which all the cancels fit and aren't we lucky that Lionell has given us a reference book on which to hang our hat. I know that in both of my exhibit excursions, I have

relied heavily on his fine book on Canadian RPOs and don't know what I would have done without it. By the way, G. Carr writes that he doesn't mind at all the fuss he raised with his map - or rather Lionel's map.

FROM GRAHAM NOBLE - Graham passes on to me (in addition to expensive RPO material) news from time to time. As you probably all know, he has been re-researching the Royal Visit cancels and covers and has confirmed that Ludlow plans to include a listing of this material in the new catalog. It appears to me that this is long overdue as an aspect of both RPOs and TPOs, and where else should such material be included. Graham will also be contributing material over the next year through the newsletter resulting from his collection and research on the Depot section. We look forward to this material and we should applaud this kind of work as well as encourage more of it. So, who volunteers? By the way, at the convention Graham was interested to know why I had more Depot strikes than he in the collection count. I promptly explained that I had not dropped (am waiting for the new catalog) my prize strike of MEDORRA STATION on a 1¢ small queen as well as my Toronto S DEPOT - both of which Lew has delisted. Point is that I have two fewer Depot strikes than shows on my list.

FROM ROSS GRAY - In response to my request for exhibit material, Ross has come through with a copy of his CAPEX exhibit of 1978 for which he won a medal. As an international award, you know that this is superb material and I happily will share my pleasure in reviewing it with the membership. Ross also passes along that he now has 1004 different runs - all on cover! That is quite an accomplishment and as you will see from the copies included in this and subsequent issues, Ross has some fine material that has taken many years to assemble.

NEW MEMBERSHIP LIST - Enclosed is a new membership list current to those who have paid their dues.

COLLECTION COUNT - Have gotten a few more replies to my request "to get off your butt" - so a new list is included herein. The only major laggard is Ludlow who has absolutely no excuse but his own laziness (I know its not modesty), for not telling me how many in excess of 2,000 he now has. I even ended up with Frank Waite still being a friend - but he still won't give me his count.

FROM WARREN BOSCH - Reports that he has been going through some incredible number of unsorted 1¢ & 2¢ Admirals and has found many interesting items including ----- & CAMP/ P. Michelin/QUEBEC(in welded on box) and a blue strike apparently reading Train No. / GASPE & MATAPEDIA, but he is not sure of the second term. Warren over the years has been able to dig up thousands of unsorted Canadian - and for some reason he hasn't sent me his source - wonder why? Says he has sent copies of his finds to Lew for confirmation. Good luck cause take it from me the sherriff can be tough on partials. I still have my unlisted strike on the Bluenose of Elk Point & Edm RPO to prove it.

IF YOU HAVEN'T PAID YOUR 1982 DUES, NOW IS THE TIME, SEND TO JIM LEHR.

Happy holidays from your editor and from the RPO clerk who struck the letter Dec. 25, 1901 enroute to Quebec. Wonder if he had a Christmas tree in the RPO car befitting of the occasion? Happy Holidays!!!

*Dane*





# RPO STUDY GROUP MEMBERSHIP LIST - 12/81

2. Lewis M. Ludlow #303, No. 1 Iwata Bldg, 10-18 Higashi Gotanda,  
5 Chome Shinagawa-ku, Tokyo 141, Japan
3. James C. Lehr 2918 Cheshire Road, Devon, Wilmington, DE 19810
5. H. Alex. Price 1907 W. 61 Ave., Vancouver 14, B.C. V6P 2C6
6. Jack M. Wallace 6043 Collingwood Place, Vancouver 13, B.C. V6N 1V2
7. James S. Karr 536-49th Ave., S.W., Calgary, Alta T2S 1G5
9. Gordon M. Hill 320 Selvergrove Bay N. W., Calgary, Alta T3B 4R5
13. Ken V. Ellison RR1, Oyama, B.C. V0H 1W0
17. George F. Smalley 298 John St., Gananoque, Ont. K0H 1R0
18. J. L. Purcell 6 Richardson Dr., Kingston, Ont. K7M 1S6
- 20 William G. Robinson 5830 Cartier St., Vancouver 13, BC. V6M 3A7
21. Fred D. Seaman 35 Mountain View, Kentville, N.S. B4N 1A7
22. J . Paul Hughes 10745 Deep Cove Rd., R.R.#1, Sidney, B.C. V8L 3R9
25. Henry Chlanda Box 637, Wall Street Station, New York NY 10005
26. Graham Noble P.O. Box 80, Kingston, Ont.
27. Horace W. Harrison Box 5895, Baltimore, MD 21208
28. F. Belanger 2591 Cadillac St., Montreal H1N 2V2
30. Ross D. Gray Box 174, Lindsay, Ont. K9V 4S1
33. Wayne R. Curtis Box 74, Postal Station "A", Toronto, Ont M5W 1A2
36. William G. Moffatt Hickory Hollow, RR3, Ballston Lake, N. Y. 12019
39. Charles D. Blair 5586 Lahser, Birmingham, Mich. 48010
40. Douglas Birchill 40 Rollingwood Drive, Willowdale, Ont. M2H 2M5
45. William Greig 1064 Royal York Rd., Toronto, Ont M8X 2G7
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47. Jim Miller Box 160, Kamloops, B.C. V2C 5K6
48. Lawrence S. Walker 8844 Notre-Dame East, Montreal H1L 3M4
49. Wally L. Gutzman 272 Vinet Avenue, Dorval, Que. H9S 2M6
50. Frank Waite 110 E. McMillan St., Newberry, MI 49869
51. Gerald C. Carr 9243 Warwick Ave., Detroit, MI 48228
52. Clarence A. Stillions 4944 Ashby St., N.W. Washington, DC 20007
55. Jim Felton Box 52494. Sam Houston Station. Houston. Tx 77052

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57 Dr. Robert A. Chaplin	65 Pepler Ave., Toronto, Ont. M4J 2Y7
59 Larry Paige	1145 Shillelagh Rd., Chesapeake, VA 23323
60. Ted Woodward	Box 2022, San Bernardino, CA 92406
61. David L. McKain	5 Meadowcrest, Parkersburg, WV 26101
62. Carleton Smith	261 Thorner Dr., Hamilton, Ont. L8V 2M6
63. Margaret Toms (Mrs.)	321 Crawford St., Orillia, Ont. L3V 1K2
66. Warren Bosch	300 East Fifth St, Yankton, S.D. 57078
67. Robert A. Lee	Box 937, Vernon, B.C. V1T 6M8
68. R.F.(Hank) Narbonne	216 Mailey Drive, Carleton Place, Ont. K7C 3X9
69. Jean-Pierre Forest	4014 Des Cedres, Cap Rouge, Que. GOA 1K0
70. J. C. Michaud	Box 5176, Armdale, N.S. B3L 4M7
71. Andy M. Palochik	Box 3461, Station C, Ottawa, Ont. K1Y 4J6
72. Dr. Earl L. Covert	Box 1070, Hay River, N.W.T. X0E 0R0
73. William C. Walton	RD#1, Box 454, Califon, NJ 07830
74. Alfred N. Peatman	22 Second St. Renforth, Saint John, N.B. E2H 1M1
75. William E. Topping	7430 Angus Drive, Vancouver, B.C. V6P 5K2
76 R. Saymour Blomfield	5107 Cayuga Dr., Knoxville, TN 37914
77. Charles F. Boubelik	Box 1737, Boulder, Col. 80306
78. J. Don Wilson	Box 8250, St. John's, Nfld. A1B 3N4
81. R. B. Miess	19 Speid St., Lennoxville, Que. J1M 1S2
82. Robert B. Soper	5550 Stanley Place, Halifax, N.S. B3K 2E7
83. Ronald Kitchen	1387 Pearl St., Ottawa, Ont K1T 1C6
84. Norman Brassler	Buck Hill Falls, Pa. 18323
85. John Hornsby	56 Highland Park Blvd., Thornhill, Ont. L3T 1B3
86. Dr. Richard Moulton	216 Armit Ave., Fort Francis, Ont. P9A 2G9
87. James R. Jenkins	Rt. 1, Billings, MO 65610
88. Robert C. Ernst	100 Yonge St., Barrie, Ont. L4N 4C9
89. John D. Aitken	Box 1730, Stn. "A", London, Ont. N6A 5H9
90. G. Palmer Moffat	4542 East Camino De Oro, Tuscon, Arizona 85718



RPO STUDY GROUP MEMBERSHIP LIST - 12/81

91. Rick Parama 20 Seymore Crescent, St. Albert, Alt. I8N OK9  
92. Elwood S. Poore 302 S. Denton, Gainesville, Texas 76240  
93. Harry Dingenthal 3409 Northumberland St., Garland, TX 75041  
94. Alexander M. Univen Box 1686, Bellevue, WA 98009  
95. Clinton A. Phillips 1704 Glade St., College Station, TX 77840  
96. Allan L. Stainhart 45 Dunfield Ave., Apt . 1910, Toronto, Ont M4S 2H3  
97. Richard Colberg 814 Snyder Hill Rd. Tititz, Pa. 17543  
98. George MacManus 12 Aurora Cres., Ottawa. Pmt/ K2G 0Z7  
99. J. Colin Campbell 1450 Ross Road, Kelowna, B.C. V1Z 1L6  
100. Rev. R.de Lacy-Spencer Rose Cottage, Newchurch, Kington, HerefordshireH5R 3QF GB  
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103. Melville C. Kertcher 155 Navy St., Apt. 604, Oakville, Ont L6J 2Z7  
104. W. L. Bradley 122 Sherwood Ave., Kitchener, Ont. N2B 1K1  
105. (Bill) W. S. Richards 272 Gladmer Park, Saskatoon, Sask. S7J 2X3  
37. Gerald E. Wellburn 1203-350 Douglas St., Victoria, B.C. V2V 2P5  
106. Paul H. Grimm Box 157, Berwick N. S. BOP 1E0



*Imperial Card Co.  
Toronto, Ont.  
Canada.*

# MAPLE LEAVES

THE JOURNAL OF THE CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

(INCORPORATED 1946)

Editor:

L. F. GILLAM, F.C.P.S.

66 EAST BAWTRY ROAD

ROTHERHAM

S. YORKSHIRE

Tel. Wickersley 2136

22nd April, 1981

Dear Dave,

Very many thanks for your newsletter received today AND READ today. R. 172 is WHITBY & MANILLA. Years ago someone guessed it meant WEST MANITOBA P.O.CAR. NOT SO ! I have a cover to Toronto mailed from Port Perry in 95, same year as Palmer Moffat's cover. The strike should be in the 'O' section of the catalogue since the 'P.O.Car' operated over the former Whitby, Port Perry, Lindsay & Victoria Rwy. (Later Midland Rwy.) but by the time this R.P.O. was introduced the system had been taken over by the G.T.R. Sonya is a few miles south of Manilla. The line was abandoned a long time ago, possibly 40 years.

The Central Vermont station could have been in the States, of course. St. Armand & Montreal R.P.O. operated over the Central Vermont connecting with American line at St. Armand. The original postmark used was 'Vermont Junct. Ry. M.C.' (R.166) short for the official name. Montreal & Vermont Jct. Rwy, a subsidiary of the Central Vermont.

Hope you got my last letter. Keep up the good work.

Haste,

*L. F. Gillam*



## THE GREAT WESTERN RAILWAY COMPANY

-----

- 1850 - Construction of line commenced from London, including branch line from Harriston to Galt.
- 10 Nov. 1852 - Started extension from Galt to Guelph, under the name of The Galt and Guelph Railway Company owned by The Great Western Railway.
- 1 Nov. 1853 - Opened Hamilton to Niagara Falls portion.
- 17 Jan. 1854 - Through service opened between Niagara Falls and Windsor.
- 19 Mar. 1855 - Opened Suspension Bridge (Niagara Falls) and connected with New York Central trackage.
- 28 Nov. 1855 - Opened Galt to Preston portion.
- 3 Dec. 1855 - Hamilton to Toronto line opened. Constructed by The Hamilton and Toronto Railway Company, with participation by and being an extension of The Great Western.
- 1 Oct. 1856 - The London and Port Stanley Railway opened. Chartered on 23 May 1853, this Railway began as an independent undertaking but financial difficulties caused the line to be leased to The Great Western from September 1871 for a 20-year period. The lease was then transferred to the Grand Trunk Railway in 1882, when that Railway took over the assets of The Great Western. The Grand Trunk offered to purchase the line in 1892 but the offer was refused and until 1915 the line was leased to several other railway corporations. In 1915, The London Railway Commission was formed as the instrument of the City and, at that time, the line was electrified and the City continued to operate same until 1966 when the Canadian National Railways exchanged a portion of its former car shop property in London for the assets of the London and Port Stanley Railway.
- 11 Sept. 1857 - Preston to Guelph portion opened.
- 27 Dec. 1858 - Opened Komoka to Sarnia branch.
- 1864 - Great Western leased The Erie and Niagara Railway (Niagara Falls to Fort Erie line), which agreement was cancelled in 1873.

- 1864 - 1866 - Changed from wide gauge to the standard track gauge.
- 1 Jan. 1867 - Opened 12-mile spur from Wyoming to Petrolia which had been purchased earlier from a local group.
- 15 June 1869 - Leased the 'to be constructed' Wellington, Grey and Bruce Railway. Great Western to supervise the construction and provide rolling stock for this line from Guelph to Southampton and Owen Sound. Owen Sound proposal later abandoned.
- 6 July 1870 - Great Western Railway authorized the construction of The Canada Air Line Railway from Glencoe to Fort Erie, passing through St. Thomas and Tillsonburg. Opened to traffic 15 December 1873. The Air Line Railway was extended to Niagara Falls when running rights were obtained over the Welland Railway from Welland Junction to Port Robinson from which point a 9-mile spur was built to reach Niagara Falls.
- 14 Apr. 1871 - The Great Western Railway Company's Financial Act had the effect of amalgamating The Canada Air Line Railway Company, The Hamilton and Toronto Railway Company and The London and Port Sarnia Railway Company with The Great Western Railway Company forming one Corporation under the latter name.
- 30 Oct. 1871 - Opened line between Guelph and Harriston.
- 7 Dec. 1872 - Opened Harriston to Southampton portion. During construction of the above works, a branch line commenced from Palmerston, through Listowel, terminating at Kincardine, finally being opened 29 December 1874.
- 29 Mar. 1873 - Leased The London, Huron and Bruce Railway, yet to be constructed, which company proposed to construct a line between London and Southampton or Kincardine. Construction commenced in 1875 and the line opened for traffic on 4 January 1876. However, the alignment was changed by The Great Western and the final route connected to its main line at Hyde Park, then ran northward through Clinton to Wingham, crossing the Buffalo and Lake Huron Railway (Grand Trunk Railway since 1868) at Clinton.



- 1 Jan. 1877 - Purchased The Brantford, Norfolk and Port Burwell Railway, still under construction from Port Burwell, through Tillsonburg to Brantford.
- 1 Jan. 1878 - Brantford to Tillsonburg portion opened. The Port Burwell to Tillsonburg section was not constructed by The Great Western.
- 12 Aug. 1882 - The Great Western Railway Company amalgamated with the Grand Trunk Railway.

Mr. D.L. McKain  
5 Meadowcrest  
Parkersburg, West Virginia

Dear Dave

I have read with interest the remarks made by Joe Purcell in the September newsletter with regard to the Great Western item by Gerald Carr, which appeared in the March issue and, if I may, I would like to offer the following comments.

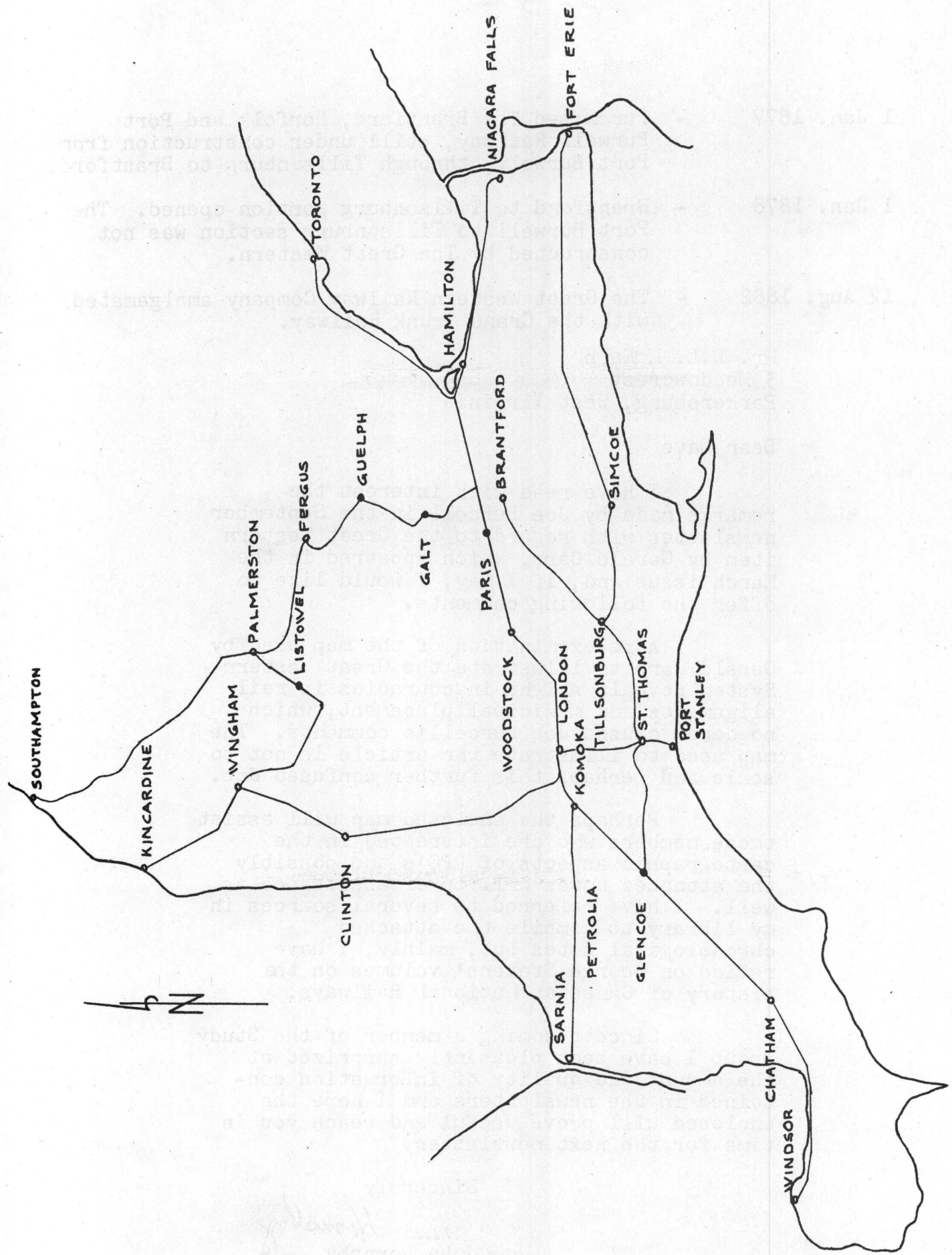
A re-examination of the map used by Gerald Carr to illustrate the Great Western System reveals slight inaccuracies in rail alignments and municipal placement, which no doubt caused Joe Purcell's comments. The map used to illustrate the article is not to scale and perhaps this further confused Joe.

Perhaps the enclosed map will assist those members who are interested in the cartographic aspects of RPO's and possibly the attached notes will be of assistance as well. I have referred to several sources in my library to compile the attached chronological notes but, mainly, I have relied on George Stevens' volumes on the history of Canadian National Railways.

Since becoming a member of the Study Group I have been pleasantly surprized at the amount and quality of information contained in the newsletters and I hope the enclosed will prove useful and reach you in time for the next newsletter.

Sincerely

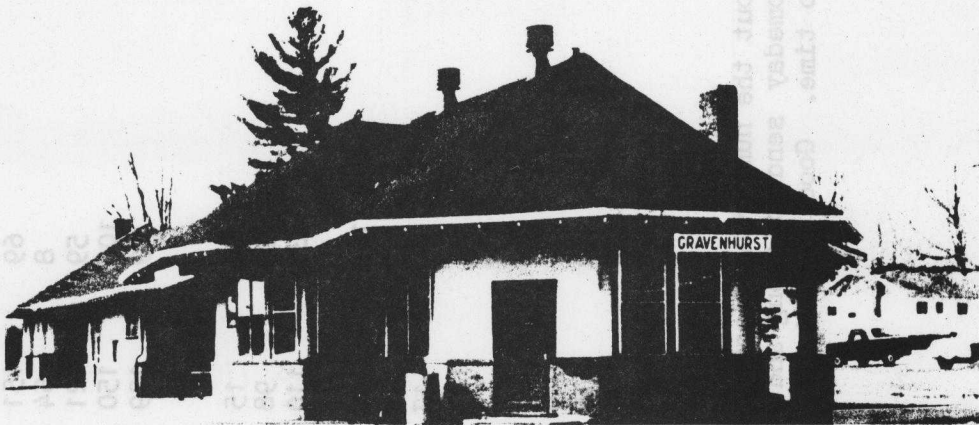
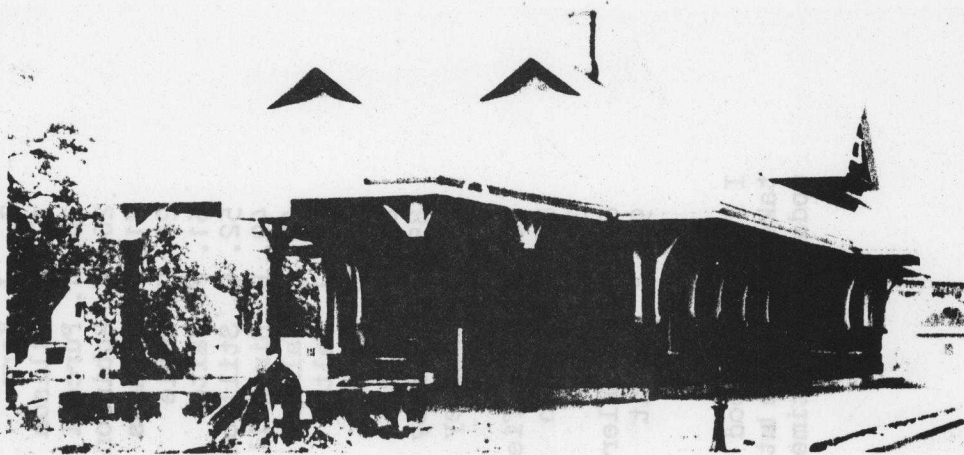
*John Hornsby*  
John Hornsby '89



THE GREAT WESTERN RAILWAY COMPANY

SCALE ~ 1 in. = 25 miles





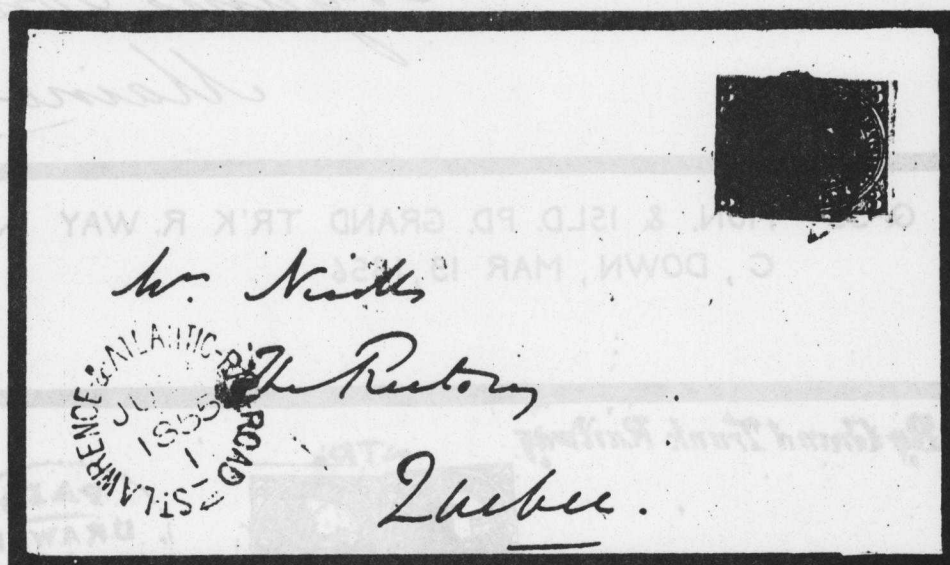
# RPO Study Group Collection Count - 9/81

	N	M	Q	O	W	R	D	Total
1. T. Shaw	26	127	268	366	272	97	27	1183 (as of 2/76)
2. L. Ludlow	114	194	383	482	542	229	39	1983 (as of 6/80)
3. J. Lehr	71	147	252	365	239	110	28	1212
7. J. Karr	69	151	212	335	240	122	32	1157
13. K. Ellison	8	54	85	173	225	45	15	605 (as of 2/76)
18. J. Purcell	59	121	217	306	204	55	25	987
20. W. Robinson	107	150	252	366	364	136	26	1401
21. F. Seamans	39	139	80	136	77	18	13	502
26. G. Noble							31	31 (specialty)
51. F. Waite								850 (a Guess)
52. C. Stillions	51	15	10	20	10			
40. D. Birchill	25	98	154	286	138	70	20	116 (Newf. specialist)
48. L. Walker	35	110	221	287	176	49	21	791 (2/76)
55. J. Felton								899
61. D. McKain	116	156	282	385	323	164	33	608
66. W. Bosch	12	109	218	330	195	69	25	1460
85. J. Hornsby								958
17. G. Smalley	31	121	233	333	192	95	22	175
9. G. Hill	9	73	115	215	176	9	12	1027
76. S. Bloomfield	15	69	129	219	122	34	18	609
89. J. Aitken	1	9	8	10	1		1	606
30. R. Gray	60	115	203	253	194	149	30	30 (Centennial only)
84. N. Brassler	0	76	130	200	71	104	14	1004 (Covers only)
90. P. Movvat	41	63	102	156	46	51	21	595
								480

I feel very good about the number of reports we have gotten and you who have not sent yours in please take your time but someday send it along and we will add it with the others, as we will also add updates from time to time. Good show!!!



ST. LAWRENCE & ATLANTIC RAILWAY  
WAS THE FIRST MAJOR RAILWAY BUILT IN CANADA.  
COMPLETED IN JULY 1853, IT RAN FROM LONGUEUIL,  
OPPOSITE MONTREAL TO ISLAND POND, VERMONT VIA  
ST. HYACINTHE, RICHMOND, SHERBROOKE & COATICOOK.  
IT CONNECTED WITH ITS AMERICAN COUNTERPART, THE  
ATLANTIC & ST. LAWRENCE WHICH RAN TO PORTLAND,  
MAINE THUS PROVIDING MONTREAL WITH AN ATLANTIC  
PORT DURING THE WINTER.  
IN 1854 THE GRAND TRUNK RAILWAY ASSUMED OPERATION  
OF BOTH LINES.



R-153 ST. LAWRENCE & ATLANTIC RAILROAD  
JU 28, 1855, 1



CANADA 10 Cts.

Wm. Harvey

Per. Barnett

Vermon

GRAND TRUNK RAILWAY

By Grand Trunk Railway

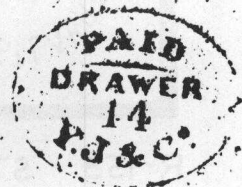
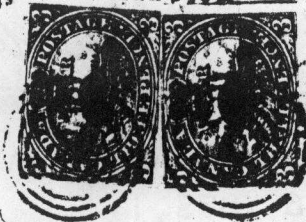


CANADA-10-Cts.

*Messrs Dunham & Estes*  
*Bryants Pond*  
*Maine.*

Q-95 MON. & ISLD. PD. GRAND TR'K R. WAY No. 5  
C, DOWN, MAR 19, 1856

By Grand Trunk Railway

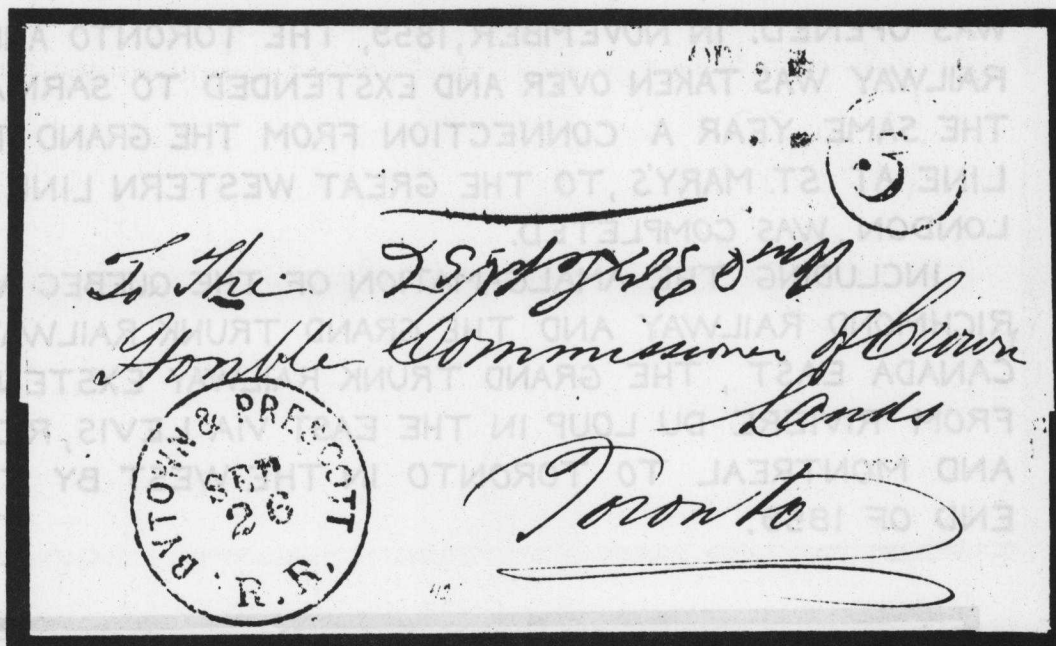


*Messrs Dunham & Estes*  
*Bryants Pond*  
*Maine.*

Q-95 MON. & ISLD. PD. GRAND TR'K R. WAY No. 6  
C, DOWN, FEB 23 1856



BYTOWN AND PRESCOTT RAILWAY  
 WAS COMPLETED BETWEEN BYTOWN AND PRESCOTT IN 1854  
 AND CHANGED ITS NAME TO THE OTTAWA AND PRESCOTT  
 RAILWAY THE NEXT YEAR WHEN BYTOWN WAS RENAMED AND  
 MADE THE CAPITOL.



O-52 BYTOWN & PRESCOTT R.R. SEP 26 (1856)



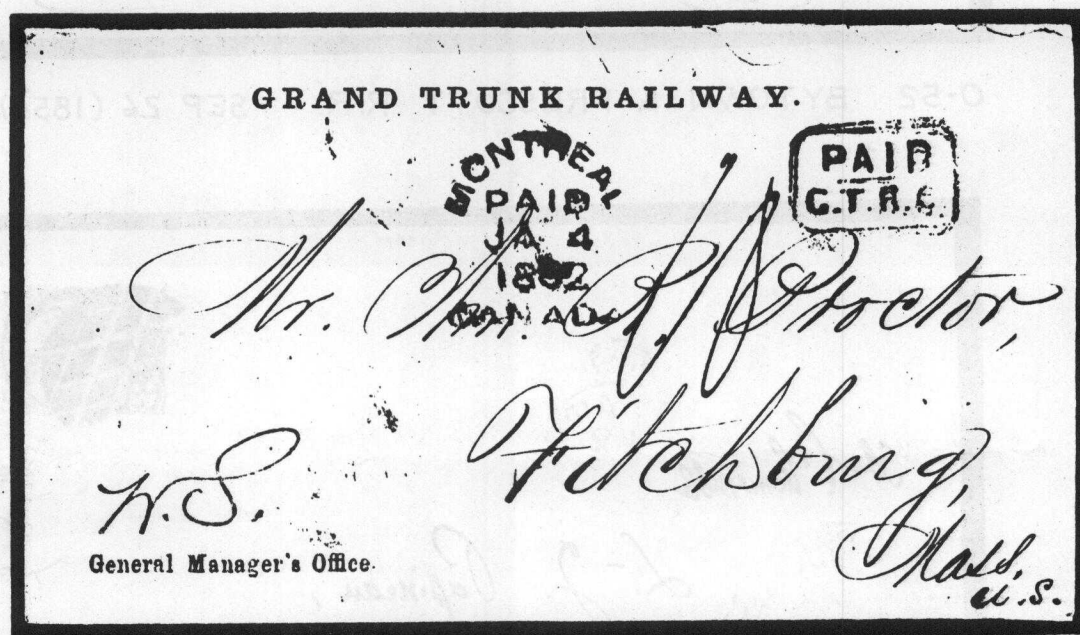
O-251 OTTAWA & PRESCOTT RAILWAY JUL 12, 1871, P.M.

## GRAND TRUNK RAILWAY

WAS INCORPORATED IN 1852 TO LINK THE MARITIME PROVINCES, QUEBEC AND ONTARIO AND TO EXTEND INTO THE UNITED STATES BY BUILDING, PURCHASING OR LEASING ANY RAILWAY USEFUL TO THAT PURPOSE.

IN OCTOBER, 1856, THE LINE FROM MONTREAL TO TORONTO WAS OPENED. IN NOVEMBER, 1859, THE TORONTO AND GUELPH RAILWAY WAS TAKEN OVER AND EXTENDED TO SARNIA. IN THE SAME YEAR A CONNECTION FROM THE GRAND TRUNK LINE AT ST. MARY'S, TO THE GREAT WESTERN LINE AT LONDON, WAS COMPLETED.

INCLUDING THE AMALGAMATION OF THE QUEBEC AND RICHMOND RAILWAY AND THE GRAND TRUNK RAILWAY OF CANADA EAST, THE GRAND TRUNK RAILWAY EXTENDED FROM RIVIERE DU LOUP IN THE EAST VIA LEVIS, RICHMOND, AND MONTREAL TO TORONTO IN THE WEST BY THE END OF 1859.



R-48A PAID G.T.R.C. (JA 4, 1862)