

ORAPEX 1990 - This Issue is being produced in time for the 1990 show of the Ottawa Public Service Recreational Association (The R.A.) Stamp Club which is being held from April 27 to 29. Your Editor will be showing his British Columbia Coast Steamer markings, and delivering a slide lecture on these markings. This is one of the newly authorized National Level shows sanctioned by the Royal Philatelic Society of Canada, and deserves our support. President Lew Ludlow and your Editor plan to attend and to hold an organizational meeting for a B.N.A.P.S. Regional Group in the Ottawa-Montreal area. Such a Group is long overdue.

Editorial Comment on the Via Rail cuts -



NEW MEMBERS - We welcome -

Lorne W. Mackie
Box 7, Stn T
Calgary, AB
T2H 2G7

Peter Waugh
19639 Poplar Drive
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V3Y 1Z3

A few members are being reminded of outstanding dues with this issue. Please send in your \$8 US or \$10 Cdn as soon as possible. We hope that this payment may carry us over into 1991 as higher duplicating costs have not materialized. Please make cheques payable to W.G. Robinson.

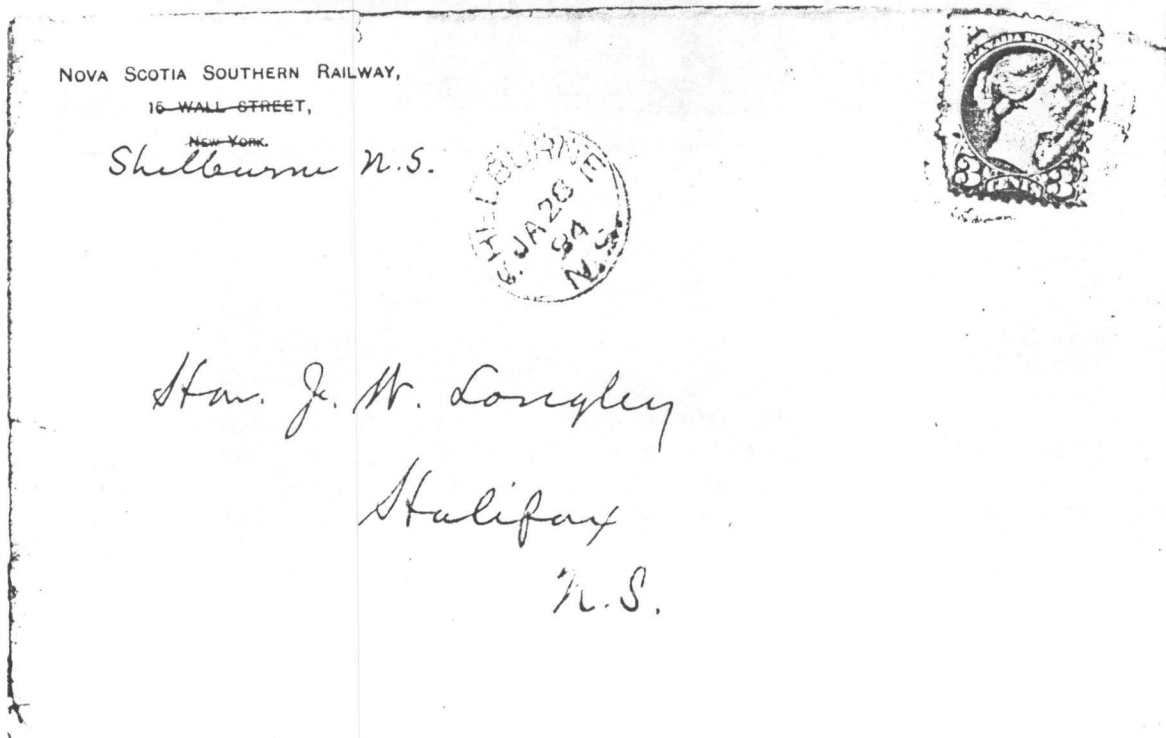
DUES OUTSTANDING IF BOX TICKED ☐

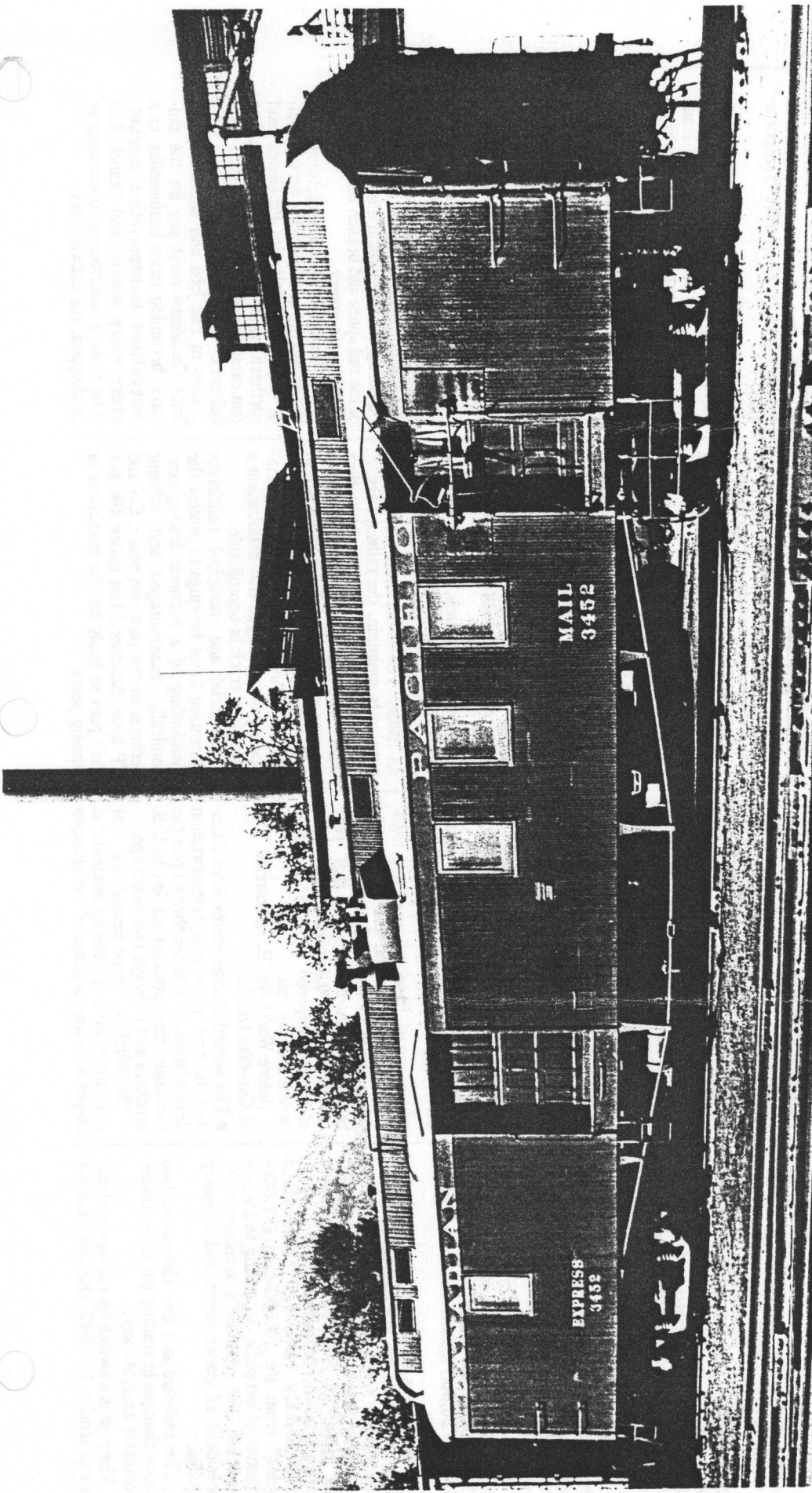
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This postcard may have spent 14 years on the train! A Mr. E. N. Bentley of Halifax sent a postcard (Webb #P14) to Mr. Frank Cox, Postmaster, Upper Stewiacke, Col. Co., N.S. dated April 17, 1894 with the message stating Mr. Bentley would pay the highest price for some Cattle that the postmaster had for sale. The card is postmarked #MA-62, HALIFAX & AMHERST/M.C. WEST/AP 18/94. The card apparently went on its way, a trip of about 60 miles. But it didn't arrive until over 14 years later, as evidenced by the receiving backstamp UPPER STEWIAKKE/N.S. JY 13/08! The first thing that comes to mind is perhaps it just got lost in the mails, but one would not think in the mailcar, or maybe could have the card slipped down behind some desk or shelf in the mail car? On the front of the card is an American RPO cancel CHI. FT. MAD. & K.C./R.P.O. dated TR. 9/JUL/8/1908. This was a Santa Fe Railroad line, Chicago, Fort Madison, and Kansas City. Is it possible that the original mail car HALIFAX & AMHERST/M.C. may have been sold to the Santa Fe and the card was found by the American RPO clerks? After 14 years, possibly all on the train, this card was delivered. I wonder if the cattle ever got sold?

Another Nova Scotis item - part of Halifax & South Western Ry.





W.G. Kennedy

Shown at Nelson in 1950, mail and express car No. 3452 is a good example of Canadian Pacific's early 1900s wooden head-end passenger train equipment. This car is illuminated by Pintsch gas, made from crude petroleum. The gas is stored in tanks under the car body. Piping may be seen along the roof and a branch line down to the lower deck roof is visible. Weighing 51 tons, No. 3452 was constructed in 1909. Sixty feet over the frame, it provided the thirty-foot working mail compartment required by the Post Office Department for Trains 11 and 12 between Nelson and Midway. Floor plans show that originally there was no door at the mail end of the car, but later cars were equipped with end doors, suitably barred to prevent unauthorized entry. Access to the mail compartment from the express section was by means of a two-foot square creep door.

In later years many of these cars were equipped with steel centre sills and steel reinforced ends, permitting them to be run in trains of heavy steel cars. No. 3452 was one of these. A few in the series were equipped with six-wheel trucks.

The catcher arm at the mail door was lowered by the postal clerk when approaching a mail post office at points where the train did not stop. For many years two such catch-posts were located on the Boundary Subdivision, one at Paulson, mile 62.5, on the west side of the Farron hill, the other at Boundary Falls, 3.7 miles west of Greenwood. Not shown on the car was a removable glass-fronted cinder guard, clipped at eye level to the door post.

The new electrically lighted lightweight steel cars in the 3600 series replaced these wooden cars on trains 11 and 12 in January, 1951.

Mail compartments varied in size in the early years of postal cars in Canada, but eventually were standardized at two: a 30-foot and 60-foot. The first 60-foot cars were of wooden construction, but all-steel cars of this length appeared in 1915 for mainline trains. About this time 60-foot cars were assigned to trains 11 and 12 east of Nelson, where the volume of mail was heavier than that carried west of Nelson.

There were also many 80-foot cars, built in the 1920s for transcontinental trains; these contained a 20-foot baggage compartment, used by the Post Office to store sacked mail taken on board at principal cities across Canada, destined for overseas. This mail, delivered by the Post Office Department as "British and Foreign", was carried directly to ships sailing for Europe.

The final day of the Railway Post Office service on the Boundary Subdivision was September 30, 1957, highway trucks taking over the transport of mail in southern British Columbia. The change eliminated forever the efficient mail service that had been enjoyed since inception of the mail car.

Boundary Subdivision cars originally were manned by one postal clerk, with the title Clerk-in-Charge. But as the volume of mail increased in latter years an assistant also worked the car from Nelson west as far as the meet with No. 12, where he boarded the eastbound car and returned to Nelson.

Railways facing double threat

Must slash east-west track to compete with truckers under free trade

By Cecil Foster

Financial Post

AFTER A CENTURY of building east-west ribbons of steel to move Canadian freight, the country's two largest railways find they are running trains in the wrong directions as North American trading patterns shift drastically.

As a result, Canadian National Railway Co. and CP Rail — both of Montreal — say they have to chop thousands of kilometres from their cross-Canada network to remain in the running for the freight now flowing north-south.

By abandoning poorly traveled tracks, the railways believe they can lower operating costs and staunch the flow of customers attracted by lower trucking rates.

CN's president and chief executive officer, Ronald Lawless, says he would like to reduce the railway's total track by 38%, to 20,800 kilometres from 33,600 kilometres.

"We have a major problem with the cost levels that we are operating under, and the only way I know how to do it is to eliminate the trackage that people are not using," he recently told the House transportation committee.

CP Rail also has to cut "thousands of miles" from its 13,500-mile (21,600-kilometre) network, according to Dennis Apedaile, the company's assistant vice-president of government and industry affairs.

The railways are the victims of two major changes in trading patterns, transportation analysts say.

• The first is a switch by railway customers to trucks. In 1987, the last year for



Canadian National's Lawless: To reduce operating costs, he would cut CN's total track by 38%

which annual freight figures are available, trucks surpassed the railways as the primary mover of Canadian cargo. Statistics Canada says in that year trucks hauled 300.3 million metric tons of cargo, compared with 257.9 million metric tons by rail.

Before World War II, rail carried 70% of Canadian freight.

• The second change stems from Canada-U.S. free trade and transportation deregulation. The latter threw open the Canadian transportation market to U.S. truckers and railways two years ago.

"In 1989, we experienced our first year under the free trade agreement and began adapting to some of the changes



— notably an increase in north-south traffic," Al Gillies, CN's vice-president of intermodal services, said in a recent Montreal address.

Canadian railways and truckers believe Canadian trade and transportation policies are out of sync.

While provincial and federal authorities have created a single North American market, they have not taken the next step of removing some restrictive transportation regulations, such as those forcing railways to operate on uneconomic routes and compelling truckers to pay higher fuel taxes.

As for surplus track, CN carries 90% of its traffic on only 33% of its track, while 50% of CP's track carries 97% of its traffic. The under-used track is expensive to maintain, the railways say.

But the railways may not cut as they wish. The federal government allows them to apply to abandon a maximum of 4% of their track annually. They must appear before the National Transportation Agency to argue that maintaining a section of track is unprofitable.

Provincial and municipal politicians have used these hearings to protest the dismantling of a network linking economically disadvantaged and affluent centres. In the past two years, CN and CP have abandoned just under 4%, but they plan to apply for the maximum in coming years.

In addition, until the year 2000 the railways may not stop operating on large stretches of track in Western Canada used primarily for transporting grain. Even though shipments are seasonal and sometimes sparse, Ottawa decided the railways must maintain the tracks if farmers have no alternative transportation.

"How in the world are Canadian railways going to be able to survive and thrive in a North American free trade market if they are shackled with obligations that may have been appropriate in their monopoly days — the late 1800s to say 1920 — but are increasingly anachronistic these days?" Cope asks.

Ideally, the railways would severely reduce their trackage east of Thunder Bay, Ont. They would bring western cargo not being exported through the ports of Vancouver and Prince Rupert to the Lake Superior port, where the freight would be transferred to Great Lakes ships and moved by water to the Atlantic. They would maintain a main line through central Canada to the Atlantic ports, but they would eliminate most of the rail spurs and branch lines running off the main artery.

The impact of this restructuring will be felt heavily in the already economically depressed Atlantic Provinces and northern regions of Ontario and Quebec that cannot produce enough freight to fill rail cars.

Loss of rail jobs and service is the price Canadians must pay for the railways' becoming more businesslike in a deregulated transportation market, where every worker and branch line must make a contribution to earnings or be chopped, the railways say.

Railway Mail Service, An Historic Postal Era

In 1854 it took ten and a half days of plodding, tortuous trial-by-horseback to deliver a letter to Quebec City from Windsor, Ontario. Three years later the time to travel this 1400-mile run was reduced to one-fifth; a letter could be delivered in the then incredible time of 49 hours.

This remarkable feat was accomplished by the use of travelling railway post offices (with men sorting the mail en route), which were initiated in 1854 on the short run between Niagara Falls and London, Ontario.

The development of the railway post office in Canada is inseparably linked to the establishment of the Canadian railway systems, which turned vast untamed stretches of land into a nation. Before the advent of the railways, mail communication was infrequent, slow, and in many cases, sporadic, depending as it did largely on the mail courier who travelled on foot, on snowshoes, by canoe and, where possible, on horseback.

The year 1886 saw the completion of the Canadian Pacific Railway, and on 28 June of the year a train with a mail car attached left Montreal, arriving at Port Moody, British Columbia, on 4 July, having completed the first cross-Canada trip.

In 1889 the first convention of the Railway Mail Clerks' Association was held in Toronto, and in 1897 a Railway Mail Service Branch under a controller was established at headquarters in Ottawa.

Once considered the elite of the postal corps, the railway mail clerks (RMC's) travelled the rails "a mari usque ad mare," ensuring swift, reliable service of mails to points near and far.

Dubbed the "fast mail," the unique post office on wheels has become a part of Canadian postal history. But for decades, as steam engines chuffed

vapour, sparks and cinders across the countryside, mail clerks, in their own personal empires behind the locomotives, slung sacks, sorted letters, entered registers, and protected their cargo from all possible danger. At large settlements the train would stop and mail would be picked up and delivered. At smaller towns clerks would throw a locked mailbag from the speeding train and operate an iron bar and hook device attached to the train to snatch a community's outgoing mail from a catchpost. One old RMC likes to tell of the time he missed the mailbag but managed to snag a freight car on another track. When the iron bar and hook were finally released, the hook was completely straightened.



Stan Smith, Jack Gillis, Ted Kaine (all of Saint John)

The men who served on these swaying, lurching platforms were unequalled in their dedication to seeing that "the mails got through." Hours before a train was scheduled to pull out, RMC's, working in their cramped quarters, would be busy sorting the mail. All efforts were directed to conserving as much storage area as possible, as this type of space on a train was tremendously expensive. When the train moved into a station, the bags of mail would be ready for transferring to another line or for dropping off to a local post office.

It would be common for a man to be out three days on a round trip, working long hours in the speeding car, racing against time and the volume of mail.

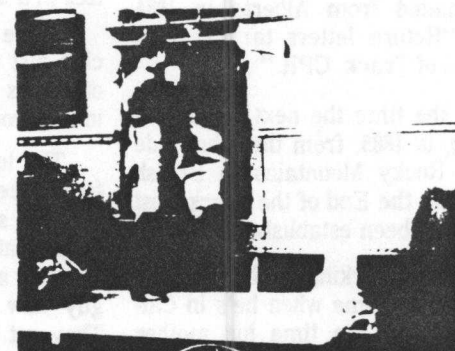
In the early days the cars were constructed of wood, but by 1949 all-steel cars were used on main lines and reinforced wood or all-steel cars on branch lines. These cars could be anywhere from

15-foot "apartment" cars on short lines to 72-foot full-length cars on trunk lines. And the cars were not exactly luxury suites. Inside they were crammed to the roof with sorting equipment, bag racks, sorting cases, opening tables, and everything needed in a regular post office. Except for public and financial transactions, every operation of a post office was carried on in the limited and sometimes poorly lighted confines of those four walls.

For the RMC's these cars were home when they were on a long run. Here they would stretch out on mailbags to relax or prepare their meals whenever they could find a spare minute. Some "cooks" would put a pot roast to simmer on the gas range, while the potatoes baked in the gas lights. Of course, not all clerks were gourmets; on one run a clerk put a can of beans in the gas light to heat and then forgot about it. It exploded and he was picking beans out of the sorting cases for months.

Railway mail clerks were constantly working against time; as long as the train was on schedule their connections would be met, but if a train dropped so far behind that a connection was missed, it was the clerk-in-charge who had to plan the best possible means of ensuring delivery of the mail. All the RMC's had to have at their fingertips an encyclopedic knowledge of every rail and truck connection on their route.

Efficiency was given the utmost priority. The post office had a record of everyone who handled a letter. If a letter was sent to the wrong city through a mistake in sorting, its route was traced, the culprit identified, and a record of error entered against his name. Many of the RMC's were so efficient that they had practically no errors charged against them. Their knowledge was subject to an annual examination, and if they did not make a minimum of 90 percent, they lost their yearly salary increase. Perhaps even more important, if they made below 97 percent they lost prestige in the eyes of their fellow workers. Most made 99 percent to 100 percent.



Don Upton (Campbellton), Jack MacLean (Truro), Bill Cody (Campbellton), Bob Garland (PM, Sussex), Vince Watt (Truro).

Card mailed in 1914 when post offices were found on trains

By Anne Jarvis
Expositor Staff

Eliza's postcard read: "We are now on the Arrow Lakes and getting off the boat at Makusp to get a drink. You should be along to get one, too."

The card was mailed to E. A. Jones of Austin, Man., on June 16, 1914.

Now it's part of Canada's history — not because of what Eliza wrote, but because of the postage stamp she used.

That stamp was part of the Brantford Stamp Club's show at Woodman Drive Community Centre on Saturday.

Eliza's postcard was carried by the Columbia and Kootenay Navigation Co.'s steamer and then by the Canadian Pacific Railway. The navigation company began taking mail across the lakes in 1896 and CPR bought the company in 1897.

That was when post offices were on trains. They're not now, and that's why the collection, owned by Bill Robinson of Vancouver, attracts interest.

Mailed from Alberta

A note on the back of an envelope mailed from Alberta in 1884 read: "Return letters to: CP Mail Co. End of Track. CPR."

By the time the next letter was written, in 1885, from the other side of the Rocky Mountains in British Columbia, the End of the Track Post Office had been established.

"A guy (working on the railway) might write home when he's in Calgary, but by the time his mother gets the letter and writes him back he might be 100 miles ahead," ex-

plained Mike Street of the British North America Philatelic Society. "So the post office travelled with construction."

The history of the building of the railway can be traced in the stamps.

Another collection showed when the Boer War started. "Rule Britannia," proclaimed a postcard from 1898. A refined woman wearing a strapless gown and jewels sits between a lion and a shield with the Union Jack. A ship flying the flag can be seen in the background.

"You would be hard put to see this today," Mr. Street said. "But that's how people felt."

There was a collection on military stamps, one on Christmas stamps and another on stamps from Australia. That collection belongs to Gordon Parsons, who organized the show.

"I used to collect the world. Then I cut back to the Commonwealth. Now I just collect countries," Mr. Parsons said.

Collectors specialize

The 10 exhibits, from Brantford, Kitchener, Hamilton, Stoney Creek, Burlington and Vancouver, were invited because each collector specializes in a different kind of stamp.

There was no competition. The club just wanted to "show the range of things people can get interested in and work on," Mr. Street said.

The local club started on an old four-wheel streetcar in 1938, Mr. Parsons said. "One guy was sitting looking at a catalogue (of stamps). He was a stamp collector. Another guy saw him and got interested. They got talking and that's how the club started."

There are now 55 members.



Brian Thompson, Expositor

Stamp collector Ray Davies of Toronto studies stamp sale Saturday at Woodman Park Community Centre.

Part 3 of "Vessels in Newfoundland Gulf and Coastal Service, 1898-1987" - from member Don Wilson

VESSEL NAME	OPERATOR	ACQUIRED	LENGTH	GROSS TONS	BUILT	BUILDER	OTHER HISTORICAL DATA
M.V. LUCY MAUD MONTGOMERY CN		1971	283(OA)	4245	1965	Ateliers et Chantiers de La Seine Maritime, Le Trait, France	Formerly M.V. Stena Danica, P.E.I. Vessel used in Gulf Service; 1971 - 1972.
M.V. MARINE CRUISER	CN*	1973	372(OA)	4141	1959	New South Wales Government Engineering & Shipbuilding, Newcastle, Australia	Formerly M.V. Princess of Tasmania.
M.V. STENA TRAILER	CN*	1973	343(OA)	1306	1972	Akers Trondjens, Trondheim, Norway	Charter Terminated 1974.
M.V. JARL TRANSPORTER	CN*	1973	345(OA)	1301	1973	Akers Trondjens, Trondheims, Norway	Charter Terminated 1974.
M.V. SEATRADER	CN*	1973	378(OA)	2572	1973	A. Vuyk & Zonnen, Capelle, Netherlands	Charter Terminated 1976.
M.V. STENA SAILER	CN*	1974	378(OA)	2500	1973	A. Vuyk & Zonnen, Capelle, Netherlands	Charter Terminated 1975.
M.V. MARINE PACKER	CN*	1974	232(OA)	1101	1965	Soviknes Verft, Sykkigrend, Norway	Formerly M.V. Blikur.
M.V. PERCY M. CROSSIE	CN*	1974	275(OA)	2362	1959	Pusnes Mek Verksted, Arendal, Norway	Formerly M.V. Perla Dant Charter Terminated 1977.
M.V. MARINE SPRINTER	CN*	1974	94(OA)	128	1974	Camcraft Inc., Crown Point, Louisiana	Formerly M.V. Stena Nautica.
M.V. MARINE NAUTICA	CN*	1974	396(OA)	5443	1974	Rickmers Werft, Bremerhaven, W. Germany	
M.V. MARINE ATLANTICA	CN*	1975	396(OA)	5441	1975	Rickmers Werft, Bremerhaven, W. Germany	
M.V. MARINE RUNNER	CN*	1975	91(OA)	138	1975	Camcraft Inc., Crown Point, Louisiana	
M.V. SIR ROBERT BOND	CN	1975	443(OA)	10,433	1975	Port Weller Drydocks, Port Weller, Ontario	
M.V. STENA NORDICA	CN*	1976	394(OA)	5429	1976	Rickmers Werft, Bremerhaven, W. Germany	

"Vessels in Newfoundland Gulf and Coastal Service"
Part 3 - Continued

(Page 6)

<u>VESSEL NAME</u>	<u>OPERATOR</u>	<u>ACQUIRED</u>	<u>LENGTH</u>	<u>GROSS TONS</u>	<u>BUILT</u>	<u>BUILDER</u>	<u>OTHER HISTORICAL DATA</u>
M.V. CARIBOU (SECOND)	MA	1986	179(OA)	27,213 (Metric)	1986	Versatile Davies Inc., Lauzon, Quebec	
M.V. NORTHERN RANGER (SECOND)	MA	1986	71.8(OA)	2,361 (Metric)	1986	Port Weller Drydocks, St. Catharines, Ontario	

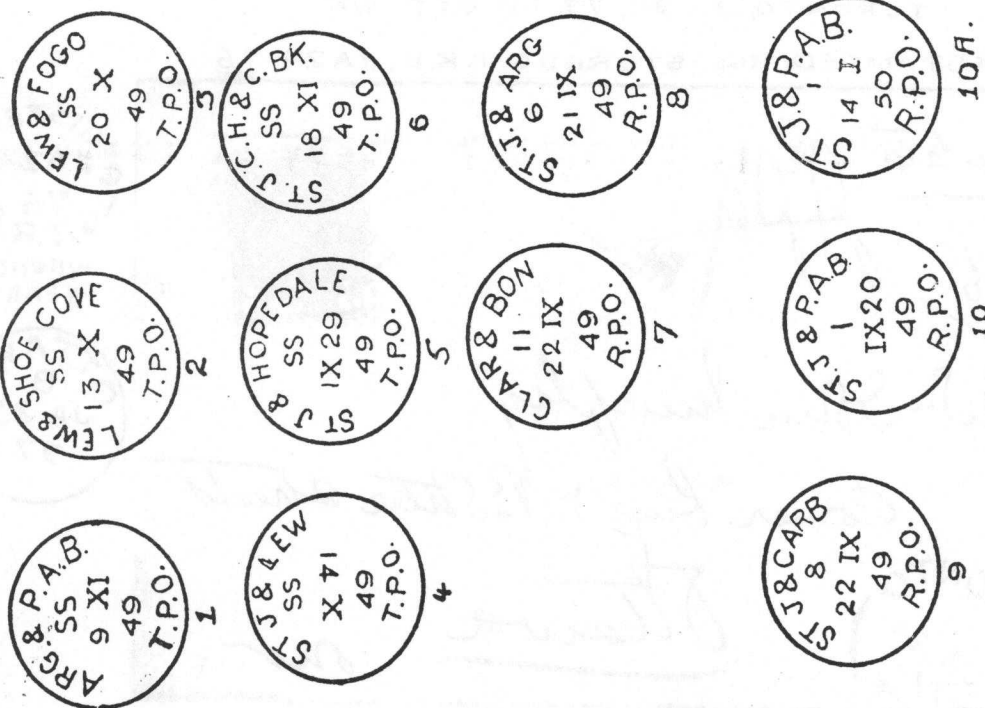
KEY TO ABBREVIATIONS, ETC.

- * - Vessel acquired by CN on bare-boat charter.
- (A) - Approximately.
- (BP) - Between perpendiculars; the distance on the summer load waterline from the fore side of the stem to the afterside of the rudder post.
- (OA) - Overall measurement; where this value was not available, length between perpendiculars has been given.
- REID - R.G. Reid, later incorporated as Reid Newfoundland Company, operators of Newfoundland's Railway System 1898 to 1923.
- NR - Newfoundland Railway, A Government agency, which operated the system from 1923 to 1949.
- CN - Canadian National, later CN Marine, assumed operation in 1949.

NOTES:

- A. - The Reid Company acquired a second vessel of this name around 1908, a 108-foot(BP) steam Yacht of 96 gross tons, used for private purposes. The Reids also acquired a 129-foot(BP) salvage tug of 346 gross tons about the same time. This vessel, S.S. Petrel, was turned over to Government with the rest of the fleet in 1923, but was scrapped two years later.
- B. - This vessel was originally operated by Crosbie and Company in a subsidized coastal service northward from St. John's, but was acquired by the Reids around 1914.
- C. - Portia and Prospero were sister ships, built for Bowering Brothers, operated for 20 years under a Government subsidy contract. On the expiration of the contract in 1924, they were acquired by the Newfoundland Railway.
- D. - The "Splinter Fleet" was a group of ten wooden ships built at Clarendville during the mid 1940's. They were owned by the Department of Resources, but operated by the Newfoundland Railway. CN acquired three of them in 1949, while the Government retained the remainder, soon selling them to private operators. M.V. Trepassy operated in Northern Labrador for a decade, on time charter to CN, until delivery of M.V. Hopedale in 1960.

Note: Part 1 of this listing was printed in Vol.17, No.1 Whole No.73, October, 1988. Part 2 was in No.74, December, 1988. This completes the listing.



NEWFOUNDLAND TRAVELLING POST OFFICES

By LESLIE MITCHELL, B. N. A. P. S.

With the Confederation of Newfoundland it was only to be expected that fresh obliterations would be issued to the various post offices there. Of these, those issued to the Travelling Post Offices have long held my interest.

Until the later part of June 1919, the old obliterator of Newfoundland was still in use. By mid-October apparently all the T. P. O.'s were using a new type of steel cancel, single line 23 mm. diam., with the month in Ro-

man numerals and the extreme terminals of call shown in abbreviated letters, those on the Coastal Boats having S. S. above the date, with T. P. O. at the base of the circle, as types 1-6. All Railway obliterations having R. P. O. at the base and the train number above the date, as types 7-10a, it being noticeable that no country of origin appears on the cancel. Taking the coastal boats, we now have Argentinia & Port aux Basques T. P. O. for the former South West Coast-

tal T. P. O., as type 1.

Lewisporte and Shoe Cove T. P. O. former Notre Dame Bay North and South T. P. O.'s, types 2 and 3.

St. John's & Lewisporte T. P. O. former Fogo Dist. T. P. O., type 4.

St. John's & Hopedale T. P. O. formerly Lebrador T. P. O., type 5.

St. John's, Cook Harbour & Corner Brook T. P. O. in place of the S. S. Northern Ranger cancel, type 6.

I understand that Port aux Basques & North Sydney T. P. O. still exists but assume this will be in the new type.

I have not seen the Argentinia & Grand Bank T. P. O., nor the Corner Brook-Battle Harbour T. P. O., but assume that these two cover the former Placentia Bay T. P. O. and the Straits T. P. O. There is a possibility of a further T. P. O. between Argentinia and Isle of Valen as the S. S. "Home" which covers the Placentia Bay area, makes alternate journeys from Argentinia to Grand Bank and Isle

of Valen every two weeks.

Regarding R. P. O.'s:

Clarendville & Bonavista R. P. O. former Bonavista Ry.—Trans Nos. 11, 23 westbound, Sun. and Tues.; Trains Nos. 12, 24 eastbound, Mon. and Wed. (Type 7).

St. John's & Argentinia R. P. O. former Argentinia R. P. O.—Trains No. 5 westbound and No. 6 eastbound (Type 8).

St. John's & Carbonear R. P. O. former Conception Bay R. P. O.—Train No. 7 westbound and No. 8 eastbound (Type 9).

St. John's & Port aux Basques R. P. O. as before but as new type—Train No. 1 westward, Train No. 2 eastward, Train No. 3, Overland Limited, running Sundays (Type 10).

As before but with larger letters (Type 10a).

If any reader can let me know the actual dates of issue of these cancels, and whether the Argentinia & Isle of Valen T. P. O. exists, it would be greatly appreciated by the writer.

A reprint from May, 1950 "Topics" outlining the new RPO and TPO runs in Newfoundland resulting from Confederation in 1949.

Vol.7, No.5, Whole No.69, pp 104-5.

Many thanks to Jim Miller who found the article when sorting through some old "Topics" recently.



HORACE W. HARRISON
BNA PHILATELIST
1802 INDIAN HEAD ROAD
RUXTON MD USA 21204

Horace recently submitted this nice example of Canadian National Railways Official Postal Stationery. The R.R.B. neatly printed on the

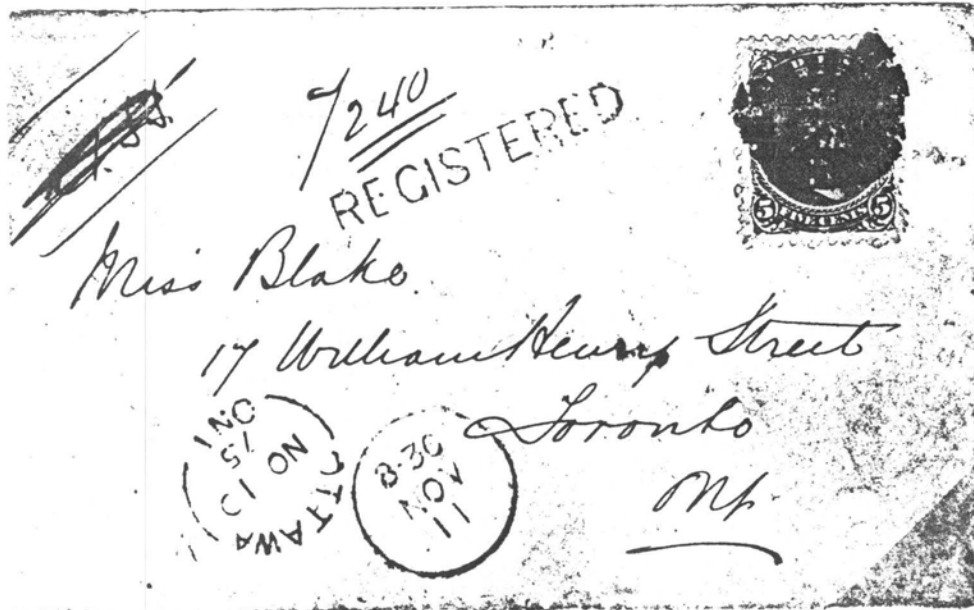
corner of the envelope means - "Rail Road Business". Note the partial 1935 Canadian National Railways cancel. Most similar C.P.R. stationery is marked "O.C.S." for "On Company Service".

Two Covers from Horace Harrison's Collection - Is the heading correct? Peter McCarthy writes "After the Grand Trunk Rwy. built the line between Montreal and Toronto, it was referred to as Grand Trunk Western...The dividing line between W & E CANADA'S REGISTRY SYSTEM was Montreal."

CONFUSION IN THE MAIL CAR

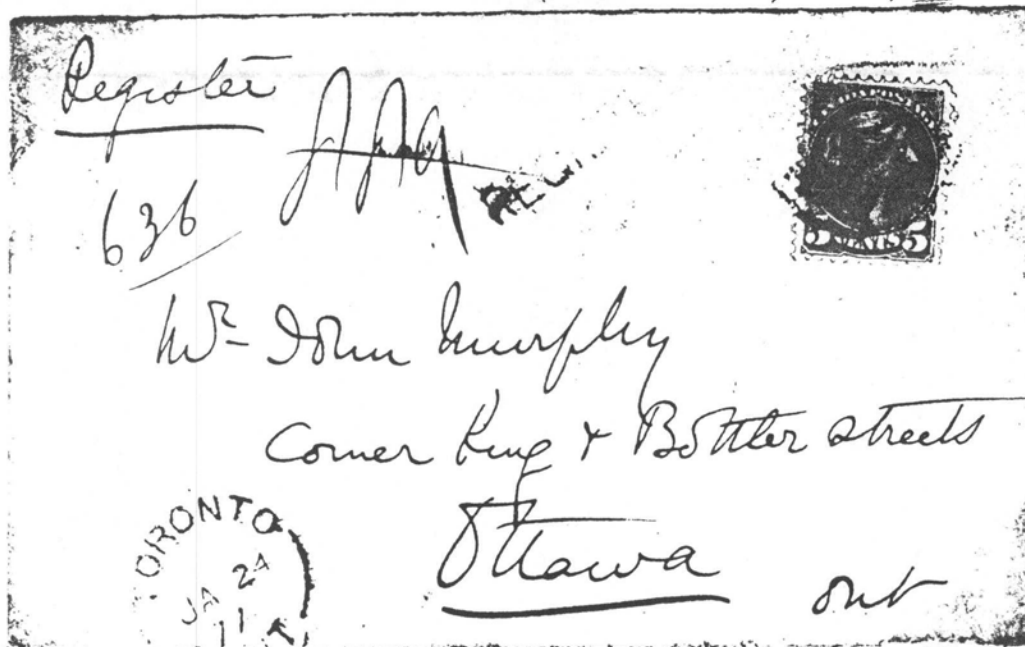
OTTAWA NO 10, 75 TO TORONTO

BACKSTAMPED: REGISTERED G.T.R.E., NO 10, 75



TORONTO, JA 24, 77 TO OTTAWA

BACKSTAMPED: REGISTERED G.T.R.E., JA 24, 76



So Long for now,

2500