

THE R.P.O. NEWSLETTER
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

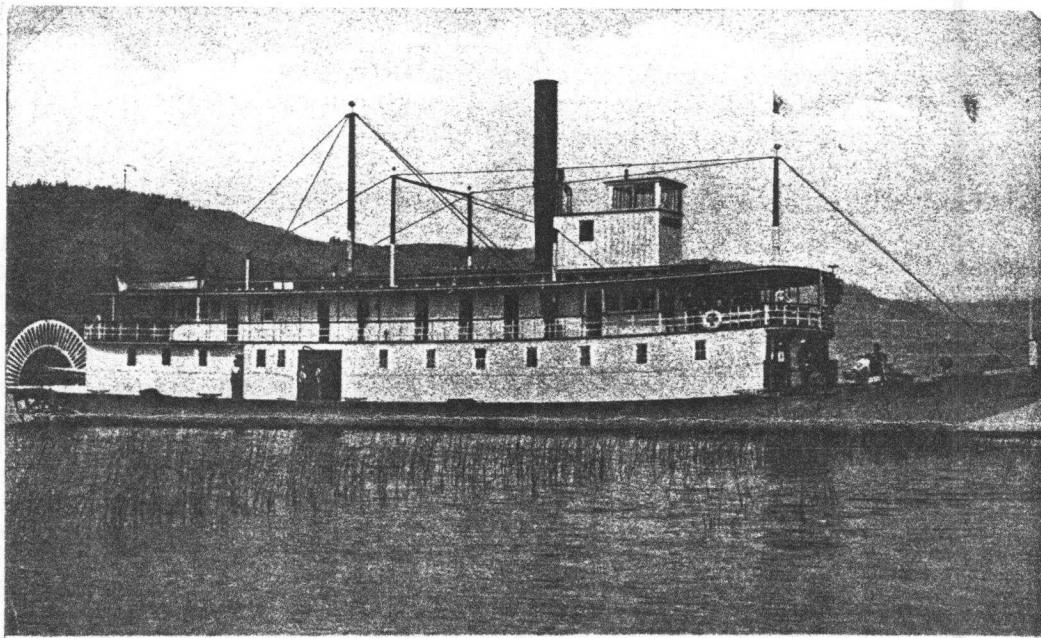
Volume 18 - No.4

Whole No.84

MAY 1990

CHAIRMAN LEWIS LUDLOW - Enclosed with the last issue was a slip of paper advising the members that our Study Group Chairman (and the President of BNAPS) had suffered a stroke. At that time Lew was still unconscious, and there was little news as to his condition. He has now recovered consciousness, and knows in general who and where he is, and is able to communicate briefly with family members. There appears to be some damage to the left side, and there has been no movement of the left arm or hand yet. There has been some movement of the left toes, but this may be a reflex. Our thoughts are with his wife, Mac, and their family as Lew works at getting back into action. It looks like a long difficult road to recovery. Your Editor will be passing through Kirkland on May 24 en route to PIPEX, and will try to visit Lew. Hopefully we will have more and better news for the next issue.

PIPEX 1990 - This annual national-level show of the Northwest Federation of Stamp Clubs will be held in Portland, Oregon, from May 25 to 27. This is one of the World Series of Philately shows recognized by the A.P.S., and is also recognized by the R.P.S.C. since shows alternate between Canada and the U.S.A. There will be some Canadian R.P.O. material on exhibit, and the Show Chairman, Jack White, is a member of this Study Group. A function is planned for B.N.A.P.S. members attending.



C.P.R. Str. "Aberdeen," Okanagan Lake, B.C.

Thomson Stationery Co., Ltd., Vancouver, B.C. 187

ORAPEX 1990 - In the last issue we mentioned that President Lew was planning to attend this show in Ottawa - mainly to organize a new Regional Group of BNAPS in the Ottawa-Montreal area. Your Scribe attended on his own, and is delighted to report that the new Group is alive and well under the chairmanship of our member Paul Burega. It can also be reported that a four-frame exhibit of west coast steamer markings won a National Gold Medal and the P.H.S.C. Certificate for the best BNA postal history exhibit. A slide presentation was also given on this subject, and is available for showing elsewhere.

From our member Robert Miess in Lennoxville, Quebec.

The day the Grand Trunk died —

By Jacques' Boisvert, President
La société d'histoire du Lac Memphrémagog

The 19th of May 1989 died at 10 p.m. one of the greatest railroads that have played such an important role in the history of Canada and the United States and also our Townships. According to a document: "Now began the organization of the Grand Trunk Railway, which, in its development, changed the face of Canada".¹

"It is interesting to know how they determine if the section Montreal-Sherbrooke-Portland or Montreal-Sherbrooke-Boston would be built. A lawyer by the name of John Poor organized two mailmen with horses and in March 1847 through the snow made a race. One was leaving Boston and the other Portland at the same time, both in direction of Montreal. The one from Portland arrived 12 hours in advance against his opponent from Boston. A big crowd was waiting for him in Montreal and he was greeted with great enthusiasm thence the route was chosen definitely to Portland. The first official train to arrive in Sherbrooke was on September 18, 1852 carrying the Governor-General Lord Elgin with 600 guests. At lunch taken under the roof of the railway station were 300 guests."²

By July 11, 1853, the connection between the two countries going through the village of Stanhope, Quebec, was made at Island Pond, Vermont, (Canadian and American customs were established in this village) thus being one of the first international railways and contributed for over 136 years "in providing the military with services in the American Civil War, the Boer War, the Spanish-American War, World Wars I & II and the Korean Conflict"³ Also we should not forget that the railway was used from

Canada to carry merchandise sold to Cuba through the United States, since there was a commercial embargo against that country and thence would reach this country by ship. This was an unofficial way of trading with Cuba. Mind you, most of the merchandise came from U.S. This way the U.S. government could say: "We do not trade with Cuba."

Here is how the Montreal Gazette on Thursday morning, July 21, 1853 described the great event: "From Our Eastern Townships' Correspondents... July 18th... The St. Lawrence is united to the Atlantic by the iron bands, and a continuous line of rail connects the Great ocean to the Father of Waters-To-Day the first through trains from Portland to Montreal passed this town en route for Portland, and a few hours afterwards the Portland passenger train arrived, and immediately proceeded to your City; the locomotive as it came in sight from the south, displayed our old Jack 4 braving the breeze in harmonious connection with the Stars and Stripes, and composing this train left Portland this morning, and were filled with travellers from that city. The St. Lawrence and Atlantic, and the Atlantic and St. Lawrence roads have lately been amalgamated. The line thus composed is a near, direct and pleasant route between Montreal and Boston. The Citizens of Portland propose celebrating the completion of the Road by a grand Railway demonstration and entertainment, to which the leading men of both Countries will be invited."

Financial difficulties aroused to terminate the line from Island Pond to the Canadian Border 15 mile stretch. So the Canadian Company raised the necessary \$438,000.00 to complete the line and in return obtained "certain rights in the Island Pond Terminal, and the right to build westward towards Newport, and the West",⁵ "during the year of 1863-1864 the grading was completed (from Newport) to the Canadian Line (Quebec Central Grand Trunk Line)" but not connecting directly with Island Pond.⁶

As early as 1840 the business men of Montreal were thinking of building a railroad that could connect with a harbour "free of ice" in the winter, because the St. Lawrence river would freeze and all shipping was stopped during many winter months. By obtaining access to such a harbour they would be able to sell in Europe wheat and cattle and in return could receive manufactured goods and immigrants

IN MEMORIAM

Charles L. Towle -

Director, Western Postal
History Museum, Tucson.

Honorary Member, R.P.O. -
Study Group of BNAPS.

Died at Tucson, AZ,
April 9, 1990.

Grand Trunk Railway was a large network in Townships

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SHOWING THE DIFFERENT RAILWAYS

by which

THE EASTERN TOWNSHIPS OF

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MAY BE REACHED.

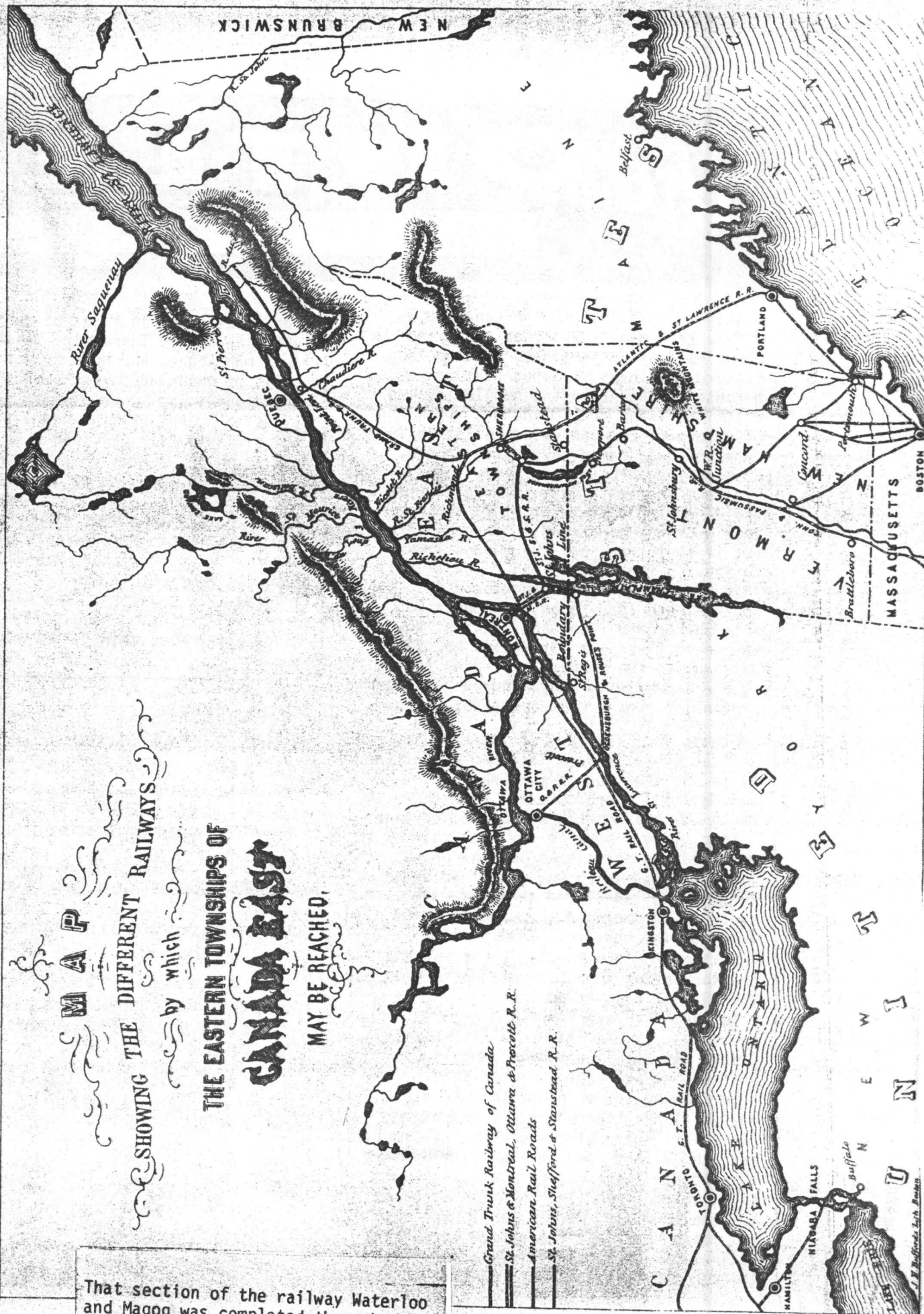
That section of the railway Waterloo and Magog was completed through years 1877 and 1878.

Grand Trunk Railway of Canada

St. Johns & Montreal, Ottawa & Prescott R.R.

American Rail Roads

St. Johns, Sheffield & Stanstead R.R.



Robert Miess' contribution continued -

The OUTLET

MAGOG, Québec, June 1989 - Volume 3, No. 107

mostly to establish in the Canadian west. I have read many times that the Grand Trunk Railway was built to develop the Eastern Townships, I doubt that very much because at that time the population was quite small and Abbé Blanchard wrote in his story of Les Cantons de l'Est in 1937: "Railroads appeared very early in the Eastern Townships not to serve them, but to find the shortest route to a harbour free of ice during the winter". It is true that everyone benefited from the railroads but if Sherbrooke had the "Grand Trunk" railway in 1852, Magog had to wait until 1877-78 to have its connection with Montreal and 1888 to have a connection with Sherbrooke. But the luckiest town was Newport who was living its halcyon days due to the numbers of trains coming in the summer with many hundred passengers. Even one of the most beautiful ships

of those days, The Lady of the Lake, was shipped in parts from Scotland to Portland, Maine and then put on the Grand Trunk Railway till Sherbrooke and from there to Magog was transported by horses and oxen.

In closing I have to say that this railroad has not closed but the Grand Trunk Railway which was inherited by the Canadian National sold that 163 mile long track to an American Corporation which will continue the service. That portion sold is Island Pond to Portland. As for the transportation from Island Pond to Montreal the CN will keep it moving.

So that this event would not go unnoticed a banner in English and French was attached to the Canadian National diesel engine number 9666.

In closing let me quote the Chronicle, May 24, 1989: "There weren't any banners flying off the engine when the train pulled into the Island Pond station late Sunday afternoon. There was only a stenciled sign, which recognized both the occasion and the engineer, Harold Cahil, who also was making his last run before an early retirement. A camera-carrying crowd ran through the rain to take a picture of Mr.

Cahill standing in front of the engine, with the sign. There were so speeches; just handshakes and hugs in the rain and calls of good luck over the idling hum of the diesels.

"Corporations have no heart so they do not die they fail or close".

Footnotes:

- 1 Tercentenary History of Canada, Vol: 111, page 845
- 2 La Tribune, July 1953
- 3 The Chronicle (John Davis), page 12; May 24, 1989
- 4 (Union that is)
- 5 "Cinders & Sawdust", John Carboneau, August 14, 1984, page 3
- 6 "Frontier Crossroads", Emily Nelson, page 95

CANADIAN PACIFIC RAILWAY MAIL CAR - BRITISH COLUMBIA

Ludlow's listing RR-23 is known in use from December 24, 1885 until late 1899. No proofs of any of these hammers are known.

RR-24 - with the abbreviation "BRIT.COL." has been known from 1887 to 1898. Four hammers with this wording were proofed August 2, 1886.

Now an example of RR-24 dated September 7, 1886 has turned up through Postal Historian Steve Thorning of Elora, Ontario.

It is Eastbound, addressed to Elora, and backstamped September 14, 1886.



From THE HERITAGE, magazine of P.O. Retirees -
submitted by Wilf Whitehouse of Kamloops, B.C.

STAMPS

by Harold Langham

A fast service thanks to travelling railway clerks



I have found that in stamp collecting the real interest lies in knowing the history of a stamp or of a cancellation mark. This month, I pay tribute to railway mail clerks (RMC's), who

provided a fast efficient service generating a proud heritage.

The use of travelling railway post offices where mail clerks sorted and distributed mail in transit began in England in 1836.

In Canada, railway postal clerks began sorting and distributing mail enroute in baggage cars on the Niagara Falls to London, Ontario run in 1854. By 1857, the Railway Mail Service was in full use over more than 2,200 kilometres (1,400 miles) of Canada's rail lines. This was seven years prior to the start of the United States Railway Mail Service.

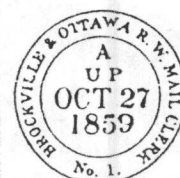
At noon Sunday, July 4, 1886, Canadian mail arrived by rail at Port Moody, B.C., after a five-and-a-half-day trip that began at 10:30 p.m. in Montreal on Monday, June 28, 1886. Domestic mail now travelled by a national route, 6,000 kilometres (3,740 miles) from sea to sea.

Operations peaked in the 1950s but figures on railway mail offices and RMC's halved by 1961. Finally, on April 24, 1971, Canadians bid a nostalgic farewell to the last of the railway post offices that for 117 years had been the backbone of a speedy mail service.

The final runs and clerks were: Train No. 123, Campbellton, N.B. to Levis, Que. — Fernand Pleau, P.H. Bourassa, Nazaire Couture, and Robert Shannon; Train No. 48, Toronto, Ont. to Ottawa, Ont. — Fern Pichette, Cliff Denton, and Don McCarthy; Train No. 49, Ottawa, Ont. to Toronto, Ont. — F.G. Dyke; Train No. 58, Toronto, Ont. to Montreal, Que., and Train No. 59, Montreal, Que. to Toronto, Ont. — G.R. Booth, R.C. Wood, Al Gilbert, H.J. Burlington, and Sid Grossman.

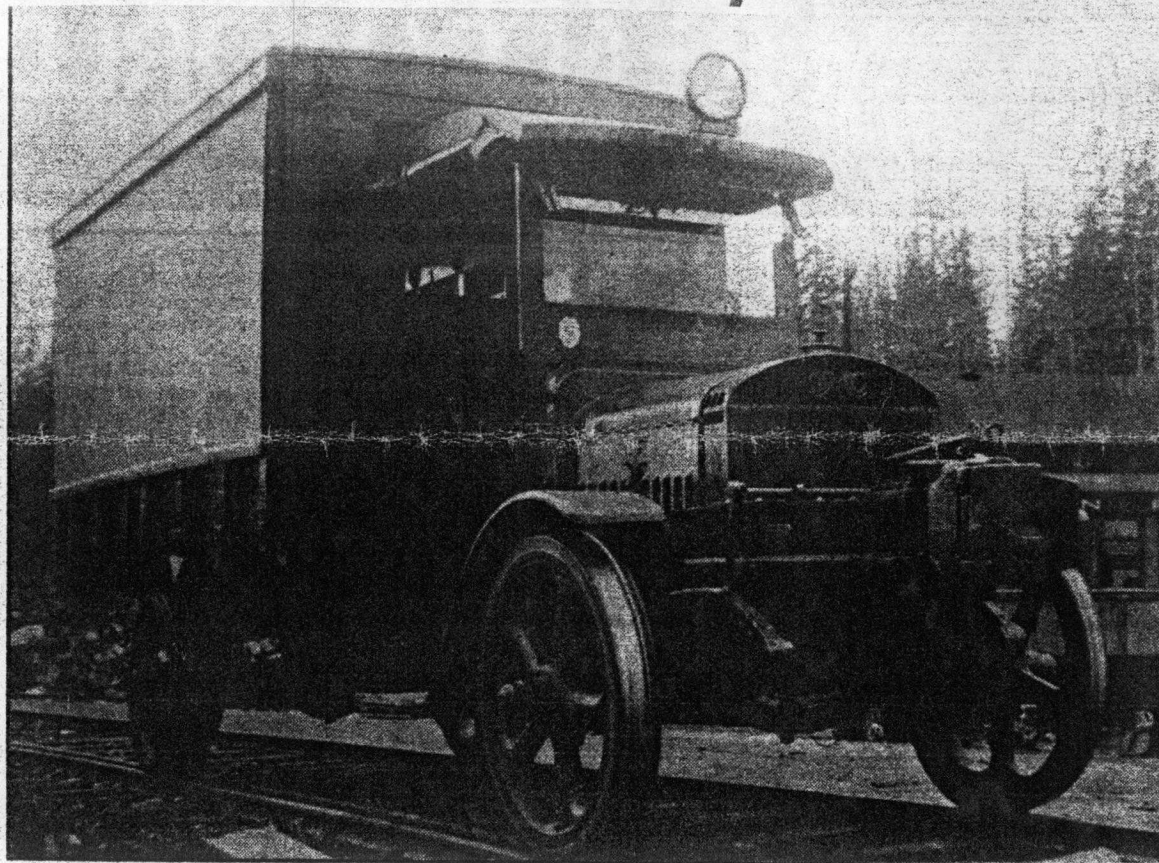
The railway post office was brought out of retirement when Queen Elizabeth II and Prince Philip visited Canada in 1973. During the three days the royal train toured central and southern Ontario, two former RMC's cancelled by hand an estimated 18,000 pieces of mail.

At an auction I attended recently, railway post office cancellations from the 1870-1897 Small Queen Era were fetching \$1,000 to \$1,800 per envelope. A few samples of railroad route cancellations follow.



Canada's shortest railway

THE NEWS REAL ESTATE REVIEW — SATURDAY, JANUARY 6, 1990



COURTESY OF MISSION COMMUNITY ARCHIVES

To increase horsepower for heavier loads, a gasoline powered GMC truck mounted on special flanged wheels was put into service in 1922. The

coupler on the front of the truck was used for pushing both freight and passenger cars.

by **Ernie Lathrop**
Mission Community Archives

When construction of the Stave Falls dam began in 1909, the Western Canada Power Company had to come up with an efficient system for hauling building materials from Ruskin up to the dam site.

As horses and wagons proved to be far from perfect, the company decided to build its own railway.

Called the Western Power Company Railway, the line started operating in 1910 and was a regular "Toonerville Trolley."

Less than six miles long, the railway was chartered by the government and ran under the same rules and regulations followed by the transcontinental lines, including free passes for employees on other Canadian railways.

A regular train station, known as Austin, was built at Stave Falls while only a freight shed and platform graced the scene at Ruskin.

Several sidings for shuntings were also constructed between

these two points, including Wilson's Siding and River Siding.

The mini-railway carried both passengers and freight, including flatcar loads of lumber and shingles from Abernathy mill. Rates were 25 cents for passengers and two cents per hundred/weight for freight.

Early motive power for the railway was provided by two "shay" steam engines, called "One-Spot" and "Seven-Seven Spot" and passengers were transported in a second-hand coach purchased from the CPR.

In c. 1921, B.C. Electric acquired the railway and electrified it the following year. Two electric engines, one constructed of wood and the other of steel were brought out from Vancouver to replace the old steam engines. And an interurban car was put into service for transporting passengers and baggage.

For more than 25 years, the railway flourished. Following a number of setbacks, the Board of

Transport Commissioners gave B.C. Electric permission to abandon the line in 1944. The tracks were torn up in 1945 and the lone car was sold for use as a private dwelling, which it did for a number of years until it, too, was demolished.

But the legend lives on . . . and perhaps on a clear, quiet night one can try to hear the ghostly whistle of the locomotive on what was once claimed as Canada's shortest railway.

For further information, visit the

Mission Community Archives. Located on the second floor of Mission Museum, the archives is staffed by members of the Mission District Historical, trained in archival principles and procedures. Call 826-1011.

A Story of Repatriation "Canada & America"

by Don Bourdon

Although most collections come to the Archives through donation, we are occasionally able to purchase excellent material through imagination, sympathetic benefactors and government programs.

Material for sale in foreign countries can be repatriated—restored to the country of origin. We were fortunate to repatriate two collections of national significance during 1989 with the assistance of the federal government's Department of Communications.

The first was a photograph album of seventy-three albumen prints assembled by an unknown CPR traveller, the result of a journey through the Rockies to Victoria, B.C., and south to California. It is entitled "Canada and America 28 Sept to 14 Dec 1889." The very title sparks the imagination, for trans-continental rail travel was little more than two years old in Canada at that time.

The album's contents are suggestive of the prevailing nineteenth century travel values: fascination with mountains, canyons, and man's conquest of these physical barriers through giant trestle bridges, tunnels and grade-reducing "loops." It contains rare views by professional photographers A. B. Thom of Winnipeg and C. S. Bailey of Vancouver, who catered to the railway passenger market during the 1880s and 1890s. Their photographs taken along the CPR main line from Banff to Vancouver are captivating. However, the placement of these in the context of inter-

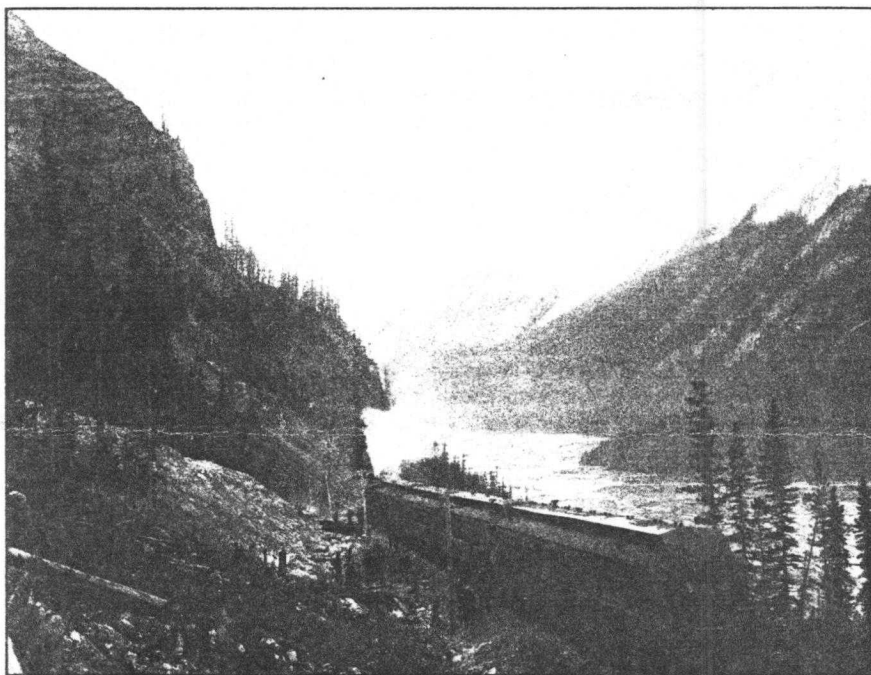
national travel is especially significant. Purchase of this album was made possible through a grant from the federal Department of Communications, supplemented by acquisition funds from the Archives.

A second repatriation grant enabled us to purchase a small, but important, personal archives of Sir Edward Oliver Wheeler (1890–1962), a distinguished Canadian mountaineer, soldier and surveyor. His diary and scrapbooks from the period 1910–1933 were purchased through the Department of Communications, and our grant application was strengthened by a financial contribution from the

Alpine Club of Canada.

The Club was eager to recognize Wheeler's significant roles as an early ACC organizer and Club president. Wheeler's papers provide a personal view of early ACC activities in the Rockies and illuminate his important role in the 1921 British attempt on Mount Everest.

Cooperation between dealers, the Archives, organizations and government agencies has returned these archival collections to the Canadian Rockies. Recognized to be of national significance by our supporters, they offer insight into our history and will be valuable resources for Archives users.



In the Kicking Horse [Pass, B.C.], at Muir's Tunnel [Canadian Pacific Railway], from Canada and America 28 Sept to 14 Dec 1889, photograph album V388.

Canada & America.

28. Sept to 14. Dec. 1889.

From our Member Ed Maloney - A former U.S. Railway Mail Clerk -
The pages referred to in his first sentence are on pages 9 & 10.



700 RUE PEEL

MONTRÉAL 101, CANADA

Bill:=-

I have a box full of chang/ed pages like the enclosed. In due course (sic) I will try to send them along to you via Dr. Von Scheer (He wants copies) - Hopefully this will take place in 1990. (As we missed getting it done in 1989) "When you know the score" these are somewhat interesting. On the enclosed, - Tor. Strat. & Lon. RPO/BCS - it shows only Tr. 20 as an eastbound RPO. Nothing going west. - HOWEVER - on page 7 is the Tor. Lond. & Windsor RPO - Trs. 9 and 10 were THE T. L. & W. RPO. Train 29 is shown as an RPO. It was. Tr. 29 was the TORONTO & LONDON RPO. This RPO title is now shown. HOWEVER Tr. 29 carried and used a hammer reading "Tor. & Lon." RPO. IT ALSO CARRIED a hammer reading "TOR. STRAT. & LON. RPO - which they used on the return trip - which was made via Stratford. #29 had come west on the main line via Dundas and Brantford, etc., hence the Tor. & Lon. title.. The same RPO crew made the round trip from Toronto - to London / laid over at London / and back to Toronto via Stratford. (I think there were other "routings" like this - especially between Montreal - Ottawa - Brockville - Montreal. A fellow might ride 2 or 3 routes in the course of a days work. Or so I have been told.)

The above hotel "The Queen's" (now gone I'm told) was where US RPO clerks from the Rouses Pt. & Alb. RPO put up for the night or day, as the case was. From an old R.P. & A. clerk who is still living near Albany. How time flies.

So long for now,-

Here are some of the pages mentioned by Ed Maloney -

LONDON DISTRICT - R.M. 8

TORONTO LONDON & SARNIA BCS (CNR)
TORONTO STRATFORD & LONDON RPO BCS (CNR)

20th June 1965 EST										144	6	36	20							
39	/	RCS Dy-17	635	150	RCS Dy-17	5	81	17	Miles	RCS Dy-1	RCS Dy-17	RCS Dy-17	RCS Dy-7	RCS Dy-17	RCS Dy-7	RCS Dy-7				
2300	R	2215	R	2210	R	1655	R	1510	R	0715	0.0	P	D	0805	D	1955	D	2215	D	2215
											21.3	P	P							
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						00 1812					48.6	P	P							
						00 1835					62.7	P	P							
						00 1862					88.6	P	P							
						00 1950	D	1805	D	1010	121.3	P	P							

TRANSFER LIST

<p align="center">5 By Through Bags</p> <hr/> <div style="display: flex; justify-content: space-between;"><div>From</div><div>For</div></div> <hr/> Brantford v 157 Sarnia & Dis (By-1) " " Pt H & Chi 5 (By-1) Buffalo Terra. . . London (1) Edmonton . . . Pt H & Chi 5 (By-1) Queph. London (7) " London Dis (7) Hal & Cam 1 . . . Pt H & Chi 5 Halifax Pt H & Chi 5 Kitchener London (7) " London Dis (7) Levis & Mtl 1 . . Pt H & Chi 5 London. Pt H & Chi 5 " Sarnia " Sarnia Dis Montreal v 5. Sarnia & Dis (By-1) " Kitchener & Dis (By-1) " London " London Dis (By-1) " Pt H & Chi 5 " Sarnia & Dis " Stratford & Dis (By-1) Oshawa. Pt H & Chi 5 (By-1) Pt H & Chi 6. . . . Kitchener (By-2) Quebec. Pt H & Chi 5 (By-2) St Alb & Spring 21. London (By-1) St Thomas v 417 Pt H & Chi 5 (By-1) St J & B'ville 41. Pt H & Chi 15 (1) Sarnia. Port Huron (By-1) " Pt H & Chi 5 Stratford London (7) " London Dis (7) Syd & Tru 7 Pt H & Chi 5 Toronto Chicago " Galt v 388 (By-1) " Queph (By-1) " Queph Dis (By-1) " Kitchener (By-1) " London " London Dis " Pt H & Chi 5 (ws) " Preston v 388 (By-1) " Sarnia & Dis " Stratford (By-1) " Stratford Dis (By-1) " Waterloo (By-1) Tor Lon & Wind 10. Sarnia & Dis (By-1) Truro Pt H & Chi 5 Woodstock v 157 Pt H & Chi 5 (By-1)	<p align="center">6 By Through Bags</p> <hr/> <div style="display: flex; justify-content: space-between;"><div>From</div><div>For</div></div> <hr/> Pt H & Chi 6. Oshawa (By-12) v 128 " Ottawa D & D (By-12) v 264 " Mtl & NB 9 (2456) v 264 " Sarnia (By-2) " Scarborough (By-2) " Toronto (By-2) " Toronto Dis (By-2) Sarnia. London Fwd (By-1) " Toronto (By-1) " Toronto Dis (By-1)
14 By Through Bags	
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Chicago Montreal (By-1) " Toronto (By-1) Chi Ft M & KD 8 Toronto (1) Chi Ft M & KC 20. Toronto (1) Chi M & CM 104. Montreal (By-4) " Toronto (By-4) Detroit v 402 Mtl & Tor 10 (1) v 406 Montreal (By-1) " Montreal Dis (By-12) " Ottawa (By-1) " Oshawa (By-12) " Toronto (By-12) London. Montreal v 14 " Montreal Dis (1) v 14 " Mtl & Tor 10/28 (By-1) " Ottawa v 14 " Tor & NB 41 (By-1) " Toronto " Toronto Dis " Toronto Dis (Peria)(By-1) Pt H & Chi 14 Brantford (By-1) v 158 " Cam & Levis 2 (By-1) " Queph (By-12) v 440 " Hamilton (By-1) v 441 " Hamilton Dis (By-1) v 441 " London (By-1) " London Dis (By-1) " Montreal (By-1) " Montreal Dis (NB)(By-1) " Montreal Dis (Que) (By-1) " Mtl & Tor 10/28 (By-1) " Oshawa (By-12) " Ottawa (By-1) " St Thomas v 416 (By-1) " Sarnia (By-1) " Toronto (By-1) " Toronto Dis (By-1) " Sarnia (By-1) Port Huron. Buffalo Terra (By-1) v 158 Sarnia. London (1) " London Dis (1) " London & Dis (By-1) " Montreal Dis (1) " Mtl & Tor 10/28 (By-1) " Ottawa (1) " Toronto " Toronto Dis (1) " Tor & NB 41 (By-1) Windsor v 406 Montreal (By-12) " Mtl & Tor 10/28 (By-12) " Mtl B & P (By-12) " Ottawa (By-12) " Tor & NB 41 (By-12)	

CZO (21-6-65) LON 2

LON 8

Bill

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.