

THE R.P.O. NEWSLETTER

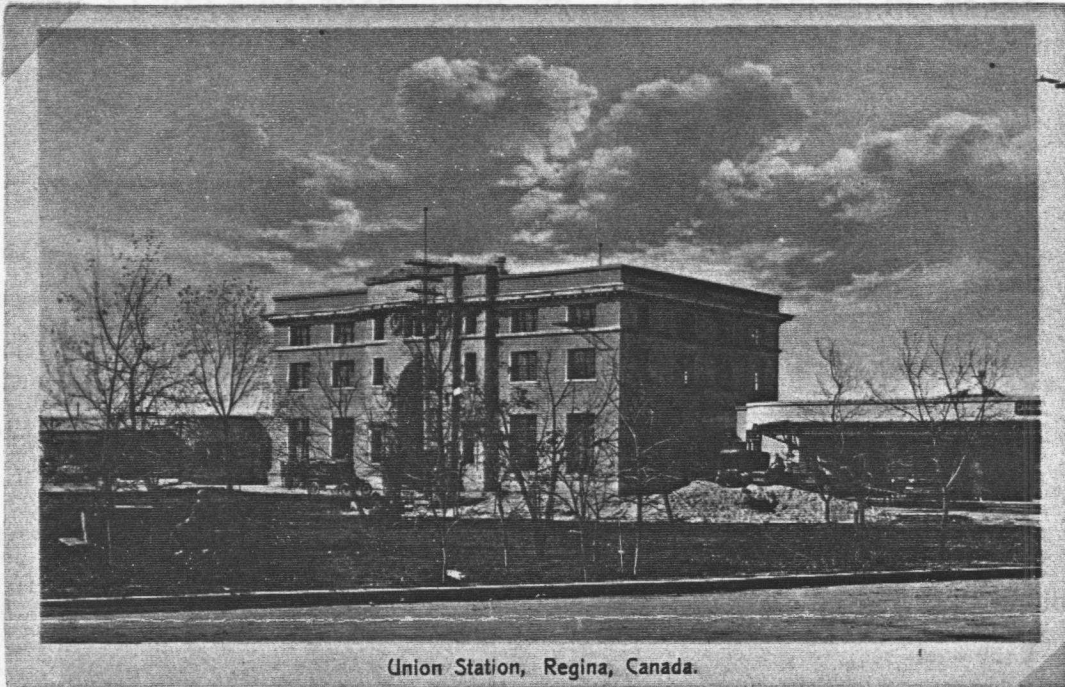
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Volume 18 - No.6

Whole No.86

July 1990

ROYAL '90 - The Annual Meeting and National Show of the RPSC was held in Regina, Saskatchewan from June 8 to 10. Chairman Lew Ludlow's exhibit of Provincial R.P.O.s from before Confederation received a Vermeil award - and was up against some very stiff opposition. BNAPS member Guy des Rivieres won the Grand Award with a fine showing of early Quebec covers. Chairman Robert Lemire of the Manitoba and Lakehead Regional Group was there, but very few of his members were able to attend. For example, our member Beverlie Clark had scalded her foot just before the show and was unable to travel. We hope she has recovered by now.



Union Station, Regina, Canada.

UNION STATION - Regina, Saskatchewan - This is the view across Saskatchewan Drive (formerly South Railway Street) from the Convention Centre where ROYAL '90 was held. The station is no longer used for passenger traffic since the demise of the VIA RAIL Canadian last winter. Adjacent to the Station on the west is Postal Station "A" - which used to be the Postal Terminal when many RPO runs converged in Regina.

CHANGE OF ADDRESS - Please change the postal code for Charles D.Blair to 48302-1019. All other details remain the same.

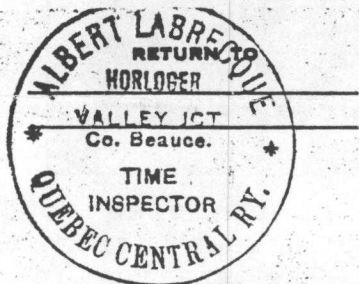
NEW MEMBER - We welcome George R.Cole, 43 New Dorp Plaza, Staten Island, NY 10306 - a new BNAPS member. Hope you enjoy your RPO studies, George.

HAMMER PROOFS - Allan Steinhart wrote some time ago that he had obtained some photocopies of Proof Book pages which hadn't previously been available. Included were some 38 RPOs - mostly dating from 1879 and 1880. Here they are:

MA-195	EAST JA 2/80	RG-42	OC 16/76
MA-250	EAST FE 15/80	RR-18	SOUTH NO 14/76
Q-152A	EAST FE 15/80	RR-22	NO 23/80
MA-159	SOUTH AP 15/80	Q-296	NORTH AP 2/80
O-353	EAST AP 20/80	Q-111	NORTH AP 2/80
RG-28	FE 12/79 (2 Hammers?)	MA-170	JY 9/80 (Day) (2 Hammers)
RR-118	SOUTH FE 12/79	Q-102A	EAST MY 25/80 (10 Hammers)
Q-224	EAST JU 23/79 (3 Ham?)	RR-120	MY 1/80
Q-234	EAST JU 23/79 (3 Ham?)	DD-92	AM AU 9/79
Q-235	EAST JU 23/79 (3 Ham?)	RG-18	MR 16/79 (2 Hammers)
Q-249	EAST JU 23/79 (2 Ham?)	RR-83	EAST AP 6/79
Q-258	EAST JU 23/79 (3 Ham?)	RR-70	EAST AP 6/79 (4 Hammers)
RR-98	EAST JU 23/79	RR-67	EAST AP 6/79 (2 Hammers)
MA-194	EAST JY 43/76 (4or3)	RR-6	EAST AP 6/79 (4 Hammers)
MA-158	SOUTH JY 20/76	RR-16	EAST AP 6/79
RG-21	OC 16/76	RR-85	EAST AP 6/79
RG-34	OC 16/76	DD-14	NO 3/79
RG-38	OC 16/76	MA-3	NO 3/79
RG-40	OC 16/76	O-125	AM NO 18/79

We certainly thank Allan for making this information more generally available.

RAILWAY TIME INSPECTOR - Father Larry Walker sends an interesting cover with the corner card of the Time Inspector for the Quebec Central Railway at Vallee Junction, Que. Before the days of the digital watch every Divisional Point had such an official.



THE LEVY BROS. CO., LIMITED

58-60 KING ST. EAST

HAMILTON,

ONTARIO

P. O. Box 97

THE QUEBEC CENTRAL RAILWAY AT THE SMALL QUEEN ERA: 1879-1900

Jean-Pierre Forest (APS, BNAPS, RPSC, FQP, SPQ)

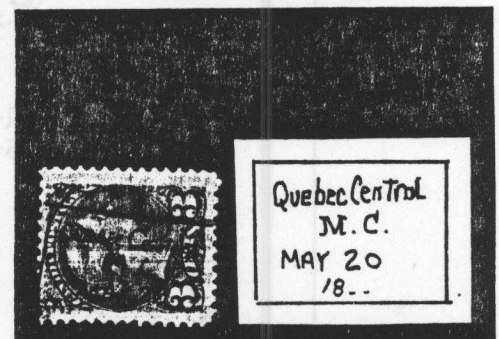
In a life span of ten years, the author gathered almost all, except one RPO strikes used on the Québec Central Railway and its predecessors.

Built from the beginning in order to link Lévis to the Kennebec river in the boundaries of Maine, the Lévis & Kennebec Railway became a major communication link between Québec and Sherbrooke. This wooden railway was upgraded with metal rails then was sold by auction to the Québec Central Railway on monday march 21st 1881.



RR-098 on cover to Zéphirin Vézina, prothonotary, at St-Joseph de Beauce [September, 8th 1879]

At present time, there are very few RPO cancels (RR-098) known. To my knowledge, the "SOUTH" direction appearing on the strip of 4 [11 1/2 x 12 #37e Small Queen] at left is the only one currently reported.



RR-134 Quebec Central Railway.

At the small Queen era, the line between Lévis and Sherbrooke was completed in 1880. The connection of the Québec Central railway with the Lévis and Kennebec railway was thus made at Beauce-Junction instead of Scott-Junction. The construction of the line from Tring-Junction toward Lac-Mégantic was completed in 1894 and the connection with the américain railroads was done at this point instead of Jackman (near the Kennebec river, Maine). The following pages may gives 'RPO's study group members ideas on how to arrange and write up a collection in that field of the philately. It covers RR-098, RR-134 to RR-139.

The saga of the Lévis and Kennebec Railway (1860-1881) together with the Québec Central Railway (1869-1900) has been published in french in "Philatélie Québec". For the interested RPO's member, photocopies of this study in french, 11 pages (not reprints), are available for 1\$ at my address.

OBLITERATIONS QUEBEC CENTRAL (1886-1911)

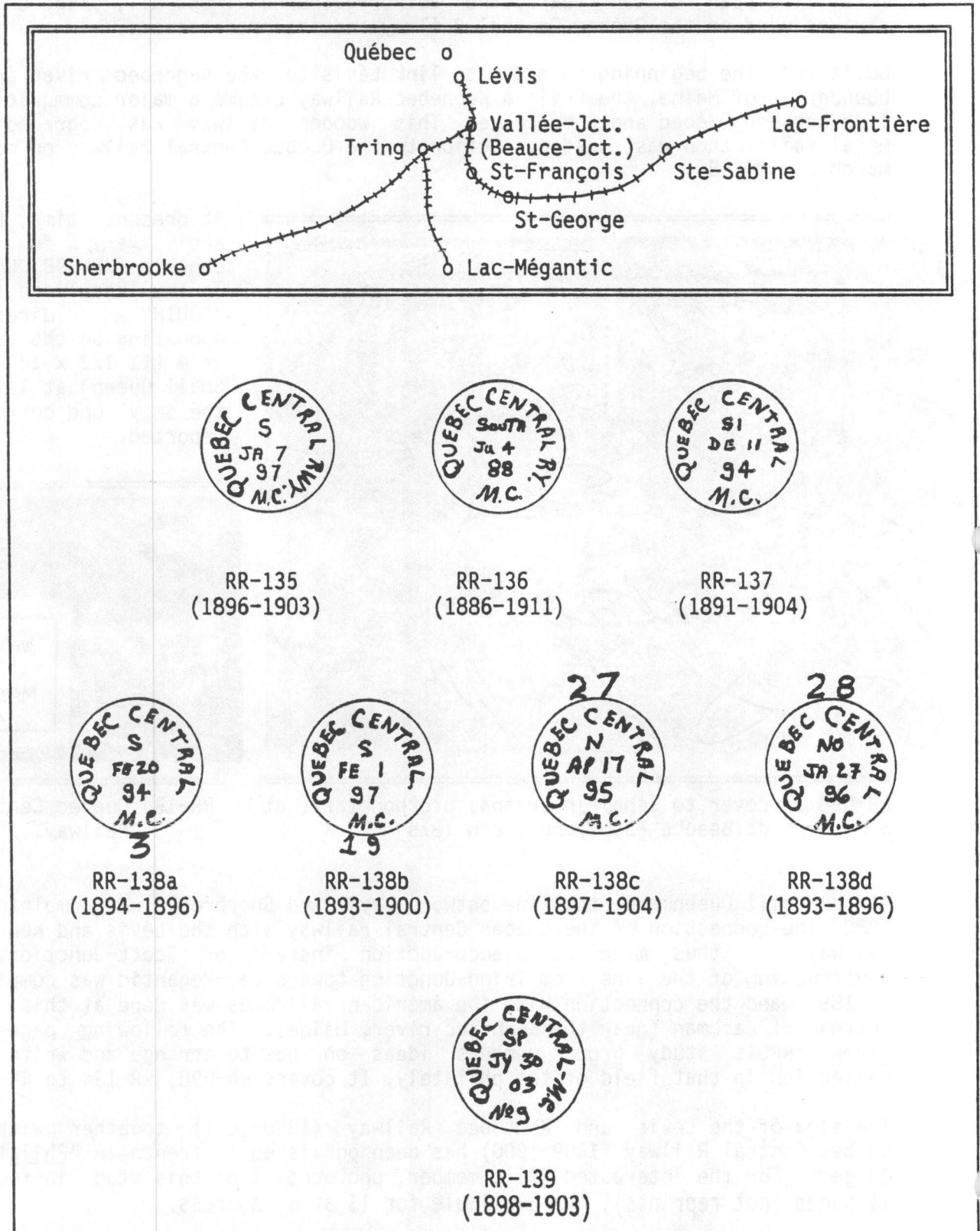


Figure 4.5 Oblitérations officielles portant la mention "QUEBEC CENTRAL RAILWAY"

OBLITERATIONS QUEBEC CENTRAL (1886-1911)

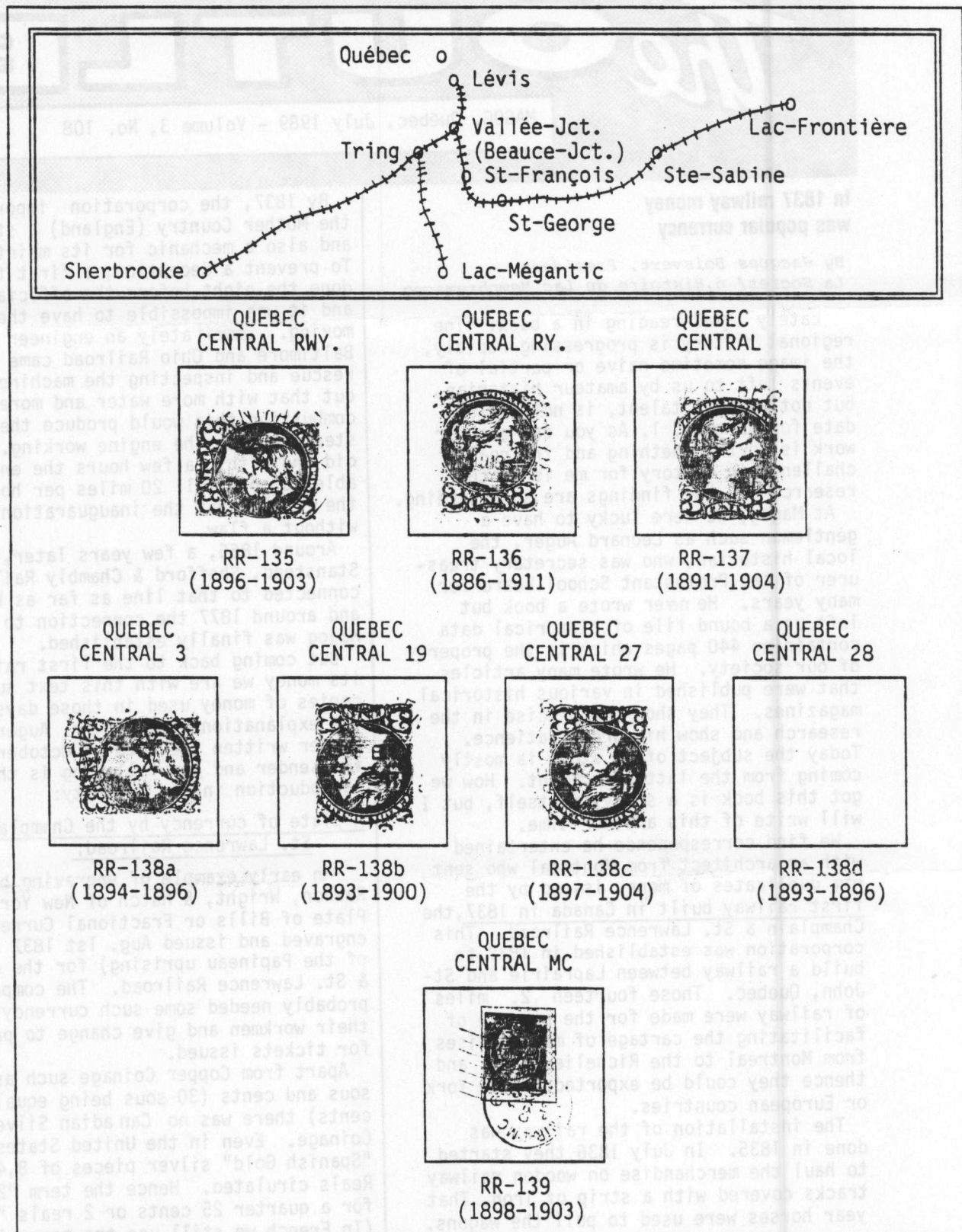


Figure 4.6 Timbres oblitérés avec la mention "QUEBEC CENTRAL RAILWAY".

Another Eastern Townships of Quebec article from Robert Miess.

The OUTLET

MAGOG, Québec, July 1989 - Volume 3, No. 108

In 1837 railway money was popular currency

By Jacques Boisvert, President,
La Societ  d'Histoire du Lac Memphremagog

Lately I was reading in a book: "The regional history is progressing rapidly, the image sometime naive or partial of events left to us by amateur historian, but not without talent, is not out-of-date for as much" 1. As you can see our work is worth something and the real challenge in history for me is in the research and the findings are so rewarding.

At Magog, we were lucky to have a gentleman such as Leonard Auger, the local historian, who was secretary treasurer of the Protestant School Board for many years. He never wrote a book but left us a bound file of historical data containing 440 pages which is the property of our society. He wrote many articles that were published in various historical magazines. They show him precise in the research and show his great patience. Today the subject of my story is mostly coming from the latter document. How we got this book is a story in itself, but I will write of this another time.

We find correspondence he entertained with an architect from Montreal who sent him duplicates of money issued by the first railway built in Canada in 1837, the Champlain & St. Lawrence Railroad. This corporation was established in 1832 to build a railway between Laprairie and St-John, Quebec. Those fourteen 2. miles of railway were made for the purpose of facilitating the cartage of merchandises from Montreal to the Richelieu Canal and thence they could be exported to New York or European countries.

The installation of the railway was done in 1835. In July 1836 they started to haul the merchandise on wooden railway tracks covered with a strip of iron. That year horses were used to pull the wagons.

By 1837, the corporation imported from the Mother Country (England) a steam engine and also a mechanic for its maintenance. To prevent a deception, a first try was done the night before the official opening and it was impossible to have the engine moving. Immediately an engineer from Baltimore and Ohio Railroad came to the rescue and inspecting the machine found out that with more water and more wood for combustion this would produce the necessary steam to have the engine working. So they did and within a few hours the engine was able to go a full 20 miles per hour, with the result that the inauguration day was without a flaw.

Around 1865, a few years later, the Stanstead, Shefford & Chambly Railroad was connected to that line as far as Waterloo and around 1877 the connection to Waterloo-Magog was finally established.

But coming back to the first railway and its money we are with this text supplying copies of money used in those days and the explanation given to Mr. Auger in a letter written the 18th of October 1955 by the sender and the following is the exact reproduction in its entirety:

A plate of currency by the Champlain & St. Lawrence Railroad.

"An early example of engraving by Rawdon, Wright, & Hatch of New York. This Plate of Bills or Fractional Currency was engraved and issued Aug. 1st 1837 (the year of the Papineau uprising) for the Champlain & St. Lawrence Railroad. The company probably needed some such currency to pay their workmen and give change to passengers for tickets issued.

Apart from Copper Coinage such as sous and cents (30 sous being equal to 25 cents) there was no Canadian Silver Coinage. Even in the United States "Spanish Gold" silver pieces of 8,4,2, & 1 Reals circulated. Hence the term "2 bits" for a quarter 25 cents or 2 reals "Spanish". (In French we still use the term give four 30 sous for a dollars) 3.

The Eastern Townships article continued -

This plate shows 6 engravings of values duplicated, 7 1/2 d. 15d & 2/6 d. Seven (7) varieties of coins are inscribed, cents, sous, shillings, pence, Francs, Ecus, (crown 2/6) and Spanish Reals.

The interest for specialists & collectors of Canadian stamps in this Plate lies in the fact that Rawdon, Wright, & Hatch, (who later became the American Bank Note Co.) engraved nearly all of the early stamps for Canada, the British North American Provinces and Newfoundland.

The Champlain & St. Lawrence was the first Railroad to be built in Canada. The first train ran on July 21st. 1836 from Laprairie to St. John's P.Q. some 14 miles. From St. John's one took stage coach to Rousse's Point at the Head of Lake Champlain and so on to Albany and New York by boat down the Hudson River or across New York state by canal to Lockport, Lake Erie, & points west.

The president of the Company was the Hon. Peter McGill Banker & General Merchant. No relation to the founder of McGill University. McGill St. named for the Hon. Peter McGill and one of the directors was the

Hon. John Molson 4. the founder of Molson's Brewery who also was the builder and owner of the First Canadian Steamboat. "The Accommodation" which was used as a troop ship between Quebec & Montreal. It was launched on the St. Lawrence River in 1809. The same year that Fulton's "Clairmont" started on the Hudson River.

The scenes used on these bills are undoubtedly American. This upper picture of 7 1/2. value shows a locomotive of Stephenson's "Rocket type" carrying some 26 bales of Cotton and two passenger coaches. The quarter dollar value also shows a cotton cargo and the River in the background is probably the Mississippi with a shallow draught paddle wheel River steamboat showing an American Flag at the Stern. In 1837 Texas had a flag with one star on the background of the stripes of the American Flag of the Period. For this reason Texas was later called the "Lone Star State". The "Cow Catcher" on wheels in front of the engine might be efficient for logs but has its limitations.

These bills were discovered amongst the papers of an old Estate here in Montreal and were being given to the young descendents of one of the original directors to cut up and play "Railway Games" with on rainy days.

The centenary of the opening of this Railroad was duly celebrated July 20th. 1936 with a picture of the original scene and locomotive. "The Lord Dorchester" as painted by Sherriff Scott, 5. it was reproduced by the Gazette Printing Co. and used by the Royal Bank of Canada for illustrating their 1937 Calendar."

This letter to Mr. Auger came from Mister Harold Lawson, an architect of Montreal, and in his reply on October 20, 1955 Mr. Auger wrote: "I was very pleased to receive in this morning's mail your very kind letter containing a duplicate plate of the currency which was issued by the Champlain and St. Lawrence Railroad in 1837 and an accompanying description. I find both extremely interesting, and I thank you most sincerely for having sent them to me.

If you do not wish to have them back, I shall include them in a permanent bound file of historical date which I am gathering in the hopes of some day writing up into book form. With your permission, I shall also include your own letter so that credit may always be given where credit is due."

Rest in peace Mr. Auger, your promise has been accomplished.



Notes on Certain Canadian Ship Markings

DR. ALFRED WHITEHEAD, F.R.C.O.

There is a small group of markings, mostly used on the River St. Lawrence, which, so far as I can gather, have not been recorded. They are rare, and I trust those still current will remain untainted by the activities of well-meaning but ill-advised collectors who busy themselves with the making of 'philatelic' items. Before listing them I should like to mention a few postmarks enumerated by T. P. G. Shaw in his excellent "CATALOGUE OF CANADIAN RAILROAD CANCELLATIONS" (from any stamp dealer, 1.50) which is a 'MUST' for all collectors who are interested in exceptional usage of Canadian stamps. Shaw's Catalogue is logical, ingenious and skilfully planned, and is reasonably accurate. The following listings belong to the present subject:

M-18 CH'TOWN & SACKVILLE R.P.O. (still current and not rare). Primarily a R.P.O., but probably also applied to boat mail. I welcome information.

M-117 S'SIDE & PT. DU CHENE. An early and rare marking; I have not seen it.

Q-1 — Q-6 ARTHABASKA & THREE RIVERS (various). I doubt if these should be considered as boat markings; however, as a mile or so of the run is the crossing of the St. Lawrence by ferry, they are included here.

Q-204 QUEBEC & ESQUIMAUX POINT R.P.O.

Q-220 QUEBEC & NATASHQUAN R.P.O.

Q-221 QUEBEC & POINT AUX ESQUIMAUX R.P.O.

These are three of the several R. P.O. errors listed by Shaw; a future paper will deal with the complete group, as they are of the greatest interest. Esquimaux Point and Natashquan are a considerable distance from any railway, and the letters 'R.P.O.' obviously constitute the error.

Q-215 QUEBEC & MATANE R.P.O.

This could be a R.R. run, via Levis, R. du Loup & Mont Joli; but I think it will be found to be a boat marking. I welcome information.

I am also in doubt regarding Q-267 St. ANGELE & RIMOUSKI R.P.O. None of Shaw's Ontario postmarks seem to be of boat origin (I welcome information), but at least three of the Westerns are:

W-34 DAWSON Y.T. & NENANA ALASKA R.P.O.

Properly speaking, this international marking is American, not Canadian, and has the typical 'killer' of current American R.P.O.s. Dr. A.V. Richardson, whose fine collection includes the only impression on Canadian stamps yet reported, thinks the route would be divided between rail and coastal boat.

W-131 ROB. & A'HEAD B.C. R.P.O.

I understand that this is used solely on the Arrowhead Lake steamers. If so, it is another example of 'R.P.O.' used in error.

W-160 VAN & VIC R.P.O.

Still another error use of 'R.P.O.' It was probably in use on an earlier boat between Vancouver and Victoria. It is rare and I have never seen it.

"BURRARD INLET, B.C." is, according to the P.O. Guide, a travelling P.O., and therefore comes within the scope of this paper. Shaw does not list it. A boat mark in Jarrett, No. 448, belongs to this subject. It is "WINTER MAIL SERVICE, P.E. I. 1913". I would gladly pay thrice his prices for fine copies, especially on covers, as I have never seen it. Shaw has one more boat marking, rare enough to be very desirable: R-109 P. E. ISLAND BOAT.

My additions to the above list have been reported to Mr. Shaw, and are as follows:

P.E.I. MAIL CLERK BOAT (1902-5).

P.E. ISLAND R. M. C. BOAT

(Continued on Page 22)

Ship Marking Article(Continued)

22—

POPULAR STAMPS

February, 1946.

Notes on Ship Markings

(Continued from Page 20)

(1915-17). 'R.M.C.' must be for 'Railway Mail Car'.

P. E. ISLAND BOAT (1912-13). Shaw lists Type 9E with this wording, in use about 1900; this is his Type 13.

QUE. & ESQUIMAUX POINT (1911). Shaw's Type 15.

QUE. & ESQUIMAUX POINT. Altered from Shaw's Q-204 (Type 17) to an abnormal Type 15 by removing the error letters 'R.P.O.', leaving an empty space. I have Q-204, and also a superb impression of the 'altered marking'.

S.S. ADMIRAL GASPE ROUTE (1900).

MUSKOKA LAKES STR. NO. 2 (1937-9). Are other numbers known?

QUE. & LOUR. DU B. SABLON SEA POST (1926 and 1934).

QUE. & BLANC SABLON SEA POST (1937-9).

MATANE & SEPT ILES POSTE

FLUVIALE (1940-3).

RIMOUSKI & SEPT ILES POSTE

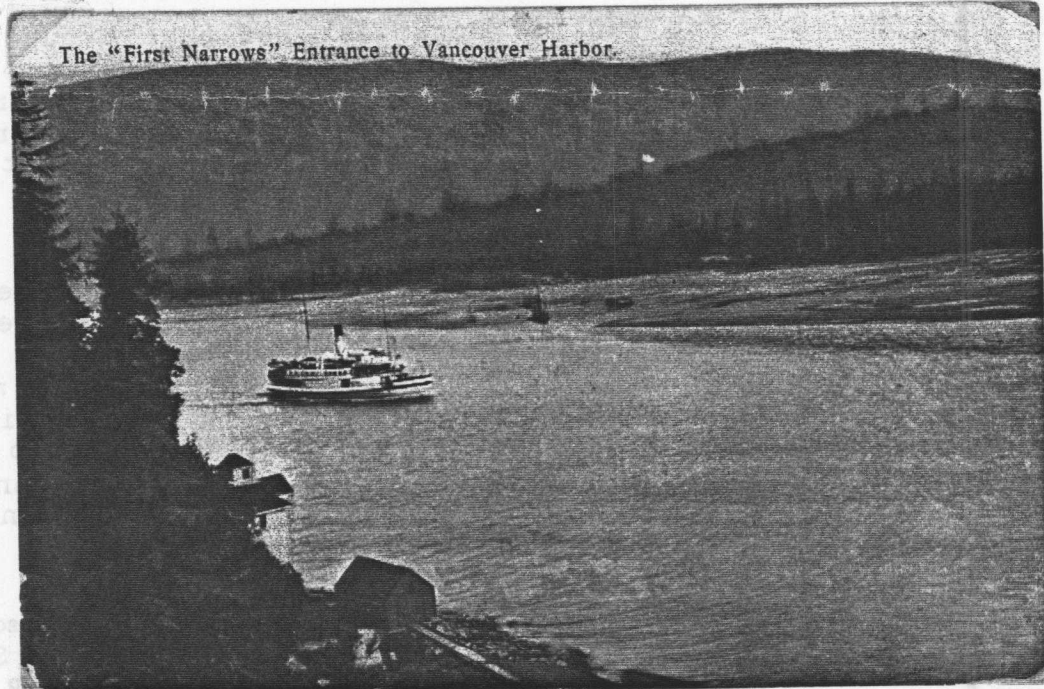
FLUVIALE (1940-3).

QUEBEC NATASHQUAN SEA POST (No year date; circa 1940).



The Duke and Duchess of Cornwall and York (later King George V and Queen Mary).

S.S.City of Nanaimo and Prospect Point Lighthouse ca.1905



The "First Narrows" Entrance to Vancouver Harbor.

RPOs on 1897 JUBILEES - Our Jubilee Specialist, Joe Smith, reports quite a few new listings and dates, as follows -

Q-121A	E/JU	30/97	A previously unreported run
S-203	E/SP	27/97	Ditto
O-14	2/OC	25/97	Ditto - possibly new train No.
RR-28A	EAST	SP 2/97	Hammer I
Q-165	NW /OC	12/97	Hammer IX, purple ink
MA-174	W / AU	1/97	Hammer II, Sunday date

Keep up the good work, Joe.

ARCHIVAL SUPPLIES - The Canadian Postal Archives have provided a listing of sources of inert material for conservation of covers, etc. Here is a copy as a public service to our members -

Carr McLean
461 Horner Ave.
Toronto, Ontario
M8W 4X2

The W.J.Stewart Co.
1970 Ellesmere Road, Unit 11
Scarborough, Ontario
M1H 2W1

Archival Conservation Resources
P.O. Box 2506
Station D (Canada) Ltd.
Ottawa, Ontario
K1P 5W6

Loomis & Toles Co. Ltd.
963 Eglinton Ave. East
Toronto, Ontario
M4G 4B5

Light Impressions Corp.
439 Monroe Ave.
Box 940
Rochester, New York
14603

Canada Envelope Co. (for large runs
23 Disco Road **of Permalife**
Rexdale, Ontario **envelopes)**
M9W 5L1

CHAIRMAN LEW.LUDLOW -Not much news this time about Lew. He is at home, being cared for by Mac. Otherwise there is little to report. His condition has not changed very much in the past month or so. Your Editor hopes to visit again about the end of July, and should be able to give a more comprehensive report then.

REGIONAL GROUPS - The Pacific Northwest Regional Group plans a meeting in Spokane, Washington, on September 28 and 29, and several members of this Study Group plan to attend. We have also received word that the newly formed Group in the Ottawa/Montreal area plan to hold their first meeting at a resort near Perth, Ontario on November 1 and 2. Good luck to them!

BNAPEX '90 - GALVESTON, TEXAS - The next Convention of this Society will be held at the Tremont House in Galveston from October 18 to 20. The Annual Meeting of this Study Group will be held there, and a new executive will be elected. Jim Felton will provide a program for the Group. Your Editor gives notice that he will move an Honorary Membership be granted to Gerry Wellburn of Victoria, B.C. in recognition of his many years of study and leadership in the field of RPO markings. You should also note that Tom Hillman of the Canadian National Archives will be speaking to the whole convention on the subject of the construction of Railway Mail Cars. It all sounds very interesting, and we hope to see you there.

That's all for this time,

Bill

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.
V6M 3A7