



# BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

WILLIAM G. ROBINSON, Secretary/Treasurer & Editor, R.P.O. Study Group  
5830 CARTIER STREET VANCOUVER, B.C., CANADA V6M 3A7

REPORT FOR YEAR 1989-90

August 31, 1990

<b>INCOME:</b> 1989-90 Dues & Foreign Exchange	\$ 951.41
1990-91 Dues in advance (Note 3)	39.41
Donations (Note 2)	121.83
BNAPS Subsidy (Note 5)	-
<b>TOTAL</b>	<b>\$1112.65</b>

<b>EXPENSES:</b> Vol.18 No.1 - printing, postage, etc.	\$ 116.21
No.2	118.20
No.3	118.02
No.4	125.03
No.5	119.15
No.6	126.72
No.7	118.80
<b>TOTAL</b>	<b>\$ 842.13</b>

Balance on Hand	\$ 270.52
Balance from 88-89	47.54
Owing from BNAPS (Note 5)	120.00
<b>Total on hand or owing</b>	<b>\$ 438.06</b>

- NOTES:**
1. All accounts in Canadian Funds.
  2. Donations from Frampton, Goben, Ludlow, McInnis.
  3. 1990-91 dues paid by McInnis, McKain, Miess, C. Smith.
  4. Printing Costs subsidized by John Keenlyside.
  5. \$90 owing for copies sent to BNAPS President, Editor of 'Topics', BNAPS Library, Study Group Coordinator, and 'Topics' columnist. \$30 owing for three new members who chose this Study Group for their free membership.
  6. Present Membership - U.S.A. 31 Paid 3 Free  
Overseas 7 -  
Canada 73 3  
**Total 111 Paid 6 Free**

Last year the total of 104 included 99 paid and 5 free. The free newsletters are distributed to - Editor, 'Topics', BNAPS Library, Map Stamp Study Group Editor, National Philatelic Library, National Archives of Canada, Study Group Coordinator.

Wm. G. Robinson  
Secretary-Treasurer

THAT'S ALL FOR THIS YEAR !

U.S.A.

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George R.Cole	43 New Dorp Plaza	Staten Island, NY	10306
John F.Edgett	Box 456	Glenhave, CA	95443
James Felton	Box 56371	Little Rock, AR	72215
Gene Frampton	6543 Beach Drive SW	Seattle, WA	98136
James Goben	304 W.Lincoln St.	Bloomington, IL	61701
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James R.Jenkins	Rte.1	Billings, MO	65610
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John M.McCrea	Box 172	Monroeville, PA	15146
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	Coch, Mold, Clwyd, Wales		

R.P.O STUDY GROUP

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LEWIS M. LUDLOW

5001 - 102 Lane N.E., Kirkland, Washington 98033, U.S.A.

MA-110 HALIFAX & MONCTON / C. P. Ry., Type 13F

Ross Gray has discovered a new hammer for this listing and it must be quite scarce. Following up on his report I checked my available copies, approx. 25, and found only one of Gray's new hammer, a beat-up partial that was totally overlooked in our original hammer analysis.

That there should be another hammer is not surprising. From the proof books there were two strikes, both the same, on December 6, 1889, and another on November 6, 1891. Since Gray's new hammer has some similar characteristics to that proofed in 1889 we can easily assign this proof date to the new one. Here is the hammer data for MA-110 which has been reorganized as follows:

#### Hammer I

Proofed - December 6, 1889  
Earliest - August 28, 1890 - Lehr  
Latest - October 21, 1896  
Direction - E, W, blank  
R. F. - 270 (44.4%)

#### Hammer II

Proofed - December 6, 1889  
Earliest - June 1, 1892 - Gray  
Latest - February 19, 1895  
Direction - E only  
R. F. - 270 (7.4%)

#### Hammer III

Proofed - November 6, 1891  
Earliest - January 30, 1894 - Bosch  
Latest - September 28, 1896  
R. F. - 270 (48.2%)

#### HAMMER DIFFERENTIATION

HALIFAX & MONCTON / C. P. Ry.

a b c

#### Hammer I

#### Hammer II

#### Hammer III

a. H - X 10% 11%  
b. X - M 7% 6+  
c. M - M 12% 12

10+  
5-  
11%

#### MEASUREMENT DIRECTIONS

- Measure from the bottom of the left leg of the 'H' to the bottom of the left leg of the 'X', both of HALIFAX.
- Measure from the bottom of the left leg of the 'X' of HALIFAX to the bottom of the left leg of the 'M' of MONCTON.
- Measure from the bottom of the left leg of the 'M' to the lower right corner of the second 'N', both of MONCTON.

..../7

## White Pass and Yukon Route

The White Pass and Yukon Route operates train services shown below between **SKAGWAY** and **WHITEHORSE** in both directions during the tourist season, and steamships on the Yukon River to Dawson and Mayo. Service is also provided for an interesting trip from **CARCROSS** to **ATLIN** by steamship through Nares and Tagish Lakes and across Atlin Lake.

For suggested itineraries beyond Skagway see detailed schedules on page 15.

Agents may secure **RESERVATIONS** and detail information from White Pass & Yukon Route agent at the following addresses: 2026 Straus Bldg., Chicago, Ill.; 407 Douglas Bldg., Seattle, Wash.; and 640 West Hastings Street, Vancouver, B. C.

### SPECIAL SUMMER EXCURSION FARES

<b>Skagway to Lake Bennett and return</b> , including lunch at Bennett (parlor car fare extra \$1.00 round trip) either day while steamship is in port.....	\$ 7.50	<b>Skagway to Whitehorse and return</b> (parlor car fare extra \$2.00 round trip), thirty-day limit.....	\$ 20.00*
<b>Skagway to West Taku Arm and return</b> , including all expenses (except parlor car fare Skagway to Carcross and return \$1.50), time required, two days, while steamship is in port. See description of trip below.....	27.50	<b>Skagway to Dawson and return</b> (parlor car fare extra Skagway to Whitehorse and return \$2.00), minimum time required one week, southbound reservations should be made not earlier than next returning steamship.....	110.00*
<b>Skagway to Whitehorse and return</b> (parlor car fare extra \$2.00 round trip), time required, two days, while steamship is in port.....	20.00*	<b>Skagway to Dawson-West Taku Arm and return</b> (parlor car fare extra, Skagway to Whitehorse and return \$2.00), minimum time required one week, southbound reservations should be made not earlier than next returning steamship.....	125.00*
<b>Skagway to Atlin-Whitehorse and return</b> (parlor car fare extra, Skagway to Whitehorse and return \$2.00), minimum time required 3½ days, southbound reservations should be made not earlier than next returning steamship.....	42.50*	<b>Skagway to Dawson-Atlin and return</b> (parlor car fare extra, Skagway to Whitehorse and return \$2.00), minimum time required two weeks, southbound reservations should be made not earlier than second returning steamship.....	130.00*

\*Estimate of hotel and incidental expenses will be furnished on request.

### RAIL SERVICE

Between Skagway and Whitehorse

Trains leave Skagway at:

10.00 a.m., Sunday, Wednesday and Friday.

8.30 a.m., Tuesday, Thursday and Saturday.

Trains arrive at Skagway at 3.25 p.m.\* and 4.30 p.m.\*

\*Alaska time—one hour slower than Pacific time.

### RIVER AND LAKE STEAMSHIP SERVICE

#### TO DAWSON

Navigation on the Yukon River between Whitehorse and Dawson opens from May 20 to June 1 and closes, depending upon weather conditions, about the middle of October. At the opening of navigation the steamships do not operate on a definite schedule for the first week or so. The regular service commences with the sailing of the "Casca" from Whitehorse, June 10 and every Wednesday thereafter at 7:00 p.m. (see itineraries, page 15). This service continues until the middle of August, after which there will be irregular sailings about twice a week for the balance of the season.

The round trip, Whitehorse to Dawson and return, occupies 6½ days, bringing the passenger back to Whitehorse on a Wednesday morning.

The **WEDNESDAY** arrival at Whitehorse leaves the passenger the option of remaining in Whitehorse that day and going to Skagway Thursday to connect with the Canadian Pacific Railway steamship southbound; or, leaving Whitehorse Wednesday morning, connecting at Carcross with steamship "Tutshi" for West Taku Arm, which will bring the passenger into Skagway Thursday afternoon in time for Canadian Pacific steamship sailing Thursday evening; or leaving Whitehorse Thursday morning, connecting at Carcross with steamship "Tutshi" for Atlin for a stay at that point, connecting with the following Thursday sailing southbound from Skagway.

#### TO ATLIN

At Carcross connection is made for Lake Atlin on the steamship "Tutshi," which schedule will be as follows: From June 4 to June 27, inclusive, and from August 9 to August 30, inclusive, the "Tutshi" will leave Carcross Sunday, Thursday and Saturday afternoon; returning from Atlin, the "Tutshi" arrives in Carcross

Sunday, Wednesday and Friday. From June 28 to August 8, inclusive, the "Tutshi" will leave Carcross Monday, Thursday and Saturday afternoon; returning from Atlin, the "Tutshi" arrives in Carcross Sunday, Wednesday and Friday. Sailing time from Atlin is 7:30 p.m. previous evening. (See itineraries, page 15.)

#### SPECIAL WEST TAKU ARM EXCURSION

Leaving Skagway by special train Sunday and Wednesday mornings, returning to Skagway Monday and Thursday afternoons. (Special trip will be made to connect with the S.S. Princess Louise, arriving at Skagway September 6.)

This is a special excursion 68 miles by rail over the White Pass Summit, along the shores of Lake Bennett to Carcross, where connection is made with a comfortable stern-wheel steamship for a twenty-hour trip on the West Taku Arm to the north end of Taku Glacier, 82 miles and return, a total distance of 300 miles through magnificent mountain and lake scenery.

#### ATLIN INN

At Atlin, near the boat landing, facing the lake and within a few feet of the shore, is the **ATLIN INN**, owned and operated by the White Pass & Yukon Route, on the American plan. All rooms have hot and cold running water. Rates—Single room \$6.50 to \$7.00 per day per person. Double room \$5.75 to \$6.25 per day per person. A few smaller rooms at \$5.50 per day single and \$5.00 per day, per person, double.

Those who stay more than three days at this resort may obtain the following discount off their total bill:

4 days, 10 per cent.; weekly rates, 15 per cent.

The foregoing information covering the White Pass and Yukon Route is subject to change at any time. Due notice will be given when possible.

# Stikine River Service to Big Game District Northern B. C. Wrangell, Alaska, to Telegraph Creek, B. C., via Barrington Transportation Company

-4-

The Cassiar District of Northern British Columbia, famous for its Big Game hunting, can be reached from Wrangell via the Stikine River, 185 miles to Telegraph Creek, B. C.

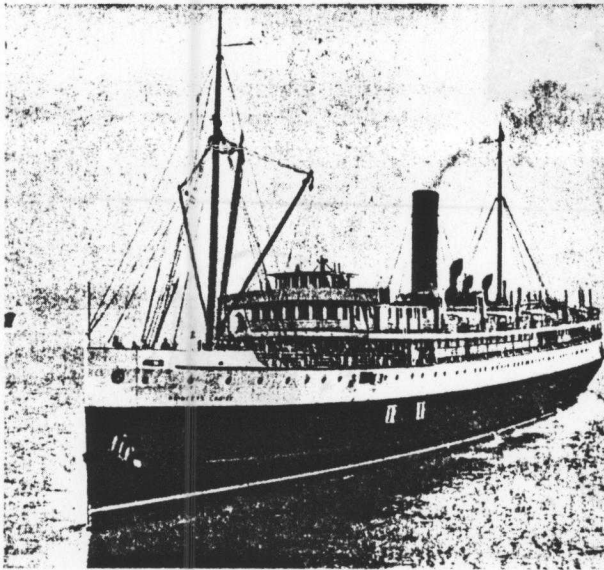
The Barrington Transportation Company operate a regular weekly service by Diesel propelled river steamships during the season of navigation, from May 5 to early October. These vessels have accommodation for from fifteen to fifty passengers and about fifty tons of freight.

River steamships leave Wrangell every Tuesday during the

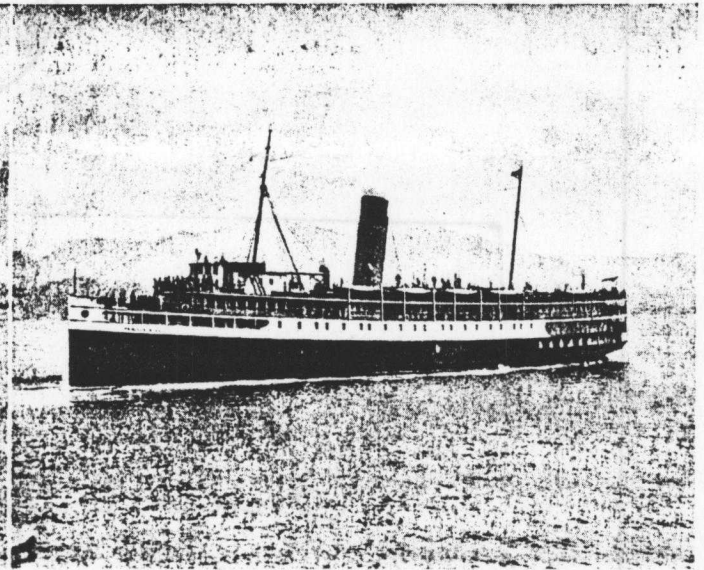
tourist season, after arrival of Canadian Pacific steamship leaving Vancouver the preceding Saturday, and arrive Telegraph Creek on Thursday.

Round trip summer tourist fare, Wrangell to Telegraph Creek, is \$45.00, including meals and berth.

Telegraph Creek is the outfitting point for the big game country. Full particulars regarding cost of hunting trips, etc., will be furnished by General Tourist Agent, Canadian Pacific Railway, Montreal, Que.

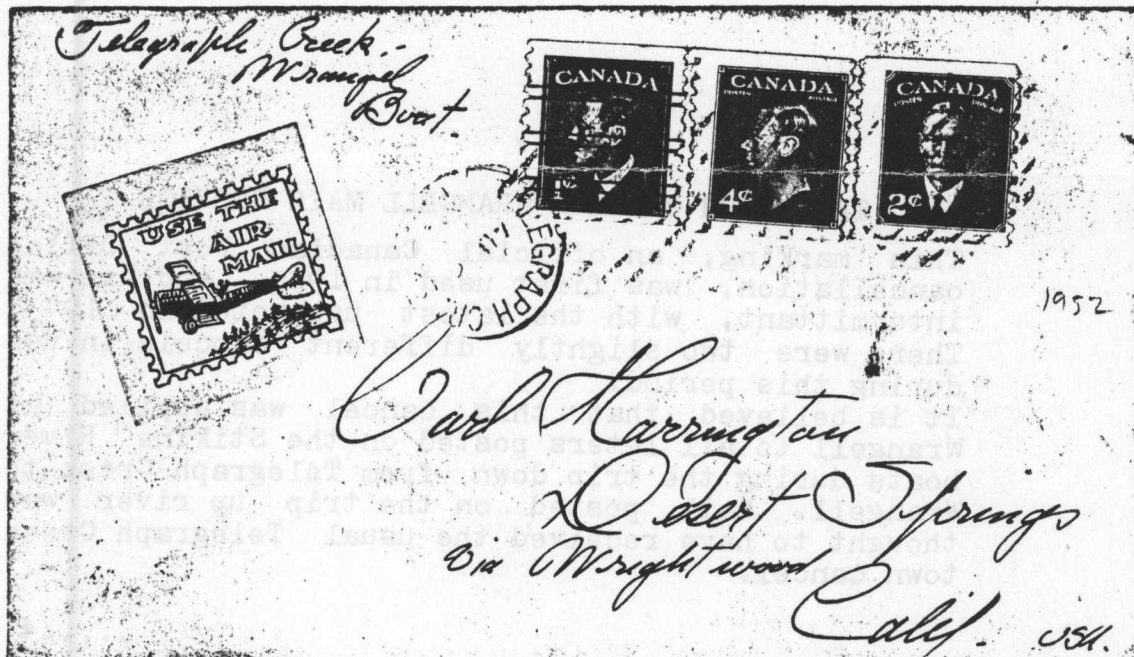


S.S. Princess Louise.



S.S. Princess Alice

Page Eight - Alaska & Yukon Service, 1936 - B.C. Coast Steamship Service.





From Ken Ellison

BRITISH COLUMBIA INLAND SHIP MARKINGS



Indian office.  
Vancouver, B.C.

TELEGRAPH CREEK & WRANGELL MAIL SERVICE

This marking, an official Canadian Post Office cancellation, was first used in 1930, and use was intermittent, with the latest use noted in 1945. There were two slightly different cancels in use during this period.

It is believed that this cancel was applied at Wrangell to all letters posted on the Stikine River boats during the trip down from Telegraph Creek to Wrangell. Mail posted on the trip up river was thought to have received the usual Telegraph Creek town cancel.

.... /4



from John McCrea

**R** SANDILANDS, MAN. No. 57

PLEASE PRINT CLEARLY FOR OUR RECORDS

FULL NAME John Boychuk

R.R. NO.        P.O. BOX       

STREET AND NO.       

POST OFFICE Sandilands

PROV. Man.

*Simpson's* MAIL ORDER REGINA, SASK.

CANADA 4c CANADA 20c

② ① ③ ④ ⑤

Check *again*

**BEFORE SEALING**

- ✓ Have you stated sizes and colors, etc?
- ✓ Did you give correct catalogue numbers?
- ✓ Is proper amount enclosed for payment?
- ✓ Are your name and address on the order?

Because westbound Tr. 33 of the Fort Frances & Winnipeg R.P.O. ran through Ontario, Minnesota and Manitoba during the owl hours, many points served by Eastbound Tr. 34 had no service by Tr. 33. Westbound mail from these offices was dispatched on Tr. 34 and taken to the meet point with Tr. 33 at Crozier, Ontario a few miles west of Ft. Frances. There westbound mail was transferred from 34 to 33, and the Canadian postal clerks started a return journey to Winnipeg. The US clerks of the Warroad & Duluth R.P.O. switched from 33 to 34 at the same meet, and returned to Duluth via the Duluth, Winnipeg & Pacific Tr. 20 from Ft. Frances.

Thus the proper routing of mail such as the register shown involved crossing the international boundary four times, twice at Rainy River-Baudette, and twice at "B.L.-Warroad", otherwise unnamed.

## THE R.P.O. NEWSLETTER

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

Volume 18 - No.7

Whole No.87

October 1990

BNAPEX '91 - This issue is being prepared for the annual meeting of BNAPS and of this Study Group - to be held in Galveston, Texas, from October 18 to 20, 1991. We realize that Galveston is a long way from most of our members, but we hope there will be a good attendance. We know that the Texas Prairie Beavers who are organizing the convention will provide a fine time for all. This will be the first meeting for many years which our Chairman (and BNAPS President) Lew Ludlow will miss, and our charter member and former Newsletter Editor Jim Lehr has graciously consented to chair the Study Group meeting. Jim Felton, our Arkansas Traveller, will provide the main paper at the meeting, there will be an election of officers, and two members have been nominated to become Honorary Members of the Study Group in recognition of their long service and many contributions to the study of Canadian R.P.O. cancellations. They are Lionel Gillam of Rotherham, Yorkshire, England, and Gerry Wellburn of Victoria, B.C.

NATIONAL ARCHIVES OF CANADA - One of the main speakers at Galveston will be our member Tom Hillman of the National Archives. He will speak on the design and construction of Canadian railway mail cars. We really appreciate the cooperation of the Archives in making Tom available, and in the many other services which they provide. For example, how many of our members know that the Archives publish a fine magazine called "The Archivist" which outlines their many services. It is available free of charge to interested persons in Canada. Send your address including postal code to -

The Archivist  
Marketing and Distribution  
National Archives of Canada  
344 Wellington Street  
Ottawa, Ontario K1A 0N3

Our thanks to Past President Ed Harris for pointing this out to us.

CHAIRMAN LEWIS LUDLOW - The Editor and his wife visited the Ludlows on August 16 and 17, and again on September 28. They checked over correspondence which had accumulated - and hopefully any of you who have been waiting for replies will have received them. We also hope that all philatelic material has been returned to the senders. If not, please write the Editor and he will ensure this is done. Lew's condition has not changed very much since he returned home. His wife, Mac, is looking after him very well, but his left side is still completely paralysed, and he has difficulty speaking. He can manage a few words, and appears to understand most of what he is told. Our thoughts will certainly be with them at our meeting.

.... /2