

THE R.P.O. NEWSLETTER

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

Volume 19 - No.7

Whole No.94

August, 1991

BNAPEX '91 - VANCOUVER, B.C. - This extra issue is being prepared for distribution at the 1991 Annual Meeting of the R.P.O. Study Group. It contains our annual report on pages 7 to 10. You will note that we are quite solvent, but that we are accumulating funds to publish a special issue No.100 for the next convention in 1992.

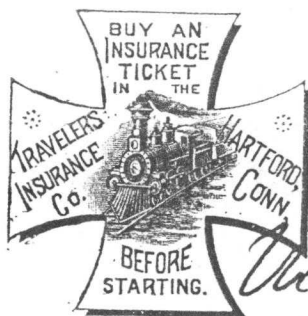
ISSUE No.100 - In the normal course of things this special issue should occur at the end of our next fiscal year. We have a few special articles set aside - mostly longer and more detailed than our usual items, but we would like to publish something from everyone in the Group, if possible. Definitive articles are wanted, and the Editor would appreciate hearing from all of you soon as to what you wish to write or include. Good articles from other sources will also be welcome. The Military Mail Study Group Special Issue No.100 will be available for you to see or purchase at Vancouver. This should give you a good idea of what we have in mind. It runs to over 100 pages. Copies will be sent automatically to all RPO Study Group members, and other BNAPS members will be able to purchase copies. A royalty will be paid to the RPO Study Group for copies sold.

L'ACADEMIE QUEBECOISE D'ETUDES PHILATELIQUES - This prestigious Quebec organization received a silver medal at ORAPEX '91 for its seventh annual volume of articles on Quebec philatelic subjects, entitled OPUS VII. It also launched the eighth volume, OPUS VIII there, and the photo below shows several prominent contributors - including one present and one past member of this Study Group, and several other BNAPS members.



Left to Right - Guy des Rivieres, OTB, Jacques Nolet, L.A.Walker, Jean-Guy Dalpe, Lola Caron.

TRAVELERS INSURANCE - Member Bob Jamieson sends a note enclosing this cover and insurance policy dating from 1890. He says - "Have had this cover and the enclosed insurance policy for many years and have not seen one like it at any time. I thought it might be of interest." I haven't seen anything like this before - have you ?



*Masters  
as R Scott  
Port Waver  
Ork*

REGISTERED NO. 892  
COUPON NO. 1

YEAR	1887	'88	'89	'90	'91	'92	'93	'94	'95	'96	'97	'98
MONTH	JAN.	FEB.	MCH.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.

482

**THE TRAVELERS INSURANCE COMPANY**  
HARTFORD, CONN.

HEREBY INSURES, SUBJECT TO CONDITIONS ON BACK.

*J W Scott*  
*Parents*

for the term fixed by the Coupons remaining hereto attached, in the sum of \$15 per week against loss of time not exceeding 26 consecutive weeks, resulting from bodily injuries, effected during the term of this insurance, through **ACCIDENT, VIOLENT, and ACCIDENTAL MEANS**, which shall, independently of all other causes, immediately and wholly disable him from transacting any and every kind of business; or if loss of one entire hand or foot shall result solely therefrom within Ninety Days, will pay the insured \$1,000 in lieu of said weekly indemnity; or in the event of the loss of two entire hands or feet, or one entire hand and one entire foot, or the entire sight of both eyes, solely therefrom within Ninety Days, will pay the insured the sum of \$3,000 provided he survives the said Ninety Days; or in event of death solely therefrom within Ninety Days, will pay \$3,000 to his Legal Representatives; EXCEPT that the Company's total liability under this Ticket shall not exceed \$3,000; that it insures females against Death only; does not insure persons under 16 or over 65 years old, nor employees on public conveyances while on duty, nor persons bereft of reason, sight, or hearing; and covers only injuries received within the civilized limits of the United States, Canada, Newfoundland, Republic of Mexico, West Indies, and Bermudas, including Travel by regular passenger or mail lines on sea between such limits.

*Rodney Dennis, Secretary* *L. H. Johnson, President*

HOUR	P.M.	1	2	3	4	5	6	7	8	9	10	11	12	NIGHT
A.M.														NOON

**ACCIDENT INSURANCE**

**THE TRAVELERS INSURANCE COMPANY**  
HARTFORD, CONN.

**Ticket in The "Travelers,"**  
OF HARTFORD, CONN.

**ASK**  
The Ticket Agent  
FOR A

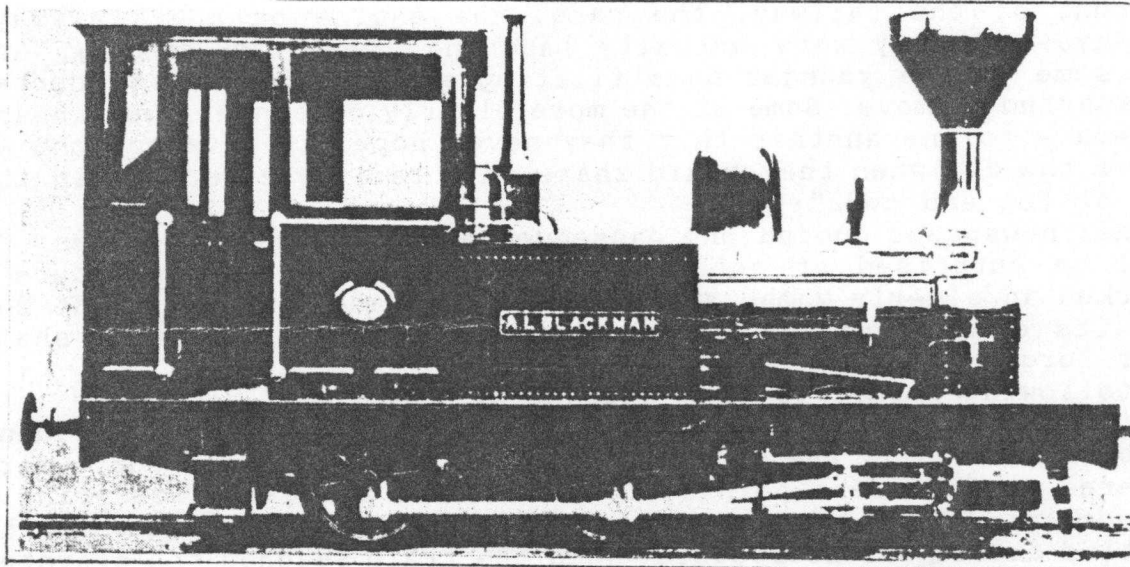
**\$6,000**  
AND  
\$30 per week Indemnity,  
1 to 16 days,  
50 cents per day.  
30 days,  
\$9.00.

**\$3,000**  
AND  
\$15 per week Indemnity,  
1 to 16 days,  
25 cents per day.  
30 days,  
\$4.50.

From the St. John's "Sunday Express", June 16, 1991, courtesy of Don Wilson -

CHOICE COPY; THE MOMENTOUS FIRST RIDE ON A LOCAL RIBBON OF RAIL  
Reporters, Politicians, Dignitaries and others take first train trip in 1882 -

It roared down the tracks at the breathtaking speed of 25 mph. On a sunny day in May of 1882, a land transportation hallmark in Newfoundland was dutifully reported in the press and lauded by an excited citizenry. It was a trial train run from St. John's to where the rail tracks had been extended up to that time: a place called Donovans, about eight miles southward of the town.



It would be six years before the first regular passenger train crossed the island from the capital to Port aux Basques on the southwest coast. But that short experimental run on May 18, 1882, was touted as a spectacular event, presaging a rewarding economic future for the Colony.

Certainly it was choice copy for the newspapers of St. John's and Conception Bay. The press had good reason to give unlimited coverage to the unprecedented odyssey; reporters were among the privileged groups invited along for the ride by the government. Others of that select assemblage included high-ranking political figures, headed by Prime Minister Sir William Whiteway; court officials,, merchants; and representatives of the various churches. And there were some aboard the two-car train from that mass of faceless people known as the "general public".

The locomotive attached to the cars ( shown above) was owned by the Blackman Syndicate of America and built by a company in Leeds, England. The Reid family of railway construction fame had not at the time entered the local train-coastal boat transportation system.

CHOICE COPY (Continued)

Posterity was enriched because of the presence of journalists at that historic event, for the scribes, besides being eye-witnesses themselves, quoted the impressions and observations of passengers. All they saw is preserved today in vintage newspaper files. Shortly after noon, crew and passengers boarded the train at the depot at Fort William, near where Hotel Newfoundland now stands. Each car held 60 travellers, but there were many hundreds of citizens at the station to witness the departure of the abbreviated train. Here's what one reporter wrote:

"It was really surprising to notice the alacrity and confidence with which ladies and prudent elderly fathers got on board, even though they were certain of being whirled along the steel highway at the perilous rate of 25 miles per hour. They seemed to have no distrust of the railway, the cars, the engine or the (railway) company, and they were actually laughing, chatting, joking, and even some of the younger ones flirting as the iron horse snorted and started to move. Some of the more elderly passengers were heard to remark to one another that they never hoped to live so long as to see the day when they would share in a railway excursion in the land of fog and cod."

Another newspaper quoted one passenger as saying in awed tones: "I shall be surprised at nothing that takes place in the future." Remarked an elderly woman as she took her place in the elegant car with its crimson velveted seat cushions: "This is a day I shall never forget."

The following report is from another of the town's journals:

"The train was soon howling along at a rapid rate with easy fluent motion and speedily the city was left behind. Groups of people were gathered at different points along the line and gazed wonderingly and admiringly at the train. In the fields, the conduct of the startled cattle was noticeable. When the train reached the elevated ground about four miles out, the view of Freshwater Valley, the surrounding hills and the ocean in the distance was very fine."

About 25 minutes after leaving St. John's, the train reached the end of the line. The day was beautiful, with a bright sun overhead. The passengers alighted and, according to reports, spent a couple of hours rambling about the track and the roads. Refreshments were provided at a wayside inn owned by Mrs. Anne Fitzpatrick.

The train then headed back to St. John's, reaching the depot in about 20 minutes. In an editorial, one newsman said that soon people would be taking excursion trips to Holyrood, and then to Bay Roberts, Harbour Grace and Carbonear as more and more track was laid. And later, the writer added, people would be able to take a train run to Gander Lake or the "Grand Falls" on the Exploits River for angling expeditions. It was rumoured that a joint stock company was in the process of "formation for the purpose of building a first-class hotel at the Grand Falls, a locality second only to Niagara."

This overly optimistic editorialist added: "Tourists would flock to this new hotel, and it would be an ideal place for honeymooners, just like Niagara."



CHOICE COPY (Continued) -

The writer was correct in his other predictions. Rapidly the steel tracks did extend into important towns in Conception Bay and up the east coast to settlements in Notre Dame Bay where copper mining was in full swing, a vital activity in the Colony's commerce. And the rail line ran into other bays, linking up settlements. Finally there was a ribbon of rail from the east coast to the west. Life in Newfoundland would never be the same again.

Smallwood's encyclopedia has an interesting entry on Donovans, the end of the railway line from St. John's for that memorable excursion in mid-May of 1882.

People have been living in the area since the early 1880's but had been calling it Donovans only since the beginning of the 20th century. At the time the Blackman train brought the first passengers to the place, only one person resided there. She was Mrs. Anne Fitzpatrick, who owned the hostel at which these early express travellers wined and dined.

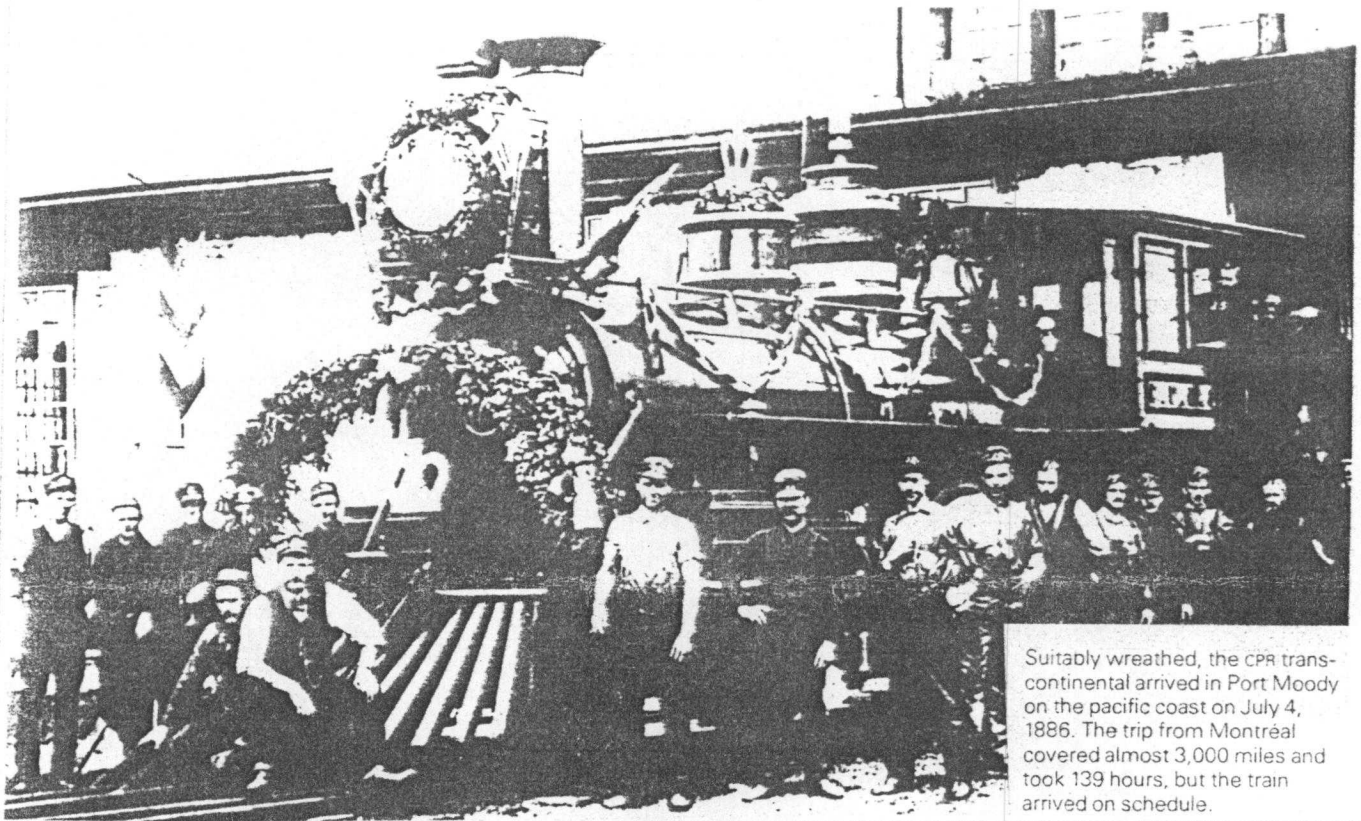
As the tracks extended onward, "Anne's" changed on the railroad timetables to "St. Anne's", and this name held for several years. But, some time shortly after 1900, the locality became known as Donovans after a farmer of that surname who resided there. It was also referred to as Donovans Station because the trains continued to stop there.

Following that widely-reported 1882 trip to Anne Fitzpatrick's hotel, Premier Whiteway, a relentless booster of a Newfoundland railway system, was quoted in the press as being "supremely happy". But, he was achieving his dream in the face of severe opposition. Whiteway had been a prominent supporter of confederation with Canada in the acrid election of 1869, when union was thoroughly rejected by the majority of Newfoundlanders.

There was talk that Canada was financing the railway, and would eventually take over the colony with imposition of heavy taxes. A classic example of railway opposition surfaced in the celebrated "Battle of Foxtrap", July 12, 1880, in which people with stones and weapons drove Canadian surveyors off their land. Police from St. John's were rushed in to quell the disturbance.

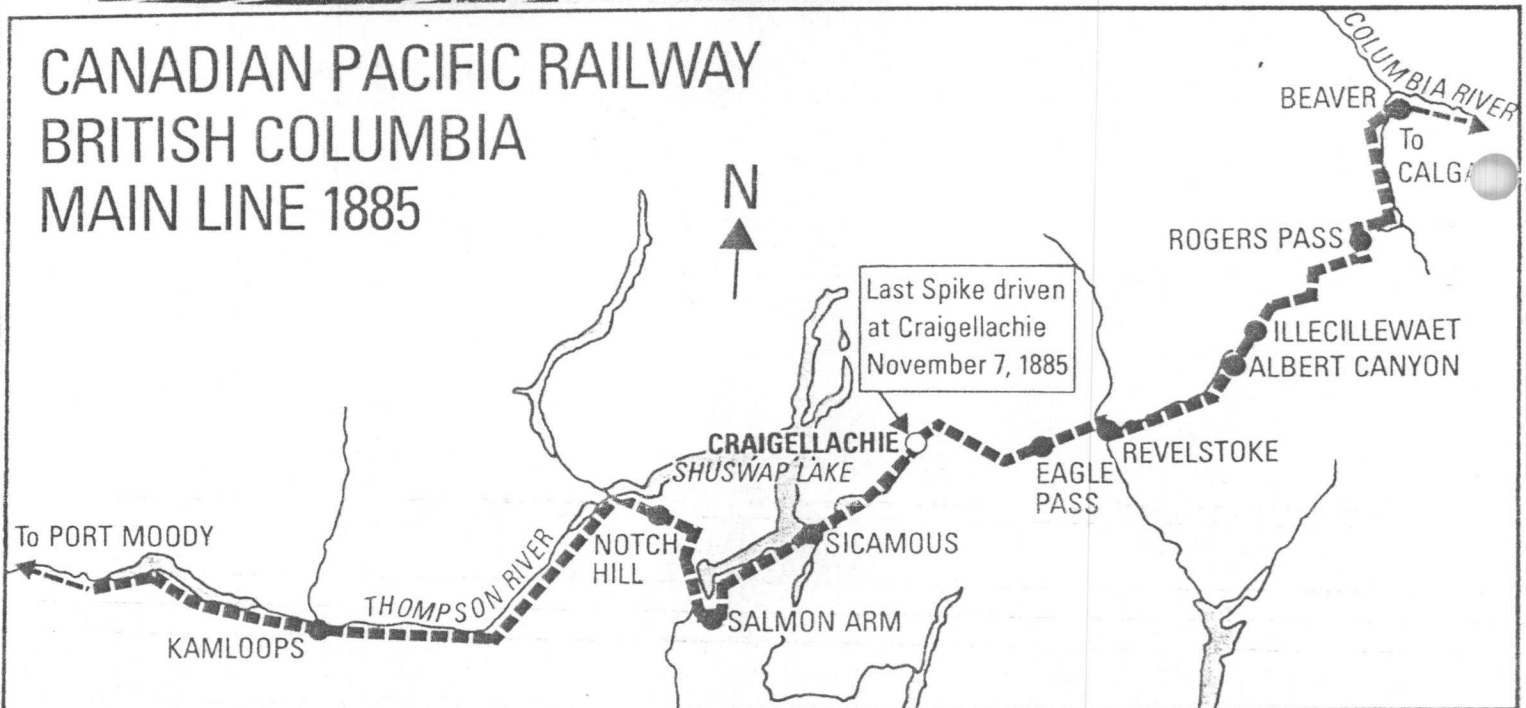
But, in spite of the hostility from many quarters, Whiteway's dream became reality.

Don Wilson has also provided a copy of CN Terra Transport Timetable No. 103, effective Sunday, December 1st, 1985. This must be one of the last railroad timetables for Newfoundland. We hope to reprint it in future - possibly in Issue 100. It shows mileage and operating rules for subdivisions No. 1 - Argentia, No. 2 - Bishop's Falls, No. 3 - Carbonear, No. 4 - Clarenville, No. 5 - Port aux Basques, No. 6 - St. John's, and No. 7 - Stephenville. These show track warnings, equipment restrictions, speeds, public crossings at grade, spurs and other tracks, and instructions about dangerous commodities. These give a remarkable view of the Newfoundland railway system in its final days.



Suitably wreathed, the CPR transcontinental arrived in Port Moody on the Pacific coast on July 4, 1886. The trip from Montréal covered almost 3,000 miles and took 139 hours, but the train arrived on schedule.

## CANADIAN PACIFIC RAILWAY BRITISH COLUMBIA MAIN LINE 1885



On the Pacific coast, too, there were extensions, including the 12 miles from Port Moody to the mouth of Burrard Inlet, where the city of Vancouver would spring up, and a branch south from Mission City to an international connection with the Northern Pacific in Washington State. The Esquimalt and Nanaimo Railway, on Vancouver Island, had been completed in 1886. Following its purchase by CPR in 1905, the existing line between Victoria and Wellington was extended to Courtenay, and branches added to Port Alberni and Lake Cowichan. The original

mainland section of the CPR with the proposed terminal at Esquimalt, when it was thought that the transcontinental would be built to Bute Inlet with a bridge to the island, but connections have instead been provided by train ferries from Vancouver.

A more ambitious shipping service had been inaugurated in 1891 with regular CPR sailings from Halifax to Shanghai, Hong Kong and Yokohama. Scheduled to take just over 30 days in winter and two days less in summer, these trips laid the foundations of the company's global transport network.

R.P.O STUDY GROUP

MEMBERSHIP AUGUST 1991

CANADA

John D.Aitken	Box 2021	Lambeth, ON	MOL 1S0
Mike Anderman	Box 6449, Stn.'A'	Toronto, ON	M5W 1X3
William Barry	2926 Kutarna Cres.	Regina, SK	S4V OT3
Ronald Battersby	2184 Lafayette St.	Victoria, BC	V8S 2P1
Douglas Birchill	40 Rollingwood Dr.	Willowdale, ON	M2H 2M5
James Brown	Box 206	Fairmont Hot Sp, BC	VOB 1L0
Arthur J. Brunet	1054 Yuill St. SE	Medicine Hat, AB	T1A 0Z2
Paul Burega	Box 15765, Stn.'F'	Ottawa, ON	K2C 3S7
Alex.D.Campbell	165 Queen St.N.	Kitchener, ON	N2H 2H8
Beverlie Clark	924 North Drive	Winnipeg, MB	R3T OA8
Earle L.Covert	Box 1070	Hay River, NT	XOE ORO
Wayne R.Curtis	Box 74, Stn.'A'	Toronto, ON	M5W 1A2
Peter Eggett	207 Lafferty Ave.	Windsor, ON	N9J 1K2
Kenneth V.Ellison	R.R.#1	Oyama, BC	VOH 1W0
Jean-Pierre Forest	4014 des Cedres	Cap Rouge, PQ	GOA 1K0
Donald Fraser	1183 Warsaw Ave.	Winnipeg, MB	R3M 1C5
Ross D. Gray	Box 174	Lindsay, ON	K9V 4S1
Clifford Guile	342 St.Clair Ave.E.	Toronto, ON	M4T 1P4
J.Douglas Hannan	#23-1950 Burtch Rd.	Kelowna, BC	V1Y 4B2
David E.P.Harding	#101 - 1595 Bay St.	Victoria, BC	V8R 2B5
Allan H.Hewitt	180 Southview Dr.	Concord, ON	L4K 2L3
Reg.Hiscock	57 Drayton Road	Pointe Claire, PQ	H9S 4V4
John Hornsby	56 Highland Pk.Blvd	Thornhill, ON	L3T 1B3
Robert H.Jamieson	#116-7700 Bayview	Thornhill, ON	L3T 5W1
James S.Karr	536 - 49th Ave.SW	Calgary, AB	T2S 1G5
Donald B.Kaye	Box 4201, Stn.'D'	Hamilton, ON	L8V 4L6
John Keenlyside	4590 Beverley Cr.	Vancouver, B.C.	V6J 4E6
Vernon E.Kembel	5267 Mt.Lehman Rd.	Mount Lehman, BC	VOX 1V0
Ronald Kitchen	1387 Pearl St.	Ottawa, ON	K1T 1C6
Eugene M.Labiuk	Box 1193, Stn.'B'	Mississauga, ON	L4Y 3W5
Robert A.Lee	#203-1139 Sutherland	Kelowna, BC	V1Y 5Y2
Harry Machum	Box 123	Little Current, ON	POP 1K0
Peter J.McCarthy	Box 688	Richmond, PQ	JOB 2H0
John J.MacDonald	58 Hawthorne St.	Antigonish, NS	B2G 1A4
D.McInnis	Box 2063	Sudbury, ON	P3A 4R8
David Mayerovitch	5205 Beaconsfield	Montreal, PQ	H3X 3R9
Jean-C. Michaud	Box 5176	Armdale, NS	B3L 4M7
R.B.Miess	19 Speid St.	Lennoxville, PQ	J1M 1S2
James Miller	Box 3005, MPP	Kamloops, BC	V2C 6B7
Richard Moulton	216 Armit Ave.	Fort Frances, ON	P9A 2C9
Ian Mowat	790 Cuaulta Cres.	Victoria, B.C.	V9C 3H3
R.F.Narbonne	216 Mailey Drive	Carleton Place, ON	K7C 3X9



## CANADA (Continued)

-8-

Samuel C.Nickle	1208 Belavista Cr.	Calgary, AB	T2V 2B1
Brian Noble	11 Trailsmoke Cr.	Etobicoke, ON	M9C 1L9
Alfred N.Peatman	22-2nd St, Renforth	Saint John, NB	E2H 1M1
H.Alex.Price	#74 - 1201 Cameron	Kelowna, BC	V1Y 9H6
Robert W.Prince	52 Rose St.	Barrie, ON	L4M 2T2
Charles Purdon	Box 33	Mayne, BC	VON 2S0
Michael Reid	964 Canaveral Cr.SW	Calgary, AB	T2W 1N5
Irvine N.Rosborough	708 Victoria Ave.W	Winnipeg, MB	R2C 1T5
George F.Smalley	298 John St.	Gananoque, ON	K7G 1A7
Carleton Smith	261 Thorner Drive	Hamilton, ON	L8V 2M6
Joseph Smith	Box 1143	Rocky Mtn.House, AB	TOM 1T0
J.Malcolm Smith	11 Abbey Rise	London, ON	N6G 1Y8
Robert B.Soper	1155 Cartaret St.	Halifax, NS	B3H 3P2
Thomas Southey	34456 Ascott Ave.	Abbotsford, BC	V2S 4V5
Barry Stasewich	Box 144	Burlington, ON	L7R 3X8
Allan L.Steinhardt	#1910-45 Dunfield	Toronto, ON	M4S 2H3
A.Hedley Stokes	396 Main St.	Toronto, ON	M4C 4X8
William E.Topping	7430 Angus Drive	Vancouver, BC	V6P 5K2
H.Geoff.Walburn	Box 279	Kelowna, BC	V1Y 7N5
Rev.L.A.Walker	8844 Notre Dame E.	Montreal, PQ	H1L 3M4
Jack M.Wallace	Box 1116, Stn.'E'	Victoria, BC	V8W 2S6
Peter Waugh	19639 Poplar Dr.	Pitt Meadows, BC	V3Y 1Z3
Gerald E.Wellburn	#705-225 Belleville	Victoria, BC	V8V 4T9
J.Don Wilson	11 Elm Place	St.John, NF	A1B 2S4

OVERSEAS

J.M.Ayshford	129 Burges Road	Thorpe Bay, Essex	SS1 3JL
W.M.Collie	22 Hill Rd, Claughton	Birkenhead, Mersey	L43 8TL
Trevor E.Gartland	SNCO Mess, SOAF Masirah, Box 1731, CPO Seeb		
	Muscat, Sultanate of Oman		
Lionel F.Gillam	66 E.Bawtry Rd.	Rotherham, Yorks.	S60 4BU
T.Malcolm Jones	14 Tullis Close	Sutton Courtenay,	
		Oxon.	OX14 4BD
Rick Parama	49 Bernedale Way	Duncraig, WA	6023
Brian T.Stalker	Glaramara, Parc Bryn Coch, Upper Bryn		
	Coch, Mold, Clwyd, Wales		CH7 1XX

TWO QUERIES ??

Dr.A.D.Campbell has submitted a partial strike which reads "& RICHd.M". What is it ? Shaw listed Q-227 and 228 which almost fit. These were removed by Ludlow. Any ideas ?

He also asks if anyone knows the names of the clerks who used the added-on numbers and initials on the Quebec runs in the 1890s ? Nothing appears in any of our literature.



U.S.A.

-9-

Warren L. Bosch	Elgin Comm. College	Elgin, IL	60120
Chas. F. Boubelik	Box 40	Canon City, CO	81215
Edward H. Bowen	14 Temi Road	Holliston, MA	01746
Norman Brassler		Buck Hill Falls, PA	18323
Gerald C. Carr	12599 Coach Lane	South Lyon, MI	48178
Stuart L. Cohn	RR1 Box 74, Mt. Olive Rd.	Zirconia, NC	28790
Richard Colberg	126 Crosswick Lane	Lancaster, PA	17601
George R. Cole	43 New Dorp Plaza	Staten Island, NY	10306
John F. Edgett	Box 456	Glenhaven, CA	95443
James Felton	Box 56371	Little Rock, AR	72215
Gene Frampton	6543 Beach Drive SW	Seattle, WA	98136
James Gobin	304 W. Lincoln St.	Bloomington, IL	61701
Horace W. Harrison	1802 Indian Head Rd.	Ruxton, ML	21204
James R. Jenkins	Rte. 1	Billings, MO	65610
Stanley Kalabza	2310 S. 61st Ave.	Cicero, IL	60650
James C. Lehr	Kendal At Longwood	125 Kennett Square, PA	19348
Lewis M. Ludlow	5001-102 Lane NE	Kirkland, WA	98033
John M. McCrea	Box 172	Monroeville, PA	15146
David L. McKain	5 Meadowcrest	Parkersburg, WV	26101
Edward J. Maloney	26 South Onota St.	Pittsfield, MA	01201
G. Palmer Moffat	4542 E. Camino de Oro	Tucson, AZ	85718
John H. Perry-Hooker	Doe Corner	Wells River, VT	05081-
			0662
Rev. Elwood S. Poore	1910 Laurel Road	Gainesville, TX	76240-
			5118
Frank Scheer	18 E. Rosemont Ave.	Alexandria, VA	22301-
			2325
Roland B. Seymour	9950 S. Richeon Ave.	Downey, CA	90240
Clarence Stillions	5031 Eskbridge Ter. NW	Washington, DC	20016
Alexander M. Unwin	Box 1686	Bellevue, WA	98009
Frank Waite	110 E. McMillan St.	Newberry, MI	49869
William C. Walton	RD#1, Box 454	Califon, NJ	07830
John W. White	780 NW Wallula	Gresham, OR	97030
Ted Woodward	Box 2022	San Bernardino, CA	92406

EX-OFFICIO

Thomas Hillman	395 Wellington St.	Ottawa, ON	K1A ON3
(National Archives of Canada)			
Jon. C. Johnson	717-25th Ave. NW	Calgary, AB	T2M 2B4
(BNAPS Study Group Coordinator)			
Peter J. McCarthy	Box 688	Richmond, QC	JOB 2HO
(BNAPS Study Group Columnist)			
Cimon Morin	365 Laurier Ave. W.	Ottawa, ON	K1A ON3
(Postal Archives of Canada)			
Clinton A. Phillips	1704 Glade St.	College Stn., TX	77840
(BNAPS Librarian)			
William G. Robinson	5830 Cartier St.	Vancouver, BC	V6M 3A7
(BNAPS President)			
Victor Willson	Box 10420	College Stn., TX	77842
(BNA 'TOPICS' Editor)			

R.P.O. STUDY GROUP - REPORT FOR YEAR 1990-91

August 31, 1991

INCOME:	1990-91 Dues & Foreign Exchange	\$ 1110.89
	1991-92 Dues in Advance (Note 3)	40.00
	Donations (Note 2)	76.99
	BNAPS Subsidy (1989-90 & 1990-91)	260.00

TOTAL \$ 1467.88

EXPENSES:	Vol. 19 No. 1 - (No. 88) printing, postage, etc.	\$ 118.74
	No. 2 - 89	118.74
	No. 3 - 90	137.80
	No. 4 - 91	126.40
	No. 5 - 92	131.12
	No. 6 - 93	203.91
	No. 7 - 94	133.20

TOTAL \$ 969.91


Excess of Income over Expenses	\$ 517.77
Balance from 1989-90	318.06

Total on hand August 31, 1991 (Note 9.) \$ 835.83

- NOTES:
1. All accounts in Canadian Funds.
  2. Donations from Frampton, Garland, Waite.
  3. 1991-92 dues paid by Kitchen, Parama, Perry-Hooker.
  4. Printing costs subsidized by John Keenlyside.
  5. Present membership - U.S.A. 32 paid 2 Free  
Overseas 7  
Canada 64 5  
-----  
TOTAL 103 7
  6. Resignations - disposed of collections, etc. - Blair, Dalpe, Neighbour.
  7. Dropped for non-payment of 1990-91 dues - Cairis, Drapeau, Grimm, Kertcher, Pereira.
  8. New members - Brunet, Cohn, Jamieson, Perry-Hooker.

The free Newsletters are distributed to - Editor "Topics", BNAPS President, BNAPS Library, National Philatelic Library, National Archives of Canada, BNAPS Study Group Coordinator, BNAPS Study Group Columnist.

9. Extra funds being accumulated for special issue No. 100.

  
W.G. Robinson  
Secretary-Treasurer

THAT'S ALL FOR THIS YEAR !