

NEW YEARS GREETINGS - A lovely coloured card from Horace Harrison, the reverse is in reduced form.



Christmas '98  New Year '99

RETURN TICKETS

WILL BE ISSUED AS FOLLOWS.

General Public.

(Between all stations Detroit, Sault Ste. Marie, Pt. Arthur and east.)

Single First Class Fare.

Going December 24, 25 and 26, Re-
turning until December 27, 1898.
Going December 31 and January 1 and 2,
Returning until January 3, 1899.

Single First Class Fare and One-Third.

Going December 23, 24 and 25; Re-
turning until December 28, 1898.
Going December 30, 31 and January 1;
Returning until January 4, 1899.

Teachers and Students.

(On surrender of certificate signed by Principal.)
Between all stations Detroit, Sault Ste. Marie, Pt. Arthur
and East.

Single First Class Fare and One-Third.
Going December 10 to 31; Returning
until January 18, 1899.

Commercial Travellers.

(On presentation of Commercial Travellers' R'y Certificate.)
Between all stations in Canada, Windsor, Sault Ste. Marie,
Pt. Arthur and East.

Single First Class Fare.
Going December 17 to 26; Returning
until January 4, 1899.

MARITIME PROVINCES.

Special Rates to points in Maritime Provinces will be quoted on application.

C. E. E. UNSHER, Gen. Pass. Agent, Montreal.

W. F. RIGG, City Pass. Agent, 129 St. James St., Montreal, Que.

LEWIS M. LUDLOW

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

ANNEX XII - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1994

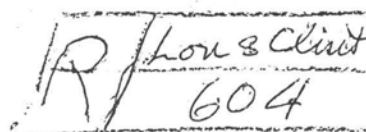
NEW REPORTERS

314 - Frank von Hausen
316 - Carl Cammarata
318 - John Sheffield
315 - Brian R. Dunne
317 - Richard J. Chatfield

NEW TYPES

5J - Run or shipping line at top,
Vessel name at bottom. Large
diameter single circle.
Unique for S-105.

30T - Horizontal Rectangle, "R" at
side, Run at Top, Number below
divider. Unique for RG-58



NEW LISTINGS

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
MA-173A	M & C / E E Gauvin	22G	626	4/11/60	500	114
MA-203B	St. J. & Ed. / G.A. Olscamp	22G	124	12/18/59	500	114
MA-245A	Trac. & Bath. - Tr. / G.A. Olscamp	22H	397	8/12/47	500	114
MA-258A	TRURO & SYDNEY	22		?	500	114
Q-173Ag	MONT. & TOR. R.P.O. / T. GREGOIRE	17J	14	1/27/42	500	114
O-71B	From Ft. Fran. & Wpg. Tr.	22F	20	12/5/45	500	272
O-107M	HAM. & OWEN SOUND, R.P.O. / K.N. IVISON	4K	174	10/16/ ?	500	114
O-285A	TRAIN No. / Pt. Col. & Pt. Dal. R.P.O. No. 1	5I	139	5/09/19	500*	142
O-338Km	TOR. & FT. WM. R.P.O. / J.H. McRAE	17J	3	10/31/30	500*	114
O-357Iw	TOR. LON. & WIND. / J.F. WITHERSPOON	12A	18	1/27/43	500	114
O-385S	FROM T & N.B. / E.A. TITHERINGTON	22G	44	3/9/42	500	114
O-406A	TRAIN No. / Tor. & Sar. R.P.O. No. 4	5I	34	1/30/20	500*	142

NEW LISTINGS (Continued)

W-26El	CAL. & VAN. R.P.O./ W.A. CRICHTON	17J	13	4/16/12	500*	314
W-27Hb	CAL & VAN / M BURTON	22H		4/15/39	500	114
W-33A	FROM COR. & LAC. R.P.O. TR.	22F	30	8/21/39	500	114
W-38Bl	ED. & D.C. R.P.O./ G. La BISSONIERE	17J	2	10/17/58	500	114
W-57E	From Hope and Van. R.P.O.	22F	12	1/13/48	500	114
W-61A	KAM. & N. BATT. R.P.O./ No. 4 (HP 11/21/19)	17A	E	4/14/20	400	151
W-77G	MED. HAT & NEL./ T.D. BULGER	7B	214	3/22/10	500*	154
W-83L	M.H. & N. R.P.O./ L.W. FLYNN	23A	68	8/14/57	500	114
W-91It	M. JAW & SHAUN. R.P.O./ GEO. TOMLINSON	6E	319	5/25/31	500	114
W-111Bp	Pr. George & Pr. Rupert R.P.O./ M.E. Prendergast	5H	197	4/11/39	500	114
W-112Gw	P.G. & P.R. R.P.O./ J.J. WILLINGTON	1E	198	4/11/39	500	114
W-137h	SASKATOON DISTRICT / W.J. HUGHES	12A	63	1/27/48	500	114
W-216B	YORK. & SASK.	22		1975 ?	500	151
RG-58	R/ Lon & Clint (m/s)	30T	604	10/17/45	500	151
TS-80e	GRAND TRUNK RY./ SYSTEM / ETHEL, ONT.	1J		5/9/07	500*	318
TS-97s	INTERCOLONIAL RY./ . SALT SPRINGS, N.B..	6F		6/29/06	500*	235
S-102Bs	SELKIRK/ BRITISH YUKON NAVIGATION Co. Ltd.	3D		9/24/07	500*	316
S-105	CANADIAN DEVELOPMENT CO., Limited./ S.S. COLUMBIAN	5J		8/28/99	500*	151
DD-21	KAMLOOPS TERMINAL/B.C.	5D		12/12/57	500*	114

UNCONFIRMED LISTINGS CONFIRMED

O-295L	PT. ROWAN & STRAT. R.P.O.	17	156	4/02/26	500*	142
W-20A	CALGARY & EMONTON R.P.O. No. 5	17A	525	11/30/53	500*	4
W-200	WINNIPEG & RAT PORTAGE M.C./ No. 1	9A	142	9/23/85	500*	142
				9/27/85	500*	142

CORRECTIONS

MA-93	New Train No.60, Annex XI is Ham.III	151
MA-202	New Train No.64, Annex XI is Ham.I	151
Q-11	Late date 04/08/58 Typographic error.	142
Q-195	QUE.& CAMPBELLTON/EXPRESS /8 Reduce RF to 490 (Additional copies reported)	146
Q-202B	De Que & Chic/J-N Couture. Remove periods after Que, Chic and J-N. Add period after Couture.	151
O-355T	DELETE - now shown as O-357Iw.	151
W-26C	Change Initials to G.H.BURTON (shown as G.R.)	151
W-27Eb	Change initials to J.M.MAIN (shown as J.H.)	114
W-34 and W-35	- add note that these are U.S.R.M.S. duplexes.	151
W-74	Delete early date 02/21/31. Is still 08/13/31	142
W-87Q	M J & C / A C ANDERSEN (No periods after any letter)	239
W-91I	Re-number to W-91In	114
W-101Q	Shown as W-101O in Annex XI.	239
W-118	Delete early date 05/07/12. Is still 02/04/13	142
W-137	Re- number to W-137m	114
W-137V	D.W.HUMPHREYS / SK,DIV - (Add "-" after DIV)	239
W-176Bb	WPG. B.& R., R.P.O./ L.SHAW (Delete amendment in Annex XI) (It really is a period after WPG)	239
W-216Ac	Delete "&", insert "." between "YORK"and"SASK"	151
TS-97	Re-number to TS-97g.	

EARLIEST AND LATEST DATES FOR PERIOD OF USE

MA-73	Latest	7/14/60	No Change	24
MA-79	Latest	4/09/20(Tr.199)	500	146
MA-89A	Earliest	9/26/58	400	114
MA-200	Latest	11/30/66	No Change	114
MA-260B	Latest	11/24/65	No Change	114
Q-155	Earliest	3/9/85	No Change	268
Q-165Da	Earliest	3/4/67	No Change	114
Q-171E	Earliest	9/3/42	450	114
Q-211	Earliest	1/12/91	No Change	146
Q-264C	Latest(III)	1/04/21	No Change	142
Q-307	Earliest	2/21/93	No Change	142

EARLIEST AND LATEST DATES FOR PERIOD OF USE (Continued)

O-38	Latest	8/21/31	No Change	146
O-48	Earliest	3/01/05	No Change	146
O-50	Earliest	9/02/21	No Change	146
O-51	Earliest	5/04/09	No Change	146
O-52	Earliest	4/16/55	No Change	142
O-57	Earliest	5/24/91	No Change	142
O-77	Earliest	12/11/93	No Change	317
O-125	Earliest	12/06/79	No Change	142
O-129	Earliest	12/26/88	No Change	142
O-138E	Earliest	7/9/65	No Change	114
O-153	Earliest	8/19/32	No Change	151
O-175	Earliest	4/14/86	No Change	142
O-244	Earliest	2/28/94	No Change	317
O-309	Earliest	3/11/31	No Change	142
O-320	Latest	4/5/93	No Change	317
O-322	Latest	12/25/12	No Change	27
O-336L	Latest	12/17/66	No Change	114
O-342D	Latest	2/2/55	No Change	24
O-355T	Latest	1/27/43	460	114
O-357U	Latest	3/3/67	480	114
O-390	Latest	8/13/65	No Change	114
O-414C	Latest	1/17/64	460	114
W-35	Latest	5/08/51	400	315
W-58	Earliest	12/20/10	No Ch. (H-I)	151
		5/02/10	(H-II)	142
		5/08/10	(H-III)	151
		1/25/14	(H-IV)	151
		4/15/10	(H-V)	142
Note: Earliest for run is 3/13/10,				
Latest is 12/01/15. Hammers not reported.				
W-64K	Latest	1/16/42	No Change	114
W-84K	Latest	8/11/57	400	114
W-86	Latest	9/01/63	No Change	24 (Ham.No.9)
W-86Db	Earliest	1/23/43	400	114
W-97B	Earliest	6/30/39	425	114
W-97C	Earliest	6/28/39	440	114
W-97Ea	Earliest	6/27/39	450	114
W-102Mh	Latest	2/10/43	450	114
W-111Ba	Earliest	4/11/39	400	114
W-112Ab	Earliest	4/11/39	450	114
W-137L	Latest	3/22/57	No Change	114
W-152	Earliest	2/17/22	No Change	151
	Latest	8/12/53	No Change	151
W-155A	Earliest	6/25/25	No Change	151
W-180A	Latest	4/6/69	No Change	114
W-191	Latest	11/16/64	No Change	174
W-194A	Earliest	2/9/43	No Change	114
W-203A	Earliest	3/29/61	No Change	151
	Latest	4/23/66	No Change	151
W-216Ac	Latest	6/26/16	No Change	151 /5

EARLIEST AND LATEST DATES FOR PERIOD OF USE (Concluded)

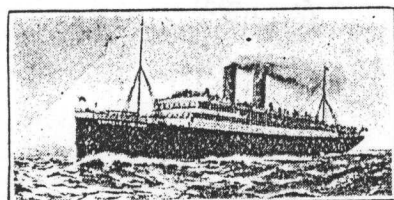
RR-28a	Latest	6/28/86	No Change	181
	1st Period	(Hammer 2)		
RR-104	Earliest	5/8/76	No Change	317
RR-116	Latest	10/25/77	No Change	151
RG-11	Earliest	4/22/69	No Change	151
RG-19	Earliest	8/17/78	No Change	95
RG-25	Latest	8/14/77	No Change	151
RG-34	Latest	5/22/80	No Change	151
TS-98b	Latest	1/20/10	No Change	10
S-19a	Latest	9/6/17	No Change	151
S-29a	Latest	9/27/22	No Change	316
S-128	Earliest	12/19/29	No Change	316
S-130e	Earliest	7/11/22	440	316
S-134Z	Earliest	12/31/09	500	316
S-255	Earliest	7/1/25	500(Ham.1)	97
	Latest	3/19/41	500(Ham.1)	158
	(Hammer 1 used on Prince George I)			
S-255	Earliest	7/9/73	250(Ham.2)	151
	Latest	9/11/74	250	316
	(Hammer 2 used on Prince George II)			
S-260	Latest	2/12/41	No Change	151
E-35	New Year	11/3/58(Ham.1}	No Change	258

NEW DIRECTION AND TIME MARKS

MA-89A	Train	59	Reporter	114
MA-173A		626		114
MA-203B		124		114
MA-260B		7		114
Q-20B		114		273
Q-165F		209		114
Q-157De		17		114

NEW DIRECTION AND TIME MARKS (Continued)

O-34	T1E, T1W, T2E, T2W	146
O-35	T1E, T2W	146
O-61	8, 9	146
O-107M	174	114
O-118	T1S	151
O-148	T2S	151
O-285A	139	142
O-295L	156	142
O-341	47	273
O-355T	18	114
O-356A	6	273
O-385S	44	114
O-414C	3	114
W-38B1	2	114
W-83L	68	114
W-86Db	8	114
W-102Mh	14	114
W-137L	6	114
W-194A	8	114
W-203A	103	151
W-217	245	151
DD-19	TM 10	273



Two New Magnificent Steamships

"EMPRESS OF BRITAIN"
"EMPRESS OF IRELAND"

to be added to our Atlantic service in May, 1906.
14,500 tons, 570 feet long, 65 feet broad. Speed
18½ knots per hour. Cost over \$2,000,000 each.
The finest, fastest and largest steamships in the
Canadian trade. Two days in the historic St.
Lawrence and less than four days at sea.

NEW SLEEPING CAR SERVICE MONTREAL and OTTAWA.

Commencing Monday, March 5th, 1906, from
Montreal, and Wednesday, March 7th, from
Ottawa, Sleeping Car Service will be resumed
between Ottawa and Montreal, continuing daily,
Sundays included, until further notice, as follows:

From Montreal for Ottawa, car will be attached to 10.10 p.m.
train from Windsor station. Passengers may remain in
car at Ottawa until 9.00 o'clock following morning.

From Ottawa for Montreal. Passengers may board car at
Union station at 9.00 p.m. or any time thereafter, until
train time, 4.35 a.m., arrive Montreal 8.00 a.m.

GEO DUNCAN,
City Passenger Agent,
42 Sparks St.,
OTTAWA, ONT.

A. E. LALANDE,
City Passenger Agent,
129 St. James St.,
MONTREAL, QUE.

CANADIAN PACIFIC RAILWAY CO.

February 26th, 1906.

Address Side: Chateau Frontenac, Sky Die II, dated Montreal, Mar. '06.
CPR 38

from Horace Harrison

.... / 7

ANNEX XII - EXAMPLES OF MARKINGS -

M & O 626
Apr 11 60
E W Gauvin

MA-173A

ST. J & B'VILLE 41
30-11-66
E. LAGEY

MA-200

St. J. & Ed. Tr. 124 Trac. & Bath. - Tr. 397
DEC. 18, '59 AUG. 12, 47
G. A. Olskamp G. A. Olskamp

MA-203B

MA-245A

THIRD & SYDNEY



MA-258A

Q-164B

Q-167De

Q-171E

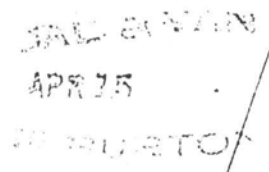


Q-173Ag

O-107L

O-107M

O-338Km



O-357Iw

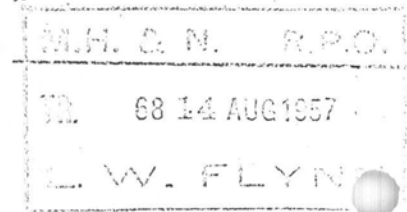
O-357U

W-27Eb

W-27Hb

FROM VAN. & LAC. M.F.G.T.R.

From Hope and Van. R.P.O.



W-33A

W-57D

W-64K

W-83L

.... / 8

EXAMPLES OF MARKINGS (Continued)



W-84K



W-86Db



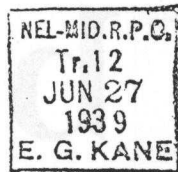
W-91It



W-97B



W-97C



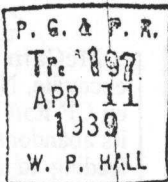
W-97E



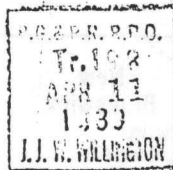
W-111Ba



W-111Bp



W-112Ab



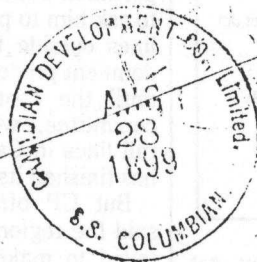
W-112Gw



W-137h



W-194A



S-105



DD-21



J. N. COUTURE

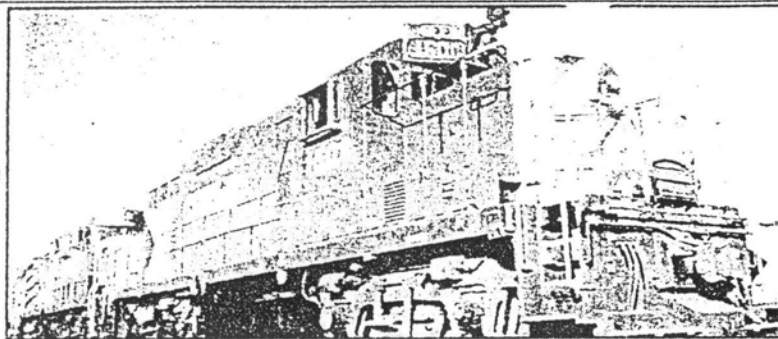
J. N. Couture



A variation of
Q-176A -
J.N.Couture

A similar
MA-211
variation

*Big battle brews
over plan to scrap
Maritimes routes*



CP Rail bids to axe major lines

By Deborah Jones

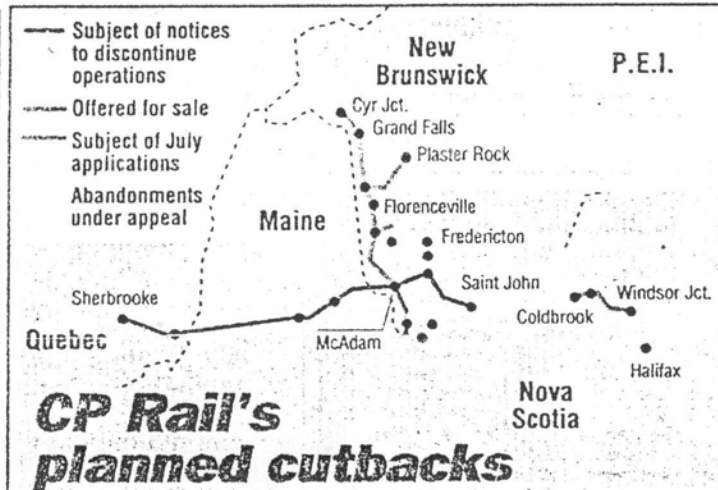
For The Financial Post

HALIFAX — CP Rail System's intention to abandon its lines east of Sherbrooke, Que., provoked a storm of protest yesterday from municipalities, community groups, businesses and provincial governments in the Maritimes.

"We'll be fighting this one tooth and nail," promised Elsie Wayne, mayor of Saint John, N.B., citing the impact on economic development and the loss of Via Rail passenger service to parts of New Brunswick.

"The government has brought in free trade," noted Wayne. "We can see increased trade opportunities for this area, but transportation holds the key to that economic success."

Blaming its decision on a \$52-million loss over the past three years in its Maritimes operations, CP Rail System filed notices of intent yesterday with the National Transportation Agency that it wants to abandon all operations east of Sherbrooke, Que., a region where it



has operated for more than a century. The federal regulatory agency now has 90 days to decide if it will allow CP's application.

CP also has begun the regulatory process in the U.S. to abandon 324 kilometres of railway in Maine.

In Canada, 320 jobs and 358 kilometres of rail line are affected. All but 12 kilometres are in New Brunswick, where the lines are operated by CP subsidiary

Canadian Atlantic Railway, set up in 1988 to market the regional system.

There are no railways left in Newfoundland and Prince Edward Island.

Ken Krauter, chief executive of the Saint John Port Corp., said he would work with shippers and the city of Saint John to oppose the decision. "It puts several hundred thousand tonnes of cargo at risk," he said in an interview.

McCain Foods Ltd. in Florenceville, N.B., has already taken CP Rail to Federal Court for its abandonment of branch lines leading to its plants in the St. John River Valley.

The Atlantic Provinces Transportation Commission said it has written federal Transportation Minister Jean Corbeil to ask him to place the proposed lines outside the normal abandonment procedures of the NTA until the central rail network committee, which is studying rail lines in Canada as a whole, has finished its work.

But CP official Pat Pender said the regional subsidiary has failed to make the line viable. "Despite the best efforts of employees, customers and government officials, there is no substantial new traffic to be secured and no real revenue gains to be made," Pender said. "Our revenue is shrinking faster than our ability to cut costs and our outlook is for continuing losses for CAR in the Maritimes."

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Vancouver, B.C.
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