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THE R.P.O.NEWSLETTER

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

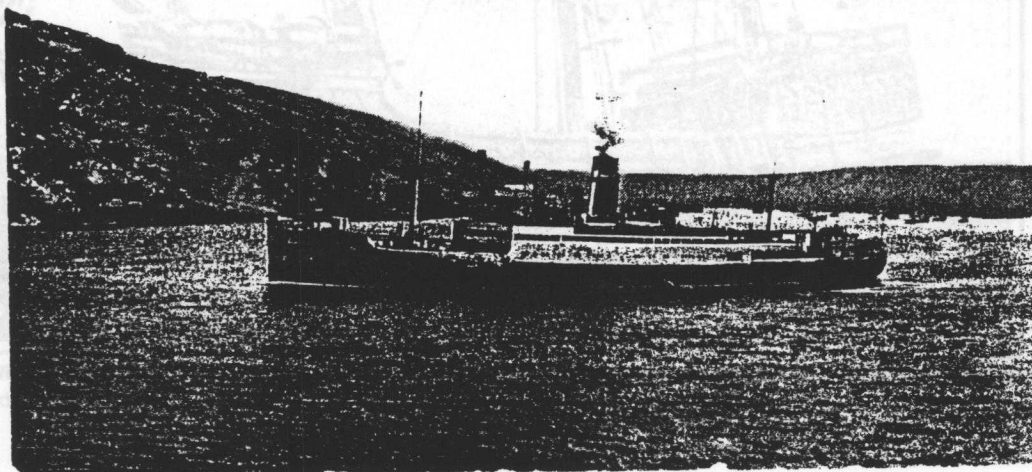
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BNAPEX '97 - St.John's, Newfoundland - 28-30 August, 1997 -  
Congratulations to our member Don Wilson for hosting one of the  
largest annual conventions to date. We hope to welcome many Study  
Group members to our Annual Meeting at 4 PM. Friday, 29 August.



S.S.Newfoundland in St. John's Harbour, Newfoundland

**STUDY GROUP DUES** - 1997-98 dues become payable at St. John's. and I hope all those attending will be able to pay there. It's much simpler than through the mail. According to my records the following members are already paid up for the next year - J.M.Ayshford, Eldon Godfrey, Stan Kalabza, Ron Kitchen, Ivan MacKenzie, Charles Purdon. If anyone else thinks they should be so recorded, please let me know. Norman Goodger of London, Ontario has indicated he will not be renewing, so this will be his last issue. So Long, Norman. 1997-98 dues will remain at \$ 10 Cdn, \$ 9 U.S. or 5 Pounds sterling, which ever is more convenient to members.

**CONTENTS** - This extra-large issue is completely concerned with Newfoundland transportation postal history, and will be distributed to the members of the Study Group attending BNAPEX'97. A good deal of Newfoundland information has accumulated, mainly from Don Wilson, and this issue will enable us to clear the file. The next issue should be normal size, more general in contents, and appear in October.

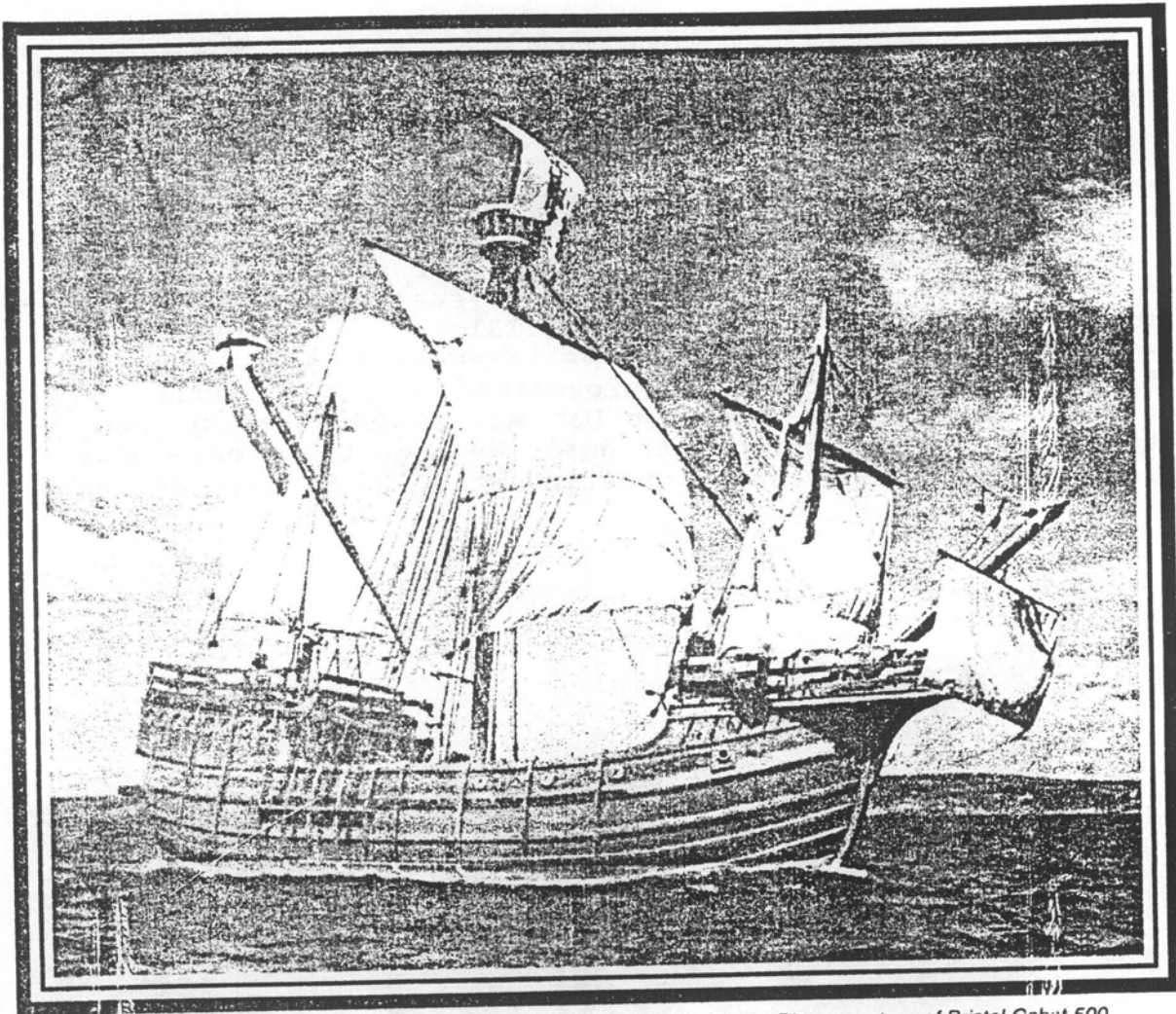


Photo courtesy of Bristol Cabot 500

### **The Matthew**

In honour of his wife "Mattea", John Cabot christened his ship, "Matthew" (the anglicized version of Mattea) and on May 2, 1497, he set out from Bristol England aboard this small vessel in search of westward routes to Cathay. With spices and gold on his mind and a commission from his good friend, King Henry VII, John Cabot and his crew of 18 seamen, adventurers all, cast off aboard this oak-toughened caravel in search of a passage to the Far East. The *Matthew* was a brave little ship of classic British design and after 53 days at sea, John Cabot and his crew made land, where he declared, "O, Buona Vista!" The date was June 24, 1497 - the feast of St. John the Baptist.

John Cabot had indeed found the Far East, but it was the far east of the Western World, New Founde Land - the tip of an immense continent. Cabot's voyages are acknowledged to be "the intellectual discovery of America"<sup>1</sup> and through knowledge of his explorations, Europeans became conscious of the continent of North America and disproved the notion that Asia lay at the other side of the ocean.

Now, 500 years later, John Cabot's achievements will be celebrated. On the morning of June 24, 1997, a 73-foot replica of John Cabot's *Matthew* will approach Cape Bonavista. While Cabot's arrival here was a happy, but unheralded moment, the *Matthew* in 1997 will be greeted by dignitaries, fanfare, and salute, as she is escorted into Bonavista by a flotilla of hundreds of boats, crewed by men and women who understand and share Cabot's spirit of adventure.

The *Matthew* will be open to visitors at each of the 17 ports of call during its summer-long exploration of Newfoundland and Labrador's 16,000 kilometers of rugged and majestic coastline. The ship's 46-day visit will be the highlight of a year-long, province-wide celebration and a detailed itinerary is available from the John Cabot (1997) 500th Anniversary Celebrations<sup>2</sup>.

<sup>1</sup> Based on the entry "Cabot (Caboto), John (Giovanni)" in the *Dictionary of Canadian Biography*, Vol 1 and "John Cabot", by John Parsons in *The Canadian Encyclopedia*, Vol 1.

<sup>2</sup> P.O. Box 1997, St. John's, Newfoundland, Canada A1C 5R4

# EARLY POSTAL HISTORY of Newfoundland

An address by the Rev. Hugh Kirby, Harbor Grace, N. F.,  
before the Historical Society of that city. Reported by S. L.  
Shepard, Chicago Tribune correspondent and edited by  
Richard McP Cabeen for STAMPS.

**M**Y interest in the early postal history of Newfoundland grew out of an effort to collect its postmarks. I learned through Robson Lowe that the first known postmark of this country is dated 1821. It reads "St. Johns" in a straight line in black letters about 5 mm. high. I found too that the first known General Post Office handstamp dates 1810. This is a double circle with Royal Coat of Arms and inscriptions, — "Post Office" at top, "Newfoundland," at bottom. This is a black design with colorless letters. In 1827 this mark is in black with black letters.

There is extant a Newfoundland letter sheet dated 1764 bearing a handstamped figure "4" and a mss. inscription "Paid" in black. Did Newfoundland have a postmaster at that time? Judge Prowse in his History of Newfoundland, p. 653, 1st Ed., states "McAuslan appointed Deputy Postmaster, October, 1778." To date I have found no further documentary reference to this matter.

The first Post Office in Newfoundland was established in 1805 by Sir Erasmus Gower who appointed Simon Solomon to be postmaster. This was a local affair and merely meant fixing a place in St. John's where letters for dispatch by outgoing vessels could be deposited and where captains on arrival could deliver letters with which they had been entrusted in Great Britain.

A letter passing through the London P. O. to Newfoundland cost 1/3 by packet to Halifax and 8d by private vessel, to which sums was added the postage from the place in Great Britain at which the letter was deposited, to London. It appears that little of the correspondence between Newfoundland and Great Britain was exchanged by these expensive means. St. John's was in the happy position of being able to send and receive mail by the many vessels using the port, placing letters in charge of the captain who would collect a penny or 2d for each letter from the person to whom he delivered them at the port of arrival.

There is a record of a St. John's

merchant being notified of a packet on which 5/3 postage was due. At first he refused the packet, declaring that it could contain only newspapers, but through curiosity, he took it, and finding his surmise to be correct, endeavored to return it to the Postmaster, declining to pay the postage. The Postmaster reported the case to England for a suiting, and was informed that the acceptance of the parcel carried with it the necessity on the part of the merchant of paying the postage.

At this time the mails from Great Britain were brought to Canada by sailing packets running between Falmouth, England, and Halifax. In 1826 Governor Cochrane appealed to the British Postmaster General to establish a post office in St. John's to ensure the safe arrival of his despatches from the Colonial Office. Failing that, he asked that the despatches be sent to a company in London, which was in constant communication with Newfoundland. However, nothing seems to have been done. Mail for Newfoundland went direct to Halifax and was held there for chance transportation back to St. John's. In 1836 the Chamber of Commerce presented a memorial to the Colonial Office, asking that the sailing packets running between Falmouth and Halifax might call at St. John's on their voyages. The Admiralty refused the application.

In 1840 the Cunard Steamship Line was established between Liverpool and Halifax and on June 3, 1840, an agreement was entered into between James Tobin of St. John's, and a royal commission for execut-

ing the office of Lord High Admiral to convey H. M. mails between Halifax and St. John's. A sailing vessel of not less than 120 tons with accommodation for the Postmaster and Post Office was specified to make fortnightly trips, and in winter months, monthly trips, at a rate of £4-15. The first trip from Halifax was to be July 14, 1840.

About this time William Lemon Solomon was appointed Postmaster of Newfoundland with a salary of £100 per annum. To this he added

an additional £30 to £60 through Post Office receipts — 6d on all letters and 2d on all newspapers received from other places and 2d on each letter dispatched from his office.

The original circular from G. P. O., signed by W. L. Maberly, Secretary, follows:

"General Post Office.

"You will herewith receive a dated stamp and seal and the usual supply of shifting figures with which you will in future distinctly and legibly stamp every letter put into your office, discontinuing the use of your present stamp.

"You will not fail to change the date day by day and you will be especially careful to stamp every letter correctly according to the date that it is deposited in your office, so that in case of any question, you may be able to certify the same. Any neglect of this material duty will inevitably be attended with serious consequences.

"You will take good care of the stamp and figures as you will be held responsible for their safe custody and preservation. Common ink must

not be used with this stamp, but printers ink or some material mixed with oil. Any ink or composition mixed with water will have the effect of corroding the stamp, which should be cleaned from time to time with a hard brush and a little spirit of turpentine.

"The following is the recipe for the composition at present in use in the inland department here, which is found to answer better than any other.

"One pound of printers ink well mixed with one quart of linseed oil."

"I am, your obedient servant,

"W. L. Maberly,  
Secretary."

At least from 1821 and up to 1840 the only postmark of St. John's was the straight line mark previously mentioned. This was of local origin. With the P. O. circular Mr. Solomon was furnished with a dated stamp and seal, first used, I believe, July 20, 1840. For the first time the name of Newfoundland appears in a notice issued by the G. P. O., Lon-

don, June, 1840, regarding mails for North America.

Instructions given by Thomas William, Earl of Wichfield, H. M. Postmaster General, to William L. Solomon reads in part (Sec. 8): "You are to cause all letters put into your office for Great Britain, to be distinctly stamped with the name of the colony on the sealed side and tax them with the proper rate of postage on the other side, and you will distinguish such letters as are above ½ ounce in weight and tax them accordingly. The paid letters are to be taxed with red ink and the unpaid with black ink."

William Smith, in his history of the Post Office in British North America, 1639-1870, pokes fun at Mr. Solomon in these words:

"The necessary formalities of a post office proved inexpressibly irksome to the merchants of St. John's, and Solomon was made to feel the irritations of their impatience. He seems to have been one of those officials who make much of the functions of their offices. He delighted in the parti-coloured pencils, which his regulations prescribed. He was indignant with the merchants, who could not be made to understand why he used a red pencil to indicate that a letter had been prepaid and a black one to show the receiving postmaster in England that the postage had not been paid. All the trappings dear to the accountant's soul were to them merely hindrances to the prompt posting and receiving of their letters."

It may be true that Solomon delighted in the parti-colored pencils, but he was simply carrying out instruction from his chief in the G. P. O., London, and under the system color was a necessity in P. O. bookkeeping.

Eighteen forty is an outstanding year in the history of Posts, especially in Great Britain. This year saw the introduction of Penny Postage, Jan. 10, 1840, and the issue of the adhesive Postage Stamp May 6, 1840. This also was an outstanding year in Newfoundland's Postal history. May we hope that suitable recognition will be made in this country to mark one hundred years of progress of the Posts of Newfoundland.

In 1844 the Post Office was moved from its second location in the Free Masons Tavern to a recently erected stone building in Duckworth Street which served as Mr. Solomon's residence as well. The rent advanced £30 per annum and Mr. Solomon employed an assistant. These extra charges on his meagre salary caused the postmaster to seek aid and subsequently £25 was voted for office rent, provided the office be kept in a stone building.

In Prowse's History I find that "the first steam packet arriving in St. John's from Halifax, N. S., was the S.S. North American. Richard Meagher, captain, required sixty hours in the passage."

The postal situation was unchanged until April 26, 1850, when a committee of the assembly was appointed to inquire into the establishment of a Postal System within Newfoundland. The committee reported favorably and in 1851 an act of the Legislature provided £1,000 for the establishment and maintenance of an inland Post Office. The appointment of all postmasters rested in the Governor, while the management was placed under the St. John's postmaster and his salary was fixed at £75 per annum, in addition to Imperial appointment of £100. The postmasters of Harbour Grace and Carbonear were given £15 per annum, and others £10.

The committee proposed as an interim measure that Stipendary Magistrates in places where Post Offices should be established might be called upon to act as postmasters in those places, and that the system should carry postal facilities to the principal settlements as far as Twillingate and as far as Gaultois on the South West Coast. The scheme came into operation on Oct. 15, 1851.

The Chief Ports, Post Offices and Postmasters in 1851 were as follows:

1. Harbour Grace—Andrew Drysdale.
2. Burin—Thomas Birkett.
3. Twillingate—Joseph J. Pearce.
4. Bay Bulls—Martin Williams.
5. Trepassey—John Devereux.
6. Ferryland—John Morry.
7. Harbour Britain—Thomas E. Gaden.
8. Trinity—Ann Buchannan.
9. Carbonear—Thomas Hanrahan.
10. Placentia—Mary Morris.
11. Bonavista—John Lawrence.
12. Fogo—John Fitzgerald.

13. St. Mary's—Hannibal Murch.
14. Brigus—William T. Stentford.

#### Packets

Conception Bay with its many trading companies, situated at Harbour Grace, Carbonear and Brigus, had a comparatively large volume of correspondence, local and foreign, passing through St. John's. The most expeditious route to the city was through Portugal Cove. At this point the packets in regular service discharged their outgoing passengers and mail and received incoming mail and passengers from St. John's to be landed at either of the three packet ports, Harbour Grace, Brigus and Carbonear.

The first documentary evidence I have seen of Conception Bay packets is a notice, dated 1807, in which Michael Dooley of Portugal Cove advertises a new skiff, six oared, to convey mail and passengers to any of the outports. He offers a quick passage and ready at the shortest notice. On Nov. 13, 1852, James Neary at Portugal Cove advertises the packet boat "Lively" bi-weekly from Portugal Cove to Harbour Grace—Ladies and gentlemen 5/-, Tradesmen and labourers 4/-, Letters 9d each.

The outstanding Harbour Grace packet was the "Express," which started service about August 25, 1825. She was a cutter boat and formerly belonged to that famous missionary of Trinity, Rev. W. Bullock, the author of Hymn 242, "We love the place of God." She gave regular service every other day. This famous packet after being enlarged and practically rebuilt was lost in a storm at Portugal Cove, Jan. 11, 1842. As a rule, these packets were laid up during the winter months and smaller boats were used in the service, and failing water communication a courier carried a weekly mail to St. John's.

"Express," No. 2, was built at St. John's South in 1842 by Michael Kearney, considered a genius in ship-building. Kearney was born at Ferryland. It was he who repaired at St. John's the Cunard steamer "Hibernia," Captain Ryal, which went aground on Cape Race. Probably Kearney's last ship was the "Shamrock," built for Hon. John Rorke, Carbonear, 1885.

# Early Postal History of Newfoundland

(Continued from Page 154)

Then there is the packet "Nora Creina," owned by James Doyle, Carbonear. She is famous not only for her long service as a mail packet, but for having towed the wrecked schooner "Sylph" into Mosquito. The "Sylph," out of Liverpool with a valuable cargo of English merchandise, struck an iceberg in Conception Bay and was abandoned by her crew, but the "Nora Creina" towed her in to Mosquito and received a handsome salvage from the underwriters.

As far as I can learn packet boats generally had no distinguishing mark for mail carried save an occasional mss. rate mark which was 6d single, 1/- double. The recipient did occasionally indicate time and name of packet by which letter arrived or the writer may indicate in letter the agent by which letter was sent. The "Nora Creina" is the exception, as her captain had a small seal inscribed with the packet's name. I

give this on the authority of M. Doyle, who at present is the purser of the S.S. "Home" and is a great-great-grandson of the captain of the "Nora Creina." Mr. Doyle presented this interesting seal to our museum.

## NEWFOUNDLAND RAILWAY

S. S. Caribou



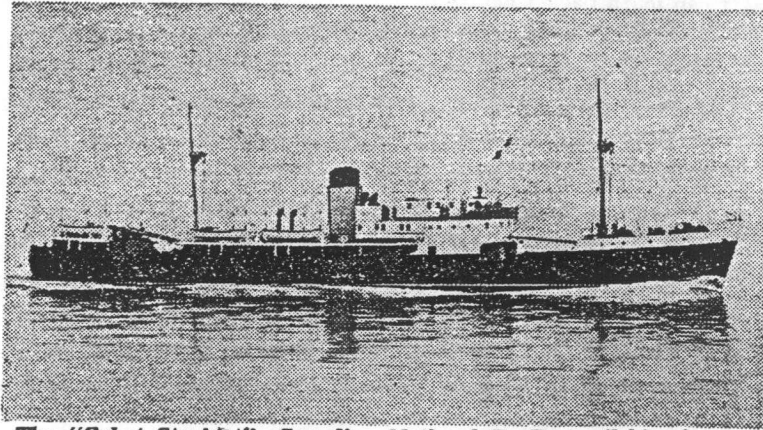
July 6 1938

Dear Mr. Dumbear,

This is the cover you asked me to get you while I was coming across on the "Caribou". I hope it's OK.

Yours truly  
Alf. Hopkinson

.... / 6



The "Cabot Strait", Canadian National R. R. mailship, is one of the six ships which carry cargo, mail and passengers between the ports of Labrador and the Canadian mainland. The Cabot Strait serves the post offices north of Battle Harbour, but only in the summer.

Photo by Canadian National

## The Labrador Mails

R. A. J. Miller

Time has not changed coastal Labrador. Granted that yearly progress has been painfully slow, the passing years have done nothing to dim the air of aloof mystery and romanticism always associated with the name. But quite sadly, entire chapters of the mail service story are now missing or fast lapsing into obscurity.

Geographically placed as the far northeast peninsula of the North American continent, sub-arctic Canadian Labrador lies between 51 to 61 degrees North Latitude.

Factually there is an interior district of vast mining wealth. Yet most of its small but thriving settlements hugging the North Atlantic coast and on numberless off-shore islands mainly evolve around a fur, fishery and mining type of economy.

Modernity flourishes; yet in a few isolated Eskimo villages, life has little changed since their discovery by a Norse explorer back in 986 A. D.

When Canada became a British Colony in 1763, Labrador was annexed to St. John's Colony, Newfoundland, given back to British North America in 1774, and re-annexed to Newfoundland in 1809.

On July 22, 1949, the Colony became the tenth Canadian province. Thus, for over two centuries the mail service history of the colony and its dependency were one and the same.

In the Labrador district, Moravian Brethren, began mission stationwork with the northern Eskimos as early as the year 1770 — civilization's vanguard.

European whaling and cod-fishing fleets followed, soon finding it imperative to establish "fishing stations" and shore supply bases. Caretakers contracted to "winter-over" attracted other white settlers and sea-shore villages sprang up.

As time unfolded, Hudson's Bay Company opened a fur trading post at Fort Chimo, Quebec in early 1831 and a second trading station down the coast at Rigolet, Labrador in 1833.

In a few years, Company supply vessels established outposts at Cartwright, Davis Inlet, Nakvak, and North West River. A native courier system carrying winter mail and messages linked them all to distant Quebec City — a second stage in progress.

Third and fourth decade history (1830-1850) is dim and cloudy. In an 1863 book of recollections "recapturing the times", London author, the Rev. Charles Pedley, noted nothing of import regarding the mails.

However, mention was made that on June 19, 1846 the Post Office at St. John's was destroyed by fire and all of the historic archive records. (This was the second disastrous fire.)

### Historian Re-creates Markings

Fortunately, the Canada postal history specialist, Frank W. Campbell, had listed and recorded almost all 19th century postmarks and made superb impressions of St. John's 1846-1849 period markings. Viewed, the now out-of-print reference sheets graphically illustrate:

### Colony PO Granted

Old records reveal that the parent St. John's Colony was granted a British post office in 1805. Accordingly, bags of letters made up by the General Post Office in London were sent "as opportunity should offer" by ship to Halifax, Nova Scotia, and then by smaller vessels to St. John's.

Communication into and out of Labrador was scanty. It can be assumed that sailing ships making chance calls furnished limited courtesy accommodations. But like all true pioneers elsewhere, the lack of communication during the long winter seasons must have been unbearable.

In 1810, the appointive postmaster, Simon Solomon — an established resident jeweler — is credited with engraving an elaborate circular "A R M S" postmark, found on pre-stamped, folded letters.



This "superior seal", poorly struck in black ink on some covers, can be traced in the proof book in London.

Also at some undertermined early date, the London-made "superior seal" — "GENERAL POST OFFICE ST. JOHN'S, NFD" — was received, and placed in use.



The red "crowned circle" marks are easily identified by the crown-in-center at the top.

... The "crowned circle" PAID 23 x 25 millimeter hand stamp, the dated "circle rimless" postmark with gothic letters, and the era's "SHIP LETTER" hand stamp. All of the octogenarian "tracings" of Campbell were from old letters.

(Continued on page 47)

... / 7

**LABRADOR**  
(Continued from page 13)

As history moved on to July 1, 1851, control of the postal system from London headquarters ceased, with local officials from then on assuming full responsibility and keeping all revenue.

At this time, Postmaster General W. S. Soloman, with a meager office staff of three, found the funds to add a Labrador mail agent. The name was never recorded, although his staff was. This is another irony of history.

January 1, 1857 witnessed issuance of the St. John's Colony one penny stamp — the first of ten imperforated stamps in pence and shilling denominations. Scott's Number 1 with the royal crown, oddly was marked "NEW-FOUND".

In keeping with the tradition of earlier stamps issued in New Brunswick and Nova Scotia, all carried the Heraldic Flowers of the United Kingdom. The world in time would highly prize 260 later issues, and 19 airpost stamps, while color rarities at high-philately auctions would rise from \$700 to \$2900 per single stamp.

**Subsidized Service Begins**

The Labrador Steam Mail Service, from the colony to the coast, started in 1870. Some sources disagree, mentioning the year 1875.

However, it is reliably known that Bowring Brothers vessels carried the mail, passengers and goods to Battle Harbour, and extended service to Hopedale in 1880. A small steamer carried such semi-monthly mail north to Nain. At long last the neglected dependency had an official "line of communication".

The first mail steamer "Ariel" was followed by the "Portia", "Progress", and "Walrus". In succession, each were shipwrecked. All ports of call on the 700-mile coastal journey were "postal service accommodation points" only.

Never was the importance of "mail from home" more appreciated.

Canada's "traveling post office" markings used during the decade read: "COASTAL NORTH T.P.O.", "LABRADOR T.P.O."; and the special London made instruments, "LABRADOR NORTH", "LABRADOR WEST", and "WESTERN MAIL BOAT". Each specific transit mark represented a pertinent bit of history.

**First PO's Established**

Dr. R. Willan, the British authority on Newfoundland, has stated in print and in letter that Labrador's first post offices were established in 1889 at Battle Harbour, Blanc Sablon, Iron Bound Island, and Lance au Loup. All earlier mainland ports had been "collecting stations".

The increasing communication with, and dependency on, the then four existent Canadian provinces, necessitated mail links with the Coastal West TPO and the Straits TPO.



The "round" or "barred circle", seen only on registered covers had no "Registry" wording.

All of the "all-water routes" were on May to October navigational schedules. The fragmentary mention of a monthly overland winter mail has not been convincingly verified. However, in the late century the Nachvak and the Rigolet dog team sledge mails covered a 1500-mile coastal run leading to Quebec City. As private mail carriers, both firms had identifying "cached envelopes". Many still exist. One contractor, J. D. Fraser, became the Postmaster General.

In passing, a Public Records list for the year 1902 discloses 47 post offices — about an all-time high. Mail service continually improved.

The St. John's steamer "Invermore" made regular connections with the Labrador Service, before going ashore. She was succeeded about 1912 by the "S.S. Kyle". A smaller vessel, the "Balleine" served North Labrador.

Following this period, sources to check the historical chronology are more readily available to the interested. To many, the yesteryears involved also cover colorful chapters in Newfoundland maritime history.

**Moving Military Mail**

World War II found the United States and Canada joining hands in expediting the movement of military mail. Joint American and Dominion co-operative efforts to speed the mails to Labrador and Newfoundland — and then overseas — added bright chapters to aero-philately history.

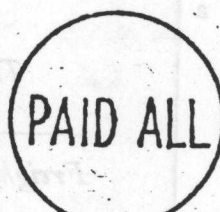
Planes of Detachment 4 of the U.S. Sixth Air Postal Squadron based at APO 677, Goose Bay, Labrador, interchanged with the U.S. Seventh.

In common defense shortly thereafter, both jointly erected

and manned the "Dewline" and the Mid-Canada "Pinetree" early warning installations; both in Labrador and the Canadian Arctic. Mail flowed freely with U.S., and later Canadian pilots.

In 1948, Canada's "all up" air service for all first class mail, mailed in Canada for delivery in Canada, was extended to Labrador when independent Newfoundland became the tenth Confederation province.

Scotts C19 (7c blue) issued in 1943, the only Newfoundland stamp printed "AIR MAIL", also ushered out the airpost special stamps.



The first two legends illustrate the early used hand stamps of Newfoundland following independents status. Applied at Saint John's in October, 1897, the "PAID ALL" was used during a shortage of adhesive stamps.

### Lincoln Inspires Research

As a topical subject, Labrador has beckoned to many historical investigators, yet stoically has withheld age-old secrets. This is odd, yet true.

But seemingly obstacles would never have stopped America's Civil War president. In a still little-known, June 20, 1848 speech, Abraham Lincoln has been quoted saying:

... "Always the end and never stand to doubt; nothing so hard but search will find it out."

At best the cold country represents a matter of unrecorded, unfinished, postal service history. Its beginnings were, and still are cloudy, but its future is bright. From the undocumented early period onward, economic and communication progress, although slow, has spiraled.

### Mail By Air And Sea

One conclusion is certain: The coast is now adequately served by 36 regular post offices and 6 summer offices. Mail for Goose Bay, Happy Valley, Churchill Falls, Twin Falls, Labrador City, and Wabush is despatched by air from St. John's Newfoundland daily, except Sunday, throughout the year.

In winter the remainder of these post offices receive mail by air stage from Goose Bay with the exception of the summer offices.

In summer the offices north of Battle Harbour are served approximately every ten days by the St. John's & Nain TPO route on board the Canadian National R.R. ship, "S.S. Cabot Strait", and the offices south of Battle Harbour are served by the St. Anthony & Corner Brook TPO on the "S.S. Springdale", or six alternate sister ships carrying cargo, mail and passengers.

In addition, six offices receive mail via the Deer Lake-St. Anthony Highway service. It has not been determined if this is a Canada TPO.

## ST. JOHNS, Nfld. *North & South Sydney C B*

*S. S. Greetinglands will sail for above ports  
on or about Saturday 23 Sept at Noon*

*Now receiving Freight at the Shed, Windmill  
Point Wharf.*

HENRY DOBELL & CO.,

1893.

Agents.

## LAST BOAT OF THE SEASON.

S. S. THAMES

*For North and South Sydney, Harbour Grace  
and St. Johns,*

**Will sail on or about WEDNESDAY, 15th November. 1893**

*Now receiving Freight at the Shed, Windmill Point.*

HENRY DOBELL & CO.

## BLACK DIAMOND LINE.

For ~~CHARLOTTETOWN, P.E.I.~~

NORTH SYDNEY, C. B.

and ST. JOHNS, Nfld.

*The Steamship*

**S. S. LOUISBURG**

*is intended to sail on*

**Tuesday**

**November 21**

*for above Ports.*

*Freight received daily at the Black Diamond Shed, Island  
Wharf. For further information apply to*

KINGMAN, BROWN & CO.,

14 Place Royale.

BELL TELEPHONE NO. 75.

## BLACK DIAMOND LINE.

For CHARLOTTETOWN, P. E. I.

NORTH SYDNEY, C. B.

and ST. JOHNS, Nfld.

The Steamship **S. S. DONAVISTA** is intended to sail on

**Thursday NOV., 8th., 1894** for above ports

Freight received daily at the Black Diamond Shed, Island Wharf. For further information apply to

KINGMAN, BROWN & CO.,

14 Place Royale.

BELL TELEPHONE NO. 75.

1894

## NORTH AND SOUTH SYDNEY, C. B.

CHARLOTTETOWN, P. E. I., ST. JOHNS, Nfld.

*S. S. "THAMES," now receiving Freight  
for above Ports, will sail SATURDAY, 14th  
September.*

HENRY DOBELL & CO.,

Agents.

1895

## BLACK DIAMOND LINE.

For ~~CHARLOTTETOWN, P. E. I.,~~

~~NORTH SYDNEY, C. B.~~

~~and~~ ST. JOHNS, Nfld.

The Steamship **S. S. CAPE BRETON** is intended to sail on **Direct**

**SATURDAY SEPT'R 28th** for above ports.

Freight received daily at the Black Diamond Shed, Island Wharf. For further information apply to

KINGMAN, BROWN & CO.,

14 Place Royale.

BELL TELEPHONE No. 75.

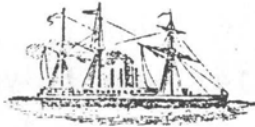
1895

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**SHORTEST SEA VOYAGE,  
AND QUICKEST ROUTE  
CANADA and the  
UNITED STATES.**

**NEWFOUNDLAND N. & W. RAILWAY.**

**ROYAL MAIL.**



**STEAMSHIP 'BRUCE,'**

Highest Class at Lloyd's.

**CAPTAIN P. DELANEY.**

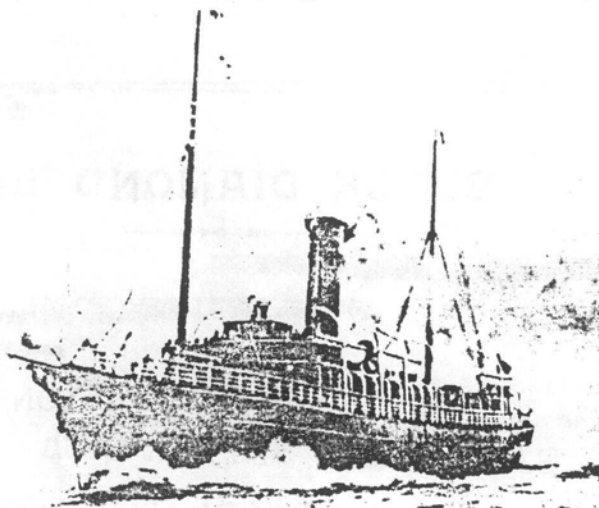
Sydney, Halifax, St. John, N. B.; Montreal, Toronto, Boston, New York, and all other parts of Canada and the United States, as well as all parts of Europe.

**Special Mail Train** (with sleeping cars attached), will leave Newfoundland Railway Station, St. John's, at 5 a m. Monday and Thursday of each week, connecting with S.S. 'Bruce' at Placentia and Intercolonial Railway at North Sydney.

**Returning, S.S. 'Bruce'** will leave North Sydney on arrival of Intercolonial Train at North Sydney, every Tuesday and Friday Evenings for Placentia, connecting with Special Mail Train for St. John's, and all other points in Newfoundland. For Tickets, Passenger and Freight Rates, apply to

**R. G. REID, St. John's.**

The Daily News, Dec. 24, 1897



The S.S. Bruce was the first passenger and cargo ferry to begin a regular run across the Cabot Strait between Newfoundland and Canada. She made her maiden and historic crossing in June, 1898 by taking to the continent the first main-land bound passengers to journey across Newfoundland by railway to Port aux Basques. The Bruce was wrecked off the Nova Scotian coast in March, 1911 with a loss of two lives. A second steamer, Bruce II replaced her.

# S.S. Bruce: First ferry linking Newfoundland with Canada

By DON MORRIS  
R-E News

For nearly 14 years the steamer Bruce was a regular and very welcomed visitor on both sides of the Cabot Strait. Beginning in mid-1898 she was the first ferry to carry passengers, mail and freight under government contract on a scheduled thrice-weekly, all-season basis between Newfoundland and Canada. This was to supplement the operation of the new cross-insular train.

Prior to the arrival of the Bruce, travel between the island and mainland was irregular and undependable. It was often termed as "spotty."

The 1,100 ton Bruce, a proud pioneer in the public transportation history of the colony, was owned and operated by the Reid Newfoundland Company, builders of the island's railway system. She sailed between Port aux Basques, southwestern Newfoundland, and North Sydney, Nova Scotia, where passengers disembarked for destinations throughout the Americas and elsewhere, and mail and cargo forwarded to points just as varied. The Bruce brought an enormously important new age to our sea-girt homeland.

Then, on the dark and winterly morning of March 4th, 1911, the Bruce's career came to a sudden and sad end. With 123 passengers aboard, including 40 Newfoundland fishermen enroute to Vancouver to engage in the Pacific whale hunt, and about 17 hours out from Port aux Basques, the Bruce crashed into rocks off Louisbourg, N.S.

The smash-up was due to an error in navigation. A lookout on the ferry mistook a coastal light on Scaterie for a similar light at the entrance to Louisbourg. A sudden snow squall aided and abetted the accident. Unfortunately, two lives were to be lost in the mishap.

Nova Scotia historian Harry Bruce, in his well researched book, "Lifeline," described the scene at the time of the impact which was 4:45 a.m.: "All the lights went out and the screaming began, passengers jumped up from their berths into two feet icy water, staggered out on deck and huddled on the landward side of the ship. Some were half naked, some wore only thin night clothes. Some were bare-footed; their feet started to freeze on the metal deck."

The Halifax Chronicle was to later report: "Not one of those on board anticipated at that time to escape from the fast-sinking steamer, and they expected every moment that the boilers would explode with its accompanying horrors."

Other details of what happened immediately after the Bruce's pile-up were contained in a telegram sent to St. John's by M.F. Carroll who had hired the Newfoundlanders for the British Columbia whaling operation. The text of the Carroll wire:

"Two men drowned from Bruce while voluntarily getting boats out, davits being too stiff to swing; whilst shoving boat over forcibly, sea struck steamer, causing boat to project over side; many men overbalanced by sudden lurch, but caught various things; five went overboard, two drowned, one of my crowd, William Pike, St. Lawrence, the other Shea of Brigus or Carbonear; remainder of our men wish me to write to let their friends know they are alright; everybody praising good willing manner they worked getting out boats, rowing passengers ashore and sticking to their work until all passengers were safely landed; all leaving for (North) Sydney at 7; thence at 11:30 for Vancouver."

Author Harry Bruce described the next scene:

"By early morning most passengers were safely ashore at ( ) Cove. Some were

# ***S.S. Bruce wrecked in 1911***

Continued from page 31

soaken wet on the snowy beach, others only half-dressed. They huddled in fish huts, built fires on the beach, gratefully consumed two quarters of fresh beef that volunteers had retrieved from the wreckage and roasted on open fires. Teams arrived from Louisbourg to take the shivering passengers to town; warm firesides and dry clothes; and by mid-morning the steamers, Louisbourg and Douglas H. Thomas had completed the evacuation. That afternoon the Bruce broke in two. Only her funnel remained above water."

Under the dire circumstances, it may be said that it was miraculous that only two lives were lost in the tragedy. The Sydney Record reported in an issue shortly after the accident:

"Many thrilling incidents of the wreck have been told by passengers. One of them, J.A. Dixon of London, Ontario, spoke with feeling and warmth of the work of the brave Newfoundland fishermen in rescuing the passengers. He tells of a particular daring rescue of a mother and child who had been carried over the rail by the heavy sea. The woman was among the crowd of terrified passengers congregated forward, and was huddled in the corner of the deck house, clasping an infant to her arms. Venturing from her resting place, near the rail, in a moment she was caught by a huge wave and with her child was swept overboard. The cry of 'woman overboard' arose, when immediately the form of a young man sprang from where he had been wrenching the frozen lifeboats from their davits and, shoving headlong into the swirling ice-cold water, in a few strokes was beside the drowning mother and her babe. Then began a terrific battle for life, but the end came after a fierce fight when he landed his charge safely on board the lifeboat."

A curious controversy evolved from the Bruce tragedy. The vessel's chief officer, C.F. Taylor, in speaking with Nova Scotia reporters, said the Newfoundland fishermen had been reluctant to answer his call for volunteers to aid passengers and perform other necessary duties after the ferry struck the reef. His printed statements appeared in the local press and resentment against the officer was the result. Copies of the Taylor story were sent to C.F. Carroll, a native-born Newfoundlander himself, who had come here to recruit men for the whaling industry. Carroll was furious. From Vancouver he shot off a letter to the editor of the St. John's Evening Herald. Part of his scaring communiqué declared:

"I can assure you that there is not a spark of laziness or cowardice in any of the men who came out here with me. Do you think I would bring a man from Newfoundland away out here to British Columbia whose actions would in any way leave an opening for a reflection to be cast on me or our country? Well: not much. I, and every one of the passengers can assure you that had it not been for our men, the passengers would have had a feeling of utter despondency, as the crew of the Bruce with one or two exceptions, were conspicuous by their absence when they were needed."

The S.S. Bruce, built for the railway company at Glasgow, Scotland, had two decks, two masts - schooner rigged - four steel boilers, three water tanks, five water-tight bulkheads, could accommodate 70 first class and 90 second class passengers and was equipped with the latest in wiring and lighting. The gleaming ship entered St. John's Harbour on her maiden voyage Oct. 13, 1897.

By late that same year the railway had reached Port aux Basques, but owing to storm damage to the roadbed, it was not until the summer of 1898 that the ferry began its regular use of that port. In the meantime, until the western terminal was ready, the Bruce sailed not between Port aux Basques and North Sydney - 96 miles; but over the longer and more easterly route between Placentia and North Sydney - 265 miles, with Captain Richard Drake in command.

The Bruce made her first Cabot Strait crossing from Port aux Basques, also under Captain Drake, on June 30, 1898. It was a momentous and historic occasion for she carried the first main-land bound passengers ever to cross Newfoundland by train.

During her role as ferry it was estimated she made 2,000 round trips and carried 350,000 passengers. Immediately after the Bruce disaster, other company vessels plied the Strait between Port aux Basques and North Sydney. Among them were the Glenco and Invermore. A new Bruce was soon under construction in Scotland. The Bruce II arrived in Newfoundland in 1912 and took over the Strait service. She continued in this role until 1916 when her owners sold her to Russia.

Other ferries came and went, but none would become as legendary as the first S.S. Bruce which made history on that early summer day in 1898 when she carried the first trans-Newfoundland railway passengers to the mainland of North America.

# SS Ethie remains have a story to tell



On a barren stretch of coast along Newfoundland's northern peninsula, the final remnant of the famed "Alphabet Fleet" stands in mute testimony to a forgotten era and the power of an angry sea.

Over 70 years of relentless pounding by Gulf of St. Lawrence waves have all but obliterated what was once the SS Ethie, one of eight steamers which formed the fleet from which Marine Atlantic traces its roots.

In 1898, Newfoundland Railway contractor Robert G. Reid, was also responsible for the provision of eight coastal steamers as part of the transportation initiative of the day, with the steamers providing connections for isolated communities to other ports which offered railway connection. These vessels were referred to as the "Alphabet Fleet", due to the sequence of names such as Argyle, Bruce, Clyde, Dundee, Ethie, Fife, Glencoe, and Home.

After 20 years of dependable service and innumerable calls to isolated Newfoundland and Labrador ports, the Ethie met more than her match in December of 1919 off Martin's Point on Newfoundland's Great Northern Peninsula. So strong were the winds and heavy the seas, that her straining triple-expansion engines could only pound in vain as she was pushed closer and closer to a rocky shore.

Taking on water, and in danger of foundering, legend has it that the ves-

sel's purser hailed from that area and advised the captain that there was only one place along the forbidding coast near Martin's Point where a lack of large rocks and relatively flat coastline might permit the vessel to be beached.

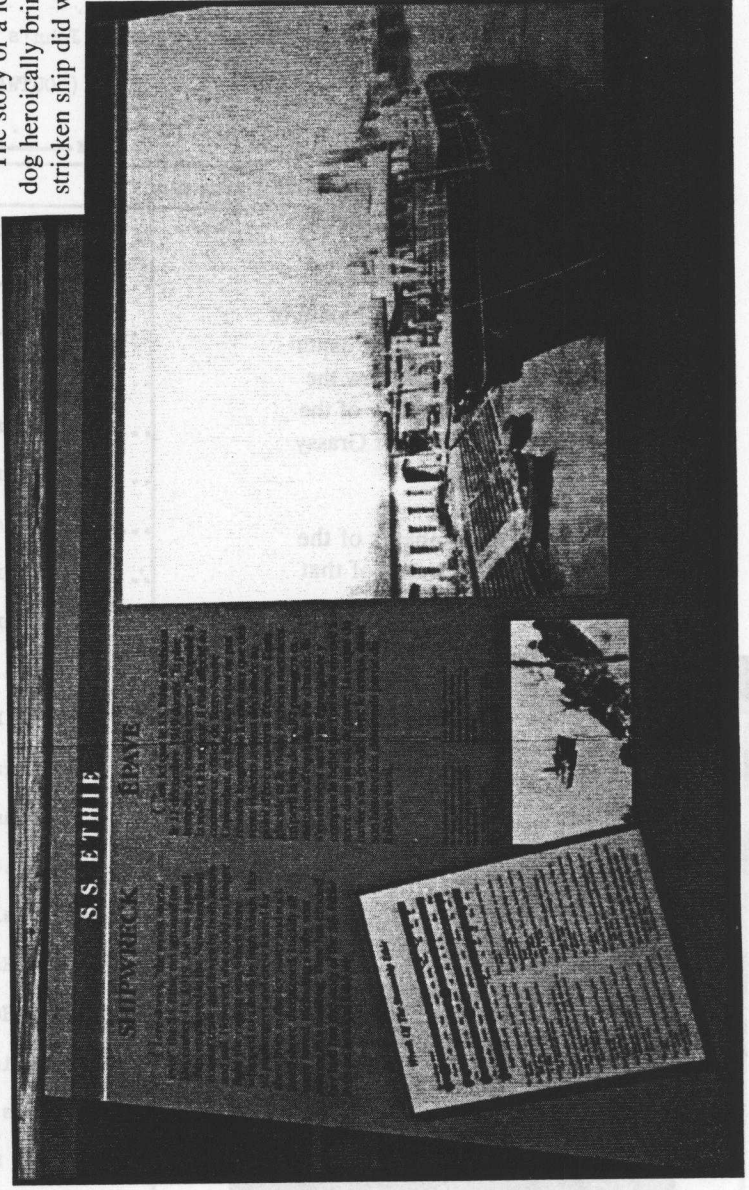
With the wind forcing her to shore, direction was not a choice, but careful and steady guidance by the captain and her crew enabled the Ethie to touch bottom at the shore near the pebbly beach of Martin's Point where the wind and

waves set about to achieve their final destruction of the vessel.

Ultimately, all 92 passengers and crew were safely brought ashore, including a baby transported in the safety of the ship's mailbag, definitely the stuff of legends.

And indeed, many legends were born from that December 11 night in 1919, some true, some fanciful.

The story of a loyal Newfoundland dog heroically bringing a line to the stricken ship did wonders for the breed's



Doug Burgess

TRIP " A "

St. John's & Goose T.P.O.

( OUTWARD. )

DATE STAMP

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DATE 19

FIRST

SECOND

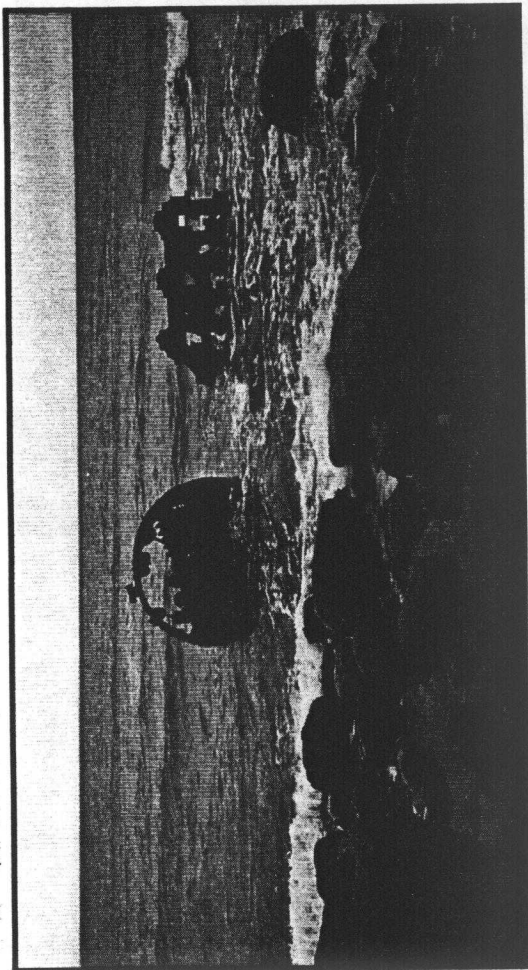
profile. However, the dog's role on that eventful night is questionable, and its breed even more so.

For the coastal steamers, the month of December 1919, was one of the century's most vengeful, as it also saw the seas claim SS Dundee, another of the original alphabet steamers, off Grassy Island in Gander Bay.

Today, the actual remnants of the Ethie tell little of the drama of that

Doug Burgess

RECEIVED	SENT	RECEIVED	SENT
...St. John's.....		Boisters Rock.....	
...Brigus.....		Frenchman's Island..	
... Cupids.....		Sandy Islds.....	
...Clarke's Beach...		..Batteau.....	
...Port de Grave.....		..Black Tickle.....	
... Bay Roberts.....		..Spotted Islds.....	
...Spaniard's Bay....		..Indian Tickle.....	
..Harbour Grace.....		..Grady.....	
... Carbonear.....		..Cartwright.....	
... Catalina.....		..Packs Harbour....	
... Clar. & Bon.....		..Rigolet.....	
...Twillingate.....		..N. W. River.....	
...IGA St. Anthony...		..Happy Valley.....	
... St. Anthony.....		..Goose Airport....	
... Belle Isle.....		..Smokey.....	
... Battle Harbour...		..Indian Harbour...	
... Mary's Harbour...		..Emily Harbour....	
... St. Lewis.....		..Cape Harrison....	
... Williams Har.....		..Makkovik.....	
... Port H. Simpson..		... Postville.....	
... George's Cove...		... Hopedale.....	
...Fishing Ships Hr..		... Davis Inlet....	
...Occasional Hr....		... Nain.....	
...Ship Harbour.....		... Hebron.....	
...Square Islands...		... St. J's & Goose.	
...Dead Islands.....		...Cape & Hebron...	
...Snug Harbour.....		...Corner Brook....	
...Venison Islands..		...Halifax.....	
		...Moncton.....	
		...Montreal.....	
		...Toronto.....	
		...MADE UP.....	
		...OPENED.....	
		...POSTED ON SHIP..	



TRIP "B"

ST. JOHN'S & GOOSE T.P.O.

( INWARD )

DATE STAMP

--	--

DATE \_\_\_\_\_ 19 \_\_\_\_\_

FIRST

SECOND

December night in 1919. However, standing alone on the rocky beach, with low overhanging clouds and strong easterly winds thundering ceaselessly, the eerie nature of the location remains, to say the least, unsettling.

The waves lap boastfully around the rusting boiler and engine mechanism which 75 years ago worked in concert but in vain to try and defeat an unbeatable sea. A nearby Parks Canada display offers a brief overview of the events of that night in 1919. But somehow, the rusting boiler and hull plates which continue to defy the sea, offer a compelling account of their own.

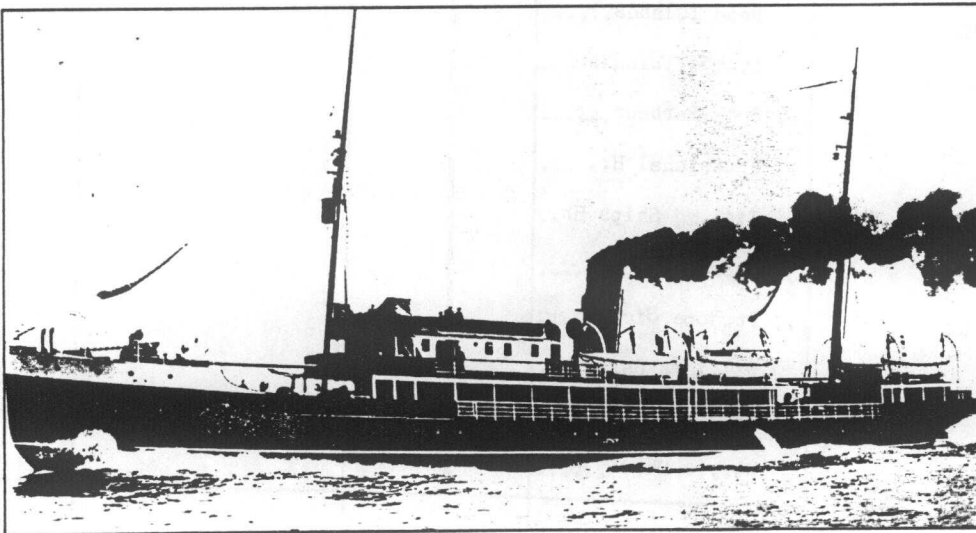
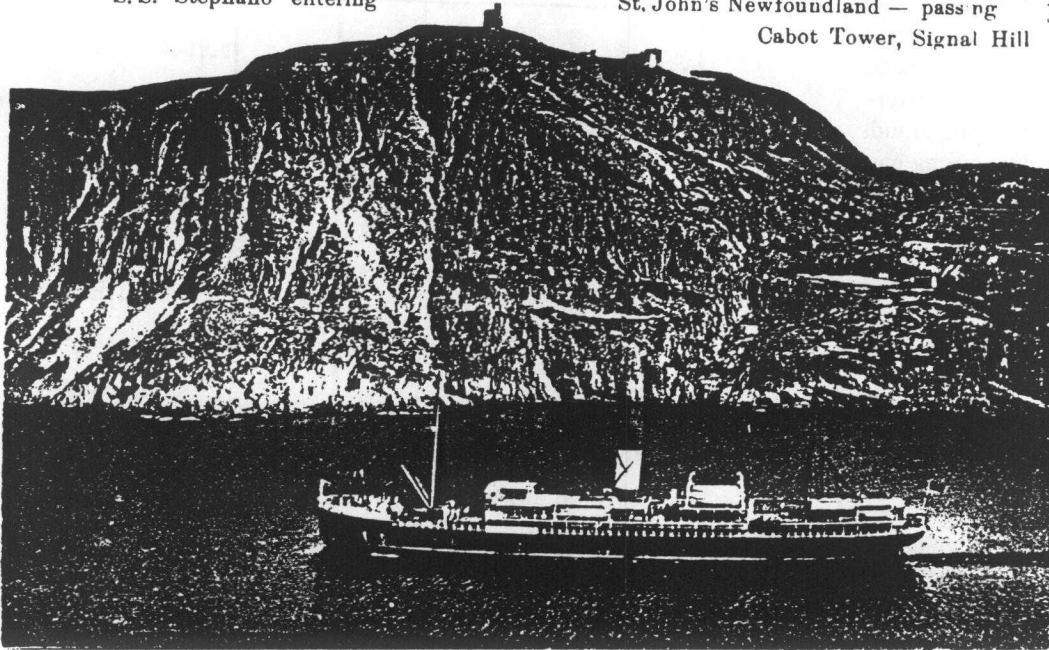
play offers a brief overview of the events of that night in 1919. But somehow, the rusting boiler and hull plates which continue to defy the sea, offer a compelling account of their own.

The story for this month's column was written by Doug Burgess.

RECEIVED	SENT	RECEIVED	SENT
.. Goose & Hebron....		...Battle Har.....	
.. St. John's & Goose.		... Belle Isle .....	
.. Goose Airport ...		... I.G.A. St. Anthony...	
.. N. W. River.....		... St. Anthony.....	
.. Rigolet .....		... Twillingate.....	
.. Packs Harbour....		... Catalina.....	
.. Cartwright .....		... Carbonear.....	
.. Grady .....		... St. John's F.W.D....	
.. Indian Tickle.....		... Corner Brook.....	
.. Spotted Islds.....		... Halifax.....	
.. Black Tickle .....		... Moncton.....	
.. Batteau .....		... Montreal.....	
.. Sandy Islands .....		... Toronto.....	
.. Frenchmans Isld...		... St. John's.....	
.. Belsters Rock.....		... MADE UP.....	
.. Hawks Harbour....		... OPENED.....	
.. Venison Islds.....		... POSTED ON SHIP...	
.. Snug Harbour .....			
.. Dead Islands.....			
.. Square Islands...			
.. Ship Harbour .....			
.. Occasional Hr. ....			
.. Fishing Ships Hr..			
.. George's Cove ....			
.. Pt. Hope Simpson...			
.. Williams Harbour...			
.. St. Lewis .....			
.. Mary's Hbr. ....			

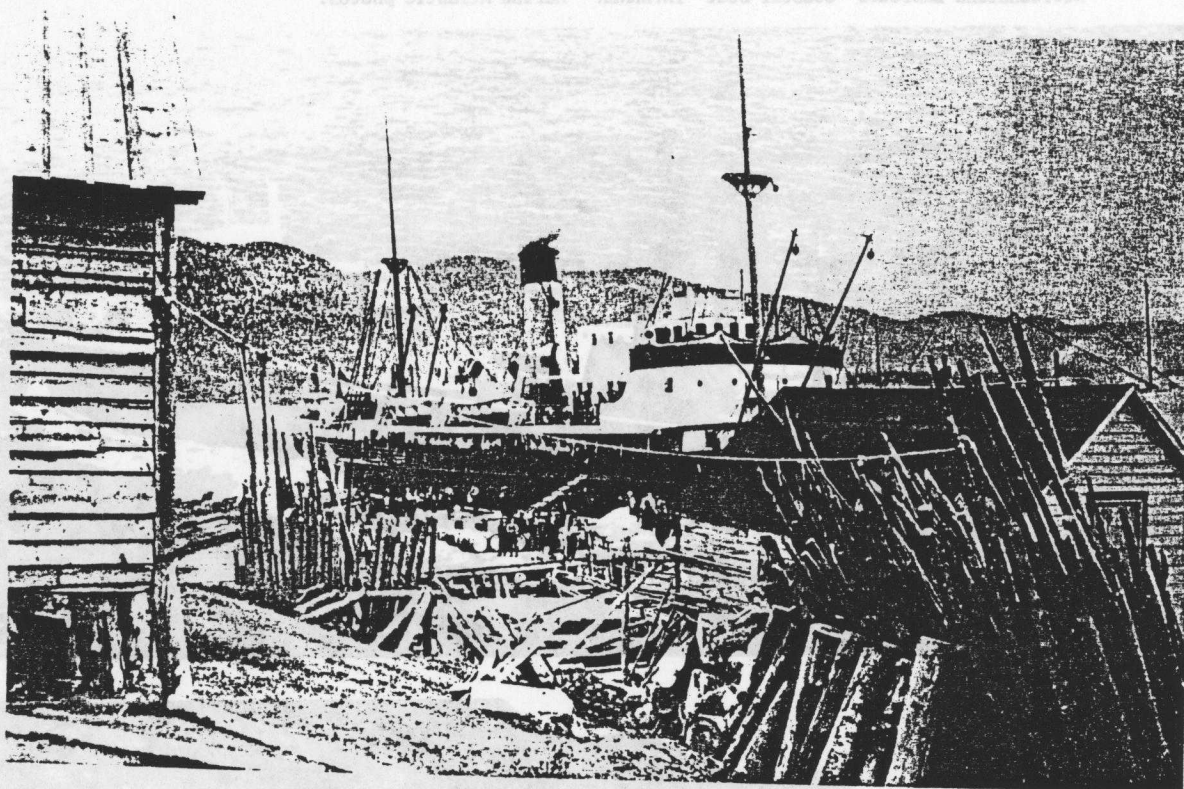
S. S. "Stephano" entering

St. John's Newfoundland — passing  
Cabot Tower, Signal Hill



TOM RONAYNE

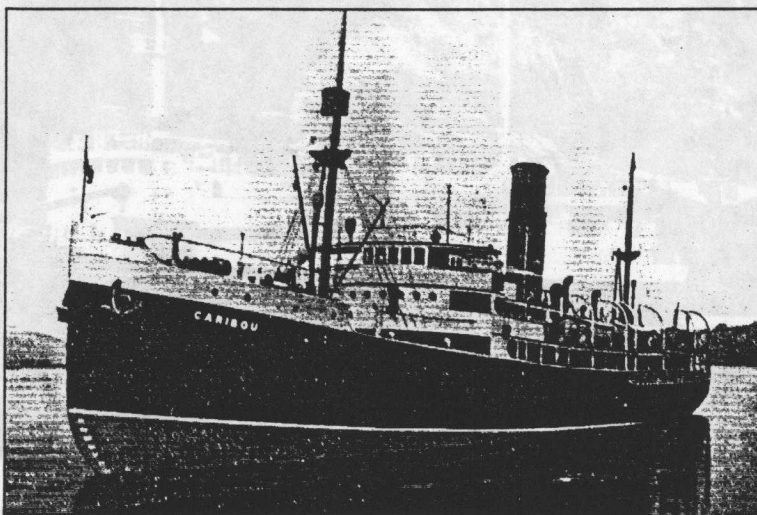
The S.S. Kyle, arriving in Newfoundland in 1913 from Newcastle-on-Tyne, where she was built. She was the most famous of the coastal vessels of Newfoundland and Labrador in the twentieth century.



The S.S. *Burgeo*, built by Fleming & Ferguson of Paisley, Scotland in 1940 for the coastal service, along with her sister ship the *Baccalieu*.

Provincial Archives of Newfoundland and Labrador.

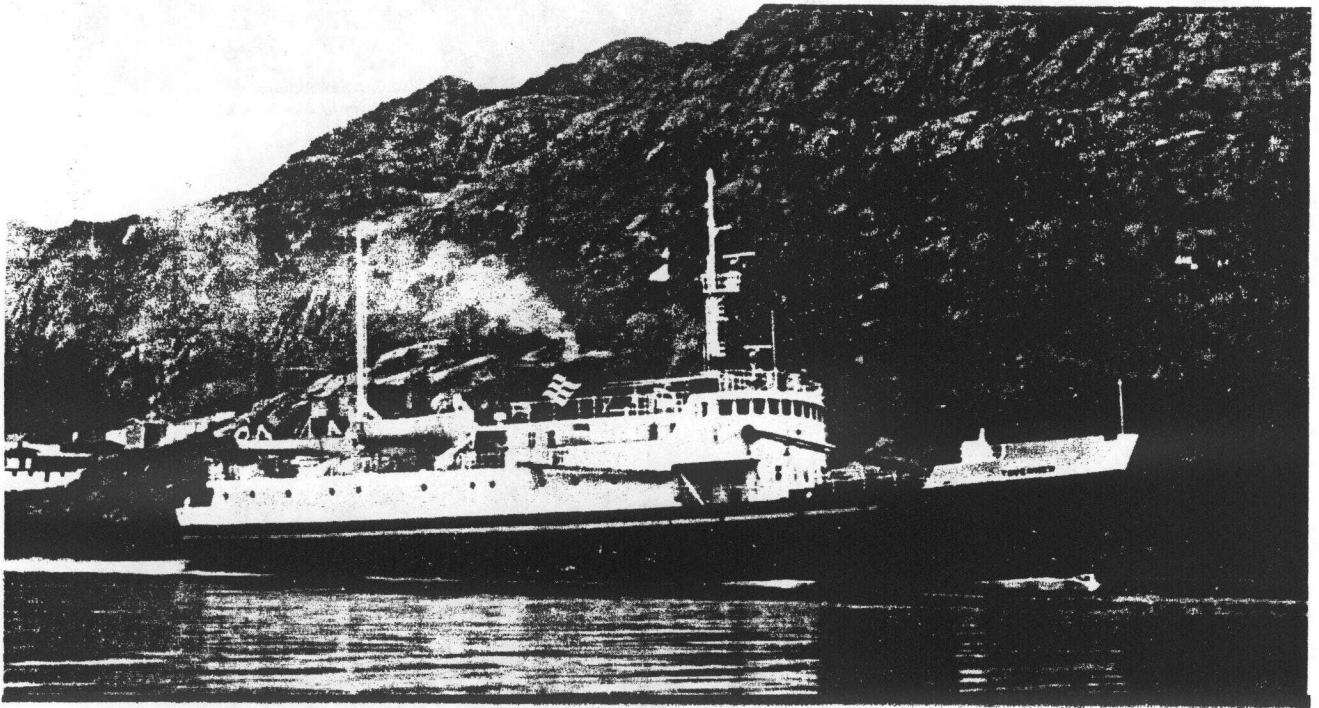
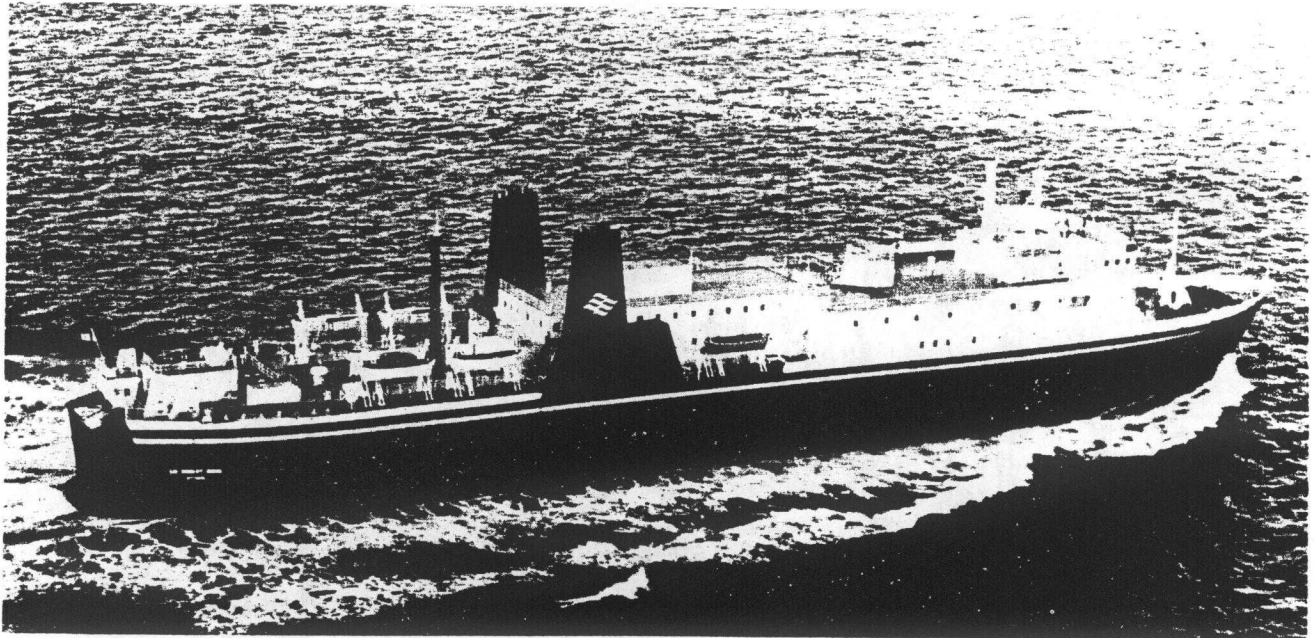
The ferry S.S. *Caribou* was torpedoed in the Cabot Strait, in passage from North Sydney to Port aux Basques, October 14, 1942, with the loss of one hundred and thirty-seven lives.



Nfld. Quarterly, Apr., 1927



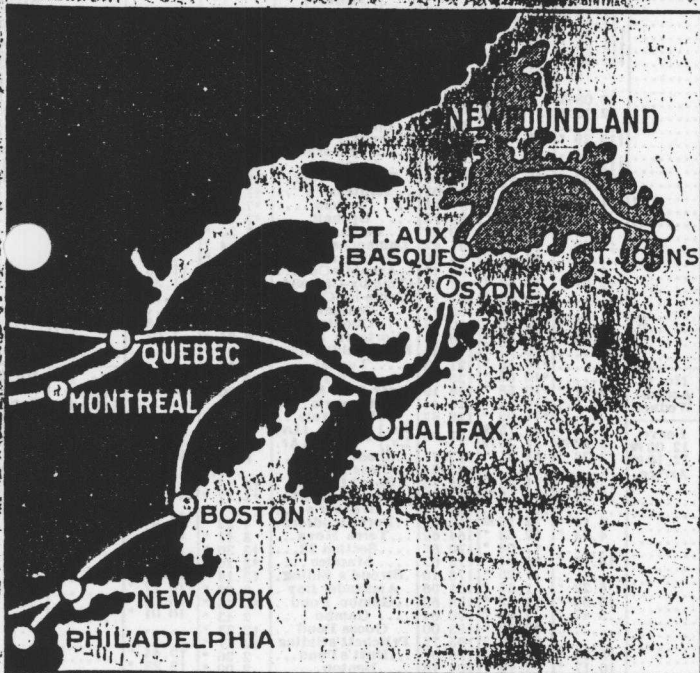
Lewisporte-Goosebay ferry SIR ROBERT BOND. (Bottom)  
Newfoundland-Labrador "coastal boat" TAVERNER - Marine Atlantic photos.



1935  
(Effective June to December)

# NEWFOUNDLAND RAILWAY

RAILWAY AND STEAMSHIP SYSTEM



F. E. PITTMAN

GENERAL PASSENGER AND TICKET AGENT

HEAD OFFICE:

ST. JOHN'S, NEWFOUNDLAND

## NEWFOUNDLAND RAILWAY

### ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

LEAVE	Port-aux-Basques Wednesday and Friday 9.00 p.m. and Monday 9.30 a.m.	ARRIVE	North Sydney Thursday and Saturday 6.00 a.m. and 6.00 p.m. Monday
	North Sydney Thursday and Saturday 8.30 p.m. and Tuesday 8.30 a.m.		Port-aux-Basques Friday and Sunday 6.00 a.m. and Tuesday 6.30 p.m.

### BRIGUS BRANCH

GOING WEST—READ DOWN				GOING EAST—READ UP			
No. 27 Express Monday	No. 9 Express Sat.	No. 7 Accom. Tues. Thurs. Friday	STATIONS	Miles	No. 8 Accom. Mon. Tu. Thurs.	No. 10 Express Sat.	No. 28 Express Monday
Leave	Leave	Leave	Brigus Junction	0	Arrive	Arrive	Arrive
10.15 AM	7.56 PM	11.40 AM	Gillie's Siding	4	6.35 PM	9.10 AM	9.10 AM
10.25	8.06	11.50	Gillie's Siding	4	6.18	9.01	9.01
10.29	8.10	12.02	Gillie's Siding	6	6.12	8.57	8.57
10.38	8.19	12.10	Brigus	11	6.57	8.43	8.43
10.44	8.25	12.25	Cupids	13	6.45	8.36	8.36
10.49	8.30	12.33	Makinson	15	6.41	8.31	8.31
10.55	8.36	12.43	Clarke's Beach	17	5.35	8.26	8.26
11.03	8.43	12.53	Country Road Sld.	20	5.20	8.18	8.18
11.07	8.48	1	Bay Roberts	22	5.15	8.15	8.15
11.12	8.53	1.05	Spaniard's Bay	24	5.00	8.10	8.10
11.17	8.58	1.10	Water Siding	26	4.45	8.04	8.04
11.28	9.09	1.21	Harbour Grace	29	4.35	7.53	7.53
11.33	9.14	1.26	Bristol's Hope	30	4.25	7.47	7.47
11.39	9.20	1.32	Carbonear	32	4.08	7.38	7.38
11.49 AM	9.30 PM	1.42 PM	Carbonear	38	4.00 PM	7.30 AM	7.30 AM
Arrive	Arrive	Arrive			Leave	Leave	Leave

### BONAVISTA BRANCH

GOING WEST—READ DOWN				GOING EAST—READ UP			
No. 23 Accom. Sunday	No. 11 Accom. Wed.	STATIONS	Miles	No. 12 Accom. Sat.	No. 24 Accom. Tuesday		
Leave	Leave	Shear Harbor	0.00	Arrive	Arrive		
12.43 PM	12.24 PM	Church Siding	1.75	1.45 AM	7.10 PM		
12.46	12.27	Milton	1.86	1.40	7.08		
12.53	12.34	Brickyard	2.43	1.36	7.04		
1.00	12.41	George's Brook	4.00	1.34	6.55		
1.05	12.46	Balley's Siding	5.50	1.30	6.48		
1.20	1.01	Barrett's Siding	9.15	1.13	6.28		
1.28	1.09	Robbie Siding	11.00	1.05	6.20		
1.32	1.13	Morley Siding	12.12	1.01	6.14		
1.34	1.15	Goodland's Siding	12.94	12.55	6.11		
1.44	1.25	Goose Arm	15.11	12.46	5.56		
1.46	1.27	Lethbridge	16.00	12.43	5.53		
1.59	1.40	Blundon's Siding	18.00	12.35	5.43		
1.50	1.50	Hancock's Siding	19.20	12.32	5.39		
2.00	1.51	Pye's Mill	19.50	12.31	5.35		
2.15	1.56	Strickland Sdg.	21.00	12.26	5.34		
2.27	2.08	New Country Sdg.	23.67	12.14	5.18		
2.35	2.16	Parson's Siding	25.15	12.09 AM	5.13		
2.47	2.28	Southern Bay	27.40	11.54 PM	4.59		
2.50	2.31	Princeton	30.00	11.45	4.45		
3.02	3.03	Summerville	34.75	11.25	4.25		
3.32	3.13	Abbott's Siding	37.00	11.18	4.15		
3.47	3.28	Carey's Siding	41.50	11.01	4.00		
3.59	3.40	Trinity Junction	45.00	10.44	3.44		
4.07	3.48	Lookston	53.00	10.09	3.09		
4.44	4.25	Port Union Je.	55.20	10.01	3.01		
4.54	4.35	Catalina	57.75	9.51	2.52		
5.02	4.43	Elliston	59.25	9.46	2.47		
5.20	5.01	English Harbor	63.50	9.30	2.29		
5.45	5.26	Camp 7	70.50	9.05	2.04		
5.50	5.31	Wood Spur	71.75	9.01	2.00		
6.14	5.55	Port Union Je.	77.25	18.41	1.41		
6.15	5.56	Catalina	77.50	8.40	1.40		
6.35	6.16	Elliston	82.75	8.20	1.20		
6.50 PM	6.31 PM	Bonavista	88.00	8.00 PM	1.00 PM		
Arrive	Arrive			Leave	Leave		
				Friday			

### ARGENTIA BRANCH

GOING WEST—READ DOWN				GOING EAST—READ UP			
No. 3 Accom. Tues.	STATIONS	Miles	No. 4 Accom. Tues. Thurs.				
Leave	Placentia Junction	0.00	Arrive				
8.22 PM	Cranford's Siding	1.00	4.45 PM				
8.32	Rhody's Pond	2.65	4.40				
8.58	Villa Marie	11.25	4.33				
9.05	Dawe's Siding	13.74	4.36				
9.14	Dunville	14.75	4.47				
9.24	Argentia (Lv.)	18.00	3.30 PM				
9.42	Argentia (Ar.)	21.15	3.22 PM				
9.58			3.10 PM				
Arrive			Leave				

11/20

# NEWFOUNDLAND RAILWAY

## ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST—READ DOWN

GOING EAST—READ UP

No. 5 Express Sunday 1st Class	No. 1 Express 1st Class Wed. Fri.	Miles	STATIONS	No. 2 Express 1st Class Sun. Fri.	No. 6 Express 1st Class Wed. Fri.
Leave 9.00 PM	Leave 6.00 AM	267.24	Bishop's Falls	Arrive 10.30 PM	Arrive 7.00 AM
19.10	16.12	271.63	Diamond Crossing	11.05 PM	6.50 AM
19.25	16.25	276.14	Ar. Grand Falls (Ar)	11.15 PM	6.30 AM
19.40	16.38	278.69	Farmdale	11.25 PM	6.25 AM
19.55	16.51	282.38	Rushy Pond	11.35 PM	6.14
20.10	17.04	283.63	Leach Brook	11.45 PM	6.03
20.25	17.17	287.76	Aspen Brook	11.55 PM	5.52
20.40	17.30	291.00	Cassandra	12.05 PM	5.41
20.55	17.43	294.25	Badger Brook	12.15 PM	5.30
21.10	17.56	300.00	300th Mile Siding	12.25 PM	5.19
21.25	18.09	301.25	Lake Bond	12.35 PM	5.08
21.40	18.22	302.74	Westlake	12.45 PM	4.57
21.55	18.35	304.09	Skull Hill	12.55 PM	4.46
22.10	18.48	309.07	Millerton	1.05 PM	4.35
22.25	18.61	315.25	Patrick's Brook	1.15 PM	4.24
22.40	18.74	319.00	Caribou	1.25 PM	4.13
22.55	18.87	320.02	Mary Mary	1.35 PM	4.02
23.10	19.00	322.81	Mountain	1.45 PM	3.91
23.25	19.13	324.89	Quarry	1.55 PM	3.80
23.40	19.26	328.35	New River	2.05 PM	3.69
23.55	19.39	332.38	Summit	2.15 PM	3.58
24.10	19.52	332.79	Wolf Brook	2.25 PM	3.47
24.25	20.05	335.80	Goff Topall	2.35 PM	3.36
24.40	20.18	339.60	Pond Crossing	2.45 PM	3.25
24.55	20.31	343.14	Halifax	2.55 PM	3.14
25.10	20.44	342.26	For's Siding	3.05 PM	3.03
25.25	20.57	345.70	Valley	3.15 PM	2.92
25.40	21.10	352.41	Kitty's Brook	3.25 PM	2.81
25.55	21.23	352.41	Goose Brook	3.35 PM	2.70
26.10	21.36	354.22	Hinds Hall	3.45 PM	2.59
26.25	21.49	355.00	Harvey	3.55 PM	2.48
26.40	21.62	356.23	Maria Dam	4.05 PM	2.37
26.55	21.75	357.40	Northern Siding	4.15 PM	2.26
27.10	21.88	359.07	Humber Camp	4.25 PM	2.15
27.25	22.01	373.57	Deer Lake	4.35 PM	2.04
27.40	22.14	375.59	Little Harbour	4.45 PM	1.93
27.55	22.27	378.00	Wynn's Brook	4.55 PM	1.82
28.10	22.40	381.2	Pasadena	5.05 PM	1.71
28.25	22.53	387.55	South Brook	5.15 PM	1.60
28.40	23.06	388.70	Boom Siding	5.25 PM	1.49
28.55	23.19	391.64	Rapid Pond	5.35 PM	1.38
29.10	23.32	392.64	Cumham's Camp	5.45 PM	1.27
29.25	23.45	395.43	Steady Brook Siding	5.55 PM	1.16
29.40	23.58	398.00	Steady Brook Siding	6.05 PM	1.05
29.55	24.11	399.34	Limestone Quarry	6.15 PM	0.94
30.10	24.24	400.64	Ar. Humbermouth (Ar)	6.25 PM	0.83
30.25	24.37	403.82	Corner Brook	6.35 PM	0.72
30.40	24.50	405.02	Crow Gulch	6.45 PM	0.61
30.55	25.03	407.79	Curling	6.55 PM	0.50
31.10	25.16	408.64	Patricia	7.05 PM	0.39
31.25	25.29	410.80	Super Siding	7.15 PM	0.28
31.40	25.42	416.31	Cook's Brook	7.25 PM	0.17
31.55	25.55	418.11	Cook's Pond Siding	7.35 PM	0.06
32.10	26.08	421.56	Burton's Siding	7.45 PM	0.00
32.25	26.21	424.77	Beaver Pond	7.55 PM	0.00
32.40	26.34	426.23	Howards	8.05 PM	0.00
32.55	26.47	429.93	Spruce Brook	8.15 PM	0.00
33.10	26.60	431.96	George's Lake	8.25 PM	0.00
33.25	26.73	438.39	Harry's Brook	8.35 PM	0.00
33.40	26.86	441.39	Wise	8.45 PM	0.00
33.55	26.99	445.61	Big Pond	8.55 PM	0.00
34.10	27.12	448.60	White's Road	9.05 PM	0.00
34.25	27.25	452.48	Stephenville	9.15 PM	0.00
34.40	27.38	453.80	Nardins	9.25 PM	0.00
34.55	27.51	454.95	Taylor	9.35 PM	0.00
35.10	28.04	455.71	Pulpwood Siding	9.45 PM	0.00
35.25	28.17	458.82	Dennis	9.55 PM	0.00
35.40	28.30	457.14	McLellan's	10.05 PM	0.00
35.55	28.43	459.65	St. George's	10.15 PM	0.00
36.10	28.56	461.68	Butt's Mill	10.25 PM	0.00
36.25	29.09	465.49	Flat Bay	10.35 PM	0.00
36.40	29.22	467.13	Flat Bay Bal. Pit	10.45 PM	0.00
36.55	29.35	469.64	St. George's	10.55 PM	0.00
37.10	29.48	470.59	Journals Brook	11.05 PM	0.00
37.25	29.61	471.77	Middle Brook	11.15 PM	0.00
37.40	29.74	472.33	Berry Brook	11.25 PM	0.00
37.55	29.87	473.07	Fishell's Siding	11.35 PM	0.00
38.10	30.00	474.07	Flathell's	11.45 PM	0.00
38.25	30.13	474.87	Gypsum	11.55 PM	0.00
38.40	30.26	477.07	Heatherton	12.05 PM	0.00
38.55	30.39	477.16	Heatherton	12.15 PM	0.00
39.10	30.52	479.67	Gillam's	12.25 PM	0.00
39.25	31.05	480.19	Robinson	12.35 PM	0.00
39.40	31.18	482.09	Carryville	12.45 PM	0.00
39.55	31.31	483.08	McKay's	12.55 PM	0.00
40.10	31.44	484.69	Jeffrey's	1.05 PM	0.00
40.25	31.57	487.69	St. Fintona's	1.15 PM	0.00
40.40	32.10	498.32	Codroy Pond	1.25 PM	0.00
40.55	32.23	502.68	South Branch	1.35 PM	0.00
41.10	32.36	507.46	Overfall Sec. Camp	1.45 PM	0.00
41.25	32.49	512.27	Doyles	1.55 PM	0.00
41.40	32.62	513.04	Bentley Siding	2.05 PM	0.00
41.55	32.75	525.37	Tomplins	2.15 PM	0.00
42.10	32.88	527.93	St. Andrew's	2.25 PM	0.00
42.25	33.01	528.66	Southside	2.35 PM	0.00
42.40	33.14	531.17	McDougall's Glch.	2.45 PM	0.00
42.55	33.27	533.03	Wreck House	2.55 PM	0.00
43.10	33.40	536.72	Red Rocks	3.05 PM	0.00
43.25	33.53	538.04	Cape Ray Bal. Pit	3.15 PM	0.00
43.40	34.06	538.87	Cape Ray	3.25 PM	0.00
43.55	34.19	540.30	Omond's	3.35 PM	0.00
44.10	34.32	545.00	Dennis Pond "Y"	3.45 PM	0.00
44.25	34.45	547.22	Portaux Basques	3.55 PM	0.00
44.40	34.58			4.05 PM	0.00
44.55	35.11			4.15 PM	0.00
45.10	35.24			4.25 PM	0.00
45.25	35.37			4.35 PM	0.00
45.40	35.50			4.45 PM	0.00
45.55	36.03			4.55 PM	0.00
46.10	36.16			5.05 PM	0.00
46.25	36.29			5.15 PM	0.00
46.40	36.42			5.25 PM	0.00
46.55	36.55			5.35 PM	0.00
47.10	37.08			5.45 PM	0.00
47.25	37.21			5.55 PM	0.00
47.40	37.34			6.05 PM	0.00
47.55	37.47			6.15 PM	0.00
48.10	37.60			6.25 PM	0.00
48.25	37.73			6.35 PM	0.00
48.40	37.86			6.45 PM	0.00
48.55	37.99			6.55 PM	0.00
49.10	38.12			7.05 PM	0.00
49.25	38.25			7.15 PM	0.00
49.40	38.38			7.25 PM	0.00
49.55	38.51			7.35 PM	0.00
50.10	38.64			7.45 PM	0.00
50.25	38.77			7.55 PM	0.00
50.40	38.90			8.05 PM	0.00
50.55	39.03			8.15 PM	0.00
51.10	39.16			8.25 PM	0.00
51.25	39.29			8.35 PM	0.00
51.40	39.42			8.45 PM	0.00
51.55	39.55			8.55 PM	0.00
52.10	40.08			9.05 PM	0.00
52.25	40.21			9.15 PM	0.00
52.40	40.34			9.25 PM	0.00
52.55	40.47			9.35 PM	0.00
53.10	40.60			9.45 PM	0.00
53.25	40.73			9.55 PM	0.00
53.40	40.86			10.05 PM	0.00
53.55	40.99			10.15 PM	0.00
54.10	41.12			10.25 PM	0.00
54.25	41.25			10.35 PM	0.00
54.40	41.38			10.45 PM	0.00
54.55	41.51			10.55 PM	0.00
55.10	41.64			11.05 PM	0.00
55.25	41.77			11.15 PM	0.00
55.40	41.90			11.25 PM	0.00
55.55	42.03			11.35 PM	0.00
56.10	42.16			11.45 PM	0.00
56.25	42.29			11.55 PM	0.00
56.40	42.42			12.05 PM	0.00
56.55	42.55			12.15 PM	0.00
57.10	42.68			12.25 PM	0.00
57.25	42.81			12.35 PM	0.00
57.40	42.94			12.45 PM	0.00
57.55	43.07			12.55 PM	0.00
58.10	43.20			1.05 PM	0.00
58.25	43.33			1.15 PM	0.00
58.40	43.46			1.25 PM	0.00
58.55	43.59			1.35 PM	0.00
59.10	44.12			1.45 PM	0.00
59.25	44.25			1.55 PM	0.00
59.40	44.38			2.05 PM	0.00
59.55	44.51			2.15 PM	0.00
60.10	44.64			2.25 PM	0.00
60.25	44.77			2.35 PM	0.00
60.40	44.90			2.45 PM	0.00
60.55	45.03			2.55 PM	0.00
61.10	45.16			3.05 PM	0.00
61.25	45.29			3.15 PM	0.00
61.40	45.42			3.25 PM	0.00
61.55	45.55			3.35 PM	0.00
62.10	45.68			3.45 PM	0.00
62.25	45.81			3.55 PM	0.00
62.40	45.94			4.05 PM	0.00
62.55	46.07			4.15 PM	0.00
63.10	46.20			4.25 PM	0.00
63.25	46.33			4.35 PM	0.00
63.40	46.46			4.45 PM	0.00
63.55	46.59			4.55 PM	0.00
64.10	47.12			5.05 PM	0.00
64.25	47.25			5.15 PM	0.00
64.40	47.38			5.25 PM	0.00
64.55	47.51			5.35 PM	0.00
65.10	47.64			5.45 PM	0.00
65.25	47.77			5.55 PM	0.00
65.40	47.90			6.05 PM	0.00
65.55	48.03			6.15 PM	0.00
66.10	48.16			6.25 PM	0.00
66.25	48.29			6.35 PM	0.00
66.40	48.42			6.45 PM	0.00
66.55	48.55			6.55 PM	0.00
67.10	49.08			7.05 PM	0.00
67.25	49.21			7.15 PM	0.00
67.40	49.34			7.25 PM	0.00
67.55	49.47			7.35 PM	0.00
68.10	49.60			7.45 PM	0.00
68.25	49.73			7.55 PM	0.00
68.40	49.86			8.05 PM	0.00
68.55	49.99			8.15 PM	0.00
69.10	50.12			8.25 PM	0.00
69.25	50.25			8.35 PM	0.00
69.40	50.38			8.45 PM	0.00
69.55	50.51				

# NEWFOUNDLAND RAILWAY

## PLACENTIA BRANCH

GOING WEST—READ DOWN

GOING EAST—READ UP

	No. 43 Accom. Tuesday Thurs.	No. 41 Accom. Tuesday Thurs.	STATIONS	Miles	No. 42 Accom. Tuesday Thurs.	No. 44 Accom. Tuesday Thurs.	
.....	Leave 9.24 PM	Leave 8.22 PM	Argentia Junction	.00	Arrive 3.39 PM	Arrive 9.42 PM	.....
.....	Arrive 9.28 PM	Arrive 8.27 PM	Placentia	1.00	Leave 3.35 PM	Leave 9.38 PM	.....

## LEWISPORTE BRANCH

GOING WEST—READ DOWN

GOING EAST—READ UP

No. 25 Accom. Sunday	No. 15 Accom. Wed.	No. 17 Accom. Wednes. Friday	No. 21 Accom. Sunday Friday	STATIONS	Miles	No. 20 Accom. Sunday Friday	No. 18 Accom. Wednes. Friday	No. 16 Accom. Wed.	No. 26 Accom. Sunday
Leave 8.05 PM	Leave 8.05 AM	Leave 4.55 AM	Leave 11.59 PM	Notre Dame Jct.	.00	Arrive 11.15 PM	Arrive 4.10 AM	Arrive 7.30 AM	Arrive 7.20 PM
Arrive 8.35 PM	Arrive 8.35 AM	Arrive 5.25 AM	Arrive 12.29 AM	Lewisporte	9.34	Leave 10.45 PM	Leave 3.40 AM	Leave 7.00 AM	Leave 6.50 PM

## STEAMSHIP SERVICE

### PLACENTIA BAY—WEST RUN

Every two weeks

Every 2nd Tuesday:

Argentia Merashien Presque St. Kyran's Little Paradise Paradise South East Bight (once monthly) Petite Forte	St. Joseph's (outward only) Little Harbour Oderin Baine Harbour Flat Island Marystown Burlin	Great Burlin Epworth St. Lawrence Lawn Lord's Cove (Weather Point au Gaul) permitting Lamaline
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### PLACENTIA BAY—BAY RUN

Every 2nd Tuesday:

Argentia Ship Harbour Iona Red Island Rosa au Run Kingwell (Outward only)	Harbour Buffett Haystack Spencer's Cove Brule North Harbour Sound Island Woody Island	Bar Haven Tack's Beach Davis Cove Clatsa Harbour St. Leonard's Isle Valen
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## SOUTH COAST AND FORTUNE BAY SERVICE

Every Two Weeks  
(Tuesday)

Argentia Marystown Burlin St. Lawrence Fortune Grand Bank Garnish St. Bernard's Bay L'Argent Little Bay East Hr. Millie Terrenceville	English Hr. East Anderson's Cove Stone's Cove Rencontre East Lally Cove Bay de Nord Pool's Cove Belleoram St. Jacques English Hr. Mose Ambrose Coomb's Cove	Miller's Passage Little Bay West Jersey Hr. Hr. Breton Pass Island Hermitage Gaultois Conne River Milltown St. Alban's Pushthrough Rencontre West	Francois Cape La Hune Ramea Burgeon Grand Brutt LaPelle Rose Blanche Burnt Island (weather permitting) Isle au Morte (weather permitting) Port aux Basques
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## ST. JOHN'S AND COOK'S HR. SERVICE

St. John's Trinity Catalina King's Cove Wesleyville Fogo Twillingate Exploits Pilley's Island Little Bay Islands Nipper's Harbour La Seie Paquet	Coachman's Cove Fleur de Lys Seal Cove Western Arm Westport Hamden Sop's Arm Jackson's Arm Great Harbour Deep Williamsport Hooping Hr. Canada Harbour	Englee Gray Island Conche St. Julien's Fishot Island St. Anthony St. Leonard's Orliquet Quirpon Ship Cove Taleigh Cook's Harbour
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# NEWFOUNDLAND RAILWAY

## BAY STEAMSHIP SERVICE (Continued)

### ST. JOHN'S & FOGO SERVICE

St. John's Port Union Catalina King's Cove Eastport Flat Island St. Brendan's Gooseberry Island Deer Island Greenspond Valleyfield	Wesleyville Lumsden Ofer Wadham Peckford Island Mungrave Harbor Ladle Cove Carmantville Frederickton Main Point (Bight Bight)	Fishing Season only	Gander Bay Victoria Horwood Star Harbor Indian Island Seldom Tilting Joe Batt's Arm Fogo Change Islands
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### HUMBERMOUTH - BATTLE HARBOUR SERVICE

Every Two Weeks

Humbermouth Meadows Curling Lark Harbor Trout River Bonne River Norris Point Lomond Rocky Harbor Cow Head Parsons Pond Daniel's Harbor	Port Saunders Jaw's Harbor Old Port au Choix St. John's Island Harbor Bartlett's Harbor New Ferrole Brie Bay St. Barbe Bay Flower's Cove Bonne Esperance (every 2nd trip) Blanc Sablon (near Greenly Is.)	Forteau Lance au Loup West St. Modiste Red Bay Henley Chateau Pleasure Harbor Chimney Tickle Cape St. Charles Battle Harbor Mary's Harbor
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### GREEN BAY SERVICE

Leaving Every Wednesday

Lewisporte Exploits Fortune Harbour Ootrell's Cove Point Leamington Leading Tickle Triton West Pilley's Island Port Anson	Springdale Lush's Bight Deamont Little Bay Islands Little Bay Three Arms Harry's Harbour Jackson's Cove (one way)	King's Point, S.W. Arm (one way) Rattling Brook (one way) Burlington, N.W. Arm (one way) Nipper's Harbour Tilt Cove Shoe Cove
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### NOTRE DAME BAY SERVICE

Leaving Every Monday

Lewisporte Campbellton Laurenceton Botwood Exploits Moreton's Harbour Tizzard's Harbour	Twillingate Herring Neck Change Islands Fogo Beaver Cove (Inward only) Boyd's Cove (Inward only) Herring Neck	Twillingate Tizzard's Hr. Moreton's Hr. Summersford (Inward only) Newstead (Inward only) Campbellton Lewisporte
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## HALIFAX SERVICE

### PORTS BETWEEN ST. JOHN'S AND HALIFAX

Calling every trip at:

BURIN  
FORTUNE  
GRAND BANK

Calling only when Freight offering, and  
subject to Transhipment:

HARBOUR BUFFETT  
MARYSTOWN  
BELLEORAM  
ENGLISH HARBOUR  
HARBOUR BRETON  
GAULTOIS  
RAMEA  
BURGEO

\*No Agents—Charges must be prepaid.

## SUMMER SAILING DATES, 1935

LEAVE	ST. JOHN'S	ARRIVE	HALIFAX	LEAVE
May 1st	.....	May 12th	May 5th	May 8th
May 15th	.....	May 26th	May 19th	May 22nd
May 29th	.....	June 9th	June 2nd	June 5th
June 12th	.....	June 23rd	June 16th	June 19th
June 26th	.....	July 7th	June 30th	July 3rd
July 10th	.....	July 21st	July 14th	July 17th
July 24th	.....	Aug. 4th	July 28th	July 31st
Aug. 7th	.....	Aug. 18th	Aug. 11th	Aug. 14th
Aug. 21st	.....	Sept. 1st	Aug. 25th	Aug. 28th
Sept. 4th	.....	Sept. 15th	Sept. 8th	Sept. 11th
Sept. 18th	.....	Sept. 29th	Sept. 22nd	Sept. 25th
Oct. 2nd	.....	Oct. 13th	Oct. 6th	Oct. 9th
Oct. 16th	.....	Oct. 27th	Oct. 20th	Oct. 23rd
Oct. 30th	.....	Nov. 10th	Nov. 3rd	Nov. 6th

(Sallings are subject to change without notice)

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## NEWFOUNDLAND RAILWAY

### Summer Cruises to Labrador ON MODERNLY EQUIPPED STEAMER "KYLE"

From St. John's fortnightly (June to October) for points north to Hopedale, Labrador. 13 day round trip, arranged to serve the pleasure and convenience of tourists and local vacationists. Round trip fare between St. John's & Hopedale \$75.00

#### LABRADOR SERVICE

##### Ports of Call:—

(June to October)

St. John's	Occasional Harbor	Spotted Islands	Smokey
Brigus (Outward)	Square Islands	Domino	White Bears
Bay Roberts	Dead Island	Red Point	Emilly Harbor
Hr. Grace	Snug Harbor	Indian Tickle	Horse Harbor
Carbonear	Venison Islands	Wolf Islands	Holton
Trinity	Hawk's Harbor	Black Islands	Sloop Cove
Catalina	Holster's Rock	Grady	Cape Harrison
Wesleyville	Comfort Bight	Long Island	Ragged Islands
Twillingate	Frenchman's Island	Carswright	Long Tickle
St. Anthony	Punch Bowl	Park's Harbor	Iron Bound Islands
Battle Harbor	Webber's Cove	George's Island	Macovik
Spear Harbor	Flat Island	Judian Island	Alilik
Francis Harbor	Sandy Islands	Jugloet	Turnavick
Fishing Ship's Hr.	Battenau	Judian Harbor	Hopedale
Ship Harbor	Black Tickle		

†Belle Isle during fishing season.

#### USEFUL INFORMATION

**Ticket Offices**—Passengers are requested to procure tickets at ticket offices and in ample time to enable proper checking of baggage. When tickets are procured on train the Conductor will collect ten (10) cents additional to regular fare.

**Tickets, Direction Honored**—Tickets of all classes are good for passage only in the direction printed.

**Children**—Children not exceeding five years of age, accompanied by their parents or friends will be carried free. Children over five and under twelve will be carried at half fare.

**Stop-Over** will be allowed in exchange on such tickets as entitle holders to stop-over and when so stamped.

**Lost Tickets**—Proper care should be taken so as to guard against the loss of a ticket, as Railways are not responsible for lost tickets; also, care should be taken of baggage checks, making a memorandum of check numbers for use in case of loss.

**Personal Baggage**—Consisting of wearing apparel only, and not exceeding 150 lbs. weight, will be checked free on each whole fare ticket, and 75 lbs. free on each half fare ticket. Baggage in excess of free allowance will be charged for, and passengers paying excess charges will receive an excess baggage ticket which must be delivered to Agent with baggage check when baggage is claimed. Storage will be charged on each piece of baggage, either checked or not checked, remaining at stations over twenty-four hours.

**Baggage for Flag Stations**—Must be claimed at baggage car door immediately on arrival, otherwise it will be carried to next station where agent is on duty, and held for further orders.

**Caution**—It is unlawful to carry dangerous articles, such as gunpowder, matches, etc., in baggage.

**Customs**—When baggage is examined at Canadian and Newfoundland points, passengers are requested to attend to this personally, otherwise baggage will be held by the Customs.

**Time of Trains**—It is not guaranteed that the starting time or the arriving time of trains shall be as published herein, neither will this Railway be liable for loss or damage arising from delays or detentions, nor will this Railway assume any responsibility beyond its own line.

**Reference Marks**—\*Flag Station—Trains stop only when signalled or when there are passengers to get down, and under the conditions named herein.

†Indicates that trains do not stop.

**Disputes**—Conductors and Agents are governed by rules which they are not authorized to change; therefore, in the event of any disagreement about tickets required, privileges allowed, etc., passengers should pay Conductor's or Agent's claim, obtain receipt and refer the matter to the General Passenger Agent for his decision.

**Seat Space**—A passenger is entitled only to seat space in car sufficient for one person; baggage and parcels that cannot be placed under car seat or in the passenger's portion of the parcel rack must not be taken into the car. Baggage which cannot be stowed away as above mentioned should be delivered at the baggage room. If found in the car it will be removed.

Obstruction of the Car Aisles Will Not Be Permitted

## NEWFOUNDLAND RAILWAY

### NEWFOUNDLAND

ONLY ONE HUNDRED MILES BY SEA FROM CANADA

#### ST. JOHN'S, NEWFOUNDLAND, TO MONTREAL

Leave St. John's	10.00 a.m. Sun.	5.00 p.m. Tues. & Thurs.
Arrive Port-aux-Basques	8.30 a.m. Mon.	8.00 p.m. Wed. & Fri.
Leave Port-aux-Basques	9.30 a.m. Mon.	9.00 p.m. Wed. & Fri.
Arrive North Sydney	6.00 p.m. Mon.	6.00 a.m. Thurs. & Sat.
Leave North Sydney	7.57 p.m. Mon.	7.25 a.m. Thurs. & Sat.
Arrive Truro	5.35 a.m. Tues.	4.45 p.m. Thurs. & Sat.
Leave Truro	10.20 a.m. Tues.	5.20 p.m. Thurs. & Sat.
Arrive Montreal	8.00 a.m. Wed.	6.45 p.m. Fri. & Sun.

#### MONTREAL TO ST. JOHN'S, NEWFOUNDLAND

Leave Montreal	8.00 p.m. Sun.	8.00 p.m. Tues. & Thurs.
Arrive Truro	7.50 p.m. Mon.	7.50 p.m. Wed. & Fri.
Leave Truro	8.30 p.m. Mon.	8.30 p.m. Wed. & Fri.
Arrive North Sydney	5.55 a.m. Tues.	5.55 a.m. Thurs. & Sat.
Leave North Sydney	8.30 a.m. Tues.	8.30 p.m. Thurs. & Sat.
Arrive Port-aux-Basques	6.30 p.m. Tues.	6.00 a.m. Fri. & Sun.
Leave Port-aux-Basques	7.30 p.m. Tues.	7.45 a.m. Fri. & Sun.
Arrive St. John's, Nfld.	6.00 p.m. Wed.	noon Sat. & Mon.

#### ST. JOHN'S, NEWFOUNDLAND, TO BOSTON, MAS

Leave St. John's	10.00 a.m. Sun.	5.00 p.m. Tues. & Thurs.
Arrive Port-aux-Basques	8.30 a.m. Mon.	8.00 p.m. Wed. & Fri.
Leave Port-aux-Basques	9.30 a.m. Mon.	9.30 p.m. Wed. & Fri.
Arrive North Sydney	6.00 p.m. Mon.	6.00 a.m. Thurs. & Sat.
Leave North Sydney	7.57 p.m. Mon.	7.25 a.m. Thurs. & Sat.
Arrive Truro	5.35 a.m. Tues.	4.45 p.m. Thurs. & Sat.
Leave Truro	10.20 a.m. Tues.	10.20 a.m. Fri. & Mon.
Arrive St. John, N.B.	5.20 p.m. Tues.	5.45 p.m. Fri. & Mon.
Arrive Boston, Mass.	6.55 a.m. Wed.	6.55 a.m. Sat. & Tues.

#### BOSTON TO ST. JOHN'S, NEWFOUNDLAND

Leave Boston	9.30 p.m. Sun.	9.30 p.m. Tues. & Thurs.
Arrive Truro	7.50 p.m. Mon.	7.50 p.m. Wed. & Fri.
Leave Truro	8.30 p.m. Mon.	8.30 p.m. Wed. & Fri.
Arrive North Sydney	5.55 a.m. Tues.	5.55 a.m. Thurs. & Sat.
Leave North Sydney	8.30 a.m. Tues.	8.30 p.m. Thurs. & Sat.
Arrive Port-aux-Basques	6.30 p.m. Tues.	6.00 a.m. Fri. & Sun.
Leave Port-aux-Basques	7.30 p.m. Tues.	7.45 a.m. Fri. & Sun.
Arrive St. John's, Nfld.	6.00 p.m. Wed.	noon Sat. & Mon.

H. J. RUSSELL, General Manager	St. John's
GEO. COBB, Superintendent, Western Division	Bishop's Falls
W. FITZPATRICK, Superintendent, Eastern Division	St. John's
T. J. ROLLS, General Freight Agent	St. John's
F. E. PITTMAN, General Passenger and Ticket Agent	St. John's

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.... / 23

# ST. JOHN'S - CORNER BROOK - PORT AUX BASQUES - NORTH SYDNEY

Read Down				Read Up				Read Down				Read Up			
M 7	M 5	15	1	2	16	M 6	M 8	1	2	1	2	1	2	1	2
Tue. Thu. Sat.	Mon. Wed. Fri.	Mon. Wed. Sat.	Sun. Thu.	Tue. Thu. Sat.	Wed. Fri. Sun.	Mon. Wed. Fri.	Tue. Thu. Sat.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.
TABLE 36								TABLE 36							
Newfoundland Time								Newfoundland Time							
Miles								Miles							
(Newfoundland Hotel)								(Newfoundland Hotel)							
ST. JOHN'S								ST. JOHN'S							
Irvine								Irvine							
Topsail								Topsail							
Manuels								Manuels							
Taloille								Taloille							
Kelligrews								Kelligrews							
Upper Gullies								Upper Gullies							
Seal Cove Siding								Seal Cove Siding							
Seal Cove								Seal Cove							
Duff's								Duff's							
Briens								Briens							
Holyrood								Holyrood							
Woodford's								Woodford's							
Avondale								Avondale							
Brigus Jct.								Brigus Jct.							
Carbonnear, Table 37								Carbonnear, Table 37							
Maher's								Maher's							
Fox Marsh								Fox Marsh							
Hodgewater								Hodgewater							
Ocean Pond								Ocean Pond							
WHITBOURNE								WHITBOURNE							
Spread Eagle								Spread Eagle							
PLACENTIA Jct.								PLACENTIA Jct.							
(Argentia, Table 38)								(Argentia, Table 38)							
Long Harbour								Long Harbour							
Tickle Harbour								Tickle Harbour							
Ranem								Ranem							
Upshall								Upshall							
LaManche Siding								LaManche Siding							
Southern Harbour								Southern Harbour							
Arnold's Cove								Arnold's Cove							
Come-By-Chance								Come-By-Chance							
Goobie's								Goobie's							
Northern Bight								Northern Bight							
CLARENVILLE								CLARENVILLE							
(Bonavista, Table 39)								(Bonavista, Table 39)							
SHOAL HARBOUR								SHOAL HARBOUR							
Thorburn Lake								Thorburn Lake							
S.W. Bridge								S.W. Bridge							
Port Blandford								Port Blandford							
Terra Nova								Terra Nova							
Walsh								Walsh							
Alexander Bay								Alexander Bay							
Gambo								Gambo							
Pritchett's Sdg								Pritchett's Sdg							
Benton								Benton							
GANDER								GANDER							
Appleton								Appleton							
Glenwood								Glenwood							
Lewis								Lewis							
Nail's Bridge								Nail's Bridge							
NOTRE DAME Jct.								NOTRE DAME Jct.							
(Lewisporte, Table 40)								(Lewisporte, Table 40)							
Norris Arm								Norris Arm							
BISHOP'S FALLS								BISHOP'S FALLS							
GRAND FALLS								GRAND FALLS							
Badger								Badger							
MILLERTOWN Jct.								MILLERTOWN Jct.							
Quarry								Quarry							
Gaff Topsail								Gaff Topsail							
Kitty's Brook								Kitty's Brook							
Howley								Howley							
Main Dam								Main Dam							
Deer Lake								Deer Lake							
Pasadena								Pasadena							
South Brook								South Brook							
HUMBERMOUTH								HUMBERMOUTH							
CORNER BROOK								CORNER BROOK							

FERRY			
Advance reservations required - Apply Canadian National Agents			
Mo. We. Fr.	Lv Port aux Basques . . . (NT) Ar	Mo. We. Fr.	6.00AM
9.30PM	Ar North Sydney, N.S. . . (AT) Lv	8.30PM	
6.00AM			
Tu. Th. Sa.		Su. Tu. Th.	

MAINLAND CONNECTIONS					
P.M.	A.M.		A.M.	A.M.	P.M.
1110	17.10	Lv North Sydney . . . . .	*6.10	*6.10	16.20
18.50	14.30	Ar Truro . . . . . (AT) Ar	*9.00	19.05	
11140	16.50	Ar Halifax . . . . . (AT) Lv	..	..	16.30
*9.45	15.15	Lv Truro . . . . . (AT) Ar	*6.05	18.25	
*7.15	16.30	Ar Montreal . . . . . (ET) Lv	*8.00	..	..
17.45	..	Ar Boston . . . . . (ET) Lv	..	19.45	A.M.

# ST. JOHN'S — CARBONEAR

Read Down		Read Up	
Bus	M 7	M 8	Bus
Tue. Thu. Sat.	Tue. Thu. Sat.	Tue. Thu. Sat.	Tue. Thu. Sat.
A.M.	A.M.	P.M.	P.M.
8.15	9.00	7.25	7.15
8.50	9.50	6.35	6.35
9.15	10.25	6.10	6.10
9.45	10.45	5.40	5.45
10.15	11.10	5.24	5.10
10.45	11.45	4.41	5.00
11.05	12.05	4.29	4.48
11.30	12.24	4.23	4.43
11.55	12.41	4.07	4.35
12.15	12.58	3.55	4.25
12.40	13.15	3.45	4.17
13.05	13.40	3.37	4.10
13.30	14.05	3.28	4.00
13.55	14.30	3.05	4.00
14.20	14.55		
14.45	15.20		
15.10	15.45		
15.35	16.10		
16.00	16.35		
16.25	16.55		
16.50	17.15		
17.15	17.40		
17.40	18.05		
18.05	18.30		
18.30	18.55		
18.55	19.15		
19.15	19.40		
19.40	19.55		
19.55	20.10		
20.10	20.25		
20.25	20.40		
20.40	20.55		
20.55	21.10		
21.10	21.25		
21.25	21.40		
21.40	21.55		
21.55	22.10		
22.10	22.25		
22.25	22.40		
22.40	22.55		
22.55	23.10		
23.10	23.25		
23.25	23.40		
23.40	23.55		
23.55	24.10		
24.10	24.25		
24.25	24.40		
24.40	24.55		
24.55	25.10		
25.10	25.25		
25.25	25.40		
25.40	25.55		
25.55	26.10		
26.10	26.25		
26.25	26.40		
26.40	26.55		
26.55	27.10		
27.10	27.25		
27.25	27.40		
27.40	27.55		
27.55	28.10		
28.10	28.25		
28.25	28.40		
28.40	28.55		
28.55	29.10		
29.10	29.25		
29.25	29.40		
29.40	29.55		
29.55	30.10		
30.10	30.25		
30.25	30.40		
30.40	30.55		
30.55	31.10		
31.10	31.25		
31.25	31.40		
31.40	31.55		
31.55	32.10		
32.10	32.25		
32.25	32.40		
32.40	32.55		
32.55	33.10		
33.10	33.25		
33.25	33.40		
33.40	33.55		
33.55	34.10		
34.10	34.25		
34.25	34.40		
34.40	34.55		
34.55	35.10		
35.10	35.25		
35.25	35.40		
35.40	35.55		
35.55	36.10		
36.10	36.25		
36.25	36.40		
36.40	36.55		
36.55	37.10		
37.10	37.25		
37.25	37.40		
37.40	37.55		
37.55	38.10		
38.10	38.25		
38.25	38.40		
38.40	38.55		
38.55	39.10		
39.10	39.25		
39.25	39.40		
39.40	39.55		
39.55	40.10		
40.10	40.25		
40.25	40.40		
40.40	40.55		
40.55	41.10		
41.10	41.25		
41.25	41.40		
41.40	41.55		
41.55	42.10		
42.10	42.25		
42.25	42.40		
42.40	42.55		
42.55	43.10		
43.10	43.25		
43.25	43.40		
43.40	43.55		
43.55	44.10		
44.10	44.25		
44.25	44.40		
44.40	44.55		
44.55	45.10		
45.10	45.25		
45.25	45.40		
45.40	45.55		
45.55	46.10		
46.10	46.25		
46.25	46.40		
46.40	46.55		
46.55	47.10		
47.10	47.25		
47.25	47.40		
47.40	47.55		
47.55	48.10		
48.10	48.25		
48.25	48.40		
48.40	48.55		
48.55	49.10		
49.10	49.25		
49.25	49.40		
49.40	49.55		
49.55	50.10		
50.10	50.25		
50.25	50.40		
50.40	50.55		
50.55	51.10		
51.10	51.25		
51.25	51.40		
51.40	51.55		
51.55	52.10		
52.10	52.25		
52.25	52.40		
52.40	52.55		
52.55	53.10		
53.10	53.25		
53.25	53.40		
53.40	53.55		
53.55	54.10		
54.10	54.25		
54.25	54.40		
54.40	54.55		
54.55	55.10		
55.10	55.25		
55.25	55.40		
55.40	55.55		
55.55	56.10		
56.10	56.25		
56.25	56.40		
56.40	56.55		
56.55	57.10		
57.10	57.25		
57.25	57.40		
57.40	57.55		
57.55	58.10		
58.10	58.25		
58.25	58.40		
58.40	58.55		
58.55	59.10		
59.10	59.25		
59.25	59.40		
59.40	59.55		
59.55	60.10		
60.10	60.25		
60.25	60.40		
60.40	60.55		
60.55	61.10		
61.10	61.25		
61.25	61.40		
61.40	61.55		
61.55	62.10		
62.10	62.25		
62.25	62.40		
62.40	62.55		
62.55	63.10		
63.10	63.25		
63.25	63.40		
63.40	63.55		
63.55	64.10		
64.10	64.25		
64.25	64.40		
64.40	64.55		
64.55	65.10		
65.10	65.25		
65.25	65.40		
65.40	65.55		
65.55	66.10		
66.10	66.25		
66.25	66.40		
66.40	66.55		
66.55	67.10		
67.10	67.25		
67.25	67.40		
67.40	67.55		
67.55	68.10		
68.10	68.25		
68.25	68.40		
68.40	68.55		
68.55	69.10		
69.10	69.25		
69.25	69.40		
69.40	69.55		
69.55	70.10		
70.10	70.25		
70.25	70.40		
70.40	70.55		
70.55	71.10		
71.10	71.25		
71.25	71.40		
71.40	71.55		
71.55	72.10		
72.10	72.25		
72.25	72.40		
72.40	72.55		
72.55	73.10		
73.10	73.25		
73.25	73.40		
73.40	73.55		
73.55	74.10		
74.10	74.25		
74.25	74.40		
74.40	74.55		
74.55	75.10		
75.10	75.25		
75.25	75.40		
75.40	75.55		
75.55	76.10		
76.10	76.25		
76.25	76.40		
76.40	76.55		
76.55	77.10		
77.10	77.25		
77.25	77.40		
77.40	77.55		
77.55	78.10		
78.10	78.25		
78.25	78.40		
78.40	78.55		
78.55	79.10		
79.10	79.25		
79.25	79.40		
79.40	79.55		
79.55	80.10		
80.10	80.25		
80.25	80.40		
80.40	80.55		
80.55	81.10		
81.10	81.25		
81.25	81.40		
81.40	81.55		
81.55	82.10		
82.10	82.25		
82.25	82.40		
82.40	82.55		
82.55	83.10		
83.10	83.25		
83.25	83.40		
83.40	83.55		
83.55	84.10		
84.10	84.25		
84.25	84.40		
84.40	84.55		
84.55	85.10		
85.10	85.25		
85.25	85.40		
85.40	85.55		
85.55	86.10		
86.10	86.25		
86.25	86.40		
86.40	86.55		
86.55	87.10		
87.10	87.25		
87.25	87.40		
87.40	87.55		
87.55	88.10		
88.10	88.25		
88.25	88.40		
88.40	88.55		
88.55	89.10		
89.10	89.25		
89.25	89.40		
89.40	89.55		
89.55	90.10		
90.10	90.25		
90.25	90.40		
90.40	90.55		
90.55	91.10		
91.10	91.25		
91.25	91.40		
91.40	91.55		
91.55	92.10		
92.10	92.25		
92.25	92.40		
92.40	92.55		
92.55	93.10		
93.10	93.25		
93.25	93.40		
93.40	93.55		
93.55	94.10		
94.10	94.25		
94.25	94.40		
94.40	94.55		
94.55	95.10		
95.10	95.25		
95.25	95.40		
95.40	95.55		
95.55	96.10		
96.10	96.25		
96.25	96.40		
96.40	96.55		
96.55	97.10		
97.10	97.25		
97.25	97.40		
97.40	97.55		
97.55	98.10		
98.10	98.25		
98.25	98.40		
98.40	98.55		
98.55	99.10		
99.10	99.25		
99.25	99.40		
99.40	99.55		
99.55	100.10		
100.10	100.25		
100.25	100.40		
100.40	100.55		
100.55	101.10		

HALIFAX — SYDNEY — PORT AUX BASQUES  
— ST. JOHN'S

Read Down				Read Up			
7	9	5		6	8	16	10
Ex Sun	Daily	Ex Sun	Atlantic Time	Ex Sun	Ex Sun	Sun.	Ex Sun
P.M.	P.M.	A.M.		P.M.	A.M.	A.M.	A.M.
9.00	5.30	6.30	0.0	6.50	8.35	10.10	11.40
10.45	8.05	8.40	64.0	4.50	6.20	8.30	9.30
11.15	9.00	9.05	67.1	4.30	6.00	8.00	8.50
..	9.09	9.12	68.5	..	..	7.47	8.37
..	9.16	9.19	70.0	..	..	7.36	8.26
..	9.23	9.27	71.7	..	..	7.28	8.18
..	9.36	9.40	74.6	..	..	7.13	8.03
..	9.42	9.46	77.6	..	..	7.08	7.58
..	9.49	9.54	80.5	..	..	..	..
..	9.54	9.59	83.3	..	..	..	..
..	10.00	10.06	86.2	..	..	..	..
..	10.02	10.09	89.1	..	..	..	..
..	10.03	10.11	92.0	..	..	..	..
..	10.10	10.11	94.9	..	..	..	..
..	10.12	10.13	97.8	..	..	..	..
..	10.15	10.16	100.7	..	..	..	..
..	10.18	10.19	103.6	..	..	..	..
..	10.22	10.23	106.5	..	..	..	..
..	10.25	10.26	109.4	..	..	..	..
..	10.30	10.31	112.3	..	..	..	..
..	10.35	10.36	115.2	..	..	..	..
..	10.40	10.41	118.1	..	..	..	..
..	10.45	10.46	121.0	..	..	..	..
..	10.50	10.51	123.9	..	..	..	..
..	10.55	10.56	126.8	..	..	..	..
..	11.00	11.01	129.7	..	..	..	..
..	11.05	11.06	132.6	..	..	..	..
..	11.10	11.11	135.5	..	..	..	..
..	11.15	11.16	138.4	..	..	..	..
..	11.20	11.21	141.3	..	..	..	..
..	11.25	11.26	144.2	..	..	..	..
..	11.30	11.31	147.1	..	..	..	..
..	11.35	11.36	150.0	..	..	..	..
..	11.40	11.41	152.9	..	..	..	..
..	11.45	11.46	155.8	..	..	..	..
..	11.50	11.51	158.7	..	..	..	..
..	11.55	11.56	161.6	..	..	..	..
..	12.00	12.01	164.5	..	..	..	..
..	12.05	12.06	167.4	..	..	..	..
..	12.10	12.11	170.3	..	..	..	..
..	12.15	12.16	173.2	..	..	..	..
..	12.20	12.21	176.1	..	..	..	..
..	12.25	12.26	179.0	..	..	..	..
..	12.30	12.31	181.9	..	..	..	..
..	12.35	12.36	184.8	..	..	..	..
..	12.40	12.41	187.7	..	..	..	..
..	12.45	12.46	190.6	..	..	..	..
..	12.50	12.51	193.5	..	..	..	..
..	12.55	12.56	196.4	..	..	..	..
..	13.00	13.01	199.3	..	..	..	..
..	13.05	13.06	202.2	..	..	..	..
..	13.10	13.11	205.1	..	..	..	..
..	13.15	13.16	208.0	..	..	..	..
..	13.20	13.21	210.9	..	..	..	..
..	13.25	13.26	213.8	..	..	..	..
..	13.30	13.31	216.7	..	..	..	..
..	13.35	13.36	219.6	..	..	..	..
..	13.40	13.41	222.5	..	..	..	..
..	13.45	13.46	225.4	..	..	..	..
..	13.50	13.51	228.3	..	..	..	..
..	13.55	13.56	231.2	..	..	..	..
..	14.00	14.01	234.1	..	..	..	..
..	14.05	14.06	237.0	..	..	..	..
..	14.10	14.11	239.9	..	..	..	..
..	14.15	14.16	242.8	..	..	..	..
..	14.20	14.21	245.7	..	..	..	..
..	14.25	14.26	248.6	..	..	..	..
..	14.30	14.31	251.5	..	..	..	..
..	14.35	14.36	254.4	..	..	..	..
..	14.40	14.41	257.3	..	..	..	..
..	14.45	14.46	260.2	..	..	..	..
..	14.50	14.51	263.1	..	..	..	..
..	14.55	14.56	266.0	..	..	..	..
..	15.00	15.01	268.9	..	..	..	..
..	15.05	15.06	271.8	..	..	..	..
..	15.10	15.11	274.7	..	..	..	..
..	15.15	15.16	277.6	..	..	..	..
..	15.20	15.21	280.5	..	..	..	..
..	15.25	15.26	283.4	..	..	..	..
..	15.30	15.31	286.3	..	..	..	..
..	15.35	15.36	289.2	..	..	..	..
..	15.40	15.41	292.1	..	..	..	..
..	15.45	15.46	295.0	..	..	..	..
..	15.50	15.51	297.9	..	..	..	..
..	15.55	15.56	300.8	..	..	..	..
..	16.00	16.01	303.7	..	..	..	..
..	16.05	16.06	306.6	..	..	..	..
..	16.10	16.11	309.5	..	..	..	..
..	16.15	16.16	312.4	..	..	..	..
..	16.20	16.21	315.3	..	..	..	..
..	16.25	16.26	318.2	..	..	..	..
..	16.30	16.31	321.1	..	..	..	..
..	16.35	16.36	324.0	..	..	..	..
..	16.40	16.41	326.9	..	..	..	..
..	16.45	16.46	329.8	..	..	..	..
..	16.50	16.51	332.7	..	..	..	..
..	16.55	16.56	335.6	..	..	..	..
..	17.00	17.01	338.5	..	..	..	..
..	17.05	17.06	341.4	..	..	..	..
..	17.10	17.11	344.3	..	..	..	..
..	17.15	17.16	347.2	..	..	..	..
..	17.20	17.21	350.1	..	..	..	..
..	17.25	17.26	353.0	..	..	..	..
..	17.30	17.31	355.9	..	..	..	..
..	17.35	17.36	358.8	..	..	..	..
..	17.40	17.41	361.7	..	..	..	..
..	17.45	17.46	364.6	..	..	..	..
..	17.50	17.51	367.5	..	..	..	..
..	17.55	17.56	370.4	..	..	..	..
..	18.00	18.01	373.3	..	..	..	..
..	18.05	18.06	376.2	..	..	..	..
..	18.10	18.11	379.1	..	..	..	..
..	18.15	18.16	382.0	..	..	..	..
..	18.20	18.21	384.9	..	..	..	..
..	18.25	18.26	387.8	..	..	..	..
..	18.30	18.31	390.7	..	..	..	..
..	18.35	18.36	393.6	..	..	..	..
..	18.40	18.41	396.5	..	..	..	..
..	18.45	18.46	399.4	..	..	..	..
..	18.50	18.51	402.3	..	..	..	..
..	18.55	18.56	405.2	..	..	..	..
..	19.00	19.01	408.1	..	..	..	..
..	19.05	19.06	411.0	..	..	..	..
..	19.10	19.11	413.9	..	..	..	..
..	19.15	19.16	416.8	..	..	..	..
..	19.20	19.21	419.7	..	..	..	..
..	19.25	19.26	422.6	..	..	..	..
..	19.30	19.31	425.5	..	..	..	..
..	19.35	19.36	428.4	..	..	..	..
..	19.40	19.41	431.3	..	..	..	..
..	19.45	19.46	434.2	..	..	..	..
..	19.50	19.51	437.1	..	..	..	..
..	19.55	19.56	440.0	..	..	..	..
..	20.00	20.01	442.9	..	..	..	..
..	20.05	20.06	445.8	..	..	..	..
..	20.10	20.11	448.7	..	..	..	..
..	20.15	20.16	451.6	..	..	..	..
..	20.20	20.21	454.5	..	..	..	..
..	20.25	20.26	457.4	..	..	..	..
..	20.30	20.31	460.3	..	..	..	..
..	20.35	20.36	463.2	..	..	..	..
..	20.40	20.41	466.1	..	..	..	..
..	20.45	20.46	469.0	..	..	..	..
..	20.50	20.51	471.9	..	..	..	..
..	20.55	20.56	474.8	..	..	..	..
..	21.00	21.01	477.7	..	..	..	..
..	21.05	21.06	480.6	..	..	..	..
..	21.10	21.11	483.5	..	..	..	..
..	21.15	21.16	486.4	..	..	..	..
..	21.20	21.21	489.3	..	..	..	..
..	21.25	21.26	492.2	..	..	..	..
..	21.30	21.31	495.1	..	..	..	..
..	21.35	21.36	498.0	..	..	..	..
..	21.40	21.41	500.9	..	..	..	..
..	21.45	21.46	503.8	..	..	..	..
..	21.50	21.51	506.7	..	..	..	..
..	21.55	21.56	509.6	..	..	..	..
..	22.00	22.01	512.5	..	..	..	..
..	22.05	22.06	515.4	..	..	..	..
..	22.10	22.11	518.3	..	..	..	..
..	22.15	22.16	521.2	..	..	..	..
..	22.20	22.21	524.1	..	..	..	..
..	22.25	22.26	527.0	..	..	..	..
..	22.30	22.31	529.9	..	..	..	..
..	22.35	22.36	532.8	..	..	..	..
..	22.40	22.41	535.7	..	..	..	..
..	22.45	22.46	538.6	..	..	..	..
..	22.50	22.51	541.5	..	..	..	..
..	22.55	22.56	544.4	..	..	..	..
..	23.00	23.01	547.3	..	..	..	..
..	23.05	23.06	550.2	..	..	..	..
..	23.10	23.11	553.1	..	..	..	..
..	23.15	23.16	556.0	..	..	..	..
..	23.20	23.21	558.9	..	..	..	..
..	23.25	23.26	561.8	..	..	..	..
..	23.30	23.31	564.7	..	..	..	..
..	23.35	23.36	567.6	..	..	..	..
..	23.40	23.41	570.5	..	..	..	..
..	23.45	23.46	573.4	..	..	..	..
..	23.50	23.51	576.3	..	..	..	..
..	23.55	23.56	579.2	..	..	..	..
..	24.00	24.01	582.1	..	..	..	..
..	24.05	24.06	585.0	..	..	..	..
..	24.10	24.11	587.9	..	..	..	..
..	24.15	24.16	590.8	..	..	..	..
..	24.20	24.21	593.7	..	..	..	..
..	24.25	24.26	596.6	..	..	..	..
..	24.3						

# First trial railway run

On a sunny day in May of 1882, a land transportation hallmark in Newfoundland was dutifully reported in the press and enthusiastically applauded 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, at a place called Donovan's, 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 Whiteaway: court officials, merchants, representatives of the various churches. And there were some aboard the two-car train of that mass of faceless people known as the "general public".

The locomotive attached to the cars 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.

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 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 awe-some tones: "I shall be surprised at nothing that takes place in the future." Remarkably an elderly woman as she took her place in the elegant car with its crimson velvet 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 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 dined. As the tracks extended onward, "Anne's" house became the first station outside St. John's. As there was no official name for the place, it became known as "Anne's" to the many travellers who patronized it.

Some unknown person, some say a railway conductor, embarrassed by the comments he got when announcing the train's arrival at "Anne's", changed the name on the railroad timetables to St. Anne's and this name held for several years. But sometime shortly after 1900 the locality became known as Donovan's after a farmer of that surname who had resided there. It was also referred to as Donovan's Station because the train continued to stop there.

Following that widely-reported 1882 trip to Anne Fitzpatrick's hostel, Premier Whiteaway, 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. Whiteaway 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" 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, Whiteaway's dream became reality.

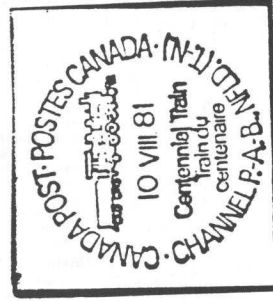
the elevated ground about four miles out, the view of Freshwater Valley, the surrounding hills and the ocean in the distance was very fine."

About 25 minutes after leaving St. John's, the train reached the end of the line. The day was beautiful; a bright sun overhead. The passengers alighted and, according to reports, spent a couple of hours rambling about the track and 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. One newsman, in an editorial, said that so many people would be taking excursion trips to Holyrood, and then 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 rumored, said the writer, 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 local 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." 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 where, in settlements in Notre Dame Bay, copper mining was in full swing, a vital activity in the colony's commerce. And the rail line ran in 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 Donovan's, the end of the railway line from St. John's for that memorable excursion in mid-May, 1882. People had been living in the area since the early 1880s, however it wasn't called Donovan's until the beginning of the 20th century.



Detailed Statement of Expenditure for Year ended June 30th, 1901-02

Under Head XL.

On Account of SALARIES.

<u>NAME.</u>	<u>POSITION.</u>	<u>SALARY.</u>	<u>OVERTIME.</u>	<u>TRIP ALLOWANCE.</u>
<b>VOTE 14 - TRAVELLING POST OFFICES.</b>				
BROUGHT FORWARD.....				531.26
Samuel J. Bradbury,	Supt. Mail Clerks,	\$1,620.00		
William J. Thistle,	Mail Clerk,	1,125.00		
William Squires,	" "	990.00		319.32
Patrick J. Hickey,	" "	990.00		361.24
Augustus Morberg,	" "	990.00		367.20
Alex. Williams,	" "	1,080.00		22.60
Abram Parsons,	" "	990.00		284.92
Giles Smith,	" "	990.00		243.36
James Fowler,	" "	990.00	26.95	7.38
John Baird,	" "	990.00		288.00
Walter W. Bishop,	" "	1,080.00		
John A. Butt,	" "	990.00		340.94
Howard Cutler,	" "	990.00		7.40
John J. Kemp,	" "	1,080.00		
John Collins,	" "	900.00		
Lewis Northcott,	" "	900.00		94.50
William J. Hogarth,	" "	900.00		233.28
Stephen Penney,	" "	375.00		29.88
Joseph Curtis,	" "	562.50		45.36
Stanley Adams,	" "	900.00		323.28
Charles Gram,	" "	562.50		21.60
Elezer Hicks,	" "	900.00		346.68
John Cuppy,	" "	777.50		180.36
Justin McCarthy,	" "	810.00		277.38
John Legge,	" "	506.25		18.36
James J. Davis,	" "	810.00		153.36
James French,	" "	810.00		55.08
Herbert Angel,	" "	810.00		23.85
Daniel Flynn,	" "	810.00		346.68
George Nicholl,	" "	810.00		331.74
Tobias Ledrew,	" "	108.00		
Joseph A. Sampson,	" "	148.50		
E. J. Dominey,	" "	594.00		12.96
A. B. Soerjour,	" "	594.00		
Walter Young,	" "	594.00		
Edgartt. King,	" "	47.00		
A. Carew,	" "	38.00		
<u>\$29,162.25</u>				
<b>VOTE 15- SYDNEY ASSORTING OFFICE.</b>				
Arthur W. Shano,	Clerk in charge,	\$1,436.40	27.66	
D. J. Ferguson,	Assorter,	1,306.80	25.14	
Gaudid DuTot,	" "	1,306.80	25.14	
Heber Williams,	" "	1,042.20	20.04	
Onslow Brown,	Clerk,	990.00	15.85	
per A. W. Shano,	Janitor,	108.00		
<u>\$ 6,190.20</u>				
John Foran,				14.76
Abram Richards,				7.38
George Squiren,				7.38
William Hutchings,				1.46
FORWARDED.....				\$672.14
				<u>\$4,767.79</u>

.../28

# CENTENNIAL TRAIN

In commemoration of 100 years of the Railway in Newfoundland, it was arranged to have a Centennial Train travel the breadth of Newfoundland. This program was under the auspices of Terra Transport and the Newfoundland Transport Historical Society in cooperation with the official Postal Service. The Centennial Train left Channel - Port aux Basques on August 10, 1981 en route to St. John's, where it arrived on August 14, 1981, after making intermediate stops at Corner Brook, Grand Falls, Bishops Falls, Clarenville and Whitbourne. This Centennial Train included a special railway mail car, and George LeDrew, an old timer and former Railway Post Office official, applied official cacheted cancellations at each stop during the four day journey, after which the seven different hammers, one for each stop, were sent to the National Postal Museum in Ottawa. Although the last official regular R. P. O. was taken out of service in late 1971, the establishment of the commemorative Centennial Train under official auspices gives to Newfoundland the recognition of having the last known railway mail car in postal service; this should hold true until some other group discovers the pleasures of commemoration. With these considerations in mind, and in honor of the "last R. P. O.", we are pleased to establish the following collateral listings outside of the regular scope of this catalogue.

Listing #	Cancellation	Type	Date of Use	R.F.	Reporter
CT-1	CANADA POST • POSTES CANADA / Centennial Train Train du centenaire / (town name) NFLD. (T.-N.) CT1			197	
a.	CHANNEL P.-A.-B.		August 10, 1981	315#	
b.	CORNER BROOK		August 11, 1981	335#	
c.	GRAND FALLS		August 12, 1981	400#	
d.	BISHOPS FALLS		August 12, 1981	400#	
e.	CLARENVILLE		August 13, 1981	390#	
f.	WHITBOURNE		August 13, 1981	390#	
g.	ST. JOHN'S		August 14, 1981	240#	

52/...



CENTENNIAL MAIL TRAIN

by J.G. Butt &amp; J.D. Wilson

To commemorate the 100th Anniversary of the Newfoundland Railway, a special Centennial Mail Train left Channel - Port Aux Basques on August 10, 1981, to begin the last Travelling Post Office mail run across Newfoundland. The Stops along the rail line were Corner Brook, Grand Falls, Bishop's Falls, Clarenville, Whitbourne and St. John's.

The Centennial Train was sponsored by the Newfoundland Transport Historical Society, in co-operation with Terra Transport. As a restored mail car was used for this occasion, with George Ledrew, a former railway mail clerk, in charge. An extra car was provided to show visitors railway memorabilia.

Canada Post provided seven cancelling devices, one for each stop along the route. Special cacheted envelopes (1300) were provided by the Historical Society to mark the occasion. Nine hundred picture postcards depicting a Newfoundland steam locomotive were also provided, and received the special cancellation. Approximately 3000 pieces of mail were handled by Mr. Ledrew (distribution table below).

NEWFOUNDLAND TRANSPORT HISTORICAL SOCIETY ENVELOPES

	ONE STRIKE	MULTIPLE STRIKES
Channel - Port aux Basques	250	
Corner Brook	20	180
Grand Falls	10	50
Bishop's Falls	10	50
Clarenville	10	60
Whitbourne	10	60
St. John's	589	
TOTALS	899	400

N.T.H.S. Total = 1299 Pcs.

Picture Postcards = 900

Personal Mail = 1000

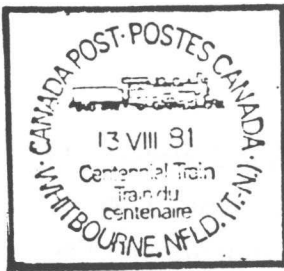
= 3199

The Newfoundland Railway Mail Service (later Canadian National) operated from 1898 - 1971, and was an integral part of Newfoundland's Postal Service. At its peak, mail was carried from St. John's to Port Aux Basques and along several branch lines, employing 35 Railway Mail Clerks. In late 1971 the rail mail service was replaced by road transport. So ended a remarkable period in our postal history.

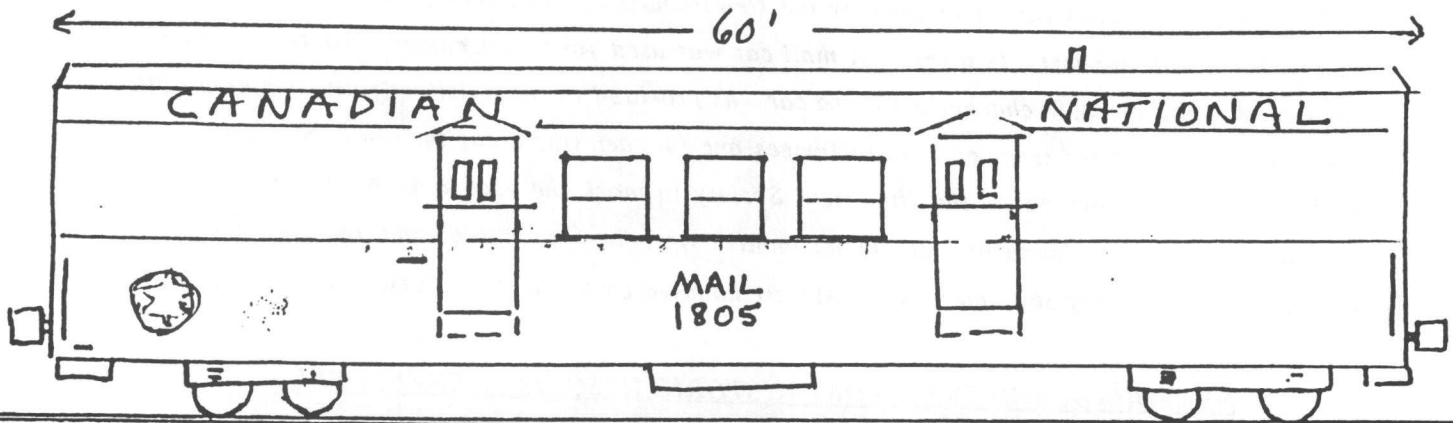
(i.e. Multiple Strikes - One or more towns on single cover)

.... / 30

# MAIL CAR S



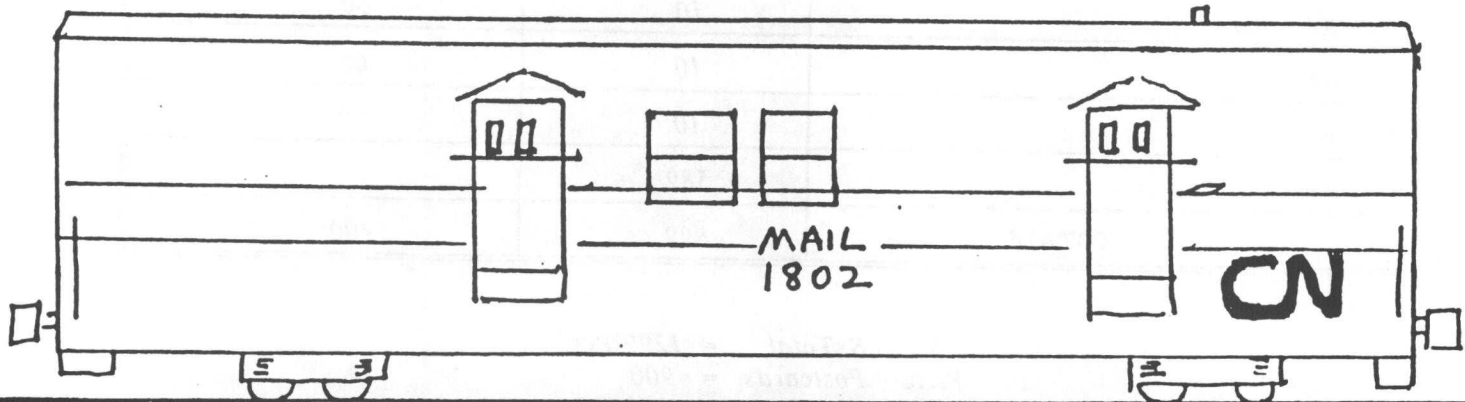
## CANADA POST NEWFOUNDLAND OPERATIONS 1949 - 1968



NEW TYPE  
1968

NARROW GAUGE TRACK

ON SITE  
BOWRING PARK  
ST. JOHN'S NFLD



OLD TYPE  
1949

ON SITE  
NFLD TRANSPORT HISTORICAL  
SOCIETY.  
MT. SECO. PARK  
ST. JOHN'S NFLD.

111/31

DRAWING BY GEORGE LEARNEY 1000 17-2-88

RAILWAY MAIL SERVICE  
--- LIBRARY ---  
(703) 549-4095 WEEKS  
12 EAST ROSEMOUNT

## Relics of the rails

The Newfoundland Transport Historical Society was established in November 1977 by members of the Terra Nova Model Railroaders Club to preserve local artifacts and photos of all aspects of transportation in Newfoundland and Labrador.

By sponsoring a number of local exhibits that include a display of railway photos at the Arts and Culture Centre and the Avalon Mall in 1979, the Society has actively tried to promote interest in the history of rail transport in the province.

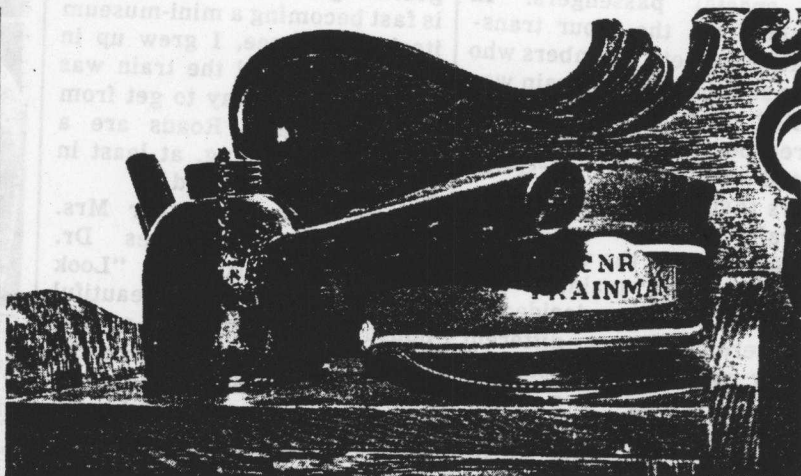
"Although we are very interested in the railway," explains Dr. M.W. "Ben" Hogan, Chairman of both groups, "We actually are responsible for all aspects of transportation history in Newfoundland.

The Society provided historical photos and displays for an orchestral railway suite that was performed by the Newfoundland Symphony in 1980 but recently the Society has become involved in what may prove to be its largest undertaking — a historical train.

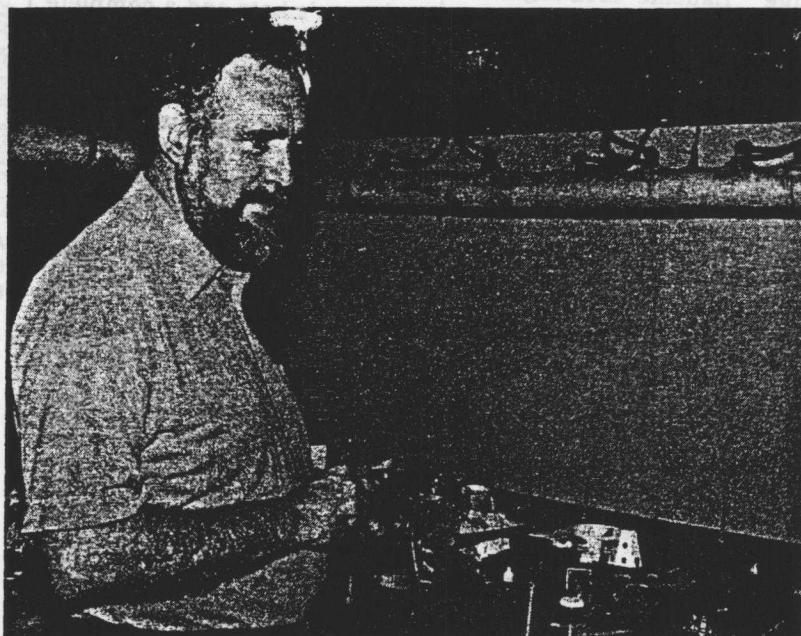
As a project to commemorate the 100th anniversary of the railway in Newfoundland, Terra Transport has decided to run a small historical train from Port aux Basques to St. John's in August, consisting of restored mail and baggage cars, Terra-Transport's VIP passenger car, the "Terra Nova", and the original "Avalon" passenger car.

"We had several meetings with TerraTransport," says Dr. Hogan, "and we finally became involved with putting the train together. It's their train but it was our idea to paint the cars in the original Newfoundland Railway colors.

In fact there was some dispute over the color that was later put on the cars. "Nobody could remember the correct shade of red and, of course, photos are no good to you because they weren't in color in those days.



Some railway relics that clutter the Hogan household.



Dr. Ben Hogan at the controls of his own private railway.

it's too bad that TerraTransport later decided that the Avalon wasn't going on the run," he continues and adds that the 83-year-old car was judged unsafe for a journey across the island.

The baggage and mail cars that were subsequently restored to the original red and gold of the Newfoundland Railway prior to Confederation are considered to be some of the last in working condition.

"We actually sent some of the members of the Society to Bishop's Falls to help find material for the cars that were restored," explains Dr. Hogan,

"but, of course, our biggest contribution is the museum on the train.

"We were also fortunate to get the use of locomotive and station models made by Huntley Butler, John Kennedy, William May and Peter Patrick. I had one of the locomotive models in the back seat of my car one time and the bell rings at every level crossing," he chuckles. "We also had a number of railway and steamship photos and relics so we decided to include them in the museum."

The exhibit was made more

interesting by the addition of a few special passengers. In addition to the four transportation society members who will make the trip, the train was granted permission to carry a retired postal clerk to stamp a limited edition of first-day covers that will be available on the train.

In addition to the running of the centennial train, TerraTransport has also decided to hold ceremonies at different railway communities along the route, unveiling two commemorative plaques to the memory of R.G. Reid at St. John's, and the "human wind-gauge" Lauchie McDougall at Port aux Basques. McDougall, who lived at Wreckhouse, recorded wind conditions in the area and advised CN if it was safe for trains to run without danger of being blown off the tracks.

The TerraTransport celebrations will also include the dedication of several old restored rail cars at communities along the way, the publication of a railway history booklet, and the added twist of including a container on the history train not only to promote the service, but also demonstrate the future of the railway in the province.

"When the train is finished its run around the middle of August, TerraTransport has agreed to hand over the mail and baggage cars to the Society," confides Hogan with some satisfaction. "We would also like to receive custody of the 'Avalon' if we could. It's a beautiful old car and really should be indoors to preserve it."

Dr. Hogan and his small group now are trying to find a permanent home for the old cars and the hundreds of transportation artifacts and photos, many of which have clogged the Hogan family household. In 1979, TerraTransport sent the Society a letter of intent to turn over the old railway commissary building as a possible home for the material.

"I've always had a great in-

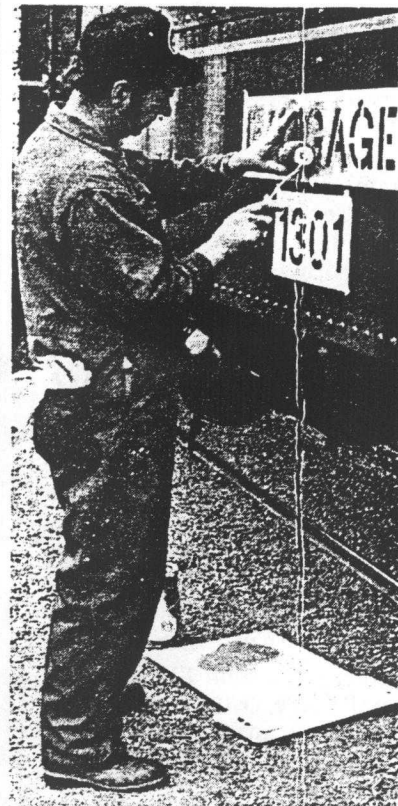
terest in trains," says Dr. Hogan gesturing around his den which is fast becoming a mini-museum itself. "You see, I grew up in Grand Falls and the train was about the only way to get from place to place. Roads are a pretty recent thing, at least in Central Newfoundland."

It is unclear whether Mrs. Hogan entirely shares Dr. Hogan's enthusiasm. "Look what he's done to my beautiful house!" she exclaims, as she indicates the rooms where Dr. Hogan is busy fishing out some real prizes from the cabinets. Such obscure objects as a Pullman window jack, a piece of observation car platform, old trainmen's hats and a complete washstand from a coastal steamer all form part of the copious collection. And then there's the model railroad under construction in his basement!

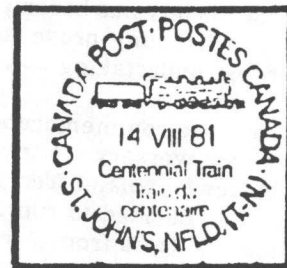
"Actually model railroading is something you rediscover as an adult," observes Dr. Hogan as he hovers over his model European Railway of the Swiss, Austrian, Liechtenstein border system. "I've been interested in this for at least the last nine years and I guess really since I was a boy. I have trains from my youth that still run."

For the Hogan family, interest in railway history and modelling is contagious, and already the family garage is becoming a museum storage area for transportation history relics, including the most recent find, a 34-inch train axle which was unearthed at the new CN Hotel site behind the old Hotel Newfoundland. The Newfoundland Transport Historical Society is sure this one is a genuine trophy because it was dug up at the site of the original Fort William Station which was destroyed by fire in 1903, and eventually relocated to the present Water Street site.

Even an ardent railway buff like Ben Hogan is stumped by this axle which is 8 inches shorter than the narrow gauge railway in Newfoundland. Anybody out there have any ideas on where this car may have run?



Adding the finishing touches to the freshly painted Red, Gold and Green Baggage car for the centennial train.



### *Centennial Train*

*Port aux Basques to St. John's  
10-13 August, 1981  
100 Years of Railway in  
Newfoundland  
Sponsored by Terra Transport  
and  
Nfld. Transport Historical  
Society*

*Another Year Finished  
D. J. P.*