

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

THE R.P.O. NEWSLETTER

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

Volume 26 - No.2

Whole No.133

December, 1997

CONGRATULATIONS TO: our Members Geoffrey Walburn of Kelowna, B.C. on being elected as a Fellow of the Royal Philatelic Society of Canada at their Annual Meeting in Calgary; and J. Don Wilson of St. John's, Newfoundland, on being elected as a Fellow of the Order of the Beaver at the BNAPS Annual Meeting in St. John's.

A Sad Commentary on the State of Railways in Canada, from the Financial Post. Fall, 1997 -



1997-98 DUES OWING - \$ 10 Canadian, \$ 9 U.S. or 5 Pounds Sterling if box checked. ☐

...../2 PAID

CONTENTS - This issue contains quite a few new reports from various members, two pages and a map from Leahy's Hotel Guide & Railway Distance Guide of America, submitted by Jim Felton, some recent news of the sale of CPR track in Quebec, a few historic photographs, and an obituary from the London Times of the late Robson Lowe, a great Postal Historian.

MISCELLANEOUS REPORTS - Should appear in Annex XVII -

Wash. N. Bay
*13

APR. A. 67

R. COTE

WASH - N BAY / R. COTE - O-425B -
New Early Date 4/1/67. Train 213
Reporter 293

.....
Late date is 2/3/68. Reporter 16.
.....

TOR & SUD / (Name removed) - O-415 -
Type 22A, 4/13/65, RF 500, Reporter 293.

TOR&SUD 4

.....
This report - and those above and below
were in Bob Lee's May 1997 Sale.
.....

APR. 13.6



TOR. & SUDBURY / (Name Removed) - O-414Cb
Type 7B, Train 3, 4/25/65, Reporter 293.

.....
A De-listing - TS-330 - MONTREAL / CANADA -
No. 357, Type 6F, 4/27/?, Reporter 108.

This run was listed in 1981 on the assumption
that the "No.357" represented a train number.
This was a pool train which left Quebec City
at 11:55 PM and arrived in Montreal at 7:30
AM daily. There is no record of this train
running west of Montreal - but the listing cover
was mailed in Montreal, addressed to Sarnia, Ontario.



.....
A New Listing - TS-196 - NORTHERN ALBERTA RAILWAYS /
?????/ E.W.BYFORD / TRA.23 DEC 6 1932 /
LAC LA BICHE - WATERWAYS RTE.
Type 22C, RF 500*, Reporter 329

This is the first report of a mail clerk
marking from the eastern or Fort McMurray
branch of the Northern Alberta Railways.
As shown by the ????? above, the second
line of the marking is unintelligible.



...../3

STAMPS • CHARLES VERGE

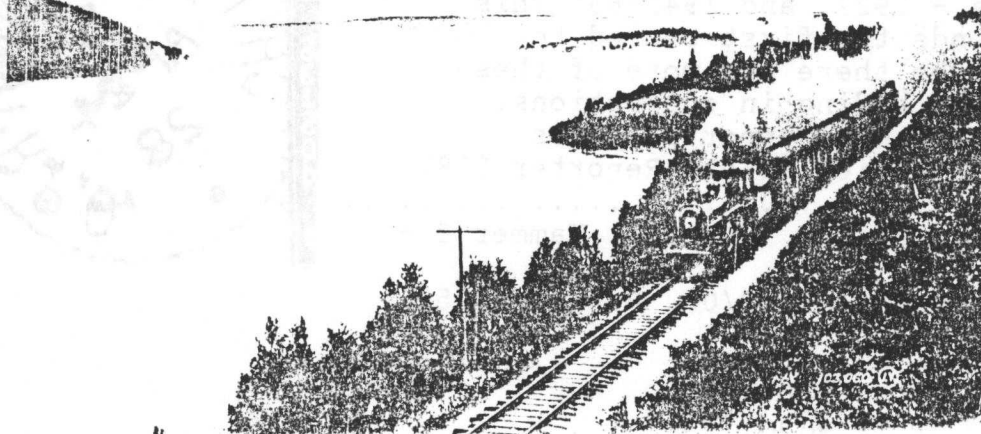
Always happy, showing pleasure in seeing you and greeting you with the words of Wilbur the pig in *Charlotte's Web*, "Salutations, my fancy way of saying hello," is how I will always remember Ron Kitchen who died last Sunday of cancer. Ron was a stalwart of many of the Ottawa stamp clubs. Although his collecting interests were eclectic, he specialized in Ottawa post card views and military and railway mail. Constantly accompanied by at least two cameras, he took it upon himself to record, during the last three decades, the history of philately and stamp collecting in the Ottawa area. These efforts will stand as a memorial to him. Our condolences to Lillian, his wife of 55 years, and to his family.

Charles Verge is vice-president of the Royal Philatelic Society of Canada. For questions and comments, write to him c/o The Citizen, 1101 Baxter Rd., Box 5020, Ottawa K2C 3M4. He can also be reached on Internet at: vergec@sympatico.ca

VERNON DAILY NEWS -

Is it not time that No. 374—that old patriarch who so manfully struggles up and down our valley—was relegated to the home for aged and worn out engines, if such exists. On Saturday she toiled into Armstrong nearly three hours late, on the southward trip. Returning in the evening, between Vernon and this town, her fire-box became detached—an accident which would have been serious on any other line—and only with the aid of numerous pieces of wire and scrap was she coaxed into Armstrong. This was about 8 o'clock, and the remarks of some of her supperless passengers are hardly fit for publication. SEP. 7, 1905

FROM KEN GILLISON.



A Limited along the Bras d'Or Lakes, Nova Scotia
Submitted by Don Wilson

ROBSON LOWE

Robson Lowe, philatelist and publisher, died on August 19 aged 92. He was born on January 7, 1905.

IN THE sphere of philately over the past seven decades, no name has become better known worldwide than that of Robson Lowe — known as "Robbie" by anyone who had spoken to him more than once.

He was regarded as the fount of knowledge not only in the field of adhesive postage stamps issued in the British Empire, but also of the earlier handstruck markings which signified that postage had or had not been prepaid. He virtually created the study and collection of items of postal history. His book *Handstruck Postage Stamps of the Empire 1680-1900* pioneered the study of these markings.

He will be remembered for many things, perhaps mostly for his labours in editing and preparing for publication the six-volume *Encyclopaedia of British Empire Postage Stamps* (1948-90), although to his regret this is incomplete with regard to Southern America and Antarctica. Among his other books were *The Codrington Correspondence* (1951), which details the postal history of a dossier of letters from Antigua, and *The British Postage Stamp* (1968).

The activity that gave him the greatest personal satisfaction was the acquisition and removal from the market of the stock of the notorious forger Jean de Sperati, who refused to admit that his productions were anything other than works of art — artifice would have been a less objectionable term. His two-volume exposé of the forgeries appeared in 1955 and is perhaps his best work.

Lowe was an indefatigable philatelic publisher. In 1934 he started a magazine called *The Raconteur*, which became *The Philatelist and Raconteur* and then *The Philatelist* in 1937, after he had acquired the title to a magazine of that name first published in 1866. His most recent periodical publication was *The Philatelist and Philatelic Journal of Great Britain*, which last appeared in July 1997.

He was a man of great



puckish charm, with a fund of stories and jokes. Perhaps it was his Irish sense of humour that resulted in a four-item entry in his 88-page *Index to The Philatelist and The Philatelist and P.J.G.B.* (1980) with a heading "Entries with Reference Number Missing".

Robbie Lowe began trading in stamps as a schoolboy, and recorded that his first year yielded a profit of £100.

At a dinner marking his 70 years as a dealer, he related how in 1920 he joined the stamp dealers Fox & Co, at South Kensington — and lasted only a day. The managing director asked Lowe into his room to chat about his reasons for going into the stamp business, and Lowe explained that he wanted to learn how a good business

was run so that he could start his own. Naturally loath to train a rival, the boss fired him on the spot.

In 1926 Lowe managed to set himself up in business in Regent Street, London, as Robson Lowe Ltd. Ten years later the firm began stamp auctions, which continued until being taken over by Christie's in 1980.

He regularly attended international philatelic exhibitions in Europe, America and the Far East. He was also responsible for much of the organisation of the international stamp exhibition at the Festival Hall in 1960.

His collecting and studying activities were remarkable. He was forever starting new collections. One which gave him intense pleasure was several albums of Valentines: lacy cards of the mid-Victorian era and later.

He was a strong philatelic propagandist, and encouraged people of all kinds to partake of the delights of studying the objects of their acquisition.

Many philatelic honours were bestowed on him, all over the world. He was the first member of the trade to be awarded honorary membership of the Royal Philatelic Society London, in 1991, and in 1983 he became president of the Cinderella Stamp Club.

However, eminence has its perils and temptations. Occasionally, Lowe used his authority to make assertions for which the evidence was ambivalent. His business was certainly at the service of his publishing, and it may be that his publishing was sometimes excessively at the service of his business. Commercially too, he sometimes sailed close to the wind.

His wife died in 1972, but he is survived by two daughters.

MORE NEW REPORTS -

Horace Harrison has pointed out an error in the Type definition section of the Catalogue. Please refer to Page 240, Type 4D. The definition should read - "Like Type 4, except ends of run are joined by single line arc or arcs, with or without dot in centre. His example is listing N-47, which has a central dot at bottom.

.....
From Bill Topping - S-1024b-

BRITISH COLUMBIA /
COAST SERVICE /
PURSER'S OFFICE /
S/S PRINCESS ALICE



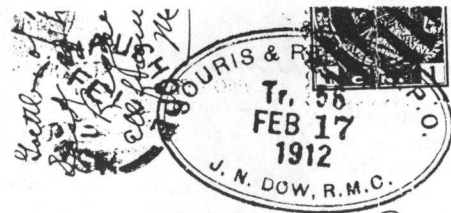
Type 1J, August 1, 1917

RF 500, Reporter 97

A Late date of January 13, 1935 is also reported.

.....
From Bob Lee - W-149B -

SOURIS & REGINA R.P.O. /
J.N.DOW, R.M.C.



Type 3D, Train 56, 2/17/12

RF 500, Reporter 179

.....
From Jim Felton - MA-59, Hammer II -

This strike is dated before the proof date of 12/9/48 reported for this hammer. The XI slug was probably used in place of the XII by the mail clerk. Reporter 258.



.....
From Jim Felton - MA-53, Hammer VII -

Ludlow reported this hammer used for two periods - 1927, and 1941-63. This strike extends the first period to 4/24/28. Maybe there are more of these early strikes hiding in collections. How about some more reports? This strike is magnified twice. Reporter 258.



.....
Also from Jim Felton - MA-255, Hammer I -

A new early date - 9/12/00, Reporter 258



A Page from Jim Felton -

MA-125 - Ludlow reports two distinct periods of use - 1913-23, and 1935-54.

Here is a report of 8/23/27, between these two. Any more reports /



W-89 - Hammer 2 - An interesting ding in the rim -

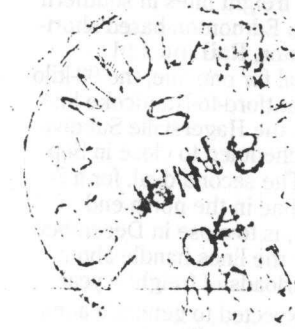
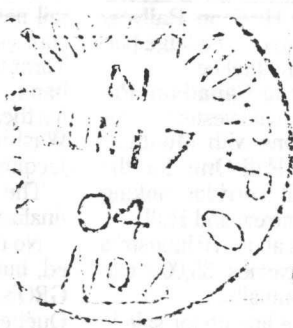


MA-62 - December 8, 7 -
An inverted M for a W
in the Indicia-

MA-131a. Hammer I -
An early date - 1/8/14.
Hammer proofed 12/3/13.



O-362 - Hammer I has a short horizontal bar on the "L", while Hammer II has a normal "L". Note also the return trip markings for Hammer II, both "N" and "S" on June 17, 1904.



O-272 - Jim reports a clear maltese cross at the bottom of the strike, no year date, but a clear "76" below the month and day. It can't be a train number. Does anyone have an explanation ?



From Kevin O'Reilly - A new listing - S-178, Type 3, 11/12/10 to 11/3/14, RF 500, Reporter 329.



Mrs. M. Bander

Holland.

Free

John Watson reports O-166A, LONDON & WINOSOR R.P.O. dated 12/18/09. This is a new late date by Reporter 333. Reduce RF to 400.

The Financial Post August 23, 1997

CN to transfer two lines in Ontario to Railink

TORONTO — Canadian National Railway Co. has agreed in principle to transfer through a 21-year lease two freight lines in southern Ontario to Edmonton-based short-line operator, Railink Ltd.

The deal for one line, the 90-kilometre Brantford-to-Nanticoke line known as the Hagersville Subdivision, is scheduled to close in September. The second deal, for a 7-km spur line in the north end of Hamilton, is to close in December. Together the lines handle about 35,000 carloads of freight a year and are expected to generate annual revenue of \$6 million for Railink.

Transfer of the lines is part of CN's three-year plan to shed about 9,600 kilometres of track by 2000.

— Peter Fitzpatrick/FP

CPR unit finds buyer for big portion of Quebec track

FINANCIAL POST 26 AUG 97

BY PETER FITZPATRICK

Transportation Reporter The Financial Post

St. Lawrence & Hudson Railway Co. has found a buyer for a huge portion of its tracks in Quebec.

The subsidiary of Canadian Pacific Railway Co. said yesterday it is in final negotiations with Montreal-based Genesee Rail-One for the 590-kilometre rail corridor linking Quebec City, Montreal and Hull.

The line serves about 70 industrial customers and carries 35,000 carloads of freight annually.

St. L&H put the line up for sale in January, saying it was looking for a buyer or partner to operate it as part of CPR's three-year plan to shed 8,656 km of line by 1999.

"The sale of these assets will enable the St. L&H to restructure its rail network and to focus on its two core corridors linking Montreal and Toronto with Chicago on the one hand, and extending to the U.S. northeast as far as Philadelphia and Washington on the other," said Jacques Côté, St. L&H president.

The agreement is expected to be finalized by mid-November.

No details of the deal were provided, but the line will be operated by GRO's subsidiary, Les Chemins de fer Québec-Gatineau. GRO is a Canadian shortline railway whose principal shareholders are Quebec-based Cygnus Group and Genesee and Wyoming Inc. of Greenwich, Conn.

BRITISH COLUMBIA

● Indicates Summer Resort.
★ Indicates Winter Resort.

[illegible]

EXPLANATION OF ABBREVIATION OF THE RAILROADS

C P	.....	Canadian Pacific	B & N	.....	Bedfordton & Nelson
E & N	.....	Esquimalt & Nanaimo	K V	.....	Kettle Valley
G N	.....	Great Northern	S & B C	.....	Spokane & British Columbia

ALBERTA

LUX, 600 ^{Canada} G-4
ALANAS, 700 ^{Canada} G-4
IMPERIAL 50R. A 2.50
ATHABASCA LG. 425 G-3
GRAND UNION 45R. E 1.50
BANFF, 1,177 F-5
BRETTON 100R. A 4.50 up
BONNET SPRING 305R. ^{Canada} E 1.50 up
CASCADE 60R. E 1.50 up
KING EDWARD 50R. ^{Canada} E 1.50 up
MOUNT ROYAL 75R. ^{Canada} E 4.00 up
BANKHEAD, 1. F-5
BARONS, 200 ^{Canada} F-5
ARNOLD 20R. A 3.00
BASHAW, 300 ^{Grand Trunk} F-5
BASSAN, 300 ^{Canada} H-6
HUNTER 47R. E 1.25 up
BAWLF, 300 ^{Canada} E 1.50
UNION 25R. E 1.50
BELLEVUE, 1,000 ^{Canada} F-5
SKEWEE 23R. A-E
DIO VALLEY, 1,050 ^{Can. Nor.} E 1.50 up
FRONTENAC 50R. E 1.50 up
BLAIRMORE, 1,552 ^{Canada} F-5
COSMOPOLITAN 47R. ^{Canada} A 3.50 up
BOWDEN, 300 ^{Canada} F-5
BOW ISLAND, 427 H-6
MYRTLE 30R. E 1.50
BROOKS, 500 C F
NEWELL 41R. E 1.50
CALGARY, 63,305 G-5
EMPIRE 25R. ^{Can. Nor.} E 1.50
LICENSED HOTELS
ALEXANDRA 177R. 1.50 up
CORONATION 60R. 1.50 up
CARLETON 100R. E 5.00 up
CECIL 54R. .50 up
DOLINGTON 74R. .50 up
DOLINGTON 60R. E 1.00 up
EMPIRE 115R. E 1.50 up
IMPERIAL 65R. E 1.00 up
KING GEORGE 115R. ^{Canada} E 1.50 up
KING EDWARD 165R. 75 up
LETHBRIDGE 165R. 75 up
NATIONAL 65R. ^{Canada} E 1.50 up
NORL 150R. E 1.50 up
OUPENOR 65R. E 1.00 up
FALLISER 950R. A 4.00 up
QUEEN'S 50R. E 75 up
RIVERSIDE 100R. E 1.50 up
ROYAL 75R. E 1.50 up
CAMBRI 25R. E 1.50 up
ST. ROIS 100R. E 1.50 up
VICTORIA 75R. 75 up
WHITNEY 61R. E 75 up
YALE 100R. E 1.50 up
UNLICENSED
BRACON LODGE 50R. ^{Canada} E 1.50 up
CALGARY 75R. E 1.50 up
CAMBRI 25R. E 1.50 up
EMPIRE 100R. E 1.50 up
ALASKAN 54R. E 75 up
PARK 60R. E 1.50 up
ST. LOUIS 60R. E 1.50 up
CAMROSE, 1,592 G-4
C. C. F. Can. Nor.
ARLTON 50R. E 1.50
CANMORE, 2,000 F-5
CANMORE 35R. A 2.50
CARDSTON, 1,612 F-7
CARSON 50R. E 1.50
BUNCER 17R. E 75
CARLSTADT, 700 ^{Canada} F-5
AMERICAN 17R. A
CARMANGAY, 300 ^{Canada} F-5
RANGE 50R. E 1.50
CASTOR, 710 ^{Canada} F-5
COSMOPOLITAN 40R. A 3.00
CHAMPION, 400 ^{Canada} F-5
SAYO 20R. E 1.50
CLARESHOLM, 1,000 ^{Canada} F-5
QUEEN'S 50R. E 1.50 up
LITTON 15R. E 1.50
COCHRANE, 500 ^{Canada} F-5
QUEEN'S 50R. A 3.50
COLEMAN, 1,590 ^{Canada} F-5
COLEMAN 50R. E 1.50 up
EMPIRE 25R. E 2.00 up
UNION 30R. E 1.50
CORONATION, 2,000 H-5
ROYAL CROWN 74R. E. up
COUTTS, 500 H-7
On Hamilton Trail
RUNNERS 15R. E 1.50 up
COWLEY 50R. A 3.50
CROSSFIELD, 350 ^{Canada} F-5
OLIVER 15R. E 1.50
DIDSBURY, 900 ^{Canada} F-5
ROBERTSD 50R. E 1.50
DRUMHELLER, 2,499 G-5
WHITEHOUSE 50R. E 1.50 up
EDMONTON, 58,821 G-4
C. C. F. Can. Nor.
ALBERTA 100R. E 1.00 up
CARLTON 15R. E 1.50 up
CECIL 71R. E 1.50 up
COMMERCIAL 50R. E 1.50
CORON 15R. E 1.50 up
KING EDWARD 100R. 1.50 up
COLONIAL 74R. 3.50 up
MAC DONALD 30R. 3.50 up
LELAND 60R. E 1.50 up
QUEEN'S 60R. E 1.50 up
RICHELIEU 55R. E 1.50 up
WITTS 70R. E 1.50 up
ROYAL GEORGE 100R. E 1.50
SIELTOW 75R. E 1.50
YALE 50R. E 1.50 up
BANKHEAD, 1,000 ^{Canada} F-5
EDSON, 1,125 C F-4
DODGE 40R. E 1.50
EMPRESS, 700 C F
EMPIRE 45R. E 1.50
ENTWISTLE
FEMINA C N
ERSKINE, 300 ^{Canada} F-5
LAKEVIEW 50R. A 3.50
ETIZKOM, 900 C F
ETIZKOM 15R. E 1.50
EVANSBURG, 500 G-4
EVANSBURG 45R. A
EXSHAW, 500 0
PORTLAND 35R. A 1.50
FERINTOSH, 200 C N
GIBSON C N
TJ SASKATCHEW'N, 1,500 ^{Canada} F-5
QUEEN'S 50R. A 3.50
GADSBY, 300 ^{Canada} F-5
OXFORD 30R. A 2.50
GLEICHEN, 668 G-6
GRAND PRAIRIE, 1,061 E-3
D. C. E
MURRAY 45R. E 1.00 up
GRAMUM, 279 ^{Canada} F-5
ALBERTA 35R. E 1.50
GRASSY LAKE, 275 ^{Canada} F-5
GRASSY LAKE 30R. 1.00 up
HANNA, 1,364 H-5
NATIONAL 75R. ^{Can. Nor.} E 1.50
HARDISTY, 517 H-4
CECIL 40R. A 2.50 up
HIGH RIVER, 1,200 ^{Canada} F-5
ASTORIA 45R. A 2.50
OXFORD 40R. A-E
C. C. F. NOR. W. N
HILLCREST, 1,000 C F
UNION 35R. A 2.00
INNISFREE, 200 H-4
IRVINE, 356 ^{Canada} F-5
GRANBY 45R. E 75 up
JASPER PARK
ATHABASCA 45R. A 4.00 up
LODGE 350R. A 5.00 up
KELOWNA
PALACE 35R. C-N A 3.50 up
KILLAM, 350 ^{Canada} F-5
FLORENCE 35R. E 1.00 up
LACOMBE, 1,133 G-4
ADELPHI 45R. E 1.50 up
EMPIRE 55R. E 1.50 up
LAKE LOUISE F-5
CHATEAU LAKE LOUISE
E 7.00 up
LAMONT, 350 C N
COMMERCIAL 17R. A 3.00
LANDON, 400 G-5
LANGDON 11R. A 1.50
LEDUC, 800 ^{Canada} F-5
WALFORD 30R. E 75 up
LETHBRIDGE, 14,000 G-6
ALBERTA 35R. E 50 up
ARLINGTON 40R. A-E
KING EDWARD 50R. A 3.50
D. C. F
LETHBRIDGE 60R. E 1.50 up
LOUGHDEE, 300 ^{Canada} F-5
BOSTON 30R. A 2.50
LLOYDMINSTER, 286 H-4
ALBERTA 35R. A 2.50
MACLEOD, 1,723 G-6
EMPIRE 35R. E 1.25 up
QUEEN'S 55R. E 1.50 up
MAGRATH, 1,049 ^{Canada} F-5
McGRUB 15R. E 1.50
MANVILLE, 176 Can. Nor. E 2.50 up
ALBERTA 35R. A 2.50 up
MIDNAPORE, 300 ^{Canada} F-5
MEDICINE HAT, 9,000 H-6
CANADIAN
AMERICAN 45R. E 75 up
ASSINABOIA 75R. E 1.50 up
C. C. F. NOR. W. N
CORONA 71R. E 1.00 up
COSMOPOLITA 67R. E 1.50
ROYAL 60R. E 75 up
MIRROR, 500 ^{Canada} F-5
MIRROR 14R. E 1.50
MTN. PARK, 600 F-4
CHEVINT 27R. E 1.50
MORINVILLE, 600 G-3
ALBERTA 35R. E 1.50
MORINVILLE 50R. A 2.50
MUNDARE, 400 ^{Canada} F-5
MUNDARE 34R. 1.50 up
NANTON, 700 ^{Canada} F-5
AUDITORS 15R. E 1.50
NANTON 35R. A 2.50
OKOTAKS, 500 ^{Canada} F-5
ALBERTA 51R. E 1.50
OLDS, 764 ^{Canada} F-5
VICTORIA 40R. A 4.00
PASSBURY, 500 ^{Canada} F-5
PEACE RIVER, 1,000 F-2
PEACE 35R. E 1.00 up
ROYAL 35R. E 1.50 up
PENHOLD, 200 ^{Canada} F-5
PINCHER CREEK, 858 ^{Canada} F-5
ALBERTA 45R. E 2.50
ARLINGTON 40R. A-E
KING EDWARD 50R. A 3.50
POND COWE 50R. A 3.00
PONOKA, 1,594 ^{Canada} F-5
ALBERTA 15R. E 1.50
ROYAL 35R. E 1.50
PROVOST, 500 C F
PROVOST 45R. E 1.50
RAYMOND, 1,394 ^{Canada} F-5
RAYMOND 50R. E 1.00 up
RED CLIFF, 1,137 ^{Canada} F-5
RED CLIFF 50R. E 1.50 up
RED DEER, 2,328 G-5
ALBERTA 35R. E 1.50
WINDSOR 35R. E 1.50
ST. ALBERT, 800 G-4
BRUN INR 16R. E 1.50
SEDEGWICK, 400 ^{Canada} F-5
LUNGEON 35R. E 1.50
PIONEER 3

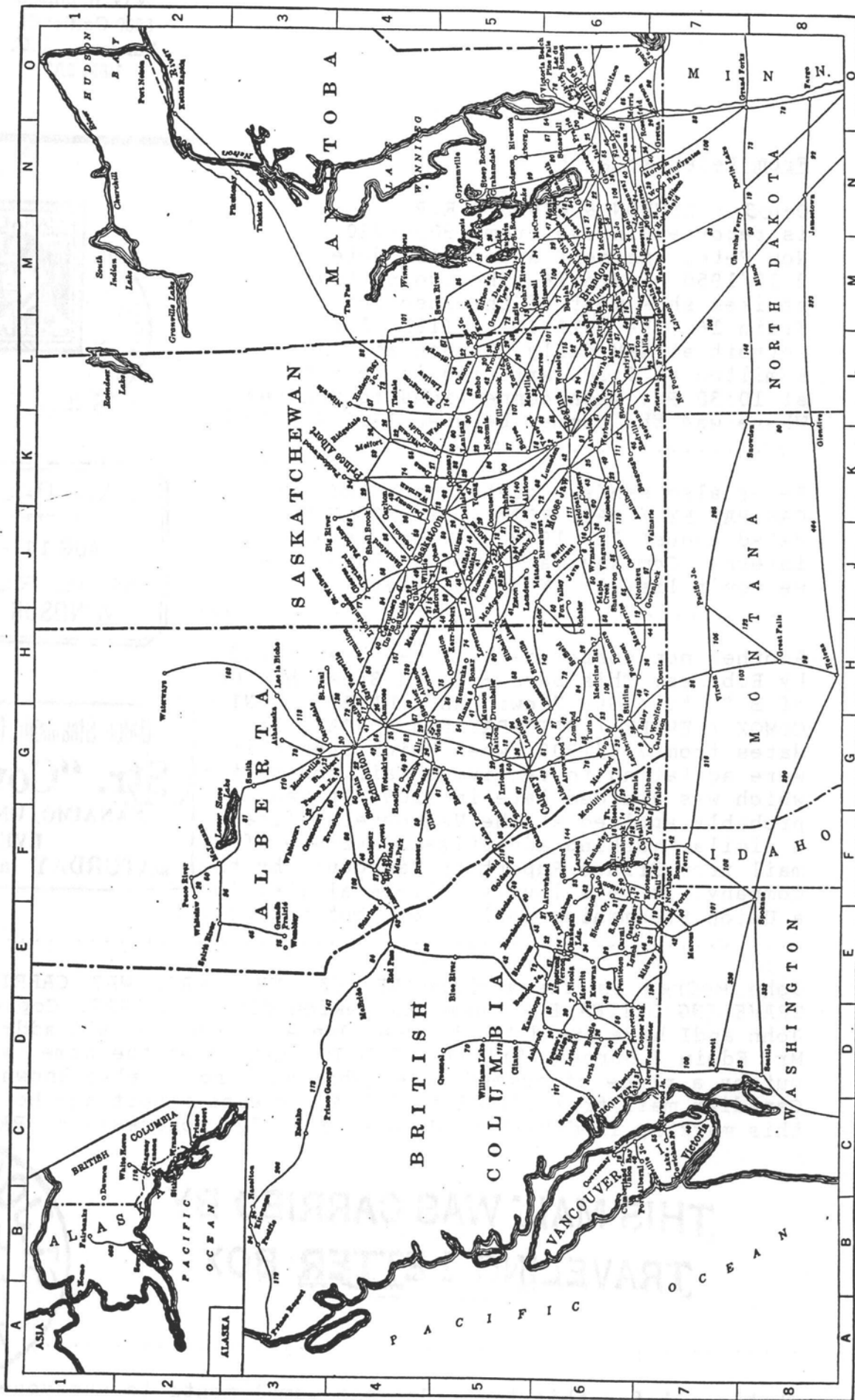
SASKATCHEWAN

① Indicates Summer Resort.
② Indicates Winter Resort.

ABERDEEN, 400 Canadian Pacific EMPIRE 308...A 1.50 up	DRINKWATER, 300 Canadian Pacific GRAND VIEW 308...A 3.00	INDIAN HEAD, 1,439 L-6 Canadian Pacific COMMONWEALTH 312...A 3.00	MELVILLE, 4,162 L-5 Canadian Pacific KING GEORGE 308...A 3.00	REGINA, 34,432 K-6 C.N. & P.C.P. ALEXANDRA 308...A 3.00	UNITY, 611 J-4 C.N. & P.C.P. UNITY 308...A 3.00
ABERNETHY, 300 Canadian Pacific IDEAL 128...A 2.00	DUBUC, 200 Canadian Pacific MAJESTIC 328...A 3.00	KAMSAK, 2,000 L-5 Canadian Pacific KING GEORGE 308...A 3.00	MILESTONE, 500 Canadian Pacific MILESTONE 408...A 3.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	VICTORIA, 300 Canadian Pacific VICTORIA 308...A 3.00
ALAMEDA, 208 Canadian Pacific ALAMEDA 318...A 3.00	DUCK LAKE, 427 Canadian Pacific ALLIES 308...A 3.00 up	KELLEHER, 450 Canadian Pacific PACIFIC 318...A 3.00	MONTMARTRE, 400 Canadian Pacific MOUNT ROYAL 308...A 3.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	VONDA, 397 Canadian Pacific ALEXANDRA 308...A 3.00
ARCOLA, 608 Canadian Pacific ARCOLA 408...A 3.00	DUNDURN, 260 Canadian Pacific WASCANA 408...A 3.00	KENASTON, 118 L-1 Canadian Pacific KENASTON 118...A 3.00	MOOSE JAW, 19,285 K-6 Canadian Pacific BRUNSWICK 708...A 1.50 up	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WADENA, 544 L-5 Canadian Pacific WADENA 408...A 3.00 up
ASSINIBOIA, 1,006 K-6 Canadian Pacific EL PRADO 978...A 3.00	ELBOW, 500 Canadian Pacific KING 308...A 3.00	KERROBERT, 800 Canadian Pacific WINDSOR 408...A 3.00	CITY 308...A 1.50 up	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WAKAW, 500 Canadian Pacific WAKAW 128...A 3.00
ASQUITH, 311 C.P. & N. ARLINGTON 308...A 3.00	ELFROS, 300 Canadian Pacific ELFROS 408...A 3.00	KINDERSEY, 1,003 Canadian Pacific KINDERSEY 308...A 3.00	CECIL 308...A 1.50 up	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WAPPELLA, 401 Canadian Pacific COMMERCIAL 408...A 3.00
BALCARRES, 500 L-6 C.P. & N. PLAZA 428...A 3.00 up	ELROSE, 450 J-5 Canadian Pacific LAWRENCE 408...A 3.00	KINISTINO, 500 Canadian Pacific KINISTINO 308...A 3.00	GRANT HALL, 408 Canadian Pacific ROYAL GEORGE 1008...A 3.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WARMAN, 300 K-4 Canadian Pacific CAMPBELL 308...A 3.00 up
BALFORD, 1,229 Canadian Pacific BATHFORD 1,229	ESTERHAZY, 400 Canadian Pacific CENTRAL 308...A 3.00	KIPLING, 500 Canadian Pacific KIPLING 408...A 3.00	MOOSEMIN, 1,099 Canadian Pacific QUEEN'S 708...A 3.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WATSON, 300 Canadian Pacific WATSON 308...A 3.00
BRENDENBURY, 290 Canadian Pacific LILLY 108...A 3.00	ESTVAN, 2,290 L-7 C.P. & N. BRENDENBURY 318...A 1.50 up	KIPLING, 500 Canadian Pacific KIPLING 408...A 3.00	MORSE, 559 Canadian Pacific ELKHORN 308...A 1.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WEBB, 400 Canadian Pacific WEBB 400...A 3.00
BROADVIEW, 829 Canadian Pacific BROADVIEW 308...A 3.00	EYEBROW, 300 Canadian Pacific WILLMORE 308...A 3.00	LA FLECHE, 500 Canadian Pacific LA FLECHE 308...A 3.00	MORTLACH, 395 Canadian Pacific MORTLACH 395	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WEYBURN, 3,193 L-6 Canadian Pacific ROYAL 308...A 3.00 up
BROCK, 400 Canadian Pacific METROPOLE 348...A 1.50	FLEMING, 263 Canadian Pacific IMPERIAL 408...A 1.00 up	LANG, 500 Canadian Pacific LANG 308...A 3.00	MUENSTER, 150 Canadian Pacific MUNSTEN 308...A 3.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
BRUNO, 500 Canadian Pacific BRUNO 308...A 3.00 up	FT O'APPELLE, 500 Canadian Pacific WINDSOR 308...A 3.00	LANGHAM, 430 Canadian Pacific LANGHAM 430	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
BULVER, 300 K-5 Canadian Pacific YER 108...A 3.00	FORGET, 497 Canadian Pacific PALACE 308...A 3.00	LANIGAN, 497 K-4 Canadian Pacific LANIGAN 497	N. BATTLE, 4,100 J-4 Canadian Pacific AUDIT 308...A 3.00 up	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
BUCHANAN, 250 Canadian Pacific WINDSOR 308...A 3.00	GAINSBOROUGH, 600 Canadian Pacific RIVERSIDE 308...A 3.00	LASHBURN, 350 Canadian Pacific IMPERIAL 308...A 3.00	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CABRI, 530 C.N. & P. MINTS 308...A 1.50	GLEN EWE, 350 Canadian Pacific IMPERIAL 408...A 3.00	LEADER, 765 J-5 Canadian Pacific LEADER 408...A 1.50 up	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CANORA, 1,230 L-5 C.N. & P. CANORA 308...A 1.00 up	GOVAN, 495 Canadian Pacific SILVER PLATE 308...A 3.00	LEMBERG, 500 Canadian Pacific MINTO 308...A 3.00	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CANORA, 508...A 1.50 up	GOVAN, 495 Canadian Pacific SILVER PLATE 308...A 3.00	LIPTON, 300 Canadian Pacific LIPTON 308...A 3.00	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CARLYLE, 394 L-6 C.N. & P. ARLINGTON 308...A 3.00	GRANITE, 308...A 3.00	LLOYDMINSTER, 469 H-4 Canadian Pacific LLOYDMINSTER 469	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CARDUFF, 494 Canadian Pacific AVONMORE 308...A 3.00	QUILL LAKE, 788 Canadian Pacific CLARKE 308...A 1.00 up	LUKES, 498 K-6 Canadian Pacific LUKES 498	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CARON, 325 Canadian Pacific COCHRANE...A 3.00	HAGUE, 350 Canadian Pacific HALBRITTE 300	LUSLAND, 300 Canadian Pacific TEMPERANCE 308...A 3.00	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CRAIK, 500 Canadian Pacific GRADE 378...A 3.00	HANLEY, 381 Canadian Pacific TRAVELERS 108...A 3.00	MACKLIN, 364 H-5 Canadian Pacific EMPIRE 408...A 1.50	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
CUPAR, 400 Canadian Pacific IMPERIAL 308...A 3.00	HARRIS, 500 Canadian Pacific COMMERCIAL 308...A 3.00	MAPLE CREEK, 1,002 H-6 Canadian Pacific COMMERCIAL 308...A 3.00	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
DAVIDSON, 652 Canadian Pacific GREAT WEST 348...A 3.00	HERBERT, 827 Canadian Pacific HERBERT 318...A 3.00 up	MARYFIELD, 300 L-6 C.N. & P. MARYFIELD 300	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
DELISLE, 273 J-5 Canadian Pacific EMPIRE 308...A 3.00	HUMBOLDT, 1,822 K-5 Canadian Pacific ARLINGTON 308...A 4.00 up	MELFORD, 1,750 K-4 C.N. & P. MELFORD 1,750	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up
DELMAS, 1,000 Canadian Pacific DELMAS 108...A 3.00	WINDSOR 408...A 1.25 up	CECIL 408...A 1.25 up	NEUDORF, 500 Canadian Pacific KING 318...A 2.00	ROSEBURY, 300 Canadian Pacific ROSEBURY 308...A 3.00	WILCOX, 300 Canadian Pacific WILCOX 308...A 3.00 up

MANITOBA

ALEXANDER, 400 Canadian Pacific ALTONA, 400 Canadian Pacific RHINELAND 378...A 3.50 BEAUSÉJOUR, 994 Canadian Pacific BEAUSÉJOUR 308...A 4.00 HOWLAND 158...A 3.50 BINSKARTH, 400 Canadian Pacific ROYAL 308...A 3.00 BOISSEVAIN, 825 C.N. & P. QUEEN'S 308...A 2.00 ELGIN, 450 Canadian Pacific ELGIN 308...A 2.50 ELKHORN, 534 Canadian Pacific MANITOBA 308...A 3.00 EMERSON, 895 M.S.P. & S.M. C.N. & P. RUSSELL 308...A 1.50 ELM CREEK, 497 C.N. & P. GRAND VIEW 318...A 3.00 GIMLI, 700 Canadian Pacific LAKEVIEW 408...A 3.00 GILBERT PLAINS, 737 Canadian Pacific COMMERCIAL 308...A 3.00 KING EDW 308...A 2.50 GLADSTONE, 823 C.N. & P. ALHAMBRA 308...A 3.00 GLENBORO, 500 Canadian Pacific LELAND 308...A 3.00 TEMPERANCE 308...A 3.00 GRAND VIEW, 900 C.N. & P. GRAND VIEW 318...A 3.00 CLARENDON 118...A 3.00	DAUPHIN, 3,885 M-5 Canadian Pacific HAMILTON 608...A 1.00 up KING'S 308...A 1.50 up DELOIR, 685 M-7 Canadian Pacific DELOIR 308...A 3.00 DOMINION CITY, 496 Canadian Pacific QUEEN'S 308...A 2.00 up ELGIN, 450 Canadian Pacific ELGIN 308...A 2.50 ELKHORN, 534 Canadian Pacific MANITOBA 308...A 3.00 EMERSON, 895 M.S.P. & S.M. C.N. & P. RUSSELL 308...A 1.50 ELM CREEK, 497 C.N. & P. GRAND VIEW 318...A 3.00 GIMLI, 700 Canadian Pacific LAKEVIEW 408...A 3.00 GILBERT PLAINS, 737 Canadian Pacific COMMERCIAL 308...A 3.00 KING EDW 308...A 2.50 GLADSTONE, 823 C.N. & P. ALHAMBRA 308...A 3.00 GLENBORO, 500 Canadian Pacific LELAND 308...A 3.00 TEMPERANCE 308...A 3.00 GRAND VIEW, 900 C.N. & P. GRAND VIEW 318...A 3.00 CLARENDON 118...A 3.00	GRETN, 581 N-7 C.N. & P. QUEEN'S 308...A 3.00 GRISWOLD, 300 Canadian Pacific HAMOTA, 700 Canadian Pacific CECIL 308...A 3.50 HARTNEY, 576 C.N. & P. BELL 308...A 3.00 HOLLAND, 400 Canadian Pacific VICTORIA 308...A 3.00 KILLARNEY, 871 Canadian Pacific LELAND 408...A 3.50 MELVILLE 308...A 2.50 LAC DU BONNET, 400 O-6 Canadian Pacific WOODBINE 308...A 3.00 MACGREGOR, 700 N-6 Canadian Pacific NIELSON 308...A 2.75 MANITOU, 618 Canadian Pacific MANITOU 308...A 3.00 MELITA, 676 Canadian Pacific MANITOBA 308...A 2.50 METROPOLITAN 308...A 2.50 MINNEBODA, 1,505 M-6 Canadian Pacific MINNEBODA 308...A 3.50 up TREMONT 408...A 2.50 MIAMI, 400 Canadian Pacific GRAND VIEW 308...A 3.00	MORDEN, 1,300 N-6 C.N. & P. ARLINGTON 308...A 3.50 MANITOBA 308...A 2.50 up MORRIS, 796 C.N. & P. COMMERCIAL 308...A 0-6 NAPINKA, 400 M-6 Canadian Pacific RUSSELL 308...A 3.00 NEEPAWA, 1,887 M-6 C.N. & P. HAMILTON 608...A 2.00 up KING EDWARD 308...A 2.00 up NEWDALE, 300 Canadian Pacific RAY 108...A 2.50 OAK LAKE, 500 Canadian Pacific OAKLAND 308...A 3.50 PILOT MOUND, 483 Canadian Pacific UNIQUE 308...A 3.00 PLUMAS, 700 C.N. & P. PLUMAS 308...A 3.50 PTM COULEE, 497 C.N. & P. PTGE LA P'RIE 6,500 N-6 C.N. & P. ALBION 308...A 3.50 up GRAND 408...A 3.50 PORTAGE 708...A 3.50 RAPID CITY, 571 M-6 C.N. & P. QUEEN'S 308...A 3.00 RESTON, 650 M-6 RESTON 408...A 3.00 RIVERS, 857 C.N. & P. ALEXANDRA...A 3.00 up	ROLAND, 600 C.N. & P. COMMERCIAL 308...A 2.50 ROSEBURY, 498 N-6 Canadian Pacific LELAND 108...A 3.00 RUSSELL, 696 M-5 C.N. & P. GRAND CENTRAL 308...A 3.00 QUEEN'S 308...A 3.50 ST. BONIFACE, 12,821 O-6 C.N. & P. QUEBEC 308...A 2.00 up ST GEORGE 318...A 1.15 up SELKIRK, 3,726 O-6 Canadian Pacific CANADA 308...A 2.50 up LISGAR 318...A 2.25 MERCURY 308...A 3.00 SHOAL LAKE, 600 Canadian Pacific LAKE VIEW 308...A 2.50 SOMERSET, 500 N-6 DUPRESNE 308...A 2.50 SOMERSET 308...A 3.00 SOURIS, 1,710 M-6 Canadian Pacific KING EDWARD 308...A 3.00 STARBUCK, 500 Canadian Pacific STARBUCK 118...A 2.50 STONEWALL, 1,112 N-6 Canadian Pacific CANADA 308...A 3.00 SWAN RIVER, 903 M-5 VIMY 308...A 3.50 up TRANSCONA, 4,185 C.N. & P. QUEEN'S 308...A 2.50 ROYAL 308...A 2.50	THE PAS 1,858 L-4 C.N. & P. OPASQUA 608...A 3.00 up TREHERNE, 800 Canadian Pacific CENTRAL 308...A 2.50 TYNDALL, 400 Canadian Pacific VIRIDEN, 1,361 M-4 C.N. & P. ALEXANDRA 308...A 3.00 BALMORAL 308...A 2.50 WAWANESA, 368 Canadian Pacific WINKLER, 812 Canadian Pacific STANLEY 308...A 2.50 WINNIPEG, 179,087 O-4 C.N. & P. ALBERTA 308...A 1.50 BELL 708...A 1.00 up BRUSWICK 308...A 1.50 CORONA 408...A 1.50 up EMPIRE 1008...A 3.50 FT. GARRY 308...A 3.00 up PRINCE ARTHUR 308...A 1.00 up ORANGE 308...A 1.10 up LELAND 808...A 1.50 up MELAREN 1408...A 3.00 MAJESTIC 308...A 3.00 MARLBOROUGH...A 3.00 up ROYAL ALEXANDRA 4088 Apply for... ST CHARLES 708...A 1.10 up STRATONICA 1808...A 3.00 ST. REGIS 1008...A 2.00 up REYNOLD 308...A 2.50 VENOMER 608...A 1.00 up WINNEPEGOSIS, 750 M-5 WINNEPEGOSIS 308...A 2.50
---	---	--	--	---	--



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

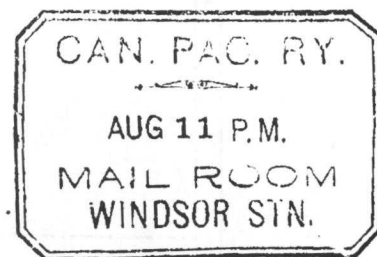
-10-

From Peter McCarthy -

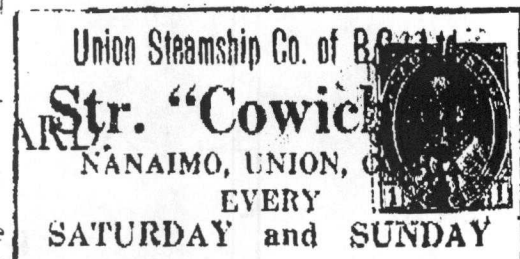
O-163 - LONDON & WINDSOR R.P.O.
is reported in use from 1900-1920.
Now Peter has sent an example dated
2/19/1950, Train 16. The two partial
strikes show most of the inscription.
Train 16. The ONTARIO LIMITED. left
Detroit at 4PM daily. London at 7:30.
Hamilton at 9:30. arriving in Toronto
at 10:30 PM. with connections to Montreal.
Where was the hammer between 1920 and 1950 ?



Peter also sends a pretty backstamp of
CAN. PAC. RY. / MAIL ROOM / WINDSOR STN.
dated August 11, 1939. As this is an
internal Company mark, not a postal use,
we won't list it. Nice collateral.



Another non-postal marking has been found
by Bob Lee. This says - Union Steamship Co.
of B.C. Ltd. / Str. "Cowichan" / NANAIMO, UNION
COMOX / EVERY / SATURDAY and SUNDAY. It
dates from 7/4/1909, when Union Steamships
were agitating to receive a mail contract -
which was awarded late in 1909. It was
probably applied at the Vancouver office.
A similar marking advertises carriage of
mail from Prince Rupert to Vancouver by the
Company. It is a lovely collateral item for
a Union Steamships collection, but not postal.



John McCrea is researching RR-163. THIS MAIL WAS CARRIED BY /
TRAVELING LETTER BOX, used in Newfoundland in 1927. Copies which
John and I have are dated between Jun 4 and June 9, all addressed to
Mr. Edwin J. Burney, Trinity, T.B. In most cases the name is blanked
out by a piece of gummed tape. This marking is also known on
Canadian mail from 2/1/01 to 3/5/42. Please report any holdings of
this marking in detail to John at Box 172, Monroeville, PA 15146.

**THIS MAIL WAS CARRIED BY
TRAVELING LETTER BOX**



That's all for this time. Seasons Compliments to everyone.

Bill