

THE R.P.O. NEWSLETTER

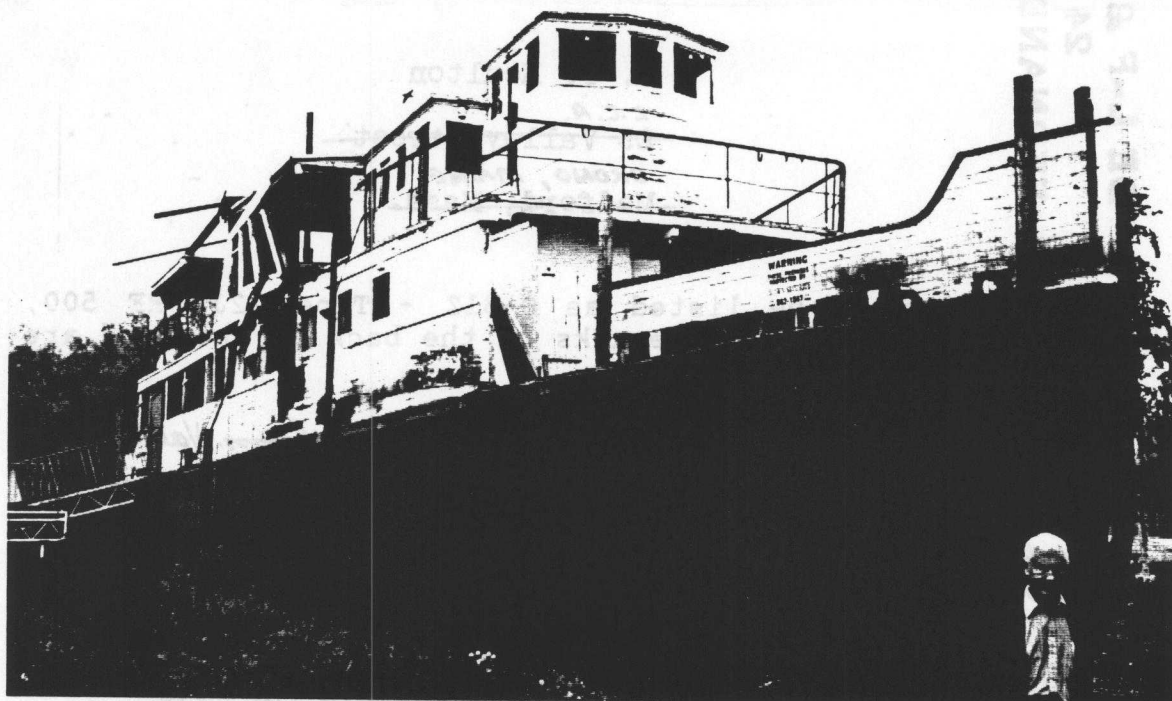
OF THE CANADIAN R.P.O. STUDY GROUP ( B.N.A.P.S. )

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Whole No.134

February, 1998

CONGRATULATIONS TO: Our member Bob Lee, who was also recognized at BNAPEX '97 by the award of the Order of the Beaver. Your Editor's face is red for forgetting this well-deserved award when writing about Geoff Walburn and Don Wilson in the last issue. My sincere apologies, Bob.



The C.N.R. Tug "PENTOWNA" at a Final Resting Place on The Kelowna Golf Course. Bill Topping in the Foreground. Photo taken in May, 1997 during the Pacific North-west Regional Group Meeting.

You may recall correspondence about covers carrying the Purser Stamp of this vessel. She was modified to carry some passengers, but was still not authorized to carry mail as a travelling Post Office. We have not listed the markings as we do not consider them to be legitimate mail markings. They were part of a promotion by one of the Ship Cover Societies which flourished during the 1930s.

**CONTENTS** - We have some new reports, news items from various members, information submitted by Past President Mike Street on the Newfoundland Railway Heritage Centre at Port Aus Basques, and some more pages from LEAHY's HOTEL GUIDE & RAILWAY DISTANCE MAPS OF AMERICA, 1937, covering Ontario, Nova Scotia, and P.E.I. submitted by Jim Felton. Quebec and New Brunswick data will follow. .... /2

A NEW MARKING - Jim Felton has recently sent a copy of this card -

DE L-F & V-JCT TR 35  
24 MAI 47  
FERNANDO. LEMIEUX



H. T. Moulton

L.C.A.

~~25 Valley Street~~

~~ORONO, MAINE~~

~~Medford, Mass.~~

This new marking will be listed as Q-31Z - Type 22J, RF 500, Reporter 258. The interesting remarks on the back of the card are shown below -

Dear Sir.

Our R.P.O. since a few years running from Vallee Jct to Lac Frontiers. Before 39 Ste Sabine was the terminus of the line; Beauve Jct. Vallee Jct on the same place V. Jct is the station.

New Ste. R.P.O. is discontinued but L.M. Tring is still in operation during winter only. In summer mail is given by Bus service between Lac Megantic & Tring Jct; maybe you came back from the Pacific war during summer time.

Old postmarks are sent back to Ottawa and reused for new ones.

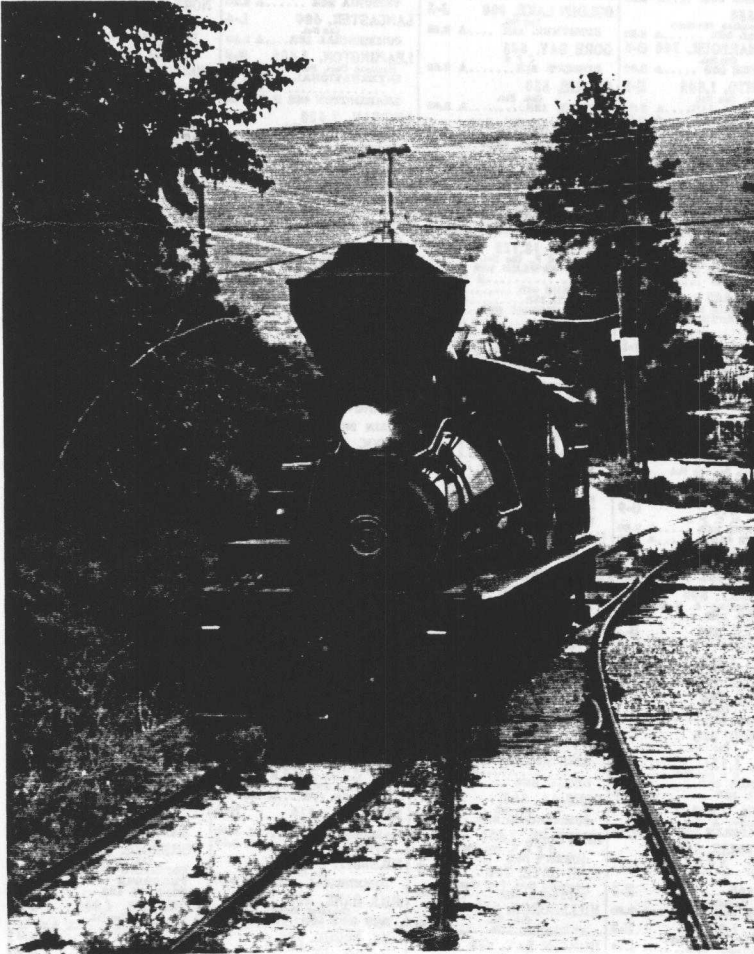
Yours Truly  
J.R.L. Lemieux  
Lac Frontiers P.O.

Jim says that the addressee is still with the MPOS, and he is trying to contact him about any other Canadian RPOs. No reply yet.

LOST TRAINS - We have been keeping a siding open for a few members who have not paid their 1996-97 dues. These are - Bill Coates, Robert Soper, and Stanley Bednarczyk. We now assume they have decided not to remain with us. We also acknowledge the resignation of long-time member John Aitken who has ceased to collect RPOs..../3

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THE KETTLE VALLEY RAILWAY - Our thanks to member Doug Hannan for sending information about the portion of this Railway which is still operating as a summer tourist attraction. The Pacific North-West Regional Group of BNAPS rode on this train during their Spring, 1997, meeting at Kelowna.



Your Editor took this photo of Old No.3 - a 1924 Shay locomotive loaned by the Provincial Forest Museum at Duncan, B.C. - which is used to propel the vintage restored C.P.R. cars. The last 1997 trip occurred on 13 October. While ridership was short of predictions, the Board are working out a strategy for 1998 - probably including extension of the line over the Trout Creek Canyon trestle, south of Summerland.

A back-up diesel locomotive is also a priority, as is the building of an authentic train station.

Throughout 1997 a group of local horsemen dressed in authentic costumes staged seven "train robberies". The cash gathered from passengers was donated to charities. Similar activities are planned for 1998.

ROBSON LOWE - Member John Ayshford writes from Essex, England, thanking us for printing 'Robbie's' obituary. He says - "Normally at this time (20 November) I would be looking forward to his annual Christmas party for "old sweats" at the Columbine restaurant in Duke Street, St. James. He was far from his usual jolly self last year and I am not at all surprised that he has 'bowed out'."

RR-163 - THIS MAIL WAS CARRIED BY / TRAVELING LETTER BOX - John also writes that he has a copy of RR-163 dated 9 November 1927, addressed to Mr. B.D.Grant of Balsam Place, St. John's, with the Traveling P.O. marking on both front and back. At some time a sticky label has been applied to the front, obliterating the addressee's name. This is similar to the covers reported by John McCrea and myself on Page 10 of Newsletter 133. Any more reports ?



## ONTARIO

POPULATION 2,112,989

\*Indicates Summer Resort.  
\*Indicates Winter Resort.

ACTON, 1,700 C N DOMINION 188 STATION 188	M-7	BOWMANVILLE, 3,223 C N BALMORAL 408 GOODFAR 408	K-7	COOKSTOWN, 800 C N TRAVELLER 508 AM 508	L-6	FRANKFORD, 800 C N BRUNNEN 508 AM 508	L-7	KINGSTON, 21,753 C N BRIT. AM. 1,000 FRONTENAC 608 RANDOLPH 608	L-7	NEW HAMBURG, 1,351 C N COMMERCIAL 508 IMPERIAL 188	G-7
ALEXANDRIA, 2,195 C N GRAND UNION 508 OTTAWA 508	L-6	BRACEBRIDGE, 2,451 C N ALBION 508 QUEEN'S 508	P-6	COURTSHIRE, 500 C N BEDFORD 408 CREEMORE 700	H-7	GALT, 12,266 C N LEGOVINS 508 ROYAL 508	H-8	KINGSVILLE, 2,500 C N KING'S 508 METTAWAR 408	L-7	NEW LISKEARD, 2,268 C N GRAND UNION 408 WINDSOR 408	G-4
AULSA CRAIG, 530 C N MUNRO 508	F-5	BRADFORD, 950 C N QUEEN'S 508	H-7	CREEMORE, 700 C N MATCHETT 508 CREDITON, 600	G-7	GANANQUE, 3,604 C N INTERNATIONAL 508 PROVINCIAL 508	H-8	KINMOUNT, 650 C N SIMPSON 188 KITCHENER, 21,743	L-7	NEW MARKET, 3,626 C N KING GEORGE 508 NIAGARA FALLS, 14,764	J-7
ALGOQUIN PARK, 800 C N HIGHLAND 508	H-5	BRAMPTON, 4,500 C N GRAND TRUNK GRAND TRUNK	H-5	CRISLEY, 500 C N COMMERCIAL 188 DASHWOOD, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ALLISTON, 1,376 C N DOMINION 188 WINDSOR 508	H-7	BRANTFORD, 29,440 C N QUEEN'S 508 VICTORIA 508	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ALMONTE, 2,400 C N ALMONTE 508	K-6	BRIDGEBURG, 2,401 C N ROYAL 188 BRIDGEN, 800	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ALVINGTON, 690 C N ALVINGTON 188	E-5	BRIDGEBURG, 2,401 C N ROYAL 188 BRIDGEN, 800	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AMHERSTBURG, 2,500 C N AMHERST 508 LAKE VIEW 508	D-9	BRIGHTON, 1,300 C N CLARENDON 408 BROCKVILLE, 10,000	E-8	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ANGUS, 250 C N DOMINION 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ARKONA, 500 C N QUEEN'S 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ARNPRIOR, 4,877 C N NEW STARS 408	K-5	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ARTHUR, 1,100 C N COMMERCIAL 508	G-7	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
ATHENS, 726 C N ARMSTRONG 508	L-6	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AULTVILLE, 500 C N RIVERVIEW 108	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AURORA, 2,400 C N QUEEN'S 508	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AVONMORE, 480 C N GRAND UNION 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AYLMER, 2,300 C N BROWN 508	G-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AYR, 900 C N QUEEN'S 508	H-8	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
AYTON, 500 C N ROYAL 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BADEN, 1,000 C N BADEN 508	G-7	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BALA, 350 C N PARK 508	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BALDWIN, 800 C N BANCROFT 508	K-6	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BANCROFT, 800 C N QUEEN'S 508	K-6	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BARRIE, 6,936 C N SIMCOE 508	H-6	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BARRON, 500 C N BARRON 508	J-5	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BAYFIELD, 500 C N ALBION 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BELLEVILLE, 12,206 C N BELLEVILLE 508	K-7	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BELMONT, 600 C N BELMONT 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BELWOOD, 350 C N HOTEL 508	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BLENHEIM, 1,565 C N CADILLAC 508	F-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BLIND RIVER, 1,800 C N AMERICAN 508	E-5	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BLYTH, 700 C N COMMERCIAL 508	F-7	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BOBAYDON, 1,200 C N ROCKLAND 508	J-6	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BOLTON, 800 C N QUEEN'S 508	J-7	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5
BOTHWELL, 700 C N CENTRAL 188	A-9	BROOKLIN, 500 C N BROOKLIN 188 BRUSSELS, 870	H-5	CRYSLER, 500 C N COMMERCIAL 188 DELHI, 550	H-7	GEORGETOWN, 2,061 C N MCILROY 508 GLENCOR, 1,000	H-8	LAKEFIELD, 1,189 C N BUCKHORN 408 COMMERCIAL 188	L-7	NIAGARA FALLS, 14,764 C N THE INN 508 CLIFTON 508	H-5

● Indicates Summer Resort  
\* Indicates Winter Resort

PORT COLBORNE, 2,400 J-1  
Can. Nat.

PORT CREDIT, 1,000  
Can. Nat.

GRAY WOLFERSBEE, 2,300 up

PORT DALHOUSIE, 1,492  
Can. Nat. R. C. Can. Nat.

AUTWIN 1SR. .... A 2.00

PORT DOVER, 1,462 H-9  
Can. Nat. L. S. & H.

COMMERCIAL 1SR. .... A 2.00

PORT ELGIN, 1,291 F-7  
Can. Nat.

ARLINGTON 2SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

PORT HOPE, 4,456 K-7  
Can. Nat.

QUEEN'S 2SR. .... A 2.00

PORT M'NICOLL, 1,050  
Can. Nat.

INN 2SR. .... A 2.00

PORT PERRY, 1,300  
Can. Nat.

SECRET 1SR. .... A 2.00

PORT ROBINSON, 500  
Can. Nat. Wab.

ALEXANDER 10R. .... A 2.00

PORT ROWAN, 500 H-9  
Can. Nat.

HANDSON 6SR. .... A 2.00

PORT SEVERN  
C. F. H.

GRAYVIEW 1SR. .... (Weekly)

PORT STANLEY, 900 0-9  
P. Mar. Man.

SILVER 1SR. .... A 2.00

POWASSAN, 614 H-5  
Can. Nat.

WINDSOR 2SR. .... A 2.00

PRESCOTT 2SR. .... L-6  
Can. Nat.

ALEXANDRA 40R. A 2.00 up

ALBANY 2SR. .... A 2.00

PRESTON, 5,422  
C. F. H. Can. Nat.

CENTRAL 2SR. .... A 2.00

PRINCETON, 500  
Can. Nat.

DAKE 1SR. .... A 2.00

RAINY RIVER, 1,448 A-3  
Can. Nat.

CAN NORTH 2SR. .... A 2.00

RENFREW, 4,900 J-5  
Can. Nat. C. F.

BRITTON 2SR. .... A 2.00 up

DAWSON 2SR. .... A-2

STYFRA 50R. .... A 2.00

STYFRA 50R. .... A 2.00

RIDGETOWN, 1,855 0-5  
C. F. M.

ARLINGTON 2SR. .... A 2.00

MERRIFIELD 50R. .... A 1.50

RIDGEWAY, 700  
Can. Nat.

MALROD 1SR. .... A 2.30 up

RIPLEY, 650  
Can. Nat.

COMMERCIAL 2SR. .... A 2.00

ROCKLAND, 2,496 K-5  
C. N. Can. Nat.

ROCKLAND 2SR. .... A 2.00

ROCKWOOD, 600  
Can. Nat.

DOMINION 1SR. .... A 2.00

RODNEY, 675 0-9  
Can. Nat. C. P. M.

TOTAL 2SR. .... A 2.00

ROUSSEAU, 350  
C. N. C. F. Can. Nat.

NOYETTE 1SR. .... A 2.00 up

RUSSELL, 1,000  
N. Y. C.

RUSSELL 1SR. .... A 2.00

SARNA, 15,000 0-5  
C. F. M.

COLONIAL 67R. .... B 1.75 up

NORTH 2SR. .... A 2.00

WYNDOME 7R. .... A-2

ST. CLAIR 2SR. .... A 2.00 up

SAULT STE. MARIE, 0-5  
27,992 A. G. & H. P.

ALABAMA 2SR. .... A 2.00

WINDSOR 2SR. .... A 2.00 up

SEAFOORTH, 1,629 F-7  
Can. Nat.

COMMERCIAL 1SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

SHARBOT LAKE, 500 K-6  
Canadian Pacific

SHELBURN, 1,072 H-9  
Canadian Pacific

ROYAL 1SR. .... B 1.00 up

SIMCOE, 4,000  
Can. Nat.

BATHURST, 500 0-9  
Can. Nat.

MELBOURNE 2SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

SMITH'S FALLS, 6,790 K-6  
C. N. C. F.

PALLISER 1SR. .... A 2.00 up

RIDEAU 6SR. .... A 2.00 up

RUSSELL 1SR. .... A 2.00

SMITHVILLE, 600 J-5  
Can. Nat.

COMMERCIAL 1SR. .... A 2.00

ST. CATHAR'S, 22,000 J-5  
Can. Nat.

LINCOLN 7R. .... A 2.00

WELLAND 100R. .... A 2.00 up

ST EUGENE, 700  
Can. Nat.

QUEEN'S 2SR. .... A 2.00

ST. GEORGE, 950  
Canadian Pacific

COMMERCIAL 17R. .... A 2.00

ST. JACOBS, 500  
Can. Nat.

ST. JACOBS 11R. .... A 2.00

ST. MARY'S, 3,847 F-7  
C. F. Can. Nat.

WATSON 1SR. .... A 2.00

KIDON 1SR. .... A 2.00

ST. THOMAS, 16,026 0-9  
W. C. C. F. C. N. C. P. M.

IMOUQUIS 1SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

TALBOT 2SR. .... B 1.50 up

SOUTHAMPTON, 1,537 F-6  
Can. Nat.

SO. PORCUPINE, 2,500  
T. F. & C.

SOUTH RIVER, 600 H-5  
Can. Nat.

N. QUEENS 2SR. .... A 2.00 up

SPENCERVILLE, 390  
Canadian Pacific

SPENCERVILLE 1SR. .... A 2.00

STAYNER, 1,000 0-6  
Can. Nat.

COMMERCIAL 2SR. .... A 2.00

WILCOX 2SR. .... A 2.00

STIRLING, 900 K-7  
Can. Nat.

KIRBY 1SR. .... A 2.00

STIRLING 2SR. .... A 2.00

STONY CREEK, 500  
H. S. & A. Can. Nat.

ACACIA 1SR. .... A 2.00

STOUFFVILLE, 1,100 J-7  
Can. Nat.

MANISTO 2SR. .... A 2.00

STRATFORD, 16,094 F-8  
Can. Nat.

CITY 2SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

MANISTO 2SR. .... A 2.00

WINDSOR 2SR. .... A-2

STRATHROY, 2,691 F-5  
Can. Nat.

ALEXANDRA 2SR. .... A 2.00

STREETSVILLE, 615 J-7  
Can. Nat.

QUEEN'S 2SR. .... A 2.00

STURGEON FALLS, 4,121 0-5  
Grand Trunk

KIRKPOT 2SR. .... A 2.00

WINDSOR 2SR. .... A 2.00

SUBURBY, 8,621 0-5  
Can. Nat.

AMERICAN C. N. O. P.

BALMORAL 6SR. .... A 2.00

KING EDWARD 7SR. .... A 2.00

MONTREAL 2SR. .... A 2.00

NICKEL 100R. .... A 2.00

QUEEN'S 4SR. .... A 2.00

ST. GEORGE 2SR. .... A 2.00

SUBURBY 4SR. .... A 2.00

SUNDERLAND, 600  
Can. Nat.

BUCK 1SR. .... A 2.00

SUTTON WEST, 800  
Can. Nat.

MANISTO 1SR. .... A 2.00

TAVISTOCK, 1,000 0-5

OAVISTON 1SR. .... A 2.00

ARLINGTON 6SR. .... A 2.15

OXFORD 17R. .... A 2.00

TECUMSEH, 1,000  
Canadian Pacific

GOLDEN 1SR. .... A 2.00

FEESWATER, 900 F-7  
Canadian Pacific

VENDOME 2SR. .... A 2.00

THAMESFORD, 600  
Canadian Pacific

BALMORAL 1SR. .... A 2.00

THAMESVILLE, 800 F-9  
Can. Nat.

TECUMSEH 2SR. .... A 2.00

THESSALON, 1,650 B-5  
Can. Nat.

HEFFERMAN 2SR. .... A 2.00

THORNBY, 325  
Can. Nat.

REVERE 1SR. .... A 2.00

THROLD, 4,525 J-8  
Can. Nat.

WELLAND 1SR. .... A 2.00

TILBURY, 1,472 B-9  
C. F. M. C.

BALMORAL 1SR. .... A 2.00

EMPIRE 4SR. .... B 1.50 up

TILLSONBURG, 3,000 H-9  
C. F. C. N. C. H. C.

ARLINGTON 2SR. .... A-2

ROYAL 2SR. .... A 2.00

TIMMINS, 2,842 0-3  
Can. Nat.

GOLDFIELD 2SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

TORONTO, 600,000 J-7  
Can. Nat.

ALEXANDRA PALACE 200R  
Can. Nat.

AMERICAN 1SR. .... A 2.00

EMPIRE 2SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

CARLETON 1SR. .... A 2.00

DAILY 6SR. .... B 1.50

KELLIOTT 2SR. .... B 1.50 up

QUEEN'S 2SR. .... A 2.00

GLADSTONE 6SR. .... B 1.50 up

INQUOIS 100R. .... B 1.50 up

QUEEN'S 2SR. .... A 2.00

KING EDW. 100R. .... B 1.50 up

MARLBOROUGH 6SR  
Can. Nat.

AMERICAN 2SR. .... A 2.00

FR. GEORGE 2SR. .... A 2.00

CAL. CRICK 2SR. .... B 1.50 up

ROYAL YORK 100R.

ST. GEORGE 1SR. .... B 5.00 up

ST. GEORGE 2SR. .... A-2

STOOLEY 2SR. .... A 2.00

TORONTO-FORD  
Can. Nat.

TUDOR 2SR. .... B 2.00 up

TUXEDO 2SR. .... B 2.00 up

TUXEDO 2SR. .... B 2.00 up

VICTORIA 1SR. .... B 2.00 up

WALKER 100R. .... B 2.00 up

WESTMORELAND 2SR. .... B 2.00 up

WINDERMERE 7SR. B. S. up

WINDERMERE 100R. B. 2.00 up

WINDERMERE 100R. B. 2.00 up

TRENTON, 5,902 K-7  
C. F. Can. Nat.

GILBERT 1SR. .... A 2.00 up

QUINTS 2SR. .... A 2.00

UNION 2SR. .... A 2.00

TOTTENHAM, 700 H-7  
Can. Nat.

MAPLE LEAF 2SR. .... A 2.00

TWEED, 1,400 K-7  
H. K. O. P.

HUYCK 1SR. .... A 2.00

UNIONVILLE, 700  
Can. Nat.

QUEEN'S 1SR. .... A 2.00

UXBRIDGE, 1,500 J-7  
Can. Nat.

MANSON 2SR. .... A 2.00

VAN KLECK HILL, 1,499  
Can. Nat.

GRAND CENTRAL 2SR. .... A 2.00

VERNER, 3,600 0-5  
Canadian Pacific

COMMERCIAL 1SR. .... A 2.00

VICTORIA HARBOR, H-6  
Grand Trunk

ROYAL 2SR. .... A 2.00

WALKERVILLE, 7,059 E-9  
C. F. C. Nat.

EXCHANGERS 2SR. .... A 2.00

WALACEBURG, 4,000 B-5  
P. Mar. Man.

DUPONT 2SR. .... B 2.00 up

TECUMSEH 2SR. .... A 2.00

WALKERTON, 2,200 F-7  
Can. Nat.

HAROLD 2SR. .... A 2.00

QUEEN'S 2SR. .... A 2.00

WARKWORTH, 800  
Can. Nat.

LEONARD 1SR. .... A 2.00

WATERDOWN, 750  
Can. Nat.

AMERICAN 17R. .... A 2.00 up

KIRK 2SR. .... A 2.00

WATERFORD, 1,125  
Can. Nat.

CALDWELL 1SR. .... A-2

WATERFORD 2SR. .... B 2.00

WATERLOO, 5,800 0-7  
Can. Nat.

ALEXANDRA 2SR. .... A 2.00

CITY 2SR. .... A 2.00

STYFRA 50R. .... A 2.00

STYFRA 50R. .... A 2.00

ZURICH, 750  
Can. Nat.

WATFORD, 1,250  
Can. Nat.

ROCHE 1SR. .... A 2.00

WAUBESAHENE, 1,000  
Can. Nat.

SAY VICTOR 1SR. .... A 2.00

SAVLEY 100R. .... A 2.00

WEBBWOOD, 500 F-3  
Canadian Pacific

WINDERMERE 100R. B. 2.00 up

WELLAND, 8,654 J-1  
Wab. T. & A. Can. Nat. H. C.

WELLAND 1SR. .... A 2.00

WEST LORNE, 755  
Can. Nat.

WYCK 1SR. .... A 2.00

WESTON, 3,166 J-7  
Can. Nat.

BURK 1SR. .... A 2.00

SAIGS 4SR. .... A 2.00

WESTPORT, 750  
R. W. & A.

AMERICAN 1SR. .... A 2.00

WHITBY, 2,800 K-7  
Canadian Pacific

ROYAL 2SR. .... A 2.00

WIARTON, 1,750 F-6  
Grand Trunk

ARLINGTON 6SR. .... A 2.00

PACIFIC 1SR. .... A 2.00

WINCHESTER, 1,200 L-6  
Can. Nat.

WINCHESTER 6SR. .... A 2.00

WINONA, 2,000  
Can. Nat.

WINDSOR, 38,591 B-9  
C. F. M. C.

BRIT. AMER. 2SR. B. 2.00 up

CRAWFORD 6SR. .... A 2.00

HAROLD 2SR. .... A 2.00

KING GEORGE 40R. .... B 1.50

FR. EDWARD 200R. .... B 1.50

WINGHAM, 2,092 F-7  
Can. Nat.

BRUNSWICK 40R. .... A 2.00

QUEEN'S 4SR. .... B 1.50

WOODBRIER, 675  
Can. Nat.

WOODBRIER 1SR. .... A 2.00

WOODSTOCK, 10,000 0-3  
Canadian Pacific, Can. Nat.

OXLEY 2SR. .... A 2.00

COMMERCIAL 2SR. .... A 2.00 up

ROYAL 3SR. .... A 2.75

ZURICH, 750  
Can. Nat.

### EXPLANATION OF ABBREVIATION OF THE RAILROADS OF THE STATE

[illegible]

## NOVA SCOTIA

AMHERST, 9,998	O-3	CALEDONIA, 300	O-6	HANTSPOET, 683	Domestic Atlantic	MABOU, 600	Interm.	PARRSBORO, 2,800	O-5	STELLARTON, 5,312	P-5
AMHERST 50R ... A 2.50 up		ALTON 30R ... A 2.00		WANTSPOET 50R ... A 2.00		CANBY 50R ... A 2.00		BROOKFIELD 50R ... A 2.50		KENWOOD 40R ... A 2.00	
ST. ROSE 50R ... B 2.00 up		PARKIE 50R ... A 2.00		HUBBARDS, 350	Domestic Atlantic	MAHONE BA 1,500	P-6	CUMBERLAND 50R ... A 2.50		ORA 50R ... A 2.00	
YERACRE 50R ... A 2.00 up		CANNING, 600	Domestic Atlantic	GAINSBOROUGH 50R ... A 2.50 up		ROYAL 50R ... A 2.00 up		EVANGELINE 50R ... A 2.00		SYDNEY, 22,445	P-4
ANNAPOLIS RT., 836	O-6	WAYERLY 50R ... A 2.00		INVERNESS, 2,963	P-4	MATLAND, 600	P-6	PICTOU, 2,958	P-5	SYDNEY, 22,445	P-4
WILKESDALE 15R ... A 4.00 up		CANSO, 1,626	C N	GRAND CENTRAL 50R ... A 2.00		HAIRFAX & South West	P-6	OFICUO 100R ... A 4.00		GRAND ST. JAMES 50R ... A 2.75 up	
QUEEN 50R ... A 2.00		WILTON 50R ... A 2.50		IMPERIAL 40R ... A 2.00		DOMESTIC 10R ... A 2.00		STANLEY 50R ... A 2.00		NORFOLK 40R ... A 4.00	
ANTIGONISH, 1,787	P-5	HUMT 10R ... A 2.00		JOGGIN MINES, 1,700	C N	METEGHAN, 800	O-6	WALLACE 50R ... A 2.00		VIDAL 50R ... A 2.00	
ROYAL GRS. 50R ... A 2.00		CHESTER, 1,000	P-6	NIAGARA 15R ... A 2.00		RIVERSIDE 50R ... A 2.00		P. HAWKESBY, 700	P-5	SYDNEY MINES, 7,500	P-4
ARICATH, 2,000	P-5	LOVETT 50R ... A 2.00		KENTVILLE, 2,700	O-6	MIDDLETON, 875	O-6	PARQUEWASH 50R ... A 2.00		CORONATION	
AMERICAN 50R ... A 2.00		PINEHURST 50R ... Apply		AMERICAN 50R ... A 2.00		E. D. A. R. S. W.		FOUR HOO, 805	P-4	ST. JAMES 15R ... A 2.00	
AYLESFORD, 500	D. A.	CLARK'S HARBOR, 965		CORNWALLIS 50R A 4.00 up		MULGRAVE, 600	P-5	MACDONNELL		TATAMAGOUCHE, 400	
DODGE 15R ... A 2.00		SIMONDS 50R ... A 1.00		LAWRENCE, 1,400	P-5	NEW GERMANY, 1000	O-6	PUBLICNO, 900	C N-H	STERLING 50R ... A 2.00	
BADDECK, 1,800	P-4	DARTMOUTH, 7,899	P-5	HELM 50R ... A 2.00		GATTON		GOODWIN 15R ... A 2.00		TRURO, 7,562	P-5
BRAS D'OR 50R ... A 2.00		DIORY, 1,230	O-6	LIVERPOOL, 2,294	O-6	FAIRVIEW 15R ... A 2.00		PUGWASH, 750		SCOTIA	
TELEGRAPH 50R ... A 2.00		COLUMBIA 50R ... A 2.00		ELMWOOD 50R ... A 2.00		ST. PETERS, 1,000		WATERFORD, 5,600		STANLEY 60R ... A 2.50	
VICTORIA 50R ... A 2.75		PINES 50R ... A 2.00 up		LIVERPOOL 50R ... A 2.50		MORRISON 50R ... A 2.00		NORTH SIDNEY, 6,585	P-4	VICTORIA 50R ... A 2.50	
BEAR RIVER, 1,400	O-6	WAYERLY 50R ... A 2.00 up		LOCKEPORT, 800	C N	SALMON RIVER, 750		ALBERT 50R ... A 2.00		TUSKET, 400	
COMMERCIAL		GRAND NARROWS, 450		BEACHMONT 50R ... A 2.00		BURNA VISTA 50R ... A 2.00		BELMONT 50R ... A 2.00		WESTVILLE, 4,550	P-5
GRAND CENTRAL 50R ...		GD NARROWS 17R ... A 2.00		HILLCREST 50R ... A 2.00		SHELBY, 1,360	O-6	QUEEN'S 50R ... A 2.00		WEYMOUTH, 1,198	O-6
BERWICK, 650	Domestic Atlantic	GUYSBORO, 700		LONDONERRY, 500	P-5	ATLANTIC 50R ... A 2.00		BOYER 15R ... A 2.00		GOODWIN 40R ... A 2.00	
BERWICK 14R ... A 2.00		GRANT 50R ... A 2.00		WAYERLY 50R ... A 2.00		SHUBENCADIE, 1,000	P-5	MORRISON 50R ... A 2.00		WINDSOR, 3,500	P-5
BRIDGETOWN, 1,000	O-6	HALIFAX, 58,372	P-5	LOUISBERG, 1,152	P-5	AMERICAN 15R ... A 2.50		SALMON RIVER, 750		SOMERSET 50R ... A 2.00	
DORAN'S 50R ... A 2.00 up		CARLETON 100R A 2.00 up		CROWDIS 50R ... A 2.00		SHERMAN 50R ... A 2.50		BURNA VISTA 50R ... A 2.00		VICTORIA 35R ... A 2.00 up	
RIVERSIDE 50R ... A 2.00		ELMWOOD 50R ... A 2.50 up		LUNENBERG, 2,792	P-6	SPRINGHILL, 5,700	P-5	SHELBY, 1,360	O-6	WOLFVILLE, 1,743	O-6
BRIDGEWATER, 3,147	P-6	HALIFAX 370R ... A 2.00 up		ICH DIEN 40R ... A 2.50 up		ATLANTIC 50R ... A 2.00		ATLANTIC 50R ... A 2.00		ACADIA 50R ... A 4.00 up	
DORAN 50R ... A 2.00 up		PRINCE GRS 50R 2.00 up				SHUBENCADIE, 1,000	P-5	BOYER 15R ... A 2.00		ELANOR 50R ... A 4.50 up	
FAIRVIEW 50R ... A 2.50 up		QUEEN ... A 2.50 up				AMERICAN 15R ... A 2.50		SHUBENCADIE, 1,000	P-5	YARMOUTH, 7,073	O-6
		NO. SCOTIAN 50R ... A 2.00				SHERMAN 50R ... A 2.50		ATLANTIC 50R ... A 2.00		COMMERCIAL 50R ... A 2.00	
						SPRINGHILL, 5,700	P-5	ATLANTIC 50R ... A 2.00		GRAYSON 50R ... A 2.00	
						ATLANTIC 50R ... A 2.00				HAWTHORNE 50R ... A 2.00	

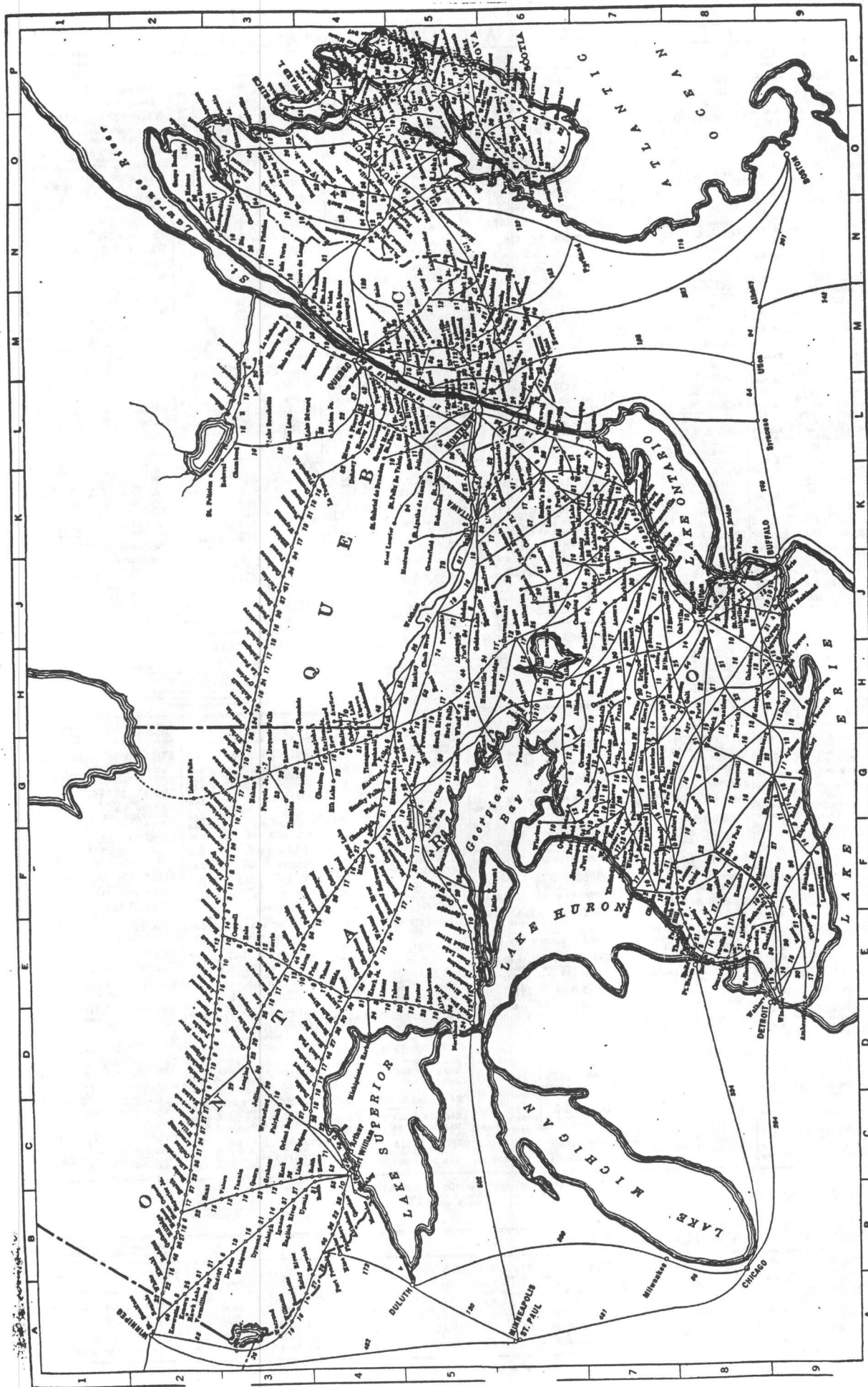
EXPLANATION OF ABBREVIATION OF THE RAILROADS

Cum	.....	Cumbarian
Inver	.....	Inver-on
Mar	.....	Maritime

## PRINCE EDWARD ISLAND

ALBERTON, 700	P-2	CARDIGAN, 500	P-4	GEORGETOWN, 554	P-4	MT. STEWART, 550		O'LEARY, 500		TIGNISH, 500	P-
Princes Edward Island		Princes Edward Island		Princes Edward Island		Princes Edward Island		Princes Edward Island		Princes Edward Island	
ALBANY, 400	A-200	CAMPBELL 10R	A-1.00	ATKIN 10R	A-2.00	SAVOY 10R	A-2.00	ORIENT 94R	A-2.00		
CHARLOTTETOWN, P-4		MARTIN 10R	A-2.00	GLOBE 14R	A-2.00	MONAQUE, 359	P-4	SOURIS, 1.094	P-4	Princes Edward Island	
12,347 Can. Res.		COLEMAN, 200		HARBOR	A-2.00	Princes Edward Island		SEA VIEW 40R	A-2.00	WELLINGTON, 150	
DAVIES 10R	A-1.00	COMMERCIAL 10R	A-2.00	MACDONALD 10R	A-2.00	COMMERCIAL 10R	A-2.00	SUMMERSIDE, 3,228	P-4	Princes Edward Island	
DAVIS 40R	A-2.00	EMERALD JUNCTION, P-4		KENSINGTON, 500	P-4	MURRAY RIVER, 200	P-4	Princes Edward Island		Princes Edward Island	
SEYMOUR 00R	A-2.00	DOMINION 10R		BRUNSWICK 30R	A-2.00	KEMAN 10R	A-2.00	CLIFTON	A-2.00		
YORKVILLE 10R	A-2.00							QUEEN'S 90R	A-2.00		

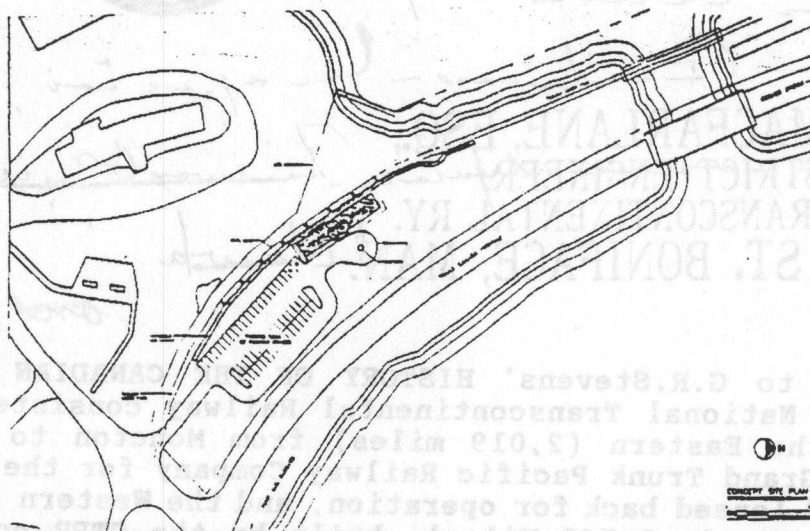




RAILWAY HERITAGE CENTRE - Past-President Mike Street visited this Centre in Port aux Basques, Newfoundland, while returning from the 1997 B.N.A.P.S. convention in St. John's. It is being developed by the South-West Coast Historical Society, with assistance from the Government of Canada, and the Town of Port aux Basques.

Restoration of the train site commenced in November, 1996, and was to be completed by September, 1997. A fire-damaged caboose has been rebuilt, and a sleeper car, and a box car have been reconstructed. Headlights for a locomotive and a push plow are functional, baggage cars are completed, and tank cars nearly so. The cars are being painted in Newfoundland Railway colours, with appropriate lettering on each side.

An Interpretation Centre will be built, along with a paved parking lot, as shown on the site plan below.



O-165 - LONDON & WINDSOR R.P.O. - Member Chris Anstead writes regarding Peter McCarthy's report on Page 10 of Issue 133 - "Where was the hammer between 1920 and 1950 ? When I read this I went to my newly acquired accumulation of R.P.O. cancels and looked. They have been arranged as per Ludlow - i.e. alphabetic by region, but not identified - and I found two cancels used in 1940s-50s. Terrific I thought, but close examination showed that they were probably O-356A - TOR.LOND.& WINDSOR R.P.O. The dates and train numbers are consistent. My guess is that close examination of the original would reveal the same."

How about taking another close look at the original, Peter ?

Chris has also offered to assist with any reprinting involving integration of the original catalogue with the annexes. This would be a massive job - as the Catalogue was produced on an electric typewriter before the advent of the PC. Jim Felton does have Supplement 1 (Annexes 1 to 9 ) on disc.

NATIONAL TRANSCONTINENTAL RAILWAY - Member John Cheramy has sent an interesting cover addressed to "Mr. Eames Goode, Railway Inspector, Transcontinental Railway Office, Ottawa, Ont." from Kingston, Ontario, April 20, 1912. It was readdressed in Ottawa "C/o A.G. MacFarlane, Esq., District Engineer, Nat. Transcontinental Ry., St. Boniface, Man."



*Mr. Eames Goode*  
*40 - Railway Inspector*  
**A. G. MACFARLANE, ESQ.,**  
**DISTRICT ENGINEER,**  
**NAT. TRANSCONTINENTAL RY.**  
**ST. BONIFACE, MAN.**  
*At Ottawa*

According to G.R. Stevens' HISTORY OF THE CANADIAN NATIONAL RAILWAYS, The National Transcontinental Railway consisted of two Divisions - the Eastern (2,019 miles) from Moncton to Winnipeg built by the Grand Trunk Pacific Railway Company for the Dominion Government and leased back for operation, and the Western (Winnipeg to Pacific Terminal, 1,743 Miles), built by the GTPR on its own account.

In the spring of 1905, thirty-four survey parties started to lay out the Eastern Division - across New Brunswick, along the south shore of the St. Lawrence River to Quebec, across the river, northwest to La Tuque in the St. Maurice valley, west "through 300 miles of empty but reasonable countryside, before plunging into monstrous terrain, empty wasteland as savage as any on the planet, where rocky ribs burst through the scanty soils in a decayed skeleton and the intervening hollows held muskeg swamps which gulped down yardages of fill before providing firm footing for a roadbed. Thereafter the morasses gave way to the great stony extrusions that barricaded the passage between Lake Superior and Hudson Bay. Finally fertile ground and healthy growth heralded approaches to the prairies and offered a fair countryside into the line's terminal at Winnipeg."

This was a remarkable undertaking - second only to the Panama Canal as the greatest construction project of its time.



**From Ken Ellison - Extracts from the Vernon DAILY NEWS -**  
**April 26, 1906 - March 14, 1907 - July 11, 1907 -**

It is whispered that the return of Sir Thomas Shaughnessy from England will probably be followed by a definite announcement of the policy of the C. P. R. with regard to the building of the line from Midway to Penticton. In spite of the non-committal attitude so far adopted by the officials in this connection, it is believed that the activities now in progress at various points on the lake foreshadow the final decision to complete the link in the line.

Mail Clerk Finlayson would like to emphasize the fact that the post office and not the mail car is the proper place for the sorting and stamping of letters. Apart from the fact that the concentration of so much extra labor upon the obliging mail clerk is an inexcusable imposition, it may not be generally known that letters run the risk of being carried past their destination, as it is frequently impossible to do the necessary work before the train reaches the nearer stations.

The railway statistics of the Dominion, 1906, have just made their appearance. Mileage has increased from 16 miles in 1836, to 21,353 in 1907. As indicative of the expansion in transportation facilities, it may be pointed out that 3,971.70 miles of railway were under construction on June last, as compared with 1,966.98 on the same date last year. The volume of freight has increased 922.1 per cent. since 1875.

United States mint officials have compiled figures showing that the world's production of gold for 1905 was valued at \$379,289,200, an increase of practically \$20,000,000 over the figures for 1904. Africa held first rank, the production being valued at \$113,329,110; while the United States was second, with \$88,180,700; and Australia third, with \$85,926,500. It is estimated that the production for 1906 will reach a value of \$400,000,000.

## **DROWNED IN THE SKEENA.**

### **Six Passengers Perish in Steamboat Wreck.**

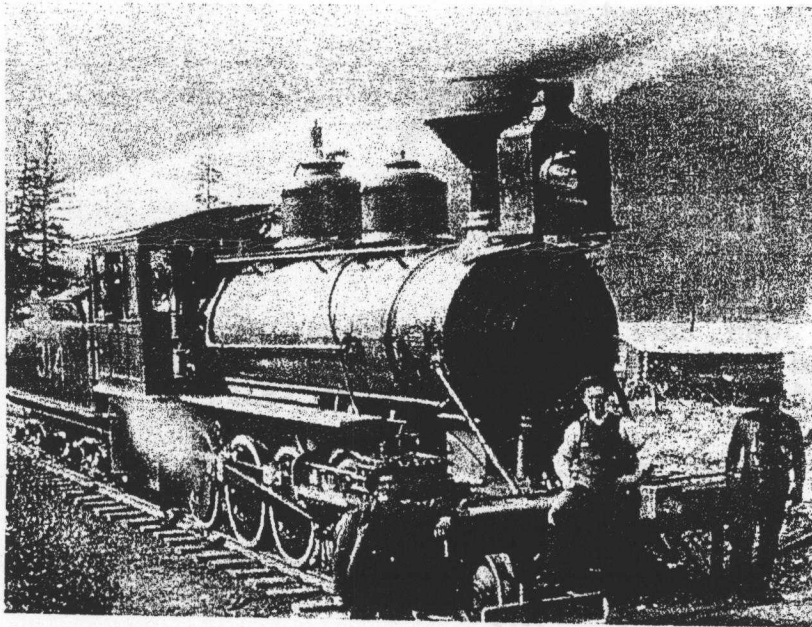
Kitsalas, B. C., July 6.—The Hudson's Bay steamer Mount Royal, plying on the Skeena River, was wrecked in Kitsalas Canyon this afternoon at three o'clock, and six of the crew, were drowned. The steamer went to pieces in about five minutes, and is a total wreck.

The Mount Royal was coming down the stream, running the dangerous rapids, when she struck the right bank of the main channel, with such force that the bow held firm for several minutes. Captain Johnson immediately saw that danger was ahead and instantly ordered the fifty passengers ashore to Ring Bolt Island, which is in the middle of the channel.

A strong wind was blowing, and as the bow held fast her stern swung around broad side to the stream, which is of terrific force. In less than five minutes the Mount Royal started to break up. Nothing could be done, and the water broke off piece after piece with great rapidity. So swift was the work of destruction that it was only a short time before the demolition was such that what was left sunk, and it is only a small portion of the hull that lies at the bottom of the channel.

Captain Johnson remained with his boat until she went beam ends over, and only quit when he saw that nothing further could be done. The passengers give him great praise for his action throughout.

The body of the steward was found this evening in the remaining hull of the steamer. The men are still searching for the other bodies.



**C.P.R. Locomotive No. 314 on the Kicking Horse Flats at Field, B.C., 1887.**

-10-

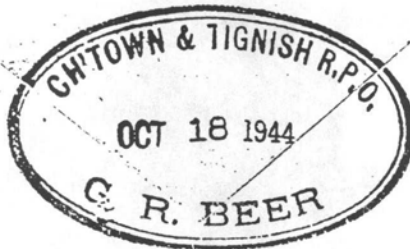
From Lionel Gillam - "Have just been reading (again!) your May Newsletter, and am reminded of the 1854 P.M.G's Report re the "first" Canadian T.P.O. While it is true that the G.W.R. was the first railway to have a T.P.O. staffed with official railway mail clerks appointed by the Post Office, (I have a note of the clerks' names), there was an earlier R.P.O. (as I prefer it to be called) on the Grand Trunk (St. Lawrence & Atlantic) in 1853. For confirmation, see "Canadian Mail by Rail" page 33, with RR-143 illustrated opposite. This R.P.O. was "staffed" unsatisfactorily by mail conductors employed by the Grand Trunk. According to Boggs, in one of his appendices, the conductors were paid by the P.O., who had no control over them." See Newsletter No. 129, May, 1997.

Some Rarities from the Jim Lehr Collection - courtesy of Douglas Murray, Charlottetown, P.E.I. -

MA-43 - CHARLOTTETOWN - SACKVILLE R.P.O. / E.J. GALLANT - West, 26 August (1919), Type 7C, on cover with MA-120, below.



MA-55 - CH'TOWN & TIGNISH R.P.O. / G.R. BEER - 18 October 1944  
Type 3D. The only reported copy.



MA-120 - Halifax & St. John, Day / R.P.O. - Train 13, 23 August, 1919 - Type 5B. First and earliest report. Recently another partial strike on cover has surfaced with date 2 December 1919.



That's all for this time. The next issue should contain Annex XVI, and be published in April. All the best,

*Bill*

W.G. Gallant  
3800 ...  
...