

THE R.P.O.NEWSLETTER

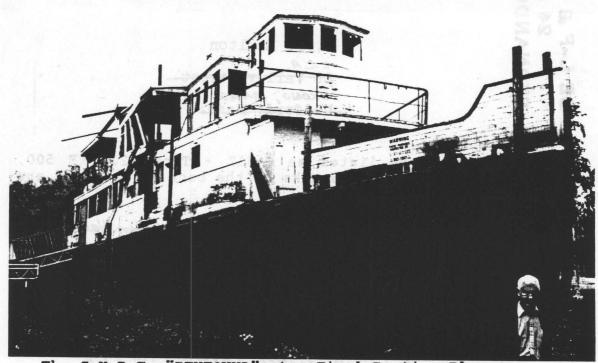
OF THE CANADIAN R.P.O.STUDY GROUP (B.N.A.P.S.)

Volume 26 - No.3

Whole No.134

February, 1998

CONGRATULATIONS TO: Our member <u>Bob Lee</u>, 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 <u>Geoff.Walburn</u> and <u>Don Wilson</u> in the last issue. My sincere apologies, Bob.



The C.N.R.Tug"PENTOWNA" at a Final Resting Place on The Kelowna Golf Course. <u>Bill Topping</u> 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

2.C.A.

25 Valley Street

ORONO, MANAC

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.

Que P.P.D. since a few years running from Vallie fet to Lac Trontiers Defore 39 Ste Salvies was the Terminus of the line. Beauce fet. Vallie fet au Pu rame place V. Jet is the station Mew Stee. P.P.O. is discontinued but L. m. Tring Mew Stee. P.P.O. is discontinued but L. m. Tring is still in operation during pointer only in purmed in still in operation during pointer only in purmed mail is given by Bus service between has megantic mail is given by Bus service between has megantic or Tring fet; may be you came back from the Pacific was during summer time.

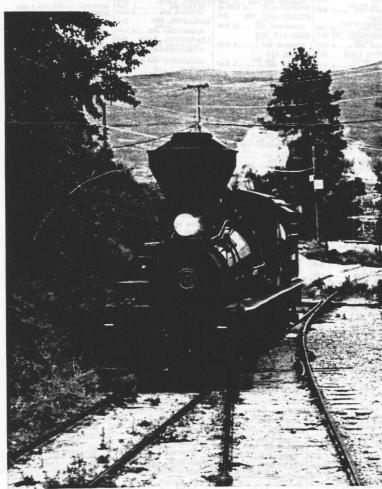
Pacific was during summer time.

Old Jostonarks are sent back to Ottawa and reused for new ones

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 - <u>Bill Coates</u>, <u>Robert Soper</u>, and <u>Stanley Bednarczyk</u>. We now assume they have decided not to remain with us. We also acknowledge the resignation of long-time member <u>John Aitken</u> who has ceased to collect RPOs.../3

THE KETTLE VALLEY RAILWAY - Our thanks to member <u>Doug Hannan</u> 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.

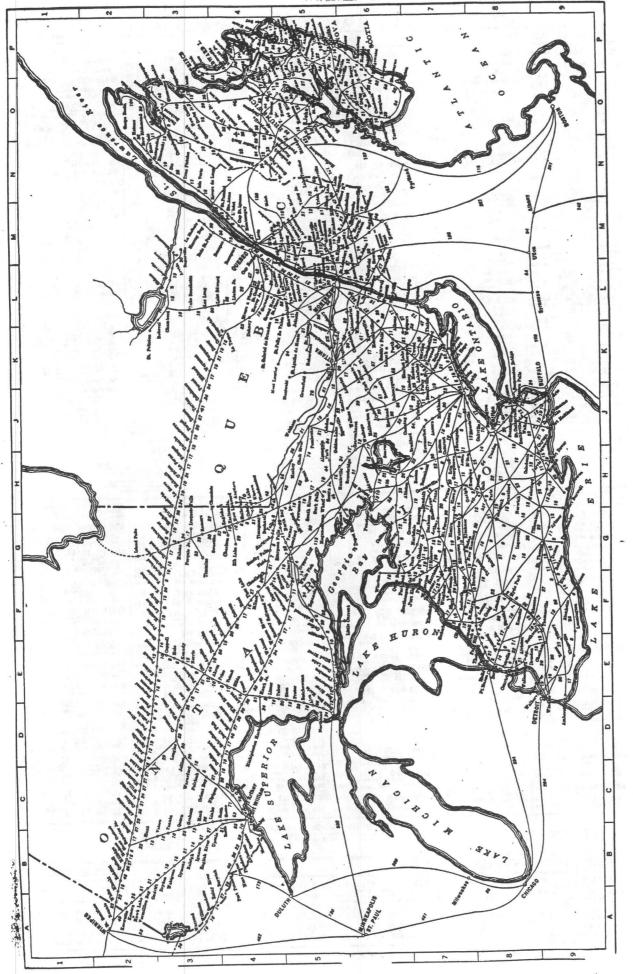
ROBSON LOWE - Member John Ayshford writes from Essex, England, thanking us for printing 'Robbie's' obituary. He says - "Normally at this time (20 November) I would be looking forward to his annual Christmas party for "old sweats" at the Columbine restaurant in Duke Street, St. James. He was far from 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?

LEAHY'S HOTEL GUIDE AND RAILWAY DISTANCE MAPS

| ONTARIO | | POPULA | TION 2,112,989 | | Cindicates Summer Resort. |
|---|--|--|--|---|---|
| ACTON, 1,700 H-7 | BOWMANVILLE 3.233 K-7 | COOKSTOWN, 800 | FRANKFORD, 800 | KINGSTON, 21.783 L-7 | NEW HAMBURG. 1.351 G-7 |
| BOMINION 15E A 9.56 STATION 15E A 9.56 | COUDINAR CON 3.00 | CORNWALL, 7,500 L-6 | GALT, 13,206 H-8 | FRONTENAC COR A 4.50 BANDOLPH 65R A 4.00 Up | COMMERCIAL 488 A 2.80 IMPERIAL 12R A 2.80 |
| GRAND UNION STR. A 8.50 | BRACEBRIDGE, 2,451 F-6 ALBION SOR A 3.00 QUEEN'S SOR A 3.00 up | CORNWALL, 7,500 L-6 Cas Not C P N T C EING GEORGE TOE A-E WINDSOR 43E A-E | IBOQUOIS SORA S.SO | KINGSVILLE 2 500 | NEW LISKEARD, 2,268 Q-4 GRAND UNION .48E A 8.89 |
| AILSA CRAIG. 530 F-8 | BRADFORD, 958 H-7 | COURTRIGHT, 500 M C Can Mat BEDARD 46B | GANANOGUE, 3,604 | EINGS 35BA 3.50 METTAWAS 40R A-B | WINDSOR 46E A 2.60 NEW MARKET, 3,626 J-7 EING GEORGE 55E A 3.60 |
| MUNROE SOR A 2.50 | QUEEN'S SOE A 2.80 | CREEMORE, 700 G-7 | INTERNATIONAL SSE | KINMOUNT, 650 Can Nat. SIMPSON 18R A 2.00 | MING GRONGE SAR A S.OO NIAGARA FALLS 14.76414 |
| ALGONQUIN PARK H-5 | BRAMPTON, 4,500 J-7 Canadian Pacific, Grand Trunk ORAHAM 25E 2.00 | MATCHETT ISB A 8.50 | PROVINCIAL SER & S.00 up GANANOQUE 44B | KITCHENER, 21,763 Q-7 | NIAGARA FALLS, 14,7643-8 hore. Can Nat. M C C P. P. M. THE INN 60B B 8.00 up GEN. BROCK 200R B 3.50 up |
| ALLISTON, 1.376 H-7 | VICTORIA SERA 3.00 | CREDITON, 600 Can Not COMMERCIAL 1SBA S.CO | GEORGETOWN, 2.061 H-7 | AMERICAN 48EA 3.50 up WALPER 325EA-E WINDSOR 164EE 1.25 | CLIPTON INN SOOR E 2.00 to LAFAYETTE 35R E 2.00 to NIAGARA 25E . E 1.50 to |
| WINDSOR SERA 8.00 | BRANTFORD, 29,440 H-8 BRANT 58R E 1.00 up BELMONT 65R E 1.00 up | CRYSLER, 800 Ottown & New York COMMERCIAL SSR & 8.50 up | GLENCOE, 1.000 P-8 Meretlan SSR - A 2.75 | UNION 25E B 1.95 | TRENNICE AAR |
| ALMONTE, 2,400 K-6 | WOWNET 14W 0'04 50 | DASHWOOD, 550 | MeRELLAR SSR A 3.75 GODERICH, 4,200 | LAKEFIELD, 1,189 K-7 BUCKHORN 40R(Apply) COMMERCIAL 31RA 2.50 | MINGARY ON TYKE 1'926 |
| ALVINSTON, 690 E-8 COLUMBIA SOE A S.00 GRAND CENTRAL 15E | BRIDGEBURG, 2,401 BOYAL 18B B 1.00 mp | DELHI, 850 H-9 | GODERICH, 4,200 Las Pas Cas Nat BEDFORD SORA-R. BRITISH EX. 40E E 1.35 GBUNSET 100RA 5.60 up | | DOYLE ZORA S.SO UP NIAGARA ZORA S.SO NIPIGON |
| COLUMBIA 20E A 3.00 GRAND CENTRAL 15R A 3.75 | DDIGDEN CAA | STODDARD SOR A 2.50 | GOLDEN LAKE, 300 J-5 | LANARK, 1,000 K-6 CLYDE 26R A 3.50 VICTORIA 26R A 3.50 | ONIPIGON LUDGE 46B A 4.00 |
| AMHERSTBURG, 2,800 D-9 | Minister Control BALMORAL 30B A 2.60 BRIGHTON, 1.200 E-8 | DELTA, 550 Canadian Northern CENTEAL SSE A 8.80 DEPOT HARBOUR, 700 G-6 | SUNSTRUM 14E A 9.86 | LANCASTER, 600 L-6 COMMERCIAL 16BA 3.60 | NORTH BAY, 10,692 H-5 CECIL 66E A 8.60 CONTINENTAL 80E A-E |
| AMREEST SSE A S.60 LAKE VIEW SSE A 3.60 | CLARENDON 40B S.00 | I'D HOUSE 40R A 8.00 | GORE BAY, 635 | LEAMINGTON, 3,600 P-9 | OFFERNO SEE A 8.88 89 |
| ANCASTER, 500 TEMPANCE 10R A 1.50 VELLAGE SE A 3.60 | BROCKVILLE, 10,000 L-6 | DESERONTO, 1,800 E-5 ARLINGTON 11EA 8.00 | GORRIE, 550 CAR. Pac. WHITE 13E A 8.00 | Mishigan Cont. Pers Marquette INTERNATIONAL 23RA 4.60 LEAMINGTON 25E B 2.00 up | NORWICH 20R A 2 As |
| ANGUS, 250 | REVERS 100EA 8.50 mp | | GRAND VALLEY, 700 | | NUK WUUU, 988 K-7 |
| BOMINION 15B A 2.50 | BROOKLIN, 500 Cha Nai. BROOKLINS 18B A 8.80 | DOUGLAS, 500 MINTO 10R 8.80 | COMMERCIAL SER A S.50 | LINDSAY, 7.620 J-7 BENSON 50RA 4.00 up CENTRAL SSRA 3.00 up | KING'S 1SR A 8.60 OAKVILLE, 3,298 J.8 GIRSON 18 No. C P |
| ARKONA. 500 QUEENS 10E A 9.50 | BRUSSELS, 870 P-7 | DRAYTON, 600 | GRAVENHURST, 1.478 J-6 | RISMURE 48RE 1.00 up ROYAL 15RA 2.50 LION'S HEAD, 600 | MURRAY PAR # 1 40 |
| ARNPRIOR. 4.077 K-5 Cas Pie Cas Nat McPHEB 18R | AMERICAN 20B A 2.50 QUEEN 5 20B A 2.50 | DRESDEN, 1,239 B-8 | GRIMSBY, 2.004 J-8 GRIMSBY 14E A 8.60 | WILLIAMS 40B A S.00 | ODESSA, 650 DOMINION 16B A 2.00 OMEMEE, 500 |
| ARTHUR. 1,100 U-7 | BURFORD, 700 Con Mal. CORNISH REEA 2.80 | QUEEN'S 18E A 2.50 | VILLAGE INN COR A 3.50 EP | LITTLE CURRENT, 900 P-6 HURON 46B A 8.80 | COMMERCIAL 188 A 0 00 |
| COMMERCIAL SEE A 8.00 | BURK'S FALLS, 1,100 H-5 Cha Nat. CHNTRAL SAB 8.85 | DRYDEN, 1,000 B-3 CHATRAL SOR A S.50 DRYDEN SOR A S.50 | EING EDWARD 70R | MANBION 46E & 8.00 | ORANGEVILLE, 2,187 H-7 GRAND CENTRAL SOR A-8 OUR NOVE |
| ARMSTRONG 24R A 2.50 | BURLINGTON, 2.709 J-8 | DUNDALK. 800 H-7 | QUEENS 40R A 4.00 WELLINGTON COR. | LONDON, 60,950 F-8 FM CF, Can Nat, M C, L & L E BELVEDERE 185E E 1.50 up DOMINION SOR E 3.00 | QUEEN'S A S.90 ORILLIA, 8,774 H-6 ORILLIA SOR A 3.35 PALMER SOR A 3.35 BOYALL SOR A 3.45 |
| AULTSVILLE, 500 CAN Not RIVERVIEW 10B A 3.00 | QUEEN'S SOR A S.00 | Casadian Padile GRAND CENTRAL SSE A 8.00 | WESTERN 40RA | GRIGG 70R B 1.60 L'ORIGINAL 1,225 K-5 | ORILLIA SOR A 3.25 PALMER SOR A 3.26 BOYAL SOR A-8 |
| AURORA, 2,400 J-7 | CALEDONIA, 1,223 H-8 | DUNDAS, 5.000 J-8 THABCAR NAL CENTRAL 23R | HAGERSVILLE, 1,200 H-9 COMMERCIAL SORA 8.00 | OTTAWA SSRA 8.00 | ORONO, 1,000 ORONO 17E AL 8.00 |
| AVONMORE, 450 | EXCHANGE SEE A 3.00 UNION SOE A 8.00 CALEDONIA SPRINGS, H-8 | DUNHAM, 1,500 G-7 PARK 80E A 8.50 | HAILEYBURY, 3,743 G-4 | LUCAN, 700 F-8 CENTRAL ROB A 9.80 | OSHAWA, 11.940 K-7 |
| GRAND UNION 18E A S.OU | ADANGO 25B A 8.00 up | DUNNVILLE, 3,224 | MATABANICE CER A 8.00 | LUCKNOW, 1,000 F-7 | OSHAWA, 11,940 K-7 Osh. C N. C P. G T CENTRAL 28B A 8.00 COMMERCIAL 25B A 8.00 |
| AYLMER, 2,300 G-9 Wah, Can Nat BROWN 46E A 8.60 CENTRAL 23E A 8.50 | CALLENDER, 700 Can Rol. PACIFIO SORA 8.50 | VICTORIA SOR A 3.00 up | HAMILTON, 114,151 J-8 CP CAN Not TH & B COMMERCIAL COR B 1.85 UP CONNAUGHT 250B | MADOC. 1.200 K-7 | OTTAWA, 107.843 K-5 |
| AVD 688 II-6 | CAMPBELL'S BAY | DURHAM, 1,494 Can Fac Can Nat CENTRAL 20R | | ST. LAWRENCE SSR A S.OO | CHATEAU LAURIER SOR |
| Canadian Pacific QUEEN'S SSE | CAMPBELLFORD, 2,900 K-7 | DUTTON, 813 G-9 | STROUD 65E S.50 up TERMINAL 44E E 150 up | Canadian Pacific | WINDSOR 125E A-E OTTERVILLE, 800 Can Nal. |
| AYTON, \$60 Can Nat. A 9.50 | WINDSOR SER A 8.00 | QUEEN'S GAR A 3-00 | HANOVER, 2,781 G-7 Can Pec Can Nat REID 40R A 8.00 | MARKHAM, 1,000 J-7 Can Pac Can Nat FRANKLIN 18R A 8.50 up | |
| BADEN, 1,000 G-7 CAN Not. A 9.80 CENTRAL 18B A 8.50 | CAMDEN EAST, 600 DOMINION 14B A 8.80 | EGANVILLE, 1,200 Can Fac Can Nat CENTRAL 80B A 8.80 | HARRISTON, 1.263 G-7 | MARMORA, 950 | OWEN SOUND. 12.000 G-6 Canadian Pacific, Can Mat PATTERSON 70E A 3.50 QUEEN'S SOE A 2.50 |
| mar 1 288 | CANNINGTON, 869 J-6 Cas Nat. QUEEN'S SOE A 8.00 | ENGLEHART, 800 J-7 Temistaming & N Out STATION 15E & 8.50 | COLLISON 45B A 8.66 ROYAL INN 40R A 8.66 | BOYAL 15E 8.00 | PAISLEY, 900 P-7 |
| PARK SOR A 8.00 UP ROSELAWN 48R A | CARDINAL, 1.300 Can Nat. DILLON 40B A 8.00 mp | ELK LAKE, 580 G-4 | HARROW, 800 | MASSEY, 632 CLEFTON | GRAND CENTRAL 16E |
| WINDSOR 100EA 3.00 | CAPGILL SAS | FLMIRA, 2,016 G-7 Can Pacific, Can Nat | QUEENS 16RA 2.50 | MATTAWA, 1,400 H-4 Canadian Pacific MATTAWA 80B | PALMERSTON, 1.600 G-7 QUEENS ZOR AL |
| BANCROFT, 880 K-6 Canadian Northern BANCROFT 85B A 8.50 | CARLETON PLACE, K-6 | STEDDICK SOBA S.00 ELMVALE, 700 | HASTINGS, 730 Cha Nol. CLARENDON SSEA 8.80 HAVELOCK, 1,250 | MEAFORD, 2.650 G-6 | PARENHAM, 000 |
| GAREN-S JOE | 3.841 Canadian Pacific LELAND 28E A 2.50 MISSISSIPPI 50E A 3.00 | CENTRAL 15E A 8.00 | Can. Pac. | QUEEN'S 19E A 8.50 | PARIS, 4.368 H-8 |
| BARRIE, 6,936 Can. Nal. SIMCOE 40R A 8.00 QUEENE 40R A 8.50 up WELLINGTON 80R A-E | CASSELMAN. 950 COMMERCIAL 18B A 8.50 | ELMWOOD, 600 Can Nat. | HAWKESBURY, 5.544 K-5 C.P. Can Nat. KING EDWARD SOR | MERRICKVILLE, 1,000 K-6 Canadian Paolito CETY 16E A 8.50 | ROYAL SSE E 1.00 ED |
| WELLINGTON SOR A-E RAPRY'S RAY, 500 J-5 | GRAND UNION SOB A 8.60 CAYUGA, 784 J-9 M C, Can Mat, Wab CAMPBELL 88R. A 8.60 up | ELORA, 1.136 H-7 TROQUOIS SOR 8.00 | RING EDWARD SOR A S.50 up BOYAL SSR A S.60 | MERRITON, 2,500 J-8 | PARK HILL 1.152 F-8 ARLINGTON 35E A 8.00 |
| BAMORAL SSR A 3.50 | CHAPLEAU 2.100 Be4 | EMRPIN 2 500 | HENSALL, 800 F-7 | MANSION 10E A B.OO UP | PARRY SOUND 3,546 G-5 |
| BAYFIELD. 500 Can Nat. ALBION 10R | QUEENS 40E E 1.00 up | LaCHAPELLE SOR A 3.00 up | HESPELER, 2,800 H-7 | MIDLAND, 7.016 H-6 Can Rat AMERICAN 45R A 8.00 | PARRY SOUND 3.546 G-5 C N. C P Can Nat RELVEDERE 110R A 5.00 up MANSION 40R |
| BEAMSVILLE, 1.100 J-8 | CHATHAM, 13,000 B-9 CP Cas Nat P M Wab GARNER 100RE 1.50 up | ENTERPRISE 500 BELLS A 8.00 | QUEEN'S SOR A S.00 mp HIGH GATE, 700 F-9 | MILDMAY, 800 Can Nat. | PEMBROKE, 7875 J-5 Con Nat Can Pac. COPELAND SOR A 8.80 up |
| EOBINSON SOR A 2.50 | CHELMSFORD, 1,050 Cal. Poc. ALGOMA B3B A B.80 | DDIN 488 H.7 | Michigan Cent. Pere Marquette VICTORIA 96R & 2.50 | COMMERCIAL SOR A S.50 | COPELAND SOEA S.SO up PEMBROKE 75R A-B WINDSOR 45RE S.SO |
| BEAVERTON, 1,000 J-6 Cas Nat. ONTARIO 16E A 8.80 VICTORIA 1968 A 2.50 | CHESLEY, 1.708 0-7 | GLOBE 15E | HILLSBURGH, 500 CAR PAR. EXCHANGE 15BA 8.09 | MILL BANK, 400 Canadian Pacific BOB ROY 10B A 3.50 | PENETANG, 4,000 0-6 |
| VICTORIA 1968A 2.56 REFTON. 600 H-7 | CHESLEY, 1.708 G-7 Medonald ses A 8.98 CHESTERVILLE, 1.000 | ESSEX. 1.588 E-9 Michigan Control ABERDEEN 28R. A 8.00 GRAND CENTRAL 20R | HUMBER BAY, 500 Can Nat. HUMBER BEACH 40BB | MILL BROOK, 900 Can Nat 8.50 | CANADA 405 A 3.50 mp |
| BEETON, 600 H-7 Can Pas Can Nat COMMERCIAL 18B A 3.00 | CHESTERVILLE, 1,000 CAR. PM. FLYNN SOR | EXETER, 1,450 Can Nat. | HUMBERSTONE, 1,524 | MIMICO, 3,700 J-7 | PERTH, 3,790 K-6 Canadian Pacific HICK'S 40R A 2.00 REVERE 35R A 2.00 |
| BELLE RIVER, 600 E-8 C P Can Nat Wab TAYLOR 14B | CHIPPEWA, 1.137 BALTIMORE 19B A NORTON 85B A 8.59 | CENTRAL 18R 8.00 | HUMBERSTONE, 1,524 N St C & T, Can Nat. HUMBERSTONE 16B & 8.50 WESTERN 18B & 8.50 | WINDSOR 25E A 2.50 | PETERROPOLICH V.1 |
| BELLEVILLE 12.206 K-7 | NORTON SES A S.SO | FENELON FALLS, 1,000 CAN NAL BROOKS 15B | HUNTSVILLE, 2.246 H-5 Can Nal. BIGWIG SOOBA 6.00 UP | MILTON, 1,873 H-7 Can Pac Can Nat COMMERCIAL 28B A 3.50 MGUBBON 25B A 3.50 | GRAND 28R A 4.00 mp |
| BELLEVILLE 12.206 K-7 BELLEVELLE 43E.A 8.00 up CRYSTAL 40R A 1.50 QUEEN'S 60F. A 8.00 up QUINTE 100F A 4.00 up | CLAREMONT, 500 | Can Nal. BROOKS 15EA 2.50 EAWARTEA 65E.A 4.00 up MANSION 30RA 2.50 | MENT 40R A 8.50 | MILVERTON, 900 G-7 | WHITE SOR A 4.00 |
| QUEEN'S 60RA 3.00 up QUINTE 100RA 4.00 up | B.K ATA BOK T | FERGUS, 1.796 H-7 Canadian Paolite, Grand Trunk FEEGUS 21B 3.50 | INGERSOLL, 5,225 G-8 INGERSOLL SOR A 8.50 up | MINAKI | PETROLA, 3,148 E-8 M C. Can Nat. FLETCHER SSR A 8.00 TECUMSEH SOR A 8.00 |
| BELMONT. 600 Canadian Pacific BELMONT 16R | CLIFFORD. 469 Can Nat. MANSION 13B A 3.86 | FINCH, 1,000 OP, OANY MALEAN 25B | OXFORD BOR W 8.00 | OMINARI LODGE 200R | PICKERING, 1,000 |
| BELWOOD, 350 Canadian Poolds | CLINTON, 2.018 F-7 Cas Nat. NORMANDIE 35R A 3.50 up | FLESHERTON, 600 Canadian Positio | COMMERCIAL SOR A 8.00 | MITCHELL, 1,800 F-7 | |
| HOTEL 2.50 | COBOCONK, 600 J-6 | PARK SAE A 9.50 FONTHILL 600 Caa Nat | JARVIS. 525 H-9 COMMERCIAL 14BA 8.00 | ROYAL SER A 3.50 | PICTON, 3,356 K-7 Canadian Northern GLOBE 55R 2,50 up LAKE SHORE 25R 2,20 ROYAL 70R A 3,50 up |
| BLENHEIM. 1.565 F-9 CADILLAC SORA 8.50 | | INN 148 M 8.00 | KENMORE, 500 ROYAL OBO SORA 1.50 | MORRISBURG, 1.444 ST. LAWRENCE 40B . A-E | PLANTAGENET, 600 |
| BLIND RIVER, 1,800 E-5 Canadian Pacific AMERICAN SSR A 8.80 | COBDEN, 711 J-5 Canadian Pasitie COBOURG, 5.327 K-7 ARLINGTON SSR A-E BALTHORE SSR A 3.00 up CEDARMERE 60E A 3.50 up | FOREST, 1,500 E-8 FRANKLIN SOR 8.00 | KEEWATIN, 1,300 A-2 Canadian Poeting BAY CITY \$88 A 2.50 up | | PLANTAGENET, 600 Canadian Positio COMMERCIAL 12E |
| OD VIEW 40RA 2.80 | ARLINGTON SSR A-E BALTIMORE SSR A 8.00 up | FORT ERIE, 1,500 J-9 M C Wab Can Nat ANGLO-AMERICAN 94B | MILLERS SOR A 3.60 | MOUNT ALBERT. 700 COMMERCIAL 15BA 8.50 | PLATTSVILLE, 750 |
| BLYTH, 700 F-7 Cas Pac Cas Nat COMMERCIAL SSE S.50 | CEDARMERE COR A 3.50 up COCHRANE, 2,655 G-3 Temiskaming & N Out. Can Nat CLUB 11B | A S SA | KEMPTVILLE, 1,204 L-6 Canadian Paolite McPHERSON SOR A 3.50 | MT. BRYDGES, 500 Can Nat. COMMERCIAL 16RA 9.50 | POINT EDWARD 1.259 E-8 |
| QUEENS SORA M.SO | KING GEORGE SORA 8.60 | EMPEROE 65B . B 1.00 up | KENORA, 5,400 A-2 Canadian Pacific COMMERCIAL SOR A 8.00 TOURIST 110R A 8.50 up | MOUNT FORREST 1,718 G-7 C N CAR NAL A 8.50 BELMONT 15R A 8.50 | QUEEN'S 18B A 2.80 |
| BOBCAYGEON, 1,200 J-6 Canadian Positio BOCKLAND SORA 8.50 mp | COLLINGWOOD, 5,882 G-6 | TI. FRANCIS. 3.109 B-4 EMPEROB 65E B 1.00 UP FT. FRANCIS 55E B 1.00 MONABCH 55E B 1.00 PRINCE ALBERT E RAINY LAKE. E 2.35 UP | TOURIST 110RA 3.50 UP | NAPANEE, 3,000 K-7 | PORT ARTHUR, 1,900 WAVERLEY 40B A-S ONTARIO 60B A-S |
| BOLTON 800 J-7 | | FT. WILLIAM. 20.541 C-4 | KILLALOE STATION, 525 Cas Nat. BERESPORD 15R 4 3.50 | NAPANEE, 3,000 K-7 CAMPBELL 40E A 3.00 PAISLEY SOR A 3.00 NEW BOYAL 30E A 3.00 | PRINCE ARTHUR 1808 |
| ROTHWELL 788 | COMBER, 800 | FT. WILLIAM. 20,541 C-4 CN CF Can Nat AVENUE SSR A 5.00 up QUEEN'S 66R A 5.00 ST. LOUIS 50R E 1.80 up VICTORIA 63R E 1.80 up | KINCARDINE, 2,077 F-7 Cas Nat. BRUCE 70E | NEW BOYAL SOR A S.OO NEW CASTLE, 560 | PORT BURWELL, 800 H-1 |
| C P Cas Not Wab CHNTRAL 14B A 8.00 | EING GEORGE 19B A 9.50 | VICTORIA COR H 1.50 up | QUEEN'S 33E 8.95 | ORIENTAL SOR A 9.50 | Canadian Positio |
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| ORT CREDIT, 1.000 GRAY WOLF BAR A 3.00 UP ORT DALHOUSIE, 1.492 ADBITCH BAR A 3.00 ORT DOVER, 1.462 H-9 COMMENTAL 188 A 3.00 ORT DOVER, 1.462 H-9 COMMENTAL 188 A 3.00 ORT HOPE, 4.456 GUERN'S 468 A 3.00 ORT MYNICOLE, 1.050 | MALDOD CAS MAL A 2.96 UP RIPLEY, 688 A 2.96 UP RIPLEY, 688 A 2.90 ROCKLAND, 3.496 K-5 COCKLAND, 600 CAS MAL A 2.90 ROCKWOOD, 600 DOMINION 108 A 2.90 RODNEY, 675 UP BOYAL 888 A 2.90 ROSSEAU, 350 MONTAGE 100 CAS MAL A 2.90 ROSSEAU, 350 MONTAGE 2 0.90 RUSSELL 1,000 MONTAGE 2 0.90 RUSSELL 1,000 MONTAGE 2 0.90 RUSSELL 1,000 MAL A 2.90 UP RUS | ST JACOBS. 500 ST. JACOBS 11B. A 2.00 ST. MARY'S. 2.847 F-7 EOYAL SER. A 2.00 ST. THOMAS. 16,026 G-9 WELTEL 100 A 4.00 SOUTHAMPON. 1.527 G-00MERRECIAL SER. A 2.00 SO. PORCUPINE, 2,500 | SUNDERLAND, 600 BROCK 108 Na. A 8.00 SUTTON WEST, 800 MANNION 138 A 8.00 TAVISTOCK, 1,000 G-8 ARLINOTON 608 A 2.78 OXFORD 178 A 8.00 TECUMSERI, 1,000 GOLDEN 108 A 8.00 | TORONTO-FORD B 2.60 up TUDIOR 50R B 2.60 up TUDIOR 50R B 2.60 up VICTORIA 54R B 2.60 up VICTORIA 54R B 2.60 up WRITHORIAND 50R B 2.60 up WRITHORIAND 50R UP WATERLEY 100R B 2.60 up WRITHORIAND 10R B 2.60 up WRITHORIAND 10R B 2.60 up WRITHORIAND 10R B 2.60 up TRENTION, 5,902 K-7 | WATFORD, 1,250 BOCKE 15E NAL WAUBAUSHENE, 1,000 BAY VIEW 1508. A S. RAWLEY 1608. A S. WEBBWOOD, 500 F |
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| ORT CREDIT, 1,000 GRAY WOLFER, 1,492 ORT DOVER, 1,493 ORT MICCIL, 1,880 INN SOR. FM. A 3,00 ORT PERRY, 1,800 | MALEOD 188 A 8.90 PP RIPLEY. 6.50 Hais COMMERCIAL 85B. A 8.80 ROCKLAND, 3.496 K-5 ROCKLAND, 6.00 M-6 ROCKWOOD, 6.00 DOMINION 18.104 A 8.80 ROCKWOOD, 6.00 DOMINION 18.104 A 8.80 ROCKWOOD, 6.00 ROSSEAU, 350 ROCKWOOT, 6.00 ROCKWOOD, 6.00 RUSSELL, 8.00 RUSSELL, 8.00 RUSSELL, 8.00 | ST. JACOSS III A 2.00 ST. MARY'S. 2,847 F-7 KOYAL'S R A 2.00 WINDOOR SOR A 2.00 WINDOOR SOR A 2.00 F-7 KOYAL'S R A 2.00 WINDOOR SOR A 2.00 F-7 KONTON IN CO. A 2.00 KONTON IN CO | BROCK 18R . A 8.00 SUTTON WEST, 880 MANBION 18B . A 8.00 TAVISTOCK, 1,800 | WINDERMERS 75B S 2. up WAVERLEY 100R B 5.00 up WESTMINSTER 100R B 3.60 up | WAUBAUSHENE, 1,000 BAY VIEW 25RA 2 RAWLEY 1008A 3 |
| GRAY WOLDEN A 3.00 WO ORT DALHOUSIE 1,492 ORT DOVER 1,462 ORT DOVER 1,462 ORT DOVER 1,462 ORT DOVER 1,462 H-9 COMMISSICAL 188 A 3.00 ORT EGIN 1,291 F-7 ABLINGTON SAB A 3.00 ORT HOPE 4,456 K-7 UUERIY 368 A 3.00 ORT MICOLL 1,850 UN 308 A 3.00 ORT MICOLL 1,850 UN 308 A 3.00 ORT PERRY 1,300 | RIPLEY, 858 A 8.50 COMMERCIAL 858 A 8.50 ROCKLAND, 3.496 K-5 BOCKLAND 508 A 8.50 ROCKWOOD, 600 DOMINION 158 A 8.50 RODNEY, 675 G-9 BOYAL M.C. P. M 8.50 ROSSEAU, 350 CM MAL MONYBERT 1008 A 4.50 up RUSSELT 1.000 | ST. THOMAS. 16.026 (9-9) Was C.F. C.N. M. C.F. M. GTO CENT'L 100E A 4.00 up HEOQUOIS SEE A 8.00 QUEEN'S SEE E 1.50 TALBOT 40E E 1.50 up SOUTHAMPTON. 1.537 P-6 COMMERCIAL SEE A 8.00 | SUTTON WEST, 800 MANBION 128 | WINDERMERS 75B S 2. up WAVERLEY 100R B 5.00 up WESTMINSTER 100R B 3.60 up | BAY VIEW SOR A S. RAWLEY 100B A S. |
| ORT DOVER, 1,462 H-9 CAN HALL E & H 9 CAN HALL E & H 9 COMMERCIAL ISB A 9.00 PORT ELGIN, 1,291 P-7 CAN HALL CON | ROCKLAND DAS MAL. A R.80 ROCKWOOD, 600 COMMON TO THE MAL. A RODNEY, 675 ROYAL MC. F.M. A R.60 ROSSEAU, 350 MONTHITE MORE A 4.60 up RUSSELL 1,000 RUSSELL 1,000 RUSSELL 1,000 | ST. THOMAS. 16.026 (9-9) Was C.F. C.N. M. C.F. M. GTO CENT'L 100E A 4.00 up HEOQUOIS SEE A 8.00 QUEEN'S SEE E 1.50 TALBOT 40E E 1.50 up SOUTHAMPTON. 1.537 P-6 COMMERCIAL SEE A 8.00 | TAVISTOCK, 1,000 G-8 ARLINGTON 40R A 2.75 OXFORD 17R A 2.50 | WINDERMERS 75B S 2. up WAVERLEY 100R B 5.00 up WESTMINSTER 100R B 3.60 up | BAWLEY 1008A S |
| ORT DOVER, 1,462 H-9 CAN HALL E & H 9 CAN HALL E & H 9 COMMERCIAL ISB A 9.00 PORT ELGIN, 1,291 P-7 CAN HALL CON | ROCKLAND DAS MAL. A R.80 ROCKWOOD, 600 COMMON TO THE MAL. A RODNEY, 675 ROYAL MC. F.M. A R.60 ROSSEAU, 350 MONTHITE MORE A 4.60 up RUSSELL 1,000 RUSSELL 1,000 RUSSELL 1,000 | ST. THOMAS. 16.026 (9-9) Was C.F. C.N. M. C.F. M. GTO CENT'L 100E A 4.00 up HEOQUOIS SEE A 8.00 QUEEN'S SEE E 1.50 TALBOT 40E E 1.50 up SOUTHAMPTON. 1.537 P-6 COMMERCIAL SEE A 8.00 | | WASTMINSTER 100K | WFRRWOOD EAS E |
| ORT DATE 1.88 . A \$.40 ORT ELGIN, 1.291 F-7 ABLHOTO SER . A \$.80 ORT HOPE, 4.456 K-7 GUERN'S 648 . A \$.80 ORT HOPE, 4.456 K-7 GUERN'S 648 . A \$.80 ORT HOPE, 4.456 M-1 A \$.80 ORT HOPE, 4.456 M-1 A \$.80 ORT HOPE, 4.456 M-1 A \$.80 ORT PERRY, 1.300 | ROCKWOOD, 606 DOMINION 15E MA. A RODNEY, 675 BOTAL SER. ROSSEAU, 350 MONTHINGER A 4.00 up RUSSELL 1,000 RUSSELL 1,000 | QUEEN'S ASE B 1.60 TALBOT SOR B 1.50 EP SOUTHAMPTON, 1.537 P-6 COMMERCIAL SSE A 3.60 | | B 2.50 up | WINDSOR 18RA 2 |
| DRT ELGIN, 1.291 F-7 CANALL ASSOCIATION SSR AS | RODNEY, 675 G-9 BOTAL 36R. A 8.00 ROSSEAU, 350 ROSSEAU, 350 MONTRITE 300B. A 6.00 up RUSSELL, 1,000 R.Y. | SOUTHAMPTON, 1.537 F-6 | GOLDEN 13B A 2.80 | TRENTON. 5,902 K-7 | WELLAND. 8.654 J |
| ARLINOTON SSR A S.SE QUEEN'S SAR A S.SE DRT HOPE. 4.456 K-7 QUEEN'S GAR A S.SE DRT MNICOLL. 1.650 INN SSR COR. FM A S.SE DRT PERRY. 1.260 | ROYAL MG.P.M. A 8.00 ROSSEAU, 350 MONTRITTE SOOR A 4.00 Up RUSSELL, 1,000 | COMMERCIAL SSR A S.OO | TRECULTED AAA | C P. Cas Nat. | Wab, T H & B, Can Rat, M C N St C & T DEXTER 40BA 8.60 |
| DRT HOPE, 4,456 K-7 QUEEN'S 448 A. S.SO DRT M'NICOLL, 1,050 INN SOR CAR. PM. A. S.SO DRT PERRY, 1,200 | ROSSEAU, 350 MONTENTE SOOR .A 4.00 up RUSSELL, 1,000 | | TEESWATER, 900 P-7 | TRENTON, 5,902 K-7 C P. Can Hal. GILBERT 408 A 8.50 up QUINTE 838 A 8.50 UNION 908 A 8.50 | REETA SOR 4.00 |
| DRT M'NICOLL, 1,080 INN SOR. A S.OO DRT PERRY, 1,300 | RUSSELL, 1.000 | | ************************************** | TOTTENHAM, 700 H-7 | WELLINGTON, 850 |
| INN SOR COA. POL. A S.OO | N. Y. C. | SOUTH RIVER, 600 H-8 | THAMESFORD, 600 BALMORAL 15E A 8.50 | MAPLE LEAP SER A S.SA | WEST LORNE, 755 |
| ORT PERRY. 1.300 | EUSERLL A 9.50 | M QUEENS SOR A S.SO up | | TWEED, 1,400 K-7 | ARCYLE 188A S |
| SEBERT SOR A 3.00 | SARNIA, 15,000 B-8 | SPENCERVILLE, 390 | THESSALON, 1,680 B-8 | UNIONVILLE, 700 | |
| ORT ROBINSON, 500 | CAN Not. F M COLONIAL 67RE 1.76 UP NORTHERN 46R. E 1.60 UP VENDOME 77R A.E ST. CLAIR 31RA 2.60 UP | SPENCERVILLE 18B A 9.50 STAYNER, 1.000 G-6 | HEFFERMAN SSEA S.SO | QUEEN'S 16R A 2.80 | WESTON, 3.166 Can Fac, Can Nat. BURKE SOR |
| | ST. CLAIR SIR A 2.50 to | STAYNER, 1,000 G-6 Can Nat COMMERCIAL SOR 2.50 WILCOX SSR 8.60 | THORNBURY, 828 CAN NAL. REVERE SOE A 2.50 | UXBRIDGE, 1.500 J-7 MANSION 39BA 3.00 | WESTPORT. 750 |
| ORT ROWAN, 800 H-9 | SAULT STE. MARIE. 0-8 21.092 A G A E B. G F ALGONQUIN SOR A-E | STIRLING. 900 K-7 | THROLD, 4.825 J-8 | VAN KLEEKHILL, 1,499 GRAND CENTRAL SSR | AMERICAN ISRA S |
| | | STIRLING, 900 K-7 Cas Nat. EIRBY 14R A 2.50 STIRLING 97R A 3.60 | THROLD. 4.825 J-8 WELLAND 10E 4 2.50 | R | WHITBY, 2.800 K ROYAL SON C P. Can Nat, M C ROYAL SON |
| BAYVIEW SSR (Weekly) | SEAFORTH, 1,829 P-7 Cas Mat. COMMERCIAL 40R QUEEN'S SSR | STONY CREEK, 500 | TILBURY, 1,673 E-9 BALMORAL SOR A \$.50 | VERNER. 3.600 G-5 | WIAPTON 1 750 |
| ORT STANLEY, 900 G-9 | | ACACTA 14B A B. Can Not. | EMPIRE 40EE 1.00 EP | COMMERCIAL 18R A 8.50 VICTORIA HARBOR, H-6 | WIARTON, 1.750 Grand Trunk ARLINGTON SOR A S |
| WILLCREST SON A 8.00 OWASSAN, 614 H-5 | SHARBOT LAKE, 800 K-6 UNION SGB 8.00 | STOUFFVILLE, 1,100 J-7 MANSION 302 A 2,50 | TILLSONBURG, 3,000 H-9 Wab, C.F. C.R. M.C. ARLINGTON 40E A 8.50 -ROYAL 94E A 8. | BOYAL SOR | |
| WITHTHOU PARE A 9.50 | | SIKAIPUKU, 10,094 F-7 | TIMMINS, 3,843 G-3 | WALKERVILLE, 7.059 E-9 EXCHANGE 17B A 8.60 | WINCHESTER, 1,200 WINCHESTER 40R A 8 |
| RESCOTT, 2,600 L-6 Can Pat Can Mat ALEXANDRA 408 A 3.50 mp DANIEL'S 608 A 3.60 RESTON, 5,423 0 f & Can Mat CENTRAL 288 A 3.50 | ROYAL SIR E 1.00 up | CITY REE A 2.50 | GOLDFIELDS SSE A 4.00 | WALLACPRIEG 4 888 R.S. | WINONA, 2,000 |
| DANIEL'S SORA 3.60 | SIMCOE, 4,000 H-9 | CITY SER A S.SO QUEENS SOR A S.SO MANSION SOR A S.SO WINDSOR GSR | TORONTO, 600,000 J-7 | DUPONT SOR A S.SO UP TECUMENT SER A S.SO | |
| KESTON, 5,423 | OUTEN'S SOR A 8.50 | STRATHROY. 2.691 ' P-8 | AT HY ANDRA PATACE COOR | WALKERTON, 2,300 P-7 | WINDSOR, 38.591 |
| ERESS SOR A 6.00 | CMITH'S PALLS 4 788 W-4 | ALEXANDER SOE A 3.00 | ARLINGTON 190R B 1.50 up EMPRESS 78RB 1.50 up OARLS-RITE 180R E 2.50 up | WALKERTON, 2,300 P-7 Can Pac Can Rat EARTLEY SEE A 8.85 QUEENS BOR A 8.60 | CRAWFORD 65R |
| RINCETON, 500 DARE 18B 2.50 | PALLISER SOR A 2.50 to RIDEAU COR A 3.50 to | STREETSVILLE, 615 J-7 QUEENS 20E A 2.55 | DALY GOR B 1.50 | WAKKWOKIH, 800 | PR. EDWARD SSEE E S |
| WILLI KIACK' 1'550 V.O. | SMITHVILLE, 600 J-8 | STURGEON FALLS 4.12! G-5 | ELLIOTT SEE B 2.00 up | TWOMAND 149 A 0 80 | WINGHAM, 2.092 Can Pac, Can Mad. BRUNSWICK 40R A |
| QAN NORTH SSBA-B | SMITHVILLE 600 J-8 COMMERCIAL | Grand Trunk KIRKUP 88R A 8.50 WINDSOR 86R H 1.00 | TWO GOOD TOOK B T'DO SA | WATERDOWN, 750 Can Nat. AMERICAN 17EA 8.00 up | |
| ENFREW, 4,900 J-S Cha Hal, C P BRITISH 26R A 2.00 up DOMINION 80BA-B | ST. CATHAN'S 22,000 J-8 | SUDBURY, 8,621 G-5 AMERICAN 40E E 1.50 UP BALMORAL 50E E 2.00 EING EDWARD 75E | KING EDW. 1000E E 3.00 up | WATERFORD, 1,125 | WOODBRIDGE, 675 Cha. Proc. WOODBRIDGE 16R A 1 |
| DOMINION SORA-B | LINCOLN 75EA 4.86 WELLAND 100E.A 4.60 | BALMORAL SORE 1.50 up | MARLBOROUGH COR E 1.80 Up | WATERFORD, 1,125 T. E. A. R. M. C. CALDWELL 18E | WOODSTOCK, 10,000 |
| WENAMEM GOT V o'nd | ST EUGENE, 700 Canadian Positio QUEEN'S 188 A 8.50 | MONTREAL SORE 1.00 | MOTUTOROID OVE P 704 Sh | WATERLOO, 5,800 G-7 | WOODSTOCK, 10,000 Canadian Facilic, Can Not OXFORD SOR COMMERCIAL SOR A 4.00 |
| IDGETOWN, 1.855 G-8 ARLINGTON 468 A 2.50 MERRIPIBLD 50R A 2.50 | ST. GEORGE, 950 CAS RAL COMMERCIAL 17B A 8.50 | NICKEL 150R A 4.50 QUEENS 40R E 1.00 SUDBURY 45R B 1.00 | ST. REGIS 100E | WATERLOO, 5,800 G-7 Can Nat. ALEXANDER 208A 2.80 CITY 208 | ZURICH, 750 DOMINION 18BA |
| NOVA SCO | TIA | BALLANE A | | The control of the control of the | Olndicates Summer Reservation de l'Addicates Winter Reservation |
| MHERST. 9.998 0-5 | CALEDONIA, 200 U-6 | HANTSPORT, 683 | MABOU, 600 | PARRSBORO, 2,800 0-5 | STELLARTON, 5.312 |
| AMERIST SOR A \$.50 up ST. REGIS COR E 1.00 up | ALTON SOR A 8.00 PARKER SOR A 8.50 | HANTSPORT SOR A S.OO | GAMEEON 158 2.00 | BRODERICK 25E A 3.50 CUMBERLAND 30E . A 3.60 EVANGELINE 30E . A 3.60 | KENWOOD 48EA |
| TERRACE SORA 3.50 up | | HUBBARDS, 350 | MAHONE BAY, 1,500 P-6 | | SYDNEY, 22.545 |
| NNAPOLIS R'L 836 0-6 | CANNING, 600 Dominion Atlantic WAVERLY 20E 2.00 | GAINSBOROUGH SSR S.50 MP | BOYAL SSR A 3.00 up | PICTOU, 2.988 P-5 | SYDNEY, 22.545 Can Rat, 8 & L GRAND SSE A 2.78 NORFOLK 40R A 4.66 |
| WILLSDALE 15R A 4.00 up QUEEN SSR A 8.00 | CANSO, 1,626 | | MATILAND, 600 P-6 | STANLEY BOR A 8.00 | VIDAL SOR |
| NTIGONISH, 1,787 P-5 | HILTON SSRA 3.50 WILMOT 15RA 3.50 | INVERNESS, 2,963 P-4 | COMMERCIAL 10R A 2.00 | P. HAWKESBY, 700 P-5 | SYDNEY MINES, 7.500 |
| BOYAL GEO. SORA S.SO | CHESTER, 1,000 P-6 | IMPERIAL 45R A 8.00 | Dominion Atlantic | PARQWEAR SER A S.00 | CORONATION A |
| RICHAT, 2,000 P-5 | Can Hat | | RIVERSIDE SER A 8,00 | PORT HOOD, 805 P-4 | TATAMAGOUCHE. 400 |
| AMERICAN SEEA 3.50 | PINEHURST SOEApply | JOGGIN MINES, 1,700 | MIDDLETON, 875 W. 0-6 | MACDONNELLA | TOURO 7 543 |
| YLESFRORD, 500 | CLARK'S HARBOR, 965 | KENTVILLE, 2,700 0-6 | AMERICAN 258 3.50 | PUBNICO, 900 Can. Nat. GOODWIN 15B 8.00 | SCOTIA 75EA 3.56 STANLEY 65EA VICTORIA 36EA |
| DODGE 18RA 9.80 | DARTMOUTH, 7,899 P-5 | Dominion Atlantie AMERICAN SOR A 8.00 | MULUKAVE 800 P-5 | DUGWACH TEA | STANLEY 65EA |
| BADDECK, 1,800 P-4 | THEONDYEE 44B A-B | CORNWALLIS SOR A 4.00 M | NEW GERMANY, 1000 0-6 | PUGWASH, 750 Cas Nat GATTON SORA 8.00 | |
| BRAS D'OR SSRA 4.00 TELEGRAPH SOBA 8.50 | | LAWR'NC'T'WN, 1.400 P-5 | NEW GLASGOWANA P | RIVER HERBERT, 1.139 | TUSKET, 400 Relifax & South West AMERICAN 15BA |
| BARRINGTON PASSAGE 0-6 | DIGBY. 1,230 O-6 Dominion Atlantic COLUMBIA SOR A 3.00 | The state of the s | MODEON E SEE A 400 | SWILLIAM TOU STA | WESTVILLE, 4,550 |
| VICTORIA SORA 2.75 | PINES 200R A 5.00 up | LIVERPOOL, 2,294 0-0 | VENDOME 402 A 8.00 | Cape Breton | WEYMOUTH, 1,198 |
| BEAR RIVER, 1,400 0-6 | GRAND NARROWS, 450 | LIVERPOOL SSRA 5.50 | | SALMON RIVER, 750 | GOODWIN 40B |
| COMMERCIAL SOR A 3.00 GRAND CENTRAL SOR | GRAND NARROWS, 450 Intercolonial GD NARROWS 17B A 8.00 | LOCKEPORT, 800 | WATERFORD 40BA 8.00 | MATERIAL MATERIAL MATERIAL A G. CO. | WINDSOR, 3,500 |
| | GUYSBORO, 700 | BEACHMONT SOR A 3.00 HILLCREST SOR A 3.00 | NORTH SIDNEY. 6.585 P-4 | | |
| SERWICK, 050 | GRANT 90B A 8.50 | | BELMONT 28E A 4.00 | ATLANTIC SSEA 8.00 | VICTORIA SSEA S.O. |
| Deminien Atlantie BERWICK 14B A 9.50 | | LONDONDERRY. 500 P-S | | BOWSER 15RA 8.50 | WOLFVILLE, 1,743 Deminion Atlantic ACADIA 60R |
| BERWICE 14B 4 9.50 | WALEDAY 80 272 D.E | WAVERLY SOR A S.O. | THE RESIDENCE OF THE PARTY OF T | SHUBENCADIE, 1,000 P-5 | EVANGELINE TOEA 4.5 |
| BRIDGETOWN, 1,000 0-6 | HALIFAX, 58,372 P-5 Cas Not. D A B CARLETON 1008 A 4.50 NB | WAVERLY 20RA 2.00 | Interesionial | AMERICAN 10B | |
| BRIDGETOWN, 1,000 O-6 Can Rat DORAN'S SOR A 8.50 up RIVERSIDE SOR A 8.50 | HALIFAX, 58,372 P-5 Cas Not. D A B CARLETON 1008 A 4.50 NB | WAVERLY 20RA 2.00 | 5 COMMERCIAL IRE A 9.56 | AMERICAN 19RA 2.50 SHERMAN 20RA 3.00 | VARMOUTH 7 073 |
| BERWICK 14E A 9.50 BRIDGETOWN, 1,000 O-6 CAN NAI DORAN'S 90E A 9.56 up RIVERSIDE 30E A 3.56 BRIDGEWATER 3,147 P-6 | HALIFAX, 58,372 P-5 Cos Not, D A B CARLETON 100E A 4.50 up HALIFAX 170E A 5.60 up A 5.60 up HALIFAX 1.70E A 5.60 up A 5.70E A 5.70E A 5.60 up | LOUISBERG, 1.152 P-3 Grdney & Louisburg CROWDIS 20B | 5 COMMERCIAL 1RE A 9.56 McINTYRE 15R A 1.56 | AMERICAN 19RA 2.50 SHERMAN 20RA 3.00 | YARMOUTH, 7.073 Can Nat C P COMMERCIAL SSE |
| BRIDGETOWN, 1,000 O-6 | HALIFAX, 58,372 P-5 Cos Not, D A B CARLETON 100E A 4.50 up HALIFAX 170E A 5.60 up A 5.60 up HALIFAX 1.70E A 5.60 up A 5.70E A 5.70E A 5.60 up | LOUISBERG, 1.152 P-1 CROWDIS SOB | TOWNSHIP IST A 9.56 OXFORD, 1,400 Intercolonial P-3 | AMERICAN 19RA 2.50 SHERMAN 20RA 3.60 SPRINGHILL, 5,760 P-5 Cumbriand R & & C. Ca. CARLYON 20RA 2.00 | YARMOUTH, 7,073 Can Nat, C F COMMERCIAL SSE GRAND 1998 A 4.5 HAWTHORNE 25EA |
| BERWICK 14B A 9.00 BRIDGETOWN, 1.000 O-6 DORAN'S 900 A 9.00 BRIDGEWATER 3.147 P-6 BRIDGEWATER 3.147 P-6 DORAN 91R A.3. FAIRVIEW SGR A 3.00 up | HALIFAX, 58,372 Car Nat, D A B CARLIFON 1998 A 4.80 up ELMWOOD 385A 3.80 up HALIFAX 1708A 3.80 up HALIFAX 1708A 3.80 up PARTINCE 6280 808 H.1.00 up QUENT 1994 A 4.80 up NOVA SCOTTAN 2008 B 3.50 up | LOUISBERG, 1.52 P-3 CARDON A S.B. CARDON BERG. 2.792 P-1 ICH DIEN 43E A S.B. U | COMMERCIAL ISE A S.86 COMMERCIAL ISE A S.86 MCINTRE ISR A 1.86 OXFORD, 1,400 INTEREDIBLE I | AMERICAN 20R. A 2.00 SHERRAN SOR COMMONIAN E. S. CO. COMMONIAN E. S. CO. CARLYON 20R. A 2.00 EOYAL 30R. A 2.00 | 777 |
| BERWICK 14E A 9.50 BRIDGETOWN, 1,000 O-6 CAN NAI DORAN'S 90E A 9.56 up RIVERSIDE 30E A 3.56 BRIDGEWATER 3,147 P-6 | HALIFAX, 58,372 Car Nat, D A B CARLIFON 1998 A 4.80 up ELMWOOD 385A 3.80 up HALIFAX 1708A 3.80 up HALIFAX 1708A 3.80 up PARTINCE 6280 808 H.1.00 up QUENT 1994 A 4.80 up NOVA SCOTTAN 2008 B 3.50 up | LOUISBERG, 1.152 Striany & Louisbury CROWDIS 208 | COMMERCIAL ISE A S.86 COMMERCIAL ISE A S.86 MCINTRE ISR A 1.86 OXFORD, 1,400 INTEREDIBLE I | AMERICAN 198. A 8.60 SHERMAN 998. A 8.60 SPRINGHILL 5.700 Cumberland R 1 5 C. Ca. CARLYON 998. A 8.60 BOYAL 998 A 8.60 | 777 |
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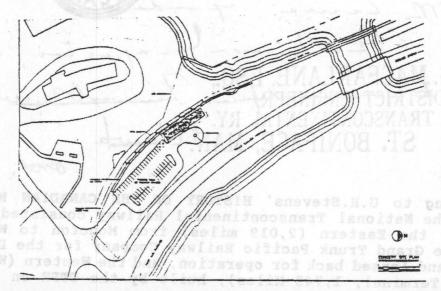
RAILWAY HERITAGE CENTRE - Past-President Mike Street visited this Centre in Port aux Basques, Newfoundland, while returning from the 1997 B.N.A.P.S. convention in St. John's. It is being developed by the South-West Coast Historical Society, with assistance from the

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.



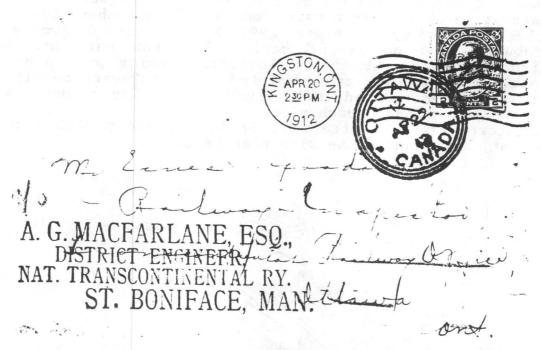
O-165 - LONDON & WINDSOR R.P.O. - Member Chris Anstead writes regarding Peter McCarthy's report on Page 10 of Issue 133 - "Where was the hammer between 1920 and 1950 ? When I read this I went to my newly acquired accumulation of R.P.O. cancels and looked. They have been arranged as per Ludlow - i.e. 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.

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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 readddressed in Ottawa "C/o A.G.MacFarlane, Esq ., District Engineer, Nat.Transcontinental Ry., St.Boniface, Man.



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 soilas 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.

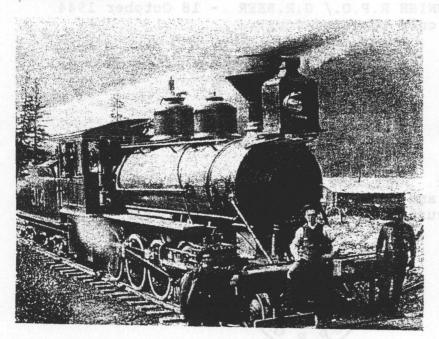
From Ken Ellison - Extracts from the Vernon DAILY NEWS - April 26, 1906 - March 14, 1907 - July 11, 1907 -

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 the obliging mail clerk upon inexcusable imposition, is an 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 Apstralia third, with \$85,926,500. It is estimated that the production for 1906 will reach a value of \$400,000,000.



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

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 Riwer, 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.

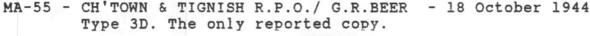
A strong wind was blowing, and as the bow held fast her stern swung around broad side to the stream, which is of terrific force. In less than five minutes the Mount Royal started to break up. Nothing could be done, and the water broke off piece after piece with great rapidty. So swift was the work of 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.

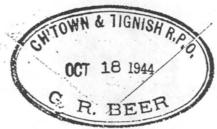
Captain Johnson remained with his boat until she went beam ends over, and only quit when he saw that nothing further could be done. The passengers give him great praise for his action throughout.

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. 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-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,