

W.G. Robinson  
5800 Carlier St.  
Vancouver, B.C.  
V6M 3A7

## THE R.P.O.NEWSLETTER

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

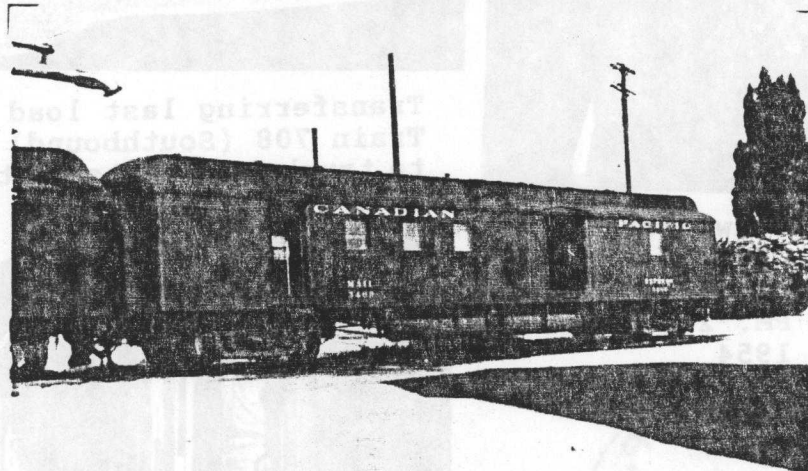
Volume 27 - No.6

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August, 1999

BNAPEX 1999 - Vernon, B.C. - This Newsletter is being prepared in time for the Annual Convention and Exhibition of the British North America Philatelic Society - which is being held in Vernon, British Columbia, from 16 to 18 September, 1999.

RAILWAY MAIL SERVICE through VERNON, B.C. - The Railway Post Office Study Group will have a single frame exhibit at the show showing the markings used on the Shuswap & Okanagan, Okanagan Landing & Sicamous, and Kelowna & Sicamous runs through Vernon of the Canadian Pacific Railway.



Combination Mail and Express Car used on Kelowna & Sicamous  
Railway Post Office Run (Courtesy of member Doug Hannan)

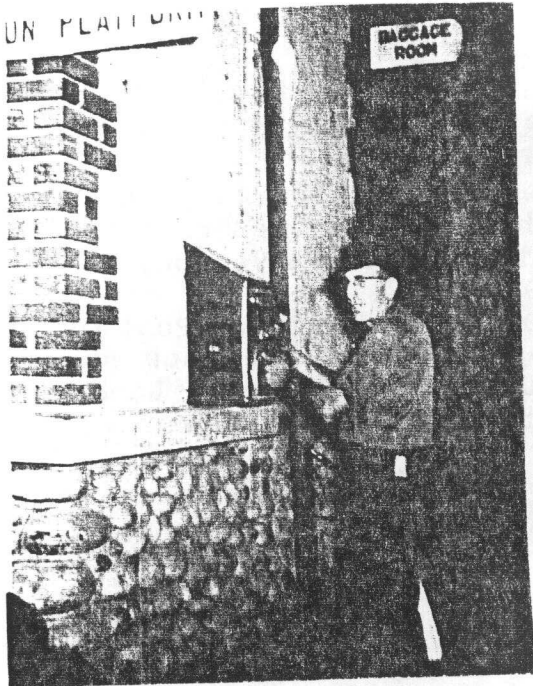
LAST RUN - Train 707 - 25 September 1954 - Almost exactly 45 years ago, this northbound train left Kelowna at 3:15 P.M. on 25 September, 1954. The station mail box was cleared for the last time, mail was handed to Railway Mail Clerk R.F.Marriage, and the station box was removed. Photographs of these events, and the following material were submitted by Doug Hannan.

Contemporary reports deplore the end of sixty years of mail carrying by the Canadian Pacific Railway between Sicamous, Okanagan Landing and Kelowna, and the disappearance of the red mail boxes from railway stations en route. The first Railway Mail Clerk was the late William (Dad) Finlayson who made his home in Sicamous, and served from 1894 to 1926. Between then and 1954 the mail car saw a great many different faces. The Clerks on the final run were E.F.Magaw, who had served since 1951, and R.F.Marriage, on the run since 1952.

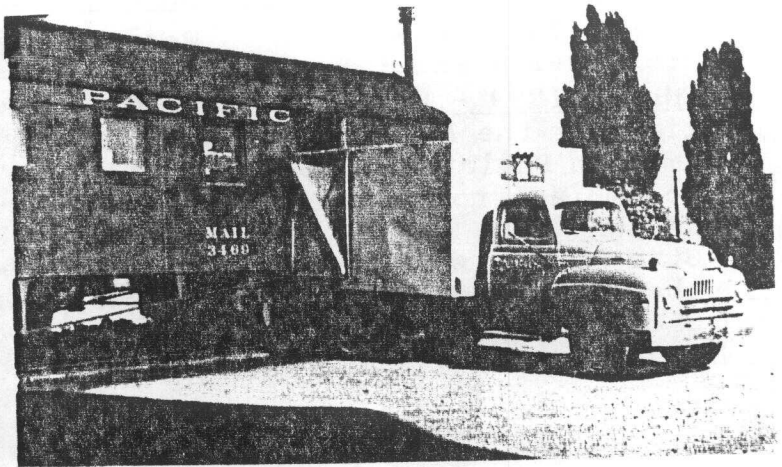
The mails through Vernon were carried without incident - nobody ever tried to hold up or otherwise rob the train, there was never a fire, and mail was never lost. For the S. & O. and the C.P.R. it was sixty years of quiet unruffled service to the Okanagan.

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LAST RUN - Train 707 - Northbound, 25 September 1954 -



Clerk E.F. Magaw clearing Mail Box at Kelowna Station for the last time, 3:15 PM. 25 September, 1954



Transferring last load of mail from Train 708 (Southbound) at Kelowna, to truck for points south of Kelowna, 2:30 PM, 25 September, 1954.



Magaw handing mail from the box up to Mail Clerk R.F. Marriage, including the cover shown below.

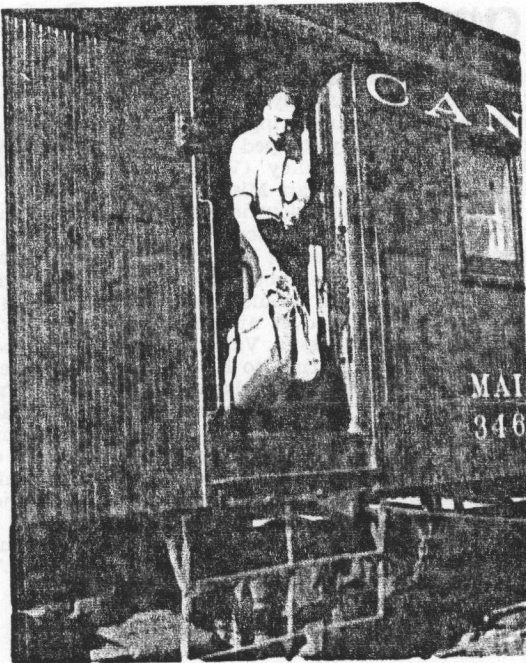


.... /3

MR. MONTY FOSTER  
C/o B.C. FRUIT SHIPPERS LTD.

VERNON B. C.

LAST RUNS - Train 707 Northbound, and 708 Southbound, 25 September, 1954 -



Railway Mail Clerk  
E.F. Magaw takes in the  
last bag of mail for  
the last trip of Train  
707 at Kelowna, 3:30 PM  
25 September, 1954.

KEL & SIC. TR.  
20 SEP 54  
A. D. GREEN

The third Railway Mail Clerk  
on the Kelowna & Sicamous  
Run, A.D. Green, was on his  
days off when the last run  
occurred. Here is a strike  
of his personal hammer dated  
20 September, 1954.

Last trip KEL & SIC RPO  
South bound.



MR. J.B. McCLELLAND  
C/o CROWN ZELLERBACH CANADA LTD.  
421 HAYNES AVE

KELOWNA B.C.

Cover mailed at Vernon on Last  
Run of Train 708, southbound  
to Kelowna, 25 September, 1954.

Cover carried from Vernon on Last Run of Train 707, Northbound, 25  
September, 1954. It was returned to Kelowna on the Kamloops and  
Kelowna Highway truck service, which commenced 26 September, 1954.

*Last trip of Kelowna & Sicamous  
R.P.O.*

KEL & SIC  
707  
25 SEP  
1954  
R. F. MARRIDGE



*Mr. J. B. McClelland  
c/o Pacific Mills Ltd  
421 Haynes Ave.  
Kelowna B.C.*

*Posted at Vernon B.C.  
North bound.  
JRM*



From the Vernon "Daily News - August 20, 1936 - Ken Ellison

# How Vernon Was Named by Rev. A.C. Pound

"Did you ever hear the story of how Vernon got its name?" It was my privilege a few days ago to interview James Schubert, the son of Mrs. Catherine Schubert, one of the early pioneers who came overland to Kamloops in 1862. James at that time was only two years of age. He and Mrs. Schubert now live at Tulameen, where they take a leading part in the life of the community.

We soon began talking of my home-town, Vernon, when he said: "By the way, I was the first one to suggest the name 'Vernon' for what used to be 'Priest's Valley.'" (Our family lived for years on Schubert St. which was named after him).

I was therefore greatly interested in the story he had to relate. "During the years 1885 and 1886, I drove the mail-stage from Kamloops to Okanagan Mission (Kelowna), making the round-trip once a week. Sometimes we used four, and at other times, two, horses, and in winter, both sleighs and wagons. Leaving Kamloops, our first stopping-place was Grand Prairie. Then we proceeded to Landsdown (near Armstrong) where I changed horses at our home. On arriving at Okanagan, O'Keefe's ranch, all the mail for the Valley had to be scrutinized by Mr.

O'Keefe. Regardless of the weather, we had to wait until this procedure was duly completed. In fact, once I did not wait, thereby incurring the wrath of the whole countryside. We usually stopped that night at the old Victoria Hotel at Priest's Valley (Vernon); and proceeded the next day to Okanagan Mission (Kelowna).

"On one of these journeys the Post Office Inspector accompanied me. He noticed the delay at O'Keefe's and remarked: 'Do you often have to put up with that?' He saw, too, that there should be more definite addresses on mail. 'Okanagan' would not do for all points in the valley, to be looked over at O'Keefe's for further necessary directing. 'Priest's Valley' was also an indefinite location. As we returned to Kamloops, driving the horses along part of the old Hudson's Bay Brigade Trail, he asked me what I would suggest as a better name for Priest's Valley. I replied: 'Why not call it Vernon after Forbes G. Vernon, M.L.A.? He is very popular, owns a large ranch (Coldstream), and is the chief Commissioner of Lands and Works at Victoria?' He agreed and said: 'I shall discuss the matter with Postmaster Venn on our arrival at Kamloops.' This he did with the result that Priest's Valley has since been known as Vernon."

May 30, 1895 -

May 14, 1936 -

**JAMES J. HULL,**  
**Carpenter & Builder**  
JOBGING A SPECIALTY.

*Shop opposite the Government Office.*  
212-1m

**JOHN McKINNON,**  
**\*FAMILY\* BUTCHER\***  
VERNON, B. C.

Store opposite the Victoria Hotel.  
Beef, Mutton, Veal, Pork. All customers promptly attended to.

**Corporation of the City of Vernon**  
**Dog Tax.**

**NOTICE.**—These Taxes must be paid by the 3rd day of June, or the penalties of the By-law will be enforced.

By order.

R. J. DAVIES,  
City Clerk's Office, City Clerk.  
Vernon, May 21st, 1895. 211-2i

## *Improved Mail Service Starts Next Saturday*

The successful conclusion of a long campaign, waged by the various Boards of Trade and the newspapers of the valley, is now definitely sighted.

A very greatly improved mail service between Okanagan centres will be inaugurated on Saturday, May 16.

Commencing on that day, and daily thereafter except on Sundays, the local post office will receive direct letter mails from Penticton, West Summerland, Westbank, and Kelowna by the Interior Greyhound Lines, Limited. The stage will arrive at Vernon from the south at 11:10 a.m. The post office here will also despatch direct letter mails to the southern part of the valley, as well as to Vancouver, by the stage that leaves Vernon at 6:20 p.m., this mail closing at the post office here at 6 o'clock.

From the Vernon  
"Daily News" -  
from Ken Ellison

July 7, 1892

July 30, 1936

## NEW VALLEY MAIL PLAN APPRECIATED

Bus Service Makes Possible  
Quicker Deliveries In the  
Okanagan

People in this city may not, perhaps, be fully aware of the extra mail services being carried daily by the Greyhound Bus Lines throughout the valley, in addition to the regular train dispatches.

Brought from the south by bus, a straight mail bag from valley points reaches Vernon shortly after 11 a.m. From the Vernon Post Office another bag is made up at 5:30 o'clock, and leaves for Penticton each evening at 6:20 by bus. There the mail is sorted and made available to the public the same night, and it is sent up to Summerland from that point. This is a saving of half a day over the regular service. In addition to valley mail, letters, posted too late in Vernon to go out north on the C.P.R., are sent to Penticton and from there over the Kettle Valley route to Coast points.

On the regular train service mail for the south is cleared from the Post Office at 12 noon and is dispatched on the C.P.R. In the evening mail is sent from the Post Office at 5:30 o'clock to go out at 6 p.m. on the northbound C.P.R.

The new bus mail services, which commenced on June 1 last, were granted in response to efforts made by Okanagan organizations, proving of great benefit, especially to business firms with valley connections.

Intermediate points such as Peachland and Westbank are reported to be dissatisfied with prevailing arrangements, as reported elsewhere in this issue, and it is to be hoped that improvements will be made so as to satisfy all sections in the near future.

Mr. Price Ellison has purchased all the remaining stock, implements and machinery of the Lyons ranch, also the crops.

Mr. Gartrell's peach trees at Trout creek are literally loaded with fruit. He expects to make money out of his orchard this season.

The ladies of the English church congregation desire to thank the many friends who contributed refreshments to the stall held on Dominion Day.

Mr. Nap. Bassett has completed Mr. Edwin Pratt's residence on Vance creek. Mr. P. is a druggist by profession and was for several years medical assistant at the Burton-on-Trent hospital, England.

Mr. T. Spence is erecting a neat real estate office and dwelling at Kelowna, adjacent to the hotel. This ought to prove of value to the Mission valley community, Mr. Spence being the first notary public to reside there.

The Spokane and Great Northern Co.'s stamp mill on Boundary creek is nearing completion and machinery for lead silver concentration is now being brought in. The rich recent silver strikes about five miles above the mill are stated to discount all previous finds, the result being a renewed influx of miners and prospectors into that section. There is little doubt that a mining recorder will soon be needed for the Boundary creek district.

It is several weeks now since the post office inspector paid this district a visit, and although Enderby and Vernon have profited by receiving a daily mail service, that is all the good that has come of it. The entire lower country has still its miserable monthly service, the mail being carried on horseback over the Mission mountain trail, although a good steamer runs twice a week to Penticton, whence stage connection is effected to Osoyoos. As a daily mail runs up to Osoyoos on the other side of the line it is only natural that trade goes across the boundary which otherwise would benefit the upper country and the province generally. The flourishing little town of Armstrong is also being strangely treated. The S. & O. trains pass it every day, but a letter from Vernon or anywhere south, passes by Armstrong to Enderby and thence to Lansdowne, whence the Armstrong people have to fetch a portion of their mail. The town and district are entitled to a post office, and if it takes several weeks of correspondence and red tape to create one, it is a poor advertisement for the Canadian postal department.

According to R. G. Sidley, J.P., there are still many thousand acres of land suitable for settlement up Kettle river, above the mouth of Rock creek. There is a large quantity of bottom land along the stream, some portions requiring little clearing, the greater part however being covered with thick brush.

## UNRESERVED SALE

By A. M. BEATTIE, AUCTIONEER

Thursday, July 21

—On the Property—

## THREE FARMS

In the heart of the Spallumcheen Valley  
at Lansdowne, also

Hotel at Lansdowne and 11 Lots  
in the Town, Stock, Implements  
Household Effects, Liquors, &c.  
Crop on the Ground.

UNDER instructions from Mr. John Cartwright, who is retiring from business, I will sell the following:

### LOWER FARM

Containing 135 acres or thereabouts: 10 acres in oats, 30 acres in barley, 20 acres in fall wheat, 4 acres in potatoes, 2 acres in tares. Has a good log dwelling house, barn and stable, root-house, cattle shed, grain barn and implement shed.

### HOME FARM

Containing 105 acres, more or less: 5 acres in fall wheat, 10 acres in timothy, and about 30 acres in spring wheat, 2 acres tares, balance woodland. On this there is a good log granary.

### UPPER FARM

Containing 85 acres or thereabouts: 14 acres in barley, the balance in cow pasture, no brush or timber, adjoining Lansdowne on the west side. This is prairie land, all fit for the plow.

### STOCK

One span bay horses, Joe and Punch, 5 years old, sound and gentle; one span, Dick and Jerry 4 and 5 years old; bay mare, Kate, 4 years old; bay horse, Jake, 4 years old; one span, Tom and Charley, aged; 12 mares and colts; one pure-bred Durham bull; 35 head of cattle; also one Berkshire boar, 8 breeding sows, and about 60 head of young pigs.

### IMPLEMENTS.

One Osborne binder, one seed drill, one Toronto grass mower, iron harrows, two plows and one gang plow (nearly new), one winnowing machine and bagger, one Dick harrow and seeder, one horse-hoe, one seed drill, farm wagon, whiffletrees, hay forks, etc.; harness for five teams; one single buggy and harness, one double buggy with cover, etc.; saddle and bridle, etc.; 250 grain sacks.

TERMS—For farms and hotel, one-third cash, balance on time at 7 per cent. Stock—Terms liberal, will be made known at time of sale.  
61-3 A. M. BEATTIE, Auctioneer.

## Prices talk!

BEFORE BUYING YOUR

:GROCERIES:

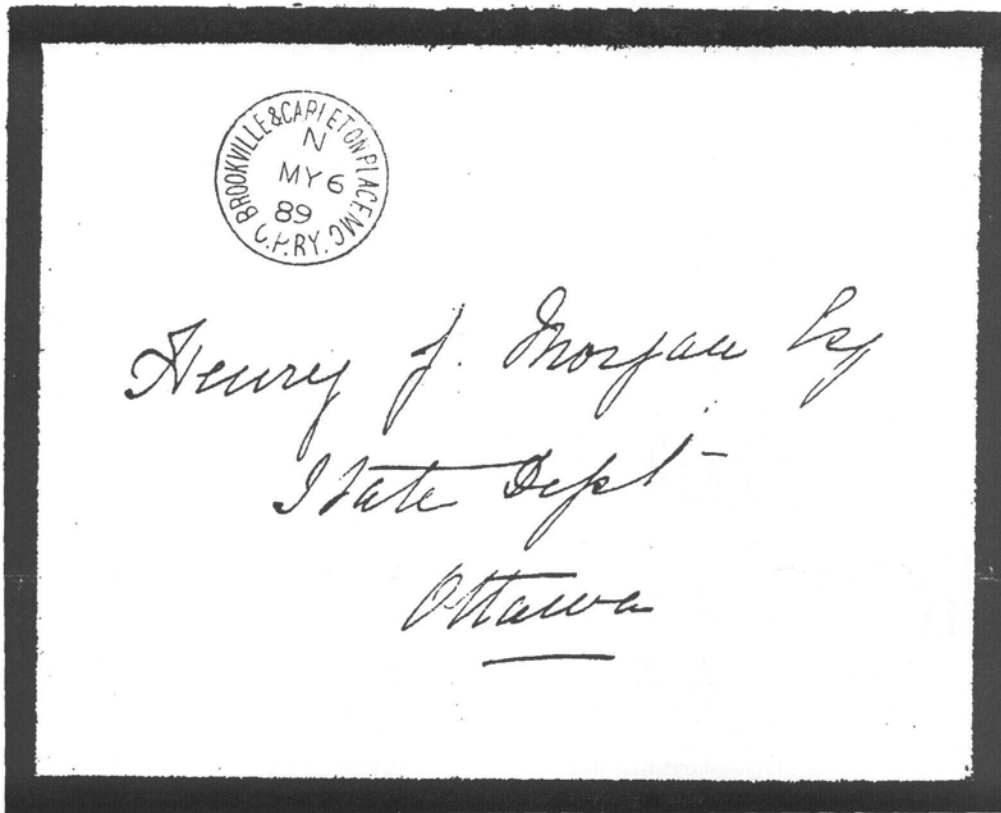
OBTAIN QUOTATIONS FROM

W. T. Shatford

FULL AND COMPLETE GENERAL STOCK

.... / 6

From Ross Gray



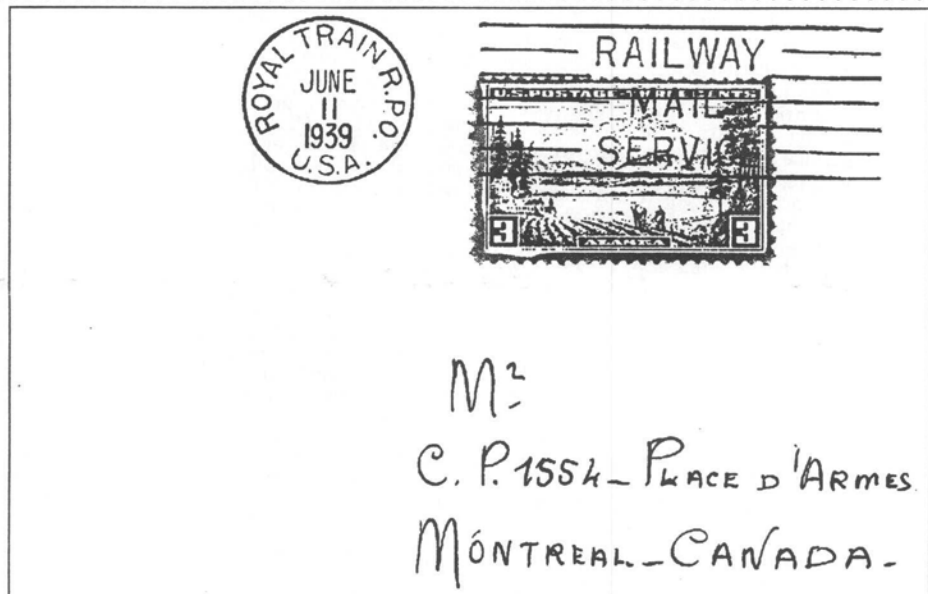
O-40, Hammer I, Proof



O-40, Hammer II, Proof

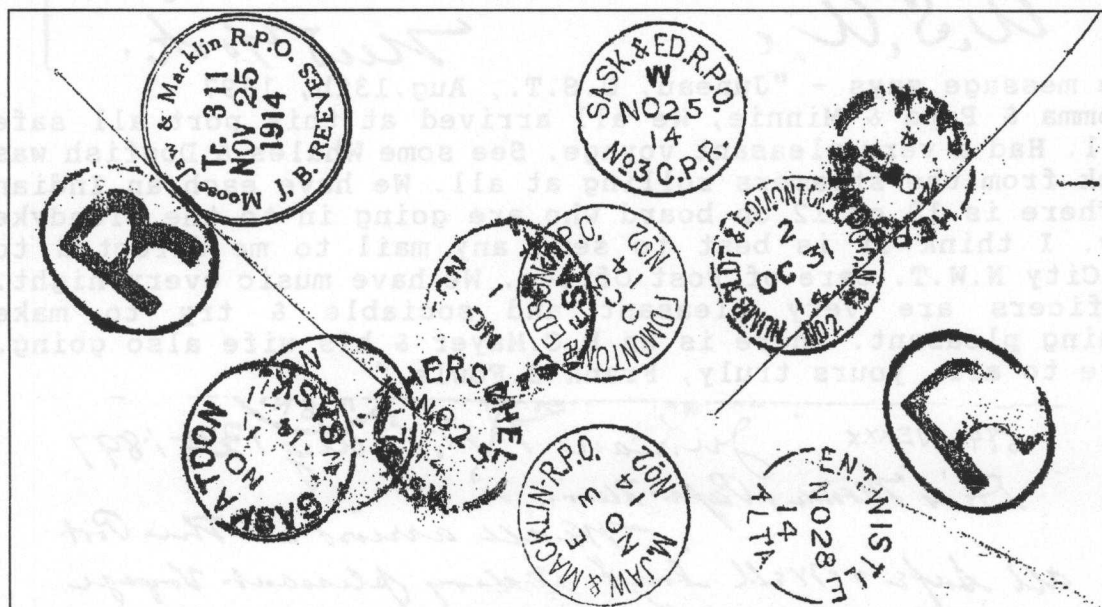
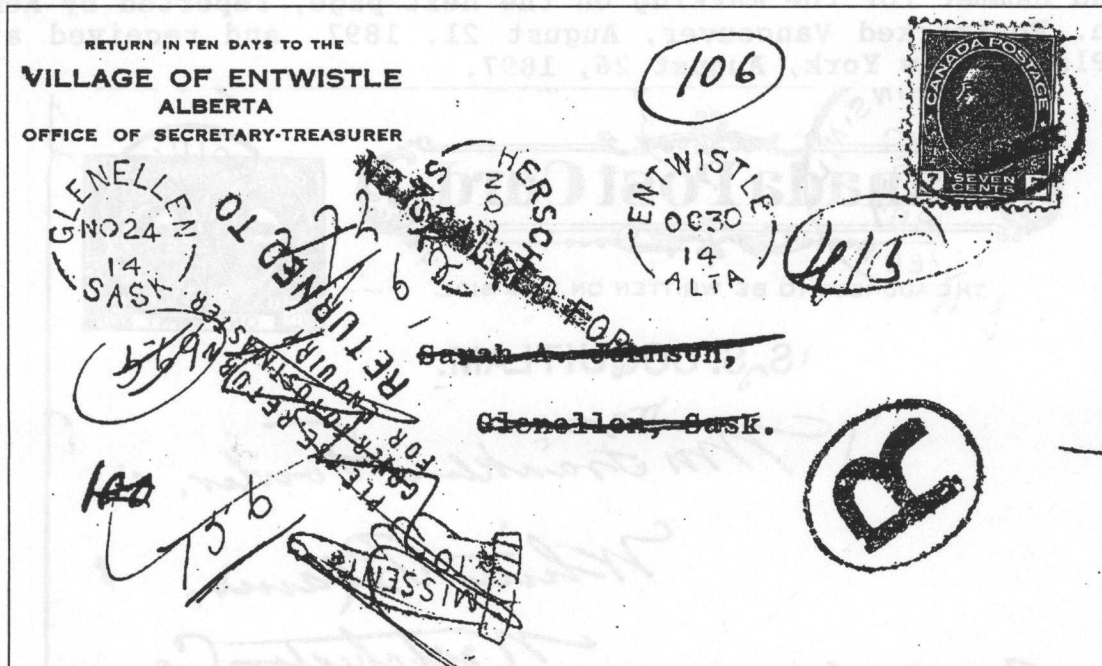
Recently, I was pleased to find this stampless mourning cover with O-40, the first example of this rare listing in my collection. After getting it home and examining it more closely, I was even happier to note that it was the first of two hammers; this one with BROCKVILLE misspelled as BROOKVILLE. Aware that there were two proofs, dated two days apart, I would have speculated that the first hammer was discarded or repaired because of the misspelling but this cover disproves any such theory.

This is a rare date for the U.S. Royal Train machine cancellation. The train was scheduled to enter the U.S. at Niagara Falls, NY on June 7 at 9:35 PM, where the U.S. Government assumed responsibility for it and due to arrive at Rouses Point, NY on June 12 at 5:40 AM, where the Canadian Government again assumed responsibility for the train. I have this "hammer" dated June 8, 9, 10 and 11 and a second machine "hammer" dated June 10 only. There is also a large rubber duplex cancellation dated June 8, 9 and 10.



From Ross Gray

This well travelled cover has 4 steel hammer R.P.O.'s and a previously unreported R.P.O. clerk's private rubber handstamp.



- ENTWISTLE, ALTA., OCT 30, 14
- W- 39 EDMONTON & EDSON R.P.O. / NO 2, E, OC 31, 14
- W- 58 HUMBOLDT & EDMONTON R.P.O. C.N.R. / NO 2, 2, OC 31, 14
- SASKATOON, SASK., NO 1, 14
- W- 89 M. JAW & MACKLIN - R.P.O. / NO 2, E, NO 3, 14
- HERSCHEL, SASK., NO 3, 14
- GLENELLEN, SASK., NO 24, 14
- HERSCHEL, SASK., NO 25, 14
- W-89cr Moose Jaw & Macklin R.P.O. / J. B. REEVES, Tr. 311, NOV 25, 1914 (struck in violet)
- W-139 SASK. & ED. R.P.O. / NO 3 C.P.R., W, NO 25, 14
- ENTWISTLE, ALTA., NO 28, 14



From Gray Scrimgeour - S-223 - S.S.COQUITLAM - August 13, 1897  
A second hammer for the marking on the next page, reported by Ken Ellison. Postmarked Vancouver, August 21, 1897, and received at White Plains, New York, August 26, 1897.



THE ADDRESS TO BE WRITTEN ON THIS SIDE.



S.S. COQUITLAM.

Mr Franklin Fowler,  
White Plains,  
Westchester Co  
New York.  
U.S.A.

The message says - "Juneau, U.S.T., Aug.13th, 1897

Dear Momma & Papa & Minnie, We all arrived at this port all safe and well. Had a very pleasant voyage. See some Whales & Dogfish was not sick from the steamers rolling at all. We have each an Indian Pony. There is 10 or 12 on board who are going in to the Clondyke country. I think it is best to send any mail to me directed to Dawson City N.W.T. care of Post Office. We have music every night. The Officers are very pleasant and sociable & try to make everything pleasant. There is an E.C.Mayer & his wife also going.

Love to all, yours truly, Frank S.Fowle."

584-NBXXX

Dear Momma & Papa & Minnie,

We all arrived at this Port all safe & well had a very pleasant Voyage see some whales & Dogfish was not sick from the steamers rolling at all we have each an Indian Pony. There is 10 or 12 on Board who are going in to the Clondyke Country I think it best to send any mail to me directed to Dawson City N.W.T. care of Post Office. We have music every night. The Officers are very pleasant & sociable & try to make everything pleasant. There is an E.C.Mayer & his wife also going. Love to all yours truly Frank S.Fowle.



COQUITLAM I

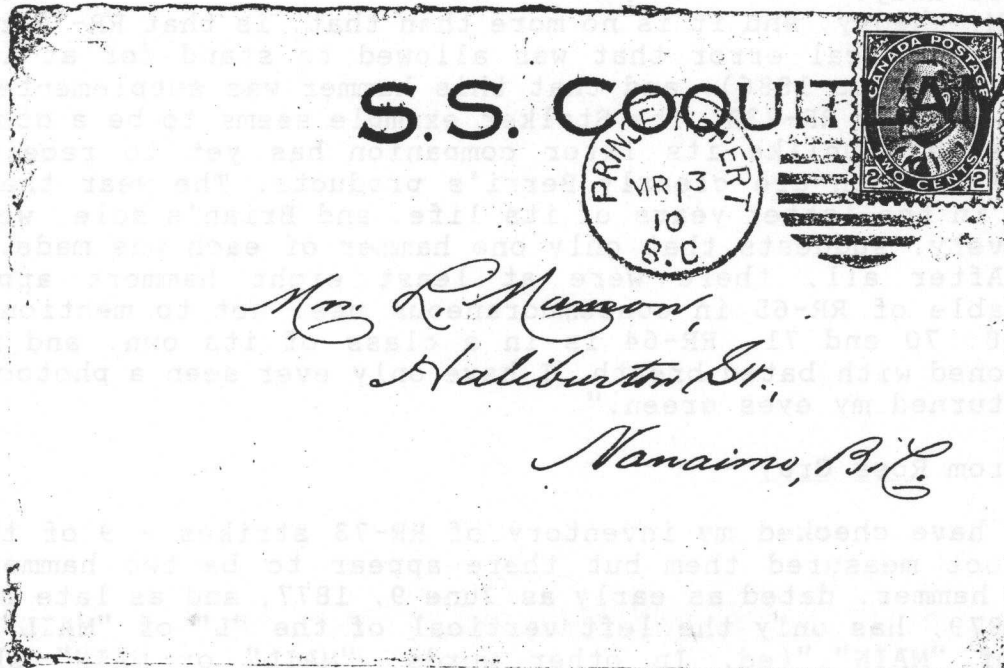
UNION STEAMSHIP CO. B.C. LTD.

Single line marking reads:

S.S. COQUITLAM

Personal letter placed on board the  
S.S. COQUITLAM somewhere on the north  
coast and transferred to the regular  
mail system at Prince Rupert.

Ludlow, S-223 - undated



PRINCE RUPERT / MR 13 / 10 / B.C.

Reported markings for - S-223 -

Only reported marking MAR 13 1910

This is the only reported marking for the COQUITLAM

Feed back re: RR-73A - From Lionel Gillam -

" 'There is nothing new under the sun' savest the preacher. Well, when those words were written, supposedly by Solomon, he did not have Brian Stalker in mind, or Ross Gray for that matter. I have always viewed RR-73 with a degree of suspicion. "MAIL LINE" would have been more convincing had it not been unique as far as railway postmark terminology is concerned. "MAIN LINE", of course is equally a "one of" expression, but it certainly fits the bill more appropriately because the Great Western line from Windsor to Toronto was precisely that as opposed to the "AIR LINE" (RR-69), so-called because it was built as the crow flies (or as nearly as possible) between Glencoe and Fort Erie ( 148 miles) in 1873. Intended as a piposte to the Canada Southern (Amherstburg to Fort Erie) which was also completed in the same year, the two lines closely aprallelled each other between Canfield Junction and Fort Erie (or Bridgeburg), they were within hailing (or rather) whistling distance apart. All this is by the way, and I must not be carried away."

"My theory, and it is no more than that, is that RR-73 resulted from a clerical error that was allowed to stand for at least 13 years (1873 to 1886), and that this hammer was supplemented in or about 1877 by RR-73A. The Stalker example seems to be a good clear strike, and unlike its later companion has yet to receive some "hammer". Both are clearly Berri's products. The wear that RR-73 shows in the latter years of its life, and Brian's sole, wonderful discovery, suggests that only one hammer of each was made."

"After all, there were at least eight hammers apparently available of RR-65 in contemporaneous use, not to mention RR-66, 67, 68, 70 and 71. RR-64 is in a class of its own, and must be mentioned with bated breath. I have only ever seen a photocopy and that turned my eyes green."

and from Ross Gray -

"I have checked my inventory of RR-73 strikes - 9 of them. I have not measured them but there appear to be two hammers. The first hammer, dated as early as June 9, 1877, and as late as April 17, 1879, has only the left vertical of the "L" of "MAIL" or the "N" of "MAIN". (ed. In other words, "MAIL" or MAIN" shows as "MAII".) "The second hammer, dated as early as October 9, 1877 and as late as December 20, 1886 clearly has "MAIL" at the bottom."

"It may be that Brian's strike was an early strike of a hammer which quickly deteriorated or was modified early in its life. I would love to borrow the original to scan and try superimposing it on the first hammer strikes which I have."

At least two hammers are involved - strikes reported from April 15, 1873 to October 6, 1879 have a normal "L" in "LINE" and the right side of "MAIL" or "MAIN" disappearing. Strikes from 1884 to 1886 show a long bar in "LINE" at an obtuse angle to the vertical.

No strikes have been reported between October 6, 1879 and June 9, 1884. Did RR-67 and 69 with 6 hammers proofed April 6, 1879 supersede RR-73 during this period ? That's all for now.

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