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THE R.P.O. NEWSLETTER

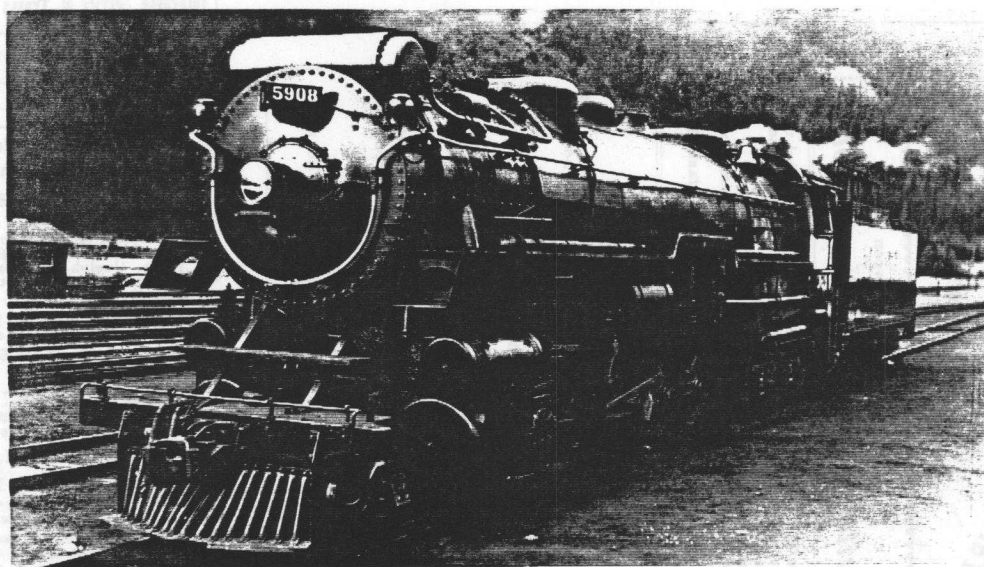
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Volume 28 - No.1

Whole No.144

September, 1999

BNAPLEX '99 - VERNON, B.C. - This first newsletter of the new BNAPS year has been prepared for distribution at the show because of the amount of new material recently contributed by Study Group members. These include two pages from Ross Gray, two more showing the work of Brian Stalker on the HAMILTON & MEAFORD runs, and further items from Chris Anstead, Dr. Alex. Campbell, Gerry Carr, Dick Colberg, Jim Felton, Horace Harrison, and your editor.



C.P.R. LOCOMOTIVE 5908, FIELD, B.C.

CPR LOCOMOTIVE 5908 - at Field, B.C. during the 1930s. The last of these - 5935 - was delivered in 1951. Your Editor saw it arrive in Field on its first trip.

STUDY GROUP SESSION - We have asked for time on Friday, September 17, from 3:30 to 5 PM to discuss mainly a new edition of the RPO Catalogue. We have now published 18 annual Annexes, and there isn't any more room for amendments. Many subjects require decisions - such as whether seapost markings not containing a steamer name should be included in the steamer section rather than in the geographical sections, whether the "DISTRICT" markings should be placed in a separate section, whether the "Carried by Travelling Box" series should be placed in the DD section rather than RR, whether the US RPOs on Canadian stamps should all be in a separate section, rationalization of some listings now out of alphabetical order, whether the Western section should be broken into provincial sections, etc. etc. If you have any thoughts or ideas and will be attending BNAPLEX, please plan to attend. If not, please let me have your feedback. Annual dues \$10 CAD, or equivalent, are due then.

The Yarmouth & Annapolis Railway

POPULAR RESORTS.

YARMOUTH, the western terminus. A pretty, enterprising and wealthy town; population 8,000. The thermometer rarely goes above 80°. Evenings always cool. Hotels good and rates reasonable. Trout and salmon fishing, and moose hunting within 30 miles. Guides and teams always on hand.

METEGHAN, an Acadian village on the shore of St. Mary's Bay; population 800. Very good hotels.

WEYMOUTH, beautifully situated on the banks of the Sissiboo river; population 1,000. Has good hotel accommodations. From the river's mouth to the famous Sissiboo Falls—9 miles—the boating cannot be surpassed. This is considered a most desirable place to spend a vacation.

DIGBY, Nova Scotia's renowned summer resort, near the entrance of Annapolis Basin; population 2,000. The air is invigorating, never uncomfortably warm, and free from fog and chills. Good boating and deep-sea fishing. The town is well supplied with hotels and boarding-houses.

BEAR RIVER VILLAGE, a busy shipping port situated on the Bear River, 3 miles from its mouth; population 1,000.

CLEMENTSPORT, a shipping port at the mouth of the Moose River. The village is prettily situated and commands a view of the entire Annapolis Basin; population 800.

ANNAPOLIS, the eastern terminus, discovered by the expedition of De Monts and Champlain in 1604, and named Port Royal. Its history for the first two years is a succession of captures and recaptures by the English and French. It finally fell into the hands of the English in 1716, and its name changed to Annapolis Royal. Much of the old Fort is still in good repair. Good hotels; population 2,000.

1893.

1893.

The Yarmouth & Annapolis Railway

And its Connections.

The Favorite Route between the

United States and Nova Scotia.

The Road has just been relaid with heavy steel rails, and equipped with the latest Improved Passenger Coaches. Fast time and no change of cars. Parlor and Buffet Cars on all Express Trains. The comfort of passengers the first consideration of Train Officials.

Sharp connections at Yarmouth with the fast Steel Steamers of the Yarmouth S.S. Co.

Steamers of the Yarmouth S.S. Co. leave

LEWIS WHARF, BOSTON,

during the Winter months, at 12 noon, on Tuesdays and Fridays; and during the Summer months, at 12 noon, on Mondays, Tuesdays, Thursdays and Fridays.

For tickets and information apply to

Thos. Cook & Sons' Agencies.

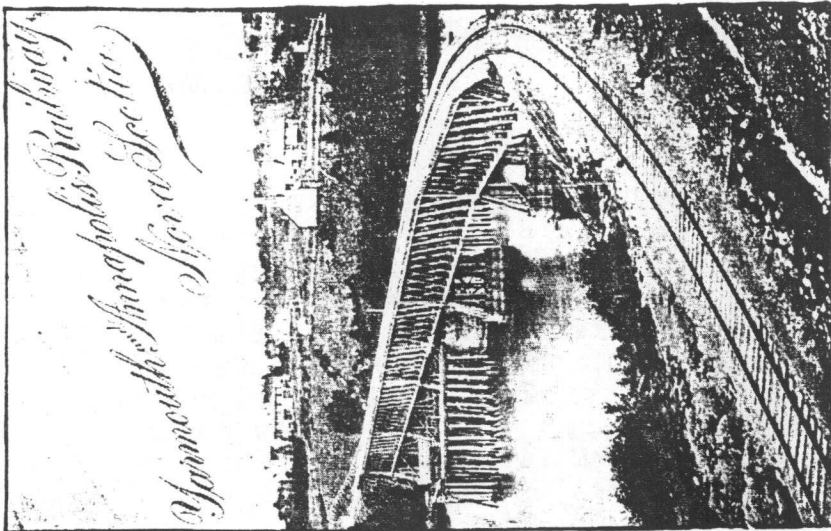
Henry Gaze & Sons' Agencies.

Raymond & Whitcomb's Agencies.

Old Colony R.R. & S.S. Co.'s Agencies.
Stonington S.S. Co.'s Agencies.

J. F. Spinney, Y. S.S. Co., Lewis Wharf, Boston.

J. BRIGNELL, WM. FRASER,
GEN'L SUPT., GEN'L PASS'R AGENT,
YARMOUTH, N.S.



YARMOUTH & ANNAPOLIS
RY. - 1893 brochure
from Dick Colberg

GRAND TRUNK RAILWAY -
1870 schedule out of
Montreal from Alex.
Campbell (ex Canadian
Illustrated News, 1870)



GRAND TRUNK RAILWAY OF
CANADA.

Improved Service of Trains for the Winter of 1870.

Acceleration of Speed.

NEW CARS ON ALL EXPRESS TRAINS.

TRAINS now leave Montreal as follows:—

GOING WEST.

Mail Train for Toronto and intermediate
stations 8.00 a. m.

Night Express for Ogdensburgh, Ottawa,
Brockville, Kingston, Belleville, To-
ronto, Guelph, London, Brantford,
Goderich, Buffalo, Detroit, Chicago,
and all points West at 8.00 p. m.

Accommodation Train for Kingston, To-
ronto and intermediate stations at 6.00 a. m.

Accommodation Train for Brockville and
intermediate stations at 4.00 p. m.

Trains for Lachine at 6.00 a. m., 7.00 a. m.,
9.15 a. m., 12 noon, 1.30 p. m., 4.00 p. m.,
and 5.30 p. m. The 1.30 p. m. Train
runs through to Province line.

GOING SOUTH AND EAST.

Accommodation for Island Pond and in-
termediate stations at 7.10 a. m.

Express for Boston via Vermont Central at 9.00 a. m.

Express for New York and Boston, via Ver-
mont Central at 3.45 p. m.

Express for New York and Boston, via
Plattsburgh, Lake Champlain, Burling-
ton and Rutland at 6.00 a. m.

Do. do. do. at 4.00 p. m.

Express for Island Pond at 2.00 p. m.

Night Express for Quebec, Island Pond,
Gotham, and Portland, and the Lower
Provinces, stopping between Montreal
and Island Pond at St. Hilaire, St.
Hyacinthe, Upton, Acton, Richmond,
Brompton Falls, Sherbrooke, Lennox-
ville, Compton, Coaticook, and Norton
Mills, only, at 10.10 p. m.

Sleeping Cars on all night trains. Baggage checked
through.

The Steamers "Carleton" or "Chase" will leave
Portland for Halifax, N.S., every Wednesday and
Saturday afternoon at 3.45 p. m. They have excel-
lent accommodations for Passengers and Freight.

The International Company's Steamers, running in
connection with the Grand Trunk Railway, leave
Portland every Monday and Thursday at 6.00 p. m.,
for St. John, N.B., &c.

Tickets issued through at the Company's principal
stations.

For further information, and time of Arrival and
Departure of all Trains at the terminal and way-sta-
tions, apply at the Ticket office, Bonaventure Station,
or at No. 39 Great St. James Street.

C. J. BRYDGES,

Managing Director.

Montreal, Nov. 7, 1870.

2-21-22

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Map from the 1893 Yarmouth & Annapolis brochure - from Dick Colberg.



From St. Helena to Vancouver - Edward VII definitive socked on the nose by a C. & V. R.P.O. W-30h. with Ornament #130. 4/07/05. -from Chris Anstead.

NORTH-WEST TERRITORIES.

AFTER the FIFTEENTH DAY OF JUNE next, Emigrants will be sent to FORT GARRY at the following rates:

TORONTO TO FORT WILLIAM.

Adults, \$5; Children under 12 years, half price. 150 lbs. personal baggage free. Extra luggage, 35 cents per 100 lbs.

FORT WILLIAM TO FORT GARRY.

Emigrants, \$25; Children under 12, half price. 150 lbs. personal baggage free. Extra luggage, \$1.50 per 100 lbs. (No horses, oxen, waggons, or heavy farming implements can be taken.)

THE MODE OF CONVEYANCE.

96 miles by Railroad from Toronto to Collingwood.
532 miles by Steamer from Collingwood to Fort William.
45 miles by Waggon from Fort William to Shebandowan Lake.
310 miles broken navigation in open boats from Shebandowan Lake to North-West Angle of the Lake of the Woods.
45 miles by Cart or Waggon from North-West Angle of the Lake of the Woods to Fort Garry.

Between Fort William and Fort Garry, huts and tents will be provided for the accommodation of Emigrants on the Portages. Passengers should take their own supplies. Provisions will, however, be furnished at cost price at Shebandowan Lake, Fort Frances, and the North-West Angle of the Lake of the Woods.

F. BRAUN.
Secretary.

DEPARTMENT OF PUBLIC WORKS.
Ottawa, 1st April, 1871.

3-15-d

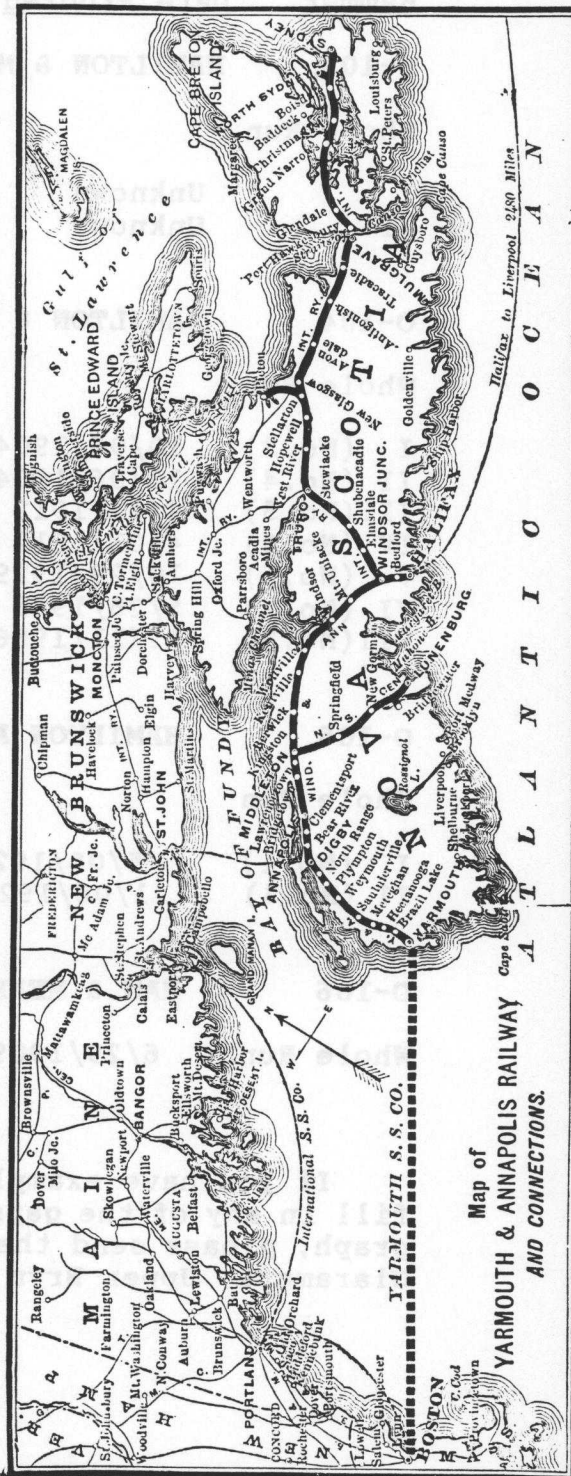
Another extract from the 1870 Canadian Illustrated News - Alex. Campbell.

THE YARMOUTH LINE

If you want to combine Pleasure with Quick Transit take the Yarmouth Line.

The nearest point in Nova Scotia to Boston is Yarmouth. It has connection by rail with every important point in the Province. The passenger from Boston for Eastern Nova Scotia and Cape Breton will take one of the popular Steel Steamers of the Yarmouth Line, at Lewis Wharf, Boston. A run of 16 hours will land him at Yarmouth. On the Steamer's wharf he will find a fast express train of the Yarmouth & Annapolis Railway in waiting, which will carry him through the quaint Acadian villages of Clare, and by the pretty town of Weymouth, to Digby, the favorite resort for American pleasure seekers. For the next 20 miles he will skirt the shore of Annapolis Basin, the most picturesque piece of scenery in America, to the old and historic town of Annapolis Royal. From Annapolis the Windsor & Annapolis Railway train will carry him through the far-famed Annapolis Valley, within sight of the "Home of Evangeline" and by the old residence of "Sam Slick," to the city of Halifax. From Halifax a few hours' run by the Intercolonial Railway will set him down at Sydney, C.B., or at any intermediate point.

A short sea voyage and a fast run throughout the entire length of Nova Scotia are the claims of the Yarmouth Line.



Map of
YARMOUTH & ANAPOLIS RAILWAY
AND CONNECTIONS.

EARLIEST AND LATEST DATES - HAMILTON & MEAFORD RUNS

As a result of Brian Stalker's research into these runs, O-103 to 106, the following dates are offered. If anyone can improve on these, please let the Editor know.

<u>Hammer</u>	<u>Date Proofed</u>	<u>Earliest</u>	<u>Reporter</u>	<u>Latest</u>	<u>Reporter</u>
O-103	HAMILTON & MEAFORD R.P.O.		(Type 17)		
Whole Run		4/09/1899	248	4/01/1912	248
I	Unknown	4/09/1899	248	11/29/1906	248
II	Unknown	1/03/1900	151	4/01/1912	248
O-104	HAMILTON & MEAFORD R.P.O./ No.		(Type 17A)		
Whole Run		10/27/1904	173	4/??/1960	258
I (No.3)	10/06/1904	10/27/1904	173	3/28/1921	151
II (No.4)	10/06/1904	NOT SEEN			
III (No.5)	4/03/1912	9/08/1912	248	5/02/1922	151
IV (No.6)	4/03/1912	2/13/1914	151	6/15/1928	151
V (No.6)	10/29/1929	NOT SEEN			
VI (No.1)	5/25/1943	9/17/1943	248	6/08/1959	151
VII (No.3)	12/11/1956	7/04/1957	248	3/21/1960	151
O-105	HAMILTON AND MEAFORD R.P.O./ No.		(Type 17A)		
Whole Run		2/21/1923	147	7/21/1956	151
I (No.1)	5/05/1923	10/16/1923	151	9/02/1941	151
II (No.3)	1/06/1923	2/21/1923	147	7/21/1956	151
O-106	HAM. & MEAFORD R.P.O.No.1		(Type 17A)		
Whole Run	6/29/1909	7/08/1909	16	5/22/1922	151

If you have examples of O-104, Hammers II or V in use, or can fill in any of the gaps in periods of use shown on the accompanying graph, please send the details to the Editor, or to Brian Stalker, Glaramara, Upper Bryn Coch, Mold, North Wales, CH7 1PU.

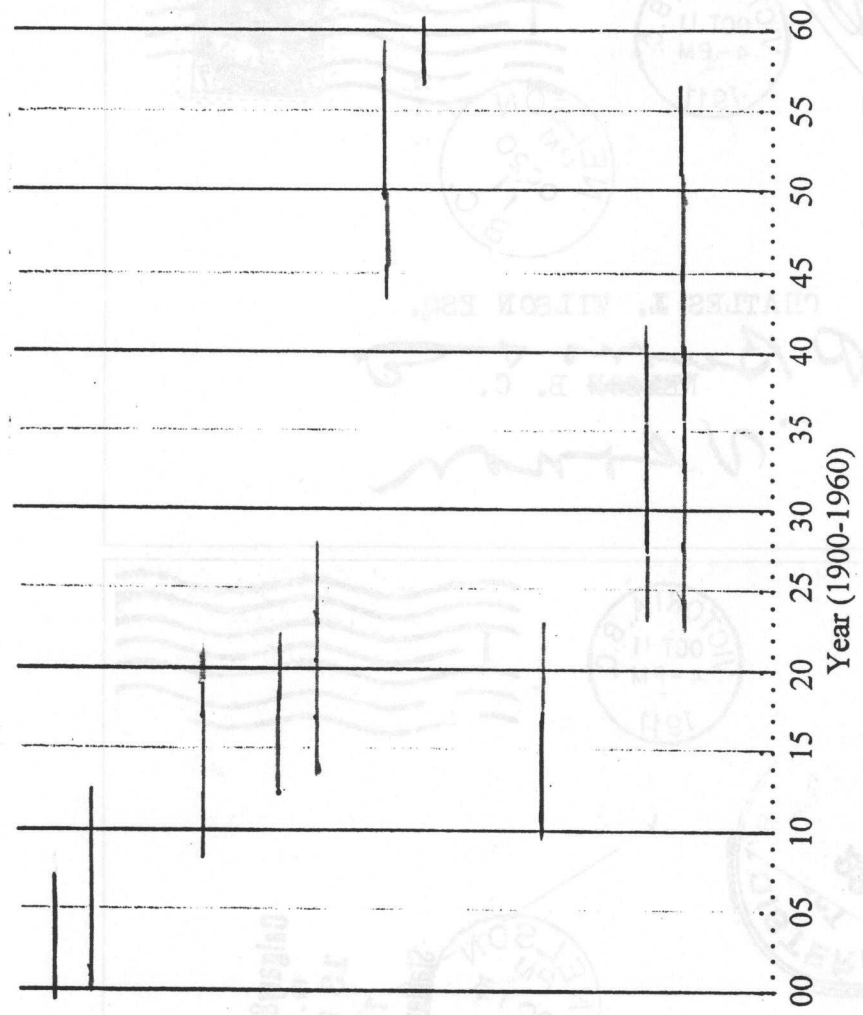
This summary of hammers used on the Hamilton & Meaford RPO is based on strikes in my collection and information from "Proof Strikes of Canada Vol XVII". Has anyone found O-104 hammers II and V in use or can anyone fill the gaps or extend the periods of use? Info to Brian Stalker, Glaramara, Upper Bryn Coch, Mold UK CH7 1PU, or stalkerb@fhc.co.uk

Hammer Date Earliest Latest

O-103 HAMILTON & MEAFORD R.P.O. /.			
I small & unknown	AP 9 99		NO 29 06
II large & unknown	MY 3 00		JA 4 12
O-104 HAMILTON & MEAFORD R.P.O. / No			
I No3	OC 6 04	SP 11 08	MR 26 19
II No4	OC 6 04		
III No5	AP 3 12	SP 8 12	MY 9 18
IV No6	AP 3 12	AP 30 17	AP 3 20
V No6	OC 29 29		
VI No1	MY 25 43	SP 17 43	MY 18 57
VII No3	11 XII 56	JUL 4 57	? 24 60

O-106 HAM. & MEAFORD R.P.O. / No1			
I No1	JUN 29 09	AU 31 09	MR 6 17

O-105 HAMILTON AND MEAFORD R.P.O. / No			
I No1	MY 5 23	NO 30 27	AP 15 40
II No3	JAN 6 23	NO 29 27	MY 16 56



Copies of Proof Strikes from "PROOF STRIKES OF CANADA Vol XVII" Edited by Paul Hughes, Published by Robert A Lee Philatelist Ltd

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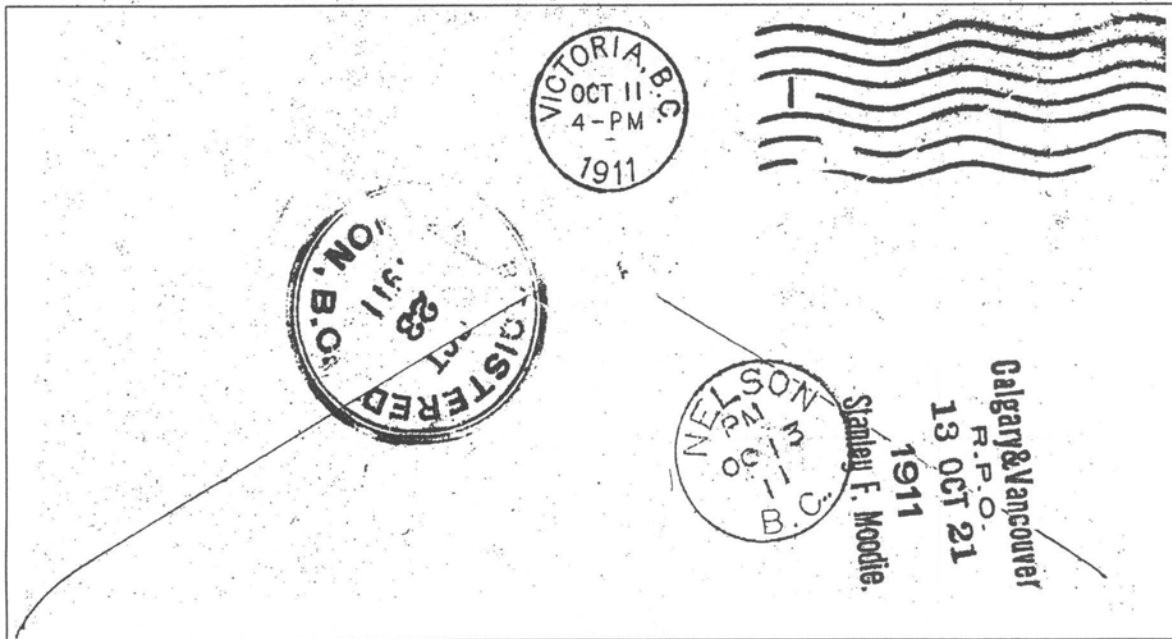
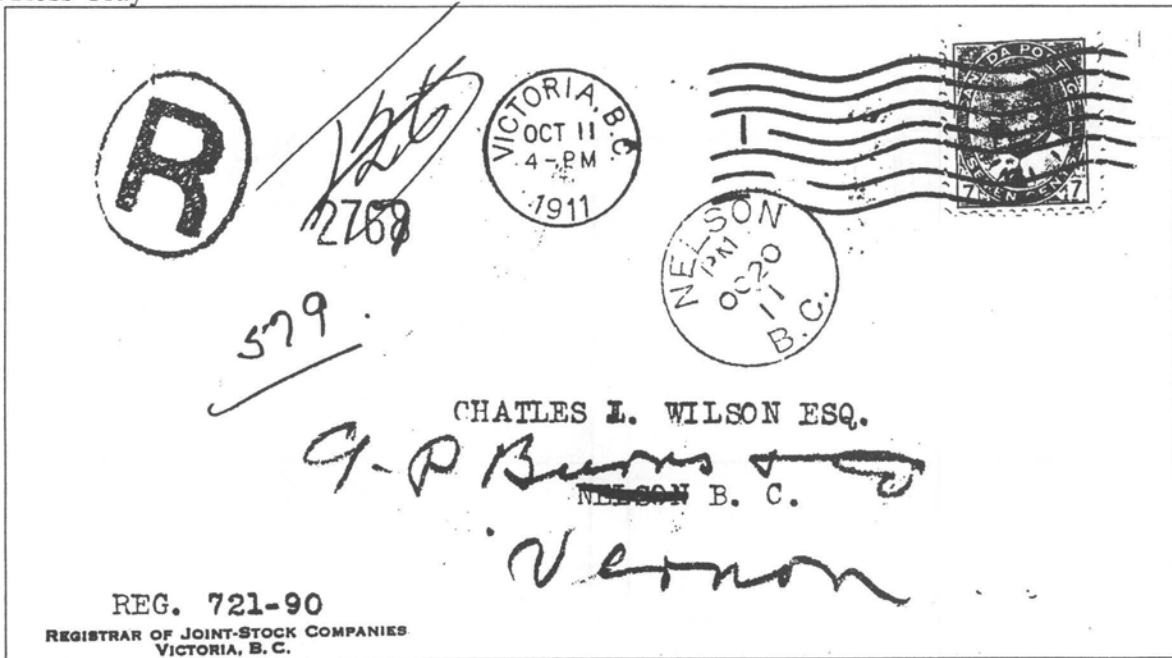
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From Ross Gray



A previously unreported r.p.o. clerk's private handstamp appears as a transit backstamp, struck in blue, on a registered cover from Victoria to Nelson. The cover was re-directed to Vernon.

VICTORIA, B.C., 4 PM, OCT 11, 1911

NELSON, B.C., PM, OC 13, 11

NELSON, B.C., PM, OC 20, 11

Calgary & Vancouver / R. P. O. / Stanley F. Moodie., 13 OCT 21, 1911 (Westbound train 13)

REGISTERED / VERNON, B.C., OCT 23, 1911

W-2AF TYPE 22H RP500



(1881)

Q-111 is a rare Quebec listing, which was proofed April 2, 1880. It had been only reported used in 1881 with a NORTH indicium. Recently, I acquired an example dated June 13, 1891 with a SOUTH indicium, to accompany another, dated September 13, 1892, with a WEST indicium, already in my collection. Both of the latter, 2nd period strikes, are transit backstamps on the same correspondence addressed to Dunham Flats, P.Q.

RR-125 Hammer Data

Proof Date	ERD	LRD	Indicia
unknown	10/29/75	09/04/80	blank, EAST, WEST

Two hammers exist - with Nos. 1 and 2 at base.
Above early and late dates are for entire run.

Dates for the two hammers are -

Hammer 1 ERD 07/05/1876 LRD 11/17/1877
Hammer 2 10/29/1875 09/04/1880

RR-126 Hammer Data

Proof Date	ERD	LRD	Indicia
11/02/08	11/04/08	12/13/13	blank

I have been unable to locate a copy of the proof strike.

RR-128 Hammer Data

Proof Date	ERD	LRD	Indicia
unknown	05/27/96	12/06/04	blank

RR-129 Hammer Data

Proof Date	ERD	LRD	Indicia
03/27/12	06/02/14	11/12/17	blank

I have been unable to locate a copy of the proof strike.



MANITOBA AND THE NORTH-WEST TERRITORIES - Improvements in Railway Mail Service during the Year Ended 30th June, 1883, and to 25th October, 1883 - PMGs Report - from Horace Harrison.

On 1st July, 1882, the Mail Service by Railway, in charge of Baggage-men, between Winnipeg and Rat Portage (Kenora), was increased from 3 to 6 times per week, each way.

On 1st August, 1882, the Postal Car Service, West of Winnipeg, was extended from Brandon to Oak Lake, 33 miles.

On 15th September, 1882, the Postal Car Service, West of Winnipeg, was extended from Oak Lake to Gopher Creek (Virden), 14 1/2 miles.

On 15th September, 1882, the daily mail service by Railway, in charge of Baggage-men, was extended from Gopher Creek to Troy (Qu'Appelle), Assiniboia, 144 miles.

On 1st October, 1882, the Daily Mail Service by Railway, in charge of Baggage-men, was further extended to Regina, from Troy, 32 Miles.

On 7th December, 1882, a tri-weekly Mail Service by train, in charge of Baggage-men, was established between Rat Portage, Keewatin and Thunder Bay, Ontario, 300 miles.

On the 21st May, 1883, the Postal Car Service, West of Winnipeg, was extended from Gopher Creek to Moosomin, Assiniboia, 39 miles.

On 1st June, 1883, a daily service was opened up over the Canadian Pacific Railway, South Western Branch, between Winnipeg and Manitoba City (Manitou), 103 miles, the mails being carried in charge of Baggage-men.

On 5th June, 1883, the daily mail service in charge of Baggage-men, was extended from Regina to Moose Jaw, 42 miles; and on 12th June, 1883, the service was further extended from Moose Jaw to Medicine Hat, 262 miles.

On 1st August, 1883, a mail service was opened up over the Gretna and Pembina Junction Branch of the Canadian Pacific Railway - 14 miles - twice per week, the mails being in charge of baggage-men.

On 20th September, 1883, the daily mail service by train between Rat Portage, Keewatin and Thunder Bay, now Port Arthur, Ontario - 300 miles - was increased from three to six times per week, each way.

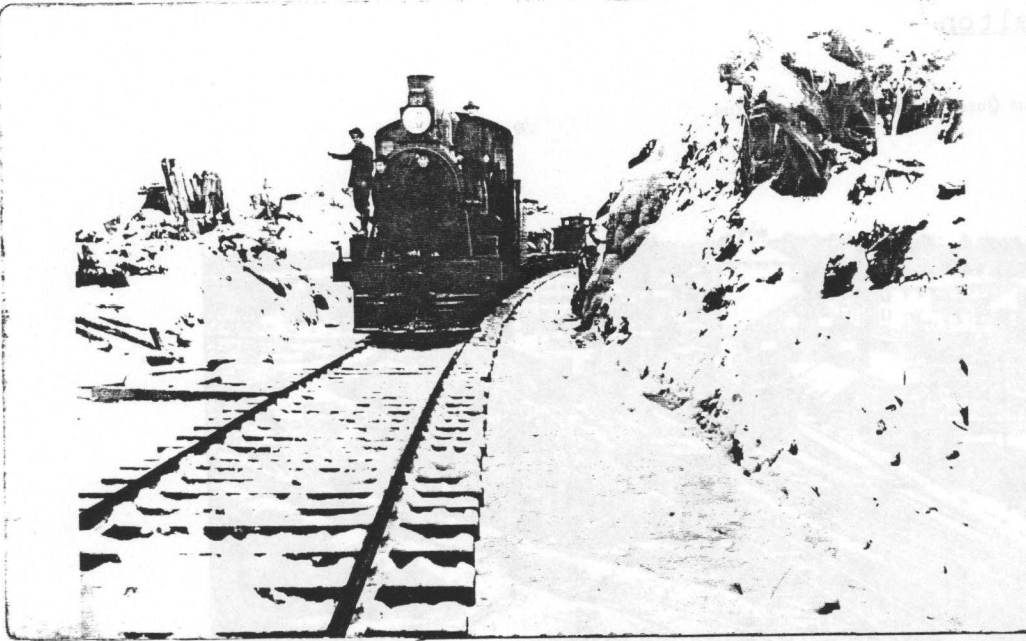
On 1st October, 1883, the mail service by the Canadian Pacific Railway, West of Winnipeg, was extended from Medicine Hat to Calgary, 180 miles, daily in charge of Baggage-men.

On 21st October, 1883, the Postal Service West of Winnipeg, was extended from Moosomin to Moose Jaw - 179 miles.

To facilitate the exchange of mails at certain points, the Postal Cars West of Winnipeg, have been supplied with mail bag catchers, and catching posts have been erected near the McGregor and Douglas Station sidings, and at the railway track opposite the Griswold, Manitoba Post Office.

It is proposed to place similar posts along the line of the Canadian Pacific Railway, west.

GRAND TRUNK PACIFIC RAILWAY - First train into Prince Rupert, 6 December, 1909, Locomotive No. 123.

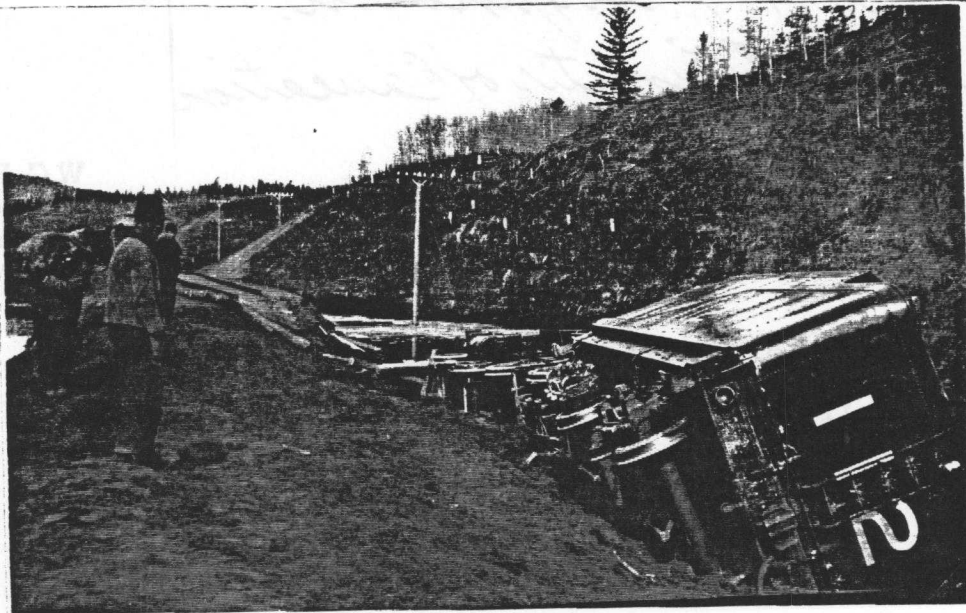
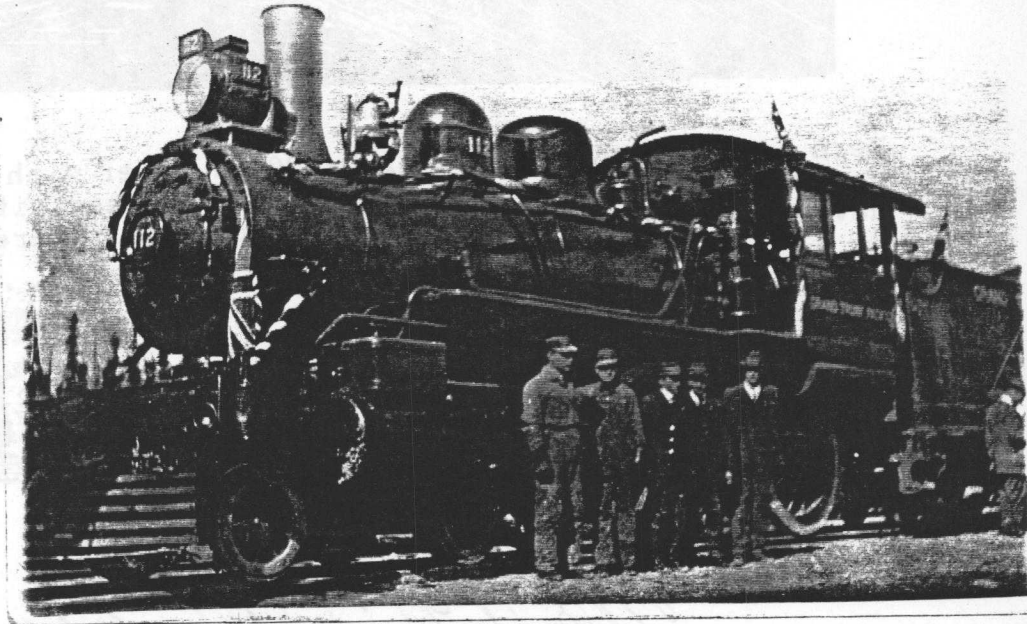


GTP was a 4-4-0 type built by Montreal Locomotive Works in 1909, taken over by CNR as No.397, scrapped October 1933

From Bill Robinson

Locomotive 112, hauling first passenger train into Prince Rupert, 1910

GTP 112 was a 4-4-0 type built by Montreal Locomotive Works, 1909, taken over by CNR as No. 386, scrapped May, 1937



Grand Trunk Pacific Locomotive 112 shortly afterward - wrecked near Hazelton. It was recovered and remained in service until 1937.

From Jim Felton -

Looking North from Queen St. Bridge, Newmarket, Ont.



Here is a pretty example of O-290 on cover with a two-cent Quebec. We started some time ago to catalog Quebecs with RPO cancels, but haven't had many reports. Is anyone else interested ?



*Mr. A. H. T. Colquhoun,
Deputy Minister of Education
Toronto,
Ontario.*

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

This should give us lots to discuss at the annual meeting. The financial and membership reports will also be available there - along with a single frame exhibit of mail routes through Vernon, B.C.

That's all for now,

Bill