

THE R. P. O. NEWSLETTER
OF THE CANADIAN R. P. O. STUDY GROUP (BNAPS)

Volume VII, no. 5

October 1979

Annual Meeting

We had a great meeting at the Quebec convention, with over 20 members and visitors present. During and after the meeting we picked up the following new members:

- 69) Jean-Pierre Forest 4014 Des Cedres, Cap. Rouge, Quebec GOA 1K0
- 70) J. C. Michaud Box 5276, Armdale, N.S. B3L 4M7
- 71) Andy M. Palochik Box 3461 Stn. C., Ottawa K1Y 0
- 72) Dr. Earle L. Covert Box 1979, Hay River. N.W.T. XOE ORO 84
- 73) William C. Walton RD #1 Box 454, Califon, NJ 07830
- 74) Alfred N. Peatman 22 Second St. Renforth, Saint John, N.B. E2H 1M1

The meeting ran from 10 - 12 noon but half a dozen people were still talking when I left at 12:40 p.m. Lew and Jim gave the group a chance to replace us "tired blooders" as President and Secretary-Treasurer but were asked to stay on for another year. I then gave an update on membership (43 - plus new members) and finances (present balance about \$300). Since it costs about \$50 for each issue of the Newsletter, and we should continue to move towards covering our full annual costs, it was recommended and approved that 1980 annual dues continue at \$5. We then moved into the program.

Lew Ludlow gave a summary of the status of our publication plans. The revision of the Handbook should be published in six months. It will be published in Japan and mailed from the the U.S.A. or Canada, will have the same appearance as the present revision (but different color), and cost \$15 - 20 delivered. This will include all corrections and new runs since the first revision, the new rarity factors, period of usage in years rather than the Scott period numbers and more information on how to use the Handbook. (See the attached Cowcatcher data for further comments by Lew) The hardbacked book of "R.P.O.'s of the Maritimes Provinces" will be published 12 to 15 months after the Handbook is issued. This will include the specialized data on each R.P.O. similar to that issued over the last six years in the "Cowcatcher" column in Topics and will include Newfoundland as well as the Maritimes. Obviously, it will be updated as with the Handbook. More on this later. Finally, the "Cowcatcher" column will become more of a general interest column, with future hammer analysis published in the Newsletter. More on this later also.

Ferd Belanger then gave an excellent detailed paper on emergency runs, which will be printed in full in this and/or succeeding Newsletter issues. It covered the four general types of runs used, all runs in each type, and known dates of usage including the earliest and latest reported dates. The reasons for the use of emergency hammers were also discussed. All in all, an impressive research project which was very well received by the group.

Graham Noble discussed some of the problems and remaining questions on his revision of the Depot section (see his paper printed in the previous Newsletter). There was considerable discussion, particularly on whether some of the locations were "full service" sub stations or merely used for collection and sorting of mail for the mail trains. Since RPO Depots were under the Transportation Dept. rather than the Post Office Dept., it is difficult (and often impossible) to obtain published records and much information and opinion is based on comments from retired former postal or railroad employees. Like all good research historians, Graham's position is that runs should be delisted or not added until firm proof is available.

Lew then ended the formal program by discussing "Ticket Stamp" cancellations and showing examples from the fifty different runs which fall into this grouping. These are runs where a station, railroad, and/or clerk identification hammer was used (wrongly) as a postal cancellation device. To qualify, the strike must be on stamp or on a cover/card which was processed through the postal system. These runs will have their own section in the new Handbook.

By the time this third talk was finished we had only about 10 minutes left for general discussion. It was suggested and agreed that a list of researchers and research projects underway be listed in each Newsletter, so that everyone would be continuously aware of studies underway and who to contact with new data or questions. As far as I know, this includes the following:

- 1) Depots - Graham Noble
- 2) Emergency Runs - Ferd Belanger
- 3) Steamer Runs - Keith Elliott/Bill Robinson
- 4) Ticket Stamps - Lew Ludlow
- 5) Western (B.C.) Runs - Jack Wallace

General Comments on the Convention

This was definitely one of the "better" conventions with a diversified group of high quality exhibits. R.P.O.'s were represented by two exhibits, both of which won medals. Member Dave McKain won a silver for a very fine presentation of runs going through Quebec City. Perhaps we can get Dave to Xerox his pages and include all or some of them in future Newsletters. New member Jean-Pierre Forest won a bronze with his exhibit on Quebec and other R.P.O.'s. These were the first R.P.O. exhibits in a number of years. Why don't you plan now to exhibit next year. There is no question but that these exhibits increase interest in this field.

Study on B.C. Train Runs

Jack Wallace (with help from Alex Price) is trying to compile a list of what train numbers could have carries mail on the B.C. runs. He has come up with two questions on which he would like some help. 1) "The C.P.R. southern route had Medicine Hat to Nelson and Nelson to Midway, but I have never heard of any strike between Midway, Penticton, etc. to Hope on the mainline of the C.P.R. 2) Bill Robinson recently told me HOPE-VANCOUVER is a C.N.R. marking. I question that, because does that mean the C.N. mail car just went between Hope and Vancouver and not on east to Kamloops, Blue River to Jasper. I know C.N.R. carried R.P.O.'s from Jasper to Prince George and Rupert."

Anyone able to give any help here?

New Finds

The attached sheet shows some new finds I send on to Lew.

The Latest News

Attached is the latest on Joe Pope's battle with the Canadian Pacific Railway.

Before altering the format of this column, there is one last matter to be cleaned up - namely the listing of new reporters and the new runs that have been discovered in the last half year or so. The list of new runs is extensive and includes a major find of E. W. Brownell down in Nova Scotia of some sixteen new runs involving a total of thirty new clerks on registered letter bills and postal acknowledgements, most of which occurred during the early Admiral Period. These should send all of our specialists back to their collections of partial unknowns to see if they can confirm any identifications.

NEW REPORTERS

- | | |
|----------------------|---------------------|
| 175. Gordon Hill | 179. R. A. Lee |
| 176. H. Williams | 180. J. P. Forest |
| 177. R. S. Blomfield | 181. J. S. Karr |
| 178. E. W. Prince | 182. E. W. Brownell |

NEW RUNS

Shaw No.	Route	Type	Train # / Direction	Period	R.F.	Reporter
N-5A	FROM ARG. & N. SYD. T.P.O. /	22F		1952	150	16
N-75B	PORT AUX BASQUES & NORTH SYDNEY / T.P.O.	17H		1927-29	200	66, 142
N-76A	PORT AUX BASQUES--NORTH SYDNEY / T.P.O., NFLD	8A		1946	170	101, 16
N-83D	ST. JS. & C. BROOK / R.P.O.	17H	204	1967	200	176
N-85A	From St. J. & Carb. R.P.O. /	22F		No date	150	144
M-12A	TRAIN No. / Camp. & Levis Express R.P.O.	5I		1919	200	156
M-36F	Halifax & Campbellton R.P.O. / J. F. Chisholm	7B	E	1913-14	110	182
M-40A	HALIFAX & CAMP. R.P.O. / I. V. DEXTER	17J	E	1914	200	182
	/ T. KEITH		E	1914	130	182
	/ D. O'SULLIVAN		E	1913-14	100	182
M-40B	HALIFAX & CAMP. / R.P.O. / E. A. Hartling	17Q	34	1914	200	182
	/ J. H. KELLY		34	1913-14	100	182
	/ A. Macdonald		34	1914	170	182
	/ F. SOUTHALL		34	1914	130	182
	... CAMP. / C. D. BURBULL	3C	34	1914	200	182

Shaw No.	Route	Type	Train # / Direction	Period	R.F.	Reporter
M-45E	HFX. DIGBY & YAR. R.P.O. / U. A. MAHER ^{mader}	7B	95,98	1936	100	182
M-45F	FROM HAL. DIG. & YAR. / H. R. DALEY	22E		1936-37	120	182
M-64C	HALIFAX & YARMOUTH R.P.O. / J. P. COX	17J	EAST WEST	1914-18	100	182
	/ P. L. SMITH		EAST	1916	200	182
	/ F. H. WITHERS		E, WEST	1914	100	182
M-64D	HALIFAX & YARMOUTH R.P.O. / R. H. ROSS	6E	EAST	1911-18	75	182
M-64E	Halifax & Yarmouth R.P.O. / * A. R. BUCKLER *	3D		1914	130	182
M-64F	HALIFAX & YARMOUTH / E. P. JACKSON	12A	WEST	1919	200	182
M-64G	HALIFAX & YARMOUTH / P. L. SMITH	7B	E, W	1918	170	182
M-64H	HALIFAX & YAR. R.P.O. / J. R. COMEAU	17J	E, W	1912-14	100	182
	/ I. V. DEXTER		E, W	1912-14	150	182
	/ W. H. FAHIE		W	1912	170	182
	/ F. W. HOPE		E, W	1911-14	100	182
	/ J. R. LEBBETTER		E	1912	200	182
M-64I	HALIFAX & YAR. R.P.O. / R. D. DREW	17O	EAST WEST	1914-18	75	182
M-64J	HALIFAX & YAR. / R.P.O. / A. R. BUCKLER	17Q	AM	1914	200	182
	/ J. R. COMEAU		W	1914	200	182
	/ GEO. LeBLANC		AM, W	1913-14	150	182
M-64K	HX. & YARMOUTH R.P.O. / S. D. BURRILL	17J	EAST	1914	170	182
M-64L	HX. + Yarmouth R.P.O. / K. E. CORBETT		EAST, W	1918	150	182
M-64 ^M	HX. & YAR. / R.P.O. / C. P. DUNN	17Q	E, W	1913-14	100	182
Q-40C	LEVIS & CAM / R.P.O.	17H	16	1967	200	176
Q-65H	TIMBRE TEMPORAIRE # / DISTRICT DE MONTREAL	15E	AM	1954-69	150	16, 138, 138A
Q-218A	QUEBEC & MONTREAL R.P.O. / (J.O.B.) ROY	7B	357	1944	200	158
Q-248B	QUEBEC & SHER. R.P.O. / H. (S. TREN)T	17J		1931	200	173
Q-309D	TOURVILLE & QUEBEC / R.O.S. PAGE	12A	PM	1934	200	156
O-201C	NORTH BAY AND SOO. ONT. / Wm. N. Armstrong	12A		1955	200	144
O-294C	FROM POR. JCT. & HEARST R.P.O.	22F		1945	150	142
O-314F	SAULT SHIP CANAL / ONT.	1E		1970	100	144
O-336C	A. M. CORBLIAN / TEES, TOR	22D		1930	170	142

Shaw No.	Route	Type	Train # / Direction	Period	R.F.	Reporter
O-394C	TOR. PALM. & OWEN SOUND / T. A. WELLER	12A	174	1944	200	142
W-8A	BRAN & ESTEVAN R.P.O. / A. WILCOCK	17J	138	1953	150	173
W-35B	EASTPORT & SPOKANE / R.P.O. (U.S. R.P.O.)	17H	2	1939	200	179
W-72G	McL & Hines Creek R.P.O. / A. CYLURIK	5H	5	1949	150	173
W-75A	Med. Hat & Nel. R.P.O. / T. D. BULGER	17J	513	1912	200	142
W-75B	Med. Hat & Nelson R.P.O. / J. S. Pope	17J	14	1912	200	90
W-87Y	M. J. & C. / A. C. ANDERSON	22G	5	1956	150	16
W-109F	P. A. N. B. R.P.O. /	22B		No date	150	173
W-160AS	Vancouver District / Emergency No. 3	5B		1978	150	151
W-161N	VIC. & COURT. R.P.O. / A. L. S. EMSLEY	17O		1921	200	158
R-19L	C.N.S.S.Co. / LTD. / S. S. PRINCE GEORGE	1E		1964	170	173
R-29AC	CAN. PACIFIC R'Y CO. / ST. CUTHBERT	5B (ticket stamp)		1897	200	142
R-75C	INTERCOLONIAL RAILWAY / N. S.	4E	WEST	1872	200	142
R-101C	O. L. & S. R.P.O. /	5	PM	1922	200	158
R-152C	St. L. & O. RY. / ?	13?	SOUTH	1888	200	146
R-177C	WINDSOR & ANNAPOLIS RAILWAY / *	6		1885	200	142

CATALOGUE ADDITIONS

No.	Addition	Period	R.F.	Reporter
N-55A	Add ARNOLD 'S COVE	1938	170	173
N-55A	Add CARBONEAR	1935	170	160
N-55C	Add SPRUCE BROOK	1936	170	66, 173
N-55C	Add S. S. CLYDE	1935	170	16
N-55D	Add PRINCETON	1946	170	137, 16
M-107D	Add J. A. McNULTY	No date	150	173
M-36E	Add F. B. MacKENZIE	34	1913-14	120 182
O-306A	Add COYNE in indicia before date	1906	200	142
R-10D	Add • ALEXANDRIA • (ticket stamp)	1893	200	142

CATALOGUE CORRECTIONS

No.	Correction	Reporter
N-66	Change to Type 7D, change Nfld to NFLD	173
N-101	Change COAST to Coast	16
Q-64A	Change to Type 17J	23, 16
Q-64B	Change to Type 6E	23, 16
Q-187A	Delisted - Reported in error for Q-196	32, 16
Q-202B	Change to lower case letters	23
Q-264D	Change M.C. to R.P.O., change to Type 17H	123
O-40	After PLACE, add M.C.	137, 16
O-152C	Change LONDON and SOUND to London and Sound	32, 16
O-242	Change OTTAWA to OTT.	171
W-122A	Delisted - not an R.P.O.	101
W-122B	Delisted - not an R.P.O.	101
W-161J	Delisted - printed facing slip	16, 32
R-123B	Delisted - reported in error for R-123	95

There!!! That brings everybody up-to-date with new runs and reporters, additions and corrections as of this time of writing the column; however, by the time this gets to print in Topics, there will many others. These will not be published in the Cowcatcher. Reason - within the next six months, there will be a new R.P.O. catalogue, and anything new that we get will be included in this new book.

The new catalogue will be a significant step forward from the present one that was issued in 1975. Although it will follow in the same soft cover, spiral ring, horizontal format of the previous catalogue, it will include the following changes:

1. There will be at least five new sections - Steamers, Ornaments, Emergency, Registration and Ticket Stamps.
2. There will be a total change and up-dating of the Rarity Factors.
3. Each Period of Use will be listed by earliest and latest year dates.
4. There will be a considerably expanded introduction which will cover all of the basic background on Canadian R.P.O.s and how to use the catalogue properly, specifically keyed to those collectors just beginning in this field.

This new edition of the catalogue will integrate all of the new runs that have been reported in the last four years, and further will delist a number of runs that we are now reasonably assured were reported in error. With the introduction of new sections, which will be created by transferring runs from the existing sections, there will be a significant amount of renumbering; however, for the most part, the existing system will remain in tact.

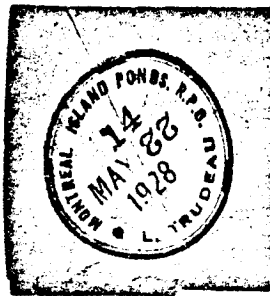
We expect to begin the final manuscript work immediately following the BNAPEX Convention in Quebec, which will take place before this Column comes to print. As the manuscript takes shape and we see more clearly the date when the new catalogue will be available, specific details on its cost and availability will be given both in the Cowcatcher and the R.P.O. Study Group Newsletter.

We wish to recommend that all BNAPSers interested in Canadian R.P.O.s or any of the ancillary areas that we cover join the R.P.O. Study Group. The Secretary is Jim Lehr, 2918 Chesire Road, Devon, Wilmington, Delaware 19810, U.S.A. Jim is now putting out 4-6 Newsletters a year, and this activity will be expanded further from its present level. The hammer analysis work which we have been putting in the Cowcatcher Column for the last several years on the Maritimes will be continued now on the other sections; however, everyone has agreed that this is much better presented in the Newsletter than in the Cowcatcher. By moving this work over to the Newsletter, it will be able to proceed at a much faster pace; all copy can be presented single-spaced instead of double, and the Newsletter is less subject to space constraints than Topics, understandably so. So, if you have enjoyed the hammer analysis work previously presented, be sure and stay with the R.P.O. Study Group Newsletter.

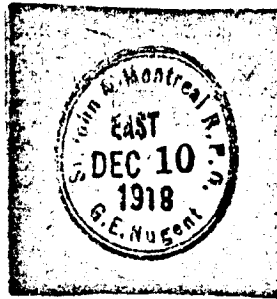
All of the above notwithstanding, we have some pretty interesting things waiting to be introduced in this column. These will include photographs of special strikes or covers, unidentified partials seeking recognition, the background for delisting of certain runs, and other significant developments. So, if you are looking for things new and novel in Canadian R.P.O.s, follow the Cowcatcher!



new run



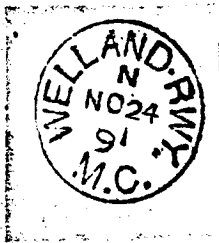
new run
red purple



M-105B
first copy?
purple



R-94
late date
3/3/91



R-175B
late date
11/24/91



W-105
8/28/97



R-4
first copy?
11/7/93



R-22
2/28/99
late date



D-14A

D-13

D-14 A
first copy?
GT RY STATION/
LONDON. ONT /
3
date from D-13
9/14/42

THIS MAIL WAS CARRIED BY
TRAVELING LETTER BOX.



new run
can't tell date

Mr. E. J. Burnell
Blair Sablon
St. Bellesby

Joe Pope Has Fought Canadian Pacific Nearly 20 Years to Control Gravy Train

By FREDERICK ROSE

Staff Reporter of THE WALL STREET JOURNAL

MONTREAL—Friends of Joe Pope describe him variously as smart, stubborn and an excellent actor.

But in the bowels of Canadian Pacific Ltd.'s granite headquarters, it is said that Mr. Pope is both a nut and a nuisance. For almost two decades, he has pestered one of Canada's largest corporations.

Just last week, the Toronto stockbroker was at it again. With other dissident shareholders of an obscure Canadian Pacific subsidiary, Mr. Pope tried to gain control of what he estimated to be billions of dollars of property currently administered by Canadian Pacific.

In the course of an often raucous four-hour annual meeting of the Ontario & Quebec Railway, Mr. Pope accused the giant Canadian Pacific of theft, charged the Ontario & Quebec's directors with complicity and implied that the railway's auditors were bought off.

"Swept Away by Emotions"

"If any ordinary person were to make these assertions, we'd probably take legal action against them," sighs George Marler, a director of the Ontario & Quebec, "but I think Mr. Pope gets swept away by his emotions at these meetings."

It's more likely that Mr. Pope, a tall, thin man given to old fashioned suits and a tab collar of the type popular in the 1920s, will be swept away in a sea of cash if he succeeds in his efforts to control a curious relationship that dates back almost a century.

Despite its obscurity, the Ontario & Quebec Railway is scarcely a minor line. It owns or controls all of Canadian Pacific's principal railroad right of way between Montreal, Toronto and Windsor, Ontario, a 600-mile arc through Canada's industrial and urban heartland. The line's holdings include choice downtown real estate in Toronto and elsewhere, even part of the land on which Canadian Pacific's head office in Montreal is built.

Perpetual Lease

Canadian Pacific's trains thunder over Ontario & Quebec Railway property courtesy of a perpetual lease signed in 1884, which stripped the Ontario & Quebec of all operating responsibility for its property in return for perpetual payments of \$6 a year on each \$100 par value share of Ontario & Quebec stock.

A year ago, as previously reported, the Supreme Court of Ontario ruled in two actions brought by Mr. Pope and by the pension fund of T. Eaton Co., a Toronto-based retailing concern, that Canadian Pacific had treated the Ontario & Quebec as a "lifeless

satellite." The court ordered an accounting of about 900 land sales made by Canadian Pacific between 1884 and 1973 apparently involving Ontario & Quebec Railway property. And it ordered Canadian Pacific to pay the Ontario & Quebec the difference between the estimated market price and the book value at which most of the transactions were made, plus 5% annual interest.

If it looked as though Mr. Pope and other stockholders had hopped on the gravy train, they were a long way from it. After years of disinterest in Ontario & Quebec stock, Canadian Pacific had boosted its holding from 13% in 1967 to about 81% today.

Catch-22 Ruling

In a Catch-22 ruling, the court determined that Canadian Pacific may not have lived up to the lease and that the Ontario & Quebec may have grounds to break it, thereby regaining property valued at billions of dollars. But dissident shareholders first must force Canadian Pacific to vote against its own interests. Minority holders also face the seeming disinterest of the Ontario & Quebec's five directors, who were nominated by Canadian Pacific in 1973 and reelected annually with the help of its majority.

At last week's meeting, shareholders were told that, despite the court ruling, more Ontario & Quebec Railway property was sold earlier in the year. The directors replied that the case is under appeal by Canadian Pacific. To shouts of "shame, shame" from Mr. Pope, the board said it hadn't been informed whether the transactions were at market price or book value.

The board argued that it is restricted by the terms of the 1884 lease and that, among other problems, it has neither income nor cash. Mr. Pope proposed that the nearly moribund company borrow from willing shareholders "to obtain funds to finance steps to recover its property and to pay for inspection of such property." The motion went down to defeat with 80% of the stock voting against it.

Hoots From Shareholders

Another effort by minority shareholders was rejected when T. Denton Lewis, the president of the Ontario & Quebec, ruled that a nomination of Mr. Pope as a director wasn't acceptable. To hoots from some shareholders, Mr. Lewis told the meeting that 800 shares held by the proprietorship Pope Co. didn't enable Mr. Pope to meet a 50-share qualification requirement for directors.

"Sheer hypocrisy" was Mr. Pope's reply. In the meantime, other minority holders have taken different tacks. Through a series of complicated steps, some hope to establish

a claim that a little-noticed debenture stock has the right to vote.

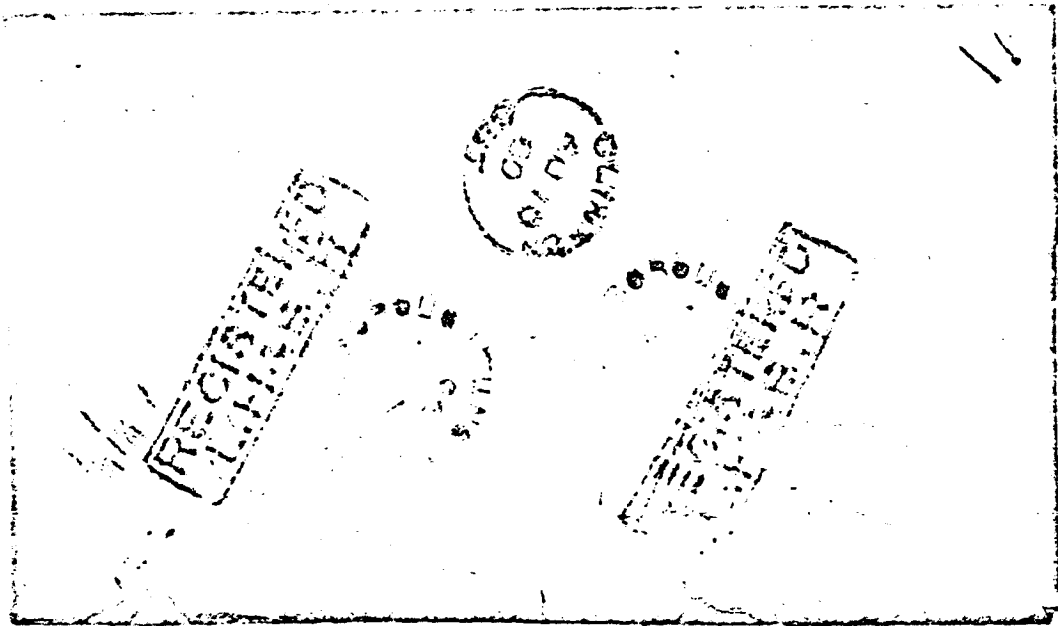
Some shareholders are challenging the 1978 annual report.

The actions could take years, but at least one Ontario & Quebec shareholder doesn't care. John C. Turner, a lawyer, says that Ontario & Quebec shares, which a decade ago were trading at \$100 (Canadian) each, are changing hands at close to \$9,500 these days. "The longer it goes, the higher they get," he says cheerfully.

CANADIAN RAILWAY CANCELLATIONS

London, Huron & Bruce Railway

1880



LONDESBOROUGH, ONT., AU 10, 80, 2¢ Registration + 3¢ Small Queen, to Clinton, via

REGISTERED / L. H. & B. R.

Receiving mark - CLINTON, ONT. - AU 10, 80

This strike is believed to be unique; L. H. & B. R. was absorbed into the Grand Trunk in 1882