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

VOLUME 14 - No. 1

Whole No.51

November, 1985

We start this new volume at an auspicious number - the Group has now published the first half-hundred news letters. Let's hope the second half-hundred are as productive as the first.

BNAPEX '85 - CALGARY - September 12 to 14, 1985

This show was a dandy. The organizing Committee deserve a lot of credit for both the show arrangements and the social events. Nature didn't cooperate very well - we had two months rain in two days, and drove to a barbecue at Bragg Creek alongside a roaring torrent which was the Elbow River - but that didn't dampen the enthusiasm and the welcome. The exhibits were of excellent quality, the bourse dealers had much new material, and the sixteen or so seminars ran like clock-work under direction of Study Group member Jon Johnson.

There was one RPO exhibit this year, and it did not fare well with the judges. Your Editor submitted 160 pages of British Columbia RPOs and ship markings of the CPR in British Columbia. It included the only known complete collection of RPO ornaments, and numerous unique items. At PIPEX in Vancouver, B.C. last June it received a national level vermeil award, with the felicitations of the jury. Since then, a few scarcer items had been added, and the Judges were so impressed they awarded it a silver-bronze medal.

Your Editor was somewhat upset to say the least, and did not attend the Judging critique for fear of committing mayhem upon the persons of the jurors. From hearsay after this critique, I gained the impression that the jury was under attack for this and several other awards - mostly in the postal history section, and that they were unable to properly criticize or evaluate several exhibits. Until and unless this problem is resolved, your Editor will not exhibit R.P.O.s again at a BNAPEX. This is a sad state of affairs, and can only serve to discourage exhibitors in specialist areas when the judges only recognize the classic stamp issues and their dollar value as grounds for awards. Enough said.

STUDY GROUP ANNUAL MEETING

Twenty members and four visitors registered for the Seminar and Annual Meeting of the Group on the afternoon of September 12th, 1985. Six other members of the Group were in attendance at Calgary, but were unable to be present at this session. 1985-86 dues were set at the same level as last year - \$ 5.00 U.S. or \$ 6.00 Canadian, and 24 members paid at Calgary. The meeting consisted of a business session chaired by Lew and your Editor, and a seminar with slides on the "C.P.R. west of Winnipeg" series of hammers given by Lew. This clarified the monograph distributed last year in the June, 1985 Newsletter. Time cut discussion short on this excellent show. Details of the discussion at the Annual Meeting follow on -



A Tick here indicates  
1985-86 dues owing

.... /page 2

## ANNUAL BUSINESS MEETING

Chairman Lew had arranged for his wife, Mac, to tape-record the proceedings, so we don't have to rely completely on our faulty memories this year. Annex 3 to the catalogue was distributed to a few guests who hadn't received it, the twelve charter members listed in the last Newsletter were recognized, and the Editor was thanked for producing five Newsletters in the 1984-5 year. He in turn thanked the several contributors, and asked for more contributions and feed back.

Dues were discussed, and based on the same number of issues, and the same postage and printing rates, we should be able to break even on the same dues structure for 1985-86. The Secretary was warned not to accept dues in Yen ! We are now one of the larger, and possibly the most active study group with 77 members as of the meeting date ( now 81, see page 8). The size of mailings was discussed, and it was agreed that the five sheets currently sent at the first postage rate to Canada and the U.S.A. was probably the most effective size.

Frank Waite requested that members should receive due credit for contributions to the Newsletter. This is being done. Material is coming in steadily from several members, but we can always use more. Graham Noble suggested the contribution of surplus Canadian postage stamps to keep mailing costs down. All donations will be received with thanks, Graham.

Geoff. Walburn asked for an explanation of the various railway abbreviations. Lew suggested most of these would be found in Lionel Gillam's "History of Canadian R.P.O.s", or in the preface to Shaw's 1963 Handbook. In any event, we have a comprehensive listing on pages 7 and 8 of this issue through the efforts of Joe Purcell. One particularly troublesome listing raised by Lew was TS-170 - N.St.C.& T. - which was explained by the Ontario experts as Niagara, St. Catherines & Thorold.

Frank Waite enquired about a listing of the second names in runs - knowing the second terminal, what first names were possible ? Warren Bosch and Frank Waite have sent in variations on such listings. See Page 10 for a start.

No feed back has yet been received on Joe Purcell's query about the District or Division type markings. Everyone present seemed to agree that most showed Train No. markings and were legitimate R.P.O. listings. Members adlets were also mentioned. One appears on Page 3 this time, but we need more.

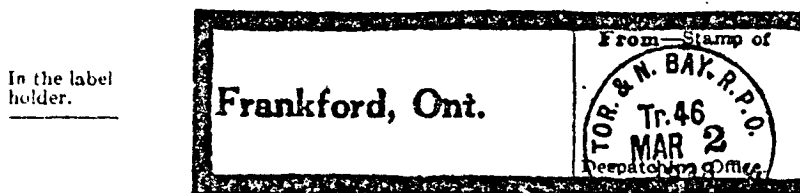
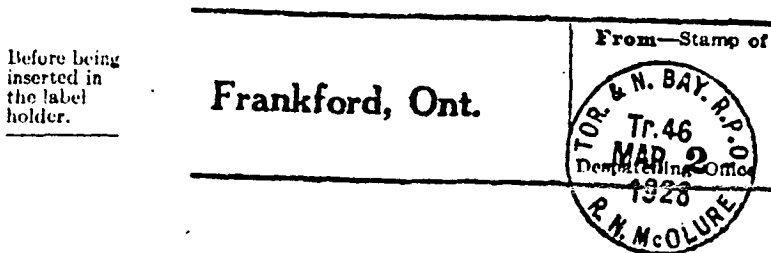
Where is the Study Group headed ? A long discussion followed about current and future projects. Lew, Bill Topping, Bill Walton and Graham Noble spoke about a proposed handbook of Inland, Coastal and Water Route markings. Work is proceeding and a progress report should be available at the 1986 meeting. Frank Waite requested more study on the mechanics of the Rwy. Mail Service - interview living former clerks, old clippings, publications. Graham Noble will coordinate this study. It seems we are alive and kicking.

MEMBERS' COMMENTS

Ron Kitchen sends a copy of an extract from the Official Postal Guide supplement for May, 1928 -

(5) Bag labels must be properly date-stamped.—Notwithstanding repeated instructions, some Postmasters and Railway Mail Clerks are improperly date-stamping labels of lock bugs and newspaper sacks.

All such labels must be date-stamped in such a manner that it will be possible for persons handling them to ascertain the office or R.P.O. of origin WITHOUT REMOVING THE LABELS FROM THE LABEL HOLDER. The label should be date-stamped as shown below, and carefully folded so that the date-stamp of office or R.P.O. of origin will be distinctly VISIBLE WHEN THE LABEL IS IN THE LABEL HOLDER.



Postmasters and Railway Mail Clerks are asked to co-operate with a view to having these labels properly prepared in future, by promptly forwarding to their District Superintendent any labels that are not properly date-stamped.

Ron comments - "while going through some records at the postal museum I came across the above RPO "postmark", similar to O-385B but more like Type 12A than 4K. Should we hope to come across it some day ? The name McOlure seems like a mistake for McClure. Maybe they had a dud hammer lying around that they used for the illustration. Although it is dated contemporary with the Supplement, I wouldn't think they had one made up specially. Do you know of any lists of RPO personnel that might have the McClure name ?"

Graham Noble sends a copy of the front page of a December, 1961, Supplement with a rubber stamped " J.B.Smith/R.M.C./ Toronto District" near the top. Perhaps another marking we should look out for.

Graham also sends an example of an unrecorded Emergency strike - "WINNIPEG DIST./ EMERGENCY NO.5" Type 35A, dated AM / I 22 / 84 from San Clara, Man., and another large diameter steel hammer inscribed "ALTA DIST EMERGENCY 6 / (bilingual bottom)" Type 35K, dated 29 / X 81 / = . There seem to be numerous emergency cancels showing up recently. The second one above originated from Clandonald, Alta.

Another instalment of Jim Lehr's want list - O-67A, 190B, 272B, 323, 338F, 342D, 348, 355B, 356L, 357Gb, 357Ha, 382A, 396, 424; W-26Ba, 30h, 57a, 57b; RR-35, 37, 39, 52, 83, 92, 104, 170, 186; RG-1, 52; DD-60, 90; E-43. Any results yet, Jim ?

Trust Al Steinhart to come up with an important source document - see the next page.



## Post Office Department, Canada.

OTTAWA, 22nd February, 1897.

The Postmaster General has been pleased to establish a new Branch of the Department to be known as "THE RAILWAY MAIL SERVICE BRANCH," under the controllership of Mr. B. M. ARMSTRONG, who will be designated Controller of the Railway Mail Service with Head Quarters at Ottawa. This arrangement will go into operation on the 1st April, 1897.

The Chief Railway Mail Clerks, who will in future be called Superintendents, and the Clerks who check the Postal Car Returns in the undermentioned Cities will be embraced in the Railway Mail Service Branch, viz. :—

|                  |                |
|------------------|----------------|
| HALIFAX, N. S.   | OTTAWA, ONT.   |
| ST. JOHN, N. B.  | TORONTO, ONT.  |
| QUEBEC, QUE.     | LONDON, ONT.   |
| MONTREAL, QUE.   | WINNIPEG, MAN. |
| VANCOUVER, B. C. |                |

The Railway Mail Clerks serving in the undermentioned Postal Divisions will be placed under the direction of the Superintendents in the following Cities :—

| DIVISIONS.                                                                                       | SUPERINTENDENTS.                                                                     |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| THREE RIVERS, QUE.,<br>SHERBROOKE, QUE.,<br>KINGSTON, ONT.,<br>BARRIE, ONT.,<br>STRATFORD, ONT., | QUEBEC, QUE.,<br>MONTREAL, QUE.,<br>TORONTO, ONT.,<br>TORONTO, ONT.,<br>LONDON, ONT. |

The Superintendents, Railway Mail Clerks, Mail Transfer Agents, and Clerks engaged in checking Railway Mail Clerks' Returns, Time Bills, Transfer Bills, &c., together with all Postal Car operations, matters pertaining to the conveyance of Mails by Railways generally, and the direction and management of all the persons concerned will be transferred to the Railway Mail Service Branch.

It will be observed that a complete separation will be made between the duties of a Post Office Inspector and those of the Controller of the Railway Mail Service Branch. The duties of the latter will be confined to the Railway Mail Service, and its various details, and to the clerks and employes connected therewith. Apart from the withdrawal of the Railway Mail Service duties the functions of the Post Office Inspectors and Assistant Inspectors will continue as at present.

In order to prevent any failure that might, meanwhile, interfere with the efficient working of the Railway Mail Service, Post Office Inspectors and Assistant Inspectors, will be required to afford such aid and assistance as may be applied for by the Controller or by a Superintendent.

Rules and Regulations will soon be issued for the guidance of the Railway Mail Service Branch.

WILLIAM WHITE,  
*Deputy Postmaster General.*

AUDITOR GENERAL'S REPORT.

*Detailed Statement of Expenditure for the year ended June 30th, 1899, under head  
 XII.—Postal Department.*

*(a) Salaries, St. John's—General Post Office.*

|                                                        |          |
|--------------------------------------------------------|----------|
| Inspector, Edward Devereux.....                        | \$800 00 |
| Chief Clerk and Accountant, George W. LeMessurier..... | 750 00   |
| Assistant Accountant, Ernest A. Payne.....             | 650 00   |
| Second Clerk, Alexander Ewing.....                     | 700 00   |
| Third Clerk, James E. Campbell.....                    | 650 00   |
| Fourth Clerk, John H. Clark.....                       | 600 00   |
| Fifth Clerk, Arthur W. Martin.....                     | 550 00   |
| Sixth Clerk, William Campbell.....                     | 500 00   |
| Seventh Clerk, Henry F. Shortis.....                   | 450 00   |
| Eighth Clerk, Hector Fraser.....                       | 400 00   |
| Ninth Clerk, John A. Noel.....                         | 300 00   |
| Tenth Clerk, Harold Mews.....                          | 240 00   |
| Labrador Clerk, John MacNeil.....                      | 300 00   |
| First Letter Carrier, Isaac J. Evely.....              | 400 00   |
| Second Letter Carrier, Edwin J. MacGregor.....         | 360 00   |
| Third Letter Carrier, Arthur W. Shano.....             | 330 00   |
| Fourth Letter Carrier, Richard Gladney.....            | 260 00   |
| Fifth Letter Carrier, Wallace Forsyth.....             | 250 00   |
| Sixth Letter Carrier, Frederick DuTot.....             | 240 00   |
| Seventh Letter Carrier, Arthur Watts.....              | 200 00   |
| Fireman, William Thistle.....                          | 280 00   |
| Watchman, Michael Finnerty.....                        | 120 00   |
| Office Keeper, E. LeMessurier.....                     | 120 00   |

*Money Order Office.*

|                                     |        |
|-------------------------------------|--------|
| Superintendent, Henry B. Dryer..... | 900 00 |
| Clerk, George B. Lloyd.....         | 600 00 |

Total for St. John's..... \$10,950 00

*(b) Salaries—Travelling Post Offices.*

|                                                           |          |
|-----------------------------------------------------------|----------|
| Western Coastal Steamer, John W. Kinsella.....            | \$650 00 |
| Northern Coastal Steamer, John F. Newman.....             | 500 00   |
| Mail Clerk C. B. T. P. O., James Cox.....                 | 575 00   |
| Mail Clerk N. N. & W. T. P. O., Charles Nichol.....       | 540 00   |
| Mail Clerk N. N. & W. T. P. O., Mark Davis.....           | 480 00   |
| Mail Clerk N. N. & W. T. P. O., John C. Musher.....       | 480 00   |
| Mail Clerk S.S. Bruce, James Coughlan.....                | 650 00   |
| Mail Clerk S.S. Bruce, John Flynn.....                    | 125 00   |
| Mail Clerk Bonavista Bay T. P. O., John T. Collin.....    | 53 50    |
| Mail Clerk Notre Dame Bay T. P. O., Alfred E. Manuel..... | 45 00    |
| Mail Clerk Trinity Bay T. P. O., John Diamond.....        | 32 50    |
| Mail Clerk Placentia Bay T. P. O., David Coady.....       | 45 00    |

Total Travelling Post Offices..... \$4,176 00

NEWFOUNDLAND T.P.O.s

Thanks again to our Newfie sleuth, Palmer Moffatt for the above gem from the Journals of the Newfoundland Assembly, 1900 Posts & Telegraph Department Report. How would you like to receive a maximum of \$ 650 per year for a life on the ocean wave ? I assume the last four were ships' pursers merely receiving a gratuity from the Post Office.

PEOPLE'S RAILWAY COMPANY

by John Hornsby

Incorporated in 1909, under Province of Ontario statute, to build electric railway from Woodstock, via Plattsville, New Hamburg, Baden, Berlin (Kitchener), Guelph, Fergus, and Elora to Arthur in Wellington County; with branch to Stratford, etc. In 1910 application made to construct a branch to Wellesly and Ayr; and again in 1911 applied to extend a branch to Hespeler and Puslinch Lake. Also in 1911, under Dominion of Canada charter, the Company was declared to be for the general advantage of Canada; powers confirmed; lines authorized, etc... Apparently some grading took place in 1910 eastward from Bridgeport, immediately north of Kitchener, but nothing more developed and in 1912 the scheme died.

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BNAPS LIBRARY

Librarian, Don Makinen, has sent listings of articles and books concerning R.P.O.s which are available in the library - included are -

- B 7-7 Royal Tour Trains, their postal history & postmarks. N.Hill, 1977
- F 695 Canadian used abroad - S.Q.RPO. R.Graham, 1965
- F 1052 Early railway mail service, w.Bennet
- F 1065 Numerous marvelous features of railway mail service.
- C2-27 The Romance of the C.P.R., MacBeth, 1924
- F 1156 Canadian RPO postmarks on U.S.stamps, V.Ardiff
- F 1151 Canada railway postmarks, L.Gilman
- F 440 Early railway mail in Canada, W.Myers, 1935
- C3-19 Canadian railway postmarks, L.Gillam, 1967
- F 193 Philatelic literature for TPO collectors, H.E. Rankin, 1953
- F 203 Railroad cancellations (Canada), F.W.Gedye, 1926
- B2-27 Catalogue of Canadian RPO cancellations, T.P.G. Shaw, 1944

--- to be continued ---

WHAT DO ALL THOSE LETTERS MEAN ?

by Joe Purcell

I have always been intrigued and often confused by those letter combinations - mainly in the Railway and Registration sections of Ludlow's "Catalogue of Canadian Railway Cancellations" - so I spent many hours poring over maps, atlases, and Gillam's "History of Canadian R.P.O.s". Almost all of the credit goes to Lionel Gillam ! Many letter combinations such as "T.& O.S." are omitted where these can fairly easily be identified by observing adjacent catalogue listings. Here is a start -

|                 | <u>Route</u>                                                         | <u>Run</u>        |
|-----------------|----------------------------------------------------------------------|-------------------|
| A.C.& H.B.      | Algoma Central & Hudson Bay                                          | RR-2              |
| ARG. & PUSH.    | Argentia & Pushover                                                  | N-4B              |
| BAR.& P.A.      | Barrows, Man. & Prince Albert                                        | W-1A-B            |
| B.& L.H.        | Buffalo & Lake Huron                                                 | RG-1,2RR-4-8      |
| B.L.& WINNIPEG  | Boundary Line & Winnipeg                                             | W-6               |
| B.& O.          | Brockville & Ottawa                                                  | RR-9,22           |
| C.O.Ry          | Central Ontario Railway                                              | RG-5              |
| C.S.R.          | Canada Southern Railway                                              | RG-4              |
| E.of T.& P.R.   | End of Track & Prince Rupert                                         | RR-45             |
| E.& N.RWY       | Esquimalt & Nanaimo Railway                                          | RR-46             |
| E.& N.A.R.      | European & North American Rwy.                                       | RR-47             |
| G.B.& L.E.Ry.   | Georgian Bay & Lake Erie Rwy.                                        | RR-49-50          |
| G.J.& M.        | Gaspe Junction & Matapedia                                           | Q-18              |
| G.T.R.- M.& T.  | Grand Trunk Rwy.- Montreal & Tor.                                    | RR-55             |
| G.T.R.C.        | Grand Trunk Railway Company                                          | RR-54             |
| G.T.R./S.BRANCH | Grand Trunk Rwy.Co.- Sarnia Branch                                   | RR-56, RG-9       |
| G.T.R.T.& K.    | Grand Trunk Rwy.Co.- Tor.&Kingston                                   | RR-57-60          |
| G.T.R.T.& S.    | Grand Trunk Rwy.Co.- Tor. & Sarnia                                   | RR-61-2           |
| G.W.R.          | Great Western Railway                                                | RR-64-77, RG11-15 |
| H.& A.R.        | Halifax & Annapolis Railway                                          | RR-78             |
| H.& P.R.        | Halifax & Pictou Railway                                             | RR-79             |
| H.B.& P.A.      | Hudson Bay Junction & Pr. Albert                                     | W-56B             |
| H.& T.R.        | Hamilton & Toronto Railway                                           | RR-86, RG-20-21   |
| H.& L.E.R.      | Hamilton & Lake Erie Railway                                         | RG-17             |
| H.& N.W.R.      | Hamilton & Northwestern Railway                                      | RG-18-19          |
| K.& P.Rwy.      | Kingston & Pembroke Railway                                          | RR-93             |
| L.B.& ED.       | Lacombe, Breton & Edmonton                                           | W-66C             |
| L.DER. & ESTON  | Unknown. Possibly poor strike of KINDER(sley) & ESTON. One reported. | W-66E             |
| LEW.& C.B.      | Lewisporte & Corner Brook                                            | N-44A             |
| L.H.& B.R.      | London, Huron & Bruce Railway                                        | RR-94-5, RG-22-3  |
| L.AND P.S.R.R.  | London & Port Stanley Railroad                                       | RR-96             |
| MAN.& N.W.RWY.  | Manitoba & North Western Railway                                     | RR-99-100         |
| MID.R.          | Midland Railway                                                      | RG-24             |
| MUSK.BR.        | Muskoka Branch                                                       | RR-106, RG-25     |
| N.B.& ED.       | North Battleford & Edmonton                                          | W-101             |
| N.B.& CHAP.     | North Bay & Chapleau                                                 | O-185             |
| N.D.B.          | Notre Dame Bay                                                       | N-63-5            |
| N.N.& W.RWY.    | Newfoundland, Northern & Western Rwy.                                | N-57              |
| N.& W.RWY.      | Newfoundland & Western Railway                                       | N-59-60           |
| O.L.& S.        | Okanagan Landing & Sicamous                                          | W-102V-2          |
| O.S.& H.R.R.    | Ontario, Simcoe & Huron Railroad                                     | RR-115            |
| P.D.& L.H.R.    | Port Dover & Lake Huron Railway                                      | RR-119, RG-28-31  |
| P.E. COUNTY RY. | Prince Edward County Railway                                         | RR-120            |

WHAT DO ALL THOSE LETTERS MEAN ? - Continued

|                    |                                                                     |                   |
|--------------------|---------------------------------------------------------------------|-------------------|
| PEN.& O.L.         | Penticton & Okanagan Landing                                        | W-104-6           |
| P.E.I.R.R.-C.& S.  | Prince Edward Island Railway -<br>Charlottetown & Souris            | RR-125            |
| P.& P.Jn.RWY.      | Pontiac & Pacific Junction Rwy.                                     | RR-133            |
| Q.M.O.& O.RWY.     | Quebec, Montreal, Ottawa & Oriental                                 | RR-140            |
| ST.J.& ARG.        | St. John's & argentia                                               | N-82              |
| ST.J.& CARB.       | St. John's & Carbonear                                              | N-83              |
| ST.J.& CLAR.       | St. John's & Clarenville                                            | N-86              |
| ST.J.,C.H. & C.BK. | St. John's, Canada Harbour & Corner<br>Brook(on SS Northern Ranger) | N-90-1            |
| ST.J.& P.A.B.      | St. John's & Port aux Basques                                       | N-98-106          |
| ST.L.& O.R.R.      | St.Lawrence & Ottawa Railroad                                       | RR-144-7          |
| S.& O.RWY.         | Shuswap & Okanagan Railway                                          | RR-149            |
| S.& Q.             | Squamish & Quesnel                                                  | W-152-C           |
| 3 RIV.& GDS.PILES  | Three Rivers & Grandes Piles                                        | Q-305-6           |
| T.G.& B.R.         | Toronto, Grey & Bruce Railway                                       | RR-153-8, RG-35-6 |
| W.E.RAILWAY        | Western Extension Rwy.<br>(Orangeville to Teeswater)                | RR-193            |
| W.G.& B.R.         | Wellington, Grey & Bruce Rwy.                                       | RR-185-90, RG40-1 |
| W.G.& B.- K.& P.   | " - Kingston & Pembroke                                             | RR-189-90         |
| W.MAN.P.O.CAR      | Whitby & Manilla Post Office Car                                    | RR-191            |
| W.Pt.P.L.& V.Rys.  | Whitby, Port Perry, Lindsay &<br>Victoria Railways                  | RR-194            |

Corrections and additions are solicited.

NEW MEMBERS

The following have joined the Study Group since the last listing -

|                  |                                               |
|------------------|-----------------------------------------------|
| Brian T. Stalker | 3 Rutherford Way, Tonbridge, Kent TN10 4RH    |
| Don Fraser       | 1183 Warsaw Ave., Winnipeg, Man. R3M 1C5      |
| Michael Reid     | 964 Canaveral Cres.SW, Calgary, Alta. T2W 1N5 |
| H.G.Walburn      | Box 279, Kelowna, B.C. V1Y 7N5                |
| John White       | 780 N.W.Wallula, Gresham OR, 97030, U.S.A.    |

We welcome them and hope they will fully participate in the work of the Group.

CHANGE OF ADDRESS

Jean-Guy Dalpe 352 Roy-audy, Boucherville, que., J4B 1C8

MAP STAMP STUDY GROUP

Editor W.L.Bradley has sent an exchange copy of their July-August, 1985, Newsletter along with a note which states in part - "Always look forward to the RPO Newsletter. Some day soon I'll complete my project of the RPOs you might reasonably find on the map stamp - used in period." Carry on, Whit !

"KEEPING TRACK"

Thanks to John Hornsby for sending an article from this C.N.R. staff magazine. A column entitled "Stamps on Track" appears, and the September, 1985, column concerns R.P.O.Cancellations. The writer is a brakeman between Richmond & Island Pond.



CANADIAN MAIL BY RAIL 1836 to 1867 - A Book Review

In the last Newsletter we published an adlet for this new publication, which is available from the author, Lionel F. Gillam (retired Editor of "Maple Leaves" and author of "A History of Canadian R.P.O.s"). Your Editor has had the pleasure of reading this impressive contribution to the early history of railway mail carriage before Confederation, and has submitted a book review to "Topics". Here are some extracts from the review -

"The author carefully compares the statements of early and recent writers regarding the history, development and technical details of the various railways; and documents the beginnings of the railway mail conductor and railway mail car systems on the eight main railroad networks in the Canadas. He draws extensively on both official archives and private authors in presenting a balanced view of what actually appears to have occurred. Many of the early sources were extremely partisan and biased.

BNAPS members will be interested in the dedication of the work to Lewis M. Ludlow in particular, and to the RPO Study Group in general. Without the interest generated and leadership shown by Lew, and the careful research of the Group, Mr. Gillam considers there would be little interest or progress in the subject.

To anyone interested in the history, development and markings of the early Railway Post Offices of the Canadas, this book will be indispensable."

COMPLETION OF THE CANADIAN PACIFIC RAILWAY - November 7, 1885

The last spike in the Canadian Pacific Railway main line was driven by Donald Smith (later Lord Strathcona), President of the railway, on the morning of November 7, 1885, at Craigellachie, B.C., in Eagle Pass, west of Revelstoke.

A centennial celebration of this event is being staged by the C.P.R. on November 7, 1985. The Canada Post Corporation is cooperating by issuing a new set of locomotive stamps on that date, and they will be re-opening the Craigellachie Post Office (closed September 22, 1970) for that one day. Our charter member, Alex. Price, has prepared a special cachetted envelope to commemorate the centennial, and will attempt to send all members of the Study Group an example franked by the new stamp, and mailed from Craigellachie. The cost of postage will be defrayed by the Study Group, but many thanks are owing to Alex. for the thought and for the envelopes. We understand that members Alex. Price, Jack Wallace, Ed Harris and their wives, and possibly Gerry Wellburn may be able to attend the ceremony. We wish them luck and a fine day without snow or rain. They will also attempt to mail this issue of the Newsletter from Craigellachie. Keep your fingers crossed that all arrangements work out. How many of you have one of the cachetted covers produced in 1935 for the 50th anniversary?

AFTER THE AMPERSAND

As mentioned on Page 2, two members have sent in working lists for finding first terminals when only the second can be read on a postmark. Here is a start on one submitted by Frank Waite -

| <u>2nd Terminal</u>  | <u>Possible 1st Terminals</u>       |                   |                                                                   |
|----------------------|-------------------------------------|-------------------|-------------------------------------------------------------------|
| AGNES                | Sherbrooke                          | BRED.(Bredenbury) | Saskatoon<br>Winnipeg                                             |
| ALAMEDA              | Brandon                             | B.C.              | Edmonton,<br>Dunvegan                                             |
| ALBANY               | Rouses Point                        | BROCKVILLE        | Montreal<br>Ottawa                                                |
| ALBURG               | Montreal                            | BULYEA            | Brandon                                                           |
| ALLANDALE            | Hamilton                            | CABRI             | Swift Current                                                     |
| AMHERST              | Halifax<br>St. John                 | CALGARY           | Lethbridge<br>MacLeod<br>Moose Jaw<br>Saskatoon                   |
| ANDOVER              | McAdam<br>Vanceboro<br>Woodstock    | CALUMET           | Montreal<br>Ottawa                                                |
| ANNAPOLIS            | Halifax<br>Truro                    | CAMPBELLTON       | Gaspe<br>Halifax<br>Levis<br>Moncton<br>Quebec<br>Riviere du Loup |
| ARMSTRONG STN.       | Capreol                             | CAMROSE           | Calgary<br>Munson                                                 |
| A'HEAD(Arrowhead)    | Robson                              | CANFIELD JCT.     | Jarvis<br>London                                                  |
| ASSA.(Assiniboia)    | Weyburn                             | CANORA            | Regina                                                            |
| BANCROFT             | Trenton                             | CAPREOL           | Toronto                                                           |
| BATH                 | Tracadie                            | CARLETON PLACE    | Brockville                                                        |
| B.BAY(Barries Bay)   | Ottawa                              | CHAMBLY           | Stanstead,<br>Shefford                                            |
| BIG.(Biggar)         | Rivers                              | CHICOUTIMI        | Quebec<br>Que., Roberval                                          |
| BINS.(Binscarth)     | Winnipeg                            | CHAP.(Chapleau)   | North Bay                                                         |
| BISCOTASING          | Cartier                             |                   |                                                                   |
| BEAUCE JCT.          | St. George<br>St. Sabine            |                   |                                                                   |
| B'VILLE(Brownsville) | St. John                            |                   |                                                                   |
| BLANC SABLON         | Quebec                              |                   |                                                                   |
| BRANDON              | Winnipeg                            |                   |                                                                   |
| BRANTFORD            | Bridgeburg<br>Fort Erie<br>Goderich |                   |                                                                   |

If you find this useful, we will try to print some more next time. Let us know what else you would like to see.

Hope this arrives with the Craigellachie, B.C. cancel courtesy of Messrs. Price and Wallace.

Till next time, Good Hunting !



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