

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

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Whole No.91

April, 1991

This issue is being prepared to mark three important meetings - ROYALE - '91 - ROYAL at Dorval, Que., April 5-7, ORAPEX '91 at Ottawa, May 3-5, and PIPEX '91 at Seattle, Washington, May 24-26. Members of the Study Group will be serving on the show committees, exhibiting and attending these shows. Best wishes to them all. Your Editor and his wife will be at Dorval and Seattle, and hope to see some of you there. For the first time in three years we will miss ORAPEX, because it is too close to warrant a second trip from the west coast, and too far to warrant spending almost a month in eastern Canada. We will also be attending the second annual Inland Northwest Philatelic Day at Moses Lake, Washington, on May 11, to give a talk on "Facets of Canadian Philately".



BNAPEX '91 - While we are on the subject of up-coming shows, something about our next Convention in Vancouver, B.C. would be appropriate. This will be at the Westin-Bayshore Hotel on Coal Harbour in downtown Vancouver from August 29 to 31. Our member Jack Wallace has recently been appointed Show Chairman, and his wife, Bev, as Co-Chair. Jack has attended many annual meetings and knows what is required for a successful show, so we hope to see many of you there. The Study Group has asked for meeting time late on the Saturday afternoon. Anyone wishing to volunteer a paper or a showing will be welcomed. At present we are planning a short business meeting, followed by one or two short presentations on matters of local importance on the west coast of Canada. There will be lots to do in the area. This is one of the top tourist locations in North America, with fine scenery and historic attractions - including the major railroads, the Royal Hudson trip to Squamish on the B.C. Railway, and ferries to Vancouver Island. Come and see us!



REGULATIONS

Respecting the Disposal of Certain Public Lands for the Purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,
Ottawa, May 25th, 1881.

Whereas circumstances have rendered it expedient to effect certain changes in the policy of the Government respecting the administration of Dominion Lands, Public Notice is hereby given:—

1. The Regulations of the 14th October, 1879, were rescinded by order of His Excellency the Governor General in Council, on the 20th day of May instant, and the following Regulations for the disposal of agricultural lands substituted therefor:

2. The even-numbered sections within the Canadian Pacific Railway Belt—that is to say, lying within 24 miles on each side of the line of the said Railway, excepting those which may be required for the wood-lots of in connection with settlers on prairie lands within the said belt, or which may be otherwise dealt with by the Governor in Council—shall be held exclusively for homesteads and pre-emptions. The odd-numbered sections within the said belt are Canadian Pacific Railway Lands, and can only be acquired from the Company.

3. The pre-emptions entered within the said belt of 24 miles on each side of the Canada Pacific Railway, up to and including the 31st of December next, shall be disposed of at the rate of \$2.50 per acre; four-tenths of the purchase money, with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry, the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

4. From and after the 31st day of December next, the price shall remain the same—that is, \$2.50 per acre—for pre-emptions within the said belt, or within the corresponding belt of any branch line of the said Railway, but shall be paid in one sum at the end of three years, or at such earlier period as the claimant may have acquired a title to his homestead quarter-section.

5. Dominion Lands, the property of the Government, within 24 miles of any project-

ed line of Railway recognized by the Minister of Railways, and of which he has given notice in the Official Gazette as being a projected line of railway, shall be dealt with, as to price the terms, as follows:—The pre-emptions shall be sold at the same price and on the same terms as fixed in the next preceding paragraph, and the odd-numbered sections shall be sold at \$2.50 per acre, payable in cash.

6. In all townships open for sale and settlement within Manitoba or the North-West Territories, outside of the said Canadian Pacific Railway Belt, the even-numbered sections, except in the cases provided for in clause two of these Regulations, shall be held exclusively for homestead and pre-emption, and the odd-numbered sections for sale as public lands.

7. The lands described as public lands shall be sold at the uniform price of \$2 per acre, cash, excepting in special cases where the Minister of the Interior, under the provisions of section 4 of the Amendment to the Dominion Lands Act passed at the last session of Parliament, may deem it expedient to withdraw certain farming lands from ordinary sale and settlement, and put them up for sale at public auction to the highest bidder, in which event such lands shall be put up at an upset price of \$2 per acre.

8. Pre-emptions outside of the Canada Pacific Railway Belt shall be sold at the uniform price of \$2 per acre, to be paid in one sum at the end of three years from the date of entry, or at such earlier period as the claimant may acquire a title to his homestead quarter-section.

9. Exception shall be made to the provisions of clause 7 in so far as relates to lands in the Province of Manitoba or the North-West Territories, lying to the north of the belt containing the Pacific Railway Lands, wherein a person being an actual settler on an odd-numbered section shall have the privilege of purchasing to the extent of 320 acres of such section, but no more, at the price of \$1.25 per acre, cash; but no Patent shall issue for such land until after three years of actual residence upon the same.

10. The price and terms of payment of odd-numbered sections and pre-emptions,

above set forth, shall not apply to persons who have settled in any one of the several belts described in the said Regulations of the 14th October, 1879, hereby rescinded, but who have not obtained entries for their lands, and who may establish a right to purchase such odd-numbered sections or pre-emptions, as the case may be, at the price and on the terms respectfully fixed for the same by the said Regulations.

TIMBER FOR SETTLERS.

11. The system of wood lots in prairie townships shall be continued—that is to say, homestead settlers having no timber on their own lands, shall be permitted to purchase wood lots in area not exceeding 20 acres each, at a uniform rate of \$5 per acre, to be paid in cash.

12. The provision in the next preceding paragraph shall apply also to settlers on prairie sections bought from the Canadian Pacific Railway Company, in cases where the only wood lands available have been laid out on even-numbered sections, provided the Railway Company agree to reciprocate where the only timber in the locality may be found on their lands.

13. With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses from time to time, under and in accordance with the provisions of the "Dominion Lands Act," to cut merchantable timber on any lands owned by it within surveyed townships; and settlement upon, or sale of any lands covered by such license, shall, for the time being, be subject to the operation of the same.

SALE OF LANDS TO INDIVIDUALS OR CORPORATIONS FOR COLONIZATION.

14. In any case where a company or individual applies for lands to colonize, and is willing to extend capital to contribute towards the construction of facilities for communication between such lands and existing settlements, and the Government is satisfied of the good faith and ability of such company or individual to carry out such undertaking, the odd-numbered sections in the case of lands outside of the Canadian Pacific Railway Belts, or of the Belt of any branch line or lines of the same may be sold to such company or individual at half price, or \$1 per acre, in cash. In case the lands applied for be situated within the Canadian Pacific Railway Belt, the same principle shall apply so far as one-half of each even-numbered section is concerned, that is to say, the one-half of each even-numbered section may be sold to the company or individual at the price of \$1.25 per acre to be paid in cash. The company or individual will further be protected up to the extent of \$500, with six per cent. interest hereupon till paid, in the case of advances made to place families on homesteads, under the provisions of section 10 of the amendments of the Dominion Lands Acts hereinbefore mentioned.

15. In every such transaction, it shall be absolutely conditional:—

(a) That the company or individual, as the case may be, shall, in the case of lands outside of the said Canadian Pacific Railway Belt, within three years of the date of agreement with the Government place two settlers on each of the odd-numbered sections, and also two or more homesteads on each of the even-numbered sections embraced in the scheme of colonization.

(b) That should the land applied for be situated within the Canada Pacific Railway Belt, the company or individual shall, within three years of the date of agreement with the Government, place two settlers on the half of each of the even-numbered section purchased under the provision contained in paragraph 14, above, and also one settler upon each of the two quarter sections remaining available for homesteads in such section.

(c) That on the promoters failing within the period fixed, to place the prescribed number of settlers, the Governor in Council may cancel the sale and the privilege of colonization, and resume possession of the lands not settled, or charge the full price of \$2 per acre, or \$2.50 per acre, as the case may be, for such lands, as may be deemed expedient.

(d) That it be distinctly understood that this policy shall only apply to schemes for colonization of the public lands by Emigrants from Great Britain or the European Continent.

PASTURAGE LANDS.

16. The policy set forth as follows shall govern applications for lands for grazing purposes, and previous to entertaining any application, the Minister of the Interior shall satisfy himself of the good faith and ability of the applicant to carry out the undertaking involved in such undertaking.

17. From time to time, as may be deemed expedient, leases of such Townships, or portions of Townships, as may be available for grazing purposes, shall be put up at auction at an upset price to be fixed by the Minister of the Interior, and sold to the highest bidder—the premium for such leases to be paid in cash at the time of the sale.

Regulations Respecting the Disposal of Certain Public Lands for the Purposes of the Canadian Pacific Railway (Continued)

18. Such leases shall be for a period of twenty-one years, and in accordance otherwise with the provisions of Section eight of the Amendment to the Dominion Lands Act passed at the last Session of the Parliament hereinbefore mentioned.

19. In all cases, the area included in a lease shall be in proportion to the quantity of live stock kept thereon, at the rate of ten acres of land to one head of stock; and the failure in any case of the lessee to place the requisite stock upon the land within three years from the granting of the lease, or in subsequently maintaining the proper ratio of stock to the area of the leasehold, shall justify the Governor in Council in cancelling

such lease, or in diminishing proportionately the area contained therein.

20. On placing the required proportion of stock within the limits of the leasehold, the lessee shall have the privilege of purchasing and receiving a patent for a quantity of land covered by such lease, on which to construct the buildings necessary in connection therewith, not to exceed five per cent. of the area of the leasehold, which latter shall in no single case exceed 100,000 acres.

21. The rental for a leasehold shall in all cases be at the rate of \$10 per annum for each 100 acres included therein, and the price of the land which may be purchased for the cattle station referred to in the next preceding paragraph, shall be \$1.25 per acre, payable in cash.

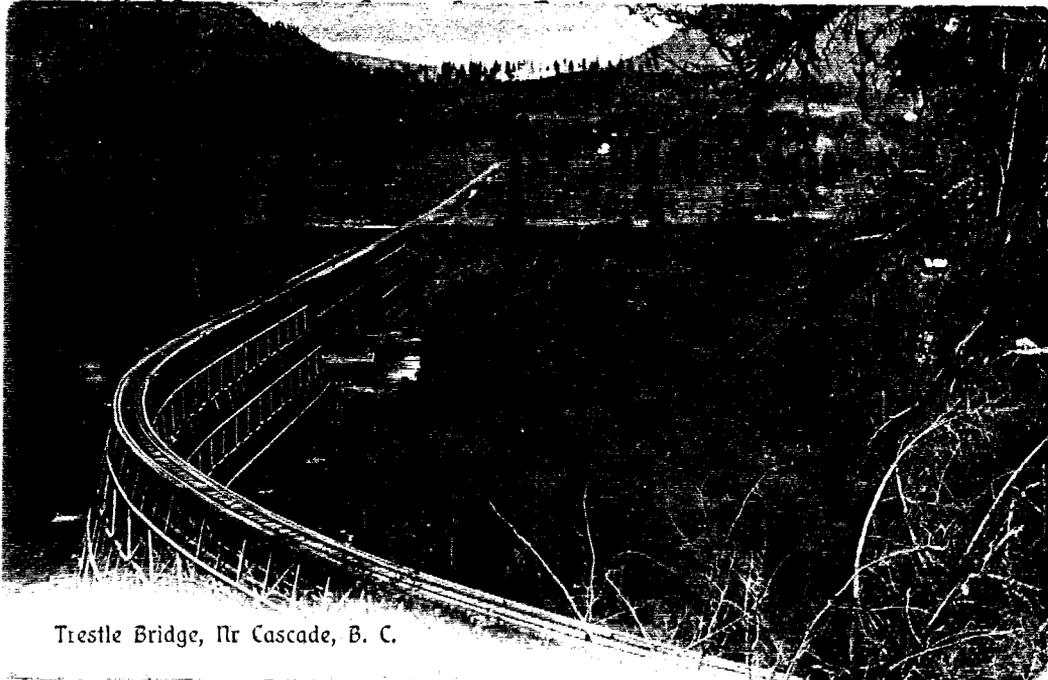
PAYMENTS FOR LANDS.

22. Payments for public lands and also for pre-emptions may be in cash or in scrip, or in police or military bounty warrants, at the option of the purchaser.

23. The above provisions shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; and further shall not, of course, affect Sections 11 and 29 in each Township, which are public school lands, or Sections 8 and 26, which are Hudson's Bay Company's lands.

J. S. DENNIS,
Deputy Minister of the Interior.
LINDSEY RUSSELL,
Surveyor-General.

A Kettle Valley shot for Alex Price -



Trestle Bridge, Nr Cascade, B. C.

Bag Tags courtesy of Ed Maloney -

Waste

FROM MTL. & TOR. R.P.O. TR. 51

Markham, Ont.

FROM MTL. & TOR. R.P.O. TR. 51

FROM TOR., LON. & SAR. R.P.O. TR. 158

Toronto, Ont. Fwd.

FROM TOR., LON. & SAR. R.P.O. TR. 155

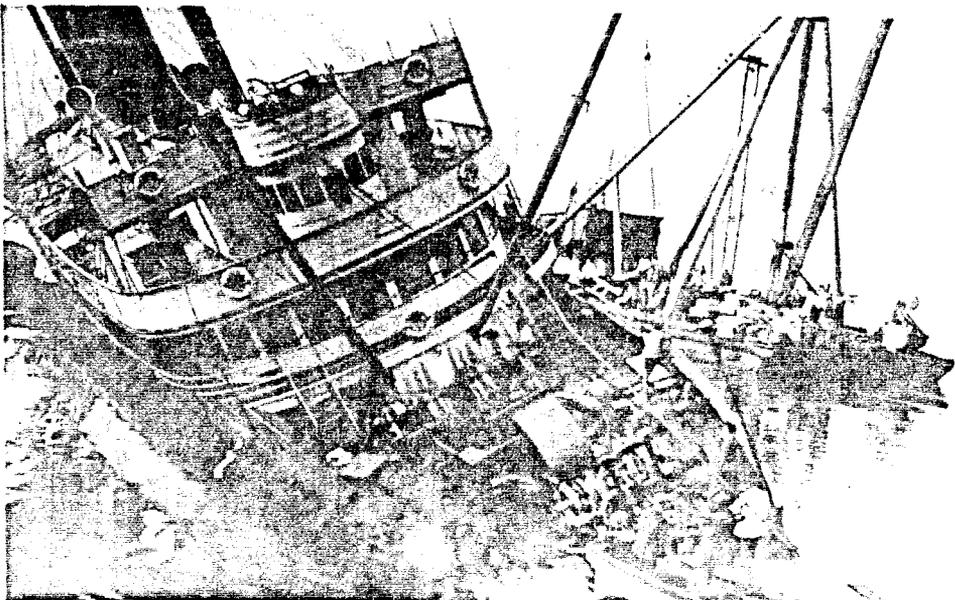
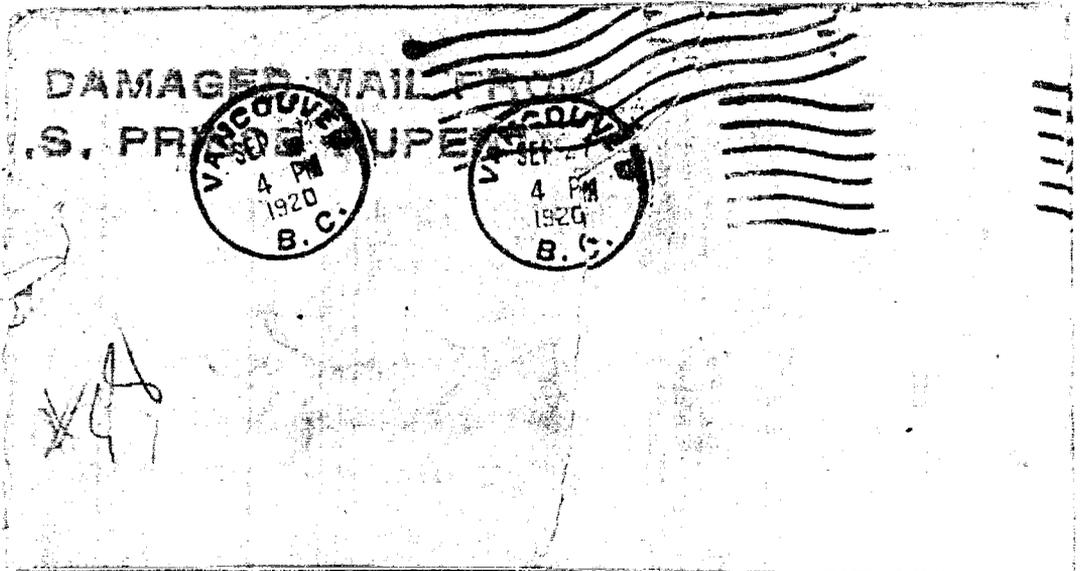
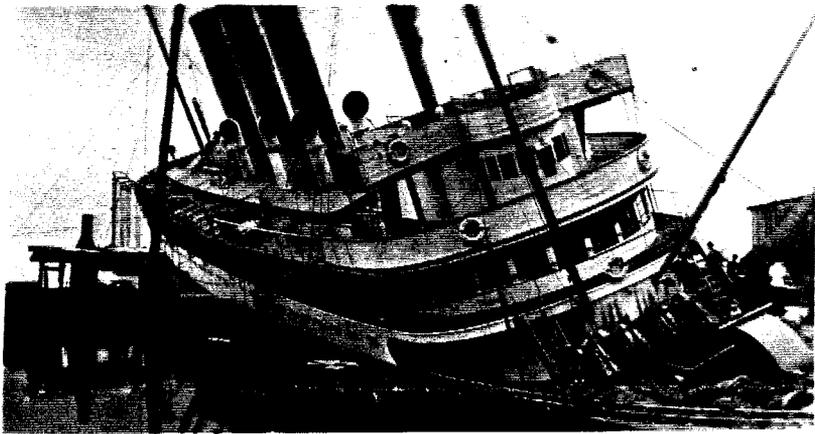
Oakville, Ont.

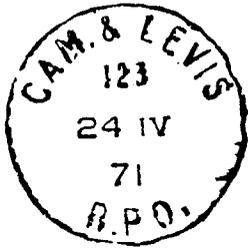
FROM TOR., LON. & SAR. R.P.O. TR. 155

Toronto City (Reg.)

FROM MTL. & TOR. R.P.O. TR. 51

Shipwreck at Anyox, B.C., The G.T.P.Liner Prince Rupert, September, 1920 - Courtesy of Ken Ellison. Actual photos and example of "DAMAGED MAIL FROM / S.S.PRINCE RUPERT"





A trip to remember

The Bay of Chaleur fog was running in patches and it was drizzling that clinging drizzle that always accompanies fog when Vic and I boarded RPO 123 about 3 a.m. EST.

After shaking hands all around, I brought out a mickey of Geneva gin which a former railway mail clerk at

headquarters had told me was what they drank on the Campbellton-Levis run. It turned out to be their favourite brand too.

When my turn came, clerk J. Nazaire Couture offered me the use of his coffee cup, a white enamel tin one with a red rim that looked as if it had been someone's favourite target with a BB gun.

"Don't look at the cup," said the Railway Mail Service veteran from Quebec city. "It's been knocked about as much as a mail bag." He said he'd had it for about 10 years. A cup he'd liked better was a bigger one he'd had before the Second World War.

In the meantime, Campbellton Mayor William McRae slipped aboard to be photographed with the five-man crew.

"It's been years and years," Payne said. "We had some rough times together loading in the winters."

At 3.35, the car was jolted by the train that had come to couple up.

"I hear they're going to put the car in the museum in Levis," chuckled a baggage-man.

"And us too," quipped clerk Robert Shannon, a jovial Irishman from St. Romuald near Levis.

At 60, Pleau was the oldest. With more than 34 years as an RMC, he shaded Renaud as the one with the longest service.

As clerk-in-charge, he was cancelling letters. He said he was busier than usual because of the number of letters commemorating the last run.

"I must have had 500 of these on the way down and I have quite a few now. But we don't have the quantity we used to."

Asked if he would ever return to Campbellton for a visit, he answered: "Maybe by way of the Gaspé side." (A bridge connects Quebec and New Brunswick at Campbellton.)

Pleau, who has helped put his three children through university, said what he liked about the RMS was that "the crew



Pleau hand cancelling

Shortly before we left, the station's baggage master Leo Payne rushed on with a foiled piece of paper. "This is from the boys in the baggage room," he said. "I just said to myself a few minutes ago, 'Jesus Christ we haven't got them anything.'"

"It's been years..." It was a CNR receipt and despatch slip addressed to the RPO staff on which was written: "Good Luck — All the Best." Earlier, some of the baggage room boys had autographed a mail bag.

"Don't do anything I wouldn't do," Shannon added as the last of the baggagemen got off for the last time. Shannon closed the door.

RPO 123 was underway. The other members of the crew were clerk-in-charge J. N. Fernand Pleau of Quebec city, and Raymond Renaud and Paul Bourassa, from the Quebec suburbs of Loretteville and Charlesbourg respectively. The five had a total of 160 years with the Post Office, of which 153 were in the RMS.



Couture shows Johnston his photos



Johnston

Communication '71 editor Grant Johnston and staff photographer Vic Miller travelled with the last Railway Post Office in Canada from Campbellton, N.B., to Levis, Que., on Saturday, April 24.



Miller

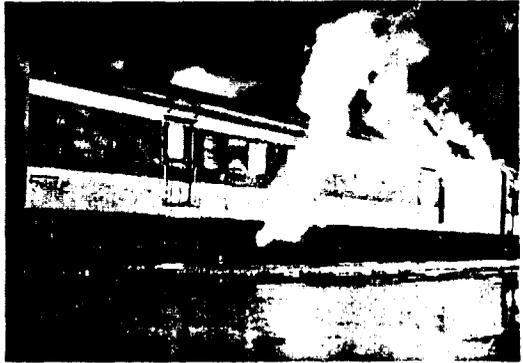
was its own boss. It was pleasant work. We enjoyed the travelling and the adventure. And there was always the satisfaction of having done what we had to do."

He, like the other four, was to report to another job on Monday. He doubted that it would give him the time on the golf course and to make furniture that he'd enjoyed in the past.

Couture was beside Pleau at the sorting case; the other three were at the flipover sorting table. All worked fast and expertly to have the mail ready for Amqui, the first stop.

"The faster the train went," Couture said, "the faster we used to sort."

At Amqui, Shannon exchanged mail bags and farewells with the courier. There



Car 7852

was a few minutes of sorting to do, then the crew relaxed. Renaud settled on the sorting table with a newspaper; Shannon glanced at *Life* standing up.

The good old days Couture is a proud man among a proud breed. A lean 59, he talked about the days when trains were the way to

Then he produced a black album and showed me photos of the two derailments in which he was involved. In the worst one between Scott and St. Lambert in 1947, the mail car was a total wreck from which the crew was lucky to escape alive. "When you've spent 33 years getting used to a job," he said,



The crew at work

travel and the station platforms were "black with people".

From a small black looseleaf in which he had kept a weekly record since he joined the service in 1938, he reeled off such statistics as the miles he'd logged (it was to reach 1,353,857 by the end of the day), the number of trips he'd made (3,394), and he could have named the clerk-in-charge of every run he'd been on.

"It's difficult to learn a new one... It takes a strong constitution to be a railway mail clerk, especially when you consider that you couldn't always control the temperature in the mail car."

When he retires, he's going to return to St. Nicholas where he'd been brought up on a farm. Couture has three daughters.

(Continued on page 8)



"I hope we don't hit an open switch" — Bourassa

A trip to . . .

A second family

He estimated that he'd spent 12 years of nights away from home.

"Do you know that there were times when we spent more time with our buddies than with our families. In fact, when the crew got on well together, it was our second family."

Bourassa pointed out that on the Matapedia-Gaspe run the crew would be together for as much as a week at a time.

The "Cam-Levis" run round trip took about 24 hours, during which the train was home.

This car, No. 7852, was what the crew called a "30-footer" — the 30 feet referring to the sorting area, not the overall length.

Its olive-grey interior was garish, an effect that was heightened when the train was moving because the lights intensify then. The only alleviating features were some dusty, faded blue curtains and, of course, the crew itself.

Shannon said they'd been on this car for about a month. In winter, he said, they'd have a

different car almost every trip because something was always breaking down.

At 54, Shannon has 28 years behind him as an RMC. What he liked was the spare time both on and off the job. On this run, it meant a week off (at one time) between runs about every month.

"Rita's"

"When I'm not working," he said, "I just loaf around and look for an excuse to go to Quebec and go slumming." One of his favourite haunts, particularly after a run, is "Rita's", as the St. Louis Grill near the Levis station is known to its regulars.

He used to raise tomatoes and corn behind his house until a few years ago when the municipality put a road through and ruined the drainage.

During his holidays, he likes to travel — his and his wife have been to Europe four times.

I told Shannon he had a sailor's roll, something I'd noticed when the train was at a standstill.

"What with the swaying of

the train and everything," he said, "we've probably developed a roll but we don't notice it."

Bourassa, at 54, was the youngest of the group. He had also been an RMC for the shortest period, 24 years.

"It's great work and we loved it," he said. "But we're heading into uncertainty. This is what bothers us.

"Nevertheless," said Bourassa, who was on the last negotiating committee, "we appreciate that our employer has guaranteed us jobs."

Bourassa, who has three children, sells advertising in his leisure hours, "not so much to make money, but to pass the time."

Raymond Renaud said he would miss the freedom. "We do pretty well what we want here. Sure, we have a clerk-in-charge but everybody does his work."

A 34-year RMS veteran, Renaud has been an alderman in his hometown of Loretteville (pop., 12,000) since 1969. Like Shannon, he too used to have a garden but now politics takes up all his spare time.

He has a daughter and three sons, one of whom has a Ph.D. in political science. The other two are still at university. "That's why it's difficult for me to take my pension now," the 58-year-old alderman said.

Like Pleau and Couture, Renaud worked in overalls. The youngest two were in work shirts and pants.

Like Pleau, Renaud is a "100-percenter", which means that until they abolished the annual sorting exams in the RMC in 1965 he could sort 1,000 test cards within 75 minutes without a mistake.

Ten minutes at Mont Joli. Rimouski next.

Sweet dreams

As there were no stops after Rimouski until Rivière-du-Loup, a stretch of about 90 miles, the crew took the opportunity to catch some sleep.

Pleau's spot was the sorting case ledge (see page 1 of the May edition); Bourassa and Shannon used the adjoining baggage car; and Couture and Renaud crawled through an opening under the sorting case into the "stub" end of the car.

(Continued from page 4)

"I used to wear size 38 underwear," Couture said, "and ripped them every time I crawled through the hole. Now I wear 40s and they don't rip."

Making a bed on a railway mail car was an acquired skill.

Surplus mail bags — turned inside out if they were dirty — were the basis of most beds. Others were more sophisticated. For instance, Bourassa put the emergency stretcher and a foam mattress on top of the mail bags. He had a pillow and blankets too.

I accepted Shannon's offer to make me a bed. It was pure mail bag, and for 45 minutes I had as good a sleep as I've ever had on a train, sleepers included.

The proof of the pudding . . .

After the Rivière-du-Loup sorting was done, it was time to eat and the crew reached into their supply boxes for food and utensils.

Couture said he'd had his supply box, a steel container in which the Quebec Liquor Commission used to ship 26-ounce bottles, since 1944. He'd had it re-inforced.

"I try to make as good food on the train as I make at home," Couture said as he fried bacon and eggs on the single-coil range the crew shared.

The range had a homemade guardrail around it to prevent whatever was cooking from sliding off.

Everyone except Shannon set a place for himself with paper towels.

Shannon, who was eating preserved fruit out of a plastic container, put it down without finishing it. "I'm just not hungry this morning," he said.

With Montmagny, the last stop, approaching, the crew began to freshen up.

As he was shaving in the little bathroom, Bourassa recalled the time at Montmagny when a switch to a coal-unloading bridge had been left open and the two engines and three of the cars had gone off the end.



"When the train was moving, the lights intensified"

"The mail car would have been next to go but didn't," Bourassa said. "However, a clerk by the name of Ross who was shaving at the time pitched head first into the basin. He didn't hurt himself though he certainly got wet."

Shannon said he'd had the shaving brush he was using since his first week as an RMC.

"I was spending Sunday out in Fortinville. I'd forgotten my brush at home, so I went into a little country store and bought this one. It cost 25 cents."

The brush was broken off at the end and the few bristles still attached to it wouldn't have provided enough whiskers to make a white rat respectable.

At Montmagny, a few members of the press came aboard. As there was nothing left to sort, the crew started changing into their street clothes.

A faraway mirror

Despite the newcomers, it grew very quiet.

Renaud, who had put on a mauve shirt, took a long time to tie his tie. It was as if he was staring at some faraway mirror he couldn't quite see.

Shannon recalled how on this car in 1968 at Val Alain two masked men with machine-guns had burst in and tied up him and the rest of the crew.

"Because it was Christmas Eve when we carried very little money, it wasn't worth the bandits' while."

About noon, RPO 123 pulled into Levis and was met by an official party which included many former railway mail clerks who'd been invited there by Jean Dupuis, director of the Eastern Quebec Postal District. Among them were Joe Mooney, who was with the Post Office for 50 years, 35 as an RMC, and John Cousens, a former president of the Railway Mail Clerks Association.

At a ceremony held in the station to pay tribute to the RMC, a lot of the oldtimers kept looking around to see who was left and who wasn't.

For the five who had just come to the end of the line, Monday morning must have crossed their minds.

Editor's Note: Although there were four other Railway Post Offices in operation on April 24 — RPOs 58 and 59 between Montreal and Toronto and 48 and 49 between Ottawa and Toronto — all these had completed their runs by 7.30 a.m. that day.

Malton, Ont.

FROM MTL. & TOR. R.P.O. TR. 51

FROM MTL. & TOR. R.P.O. TR. 51

Toronto Dis. (Air)

FROM MTL. & TOR. R.P.O. TR. 51

Caledonia, Ont.

FROM TOR., LON. & SAR. R.P.O. TR. 155

Cayuga, Ont.

FROM TOR., LON. & SAR. R.P.O. TR. 155

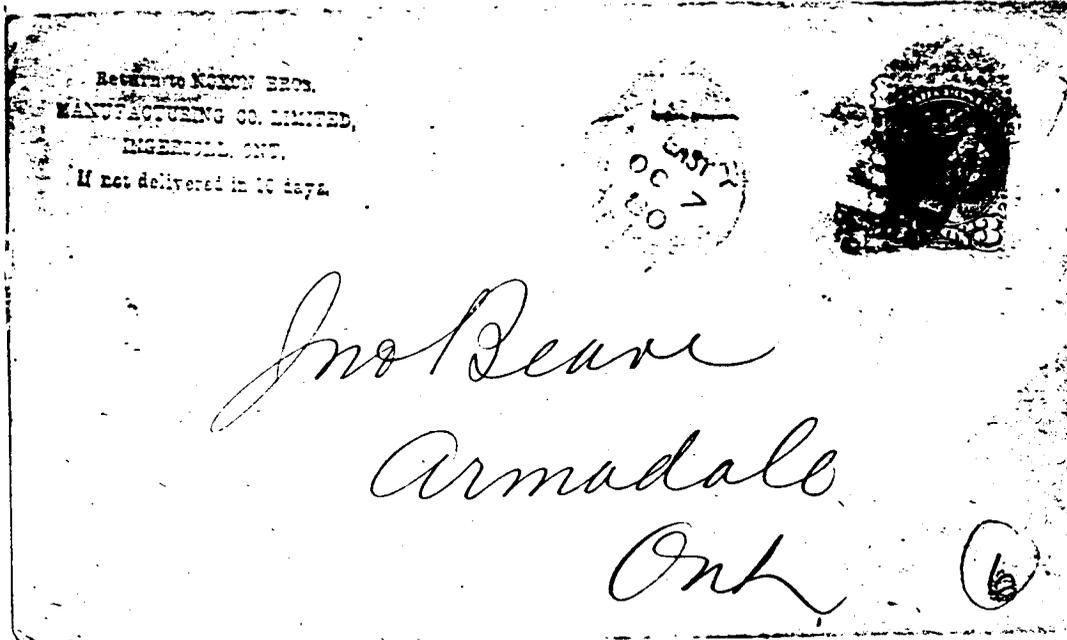
From Gerry Carr's Collection -



Railway Post Offices
Great Western Railway
Route: None shown

Direction: East and West

The G.W.R. was still an independent Railway at this time, as the amalgamation with the G.T.R. did not take place until August 12, 1882. The Railway Mail Clerks used their own designs of "Cork" cancellers, to cancel the stamps on the mail they handled in the Postal Cars.

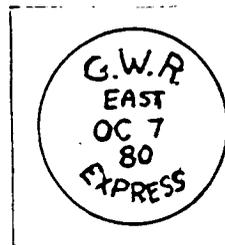


Returns to KEEFER BROS.
MANUFACTURING CO. LIMITED,
AMHERST, ONT.
If not delivered in 10 days.

Jno Beave
Armadale
Ont

Type 16

G.W.R. "East" OC 7, 80
"EXPRESS" Train



The cork canceller looks like either a "W" or an "M"

RAILWAY POST OFFICE CANCELLATIONS ON QUEEN VICTORIA JUBILEES -
UPDATE - APRIL 1991 -

Joe Smith reports a typo in the last listing - MA-174, H-VI earliest should read 7/2/97 - July not February. I always get those dates mixed up! Also, the report of Q-195Bb with a blank direction should be Reporter 16, not 246. RR-136 has also been reported with a blank direction by Reporter 270, and later by 246.

Joe has also reported the following new items -

MA-174 (H-III)	W SP 11/97	New late date
MA-174 (H-IV)	W JY 15/97	New Direction on Jubilees
MA-205	W/JA 05/98	Use of Zero as date spacer not previously seen on this run
O-159	T2W/JY 7/97	New Direction on Jubilees
O-308 (H-III)	W/JU 30/97	New Direction on Jubilees
O-346 (No.5)	W JU 21/97	Unreported on Jubilees
O-354 (No.1)	BL/AU 20/97	New Direction on Jubilees

Apparently Joe has obtained several strikes of MA-175 - the "W" attachment - which he is trying to sort out. This is a tough run to identify, as most stamps aren't large enough to show even a major part of the cancel. Jubilees are better than most others for this, and covers are extremely hard to find.

ANNEXES I TO IX OF THE CATALOGUE -

Jim Felton has taken the bull by the horns and has entered all of these annexes into one large annex in his computer. I understand that he has asked members Ted Bowen and Charles Boubelik to act as proof-readers. If there are any other volunteers, please contact Jim at Box 56371, Little Rock, AR, 72215.

Jim is concerned about the amount of space consumed by Reporter Numbers, and suggests that they be left out of this compilation except for new runs. This would mean that they wouldn't appear in this summary on such items as train numbers and directions, early and late dates. These have already appeared in each individual Annex, and would continue to appear in new Annexes. May we have an expression of opinion from the membership. please ? Jim suggests that we acknowledge those Reporters who have contributed to the updating of the Catalogue by listing their numbers at the beginning of the particular sections where their contributions are contained - except that individual Reporters will be given for new runs. Not including the Reporter numbers for new Train Numbers, for example, would save several pages.

BNAPLEX'91 -

Do we have a volunteer or two for short presentations at Vancouver ? We have reserved 2:30 PM, Saturday, August 31 for the Group.

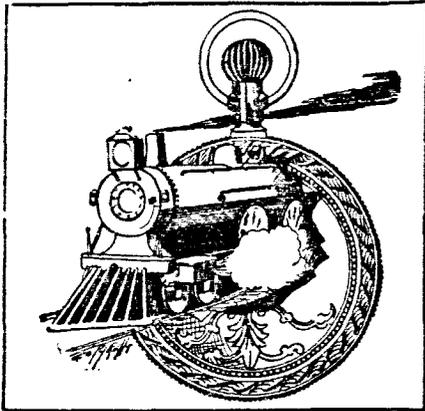
.... /9

Another Kettle Valley item from the C.P.R. Watch Inspector at Cranbrook, B.C., and a fine Royal Train piece from our member, Doug Hannan.

OFFICIAL WATCH INSPECTOR FOR C. P. R.
CROWS NEST PASS DIVISION

PHONE 85

P. O. Box 4



CRANBROOK, B. C. *May 10* 190*8*

M^r *H. B. Brock*

C.A.

TO W. F. TATE, DR.

JEWELER AND GRADUATE OPTICIAN

HIGH GRADE WATCHES, JEWELRY, SILVERWARE, CLOCKS,
CRANBROOK SOUVENIRS. SPECTACLEWARE.

Get to clean watch

20

MAIL TRANSFER BILL

RAILWAY MAIL SERVICE

Stamp of DISPATCHING Office of R.P.O.



FOR TRAIN
FROM TRAIN
TIME

Regina
Regina Tr P.O.

Stamp of RECEIVING Office of R.P.O.



AT STATION

Regina Bank

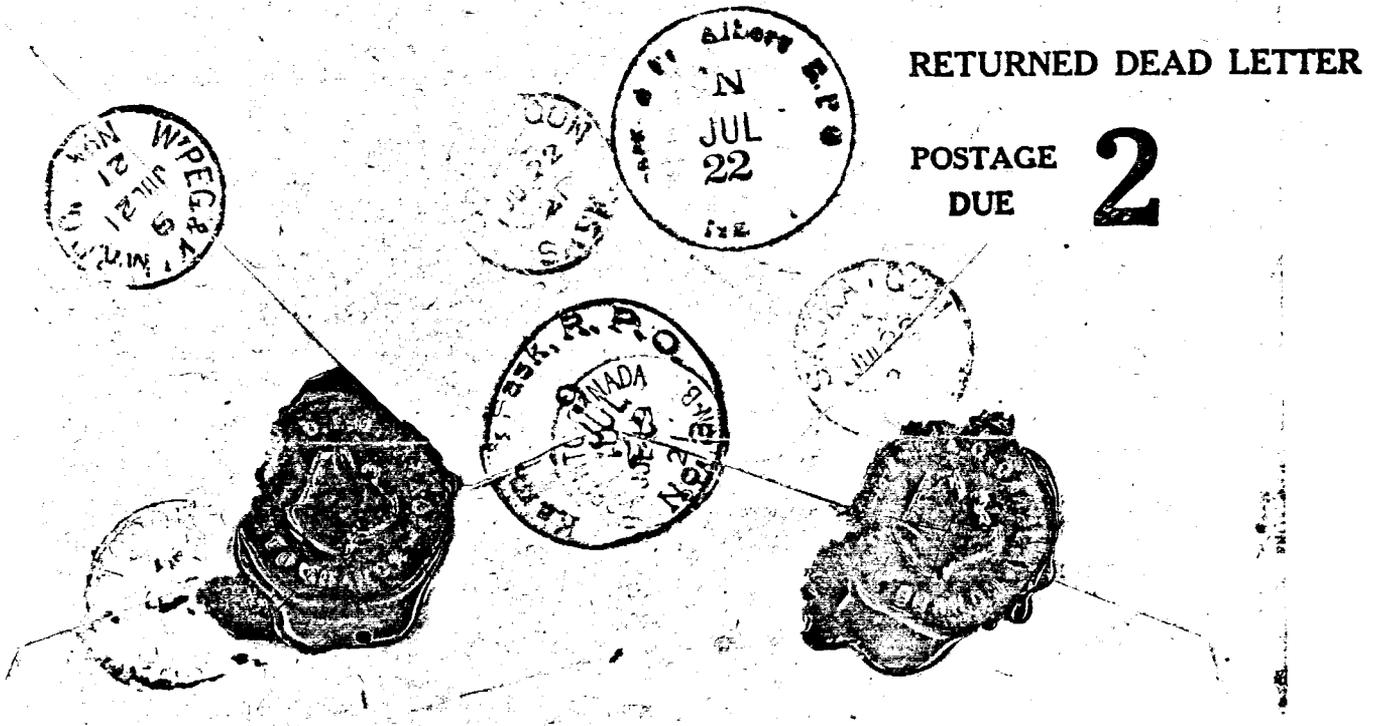
DATE *Oct 17* 190*8*

No. of Locked or Sealed Bags	SIGNATURE OF DISPATCHING CLERK <i>H. B. Brock</i>	
	FROM	FOR
<i>1</i>	<i>Regina Tr P.O.</i>	<i>Regina #3</i>
2		
3		
4		
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8		
9		
10		

51 R.M.S.-5000-20-11-50

RECEIVED ABOVE BAGS

Two newer reports of Type 5 large-diameter hammers on the same cover - from Al Steinhart, 1987. (Lost in the files)



Note the Toronto Dead Letter Office wax seals, W-145E - Sask. & Pr. Albert R.P.O./ No. ? - North, July 22, 1921, (This hammer was proofed June 17, 1920); W-61Z - Kam. & Sask. R.P.O./ No. 3, Train 9, July 22, 1921, (Hammers 1 to 3 proofed June 21, 1920). These are on the back of a Returned Dead Letter from Toronto to Warman, Saskatchewan.



Canadian National Locomotives #6400 and 6401 when new in June 1936. Note the mail car.