

Let's Add Members!

Since our first Newsletter, we have added six more members, thanks partly to some help from T. P. G. Shaw. An up-to-date Membership List of the 28 Charter Members is attached. The best way to hold down dues and increase the interest is to keep growing, so how about each member getting a new member in 1974.

From the Members

1. New member, Horace Harrison, is interested in Registered R.P.O.'s. There are 49 examples (fully illustrated) in his book, Canada's Registry System 1827-1911. Hardbound copies are available at \$6.00 from Horace.
2. Ken Ellison is also interested in Military Mail and is Secretary of their new Study Group, started at Calgary just before we formed. If you are interested, send \$3.00 to him (see Membership List). Incidentally, they have already started a study on B.C. Region cancellations.
3. Paul Hughes sent in a ship marking cancellation we identified as Jarrett-Type 437. He couldn't find it in the R.P.O. Handbook, since the only boat cancellation listed there are from those lines owned by railroads. It was rather interesting that I received this letter shortly after one from T. P. G. Shaw which contained the enclosed abstract by him of information about the (Lake) Muskoka Steamers. I thought you would enjoy it as much as I did.

New Finds Department

As indicated in the previous Newsletter, John Siverts came up with a number of interesting finds which were sent to Lew for his comments, as follows:

1. The R113B reported last time is indicative of several known different below-the-ring numbers. Lew has 36 copies as follows: "3" (1), "19" (7), "27" (27) and "28" (1).
2. "The other strike mentioned in the Newsletter is not Q195D, but is Q195B, with "OT" at the bottom. This is rather well known and is typical of Type 21C, which must have LOCAL or EXPRESS at the bottom, inside the ring. For Q195B, from my own collection, I have 8 strikes of "OT", all EXPRESS, and 13 strikes of "13", also all EXPRESS, one strike of "5", with LOCAL, and one strike of "20", also LOCAL. Incidentally, I believe that Q196 does not exist. My "5" and "20" above are Q195B. Q196 would have to read QUE. & CAMP./LOCAL/5, and I have never seen it. Certainly, the original reports from Whitehead's material were in error, were Q195B, not Q196."

"She does not remember when they started carrying mail, but knows they did in 1905. It was left in a box at the end of the wharf on each large island and the people would paddle over from nearby small ones or other parts of the island and collect their mail. No mail was ever stolen.

"For their last years, the only thing that paid the steamship company was their mail charter. Finally roads passable to cars and trucks were built around the shores and in 1958, the Sagarno was retired to be tied up at Muskoka wharf for use as a restaurant. Cottagers now have motor boats or outboards and collect their mail at points along the shores serviced by truck.

"To get the steamers to stop at a wharf to pick up passengers, a white flag (usually a towel or pillowslip) was put out at the wharf."