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

*We need your
dues, thanks.
6.00 Cdn
'82*

VOLUME X, NO. 1

March, 1982

Happy New Year - Belatedly!

As all editors must, I need to remind the membership that to make this interesting and worthwhile, I need material. If you find unusual pieces, exceptional strikes, rarities, new RPOs, etc, let me know so that I may write it up for the group to share. You would be amazed at the different comments (on the good side) that I get for what one might consider trivia - because trivia to one might be very important to the other.

CATALOG UPDATE - Lew reports very positive and concrete progress. As he would say in the "Cowcatcher", he is definitely "back on track". He reports that he has now finished final drafts of all the sections - just completed Maritimes, Ticket Stamp and Newfoundland sections. While there is much more to do, that is, the introductions to each section, correlating train numbers, new clerk lists (which have ballooned considerably), new reporter lists, new type examples and many other smaller jobs, he is definitely progressing and he is optimistic. He also passes on his good wishes to the membership.

FINANCIAL REPORT - Enclosed is a financial report from Jim. He reports that not everyone has paid their dues - so lets all get our dues to Jim. His address was in the last newsletter. Remember, it costs money to do this, and we need your dues as soon as possible - PLEASE!

NEW MEMBERS:

A.D. CAMPBELL M.D., 165 Queen St. North, Kitchener, Ont. N2H 2H8
J.T. BURNETT, 757 Parkwood, Sidney, Ohio 45365
R.J.A. CRAIG, 11660 Seaton, Richmond, B.C. V7A 3G6

Welcome! - And to those of you who have joined and not been recognized over the last year - Welcome also - We are doing pretty well now with the membership over 80.

QUESTION? In scanning through back copies of the newsletter, I noticed the article on the CP Rail suit sent by Doug Burchill. Doug, have we had any progress? Did anyone get a chunk of the Tower?

UNUSUAL FINDS - I can report two unusual finds - quite accidently - amongst some varied material acquired. First, a strike of O-367B, which was mixed in with several copies of TOR & MONT cancels on small queens. However, it definitely is TOR & MONT M.C. / ASST, and to make it even more attractive, it is on a strip of three 3¢ small queens, shown at Enclosure 1. Also, from a local Parkersburg dealer, a postcard with several interesting strikes but covered up by the strikes and a 1¢ Admiral, is a light CANADIAN PACIFIC/ RAILWAY/ S.S. PRINCESS SOPHIA. Data is as follows:

Addressed to : FREDERICK HALL, VA (USA not specified)
and message dated May 14, 1914

1. CANADIAN PACIFIC/RAILWAY/ S.S. PRINCESS SOPHIA, May 15, 1914
2. BRANCH DEAD LETTER OFFICE, VANCOUVER, May 15, 1914
3. RETURNED-FOR/POSTAGE
4. VANCOUVER, B.C. May 17, 1914
5. BRANCH DEAD LETTER OFFICE, MONTREAL, May 23, 1914

Since the address was in Virginia, USA, why did it stop in Montreal? Who struck it returned for postage (back to a ship? Would the purser have added the 1¢ stamp? Or would the ship still have been in port on or after the 17th?

And what about the other one? I think this is a first report - take note!

Now, you see Alex, this looks like a legitimate postal usage of this ship cancel. What say you!

KEN ELLISON strikes back. I really didn't expect Alex Price's comments on ship cancels to go unchallenged, and they didn't! Ken sends along a beautiful cover strike of BOSCOWITZ S.S. CO./STR. ST. DENIS/ Victoria & Vancouver, originated at Claxton 7/31/09. It probably will not reproduce well, but it is a beautiful piece. Along with the cover Ken includes some history which we all appreciate and comments "I agree with Alex about 99.9% (the ship marks). They usually are favor items, but, as you know, there are quite a few other markings that are the real thing. Anyway, I shall keep at it and have my fun, and also try to keep away from the purely philatelic. Also, Ken says to up his collection count for Western runs from 225 to 255 and Railroad runs from 45 to 54 adding "this doesn't look like I'm going very far, but I only go out of my way for the West."

ROYAL TRAINS - I don't know how I missed announcing in the newsletter that Graham Noble is conducting a study of the Royal Train postmarks and would like any and all information concerning such that you can send to complete his history of these cancels. Upon completion, Lew has agreed to include in the new catalog. So, if any of you have material, get it off to Graham as soon as possible.

NEW STUDY - I have discussed this project with a number of people and have found that there is sufficient interest to start a study of the cork cancels used in conjunction with RPO cancels. I would appreciate your help in this effort. I have reviewed Day & Smythies on this subject and, with a few exceptions, find it of little value. While the whole subject of cork cancels is a great fascination to me, my interest at this time is mainly with those with RPOs. I am enclosing two as examples of what I am looking for - but not just fancy corks - any corks. Obviously, a fancy one is more attractive, but in tracing their use, all are important. I would presume that most will be found on earlier covers but my interest covers the entire history of RPOs. I would be interested in copies of such and if you can't send a copy of the entire cover, then a tracing and a description of the cover and accompanying cancel(s), and other pertinent information will be fine. When completed, I will assemble in pamphlet form for the membership. Further, if you have any ideas as to how to improve such a project, I am very interested in hearing your ideas.

FROM GRAHAM NOBLE - Several different writeups for use in the newsletter of both general and historical interest. Will use them a piece at a time and included at Enclosure 2 is one that he acquired for his Depot Collection. Very interesting piece - almost as interesting as my postcard with the Princess Sophia cancel - but not quite. I hope each of you can see what I mean by interesting pieces and I am sure each of you have in your collections items of this nature, copies of which can be sent for future use.

JOHN AITKEN wrote several months ago explaining that his speciality is RPOs in the centennial period. John is interested in the total number available in this period and would like to hear from other members with relevant information. I am enclosing his list and after your review let both him and me know your input. I will publish in a later newsletter.

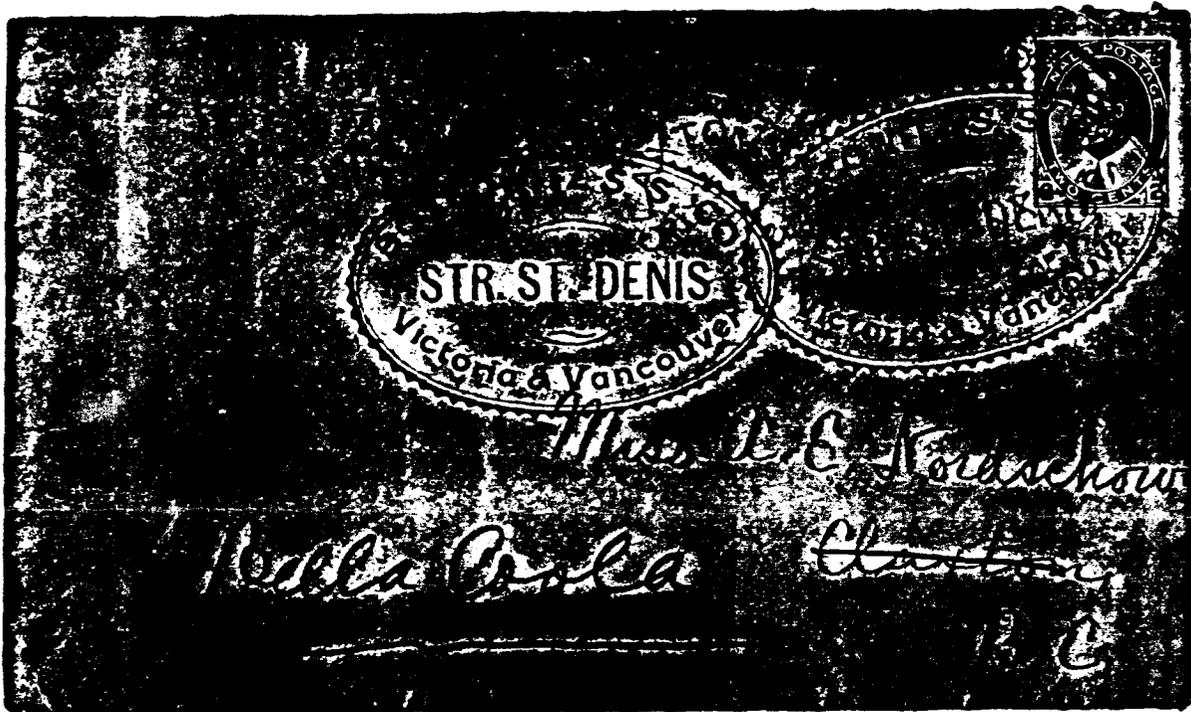
That's all for this issue - have run out of space. Happy Hunting - but not you Robinson - your to close for comfort.

Regards



BRITISH COLUMBIA SHIP MARKINGS

*Cancel
Darkened
with
Pen
Pencil*



S.S. ST. DENIS - BOSCOWITZ STEAMSHIP COMPANY

The Boscowitz Steamship Company of Vancouver and Victoria had two main steamers in service in 1909 on the B. C. Coast. They were the Venture and the Vadso.

On Jan. 27th, 1909 the S.S. Venture was lost by fire at Inverness Cannery on the Skeena river. Soon after, Captain Barney Johnson left for San Diego where he chartered the S.S. St. Denis. After some repair work on the steamer, she left Vancouver for the northern B.C. Coast on March 5th 1909 and alternated every other week with the Vadso on this route.

The new Venture made its first trip out on November 4th, 1910 and the St. Denis completed its last Boscowitz trip arriving back in Vancouver on November 1st, 1910.

Soon after, the St. Denis loaded 450 tons of coal at Comox, B.C. and arrived at Victoria on November the 24th where a bad list was corrected. Captain Davis was in a hurry to get back south for a charter to San Salvador so he headed right out in very stormy weather, against advice to await better weather.

No more was heard from the St. Denis and it was believed all was lost near the entrance to the Strait of Juan de Fuca. Late in December 1910 some identifiable wreckage was picked up on the North-west coast of Vancouver Island.

This cover was posted on July 17, 1909 on the S.S. St. Denis at Rivers Inlet and arrived at the Claxton (near Prince Rupert) B.C. to be readdressed back down the coast to Bella Coola on July 31, 1909. *Editor: I was mistaken on where originated - sorry!*

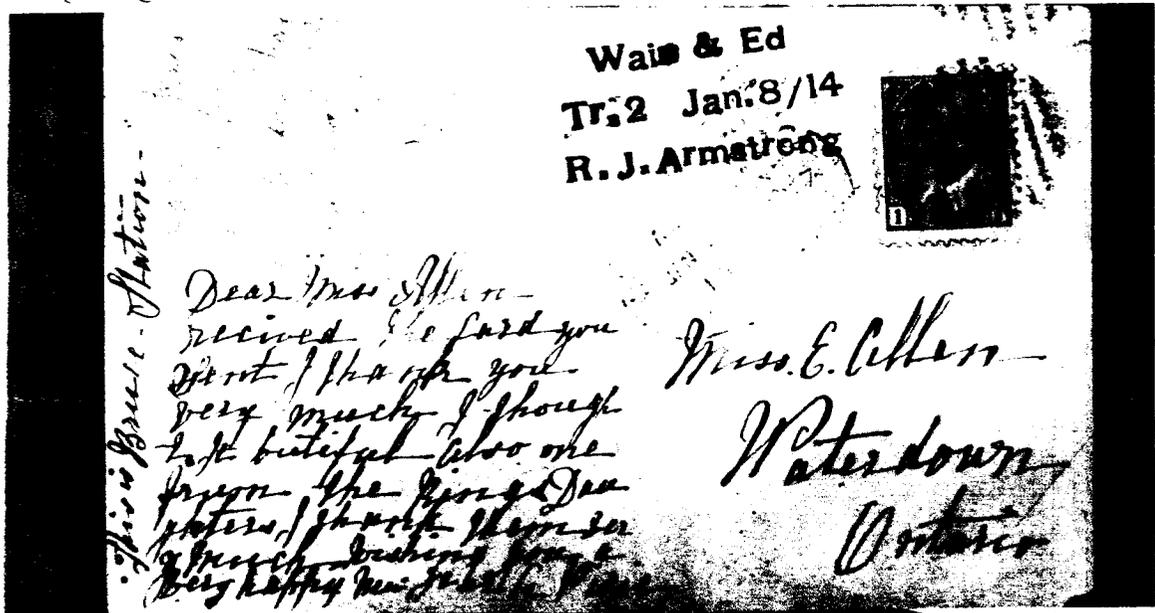
There is a similar ship marking for the Vadso, but one for either Venture has not yet been recorded.

AN EXCITING RPO DISCOVERY

by Graham J. Noble (with attached photos)
I have been fortunate in having my fair share of nice finds in a dozen years of searching for covers however the most interesting RPO discovery I have come across came a couple of months ago and is illustrated here.

It is a postcard sent from Bruce, Alberta to Waterdown, Ont. The card is a nice photoview of the Bruce, Alta Grand Trunk Pacific Railway Station and the card was cancelled with a light Bruce, Alta split circle Jan 7 1914. The Railway Mail clerk sorting the card recognized the destination pencilled in the following notation 'Do you know the Stocks?' and signed 'Jack Armstrong Rail Mail Clerk, Edmonton P.O.' This is the first notation of this kind I have ever seen. He also applied his clerks handstamp 'Wain & Ed/ Tr. 2 Jan 8 14 / R.J. Armstrong', in blue, as a transit marking. This is only the second or third use of an RPO transit marking I have seen on a non-registered cover. There is also a light Waterdown cds as a receiver Jan 12 1914.

Quite a remarkable item showing that you never know what's going to turn up next in our endless pursuit.



This is Bruce Station

Wain & Ed
Tr. 2 Jan. 8/14
R. J. Armstrong



Miss. E. Allen
Waterdown
Ontario

Dear Mrs Allen -
received the card you
sent I thought you
very much I thought
it beautiful also one
from the George Deaters,
I wish them so much
wishing you a very
happy New Year



Centennial period list from J. Aitken - available after 2/8/67

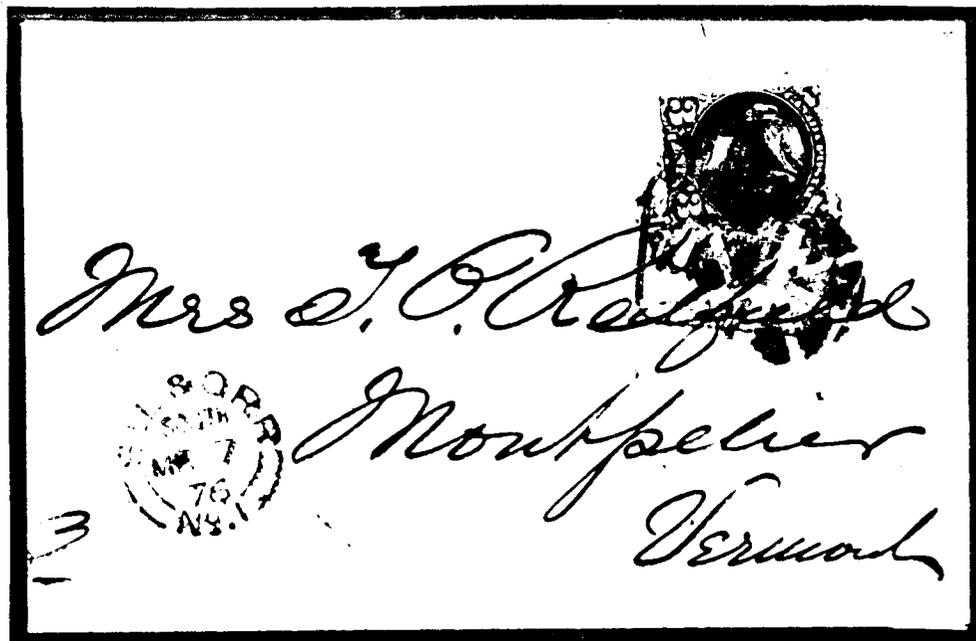
	HAVE	CONFIRMED	POSSIBLE		HAVE	CONFIRMED	POSSIBLE
1.		N4A		31.		Q156A	
2.	N83C			32.			Q-162
3.			N87B	33.	Q164		
4.			N88B	34.		Q164C	
5.	M11			35.		Q-165	
6.	M11A			36.	Q169		
7.	M11K			37.	Q173(1)(2)	Q173(4)	
8.			M-18A	38.	D25		
9.	M35			39.			Q176E
10.	M35A			40.	Q248A		
11.		M37A		41.	Q288A		
12.		M37C		42.	0138B		
13.	M39			43.	0193F		
14.	M-43			44.	0262		
15.			M-46C	45.	0263C		
16.			M47A	46.	0337B		
17.		M-51B		47.	0354A		
18.		M76		48.	0355J		
19.		M78B		49.	0356		
20.	M86D			50.	0357		
21.	M100A			51.			0383C
22.			M119	52.	0384		
23.			M119A	53.			0385
24.			M120	54.	0413A		
25.			Q16B	55.		0416B	
26.			Q-20B	56.	W51A		
27.			Q32A		Clerk Hammers		
28.	Q-43			57.	Q165H		
29.		Q120D		58.		Q165G	
30.	Q156			59.		Q165F	

As well, NPM lists Sydney & Truro as operating 3/31/67 but LL's last use dates are Jan 31, Feb 4, 67

L. Gilliams book say Mont Joli & Levis (Q165E) stopped in 67. When?
 Gaspe & Camp (Q16B) - LL has date pf 31/8/67 but Gilliam says RFO stopped 2.1/67. However, NPM lists as of 3/31/67. ?

Who can help John out with this interesting speciality? We need more of this such as one collection being assembled on Map stamps - What about 3¢ Jubilees or the War issue? Are there any other such collections out there that we should know about - that is on special issues or stamps? No, Ross and Lew, no reports on Pence - it would put us all to shame!

ST. LAWRENCE AND OTTAWA RAILWAY
WAS THE NAME GIVEN THE FORMER OTTAWA AND PRESCOTT
RAILWAY BY ITS NEW OWNERS AFTER IT WENT BANKRUPT IN
1864. IN 1884 THE LINE WAS TAKEN OVER BY THE C.P.R.
AFTER AGAIN SUFFERING FINANCIAL DIFFICULTIES.



R-152 ST L. & O.R.R. N° 1 SOUTH, MR 7, 76

WELLINGTON GREY AND BRUCE RAILWAY
WAS OPENED FROM GUELPH TO SOUTHAMPTON ON LAKE
HURON IN 1872 AND A BRANCH LINE FROM PALMERSTON
TO KINCARDINE, ANOTHER LAKE PORT SOUTH OF
SOUTHAMPTON, WAS COMPLETED IN 1874.

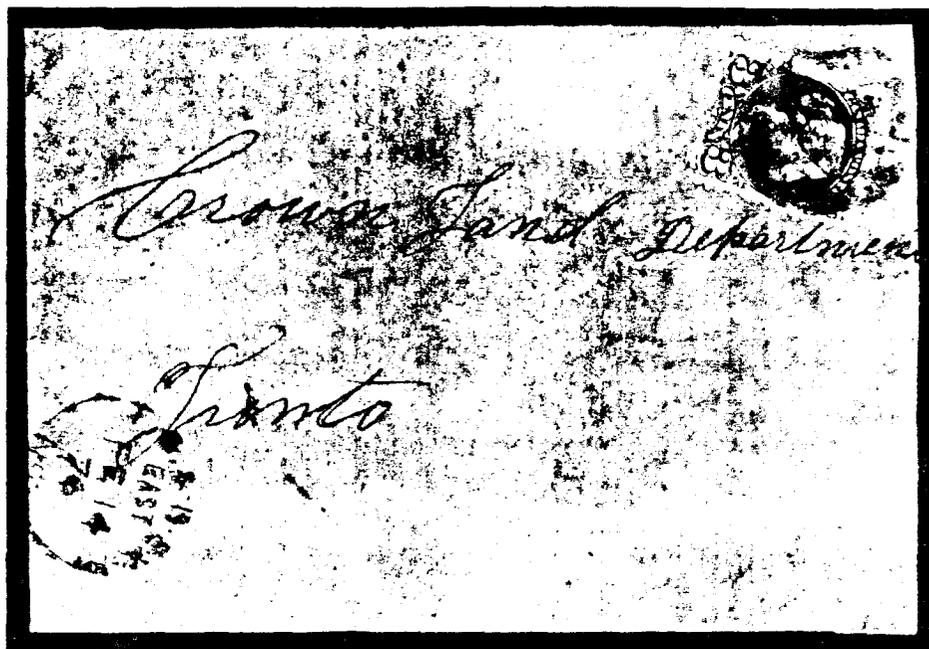
THE LINE HAD BEEN LEASED BEFORE CONSTRUCTION
BY THE GREAT WESTERN RAILWAY WHO OPERATED IT
UNTIL BOTH RAILWAYS MERGED WITH THE GRAND TRUNK
RAILWAY IN 1882.



R-168A W. G. & B. R. N^o 3 NORTH, DE 21, 76

TORONTO GREY AND BRUCE RAILWAY
WAS COMPLETED FROM TORONTO TO OWEN SOUND VIA
ORANGEVILLE IN 1872. IN 1874 A BRANCH LINE FROM
FRAXA JUNCTION NEAR ORANGEVILLE TO TEESWATER
WAS COMPLETED.

IN 1884 THE LINE WAS LEASED TO THE C.P.R.



R-161 T. G. & B. EX. RY. N°1 EAST, FE 14, 76

Financial Report - 1981

Below is the financial report for 1981. Because some of the expenses were donated by Dave, our bank balance increased by \$15. Interest is also higher because 1981 costs for the last three issues were not paid until March 1982. Nine new members helped keep our 1981 paid membership at 63. With seven new members so far in 1982, our present paid up membership is 32. That means a lot of you receiving this Newsletter are either overdue or have lost interest.

Because most of the correspondence now goes to Dave, and he generates all the costs now, he has agreed to take on the job as Secretary-Treasurer as well as Editor. Many thanks to all of you for your help over the last 8 or 9 years.

INCOME

1981 Dues paid in 1981	227.94
Prepayment of 1982 dues	123.00
Interest on savings account	<u>21.32</u>
Total Income	<u>372.26</u>
Balance on hand 12/30/80	<u>324.87</u>
Total to account for	697.13

EXPENSES

Printing Costs	227.50
Postage Costs for five issues	<u>129.90</u>
	357.40
Balance in savings account 12/31/81	<u>339.73</u>
Total Accounted For	697.13

Jim Lehr

I will indicate on each copy sent this month whether you owe dues or not. Send it to me rather than Jim, as the front page was typed prior to getting this financial report. - Editor