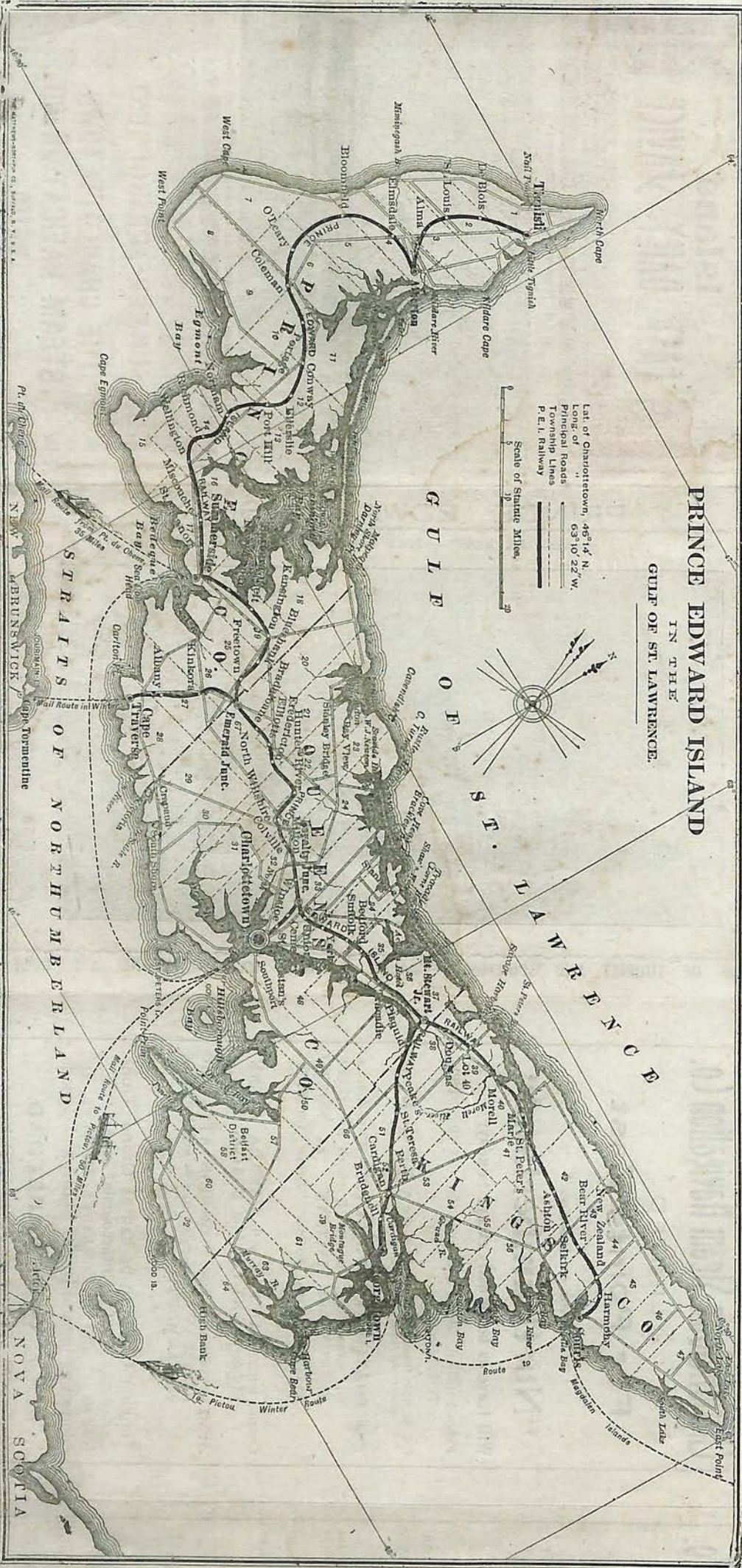


.. ROUTES OF THE CHARLOTTETOWN STEAM NAVIGATION COMPANY, LIMITED, TO PRINCE EDWARD ISLAND ..

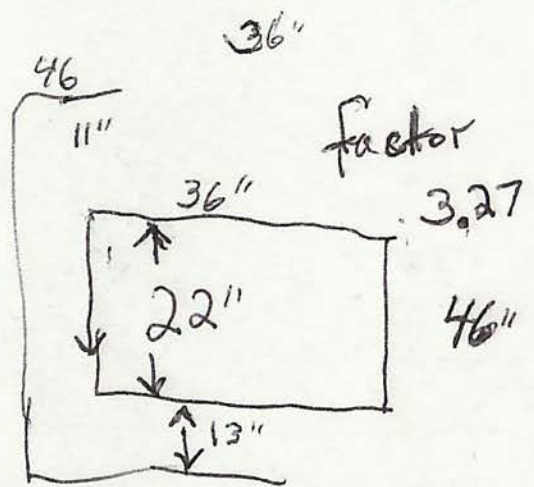
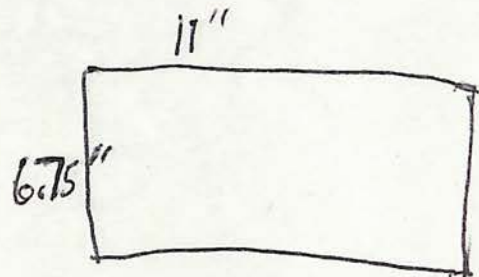
PRINCE EDWARD ISLAND
IN THE
GULF OF ST. LAWRENCE.



Steamer "EMPRESS"
between Summerside and Point du Chene



Steamer "NORTHUMBERLAND"
between Charlottetown and Pictou.

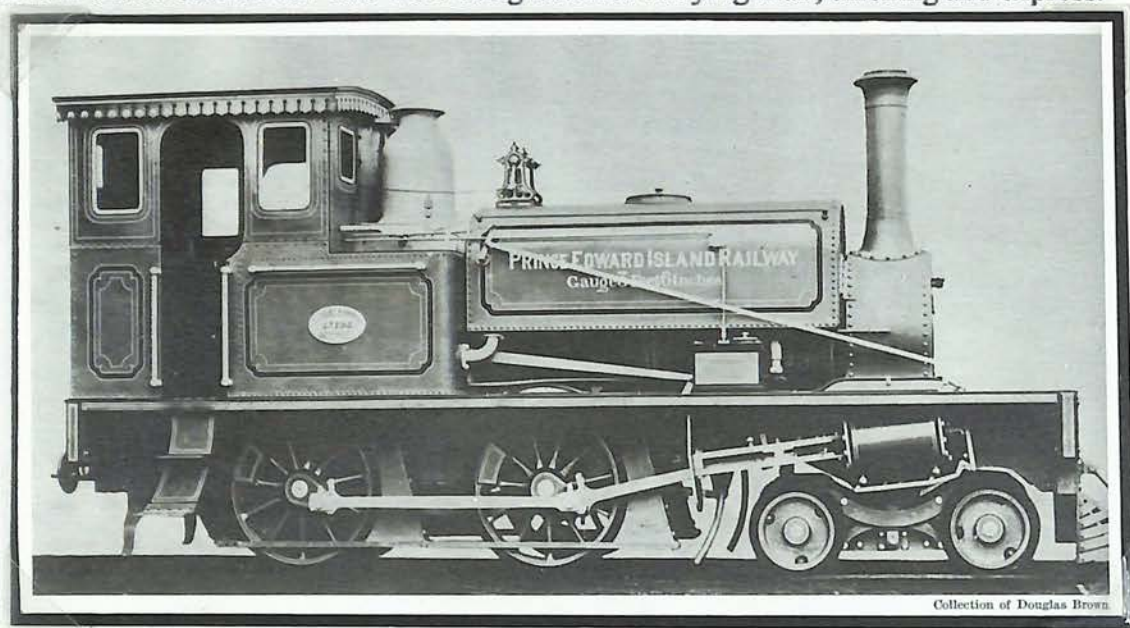


PRINCE EDWARD ISLAND TRANSPORTATION MARKINGS 1875-1966

RAILWAY BACKGROUND

The Prince Edward Island Railway was opened in May 1875 and was narrow gauge (42") construction. The first locomotives were Hunslett 4-4-0 tank engines (see photo below) which were inadequate for the job and were soon replaced by standard eight-wheel wood burning engines.

After the SS "Prince Edward Island" began her regular crossings at Port Borden, standard gauge car loads of goods were arriving twice daily at the transfer shed which became very busy. Thus between 1918 and 1930 the network was converted to standard gauge, a third rail being added initially to facilitate traffic movement. From the outset five rail cars were designated for carrying mail, smoking and express.



Original Hunslett 4-4-0 locomotive

The aim of the display is to give a broad overview of the ship and railway markings including the mail clerk's cachets and the occasional ticket stamp. Although primarily a postal history display, some picture postcards relating to the ships and the railway have been included as many of these are elusive items and give a more meaningful picture. An occasional old photograph is also included as is a selection of printed envelopes used by the railway.

The display is broken down into the following areas:

Frame 1- the logistics of the transportation system, examples of railway departmental stationery followed by travelling post office marks of a general nature and off-island mail marks.

Frames 2,3 & 4- a survey of the RPO markings used on the ferry (Charlottetown & Sackville RPO) followed by RPO markings used on the Island (Charlottetown & Tignish RPO, Charlottetown & Souris RPO and the Charlottetown & Murray Harbour RPO-this being the last major extension).

The railway postmarks are often struck on the back of the envelope, in which case this is displayed, often accompanied by a reduced (by 25%) image of the front. In addition the RPO marks are often struck over the adhesive stamp, thereby making the postmark hard to read. Enlarged copies of the datestamp are shown in that case to improve readability where free strikes could not be found.

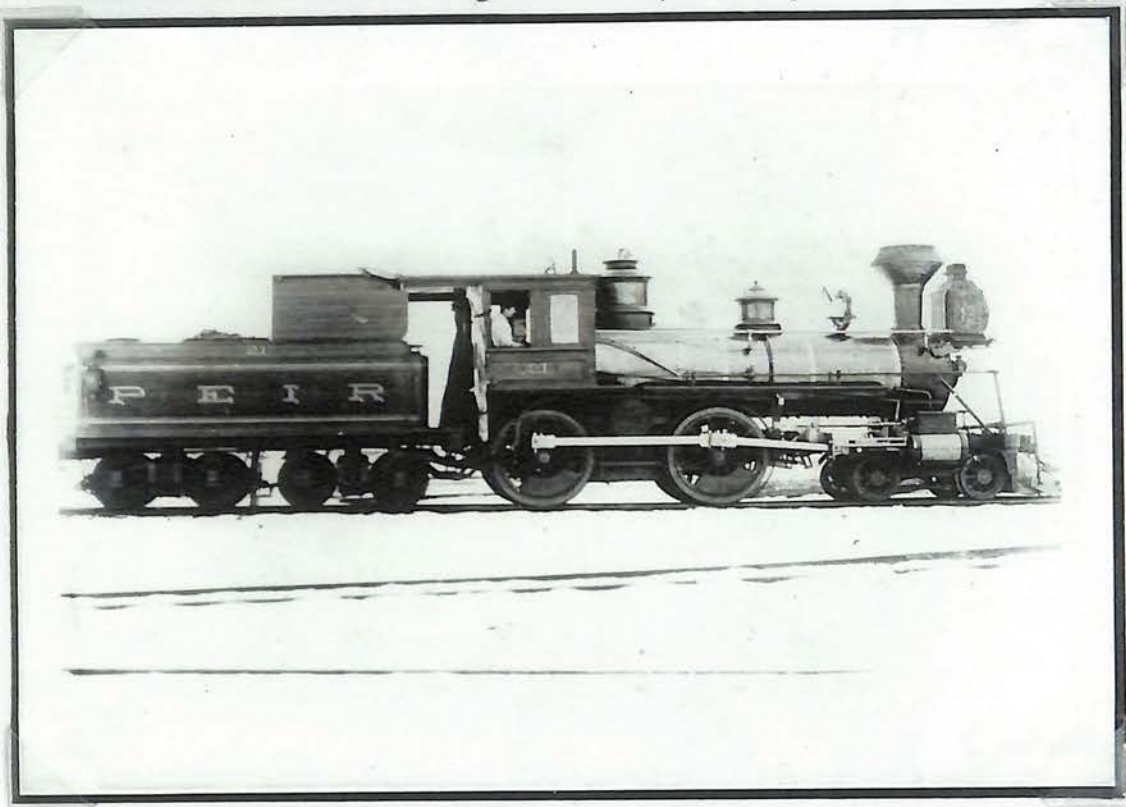
The RPO markings are reviewed in a general framework with reference made to variations in diameter of the marks and the indicia used but minor variations in typesetting have not been included in order to make the display appeal to a wider audience.

The markings have been assigned "MA" or "RR" reference numbers taken from Lewis Ludlow's "Catalogue of Canadian Railway Cancellations 1982," and Douglas Murray's "2000 Postmarks of Prince Edward Island 1814 to 1995."

Very few exhibiton-size displays of PEI transportation markings have been shown recently and attention should be drawn to some of the more elusive items in the display:-P16 the only 2 recorded strikes of the Emergency Hammer (E65), P18 Winter Mail Service PEI (RR132-less than 5 reported strikes), P28,P31 and P36 Mail Clerk's RPO handstamps (a handful of strikes recorded), P36 Charlottetown & Moncton RPO (less than 5 reported strikes). All the postcards are elusive.

OTHER ROLLING STOCK

The original Hunslet locomotives lacked power and some were sent to Newfoundland in 1881. Four Baldwin locomotives were purchased from Philadelphia in 1874. These were 4-4-0's but with separate tenders and larger diameter driving wheels. Then in the 1870's and 1880's more 4-4-0's were bought from the Canadian Locomotive Works in Kingston Ontario (see below):



P.E.I. R.R. No.21 from C.L.C. acquired April 1884

The C.L.C. engines had 48" diameter driving wheels and 15" diameter pistons with a 20" stroke. The Summerside Journal of Sept.1st 1887 mentions the new locomotive No.15 and commented "it appears to be a substantial and powerful engine." By 1889 the PEI Railway had 21 locomotives, 17 first class cars, 15 second class passenger and baggage cars, 3 postal & smoking cars, 175 box cars, 125 platform cars, 3 conductor's vans, 1 pay car, 8 snow ploughs and 7 flangers.



Combination mail and passenger coach

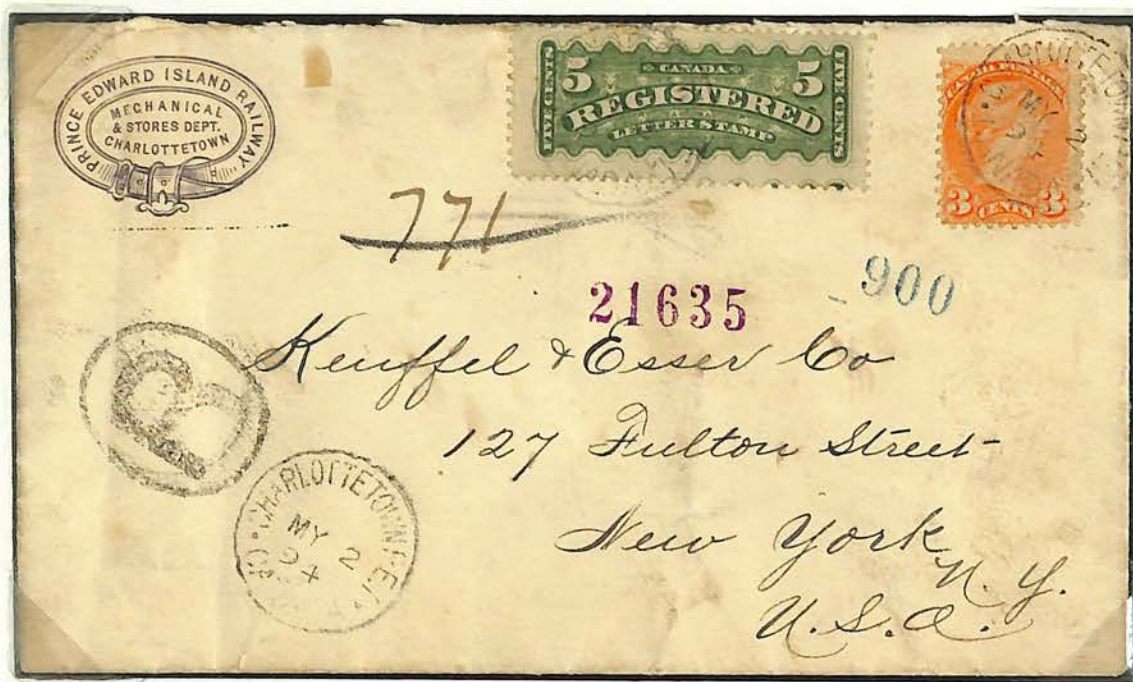
The next three pages have markings from various departments of the Prince Edward Island Railway. The cover below has the P.E.I.R.R. with an additional Mech'l Department. It is canceled May 8, 1877 to Moncton, Nova Scotia. It is franked with 3 cents postage plus 2 cents registration fee.



This registered Aug. 15, 1888 cover is from the Accountant's Office, Charlottetown. It is a double weight letter franked with 6 cents postage and 2 cents registration.



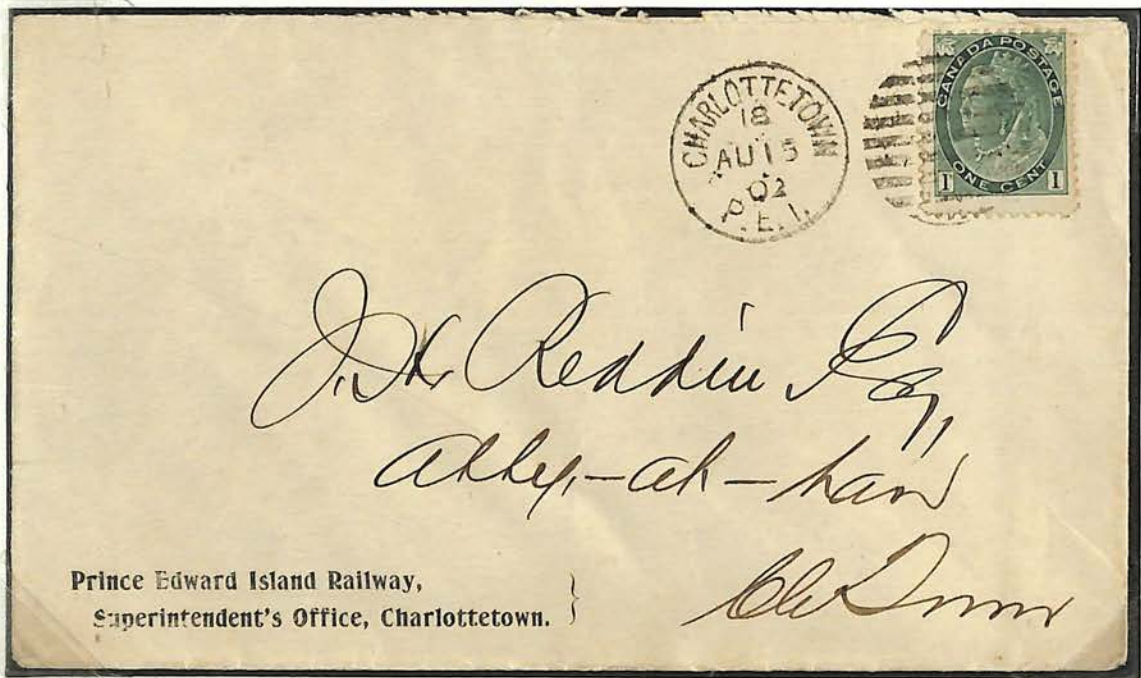
This May 2, 1894 registered cover from the Mechanical & Store Dept. to New York is franked 8 cents. (postage 3 cents plus registration to USA 5 cents.)



This Oct 14, 1897 PEI Railway envelope is franked with a 1 cent Jubilee. (drop letter rate with squared circle cancellation.)



Feb. 16, 1897 registered cover from Long River to Charlottetown struck on reverse with Ch'Town & Tignish M.C. Also struck with the blue Accountants & Auditors Office cachet which is not listed in Hicks, Ludlow, or Gray.



Aug. 15 1902 drop letter on Superintendent's office stationery.

THE CAMPAIGN FOR A RAIL TUNNEL UNDER THE NORTHUMBERLAND STRAIT

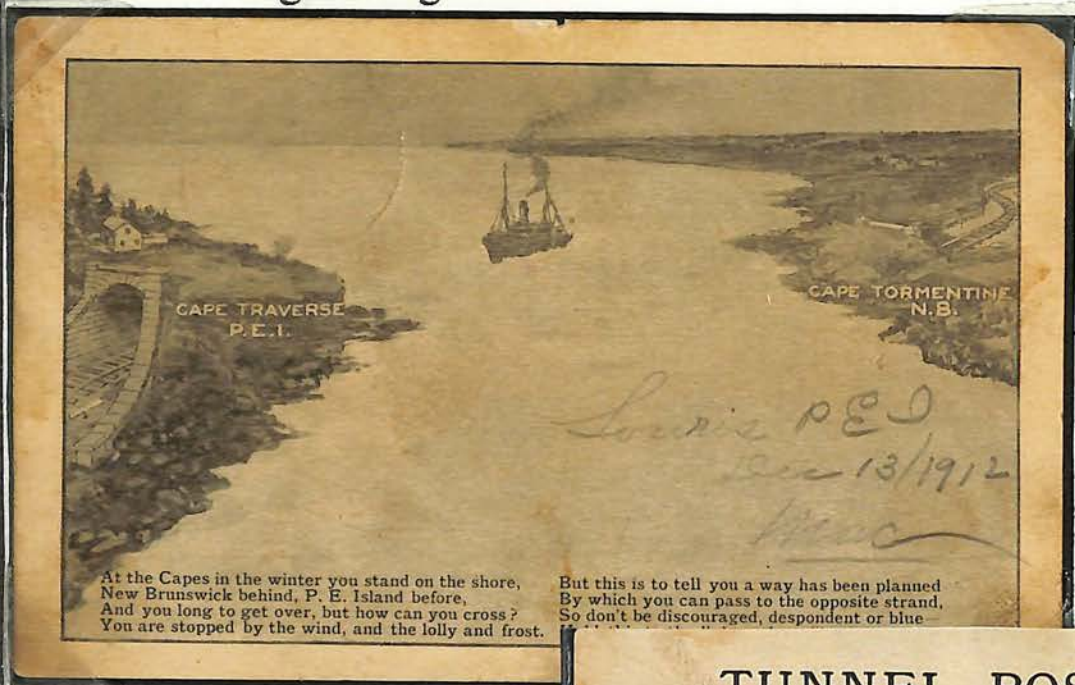
The problem of winter service through the icy straits came to a head on Jan 27, 1885 when three ice-boats bound from Cape Traverse to the mainland were caught in a blinding snowstorm and spent the night on the ice. This disaster led to a major push to have a rail tunnel built. Various forms of printed publicity are shown on the next two pages.

This 1905 registered cover from Mount Albion to Charlottetown has three tunnel publicity stickers on the back. The sticker reads "WE MUST HAVE IT, EVERY TRUE ISLANDER WILL WORK FOR IT, GOOD LUCK", showing a map with tunnel going across to the Island.



TUNNEL POST CARD

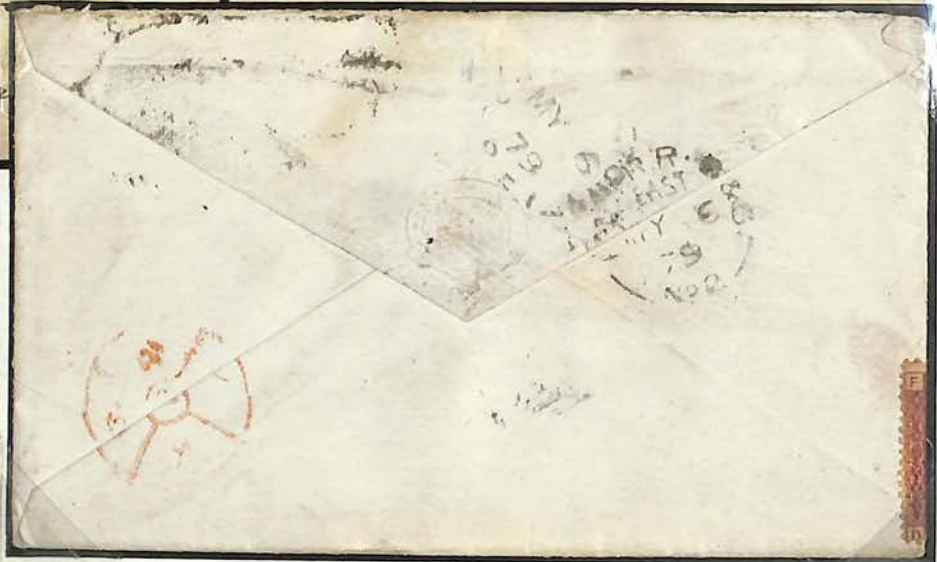
This is an example of a tunnel publicity card used in 1912. It shows a train tunnel at Cape Traverse P.E.I. and also a tunnel coming out at Cape Tormentine, N.B. Shown below this is the opposite side of the card showing a train going thru the tunnel. When held to the light the train is visible going under the water and ship to the other side of the strait. The benefits of this tunnel would have been immense as the ice boats at great peril and huge effort could only handle a few passengers and pounds of freight. A train tunnel could easily carry hundreds of passengers and tons of freight with no threat from the ice. The tunnel was never built but the Confederation Bridge was truly just as impressive an engineering feat.



“P.E.I.R.R.C&S NO.1&No.2”

One of the earliest PEI railway marks, in use from 1875 to 1880. The C&S stands for Charlottetown and Summerside while the No 1 and No 2 could refer to direction or could be clerk numbers. The cover below was cancelled Sept 5, 1877 from St Johns New Brunswick to PEI.

P.E.I.R.R.C&S
EAST
NO. 2
75
OC 20



This cover from London, England to Charlottetown also has a P.E.I.R.R.C&S cancel dated May 6', 1879 with No 2 and east directional marking.

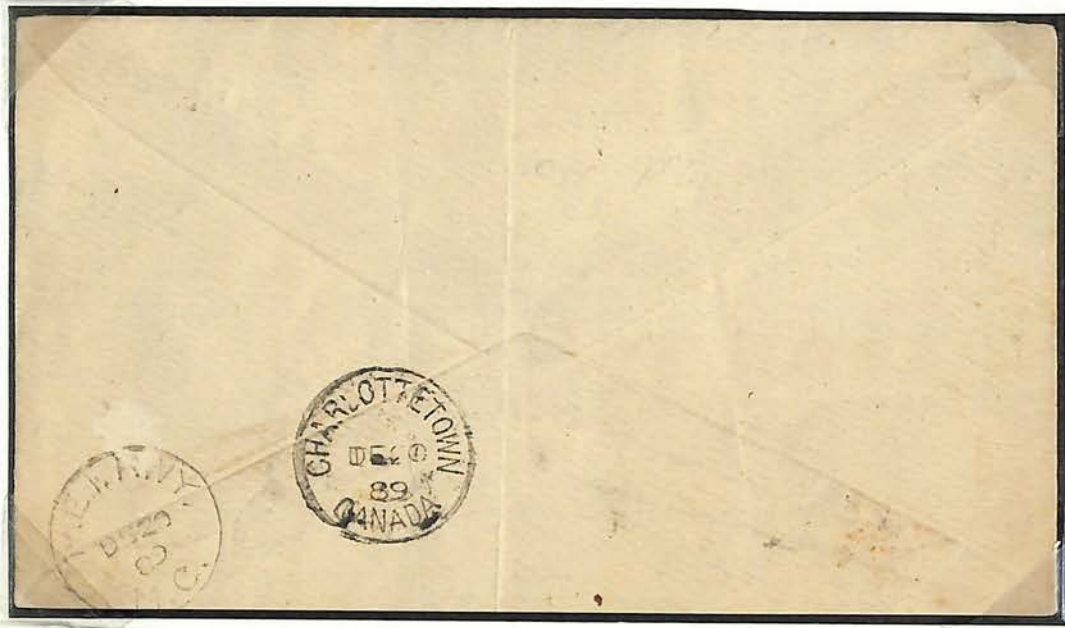
“P.E.ISLAND RY M.C.” with Island spelled out was in use from 1881 to 1885 again apparently between Charlottetown and Summerside. This April 30, 1881 1cent postal card is from Summerside to Charlottetown.



This letter to Summerside was cancelled on the train Dec 22, 1883.

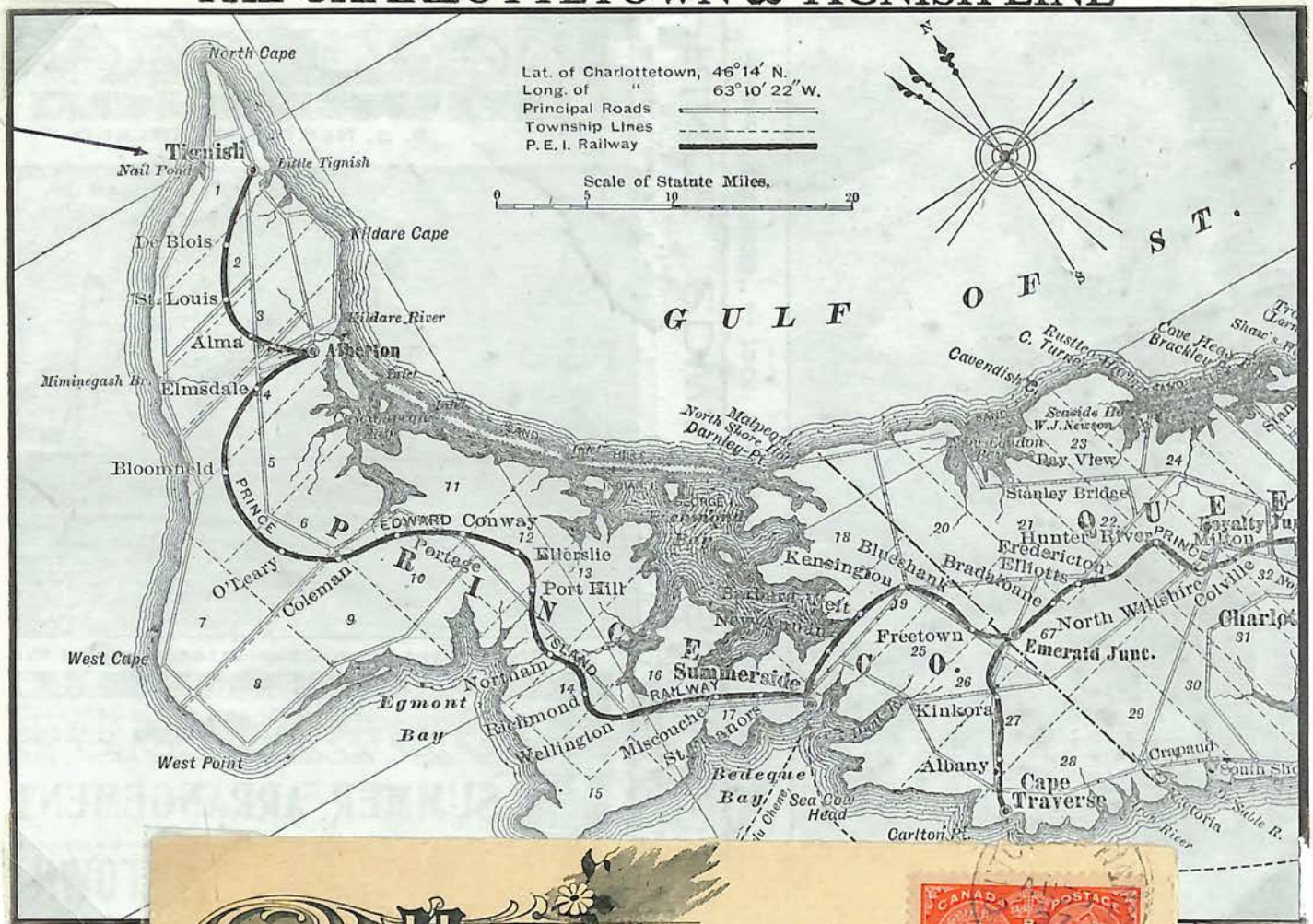
"P.E.I.RWY.M.C."

This M.C. (Mail Clerk) cancel was in use from 1885 to 1890 apparently between Charlottetown and Summerside. It is registered on Dec. 20, 1889.



Franked 5 cents registered (rate from 1889) plus 3 cents postage.

THE CHARLOTTETOWN & TIGNISH LINE



HOTEL
DAVIES

J. J. DAVIES, Proprietor
CHARLOTTETOWN, P. E. ISLAND



*Geo. M. Lyons, Esq.,
Gen. Postage Agent,
Moncton,
N.B.*

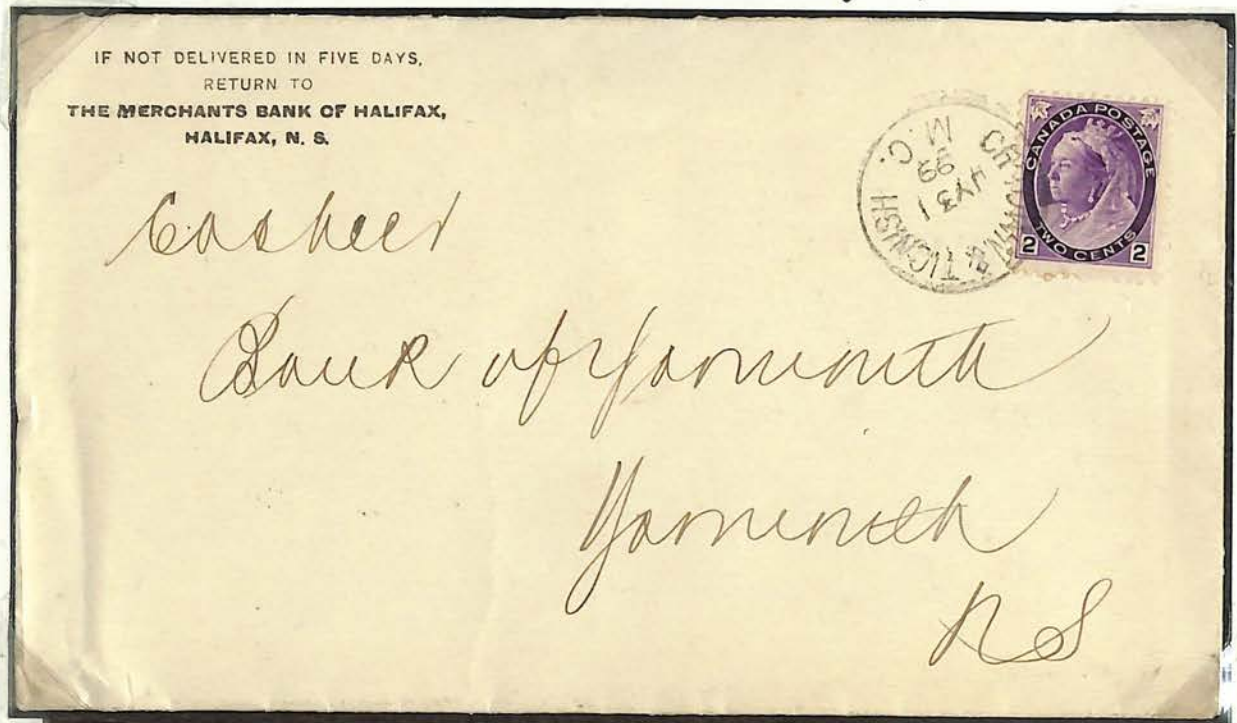
“CH'TOWN & TIGNISH M.C.”

A nice 3 cent Jubilee on advertising cover from Charlottetown to Moncton, New Brunswick dated August 30, 1887.

"CH'TOWN & TIGNISH M.C."

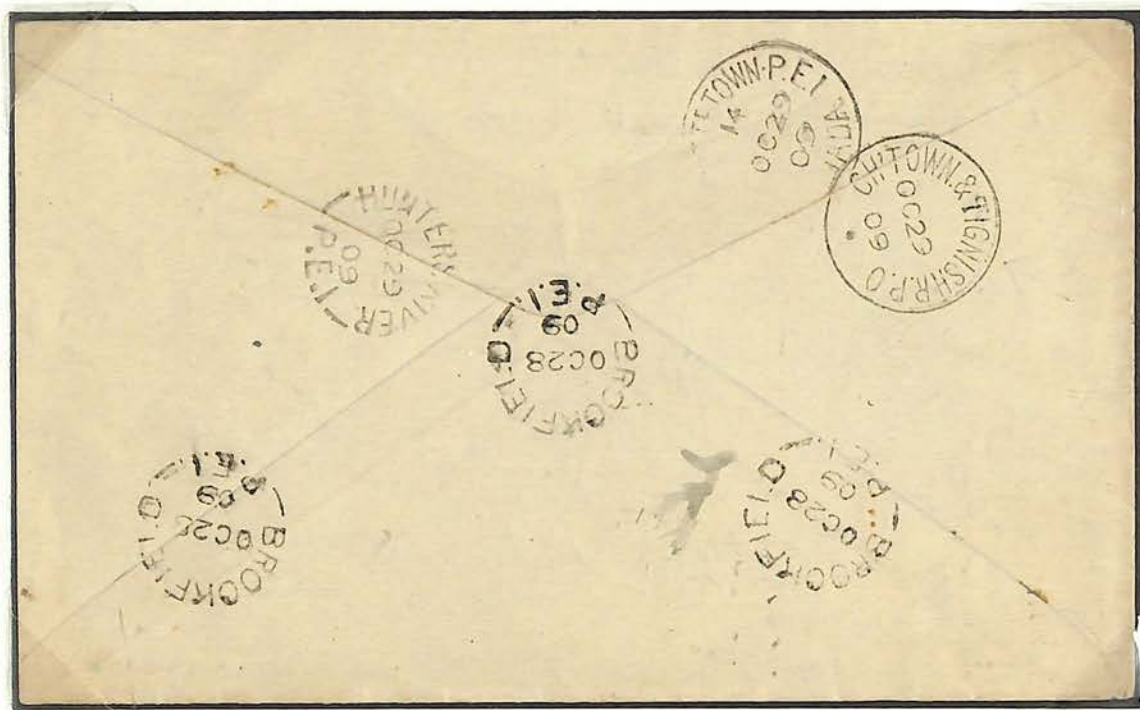
There appears to be two periods of usage for this hammer. The first period ran from Jan. 29, 1887 thru Dec 7, 1908 followed by a renewed usage from Oct. 1, 1928 to Feb 14, 1941.

The cover to Nova Scotia below is dated July 31, 1899.



The above cover is from this second usage to Montreal dated May 18, 1932 from a return address of Tignish on back.

“CH'TOWN.& TIGNISH R.P.O” 23.5mm dia. with period after CH'TOWN but no period after “O” , and no “P.E.I.”
This Oct 28, 1909 registered cover went from Brookfield to Charlottetown. This cancel is not listed in catalogues.



“CHARLOTTETOWN & TIGNISH R.P.O.”

With Charlottetown written in full in use from 1912 to 1928.

June 16, 1916 cover to Havelock, New Brunswick with a 2 cent war tax stamp.



The card below was sent to Maine dated Aug 3. 1914.



“CH'TOWN.& TIGNISH R.P.O. P.E.I.” In use from 1905-1919 and 1953-1957. The first period is illustrated by this April 23, 1919 registered cover from Vancouver to Lower Montague, P.E.I. The second period is illustrated by the large brown registered cover from Lacolle Que. to Bloomfield Station Aug. 12 1957.



from 777-Burrard St. Suite 25-
Vancouver, B.C.

857

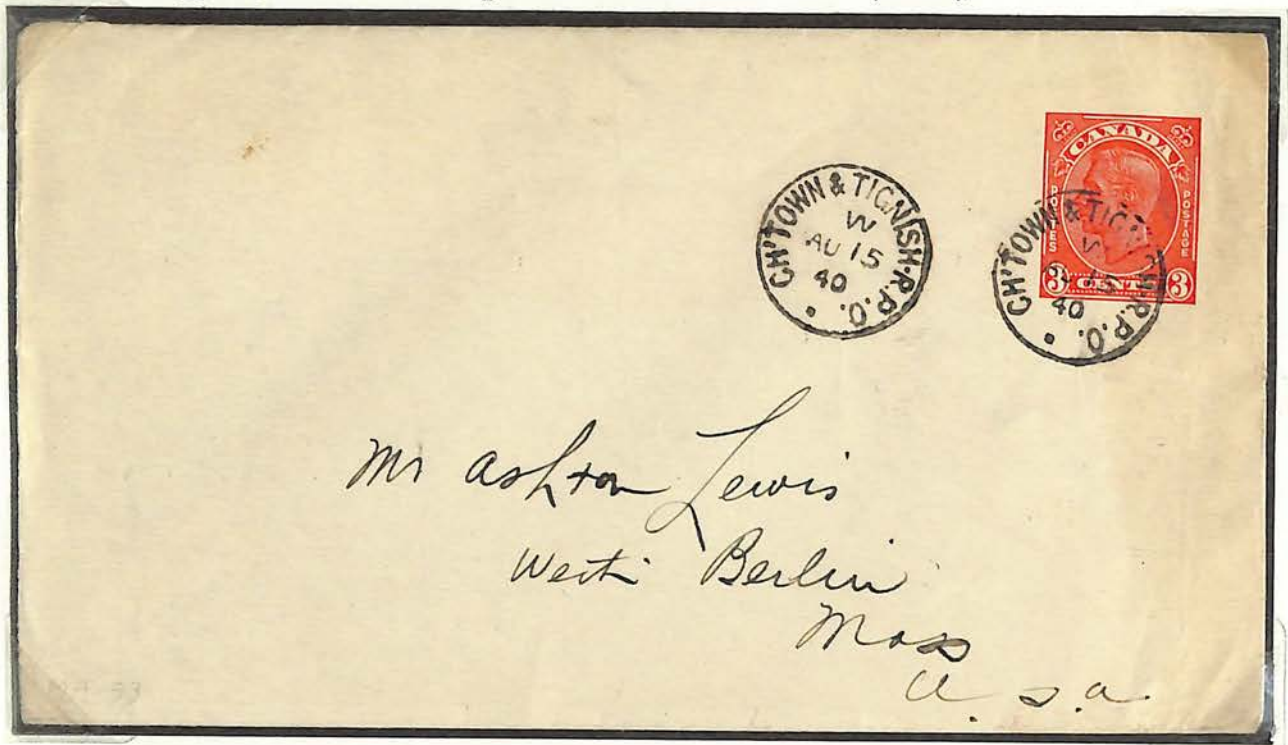
John Sloane 795
Lower Montague
P. E. Island

MALDEN & GEMES
4
AUG 14
57

CAMP & LEVIS
13 AU
57
R.P.O.

SUMMER
15
AUG 14
57
P.E.I.

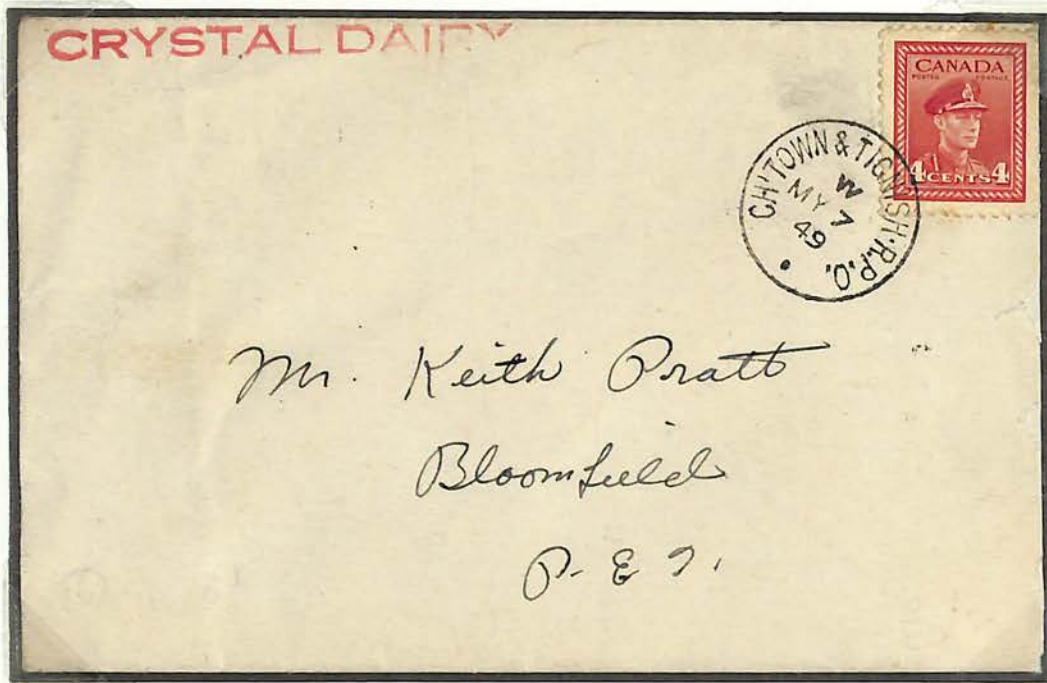
“CH’TOWN & TIGNISH R.P.O.” with period after
 “O” with 22.5mm diameter was used extensively from 1932-54.
 Aug, 15, 1940 envelope to Mass. with “W” (west).



This Nov 21, 1950 1 cent envelope was uprated 14 cents for
 air mail to Great Britain. The unusual purple C.N.R.YS
 Bloomfield PEI ticket stamp was probably used to show that the
 selvage used to reseal the letter was done by sender in Bloomfield.



“CH'TOWN & TIGNISH R.P.O.” with period after “O”, 23mm diameter. This cancel was used extensively from 1941-64. This is a nice clear example used May 7, 1949 to Bloomfield W (west).

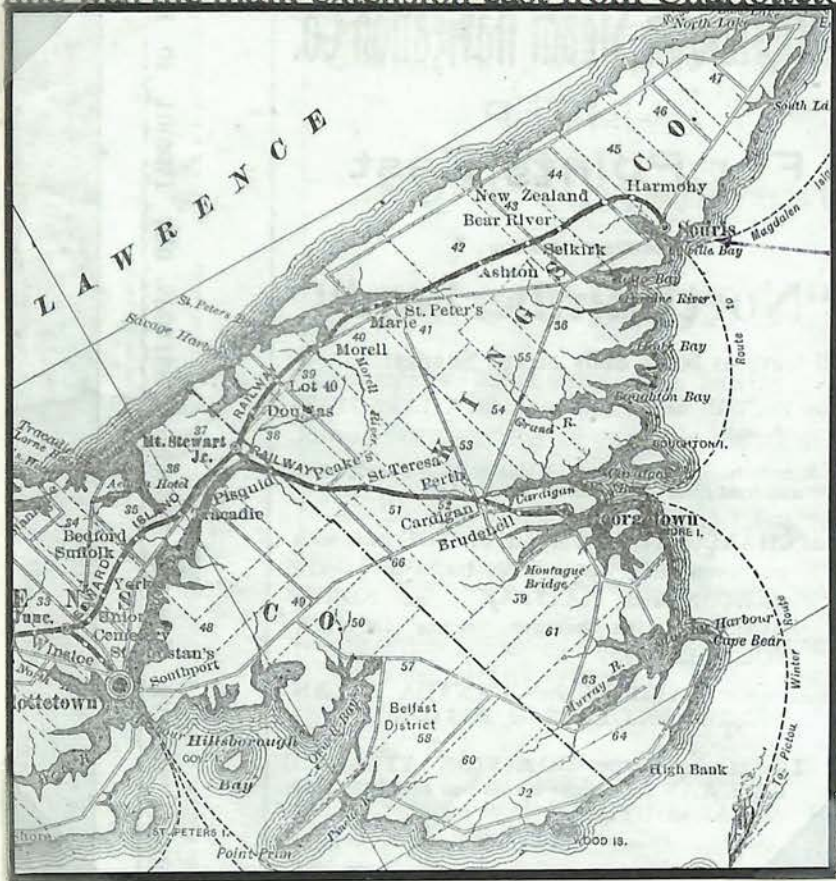


“CH'TOWN & TIGNISH R.P.O. G.R. Beer” clerk's hand stamp on reverse of Oct. 18, 1944 to RCAF Overseas. Fewer than 5 reported.

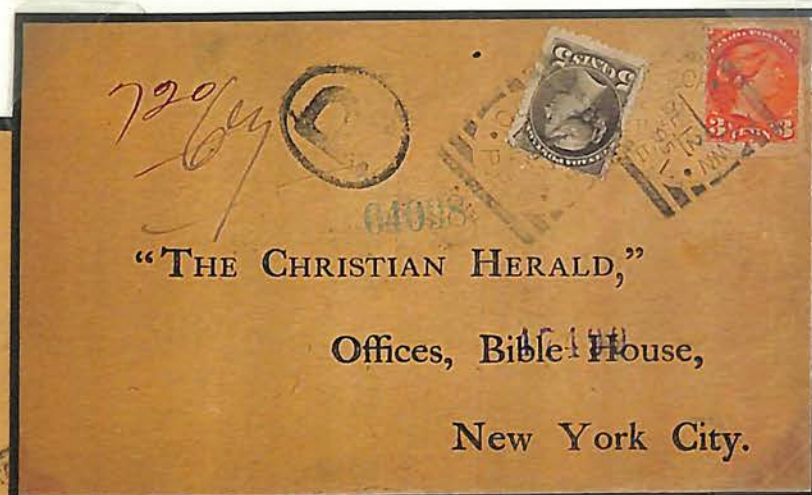


THE CHARLOTTETOWN & SOURIS ROUTE.

This line was the main extension east from Charlottetown.



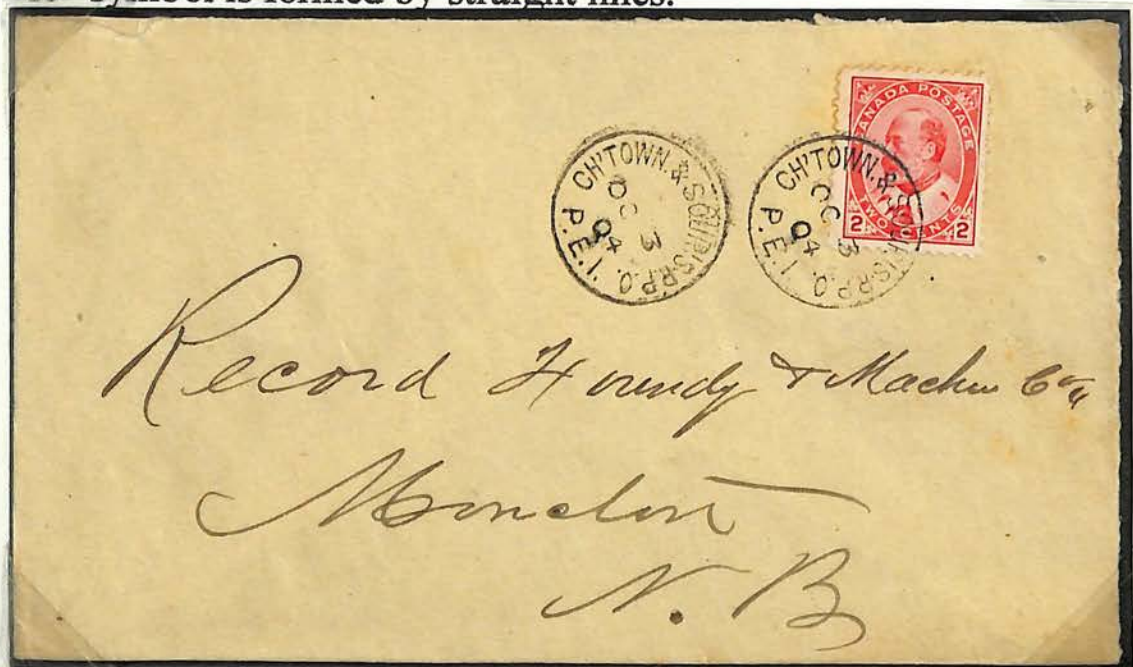
“CH'TOWN & SOURIS M.C.” 24.5mm dia. with 1 indicia in use from 1895-1910. This registered Dec 12, 1895 letter was from Georgetown to New York.



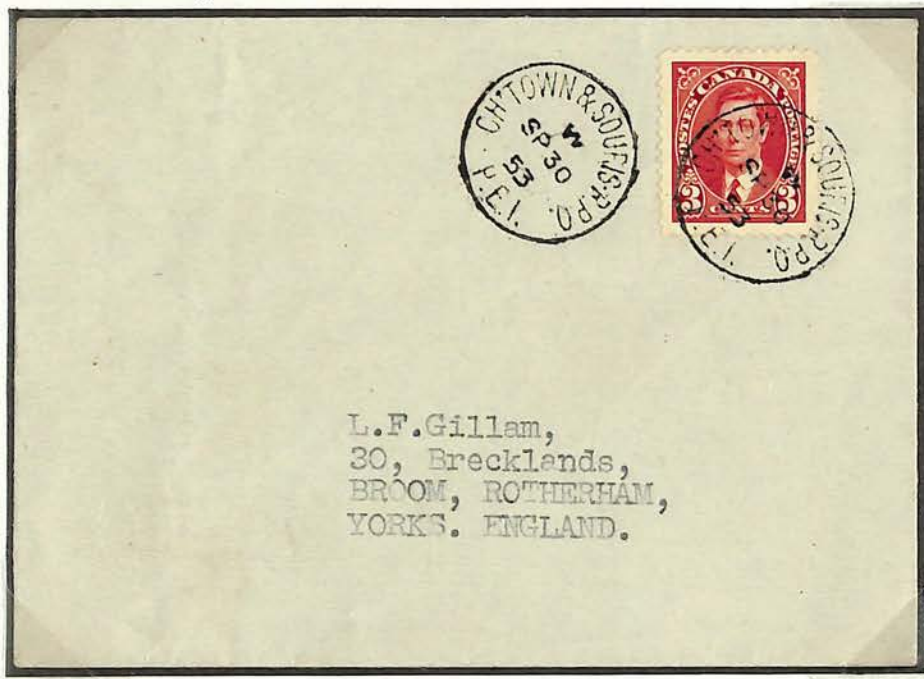
“CH'TOWN & SOURIS M.C.” This March 30, 1899 registered cover from Montague to Toronto also has a Monc.& Camp. M.C. Night New Brunswick cancel.



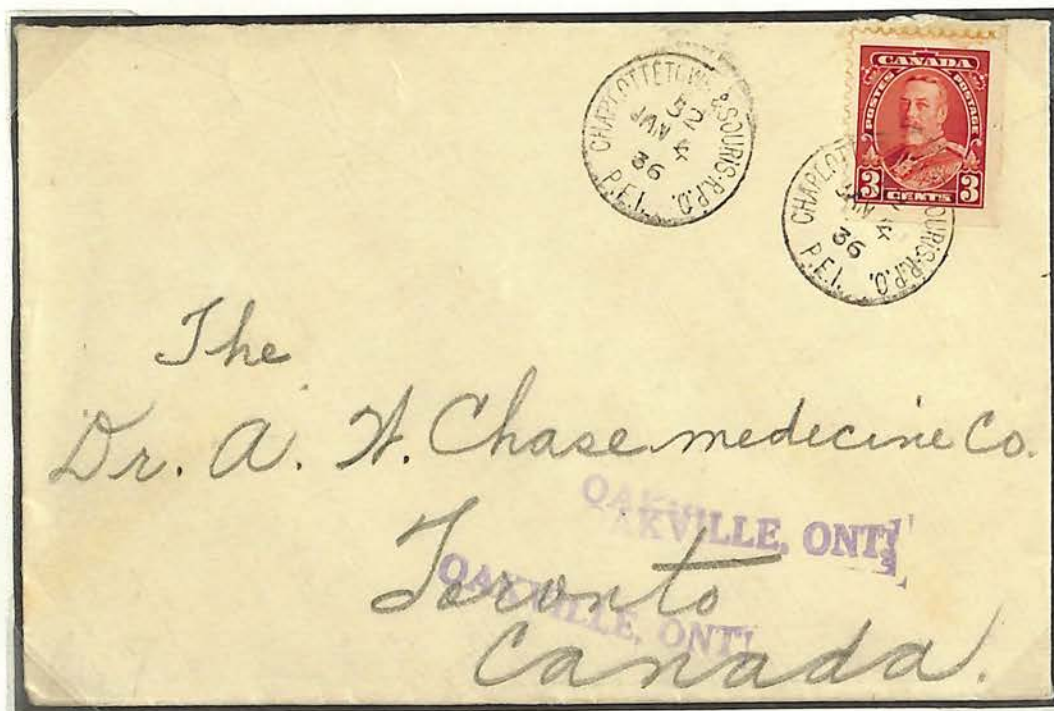
“CH'TOWN. & SOURIS R.P.O.P.E.I.” 22.5mm dia. The Oct. 3, 1904 cancel on this envelope to Moncton N.B. is not listed in the catalogues. It has a period after CH'TOWN and the “&” symbol is formed by straight lines.



“CH'TOWN &SOURIS•R.P.O.P.E.I.” 23mm dia.
 This Sept 30, 1953 W (west) was sent to England shortly before
 the line was closed. It has rounded circles forming the “&”
 symbol and no period after CH'TOWN.

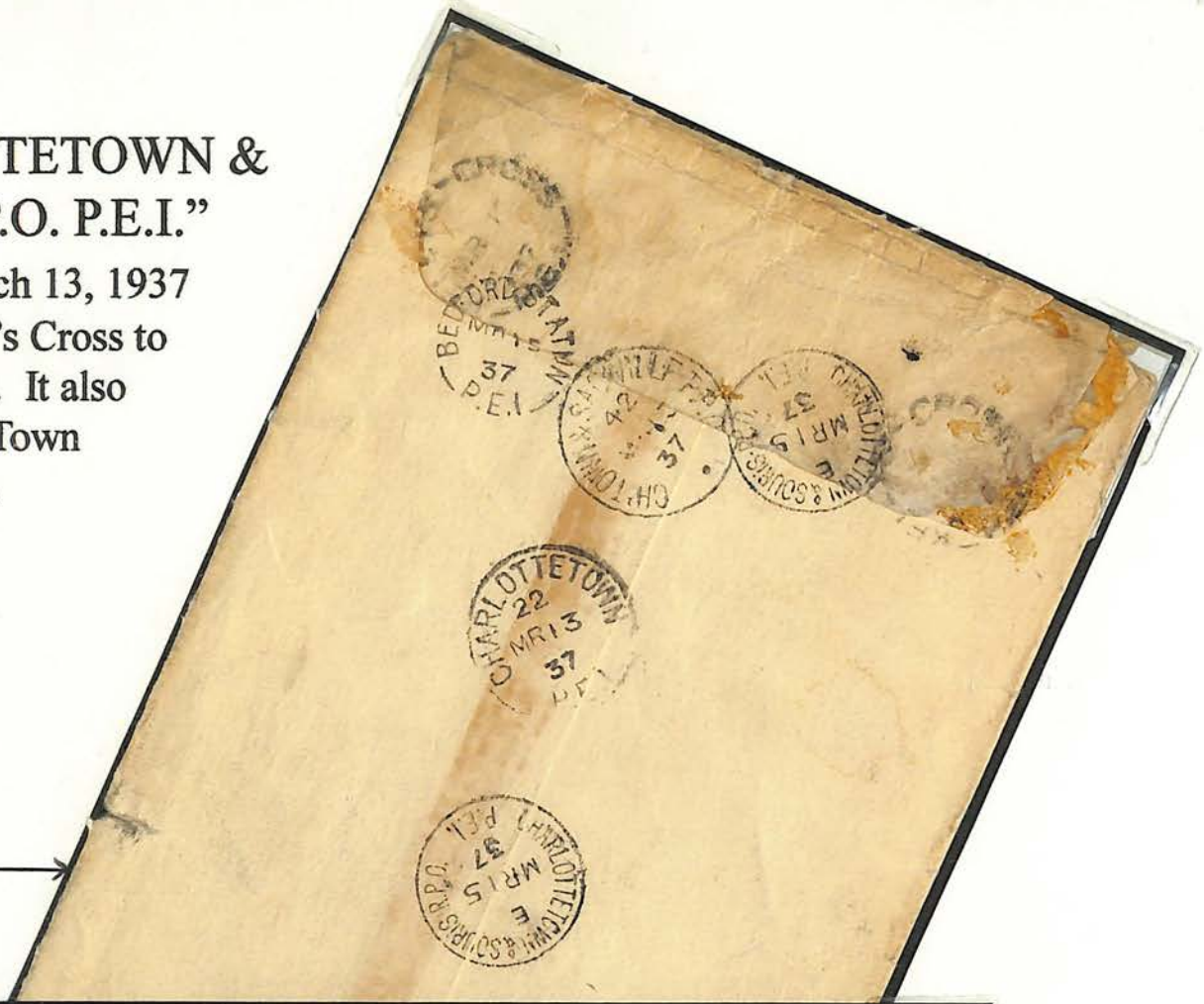


“CHARLOTTETOWN &SOURIS•R.P.O.P.E.I.”
 Charlottetown written in full, with 22.5mm dia. This was in use
 from 1912-1913 & 1930-1953. The cover below is from the
 second period to Toronto on Jan 4, 1936 (indicia 52).



**“CHARLOTTETOWN &
SOURIS R.P.O. P.E.I.”**

“E” (east) March 13, 1937
registered Kelly’s Cross to
Bedford Station. It also
struck with Ch’Town
Sackville R.P.O.
indicia 42.



“CHARLOTTETOWN (written in full) & SOURIS R.P.O. P.E.I.” with 22.2mm dia. in use from 1912-1913 & 1930-1953. This registered July 25, 1936 cover from Ch’Town to Kilmure E (east) is also struck with a Ch’Town & Murray Harbour RPO(north) with 1 dot after HBR.



This Feb. 26, 1936 cover to Toronto has the same cancel with a W indicating west.



“CHARLOTTETOWN (written in full) & SOURIS • R.P.O. P.E.I.” with 22.5mm dia. was in use from 1912-1913 & 1930-1953. This registered letter dated Aug 8, 1933 to the RCMP office in Montague has the indicia 55.

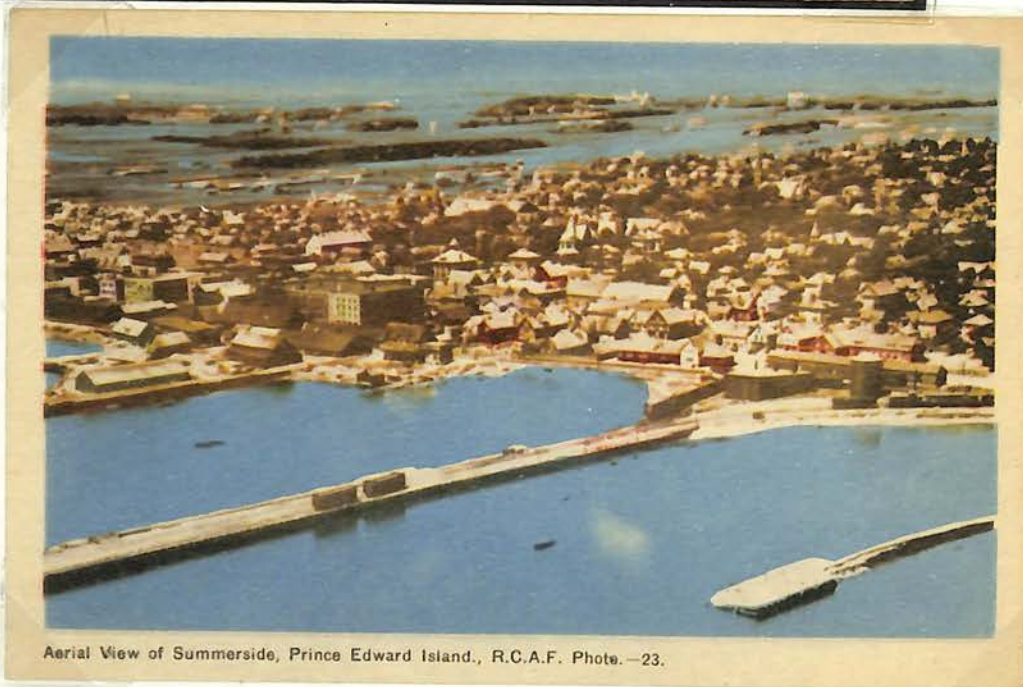


The Charlottetown & Souris Line (branch to Georgetown). At Mount Stewart Junction the Souris line branched off to Georgetown. This is a Nov.12, 1932 CN Railways envelope struck with the Agent Cachet of H.W. McKay on back. Fewer than 5 strikes are recorded.



“CHARLOTTETOWN & SUMMERSIDE R.P.O.”

This device was apparently used for two weeks in 1908 and on one brief occasion in 1933. This 1 cent card to Charlottetown is dated Dec.2, 1908. There are less than 5 recorded examples from this period.



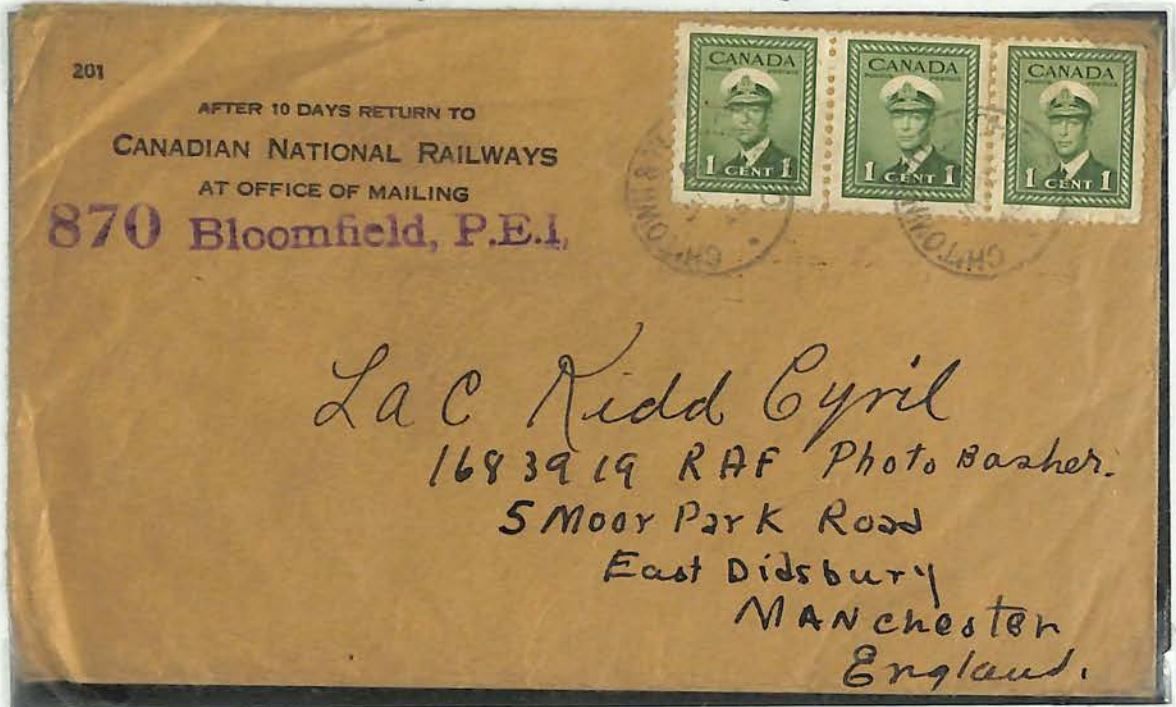
Aerial View of Summerside, Prince Edward Island., R.C.A.F. Photo.—23.

This card shows an aerial view of the Summerside docks probably in the late 1940s.

RPO MARKINGS USED ON THE ISLAND

CH'TOWN & TIGNISH R.P.O. 23mm dia.(MA53) East

Jan. 1946 Canadian Nat. Railways Bloomfield Station to England struck with MA53 East



The letter contained a number of black & white photos of the station at Bloomfield with a mixed freight & passenger train being loaded with goods and mail, apparently in the late 1930's/early 1940's.

RPO MARKINGS USED ON THE ISLAND

CH'TOWN & TIGNISH R.P.O. w/period after R.P.O, 23mm dia. (MA53) Used extensively 1941-64
April 23rd 1942 to Hamilton struck with MA53 (East)



May 7th 1949 to Bloomfield struck with MA53 (West)



Postcard of Alberton Depot on the Ch'Town to Tignish Line (note watertank at the "Y")

RPO MARKINGS USED ON THE FERRIES

CHARLOTTETOWN(written in full) & SACKVILLE R.P.O. 23mm dia.(MA42)

This device was in use from 1953 to 1968 when the RPO terminated. By the 1960's the RPO markings had become something of a philatelic novelty:

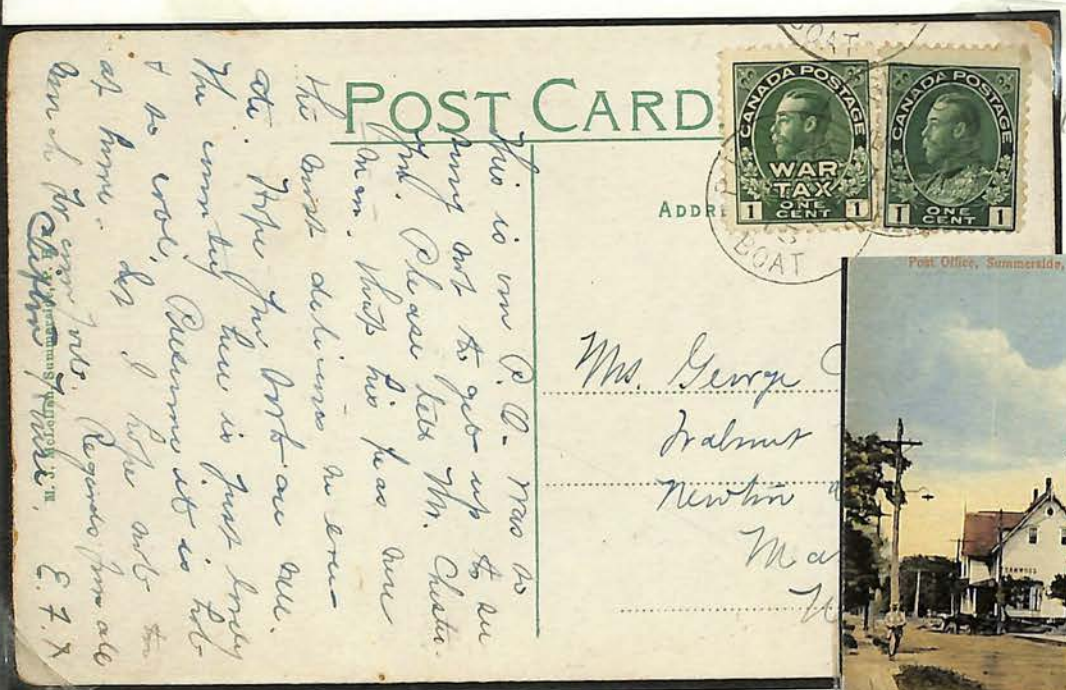
Feb.28th 1965 to Nebraska struck with MA42 (indicia 40)

Aug.28th 1963 to New York struck with MA42 indicia ~~40~~ 39



Dec.29th 1954 piece struck with MA42 indicia 40

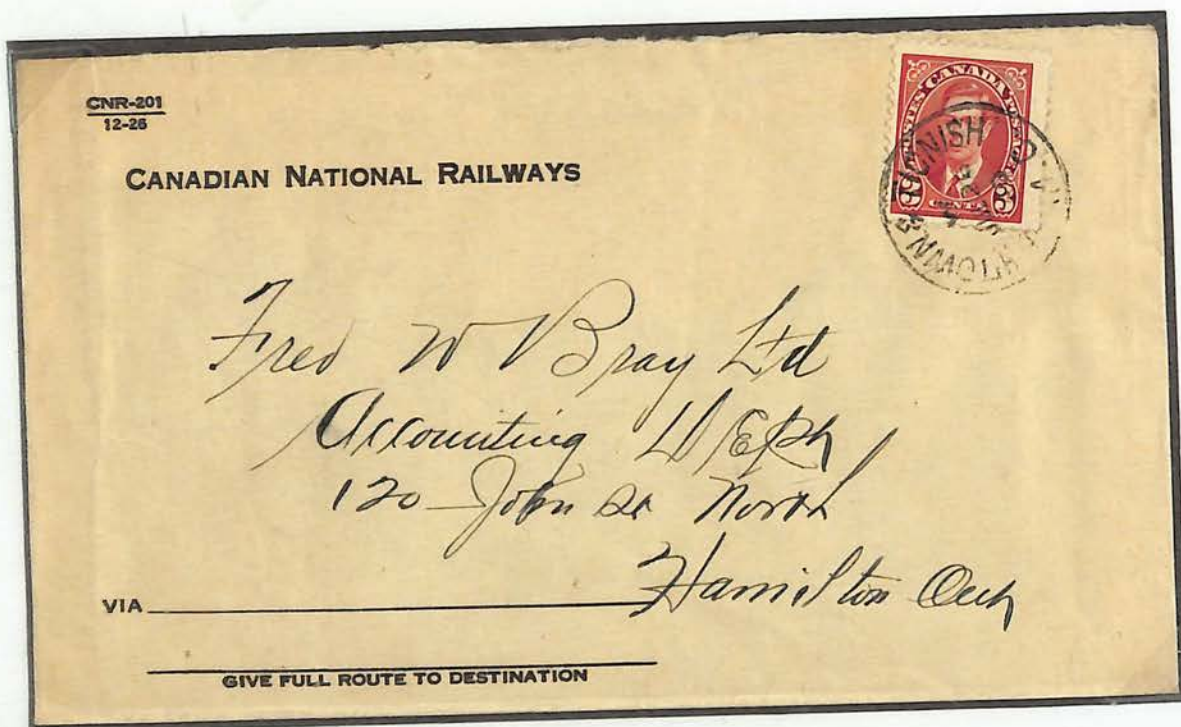
Steamers
 "P.E. ISLAND R.M.C. BOAT" was used on ~~ferris~~ ferries from 1914 to 1917 as shown by the Nov 5, 1914 postcard to Mass.



This July 16, 1915 postcard is another example of strike with the front side showing the post office in Summerside.

**RPO MARKINGS USED ON THE ISLAND
CH'TOWN & TIGNISH M.C. (MA52)
July 31st 1899 to Nova Scotia struck with MA52 (blank)**

There appear to be two periods of usage for this hammer. The first period ran from Jan.29th 1897 Dec.7th 1908, followed by a renewed usage from Oct.1st 1928 to Feb.14th 1941:
May 18th 1932 Tignish to Montreal struck with MA52 (east)



July 26th 1940 Canadian National Rail envelope to Ontario struck with MA52 (west)

The above map produced by the Prince Edward Island Railway Company in 1903 was included to give an overall view of the Provinces of New Brunswick, Nova Scotia, Quebec and Prince Edward Island and how their railways are interconnected. It is also included to help people especially those from Michigan orient exactly where Prince Edward Island is located in relation to the rest of Canada and The United States.

The map to the left is from an 1880 atlas of PEI and shows the Prince Edward Island Railroad snaking the length of the Island.

TERMS

R.P.O. is Railroad Post Office.

M.C. is Mail Clerk

Indicia is all removable slug data within the center of the hammer including the day, month, year, train number, east or west direction or time.

Clerk Stamps--- Railway mail clerks were required to obtain rubber hand stamps identifying themselves and the run on which they operated. These stamps were only supposed to be used on internal post office forms and documents and not used to cancel mail. Occasionally clerks did use their hand stamp as postmarks on mail, rarely to cancel stamps and more frequently as transit backstamps on registered mail. Many of the clerk stamps, particularly those dated after 1940 are only found on facing slips or favor covers, not on regular mail.

RARITY

Today the population of PEI is just 135,000 for the entire Province, smaller than most medium size cities in the U.S. In 1880 the population was well under 90,000. The chart below shows the populations of several cities during 1875, 1960, and 2010. As you can see the small amount of mail generated and saved over the last 150 years is very small. Almost all covers from any city are difficult to find.

	1875	1960	2010
Charlottetown	7,500	16,700	32,174
Georgetown	1,100	754	634
Murray Harbor	200	400	358
Souris	500	1450	1232
Summerside	2,000	7240	14,500
Tignish	150	915	758