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## A HISTORY AND CATALOGUE OF CANADIAN POSTAGE AND REVENUES.

ON the 1st of November, 1885, the main line of the C.P.R. was completed to Winnipeg, and a mail service by railroad, with postal car and mail clerks in charge, was commenced from Montreal and Ottawa to Winnipeg, the trip being made in about 66 hours, the distance being 1,430 miles.

The completion of the C.P.R. to the Pacific Ocean enabled the Canadian post offices to send mails direct to China and Japan by vessels sailing to and from these countries from Vancouver.

An amended postal convention for the purpose of making better postal arrangements between the United States and the Dominion of Canada was signed January, 1888. One of the chief provisions was the admission to the mails of a variety of miscellaneous articles so put up as to be open to inspection, at a rate of postage of 1c per oz, an arrangement affording great convenience to the people of both countries.

The above was amended by another signed on the 25th of April, 1888, establishing a uniform rate of 1c per oz upon all merchandise, and 1c per 2 ozs upon all books, pamphlets, circulars, and all printed matter generally.

The mail service established between Canada, West Indies and Brazil, some years previous, did not reach expectations and was discontinued. In January, 1890, however, it was thought that so far as the

West Indies was concerned such service might be re-established with advantage, and a service was therefore inaugurated between St. John, N.B., and Demerara, touching en route at some of the West India Islands.

A convention taking effect from 1st of October, 1860, was made with Japan, for the establishing of a parcel post between the two countries, and a similar convention with Barbadoes.

On the 28th of April, 1891, arrived at Vancouver the magnificent steamship—the “Empress of Japan”—the first vessel of the line established by the C.P.R. under the contract with the Imperial Post-Office. The route taken by this line between Vancouver and China and Japan is 300 miles shorter than any other route from the American continent, and as the vessels of the line run at a high rate of speed, the time hitherto taken to reach China and Japan has been materially lessened.

The arrival at Vancouver on June 9th, 1863, of the *Miowera*, which had sailed from Sydney on the 18th May, marks an epoch in the history of the Canadian post-office, which well may be the starting point from which a great future may develop, and whilst it is the last event to be reached in this short sketch of the growth of the Canadian post-office since the Confederation of the North American colonies no event which has occurred is more pregnant with interest to the inhabitants of both Canada and Australia; or likely to exercise an important influence upon the fast service across the Atlantic, and the