

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

Volume VIII, No. 1

February 1980

Membership

1980 is starting off where 1979 ended, with lots of interest from new members. As of now we have 37 paid up members, including 9 new members since September last year. An up-to-date membership list is included with this issue. If you haven't sent in your dues yet, do it now - please.

Financial Report

Each year we also include a financial report for the previous year in the first issue of the new year.

Income

1979 dues paid	\$202.11
Prepayment of 1980 dues	91.00
New member fees 1979-1980	35.00
Interest on savings account	17.08
Total income	<u>345.19</u>
Balance on hand 12/31/78	349.05
Total to account for	<u>684.24</u>

Expenses

Reproduce, collate & staple	
Newsletters	172.84
Stamps and postage	90.90
Envelopes	4.83
Reproduce CNR map	50.60
Miscellaneous costs	.92
Total Expenses	<u>320.09</u>
Balance in savings account, 12/31/79	300.98
Cash on hand	45.00
Stamps on hand	18.17
Total accounted for	<u>684.24</u>

Our balance isn't as good as appears at first, since we had a sizeable prepayment of 1980 dues and new member fees late in the years which count as 1980 dues. Thus we can expect only about another \$125 of dues in 1980 towards our estimated annual cost of \$300. With our present bank balance, however, there is no present problem.

New Hammer Studies

With this issue, Lew begins the hammer analysis of Newfoundland. As discussed previously, these reports will now be carried in the Newsletter rather than the Cowcatcher Column in Topics. Since Lew plans to combine Newfoundland with the previous Maritimes Analysis reported in Topics for publication as a hardback book for specialists, he will need everyone's prompt reporting on new dates or other changes to his published data.

Hope, B.C. - CNR, CPR or What?

Boy, has this one generated the mail! I'll list the "major" comments in the order received. First, from Lionel Gillam on 10/15/79. (Since his letter contains other interesting comments, the entire letter is attached.)

MAPLE LEAVES

THE JOURNAL OF THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN
(INCORPORATED 1946)

Editor:
L. F. GILLAM, F.C.P.S.

66 EAST BAWTRY ROAD
ROTHERHAM
S. YORKSHIRE
Tel. Wickersley 2136

19th October, 1979

Dear Jim,

I must acknowledge the receipt of another fine issue of THE R.P.O. NEWSLETTER. I only returned from Convention yesterday (to a mountain of mail) but needless to say I have spent so much time on reading your latest issue that I've not been able to do much about 'the mountain.'

First of all, and most importantly, Bill Robinson is right. The Hope & Vancouver was a C.N.R. run, NOT C.P.R. It ran until at least 1953 (my latest date for W57A) and is listed in the 1953 schedules as a C.N.R. run by the Canadian Post Office. I have copies of these, so I ought to know. It is also so listed under the R.P.O.'s which have operated over the C.N.R. in my book which, as you will know, has now been re-printed by the A.P.S. Of course the C.P.R. line from Midway joined up with the C.P.R. transcontinental line at Hope, but if you look at a detailed map you will see both the CNR and CPR paralleled each other from Hope into Vancouver. They hadn't got much choice in the lower Fraser Valley!

The reason why the CPR did not have a R.P.O. between Midway and Hope is probably because there wasn't enough mail traffic to justify the expense. The P.O. based their policy of establishing R.P.O.'s on the basis of the volume of mail carried and beyond Midway, through what was and still is to a certain extent I suppose sparsely populated territory, to Hope, it could not be justified. Beyond ~~Hope~~ ^{Midway westward} mail was carried in closed bags in the baggage van. Between Hope and Kamloops of course on the C.N.R. line this was looked after by the Calgary & Vancouver R.P.O., the biggest (I don't need to tell you) of them all out west.

I have raised the question of the use of 'run' to describe a R.P.O. postmark with Lew a number of times. I did so because the use of the word 'run' by mail clerks refers to the 'stint' of work which they did between two towns or cities, NOT to the postmark or hammers which they used. However the terminology has stuck, and we are stuck with it.

0314F SAULT SHIP CANAL is a marine post office and is NOT a travelling post office in any sense. It ought not to be included in any listing.

It is in the same category as the other Marine P.O.'s: established by the side of a canal or river for the convenience mainly of ships' crews. The boats moved, not the post office !

A lot of the new 'runs' discovered are clerks' handstamps in which my interest is purely academic. They were unofficial and what I fear is that when they are listed with the official postmarks, beginners might confuse the two. It is more than obvious that there are many more to be discovered. In latter years (say the last 40) it was a status symbol for a clerk to have his own rubber stamp to use on forms and returns to save time in filling in his name and the name of the R.P.O. etc. It is my guess that in these latter years they ALL had one ! That they have yet all to be found is simply explained. They were seldom used on mail (this was forbidden as you know) but on facing slips and official forms which after their use would be destroyed, or filed away perhaps in a mail superintendent's office. I have a variety of forms sent to me by mail clerks with the rubber stamp marks of the R.P.O. they worked on to illustrate their correct use.

I don't know why R134A is so scarce. I have the date 1880. Most of this type (24G) were introduced in 1876. My only date for R134 is 1861. Maybe they were used and made at the same time and R134A was a poorly made hammer, or took some wear quickly, did not give a clear strike and was little used. Hence the scarcity.

R4 is not A. & N.W.Rwy. It is a partial strike of MAN. & N.W.RY. If you look at EAST in the postmark you illustrate you will see that it is too far to the right for the postmark wording to be A. & N.W.RWY. The indicia (direction mark and date) correspond in placing with the MAN & N.W.Rwy postmarks which I have and if you look at yours you will be able to confirm this. ~~R4~~ R4 is a BLOOMER and should be deleted as I have told Lew.

R. 152C is a new one on me. Sure it isn't in type 9E which has already been listed. I have one. Sometimes 'new boys' confuse one strike with another, especially if they haven't got Tom Shaw's catalogue to guide them.

*Well, you asked for comments didn't you?
You will notice I have to edit my own letters!*

Best wishes & many thanks,

[Signature]

Then the following from Alex Price on 12/20/79:

Dear Jim:

I am reading the R.P.O. Newsletter Vol. VII, no.6. That portion underlined 'Letter from Hugh Aitken' particularly the portion "no CPR branch line goes into Hope". Grammatically, as for the present tense, I suppose that sentence is correct, however, from 1916 until late 1959, the Coquihalla subdivision of the Kettle Valley Division of the CPR connected Brookmere with Odlum on the CPR main line and in so doing, passed through Hope, where there was a station, fully manned and an adjacent section house. The section foreman, who read the water gauge on the CPR Bridge over the Fraser River at Hope, filled his observations in on a postcard which he mailed to the Water Rights authorities in either Victoria or Vancouver. These cards, some in Jack Wallace's collection, show the Hope and Van R.P.O/B.C., and knowing that the passenger trains on this route did have mail cars, and considering that it would be most unlikely for the section foreman to go all the way into Hope to mail the card conventionally, or, even beyond, to the CNR when he merely had to leave it with the CPR station agent who could slip in into the mail car slot, lends substantial credence to the thought that the Hope & Van strike was a CPR run.

I was present when the elements conspired to destroy portions of the Coquihalla Subdivision resulting in its permanent closure. In its short life, some 43 years, it generated some of the most difficult train operating conditions that the CPR was ever to experience. No doubt there are some Railway mail clerks still around who have first hand knowledge of those conditions. There certainly are many "Kettle Valley" man who have.

Yours truly,
Alex Price.

Recently the following from Jack Wallace:

Dear Jim,

I got your Dec. 79 R.O.O. newsletter and enclose my \$5. Then I reread what Hugh Aitkin said about RPOs and Hope. It is true that Hope is on the C.N.R., but it is also a fact that C.P.R. had a branch line, called the Kettle Valley, that went from Haig on the main line, across the Fraser River on a bridge that even today carries the Trans-Canada highway on the upper chord, through Hope, up the Coquilla River to Brookmere, down the Tulameen River to Princeton, up to Osprey Lake, down to Penticton, over McCulloch summit, down the Kettle River to Grand Forks and eventually joining the main line near Medicine Hat; passing Nelson, Creston, Yahk, Cranbrook, Colvalli, Elko, Fernie, Crowsnest, and Lethbridge en route.

All my Hope-Vancouver RPOs are on gauge (water level) cards, the gauge reader was the CPR section foreman, the section house and CP station were within 400 feet of the CPR bridge and the CNR station is about a mile south, beyond the Hope post office, hence I had never even thought of this strike of not being from a CP mail car.

Incidentally, the Kettle Valley line was completed in 1915.

Hope to see you in Texas, talking is better than writing. Jack

All of which illustrates why historical research is so fascinating and time consuming.

Note from Wayne Curtis

Wayne sent several Xeroxes of covers he just obtained - a "general interest" cover on the 50th anniversary of the completion of the CPR and two emergency strikes, the Q-65 Timbre Temporaire 1/District de Montreal and O-337A Toronto District/Emergency No.1 (attached)

And Another One From Seymour Blomfield

Seymour, an old friend from my days as Sales Dept. Manager, is a new Study Group member. His letter contained the following, typical of how collectors help each other:

"The R.P.O. Newsletters are interesting. I note a paragraph on 'I can't find any Material Anywhere.' This puts me in mind of a letter I wrote to Frank Waite, in which I mentioned another interest of mine - Roller Cancels. He up and sent me, as a gift, an envelope full of rollers he'd accumulated - said he'd just been waiting for someone interested in them. I found a number I didn't have, including several unlisted P.O.s."

I've got a group of things from Jim Miller and others which I'll save for the next issue.

Jim Lehr

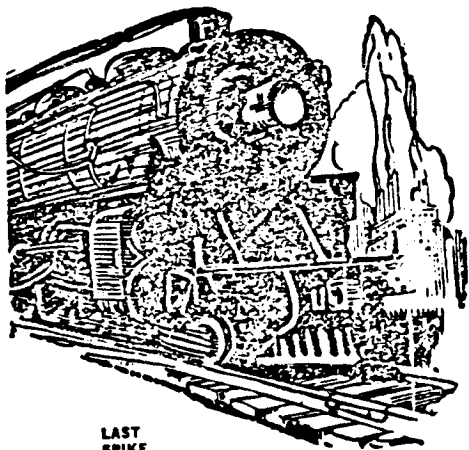
CANADA

CANADIAN PACIFIC RAILWAY

FIFTIETH ANNIVERSARY

1885 - 1935

CANADIAN PACIFIC RAILWAY
Fiftieth Anniversary
1885 - 1935



LAST SPIKE DRIVEN AT CRAIGELLACIE, B.C. - NOV. 7TH, 1885.



Mr. Daird Savage,
Grand Mere, Quebec,
Canada,

Last Spike Driven at Craigellacie, B.C. - Nov. 7th, 1885.

POSTMARK: CRAIGELLACHIE B.C. NO 7 35 - Type 7 - 20mm

CANADA

Q-65

QUEBEC RAILWAY CANCELLATIONS

TIMBRE TEMPORAIRE 1, DISTRICT DE MONTREAL, PM 2 X 58

MEMORIAL TOWER AT
NORTHWEST ARM, HALIFAX.
COMMEMORATING
FIRST REPRESENTATIVE ASSEMBLY



"There is one thing better than good
Government, and that is Government in
which all the people have a part."
WALTER HINES PAGE: *Life and Letters*



*First Day of Issue: 200th Anniversary of First Elected
Assembly of Nova Scotia.*

ONTARIO RAILWAY CANCELLATIONS

TORONTO DISTRICT. EMERGENCY NO.1 12 VI_

*Mell Telephone Co
Barrie Ont.*



Previous owner had noted "Used at Oro Station - Destroyed by fire August 1964".

HAMMER ANALYSIS OF NEWFOUNDLAND RUNS

In anticipation of putting out a specialized handbook on the Maritime R.P.O.s, which will include the individual hammer analysis of each Maritime run, it has been decided to include in this book the T.P.O.s of Newfoundland. Accordingly, in our Study Group Newsletter, we begin herewith the hammer analysis of the Newfoundland runs based on known available data. It is requested that all Study Group members check the data presented against their own collections, and send to me any information which renders each area more complete. This subject area will be much less complicated than that previously published on the Maritimes; many of the Newfoundland hammers were made of rubber and thus difficult, if not impossible to differentiate based on chordal measurement; accordingly no attempt will be made to separate such rubber hammers unless there is some major characteristic of difference. While less complicated than the Maritimes, data on the Newfoundland runs is much less available. Most R.P.O. collections are weak in Newfoundland, and while we have an excellent base reference provided by the knowledgeable Meyersons, some of this remains unconfirmed, and some has been subject to correction. With these preambles, we will now make an effort to take a more intimate look at the Newfoundland listings.

N-1

Argentia T.P.O. / Nfld.

One Hammer, Type 7D (rubber)

Proofed: Unknown

Earliest: June 8, 1948

Latest: June 12, 1948

Usage: Narrow and limited

R.F.: 120 (very undervalued)

Comments: Meyerson reports use in 1949, so far unconfirmed; he also illustrates an example dated March 1, 1948. Original hammer obviously a double ring, but a heavy strike may appear to be a single ring.

N-2

ARGENTIA T.P.O. / NFLD

One Hammer, Type 7D (rubber)

Proofed: Unknown

Earliest: Unreported

Comments: This run is doubtful. The original listing was by Meyerson, with a spread of 1942-1947; however, Meyerson himself advises that this may have been confused with N-3.

N-3

ARGENTIA T.P.O. / NFLD.

One Hammer, Type 5B (rubber)

Proofed: Unknown

Earliest: September 3, 1942

Latest: November 10, 1943

Usage: Data incomplete.

R.F.: 100

Comments: This run is fully confirmed, clean large single ring. 1946 has been reported but not confirmed. Meyerson has listed June 17, 1942 and January 27, 1945, but not confirmed.

N-3A
ARG. & G. BANK / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: August 18, 1949

Latest: September 14, 1949

Indicia: SS

Usage: Narrow and limited

R.F.: 200

Comments: Previously unreported in the Study Group Inventory, the above two strikes are the only ones that have been recorded.

N-3B
ARG. & ISLE VALEN / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: August 8, 1949

Indicia: SS

Usage: Rare

R.F.: 200

Comments: One recorded strike, with the interesting set of SS / 8 8 / 49 on Newfoundland Confederation commemorative.

N-4
ARG. & P.A.B. / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: November 9, 1949

Latest: June 11, 1950

Indicia: SS

Usage: Limited to less than one year.

R.F.: 170

Comments: Four strikes reported in Study Group Inventory.

N-4A
ARG. & PAB T.P.O. / ROUTE (A or B)

Two Hammers, Type 17C

Hammer I (Route A)

Proofed: November 28, 1958

Earliest: November 23, 1961

Latest: May 19, 1965

Indicia: SS, 31

Hammer II (Route B)

Proofed: November 28, 1958

Earliest: January 5, 1965

Latest: March 27, 1965

Indicia: 33, 34

Comments: These two hammers are relatively common compared with preceding Argentina T.P.O.s. This data is not complete, and we expect the spread of both hammers to be considerably enlarged; Both May 3, 1959 and March 17, 1968 have been reported but the Route A or B was not noted. Both hammers were ordered destroyed around the end of 1968 or the early part of 1969.

N-4B
ARG. & PUSH / T.P.O.

One Hammer, Type 17H

Proofed: March 13, 1950

Earliest: Not yet reported

Indicia: PM in proof strike

Usage: Unknown

R.F.: 200

Comments: Large fat letters in this hammer are characteristic of those produce in the late 1940s. It will be interesting to see who will be the first to discover this rare item.

N-5
ARG. & N. SYD. T.P.O. / ROUTE (A or B)

Two Hammers, Type 17C

Hammer I (Route A)

Proofed: June 21, 1950

Earliest: July 30, 1950

Latest: November 26, 1952

Indicia: SS

Usage: Well known during period

R.F.: 130 (somewhat high)

Hammer II (Route B)

Proofed: June 21, 1950

Earliest: June 21, 1951

Latest: May 6, 1958

Indicia: SS

Usage: Well known during period

R.F.: 130 (somewhat high)

Comments: Later strikes of Hammer I are to be expected.

N-5A
FROM ARG. & N. SYD. T.P.O. /

One Hammer, Type 22F (rubber)

Proofed: Unknown

Earliest: November 26, 1952

Usage: One recorded strike

R.F.: 200

Comments: Above on cover, with N-5, with Royal Visit commemorative.

N-6
BAY DE VERDE RY.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: June 17, 1918

Latest: November 30, 1925

Usage: Sporadic

R.F.: 110

Comments: Data on this run is not complete. 1929 has been reported but not yet verified as to day and month. Meyerson has reported as early as 1917 and as late as 1931 but we have not confirmed.

N-7

BAY DE VERDE R.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: October 23, 1930

Latest: August 15, 1932

Usage: Sporadic

R.F.: 100

Comments: There is much more confirmation needed for this listing. 1928 has been reported to us for earliest, but we have not the month or day. Meyerson advises known as early as 1919 and as late as 1939, but we have not been able to verify either year.

N-7A, BELL ISLAND C.S. / NEWF'D is probably an improper listing and was not mentioned by Meyerson. We believe that Shaw listed this on the basis that C. S. stood for Coastal Steamer; however, our two strikes appear to be C. B. which has been suggested as an abbreviation for Conception Bay. There are three or four BELL ISLAND listings in the Newfoundland Gazetteer, of various spellings, and the C. B. may only be for differentiation of these in a simple split ring c.d.s. Thus, N-7A is a candidate for delisting and we hope that some of our Newfoundland experts can provide a definitive position on this situation.

N-8

BONAVISTA BAY T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: August 12, 1901

Latest: August 1, 1918

Usage: Relatively common but spotty

R.F.: 100

Comments: Based on known examples, hammer saw significant wear. Meyerson's report of 1899 has not yet been confirmed.

N-9

BONAVISTA RY. T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: January 8, 1910

Earliest: November 27, 1912

Latest: August 3, 1937

Usage: Well known within period

R.F.: 100

Comments: This listing is more common than either of the N-8 or N-10 counterparts. Meyerson has reported this as late as 1947; however, we suspect that such report is a misreading of N-10.

N-10

BONAVISTA R.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: November 7, 1945

Latest: June 20, 1949

Usage: Scarce and sporadic

R.F.: 150

Comments: For a comparatively recent R.P.O., this run is surprisingly little known and found in few collections. We speculate on whether the gap between N-9 and N-10, eight years, can be closed.

N-10A

BONAVISTA RY. R.P.O. / NFLD.

One Hammer, Type 5B (rubber)

Proofed: Unknown

Earliest: June 18, 1945

Latest: October 29, 1947

Usage: Well known within period

R.F.: 150 (overstated)

Comments: This hammer was used extensively and did not wear well; in later strikes, the ring is out-of-round, and partials are common. We believe this has confused some later listings. An early date of 1936 has been reported by Meyerson but we believe this may be in error.

N-11

BONAVISTA RLY. / NFLD.

One Hammer, Type 7D (rubber)

Proofed: Unknown

Earliest: January 29, 1948

Latest: February 7, 1949

Usage: Scarce and limited to one year

R.F.: 110 (understated)

Comments: Strikes known in both black and purple. This is another modern run known in very few collections.

Despite Meyerson's report, we believe that the listing of N-12 was in error for a poor strike of N-10A, and may have actually preceded the latter. We have had numerous strikes reported as N-12; all have been confirmed as poor and misshapened strikes of N-10A. The only difference in lettering is that between R.P.O. and T.P.O. Unless a clear strike of N-12 can be confirmed, it will be delisted.

N-12A is also a candidate for delisting. We believe that this report generate in error from a strike of N-13 wherein the "-" in BONA-VISTA was either missing or was not noticed. The presence of this "-" is the only difference between the two T.P.O. s. Several poor strikes of N-13 have been sent to us for confirmation as N-12A and each proved otherwise. Unless further confirmed, N-12A will be removed.

N-13

BONA-VISTA RY · T.P O. / · NEWF'D ·

One Hammer, Type 17F

Proofed: Unknown

Earliest: December 4, 1938

Latest: June 17, 1947

Usage: Reasonably represented throughout period

R.F.: 120

Comments: Early strikes are clear and distinct; however, the hammer wore very poorly and later strikes are almost indecipherable, even to the point of confusion in identification. The 1947 strike above has lost more than half of the rim of the ring of the hammer, and the lettering is indistinct and badly broken.

N-13A CHANNEL - PORT AUX BASQUES / NFLD has been delisted some time ago. From several sources, it was confirmed that this was not a proper T.P.O., but in reality was a somewhat more complex town cancellation. No one has contested this delisting so we assume that all are in agreement

13
MEMBERSHIP LIST
1/28/80

2. Lewis M. Ludlow 6-17 Shibaura 4-Chome, Minato-ku, Tokyo 108, Japan
3. James C. Lehr 2918 Cheshire Road, Devon, Wilmington, DE 19810
5. H. Alex. Price 1907 W. 61 Ave., Vancouver 14, B.C. V6P 2C6
6. Jack M. Wallace 6043 Collingwood Place, Vancouver 13, B.C. V6N 1V2
7. James S. Karr 536-49th Ave., S.W., Calgary, Alta T2S 1G5
9. Gordon M. Hill 320 Silvergrove Bay N.W., Calgary, Alta T3B 4R5
11. Don A. Fraser 1183 Warsaw Ave., Winnipeg, Man. R3M 1C5
13. Ken V. Ellison RR1, Oyama, BC. V0H 1W0
17. George F. Smalley 298 John St., Gananoque, Ont. K0H 1R0
18. J. L. Purcell 6 Richardson Dr., Kingston, Ont. K7M 1S6
20. William G. Robinson 5830 Cartier St., Vancouver 13, B.C. V6M 3A7
21. Fred D. Seaman 35 Mountain View, Kentville, N.S. B4N 1A7
22. J. Paul Hughes 10745 Deep Cove Rd., R.R.#1, Sidney, B.C. V8L 3R9
25. Henry Chlanda Box 637, Wall Street Station, New York NY 10005
- Graham Noble Dept. of History, Queen's University, Kingston Ont
27. Horace W. Harrison Box 5895, Baltimore, MD 21208
28. F. Belanger 2591 Cadillac St., Montreal H1N 2V2
29. Hugh D. Aitken 111 Saturn Road, Etobicoke, Ont. M9C 2S7
30. Ross D. Gray Box 174, Lindsay, Ont. K9V 4S1
31. John D. Cambridge 55 Owen Boulevard, Willowdale, Ont. M2P 1G2
33. Wayne R. Curtis Box 74, Postal Station "A" Toronto M5W 1A2
34. Clifford R. Guile 342 St. Clair Ave. East, Toronto M4T 1P4
39. Charles D. Blair 5586 Lahser, Birmingham, Mich. 48010
40. Douglas Birchill 40 Rollingwood Drive, Willowdale, Ont. M2H 2M5
41. Keith S. Elliott 1187 Bradner Rd., Aldergrove, B.C. VOX 1A0
45. William Greig 1064 Royal York Rd., Toronto M8X 2G7
46. Jean-Guy Dalpe 684 Le Labourere, Boucherville, Que. J4B 3S2
- Jim Miller Box 160, Kamloops, B.C. V2C 5K6
48. Lawrence S. Walker 8844 Notre-Dame East, Montreal H1L 3M4
49. Wally L. Gutzman 272 Vinet Avenue, Dorval, Que. H9S 2M6

50.	C. Frank Waite	110 E. McMillan St., Newberry, MI 49869
51.	Gerald C. Carr	9243 Warwick Ave., Detroit, MI 48228
52.	Clarence A. Stillions	4944 Ashby St., N.W. Washington, DC 20007
53.	Ted L. Kilish	40735 Newporte Dr., Plymouth, MI 48170
55.	Jim Felton	Box 143, Beech Grove, IN 46107
56.	L. F. Gillam	66 East Bawtry Rd., Rotheram, Yorkshire, Great Britain
57.	Robert A. Chaplin	65 Pepler Ave., Toronto, Ont. M4J 2Y7
59.	Larry Paige	1145 Shillelagh Rd., Chesapeake, VA 23323
60.	Ted Woodward	Box 2022, San Bernardino, CA 92406
61.	David L. McKain	5 Meadowcrest, Parkersburg, WV 26101
--.	Michael J. Squirell	241-12th Ave., Lively, Ont. POM 2E0
62.	Carleton Smith	261 Thorner Dr., Hamilton, Ont. L8V 2M6
63.	Margaret Toms (Mrs.)	321 Crawford St., Orillia, Ont. L3V 1K2
64.	H. G. Walburn	Box 279, Kelowna, B.C. V1Y 7N5
65.	Henry N. Williams	50 Ross Brook Dr., Rochester NY 14625
66.	Warren Bosch	2915 South Vassar, Melbourne FL 32901
67.	Robert A. Lee	Box 937, Vernon, B.C. V1T 6M8
68.	R.F. (Hank) Narbonne	216 Mailey Drive, Carleton Place, Ont. K7C 3X9
69.	Jean-Pierre Forest	4014 Des Cedres, Cap Rouge, Que. GOA 1K0
70.	J. C. Michaud	Box 5176, Armdale, N.S. B3L 4M7
71.	Andy M. Palochik	Box 3461, Station C, Ottawa K1Y 4J6
72.	Dr. Earl L. Covert	Box 1070, Hay River, N.W.T. XOE Or0
73.	William C. Walton	RD#1, Box 454, Califon, NJ 07830
74.	Alfred N. Peatman	22 Second St. Renforth, Saint John, N.B. E2H 1M1
75.	William E. Topping	7430 Angus Drive, Vancouver, B.C. V6P 5K2
76.	R. Seymour Blomfield	5107 Cayuga Dr., Knoxville, TN 37914
77.	Charles F. Boubelik	Box 1737, Boulder, Col. 80306
78.	J. D. Wilson	Box 8250, St. John's, Nfld. A1B 3N4