

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

Volume VIII, no.3

June 1980

Not much to say in this issue, since we want to include two groups of Lew's Newfoundland Hammer Analyses through N-56. Also, Dave McKain is busy organizing a program for our Annual Meeting at McAllen, Texas. Don't have the details yet, but from what I've heard it will be a good one. We should have another good group of members this year.

A Rarity From Lionel Gillam

The attached letter and enlarged photo from Lionel show the only known copy of W23F, the CALGARY & E*MONTON R.P.O./No.5 error. Interesting story of how this was obtained.

Another Record Broken

My 27 postmark cover "record" was smashed by the attached cover from Jim Miller with 37 postmarks covering June 8 through July 19, 1945. As Jim commented "The postage on this wild cover is only 17¢ for airmail registered. Look at what 17¢ got in those days!"

Jim Lehr



2

MAPLE LEAVES

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

Editor:
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5th June, 1980

Dear Jim,

I have some time ago acknowledged with grateful thanks the receipt of your latest newsletter. If I recall correctly it contained some comments on the Hope & Vancouver R.P.O. (C.P.R.) and a reference to my confusing it with the Ruby Creek & Vancouver R.P.O. for reasons which are still painful to recall. After posting my letter to you I suddenly remembered that I may have given the wrongful impression that the latter R.P.O. operated over the C.N.R. NOT SO; both RPO's operated over the C.P.R. according to a well known authority which modesty forbids me to name. I think this ought to be made clear, for the record.

On an entirely different tack I have heard over the grapevine that someone is casting doubt on the existence of #237 (with EDMONTON instead of EDMONTON.) I am enclosing a photo of it which please return as it is the only one I have. A bit about it was published in MAPLE LEAVES many years ago, but no one has ever come up with another copy. I acquired it from a former C.P.R. agent who was retired and who toured a lot in the western provinces, and who, whenever the chance occurred would mail me a letter from a railway station (or directly on to a train with a R.P.O.) in the hope that I would get a good railway postmark. I often did; but none better than this. I must confess at the time I stuck it away without more than a glance; but when I came to sort things out and have a closer look I spotted the error. I wrote immediately to the Superintendent of Railway Mail (at Edmonton, I think) and got a reply to the effect that the offending hammer had been reported, returned (to where he did not say, but probably Ottawa) and destroyed. Moreover by that time the Calgary & Edmonton R.P.O. had been suspended (for good).

I do not know whether the mail clerk did this one for me by favour or not. As far as I know my correspondent 'Bunny' Sonne, now dead these some 10 years, merely posted the letters to me 'in hope'. I don't think he asked for favours or directly communicated with mail clerks, who in any case were forbidden to cancel letters 'by favour'.

4
from Jim Miller.

1945

June 8 VANCOUVER Blackout
June 9 MONTREAL AMF/PQ
June 9 MONCTON/N.B.
June 11 (M-86) MONCTON & ST. JOHN RPO/.
June 11 SUSSEX MPO 701/N.B.
June 12 SUSSEX MPO 701/N.B.
June 12 (M-86) MONCTON & ST. JOHN RPO/.
June 12 MONCTON/N.B.
June 12 MONCTON AMF/N.B.
June 15 OTTAWA/CANADA/FREE (on cover front)
June 18 MONCTON AMF/N.B.
June 18 R/MONCTON/R/N.B.
June 20 OTTAWA/CANADA/FREE
June 20 BASE POST OFFICE/CANADA
June 22 OTTAWA MPO 318/ONT. (large red-ink)
June 23 OTTAWA MPO 318/ONT. (large red-ink)
June 29 OTTAWA/CANADA/FREE
June 29 MONTREAL AMF/PQ
June 2? (M-51A) HALIFAX & SAINT JOHN/RPO (This is the first cancel to tie the first new address label)
June 30 R/MONCTON/R/CANADA
June 30 SUSSEX MPO 701/NB
July 2 SUSSEX MPO 701/NB
July 2 R/MONCTON/R/NB
July 3 MONTREAL AMF/PQ
July 3 OTTAWA, CANADA/R
July 5 OTTAWA, CANADA/R (on cover front)
July 6 MONCTON AMF/NB (first cancel on 2nd new address label)
July 6 R/MONCTON/R/NB
July 6 RPO? H'FAX &----off cover unfortunately, but the date is clear.
July 13 SUSSEX MPO 701/NB
July 14 R/MONCTON/R/N.B.
July 14 (M-86) MONCTON & ST. JOHN RPO/.
July 14 (M-38) HALIFAX & CAMP. RPO/.
July 16 (O-338) TOR. & FT. WM. RPO/No. 5
July 17 (O-76) FT. WM. & WPG RPO/No. 7
July 17 (W-87) M. JAW & CAL RPO/No. 12
July 19 POSTAL STATION "K"/VANCOUVER, B.C. (Final return arrival)

NEWFOUNDLAND ANALYSIS (Continued)

N-28

C. B. RAILWAY T.P.O. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: June 29, 1903

Latest: October 4, 1913

Indicia: A, B

Usage: Relatively common, particularly in the period 1908 - 1911.

R.F.: 100 (Adequate)

Comments: Meyerson reports this listing known as late as 1917 but we have been unable to confirm. Meyerson also indicates two hammers with illustrations; however, the only difference discernable in these illustrations in the indicia set (time mark?) (direction?) (train?), A or B. Chordal measurements of A and B strikes does not support two hammers, but our material is limited, and we would welcome comments from anyone have clear examples of A and B strikes.

N-28A is herewith delisted; we must confess that we are not clear why this was listed in the first place. Detailed comments on FAVOR'S EXPRESS are available in The Postal History of Nova Scotia and New Brunswick, by Jephcott, Greene and Young, Pages 217-219. From this background, we find nothing that relates these cancellations to Newfoundland. Further, on the same concept that the cancellations of Wells Fargo, Barnard's Express and Vicker's Express are a speciality beyo nd the scope of our R.P.O. activities, we feel that those of Favor's Express fall in the same category.

From our records and investigation, N-29 FERRYLAND RLY / NFLD , Type 4j is doubtful; however, we are not delisting same at this time. Apparently the original listing by Shaw was based on data from the T.P.O. Magazine of the T.P.O. & Seapost Society of England, 7, No. 2, Pages 40 - 44; however, to date we have been unsuccessful in obtaining access to this reference material. If anyone could send me a copy of this particular reference, it would be extremely helpful. N-29 was also substantiated by a 1957 Topics article of Meyerson; however, reference to this item shows that it applies to N-29A, not N-29. As late as 1962, Meyerson did not list N-29 or recognize its existence. One strike was reported in the R.P.O. Study Group Inventory, but we have been unable to confirm.

N-29A

FERRYLAND R.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: November 8, 1916

Latest: October 9, 1919

Usage: Very scarce

R.F.: 150

Comments: Meyerson reports as early as 1914, which is probable, but we have been unable to locate. Strikes of this listing that we have seen are light and partial; it would be easy to miss this one if the searcher was not particularly alert.

N-30

FOGO DISTRICT T.P.O. / NEWF'D.

One Hammer, Type 4j

Proofed: Unknown

Earliest: November 22, 1933

Latest: November 13, 1937

Usage: Scarce and sporadic

R.F.: 100 (undervalued)

Comments: There is much we do not know about this listing. Meyerson gives an earliest-latest date spread of 1929 - 1944; however, the R.P.O. Study Group could only record an inventory of six. We are hopeful that some of our new members, Newfoundland specialists, will be able to expand our confirmed period of use.

N-31

FOGO DISTRICT / T.P.O.

One Hammer (rubber), Type 1L (note change in type)

Proofed: Unknown

Earliest: December 2, 1920

Usage: Rare

R.F.: 140 (undervalued)

Comments: To date, we have only been able to confirm the single strike above in the collection of David McKain; however, Meyerson has reported this listing as late as 1922. Obviously, this is one of the tough listings to find. We wish good luck to all and if anyone finds a duplicate, I am in the market for this one.

N-32

FOGO DIST. T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: October 12, 1911 (probably 1911; struck on 2¢ John Guy issue)

Latest: August 7, 1913

Usage: Rare

R.F.: 130 (low)

Comments: The correct listing of DICT. was incorrectly transposed in the preparation of the 1975 catalogue, and subsequently corrected to read as above. Meyerson reports this listing as early as 1909, which seems probable. Shaw reported the latest as 1924, which may be possible but would overlap N-31. No copies were reported in the R.P.O. Study Group Inventory, and it may be some time before we get the full story on this listing due to its considerable rarity.

N-33

FOGO DIST. T.P.O. / NFLD.

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: June 25, 1947

Latest: November 22, 1948

Usage: Scarce and limited

R.F.: 120

Comments: Although we have been able to extend Meyerson's indicated latest date one year to 1948, so far we have been unable to confirm his earliest report of 1946, which undoubtedly is correct and may be preceded; N-30 has only been reported as late as 1944. Strikes that we have seen so far are quite legitimate but probably philatelic.

N-34

FORTUNE BAY T.P.O. / NEWFOUNDLAND

One Hammer (rubber), Type 3A

Proofed: Unknown

Earliest: So far, unconfirmed

Usage: Currently Unknown

R.F.: 170

Comments: This listing is undoubtedly correct, but so far none of our active R.P.O. collectors have seen hide or hair of it. Meyerson's illustration is clear, detailed and definitive and he lists a date spread of 1911 - 1922; however, he also puts a valuation on it that makes one feel that this is a cancellation of considerable rarity. Has anyone ever seen an example of N-34?

N-35

FORTUNE BAY T.P.O. / NFLD

One Hammer, Type 4J

Proofed: Unknown

Earliest: Unreported to date

Usage: Unknown

R.F.: 200

Comments: This listing was not in Meyerson. It was first put up by Shaw from the T.P.O. Magazine reference cited for N-29, an issue that obviously could be of extreme value to us if we could get a copy. We have some considerable suspicion of this being a proper listing, regardless of its original source. Shaw lists a single known strike in 1911. With the exception of N-29, which has already been classified as doubtful, we have never seen the abbreviation NFLD used on any Newfoundland strike at the bottom before the 1920s/1930s, and most assuredly we have never seen NLFD used at the bottom of any split circle Type 4J Newfoundland strike. Unless we can confirm this listing before publication of the new catalogue, N-35, along with N-29, will be delisted.

N-35A

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

One Hammer, Type 4J

Proofed: Unknown

Earliest: February 19, 1916

Usage: Rare

R.F.: 140 (undervalued)

Comments: Of all the Fortune Bay listings, this is the only one which we have been able to confirm, a single strike in the collection of Frank Waite. Meyerson's only reported year was 1920, which we have yet to confirm. We feel sure that additional information on N-35A will be reported from our Newfoundland specialists, but must advise that no copies of this listing were reported by the R.P.O. Study Group Inventory. Sitting way out at the end of the Burin Peninsula, it would appear that Fortune Bay was not situated on what could be called a major arterial. These Fortune Bay listings are rare!

N-36
GREEN BAY · T.P.O. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: June 4, 1914

Latest: June 6, 1922

Usage: Rare

R.F.: 200

Comments: This is one of the most elusive of the Newfoundland listings. Meyerson only was aware of one strike, September 12, 1914. One strike only was reported in the R.P.O. Study Group Inventory. Yet, the above date spread being correct, we have to believe that additional strikes will be discovered.

N-37
HALLS BAY · R.T.P.O. / N° 1 & 2

Four Hammers, Type 4C

Hammer I - N° 1

Proofed: April 2, 1891

Earliest: December 14, 1892

Usage: Currently, one known strike

R.F.: 100 (undervalued)

Hammer II - N° 1

Proofed: April 2, 1891

Earliest: Currently unreported

Usage: Unconfirmed

R.F.: 100 (undervalued)

Hammer III - N° 2

Proofed: April 2, 1891

Earliest: September 9, 1897

Latest: February 2, 1898

Usage: Based on current knowledge, limited.

R.F.: 100

Hammer IV - N° 2

Proofed: April 2, 1891

Earliest: April 1, 1895

Latest: April 21, 1911

Usage: Sporadic over more than 15 years

R.F.: 100

Comments: With only 11 strikes reported in the R.P.O. Study Group Inventory, there is a great deal about the four hammers yet to be determined, particularly in the area of dates. We have copies of the four proof strikes, but the originals are of poor quality; accordingly, we are not completely sure about the punctuation under the "o" of N° of Hammer II. Hammer IV proof shows no period after the "O" of R.T.P.O.; however, our strike of Hammer IV shows that this period is present. Conversely, the proof strike of Hammer III shows a period in this position, while our actual strikes have no such period. Accordingly, punctuation is not a surety to hammer identification. A chord from the upper left corner of "N" of N° to the bottom of the left leg of the "H" of HALLS identifies all hammers. Hammer I is 4 1/2 mm. II - 5 mm.

N-38

HEARTS CONTENT RY. T.P.O. / .

One Hammer, Type 17

Proofed: Unknown

Earliest: May 10, 1916

Latest: January 8, 1931

Usage: reasonably known, but sporadic

R.F.: 100

Comments: Examination of several strikes, and copies thereof, indicate only one hammer; however, what we have seen so far have been light, incomplete and/or partial. Accordingly, will not be surprised if this listing had another hammer.

N-38A

HEARTS CONTENT R.P.O. / NEWF'D.

One Hammer, Type 4J

Proofed: Unknown

Earliest: November 5, 1946

Usage: Rare

R.F.: 200

Comments: While we have had our share of new discoveries in the Canadian area, the last place we would have thought of breaking new ground was in the area of Newfoundland R.P.O.s; however, this little gem jumped right out of a stock book on one of our searches, a full strike on a pair of 3¢ rose carmine Royal Family reissue. Previously unreported by Meyerson and Shaw, this quite genuine strike appears curiously out of place; being Type 4J, we would have expected it to precede, rather than follow, the Type 17 of N-38. Perhaps earlier dates will surface.

N-39

LABRADOR T.P.O. / NEWFOUNDLAND

One Hammer (rubber?), Type 23D

Proofed: Unknown

Earliest: As yet, unconfirmed

Usage: Unknown

R.F.: 170 (undervalued)

Comments: While we have not yet been able to locate any strikes of N-39, its existence is well assured by Meyerson whose illustration, with serif script-like lettering, is particularly specific. Of notable interest, is the lower case "f" in NEWFOUNDLAND and the pseudo "J" for "T" in T.P.O. Meyerson lists a date spread of August 16, 1896 - August 26, 1898, which was carried forward by Shaw, so he apparently confirmed at least two examples; however, Meyerson assigns to this listing, along with Green Bay T.P.O., N-36, his maximum value of rarity.

N-40

LABRADOR T.P.O. / NEWF'D

Two Hammers, Type 4J

Hammer I

Proofed: Unknown

Earliest: October 25, 1897

Latest: August 10, 1911

Usage: Numerous reports, but uneven pattern

R.F.: 100

N-40 (continued)

Hammer II

Proofed: Unknown

Earliest: August 2, 1931

Latest: August 27, 1944

Usage: reasonably known throughout period

R. F.: 100

Comments: For a relatively common listing, considerable data is needed to flesh out the date for these two hammers. Currently, there is a twenty year gap between the periods of use of Hammers I and II. We are sure that this can be narrowed. Without relying on punctuation, which is not constant on poor quality strikes, these two hammers are quickly identifiable. Measure the chordal distance from the upper left corner of the "N" of NEWF'D to the ^{upper} ~~lower~~ left corner of the "L" of LABRADOR. For Hammer I, this chord is only 3 mm, while for Hammer II, it is 5 mm, a full 2 mm difference that is visible to the naked eye. Meyerson recognized the existence of two hammers, but we can not rationalize his indicated dates of use with his illustrated strikes with actual strikes that we have seen. Our Hammer I of early usage is half of a Type 4J, in that there is no connecting line on the left side; Meyerson shows this example as being used 1933 - 1935. Our Hammer II is a full Type 4J, connecting lines on both sides, known currently only after 1931; Meyerson shows this used as early as 1898. We believe that Meyerson's types may have been inadvertently reversed. Of course, another possibility is that there is a third hammer of which neither of us was aware, and collectors should be alert to this potential.

N-41

LABRADOR · N. T.P.O. / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: November 16, 1935

Latest: July 28, 1939

Usage: Somewhat scarce during period

R. F.: 140

Comments: Meyerson reported a period of use of 1939 - 1941, somewhat later than our presently confirmed 1935 - 1939; perhaps we will soon be able to confirm the 1941 or even a later date. It is to be noted that this fully overlaps the period of use of Hammer II of N-40.

N-42

LABRADOR / T.P.O.

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: November 18, 1942

Latest: June 30, 1949

Usage: Somewhat scarce in modern period

R. F.: 110

Comments: Clean strikes clearly show the double ring; however, smudge strikes in certain portions of the rim give the impression of a single thick ring. The above latest extends that of Meyerson of 1948.

11
N-43

LABRADOR T.P.O. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: August 3, 1908

Latest: August 23, 1909

Usage: Scarce and limited

R.F.: 120 (low)

Comments: R.P.O. Study Group reported only two strikes in their sample inventory. Meyerson indicated that this listing may be known as late as 1914, but we have been unable to confirm. Based on present knowledge, N-43 is completely overlapped by N-40, Hammer I.

N-44

LEW & SHOE COVE / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: October 13, 1949

Latest: January 18, 1950

Indicia: SS

Usage: So far, apparently very limited

R.F.: 140

Comments: Latest above, appearing on a 4¢ blue Citizenship on cover, is a presumption; no year date is shown. Based on the proof date, this is the earliest latest date possible; it could be 1951 or later. Reports from additional collectors will undoubtedly widen this spread. We find it interesting that Meyerson's listings of Newfoundland T.P.O.s in the May and June, 1962 issues of BNAPS Topics, did not list N-44 or about a dozen other T.P.O.s and R.P.O.s that were proofed on July 9, 1949. This information was first present in Topics in 1950 (Vol. 7, # 5, Page 104) by Leslie Mitchell, who was still gathering base use data at that time.

N-44A

LEW. & C. BK., T.P.O. / .

One Hammer, Type 17

Proofed: April 26, 1951

Earliest: November 28, 1951

Latest: September 15, 1962

Indicia: PM in 1951; SS from 1953.

Usage: Uncommon and intermittent

R.F.: 120

Comments: The time mark, PM, as shown in the proof strike, carried through at least to the earliest above; SS occurs from 1953, and PM apparently does not return. A lovely strike in red is known on December 12, 1953. N-44A and N-87C, of the above proof date, as with the 1949 proofed hammers, were unreported by Meyerson. The known date spread of 1951 - 1962 extends by seven years the 1953 - 1958 originally reported by Shaw.

N-45
LEW. & FOGO / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: June 29, 1950

Latest: October 28, 1950

Indicia: SS

Usage: Very scarce, within four months

R.F.: 120 (undervalued)

Comments: Shaw originally reported a period of use of 1949 - 1950; however, since his source was Mitchell 1950 article in Topics, we do not know if his 1949 date was from the proof data presented. Of course, usage in 1949 is to be expected. Originally, no strikes were reported in the R.P.O. Study Group sample inventory; however, at least three cover strikes have since been discovered, and we believe that more may be expected.

N-46
Newfoundland Railway / T.P.O.

One Hammer (rubber), Type 1L (note change in type)

Proofed: Unknown

Earliest: So far, unconfirmed

Usage: Unknown

R.F.: 150 (very undervalued)

Comments: Meyerson's illustration of this strike is sufficiently specific to assure its proper listing but we have been unable to locate any examples. He gives a single date of November 23, 1924 to establish the probable period of use. Shaw's assignment of a Rarity Factor of 150 is based apparently only on Meyerson's estimate of value; obviously, it is much more elusive than such an R.F. would indicate. Has anybody ever seen one?

N-46A
NEWFOUNDLAND / RAILWAY / CRABBS

One Hammer (rubber), Type 3A

Proofed: Unknown

Earliest: October 24, 1924

Latest: December 21, 1924

Usage: Rare within period of two months

R.F.: 170

Comments: This ticket stamp listing was first discovered by Jim Miller, who did an excellent job of reconstructing the total strike from a few partials, only two of which are fully dated. In the new catalogue, this listing will appear in the new Ticket Stamp Section.

N-47
NEWF'D RAILWAY P.O. /

One Hammer, Type 4D

Proofed: Unknown

Earliest: October 20, 1923

Latest: May 19, 1930

Usage: Uncommon, but known uniformly within period

R.F.: 50 (low)

Comments: Based on Meyerson's report of 1918, earlier dates are to be expected. We have indicated one hammer, but this is open to question. Frank Waite has submitted a beautiful cover strike, November 22, 1928, where the "E" of NEWF'D is a perfect "L". Watch for discussion of this issue in a forthcoming Cowcatcher Column in Topics.

N-48

NEWF'D RAILWAY - P.O. / .

One Hammer, Type 15

Proofed: Unknown

Earliest: Unconfirmed

Usage: So far, unknown

R.F.: 150

Comments: We have never seen this one, but Meyerson's illustration is fully complete, and his dates, July 30, 1919 - May 30, 1920, quite specific. On the surface, with the overlap of dates with N-47, and the exact similarity of the lettering, one would think that there might be some confusion between the rimless and the rimmed types; this has been seen before. Our inclination is that this listing is good, that it is rare, and that we will hear more about it from our Newfoundland specialists.

N-49

NEWF'D RAILWAY / T.P.O.

One Hammer, Type 4J

Proofed: Unknown

Earliest: Unconfirmed

Usage: Unknown

R.F.: 100 (obviously low, if existent)

Comments: This was originally reported by Shaw from the T.P.O. Magazine reference cited previously, to which we have not had access, and thereafter by Hollands. This listing was not included by Meyerson in his original group. The date spread put forth by Shaw was 1917 - 1919. The R.P.O. Study Group sample inventory reported one strike, and the date given to us for this May 21, 1925; however, this is so far out of the indicated spread that we have asked to see the original for confirmation.

N-49A

NEWF'D RAILWAY T.P.O. / .

One Hammer, Type 4H

Proofed: Unknown

Earliest: January 29, 1917

Latest: January 7, 1919

Usage: Very scarce and limited to two years

R.F.: 140

Comments: Meyerson's original listing was confined to a single date in 1917, and this has now been expanded two years to 1919. Still, this listing is singularly elusive; only three strikes were reported in the R.P.O. Study Group sample inventory.

N-50

NEWF'D RAILWAY / T.P.O.

One Hammer, Type 17H

Proofed: Unknown

Earliest: January 25, 1913

Latest: November 9, 1918

Indicia: AM in 1913; thereafter blank

R.F.: 75 (low)

Comments: So far, a single example of the Time Mark AM is known on September 5, 1913. We need to develop whether this was constant practice, and if so, when it was discontinued. While not rare, this listing is not as common as Shaw indicated with a rarity factor of 75.

NEWFOUNDLAND ANALYSIS FOR R.P.O. STUDY GROUP NEWSLETTER (Continued)

Before continuing with our detailed analysis of the Newfoundland listings, it is time to pause and catch up on some of the new data that has come in from our first presentations of N-1 to N-50. The response has been very gratifying, and some of our new information is quite startling! Let's review.

First, Bob Pratt has sent in a computer run on proof data of Newfoundland town strikes, including R.P.O.s/T.P.O.s, from 1925 on, that includes 25 listings or hammers thereof, of which we were completely unaware, and which certainly did not surface in my examination of the proof books back in 1972; accordingly, we conclude that these are from some other source. Bob says that these are available from the Postal Museum, and we have written to obtain copies of these strikes; however, if anyone already has copies of these, would appreciate receiving copies of such at the earliest possible date. Of the 25 picked out from Bob's print-out, five concern listings already analyzed, as indicated below. Other significant information includes two new runs and four new hammers!!!

Serial No.	Hammer	New Data	Reporter
N-4A	I (A)	Earliest - May 5, 1960	151
N-4A	II (B)	Earliest - September 5, 1960; also indicia SS	150
N-4A	II (B)	Latest - September 5, 1967	151
N-5	I (A)	Latest - October 10, 1953	151
N-6		Latest - October 10, 1929	151
N-7		Proof Date - April 18, 1930	199A - R. H. Pratt
N-8		Latest - August 28, 1918	151
N-14	I (N)	Latest - December 24, 1893	137
N-15	I (NORTH)	First Report - August 26, 1890	197 - J. D. Wilson
N-15	III (NORTH)	First Report - June 11, 1898	137
N-15	VII (WEST)	Latest - June 18, 1901	137
N-15	IX (WEST)	New Hammer - November 2, 1906	101
		(Details follow herein)	
N-16		(Because of the discovery of one new hammer, complete rewrite follows.)	151
N-18		(Previously delisted; now replaced by new listing. Details follow)	101
N-20		Earliest - August 15, 1949	151
N-20		Train 28 - 1949 (?)	137
N-21		Earliest - July 7, 1925	171
N-22		Latest - October 29, 1935	151
N-23		Earliest - April 11, 1938	151
N-23A		Correction - Previous earliest was N-23	151
N-23A		New Earliest - September 28, 1946	16
N-25		Reinstated. Proof Date - June 19, 1929	199A
N-26		Latest - January 30, 1903	197
N-27	II (B)	New Hammer - August 17, 1918	151
N-32		Earliest - July 9, 1909	197
N-37	I	Latest - January 16, 1896	146
N-37	III	Earliest - June 9, 1896	197
N-49		Correction May 21, 1925 date was N-47	151
		Classify as Doubtful	
N-17	I (NORTH)	Latest - July 7, 1934	171
N-34-35A		Proof Date - November 6, 1909; No. unknown	199A
N-40		Two Proof Dates - November 6, 1925 & November 6, 1931. Must be 3 hammers.	199A

For clarity, we wish to stress that the following actions have been taken:

1. N-19A was delisted and combined with N-16.
2. N-19B was delisted and combined with N-15.
3. N-19C was delisted and combined with N-17.

For N-15, the discovery of a new WEST hammer, submitted by Joe Purcell, requires the following documentation, correction and revision of the steps in the separation of the N-15 hammers. Unless corrected, all previously presented information can be accepted as accurate within existing knowledge.

N-15

COASTAL · T.P.O. (NORTH or WEST) / NEWF'D

Nine Hammers, Type 4J

Hammer IX - (WEST)

Proofed: Unknown

Earliest: November 2, 1906

Usage: One known strike

R.F.: 120

Comments: As describe below in Separation, this hammer is singularly different from the other four WEST hammers, all of which have known proof strikes. Although known strikes of Hammer VIII are dated later than this strike of Hammer IX, the proof strike of Hammer VIII is 1893; thus the positioning and number of Hammer IX luckily would appear to have fallen in correct order.

SEPARATION OF N-15 HAMMERS

- Step 1. The presence of a punctuation dot after the "L" of COASTAL or after the "T" of T.P.O. eliminates Hammer IV, which has nothing after these two letters. (The presence or absence of punctuation after COASTAL for Hammer IX is unknown.) The presence of a punctuation dot after the "P" of T.P.O. eliminates Hammer V, which has none. The absence of these punctuation dots is not indicative since several of the hammers lightly struck have such missing.
- Step 2. A base period after the "L" of COASTAL is probably Hammer VI; all others, except Hammers IV and IX, have mid-vertical dots. A mid-vertical dot after the "T" of T.P.O. is Hammer V, while a slightly elevated base period (but not nearly to the mid-vertical level) in this position identifies Hammer IX; all others, except Hammer IV, have base periods after this "T". A mid-vertical dot after the "P" of T.P.O. must be Hammer VI; all others except Hammer V have base periods. A mid-vertical dot after the "O" of T.P.O. must be Hammer IV or V; all others have base periods.
- Step 3. Measure the chordal distance from the bottom of the left leg of the first "A" of COASTAL to the top of the upper left corner of the "N" of NEWF'D. A distance of 5 3/4 mm is Hammer IX; all other hammers are 6 3/4 mm or over.
- Step 4. With Hammer IX eliminated, measure the chordal distance from the bottom of the first "A" of COASTAL to the lower left corner of the "L", also of COASTAL. A distance of 8 mm is Hammer VI; all others are 7 1/2 mm or less.
- Step 5. With Hammers VI and IX eliminated, measure the chordal distance from the bottom of the "T" of COASTAL to the bottom of the "P" of T.P.O. 9 mm is Hammer V and 8 1/4 mm Hammer II; all others are below 8 mm.
- Step 6. Measure the chordal distance from the bottom of the left leg of the first "A" of COASTAL to the bottom of the "P" of T.P.O. A distance of 10 mm is Hammer IV; the remaining four hammers - I, III, VII & VIII - are 10 1/2 mm or more.
- Step 7. Measure the chordal distance from the bottom of the "T" of COASTAL to the bottom of

the "T" of T.P.O. A chord of 6 mm is Hammer I; Hammers III, VII & VIII are less than 6 mm.

Step. 8. For the three remaining hammers, repeat Measurement #6 above. If the chord is over 11 mm, the strike is Hammer VIII; Hammers III and VII are less than 11 mm.

Step 9. For the two remaining hammers, repeat Step #3. A measurement of 7 1/2 mm is Hammer III; Hammer VII is less than 7 mm.

Please note that these details of separation deal only with the "COASTAL T.P.O." portion of the total cancellation which should allow everyone to identify their partial strikes not showing NORTH or WEST. A chart of chordal measurements is available on request.

For N-16, the discovery of a new NORTH hammer by Bill Robinson, plus the discovery from Joe Purcell of a major error in an additional NORTH hammer (requiring a new listing) demands a complete restatement of our data on N-16, as follows: (Cancel previous presentation of N-16.)

N-16

COASTAL (NORTH or WEST) T.P.O. / NEWF'D

Four Hammers (maybe more), Type 4j. (See also N-18)

Hammer I (NORTH)

Proofed: Unknown

Earliest: September 10, 1912

Latest: January 2, 1925

Usage: Somewhat scarce

R.F.: 100

Hammer II (NORTH)

Proofed: Unknown

Earliest: November 24, 1925 - Reporter 151

Usage: One known strike

R.F.: 100

Hammer III

Proofed: Unknown

Earliest: January 8, 1935 - Reporter 171

Latest: May 25, 1947

Usage: Should be considerably more common

R.F.: 100

Hammer IV (WEST)

Proofed: Unknown

Earliest: December 25, 1903 - Reporter 197

Latest: May 18, 1905

Usage: Currently, two known strikes

R.F.: 100

Comments: With the discovery of a new N-16 hammer, plus the new listing of N-18, NORTH now outnumbers WEST four to one; why the scarcity of WEST? Will additional WEST hammers be discovered? Based on known data, it is to be noted that the NORTH hammers of N-16 postdate the WEST hammer in consecutive sequence, and further that N-18 falls between N-16 WEST (IV) & first NORTH hammer of N-16.

N-18

COASTAL. INORTH T.P.O. / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: June 29, 1912

Usage: Rare

R.F.: 200

Comments: Originally reported as a possible new hammer of N-16 by Joe Purcell, close scrutiny of the nearly full strike revealed the presence of a complete letter "I" following the base period after the "L" of COASTAL and preceding NORTH. At giving this strike a quick first glance, we almost missed this error; however, after taking a second look, we decided that an "N" with three vertical legs had not yet been invented. Initially, we also felt that this might be Hammer I of N-16, which is recognized for having a large, vertical base period after the "L" of COASTAL; however, N-18 has not only this base period but also the "I", and further, chordal measurements confirmed two completely different hammers. A fine rarity for the collection of Joe Purcell!

SEPARATION OF N-16 and N-18 HAMMERS

Assuming that only the lettering COASTAL and NEWF'D are present, it is still possible - with careful chordal measurement - to identify all four hammers of N-16, plus N-18.

- Step 1. Measure the chordal distance from the bottom of the left leg of the first "A" to the lower left corner of the "L", both of COASTAL. A chord of 7 mm, or slightly over, is Hammer I, III or IV of N-16; a chord of distinctly less than 7 mm is N-16, Hammer II (6 1/2 mm) or N-18 (6 3/4 mm).
- Step 2. Measure the chordal distance from the bottom of the left leg of the first "A" of COASTAL to the upper left corner of the "N" of NEWF'D. A chord of 6 1/2 mm is Hammer I; Hammer III is only 6 mm, and Hammer IV is 7 1/2 mm. (For this chord, N-18 measures just 6 mm; unfortunately, for the single strike known of Hammer II, the "N" of NEWF'D is off the stamp and this chord is not measureable.)
- Step 3. Carefully measure the chordal distance from the bottom of the left leg of the first "A" to the bottom of the left leg of the second "A", both of COASTAL; N-18 is a full 5 mm, while N-16, Hammer II, is 4 3/4 mm, distinctly less than 5 mm.
- Step 4. The presence of a base period after the "L" of COASTAL is indicative of N-16, Hammer I, or N-18; the absence of same is indicative of N-16, Hammer II or III. (N-16, Hammer IV is questionable on this point and not conclusive.)
- Step 5. If the "H" of NORTH is present, a mid-vertical dot following this "H" proves N-18. A base period after this "H" indicates Hammer II. The absence of any punctuation is indicative of N-16, Hammer I or III. Hammer IV, of course, is WEST.

We are temporarily reinstating N-25, based on a listing in Bob Pratt's computer print-out of proof strikes reading CON. BAY T.P.O. / NFLD, with a single external ring; however, it is to be noted that no strikes have yet been reported, and in the absence of having yet seen the actual proof strike, we can not be sure of either the type or the exact reading.

We blew another one! N-27 has two hammers, not one, and we should have picked this up from the reports of Meyerson since both were clearly shown there, as follows:

N-27

C. B. RAILWAY (A & B) / NEWF'D

Two Hammers, Type 4J

Hammer I - (A)

Proofed: Unknown

Earliest: June 18, 1918

Latest: August 11, 1919

Usage: Probably rare

R.F.: 125 (obviously low)

Comments: Meyerson reported a strike in 1915, but this would overlap N-28 which is improbable.

Hammer II - (B)

Proofed: Unknown

Earliest: August 17, 1918 - Reporter 151

Usage: Rare; currently one known strike

R.F.: 125 (obviously low)

Comments: Meyerson reported that this hammer was also known in 1917, which is probable. Originally, there were no reports of N-27 in the R.P.O. Study Group Inventory. Now, the three reported above have surfaced, and it is to be expected that others will come to light. Even so, this listing is obviously one of the more difficult to find in Newfoundland.

That completes the summary of new data available at this time of writing that has been generated from the initial submissions of analysis of Newfoundland in the Newsletter. We consider the addition of this deeper knowledge to be outstanding, and are looking forward to much more to come in the future. Response has been excellent for which we express our thanks. If everyone continues with this kind of input, we will bring this subject area much closer to a higher level of completeness. With these thoughts, it is time to move forward with our hammer analysis, picking up where we left off at N-50.

N-51

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

One Hammer, Type 17F

Proofed: Unknown

Earliest: August 4, 1918

Latest: May 3, 1923

Usage: Sporadic and very scarce

R. F.: 120 (underrated)

Comments: Meyerson reported that this was known in 1917, which seems probable, but we have been unable to confirm to date. Meyerson also reported a three line date MY / 3 / 18, and we would appreciate confirmation from others having such a type of date. In our own collection, we two "nude" strikes on a pair of the 2¢ carmine pictorial; these strikes are completely without set - undated. However, since this stamp was not issued until July 9, 1923, it follows that the latest above has already been extended, and further late dates are to be expected.

N-52

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

One Hammer, Type 4J

Proofed: Unknown

Earliest: July 2, 1922

Latest: September 2, 1927

Usage: Sporadic and very scarce

R.F.: 120 (too low)

Comments: The above latest postdates Meyerson's latest report of 1923 by four years; we have asked for reconfirmation with which we will feel more comfortable; however, alternatives are few.

N'F'L'D RAILWAY T.P.O. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: December 27, 1905

Latest: April 22, 1909

Indicia: PM, C

Usage: Well known within period

R.F.: 120

Comments: Meyerson reported that this listing was more valuable than either N-51 or N-52; however, the experience of the R.P.O. Study Group would indicate the reverse. The Group inventory lists 14 strikes of N-53 compared to only 2 for N-51 and 3 for N-52. Don Wilson has reported and we have confirmed a reversed "C" above the date on February 27, 1907. An earliest date of August 27, 1904 has been reported and we have requested a copy for confirmation.

N'F'L'D. RY. T.P.O. / .

(also NFLD)

Five Hammers, Type 17 (formerly Type 20A)

Hammer I - (N'F'L'D)

Proofed: Unknown

Earliest: August 26, 1920

Usage: To be advised; one strike reported to date

Indicia: A only

R.F.: 130

Comments: One strike, above, reported has a reversed "27" for the year; however, since this is on a 4¢ violet John Guy of 1910, we suspect at best this date is 1912. This is far more consistent with all hammers. Meyerson reported only 1912.

Hammer II - (N'F'L'D)

Proofed: Unknown

Earliest: June 11, 1911

Latest: December 8, 1912

Indicia: B or reversed B only

Usage: Best known hammer

R.F.: 130

Comments: In our collection, reversed B is more common than the normal B. On August 21, 1911 we have that month and day slugs reversed as a block. Meyerson reported this hammer as late as 1915 but we have yet to confirm.

Hammer III - (N'F'L'D)

Proofed: Unknown

Earliest: June 27, 1911

Latest: December 6, 1913

Indicia: Blank only

Usage: Sporadic

R.F.: 130

Comments: It is interesting that all strikes so far of this hammer have been blank above the date; was it originally meant to be "C"? Meyerson did not put forth this hammer in his presentation.

Hammer IV - (N'F'L'D)

Proofed: Unknown

Earliest: July 10, 1911

Latest: September 1, 1912

Indicia: D only

Usage: Scarce

N-54, Hammer IV, (continued)

R.F.: 130

Comments: This hammer appears more scarce than Hammers II & III, but less so than I & V.
So far, we have noted no set errors.

Hammer V - (NFLD)

Proofed: Unknown

Earliest: September 22, 1916

Usage: To be advised

R.F.: 130

Comments: Formerly listed as N-56, this was delisted some years ago on the basis that the presence or absence of apostrophes was not sufficient to constitute a separate listing, although differences therein certainly proved separate hammers, which - in this case - is self evident. To date, we have only recorded the one strike above; however, this is misleading. Before we started keeping earliest and latest full dates, this was delisted as N-56 and combined with N-54, and no strikes of this hammer fell outside of the known spread for N-54; thus, none have been reported. Now that this Hammer has been isolated, we feel sure collectors will quickly report more definitive dates. Meyerson reported an early date of May 25, 1911 for this hammer, which we hope to be able to confirm.

For N-54, we were surprised to see that Meyerson listed three different N' F' L' D hammers wherein the only differences were the letters above the date, specifically A, B and D; this followed from our experience that most such above the date indicia were interchangeable within any given hammer. After making our hammer analysis, however, we were able to confirm the correctness of Meyerson's position; each of these individual hammers maintains the letters constant without any replacement. It will be interesting to see if additional reports confirm this point; if so, hammer identification would be highly indicative solely from the letter above the date.

SEPARATION OF N-54 HAMMERS

Step 1. Any strike containing no apostrophes in NFLD is Hammer V.

Step 2. Any strike with a dash after RY. (RY. - T.P.O.), is Hammer V; the other hammers are blank in this position.

Step 3. With Hammer V eliminated, measure the chordal distance from the bottom of the left leg of the "R" of RY. to the bottom of the "T" of T.P.O. A chord of a full 8 mm is Hammer IV, "D" above the date; all others are 7 1/2 mm or less.

Step 4. With Hammers IV & V eliminated, measure the chordal distance from the bottom of the "Y" of RY. to the bottom of the "P" of T.P.O. A chord of 7 1/2 mm is Hammer II, "B" above the date; the remaining two hammers are less than 7 mm.

Step 5. With only Hammers I & III remaining, carefully measure the chordal distance from the bottom of the left leg of the "N" to the lower left corner of the "L", both of N' F' L' D. A chord fractionally over 8 mm is Hammer I, "A" above the date; if fractionally less than 8 mm, it is Hammer III, "blank" above the date.

A chart of chordal measurements of N-54 is available on requests. We note that our measurements for Hammer I were taken from a xerox copy and look for confirmation of same from anyone having strikes of Hammer I.

The next seven listings, involving four steamers and fourteen towns, are ticket stamp cancellations, almost all of which are known on stamp. In 1947, in his first work at organizing the Newfoundland railway markings and T.P.O.s, Meyerson recognized the existence of four of the following; however, based upon the advice of Hiscock that these were ticket stamps and therefore used improperly, Meyerson delisted same and they do not appear in his subsequent works.

Our position is that not only in Newfoundland but also throughout Canada, such ticket stamps used on stamp or cover in lieu of a legal cancelling or dating device, although not in accordance with regulations occurred with sufficient frequency to not only constitute proper listings but also to create most desirable and collectible items in the field of railway cancellations. Some of these ticket stamps, particularly those of the 19th Century, are exceedingly rare and avidly sought.

In the new catalogue to be published later this year, the following listings, N-55 to N-55G will appear in the new Ticket Stamp and Steamer Sections, as appropriate; however, for this Newfoundland analysis, it maintains continuity to review them here under the present system with their existing listings.

N-55

NFLD. RY. / S. S. "HOME"

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: None yet recorded

Usage: To be advised

R. F.: 120

Comments: Following our principle of dating only those strikes, or copies thereof, which we have confirmed, we have not entered any earliest for this listing; however, Meyerson's report of 1947 is illustrated and specific, dated JAN=8 '45, reported at that time by S. C. Calder of England. Accordingly, we feel there is no question on the propriety of this listing. We believe that Shaw's original listing was based on that of Meyerson. The 1947 report of Meyerson adds the additional information that the S. S. HOME served the Placentia Bay T.P.O.

N-55

NFLD. RY. / S. S. BAR HAVEN

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: October 19, 1953

Usage: One strike recorded; undoubtedly others known

R.F.: 120

Comments: The single known strike above is one of only two that we know that does not show use as a cancellation on stamp; this strike is on cover, apparently philatelic, on which there is a second ticket stamp strike, R-19H, C. N. RYS. / S. S. BAR HAVEN. This cover, however, appears to have made its trip through proper mail channels; the 4¢ Bighorn Sheep is cancelled with N-5, ARG. & N. SYD. T.P.O. / ROUTE B, October 20, 1953.

N-55A

NFLD. RY. / MILLERTOWN / JUNCTION

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: November 29, 1933

Latest: March 7, 1937

Usage: Four strikes recorded; probably others

R.F.: 150 (somewhat high)

Comments: An earlier date of 1932 has been reported and we have requested a copy for the confirmation of month and day. Four recorded strikes are on stamp off cover.

N-55A

NFLD. RY. / GAMBO

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: June 30, 1937

Usage: Rare

R.F.: 150 (at least)

Comments: Although this listing has been known for over ten years, we have only recorded the single strike above, 90% complete on a 5¢ Coronation. One of the problems with these ticket stamps is the difficulty in identification of partials. We have at least a half dozen on which only the top is present; with the bottom missing, identification is hopeless.

N-55A

NFLD. RY. / ARNOLD'S COVE

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: February 5, 1937

Latest: March 18, 1938

Usage: To date, rare

R.F.: 150

Comments: Both strikes above were discovered about eighteen months ago by David McKain; they exist on stamp off cover. Although only two dates have so far been recorded, with a date spread of 13 months, we have to believe that additional strikes will be discovered.

N-55A

NFLD. RY. / CARBONEAR

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: August 27, 1935

Usage: To date, one known strike

R.F.: 150

Comments: One of three different town listings for N-55A discovered by Jim Miller, another 90% complete strike on a 5¢ Jubilee

N-55A

NFLD. RY. / BISHOP FALLS

One Hammer, (rubber), Type 1E

Proofed: Unknown

Earliest: October 10, 1937

Usage: One known strike

R.F.: 150

Comments: Jim Miller reported this one is the R.P O. Study Group Newsletter back in February, 1978, on a 5¢ Coronation. In the subsequent two years, no additional strikes have been recorded.

N-55A

NFLD. RY. / CRABBS

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: August 4, 19??

Latest: November 19, 19??

Usage: Only above strikes known

R.F.: 150

Comments: Last fall, Jim Miller identified the latest above, which permitted us to nail down the earliest and establish the listing. Neither strike has the year, but we can guess mid -1930s.

N-55B

NF. RY. / ST. FINTANS

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: July 6, 1937

Latest: November 5, 1937

Usage: Limited to four months.

R.F.: 150

Comments: Although the R.P.O. Study Group inventory list six strikes, we know that four of these were found in one lot of 4¢ Coronations. This appears to be singularly scarce; any others known?

N-55C

N. RY. / PORT REXTON

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: September 15, 1947

Usage: Rare

R.F.: 150

Comments: So far, we have only recorded one strike of Port Rexton, but believe that at least one other is known, and are very anxious to confirm same. On the single strike above, we have not been able to take measurements on the top, N. RY., an important consideration, noted as follows.

N-55C

N. RY. / SPRUCE BROOK

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: September 19, 1933

Latest: January 16, 1935

Usage: Scarce

R.F.: 150

Comments: Meyerson illustrated a date of June 5, 1931, source unknown, which is probable. We have a partial strike dated December 27, 1977, which is probably 1931. We confirm that the chordal distance between right leg of the "N" and the left leg of the "R", of N. RY. is approximately 3 1/2 mm. As a further check, the distance between the periods of N. RY. is approximately 8 1/2 mm. These measurements become important in view of the Comments of the following listing.

N-55C

N. RY. / S. S. CLYDE

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: June 26, 1935

Usage: Rare

R.F.: 150

Comments: Although the vessel, S. S. CLYDE, is well known, having served the Notre Dame Bay T.P.O., the use of its ticket stamp cancellation was completely unknown until the discovery of the single strike above. On this strike, the RY. is clearly visible; however, only the bottom specks of the right leg of the "N" and the "." of N. are showing. Even thus, spacing rules out any other designation but N. RY. If these suppositions are correct, then the N - R measurement from above is about 5 mm, while the . - . distance is approximately 10 mm, both distinctly different from SPRUCE BROOK. In addition to these measured strikes, where the bottom portion is clear, we have another strike, with the bottom missing, on a 4¢ Coronation, wherein the top is presented as N. RY. For this the N - R distance is about 10 mm, while the . - . chord is at least 15 mm. If the latter is not PORT REXTON, then there is at least one more N. RY. ticket stamp, unknown.

N-55D

NFLD. RAILWAY / CARTYVILLE

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: September 28, 1947

Usage: Rare

R.F.: 150

Comments: To date, we have only the single strike confirmed, from our friend, Hugh Aitken. In view of the later period of use, we are surprised that no additional strikes have been reported.

N-55D

NFLD. RAILWAY / PRINCETON

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: January 30, 1939

Latest: June 3, 1946

Usage: Sporadic and scarce

R.F.: 150

Comments: Some times things come in bunches. For years we sat with the latest above with only the unidentified fraction of the bottom showing. Then Jim Lehr came in with a legible bottom strike that was a perfect match. Not long after, Don Wilson reported a lovely strike of the earliest above to complete the picture. A full strike, but illegible date, cancels a 4¢ blue Royal Family on a non-philatelic cover and confirms that indeed these ticket stamps were used in lieu of regular cancellation devices; there are no other cancellations on this cover.

N-55E

N. RAILWAY / ROBINSONS

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: December 12, 1935

Latest: To be advised

Usage: Scarce

R.F.: 150

Comments: So far, in our present set of records, we only have the one full date recorded; however, back in 1975, before we started keeping notes on the month and day (DUMB!), we confirmed several dates for David Prowse including one in 1932 and another in 1937. These - when reconfirmed - are the truly known earliest and latest, and that above is only temporary. This one of the four originally recognized by Meyerson and then delisted; his illustration is dated April 3, 1936.

N-55F

N. G. RY. / S. S. "GLENCOE"

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: September 25, 1937

Usage: One known strike

R.F.: 150

Comments: This complete strike on what appears to be a philatelic cover was discovered a few years ago by Jim Miller. The 5¢ Coronation is tied by N-98, SOUTH COAST T.P.O. / NFLD, in green. It will be interesting to see if any strikes appear on stamp, indicating non-philatelic use.

N-55F

N. G. RY. / PORT AUX BASQUES

One Hammer (rubber), Type 1E

Proofed: Unknown

Earliest: May 23, 1935

Latest: July 14, 1935

Usage: Very scarce

R.F.: 150

Comments: This is the last of the four ticket stamps which Meyerson reported in 1947 and then subsequently delisted; his illustrated drawing is dated December 2, 1937. Accordingly, we can expect the very narrow spread above to widen with later discoveries. According to Meyerson, N. G. RY. is for Newfoundland Government Railway.

N-55G

N. F. R.R. / HARBOUR GRACE JUNCTION

One Hammer (rubber), Type 6F

Proofed: Unknown

Earliest: June 19, 1894

Usage: Rare

R.F.: 200

Comments: The last of our 18 ticket stamp strikes is an absolute gem recently submitted by Don Wilson, used apparently, along with N-82, as a transit mark on a postal card of personal message. A large cancellation, 31 mm in diameter, it is fully struck and completely discernible. Congratulations Don, on this rare find.

N-56

NEWF'D. T.P.O. /

One Hammer, Type 25F (formerly N-57)

Proofed: Unknown

Earliest: May 11, 1905

Usage: Very scarce

R.F.: 150

Comments: There is much about this roller cancellation that we do not know; however, some of our Newfoundland specialists may be able to add to our knowledge. Being a roller, the only way to date strikes with surety is to have covers or piece with an additional dated cancellation. We have only seen and recorded one, that above from Ross Gray, an extraordinary cover with commercial corner inscription to Moncton, N.B., wherein the 2¢ Royal Family is tied with the roller and an adjacent circular ST. JOHN'S N.F. / N'F'L'D dates the strike. Meyerson originally dates this roller from April 8, 1896, and Shaw carried over this dating, but we have no knowledge of the source of this information. We have seen the strike on 3¢ slate Victoria of 1890 and the 3¢ Royal Family of 1898, but this in no way fixes the date of either. We hope that others can report full dated cover strikes.

The next eleven listings, N-58 to N-65, are a mess, completely jumbled from a proper alphabetical order. With "N. & W." (Northern & Western) and "N. N. & W." (Newfoundland, Northern & Western) reversed and others thrown in somewhat indiscriminately, the beginning collector can not help but be confused. In our next analysis for the Newsletter, we will renumber these in some more proper order, the first step of which was to change the old N-57 roller to N-56 (delisted) making N-57 available to help clarify this situation. Since no final determination has been made on this activity, other than it must be done, we can all look forward together to the major renumbering that will have to take place in this small area.

