

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

Volume VIII, No. 4

August 1980

More Newfoundland Analysis

Another 14 pages of hammer analysis from Lew, including an update on changes sent in by all of you and a number of "numbering" changes. Stick with us or you'll never understand Newfoundland!

Program for Study Group Meeting in Texas

Still don't have much specific information from our Program Chairman, Dave McKain. We obviously will spend some time on updating the status of the new handbook, which Lew is slugging away at. Also, we will want to give some time to discussing both the Cowcatcher column and this Newsletter. Is there anything you would like to bring up or have covered? More in our next Newsletter, which should get out in early October.

Apologies From the Editor

My wife and I are members of a group which puts on a musical play every summer - six performances to over 13M people. Lots of fun and we raise considerable money to donate to various groups, but it does take me out of circulation for much of June and all of July. Now that this year's show (The Merry Widow) is history, I'll try and catch up on my pile of correspondence!

Sault Ship Canal - A Further Note

Graham Noble sent in the attached short write up expanding on the earlier material on the Sault Ship Canal sent in by Jim Karr. This updates most of the known material on the marine post offices. We are gradually getting all these special groups covered.

Catching Up With the Mail

A belated congratulations to Gerald Carr for winning the Championship Class at the West Suburban Stamp Club 10th Anniversary Exhibit in Plymouth, Mich. last year. His R.P.O. exhibit did it, much of which we saw at the Toronto show at the Guild Inn in 1975.

Warren Bosch wrote of a new find paralleling M-11I except that it is an Express run instead of Local. We have kind of lost track of many of these new finds, another reason why everyone is so eager to get the new Handbook.

Jim Miller also has sent information on many finds he has come up with on new ship markings on cover. All these data have been sent to Lew and will be part of the new expanded section on boat cancels in the new Handbook.

Another "Better Late than Never" thanks to Jim Felton for his letter late last year with comments on the suggestions and changes in both the Newsletter and the Cowcatcher. I may not always answer very promptly but this type of feedback is very helpful and much appreciated.

That's all for now

Jim Lehr



P.S. We seem to have leveled out at 58 paid up members.

SAULT SHIP CANAL - A further note

by Graham J. Noble

Jim Karr showed some interesting material relating to the Sault Ship Canal in the April Newsletter. I thought I would add a few comments and flesh out the story which should interest study group members.

Marine P.O.s were opened during the navigation season primarily to serve the crews (and their families) of Great Lakes freighters and the Department of Transport administrative staff. These offices were contracted to the federal Dept. of Transport (the postmasters were full salaried employees of the Department) but remained under the jurisdiction of the District P.O.D. Director rather than the Transportation Branch which looked after the RPO's. Their official status was that of a sub P.O. of the respective city though they cancelled mail independently. They were also accounting offices registering mail and issuing Money Orders.

Thus, while they are transportation related they are of course not T.P.O.'s in any real sense and should be listed separately, if at all, under a 'marine' section in the new catalogue.

Post

The Sault Ship Canal Office is located at the Canal Office, Soo Locks, Sault Ste. Marie, Ont. It opened 31 May 1909 and is still very much in operation. The P.O. is open 24 hours a day (the only such P.O. in Canada- needless to say!) from 1 April until 15 December each year.

The Postmasters of Sault Ship Canal have been :

J.W. Ross 1909-1936
 John S. Macleod 1936-1943
 Willard Armstrong 1943
 Leo B. McCourt 1943-1948
 Robert K. Knight 1948-1962

...2

- William J. Hall 1962-1963
 Erik Thuveson 1963
 Lloyd Shier 1963- date

For the record, the other Marine P.O.'s have been:

Cornwall - Marine 1939-1959
 Iroquois - Marine 1960
 Port Colborne - Marine 1932-1964
 Thorold - Marine 1965- date

Note- Much of the preceeding information is from,
 Graham J. Noble, 'Ontario's Marine P.O.'s', Maple Leaves
 October 1977, 16(9), 239-40.

Hammers

Sault Ship Canal comprises four listings in the Shaw/Ludlow catalogue:

O-314B Type 13B

Hammer I E: No 25 1909 (Noble)
 L: Au 1 1939 (Karr)
 TM: AM (usual), PM (Scarce) blank, 1919
 blind date slug - 1926

Hammer II E: Sp 7 1942 (Noble)
 L: Au 1951 (Noble)
 TM: AM

Hammer III E: Jy 24 1955 (Karr)
 L: Fe 14 1964 (Karr)

*I suspect pattern is AM-PM
 till around 1915 then
 generally blank until
 1940.*

ratio approx as follows: Ham I - 40%, Ham II 40%, HamIII 20%

...3

O-314C - Type 4I

E: 1909 (Ludlow)
L: known in use 1978 (Noble)

Note: The usage of this hammer is very unusual and does not seem to follow any established pattern. I suspect it was in use for a few months in 1909 until the introduction of O-314B Hammer I, then laid aside, possibly for as long as 55 years. All examples I have seen are from the late 1960's- date

O-314D Type 22F (roller)

E: (1926)
L: (1975) (Robinson)

Note: This was proofed around 1924 though I could not find it in a recent examination of the proof book for that period. An example has turned up from around 1926 and it is known as a favour strike from 1975 and presumably is still in use.

O-314E Type 24I

This is a standard Registration rectangular boxed rubber handstamp and is of questionable validity as a catalogue listing *as it was never intended to cancel mail stamps and is not a date.*

No doubt further reports will fill in the above periods of use. Of particular interest would be reports of the pattern of use of O-314c.

SAULT SHIP CANAL

Post CARD

Miss Ada Ketchum

423 Broadway,
Interois

This side for the Address only

For Writing Messages

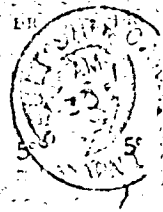
Miss Ada.
got your card and
letter which, we are
glad to send over without
of course, I was telling
to the Sunday night for about
two hours, the 10 minutes was
the only time I was in a hurry.

CANADA STEAMSHIP LINES LIMITED

Institute of Mentalphysica
213 South Robertson Blvd.
Dept. A-45 Los Angeles
Calif.
U.S.A.

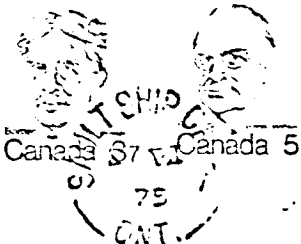
6

Postes CANADA Post



The Manager. Shoe Dept.
Simpson's ~~Dept.~~ Budget floor
Autway level Dept. 695
Toronto
Ontario

SC 2,500,000-7-5-58



G.T. NOBLE
P.O. BOX 343
ISLINGTON,
ONT.

NEWFOUNDLAND HAMMER ANALYSIS (Continued)

Our presentation of the Newfoundland analysis in the Newsletter has elicited considerable new data, and before continuing our work on the listings and the hammers, we present herewith the new information that has been collected up to this time of writing.

Listing	Hammer	New Information	Reporter
N-4A		Latest - March 17, 1968	173
N-5	II	Earliest - June 11, 1951	173
N-15	III	Earliest - September 12, 1897	173
N-15	III	Latest - December 8, 1898	151
N-15	IV	Earliest - July 27, 1908	173
N-15	VII	Earliest - March 25, 1896	173
N-15	IX	Latest - January 1, 1914	151
N-33		Latest - June 30, 1949	173
N-36		Third copy recorded - June 14, 1914	137
N-35A		Correction - Change Reporter from 146 to 145	146
N-37	II	Earliest - January 24, 1896	151
N-37	II	Latest - May 6, 1896	173
N-38A		Earliest - January 26, 1938	173
N-41		Latest - June 21, 1941	137
N-49		Correction - Change to DOUBTFUL May 21, 1925 was N-47.	151
N-51		Latest - 1924. Month and day unknown	173
N-52		Correction - Change September 2, 1927 to September 2, 1922; this is still latest.	151
N-54	III	Latest - August 1, 1920	151
N-55A	ARNOLD'S COVE	Correction - Earliest is September 5, 1937, not February 5, 1937.	173
N-55A	CARBONEAR	Earliest - October 24, 1933	151
N-55B	ST. FINTANS	Earliest - June 24, 1936	151
N-55E	ROBINSONS	Earliest - September 28, 1933	151
N-55E	ROBINSONS	Latest - April 23, 1937	173

Apparently the three last lines of Comments for N-37 were not complete in the Newsletter copy; repeat:
 "A chord from the upper left corner of the "N" of N^o 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, III - 4 mm and
 Hammer IV is just under 6 mm. Please send more data on these hammers."

Bill Robinson has submitted a composite of two cancellations which gives us a new listing under N-55A, namely CORNER BROOK, a dated strike of May 30, 1932. Any other strikes of Corner Brook out there? At the same time, Bill also submits another strike of N-55A on which the bottom wording ends in ???? ?AKE; Bill and I both agree that this is probably DEER LAKE and hope that some one can confirm. Bill's strike is 1935, month and day unknown. Finally, Bill has submitted a third strike that reads LEWISPORTE across the bottom, Type 1E; however, the top is missing and it could be N-55A, B, C, D, E or F. Can anyone help us pin this one down so we can set up a proper listing?

Before trying to reorganize the next eleven listings, it is necessary to go back (and forward) to pick up one that we missed. Following the principle that listings should be based on the T.P.O. or R.P.O., regardless of other extraneous words, the present N-80 is out of sequence; accordingly, this N-80 is herewith reclassified and listed as N-43A, as follows:

N-43A
POST OFFICE / NEWFOUNDLAND / LABRADOR, T.P.O.

One Hammer (rubber), Type 1L, (formerly N-80)

Proofed: Unknown

Earliest: August 14, 1927

Latest: September 26, 1927

Usage: Rare and limited to two months

R.F.: 170

Comments: Meyerson reported a date spread of August 6-14, 1927; while we have been unable yet to confirm his earliest, we can now extend his latest by slightly over a month. Even thus, this is one of the very rare listings of Newfoundland, few of which are common.

The next eleven listings have been completely reclassified to put them in proper alphabetical sequence (as originally presented by Meyerson) and further to put two additional listings back in place, as we have just done with N-80 becoming N-43A. Additionally, two runs will be delisted herein. It is important to emphasize that these changes are not capricious. Our present listings for Newfoundland have been in place, added to and delisted from for almost twenty years; in the process, small sections of our system have been rendered cumbersome. In our current presentation, it is hoped to reorganize ourselves in such a manner that changes will not be required for another twenty years.

We are herewith formally delisting the former N-58A, N. & W. Railway / Newf'd, Type 17F. No such listing was reported by Meyerson, and we have never been able to confirm any such strikes. Shaw reported a single strike in 1907; however, this would fall clearly in the center of the former N-58, N. & W. RAILWAY / NEWF'D, Type 17F, which is known used 1900-1918, and we believe that the only difference of the delisted from the known - lower case letters rather than upper case letters - is just an error in reporting.

We are also formally delisting the former N-65, NORTH COAST T.P.O., type unknown, reported by Shaw as "doubtful", supposedly struck in 1938. This too was unknown to Meyerson, is unconfirmed by us, and we have been unable to locate the source of Shaw's report. We would guess that this is some sort of an inversion error in reporting, perhaps from a partial strike of N-16.

Our last listing was N-56, NEWF'D T.P.O. / , Type 25F, the roller cancellation, and in proper alphabetical sequence, our next listings are those of Newfoundland, Northern and Western Railway:

N-57

N. N. & W. RAILWAY - T.P.O. / NEWF'D

Two Hammers, Type 4J (formerly N-63)

Hammer I

Proofed: Unknown

Earliest: August 4, 1901

Latest: November 6, 1902

Indicia: A only

Usage: Currently narrow and probably incomplete

R.F.: 120

Comments: Meyerson reports this hammer as early as 1898, undoubtedly correct but as yet unconfirmed. Early on in our data collection process, for this listing we confirmed November 9, 1898 for the earliest and June 20, 1903 for the latest; however, at that time, unfortunately we did not check for individual hammers and now it will be necessary to go back and reconfirm both strikes.

Hammer II

Proofed: Unknown

Earliest: November 20, 1898

Latest: September 30, 1902

Indicia: D and reversed D only

Usage: Known over three year period

R.F.: 120

Comments: Meyerson reported 1903 as latest for this hammer and we expect this to be confirmed. On the latest above, Ross Gray reported "C" above the date; however, it is a partial strike and could just as easily be a reversed "D". This strikes measures correctly as Hammer II, all others of which have D above the date in some form. Shaw reported B, C and E above the date but we have been unable to confirm.

IDENTIFICATION OF N-57 HAMMERS

- Step 1. Measure the chordal distance from the bottom of the left leg of the first "N" of N. N. & W. to the top of the left leg of the "N" of NEWF'D; Hammer I is 3 3/4 mm, while Hammer II is only 3 mm.
- Step 2. As corroboration, measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the left leg of the "W", both of N. N. & W.; Hammer I is 8 1/2 mm, while Hammer II is only 7 1/2 mm.

There may be three hammers of N-57, but from our limited stock and copies of other reports, we have only been able to confirm two hammers. Meyerson reported a third hammer, C above the date; unfortunately, Meyerson's drawings are not exact and can not be used for chordal distances. Although not completely definitively, the letter above the date, like N-54, appears indicative of the hammer. If correct, and both Meyerson and Shaw could be confirmed, there could be five hammers. We welcome additional input on this somewhat uncommon listing.

N-57A

T.P.O. / NEWFOUNDLAND / N. N. & W. RAILWAY

One Hammer (rubber), Type 1L (formerly N-63A)

Proofed: Unknown

Earliest: February 22, 1927

Usage: Rare - one known strike

R.F.: 200

Comments: We are delighted to report this very recent discovery by Geoff Walburn, who has contributed so much to our speciality. It is a full strike in blue on a printed facing slip (the printing - From Newfoundland T.P.O. [between bars]) for New York (in pencil). This new listing could prove very helpful; so far, it is the only Type 1L for Newfoundland with "T.P.O." at the top of the strike. Should anyone have a partial Type 1L strike, showing "T.P.O." at the top, we will be glad to check same for the confirmation of identification.

N-58

N'FLD • N. SYDNEY T.P.O. / .

One Hammer, Type 4H (formerly N-61)

Proofed: Unknown

Earliest: June 30, 1910

Usage: Rare; single confirmed copy

R.F.: 170

Comments: To date, we have only been able to confirm the single strike above from Dave McKain, a faint but legible cancellation on a Canadian 1¢ Admiral, not surprising for this cross-border listing of the period. Meyerson also reported only a single strike, December 21, 1911; though unconfirmed, this constitutes a frame of reference for our latest projected date.

In analyzing N-59, (formerly N-58), there is much yet to be learned. Our study has only been made across a limited number of strikes, and we have not seen the "A" and "E" above the date that were reported by Meyerson. Even thus, we can advise of at least six different hammers, versus five reported by Meyerson, and further our analysis indicates that - contrary to Meyerson - there is no correlation between the letter above the date and each specific hammer, all of which would suggest a reexamination of our positions on N-54 and N-57 (formerly N-63) as more examples come to light and are made available for examination.

N-59

N. & W. RAILWAY T.P.O. / NEWF'D

Six Hammers, Type 17F (formerly N-58)

Hammer I

Proofed: Unknown

Earliest: July 10, 1903

Indicia: B only thus far reported

Usage: To be advised

R.F.: 100

Comments: So far, we have identified only one strike of Hammer I; this also is the earliest we have recorded for this listing. Although Shaw advises that such is known as early as 1900, we believe this is a report in error for N-60 (formerly N-58B); Meyerson also advised that the earliest for N-59 was 1903, not 1900.

N-59 (formerly N-58) , Continued.

Hammer II

Proofed: Unknown

Earliest: October 2, 1903

Indicia: C only, thus far reported

Usage: To be advised

R.F.: 100

Comments: This single known strike of Hammer II, on a cover of Ross Gray from Bay of Islands to Warsaw, N. Y., was either badly worn or poorly inked; over 60% of the circular rim is missing from the cancellation. If worn, much earlier strikes could be expected; however, such is not consonant with existing knowledge.

Hammer III

Proofed: Unknown

Earliest: October 24, 1904

Latest: January 15, 1911

Indicia: B in 1904; blank thereafter

Usage: Comparatively constant throughout

R.F.: 100

Comments: "1" for "11" in 1911 on latest above. Later strikes have the rim missing in the upper right quadrant, and letters of such strikes show considerable wear.

Hammer IV

Proofed: Unknown

Earliest: October 24, 1904

Latest: February 6, 1911

Indicia: C above the date; however, blank known on May 4, 1906

Usage: Currently known pattern sporadic

R.F.: 100

Comments: Earliest above, plus the earliest of Hammer III, are backstamps on the same cover, from Don Wilson, which transited from Cloverton to St. Johns. Wilson also has two strikes of this hammer on two different covers, where "50" was used in error for "05" on April 27 and 28, 1905.

Hammer V

Proofed: Unknown

Earliest: March 3, 1906

Latest: January 1, 1909

Indicia: C only known to date

Usage: Currently limited to less than three years

R.F.: 100

Comments: Known strikes are reasonably clear and clean with little apparent wear.

Hammer VI

Proofed: Unknown

Earliest: September 4, 1917

Indicia: Blank only

Usage: To be advised

R.F.: 100

Comments: After the 1911 strikes of Hammer III and IV, no further strikes of this hammer are known.

N-59, Hammer VI, Comments (continued)

single strike above in 1917. Meyerson, however, reported at least two strikes in 1918. Undoubtedly, investigation of other collections on the basis of this analysis will flesh out this interim period. Hammer VI, although legible and complete, shows signs of substantial use, indicating that earlier strikes are probable. Also, we suspect that Hammer VI was a replacement hammer for one of the other five hammers, all of which currently lapse from use before the start of Hammer VI.

IDENTIFICATION OF N-59 HAMMERS

For clear cancellations, the identification of a single strike as one of six is surprisingly simple:

- Step 1. Measure the chordal distance between the bottom two points of the "W" of N. & W.; a distance of only 1 mm isolates Hammers I, II and III, since Hammers IV, V and VI are almost 1 1/2 mm, a distinctly discernible difference.
- Step 2. For Hammers I, II and III, measure the chordal distance from the top of the left leg of the "N" to the upper left corner of the "D", both of NEWF'D. Hammer I measures almost 8 1/2 mm, while Hammers II and III are only just 8 mm.
- Step 3. Measure the chordal distance from the bottom of the right leg of the "R" to the bottom of the right leg of the second "A", both of RAILWAY. Hammer II is clearly over 8 1/2 mm, while Hammer III is just barely over 8 mm.
- Step 4. For Hammers IV, V and VI, repeat Step 2. Hammer VI is 7 3/4 mm, distinctly less than 8 mm; Hammer IV is 8 1/4 mm, distinctly over 8 mm; Hammer V is 8 3/4 mm, almost 9 mm.

At least a beginning has now been made on the hammer analysis of this relatively common Newfoundland listing. While further investigation may reveal additional hammers, a chart of eight different chordal measurements is now available upon request.

N-60

N. & W. RAILWAY . T.P.O. / NEWF'D

One Hammer, Type 4J (formerly N-58B)

Proofed: Unknown

Earliest: October 9, 1900

Latest: January 5, 1903

Indicia: E only so far recorded

Usage: Scarce and limited to just over two years, but with strikes reported each year
R.F.: 120

Comments: Shaw reported A, E and Blank above the date; however, Meyerson only reported the existence of E and that is all we have been to confirm. During the period August 1, 1902 - September 13, 1902, E above the date appears as "F", with the bottom bar of the "E" missing.

This has now placed our Newfoundland, Northern and Western Railway (N. N. & W.), Newfoundland & North Sydney and Northern & Western Railway (N. & W.) in proper alphabetical sequence. To complete the restructuring of this group it is now only necessary to sort out the various Notre Dame Bay listings, as follows:

N-61

NOTRE DAME BAY T.P.O. / NEWF'D

One Hammer, Type 4J (formerly N-59)

Proofed: Unknown

Earliest: June 20, 1899

Latest: October 3, 1904

Usage: To be advised

R.F.: 100 (too low)

Comments: Based on our experience, the above rarity factor is undervalued. We state frankly that our information on this listing is incomplete. Meyerson illustrated two different hammers, one with an inside diameter of approximately 16 1/2 mm, and a second with an inside diameter of approximately 13 1/2 mm. While Meyerson's illustrations are not exact and can not be used for reproducible measurements, he certainly indicates two hammers, one large and one small. For his large first hammer, Meyerson indicated a date spread of 1899-1914, while for the other 1913-1914. To date, we have only been able to analyze four strikes, within the date spread above; all four are the same hammer, and have an inside diameter of 15 mm. The latter conforms to neither of the Meyerson illustrations, being dead center between the two. Several years ago, before getting into hammer analysis of Newfoundland, we confirmed a strike of August 29, 1914 for Fred Seaman; however, it will be necessary to check this one again to see if it is the same as the four presently recorded. What went on between our 1904 above and the 1914 dates of Meyerson and Seaman? We hope our readers can help us fill in this period.

N-61

NOTRE DAME BAY T.P.O. / NEWFOUNDLAND

One Hammer (rubber), Type 3D (formerly N-59A)

Proofed: Unknown

Earliest: September 14, 1920

Latest: December 5, 1920

Usage: Rare - less than three months

R.F.: 150 (low)

Comments: This listing in previous catalogues was incorrect; the entire wording is in upper case letters, not lower case, and further, the type is 3D, a double line oval, not Type 3C, a single line oval. This latter information thus corrects Meyerson's illustration. This is indeed a rare strike. Although Meyerson's previous date spread of one week has been extended to ten weeks, we can only confirm the two cover strikes listed above.

N-62A

NOTRE DAME BAY SOUTH T.P.O / NEWF'D

One Hammer, Type 17F (formerly N-64)

Proofed: Unknown

Earliest: Not yet recorded

Usage: Currently unknown

R.F.: 140 (obviously incorrect)

Comments: Our only knowledge of this listing is from a single report by Meyerson, dated June 26, 1918; we feel it is probably correct. The lettering and type are sufficiently defined, and sufficiently different from any other strike, that it does not seem probable that there could be some confusion with some partial strike of another listing. However,

N-63
POST OFFICE, NFLD / N. D. BAY SOUTH

One Hammer (rubber), Type 5I (formerly N-78)

Proofed: Unknown

Earliest: May 3, 1935

Usage: To be advised

R.F.: 130 (low)

Comments: So far, we have fully confirmed only the single strike above from Bill Robinson. Meyerson also reported only a single strike in 1940, which is probably correct. It has been suggested to us that there has to be a NORTH hammer, but we do not feel that this necessarily follows. Certainly, we have not confirmed same, and such was not acknowledged by Meyerson. Can anyone add to our knowledge of this large single-line circle cancellation?

N-64
POST OFFICE, NFLD / N. D. BAY, NORTH (SOUTH)

Two Hammers (rubber), Type 7E (formerly N-79)

Hammer I - NORTH

Proofed: Unknown

Earliest: October 17, 1929

Latest: June 28, 1935

Usage: Two confirmed strikes

R.F.: 120 (low)

Comments: Meyerson reported on a single strike and date, the earliest above, and we have been able to extend this period by almost six years. We feel assured that other strikes will surface to fill in this gap.

Hammer II - SOUTH

Proofed: Unknown

Earliest: July 23, 1932

Usage: To be advised

R.F.: 120 (too low)

Comments: So far, we have only been able to record the single strike above from Dave McKain. Meyerson, on the other hand, reported a date spread of 1931-1936 for this SOUTH hammer, and indicated that it was eight times more common than the NORTH hammer. This may possibly be correct, but obviously it is the reverse of our own experience to date. We will be interested to see which way additional reports swing the balance.

N-65

N. D. B. North (South) T.P.O. / Nfld

Two Hammers (rubber), Type 7D (formerly N-60)

Hammer I - North

Proofed: Unknown

Earliest: August 8, 1946

Latest: June 18, 1949

Usage: Approx. three years

R.F.: 100 (low)

Comments: These cancellations are somewhat more well known than their N-63 and N-64 predecessors. Meyerson reported an earliest date three months before that above, specifically June 11, 1946.

Hammer II - South

Proofed: Unknown

Earliest: July 10, 1947

Latest: June 23, 1949

Usage: Parallels North hammer - probably about three years

R.F.: 100 (low)

Comments: Meyerson reported an earlier date of October 18, 1946; the 1949 latest above, however, extends that of Meyerson by almost two years.

For both N-64 and N-65, being rubber hammers, we have made no effort at hammer differentiation other than in the North and South lettering of the hammers themselves. Our experience with the rubber hammers is that chordal measurements are not constant.

There!!! That completes our reorganization of these eleven listings. While initially the changes in listings will create some small problems, in the long run this new and more systematic order should prevent what was a minor chaos from being expanded. We can now return to a continuation of the normal listings.

N-66

PLACENTIA BAY T.P.O. / NFLD

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: October 3, 1945

Latest: August 17, 1946

Usage: To be advised

R.F.: 120

Comments: The original listing by Shaw, carried forward in our 1975 catalogue, was incorrect. As Type 5B, this was merely an overinked version of N-70. However, Bill Robinson submitted to us a Type 7D strike, with NFLD at the bottom and the balance reading the same, and N-66 was changed accordingly. (Bill's strike is the earliest above). N-66 with its small lettering is distinctly different from the larger lettering of N-70; also the double lines of the circle of N-66 are closer together and tend to overink into one line on heavy strikes more readily than with N-70. Finally, as Dave McKain can advise, if you get a light strike of N-66 on the 1¢ dark grey Codfish, you

N-67

PLACENTIA BAY / T.P.O.

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: October 6, 1943

Usage: To be advised

R.F.: 100 (low)

Comments: Although Meyerson reported and illustrated this listing as early as 1938; we have only been able to confirm the single strike above from Dave McKain. It is obvious that we need more reports to get a more clear picture of this specific cancellation.

N-68

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

One Hammer, Type 4J

Proofed: January 8, 1910

Earliest: October 15, 1910

Latest: May 17, 1912

Usage: Scarce and limited to about two years

R.F.: 75 (undervalued)

Comments: We are indebted to Bob Pratt for the establishment of the above proof date. Meyerson reported this listing as late as 1929, which undoubtedly gave rise to the very low rarity factor above; however, we suspect that this 1929 report is in error from N-72, which followed N-68 in 1913 and has been confirmed by us as late as 1928. It will be interesting to see if subsequent recordings substantiate this position.

HELP!!! We have several problems with N-69. Meyerson reported two different hammers for N-69, both before 1910, and we have been able to confirm each of these; however, from the proof data provided by Bob Pratt, we are advised of two more N-69 hammers, one in 1925 and another in 1926. Unfortunately, copies of these proof strikes are not yet available, so we do not know if they were new hammers or old ones repaired and/or recut. Meyerson reported his first hammer as late as 1938, which is improbable unless this hammer was restored. Dave McKain currently holds our latest recorded strike, also 1938, but we will have to look at this again to identify its hammer characteristics. Shaw reported N-69 as early as 1898, but neither Meyerson nor ourselves have confirmed. Accordingly, what follows is based only on knowledge existent at this time of writing and undoubtedly will be expanded considerably.

N-69

PLACENTIA BAY • T.P.O. / NEWF'D

Two Hammers, Type 4J

Hammer I

Proofed: Unknown

Earliest: November 19, 1899

Latest: June 22, 1900

Usage: To be advised

R.F.: 75 (low?)

Comments: This hammer is characterized by a mid-vertical dot between BAY and T.P.O., which is not present on Hammer II. Although not shown in Meyerson's illustration, there is probably a mid-vertical dot between PLACENTIA and BAY, which is definitely not present on Hammer II. We would appreciate receiving clear copies of Hammer I strikes.

N-69 (continued)

Hammer II

Proofed: Unknown

Earliest: March 7, 1909

Latest: December 6, 1918

Usage: Sporadic over indicated period

R.F.: 75 (low?)

Comments: Meyerson reported this hammer in 1907, undoubtedly correct. For Hammer II, the chordal distance from the bottom of the "P" to the bottom of the right leg of the first "A", both of PLACENTIA, is distinctly less than 5 mm; for Hammer I, it is distinctly over 5 mm.

N-70

PLACENTIA BAY T.P.O. / Nfld

One Hammer (rubber) Type 7D

Proofed: Unknown

Earliest: October 8, 1946

Latest: December 18, 1948

Usage: Well known during brief period

R.F.: 100

Comments: In 1962, Meyerson reported this listing only for 1947; subsequently, we have been able to confirm one more year, fore and aft. Shaw gave a spread of 1938-1949; while the 1949 may prove to be correct, we have some doubts about the 1938 date, as possibly reported in error for N-67. This is a large hammer and, when overinked, gives the false appearance of a single line, rather than a double line, rim.

N-71

PLACENTIA BAY / T.P.O.

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: February 9, 1943

Latest: July 1, 1944

Usage: Currently narrow and scarce

R.F.: 120

Comments: As previously listed in the catalogues, Type 17H was incorrect; this is definitely a large Type 5B hammer. To date, all strikes of N-71 that we have seen are faint, legible and single line rim; however, we wonder if this is merely a worn rubber hammer of N-67? This is a good question for additional study. This listing was not reported by Meyerson, who did not miss much; another reason for us to consider N-67.

N-72

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

One Hammer, Type 17F

Proofed: Unknown

Earliest: July 13, 1913

Latest: June 18, 1928

Usage: Sporadic over 15 years

R.F.: 100

Comments: Although Meyerson reported this listing as rather common, and we have extended his latest by five years, our own experience indicates that the above rarity factor is somewhat undervalued.

N-73

PLACENTIA T.P.O. / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: April 25, 1942

Latest: August 26, 1945

Usage: Relatively common over more than three years

R.F.: 50

Comments: Meyerson reported this listing as early as 1927, and Shaw as early as 1913, but our records would indicate that both such reports are possibly errors in reporting for N-69 or N-73A. Some of these Newfoundland strikes are very hard to decipher and past experience has shown that reporting errors have been quite common.

N-73A

PLACENTIA R.P.O. / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: August 18, 1924

Latest: September 25, 1941

Usage: Intermittent

R.F.: 75 (low)

Comments: Meyerson reported a date spread of 1913-1945 and in view of current knowledge, this seems possible; we must advise, however, that our experience indicates that the above rarity factor is substantially undervalued, since to date, we have recorded only three strikes of this listing.

N-74

PORT AUX BASQUES -- NORTH SYDNEY / T.P.O. NFLD

Two Hammers (rubber), Type 7D

Hammer I

Proofed: Unknown

Earliest: July 6, 1943

Latest: August 21, 1943

Usage: To be advised

R.F.: 100

Comments: Note the correction of our 1975 catalogue listing in that T.P.O. is in the top of the strike, not the bottom. Following our principle of only reporting known facts, we have tentatively entered the latest above, knowing full well in advance it will be superceded; we just don't know by whom. The earliest above is absolutely sharp and clear, a clean strike showing no wear; it must have been struck within a few months of the making of the hammer. For the double line rim, the inside diameter of the inner circle, just under 40 mm; the thickness of the outside circle line is 1 mm. Bill Robinson has a strike of August 16, 1946, but we need to see a copy to fix the hammer.

N-74 (continued)

Hammer II

Proofed: Unknown

Earliest: November 5, 1945

Latest: January 31, 1947

Usage: Well known over fifteen months

R.F.: 100

Comments: This hammer was not recognized by Meyerson. Originally, we listed this as N-76A, Type 8A, since the first cover that we saw from Joe Purcell had vestiges of a third ring inside the lettering; several subsequent covers sent to us have shown this inner ring not to be constant and undoubtedly result from overinking. Accordingly, N-76A is herewith delisted.

The more important question, as suggested by some, is whether this hammer is merely a worn, swollen state of Hammer I; at first glance, it would seem so, but measurements carefully made of both do not support this theory. The average thickness of the outer circle of the double circle rim is almost 2 mm, but the spacing between the rings of the double circle is constant and equal to Hammer I at 1/2 mm. Further, there is absolutely no difference between the two hammers on the thickness of the inner circle, 1/4 mm, the diameter of which is a full 43 mm, at least 3 mm larger than Hammer I.

The difference in size of these two rubber hammers is so gross that a differentiation must be made. This will be fully confirmed if we can record Hammer I later than 1945, or cross both of them over somewhere in 1944. Although we do not normally try to separate rubber hammers, for the time being this is an exception.

We are herewith delisting N-74A, which had the same wording as N-74, Type 7D, but was classified as Type 5B, the only difference being either a double or single line large circle rim. N-74A, not recognized by Meyerson, was originally reported by Shaw, we believe in error for a light or partial strike of N-74, Hammer I; the current latest for this Hammer I, August 21, 1943, has less than 20% of the inner circle present in the strike, all at the bottom, and if anyone saw only the top, they would swear it was one of the Type 5s. Obviously, we have never confirmed a strike of N-74A; thus, the delisting.

N-74B

Port aux Basques -- North Sydney / R.P.O. NFLD.

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: June 4, 1947

Latest: July 15, 1948

Usage: Limited to approximately one year.

R.F.: 120

Comments: This listing, recognized by Meyerson, differs from N-74 in several respects - a single line circle, 33-34 mm diameter, lower case lettering at the top, and R.P.O. on the bottom. Early strikes of the "R" in R.P.O. are reasonably clear, but on later strikes this "R" appears almost as a "B", albeit a very smudged one. The date spread above fully encompasses that reported by Meyerson. This is a straight forward listing with no overt complications.

N-75

PORT AUX BASQUES & NORTH SYDNEY / T.P.O.

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: January 18, 1935

Latest: February 3, 1939

Usage: Comparatively common within period

R.F.: 50

Comments: Most strikes are known in violet. Meyerson recognized two distinct varieties of the wording of this listing. Shaw, however, combined them into one listing under Type 17H. We agreed with Meyerson's position and separated them again making N-75 Type 5B and creating N-75B as Type 17H. This listing, Type 5B, is by far the more common of the two. Meyerson reported a date spread of 1922-1940. While his latest is quite probable, we find the 1922 earliest suspect; we know of no Type 5 large rubber hammers in the early 1920s, and if the 1922 date is correct, we predict that it will be either N-75A, probable, or N-75B, possible.

N-75A

Port aux Basques & North Sydney / T.P.O.

One Hammer (rubber), Type 17H

Proofed: Unknown

Earliest: 1926

Usage: Rare

R.F.: 170

Comments: The only difference between this listing and the following N-75B is the lower case lettering, rather than upper case. Although this is a rubber hammer, its diameter is only 29 mm, and thus this is one of the few times that a rubber hammer is classified as one of the Type 17s. For years the only knowledge of this listing was from Meyerson's single illustration dated November 21, 1926; however, we recently confirmed for Dave McKain our single recorded strike above, 1926, month and day unknown.

N-75B

PORT AUX BASQUES & NORTH SYDNEY / T.P.O.

One Hammer (rubber), Type 17H

Proofed: Unknown

Earliest: December 1, 1928

Latest: July 27, 1929

Usage: Rare

R.F.: 200

Comments: Earliest above is struck in blue. This listing is similar to N-75, except for size. The diameter of N-75B is 28 1/2-29 mm while that of N-75 is a full 33 mm; further, the lettering of the former is visibly smaller than that of the latter. Meyerson reported an early date of 1927 which we have not yet been able to confirm. Along with N-75A, this is a rare and seldom seen cancellation.

N-76

PORT AU BASQUES & N. SYDNEY T.P.O., NF. /

One Hammer (rubber), Type 5G

Proofed: Unknown

Earliest: February 21, 1939

Latest: January 9, 1942

Usage: Comparatively common, particularly in 1941

R.F.: 110

Comments: Know struck in both black and violet. The listing in our 1975 catalogue was previously corrected, "AÜ", not "AUX", and Type 5G, not Type 5B. Well recognized by Meyerson, the above earliest preceds his by over one year.

N-76A was previously delisted, being Hammer II of N-74.

We are herewith delisting N-77. No strikes have ever been recorded by us, and it was not recognized by Meyerson. The reference of Shaw's listing, Reporter #70, would indicate that this listing came about in error through the abbreviation of the wording of N-74B.

N-78 has already been relisted as our N-63, while N-79 was reclassified as our new N-64; N-80 was previously relisted as N-43A.

N-80A is herewith delisted. It has been established that this was reported in error for a town cancellation.

N-81 is herewith reclassified as N-104A and will be analyzed later along with N-103 and N-104.

In our next series of analysis we will pick up with N-82, RAILWAY T.P.O. / NEWF'LD, which is known to have (believed?) to have more than one hammer. After we finish with that, we jump into the St. John's listings, almost thirty of them. We can all look forward to N-91 together; there may be as many as fifteen (15!!!) hammers of N-93.

Has anybody noticed? With this group submission, I estimate that there is between 75-80% of the Newfoundland analysis completed. We should be able to finish the whole section in no more than two more sendings of analyses.

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M-46A

HALIFAX DISTRICT/EMERGENCY No.

R.F. = 200

3rd copy



AM No. 2 1963
whole indicia inverted

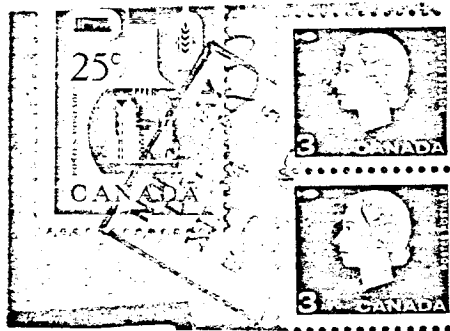
Additional info. on Emergency runs.
Jim

O-186E

NORTH BAY/DISTRICT/EMERGENCY No.

R.F. = 200

1st copy



No. 2

1965

A New Emergency run