

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

VOLUME IX, NO. 3

June, 1981

ANNUAL REPORT OF THE SECRETARY/TREASURER - Because of the change in Editor of the Newsletter, it has taken awhile to pull together our report. As of May 15th, we have 41 paid up members for 1981. Because we have not stressed the dues in our 1981 issues of the Newsnote, I've asked Dave to mail this issue to the following members who still owe dues. If I don't hear from you before the next issue, we'll assume there is no further interest:

Gordon M. Hill
George F. Smalley
J. Paul Hughes
Henry Chlanda
Horace W. Harrison
F. Belanger
Hugh D. Aitken
William G. Moffatt

Charles D. Blair
Jim Miller
Wally L. Gutzman
Gerald C. Carr
Jim Felton
Warren Bosch
Robert A. Lee
R. F. Narbonne

J. C. Michaud
Andy M. Palochik
William E. Topping
R. Seymour Blomfield
J. Don Wilson
Edward J. McGrath
R. B. Miess
Ronald Kitchen

Income

1980 dues paid in 1980	\$210.00
Prepayment of 1981 dues	40.00
New Member fees 1980-1981	45.00
Interest on savings account	<u>16.39</u>

Total Income \$311.39

Balance on hand 12/31/79 300.98

Total to Account \$611.37

Expenses

Reproduce, collate & staple	
Newsletters	\$199.71
Stamps & postage	78.30
Envelopes	<u>8.49</u>

Total Expense \$286.50

Balance in savings account
12/31/80 324.87

Total Accounted For \$611.37

This report is not indicative of our projected expenses for 1981. First, we only published five newsletters in 1980. Second, both postage and reproduction costs have increased appreciably. The cost for the first two 1981 Newsletters averaged \$66.00 each. At this rate the present savings account balance of \$327 (all bills paid through first two issues) will be used up by the end of the year. Thus we must try to reduce costs, reduce the number of issues of the Newsletter, and/or increase dues. This will obviously be discussed at the Study Group Annual Meeting in Ottawa. If you won't be there, drop me a note with your opinions.

Jim Lehr
Secretary/Treasurer

From where I sit, it looks like it will cost about \$65.00 per issue and if we go for four more issues that will be \$260.00. If all the above members send in their dues that will bring in \$120.00. On an annual basis, then $41 + 24 \times \$5.00$ equals \$325.00. Now with six issues per year at \$65.00 that's \$396.00 or a shortfall of about \$1.00 in dues per member, or a reduction of one issue's worth of expenses. With the Newf. material coming to an end, that will bring down the costs somewhat, but eventually we will go back to sending out hammer analysis of other areas, and the cost will go up again! So, let's get a check for \$5.00 US to Jim so that we can keep afloat!

Now, back to philately, Jim sent along a beautiful strike of Q-1, Enclosed. He also reports that for a very modest sum he has acquired a copy, on cover, of Q-131. You see, Presidents can take time out to hunt for these elusive little cancels hidden in that dealer's old shoebox. As a matter of interest, I get a lot of positive comments on the copies of strikes like these that are included, and have gotten some good comments on including the exhibit material. Now, who else is going to send in their exhibit material to be used from time to time - don't be bashful!

R-172 - W. MAN. P. O. CAR / . - On this one, I got my non-Canadian foot caught in my mouth - so to speak. While I was very careful not to call it West Manitoba Post Office Car - that sure as hell is what I thought it was and was I surprised when I learned from Lionel Gillam, Graham Noble and Joe Purcell that W. MAN is for Whitby - Manilla! Palmer - there's your answer. If you look at a map, as I did, you will see that it wasn't a wandering or lost clerk at all but one in his proper place. OK.

From Graham Noble comes information on "End of Track": - There has always been some confusion in the minds of RPO specialists as to the exact nature of the "End of Track" Post Office. It is general knowledge that the P.O. was provided to deliver mail to the CPR crews constructing the final stage of the CPR Transcontinental railway. It was a very busy office but cancels are very scarce as most of the crews were illiterate. It has never been positively confirmed whether the office was actually "travelling" or not and the Postal Guides and Annual Reports of the Postmaster General are not clear on the point.

Recently, I uncovered an interesting reference to "End of Track" given in a contemporary account by a correspondent for the London Daily Free Press in 1885. Significantly, it identifies the Post Office as being in a "cart" on one of the side tracks and briefly describes its operation which should be of interest to study group members. "Along the CPR track, Summit Selkirks to Muirs Tunnel - At the Summit of the Selkirks there are at present about 40 tents and in the neighborhood of ten times as many inhabitants. On one of the side tracks the Post Office

cart in charge of Mr. Gordon to whom all the mail matter for the 10,000 men engaged on the road is sent, and by him distributed to its destination. Twenty-five cents per month is charged from each man in the employ of the CPR, and in return each receives his letter wherever he is working." At Texas, Graham, A. Steinhart, K. Ellison and I had a late-night squabble on this subject as to whether the P.O. belonged with RPO - Now you see, Allen, a cart implies wheels and wheels certainly imply movement and it probably traveled on the tracks - conclusion arrived at - valid RPO!

Graham also sent along a couple of strikes of interesting RPO's. Enclosed - a type 4 J(split ring) of Charlottetown & Sackville, which is not currently listed and a CAL & VAN strike (W-25) with a swastika ornament. Lew has both for review. I am sure the first is new but the W-25 with ornaments, while not in the current catalog has been known for quite some time. I have several copies dated between 1918 and 1927 and I think Lew is going to number it W-25A in the new catalog. Of course, the old W-25A will be renumbered.

Graham has the opportunity as a collector/dealer to see a great deal of material that a normal collector would not see or get his hands on. In his searches, he has come up with a number of important finds of value to the hobby, the most recent being a "cache" of western clerk strikes as backstamps on Admiral material. These as well have been sent to Lew but will not be included in the new catalog as this section has already been completed. I'm sure Lew will address these new finds and give them numbers when he completes the catalog. Additionally, Graham is going to be providing us material on his depot speciality from time to time in the near future. Thanks for the input!

More Exhibit Material from G. Carr - Enclosed are two more pages for your review.

Comments from Frank Waite seem to confirm my theory on how the old-style hammers broke down over time creating the double rim and double lettering. We are going to try and arrange with the postal museum to microscopically examine one of the old hammers and try to confirm just what caused the deterioration.

BNAPS Convention: Mentioning the Postal Museum brings to mind the BNAPS Convention in Ottawa Sept. 24, 25, 26. We plan to have an RPO Study Group meeting during the session. Have heard from several members that they plan to be in Ottawa and I certainly hope we will see most of you. Lew and Mac are coming from Japan. We'll have some good sessions.

Last of Newf. Analysis. Enclosed are the last pages of the Newf. analysis that Lew started last year. He has gotten significant new information since this emphasis began and the Newf. section in the new catalog will be greatly enhanced as a result. If you have any input on the enclosed, get it to Lew as soon as possible.

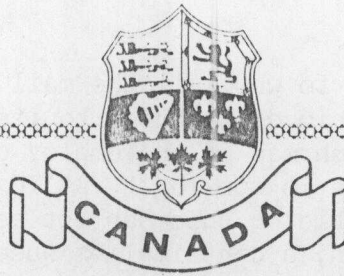
Collection Count: Have gotten about 10 responses so far - on the one hand a low of 250 different and on the other a high of over 2,000. Guess who has over 2,000! As Jim says, that's obscene! Will publish a table in the next newsletter of the response. Please, if you haven't done so, get your count in to me as soon as possible. Once in a while you need to participate with the rest of the group so that everyone benefits - nuf said!

New Find: In searching through a lot of 1¢ Edwards recently I came upon a straight line of MONT. & DUNDEE and have sent it to Lew for confirmation. In the proof strikes such a straight line is included, as are several others, but few have been found. Once in awhile one gets lucky. Have drawn below in case Xerox doesn't come out.

DAVE

MONT. & DUNDEE

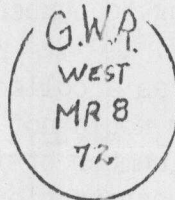




Great Western Railway
No route shown, direction only



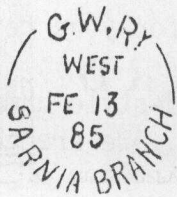
"West"



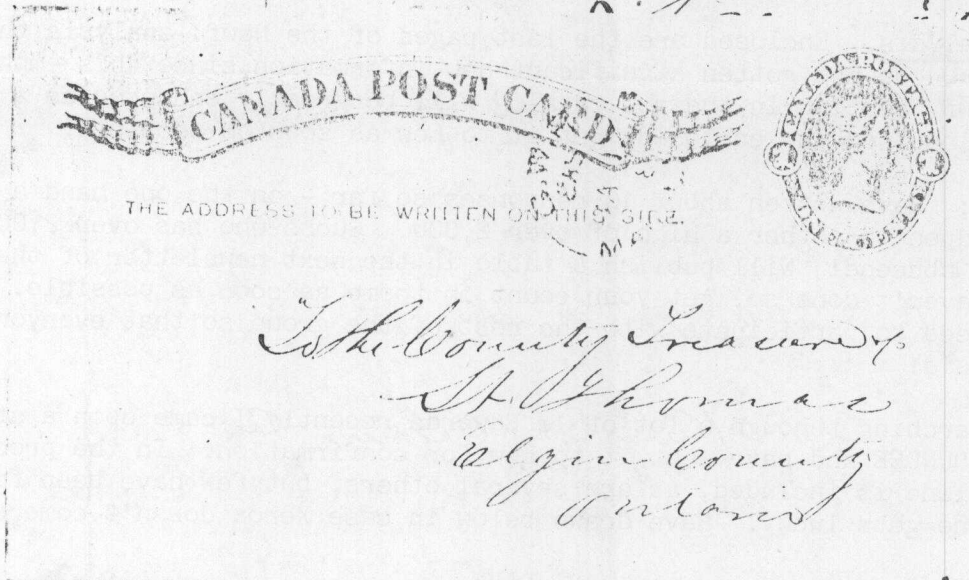
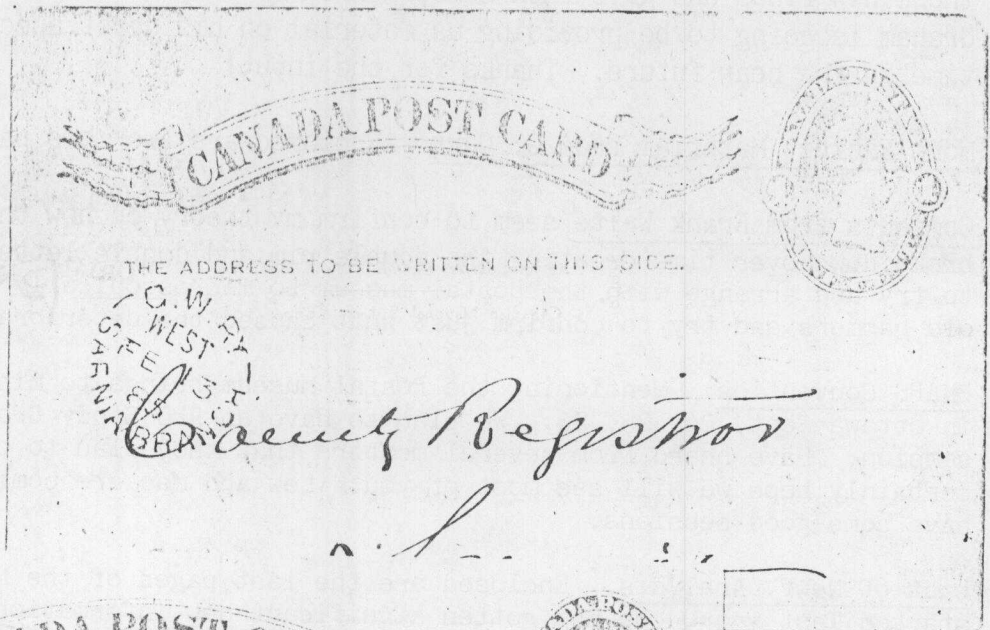
Type 4D



"West"



Type 4B



Type 4C



"West"

REF 150



Unreported
Split Ring →

Quine Black Co. Ltd. Toronto, Canada

Correspondence

Photo: Courtesy Canadian National Railways

Canadian National Railway Company's Car Ferry from Tormentine to Borden across the Straits of Northumberland, connecting Prince Edward Island with main land.

Ma

Sept. 1.

De an

Oct

Adrian de

VALENTINE'S SERIES

POST



CARD



Address Only



Miss Mattie Fottie
Jones

Canadian Pacific Railway

EN ROUTE



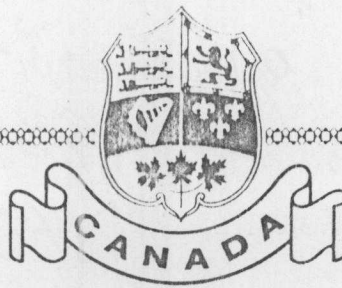
Mr. A. I. Revella

2 College Street,

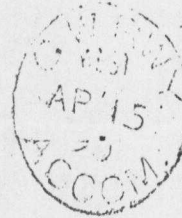
Kingston, Ontario, Can.

← CAL. & VAN RPO
 5 5
 W-25?

What is this?



Railway Post Offices
Great Western Railway
Route: None shown
Direction: West



Mr J. J. Hanson

Bank of Commerce

Peterboro

Ont

G. W. Rwy. "West" AP 15 90 "Accommodation"
Type 16

Accommodation = Local Train

Use of Great Western Cancel 8 years after the
amalgamation took place with the GTR.



"West"
OC 12 83
"Accom."

NEWFOUNDLAND ANALYSIS - FINAL INSTALLMENT

N-103

S. S. NORTHERN RANGER / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: June 25, 1947 - Reporter 173

Latest: May 26, 1949 - Reporter 97

Usage: Uncommon

R.F.: 110

Comments: Meyerson reported a 1944 - 1947 period of use; although we have been unable to confirm his earliest date so far, we have extended his latest by almost two years. Known strikes of this late hammer are usually clean and clear, although somewhat lightly struck, showing very little wear.

N-104

S. S. NORTHERN RANGER / NEWF'D

One Hammer, Type 13B

Proofed: Unknown

Earliest: September 6, 1936 - Reporter 146

Latest: December 20, 1941 - Reporter 147

Time Mark: Only AM thus far reported

Usage: Uncommon

R.F.: 120

Comments: Use of this listing preceded N-103. Meyerson reported dates of 1938-1941; however, our latest reports have expanded his period of use both fore and aft. N-104 strikes that we have seen are light and partial and could be missed easily in a passing glance. Although Meyerson indicated that N-104 was more difficult to find than N-103, our experience to date is that both are about of equal scarcity.

N-104A

(formerly N-81)

POST OFFICE / NEWFOUNDLAND / S. S. NORTHERN RANGER

One Hammer (rubber), Type 1L

Proofed: Unknown

Earliest: June 9, 1938 - Reporter 66

Usage: To be advised

R.F.: T 150

Comments: Although we have never seen this steamer cancellation, we have included this listing from a very definitive illustration by Meyerson of the single date above, which was the only date he included in his reports. Shaw indicated that a 1940 date was known but we have been unable to confirm the source of this report. This is obviously a very rare strike.

A straight line NORTHERN RANGER of unknown origin has been reported and we are trying to confirm.

In our new catalogue, N-103, N-104 and N-104A will be transferred to the Steamer Section.

N-105
STRAITS • T.P.O. / NEWF'D

Two Hammers, Type 4J

Hammer I

Proofed: Unknown

Earliest: July 20, 1903 - Reporter 197

Latest: May 28, 1911 - Reporter 16

Usage: Sporadic and scarce

R.F.: 75

Comments: Meyerson only recognized one hammer, not two, and dated same from 1905, which we have now been able to advance a full two years from recent report. This early hammer is not nearly as well known as Hammer II. So far we have only confirmed less than a half dozen strikes. All known strikes have a mid-vertical dot between the last "S" of STRAITS and the "T" of T.P.O. It will be interesting to see if anyone can close the sixteen year gap between these two hammers.

Hammer II

Proofed: Unknown

Earliest: June 9, 1927 - Reporter 16

Latest: June 23, 1935 - Reporter 207

Usage: Well known through period

R.F.: 75

Comments: The 1933 date reported by Meyerson as latest known has now been extended by almost two years. The 1927 strike above has a mid-vertical dot, as described in Hammer I, but this soon disappears and only a vestige - if any at all - is seen on later strikes. A break in the loop of the "P" and side breaks in the "O", both of T.P.O., are constant after their appearance in the 1930s.

SEPARATION OF N-105 HAMMERS

- Step 1. A strike having no mid-vertical dot between STRAITS and T.P.O. is probably Hammer II.
- Step 2. Measure the chordal distance between the bottoms of the two "T"s in STRAITS. A chord of more than 7 mm is Hammer I, while one of less than 7 mm is Hammer II
- Step 3. For confirmation, measure the distance from the bottom of the "P" of T.P.O. to the upper left corner of the "D" of NEWF'D. A measurement of less than 10 mm confirms Hammer I, while a distance of over 10 mm is Hammer II.

N-106
STRAITS • T.P.O. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: October 26, 1916 - Reporter 197

Latest: June 22, 1919 - Reporter 16

Usage: To be advised - very scarce

R.F.: 130

Comments: There is much that is unknown about this listing. So far, we have been able to confirm only a very narrow spread, less than three years, overlapping World War I. Such usage was unknown to Meyerson, who was aware of only a single date in 1945, after World War II. This latter we have never seen, but do not rule out. Pratt reported three proof strikes for STRAITS T.P.O., type unknown - two in 1944, one in 1945; Meyerson's single strike might be from one of these hammers. Please report any and all dates for N-106.

N-107

STRAITS T.P.O. / NFLD

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: October 27, 1946 - Reporter 16

Latest: June 28, 1947 - Reporter 151

Usage: Very scarce - less than one year

R.F.: 130

Comments: Meyerson recognized this listing with one reported strike - October 12, 1946 - two weeks earlier than that we have been able to confirm. Known struck in violet. Date is usually found in a single line. We are surprised at the scarcity of this relatively recent listing.

N-108

STRAITS & N. E. COAST / NEWF'D

One Hammer, Type 15C

Proofed: Unknown

Earliest: May 29, 1913 - Reporter 179

Latest: October 9, 1915 - Reporter 207

Usage: Scarce - less than one and a half years

R.F.: 150

Comments: Please note that for technical accuracy the type of this listing has been changed from Type 13B to Type 15C. This listing is not common. While not recognized by Meyerson in his original work, he subsequently reported a single strike in 1915; the period of use has now been broadened further, and we have confirmed four specific strikes. Are there any others to report?

We have never seen N-109, SYDNEY & PT. AUX BASQUES N'F'L'D T.P.O., Type 4D, and if it were not for the date reported by Meyerson - 1928 - we would suspect that this has been reported in error for N-109A that follows; this may still be the case, but with over 20 years separation, we would be surprised if there^{is} confusion between the two. Not only have we not seen this N-109, there has not been a single confirmation of its existence. We are marking this one as Doubtful, and if no evidence of its existence is developed, it will be delisted.

N-109A

SYDNEY N. S. & Pt BASQUE N'F'L'D T.P.O.

One Hammer, Type 4D

Proofed: Unknown

Earliest: June 13, 1905 - Reporter 207

Usage: Rare

R.F.: 200

Comments: This listing is a new discovery, not previously reported. Bob Soper sent in the earliest above, noting that it did not seem to be exactly similar to N-109. Visible on this rather scruffy strike, with the aid of a good magnifying glass and some imagination, was SYDNEY N.S. ----- BASQUE N'F'L'D ----, plus the full date. Now, Bill Robinson has recently sent in a partial strike on Scott #83, January 18, 1905, that has the lettering -----S. & Pt BASQUE-----. We believe that the two strikes must be the same listing, N-109A, reconstructed as above. Can anyone provide us with a full strike?

N-110

SYDNEY & Pt. AUX BASQUES T.P.O. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: May 19, 1905 - Reporter 209

Latest: June 1, 1922 - Reporter 16

Time Marks: AM - normal; PM - very scarce

Usage: Sporadic and scarce

R.F.: 150

Comments: Full strikes of this scarce listing are known, but they are light, blurred or both. In "P^t," we believe the "t" to be small and elevated; however, it is possible this is a full capital "T". We wonder if this was a replacement or parallel hammer for N-109A? We note that the only dated strike for the latter is June 13, 1905, subsequent to the earliest above. One hammer is confirmed by numerous constant breaks. Meyerson reported two strikes of this listing, both in 1912.

N-111

TREPASSEY • T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: November 6, 1925

Earliest: December 5, 1925 - Reporter 16

Latest: January 30, 1929 - Reporter 151

Usage: Intermittent and uncommon

R.F.: 120

Comments: Meyerson recognized this listing and dated same 1928 - October 29, 1929. Although we have not yet confirmed his latest report, this should only be a matter of time. On the other hand, his earliest has been advanced by over two years. The above proof date is probable but unconfirmed; this was a single strike among the group that was reported by Pratt, which we are now trying to find in Ottawa. Strikes are usually light and partial.

N-112

TRINITY BAY • BAY • T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: August 26, 1899 - Reporter 142

Latest: September 9, 1922 - Reporter 209

Usage: Reasonably known to 1913; then nothing until 1922

R.F.: 60

Comments: Based on what we have seen, we believe that there is only one hammer; we have noted minor differences but nothing that could not be accounted for by wear. There seems to be a constant break in the lower part of the vertical of the "D" of NEWF'D, which would tend to confirm one hammer. Can anyone fill in the 1913 - 1922 gap?

N-112A

T. P. OFFICE / NEWFOUNDLAND / TRINITY BAY

One Hammer, Type 22C

Proofed: Unknown

Earliest: Unconfirmed to date

Usage: Unknown; to be advised

R.F.: 150

Comments: We have never seen this, have not confirmed it, and it was not in Meyerson's original work. This was listed in Shaw based on a TPO Magazine report, which we have been unable to confirm since we have not yet located the relevant issues for reference. Even thus, the details are too specific to ignore and we include this listing in hope that it will engender some response and report; however, for the sake of good order, we must advise that our placement of the slashes (/) is based on presumption.

N-112B

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

One Hammer, Type 17F

Proofed: Unknown

Earliest: April 8, 1935

Usage: One known strike

R.F.: 200

Comments: This gem is a new discovery by Bob Lee, which he offered in one of his auctions in 1980. It was previously unreported by Meyerson and Shaw. This single strike above is without year in the date set; fortunately, a meter strike on the cover confirms the year as 1935. There should be a number of strikes of this listing awaiting discovery. From 9:00 to 12:00, the rim is both broken and flattened in several places, indicating considerable use and wear, or a very careless clerk.

Although Meyerson reported N-113, WHITE BAY T.P.O. / NEWF'D, Type 4J, used in 1918, we have never seen or confirmed such listing, and our only knowledge of this run to date comes from the Meyerson reports. We feel sure that it is correct, but need to have at least one report to set up.

N-114

WHITE BAY / T.P.O. NFLD

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: October 15, 1929 - Reporter 144

Latest: November 26, 1930 - Reporter 142

Usage: Limited to about one year and very scarce

R.F.: 140

Comments: In his original reports, Meyerson had a five day spread on this listing, November 26 - December 1, 1930. More recent reports have have widened the time span. Doug Birchill sent us a xerox copy of his earliest above, while Ross Gray gave us a beautiful color photograph of his cover strike with the cancellation clear of the stamp. We have only seen these two copies, never the original. Gray's latest above is in violet.

Am sure that some of you have thought that this analysis would never be finished; however, we have now arrived at the point. This finish, of course, is really the beginning, a base of data from which to build a more complete and knowledgeable position on Newfoundland T.P.O.s and R.P.O.s. We will begin right now by presenting all of the latest new information recently reported against our previous analyses.

NEW NEWFOUNDLAND DATA

Listing	Hammer	New Information	Reporter
N-3		Earliest - January 27, 1942	151
N-5	II	Latest - July 23, 1958	209
N-7		Earliest - February 3, 1930	207
N-7		Latest - May 18, 1934	207
N-8		Earliest - July 29, 1899	209
N-27	I	Earliest - February 3, 1918	151
N-29A		Latest - October 28, 1920	207
N-48		Second report - undated	207
N-54	V	Latest - February 25, 1918	151
N-55A	CLARENVILLE	New Town - September 2, 1940	207
N-55A	CRABBES	Confirms spelling; first dated - December 8, '34	207
N-55A	GAMBO	2nd report and latest - June 8, 1946	151
N-55A	GLENWOOD	2nd report and earliest - September 18, 1940	151
N-55A	LEWISPORTE	Latest - November 21, 1937	207
N-55A	ST. GEORGES	New Town - July 6, 1937	207
N-55F	P.A.B.	Latest - October 28, 1938	207
N-62B		2nd report and latest - December 27, 1913	207
N-61	I	Latest - October 27, 1912	151
N-63	I	Earliest - November 21, 1937	151
N-63	I	Latest - unknown month and day, 1941	207
N-64	II	Cancel latest - November 2, 1937, made in error; new latest October 1, 1933	207
N-67		Earliest - December 2, 1942	151
N-67		Latest - October 31, 1943	151
N-75B		Earliest - November 25, 1928	207
N-76		Latest - August 19, 1942	151
N-82	I	Latest - June 13, 1891	101
N-82	II	Earliest - November 4, 1893	137
N-83	II	1st report - May 10, 1951	207
N-84		In blue - February 22, 1951	16
N-84		In red - (magenta) - May 16, 1950	173
N-85		Train 7 - 1950	151
N-87		Add SS above the date - October 14, 1949	101
N-87A		Earliest - June 29, 1953	101
N-87B	I	Latest - August 30, 1968	101
N-88B	II	Earliest - October 15, 1964	101
N-88B	III	Earliest - April 29, 1965, Train 204	151
N-88B	IV	1st Report - June 21, 1965, Train 203	151
N-89	II	Latest - October 12, 1946	207
N-90		Latest - February 13, 1947	151
N-90		In red - May 30, 1946	151
N-93	III	Earliest - November 28, 1950	207
N-93	V	1st report - September 24, 1950	207
N-93	V	Latest - December 6, 1951	207
N-97		Earliest - October 19, 1935	207

This is the list of new data as of this time of writing; however, there is considerable correspondence in hand waiting reply, with more new information. Expect another list in the Newsletter soon!!!