

This issue marks two National-Level Canadian Shows - ORAPEX in Ottawa, April 28 to 30, and ROYAL '89 - the Annual Meeting of the R.P.S.C. in Hamilton, May 5-7. B.N.A.P.S. will have a club table at both shows in conjunction with the Postal History Society of Canada. In addition, your scribe will be delivering Lew Ludlow's illustrated lecture on the Elements of Canadian R.P.O. Collecting to the Ottawa Philatelic Society on April 27, our member Ron Kitchen will be conducting an R.P.O. Study Group Seminar at ORAPEX on April 30, and your scribe will be judging at both shows. Hope to see many of you at one or both shows.



CPR engine 313

An early 4-6-0 type pictured somewhere on the prairies in the 1890's.

Honorary Membership - Our Chairman has conferred this on Charles L. Towle, 4621 East Don Jose Drive, Tucson, AZ 85718 in recognition of the assistance which he and the Mobile Post Office Society have given to this Study Group. Charles is the author of numerous publications on U.S. R.P.O.s, and is the power behind the Western Postal Museum in Tucson. He is a long-time friend of member Palmer Moffat.

Peter McCarthy has sent copies of two recent additions to his collection - both seldom seen items - A nice strike of MA-9 on facing slip, and Q-93b on piece. Any of us would be pleased to own them.



The third item above is from Warren Bosch. It looks like a new clerk hammer for the C & V run. Lew should have it in the next Annex.

.... /2

W-120 Hammer Analysis
March 15, 1969

W-120 RIVERS & WAITROUS R.P.O. / No., Type 17A, Three Hammers.

Hammer I - 'No. 1' at bottom
Proofed - July 20, 1917
Earliest - November 24, 1917
Latest - August 26, 1926
Direction - E, W
Train - 3, 4
R.F. - 230 [25%]

Hammer II - 'No. 2' at bottom
Proofed - July 20, 1917
Earliest - November 3, 1917
Latest - October 8, 1926
Direction - E, W
R.F. - 230 [30%]

Hammer III - 'No. 3' at bottom
Proofed - July 20, 1917
Earliest - February 17, 1919
Latest - July 17, 1926
Direction - E
R.F. - 230 [45%]

Comments - The hammer dating above is preliminary and we expect that there will be extensions of the earliest and latest on the individual hammers; however, current earliest and latest recorded for the listing are included above.

If you have only the top of the strike and no 'No.' can be seen at the bottom, it is still quite easy to separate these three hammers:

1. Measure the chordal distance from the bottom of the 'I' to the bottom of the second leg of the second 'R', both of 'RIVERS'; Hammer I is distinctly less than 5 mm while Hammers II and III are noticeably more than 5 mm.
2. Measure the distance from the left leg of the second 'R' of 'RIVERS' to the bottom of the second leg of 'W' of 'WAITROUS'; a chord of $7 \frac{3}{4}$ mm, almost 8 mm, is Hammer II, while a chord of 7 mm clean is Hammer III. (Hammer I is only $6\frac{1}{2}$ mm).

If any study group members can provide new data on these three hammers, please send same to Lewis M. Ludlow, address above, with a photocopy of the strike involved. We have confirmed Direction 'W' for hammers I & II. It should also exist for Hammer III. Trains 3 & 4 have been seen for Hammer I. Train 5 has been seen, but not confirmed which hammer. Train 6 could also exist.

This hammer analysis was done specifically for Jack White. If any other member has one specific listing he would like to have analyzed, just drop a note and we will do so pronto.

Amendments in different type by W.G.R. from additional information.

Lewis M. Ludlow

Tales of an old sailor

"This is a difficult assignment," the publisher wrote. "This man seems to think he is still on the bridge, giving commands. See what you can do - he's a neighbour of yours, after all..."

The task was to persuade retired Captain Thomas Farrar Smellie, O.B.E., to relate his life story. He had been captain of the Hudson Bay Company's ice-breaker and supply ship Nascopie for 30 years, taking personnel and supplies to the lonely posts of the Arctic. And he was, as the publisher thought, still "on the bridge" - not making impossible conditions, not mentioning money, just saying he didn't want "a lot of sensational publicity."

I called at the neat, ship-shape West Vancouver home of the Captain, and was marched to the bridge by the amiable Mrs. Smellie. The martinet of the Arctic, the Captain, proved to be a blue-eyed, trim, five-foot, eight-inch chap who would obviously stand for no "sensational nonsense."

Smellie was 23, and had been seven and a half years in sailing ships when he made the big change to steam. He could recall every detail of every ship he had served, and every member of every crew. Then he attended the Nautical College in Hull, getting his certificate as an officer.

The year was also recalled as momentous - he married his childhood playmate, Annie Trickey. She had been born at sea and claimed she never stepped ashore until she was seven. She insisted on calling a mangle a "winch," and had never handled a penny. She had a great sense of humour, and in 1955, when they celebrated their golden wedding, she said. "It's really false pretences. The Captain's been away so much we've only lived 25 years together." Her husband's contribution was: "Mrs. Smellie is like a square-rigged ship. She creaks and she groans but she won't give up."

The first steam ship to carry the young officer was the Beacon Grange, with frozen meat from London for Buenos Aires. She was also a "blackbird," smuggling young Spaniards to South America to avoid conscription. When war broke out,



once around the carousel

Roland Wild

Smellie was shuttling supplies: New York to France, India to France, Sydney to France, Dacca to France, in convoys. He was away from home a year at a time.

"She rolled like the devil. She rolled when every other ship was on an even keel"

Then, the great years as commander of the Hudson Bay's Nascopie, six years old, 2,500 tons, at first dirty and full of cockroaches. The war was still grinding on, with all the waste and inefficiency the Captain loathed. He and his ship were ordered to ports, in considerable danger, only to find nobody knew the purpose, or to pick up material that failed to fill the hold. The Nascopie was in Archangel, the Baltic, the Pacific, the Mediterranean, the Atlantic. With affection, he said of the ship: "She rolled like the devil. She rolled when every other ship was on an even keel. She rolled in fair weather, and was not altogether stationary in harbour. But she was impregnable..."

When the war ended, the Nascopie went on an annual

Montreal to the Arctic run. The storage of her cargo in Montreal was a work of art, for the folk she served in the North would write little shopping lists and have complete faith the goods would be delivered the following year. The decks were hardly passable because of the stored gear, and when inspectors came and vainly looked for the Plimsoll line on the port side, Captain Smellie explained that the ship was listing to port, while on the starboard side, the line was invisible because the ship was listing to starboard.

Almost at the end of a friendly encounter with a dedicated man, the Captain told me the story of the lost wreath. To honour a seaman who had drowned in Arctic seas, a wreath was bought in Montreal, the plan being to throw it on the waters at the scene of the tragedy. But on arrival at the scene, there was no sign of the wreath despite a desperate search. But a lady passenger volunteered to fashion a wreath overnight, and sure enough, it was tossed overboard and the ceremony went on. The ingenious creator of the red and green wreath revealed to the Captain that she had painted the only paper available - a toilet roll.

"But you can't print that!" said Smellie.

We debated, and eventually the story was printed. I felt I had ceased to be the "typist," and was now almost an editor.

EASTERN ARCTIC
MAIL SERVICE

AUG 7 1935

Hudson's Bay Co.,
R.M.S. "NASCOPIE"



Cross-Border R.P.O. s - The Salmon River Gateway



In 1880 the Montreal and Champlain Junction Railway, with the blessing of the Grand Trunk, started construction of a line from Brosseau on the latter's Montreal and Rouses Point line southwest by west direction to St. Isadore. After this initial track was laid, the Grand Trunk leased the line in 1881. Building continued along the Chateaugay Valley to Huntingdon, and then on

to Fort Covington, N. Y., on the Salmon River, which became the terminus of the line in 1883. Dundee, Quebec, was served by stage from Fort Covington. An extension from Fort Covington to Massena Springs, N. Y. was completed in 1889. The extension gave access to the U.S. lines of the Vanderbilt's flagship New York Central and Hudson River Railroad over the subsidiary Rome, Watertown and Ogdensburg Railroad. In addition to the Canadian R.P.O. service contracts for the Montreal - Fort Covington segment, the Grand Trunk, and later the Canadian National, also had mail contracts for carrying closed mail sacks from the border and Fort Covington to points on the extension and Massena Springs. The post office at Massena Springs was renamed simply as Massena after Oct. 8, 1928. The U.S. contracts for service to Massena ended about 1940.

Philatelic evidence shows that the R.P.O. service over the route began in 1885 or possibly earlier. RR-105, MON. & CHAMP. JN. RWY., was the first cancellation used. Although the name of the R.P.O. was Montreal and Dundee between 1893 and 1929, there is no evidence that Fort Covington Station was not used for the exchange of the Dundee mails with the R.P.O. during the entire period of R.P.O. service. In 1930 the R.P.O. was renamed Montreal and Fort Covington, reflecting the names of the actual terminals. R.P.O. mail service daily except Sunday for Dundee via Fort Covington Station ended Sat. Sept. 26, 1953. On Mon. Sept. 28, 1953, a shorter route named the Montreal and Huntingdon R.P.O. started operation as a purely domestic Canadian service. The shortened route continued to operate until termination on Sat. April 27, 1957. The canceller Q-82, MONT. & FT. COVINGTON / R.P.O. continued in use for the Montreal & Huntingdon route, and no device specifically for the shorter run has been reported. In the 1953-1957 period Q-82 was heavily worn at the "FT. COV" part of the lettering, and could be misread as "HUNTINGDON".

The miles under R.P.O. service were 74.2 from 1893 to about 1930, when track realignment between Bonaventure Station in Montreal and Brosseau reduced them to 73.0. In 1943 the new Central Station came into use and the mileage dropped to 71.3. In the curtailed 1953-7 period it became 54.0, between Montreal Central Station and Huntingdon.

Table 1
Salmon River Gateway - R.P.O.s

Ludlow No. & Period	Route Name on Cancel	Writer's Inventory Data	R.F.
RR-105 1885-1895	MON. & CHAMP. JN. R.WY.	1, Son SQ	245
Q-76 1893-1903	MONTREAL & DUNDEE / M.C.	5, N-99, 99, 01, 02; S-95	180
Q-79 1903-1924	MONT. & DUNDEE R.P.O. / .	9, N-93, 04, 05, 11, 13, 17 S-07, 09	110
Q-78 1908-1916	TRAIN No. / MONTREAL & DUNDEE R.P.O.	2, T55, 09; T5?, 12	230
Q-77 1917-1929	MONTREAL & DUNDEE R.P.O. / .	4, T82, 27; T85, 21, 23, 24	170
Q-82 1930-1953	MONT. & FT. COVINGTON / R.P.O.	9, T79, 44, 47, 55; T80, 47 T81, 34, 37, 40, 42; T85, 30	95

(Clerk markings Q-76A, 1929, and Q-78A, 1913, both RF 500A not included above.)
Note & Dates after Sept. 26, 1953 do not qualify for Cross-border classification.

Note % Year indica "93" is considered to be a clerk's error; should be 03.

Trains in service - 1893

6, 7 between Montreal & Fort Covington (at least a pair
18, 19 between " & Massena Springs of R.P.O. trains)

1904 51, 52 between Montreal & Fort Covington " "
54, 55 " & Massena Springs

1911 51, 54 between Montreal & Fort Covington " "
52, 55 " & Massena Springs

Postal Compartment
Length 30 ft., 1926
-1953 80, 81, 82, 85 between Montreal & Massena Springs

1923 81, 82 between Montreal & Fort Covington (R.P.O.)
-1926 80, 85 " & Massena Springs (RPO Mont.-Ft.C.)

1937 81, 82 between Montreal & Massena (RPO Mont.-Ft.C.)

1944 79, 80 between Montreal & Fort Covington (R.P.O.)
-1953

1943 184 Saturdays only, in lieu of Train 80.

The Salmon River Gateway

The Canadian and United States Railway Mail Service Schedules compliment each other in following the operation of the R.P.O. and sealed bag service at the border. The R.P.O. was Canadian, and was operated under three names, - Montreal & Champlain Junction Railway, Montreal & Dundee and Montreal & Fort Covington. The sealed sack service across the border was listed as Boundary Line & Massena Springs, Boundary Line & Massena and Boundary Line & Fort Covington over various periods. An example of the R.P.O. schedule for 1923 and seven schedules for the sealed sack service for various years between 1915 and 1953 are shown in Plate A. The 1943 entry is the only record showing the operation of Train 184, which was operated Saturday afternoons only in lieu of service by Train 80. Postmarks with this train number are listed in the train number section of the Ludlow catalog.

It is interesting that the Superintendent of the Second Div. Railway Mail Service in New York City elected to keep a record of the Boundary Line & Fort Covington service in his schedules with the bizarre footnote "Service for convenience of Canadian Government. No mails carried." Of course it should have said "No U.S. mails carried."! During this period, which began about 1940 and ended in 1953, Canadian mails from the R.P.O. arriving at Fort Covington Station were off-loaded and taken by vehicle to the post office at Dundee. There any return mail for Montreal was kept locked up over night. Then in the morning the Train 79 R.P.O. was loaded with mails brought from the Dundee Post Office.

The map of Plate B illustrates another unusual feature of this R.P.O. service. The major train movements were in a west or east direction, but all the early cancellations show direction marks such as N, NORTH, S and SOUTH. When the numbering system was in use, even-numbered trains ran out of Montreal and the odd-numbered ones to Montreal. In the writer's collection, summarized in Table 1, northbound or odd-numbered strikes of the cancelling devices predominate by a margin of about five to one. Canadian Schedules were improved about 1926 to note a station letter box to be cleared by the R.P.O. with a "E" opposite the station name. There were six such stations, not counting Montreal; these boxes very likely account for both the prevalence of in-bound strikes and the relatively large number of strikes reported. Table 1 data follow the Ludlow Rarity Factors nicely. There were no catch-posts for picking up pouches on the fly along the route.

One way that R.P.O. service provided fast mail movement was by inter-route exchanges. The outbound R.P.O. in the afternoon set off inbound mail for Montreal, Valleyfield and Beauharnois at "N.Y.C. Jct." about $\frac{1}{4}$ mile west of Huntingdon Station for the inbound Malone & Montreal R.P.O., assuring next morning delivery by moving the mails back to Montreal in the evening. This return movement ended early in 1951, when the Malone & Montreal R.P.O. was withdrawn. The latter, incidentally, was another cross-border service.

The Salmon River Gateway

Montreal & Dundee R.P.O.
(Canadian National Railway—74.20 miles.)

Route 103.

Train No. 80	Train No. 82	Miles from Montreal	Time Table No. 4	Train No. 81	Train No. 85
R.P.O.	R.P.O.		Sept. 30, 1923	R.P.O.	R.P.O.
Dy	Dy			Dy	Dy
a.m.	p.m.			a.m.	p.m.
7 30	5 00	00	MONTREAL	9 50	5 00
7 55	5 25	6-16	St. Lambert	9 25	4 35
8 07	5 34	11-96	Brosseau's Station	9 12	
8 14	5 42	14-30	Laprairie	9 03	4 15
8 25	5 52	19-83	St. Constant	8 47	
8 31	6 04	23-38	St. Isidore Jct.	8 40	
8 51	6 13	27-39	St. Isidore	8 24	
8 55	6 19	30-41	St. Philomène	8 16	
9 06	6 27		St. Martine	8 09	3 29
9 06	6 27		St. Urbain	8 09	3 29
9 06	6 27		Primeauville	8 09	3 29
		33-66	(St. Martine Junction.)		
9 18	6 42		Howick	7 56	3 17
9 18	6 42		Howick Station	7 56	3 17
9 18	6 42		St. Chrysostôme	7 56	3 17
9 18	6 42		Aubrey	7 56	3 17
9 18	6 42		Riverfield	7 56	3 17
		38-86	(Howick Station.)		
9 32	7 01		Allan's Corners	7 40	3 00
		43-86	Bryonville	7 40	3 00
			(Bryon's Station.)		
9 42	7 11		Ormstown	7 28	2 52
9 42	7 11		Ormstown Station	7 28	2 52
			Franklin Centre		
			St. Antoine Abbe		
		47-32	(Ormstown Station.)		
	7 22	52-16	Dewittville	7 14	
10 05	7 33	56-74	Huntingdon	7 01	2 30
	7 58		Chauville		
			St. Amicet		
		64-44	(W. A. Stn.)		
10 35	8 12	69-29	St. Agnes de Dundee		1 55
			(St. Agnes Station.)		
10 50	8 25		DUNDEE	6 15	1 44
10 50	8 25		FORT COVINGTON, N.Y.	6 15	1 44
		74-20	(Fort Covington Station.)		

TRANSFER LIST FOR R.P.O. TRAINS 80, 81, 82 & 85

Receipt of Mails				Despatch of Mails			
Station	Tr. 80	Via	From	Station	Tr. 80	Via	For
Montreal	a.m. 7 30		Mont. & Tor. 18	St. Isidore Jct.	d 8 40	128	St. Remi
St. Lambert	a.m. 7 55		I. P. & M. 15	Ft. Covington	d 10 50	80	Mass. Spr. N.Y.
St. Isidore	a.m. 8 51		M. & D. 81				
	Tr. 81				Tr. 81		
St. Isidore Jct.	a.m. 8 40	127	Hemmingford	St. Isidore	d 8 24		M. & D. 80
"	a.m. 8 40	127	Barrington	St. Isidore Jct.	d 8 40	128	St. Remi
"	a.m. 8 40	127	Sherrington	"	d 8 40	128	Hemmingford
"	a.m. 8 40	127	St. Michel de Napierreville	Montreal	d 9 50		M. & T. 9
"	a.m. 8 40	127	St. Rémi	"	d 9 50		I. & M. 2
"	a.m. 8 40	127	St. Michel Sta.				
	Tr. 82				Tr. 82		
Montreal	p.m. 5 00		Que. & Mont. 351	St. Isidore Jct.	d 8 04	132	St. Michel
St. Lambert	p.m. 5 25		M. & D. 85	"	d 8 04	132	Sherrington
				"	d 8 04	132	Hemmingford
				"	d 8 04	132	St. Rémi
				"	d 8 04	132	St. Michel Sta.
				N.Y.C. Jct.	d 7 35		Mal. & Mont.
	Tr. 85				Tr. 85		
Ft. Covington	p.m. 1 44	85	Mass. Spr. N.Y.				
St. Isidore Jct.	p.m. 3 55	129	Hemmingford	St. Lambert	d 4 35		M. & D. 82
"	p.m. 3 55	129	St. Rémi				

Abbreviation Key:

(Capitals refer to mails including registers and lower case to mails excluding registers)
E,e - exchange; R,r - receipt; D,d - dispatch.
P - Canada Customs port of entry
(n.o.) - no post office (US)

Boundary Line and Massena Springs R. R.—Dist. 6
(Grand Trunk Ry., 22.23 miles. Rt. 107,182.)

882	880	Oct. 4, 1915.	881	885
7 51	10 35	Lv. Bound. Line (n.o.) N. Y.	Ar	8 21
8 35	11 25	Ar. Massena Springs N. Y.	Lv.	6 35

Boundary Line & Massena Springs C. P.
Grand Trunk Ry. 22.23 miles. Rt. 102,787—Dist. 6

82b	80b	Nov. 30, 1919	81b	884
7 39	10 38	Lv. Boundary Line (n.o.) N. Y.	Ar	8 15
8 35	11 25	Ar. Massena Springs N. Y.	Lv.	6 30

BOUNDARY LINE & MASSENA SPRINGS C. P.
U. S. & Canada R. R. Co. Montreal Div. 4th District. 22.23 miles.
Rt. 102,745—Dist. 6.

80b	May 18, 1924.	85b
10 48	Lv. Boundary Line (n.o.) N. Y.	Ar
11 35	Ar. Massena Springs N. Y.	Lv.

BOUNDARY LINE & MASSENA C. P.
Canadian National Ry., Montreal Div., 4th District. 22.18 miles.
Rt. 102,745—Dist. 6

82b	April 29, 1934	81b
3 15	Lv. Montreal, Que.	Ar
6 20	Lv. Boundary Line (n.o.) N. Y.	Ar
6 35	Ar. Ft. Covington N. Y.	Lv.
7 20	Ar. Massena, N. Y.	Lv.

BOUNDARY LINE & MASSENA C. P.

Canadian National Ry., Montreal Div., 4th District. 22.18 miles.
Rt. 102,745 N. Y. C. R. R. (St. Lawrence Div.) 4.71 miles—Rte. 102,788—Dist. 6

82b	Apr. 30, 1939	81b
3 05	Lv. Montreal, Que.	Ar
6 50	Lv. Boundary Line (n.o.) N. Y.	Ar
6 55	Ar. Ft. Covington N. Y.	Lv.
6 35	Ar. Massena, N. Y.	Lv.

BOUNDARY LINE & FORT COVINGTON C. P.

Canadian Nat. Rwy. (Mont. Div.) 0.55 miles. Rt. 102,745. Dist. 6.

184g	80k	Sept. 26, 1943	79b
6 49	5 42	Lv. Boundary Line N. Y. (n.o.)	Ar
6 47	5 47	Ar. Fort Covington, N. Y. R. R. Sta. (n.o.)	Lv.

Service for convenience of Canadian Government. No mails carried.

BOUNDARY LINE & FORT COVINGTON C. P.

Canadian Nat. Rwy. (Mont. Div.) 0.55 miles. Rt. 102,787. Dist. 6.

80b	April 29, 1953	79b
5 05	Lv. Boundary Line N. Y. (n.o.)	Ar
5 10	Ar. Fort Covington, N. Y. R. R. Sta. (n.o.)	Lv.

Service for convenience of Canadian Government. No mails carried.

Abbreviation Key:

C.P. - closed pouch
b (US) or Dy (Can.) - daily except Sunday
k - daily ex. Saturday & Sunday
g - Saturday only

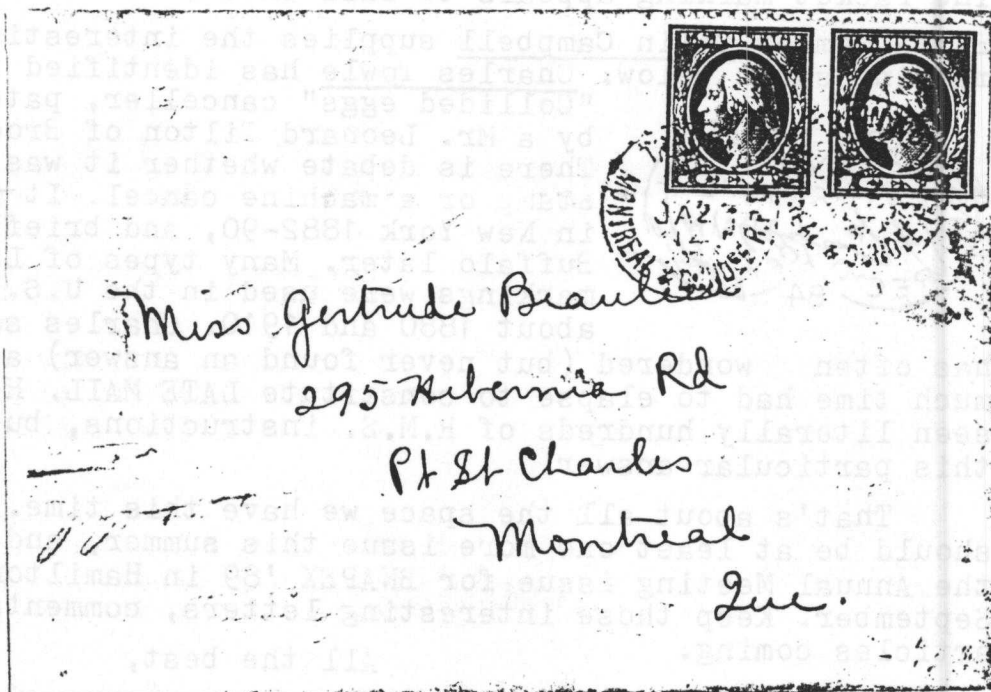
Plate A



The Salmon River Gateway

As has happened for many other Canadian Cross-Border R.P.O.s, U.S. stamps cancelled with the Canadian R.P.O. hammer have been found. In this instance the finder is Mike Street, who came up with a group of 1913-14 covers in this category. One of these covers, now the property of the writer, is shown. The cancel is C-78, TRAIN NO / MONTREAL & DUNDEE R.P.O. with indicia set for 85 / JA 23 / 14.

Reference and source material for a detailed reconstruction of the operation of an R.P.O. route is so extensive that R.P.O. News Letter space can not accommodate a full listing. In addition to the magnificent Ludlow Catalog and the historical data in the books of Shaw and Gillam, literally dozens of R.P.O. schedules and contemporary maps must be examined. Without the dedication of Frank Scheer in building the R.M.S. Library collection and his cooperation with researchers in this area, the tracking of changes could simply not be done. I would also like to pass a special work of thanks to Howard Moulton, who lent me copies of schedules and the Official Guide from his collection. The National Library and Public Archives in Ottawa have 1945-57 runs of the Canadian R.M.S. Schedules, and the library copies can be sent out on inter-library loan. The dates for changes in R.P.O. services from 1933-67 can be determined from a log of Changes in Railway Mail Service Authorizations in the archives. The First Trip, change and Last Trip dates available from the log I have compiled and can make available to anyone interested who writes me at P.O. Box 172, Monroeville, PA 15146-0172 U.S.A. The dates from the log for the shortening of the Montreal & Fort Covington to the Montreal and Huntingdon R.P.O. and the termination of the latter were given earlier in this article.



John McCrea.

.... / 10

The G.T.R.E. Puzzle - It's encouraging to know that our articles are read. Ross Grey's item in the last issue about these markings has brought reaction from Horace Harrison as follows - "Ross Grey should know Grand Trunk Railway East - the "East" refers to direction. Similarly for RG-8. I have the so-far only known strike of REGISTERED G.T.R.W. (See page 208 of Hennok's series, No.5 for an illustration dated November 17, 1875.) R.P.O. enthusiasts can find interesting material on pages 128, 134, 135, 165, 177, 203-225, 285 and 289. Most of these are RG strikes, but some others as well. Page 207 shows a cover from Toronto to Madoc, Ont. with G.T.R.E. FE 15 / 76 registered cds, franked with pair of 5¢ Large Queens plus 1¢ Small Queen paying triple postage of nine-cents plus two cents Registration fee (ex de Volpi). My book showing G.T.R.E. to mean "Express" was written nigh on to 25 years ago & before G.T.R.W. was known, but that find proved conclusively to me that "E" was a directional letter. Why Uncle Lew still thinks it could be "Express" is a puzzlement - perhaps it's the military mind (He's a Virginia Military Institute graduate). Print this all in the Newsletter, excerpt it, edit it, or whatever - but get the information out !"

Horace also asks why the CANADIAN PACKET split-circle marking isn't listed in the Steamer Section of the Handbook. I think the answer lies in the preamble to this section, which states in part - "Our criteria for listing in the Steamer Section can be more definitely expanded by specifying those areas which are not included, at least at this time, although some of these areas of subject matter are not precluded from being added in future expansion:

1. "SHIP LETTER", "STEAMBOAT" and "STEAMSHIP" cancellations.
2. "PAQUEBOT" and similar strikes.
3. "POSTED ON THE HIGH SEAS" postmarks. etc., etc."

The Packet marking appears to fall into these categories.

BNAPS Member Colin Campbell supplies the interesting U.S. marking shown below. Charles Towle has identified it as a



"Collided eggs" canceller, patented by a Mr. Leonard Tilton of Brooklyn. There is debate whether it was a hand stamp or a machine cancel. It was used in New York 1882-90, and briefly at Buffalo later. Many types of Late Mail markings were used in the U.S. between about 1880 and 1910. Charles says he

has often wondered (but never found an answer) as to how much time had to elapse to constitute LATE MAIL. He has seen literally hundreds of R.M.S. instructions, but never this particular answer.

That's about all the space we have this time. There should be at least one more issue this summer, and then the Annual Meeting issue for BNAPEX '89 in Hamilton, in September. Keep those interesting letters, comments and articles coming.

All the best,

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.

V6M 3A7

Bill