

Rec'd Jan 5/93

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.
V6M 3A7

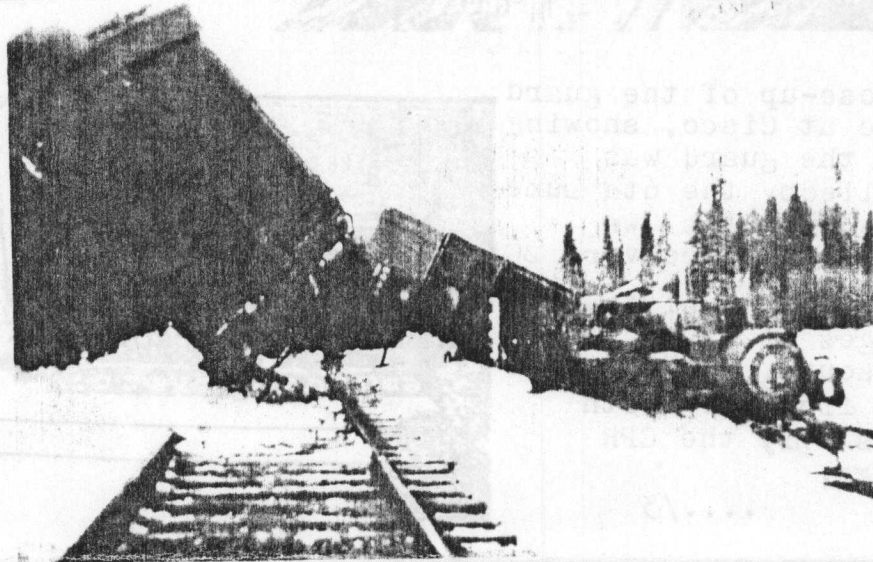
THE R.P.O. NEWSLETTER

OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

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Volume 21 - No.1 Whole No.101 January, 1993
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SPECIAL ISSUE TO COMMEMORATE ISSUE NO.100 - Work on the special issue is under way, and we hope to publish sometime in the spring of 1993. If you have any material of lasting value which you consider should be published; or any suggestions for articles published in Issues 1 to 100 which should be re-published in a permanent book, please let the Editor know as soon as possible.

ADDRESS CHANGES - C.A. Stillions to 2010 - 48 Street NW, Washington, D.C. 20007-1552; Alex Price has a new postal code - V1W 3R8; John Edgett forgot about his dues and has now been reinstated at P.O.Box 456, Glenhaven, CA 95443.



TRAIN WRECK - Alex. Price sends the photo shown above, and comments - "The life of the railway mail clerk was not without its hazards. The photo was given to me by Rennie Keron, late of Vancouver. The mail car is the closest in the photo. Rennie was the clerk (on the Prince George and Prince Rupert run), and at age 89, told me the derailment occurred in 1937 near Rose Lake, east of Smithers, B.C.

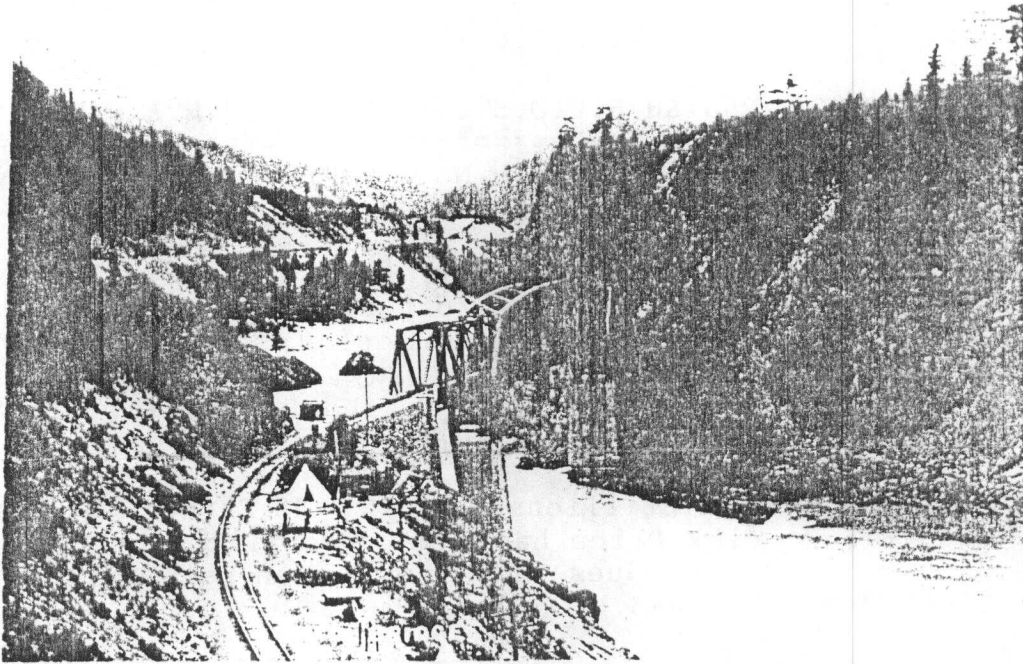
There were surely many more of these. When a locomotive struck something, or derailed for whatever reason, the mail car was soon to follow." Alex. also sent a view of another mail car wreck which we will run soon. Many thanks for sharing these with us, Alex.!

ANNUAL DUES FOR 1993 - Many of you have responded to the note in the last issue. There are still about half of the members who are delinquent, and this will be the last issue you receive if the box below is ticked and you don't respond before Issue 102 is ready for mailing about March, 1993. Please make cheque out to W.G. Robinson - \$10 Cdn or \$9 US, and mail to address shown.

1993 Dues Owing

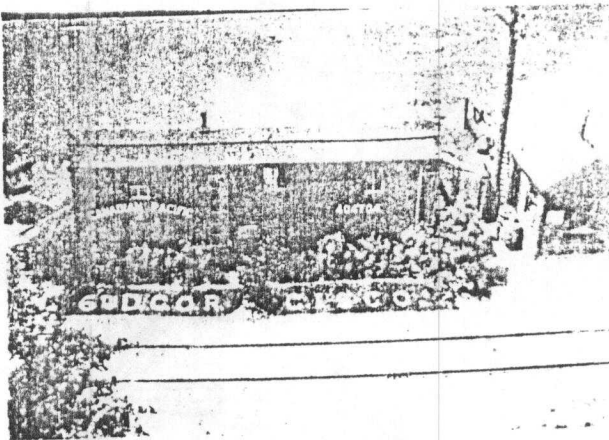
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A better example from Malcolm Jones of the postcard on page 1 of Issue No.98, July, 1992 -

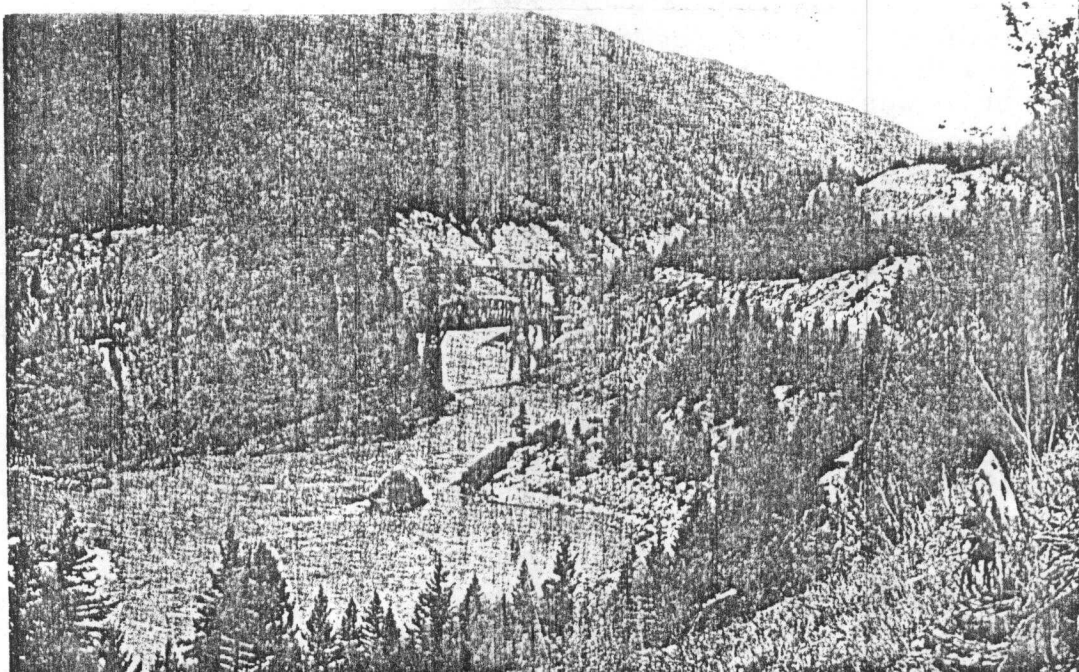


A close-up of the guard house at Cisco, showing that the guard was supplied by the 6th Duke of Connaught's Own Rifles of Vancouver, BC

Another view of the two bridges at Cisco, from the south. The upper view from the north shows only the CPR bridge.



...../3



neighbour's page

Logging lured photography from paper Forest museum owes its existence to Gerry Wellburn

Pioneer Portrait

by Patrick Hind

How many of us have visited the B.C. Forest Museum and enjoyed the opportunity to ride behind the steam powered train? But better still have had the chance to marvel at the collections of artifacts within the museum?

Yet how many of us realize who was responsible for this priceless collection of our past history? Its founder and one of the earliest advocates of preservation, Gerald E. Wellburn, is better known to all of us as "Gerry."

This quiet unassuming man came to Canada in 1911 at the age of 11 from his native England. Gerry arrived at a time when there was tremendous changes taking place in our land. But he was immediately intrigued by the logger's life and decided that he would like to work within this interesting industry.

It was at Chemainus where Gerry first knew what he wanted to do.

He had actually come to Chemainus on an assignment from the "Victoria Times", where he was working as a photographer. But the lore of the woods was greater and Gerry began his first logging job with Gwilt Lumber Company in Courtenay.

They operated a small narrow gauge railway show and also used horses to bring timber to their mill.

However, the mill burned down in 1927 and Gerry and Gwilt moved down to take over a portable tie mill at Deerholme.

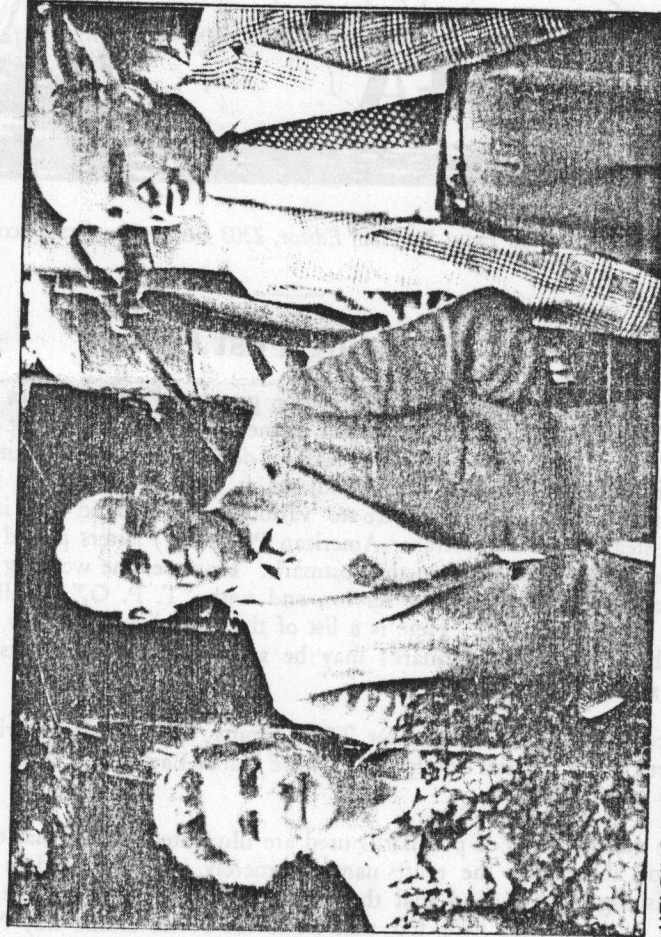
It was here that Gerry started using a Caterpillar tractor for logging -- this was far superior to

"So much of our past was slipping away with nothing being done to preserve it."

any other method he had used up to then. Gerry shipped all his finished lumber out via the CNR from Deerholme and shipped his lumber through the MacMillan Export Company.

The mill at Deerholme increased in size and soon Gerry was using Cals and gasoline donkeys to yard and load his trucks. Gerry was always regarded as extremely dependable, and he became firm friends with the late H. R. MacMillan, who liked people that he could rely upon to deliver.

All through his life Gerry had been concerned that so much of



HELPING HISTORY was Gerry Wellburn's legacy. Wellburn, centre, is pictured with his late wife Ethel and the late H.R. MacMillan -- another giant of the industry.

our past was slipping by with nothing being done to preserve it. It became his dream to gather as much material as he could.

However, he was first to become a very successful businessman and became one of the valley's best known lumbermen.

Gerry and his late wife Ethel resided at Deerholme where Gerry pursued his ambition to collect

artifacts from the logging industry -- steam locomotives, donkey engines and a mass of cast off logging machinery.

But it was in the early 1950's when Gerry mentioned his idea locally, but it was some years before land was purchased and his dream became a reality. Locomotives and machinery were moved to their present location.

B.C. Forest Museum photo

But there is another side to this gentle man. Gerry is among the world's finest philatelists and has just recently published a limited edition book on the history of postage stamps in B.C. A logger, historian, philatelist: this man of vision is a true pioneer of our valley to whom he has devoted so much.



EVERETT C. ERLE, P. J. A., *Editor*, 2303 Bush., San Francisco, Cal.

Traveling Post Offices

"Traveling Post Office" is a designation given to Postal Services on both steamers and trains. The postmarks used on the former should be of interest to readers of this Department so, from time to time we will jot down a few notes about them.

Our northern neighbor, Newfoundland, is well represented in this classification, maintaining costal steamer service to various ports around the island. Like the Alaskan steamer RPO's (October American Philatelist) letters posted on board do not show the name of the vessel in the postmark. However the wording of the postmark, with the name of the route or service, and with "T. P. O." usually appended, distinguish letters so posted. Here is a list of the coastal services now in operation and from which T. P. O. postmarks may be secured, using, of course Newfoundland postage stamps for the covers:

Placentia Bay TPO; Labrador TPO; Straits TPO; Fogo District TPO; Coastal North TPO; Coastal South TPO; Notre Dame Bay South TPO; and Notre Dame Bay North TPO.

The general types of postmarks used are illustrated. Note that the "Notre Dame Bay" type abbreviates the route name to merely initials and does not contain the distinguishing "TPO", and that the Coastal South TPO omits the country's name. It might be mentioned here, too, that while the Notre Dame Bay North marking is similar to the N. D. Bay, South illustrated, the Coastal North TPO follows the Fogo District TPO type rather than, as would be presumed, the Coastal South TPO type as illustrated. The balance of the TPO's listed above use the Fogo District TPO type postmark for letters posted en route.

The November notes on Relics of the Sea brought a most favorable response from readers—readers who forwarded information on other covers of this nature. As a result, their appreciated efforts will be incorporated in a new article for a coming month's issue. With such cooperation in mind we send out a call for information on some TPO services. The Vancouver-Skagway TPO marking as illustrated is the only type that the writer has seen. Other types undoubtedly exist and readers are invited to send information on Canadian TPO postmarks, particularly on those possibly in use on the East Coast.



These lines cover most of the C.P.R. runs in the Atlantic Provinces.

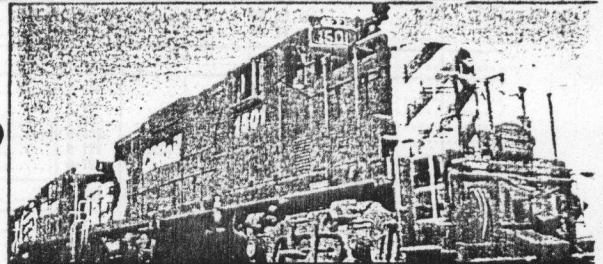
The Financial Post

Paid circulation 100,949

Wednesday, November 18, 1992

50

Big battle brews over plan to scrap Maritimes routes



CP Rail bids to axe major lines

By Deborah Jones

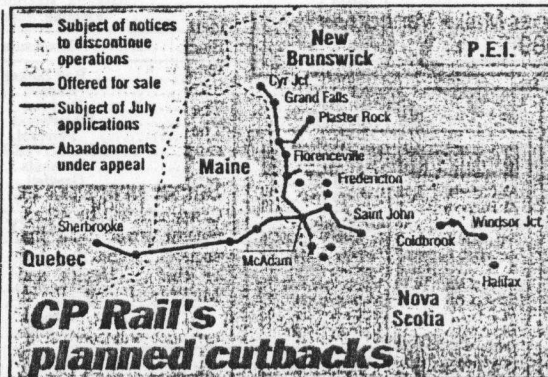
For The Financial Post

HALIFAX — CP Rail System's intention to abandon its lines east of Sherbrooke, Que., provoked a storm of protest yesterday from municipalities, community groups, businesses and provincial governments in the Maritimes.

"We'll be fighting this one tooth and nail," promised Elsie Wayne, mayor of Saint John, N.B., citing the impact on economic development and the loss of Via Rail passenger service to parts of New Brunswick.

"The government has brought in free trade," noted Wayne. "We can see increased trade opportunities for this area, but transportation holds the key to that economic success."

Blaming its decision on a \$52-million loss over the past three years in its Maritimes operations, CP Rail System filed notices of intent yesterday with the National Transportation Agency that it wants to abandon all operations east of Sherbrooke, Que., a region where it



has operated for more than a century. The federal regulatory agency now has 90 days to decide if it will allow CP's application.

CP also has begun the regulatory process in the U.S. to abandon 324 kilometres of railway in Maine.

In Canada, 320 jobs and 358 kilometres of rail line are affected. All but 12 kilometres are in New Brunswick, where the lines are operated by CP subsidiary

Canadian Atlantic Railway, set up in 1988 to market the regional system.

There are no railways left in Newfoundland and Prince Edward Island.

Ken Krauter, chief executive of the Saint John Port Corp., said he would work with shippers and the city of Saint John to oppose the decision. "It puts several hundred thousand tonnes of cargo at risk," he said in an interview.

McCain Foods Ltd. in Florenceville, N.B., has already taken CP Rail to Federal Court for its abandonment of branch line leading to its plants in the St. John River Valley.

The Atlantic Province Transportation Commission said it has written federal Transportation Minister Jean Corbe to ask him to place the proposed lines outside the normal abandonment procedures of the NT until the central rail network committee, which is studying rail lines in Canada as a whole, has finished its work.

But CP official Pat Pender said the regional subsidiary had failed to make the line viable. "Despite the best efforts of employees, customers and government officials, there is no substantial new traffic to be secured and no real revenue gain to be made," Pender said. "Our revenue is shrinking faster than our ability to cut costs and our outlook is for continuing losses for CAR in the Maritimes."

October, 1930, RMS Schedule, Western Districts - from Dr. McCrea

Winnipeg and Moose Jaw, R. P. O.
 Winnipeg and Regina R. P. O.
 Winnipeg to Broadview—Central Time
 Broadview to Moose Jaw—Mountain Time
 (Canadian Pacific Railway.—398-0 miles.)

ROUTE 333.

F17637

Signal	Train No. 7	Train No. 61	Train No. 53	Train No. 1	Train No. 3	Miles from Winnipeg	Time Table No. 64 Sept. 28, 1930	Train No. 4	Train No. 2	Train No. 54	Train No. 8	Signal							
Train 7-61	B.C. Dy	B.C. Dy*	R.P.O. Dy	R.P.O. Dy*	R.P.O. Dy*			R.P.O. Dy*	R.P.O. Dy*	R.P.O. Dy	B.C. Dy*	Train 8							
				22 15			Montreal		8 25										
				1 10			Ottawa		5 15										
					21 00		Toronto	7 20											
<i>il</i>	<i>r</i>	21 45	<i>r</i>	9 20	<i>r</i>	19 00	<i>r</i>	9 00	0	B	WINNIPEG	<i>P</i>	17 00	<i>D</i>	8 15	<i>D</i>	21 00		<i>o</i>
				10 40		20 21		10 20	55-6	B	Port. la Prairie	<i>P</i>	15 35	<i>on</i>	6 39	<i>E</i>	19 30		
				10 55					63-6		Burnside						19 14		
				11 08					71-1		Bagot						19 03		
				11 22					77-8		Macgregor						18 52		
				11 37					84-8		Austin						18 40		
				11 53					92-9		Sidney						18 25		
				12 01					98-3		Melbourne						18 03		
				12 15					105-8		Carberry						17 35		
				12 44					121-8		Douglas Station						17 25		
				12 54					127-6		Chater								
<i>m</i>	<i>r</i>	1 55	<i>r</i>	13 05	<i>r</i>	22 25	<i>r</i>	12 15	133-1	B	BRANDON	<i>P</i>	13 30	<i>E</i>	4 00	<i>E</i>	17 00		<i>n</i>
				13 36					141-2		Kemnay						16 45		
				13 49					148-8		Alexander						16 31		
				14 04					157-9		Griswold						16 14		
				14 17					165-1		Oak Lake						16 00		
				14 28					173-1		Routledge								
				14 43					180-3		VIRDEN		12 08				15 33		
				14 59					188-5		Hargrave						15 17		

<i>f h k</i>	<i>r</i>	3 55	<i>r</i>	15 18					197-2		Elkhorn		1 56	<i>r</i>	15 02				
				15 30					203-5		Kirkella, Manitoba						14 48		
				15 43					210-8		Fleming, Sask.						14 38		
<i>f h k</i>	<i>r</i>	4 39	<i>r</i>	15 58					219-4	B	Moosomin		1 20	<i>r</i>	14 20				
				16 11					226-6		Red Jacket								
<i>f h k</i>	<i>su</i>	5 04	<i>r</i>	16 29					235-6	B	Wapella		24 50	<i>r</i>	13 49				
				16 53					243-3		Burrows						13 34		
<i>f h k</i>	<i>su</i>	5 28	<i>r</i>	17 05					249-7	B	Whitewood		24 25	<i>r</i>	13 23				
				17 20		2 10			258-5		Percival								
				17 28					264-0	B	BROADVIEW		22 45	<i>r</i>	11 40				
				17 28					272-1		Oakshela						11 27		
<i>f h k</i>	<i>r</i>	5 35	<i>r</i>	17 12					279-8	B	Grenfell		22 17	<i>r</i>	11 14				
				17 28					287-0		Summerberry						11 01		
<i>f h k</i>	<i>r</i>	6 07	<i>r</i>	17 45					294-8	B	WOLSELEY		21 43	<i>r</i>	10 45				
				18 03					303-7		Sintaluta		21 22	<i>r</i>	10 28				
<i>f h k</i>	<i>r</i>	6 46	<i>r</i>	18 29					314-4	B	Indian Head		21 00	<i>r</i>	10 10				
<i>f h k</i>	<i>r</i>	7 07	<i>r</i>	18 49					323-5		Qu'Appelle		20 40	<i>r</i>	9 52				
				19 09					332-4		McLean						9 35		
<i>f h k</i>	<i>r</i>	7 43	<i>r</i>	19 28					341-2		Baigorie		20 04	<i>r</i>	9 18				
				19 37					347-9		Pilot Butte						9 05		
<i>f</i>	<i>r</i>	8 10	<i>r</i>	19 50	<i>r</i>	3 50	<i>r</i>	17 15	356-5	B	REGINA	<i>P</i>	6 00	<i>r</i>	19 05	<i>r</i>	8 45		
<i>f</i>	<i>r</i>	9 45	<i>r</i>	20 00	<i>r</i>	5 05	<i>r</i>	18 25	398-0	B	MOOSE JAW	<i>P</i>	4 50	<i>r</i>	17 45				
				7 40							Calgary		14 10		1 10				
				9 30							Vancouver		9 00		21 00				
				15 00							Victoria		23 45		14 00				

P.C. Trs. 1-2-3-4.....60 ft.

†Exchanges M. Tu. Th. Sat.

e—Receive from Winnipeg dy ex. Sat., Sun. and holidays tr. 61.

f—Receive from Winnipeg dy ex. Sun. and Mon. tr. 61.

g—Received from Winnipeg dy ex. Mon. tr. 61.

h—Received from W. & M.J. tr. 1 via 61.

i—Despatches to N.P. & M.J. tr. 316, M.J. & SHAUN. and W. & REG. tr. 54, M.J. & Mack., S. C. & E., dy ex. Sat. Sun. via 61.

j—Receives from Rest. & Wol. tr. 245 via 61.

k—Despatches to Regina (offices in Saskatchewan to include registers).

l—Despatch via tr. 7 daily to Brandon, Regina, Moose Jaw, Medicine Hat, Calgary, C. & E. 523, Vancouver, Victoria,—Dy ex Sat. to Saskatoon.

m—Despatch daily to Regina, Calgary, Vancouver and Receive from Montreal, Ottawa, Winnipeg via tr. 7.

n—Despatch daily to Winnipeg, Ottawa, Montreal, Ft. W. & W. tr. 1. Receive from Vancouver via tr. 8.

o—Receive daily from Victoria, Vancouver, Calgary, Brandon.—Daily ex mon. C. & E. 526,—Sun. W. F., Ed. & Wem. via tr. 8.

P.C. Trs. 53-54.....30 Ft.

Travelling Letter Box in tr. 61. Brandon to Regina cleared at Postal Stn. A Regina.

VESSELS IN NEWFOUNDLAND GULF & COASTAL SERVICE -
 A chronological List, 1898 to 1987 - Part 3

<u>VESSEL NAME</u>	<u>OPERATOR</u>	<u>ACQUIRED</u>	<u>LENGTH</u>	<u>GROSS TONS</u>	<u>BUILT</u>	<u>BUILDER</u>	<u>OTHER HISTORICAL DATA</u>
M.V. LUCY MAUD MONTGOMERY	CN	1971	283(OA)	4245	1965	Ateliers et Chantiers de La Seine Maritime, Le Trait, France	Formerly M.V. Stena Danica, P.E.I. Vessel used in Gulf Service; 1971 - 1972.
M.V. MARINE CRUISER	CN*	1973	372(OA)	4141	1959	New South Wales Government Engineering & Shipbuilding, Newcastle, Australia	Formerly M.V. Princess of Tasmania.
M.V. STENA TRAILER	CN*	1973	343(OA)	1306	1972	Akers Trondjeas, Trondheia, Norway	Charter Terminated 1974.
M.V. JARL TRANSPORTER	CN*	1973	345(OA)	1301	1973	Akers Trondjeas, Trondheias, Norway	Charter Terminated 1974.
M.V. SEATRADER	CN*	1973	378(OA)	2572	1973	A. Vuyk & Zonnen, Capelle, Netherlands	Charter Terminated 1976.
M.V. STENA SAILER	CN*	1974	378(OA)	2500	1973	A. Vuyk & Zonnen, Capelle, Netherlands	Charter Terminated 1975.
M.V. MARINE PACKER	CN*	1974	232(OA)	1101	1965	Soviknes Verft, Syvikgrend, Norway	Formerly M.V. Blikur.
M.V. PERCY M. CROSSIE	CN*	1974	275(OA)	2362	1959	Fusnes Mek Verksted, Arendal, Norway	Formerly M.V. Perla Dani Charter Terminated 1977.
M.V. MARINE SPRINTER	CN*	1974	94(OA)	128	1974	Cancraft Inc., Crown Point, Louisiana	Formerly M.V. Stena Nautica.
M.V. MARINE NAUTICA	CN*	1974	396(OA)	5443	1974	Rickmers Werft, Bremerhaven, W. Germany	
M.V. MARINE ATLANTICA	CN*	1975	396(OA)	5441	1975	Rickmers Werft, Bremerhaven, W. Germany	
M.V. MARINE RUNNER	CN*	1975	91(OA)	138	1975	Cancraft Inc., Crown Point, Louisiana	
M.V. SIR ROBERT BOND	CN	1975	443(OA)	10,433	1975	Port Weller Drydocks, Port Weller, Ontario	
M.V. STENA NORDICA	CN*	1976	394(OA)	5429	1976	Rickmers Werft, Bremerhaven, W. Germany	

Courtesy of Don Wilson

VESSELS IN NEWFOUNDLAND GULF & COASTAL SERVICE
A Chronological List, 1898 to 1987 - Part 3 -
Continued

<u>VESSEL NAME</u>	<u>OPERATOR</u>	<u>ACQUIRED</u>	<u>LENGTH</u>	<u>GROSS TONS</u>	<u>BUILT</u>	<u>BUILDER</u>	<u>OTHER HISTORICAL DATA</u>
M.V. CARIBOU (SECOND)	MA	1986	179(OA)	27,213 (Metric)	1986	Versatile Davies Inc., Lauzon, Quebec	
M.V. NORTHERN RANGER (SECOND)	MA	1986	71.8(OA)	2,561 (Metric)	1986	Port Meller Drydocks, St. Catharines, Ontario	

KEY TO ABBREVIATIONS, ETC.

- * - Vessel acquired by CN on bare-boat charter.
- (A) - Approximately.
- (BP) - Between perpendiculars; the distance on the summer load waterline from the fore side of the stem to the afterside of the rudder post.
- (OA) - Overall measurement; where this value was not available, length between perpendiculars has been given.
- REID - R.G. Reid, later incorporated as Reid Newfoundland Company, operators of Newfoundland's Railway System 1898 to 1923.
- NR - Newfoundland Railway; A Government agency, which operated the system from 1923 to 1949.
- CN - Canadian National, later CN Marine, assumed operation in 1949.

NOTES:

- A. - The Reid Company acquired a second vessel of this name around 1908, a 108-foot(BP) steam Yacht of 96 gross tons, used for private purposes. The Reids also acquired a 129-foot(BP) salvage tug of 346 gross tons about the same time. This vessel, S.S. Petrel, was turned over to Government with the rest of the fleet in 1923, but was scrapped two years later.
- B. - This vessel was originally operated by Crosbie and Company in a subsidized coastal service northward from St. John's, but was acquired by the Reids around 1914.
- C. - Portia and Prospero were sister ships, built for Bowering Brothers, operated for 20 years under a Government subsidy contract. On the expiration of the contract in 1924, they were acquired by the Newfoundland Railway.
- D. - The Splinter Fleet* was a group of ten wooden ships built at Clarenville during the mid 1940's. They were owned by the Department of Resources, but operated by the Newfoundland Railway. CN acquired three of them in 1949, while the Government retained the remainder, soon selling them to private operators. M.V. Trepassey operated in Northern Labrador for a decade, on time charter to CN, until delivery of M.V. Hopedale in 1960.

courtesy of Don Wilson

Part 1 of this listing may be found on Page 2 of Issue No.73, Volume 17, No.1, October, 1988.
Part 2 is on Page 5, Issue 74, Volume 17, No.2, December, 1988

From Brian Stalker -

N-39/39A LABRADOR T.P.O. / NEWFOUNDLAND.....a concluding report?

My enquiries in The RPO Newsletter have resulted in contributions from eight other members..an excellent response considering the narrow scope of the enquiry.. and my thanks go to Messrs Battersby, Burega, Felton, McCrea, Moffat, Noble, Perry and Robinson for their help along the way.

N-39

From the information received, N-39 appears to have enjoyed two periods of use:-

First: earliest Aug 14 1896

latest Sept 23 1896

purple/magenta ink used Aug 14-26 1896 (16 copies)

black ink used Sept 9-23 1896 (4 copies)

Second: earliest Aug 14 1898

latest Oct ?? 1898

black ink used on all 1898 strikes, 8 copies reported.

N-39A (type 22B?)

The copy described as Type II in my original enquiry (March '91) has been allocated a new number N-39A on the basis that no framing lines are present. However two other copies of the lower case'n' strike have now been reported but both have one or both frame lines. Thus we have:-

Oct 23 1896 black, top and bottom frame lines

Jul 26 1897 blue, no frame lines

?? ?? 1897 magenta, top frame line.

On the basis of this evidence, it may be that we have two hammers of N-39 rather than a new listing, with the 'n' hammer having framing lines set slightly lower than the lettering such that the lines would print only if the hammer was rocked whilst being used.

It is interesting to find this hammer in use for what was probably the last trip of the 1896 season, and possibly its exclusive use during the 1897 season. However we are no nearer identifying the vessel used on the Labrador TPO service during 1897. Perhaps some day some-one might come across the vital piece of evidence to fill in another gap in our knowledge of this fascinating TPO service.....

in the meantime....another puzzle!!!

N-43 Type 17F

Ludlow records the period of use of this postmark as Aug 3 08-Sep 19 14. The copy shown below predates this by a few days...but what's a few days between friends.



Closer examination of this strike shows fairly conclusively, in my opinion, that this is none other than hammer I of N-40 (with missing lower left arc) with an added outer ring. We now have an inconsistency between the ERD/LRD for N-40 Hammer I and N-43....the inconsistency remains even if the outer ring was removed at some stage. Or could the outer ring have been readily removable?

Any comments or observations??

More from Brian Stalker -

LABRADOR T.P.O. / NEWF'D

N-40 Type 4J

Prior to his stroke, Lew Ludlow was close to completing a hammer analysis with earliest and latest recorded dates for Newfoundland TPO and RPO postmarks. In that work he identified two hammers covering the following periods:

Hammer I Oct 25 1897- Aug 1 1914

Hammer II Aug 2 1931- Aug 27 1944

The differences between the hammers are detailed in the June 1980 issue of The RPO Newsletter, at which time Ludlow suggested that there may be a third hammer.

On examining the recently published "Proof Strikes of Canada Vol XVII" edited by Paul Hughes, published by Robert A Lee, (Vol XVI and Vol XVII are highly recommended for RPO buffs) one finds two proof strikes dated No 6 25 and No 6 31.

We appear therefore to have three hammers for this cancel, but not two for the earlier period as surmised previously...unless another appears!



I

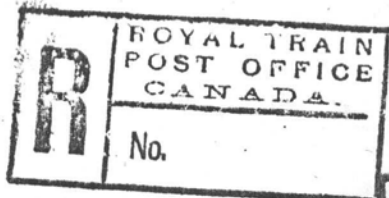
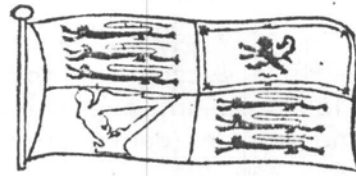


II



III

*AB Stuart
for RW Hale*



TOM ALMOND, editor of 'The Flag Pole', purchased the card shown above at a recent sale. The card is beige in colour and is blank on the reverse. All of the strikes are in purple. Can anyone shed any light on the origins of this item? Are there any other copies? Who were A B Stuart and R W Hale?

Any comments via the editor or direct to Tom at 2 Filbert Drive, Tilehurst, Reading, Berks U K. RG3 5DZ. Hale- District Director, Edmonton. Stuart - P.M. Edmonton?

Bill