

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 25 - No.1 Whole No.126 October 1996

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BNAPEX 1996 - August 30 to September 1 - Fort Worth, Texas. A fine meeting of the Study Group was held on Saturday, August 31, at the 1996 Convention and Exhibition. Eight members and two visitors were present - Ken Ellison, Don Fraser, Peter McCarthy, John McCrea, Rick Parama, Bill Robinson, Alec Unwin, and Don Wilson; along with Doug Lingard (incoming Vice-President for Study Groups) and Norm Shugar of the Texas Prairie Beavers. Several other members were at the convention, but unable to attend the meeting.



John McCrea made another visit to the Smithsonian on his way from Pennsylvania to Texas, and sent your Editor another of their fine colour postcards. This one shows the inverted center two-cent value of the U.S.1901 Pan-American Exposition issue.

ALLAN L. STEINHART, OTB, FRPSC - Our Study Group member and well-known postal history dealer died unexpectedly at home in Toronto on Friday, September 6, 1996. Your Editor had just seen him at Fort Worth on the previous week-end and obtained a few more goodies for his collection. He served for several terms as a Director of BNAPS, as Chairman of the Board of Directors, and as the head of the Publications Committee for the Society. His philatelic knowledge was legendary, he was always generous in sharing the results of his research, and many of his findings appeared in this and other Study Group Newsletters. We will sadly miss him. /2

ANNUAL MEETING HIGHLIGHTS - The Group Chairman - Jim Lehr, and Secretary-Treasurer-Editor - Bill Robinson, were re-elected by acclamation. 1996-97 Dues were again set at \$ 10.00 Cdn or \$ 9.00 US. A report was given on Lew Ludlow's condition - no change. Peter McCarthy was congratulated for earning a silver medal this year with his GTR and GWR exhibit, and Rick Parama a Silver for a fine Alberta Territorial exhibit. Plans for BNAPEX 1997 were discussed - possibly a single frame Study Group exhibit, and displays from Bill Robinson (Newfoundland TPOs) and Peter McCarthy (GTR). Any others?

John McCrea presented several interesting short subjects to the Group -

1. Northbound Train No. 93 of the CNR left Buffalo, N.Y. at 4:45 AM, passing through Niagara Falls, ON at 6:30 AM, and arriving in Hamilton, ON at 7:55 AM. Southbound mails for U.S. points arriving at Niagara Falls, ON, in the baggage car of Train 84 at 4:45 PM were conveyed to Suspension Bridge, N.Y. in the baggage car of Train 93 deadheading back to the U.S.A. for the following morning. There was no corresponding Train 94 to return this equipment. See Table for Route 208a below.

F 18491

Niagara Falls & Hamilton R. P. O.
(Canadian National Railways.—43-67 miles.)

Route 208a.

	Train No. 107	Train No. 91	Train No. 95	Train No. 107	Train No. 93	Miles from Niagara Falls, N.Y.	Time Table No. 95 Sept. 24, 1950	Train No. 102	Train No. 86	Train No. 84	Train No. 90	Train No. 102			
	B.C. 7	B.C. Dy	B.C. Dy*	R.P.O. Dy	R.P.O. Dy			R.P.O. Dy	R.P.O. Dy	B.C. Dy	B.C. Dy*-6	B.C. 7			
	P.M. 5.15	P.M.	P.M. 9.00	P.M. 12.45	A.M. 4.45 6.30	0	(Buffalo, N.Y.) Nia. Falls Susp. Bridge, N.Y.	P.M. 1.01 11.05	P.M. 7.00 4.35	A.M. 8.00 4.45	A.M. 12.30 11.00	P.M.			
						0-60	NIAGARA FALLS.....P	D 10.46	E 4.20	d 4.25	d 10.50	e 10.46			
						9-47	Thorold.....P	E 10.21	E 4.03	d 3.55					
						11-81	ST. CATH. P. Niagara-on-the-Lake... B. (St. Catharines Stn.)...	E 10.08	E 3.52	d 3.50	e* 10.27	d 10.08			
						17-48	Jordan Jordan Station (Jordan Stn.)	D 10.01	E 3.42						
						18-82	Vineland Vineland Stn. (Vineland Stn.)	D 9.57	E 3.39						
						23-24	Bearsville.....P	E 9.51	E 3.33						
						25-68	Grimsby Beach...†C	D 9.46	E 3.29						
						27-44	B. Grimsby.....E	E 9.42	E 3.26						
						32-14	B. Winona.....E	E 9.33	E 3.18						
						43-67	HAMILTON.....P	R 9.15 A.M.	r 3.00	r 3.10	r 9.45	r 9.15 A.M.			

For connecting service Hamilton to Toronto, see Route 220.
to London 253

†Catch Post used by tr. 107.

††Leaving Niagara Falls Suspension Bridge, N.Y., on Sunday, Train 95 should read "r" instead of "e" at St. Catharines.

Mails for United States points arriving at Niagara Falls, Ont., in baggage car Train 84 are conveyed to Suspension Bridge, N.Y., in baggage car Train 93 deadhead equipment.

P.C. All trains 30 ft.

2. Toronto & Fort Erie - See the note to the Table for Route 218 on Page 3. Registered Mail in the baggage cars of Trains 372, 374, and 382 on this run which officially ended at Fort Erie, ON, was actually carried to Buffalo under supervision of the Canadian Railway Mail Clerk. M.P. Tummon confirmed this to John McCrea.

Toronto & Fort Erie - Table for Route 218 -

Toronto & Fort Erie

F 7684

(C. P. R. & T. H. & B. & M. C. R. Railways.—95.08 miles.)
(Toronto—International Boundary—95.47 miles)

Route 218.

Train No. 741	Train No. 821	Train No. 721	Miles from Toronto	Time Table No. 47, 113, & 160	Train No. 832	Train No. 712	Train No. 772	Train No. 73	Sig.
B.C. Dy	B.C. Dy	B.C. Dy		Sept. 24, 1930	B.C. Dy	B.C. Dy	B.C. Dy	B.C. Dy	
P.M. 1.00 d 9.30	P.M. 8.30 d 9.30	A.M. 8.15 d 9.10	0 40-20	TORONTO.....P Hamilton.....P	P.M. 8.50 7.55	A.M. 7.55 6.55	A.M. 12.05 11.10		
Train No. 374	Train No. 382	Train No. 372			Train No. 383 Dy*	Train No. 371	Train No. 377		
R 2.00	R 9.35	R 9.15	40-20 51-12 55-11	Hamilton.....P Vinemount..... Grassie..... Caistor Centre..... Smithville..... St. Anns..... (Smithville Stn.)..... St. Anns..... Fenwick..... Welland.....P Stevensville..... FORT ERIE..... Buffalo.....	P 7.45 6.50	P 6.50 11.05	P 7.55 7.25 7.22	b bcd bcd	
2.30		9.47	60-44 63-33 71-20 77-77 87-93 95-08 103-00		7.13	10.31	7.08 6.55 6.45	bc bc bc	
P 3.00 E 3.32 d 4.15	E 10.37 d 11.03 d 11.45	P 10.01 E 10.15 d 10.32 d 10.47 d 11.40			P 6.58 R 6.40 R 6.10 R 5.31		E 7.08 E 6.55 R 6.45 R 8.51		

Note.—Ry. Mail Clerk travels in tr. 821-382 and 371-712 between Toronto and Buffalo in B.C. in charge of registered mail. a—Rec. from Toronto and Hamilton.
†Train No. 383 is used on Sundays between Welland and Hamilton only.

S.A. Train 821-382. 15 ft. Dy.
S.A. Train 383. 7 ft. Dy.
S.A. Tr. 832. 7 ft. Dy.
S.A. Tr. 383. 3 ft. Sun. Welland to Hamilton
S.A. Tr. 721. 7 ft. Dy.
S.A. Tr. 372. 7 ft. Dy.
Sig. Tr. 73.

S.A. Train 371. 15 ft. Dy ex. Sun.
S.A. Train 712. 15 ft. Dy ex. Sun.
S.A. Train 741-374. 3 ft. Toronto to Int. Boundary
S.A. Tr. 377. Dy 15 ft.
S.A. Tr. 772. 7 ft. Dy.
Tr. 73. 3 ft.

b—Receives from Welland.
c—Despatches to Hamilton.
d—Receives from T. & H. 9 and Hamilton.

Tr. 73 carries lock bags from Ft. E. & St. T. 365 for Toronto, H. & L. 17, Hamilton & N.F. & H. 102.
T.L.B. tr. 383-832 cleared at Toronto
T.L.B. tr. 721-372 cleared at Welland

Note also these cross-border dual train numbers - 377-772 and 741-374 - carrying U.S. Mail from Buffalo to Hamilton & Toronto.

THROUGH BAG LIST

Train No. 377-772				Train No. 377-772			
From	Freq.	Via	For	From	Freq.	Via	For
Buff. & Wash. 575.....	Dy		Hamilton	B. Sal. & Pitts. 501.50.....	Dy-1		Toronto
".....	Dy		Toronto	".....	Dy-1		Hamilton
N.Y. G.C. Stn. 35.....	†		Hamilton	N.Y. & C.E.D. 35.....	†		Welland
N.Y. & C. 35.....	Dy		"	".....	Dy-1		Toronto Dis.
Buffalo Term.....	Dy		Toronto	N.Y. & C. x 38	Dy		Toronto
".....	Dy		Toronto D. & D.	Boston Annex.	†		"
	Dy		Hamilton	Hamilton.	Dy		"
			D. & D.	Bost. & Alb. 35	†		Toronto
Welland.....	Dy		"				
".....	Dy		Toronto		Tr. 741-374		
Buffalo Term.....	Dy		Toronto Dis.				
N.Y. G.C. Stn. 35.....	†		Toronto D. & D.	T.S. & G. 23.....	Dy		Hamilton
Dunnville.....	Dy		Hamilton	T.G. & O.S. 172.....	Dy		"
Buff. & Wash. 575.....	Dy		Welland	Toronto.....	Dy		"
N.Y. & C. M.D. x 38.....	Dy		Hamilton	".....	Dy		Dunnville
".....	Dy		Toronto	".....	Dy		Fenwick
Smithville.....	Dy		Hamilton	".....	Dy		Smithville
".....	Dy		Toronto	".....	Dy		Welland
Smithville.....	Dy		"	".....	Dy		Ste. Anns
N.Y. G.C. Stn. 59.....	†		Toronto D. & D.	".....	Dy		N.Y. & C. 52
				".....	Dy		N.Y. & C. 283
				".....	Dy		Buffalo Term.

†Dy-1 and days after U.S. holidays.

3. Muskoka Wharf - John presented the theory that the MUSKOKA LAKES STEAMER hammers were physically located and used on Southbound mail at the Muskoka Wharf - rather than on the actual steamers. Northbound mail did not receive this marking. Has anyone seen a northbound item ? This idea is certainly logical. Any other comments from anyone ?

4. North Bay, Sudbury and Sault Ste. Marie - John's theory is that the mail cars on this run physically ran right into Sault Ste. Marie, Michigan, under the care of the Canadian Railway Mail Clerks.

Those present found the ideas interesting and challenging, and we are looking for more dialogue about these complicated runs. Many thanks to John McCrea for bringing them to us.

MEMBER BILL WALTON - showed us a second example of S-244H - T.P.O./NEWFOUNDLAND / S.S.MEIGLE. This is a Type 1L marking. His is dated 22 July 1925, while the original report from Captain Campbell, in Great Britain, is dated 13 August, 1926. Nice going, Bill. Both reports will appear in Annex XV in the next few months.

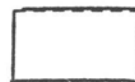
MEMBER PALMER MOFFAT - Member Don Wilson reported that Palmer and his wife Marion of Tucson, AZ, have been in poor health for the past year and unable to correspond. Accordingly, we have reinstated Palmer to membership in the Study Group, and will be sending him the 1995-96 back issues which he has missed. We understand that his copies are given to the Western Postal History Museum at Tucson when Palmer has finished with them. We hope that his health will improve soon, and that his work on the Post Offices of Newfoundland will be completed in the near future with the help of our member C.A.Stillions.

NEW MEMBERS - We welcome Randy Manuel, 3340 Sandy Lane, Burlington, ON, L7M 3T2; and Greg Ioannon, 90 Edgewood Ave.#110, Toronto, ON, M4L 3H1, new BNAPS members, to membership in the RPO Study Group. We hope they will enjoy a long connection with this specialty.

1997 BNAPEX and ANNUAL MEETING - will be held in the Newfoundland Hotel, St. John's NF, from Thursday, August 28, to Saturday, August 30, 1997. We hope you will all be there. Remember that 1997 is the 500th Anniversary of the arrival of John Cabot in Newfoundland. The tourist business will be crazy, and accomodation on ferries and in hotels will be at a premium. Reserve early.

1996-97 STUDY GROUP DUES - Please remember that our Annual Dues run from one Annual Meeting to the next. Accordingly, if the box below is marked in red, please send in your dues as soon as possible.

Dues are \$ 10 Canadian, \$ 9 U.S., or Five pounds sterling - whichever is easier for you. Cheques or Money Orders are acceptable, and should be made out to W.G.Robinson.



MORE DISCONTINUED TRACKAGE -

LEGAL NOTICE

Canadian National Railway Company

Notice of discontinuance of railway lines

In accordance with Section 143 (1) of the *Canada Transportation Act*, notice is hereby given that Canadian National Railway Company intends to sell its operating interest in the railway lines described below or to discontinue operating the railway lines if they are not transferred.

EAST

***Chandler Subdivision in the Province of Quebec**
from Ste. Adelaide M.P. 48.10 to Gaspé M.P. 104.20

***Taschereau Subdivision in the Provinces of Quebec and Ontario** from La Sarre M.P. 99.00 to Cochrane M.P. 181.40

Sorel Subdivision in the Province of Quebec from Tracy M.P. 45.50 to Sorel M.P. 47.20

Parties interested in acquiring this(these) railway line(s) for the purpose of continuing railway operations must make their interests known in writing by November 4, 1996. Correspondence should be forwarded to:

Joseph Trouvé, Manager, Business Planning
CN East, 1060 University Street, Suite 6.235
Montreal, Quebec H3B 3A2
Phone: (514) 399-5542 Fax: (514) 399-6237

WEST

Lac La Biche Subdivision in the Province of Alberta
from Near Boyle M.P. 74.10 to Lac La Biche M.P. 113.10

Steep Rock Subdivision in the Province of Manitoba from Steep Rock Jct. M.P. 0.00 to Steep Rock M.P. 12.10

Lampman Subdivision in the Province of Saskatchewan from Near Bienfait M.P. 88.90 to Estevan M.P. 93.40

Waterways Subdivision in the Province of Alberta
from Lac La Biche M.P. 113.10 to Lynton M.P. 276.00

Cowan Subdivision in the Province of Manitoba
from North Jct. M.P. 0.00 to Near Minitonas M.P. 83.51

Big River Subdivision in the Province of Saskatchewan from Near Bodmin M.P. 51.32 to Big River M.P. 56.50

Oak Point Subdivision in the Province of Manitoba
from Near Moore M.P. 7.80 to Steep Rock Jct. M.P. 131.00

Winnipegosis Subdivision in the Province of Manitoba from Sifton Jct. M.P. 0.00 to Fork River M.P. 10.90

Parties interested in acquiring this (these) railway line (s) for the purpose of continuing railway operations, must make their interests known in writing by November 4, 1996. Correspondence should be forwarded to:

Robert Feeney, Manager, Network Rationalization
CN West, Floor 19, 10004 - 104th Avenue
Edmonton, Alberta T5J 0K2
Phone: (403) 421-6206 Fax: (403) 421-6469

with a copy to the undersigned.

Expressions of interest and proposals are subject to CN standard conditions for acquiring lines (available upon request).

Following the 60 day period if no party has made their interest known, or if no agreement has been entered into within the four months following, the railway line will be offered to the Federal (subject to certain conditions), Provincial and municipal governments whose territory the railway line passes through. Each will have 30 days to indicate their intention to acquire the interest in the line. If no agreement is entered into, operations on this line will cease.

This line is subject to an agreement between Canadian National Railway Co. and VIA Rail Canada Inc. in respect of the operation of a rail passenger service. VIA Rail Canada Inc. has been advised of CN's intentions.

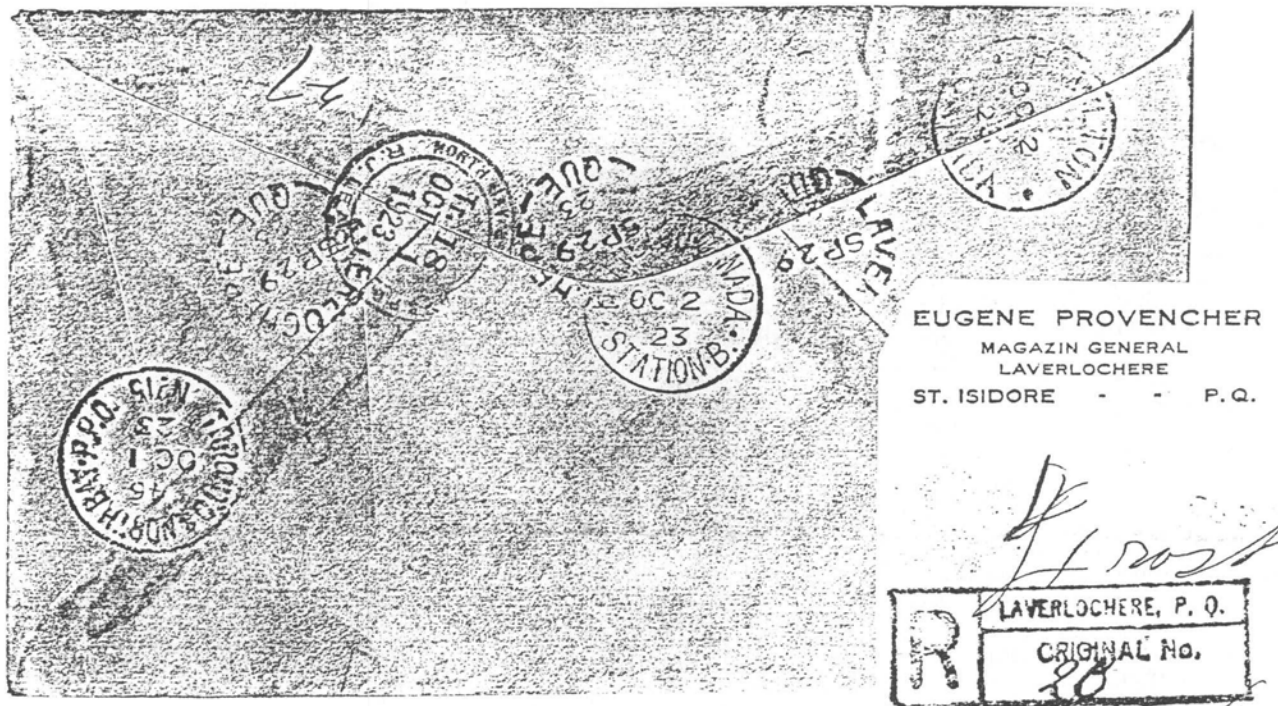
S.A. Cantin, Q.C.
System General Counsel
Canadian National Railway Co.
Law Dept.
P.O. 8100
Montreal, Québec H3C 3N4
September 3, 1996



11/16

A GOOD SAMARITAN - Few of our members realize that one of them is a Methodist Minister, and the unofficial Chaplain of the Texas Prairie Beavers Regional Group. Rev. Elwood (Woody) Poore, of Gainesville, Texas, is a long-time member of the Group and collector of Canadian R.P.O. material. While attending the recent convention in Fort Worth, he discovered that Mrs. Carolyn Arfken, wife of our former Director, George Arfken, was in hospital after suffering a stroke just as they arrived at the show. Woody pulled out all the stops to obtain the best care, made several visits, and assisted George in every way. You can see why his fellow Prairie Beavers recommended him for the Jack Levine Fellowship Award which he received at the Awards Dinner on September 1. Congratulations are extended from all of us.

A NEW CLERK STRIKE - A new report has surfaced - O-186B - NORTH BAY & COCH.R.P.O./ R.J.LEACH - Type 6E, Train 18, 10/1/23, RF 500*.



The cover was mailed at Laverlochiere, P.Q., near Rouyn-Noranda, on 29 September 1923. It received the new marking on 1 October 1923. Train 18 left Cochrane, ON, at 6:50 AM, arriving at North Bay 5:50 PM. The next marking is O-383, Hammer 15, Train 46, 1 October 1923. Train 46 left North Bay at 10:45 PM, arriving at Toronto 7:35 PM, 2 October. A transit mark shows arrival in Hamilton 2 October 1923, and the arrival mark is Hamilton, Station B the same day. For some time we were baffled that a cover from Quebec would have travelled south and east from Cochrane and North Bay to Toronto - but remember that the Rouyn-Noranda mining area is north and west of Sudbury - a long way from Quebec City.

ANOTHER NEW LISTING - will appear in Annex XV - SASK.& EAT. R.P.O./ J.E.OAKES - Type 17J, Train 27, 5/27/31, RF 500.

We thought at first that "EAT." was a misprint for ESTON - for which numerous runs are recorded. It now appears that it is an abbreviation for EATONIA. Train 27, according to John McCrea, perambulated through extreme western Saskatchewan once per week, during the 1930s, terminating at Eatonia. We learn something new every day.

ANNEX XV to R.P.O.CATALOGUE - This has been mentioned above, and in other sections of this News Letter. It should be published early in 1997. Send in your dues, and we'll get it out soon.

ANOTHER R.P.O.ANTHOLOGY - Several members have asked if we should consider another Anthology, similar to the one published in 1994 to commemorate News Letter No.100. We are accumulating a number of longer articles which don't lend themselves to publication in the Newsletter. We might consider publishing to commemorate News Letter No. 150 in about four years, or we might consider the 25th Anniversary of the Study Group in 1998. Please let us know what you think, and submit any suitable articles as soon as possible. We were able to finance the last Anthology internally without raising dues rates or charging members for the extra book, and I think we can do this again. Please let me have material and ideas.

FROM MEMBER HORACE HARRISON - Examples of two nice postcards with T.P.O. markings from Newfoundland - N-15a, Coastal T.P.O.North, known 1889 to 1911, and N-81, Railway T.P.O., known 1886 to 1898.



RAILROAD MONEY - Horace Harrison sent in the examples shown below. They were printed in sheets of six, but we are only showing the left half of the sheet to conserve space. They are fine examples of the engravers' art, and were printed by Rawdon, Wright and Hatch, in New York.

150 SOUS

(QUINZE SOUS)



LOWER TO THE TREASURER OF THE CANADA

CHAMPLAIN & ST. LAWRENCE RAIL ROAD



Seven Pence Half penny

in current bank: value of this city in sum is not less than five shillings. Montreal 1st August 1857.

Printed

150 SOUS

SEVEN PENCE HALF PENNY


REDEEMABLE AT THE GREY BANK

Rawdon, Wright & Hatch New York

Comm^r

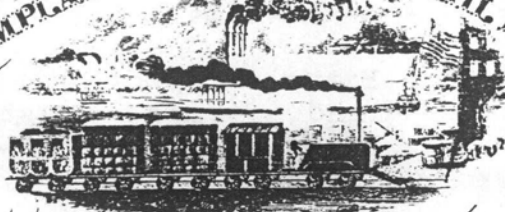
60 SOUS

QUARTER DOLLAR



LOWER TO THE TREASURER OF THE CANADA

CHAMPLAIN & ST. LAWRENCE RAIL ROAD



Fifteen Pence

in current bank: value of this city in sum is not less than five shillings. Montreal 1st August 1857.

Printed

15^d

FIFTEEN PENCE

REDEEMABLE AT THE GREY BANK

Rawdon, Wright & Hatch New York

Comm^r

UNE CO

2s 6d



LOWER TO THE TREASURER OF THE CANADA

CHAMPLAIN & ST. LAWRENCE RAIL ROAD



Half a Dollar

in current bank: value of this city in sum is not less than five shillings. Montreal 1st August 1857.

Printed

2s 6d

HALF A DOLLAR

REDEEMABLE AT THE GREY BANK

Rawdon, Wright & Hatch New York

Comm^r

From Ross Gray

The "Type 5" (30mm or greater diameter) rubber stamp postmarks, most of which appeared around 1919-22, were intended only for internal post office forms and not as transit markings or cancellations on mail. Examples of use on mail are rare, particularly cancelling a stamp. Here is a new discovery reading, "TRAIN No. / Tor. & Lon. G.T.R. R.P.O. No. 1 21, OCT 22, 1922", struck in violet and cancelling a 2c red admiral on a cover addressed to Buffalo, N.Y. It joins the approximately 50 other similar type postmarks already listed.



The potential for discovering additional unreported private clerk hand stamps is high, considering the number of railway post office clerks employed over the life of the railway mail service. As usual, this one appears as a transit backstamp, struck in violet, on a registered cover, which originated in LONDON / CANADA 1, JUL 1, 34. and travelled via O-356, TOR. LON. & WINDSOR / R.P.O. 14, JUL 2, 34 and Q-147, MONT. S. FALLS & TORONTO R.P.O. 36, JUL 2, 34, arriving at its destination, PETERBOROUGH / ONT. AM, JUL 2, 34. A type 12A, it reads, "MONT. S. FALLS & TOR. / W. J. JORDAN 36, JUL 2, 1934".

A new early date, both for the listing and hammer #2 of RR-9, is found as a transit backstamp, on a registered cover originating at GRIFFITH / ONT. OC 12,75 (Griffith Township, Renfrew County) addressed to Toronto, where it arrived the following morning.



A previously unreported private clerk handstamp has surfaced in a group of post cards, apparently addressed to a girl friend of the clerk. It is, "TOR. & MEAFORD / F. M. BELL, M.C.". In the earliest example, it is dated OCT 3, 1907 (train 67) and is used as a transit mark; in the later example, dated APR 14, 1908 (train 62), it is accompanied by O-360 (hammer 2a), which cancels the stamp. Both are struck in red. (I wonder if the clerk and his friend ever married? Sounds like a project for John Keenlyside.)

From Ross Gray

In the July, 1995 edition of the newsletter, I reported a private clerk handstamp with a **TORONTO, HAM-ILTON & BUFFALO** run. It was subsequently listed as **O-347N**. At about the same time, Bill Robinson reported another private clerk with the same run, **O-347M**. These discoveries of apparent R.P.O. activity on the Toronto, Hamilton and Buffalo Railway prompted me to appeal for timetable information on the train numbers, in order to confirm that these clerks operated on the T.H. & B.Ry. and not on the Toronto-Niagara Falls service of the C.N.Ry.



O-347N

In the case of the cover with O-347N, it was transferred aboard the T.H. & B. r.p.o. in Toronto, whereas the O-347M cover was transferred aboard in Hamilton.

Carleton Smith sent copies of T.H. & B.Ry timetables from 1931, 1940 and 1942 which confirm that both trains 71 and 82 operated during this period. He also did some research into the financial records of the company, which showed that it received revenue for carrying mail in the amount of \$4.1 million in 1917. By 1931, the amount had increased to \$7.8 million.

Tor. H. & B
Tr, 71
Feb, 16. 1933
E, A. Frost
O-347M

John McCrea, an expert in cross-border r.p.o. service, phoned and confirmed that he saw the mail cars on the joint C.P.Ry., T.H. & B.Ry. and New York Central Railroad, Toronto-New York trains, when he was growing up in the west of Toronto and knew that these cars carried large volumes of U.S. bound, high value, registered mail. The clerk was on board, chiefly to act as a guard, because there was little sorting to be done.

The existence of these two transit backstamps show that limited sorting of registered mail was done. The absence of any steel hammer, originating cancellations indicates that this r.p.o. did not receive, sort and dispatch ordinary mail en route.

During our conversation about the T.H. & B., John McCrea also mentioned a theory, that the two hammers of the **MUSKOKA LAKES STEAMER** cancellations, **S-245** may not have been applied aboard the steamers but, instead, at the steamer company offices at the wharf in Gravenhurst or at the West Gravenhurst or Gravenhurst post offices.

This theory makes practical sense, since almost all of the mail being received on board the steamer was for destinations outside Muskoka and not for other en route stops. Mail picked up at Gravenhurst for delivery en route, would probably be already sorted for the various stops on the steamer route.



Another previously unreported private clerk hand stamp appears as a transit backstamp struck in purple, on a registered cover originating at **NAPANEE / ONT.** DE 12, 31 and addressed to **Sharbot Lake**. It travelled via **O-372, TOR. & MONT. G.T. R. P. O. / N° 5 18, DE 12, 31 to KINGSTON / CANADA DE 14, 31**, where it was placed aboard **O-130, TRAIN N° / KING. & SH. LAKE R.P.O., 613, DE 14, 31** and received at **SHARBOT LAKE, ONT. AM, DE 14, 31**.

It is not clear why the clerk of the next leg of the train's trip, i.e. Sharbot Lake to Renfrew, would stamp the cover.

A brief note on page 54 of the June, 1996 issue of the P.H.S.C. Journal, noting two uses of "19" to indicate 1900 on other cancellations, was coincidental with my finding this example on an r.p.o. cancellation, **O-103**. It is on a 2c "Numeral" cover with an arrival backstamp which uses the more conventional "00", confirming that the year is 1900.



O-48

This early example of **O-48** has a previously unreported train number "7" and uses a "S" direction slug instead of "SP" for September.



O-103



O-355

A very scarce train number "22" is shown on this example of **O-355**, hammer 2a, found on a 2c Admiral cover addressed to Hamilton.