

Train at Sharbot Lake station

In this issue we have a new report of a rare registered R.P.O. from a friend of the study group, **John Rossiter**. From another friend of the study group, **Colin Campbell**, comes information about a possible new Depot Section cancellation. Thank you to both of these gentlemen for this interesting news.

Chris Anstead continues his history of the **Kingston & Pembroke Railway** line.

Your editor writes about one of his favourite covers. Do any of our members have a favourite cover, which they would like to share? This would make an interesting regular feature.

In the last issue, we published a table of early and late dates for the early **Registered R.P.O. cancellations**. Unfortunately, errors crept in, when the data was transferred from one software to another. One of the reasons for the mistakes was the result of using month/day/year date formats, for example, 03/26/01. To avoid future confusion and possible errors, Chris Anstead is proposing the use of a 4 digit year/ month/day format, for example, 2001/03/26. The corrected table is at the end of this issue and also contains more up to date data from Bill Robinson.

### Secretary's Report from Chris Anstead

Welcome to new member **Gordon Craig**, P. O. Box 1180, 12151 - 224 Street, Maple Ridge, BC, V2X 7N5. His interest is the postal history of British Columbia.

Welcome aboard **Keith H. Lauzon**, #401-71 Washington Crescent, Elliot Lake, ON, P5A 2L6, who is interested in Ontario and Western R.P.O. postal history.

Member **Joseph Smith** of Rocky Mountain House has been assigned a new postal code T4T 1A8.

It is with sadness, that I report the passing of member **Reg Hiscock**.

Born in Australia, Reg left school at age 14, to become a telegram delivery boy for the post office in Melbourne, in 1938. His interest in stamps undoubtedly dates from this period. He took the public service exam and joined the Australian Civil Aviation Department when it was first formed. In March 1942 at the age of 18, after going through infantry training, he was assigned to the Australian Special Wireless Group, a top security signals unit involved in the interception of enemy wireless transmissions. Reg is remembered as being a very good wireless operator. During two postings to New Guinea, his unit played a significant role in cracking the Japanese signal codes.

After the war, Reg took advantage of the military rehabilitation scheme and took a Bachelor of Commerce degree. He eventually returned to the Civil Aviation Department. In 1961, he was offered a posting to the International Civil Aviation Organization in Montreal and arrived in the middle of winter in shorts. Reg was Director of Administration at ICAO, until his retirement in 1986.

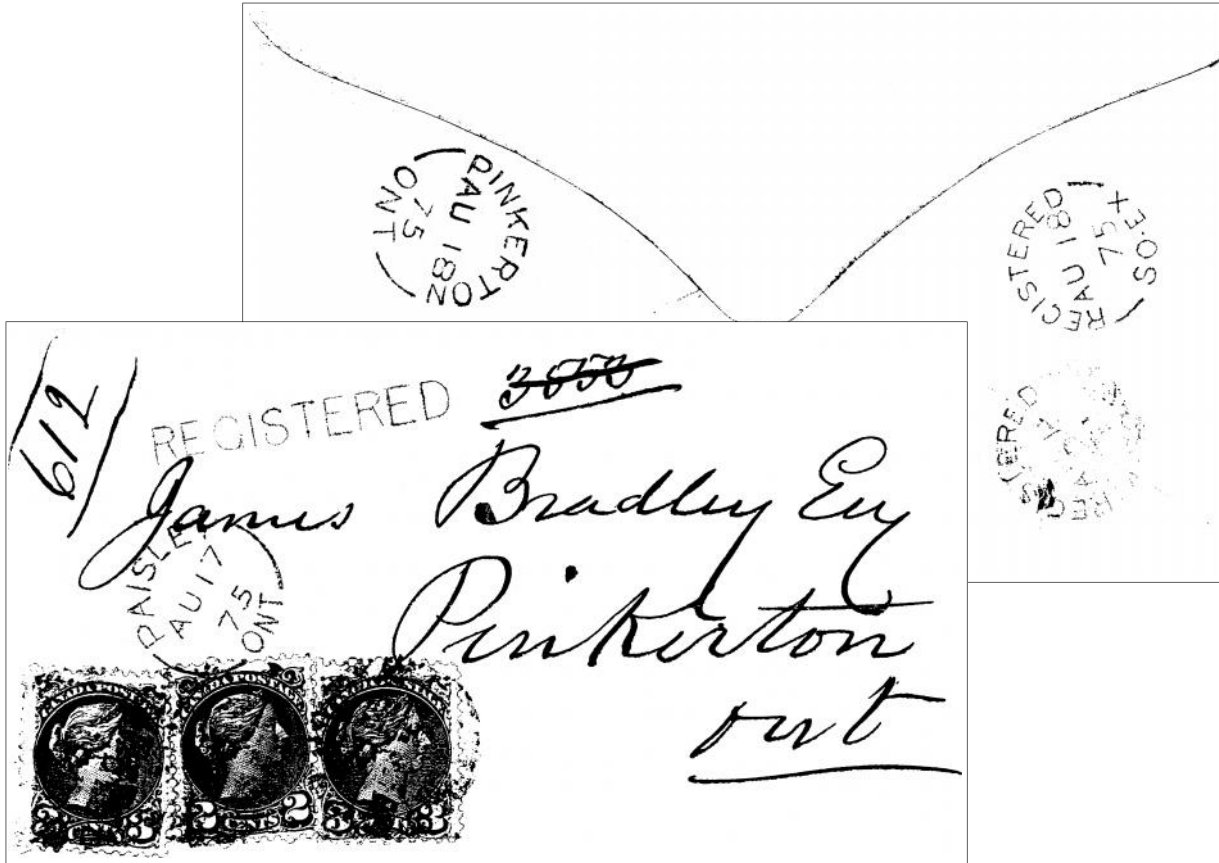
Reg was a keen collector and supported the Lakeshore Stamp Club in many ways, being awarded Life Member No. 2, in 1973. Reg is survived by his wife, Elaine.



## A New Report for RG-34A from John Rossiter

In 1872, the **Wellington, Grey & Bruce Railway** was opened from Guelph (*Wellington County*) to Southampton (*Bruce County*), a distance of 102 miles. Two years later, a 67 mile long branch line was completed between Palmerston and Kincardine (*Bruce County*); it was known as the **Southern Extension**.

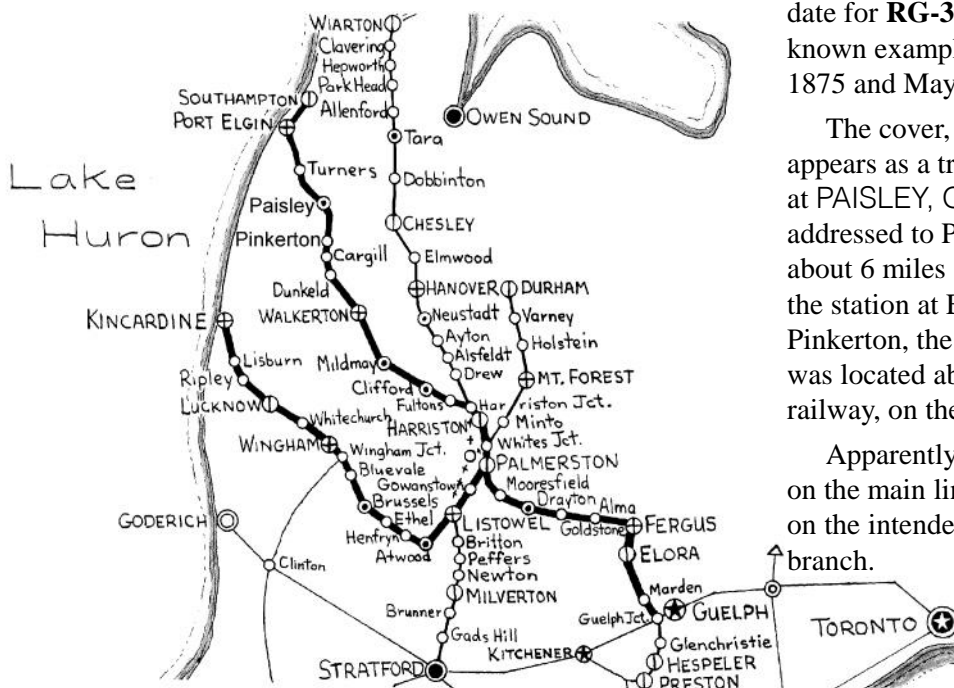
The railway was leased to the Great Western Railway in 1869, prior to its construction and was operated by them. The map shows the railways of the area associated with the Great Western Railway, circa 1883, including a portion of the Georgian Bay & Lake Erie Railway (Stratford-Listowel-Wiarton) and the Georgian Bay & Wellington Railway (Palmerston-Durham).



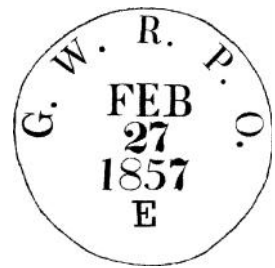
This is the third report and the **earliest** date for **RG-34A**. The two previously known examples are dated December 20, 1875 and May 11, 1876.

The cover, on which this rare postmark appears as a transit backstamp, originated at PAISLEY, ONT., AU 17, 75 and was addressed to Pinkerton, which was located about 6 miles south of Paisley. Although the station at Eden Grove was called Pinkerton, the actual village and post office was located about 1.5 miles west of the railway, on the Teeswater River.

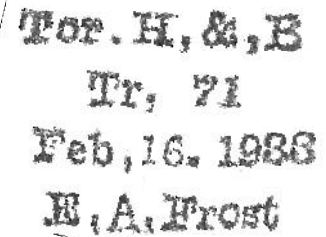
Apparently this cancellation was used on the main line in this instance, instead of on the intended "Southern Extension" branch.



John McCrae writes to tell us, that during a return trip from Florida on Amtrak, he briefly visited **Dr. Frank Scheer** at USPS Headquarters, in L'Enfant Plaza, Washington, DC. Dr. Scheer showed him copies of the Postmaster General's reports from 1853, which show that Congress approved clerks to take charge of U.S. Mail, while it was being transported through Canada, on the **Great Western Railway**, between Suspension Bridge and Windsor, in 1853, 1854 and 1855. (*The earliest Canadian postmark known used on the G.W.Ry. is RR-64, with an ERD of January 4, 1857.*) Specific clerk names are mentioned in the reports. Will we find any postal markings showing that they postmarked Canadian mail en route?



John points out that this situation was similar to Canadian clerk's duties in the 1930's, on the C.P.R. / T.H. & B. / N.Y.C., **Toronto, Hamilton & Buffalo** run R.P.O. cars. In this case, the clerks were on board for security and apparently processed very little mail. The only postmark evidence, which we have of their presence, are unique examples of **O-347M** and **O-347N**. Interestingly, John knew Bill Tummon, the son of the R.P.O. clerk, M.P. Tummon, when they attended the University of Toronto together.



In a second letter, John reveals that he had family connections in the Lindsay area. As a youth, he would travel by train to Lindsay and Omemee, with his mother, from their residence in Toronto. The train would consist of 3 coaches and a mail / express car with the **Toronto & Port Hope R.P.O.** It was at this time, as a teen-ager, that John's interest in R.P.O.'s began.



| TORONTO, PETERBORO, PORT HOPE AND MIDLAND |      |       |      |       |                   |        |                           |        |       |         |       |       |      |       |
|---|------|-------|------|-------|-------------------|--------|---------------------------|--------|-------|---------|-------|-------|------|-------|
| Read Down                                 |      |       |      |       | VIA SCARBORO JCT. |        |                           |        |       | Read Up |       |       |      |       |
| 88  |      | 90    | 94   | 392   | 92                | Miles  | TABLE No. Eastern Time 96 | 91     | 93    | 385     | 95    | 197   | 393  | 87    |
| P.M.                                      |      | P.M.  | P.M. | A.M.  | A.M.              |        | Leave                     | Arrive | A.M.  | P.M.    | P.M.  | A.M.  | A.M. | P.M.  |
| 1.05                                      |      | 7.05  | 5.00 | 11.30 | 7.45              | 0.0    | Toronto Ont. Ar           | 10.00  | 12.15 | 15.15   | 19.20 | 7.50  |      | 10.25 |
| 1.19                                      |      | 7.18  | 5.13 | 11.45 | 7.59              | 2.39   | Riverdale                 | 9.47   | 11.59 | 4.52    | 9.04  | 7.35  |      | 10.09 |
| 1.26                                      |      | 7.25  | 5.20 | 11.59 | 8.06              | 5.44   | Danforth                  | 9.40   | 11.50 | 4.42    | 8.55  | 7.25  |      | 10.00 |
| 1.35                                      |      | 7.33  | 5.31 | 12.18 | 8.18              | 9.03   | Scarboro Jct.             | 9.35   | 11.45 | 4.35    | 8.50  | 7.20  |      | 9.55  |
| 1.45                                      |      |       | 5.40 | 12.32 | 8.28              | 13.78  | Agincourt                 |        | 11.34 | 4.24    | 8.39  | 7.08  |      | 9.44  |
|   |      |       | 5.48 | 12.42 | 8.35              | 16.77  | Millikens                 |        |       | 4.14    |       | 7.00  |      |       |
| 1.58                                      |      |       | 5.55 | 12.52 | 8.41              | 19.76  | Unionville                | 9.15   | 11.22 | 4.06    | 8.27  | 6.53  |      | 9.32  |
| 2.03                                      |      | 7.55  | 6.02 | 1.02  | 8.47              | 22.47  | Markham                   | 9.03   | 11.16 | 3.56    | 8.21  | 6.45  |      | 9.27  |
| 2.17                                      |      | 8.08  | 6.18 | 1.20  | 9.03              | 28.77  | Stouffville J. Ar         | 9.03   | 11.05 | 3.40    | 8.10  | 6.34  |      | 9.15  |
|   |      |       |      | 2.55  |                   | 53.99  | Sutton                    | 7.05   |       |         |       | 4.55  |      |       |
|   |      |       |      | 3.00  |                   | 55.68  | Jackson's Pt. Ar          |        |       |         |       | 4.50  |      |       |
| 2.17                                      |      | 8.08  | 6.18 | P.M.  | 9.03              | 28.77  | Stouffville J. Ar         | 9.03   | 11.05 | 3.25    | 8.05  |       |      | 9.15  |
| 2.34                                      |      |       | 6.33 |       | 9.18              | 34.38  | Goodwood                  | 8.50   | 10.49 | 3.10    | 7.52  |       |      | 9.01  |
| 2.50                                      |      | 8.38  | 6.52 |       | 9.34              | 40.00  | Uxbridge                  | 8.36   | 10.32 | 2.50    | 7.37  |       |      | 8.48  |
| 3.08                                      |      | 8.53  | 7.12 | 378   | 380               | 9.53   | Blackw'r J. Ar            | 8.15   | 10.15 | 2.20    | 7.20  | 379   |      | 8.30  |
| 3.19                                      |      | 9.03  | 7.34 | 5.37  | 8.50              | 10.17  | Manilla J. 100 Ar         | 8.05   | 9.53  |         | 6.59  | 8.07  | 2.55 | 8.20  |
| 3.28                                      |      | 9.13  | 7.44 | 5.50  | 9.03              | 10.27  | Mariposa                  | 8.05   | 9.41  |         | 6.48  | 5.56  |      | 8.10  |
|   |      |       | 7.53 |       | 10.36             | 64.99  | Ops.                      |        | 9.33  | 381     | 6.40  | 5.49  |      | 99    |
| 3.40                                      |      | 9.26  | 8.02 | 6.10  | 9.20              | 10.45  | Lindsay { Lv              | 7.53   | 9.25  | P.M.    | 6.32  | 5.40  | 2.20 | 7.55  |
|   | A.M. | 9.30  | 8.12 | P.M.  | 10.53             |        | Reabro. { Ar              | 7.50   | 9.15  | 12.05   | 6.24  | A.M.  | P.M. | 9.10  |
|   | 6.12 | 7.10  | 8.22 |       | 11.04             | 73.81  | Omeme Jct.                | 7.35   | 8.54  | 11.35   | 6.14  |       |      | 8.52  |
|   | 6.22 | 7.19  | 8.30 |       | 11.13             | 77.44  | Omeme Jct.                | 7.33   | 8.51  |         | 6.04  | 97    |      | 8.48  |
|   | 7.21 | 9.49  | 8.33 | 96    | 11.16             | 78.27  | Bests                     |        | 8.36  |         | 5.47  |       |      | 8.32  |
|   | 7.37 |       | 9.02 | A.M.  | 11.52             | 91.55  | Peterboro { Lv            | 7.10   | 8.20  |         | 5.34  | P.M.  |      | 8.19  |
|   | 7.55 | 10.15 | 9.10 | 8.10  | 12.02             | 91.55  | 102, 104 Ar               | A.M.   | 8.10  |         | 5.27  | 12.15 |      | P.M.  |
|   | A.M. | P.M.  | 9.25 | 8.25  | 12.18             | 99.23  | Fraserville               |        | 7.55  |         | 5.12  | 11.57 |      |       |
|   |      |       | 9.39 | 8.35  | 12.33             | 104.58 | Millbrook J. Ar           |        | 7.45  |         | 5.01  | 11.47 |      |       |
|   |      |       |      |       |                   | 0.0    | Omeme Jct. Ar             |        |       | 11.25   |       |       |      |       |
|   |      |       |      |       |                   | 4.94   | Franklin                  |        |       | 11.07   |       |       |      |       |
|   |      |       |      |       |                   | 6.77   | Brunswick                 |        |       | 11.00   |       |       |      |       |
|   |      |       |      |       |                   | 8.56   | Bethany                   |        |       | 12.55   |       |       |      |       |
|   |      |       |      |       |                   | 15.12  | Millbrook J. Ar           |        |       | 12.35   |       |       |      |       |
|   |      |       |      |       |                   |        | Peterboro                 |        |       | 12.02   |       |       |      |       |
|   |      |       |      |       |                   | 104.58 | Millbrook J. Ar           |        |       | 11.15   | 5.01  | 11.47 |      |       |
|   |      |       |      |       |                   | 108.42 | Carmel                    |        |       | 11.00   | 4.50  |       |      |       |
|   |      |       |      |       |                   | 112.02 | Campbellcroft             |        |       | 10.45   | 4.37  | 11.30 |      |       |
|   |      |       |      |       |                   | 114.25 | Perrytown                 |        |       | 10.30   | 4.32  |       |      |       |
|   |      |       |      |       |                   | 116.82 | Quay's                    |        |       | 10.20   | 4.25  |       |      |       |
|   |      |       |      |       |                   | 122.00 | Pt. Hope (Main St.)       |        |       | 10.05   | 4.14  | 11.13 |      |       |
|   |      |       |      |       |                   | 122.50 | Port Hope                 |        |       | 10.00   | 4.10  | 11.10 |      |       |
| P.M.                                      | A.M. | P.M.  | A.M. | P.M.  | P.M.              |        | Arrive Ont.               | Leave  | A.M.  | A.M.    | P.M.  | A.M.  | P.M. | P.M.  |

C.N.R. Public Timetable - August, 1924

## A New Depot Section Cancellation?

A friend of the study group, **Colin Campbell**, has found a perplexing cancellation on a 3c Jubilee stamp. He kindly sent the item to me for scanning, to produce the clearest possible image for presentation in the newsletter.



Fig. 1 - The image as scanned with the red filtered out to remove the background stamp image.



Fig. 2 - The image "cleaned" to remove the double image produced by a bounced strike and with weak or incomplete inking strengthened.



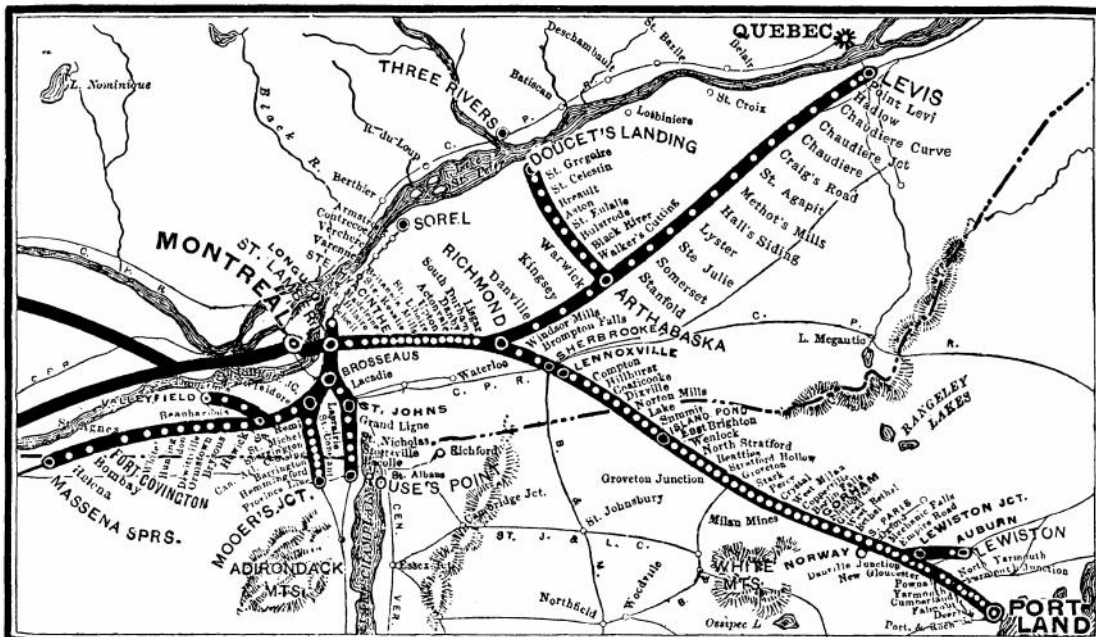
Fig. 3 - The image with drawn additions to show what can safely be deduced from the only available strike.

Colin has spent much time and effort in searching through references and consulting other collectors in an attempt to solve the puzzle. What has he found so far to support listing as a railway related cancellation?

1. "Mail Transfer Agent" was a term used in Departmental Order No. 38 of February, 1897 by the Deputy Postmaster General, William White, at Ottawa.
2. The 1896 Civil Service List of Canada lists two MAIL TRANSFER AGENTS in the Montreal Division. Clark Chase and Louis Octave Garipey were appointed April 1, 1884 and March 9, 1888, respectively.
3. Richmond, Quebec was a very busy Grand Trunk railway location in 1897. The Quebec & Richmond and the Montreal & Richmond R.P.O.'s terminated there and several daily runs of the Montreal & Island Pond R.P.O. stopped to transfer mail. Certainly the station was busy enough to justify a transfer office and clerk to secure and move the large volumes of mail between mail cars.
4. The postmark is Canadian in style and size and appears on a Canadian stamp. The U.S. had postmarks which used a similar terminology, as shown in this example from Peter McCarthy, but they were larger, typical of American R.P.O. cancellations.



Appeals published some years ago in BNA Topics and C.P.S.G.B. Maple Leaves have thus far failed to locate another example. Should we list this postmark in the Depot Section of the catalogue, with a footnote indicating its present uncertainty? I think so.



## April 25, 1959 - A Day to Remember on the K&P by Chris Anstead

The following information is a selection from the Kingston & Pembroke Railway diary of Hilda Geddes, a life long resident of Snow Road Station, now in her nineties, with additional information from the National Archives and my own collection.

**1920/07/31** - "Postal car service in trains 613 and 614 between Kingston and Tichborne daily except Sunday each way superseded by a B.C. S. ( Baggage Car Service ) on the same trains.

- 30 ft apartment Postal car 38 miles at \$0.20 / mile

- 3 ft unit B. C. S. 38 miles at \$0.04 / mile

- saving \$5903.43 "

A note was added in red, that this reduction was not put into effect. ( *Postal Records, National Archives* )

This analysis followed the completion, in 1913, of the Glen Tay - Tichborne - Belleville, alternate CPR route between Montreal - Smiths Falls - Toronto, discussed in the last issue and is fresh evidence supporting Tichborne as the turning point for the Kingston and Renfrew postal crews.

**1932/01/11** - Freight trains were taken off this line and the passenger trains were "mixed". Here is what is behind the changes in postal runs to Kingston & Renfrew as discussed in the last issue

**1943/02/28** - The northbound and southbound trains were again connecting in Sharbot Lake. This probably happened earlier but I have not yet located relevant timetables.

**1946/11/18** - Last reported use of **O-130** TRAIN NO. 2 / KING. & SH. LAKE R.P.O.

O-130



O-127

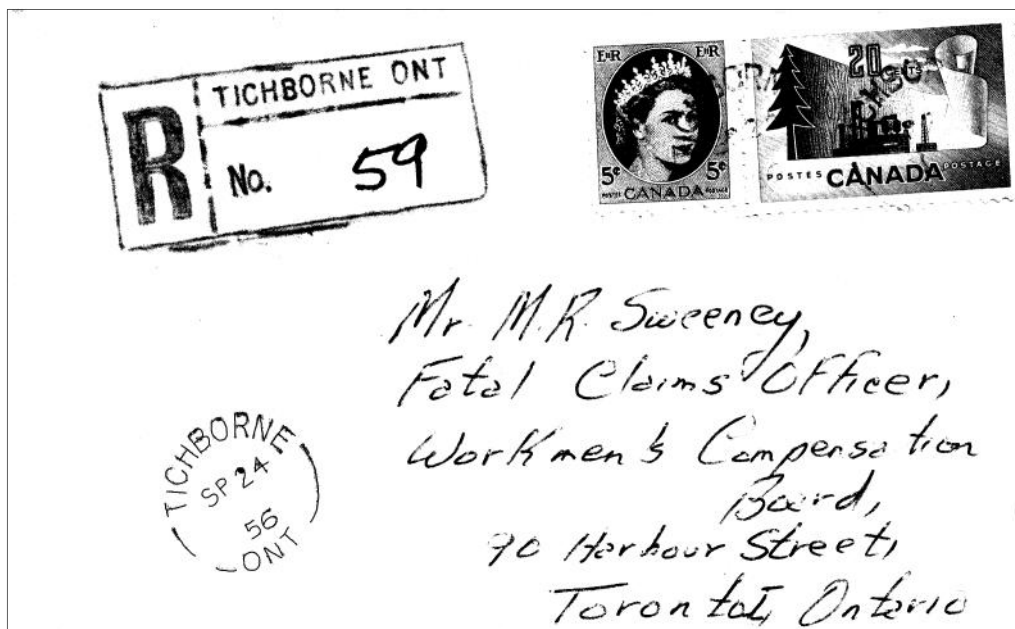
*Favour use on a facing slip*

**1949/03/04** - A new hammer **O-127** KINGSTON & SHARBOT LAKE R.P.O. / . is proofed. The reason for replacement is not known but after about 37 years of use the O-130 may have been ready for retirement.

**1949/07/04** - Earliest recorded use of the new hammer, a favour cancellation, commonly seen on a facing slip ( train 613 ). This is a new report.

**1956/09/24** - The latest recorded use of the Kingston & Sharbot Lake postmark. This registered cover entered the mail at Tichborne, travelling north on train 613 to Sharbot Lake where it was placed on the Toronto-bound train 35. This is a new report. The revised listing is

**O-127** KINGSTON & SHARBOT LAKE R.P.O. / . 1949/07/04 - 1956/09/24



*Transit Backstamps*

## April 25, 1959 - A Day to Remember on the K&P by Chris Anstead

**1956/12/25** - Mail clerks, stage drivers, post offices, etc. all had a holiday on Christmas and New Year's for the first time.

**1957/11/04** - Train numbers 612 and 613 became numbers 782 and 783.

**1958/06/20** - The K&P had a diesel engine.

**1958/09/10** - The post office issues a new stamp to commemorate the 100th anniversary of the petroleum industry. Is this a harbinger of changes for the K&P?

**1958/10/07** - The latest recorded use of the Northern section. Not a pretty strike but the last recorded postmark on the K&P. This is a new report.



**O-316** TRAIN NO / SHARBOT LAKE & RENFREW R.P.O.  
First Period 1910/11/03 - 1932/12/31  
Second period 1934/12/11 - 1958/10/07



**1959/04/25** (Saturday) - "Train # 782 made its last run. This date also saw the last of the steam engines, and the last of two trains daily, and the last of the mail service. There were crowds at every station on Saturday to witness the last of the K&P as we had known it all our lives, and naturally there were some tears shed. Many pictures were taken. I took 8mm movies of the train pulling in to Snow Road Station, and of the train crew while they were here. I recently had these movies put on video tape and now it is a simple thing to view them again at my leisure." HG

**1959/04/27** - All the mail for the areas serviced by the K&P started coming by truck from Sharbot Lake.

**1959/10/26** - K&P schedule changed - went north to Renfrew Monday and Thursday; south to Sharbot Lake on Tuesday and Friday. No trains Wednesday and Saturday.

**1960/06/27** - Passenger service was discontinued between Sharbot Lake and Renfrew.

**1963/05/13 - 1963/06/19** - Track lifted between Snow Road and Calabogie.

**1964/02/01** - Tracks abandoned between Sharbot Lake and Tichborne

**1965/07/13** - Registered cover from Tichborne to Toronto shows the new routing. By truck to Sharbot Lake where it was sorted and back on the truck southbound, past Tichborne and to Kingston and then to Toronto.

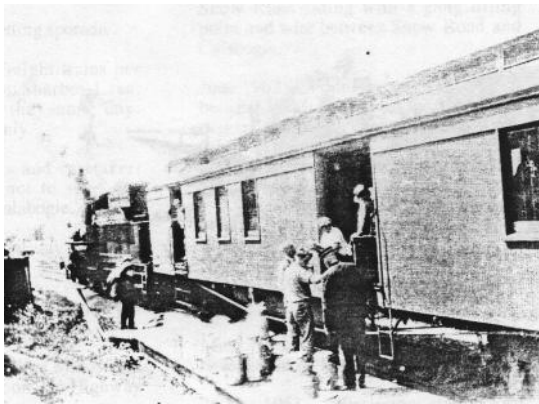


## April 25, 1959 - A Day to Remember on the K&P by Chris Anstead

1970/09 - Rails lifted between Sharbot Lake and Snow Road.

No story of the K&P is complete without a tip of the postal clerk's cap to **Hilda Geddes**. Hilda is a local treasure and historian. Her father John A. Geddes was station master and postmaster at Snow Road Station, the hamlet at the intersection of the K&P railway and the Snow Road. The road was not named for the climate but for its surveyor, John Allen Snow. Ms. Geddes has published books on our Mississippi River, the Snow Road and the K&P. A few years ago a plaque was erected as tribute to her 75 years as church organist.

Hilda Geddes is in her 29th year as a weekly columnist for two local newspapers.

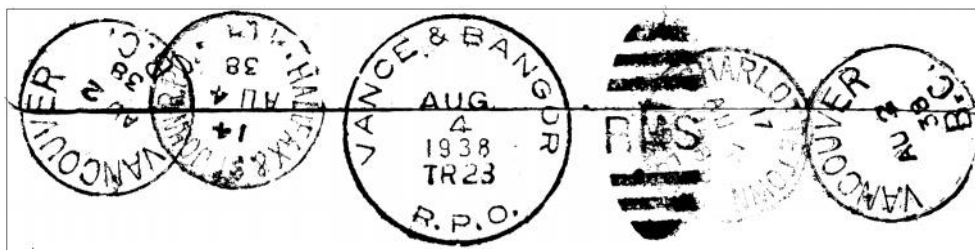
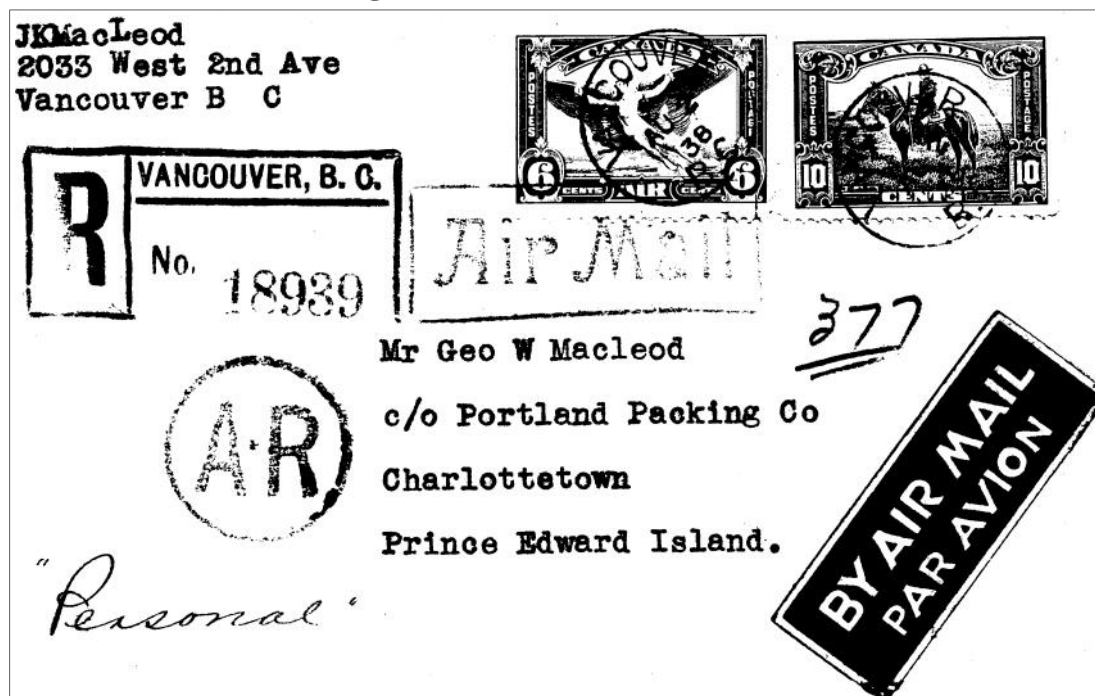


Train # 612 at Snow Road Station - 1932

Along the platform starting furthest from the camera are Bill Jackson with mail bags from McDonald's Corners, empty cream cans being unloaded, John Geddes ( station master and postmaster ) talking to baggage men and the conductor. **John ( Jack ) Ferguson** with the cap is leaning from the postal car door. This confirms that in 1932 John Ferguson was working on the "Sharbot Lake & Renfrew" run.



How did this cover get to PEI from Vancouver? from Chris Anstead



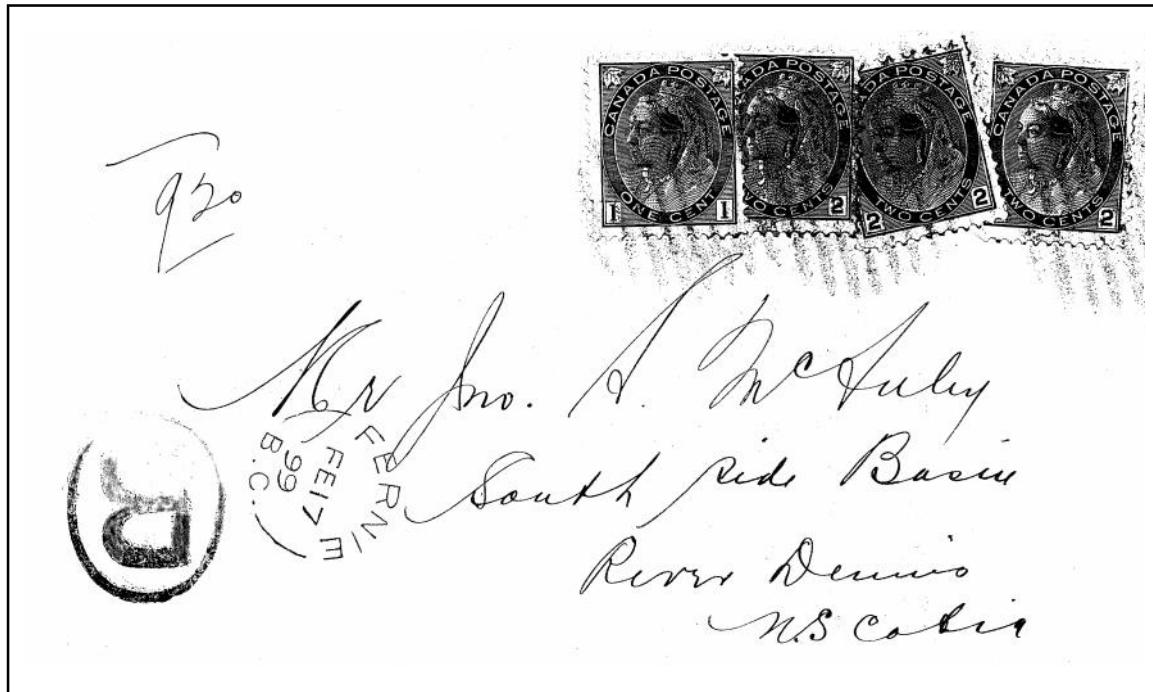
This air mail, Registered AR cover, from Vancouver to Charlottetown, left on August 2 and arrived two days later, after travelling on a U.S.

R.P.O. (Vanceboro & Bangor, northbound train #23) and a Canadian R.P.O. (Halifax & St. John R.P.O. / Night, eastbound train #14). Who wants to fill in the gaps?

The Halifax & St. John R.P.O. / Night cancellation is a late 1st period date for **MA-117b, Hammer VI**.

# One of My Favourite Covers from Ross Gray

## Across Canada by Rail



RR-28b, H-8



O-256, H-2



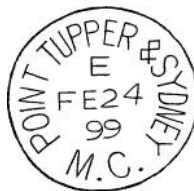
Q-121A



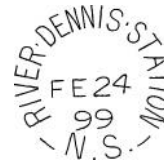
Q-137



MA-115, H-5



MA-191



This cover originated at FERNIE, B.C., FE 17, 99, was placed in a sealed bag and put on board the eastbound C.P.Ry. train to Dunmore (246 miles), via the Crow's Nest Pass line, which had just been built the previous year. At Dunmore, the junction with the Winnipeg-Calgary main line, or possibly Medicine Hat, it was transferred aboard the C.P.Ry. West of Winnipeg mail car for the 650 mile trip to Winnipeg, postmarked and put in a sealed bag for Port Arthur (423 miles east of Winnipeg).

At Port Arthur, it was transferred to the Port Arthur and Ottawa mail car for a further 876 mile trip. At Ottawa, it was put on board the Montreal and Ottawa mail car. At Montreal, (116 miles later), it was transferred to the Montreal and St. John railway post office for its 483 mile trip to St. John. The **Canadian Pacific Railway** had carried the letter from Fernie to St. John, for a total of 2,794 miles, in 6 days, in mid-winter.

In St. John, the letter was put on board the Intercolonial Railway's, eastbound St. John and Halifax mail car, where it was postmarked and placed in a sealed bag for Point Tupper. At Truro, the bag was transferred to the train for Point Tupper. At Point Tupper, the letter was put on board the eastbound Point Tupper & Sydney mail car and received its sixth railway post office transit backstamp. After a 357 mile long journey on the **Intercolonial Railway**, the letter was left at RIVER DENNIS STATION, N.S., FEB 24, 99. Following an 8 mile trip by road, it arrived at its destination, S SIDE BASIN OF RIVER DENNIS, N.S., the same day, having travelled a total of 3,159 miles in 7 days.

## Registered R.P.O. Data Table

| Catalogue | Hammer | DATE      | COMMENTS                | Catalogue | Hammer  | DATE      | COMMENTS                  |
|-----------|--------|-----------|-------------------------|-----------|---------|-----------|---------------------------|
| RG- 1     | I      | 24-Jun-69 | EARLIEST DATE           | RG-24     |         | 15-Feb-76 | EARLIEST DATE,LEE #94,195 |
| RG- 1     | I      | 26-Apr-75 | LATEST DATE             | RG-24     |         | 23-Mar-78 | LATEST DATE WGR           |
| RG- 1     | II     | 2-Oct-75  | EARLIEST DATE           | RG-25     |         | 7-Aug-75  | EARLIEST DATE WGR         |
| RG- 1     | II     | 8-Apr-78  | LATEST DATE             | RG-25     |         | 14-Aug-77 | LATEST DATE               |
| RG- 2     |        | ?? Jul 78 | PROOF DATE              | RG-26     |         | 15-Sep-75 | EARLIEST DATE HH          |
| RG- 2     |        | 5-Aug-78  | EARLIEST DATE HH        | RG-26     |         | 8-Nov-77  | LATEST DATE               |
| RG- 2     |        | 16-Jan-88 | LATEST DATE             | RG-27     |         | 9-Feb-77  | EARLIEST DATE             |
| RG- 3     |        | 25-Jan-81 | EARLIEST DATE HH        | RG-27     |         | 23-Feb-77 | LATEST DATE HH            |
| RG- 3     |        | 29-Nov-90 | LATEST DATE             | RG-28     | I       | 12-Feb-79 | PROOF DATE?               |
| RG- 4     |        | 4-Aug-75  | EARLIEST DATE           | RG-28     | II      | ?? Mar 81 | PROOF DATE                |
| RG- 4     |        | 15-Sep-93 | LATEST DATE             | RG-29     |         | ?? Jul 78 | PROOF DATE                |
| RG- 5     |        | 9-Oct-86  | EARLIEST DATE           | RG-29     |         | 23-Aug-82 | EARLIEST DATE             |
| RG- 5     |        | 9-Oct-86  | LATEST DATE             | RG-29     |         | 6-Nov-85  | LATEST DATE HH            |
| RG- 6     |        | ?? Feb 82 | PROOF DATE              | RG-30     |         | 3-Sep-80  | EARLIEST DATE             |
| RG- 6     |        | 16-Oct-85 | ONLY DATE HH            | RG-30     |         | 11-Nov-80 | LATEST DATE HH            |
| RG- 7     |        | 4-Dec-69  | EARLIEST DATE           | RG-31     |         | 30-Aug-76 | EARLIEST DATE HH          |
| RG- 7     |        | 30-Aug-76 | LATEST DATE             | RG-31     |         | 8-Dec-77  | LATEST DATE HH            |
| RG- 8     |        | 14-Sep-75 | EARLIEST DATE           | RG-33     |         | 27-Nov-78 | EARLIEST DATE             |
| RG- 8     |        | 18-Jun-79 | LATEST DATE             | RG-33     |         | 23-Nov-83 | LATEST DATE WGR           |
| RG- 9     |        | 6-Mar-77  | EARLIEST DATE           | RG-34     |         | 16-Oct-76 | PROOF DATE                |
| RG- 9     |        | 29-Jan-78 | LATEST DATE WGR         | RG-34     |         | 12-Mar-77 | EARLIEST DATE             |
| RG-10     |        | 18-Nov-75 | EARLIEST DATE HH        | RG-34     |         | 22-May-80 | LATEST DATE               |
| RG-10     |        | 22-Feb-76 | LATEST DATE             | RG-34A    |         | 18-Aug-75 | EARLIEST DATE             |
| RG-11     |        | 22-Apr-69 | EARLIEST DATE           | RG-34A    |         | 11-May-76 | LATEST DATE               |
| RG-11     |        | 22-Mar-81 | LATEST DATE             | RG-35     |         | 18-Aug-75 | EARLIEST DATE             |
| RG-12     |        | 21-Aug-75 | EARLIEST DATE           | RG-35     |         | 26-Feb-78 | LATEST DATE               |
| RG-12     |        | 23-Nov-82 | LATEST DATE WGR         | RG-36     |         | 3-Aug-75  | EARLIEST DATE             |
| RG-13     |        | 2-Apr-76  | EARLIEST DATE           | RG-36     |         | 23-Oct-76 | LATEST DATE               |
| RG-13     |        | 18-Jan-81 | LATEST DATE WGR         | RG-37     |         | 1-Aug-75  | EARLIEST DATE WGR         |
| RG-14     |        | ?? Jul 78 | PROOF DATE              | RG-37     |         | 26-Sep-78 | LATEST DATE               |
| RG-14     |        | 19-Mar-79 | EARLIEST DATE           | RG-38     |         | 16-Oct-76 | PROOF DATE                |
| RG-14     |        | 12-May-80 | LATEST DATE             | RG-38     |         | 19-Aug-78 | EARLIEST DATE             |
| RG-15     |        | ?? Mar 81 | PROOF DATE              | RG-38     |         | 29-Apr-80 | LATEST DATE               |
| RG-15     |        | 5-Oct-83  | EARLIEST DATE HH        | RG-39     |         | 6-Sep-69  | EARLIEST DATE             |
| RG-15     |        | 5-Oct-83  | LATEST DATE HH          | RG-39     |         | 10-Nov-80 | LATEST DATE               |
| RG-16     |        | 7-Sep-75  | EARLIEST DATE           | RG-40     |         | 16-Oct-76 | PROOF DATE                |
| RG-16     |        | 24-Jun-78 | LATEST DATE HH          | RG-40     |         | 22-Dec-76 | EARLIEST DATE             |
| RG-17     |        | 28-Jan-75 | EARLIEST DATE           | RG-40     |         | 29-Apr-80 | LATEST DATE               |
| RG-17     |        | 12-Jul-78 | LATEST DATE             | RG-41     |         | 13-Oct-75 | EARLIEST DATE HH          |
| RG-18     |        | 16-Mar-79 | PROOF DATE, 2 HAMMERS ? | RG-41     |         | 7-Aug-76  | LATEST DATE               |
| RG-18     |        | 1-Mar-80  | EARLIEST DATE           | RG-42     |         | 16-Oct-76 | PROOF DATE                |
| RG-18     |        | 18-Jan-82 | LATEST DATE HH          | RG-42     |         | 30-Jan-77 | EARLIEST DATE HH          |
| RG-19     |        | 17-Aug-78 | EARLIEST DATE HH        | RG-42     |         | 4-Feb-82  | LATEST DATE               |
| RG-19     |        | 29-Apr-81 | LATEST DATE HH          | RG-43     |         | ?? Nov 78 | PROOF DATE                |
| RG-20     |        | 22-Sep-75 | EARLIEST DATE           | RG-43     |         | 15-Nov-79 | EARLIEST DATE             |
| RG-20     |        | 18-Oct-76 | LATEST DATE             | RG-43     |         | 13-Aug-84 | LATEST DATE HH            |
| RG-21     |        | 16-Oct-76 | PROOF DATE              | RG-52     | Indicia |           | 6,7,8,18,19,26            |
| RG-21     |        | 7-Apr-77  | EARLIEST DATE HH        | RG-52     | Hammer? | 29-Nov-18 | EARLIEST DATE WGR         |
| RG-21     |        | 2-Nov-81  | LATEST DATE             | RG-52     | Hammer? | 5-Dec-31  | LATEST DATE WGR           |
| RG-22     |        | 27-Nov-78 | EARLIEST DATE           | RG-52     | I'      | 16-Feb-18 | PROOF DATE                |
| RG-22     |        | 1-Dec-80  | LATEST DATE HH          | RG-52     | II      | 15-Jul-18 | PROOF DATE                |
| RG-23     |        | ?? Mar 81 | PROOF DATE, 2 HAMMERS?  | RG-53     | Indicia |           | 18,19                     |
| RG-23     |        | 4-Jul-81  | EARLIEST DATE           | RG-53     |         | 10-Aug-16 | PROOF DATE                |
| RG-23     |        | 1-Nov-86  | LATEST DATE HH          | RG-53     |         | 1-Sep-16  | EARLIEST DATE             |
|           |        |           |                         | RG-53     |         | 12-May-18 | LATEST DATE               |

HH = Horace Harrison

WGR = Bill Robinson database

Revision Date - April 2, 2001

## The Caboose

There was a report from **Peter McCarthy**, in the December, 2000 newsletter, illustrated with a photo-copy, about a possible new **Guelph & Goderich R.P.O.** cancellation. I was suspicious about the item, as was Peter, when he purchased it for a low price. He kindly forwarded the actual cover to me for examination and scanning. It was already marked as a “hand-drawn fake”, which it is.

The “cancellation” is drawn on a 2c (3rd class, unsealed rate) cover, addressed to London, Ontario. On the back, also hand drawn, is a London receiving “postmark”, which would be very unlikely during this period. Very close examination under a glass revealed a compass point hole at the centre of both “postmarks”.

About twenty years ago, I was offered a similar, hand drawn private clerk handstamp, on the back of a non-registered cover, by a London collector, for a low price. It also had a compass point hole at its centre. After I replied that the item was a fake and returned it, I heard nothing further from the individual.



## W-91 Hammer Study Up-date

Chris Anstead has contributed some earlier dates and a new direction indicium to Jim Felton’s hammer study of the Moose Jaw & Shaunavon listing published in the last newsletter.

| Hammer | Proof Date  | ERD                          | LRD                   | Direction / Train | Characteristics          |
|--------|-------------|------------------------------|-----------------------|-------------------|--------------------------|
| 1a     | AU 15 / 17  | 04/11/18 <sup>3</sup>        | 12/25/22 <sup>1</sup> | E                 | angular ampersand        |
| 1b     | FE 16 / 23  | <b>05/17/28</b> <sup>5</sup> | 02/08/37 <sup>1</sup> | E, 319, 320       | rounded ampersand?       |
| 1c     | MR 12 / 37  | 03/30/37 <sup>3</sup>        | 04/15/57 <sup>2</sup> | 319, 320          | rounded ampersand        |
| 2a     | AU 15 / 17  | 04/12/22 <sup>1</sup>        | 02/02/35 <sup>1</sup> | E, 320            | angular ampersand        |
| 2b     | JUN 25 / 35 | <b>07/20/35</b> <sup>5</sup> | 06/14/54 <sup>2</sup> | 319, 320          | rounded ampersand, JAW.  |
| 2c     | 15 VI / 54  | 06/25/54 <sup>2</sup>        | 03/20/57 <sup>1</sup> | 319, 320          | small, rounded ampersand |
| 3a     | OC 29 / 18  | <b>09/26/19</b> <sup>5</sup> | 10/19/37 <sup>3</sup> | E, W, 319, 320    | angular ampersand        |
| 3b     | FE 24 / 38  | 05/02/38 <sup>3</sup>        | 09/15/47 <sup>1</sup> | 320               | rounded ampersand        |
| 3c     | 12 II / 49  | <b>05/21/49</b> <sup>5</sup> | 09/19/58 <sup>1</sup> | 208, 319, 320     | large, rounded ampersand |

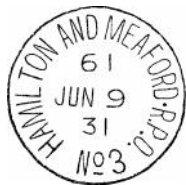
Reporters    <sup>1</sup> = R. Gray      <sup>2</sup> = J. Felton      <sup>3</sup> = W. Bosch      <sup>4</sup> = W. G. Robinson      <sup>5</sup> = **C. Anstead**

## Corrections

In the last issue, I reported a new early date of 05/26/1880 for **RR-67**. Bill Robinson notes that **Bob Lee** had already reported an earlier date of 02/01/1880.

### Another Follow up on the Hamilton and Meaford R.P.O. from Chris Anstead

Also in the last issue, Chris reported a possible LRD strike, 1958/12/11 ( DE 11 inverted, train 661) for **O-105, ( Hammer 2 )** HAMILTON AND MEAFORD R.P.O. / No. 3, on a 4 cent orange Mackenzie stamp.



**Bill Robinson** suggested that such a late year date on this stamp was unlikely. When Chris took a second look, he discovered, that the last digit of the year was an inverted “3”, not an “8”. Therefore, the LRD for the hammer remains 1956/09/29.

**Newsletter Editor -**

Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6

Phone 705 324-6020

e-mail (at work) rgray@hq.lindsayelec.com

**Catalogue Editor, -**

Chris Anstead, R.R. #1, McDonald’s Corners, ON, K0G 1M0

**Secretary-Treasurer, Newsletter Mailing**

e-mail acropolis@superaje.com