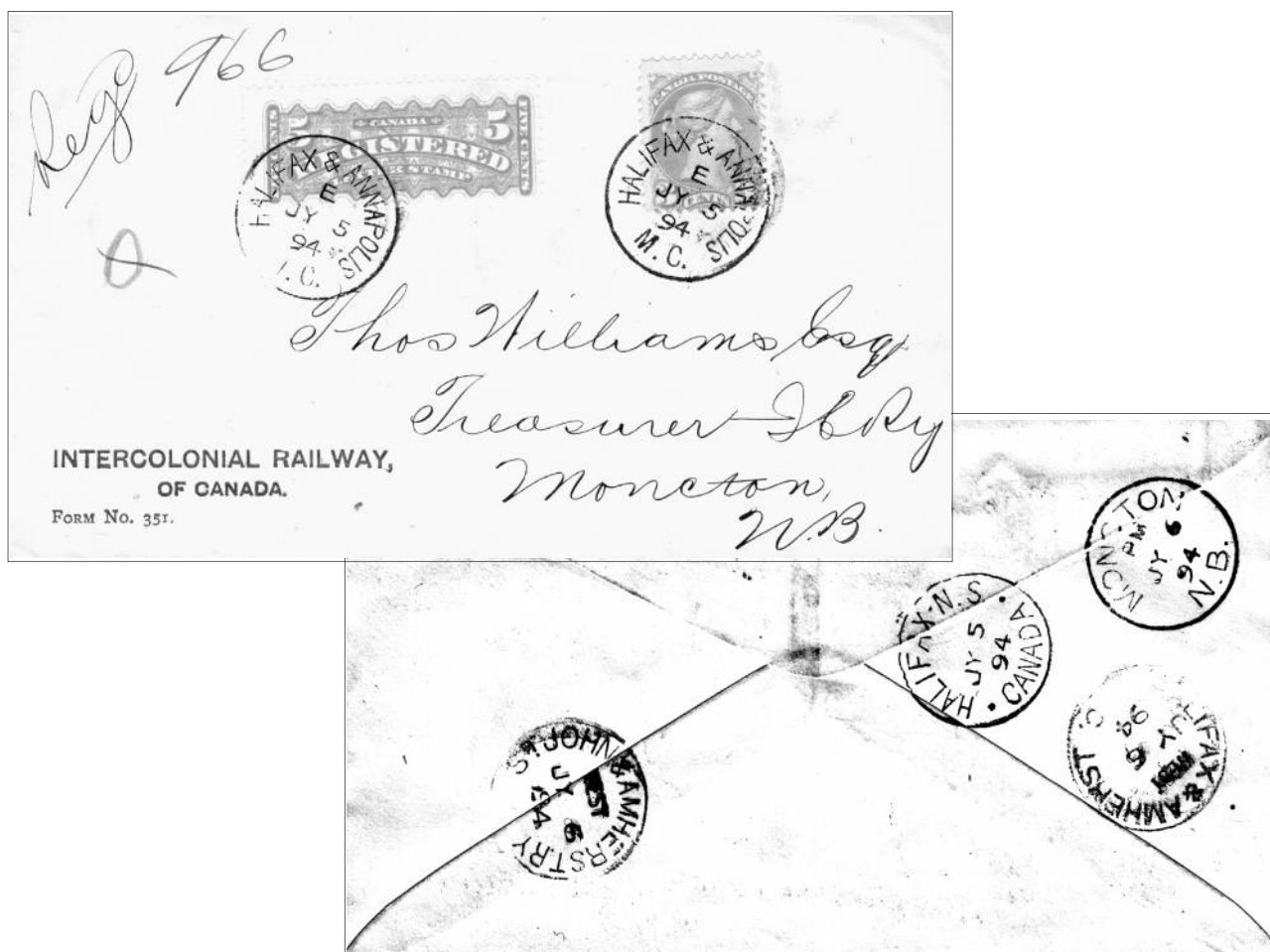


The highlight of this issue is an article about the **Notre Dame Bay T.P.O.** postmarks from **Brian Stalker**. We also have a group of reports from **Ron Barrett**, which expand the periods of use of a large number of Western Section hammers.

A Registered Cover from the Halifax & Annapolis R.P.O.



MT-83.04

Proof - 1894/03/29

ERD - 1894/04/23

LRD - 1897/05/31

Indicia - E, W, blank



MT-79.02

Proof - 1882/03/06

ERD - 1882/??/13

LRD - 1900/03/06

Indicia - EAST, WEST, W



MT-281.01

Proof - unknown

ERD - 1885/04/15

LRD - 1900/07/24

Indicia - EAST, WEST, W, WE

It is always a joy to find an registered cover which originated on a R.P.O. but this is one of the best I have seen. It is an I.C.Ry. company stationery envelope, which was mailed on the eastbound Halifax & Annapolis R.P.O., probably between Windsor Junction and Halifax. It arrived in Halifax that day and was transferred to the westbound Halifax & Amherst R.P.O. the following day. At Amherst, it was transferred to the westbound St. John & Amherst R.P.O. and arrived in Moncton after noon on July 6.

Notre Dame Bay 'N' & 'S' Listings by Brian Stalker

Among the new listings in Ross Gray's Catalogue are two for Notre Dame Bay, Newfoundland;

NL-151 NOTRE DAME BAY · N. / _ NEWF'D _

1916/06/25 - 1923/10/07

NL-156 NOTRE DAME BAY · S / _ NEWF'D _

1916/09/02 - 1917/05/31

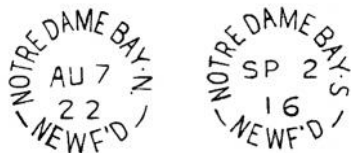


Figure 1.

I first came across a partial strike of the 'N' (North) postmark around 1994 and reported it to Bill Robinson as a potential new listing. Because of the incompleteness of the strike Bill thought it was likely to be from one of the other split-ring hammers from Notre Dame Bay so he declined to list it. Furthermore, when I later found complete strikes of both the 'N' and 'S' postmarks, the absence of 'TPO' or 'RPO' in the lettering suggested that they might not be travelling post office postmarks. However, I had a strong suspicion that these were unreported TPO postmarks so I included them under the heading 'Loose Ends' when compiling my postmark hammer study *Travelling Post Office Postmarks of Newfoundland & Labrador* published by BNAPS in 2004, and I kept a look-out for anything to confirm my suspicions.

About three years ago I purchased a picture post card written at La Scie and addressed to Snook's Arm, both in northern Notre Dame Bay, franked by a 1c 'Caribou' which was cancelled by a partial strike NOTRE DAME BAY · N. / NEWF'D with an almost complete free-strike alongside. Figure 2 shows the address side of the postcard with the postmarks strengthened...also note the manuscript 'pd' adjacent to the stamp. A lovely example of the 1c local / inland postcard rate.

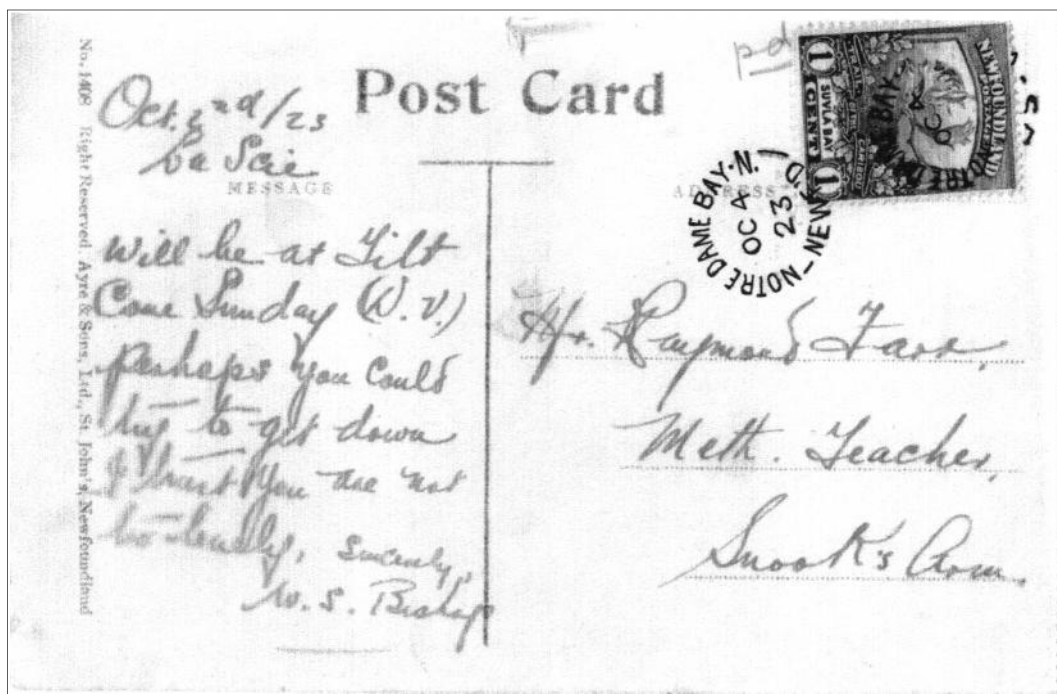


Figure 2

Closer inspection indicated the presence of another postmark underneath the stamp so I carefully floated it off to reveal a partial La Scie split-ring marking, shown strengthened in Figure 3. When this post card was mailed it would appear that La Scie Post Office had run out of 1c stamps so it had been postmarked and inscribed 'pd' for 'paid'.

Notre Dame Bay 'N' & 'S' Listings by Brian Stalker

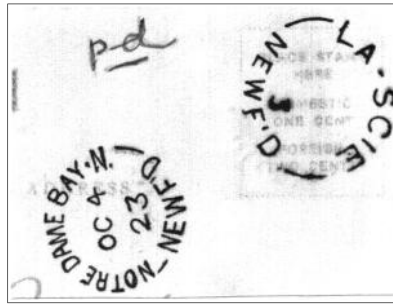


Figure 3

In 1923, La Scie was visited fortnightly while navigation was open (May to early January) by the Coastal North TPO, previously operated by Bowring Brothers' SS *Portia* or SS *Prospero*. However the government had taken over both vessels in mid 1919 and they were then operated by the Minister of Shipping. During 1923 *Portia* served on the Coastal North TPO until the end of August but was replaced by *Prospero* in early September ... but that is a digression. Between fortnightly calls of the northern steamer, mail to and from La Scie was routed via Tilt Cove or Shoe Cove by courier, connecting there with SS *Clyde* on the Notre Dame Bay North TPO, sometimes referred to as the Green Bay TPO. It seems likely that the 1c Caribou stamp on the postcard was applied by Mail Officer Herbert Taylor on the *Clyde*, who then proceeded to cancel it with his NOTRE DAME BAY · N hammer.

SS *Clyde*'s ports of call listed in the Reid Newfoundland Company Ltd timetable of April 1923 (believed to be the last timetable published by them) were:-

Notre Dame Bay (South Side)

Leaving every Monday

Lewisporte	Twillingate	Horwood	Tizzard's Hbr.
Campbellton	Herring Neck	Beaverton	Moreton's Hbr.
Comfort Cove	Change Islands	Boyd's Cove	Exploits
Farmer's Arm	Fogo (returning)	Herring Neck	Campbellton
Moreton's Hbr.	Change Islands	Twillingate	Lewisporte

Leaving every Friday:

Lewisporte	Twillingate	Change Islands	Moreton's Hbr.
Campbellton	Herring Neck	Fogo (returning)	Farmer's Arm
Exploits	Beaverton	Change Islands	Comfort Cove
Moreton's Hbr.	Beaver Cove	Herring Neck	Campbellton
Tizzard's Hbr.	Horwood	Twillingate	Lewisporte

Notre Dame Bay North (Green Bay)

Lewisporte	Triton West	Lush's Bight	Rattling Brook
Exploits	Brighton	Cutwell Hbr.	Burlington
Fortune Hbr.	Pilley's Island	Little Bay Island	Nipper's Hbr.
Cottle's Cove	Robert's Arm	Little Bay	Indian Burying Place
Point Leamington	Wellman's Cove	Three Arms	Snook's Arm
Leading Tickles East	Port Anson	Harry's Hbr.	Round Hbr.
Leading Tickles West	Boot Hbr.	Jackson's Cove	Tilt Cove
Triton East	Springdale	King's Point	Shoe Cove.
			Returning, read up.

Figure 4 shows an outline map of *Clyde*'s 'North' and 'South' routes in Notre Dame Bay.

Notre Dame Bay 'N' & 'S' Listings by Brian Stalker

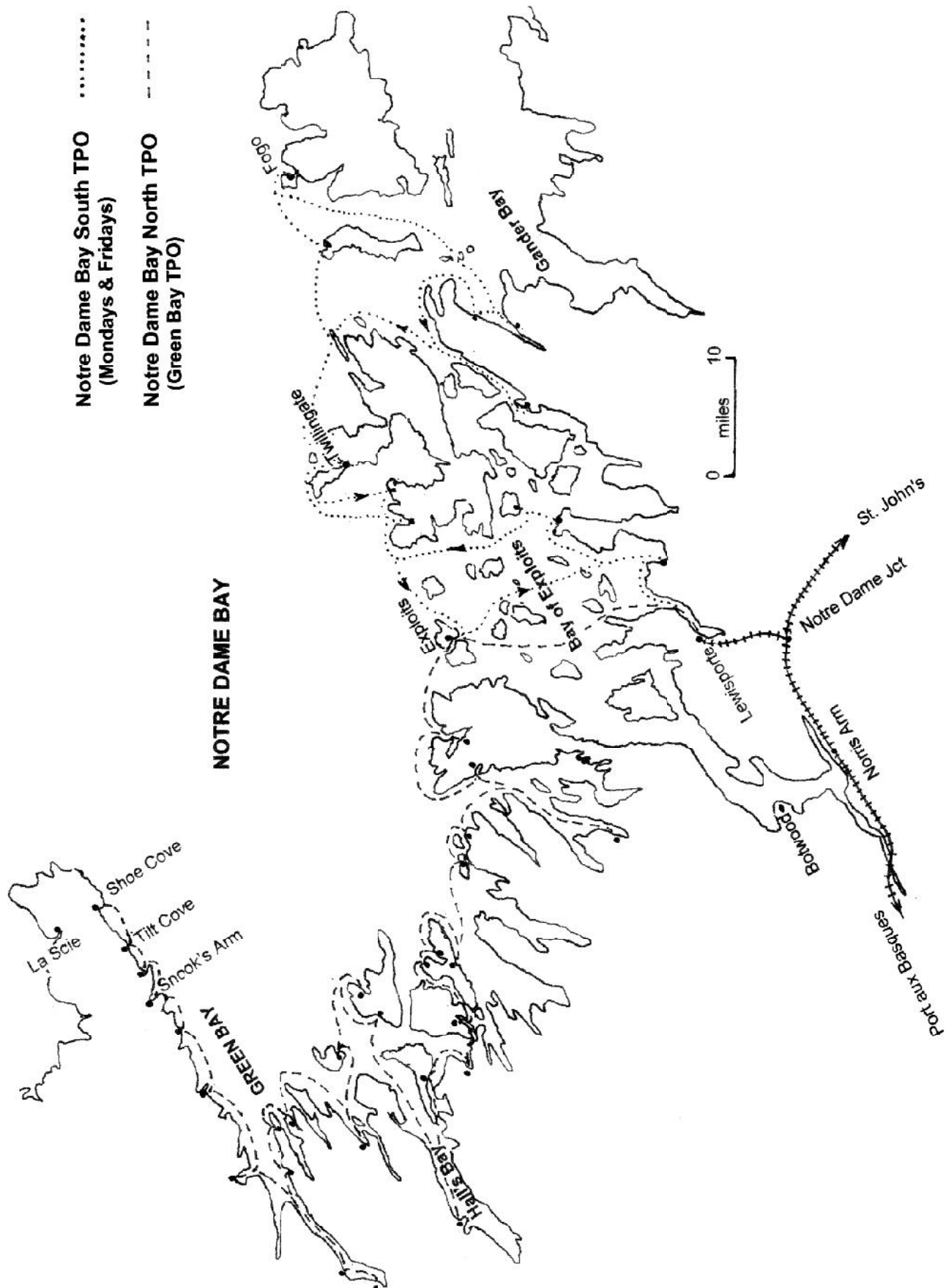


Figure 4

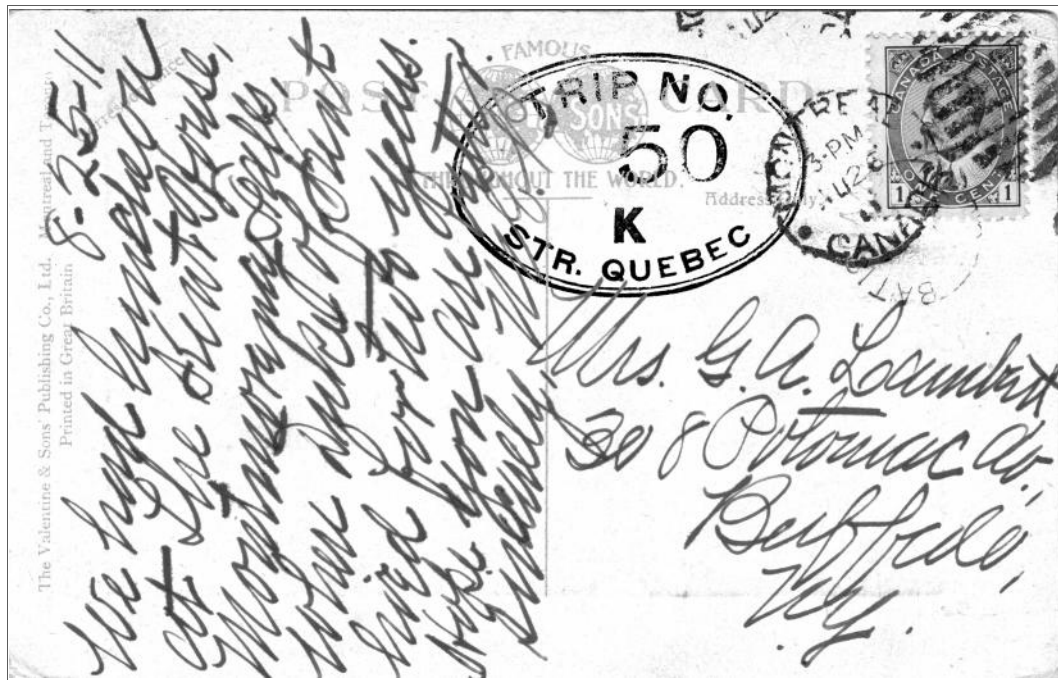
Notre Dame Bay 'N' & 'S' Listings by Brian Stalker

SS Clyde was one of the Reid Newfoundland Company's 'Alphabet Fleet'. Since 1898 Reids had operated Newfoundland's railway system and, from 1899-1900, they had also provided and operated a fleet of steamers providing coastal mail, passenger and freight services. On 1st July 1923, after four years of increasingly fraught relations over subsidies and financing, Reid's handed over all their transportation interests to the government. Thus by October 1923 *Clyde*, along with the rest of the 'Alphabet Fleet' was government-owned...joining *Portia* and *Prospero*.

Past experience has taught me to be cautious about coming to firm conclusions about Newfoundland's coastal steamer services, and those for Notre Dame Bay were probably the most complex of all ... but I have now moved from having 'a strong suspicion' to being 'almost certain' that the Notre Dame Bay 'N' and 'S' date-stamps are TPO postmarks, hence their promotion from 'Loose Ends' to full-listing status for these two split-ring postmarks.

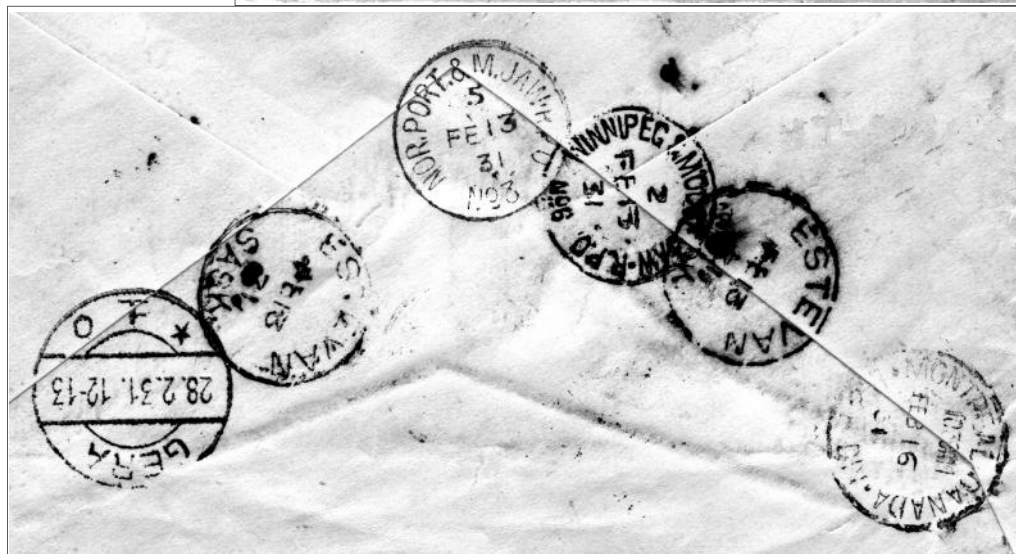
.....

A Steamer Report from Ross Gray



Ross Gray found this Montreal, Viger Station view card some time ago. It received the oval steamer postmark, TRIP No. / STR. QUEBEC , 50, K , on board the Richelieu & Ontario Navigation Company steamer, Quebec, which was travelling from Montreal to Quebec. It was posted at Batiscan, on the north shore of the St. Lawrence. The Batiscan cancellation date is illegible but the card is dated August 25. Presumably, it then travelled to Montreal by train for forwarding. The Montreal duplex transit cancellation is dated August 26 at 3 PM. There is no receiving mark. Previously a date of August 29 has been reported for this postmark but no trip number is recorded.

A North Portal & Moose Jaw Find from Ross Gray



This registered cover to Germany, originated at Estevan on February 13, 1931. It was transferred to northbound train 5 and was backstamped with **WT-523.032**, NOR. PORT. & M. JAW · R.P.O. / N^o 3, 5, FE 13, 31. Previously the **ERD** for this hammer was 1933/10/07 and **train 5** had not been reported for the hammer until now.

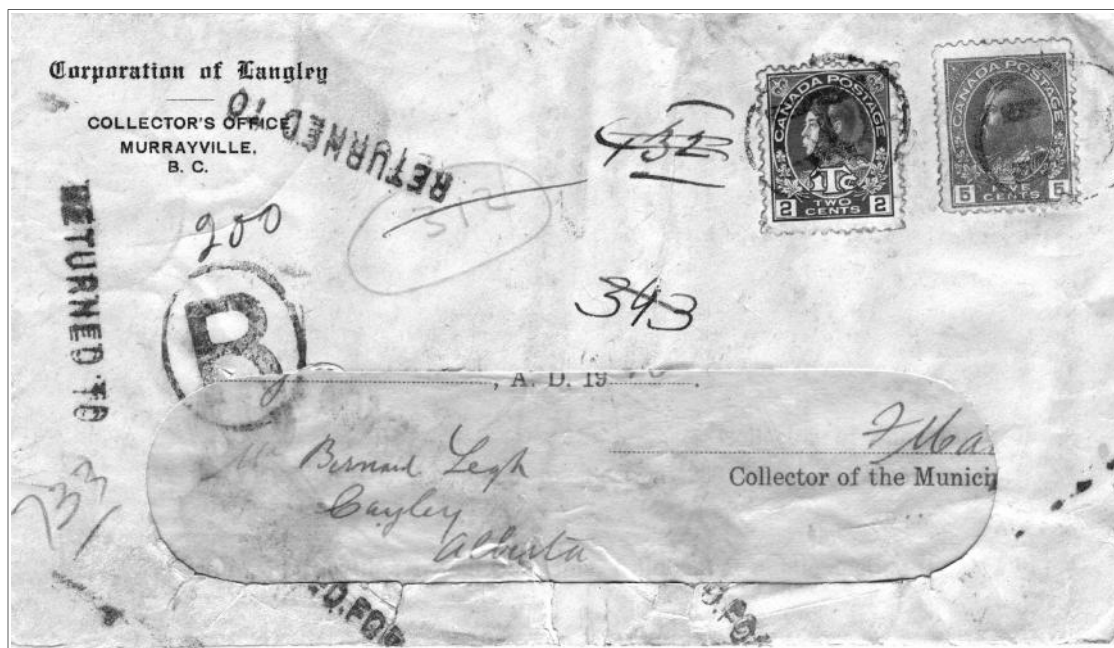
When the letter arrived at Moose Jaw, it was put on board the eastbound train 2 and received **WT-897.062**, WINNIPEG & MOOSE JAW · R.P.O. / N^o 6, 2, FE 13, 31.

The letter was then sorted into a closed bag for Montreal, where it arrived at 10:30 AM on February 16. It arrived at its destination in Gera, Germany on February 28.

NORTH PORTAL AND MOOSE JAW									
5		315		Miles	TABLE 93		316		6
P.M.	A.M.				(Mountain Time)		P.M.	P.M.	
*12.25	† 5.30		0.0		Lv	NORTH PORTAL, Sask.	Ar	† 3.15	*10.45
	† 5.48		8.2			Pinto	† 2.58	*10.26	
12.52	† 5.58		12.9			Roche Perce	† 2.49	*10.16	
† 1.01	† 6.07		17.1			Shand	† 2.40	*10.07	
1.20	† 6.25		23.2			Estevan 84, 92, 92A	† 2.20	*9.48	
	† 6.44		31.4			Hitchcock	† 2.04		
1.48	† 7.02		40.3			Macoun	† 1.48	*9.19	
2.02	† 7.19		48.9			Midale	† 1.26	*9.01	
2.15	† 7.36		58.1			Halbrite	† 1.02	*8.46	
	† 7.52		66.6			Ralph	† 12.42		
	† 8.10		76.3		Ar	Weyburn	Lv	† 12.20	*8.15
2.55	† 8.20				Lv	Weyburn	Ar	† 12.10	*8.05
3.01	† 8.35		84.7			McTaggart	† 1.55		
3.22	† 8.50		88.7			Brightmore	† 1.47		
	† 9.07		95.3			Yellow Grass	† 1.40	*7.34	
3.43	† 9.12		105.7			Ilsen	† 1.31		
3.59	† 9.28		113.7			Lang	† 1.20	*7.15	
4.12	† 9.40		120.0			Milestone	† 1.05	*7.01	
4.25	† 9.52		125.3			Corinne	† 10.50	*6.49	
	† 10.01		130.4			Wilcox	† 10.40	*6.40	
4.47	† 10.16		135.8			Diana	† 10.29		
	† 10.26		142.5			Rouleau	† 10.16	*6.23	
5.12	† 10.40		148.3			Pitman	† 10.05		
	† 10.51		154.8			Drinkwater	† 9.55	*5.59	
5.25	† 11.03		160.6			Stelcam	† 9.45		
	† 11.20		167.4		Ar	Pasqua 8	† 9.35	*5.35	
*5.55	† 11.20				Lv	MOOSE JAW 8.9	† 9.15	*5.15	

C. P. Ry. Public Timetable - January 11, 1931

A MacLeod & Calgary R.P.O. Find from Ross Gray



This registered cover addressed to Cayley, Alberta, originated at Murrayville, British Columbia, sometime after August 8, 1918, with an enclosure which informs the addressee that a parcel of land owned by him, has been sold by the Municipality of Langley for \$18 for delinquent taxes. Apparently it then travelled in a closed bag to Calgary, arriving there on August 21. The following day, it was transferred to the southbound MacLeod & Calgary R.P.O. and backstamped with **WT-319.031**, MAC. & CAL. R.P.O. / N 3, 40, AU 22, 18. This is a previously **unreported train 40** for this scarce hammer. It is interesting to note that the slightly earlier period timetable shows train 540. Possibly the clerk only had a "40" train number slug.

The letter must have sat in the Cayley post office for 9 weeks until it was returned to the sender as undeliverable, via the northbound Macleod & Calgary R.P.O. where it was backstamped **WT-318.012**, MACLEOD & CALGARY · R.P.O. / N 1, 39, OC 29, 18. At Calgary the letter was transferred to the westbound Calgary & Vancouver R.P.O. and stamped with **WT-98.110**, CAL. & VAN. R.P.O. / B.C. , 3, OC 29, 18. Arrival in New Westminster was on October 31 and there is no Murrayville receiving mark.

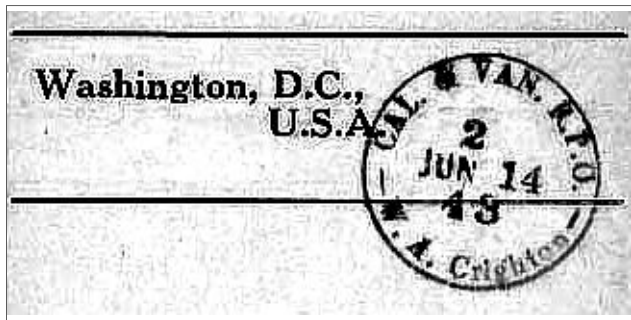
CALGARY, MACLEOD, LETHBRIDGE AND SPOKANE												
READ DOWN					Mis	TABLE 108		READ UP				
544	540	538				537	539	543				
P.M.	P.M.	A.M.				A.M.	P.M.	A.M.				
10.20	7.25	9.00	0.0		Lv.	10.45	9.50	8.00				
	7.40	9.15	6.0		Turner	10.29	9.32					
110.42	7.49	9.24	10.1		Midnapore	10.21	9.20	7.34				
111.01	8.10	9.43	18.5		De Winton	10.04	8.56	7.16				
	8.21	9.53	23.4		Sandstone	9.53	8.44					
	8.32	10.05	27.6		Okotoks	9.40	8.32	6.57				
11.18	8.45	10.20	33.2		Aldersyde	9.25	8.18	6.45				
11.30	9.00	10.35	39.9		High River	9.07	7.55					
	9.20	10.56	49.2		Cayley	8.45	7.38					
	9.39	11.13	57.3		Nanton	8.26	7.22					
	9.57	11.32	65.8		Parkland	8.06	6.52					
	10.11	11.47	72.1		Stavely	7.53	6.32					
	10.32	12.09	81.9		Clareholm	7.32	6.18					
	10.46	12.24	88.3		Woodhouse	7.18	6.07					
	10.58	12.36	93.4		Granum	7.08	5.51					
	11.14	12.51	100.9		Nolan	6.52	5.35					
	11.24	1.04	105.1		Mekastoe	6.44	5.25					
	11.35	1.15	108.6	Ar	MACLEOD (C) {	6.35	5.18					
	12.50	1.25	108.6	Lv	Ar	4.55	5.08					
		1.42	117.3		Pearce		5.08					
		1.57	124.7		Monarch	4.23	4.53					
2.42	1.40	2.12	32.1		Kipp	4.06	4.38					
3.00	2.00	2.30	140.2	Ar	LETHBRIDGE (C) Lv	3.50	4.20					
8.25					Ar (P.T.) SPOKANE (P.T.) Lv							
P.M.	A.M.	P.M.				A.M.	P.M.	A.M.				

Trains Nos. 538 and 539 Cafe Parlor Car Calgary and Aldersyde.

Trains Nos. 543 and 544 Standard Sleeper and Coach between Calgary and Spokane and Sleeper and Diner Calgary and Lethbridge.

C. P. Ry. Public Timetable - April 28, 1918

New Reports

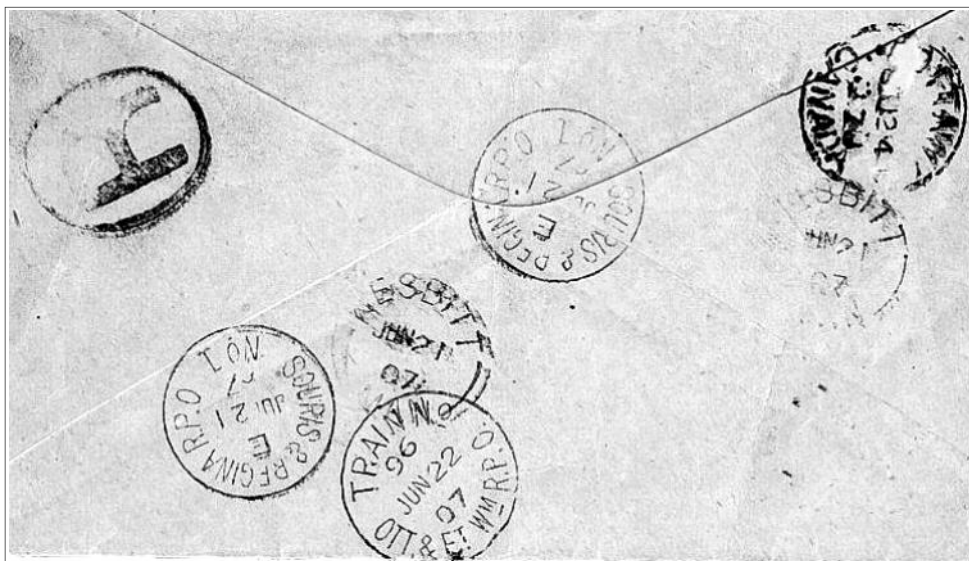
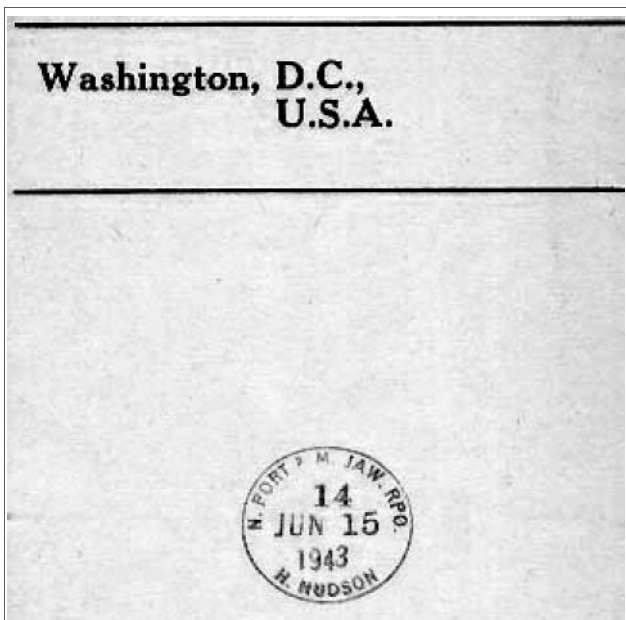


Observed on eBay is this facing slip with a second and **new late date** for **WT-127**, CAL. & VAN. R.P.O. / - W. A. Crighton - , 2, JUN 14, 43 . This is also the **first report of train 2**. The clerk handstamp is struck in green.

Also on eBay, was another facing slip with this **first report of train # 12** for **WT-359** MED. HAT & NEL. R.P.O. / D. McLEOD , 12, JUN, 14, 1943 , struck in blue.



A third facing slip on eBay had this **new late date** for **WT-534**, N. PORT. & M. JAW, R.P.O. / H. HUDSON, 14, JUN 15, 1943 , struck in violet.



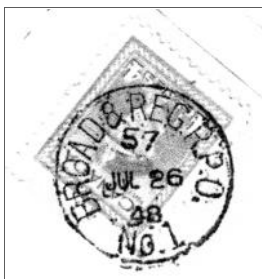
Offered on eBay was this 7 cent Edward registered cover from Nesbitt, Manitoba (opened 1892) to Ottawa. The **WT-773.011** , SOURIS & REGINA R.P.O. / N^o 1 , E, JU 21, 07 is a **new early date** for the hammer.

New Reports from Ron Barrett

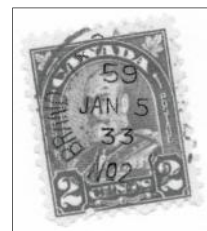


WT-13.01, BON. & ED. R.P.O. No. 1, 95, VI 15, 57 , a new **late date** for this scarce hammer for the Bonnyville & Edmonton R.P.O.

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WT-44.02, BRANDON & SASKATOON R.P.O. / No 2 , 59, JAN 5, 33, a new **late date** for both the **hammer** and the **listing** , WT-44.

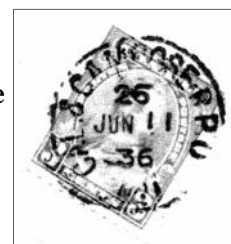


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WT-57, BROAD. & REG. R.P.O. / No. 1 , 57, JUL 26, 48 , a new **late date** for this solitary hammer used on the Broadview & Regina R.P.O. for less than three years. The **ERD** is **1945/12/17 not the 1945/10/24 date shown in the catalogue**, which is the proof date.

.....

WT-59.01, CAL. & CAMROSE · R.P.O. / No 1 , 26, JUN 11, 36 , a new **late date** for this hammer used on the Calgary & Camrose R.P.O. This date is only a year before the current ERD for WT-59.022, which may have been its replacement.

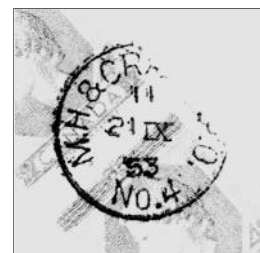


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WT-310.01, L. B. & ED. R.P.O. / No. 1, 616, JUL 19, 48 , a new **early date** for this hammer used on the Lacombe, Breton & Edmonton R.P.O. It shows that the two hammers for the run were used in the same period.

.....

WT-337.04, M. H. & CRAN · R.P.O. / No. 4 , 11, 21 IX, 53 , is a previously unrecorded **train 11** for this hammer, which was one of four used for the Medicine Hat & Cranbrook R.P.O. for less than 3 years.

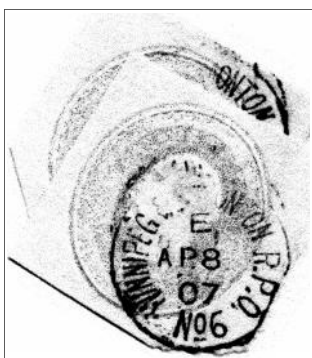
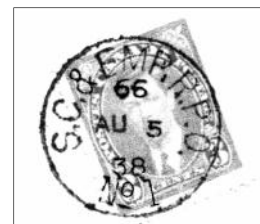


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WT-459.021, M. JAW & SHAUN · R.P.O. / No 2 , 319, AP 20, 35 , is a new **late date** and previously unreported **train 319** for this hammer from the Moose Jaw & Shaunavon R.P.O.

.....

WT-805.012, S. C. & EMP. R.P.O. / No 1 , 66 AU 5, 38 is a new **early date** for this hammer from the Swift Current & Empress R.P.O. It lessens the gap in the known period of use between the first and second number 1 hammers.



.....

WT-876.06, WINNIPEG & EDMONTON R.P.O. / No 6 , E, AP 8, 07 is a new **early date** for this hammer, one of a set of ten, which were only used for a little over four years.

New Reports from Ron Barrett

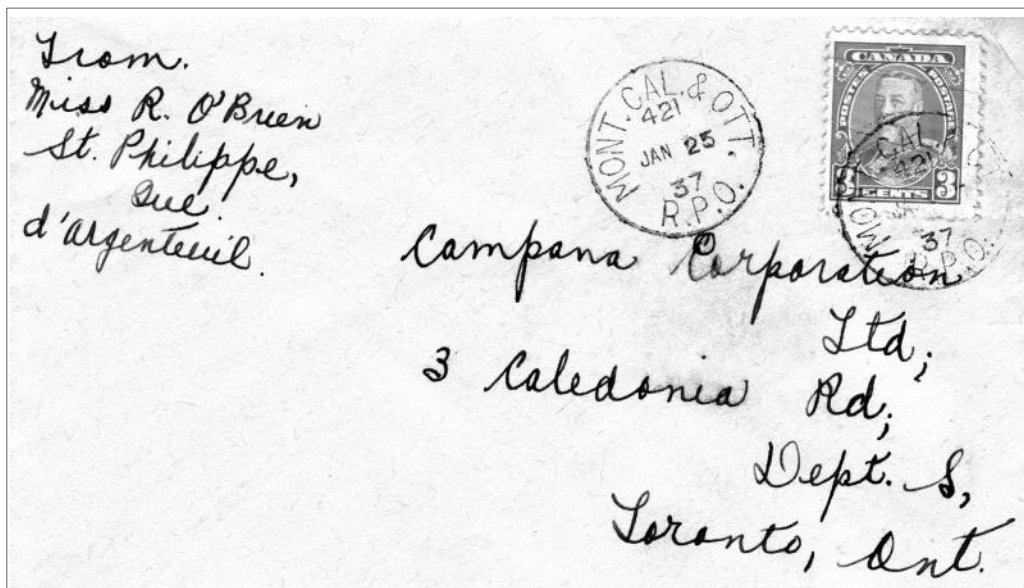
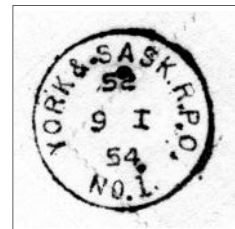
WT-881.01, WPG. & HAR. R.P.O. / No 1 , 12, AP 30, 38 is a new **late date** for both the hammer and the listing. It was used on the Winnipeg and Hartney R.P.O.



.....
WT-970.01, WP'G & SOURIS · R.P.O. / · No 1 · , 130, JUL 5, 39 is a new **early date** for this hammer, which was proof struck on June 24, 1939.

.....

WT-994.013, YORK & SASK. R.P.O. / No. 1 , 52, 9 I, 54 is a new **early date** for this third number 1 hammer for the Yorkton & Saskatoon R.P.O. It was proof struck on December 15, 1953, less than a month earlier.



Submitted by **Ross Gray**, this clear strike of **QC-149.02**, MONT. & CAL. & OTT. / R.P.O. , 421, JAN 25, 37 is a **new early date** for this hammer, which was proof struck July 30, 1936 and is the second of four hammers in the listing. The previous ERD for the hammer was February 19, 1937. (See page 1971.)

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Secretary-Treasurer's Report from Chris Anstead

2010 should be a good year for postmark collectors. In McDonald's Corners the handstamp was retired on December 31 as the year slug could not be advanced beyond 2009. A new "wing" handstamp was ready to start the decade. Can you spot the spelling mistake?

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