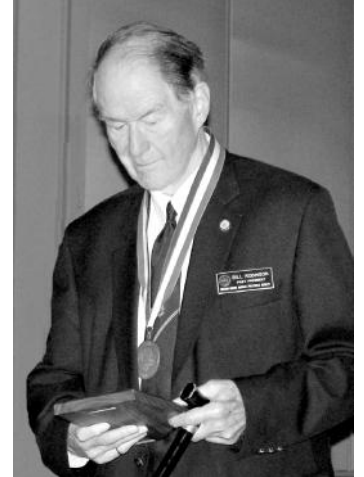


William G. Robinson, O.T.B.

We were deeply saddened to receive news of the passing on December 4, of a great Canadian philatelist and fine gentleman, **William G. Robinson**.

Bill was our Honorary Chairman and edited the BNAPS R.P.O. Study Group Newsletters from 1985 to 2000. He advanced and encouraged the Study Group as Chairman, Secretary, Treasurer, Editor and database manager for many years, in addition to all of his many other extensive and generous services to Canadian philately.

Our Chairman, Brian Stalker writes, "Several of us were privileged to hear Bill's reminiscences when we held our meeting in Victoria, B.C. in September. As a Group, we owe a debt of gratitude to Bill and he will be remembered with great fondness. Our thoughts and prayers go to Megan and their family".



In this issue, **Hugo Deshayé** reports the rediscovery of a possibly unique North Bay travelling letter box postmark, which will now be relisted in the new catalogue. **Ross Gray** shows a post card with an unusual 20th Century ticket stamp cancellation, as well as contributing a number of new reports. We also have more new reports from **Jack Brandt**, **Richard Hautala** and **Peter McCarthy**.



A Travelling Letter Box Postmark Rediscovered



TORONTO, (MONTREAL), NORTH BAY, NORANDA, TIMMINS, COCHRANE									
Read Down		Miles	TABLE NO. 170		Read Up				
1			Cont'd		2				
P.M.			Eastern Time		A.M.				
* 8.20	THE NORTH-LAND	0.0	Lv MONTREAL.....	Ar	* 8.45	THE NORTH-LAND			
* 10.50		116.2	Lv OTTAWA.....	Ar	* 6.10				
* 5.24		342.9	Ar NORTH BAY.....	Lv	* 11.59				
A.M.					P.M.				
47	49		Lv TORONTO.....	Ar	46	50			
P.M.			Ar NORTH BAY.....	Lv	A.M.				
* 11.15	† 6.15	0.0			* 7.05	† 8.20			
* 7.10	† 12.35	227.9			* 11.15	† 2.10			
A.M.					P.M.				
* 7.40	† 1.05	0.0	Lv NORTH BAY, ONT. ▲	Ar	* 10.45	† 1.55			
* 9.40	† 3.10	73.1	TIMAGAMI.....	Ar	* 8.40	† 1.49			
* 9.48	† 3.18	76.9	Goward.....	Ar	* 8.28	† 1.40			
* 10.19	† 3.50	95.4	Latchford.....	Ar	* 7.58	† 1.08			
* 10.38	† 4.08	104.1	COBALT.....	Ar	* 7.41	† 10.50			
* 10.44	† 4.18	107.0	North Cobalt.....	Ar					
* 10.51	† 4.18	108.7	Halleybury.....	Ar	* 7.26	† 10.36			
* 11.04	† 4.30	113.9	New Liskeard.....	Ar	* 7.14	† 10.24			
BUS			Ar Elk Lake.....	Lv	BUS				
* 11.15	† 19.7		Uno Park.....	Lv	* 7.01	† 7.51			
* 11.27	† 26.1		Thornloe.....	Lv	* 6.52	† 7.42			
* 11.37	† 29.9		Earlton.....	Lv	* 6.44	† 9.58			
* 11.47	† 36.2		Heeslip.....	Lv	* 6.33	† 9.40			
* 11.55	† 39.2		ENGLISHMAN.....	Lv	* 6.25	† 9.40			
* 12.05	† 42.4		Boston Creek.....	Lv	* 6.14	† 9.40			
* 12.15	† 45.6		Swastika.....	Lv	* 6.04	† 9.40			
* 12.25	† 48.8		Kirkland Lake.....	Lv	* 5.50	† 8.45			
* 12.35	† 51.9		King Kirkland.....	Lv	* 4.16	† 7.51			
* 12.45	† 55.1		Larder Lake.....	Lv	* 4.04	† 7.39			
* 12.55	† 58.3		Cheminis Ont.....	Lv	* 3.36	† 7.12			
* 1.05	† 61.5		Arntfield, Que.....	Lv	* 3.16	† 6.52			
* 1.15	† 64.7		Rouyn, Que.....	Lv	* 2.41	† 6.19			
* 1.25	† 67.9		Noranda, Que.....	Lv	* 2.13	† 5.52			
* 1.35	† 71.1		ArVal D'Or.....	Lv	* 2.05	† 5.45			
* 1.45	† 74.3		(C.N.R.) 175	Lv		† 1.00			
* 1.55	† 77.5		Seekinika, Ont.....	Lv	* 4.48	† 7.00			
* 2.05	† 80.7		Bourkes.....	Lv	* 4.37	† 6.05			
* 2.15	† 83.9		Ramore.....	Lv	* 4.17	† 7.48			
* 2.25	† 87.1		Matheson.....	Lv	* 3.59	† 7.32			
* 2.35	† 90.3		Val Gagne.....	Lv	* 3.43	† 7.17			
* 2.45	† 93.5		Monteith.....	Lv	* 3.37	† 7.12			
* 2.55	† 96.7		ArPorquais.....	Lv	* 3.25	† 7.00			
* 3.05	† 100.0		Iroquois Falls.....	Lv					
* 3.15	† 103.2		Kilburn.....	Lv	* 6.45	† 6.45			
* 3.25	† 106.4		McIntosh Spgs.....	Lv	* 6.35	† 6.35			
* 3.35	† 109.6		Connaught.....	Lv	* 6.28	† 6.28			
* 3.45	† 112.8		Dugwal.....	Lv	* 6.17	† 6.17			
* 3.55	† 116.0		Hoyle.....	Lv	* 6.06	† 6.06			
* 4.05	† 119.2		Pamour.....	Lv	* 6.00	† 6.00			
* 4.15	† 122.4		Porcupine.....	Lv	* 5.54	† 5.54			
* 4.25	† 125.6		So. Porcupine.....	Lv	* 5.44	† 5.44			
* 4.35	† 128.8		Schumacher.....	Lv	* 5.40	† 5.40			
* 4.45	† 132.0		Timmins.....	Lv					
* 4.55	† 135.2		Porquais.....	Lv	* 6.35	† 6.35			
* 5.05	† 138.4		Nellie Lake.....	Lv	* 6.25	† 6.25			
* 5.15	† 141.6		Devonshire.....	Lv	* 6.14	† 6.14			
* 5.25	† 144.8		Holland.....	Lv	* 6.07	† 6.07			
* 5.35	† 148.0		Nahma.....	Lv	* 5.49	† 5.49			
* 5.45	† 151.2		ArCOCHRANE.....	Lv	* 5.40	† 5.40			
* 5.55	† 154.4		ONT. 175	Lv					

Canadian National Railways Public Timetable - 1941

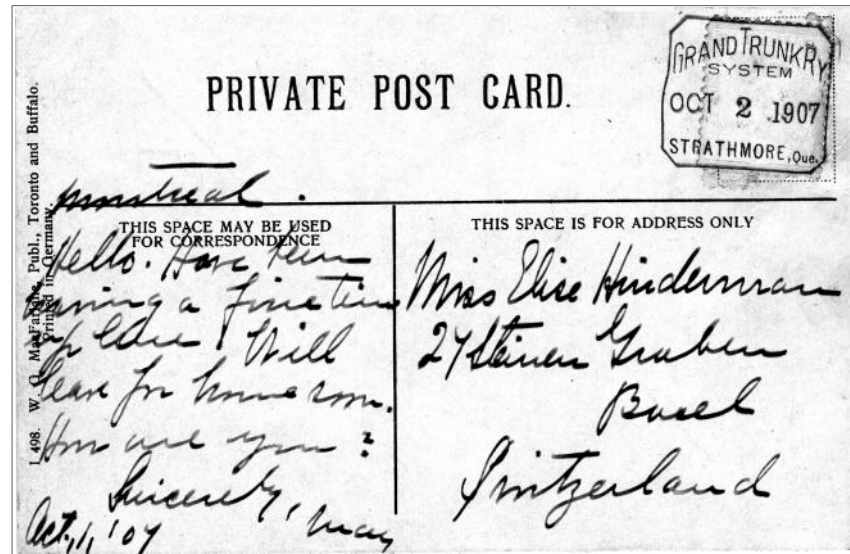
In Low Ludlow's 1982 catalogue, he listed a straightline postmark, RECEIVED AT NORTH BAY, ONT. / IN TRAVELLING LETTER BOX. , as **RR-168**, "no report" and "unconfirmed". Since the listing seemed unlikely, it was omitted from the 2009 catalogue.

Hugo Deshay found this illustrated cover with the marking struck in violet in conjunction with the North Bay machine cancellation, which now confirms the existence of this rare, possibly unique, postmark, that will be listed as **RY-194.5**, Type SL0R, RF-G.

It is likely that it was applied to mail received but not cancelled or sorted on Temiskaming & Northern Ontario Railway southbound train 50, "The Northland". The train arrived in North Bay at 1:55 AM making the 3 AM time marking of the North Bay machine cancellation logical.

An Exception to the Rule by Ross Gray

In the introduction to the catalogue, I stated that I had not listed any of the 20th Century ticket stamps because all examples that I had ever seen were used by the station agent to either indicate the originating location or the arrival date of mail, much as any business did at the time. Therefore these markings had no postal significance.



This ticket stamp from a minor station on the western outskirts of Montreal, Strathmore, is clearly used to cancel the stamp, for reasons we shall probably never know. Unfortunately there are no other postmarks to prove that it entered and was accepted into the postal system but I believe it was.

Accordingly, I shall list it as **TKS-21.55**, GRAND TRUNK RY. / SYSTEM / STRATHMORE, Que. , OCT 2, 1907 , Type BX3, R.F. - G.

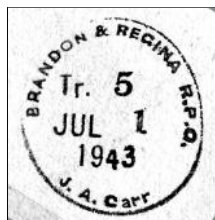
		GRAND TRUNK RAILWAY SYSTEM																			
		MONTREAL TO LACHINE, STE. ANNE DE BELLEVUE AND VAUDREUIL																			
Miles	STATIONS	501	503	505	21	1	7	583	831	861	25	537	11	507	567	571	509	5	27	3	575
		D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y	D'y
		ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.	ex.
		Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
		5 20	6 25	7 30	8 35	9 40	10 45	11 50	12 55	1 00	1 05	1 10	1 15	1 20	1 25	1 30	1 35	1 40	1 45	1 50	1 55
0	Montreal A.	5 20	6 25	7 30	8 35	9 40	10 45	11 50	12 55	1 00	1 05	1 10	1 15	1 20	1 25	1 30	1 35	1 40	1 45	1 50	1 55
1.51	St. Henri	5 25	6 30	7 35	8 40	9 45	10 50	11 55	12 00	1 05	1 10	1 15	1 20	1 25	1 30	1 35	1 40	1 45	1 50	1 55	2 00
4.66	Montreal West.	5 31	6 36	7 41	8 46	9 51	10 56	12 01	12 06	1 11	1 16	1 21	1 26	1 31	1 36	1 41	1 46	1 51	1 56	2 01	2 06
5.88	Rockfield	5 33	6 38	7 43	8 48	9 53	10 58	12 03	12 08	1 13	1 18	1 23	1 28	1 33	1 38	1 43	1 48	1 53	1 58	2 03	2 08
6.60	Dominion	5 35	6 40	7 45	8 50	9 55	11 00	12 05	12 10	1 15	1 20	1 25	1 30	1 35	1 40	1 45	1 50	1 55	2 00	2 05	2 10
7.04	Convent	5 37	6 42	7 47	8 52	9 57	11 02	12 07	12 12	1 17	1 22	1 27	1 32	1 37	1 42	1 47	1 52	1 57	2 02	2 07	2 12
8.00	Lachine Whf	5 42	6 47	7 52	8 57	10 02	11 07	12 12	12 17	1 22	1 27	1 32	1 37	1 42	1 47	1 52	1 57	2 02	2 07	2 12	2 17
7.94	Lachine	5 44	6 49	7 54	8 59	10 04	11 09	12 14	12 19	1 24	1 29	1 34	1 39	1 44	1 49	1 54	1 59	2 04	2 09	2 14	2 19
9.22	Dixie	5 49	6 54	7 59	9 04	10 09	11 14	12 19	12 24	1 29	1 34	1 39	1 44	1 49	1 54	1 59	2 04	2 09	2 14	2 19	2 24
10.33	Dorval	5 51	6 56	8 01	9 06	10 11	11 16	12 21	12 26	1 31	1 36	1 41	1 46	1 51	1 56	2 01	2 06	2 11	2 16	2 21	2 26
12.20	Strathmore	5 53	6 58	8 03	9 08	10 13	11 18	12 23	12 28	1 33	1 38	1 43	1 48	1 53	1 58	2 03	2 08	2 13	2 18	2 23	2 28
12.79	Valois	5 55	7 00	8 05	9 10	10 15	11 20	12 25	12 30	1 35	1 40	1 45	1 50	1 55	2 00	2 05	2 10	2 15	2 20	2 25	2 30
13.36	Lakeside	5 57	7 02	8 07	9 12	10 17	11 22	12 27	12 32	1 37	1 42	1 47	1 52	1 57	2 02	2 07	2 12	2 17	2 22	2 27	2 32
14.65	Pointe Claire	5 59	7 04	8 09	9 14	10 19	11 24	12 29	12 34	1 39	1 44	1 49	1 54	1 59	2 04	2 09	2 14	2 19	2 24	2 29	2 34
15.71	Beaconsfield	6 01	7 06	8 11	9 16	10 21	11 26	12 31	12 36	1 41	1 46	1 51	1 56	2 01	2 06	2 11	2 16	2 21	2 26	2 31	2 36
17.59	Beaurepaire	6 03	7 08	8 13	9 18	10 23	11 28	12 33	12 38	1 43	1 48	1 53	1 58	2 03	2 08	2 13	2 18	2 23	2 28	2 33	2 38
19.23	Baie d'Urfe	6 05	7 10	8 15	9 20	10 25	11 30	12 35	12 40	1 45	1 50	1 55	2 00	2 05	2 10	2 15	2 20	2 25	2 30	2 35	2 40
20.80	St. Anne's de B.	6 07	7 12	8 17	9 22	10 27	11 32	12 37	12 42	1 47	1 52	1 57	2 02	2 07	2 12	2 17	2 22	2 27	2 32	2 37	2 42
24.45	Vaudreuil	6 10	7 15	8 20	9 25	10 30	11 35	12 40	12 45	1 50	1 55	2 00	2 05	2 10	2 15	2 20	2 25	2 30	2 35	2 40	2 45

When I showed this item to **Peter McCarthy**, he related the following amusing story about the location;

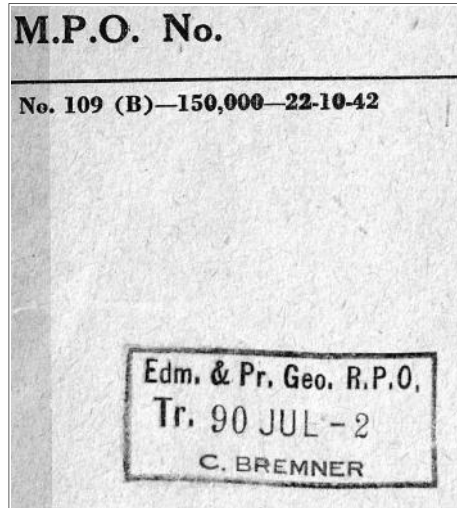
My aunt and uncle lived in Valois which was next to Strathmore. There's a funny little story that is little known. The CN and CP ran a commuter service on the Lakeshore and the CN's were known to us as the Vaudreuil locals. In the late 50s, they were still pulled by these little steam engines with short tenders. There was no wye at Vaudreuil so they ran forward one way and backwards the other and they were fast on the take off. We had a brakeman at the time who was a regular on one of the runs. His name was Ernie Scott. He was of average height, thin and a bag of nerves. He was quite intelligent and married to a professor at McGill University. He also had a speech impediment so that when he gave his name it came out Ernet Tott. At each stop Ernie had to inspect as many cars as possible, for whatever reason, only he knew. One day as Ernie was making one of his inspections at Valois, the train took off. All the coach doors to the rear were closed so he had no way of getting on. Ernie was running down the platform yelling top, top. He ended up taking a taxi to Strathmore. He never lived it down and if you wanted to get him going all you had to ask of anybody within his earshot was, "What happened at Valois?"

New Reports from Richard Hautala

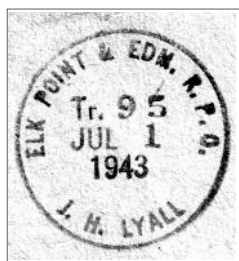
Richard Hautala has submitted a number of Western private clerk reports found on a group of facing slips.



Struck in black, is a **second and new late date** for **WT-42**, BRANDON & REGINA R.P.O. / J. A. Carr , Tr. 5, JUL 1, 1943.

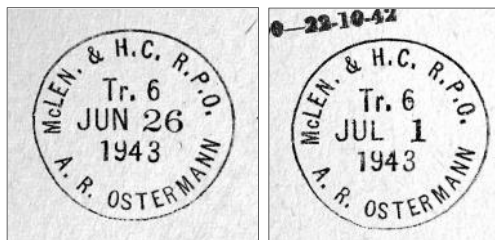


Struck in red on postal form is this previously **unreported clerk's handstamp**, Edm. & Pr. Geo. R.P.O. / C. BREMNER, Tr. 90, JUL - 2 (1943). It will be listed as **WT-216.55**, Type BX1R, R.F.- G. The year is assumed to be 1943, based on the printing order number of the postal form and the accompanying facing slips in the lot. Train "90" is presumably short for 190.



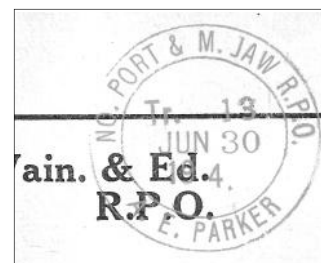
Struck in violet, is a **second and new late date** for **WT-230**, ELK POINT & EDM. R.P.O. / J. H. LYALL , Tr. 95, JUL 1, 1943. **Train 95 is also new.**

Two examples, struck in red of this **previously unreported clerk's stamp** from the McLennan & Hines Creek R.P.O., give an **early and late date** for what will be listed as **WT-329.55**, McLEN. & H. C. R.P.O. / A. R. OSTERMANN , Tr. 6, JUN 26, 1943 and JUL 1, 1943 , Type CC2R, R.F.- F.



Struck in black is this previously unreported clerk's stamp, which will be listed as **WT-506.55**, NO. BATT. & ED. R.P.O. / V. P. HAWGOOD , Tr. 6, JUN 29, 1943 , Type CC3R, R.F.- G.

Struck in slate blue, this **previously unreported clerk's stamp** will be listed as **WT-536.55**, NO. PORT & M. JAW R.P.O. / A. E. PARKER , Tr. 13, JUN 30, 194(3), Type DC1R, R.F.- G



On a facing slip struck in green, is this example of **WT-562**, P. A. & N. B. R.P.O. / M. E. A. MAXIMCHUK , Tr. 75, JUN 27, 1943 , which gives us a **more complete date** and allows us to **correct the type** to Type DC2R.

New Reports from Richard Hautala

Struck in red, is a previously unreported clerk's stamp for the Regina & North Battleford run, which will be listed as **WT-629.55**, REGINA & N. BATT R.P.O. / W. F. KELLY , Tr. 5, JUN 28, (1943) , Type CC5R, R.F.- G



**Cal. & Van., B.C.
R.P.O.**

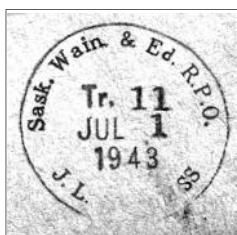
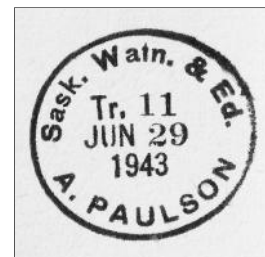
.....

Struck in red, is this **WT-664**, FROM RIV & SASK TR. 11 / 29. JUN. 43 A. RHIND , which is a **second and new late date** and allows us to correct the listing text.

**FROM RIV&SASK TR.11
29.JUN.43 A.RHIND**

.....

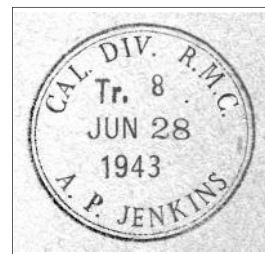
Struck in blue, we see **WT-760**, Sask. Wain. & Ed. / A. PAULSON , Tr. 11, JUN 29, 1943 , as a **second and new late date** for the handstamp.



.....
Struck in green, with only part of the clerk name legible is, Sask. Wain. & Ed. R.P.O. / J. L. -----SS , Tr. 11, JUL 1, 1943. It will be listed as **WT-760.55**, type CC3R, with a R.F. - G

.....

Struck in violet, is a **new early date** and **previously unreported train**, for **WT-1012**, CAL. DIV. R.M.C. / A. P. JENKINS , Tr. 8, JUN 28, 1943.



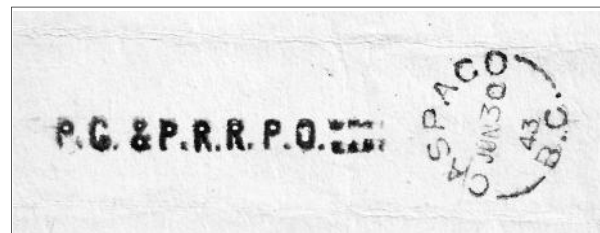
**Pr. Alb. & North
Battleford R.P.O.**

.....

Struck in black is what may be two separate or an attached pair of handstamps. Based on the associated material, the year date is likely 1943. We shall await a second example to be reported before listing it or them.

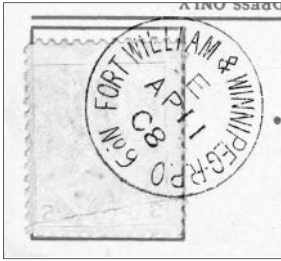
.....

**MED. HAT & NELSON
..
(Tr. 12 JUN 27)
R.B. BROUGH**



Struck in blue, this straight line stamp with an illegible pair of words on two lines at the end is another puzzle. We shall defer listing it, in the hope that another, more legible example will be reported.

New Reports from Ross Gray

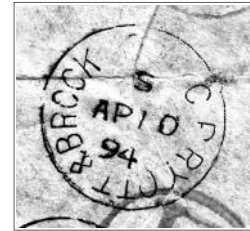


This **new early date for the hammer**, **ON-106.09**, FORT WILLIAM & WINNIPEG · R.P.O. / N^o 9, E, AP 11, 08, is found on a Kenora view card addressed to France.

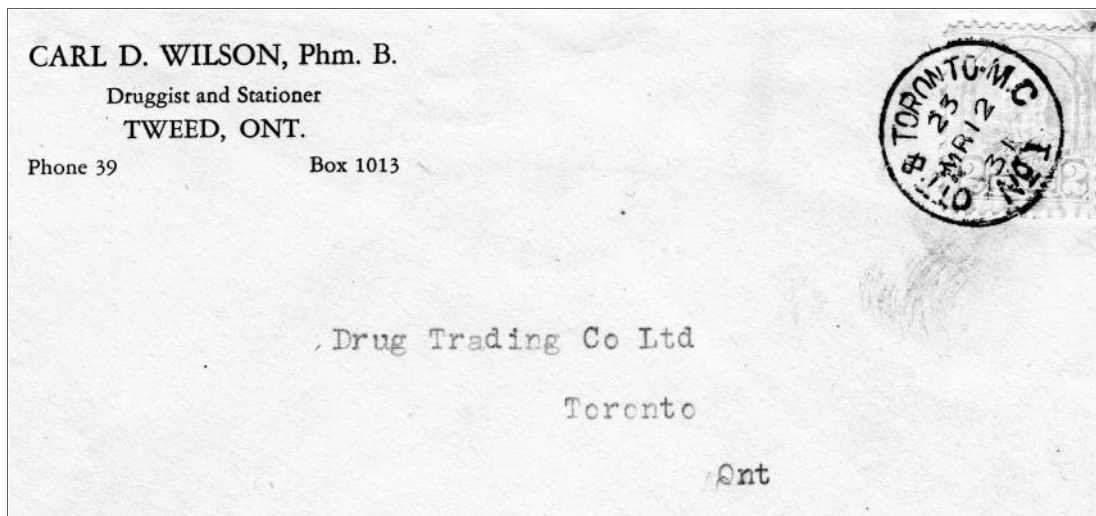
.....

This **ON-366.02**, C. P. RY OTT. & BROCK. / M.C., S, AP 10, 94, transit backstamp on a registered cover from Hallville to Jersey City, NJ, is a **new early date for the hammer**.

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Lightly struck on a 3¢ Small Queen cover to Toronto, where it was received two days later, is this **new early date** for **ON-415.01**, C.P.RY OTT. & P^r ARTHUR · M.C. / 1., E, JA 4, 91.



ON-423.01, OTT · & TORONTO · M.C. / N^o 1, 23, MR 12, 31, is the **first report of train 23** for both the hammer and the listing.



.....

This **ON-453.01**, PALM & S'HAMPTON · R.P.O. / ., 330, AU 8, 41, on a Southampton corner card cover is a **new late date** for one of two hammers for the listing. (See Newsletter Page 1950.)

.....

A **new early date for both the hammer and the listing** is this **ON-635.021**, TOR. & LON. R.P.O. / N^o 2, E, SP 4, 07, on a Woodstock view to Ayr, Ontario.

.....



This cancellation on a Midland picture post card is the **first reported example of train 42** for the hammer, **ON-714.02**, TORONTO & MIDLAND · R.P.O. / N^o 2, 42, MR 5, 14.

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Earlier than the previous ERD by only a day, is this **ON-744.09**, TOR. & N. BAY · R.P.O. N^o 9, 47, JUL 5, 38, on an Orillia view to Weston, Ontario.

New Reports from Ross Gray

ON-806.03, G.T.R - T. & S / _3_ , EAST, MY 13, 71 , found as a transit backstamp on a registered cover from Sarnia to Kingston, is a new **late date for the hammer**.



.....

On a Calgary picture post card addressed to Orillia, Ontario, we find a new **early date** for **WT-64.04**, CALGARY & EDMONTON · R.P.O. / N^o 4, 22, AU 2, 20.

.....



The **first report of northbound train 23** for the hammer, **WT-64.062**, CALGARY & EDMONTON · R.P.O. / N^o 6 , 23, MY 6, 33 , is found on a cover from Olds, Alberta to Edmonton.

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.....

This transit backstamp on a registered cover from Liverpool, England to Vancouver, is the **first report of westbound train 97** for **WT-91.120**, C. & V. R.P.O. / ÷ B.C. ÷ , 97, JA 31, 06.

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On a Banff picture post card to Vankleek Hill, Ontario, this **WT-98.108**, CAL. & VAN. R.P.O. / ð B.C. ð , 62, JUL 13, 13 , is the **first report of train 62** for the hammer.



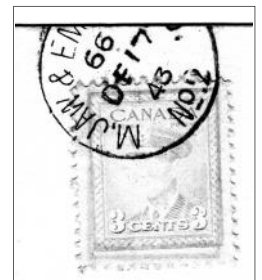
.....

On a cover to Hamilton, this **WT-381.071**, M. JAW & CAL . R.P.O. / No. 7 , 4, JUL 26, 34 , is the **first report of train 4** for this hammer.

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The second report and a **new early date** for the hammer, **WT-435.022**, M. JAW & EMP. R.P.O. / N^o .2 , 66, DE 17, 43 , is on a Swift Current picture post card addressed to Ingersoll, Ontario. It is also the **first example of train 66**. Notable is that that the first reported date and now the LRD for the hammer is 1953/12/16, suggesting that the hammer may have only been used for the heavy pre-Christmas mail period.

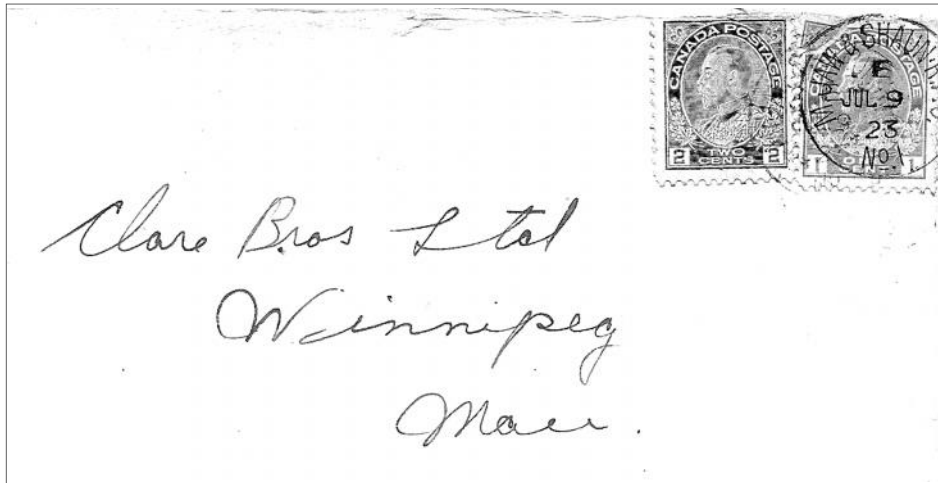
.....



.....

This transit backstamp, **WT-523.041**, NOR. PORT. & M. JAW · R.P.O. / N^o 4 , 14, DE 10, 23 , on a registered cover from Weyburn to Gladmar, Saskatchewan, is a new **late date** for the hammer.

New Reports from Ross Gray



This cover to Winnipeg has a **new late date** for **WT-459.011**, M. JAW & SHAUN · R.P.O. / N^o. 1 , E, JUL 9, 23.

On a cover to Calgary is a **new early date** for **WT-691.042**, SASK. & DRUM R.P.O. / N^o 4 , 10, MR 10, 61.



Found as a transit backstamp on a registered cover from Yarker, Ontario to Tofield, Alberta, this **WT-755.02**, SASK. WAIN. & EDM · R.P.O. / N^o 2 , 1, MR 7, 32 , is the **first report of train number 1** for both the hammer and the listing.



On an advertising post card from Winnipeg to Cleveland, we find this **new late date** for **WT-880.01**, WINNIPEG & GRETNA - M.C / 1 , S, JA 7, 02 . The known late date for the other hammer is 1903/12/14 and the late date for the listing is 1904/06/15.

This Easter greeting post card addressed to Brighton, Ontario, is cancelled with a **new early date** for **WT-883.05**, WINNIPEG & HUMBOLDT · R.P.O. / N^o 5 , E, MR 21, 10.



Used as a transit backstamp on a registered cover from Wolseley, Saskatchewan to New York, via Winnipeg, this very worn **WT-898.02**, W'PEG. & M. JAW (LOCAL) R.P.O. / N^o 2 , 54, AP 3, 22 , is a **new late date for the hammer**. The expanded period of use will change the RF to "C".

A transit stamp on a cover from New Zealand to Mozart, Saskatchewan, this **WT-994.03**, YORK & SASK. R.P.O. / NO. 3 , 52, 9 IV, 54 , is a **new early date for the hammer**.



New Reports from Ross Gray



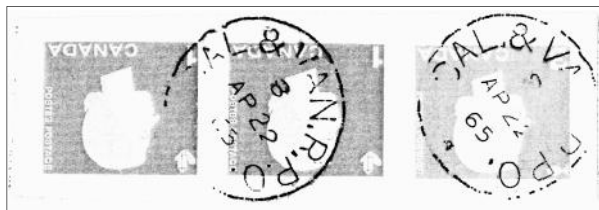
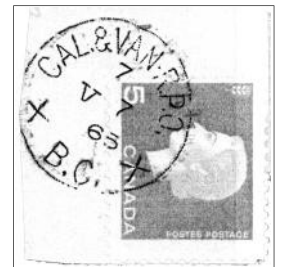
This lovely 2 cent Numeral cover has the **earliest reported date both for the listing and the hammer WT-896.031**, W'P'G. & M. JAW · R.P.O. / No 3, E, JUL 12, 00. There are two Beausejour backstamps dated July 12 and July 14.

New Reports from Jack Brandt



WT-68, CAL. & EDMONTON · R.P.O. / No. 7, 524, JUN 2, 54, is a new **late date** for the only hammer of the listing.

WT-98.114, CAL. & VAN. R.P.O. / × B.C. ×, 7, V 7, 65, is a new **late date for the hammer**.



WT-103, CAL. & VAN. R.P.O. / ., 8, AP 22, 65, is a new **late date** for the listing, which has multiple hammers and awaits a hammer study to separate them.

WT-191.02, CORONATION & LACOMBE · R.P.O. / No 2, 29, OC 30, 17, is a new **early date for both the hammer and the listing**.



WT-210.03, EDMONTON & EDSON · R.P.O. / No 3, 2, JAN 15, 15, is a new **early date** for the hammer.

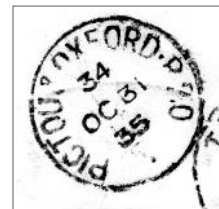
New Reports from Peter McCarthy



Peter McCarthy reports this **new late date** for **RY-114.021**, MID - R'WY / N^o - 2 , SOUTH, NO 10, 82. It is a transit backstamp on a registered cover from Midland to Collingwood.

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He also found this **new late date** for **MT-272**, PICTOU & OXFORD · R.P.O. / . , 34, OC 31, 35. It also brings the editor's attention to the omission of the mid period dot between "OXFORD" and "R.P.O." in the catalogue text.



The cancellation is a transit backstamp on a registered cover from Malagash Creamery in Malagash, N.S. to the Bank of Nova Scotia in Tatamagouche.

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Peter has also discovered a very remarkable example of **ON-207.02**, G.W.R. - H. & T / _ 2 _ , 18, OC 6, 64 , on a one cent stamp. The editor believes that the clerk was trying to indicate a four digit year date, as was the practice with the postmarks preceding the split circle types, and not a train number.



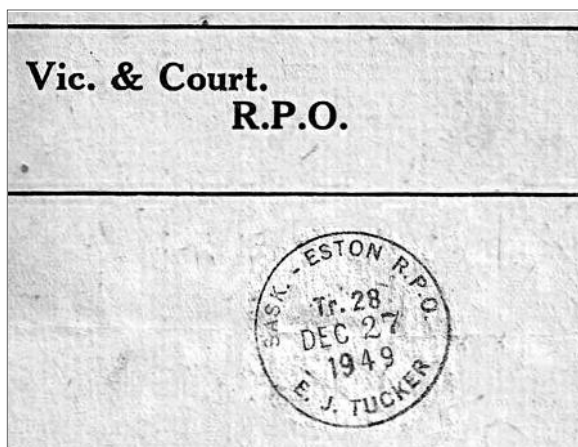
Other New Reports



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Observed on eBay, on a post card to England, this example of **WT-549**, O. L. & S. R.P.O. / £ - B.C. - £ , S, JUL 31, 09 , is a **new early date**. The hammer was proof struck on July 19, 1909.

Observed on eBay was this facing slip with a new **late date** for **WT-720**, SASK. - ESTON R.P.O. / E. J. TUCKER , Tr. 28, DEC 27, 1949.



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