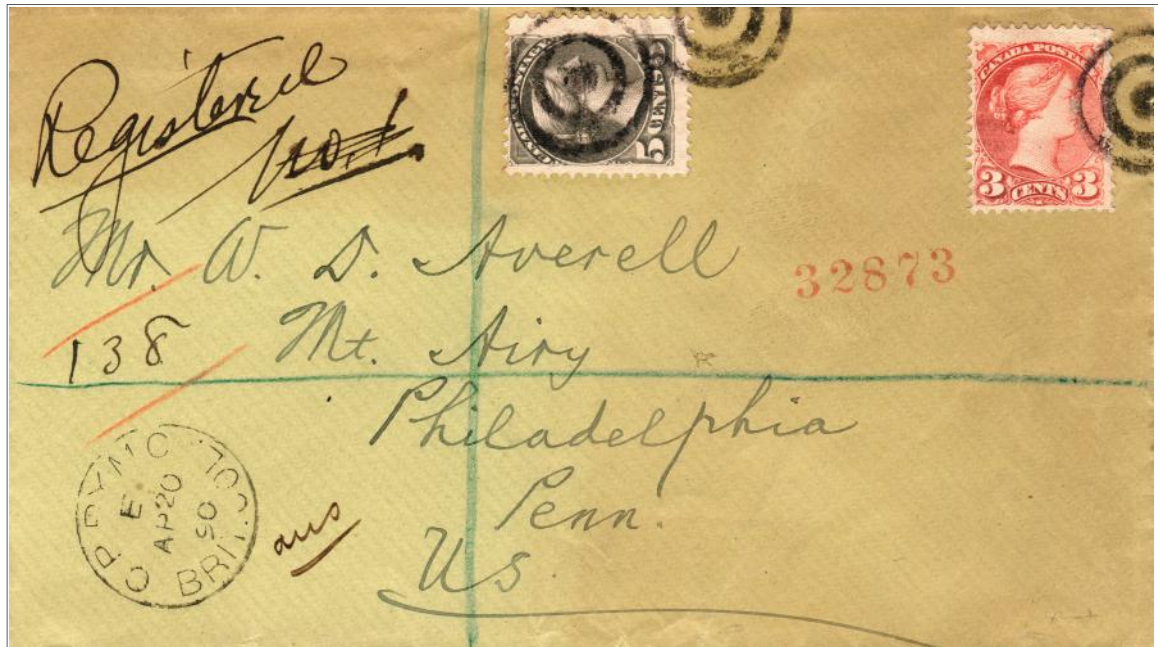


This issue features an article about the transition from steamboat to railway mail service between Montreal and Toronto. It is a collaborative effort from **Chris Anstead**, **Bruce Graham** and **Robert Parsons**.

We also see many new reports and updates from **Jack Brandt**, **Ross Gray**, **Colin Lewis** and **David Oldfield**.

An Early Western Registered R.P.O. Cover



This registered cover from British Columbia to Philadelphia **originated on the eastbound Canadian Pacific Railway R.P.O. operating between Vancouver and Calgary**. The clerk postmarked it front and back with his steel hammer, **RY-22.04**, C. P. RY. M.C. / BRIT. COL. , E, AP 20, 90 , and cancelled the stamps with a concentric ring obliterator, as well as writing, "Registered / No. 1" in the upper left corner. It was then placed in a closed bag and travelled by C.P.R. to Ottawa, where it was backstamped on arrival on April 25 and assigned tracking number "138". Arrival in Philadelphia was on April 28, where it was backstamped and assigned tracking number "32873".

William G. Robinson Award

Peter McCarthy recently showed the editor the newly created **William G. Robinson Award** to be presented for the best B.N.A. R.P.O. exhibit and it is very attractive and well designed. I am sure that the fortunate recipients will be proud to display it on their wall. Peter deserves the gratitude of the study group in bringing this project to fruition.

A specially engraved example has been presented to Bill's widow, Megan and she has responded as follows, "I was astounded and deeply touched by the lovely plaque I received in the mail. Thanks so much for doing it in Bill's honour and I am happy to be the first recipient."

As of the end of December, our Secretary-Treasurer, Chris Anstead reported that \$460 had been donated to support the award. Further donations can be made to him at any time.

New Reports & Updates from Jack Brandt

- QC-303.02, MONTREAL & TORONTO - REG'D / . , 19, AU 1, 23 , is a new **late date** for the hammer.
- ON-44, BRIDGE & GODERICH · R.P.O. / . , 218, JUN 17, 31 , is a new **late date**.
- ON-60, BROCK & OTT.- R.P.O. / . , 565, OC 21, 19 , is a new **late date**.
- ON-167.061, HAMILTON & MEAFORD · R.P.O. / N^o 6 , 54, AP 29, 12 , is a new **early date**.
- ON-178, HAM. & NIA. FALLS, 88, 4 JUN, 22, corrects the **date** and adds **train number 88** for the only report.
- ON-211.022, HARRISBURG & SOUTHAMPTON M.C / N^o 2 , S, MR 4, 97 , is a new **early date** and the **first report of an "S" direction** for the hammer. (*See Jan-Feb 2010 Newsletter, page 2158.*)
- ON-246, LONDON & KINCARDINE R.P.O. / . , T2S, OC 12, 14 , is a new **late date**.
- ON-361.02, ORANGE. & TEES R.P.O. / N^o 2 , 756, AU 28, 51 , is a new **late date** for the hammer and listing.
- ON-361.03, ORANGE. & TEES R.P.O. / N^o 3 , ??, JY 24, 08 , is a new **early date** for the hammer and listing.
- ON-364, OTT. & B. BAY · R.P.O. / . , 92, JUL 11, 42 , is the first report of **train 92** and a new **early date**.
- ON-366.02, C. P. R^y OTT. & BROCK. / M.C. , S, AP 8, 91 , is a new **early date** for the hammer.
- ON-379, OTTAWA & Fⁱ WILLIAM · R.P.O. / N^o 1 , 2, OC 12, 14 , is a new **late date**.
- ON-392.01, C.P.R^y OTTAWA & MONTEBELLO / M.C. , E, JU 16, 86 , is a new **early date**.
- ON-394, OTTAWA & NORTH · BAY · M.C. / C.P.R^y , E, ?Y, 86 , is a new **early date**. (*assumed to be JY*)
- ON-404, OTTAWA & PARRY SOUND · R.P.O. / . , 90, JUN 16, 42 , is a new **late date**.
- ON-405, C. P. R^y / OTTAWA & PEMBROKE. , SOUTH, AU 8, 82 , is a new **early date**.
- ON-405, C. P. R^y / OTTAWA & PEMBROKE. , E, DE 26, 03 , is a new **late date**.
- ON-406, OTTAWA & PEMBROKE / M.C. , E, JU 21, 92 , is a new **late date**.
- ON-415.10, C. P. R^y OTT. & Pⁱ ARTHUR · M.C. / 10. , ?, JU 1?, 86 , is a new **early date** for the hammer.
- ON-457, PICTON & TRENTON R.P.O. / . , 4, MR 4, 01 , is a new **early date**.
- ON-461.02, C.P.R^y Pⁱ ARTHUR & W'PEG M.C. / 2. , E, AU 28, 06 , is a new **late date**.
- ON-461.07, C.P.R^y Pⁱ ARTHUR & W'PEG M.C. / 7. , E, JY 14, 91 , is a new **early date**. The RF becomes F.
- ON-463, PORT · COLBORNE & PORT · DALHOUSIE / M.C. , NORTH, SP 26, 92 , is a new **early date**.
- ON-465, Pⁱ COL. & Pⁱ DAL. R.P.O. / N^o 1 , ? , JAN 2?, 08 , is a new **early date**.
- ON-465, Pⁱ COL. & Pⁱ DAL. R.P.O. / N^o 1 , 134, MY 22, 20 , is a new **late date**.
- ON-473.01, PORT · HOPE & MIDLAND · M.C. / N^o 1 , S, AU 31, 94 , is a new **early date**.
- ON-475.022, PORT HOPE & TORONTO R.P.O. / No. 2 , 94, DE 29, 30 , is a new **early date**.
- ON-476.02, PT. HOPE & TOR. R.P.O. / · N^o. 2 · , 92, JAN 31, 33 , is a new **early date**.
- ON-481, PT. ROWAN & HAMILTON / R.P.O. , 238, 9 I, 50 , is a new **early date**.
- ON-499, ST. THOS. & COURT. / · R.P.O. · , 108, OC 18, 39 , is the **first report of train 108**.
- ON-523, STRATFORD & Pⁱ DOVER / - RY.P.O. - , NO, AP 15, 98 , is a new **late date**.
- ON-535, STRATFORD & WIARTON / M.C , T2S, MR 17, 99 , is a new **train number, direction indicium**.
- ON-562.02, TOR. & FT. WM. R.P.O. / N^o 2 , 6, 5 MY, 56 , is a new **late date** for the hammer.
- ON-562.03, TOR. & FT. WM. R.P.O. / N^o 3 , 4, JUL 10, 16 , is a new **early date** for the hammer.
- ON-562.051, TOR. & FT. WM. R.P.O. / N^o 5 , 4, MY 16, 18 , is a new **late date** for the hammer.
- ON-594, TOR. & GRAVENHURST · M.C : G.T.R. / N^o 1 , S, AP 26, 92 , is a new **early date**.
- ON-634.02, TOR. & LON. M.C. / N^o 2 , E, AP 9, 95 , is a new **early date** for the hammer.
- ON-635.021, TOR. & LON. R.P.O. / N^o 2. , 632, JUN 30, 36 , is a new **late date** for the hammer.
- ON-716.011, TOR. & MONT. G.T.R^y / 1 , NE, AP 25, 94 , is a new **late date**. The R.F. becomes "F".
- ON-716.102, TOR. & MONT. G.T.R.Y. / 10, D.E, JAN 11, 17, is the first report of the **D(ay)E(ast) indicium**.
- ON-718, TORONTO & MONTREAL · R.P.O. / N^o 9 , 9, NO 14, 21 , is the **first report of train 9**.

New Reports & Updates from Jack Brandt

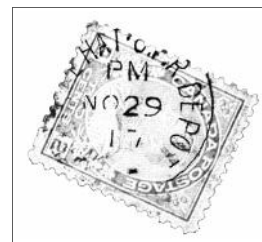
- ON-718**, TORONTO & MONTREAL · R.P.O. / N^o 9 , 20(?), (JA)N 5, 30 , is a new **late date** and **new train**.
- ON-728**, TORONTO & NIAGARA · FALLS / M.C., 19-96, JY 24, 14, is the first report of **indicium 19-96**.
- ON-730.012**, TORONTO & NIAGARA FALLS · R.P.O. / N^o 1 , 18, AU 9, 18 , is the first report of **train 18**.
- ON-740.042**, TORONTO & NORTH BAY R.P.O. / N^o 4 , 84, V 18, 67 , is a new **late date** and **new train**.
- ON-740.06**, TORONTO & NORTH BAY R.P.O. / N^o 6 , 68, OC 26, 04 , is a new **early date**
- ON-740.07**, TORONTO & NORTH BAY R.P.O. / N^o 7 , S, NO 7, 04 , is a new **early date** and **direction**.
- ON-740.15**, TORONTO & NORTH BAY R.P.O. / N^o 15 , 46, MY 11, 20 , is a new **early date**.
- ON-740.15**, TORONTO & NORTH BAY R.P.O. / N^o 15 , 41, AU 19, 20 , is the first report for **train 41**.
- ON-744.05**, TOR. & N. BAY. R.P.O. N^o 5 , 674, V 9, 68 , is a **new train**.
- ON-744.10**, TOR. & N. BAY. R.P.O. N^o 10 , 46, OC 29, 61 , is a new **late date** for the hammer.
- ON-781.01**, TOR. & OTTAWA . C.P.R. / N^o 1 , 33, MR 3, 25 , is a new **late date** and **new train**.
- ON-781.02**, TOR. & OTTAWA . C.P.R. / N^o 2 , W, JA 21, 10 , is a new **late date** for the hammer.
- ON-783.03**, TOR. & OTT. C.P.R M.C. / N^o 3 , W, NO ??, 94 , is a new **early date**.
- ON-783.03**, TOR. & OTT. C.P.R M.C. / N^o 3 , 21, JAN 19, 14 , is a new **late date**.
- ON-784**, TOR. & OTTAWA. R.P.O. / N^o 2 , W, MY 17, 10 , is a new **early date**.
- ON-788.04**, TORONTO & OWEN SOUND R.P.O. / N^o 4 , 706, NO 5, 51 , is a new **late date**.
- ON-789.011**, TOR. & OWEN SOUND · R.P.O. / N^o 1 , 708, JAN 18,17 , is a new **late date**.
- ON-789.013**, TOR. & OWEN SOUND · R.P.O. / No. 1 , 708, 17 X, 58 , is a new **late date**.
- ON-811.05**, TOR. & SAR. M.C. / N^o 5 , E, NO 22, 97 , is a new **early date** for the hammer.
- ON-818.02**, TOR. & SOUTH / R.P.O. , 182, JUN 5, 30, is a new **early date** for both hammer and listing.
- ON-820**, TORONTO & STRATFORD · R.P.O. / . , 38, OC 2, 25 , is the first report of **train 38**.
- ON-820**, TORONTO & STRATFORD · R.P.O. / . , 26, VI 19, 65 , is a new **late date**.
- ON-827**, TOR. STRAT. & GODERICH · R.P.O. / . , 35, JUL 5, 26 , is a new **early date**.
- ON-827**, TOR. STRAT. & GODERICH · R.P.O. / . , 629, MY 13, 35 , is a **new train**.
- ON-866**, TRENTON & MAYNOOTH · R.P.O. / N^o 1 , 6, MY 11, 10 , is a new **early date**.
- ON-871.01**, WALKERVILLE & LEAMINGTON / M.C. , NORTH, FE 13, 91 , is a new **early date**.
-
- WT-117**, CAL. & VAN. / J. A. D. , Tr. 1, AUG 11, (21) , corrects a typographical date error in the catalogue.
- WT-319.5**, Mac. & Cal. R.P.O. / No. 1 , 28, FE 14, 1920 , a type CC1R, struck in black, is the **first report of this new listing** for which no proof strike is known.



- RY-14**, CANADA · ATLANTIC / M.C. , E, SP 8, 04 , is a new **late date**.
- RY-31.02**, C.P.R · WEST · OF · WINNIPEG / LOCAL 2 , EAST, AU 7, 93 , is a new **early date**.
- RY-51.03**, G. B. & L. E. R^y / N^o 3 , S, AU 7, 91 , is a new **early date** for the hammer and listing.
- RY-51.04**, G. B. & L. E. R^y / N^o 4 , blank, SP 7, 92 , is a new **early date**.
- RY-98**, INTERNATIONAL · RY. / M.C. , blank, AP 22, 91 , is the first report of a **blank** indicium.

New Reports & Updates from Jack Brandt

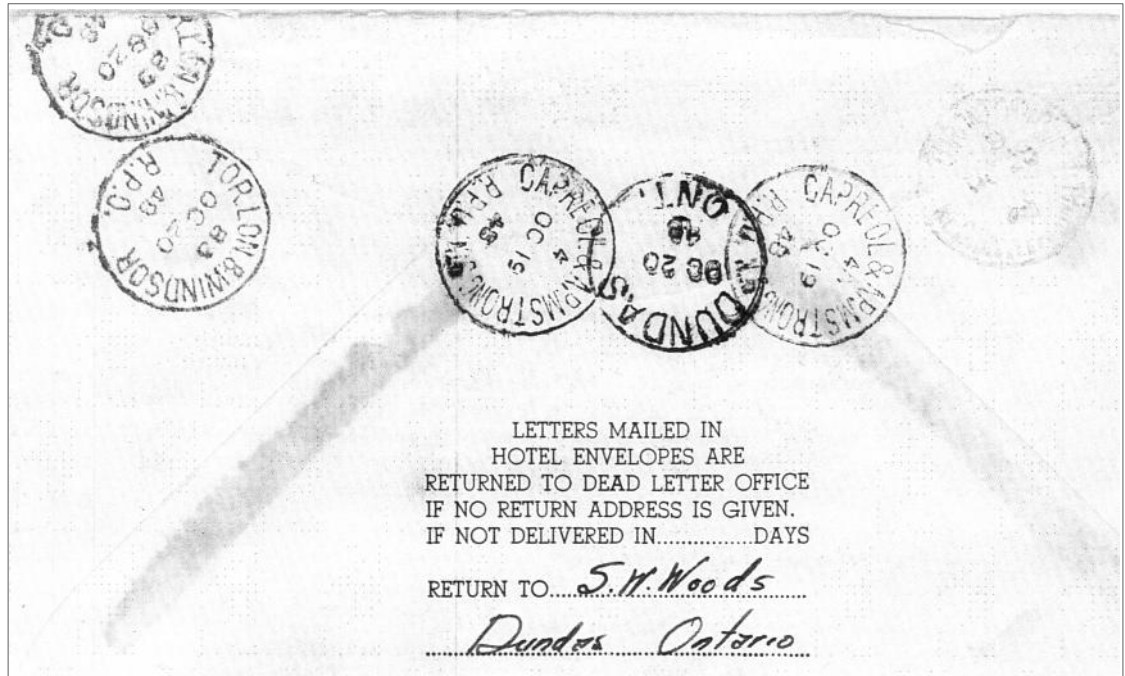
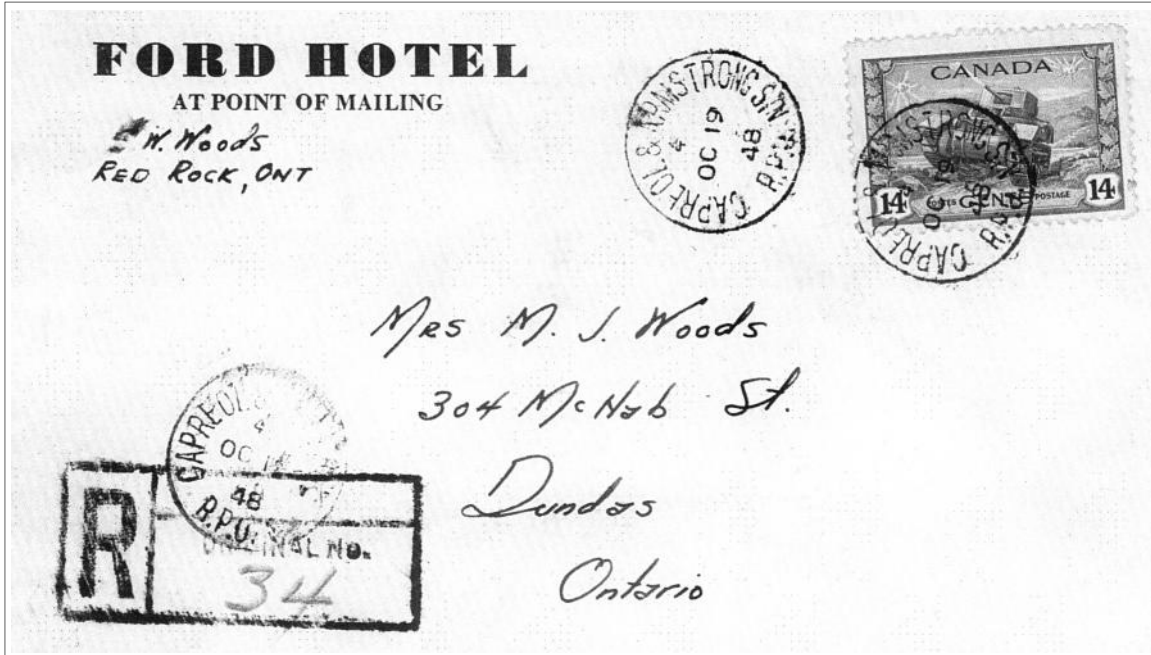
- RY-118**, MON. & CHAMP. JN. RWY. , N, AU 10, 95 , is a new **late date**.
- RY-142**, P. E. ISLAND - RY / _ M.C. _ , blank, OC 13, 85 , is a new **late date**.
- RY-143**, P. E. I. RWY. / M.C. , blank, SP 6, 85 , is a new **early date**.
- RY-144.02**, P. E. ISLAND / M.C. , blank, MY 12, blank , on a 3¢ SQ is the **first report for the hammer**.
- RY-144.04**, P. E. ISLAND / M.C. , blank, AU 5, (9)6 , on a 1¢ SQ is a new **late date for the hammer**.
- RY-144.05**, P. E. ISLAND / M.C. , blank, AP 21, 93 , on a 3¢ SQ is a new **early date for the hammer**.
- RY-146**, WINTER MAIL SERVICE / _ P.E.I. _ , blank, JA 4, 99 , confirms a **blank indicium**.
- RY-154**, QUEBEC · CENTRAL / M.C. , N, JA 20, 91 , is a new **early date**.
- RY-177.02**, SHEFFORD · RY / M.C. , blank, AU 12, 89 , is a new **early date** for the hammer.
- RY-178.0?**, TEMISCOUTA · RY , ? , NO 22, 92 , is a new **early date** for the listing.
- RY-178.02**, TEMISCOUTA · RY , N, MR 4, 96 , is a new **early date** for the hammer.
- RY-178.02**, TEMISCOUTA · RY , S, ?? 13, 02 , is a new **direction indicium** for the hammer.
- RY-178.02**, TEMISCOUTA · RY , N, AP 25, 04 , is a new **late date** for the hammer.
- RY-186**, T. G & B EX. RY. / N^o 1. , ? , SP 25, 86 , is a **confirmed early date** for this listing.
- RY-214.012**, W. G. & B. RY / N^o 1. , ? , JU 3, 89 , is a new **early date** for the hammer.
-
- SN-8**, G^r WESTⁿ RWY^s STATⁿ / HAMILTON · CAN. , PM, MY 9, 81 , is a new **early date**.
- SN-17**, GRAND TRUNK RY. STN. / LONDON. ONT. , PM, MR 11, 13 , is a new **early date**.
- SN-18.01**, CAN. NAT'L RY. STN. / LONDON · ONT. , PM, DE 18, 33, is a new **late date** for the hammer.
- SN-22.01**, MEDICINE HAT · C.P.R. DEPOT / . , PM, NO 29, 17 , is a new **early date** for the hammer (*This is the same date as the proof strike and is probably a date error made by the clerk.*)
- SN-23.05**, MONCTON STATION / N.B., 8, 7 IV, 60, is the **first report of time 8**.
- SN-23.05**, MONCTON STATION / N.B., 15, 9 II, 59, is the **first report of time 15**.
- SN-29.01**, MONTREAL · P.Q. / · BONAVENTURE STA'N. · , add indicia 11 AM, 5 PM and 12 PM.
- SN-29.02**, MONTREAL · P.Q. / · BONAVENTURE STA'N. · , add indicia 9 AM, 10 AM, 12 AM, 5 PM, 8 PM, 11 PM, 12 PM, 2, 8, 16, 17, 23 and 24..
- SN-40.01**, MONTREAL · P.Q. / · WINDSOR STA'N. · , 9 PM , SP 23, 38 , is a **late date**.
- SN-40.02**, MONTREAL · P.Q. / · WINDSOR STA'N. · , 19, NO 18, 38 , is an **early date**.
- SN-48.01**, UNION · STATION / · ST- JOHN · N.B. · , 11, NO 16, 04 , is the **first report of time mark 11**.
- SN-48.01**, UNION · STATION / · ST- JOHN · N.B. · , 12, 5 DE, 04 , is the **first report of time mark 12**.
- SN-48.01**, UNION · STATION / · ST- JOHN · N.B. · , 21, DE 14, 04 , is the **first report of time mark 21**.
- SN-49.01**, UNION STATION / SAINT JOHN · N.B. · , 19, MY 13, 30 , is a new **early date** for the hammer.
- SN-53**, UNION · RWY · STATION / TORONTO · CANADA , PM, JU 12, 82 , is a new **late date**.
- SN-57.01**, UNION · ST'N. / TORONTO / 1 , 1899/02/22 is a new **early date** for the hammer and listing.
- SN-58**, TORONTO ST'N R.M.S. / No. 1, FEB 22, 1899 , is a new **early date**.
- SN-61**, RAILWAY STATION TRURO / N.S. , 14, XI 3, 65 , is a **new time indicium**.
- SN-65**, N. B. & C. RAILWAY / WOODSTOCK STATION , DE 3, 1874 , is a new **late date**.



This example of **E-7**, MONTREAL DISTRICT EMERGENCY / · R.P.O. · , 25, DE 20, 50 , is a new **early date** and the **first report of train 25**. It was likely applied by a spare clerk on the westbound Montreal & Brockville R.P.O. during the busy Christmas season.

New Reports & Updates from Jack Brandt

Used as a transit backstamp on a registered letter from St. Eugene, Ontario to Ottawa, this **E-60**, OTTAWA DISTRICT / EMERGENCY NO. 505, NO 12, 42, is a new **late date** for this listing. Like the 1941/02/12 earliest reported date, **the indicium is train 505** and was probably used on the Montreal, Rigaud & Ottawa R.P.O., possibly by a spare clerk.



This registered cover originated on eastbound **ON-76**, CAPREOL & ARMSTRONG STN / R.P.O. , 4, OC 19, 48 , and has an official boxed registration postmark which has modified for use by the R.P.O. by removing the location name. It will be listed as **ON-77.55**, R / *location removed* / ORIGINAL No. , Type RB1, R.F. - G.. The cover is probably a favour cover.

The letter travelled to Toronto in a closed bag and arrived there on October 20, where it was transferred to **ON-658**, TOR. LON. & WINDSOR / R.P.O. , 83, OC 20, 48 , arriving at Dundas the same day.

Transition from Steamboat to Railway Mail Service between Montreal and Toronto



Dated Montreal, August 26, 1856, this cover travelled on the Grand Trunk Railway the next day as far as Brockville.

QC-135.01, MON. & BR. GRD. TRK. R.W. / : MAIL COND'R No 1 : , A, UP, AUG 27, 1856

In Brockville, it was transferred to a lake steamer for Toronto (one of the Royal Mail Steamers Kingston, Passport, Arabian or Magnet, which travelled from Brockville to Toronto, stopping at Kingston, Cobourg, Port Hope and Darlington en route) and received a Kingston Steamboat Letter postmark dated August 28, 1856, which extends the known period of use of the listing by 22 days.

ON-951, STEAM - BOAT - LETTER / = KINGSTON = , AU 28, 1856, blank

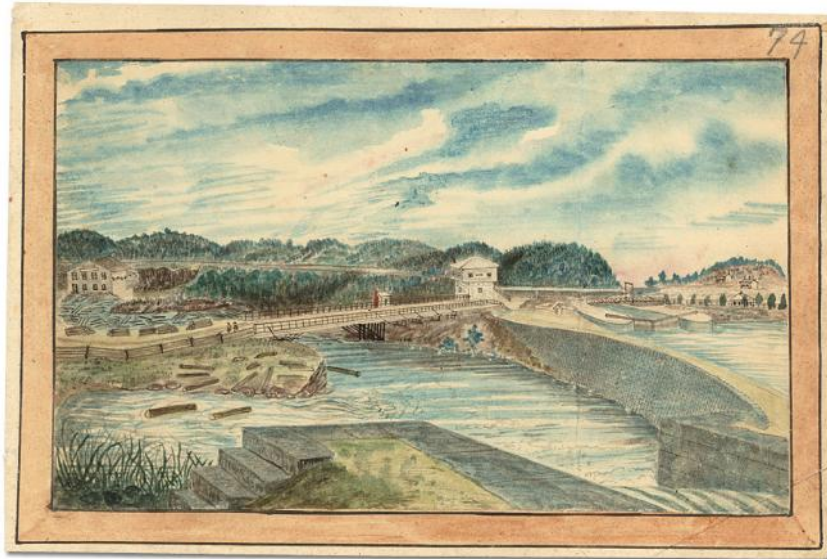
Thanks to **Bruce Graham** for locating this latest recorded postmark. It appears that the indicium is blank. Indicia 4, 5 and 6 were used by conductors on steamboats departing Kingston headed towards Toronto, calling at points between. Indicia 1, 2 and 3 were used on steamboats departing Kingston calling at points downstream en route to Montreal.

In later years (1855-56), the blank indicium is fairly common on Kingston and Hamilton steamboat postmarks and was probably used in both directions.

The historical significance of the cover can be understood by examination of the time line for completion of the Grand Trunk Railway between Montreal and Toronto and the changing of mail conveyance from water to rail. The Kingston-Montreal river service likely ended at the end of the 1855 season, when the GTRy line was completed as far west as Brockville. (The earliest recorded date for QC-135 is 1855/12/06.)

The summer of 1856 was to see the completion of the Grand Trunk Railway between Montreal and Toronto. The last hurdle was the completion of a bridge over the Rideau Canal at Kingston Mills.

Transition from Steamboat to Railway Mail Service between Montreal and Toronto



Lower Kingston Mills, Grand Trunk Railway bridge completed, 1856 - Watercolour from Archives of Ontario

With the opening of navigation in 1856, new arrangements were made with the Royal Mail steamers to connect with the Grand Trunk Railway at Brockville. These arrangements were short-lived, as by June 2 the Great Western Railway steamers were carrying much of the mails. It soon became apparent to the G.W.Ry. that it was losing money, leading the directors to withdraw their boats from this service on August 23. Arrangements were quickly made with the American Mail line to provide daily service from Toronto to Brockville from September 10 to October 26, 1856. It is during the gap that our letter was conveyed, most likely by the Royal Mail Line of John Hamilton & James Sutherland, which was still carrying mail at this time.

On October 21 a letter was sent to the steamboat conductors terminating their employment on the Steamboat Mail Service.

P.O.D. 21st October,

Mr. Robt. H. Bengough
Steamboat Mail Conductor
Kingston

Sir,

On and after the 26th instant, the conveyance of the Mails by Steam Boat between Hamilton and Montreal will terminate, and as consequently occasion will then also cease to exist for your employment by the Department in your present capacity of Steam Boat Mail Conductor, your services as such will be recorded as closed on the date in question.

The expiring Steam Boat Mail service will from Monday the 27th instant be superceded by the conveyance of the mails between Toronto and Montreal by Railway over the G.T.R.R., and I am desired by the P.M.G. to inform you that in order to give to you an opportunity of continuing to serve in the Department he appoints you to the discharge of an office which will be required under the new Railway Mail arrangements and which is similar in its duties to those performed by you on the Mail Steamboat Line.

You are therefore under these circumstances appointed to a Railway Mail Clerkship of the 2nd class on the Grand Trunk Railway and your retention of this employment will of course depend upon your ability to discharge the duties attached to it.

(Sgd) W. Griffin

Transition from Steamboat to Railway Mail Service between Montreal and Toronto

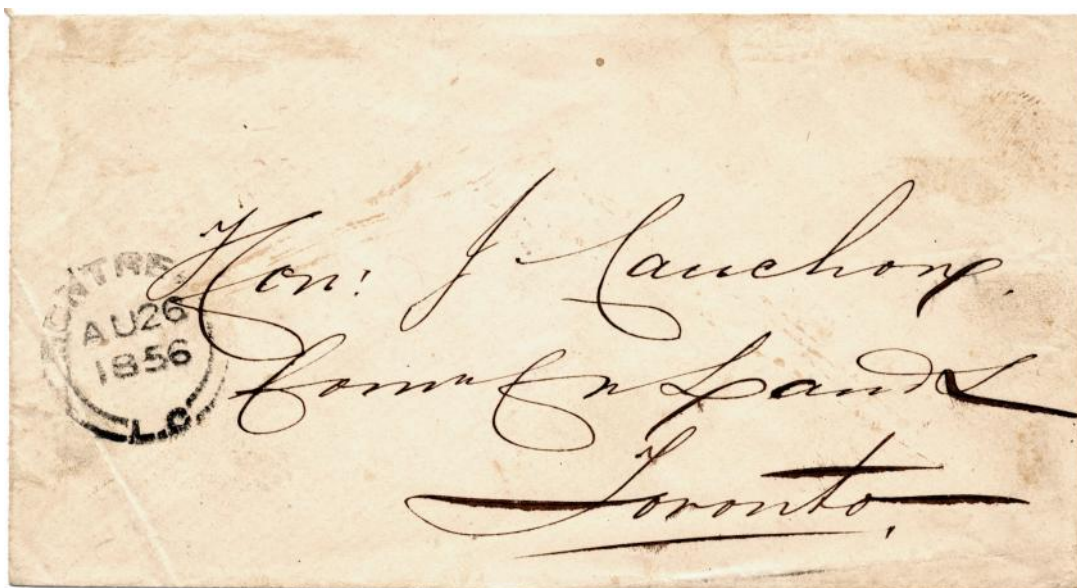
On October 27, 1856 the first train ran between Montreal and Toronto. The earliest known date for **QC-187**, MON. & KINGS. GRD. TRK. R.W. POST OFFICE / No. # , is 1856/11/11.

The writers acknowledge Robert Parsons' excellent study, "The Steamboat Mails of Eastern Canada" as the source of the above information. This book is available from Bill Longley. Additional information will be found in C. R. McGuire's article in BNAPS Topics number 527.

No matter how poorly the railway fared in the marketplace, the government and two of London's major banking houses had a vested interest in keeping the GTR out of receivership. This was the main reason why the mail contracts were awarded to the GTR.

The region's ship owners were constantly threatened with bankruptcy. The loss of the mail contract and the 1857 recession did in the steamboat operators. Many of the boats that operated on Lake Ontario were sold to US interests and wound up being used during the Civil War.

Steamboat operators then began to build more elaborate and ornate vessels to attract the tourist trade.



Ross Gray has a slightly earlier cover from MONTREAL / L.C. , AU 26, 1856 to TORONTO / C.W. , AU 27 , via **QC-135.02**, MON. & BR. GRD. TRK. R.W. / : MAIL COND'R No 2 : , A, UP, AUG 26, 1856, via **ON-950**, STEAM - BOAT - LETTER / = HAMILTON = , AU 26, 1856, blank

Transition from Steamboat to Railway Mail Service between Montreal and Toronto

Bruce Graham comments as follows;

With respect to the Hamilton Steamboat Letter, I would rule out the GWR as I have not run across anything in the archives relating to conductors operating on board their steamers. The mail carried by these "Express Steamers" tended to be closed bags, bound for Montreal, Quebec and beyond (overseas). As well, both covers in the article fall outside the operating dates of the GWR mail service.

The cover would, more than likely, have been carried by one of the Royal Mail Line steamers. I'll go out on a limb and suggest it was carried by the Steamer "Magnet".

This was Sutherland's steamer, and there were another two steamers (John Hamilton's) running also.

Why the Magnet ?

Tuesday's and Friday's were typical sailing days from Kingston for the Steamer Magnet. Monday's and Thursday's were the usual sailing dates from Hamilton. I have newspaper ads for 1851, 1852 and 1854 that show this routine, and its quite likely that the Magnet continued to sail on those days. *The SBL handstamp is dated August 26th, a Tuesday.*

As well, there had been an ongoing dispute between the Post Office and the steamboat proprietors about Hamilton being the terminus. Only Sutherland's boat, the Magnet complied with the contract requirements and used Hamilton as the "layover" port. Bethune refused to layover at Hamilton, and the Post Office eventually conceded. The other two boats on the Lake Mail Line returned to Toronto from Hamilton.

Fred Stulberg's collection included 4 examples of the SBL Hamilton handstamp (s). Two contained blank indicia, one had a clear "3", used in September 1854. This was a **RED** strike and was coming from Montreal. The fourth has a questionable strike, which Stulberg also called a "3". This whole area surrounding the use of the Hamilton SBL handstamps bears a lot more analysis. More examples and specific sailing dates might help greatly.

A New Western Report from Ross Gray



This Special Delivery cover originated on the RPO and shows us a new **early date** for both the listing and hammer, **WT-59.021**, CAL. & CAMROSE · R.P.O. / N° 2 , E, 8 AU, 24. The hammer was proof struck on 1924/05/15. Reported by **Ross Gray**.

New Reports

Colin Lewis reports the first example of an “N” **direction indicium** for **MT-286.02**, SAINT JOHN & ED’STN · R.P.O. / . , N, SP 14, 53. It is on a favour cover to Lionel Gillam.



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On another favour cover to Lionel Gillam is this new **late date** report from **Colin Lewis** for **WT-316.02**, LLOYD & ED. R.P.O. / No. 2 , 63, JUN 19, 54.



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David Oldfield reports this transit backstamp of **WT-435.021**, M. JAW & EMP. R.P.O. / N^o 2 , E, AU 23, 18 , on a registered cover from Waldeck, SK to Winnipeg. It is only the **second reported use** and **ERD** of this rare hammer, which was used on the Moose Jaw & Empress run. The proof date is August 2, 1918.



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Colin Lewis sends the **first report of train 65** for **WT-805.012**, S. C. & EMP. R.P.O. / N^o 1 , 65, MY 22, 54 , on a favour cover to Nanaimo.



Colin has also reported a **new late date** for **MT-280.01**, ST JOHN & AMHERST · I.C.R / _ , EAST, MY 30, 70 , on a 3¢ Small Queen cover to Halifax.

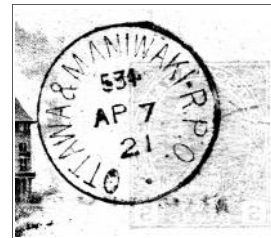
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On a 3¢ Small Queen cover to Boston, is this new **early date** for the hammer, **QC-253.07**, MONTREAL & ST JOHN / M.C. , W, MY 1, 97 , reported by **Ross Gray**.



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This new **early date** for **ON-388.02**, OTTAWA & MANIWAKI · R.P.O. / . , 534, AP 7,21 , on a post card to Wakefield, replaces the previous ERD, 1922/06/07 and narrows the known transition gap between the two hammers.



Squared Circle Information Request

Gary Arnold, chairman/newsletter editor the BNAPS Squared Circle Study Group from 1982 to 1994, has contacted us with the the following request;

I collect squared circle cancels during the Admiral period (1912-1928) and am in the process of updating a data base which I developed for strikes of the 27 squared circle hammers reported during this period, including one RPO hammer, **WT-778.01**, SOURIS & WINNIPEG M.C. / N^o 1. I am aware of 2 reported strikes of this RPO cancel in the Admiral period: E/FE 5/12 and E/FE 26/12, both on postcards. I would like to request RPO Study Group members to contact me with any information on other Admiral period uses of this squared circle hammer at forestgda@gmail.com or by mail at 10533 Countryside Drive, Grand Ledge, MI 48837.

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