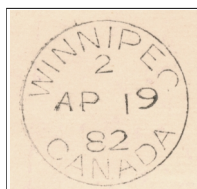


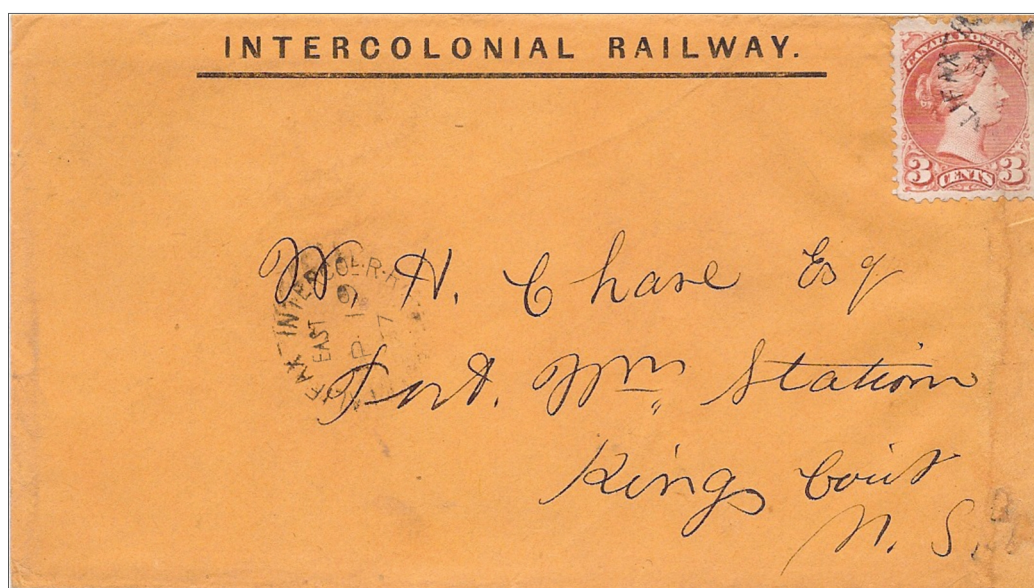
This issue is filled with new reports from **Jack Brandt**, **Ross Gray**, **Jim O'Connor** and a new member, **Wayne Schnarr**.

A New C.P.R. West of Winnipeg Early Date



Ross Gray Collection

Cancelling a post card from Portage La Prairie to Winnipeg is a new **early date** for both the listing and hammer **RY-28.02**, C. P. R. WEST OF WINNIPEG / 2., EAST, AP 19, 82. The Winnipeg receiving backstamp confirms the date. The two RY-28 hammers were proof struck on January 2, 1882.

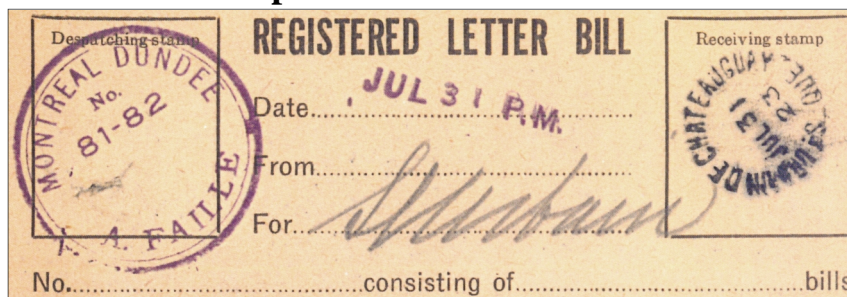


Courtesy of Hugo Deshay

This pretty Intercolonial Railway company cover has a new **early date** for **MT-3**, INTERCOL · R · R · AMHERST & HALIFAX / _ , EAST, AP 19, 77. The Port Williams Station, N.S. transit backstamp and the Port Williams, N.S. arrival backstamps are dated the following day.

Ludlow's records show the MT-3 proof date as 1877/08/03? but the editor believes that date is probably an error or less likely, a later hammer. No proof strike is shown in the J. Paul Hughes books.

New Reports from Jack Brandt



QC-161, MONTREAL DUNDEE / No. ## - ## / A. FAILLE , 81-82 , is only recorded used on post office forms. This example is a new **early date**, July 31, 1923..



On a 1¢ yellow admiral, is a new **late date** for **QC-391**, QUE. & CAMP. LOCAL · R.P.O. / ., 32, FE 28, 23 .

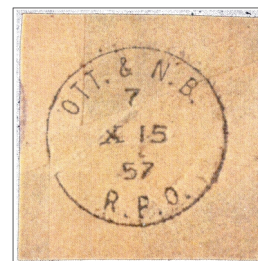


QC-542, TRAIN No. / Tourville & Quebec R.P.O. , 501, 7 OCT, 1919, is a new **early date** for this large rubber handstamp which was intended only for use on internal post office forms.



As a transit backstamp on a registered cover from Herron Bay, Ontario to Toronto is an example of the rare **ON-84.02**, CHAP. & FT. W. / R.P.O. , 7, V 20, 64 . Like a few other examples of this hammer, the complete date is not legible but we know from other postmarks on the cover that the unclear day date is "20". (*The hammer study for the four hammers is on page 2356 of the March-April, 2013 newsletter.*)

Proof struck on August 29, 1957, this example of **ON-399**, OTT. & N. B. / R.P.O. , 7, X 15, 57 , is a new **early date**.



Two transit backstamps show us a new **late date** for hammer **ON-630.01**, G. T. R. - T. & K / N-1 , EAST, MR 13, 82.

Here is a new **late date** for **ON-738**, TORONTO & NORTH BAY MC C.T.R. / N-3 , 44, NO 13, 44 .



This new late date for **WT-24**, BRAN. BUL. & REG. R.P.O. / H. M. SALISBURY, 60, MAR 26, 1955 , is on the back of of a souvenir cover cancelled with **WT-22.01**. The clerk has written, "Final Trip, H.M.S." Since the run lasted until September 30 of that year, this must have been the clerk's last trip. We have corrected the type in the catalogue to CC6R.

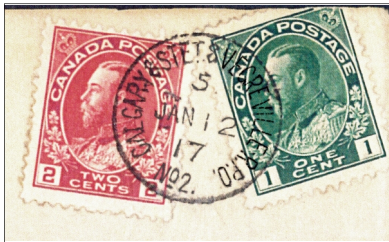
New Reports from Jack Brandt

WT-57, BROAD. & REG. R.P.O. / No. 1 , 58, AU 9, 48 , is a new **late date**, but not as late as the next example on a money bag tag from Winnipeg to Reston.



WT-57, BROAD. & REG. R.P.O. / No. 1 , 57, SP 21, 48 , is a new **later date**. A new late date for **WT-652** is used on the reverse side.

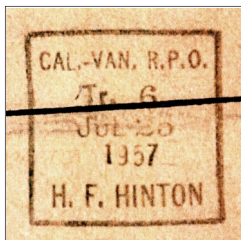
WT-58.01, BULYEA & SASK · R.P.O. / N^o 1 , E, OC 15, 15 , is a new **early hammer date** for this rare cancellation.



WT-88.02, CALGARY & STET. & VEGREVILLE · R.P.O. / N^o 2 , 5, JAN 12, 17 , is a new **late date** for the only listing with two ampersands.



WT-150, CAL & VAN / R. F. MARRIAGE , 8, 5 JUN, 1963 , is a new **late date**.



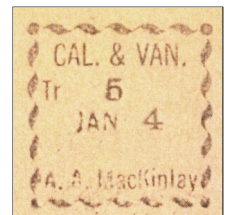
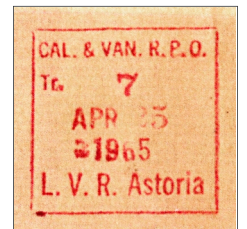
WT-173, CAL. - VAN. R.P.O. / H. F. HINTON , Tr. 6, JUL 25, 1957 , is a new **early date** and the first report of **train 6**.

WT-174, CAL. & VAN. R.P.O. / L. V. R. Astoria , Tr. 7, APR 25, 1965 , is a new **late date**.

WT-181, CAL. & VAN. R.P.O. / R. G. SPENCE , Tr. 3, MAY 18, 1965 , is the first report of **train 3**.



WT-190, CAL. & VAN. / A. A. MacKinlay , Tr 5, Jan 4 , corrects the text of the listing as well as the type which is BX5R.

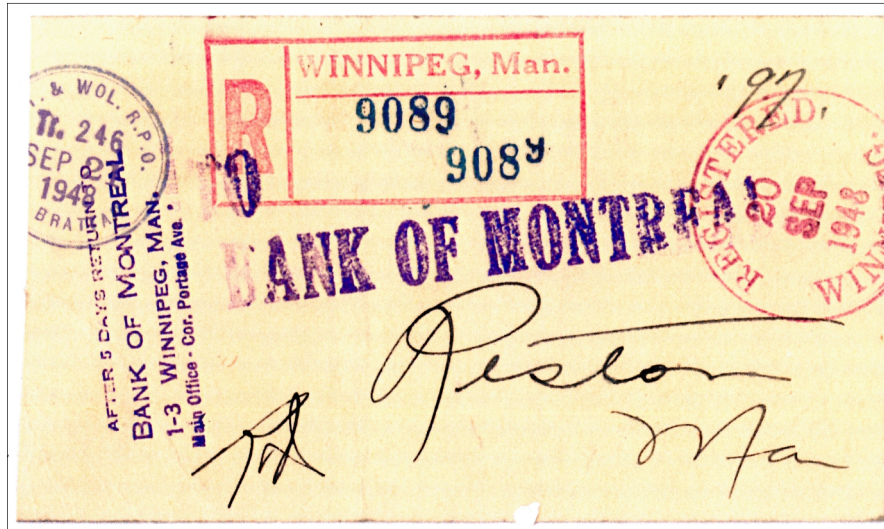


New Reports from Jack Brandt



On a separated block of four 1¢ Admirals is a new **late date** for **WT-554.011**, PEM. & WIN. R.P.O. N^o 1 / N.P.R. , 13, MY 25, 28 .

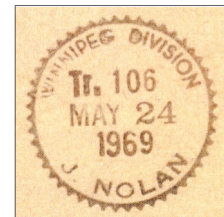
WT-625.04, REG. & N. BAT. R.P.O. / No. 4 , 5, 7 V, 57 , is a new **late hammer date** and the first report of **train 5** for the hammer.



On a money bag tag from Winnipeg to Reston, with a new late date for **WT-57** on the reverse, we see a second report and new **late date** for **WT-652**, REST. & WOL. R.P.O. / J. BRATTAN, Tr. 246, SEP 21, 1948.

WT-1110, WINNIPEG DIVISION / J. NOLAN , Tr. 106, MAY 24, 1969 , is a new **late date**.

On a 3¢ Small Queen cover to Berlin, Ontario is a new **early date** for hammer **RY-214.04**, W. G. & B. R^y / N^o 4. , SOUTH, JY 12, 86 .



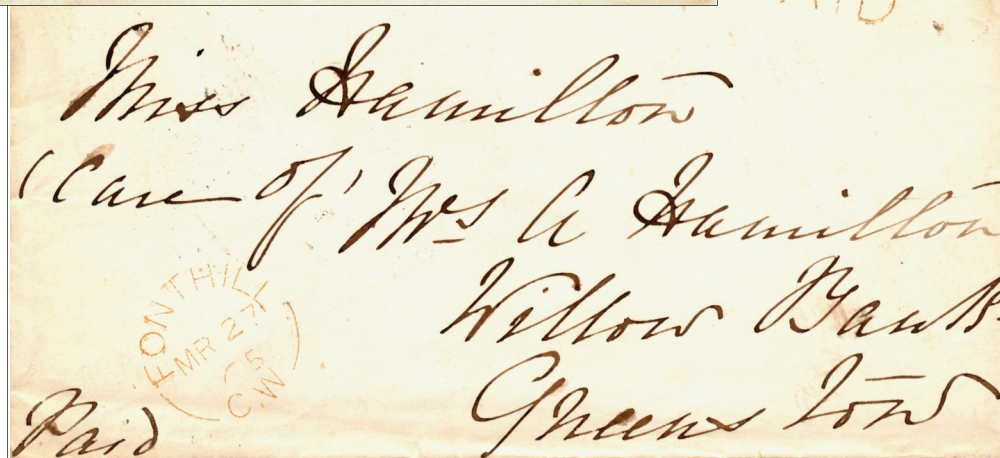
On a favour cover to England is the only reported **2nd period date** for **SN-52**, C.P.R. STATION / SHERBROOKE · P.Q. · , blank, AU 25, 52. The indicia date set is inverted and the time indicium is **blank**.

The latest **1st Period date** is 1944. The editor is interested in seeing any dates from that year.



On a 5¢ Small Queen cover to England is a new **late date** for **SN-55**, UNION RWY. STA. / TORONTO / ●●● , PM, SP 4, 83 .

New Reports from Jack Brandt



This cover from Fonthill travelled by road to Port Robinson, where it was put on the northbound Welland Railroad mail car to St. Catharines and postmarked with **RY-203.01**. There it was transferred to a G.W.Ry. train for Clifton. It then may have travelled to Queenston on the Erie & Ontario Railroad, arriving on March 28. This is the earliest confirmed date for the hammer although the earliest date is probably that for the listing, 1864/10/13.

New Reports from Ross Gray

Ross found the first reported use of the “E” direction indicium for **MT-50.06**, CH'TOWN & SACKVILLE · R.P.O. / . , E, AP 22, 21. It was used as a transit backstamp on a registered cover from Hunters River to Charlottetown.



On a Montreal view to Keene, N.H., this nicely struck example of **QC-490**, S¹ ARMAND & MONT · R.P.O. / . , S, OC 4, 18, is a new **late date**.

On a Cooksville Fair cover is this first report of **train 711** for hammer **ON-857.02**, TOR. & TEES · N^o 2 / . , 711, SP 18, 16.



New Reports from Ross Gray



ON-207.01, G.W.R - H. & T / _ 1 _ , blank, JU 13, 74 , on a 6 cent Small Queen is a new **late date** for the hammer.

This new **late date** for **ON-221.01**, W. G. & B - K. & P. , NORTH, FE 6, 89 , is found as a transit backstamp on a registered cover from Elmwood, Ont. to Clinton, Ont.

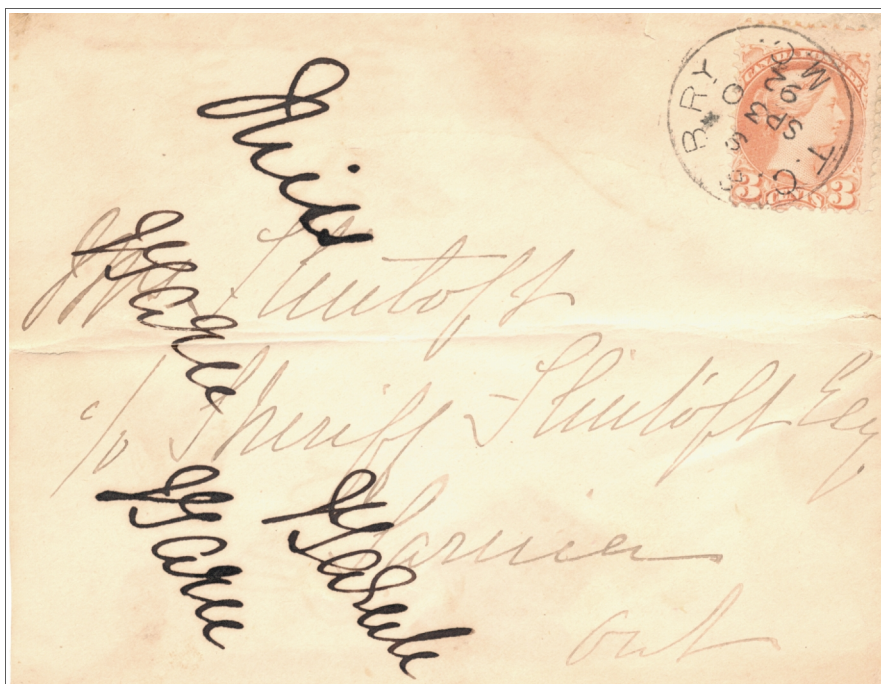


On a registered and returned cover from Estevan, Sask to Miniota, Man., we find a new **late date** for **WT-28.011**, BRANDON & ESTEVAN. R.P.O. / N° 1 , W, MR 7, 27 , which narrows the gap between this hammer and its replacement. On the same cover is a new **late date** for **WT-898.01**, W'PEG. & M. JAW (LOCAL) R.P.O. / N° 1 , 54, FE 19, 27.

WT-435.01, M. JAW & EMP. R.P.O. / N° 1, E, JUN 17, 25 , is a **new late hammer date** and a new **late 1st period date** for the listing. It is used as a transit backstamp on a registered and returned cover from Estevan, Sask. to Prelate, Sask.



WT-523.031, NOR. PORT & M. JAW . R.P.O. / N° 3. , 14, MY 20, 25 , is a new **late hammer date** used as a transit backstamp on a returned registered cover from Estevan, Sask. to Los Angeles.



Proof struck on November 3, 1890, this example of **RY-181.02**, T. G. & B. RY / M.C. , S, SP 30, 92 , is a new **early date** for the scarcer of the two hammers. The Sarnia receiving backstamp is dated October 1 .The hammer study may be found in the January-February, 2006 newsletter.

New Reports from Jim O'Connor



ON-740.08, TORONTO & NORTH BAY R.P.O. / N^o 8 , 68, JAN 3, 05 , is a new **early date** for this hammer which was proof struck on October 26, 1904.

ON-872, WALKERVILLE & RIDGETOWN / M.C. , E, JY 19, 97 , is a new **late date**.



WT-13.01, BON. & ED. R.P.O. No. 1 / . , 85, VI 30, 55 , is a new **early date** for the hammer which was proof struck on April 30, 1955.

WT-13.02, BON. & ED. R.P.O. No. 2 / . , 95, VII 29, 55 , is a new **late date** for the hammer which was proof struck on April 30, 1955.



WT-28.021, BRANDON & ESTEVAN R.P.O. / N^o 2, E, MR 9, 10 , is a new **early date**.

WT-44.04, BRANDON & SASKATOON · R.P.O. / N^o 4, 305, JAN 12, 33 , is a new **late date** for both the hammer and the listing, as well as the run.



WT-196.05, EDM. & DAWSON CREEK · R.P.O. N^o 5 / . , 1, JUN 17, 59 , is a new **late date** for the hammer.

WT-344.02, MED. HAT. & NEL. R.P.O. / N^o 2 , 68, DE 5, 21 , is a new **late date** for the hammer.



WT-381.024, M. JAW & CAL. R.P.O. / N^o 2 , 3, AU 26, 51 , is the first report of **train 3** for the hammer.

A Well Travelled Cover from Wayne Schnarr



This registered letter from the Dominion Lands Office in Prince Albert, Saskatchewan addressed to Mrs. M. Ewing at Drinkwater, Saskatchewan was posted on July 30, 1920 and placed in closed bag mail for North Battleford, Saskatchewan via the CNR.

At the North Battleford station it was transferred to the Regina & North Battleford RPO on CNR train 6 and transit stamped **WT-623.01**, REGINA & NO. BATT. R.P.O. / N^o 1, 6, JUL 31, 20. (This is a new **ERD** for the hammer, which was proof struck on June 25, 1920, and the **ERD** for the listing.)

At Regina it was transferred to westbound CPR train 53 and stamped with **WT-898.04**, W'PEG. & M. JAW (LOCAL) R.P.O. / N^o 4, 53, JUL 31, 20. (This is a new **LRD** for the hammer.)

The Moose Jaw arrival backstamp is dated July 31 which was a Saturday.

On Monday, August 2, the letter was put on board the North Portal & Moose Jaw mail car on southbound CPR train 316 leaving at 8:15 AM, where it was cancelled with **WT-522.01**, C.P.R. NORTH · PORTAL & MOOSE · JAW · M.C. / N^o 1, 31, AU 2, 20. (This is a new **LRD** for both the hammer and listing as well as a new **train indicium** for the hammer. Apparently the clerk lacked a "316" slug and substituted a "31" day slug. A contemporaneous timetable reveals the actual train number.)

The train arrived at Drinkwater, population 400, at 9:07 AM where the postmaster cancelled it and, realizing that Mrs. Ewing had relocated, readdressed the letter to Cupar, Saskatchewan. It was put on board the mail car on northbound CPR train 13 at 10:45 AM and cancelled with **WT-523.031**, NOR. PORT & M. JAW · R.P.O. / N^o 3, 13, AU 2, 20 and arrived at Moose Jaw at 11:25 AM, and received another Moose Jaw cancellation.



A Well Travelled Western Cover from Wayne Schnarr

ST. PAUL, MINNEAPOLIS, NORTH PORTAL AND MOOSE JAW										
READ DOWN					READ UP					
315		13		Miles	TABLE 92		316		14	
P.M.		A.M.			(Central Time)		P.M.		P.M.	
					Lv. ST. PAUL, Minn. (Table Ar)					
					Lv. MINNEAPOLIS, Minn. 4) Ar					
					(Mountain Time)					
					Lv. NORTH PORTAL, Sask. (C) Ar					
					Pinto					
					Roche Porco					
					Shand					
					Estevan (C)					
					Hitchcock					
					Macoun					
					Midale					
					Halbrite					
					Ralph					
					Weyburn (C) ...					
					McTaggart					
					Yellow Grass					
					Ibser					
					Lang					
					Milestone					
					Corinne					
					Wilcox					
					Diana					
					Rouleau					
					Fitman					
					Drinkwater					
					Stelcam					
					Pasqua					
					Moose Jaw (C) ...					
					Ar.					
					Ar.					

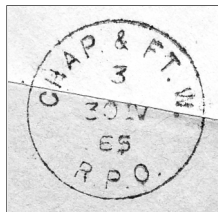
C.P.R. Public Timetable - July 4, 1920

Transferred to eastbound CPR train 2 scheduled to leave Moose Jaw at 5:45 PM. and due in Brandon the following day at 3:50 AM, the letter was postmarked with **WT-897.12**, WINNIPEG & MOOSE JAW R.P.O. / N^o 12 , 2, AU 2, 20 . *(This is the **ERD** for the hammer.)* A Brandon, Manitoba transit mark was applied that day and the cover travelled 230 miles westward on CPR train 59 to Cupar, Saskatchewan, population 275, where it was postmarked at 19:00 hours.

On September 2, the Cupar postmaster cancelled the letter and forwarded it via **WT-44.01**, BRANDON & SASKATOON · R.P.O. / N^o 1 , W, SP 2, 20 . It arrived in Saskatoon the same day and back to its sender in Prince Albert the following day, on September 3.

New Reports from Wayne Schnarr

A new **late date** for hammer **ON-76.08**, CAPREOL & ARMSTRONG STN. / R.P.O. , 3, 1 V,65 , is a transit backstamp on a registered cover from Quebec to Sioux Lookout.

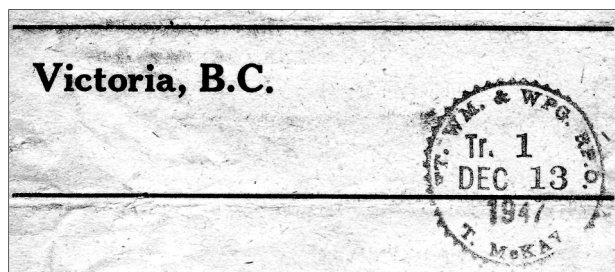


A new **late date** and first report of **train 3** for hammer **ON-84.03**, CHAP. & FT. W. / R.P.O. , 3, 30 IV, 65 , and a new **late date** for hammer **ON-109.11**, FT. WM. & WPG. R.P.O. / No. 11 , 3, AP 30, 65 , are transit backstamps on a registered cover from Florida to Sioux Lookout.



This example of **ON-122**, FT. WM. & WPG. R.P.O. / H. V. BARTLETT , TR. 4, JUN 20, 1942 , is a second and new **late date** as well as the first report of **train 4**. Type has been corrected as CC6R.

New Reports from Wayne Schnarr

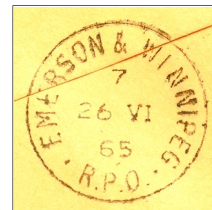


A previously unreported clerk handstamp, now **ON-129.75**, FT. WM. & WPG. R.P.O. / T. McKAY , Tr. 1, DEC 13, 1947 , type CC6R, is used on a facing slip.

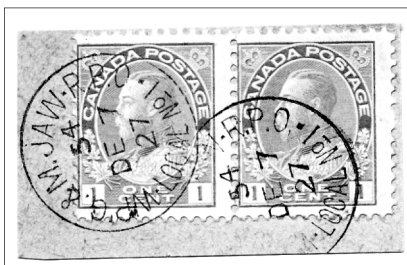
Too light to illustrate, is a transit backstamp of **ON-289**, LONGLAC & WINNIPEG / R.P.O. , 10, VI 26, 65 , which is a new **early date**.

A new **early date** for **WT-234**, EMERSON & WINNIPEG / . R.P.O. . , 7, 26 VI, 65 , is a transit backstamp on a registered cover from Duluth, Minnesota to Sioux lookout.

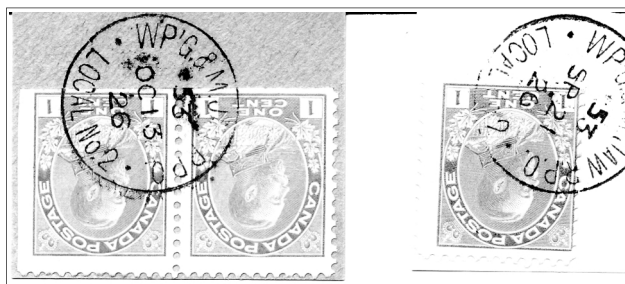
This is the first example of **commercial use** which the editor has seen. All others are on favour covers.



WT-898.01, W'PEG & M. JAW (LOCAL) R.P.O. / N^o 1 , 53, JUN 12, 16 , is the first report of westbound **train 53** for this hamper.



This example on piece is the **first reported use** of **WT-900.01**, WP'G. & M. JAW · R.P.O. / · LOCAL N^o 1 · , 54, DE 7, 27 , which was previously only known from the proof strike dated 1927/11/19.



Two examples of **WT-900.02**, WP'G. & M. JAW. R.P.O. / . LOCAL No. 2 . , 53, SP 21, 26 and 53, OC 13, 26 , are the first reports of westbound **train 53** for the hamper.



A new **early date** for **WT-963.01**, WINNIPEG & RIVERS R.P.O. / · N^o 1 · , 4, JUL 13, 35 , places it closer to the proof date, June 25, 1935.

Newsletter Editor, Catalogue Editor

Secretary-Treasurer, Newsletter Mailer

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