

THE R. P. O. NEWSLETTER
OF THE CANADIAN R. P. O. STUDY GROUP—(BNAPS)

Volume VIII, No.2

April 1980

New Members

We want to welcome the following new members to the Study Group:

- | | |
|-----------------------|--|
| 79. Edward J. McGrath | 88 Carlton St. St. Catharines, Ont. L2R 1P8 |
| 80. Fred L. Billings | Unit 32, 94 George Henry Blvd., Willowdale, Ont. M2J 1E7 |
| 81. R. B. Miess | 19 Speid St., Lennoxville, Que. J1M 1S2 |
| 82. Robert B. Soper | 5550 Stanley Place, Halifax, N.S. B3K 2E7 |
| 83. Ronald Kitchen | 1387 Pearl St., Ottawa, Ont. K1T 1C6 |
| 84. Norman Brassler | Buck Hill Falls, PA 18323 |
| 85. John Hornsby | 56 Highland Park Blvd., Thornhill, Ont. L3T 1B3 |
| 86. Richard Moulton | 216 Armit Ave., Fort Francis, Ont. P9A 2G9 |
| 87. James R. Jenkins | Rt. 1, Billings, MO 65610 |

Incidentally, this is the last issue of the Newsletter which will be sent to Study Group members who have not paid their 1980 dues before the next issue due in June.

Newfoundland Hammer Analysis

I'm not quite sure how Lew did it, with his travel schedule the last couple of months, but here is the next installment of Newfoundland hammer analysis covering N-14 through N-27.

And More on the Hope & Van RPO

Within a week after mailing the last Newsletter, I got the attached wonderful letter from a contrite Lionel Gillam. Enough said, read it yourself.

A month later, the following section from a letter of Bill Robinson's lists still more research on the subject.

Regarding the Hope and Vancouver run, Jack Wallace and I have had a couple of very interesting conversations lately. We have picked up several bits of evidence which suggest the run may have been CPR after all, and that it operated on Kettle Valley Trains 11 & 12 between Vancouver and Hope Station. Check the train numbers on your copies. We have also located covers to and from Pitt Meadows and Deroche - which are both on the CPR main line on the north side of the Fraser River with this marking, and we can't see any other explanation for the use of this marking on registered mail to these offices. The dates also fit in - this run is only known from about 1919 to 1953 - and the Coquihalla Pass section of the KVR was opened to through traffic July 31, 1916, and closed November 28, 1960. If this was a CNR run, I would expect it to have commenced at an earlier date when the Canadian Northern Pacific Railway was completed in the lower Fraser Valley, and to have continued to about 1965, when the CPR's C&V RPO closed. Hope that will give your readers a bit more to think about.

Squared Circle RPO's

Bill Moffatt and Glenn Hansen are preparing a Fourth Edition of the Squared Circles Handbook and have requested help from us on rounding out their information on the RPO's. The following notes from Bill list their present information on these runs. They would like all R.P.O. Study Group members to check their collections and send Bill complete listings of all strikes, including direction marks, error indicia, colored strikes, etc. They particularly need help on Q-196 with 20 at base. They are pushing to get this out, so let's give them all our help. Send to Bill Moffatt, Hickory Hollow, R.R.3, Ballston Lake, NY 12019. Here is Bill's request:

Would appreciate complete listing of all strikes, including direction marks; error indicia, colored strikes; and particularly need to clear up confusion regarding Que & Camp II (20 at base), late 2nd vs. early 3rd.

QUE & CAMP, I (No 5 at base)

Early: NO 2/94 (What direction mark?)

Late OC 13/11 (Train 150)

I have no specific dates recorded for the years '00, '01, '03, '04, '06 and '07.

With regard to handbook note of only one strike in '10, I now have record of four: Jul 5/10; Jul 8/10; Jul 15/10; Jul 18/10. Can anyone report dates, including direction mark/train nk. for any other months of '10, or strikes for any of the above listed NSR (No Strikes Recorded) years. A number of strikes are reported on 3¢ leaf or 3¢ num. with dates Ap 7/97 thru Jy 9/97 clearly errors for '98 since those stamps not issued until '98. Also, one strike Ju 30/97 on 3¢ jubilee, which fits in above time span and may also be a '98 error, but also could be correct.

I don't have any specific record of DE or DW direction marks except for D(?) / MR(?) / 09 listed by Ludlow nor any specific dates for train no. 151 and only 150/OC 13/11 and 150/JUL 24/11. An anyone report others. Also Alex McMillan reported a long while ago and I haven't seen anything else about it (but might have missed same) That direction mark "W" in W/OC/29/08 is very much wider than "W" in '96-'02 strikes. Comments please. Also, do not have record of specific dates for "BLANK".

QUE & CAMP II (No 20 at base)

FIRST STATE

Early: AP 10/95 }
Late: AU 12/95 } HEK III; Directions not stated

I don't have any data for dates on which direction marks appeared nor dates for blanks.

SECOND STATE

Early: W/AU 27/95
Late: (Trouble!!) Handbook III lists late 2nd state as AU 1/98.

However, I have seen John Siverts' JU1/98 3rd state but W/JU 17/98 has also been reported as 2nd state! Can someone clear this up?

THIRD STATE

Early: JU 1/98 (See above)
Late: JA 16/00 HEK III; direction not stated

FOURTH STATE

Early: AP5/00 }
Late: JA 29/02 } HEK III; directions not stated.

FIFTH STATE

Early: MR 10/02) HEK III; directions not stated

SIXTH STATE

Early: ?/MY ?/03

Late: AU 20/09 HEK III: direction not stated.

Can someone report a better early? I have no record of specific '08 dates nor specific dates for train No. 42 or blanks.

NAP. & WPEG I (No. 1 at base)

Early: JA 26/94 HEK III; direction not stated

Late: EAST/JAN 7/07

No specific dates recorded for years '96, '03, '04. No dates recorded for W or BLANK; do they exist?

Quaker dates: EAST/2 4/02 and E/2 13/02 (is this E or EAST?) Latter indicates dates to be FE 4 and FE 13 and not AP 2/02 for first.

NAP. & WPEG II (No.2 at base)

Early: FE 2/94 (Direction?)

Late: EAST/JU 12/07

No specific dates listed for '95 thru '98, '03 or '05. EAST/MY 30/96 is reported on 3¢ Jubilee, an obvious error, but is it for '98 or '99?

BLANK/8cS/99 reported; any others?

SOURIS & W'PEG I (No. 1 at base)

Early: EAST/JA 26/94

Late: E/FE 5/12

No specific dates recorded for '99, '01, '03, '05, '07 thru '09. Handbook III says EAST, WEST, BLANK; E, W BY 1906. I have no specific dates recorded for W, but for E: JA 20/00; OC(BLANK) /10; DE 1/11; FE 5/12 BLANK recorded only for SP 28/06. Purple strike on 1¢ JUB, date not stated; dates for other purples?

SOURIS & W'PEG II (No.2 at base)

Early: EAST/SP 19/96

Late: E/SP 14/08

I have no specific dates recorded for years '01 and '03 thru '07. Purple strikes for EAST/SP 30/97 and ?/OC 2/97. Other purples. W for JA 3/98 and AU 18/97; no other W recorded; also no specific dates for E. Only BLANK recorded: SP 29/96.

Some Notes and Finds From Members

Jim Karr sent along the two pages of 0-314B Sault Ship Canal strikes, including a postcard (with an early 1910 date) where the writer says he is just passing through the locks on the CPR Boat "Assiniboia."

Just below this postcard is another one owned by Frank Waite with a beautiful "only known strike" of the old M-135A, now R-177C, WINDSOR & ANNAPOLIS RAILWAY.

Finally, new member Don Wilson (our only Nfld. member to date) commented in a letter as follows:

"By the way, Channel and Port aux Basques are all the same - two towns adjoining each other, and actually the port of entry for all transportation in the olden days from North Sydney to Newfoundland; which would be Port aux Basques, but actually Channel is the adjacent living community."

This Must Be a Record!

mailed from the Markham's Hotel in Manitou Beach, Sask. to Smeaton, Sask. The front has two strikes of Manitou Beach, one on Sept 2 (one cancelling the stamp) and one on Sept 18. Also registered postmarks for Manitou Beach and Smeaton. The back is a real marvel, with 27 distinct postmarks - 9 different towns and 5 different R.P.O.'s. The problem was that the letter was returned to the hotel because of "address unknown" but was forwarded by the hotel to the guest writer who lived in Longlac, Ont. Here are the indicated travels as best I can determine:

- 1) Sept. 2 - Manitou Beach, Sask; Watrous, Sask. -PM; Saskatoon, Sask.
- 2) Sept. 3 - Registration/Prince Albert, Sask. and then NE to Smeaton, Sask.
Much confusion - Address unknown
- 3) Sept. 15 - Smeaton, Sask; Napawin, Sask (put on train to Yorkton?)
- 4) Sept. 16 - Yorkton, Sask., where it probably was put on the mail train for return west to Manitou Beach.
- 5) Sept. 17 - W-215, YORK. & SASK.R.P.O./No 1- train 41, Watrous, Sask. -PM.
W-126, RIVERS & SASKATOON R.P.O./No.4 - train 12.
- 6) Sept. 18 - Watrous, Sask.-PM; Manitou Beach, Sask. (front & back), where the return address was changed to Longlac, Ont. and started east on W-127 RIV.& SASK. R.P.O./No.1-train 12.
- 7) Sept. 19 - Winnipeg, Canada. Here it must have been returned to Saskatchewan.
- 8) Sept. 20 - Watrous, Sask. -AM. Returned eastward
- 9) Sept. 21 - W-127E, RIV. & SASK. R.P.O. No. 2/. - train 12.
- 10) Sept. 22 - Winnipeg/Canada and Winnigeg, Man./Registered. O-76, FT. WM.&WP'G.
R.P.O./No.8-train 6.
- 11) Sept. 23 - Keewatin, Ont. (I guess near Longlac)

Some Sober Comments From a Dealer

The following comments from one of the dealers I buy from paints a picture which concerns him (and me!) and warrants some consideration by us all.

"I will be sending some material along as I get it but would prefer to send lots on a regular basis of all my new material rather than just against lists as I have been getting in lots of nice (if not extraordinarily rare) material. This is the way I do it with all my other clients but have been doing it backwards with RPO's which frankly is counter productive.

You will be feeling the effects of the drastic price increases pretty soon. At the LCD Auction last week the R.P.O.'s on Small Queens (fairly tough ones) along with cents period were selling for around \$90 apiece. These had formerly been selling at \$75-\$90 and will now be \$125-150!

I hope you will encourage fellow RPO enthusiasts to start some more studies into the more common runs, clerks, directional markings, etc. to try and stem this unhealthy trend."

I suspect that the rising prices, particularly for covers, is due to over-bidding by both collectors and dealers, but we all will lose if it continues. Many dealers are now sitting on large stocks of R.P.O.'s which they cannot afford to catalog and price separately but must move to remain profitable. Why not ask your dealers for bulk lots of approval material at a price which would allow purchase of many stamps. Start filling in those specialized areas of interest to cover all the directions, train and clerk numbers, and hammers. If the dealers get discouraged and drop out, we all lose. Comments?

Jim

Jim Lehr

MAPLE LEAVES

THE JOURNAL OF THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN
(INCORPORATED 1946)

Editor:
L. F. GILLAM, F.C.P.S.

66 EAST BAWTRY ROAD
ROTHERHAM
S. YORKSHIRE
Tel. Wickersley 2136

6th February, 1980

Dear Jim,

R.P.O. NEWSLETTER VOL.VLLL No.1

I sit corrected. Of course Alex Price and Jack Wallace are right. What was I thinking of when I put the Hope & Van on the C.N.R? A filly (four legged) that had just lost me a packet, that's what. In my confused state I muddled the Hope & Van. with the Ruby Creek & Van. (the filly is called Ruby Rum!) I OUGHT to have referred to the great Panjam of R.P.O.'s BEFORE I wrote that nonsense. On page 42 of his weird history of Canadian R.P.O.'s he correctly places the Hope & Van on the C.P.R. But he was a lot younger then and hadn't just lost his shirt, or his wits. And of course the line between Hope and Kamloops is on the C.P.R. (Cal. & Van. run) and not the C.N.R.

Since you have published this monumental gaffe on my part it is now up to you to publish this very contrite recantation!

Incidentally a wonderful book McCULLOCH'S WONDER, the Story of the Kettle Valley Railway by Barrie Sanford (Whitecap Books Ltd., 2229 Jefferson Avenue, West Vancouver, B.C. gives a full history of the Kettle Valley Railway (C.P.R.) from Hope to Midway, completed in 1915. But if any R.P.O. operated over it I would like to know what it was called.

In haste. Remember 'even Homer nodded at times'.

Yrs.

Jim

CANADA

TRANSPORTATION POSTMARKS

219-350
RF/20 (29)

O-314B SAULT SHIP CANAL / ONT.

Type 13B



MR 24
19



JUL 6
26



AM
AU 1
39



AM
JUL 9
43



AM
JUL 3
48



AM
24 VII
55



AM
14 II
64



CANADA

TRANSPORTATION POSTMARKS

O-314B SAULT SHIP CANAL / ONT.

Type 13B

Sault Ste Marie
Wed 11:30 am

Post Card

MESSAGE ADDRESS

No. 6 Made in Germany

First passing
through the locks
leaving 2:00 pm
at 10:00 am

AM
JUN 29
10

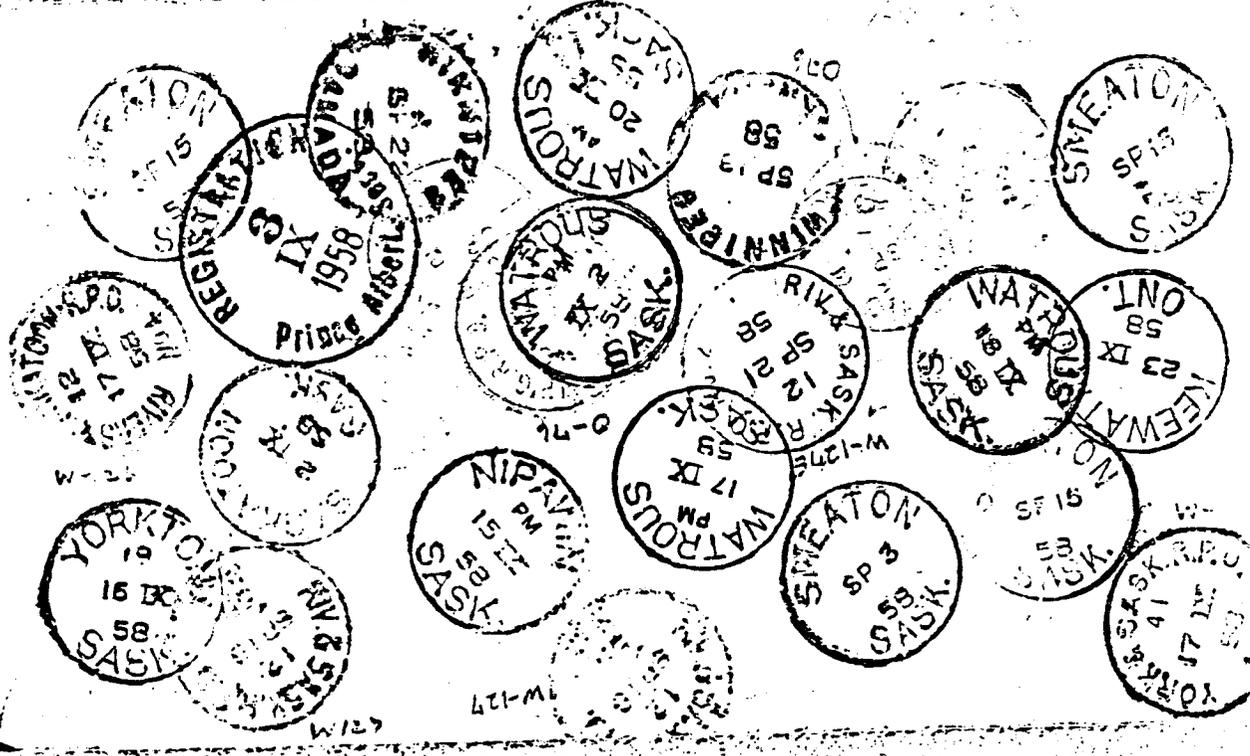


Kentville

Yours of 2nd inst.

Will send you about two
tons of wheels soon as we
can. Doubt if we can supply
ten tons. Have some buried in
port and town. but it will not
be to reach them for a month yet.
P. Small





of A.G. Bond
 LAC LU
 MARKHAM'S
 THERAPEUTIC HOSTEL
 MANITOU BEACH, SASK.

Address unknown

~~LDNB~~
 DNT.

LAC. DNT.
 L Lac Lu

Ontario

No. 379

~~Mr. Milton Hughes~~

R
 SASKATOON SASK.

~~address unknown Sask~~



W126, 127E + 7(5) (need)
 + 11127
 LAKE MANITOU - THE CARLSBAD OF CANADA

NEWFOUNDLAND HAMMER ANALYSIS (continued)

N-14

COASTAL T.P.O. (N. or W.) /

Two Hammers, Type 4D

Hammer I (N.)

Proofed: April 2, 1891

Earliest: June 1, 1892

Latest: October 3, 1892

Usage: Limited and rare

R. F. : 120 (underrated)

Comments: Only one copy of N-14 was originally reported in the sample Study Group Inventory, and subsequently another was discovered. Meyerson reports a spread of 1891-1893, quite possible; however, we have not been able to confirm either year.

Hammer II (W.)

Proofed: April 2, 1891

Earliest: None yet recorded

Usage: Unknown

R. F. : 120 (obviously underrated)

Comments: Although Meyerson reports a spread of 1891-1894, so far our records only confirm this hammer from its proof strike. The proof strikes show a base period after the "L" of COASTAL in Hammer II, with no present in this position for Hammer I. The latter is correct for known strikes, but unconfirmed for Hammer II, with no known strikes.

N-15

COASTAL T.P.O. (NORTH or WEST) / NEWF' D

Eight Hammers (4 NORTH and 4 WEST), Type 4J

Hammer I (NORTH)

Proofed: May 9, 1888

Earliest: Not yet reported

Usage: Unknown

R. F. : 100

Hammer II (NORTH)

Proofed: May 9, 1888

Earliest: May 5, 1889

Usage: One recorded strike

R. F. : 100

Hammer III (NORTH)

Proofed: September 9, 1893

Earliest: To be advised

Usage: As of date, unknown

R. F. : 100

Hammer IV (NORTH)

Proofed: September 9, 1893

Earliest: September 12, 1909

Latest: June 15, 1911

Limited Usage

R. F. : 100

Comments: There is much that is as yet unknown on these four hammers and we are sure that

N-15 Comments (continued)

as Study Group members look at their collections, this data can be easily fleshed out. Identification of these hammers is relatively easy, as follows in the Separation Section. Meyerson indicates an earliest date of May 9, 1888, with an asterix; this is the proof date.

Hammer V (WEST)

Proofed: May 9, 1888
Earliest: January 25, 1890
Usage: One recorded strike
R.F.: 120

Hammer VI (WEST)

Proofed: May 9, 1888
Earliest: Not yet reported
Usage: Unknown
R.F.: 120

Hammer VII (WEST)

Proofed: September 9, 1893
Earliest: November 14, 1898
Latest: May 22, 1901
Usage: Limited
R.F.: 120

Hammer VIII (WEST)

Proofed: September 9, 1893
Earliest: March 10, 1913
Latest: January 14, 1919
Usage: To be advised
R.F.: 120

Comments: Because Meyerson listed the WEST hammer separately, Shaw set this up as a separate listing R-19C; however, for the sake of consistency, and ease of the beginner in identification, we have combined same with N-15, and herewith delist N-19B. This follows long established principles of not making separate major listings for different directions in the same run; see M-52, M-60, M-75 and others where DAY and NIGHT are within one listing. As with the NORTH hammers, we expect considerable additional data to be reported once collections have been examined for identification of these WEST hammers.

SEPARATION OF N-15 HAMMERS

1. The presence of a punctuation dot after the the "L" of COASTAL or after the "T" of T.P.O. eliminates Hammer IV which has nothing after these two letters. The presence of a punctuation dot after the "P" of T.P.O. eliminates Hammer V, which has none. The absence of these punctuation dots is not indicative since several of the hammers lightly struck have such missing.
2. A base period after the "L" of COASTAL is Hammer VI; all others, except Hammer IV, have mid-vertical dots. A mid-vertical dot after the "T" of T.P.O. is Hammer V; all others, except Hammer IV, have base periods. A mid-vertical dot after the "O" of T.P.O. must be Hammer IV or V; all others, have base periods. A mid-vertical dot after the "P" of T.P.O. must be Hammer VI; all others, except Hammer V, have base periods.
3. Measure the chordal distance for the bottom of the left leg of the first "A" to the lower left corner of the "L", both of COASTAL. A distance of 8 mm is Hammer VI. All others are 7 1/2 mm or less.
4. Measure the chordal distance from the bottom of the "T" of COASTAL to the bottom of the "P" of T.P.O.; 9 mm is Hammer V, and with Hammer VI eliminated, 8 1/4 is

N-15 SEPARATION (continued)

Hammer II. All others are below 8 mm.

5. Measure the chordal distance from the bottom of the left leg of the first "A" in COASTAL to the bottom of the T.P.O. "P". A distance of 10 mm is Hammer IV; the remaining four hammers, I, III, VII & VIII are 10 1/2 mm or more.
6. Measure the chordal distance from the bottom of the "T" in COASTAL to the bottom of the "T" in T.P.O. A chord of 6 mm is Hammer I; Hammers III, VII & VIII are less than 6 mm.
7. For the three remaining hammers, repeat measurement #5 above. If over 11 mm, the strike is Hammer VIII; Hammers III and VII are less than 11 mm.
8. Measure the chordal distance from the bottom of the left leg of the first "A" of COASTAL to the top of the upper left corner of the "N" of NEWF'D. A measurement of 7 1/2 mm is Hammer III; Hammer VII is less than 7 mm.

These details of separation deal only with the lettering COASTAL T.P.O. , which should allow everyone to identify partial strikes not showing either NORTH or WEST. A chart of chordal measurements is available on request. Please note that the data on this chart has been taken exclusively from copies of the proof strikes and minor variations are tolerable and permitted since separation is based on gross differences.

N-16

COASTAL (NORTH or WEST) T.P.O. / NEWF'D

Three Hammers (maybe more), Type 4J

Hammer I (NORTH)

Proofed: Unknown
Earliest: September 10, 1912
Latest: January 2, 1916.
Usage: Somewhat scarce
R.F.: 100

Hammer II

Proofed: Unknown
Earliest: September 17, 1935
Latest: May 25, 1947
Usage: Should be considerably more common
R.F.: 100

COMMENTS: Meyerson reported this as early as 1912; although unconfirmed, this seems probable. Shaw, however, reports the NORTH hammer as early as 1904; we feel this is probably in error for N-15.

Hammer III

Proofed: Unknown
Earliest: March 18, 1905
Usage: One known strike
R.F.: 120

Comments: Following the principle outlined under Comments for N-15, N-19A has been delisted and combined in with N-16, the only difference between the two being the NORTH or WEST entries. Why the scarcity of WEST, compared with NORTH, is unknown. To date, we have only recorded the single strike above, a backstamp on post card, Ludlow Collection. Surely we can expect additional reports and if consistency has merit at least one more WEST hammer. Meyerson has recorded only a single date for the WEST hammer, October 26, 1909. Where is it?

SEPARATION OF N-16 HAMMERS

These three hammers can be separated with one measurement, namely the chordal distance from the bottom of the left leg of the first "A" of COASTAL to the upper left corner of the "N" of NEWF' D A chord of 6 1/2 mm is Hammer I, just 6 mm - Hammer II, and 7 1/2 mm is Hammer III

N-17

COASTAL (NORTH or WEST) T.P.O. A. / .

Two Hammers, Type 17D

Hammer I (NORTH)

Proofed: Unknown
Earliest: July 14, 1921
Latest: December 29, 1933.
Usage: Sporadic and uncommon
R.F.: 75

Comments: Only eleven strikes were reported in the sample R.P.O. Study Group effort, yet from the time span, certainly others should turn up. So far, we have recognized only a single hammer, characterized by a constant break in the top of the "R" of NORTH. Meyerson reported a late date of 1934 which seems probable.

Hammer II (WEST)

Proofed: Unknown
Earliest: September 19, 1920
Latest: April 19, 1932
Usage: Limited and scarce
R.F.: 100

Comments: Here again we have only been able to identify a single hammer, but our range of material is limited. However, we note a constant weakness to full break in the top of the "O" of T.P.O. This is the third (and last for awhile) case where we have combined two runs, the only difference being NORTH or WEST; thus, N-19A^C is herewith delisted. Separation of these two hammers solely on the word COASTAL is difficult; however, for a chord measured from the top of the "A" to the top of the "L", the last two letters in COASTAL, the NORTH hammer will be only 2 mm, while the WEST hammer will be 2 1/2 mm.

We are of the opinion that N-18 does not exist. Although credited to Meyerson there is no record of such in his book. The only difference between N-18 and N-16 is a matter of Type, 4J or 4I, the presence or absence of connecting lines. The absence of such, particularly on a light hit, is not definitive. Accordingly, we herewith ~~delisting~~ delisting N-18 and will be glad to reinstate same if a Type 4I ever appears.

N-19

COASTAL SOUTH T.P.O. / .

One Hammer, Type 17

Proofed: Unknown
Earliest: July 19, 1920
Latest: October 22, 1934
Usage: Sporadic based on known strikes
R.F.: 50

Comments: From limited material we can only identify one hammer. Meyerson indicates 1944 for latest which we can not confirm. There may be some confusion here with N-16

N-20

CLAR. & BON. / R.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: September 22, 1949

Latest: February 11, 1960

Indicia: 11, 12

Usage: Comparatively common

R. F.: 100

Comments: From a somewhat larger quantity of material, we have still only been able to recognize one hammer. All copies measured are equivalent to the proof strike.

N-21

CONCEPTION BAY RAILWAY P.O. / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: February 2, 1926

Latest: October 1, 1928

Indicia: 19

Usage: Limited and scarce

R. F.: 120

Comments: Meyerson has reported an earliest of 1923 and 1925 has been reported to me but needs to be confirmed. Train numbers on Newfoundland T.P.O. s/R.P.O. during the 1920s are not normal; we wonder if this "19" is not merely the top half of the year date, i. e. = 19/26

N-22

CON. BAY. RY.P.O.-A. / NEWF'D

One Hammer, Type 4J

Proofed: Unknown

Earliest: February 8, 1930

Latest: February 21, 1935

Usage: Uncommon but available

R. F.: 50

Comments: Meyerson reports this listing as late as 1944 but we have been unable to confirm. Latest above is on a very pretty registered cover to England with three strikes of N-22 tying a pair of the 1931 15¢ Airmail stamps, one with watermark, one without. R.P.O. s on airmail issue are not common.

N-23

CON. BAY R.P.O. / NFLD

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: November 24, 1938

Latest: January 23, 1949

Usage: Sporadic and Scarce

R. F.: 75

Comments: With a 28 mm diameter, this strike is more properly characterized as Type 5B.

17
N-23A

CON. BAY R.P.O. / NFLD

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: April 11, 1938

Latest: April 13, 1948

Usage: Quite scarce for indicated time spread

R.F.: 120

Comments: Existing known dates extend those reported by Meyerson both fore and aft. Strikes known in both red and blue. Undoubtedly more of these N-23A are to come to the surface later.

N-24

CON BAY - T.P.O. B. / NEWF'D

One Hammer, Type 17F

Proofed: Unknown

Earliest: February 20, 1930

Latest: August 5, 1931

Usage: Rare

R.F.: 170

Comments: At the time of the sample Study Group Inventory, there was one strike only of N-24 reported; now, some three years later this has only expanded to three. We have a striking S.O.N. cancellation with the year missing for May 12 on a 2¢ Red 1931 re-engraved Publicity issue.

We are delisting N-25 CON. BAY T.P.O. / NFLD , Type 17F. Confusion reigns supreme on this listing for which there have been no reported strikes. In his book, Meyerson reported a sans-serif strike of N-23, but this had R.P.O., not T.P.O. Apparently A. V. Richardson confirmed N-25 but we think it was from a partial strike of N-23A, which is almost sans-serif. In any case, no T.P.O. strike of this Type has ever been reported here and Meyerson has no such listing. Thus, this is an obvious candidate for delisting, and it is so done.

N-26

C. B. RAILWAY T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: August 29, 1898

Latest: December 17, 1901

Usage: Limited and scarce

R.F.: 50 (underrated)

Indicia: A, Blank

Comments: Meyerson reports that latest is 1902, which is probable. Shaw indicates latest as 1911, which we think is in error for N-28. This run, like most Newfoundland listings, is quite scarce; only eight strikes were recorded in the sample inventory.

N-27

C. B. RAILWAY A. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: June 11, 1918

Latest: August 11, 1919

Usage: Rare

R.F.: 125 (obviously low)

Comments: Originally, none in inventory; now, the two above are known. Meyerson reports 1915 but this overlaps N-28 and we doubt that this occurred.