

New Memberships List - and Dues

Attached is an updated membership list. Now have 46 active members, having dropped some of the original members along the way. We are now putting out Newsletters at a rate of 6 per year, costing about \$20 reproduction and \$15 for postage for each issue. In view of this I will recommend collecting dues for next year. With contributions from Lew on the sale of his Handbook, we have been able to have only two dues collections in six years. The Handbooks are now all sold and six Newsletters per year will cost about \$225 per year or \$5 per member at our present membership level. I would estimate our bank balance at about \$240 by the end of the year. What are are your wishes as to dues and number of Newsletters per year?

M-85A Survey

New member David McKain has come up with the second clear copy of M-85A, dated 8/14/97 on the 2¢ Jubilee.

No other response.

"Emergency" Hammers

Larry Walker reported three strikes of Q65D as back stamps with No. 1 and same date as my strike PM/20/X/58. (Am not sure whether these were three separate strikes or 3 strikes on one cover.) Also, he has 3 large covers with a total of 45 strikes with No.5 and blank/27/X1/58.

No other response.

Collection Status

Here is the status of the collections of those few members who have responded.

| | N | M | Q | O | W | R | D | Total |
|---------------|----|-----|-----|-----|-----|-----|----|-------|
| Lew Ludlow | 91 | 174 | 378 | 467 | 520 | 221 | 40 | 1891 |
| Bill Robinson | 87 | 126 | 223 | 324 | 239 | 96 | 24 | 1119 |
| Jim Lehr | 30 | 126 | 198 | 297 | 193 | 55 | 20 | 919 |
| Hugh Aitken | 52 | 103 | 144 | 308 | 214 | 67 | 19 | 907 |
| Joe Purcell | 35 | 115 | 204 | 283 | 184 | 49 | 22 | 892 |
| Larry Walker | 10 | 82 | 199 | 193 | 104 | 18 | 17 | 623 |

Maritimes Check List

Attached is the list prepared by Lew of the present earliest and latest year dates for all Maritimes runs. Please fill it out per the directions and return it to Lew.

New Runs

Haven't gotten any new runs from Lew since the last Newsletter. Can report the first copy of M-18C, which I found mislabeled among five strikes of M-18A in an approval lot. There has been a real flood of facing slips into the market for some reason. Pictures are attached of some of these sent in by Jim Miller and Ted Woodward. Most of these are clerk hammers but some appear to be new runs. More and more of the clerk hammers are gradually showing up on stamps and thus becoming "legitimate". Bill Robinson has a new one of these - HAM AND OWEN SOUND/H.L.ELDER, a two ring type 7B.

Got an interesting letter from Lionel Gillam which commented on these "clerk strikes". In general he is for getting back to "pure R.P.O." runs and his comments are most welcome. A copy of his letter is attached. Note his last sentence comment on republishing his book.

R.P.O.'s on Odd Stamps

Got a letter from Jim Miller in which he suggested several additions to my list in the last Newsletter of R.P.O.'s on unusual stamps.

"In answer to your query of RPO's on odd stamps --(in last newsletter,) how's about seeing how many one can find on Canadian Dollar stamps--I checked my stock and could find only two, both on the dollar export #411. Certainly RPO's on 50¢ and 1.00 stamps must be pretty scarce. What about originating registered covers--I have none, but have seen one--I mean originating on a train--not something like the newly reported Burrard Inlet W-16B (of which I have a copy submitted for my next auction sale). By the way, a check of my stock reveals only 4 RPO's on Canadian 50¢ stamps. It would also be interesting to take inventory of how many legitimately used clerk cancels there are--not counting facing slips and philatelic material--I've had a total of about 20 such clerk cancels used postally, mostly as transit stamps on backs of registered covers."

I checked my collection and found no strikes on 50¢ and only two strikes on \$1 stamps (W-202 on #122 and M-133B on #273). I have two clerk cancels on stamp (M-133B and O-247A) and two on cover (a second M-133B strike as a back stamp and Q-165H tying the stamp to the cover)

Incidentally, I would add another one to the "oddity" list -- having two strikes of a run on one cover showing both N & S or E & W. I have one of these.

Direction Listings

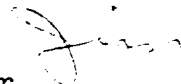
I've been having a running argument with Lew on having all directions listed. He presently lists N, S, E, W; D or NN, S, E, W; A., B, C. etc.; up and down; NORTH, SOUTH, EAST, WEST; AM, PM; NIGHT, DAY; AME, AMW, PME, etc; abbreviations such as No, ND, Sp. In other words, every possibility except the T1 (N, S, E, W) and T2 (N, S, E, W) varieties. Since I try and collect all possible directions and other indicia variations, I keep running up against this inconsistency. It's particularly annoying in those cases where runs use both the T1 or T2 (N, S, E, W) and the plain N, S, E, W. What do you think?

More Chordal Charts

Attached are chordal charts from Lew on M-64, 76, 77, 78, 81, 85, 88, 98 and 100.

Hope to hear from you soon

Jim Lehr



MEMBERSHIP LIST

7/1/78

2. Lewis M. Ludlow 6-17 Shibaura 4-Chome, Minato-ku, Tokyo 108, Japan
3. James C. Lehr 2918 Cheshire Rd., Devon, Wilmington, DE 19810
5. H. Alex. Price 1907 W. 61 Ave., Vancouver 14, B.C. V6P-2C6
6. Jack M. Wallace 6043 Collingwood Place, Vancouver 13, B.C. V6N-1V2
7. James S. Karr 536-49th Ave., S.W., Calgary, Alta. T2S-1G5
9. Gordon M. Hill 6701 Laird Court S.W., Calgary, Alta. T3E-6G2
11. Don A. Fraser 1183 Warsaw Ave., Winnipeg, Man. R3M-1C5
13. Ken V. Ellison RR1, Oyama, B.C. V0H-1W0
14. W. H. Howes Box 609, Kindersley, Sask. S0L-1S0
17. George F. Smalley 298 John St., Gananoque, Ont. K0H-1R0
18. J. L. Purcell 6 Richardson Dr., Kingston, Ont. K7M-2S6
20. William G. Robinson 5830 Cartier St., Vancouver 13, B.C. V6M-3A7
21. Fred D. Seaman 35 Mountain View, Kentville, N.S. B4N-1A7
22. J. Paul Hughes 10745 Deep Cove Rd., RR#1, Sidney, B.C. V8L-3R9
25. Henry Chlanda Box 637, Wall St. Station, N.Y., N.Y. 10005
26. Graham Noble Dept. of History, Queen's University, Kingston, Ont.
27. Horace W. Harrison Box 5895, Baltimore, MD 21208
28. F. Belanger 2591 Cadillac St., Montreal, H1N-2V2
29. Hugh D. Aitken Suite 404, 220 N. Fletcher St. Chilliwack, B.C. V2P-5A1
30. Ross D. Gray Box 174, Lindsay, Ont. K9V-4S1
31. John D. Cambridge 55 Owen Boulevard, Willowdale, Ont. M2P-1G2
33. Wayne R. Curtis Box 541, Station B. Montreal H3B-3K3
34. Clifford R. Guile 61 Richview Rd., Apt. 1809, Islington, Ont. M9A-4M8
36. W. G. Moffatt Hickory Hollow, RR3, Ballston Lake, N.Y., 12019
39. Charles D. Blair 5586 Lahser, Birmingham, Mich. 48010
40. Douglas Birchill 40 Rollingwood Drive., Willowdale, Ont. M2H-2M5
41. Keith S. Elliott 34012 Oxford Ave., Abbotsford, B. C. V2S-2T5
43. Robert W. Grimble DuPont de Nemours Interntl. S.A.
50-52 Route des Acacias, CH-1211, Geneva, Switzerland.
44. V. R. (Bob) Trimmer 8620 East Windsor Ave. Scottsdale, AZ 85257
45. William Greig 1064 Royal York Rd., Toronto M8X-2G7

- 4
46. Jean-Guy Dalpe 684 Le Labourere, Bourcherville, Que. J4B-3S2
 47. Jim Miller Box 160, Kamloops, B. C. V2C-5K6
 48. Lawrence A. Walker 8844 Notre-Dame East, Montreal H1L-3M4
 49. Wally L. Gutzman 272 Vinet Avenue, Dorval, Que. H9S-2M6
 50. C. Frank Waite 110 E. McMillan St., Newberry, MI 49868
 51. Gerald C. Carr 9243 Warwick Ave., Detroit, MI 48228
 52. Clarence A. Stillions 4944 Ashby St., N.W. Washington, D. C. 20007
 53. Ted. L. Kilish 40735 Newporte Dr. Plymouth, MI 48170
 54. L. R. Yow Box 753, Kamloops, B. C. V2B-1W9
 55. Jim Felton Box 143, Beech Grove, IN 46107
 56. L. F. Gillam 66 East Bawtry Rd., Rotheram, Yorkshire, Great Britain
 57. Robert A. Chaplin 65 Pepler Ave., Toronto, Ont. M4J-2Y7
 58. Gerald E. Wellburn 1203 - 350 Douglas St. Victoria, B.C. V8V-2P5
 59. Larry Paige 1145 Shillelagh Rd., Chesapeake, VA 23323
 60. Ted Woodward Box 2022, San Bernardino, CA 92406
 61. David L. McKain 1518 Washington Ave., Parkersburg, W. VA 26101

The following is a list of the earliest and latest YEAR dates of all Maritimes runs. If you have an earlier or later YEAR date of any of the indicated runs, please make an extra copy of this list, in RED cross out the typed date and enter your date, also in RED, and return the extra copy to Lewis M. Ludlow, 6-17 Shibaura 4-Chome, Minato-ku, Tokyo 108, JAPAN. Those dates in brackets () are estimated and unconfirmed; if you have ANY date for a run in brackets, please cross out the typed date and enter your. OPK = Only Proof Known. DO = Destruction Order Strike Known. SS = Only Survey Strike Known.

| | | | | |
|-----------------|------------------|-----------------|-----------------|-----------------|
| M-1 Unknown | M-12C-G (1963) | M-29 1904-1948 | M-42 1910-1917 | M-53 1920-1921 |
| M-2 1913-1938 | -M 1961 | M-29A 1925 | M-43 1917-1971 | M-54 1911-1914 |
| M-3 1879-1880 | M-12D 1916-1917 | M-29B 1948-1949 | M-43A 1955 | M-54B 1950 |
| M-4 1885-1897 | M-12F-D 1917 | M-30 1882-1900 | M-44 1916-1958 | M-55 1913-1918 |
| M-4A OPK 1879 | -HG 1913 | M-31 1879 | M-44A (1955) | M-55A 1913-1948 |
| M-5 1925-1932 | M-13 (1893) | M-31A 1876 | M-44B (1950) | M-56 1912-1913 |
| M-5A 1909-1910 | M-13A OPK 1939 | M-32 1883-1897 | M-44C 1947-1958 | M-57 1923-1956 |
| M-6 1914-1960 | M-13B OPK 1917 | M-32A 1881-1882 | M-44D (1964) | M-58 (1893) |
| M-6A 1915-1919 | M-14 1907-1911 | M-33 (1918) | M-44E (1962) | M-59 1900-1929 |
| M-7 1914-1928 | M-15 1919 | M-34 DOUBTFUL | M-44F OPK 1947 | M-60 1909-1931 |
| M-7A (1955) | M-16 1931-1949 | M-34A 1951-1960 | M-45 1929-1959 | M-60A 1919 |
| M-7B (1963) | M-17 1911-1918 | M-34B (1937) | M-45A 1941-1949 | M-61 1929-1932 |
| M-7C 1912-1915 | M-17A 1920 | M-34C OPK 1961 | M-45B SS 1956 | M-62 1938-1946 |
| M-7D 1946 | M-17B 1942 | M-35 1929-1971 | M-45C-R 1935 | M-62A 1949-1957 |
| M-8 1907-1926 | M-18 1918-1958 | M-35A 1953-1968 | -D 1935 | M-62B 1957-1958 |
| M-8A 1911-1912 | M-18A 1954-1968 | M-36 1901-1948 | M-45D 1955 | M-62C (1960) |
| M-9 1913-1921 | M-18B 1948 | M-36A 1912-1950 | M-46 1942-1955 | M-63 1897-1904 |
| M-10 1919-1961 | M-18C DO 1969 | M-36B (1930) | M-46A 1946 | M-64 1902-1929 |
| M-11 1927-1970 | M-18D 1919 | M-36C 1917 | M-46B (1965) | M-64A 1937 |
| M-11A 1948-1967 | M-19 1912-1953 | M-36D 1918 | M-46C DO 1969 | M-64B (1955) |
| M-11B (1953) | M-20 1895-1908 | M-36E 1918 | M-47 1883-1901 | M-65 1917-1932 |
| M-11C (1955) | M-21 DOUBTFUL | M-37 (1903) | M-47A DO 1970 | M-66 1932-1954 |
| M-11D (1955) | M-22 1904-1928 | M-37A 1957-1971 | M-48 1890-1896 | M-67 1910-1916 |
| M-11E (1955) | M-22A 1908 | M-37B 1919 | M-49 DOUBTFUL | M-69 1911-1922 |
| M-11F (1962) | M-23 DOUBTFUL | M-37C 1957-1971 | M-50 1895-1936 | M-70 1904-1910 |
| M-11H-D 2/Adm | M-24 1912-1928 | M-38 1909-1965 | M-51 1901-1916 | M-71 1889 |
| -B 1912-1913 | M-25 1897-1939 | M-39 1923-1970 | M-51A 1937-1949 | M-72 1903-1909 |
| M-11I 1919 | M-25A 1944 | M-40 DOUBTFUL | M-51B 1960-1967 | M-73A (1893) |
| M-11J 1909 | M-26 1907-1963 | M-41 1936-1947 | M-52 1907-1952 | M-74 1885-1898 |
| M-11K 1967-1971 | M-27 1905-1957 | M-41A (1962) | M-52A 1934 | M-74A 1880-1887 |
| M-12 1905-1956 | M-28 1915-1946 | M-41B 1955 | M-52B 1919 | M-74B 1882-1909 |

M-74C DOUBTFUL
M-74D OPK 1876
M-75 1894-1900
M-75A 1917
M-76 1885-1966
M-77 1888-1901
M-78 1904-1917
M-78A 1899-1901
M-78B 1953-1965
M-79 1897-1901
M-80 1891-1914
M-81 1915-1957
M-82 1911-1949
M-83 1893-1903
M-84 DOUBTFUL
M-85 1897
M-85A 1897
M-86 1932-1949
M-86A DOUBTFUL
M-86B 1952-1954
M-86C 1955
M-86D 1962-1965
M-86E 1929
M-87A 1946-1958
M-87B 1958
M-88 1894-1897
M-89 DOUBTFUL
M-89A OPK 1949
M-90 1892-1916
M-91 1906-1925
M-92 1936-1943
M-93 1925-1935
M-93A 1945-1959
M-94 DOUBTFUL

M-94A 1950-1954
M-95 1893-1900
M-97 1874-1875
M-98 1894-1899
M-99 1876-1892
M-99A 1877-1879
M-100 1885-1900
M-100A 1956-1967
M-100B (1964)
M-100C 1960
M-102 1933-1955
M-102A 1956-1963
M-102B 1948
M-102C 1931
M-103 1894-1902
M-104 1887-1894
M-104A 3/4 Sm.Q.
M-104B (1893)
M-104C 1889-1890
M-105 (1898)
M-105A (1922)
M-105B (1912)
M-106 1900-1955
M-106A 1911
M-107 1910-1948
M-107A 1946
M-107B 1949-1956
M-107C Unknown
M-107D Unknown
M-107E OPK 1938
M-108 1939-1954
M-108A (1951)
M-109 1897-1911
M-110 1893-1899

M-110A 1894
M-110B 1884-1890
M-111 1876-1878
M-111A 1881
M-112 1928-1933
M-112A 1906-1916
M-112B OPK 1923
M-113 1909-1943
M-114 DOUBTFUL
M-114A Unknown
M-114B 1941
M-115 1895-1912
M-116 DOUBTFUL
M-117 (1903)
M-117A (1903)
M-117B 1909-1910
M-118 Unknown
M-119 1915-1959
M-119A 1949-1957
M-119B 1952-1955
M-119C (1963)
M-120 1932-1959
M-120A 1947-1955
M-121 DOUBTFUL
M-121A 1963
M-121B OPK 1920
M-122 1893-1897
M-123 (1923)
M-124 1898
M-125 1880-1893
M-125A 1877
M-126 (1898)
M-127 1897-1900
M-128 1885-1894

M-128A 1881
M-128B 1881
M-129 (1899)
M-129A (1918)
M-129B 1900-1918
M-130 Unknown
M-131 1900-1962
M-132 1913-1917
M-133 DOUBTFUL
M-133A DOUBTFUL
M-133B 1946-1948
M-133C 1935-1937
M-134 1891-1903
M-135 1885
M-135A 1891
M-136 1885
M-136A (1868)

(7)

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
YORKSHIRE
Tel: Wickersley 2136

*These are merely my opinions.
You asked for them!*

8th May, 1978

Dear Jim,

Thank you for your latest newsletter which I have read with considerable interest. It is very kind of you to send it to me. If I may be allowed to comment on a few points raised I would say that I consider the inclusion of the numerous 'ship runs' or pursers' private hand-stamps in a ny catalogue as unfortunate, to say the least. So many were philatelically inspired (my typewriter has got the hiccups thru' over use !) and in no other province except B.C. would the postal authorities have allowed them to get away with it. As you know B.C. has always cocked at snoop a t Ottawa where internal postal affairs are concerned, hence the ornaments and other individual features of their R.P.O. postmarks. I would like to see nothing in a catalogue except official postmarks which have been either proofed or are clearly official. This would exclude the numerous clerks' handstamps none of which were official and which were expressly forbidden by Canada Post as use for cancelling stamps. They were accepted on forms and official returns, facing slips etc. to save clerks' time by obviating the need for signatures. I cannot help you much with the Moncton & Quebec with W undetneath. I have a full strike of Moncton & Campbellton M.C. with W at base, and two partial strikes of Moncton & SOMETHING dated one Dec.99 and the other just 99. The rest is unknown as both strikes are incomplete on stamps only. They could be moncton & quebec but there is no way of telling. They are probably (by the date) Moncton & Campbellton. The full s trike on piece of this is dated may 16th 1900. I only recently acquired these. As far as your new runs are concerned would it be impertinent to ask why R.165 is included ? Via Aeroplane is not a travelling postoffice mark. They have never got round to sorting mail in flight, least of all in 1924. It should be OUT. If you start including this sort of thing you will never finish ! Gambier B.C. may have been a travelling post office in the sense that it carried mail, like horses and carts, dog sleds, trucks etc. but did they cancel mail en route or is Gambier merely the receiving or despatching orrice. I am sure the latter. It should be OUT. I have heard no more from the A.P.S. about reprinting my book and am still awaiting a reply from Horace Harrison.

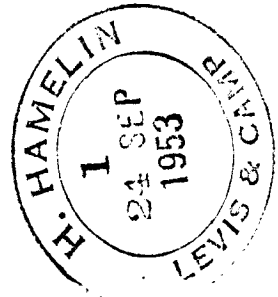
*Yours
Conrad*

NO 020710

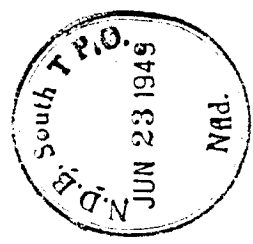
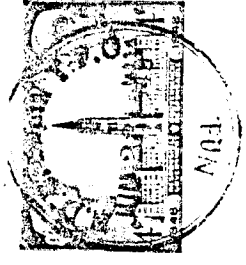
Wanglich
Stacy



Maryland State,
U.S.A.



Maryland



OTTAWA
IN AFRICA
MONTREAL

L. Mitchell Esq.,
57, Hemingway,
BLACKPOOL,
England.

Maryland State

RECEIVED
SEP 18 1954
DEPT. OF AIR

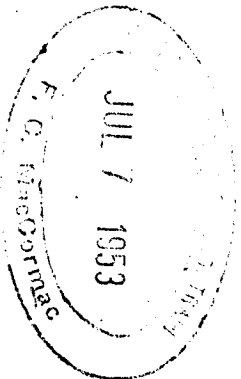
MARYLAND STATE

S. N. CHAMBERS

Maryland State,
U.S.A.

From Hallax, N.S.

Virginia State,
U.S.A.



MARYLAND STATE

FROM ST. J. Q. M.

SEP 18

A. M. BENNETT

FOR LON. & WIM.
Tp. 10 14
MAY 9 1954



LONG & WPG. TR. 105

(b)

FHX & ST J TR 13
sept 15
M, DONOVAN

MARYLAND STATE

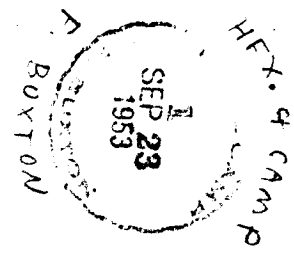
Tennessee State

H&C 3
Aug 11
J. A. G. J. A. G.

Handwritten notes:
in P.O.
7. 1953

Georgia State, U.S.A.

From Saint John



H & ST J 13
JUL 7
D. A. Demott

Handwritten signature: Virginia

ガムレン日本株式会社

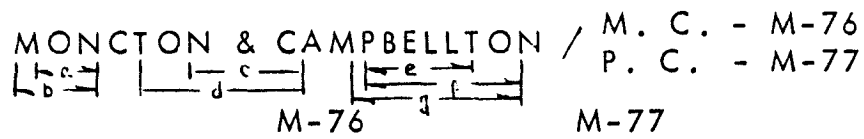
M-64

HALIFAX & YARMOUTH R.P.O. /

| | | I | II | III | IV | V | VI | VII | VIII | IX | X | XI | XII |
|----------|-----|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|------------------|-----------------|-----------------|------------------|-----------------|
| H·R | | X | X | X | - | . | ' | . | . | . | . | ' | X |
| R.P | | . | . | . | .. | . | . | . | . | . | . | . | . |
| base dot | | . | + | . | ' | . | . | . | . | . | . | . | . |
| a | H | 1 | 1 | 1 | 1 $\frac{1}{2}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{2}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{2}$ |
| b | M | 1 $\frac{1}{2}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{2}$ | 1 $\frac{3}{4}$ | 2 | 1 $\frac{3}{4}$ | 2 | 1 $\frac{1}{2}$ | 2 | 2 | 2 | 2 |
| c | H | 1 | 1 | $\frac{3}{4}$ | 1 $\frac{1}{4}$ | 1 ⁺ | 1 | 1 $\frac{1}{4}$ | 1 ⁺ | 1 $\frac{1}{4}$ | 1 | 1 $\frac{1}{4}$ | 1 $\frac{1}{2}$ |
| d | H-X | 11 | 9 | 9 $\frac{1}{2}$ | 11 $\frac{1}{4}$ | 10 $\frac{1}{2}$ | 10 $\frac{3}{4}$ | 10 | 11 $\frac{1}{4}$ | 11 | 11 | 10 $\frac{1}{2}$ | 11 |
| e | X-R | 7 $\frac{1}{2}$ | 6 $\frac{3}{4}$ | 6 $\frac{1}{2}$ | 9 | 6 $\frac{1}{2}$ | 6 $\frac{1}{2}$ | 6 $\frac{3}{4}$ | 6 $\frac{1}{2}$ | 7 | 7 | 6 ⁺ | 7 $\frac{3}{4}$ |
| f | M-T | 6 $\frac{1}{4}$ | 5 $\frac{1}{4}$ | 6 | 6 $\frac{1}{4}$ | 6 $\frac{1}{4}$ | 6 $\frac{1}{4}$ | 6 $\frac{3}{4}$ | 6 $\frac{1}{4}$ | 6 $\frac{1}{2}$ | 7 | 6 $\frac{1}{4}$ | 7 |
| g | M-R | 9 $\frac{1}{2}$ | 8 $\frac{1}{4}$ | 9 | 9 $\frac{1}{2}$ | 9 $\frac{1}{4}$ | 9 $\frac{1}{2}$ | 10 ⁺ | 9 $\frac{3}{4}$ | 10 | 9 $\frac{3}{4}$ | 9 $\frac{1}{4}$ | 10 |
| h | M-P | 11 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 11 $\frac{1}{4}$ | 12 | 11 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | 12 ⁺ | 12 ⁺ | 12 | 12 | 11 | 12 |

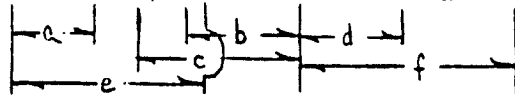
ガムレン日本株式会社

M-76 & M-77



| | I | II | I | II |
|-------|-----------------|-------------------|-----------------|-----------------|
| a M-N | $4\frac{1}{2}$ | $3\frac{1}{2}$ | $3\frac{1}{2}$ | 4^- |
| b M-N | 6^+ | $4\frac{1}{2}^+$ | 5^+ | $5\frac{1}{2}$ |
| c N-A | 6 | $6\frac{1}{2}^+$ | $5\frac{1}{2}$ | $6\frac{1}{4}$ |
| d T-A | $9\frac{1}{2}$ | 9^- | $8\frac{1}{4}$ | $8\frac{3}{4}$ |
| e P-T | $9\frac{3}{4}$ | $9\frac{1}{4}$ | $7\frac{1}{2}$ | 8 |
| f P-N | $12\frac{1}{4}$ | $11\frac{1}{2}$ | 10 | $10\frac{1}{2}$ |
| g M-N | $12\frac{3}{4}$ | $11\frac{1}{2}^+$ | $10\frac{1}{2}$ | 11 |

MONCTON & CAMPBELLTON R.P.O. / .



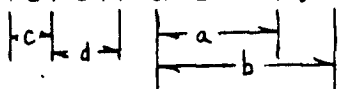
| | I | II | III |
|-------|----------------|------------------|-----------------|
| a M-N | $4\frac{1}{2}$ | $5\frac{1}{2}^+$ | 5 |
| b N-A | 6 | 5^+ | $5\frac{1}{2}$ |
| c T-A | $8\frac{1}{4}$ | $7\frac{3}{4}$ | 8 |
| d A-E | 6 | $6\frac{1}{2}$ | 7 |
| e M-N | 10^- | 11^- | $10\frac{1}{2}$ |
| f A-N | 12^- | $12\frac{3}{4}$ | 13 |

MONCTON & CAMP. P. C. / .



| | I | II |
|-------|-----------------|-----------------|
| a P-P | $2\frac{1}{2}$ | 3 |
| b M-P | $4\frac{1}{4}$ | 5^- |
| c N-& | 3^+ | $3\frac{1}{2}$ |
| d T-& | $6\frac{3}{4}$ | 7^+ |
| e T-M | $12\frac{1}{4}$ | $12\frac{3}{4}$ |

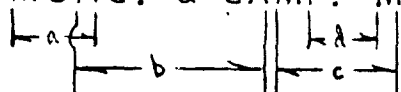
MONCTON & CAMP. R.P.O. / .



| | I | II | III | IV |
|-------|--------------------------------|-------------------------------|--|--------------------------------|
| & | ^ | ^ | ^ | ^ |
| a &-P | 7 ³ / ₄ | 8 | 8 ¹ / ₂ ⁺ | 8 |
| b &-R | 10 ¹ / ₂ | 11 | 11 ⁺ | 10 ¹ / ₂ |
| c N-T | 3 | 3 ¹ / ₂ | 3 ⁺ | 3 ³ / ₄ |
| d T-N | 4 ¹ / ₄ | 5 ⁺ | 5 ⁺ | 5 ⁻ |

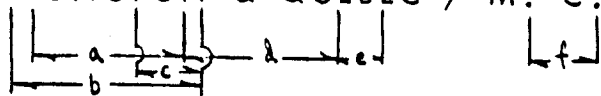
M-83

MONC. & CAMP. M. C. / DAY (NIGHT)



| | I DAY | II NIGHT |
|-------|--------------------------------|--------------------------------|
| a M-N | 6 | 6 ¹ / ₂ |
| b N-A | 10 ³ / ₄ | 11 ¹ / ₂ |
| c M-M | 8 | 7 ¹ / ₂ |
| d P-M | 3 ¹ / ₂ | 3 |

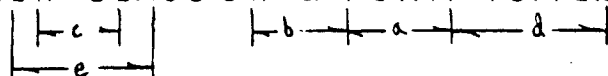
MONCTON & QUEBEC / M. C.



I II III IV

| | I | II | III | IV |
|--------|----------------|-----------------|----------------|-----------------|
| a M-N | 10 | 10½ | 11 | 10 ⁺ |
| b M-N | 13½ | 13 | 13¾ | 13 ⁻ |
| c T-N | 5 ⁺ | 5 ⁺ | 5 ⁺ | 4¾ |
| d N-E | 9 ⁺ | 9½ ⁺ | 8¾ | 9¼ |
| e E-E | 4½ | 4 ⁺ | 4 | 4¼ |
| f M.C. | 6¼ | 5¾ | 6 | 6¼ |

NEW GLASGOW & POINT TUPPER / M. C.



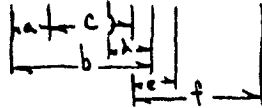
I II

| | I | II |
|-------|----------------|----|
| a P-T | 6 ⁺ | 5½ |
| b W-P | 4 ⁻ | 3¼ |
| c W-L | 4 | 4½ |
| d T-R | 10½ | 10 |
| e E-A | 8 ⁺ | 8½ |

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M-98 & M-100

ST JOHN & AMHERST



/M.C. - M-98

RY. / - M-100

| | | M-98 | | M-100 | |
|---|-----|-----------------|-----------------------------|------------------------------|-----------------|
| | | I | II | I | II |
| a | H-N | $3\frac{1}{2}$ | $3\frac{3}{4}$ | $4\frac{1}{4}$ | 4 |
| b | H-M | $12\frac{3}{4}$ | $12\frac{1}{4}$ | $11\frac{1}{2}$ | $10\frac{1}{2}$ |
| c | N-M | 9 ⁺ | 8 ⁺ | 6 ⁺ | $5\frac{3}{4}$ |
| d | A-M | 5 | $4\frac{1}{2}$ ⁺ | $4\frac{1}{2}$ | $4\frac{1}{4}$ |
| e | M-H | 4 | 4 | $4\frac{1}{8}$ ⁺ | 4 ⁻ |
| f | M-T | 11 ⁻ | $11\frac{1}{4}$ | $12\frac{1}{2}$ ⁻ | 11 |