

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

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As you can see from the blank space below, this issue is being devoted exclusively to the Newfoundland material sent by Lew. As you will also see he is getting great response in this area and by the time he is finished we should all have a better understanding of this important area.

Regards,

A handwritten signature in black ink, appearing to read "Dave", with a stylized flourish at the end.

Dave



## CONTINUATION OF NEWFOUNDLAND ANALYSIS

What with working on the new catalogue, and several other major projects, our Newfoundland analysis became temporarily derailed. The main reason for this was the incredible amount of new information that has been received from that amount of analysis that has already been presented. Accordingly, before carrying on with the hammer work for the balance of Newfoundland, we herewith up-date our previous presentations with new data that has been received.

No.	Hammer	New Information	Reporter
N-3		Earliest - August 10, 1942	197
N-4		Earliest - October 8, 1949	197
N-4B		First Report - ????? 27, 1950 ( April? ); SS	197
N-7		Earliest - August 13, 1930	207
N-9	I	First Report - May 25, 1910	207
N-9	II	Earliest - November 27, 1912	142
N-9	II	Latest - October 22, 1914	197
N-10		Earliest - November 5, 1945	207
N-10A		Earliest - April 27, 1936	173
N-11		Latest - March 13, 1949	207
N-15	III	Earliest - July 7, 1895	197
N-15	IV	Latest - July 26, 1911	209
N-18		Earliest - December 14, 1911 ( 2nd Report )	209
N-19		Earliest - June 1, 1920	137
N-19		Latest - February 13, 1935	197
N-20		New Train - 24 in 1950	207
N-21		Earliest - November 17, 1924	207
N-22		Latest - March 31, 1936	207
N-26		Earliest - February 22, 1897	197
N-27	II	Latest - November 7, 1919	207
N-29A		Earliest - October 23, 1915	207
N-30		Latest - July 18, 1939	197
N-38		Latest - April 20, 1931	209
N-39		First Report - August 16, 1898	209
N-40	I	Latest - April 1, 1914	207
N-43		Latest - September 19, 1914; AM	197
N-46		First Report - November 23, 1924	197
N-47		Latest - June 25, 1930	209
N-49A		Earliest - July 26, 1916	207
N-51		Earliest - May ?, 1918	207
N-53		Earliest - September 19, 1905	207
N-54	V	Earliest - October 18, 1914	207
N-55	S.S.SAGONA	New Vessel - November 20, 19?? ( 4¢ Corn. )	207
N-55A	ARNOLD'S COVE	Latest - May 5, 1944	207
N-55A	AVONDALE	New Town - May 5, 194?	207
N-55A	CORNER BROOK	Latest - October 19, 1936	207
N-55A	CURLING	First Report - ????? 22, 1936	173
N-55A	CURLING	Earliest - April 12, 1930	207
N-55A	GLENWOOD	New Town - November 20, 1940	207

No.	Hammer	New Information	Reporter
N-55A	LEWISPORTE	First fully confirmed report - ????? 3, 1935	207
N-55A	LEWISPORTE	Latest - November 5, 1937	207
N-55C	PORT REXTON	Earliest - June ?4, 1942	207
N-55C	SPRUCE BROOK	Earliest - July 23, 1933	207
N-55C	SPRUCE BROOK	Latest - June 1, 1943	207
N-55C	S.S.CLYDE	Latest - October 31, 1940	207
N-55D	DOYLES	New Town - November 25, 1946	207
N-55F	PORT AUX BASQUES	Latest - April 17, 1936	207
N-57	I	Earliest - January 13, 1901	209
N-57	I	Latest - November 10, 1902	207
N-57A		Latest - February 21, 1927	173
N-59	II	Latest - October 30, 1906; F ( E? ) above date	151
N-59	III	Earliest - October 19, 1904	171
N-59	V	Earliest - November 7, 1905	151
N-59	V	Latest - October 23, 1910	151
N-59	VI	Earliest - July 15, 1905	171
N-60		Earliest - July 14, 1900 ( "0" for "00" )	151
N-60		Date Error - E / 11 0 / 01	209
N-60		Latest - January 14, 1904	151
N-61	I	Latest - September 2, 1911	209
N-61	II	Earliest - August 25, 1914 - confirmed	171
N-61	II	Latest - September 21, 1914 - 2nd Report	207
N-62		Previous Typing Error - Change second N-61 in headings to N-62	16
N-62A		First Report - October 10, 1917	171
N-63	I - NORTH	New Hammer - ????? ?, 1939	151
N-63	II - SOUTH	Earliest - May 3, 1935	151
N-63	II - SOUTH	Latest - May 15, 1940	197
N-64	I	Latest - August 3, 1941	207
N-64	II	Latest - November 2, 1937	207
N-68		Latest - August 12, 1912	151
N-69	II	Latest - July 29, 1921	151
N-69	IV	Earliest - May 11, 1936	171
N-70		Earliest - September 26, 1946	151
N-73		Earliest - December 20, 1937	207
N-73A		Earliest - June 16, 1924	197
N-73A		Latest - December 24, 1927	207
N-75		Earliest - November 11, 1930	151
N-75A		Latest - October 27, 1926	151

Because there have been a number of new reporters who have not been recognized, and for those who do not have copies of the 1975 catalogue, the following is a list of the above reporters contributing this new data and information on Newfoundland:

16 - L. M. Ludlow  
137 - J. C. Lehr  
142 - R. D. Gray

151 - W. G. Robinson  
171 - F. D. Seaman  
173 - D. L. McKain

197 - J. D. Wilson  
207 - R. B. Soper  
209 - G. P. Moffat

In addition to the above, the following are also brand new discoveries:

1. Bill Robinson has submitted and we were delighted to confirm the following extraordinary new run not previously recognized by Meyerson, Shaw or our own current work:

N-62B NOTRE DAME BAY NORTH T.P.O. / NEWF'D, Type 4J, November 29, 1913.

This is a clear, full strike on face of cover, easily read with no possible confusion with previously known Notre Dame Bay listings. Congratulations, Bill, on a beautiful item!!!

2. Bob Soper submitted his May 25, 1910 as an earliest date for N-9. Only cursory examination of this full strike quickly revealed that it was a different hammer from those on which we had previously reported. In Soper's strike, the "Y" of RY is elevated with a dash underneath, "Y<sup>+</sup>", while for Hammer II, the "Y" is on the base line, with a following period, e.g. - "Y.". Further confirmation is made by measuring the chordal distance from the bottom of the "V" to the bottom of the right leg of the "A", both of BONAVIDA; for hammer I, this distance is 7 1/4 mm, while for Hammer II, it is only 6 1/2 mm.
3. Normally we have not tried to differentiate hammers for those made of rubber, and for N-23A we reported only one hammer, CON. BAY R.P.O. / NFLD., Type 7D. Dave McKain submitted a full clear strike for earliest for this run, dated May 4, 1936, and it was visually apparent this was grossly different from those used in our previous analysis, despite all being rubber hammers. Dave's strike had a diameter of only 27-28 mm, while the others were 2-4 mm larger at 30-31 mm. Even if this was considered non-determinate, the lettering itself is grossly different. On Dave's strike, Hammer I, the lettering is wide-spread and large, with only an 8 mm spacing between CON and NFLD; for the others, Hammer II, the lettering is smaller and much narrower spacing, and the distance between CON and NFLD is well over 14 mm. Such differences are too gross to be permissible under the theory of expansion of rubber hammers, and accordingly we recognize the Hammers I and II for this listing. Although not conclusive, it is to be noted that Hammer I uses a three-line date, while Hammer II is a single-line date, at least on what we have seen so far. Bill Robinson also independently recognized two hammers; For H-I, latest, he has Apr. 11, '38
4. Our knowledge of Railway Ticket Stamps has been expanded enormously since the start of this analysis of Newfoundland. Bill Robinson added to N-55A CORNER BROOK, while Dave McKain first reported CURLING, both of which have now been confirmed by Bob Soper. For N-55A, Jim Lehr first reported PRINCETON, and this has been confirmed by Don Wilson. Bill Robinson reported LEWISPORTE without the top, and Bob Soper confirmed this as being N-55A. Additionally, however, Soper has now given us first reports for the S. S. SAGONA for N-55, AVONDALE and GLENWOOD for N-55A, and DOYLES for N-55D. All of which should send everyone back to their Newfoundland unknowns to see if any of these drop into the identification slot. While you are there, in addition to trying to complete the strike Robinson's postulated DEER LAKE, Soper has given us two more that are in need of help; he has a ticket stamp strike with no top reading STEPHENVILLE / CROSSING and another unknown which we project as GRAND FALLS. Can anyone help to complete these strikes?
5. For the new N-61 (formerly N-59), please note that two hammers have been confirmed. Hammer I, approximately 15 mm inside diameter, is now known 1899-1911. Hammer II, inside diameter approximately 13 mm, is confirmed for August 25-September 21, 1914.

6. Please note that Bill Robinson has made discovery of a new hammer for N-63, specifically NORTH; this becomes Hammer I. Our previously reported SOUTH becomes Hammer II.

(Type 4J)

7. Bob Soper sent us a full strike reading PLACENTIA P.O. / NEWF'D, where either the "T" of N-73 or the "R" of N-73A was missing. This immediately sent us back to the drawing board for re-analysis. We found that Soper's strike, December 20, 1937, was indeed N-73, with a missing "T", confirmed by similar strikes in my own collection. More to importance, we found that Jim Lehr's of 1941, previously designated as latest for N-73A, with a partial letter in this questionable position, was actually N-73, not N-73A. Thus, for N-73 our dates for earliest and latest are 1937-1945, while for N-73A they are 1924-1927.

With this presentation of over three pages of new and corrective data, we have now brought ourselves up-to-date and can continue with our analysis of Newfoundland. Parenthetically, we would add that for the listings previously presented we would guesstimate that we have confirmed probably 85-90% of the prior known knowledge, and further have added a great amount of new information not previously known. For this, we express our grateful thanks to our contributors and ask that everyone keep up the good work for the balance of the Newfoundland listings.

N-82

RAILWAY • T.P.O. / NEWF'D

Two Hammers, Type 4J

Hammer I

Proofed: Unknown

Earliest: November 15, 1886 - Reporter 197

Latest: November 29, 1889 - Reporter 16

Usage: Two strikes analyzed

Comments: Strikes of this early hammer are not common; so far, we have only seen the two above. We are not entirely sure that there are not two hammers involved here. The 1886 strike is clear and distinctly different from Hammer II; however, the 1889 strike is worn and partial, and while distinctly different from Hammer II, it is only partially confirmed as Hammer I. Accordingly, we should be alert for a new hammer in this period.

Hammer II

Proofed: Unknown

Earliest: June 19, 1894 - Reporter 197

Latest: May 25, 1898 - Reporter 142

Usage: Comparatively common for Newfoundland.

R.F.: 30

Comments: Meyerson reported this listing as late as 1899, probably correct but as yet unconfirmed. Most strikes that we have seen of this hammer have been worn, partial and/or poorly struck; accordingly, it is difficult to measure any one specific chord.

Separation of N-82 Hammers

1. A squared-shaped "R" in RAILWAY is indicative of Hammer I, while a rectangular-shaped "R" is probably Hammer II. If this "R" touches the "A", it should be Hammer II; if there is a 3/4 mm space between the two letters, it should be Hammer I
2. Measure the chordal distance between the bottom of the "I" and the bottom of the right leg of the "A", both of RAILWAY; a chord of 7 mm is Hammer I, while just under 8 mm is Hammer II.
3. Measure the distance from the bottom of the left leg of the "R" in RAILWAY to the top of the left leg in the "N" of NEWF'D. Hammer I measures 4 mm, while Hammer II is only 3 mm.

N-82A was delisted sometime ago since it was exactly the same as N-96. We have no explanation for the existence of this previous out-of-sequence listing.

N-83  
ST. J. & C. BK. / R.P.O.

Three hammers, Type 17H

Hammer I

Proofed: July 9, 1949  
Earliest: January 20, 1950 - Reporter 147 ( M. Toms )  
Latest: November 9, 1954 - Reporter 137  
Usage: Sporadic and uncommon  
R.F.: 110  
Above the date: 15, 16

Hammer II

Proofed: July 9, 1949  
Earliest: To be advised  
Usage: Not yet reported

Hammer III

Proofed: July 9, 1949  
Earliest: To be advised  
Usage: Not yet reported

Comments: Because of its late arrival, this listing was not recognized by Meyerson, whose initial categorization of the Newfoundland T.P.O.s took place in the late 1940s and early 1950s. Three hammers were delivered on July 9, 1949; however, to date, the few reports that we have received have all been from Hammer I. Thus, although we know that Hammers II and III were struck, we have no evidence that they were ever used. Hopefully, study group members will have strikes in their collections which will shed additional light herein. Above the date we have seen both 15 and 16, but can not advise whether these are train numbers or time marks. Newfoundland specialists, please advise.

Separation of N-83 Hammers

Visual differences are not immediately apparent in the proof strikes; however, two careful chordal measurements on clean strikes should quickly separate the three hammers:

Step #1. Measure the distance from the bottom of the left leg of the "R" to the bottom of the "P", both of R.P.O.; Hammer II is almost 4 1/2 mm, while Hammers I and III are only 4 mm.

Step #2. To separate Hammers I and III, measure the chord from the lower left corner of the "B" to the period following the "K", both of BK.; Hammer I is a full 5 mm, while Hammer III is only 4 1/2 mm.

Since the strikes of N-83 that we have seen have been reasonably clean and clear, separation has been reasonably straightforward.

N-83A  
ST. J. & C. BRK. - R.P.O. / .

One Hammer, Type 17

Proofed: April 1, 1954  
Earliest: November 11, 1954 - Reporter 137  
Latest: February 2, 1956 - Reporter 16  
Above the date: 15, 16  
Usage: Sporadic and uncommon  
R.F.: 110  
Comments: (Continued next page )

N-83A, Comments ( continued )

Comments: Ferdinand Belanger sent us two proof strikes dated April 1, 1954; however, one of these is quite distorted and obviously a bad copy. Even thus, certain characteristics and letter breaks indicate two strikes of the same hammer. While the possibility of two hammers can not be ruled out, those strikes which we have seen are all the same hammer, and within measurable tolerance are equivalent to the proof strike. On the other hand, we have only seen a limited number of copies of this listing, and the possibility of two hammers should be investigated further. As with N-83, and for the same reasons, this listing was not put forth by Meyerson, and the numbers above the date must yet be identified for purpose.

N-83B

ST. JOHN'S & CORNER BROOK / · R.P.O. ·

Two Hammers, Type 17H

Hammer I

Proofed: July 14, 1956  
Earliest: Not yet reported  
Usage: Only proof known

Hammer II

Proofed: July 14, 1956  
Earliest: Not yet reported  
Usage: Only proof known

Comments: The two listings of this hammer, or rather the two hammers of this listing, are only known from the proof strikes, again provided for us by Belanger. We do not know that either ever saw use, and with the proliferation of other hammers between these two termini, it is possible they did not. When found, the two hammers will be almost visually differentiated. Hammer I is closer together with its letters and narrow spacing fore and aft of the ampersand, while the spacing of Hammer II is more open, putting the letters of the run much closer to "R.P.O.". A chordal distance from the bottom of the "T" of ST. to the upper left corner of the "R" of R.P.O. is a full 6 1/2 mm for Hammer I, and is only 5 mm for Hammer II.

N-83C

ST. JS. & C. BK. / R.P.O.

One Hammer ( tentative ), Type 17H

Proofed: Unknown  
Earliest: February 4, 1967 - Reporters 10 & 16  
Latest: December ?, 1968 - Reporter 174 ( J. D. Aitken )  
Train Number 204  
Usage: Well known during limited span of two years  
R.F.: 150

Comments: We have indicated tentatively one hammer; we do not necessarily believe this, but can not conclusively prove otherwise. Although no proof date or dates are known, we have thirteen different copies of Destruction Order strikes of this listing. In checking 16 different chords across each of these 13 D. O. strikes, we could not get any one chord to vary in length by more than something less than 1/4 mm, all within measurable tolerance of the ink spread. As confirmed by rim breaks or weaknesses, at least some of the 13 D.O. strikes are the same, but chordal measurements would indicate that all are only one hammer. We do not believe this since at least some of the 13 have different dates in the indicia sets. Rather than hold up the analysis, we merely state this area needs further study; however, if anyone would like to see copies of the 13 D. O. strikes and tackle this knotty problem themselves, we will be glad to send them along.



Based on a submitted xerox copy, earlier we had listed N-83D, ST. JS. & C. BROOK / R.P.O., 17H. We have now been advised that the original of this submission was N-83C wherein the BK had been altered by pencil to read BROOK. We are herewith delisting N-83D.

N-84  
ST. J. & ARG. / R.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: September 21, 1949 - Reporter 142

Latest: December 8, 1954 - Reporter 10 ( T. P. G. Shaw Collection )

Above the date: 5, 6

Usage: Sporadic and uncommon

R.F.: 110

Comments: This listing is a straight forward one, with only one hammer known. Known struck in purple on May 16, 1950. As with others of this vintage, this was not listed by Meyerson.

N-85  
ST. J. & CARB. / R.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: September 22, 1949 - Reporter 142

Latest: July 4, 1953 - Reporter 137

Above the date: 8 only thus far

Usage: Sporadic and uncommon

R.F.: 100

Comments: Another single hammer listing with one proof strike. We believe that Train 7 probably is known. Not listed by Meyerson.

N-85A  
From St. J. & Carb. R.P.O.

One Hammer ( Rubber ), Type 22F

Proofed: Unknown

Earliest: No known date - Reporter 144

Usage: Single known strike

R.F.: 150

Comments: Doug Birchill has submitted the only known strike of N-85A, on cover from unknown source to Roydon, England, on which this straight-line cancellation ties a 4¢ ( 269 ) blue Princess Elizabeth; accordingly, the date must be after April 21, 1947. This cover is probably philatelic, but still a legitimate use of the cancellation device.

N-86  
ST. J., C. H. & C. BK. / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: November 8, 1949 - Reporter 173

Latest: July 2, 1955 - Reporter 142

Above the date: SS

R.F.: 110

Usage: Known in each year of the indicated period of use.

Comments: A straight forward listing with a single hammer, somewhat more well known than others of the same vintage. In 1952 and 1953, SS and year date are known in reversed positions

N-86A  
ST. J. & GOOSE T.P.O. / .

One Hammer, Type 17

Proofed: September 3, 1955

Earliest: ????? ??, 1957 - Reporter 173

Latest: September 12, 1962 - Reporter 160 ( J. Miller )

Usage: Intermittent and scarce

R.F.: 100

Comments: The original listing showing GOOSE BAY was incorrect, and some years ago this was recognized and "BAY" was deleted. Shaw reported this strike in 1955 but we have been unable to confirm whether this was an actual strike or the date of the proof. This listing was reported from Joe Purcell and we would ask that he reconfirm for us the date of his strike. We are indebted to Belanger for the proof data above; he provided us with two proof strikes, but one is so distorted ( from copying machine? ) as to have no meaning. It is possible that there are two hammers here, but we have only been able to confirm one from actual strikes against the single good proof strike.

N-86B  
FROM ST. J. C. H. & C. BK. T.P.O.

One Hammer ( rubber ), Type 22F

Proofed: Unknown

Earliest: November 18, 1949 - Reporter 173

Latest: June 1, 1952 - Reporter 142

Usage: Three known strikes

R.F.: 150

Comments: The three known strikes, all on cover, have each been used in conjunction with a strike of N-86. We have a cover of N-86, N-86B and N-87 struck thereon. Known covers are probably philatelic.

N-87  
ST. J. & LEW. / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: October 14, 1949 - Reporter 101 ( J. L. Purcell )

Latest: September 30, 1950 - Reporter 142

Train 86

Usage: Limited and scarce

R.F.: 130

Comments: Examples of this listing are not well-known, and usage appears limited to about one year. Perhaps this hammer was rendered obsolete by the issuance of N-87C.

N-87A  
ST. JOHN'S & LEWISPORTE · T.P.O. / NFLD.

One Hammer, Type 17F

Proofed: May 20, 1953

Earliest: July 5, 1953 - Reporter 16

Latest: January 8, 1956 - Reporter 56 ( H. D. Aitken )

Usage: Intermittent and uncommon

R.F.: 150

Comments: Earliest above struck in magenta. We believe this listing is known as late as 1956, but can not identify the reporter in our records. If such is known to our readers, we would appreciate receiving a copy of same.

N-87B  
ST. JOHN'S & NAIN / T.P.O.

Two Hammers, Type 17H

Hammer I

Proofed: Unknown  
Earliest: September 2, 1965 - Reporter 92 ( W. Gutzman )  
Latest: To be advised  
Above the date: 40  
Usage: One confirmed strike  
R.F.: 150

Hammer II

Proofed: Unknown  
Earliest: To be advised  
Usage: No confirmed strike  
R.F.: 150

Comments: There is much about the substance of this listing that we do not know. We have only seen and confirmed two strikes, Gutzman's above for which we have a retained copy, and another from Joe Purcell dated August 30, 1968; unfortunately, Purcell sent this to us some time ago, before we got into hammer analysis, and we did not identify the hammer characteristics of the strike. We need to see this one again. Also, although to date this listing has been very scarce, it is also of quite recent vintage and we expect there will be a number of additional reports from other collectors. Although the proof dates are unknown, we have copies of two Destruction Order strikes which are almost visibly different to the eye without measurement. Hammer I, with a date set of November 26, 1968, has close lettering and a narrow NAIN, while Hammer II, with a date set of November 30, 1968, is more open, and the NAIN is at least 1 mm more wide spread than Hammer I. Both D. O. strikes, particularly Hammer I, show a normal amount of wear.

Separation of N-87B Hammers

- Step 1. Measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the right leg of the second "N", both of NAIN; Hammer I is only a shade <sup>over</sup> 7 mm, while Hammer II is fully over 8 mm.
- Step 2. As confirmation, measure the distance from the bottom of the "T" of ST. to the top of the "T" of T.P.O., at the intersection of the vertical; Hammer I measures over 10 mm, while Hammer II is only 9 mm.

N-87C  
ST. J., LEW. & S. C., T.P.O. / .

One Hammer, Type 17

Proofed: April 26, 1951  
Earliest: Only proof known  
Above the date: PM in proof strike  
Comments: No strikes of this listing have ever been reported so we can not confirm that ever saw actual use. If and when found, it will be recognized by the large fat lettering characteristic of hammers laid down in the late 1940s. We assume that the listing is for St. John's, Lewisporte and Stephenville Crossing, but recognize that there are numerous other options for the S. C. abbreviation.

N-87D  
ST. J. & CLAR. / R.P.O.

One Hammer, Type 17H

Proofed: 1949 reported

Earliest: Only proof known

Usage: Not yet reported

Comments: We have never seen this proof which was originally reported to Shaw by Allan Steinhart. We did not pick this up in our review of the proof books in the National Archives, nor were<sup>we</sup> able to locate same in a current review of the entire year of 1949 from microfilm of the same proof books. Accordingly, we do not know if there was a single proof strike or some multiple thereof, nor do we know any other facts on the listing from personal observation. Hopefully we can get additional information from Steinhart which will help pinpoint this listing more exactly.

N-87E  
ST. JOHN'S DISTRICT / EMERGENCY No.

Two Hammers, Type 15E

Hammer I - N<sup>o</sup> 1

Proofed: April 17, 1957

Earliest: April 14, 1965 - Reporter 160

Usage: One reported strike

R.F.: 200

Hammer II - No 2

Proofed: April 17, 1957

Earliest: Only proof known

Usage: Not yet confirmed

Comments: Obviously there is much more to be learned concerning the two hammers of this listing. To date the only strike which we have recorded was reported by Jim Miller, a back stamp on a registered commercial cover from Milltown, Newfoundland to Moncton, New Brunswick with transit through Sydney, Nova Scotia. The reason for use of the emergency cancellation on this cover is not apparent. We feel assured that our information on this listing will be considerably expanded by input from our readers.

We are unable to confirm the existence of N-88, ST. J. & P. A. B. R.P.O. / NEWF'D, Type 4I, with no outer circular rim. Meyerson listed this as being known for a little over one year, 1939 - 1940 and Shaw carried this forward in his catalogue. On the other hand, we have had no confirmation that this evens exists. No proof strikes or destruction order strikes are known. We wonder if there were reports from incomplete cancellations of N-91? We would appreciate any possible contribution of data on the existence of N-88.

N-88A  
ST. J. & P. A. B. R.P.O. / NEWF'D

One Hammer ( rubber ), Type 7D

Proofed: Unknown

Earliest: August 23, 1947 - Reporter 16

Latest: November 11, 1949 - Reporter 142

Usage: Limited and scarce

R.F.: 140

Comments: Of the several large circle rubber hammers of ST. J. & P. A. B., this is the only one with NEWF'D at the base ( note presence of apostrophe ); all others have NFLD in one form or another. Poor strikes give impression of Type 5B single ring, but clear strikes confirm the true double ring, Type 7D, nature of this hammer.

## Four Hammers ( tentative ), Type 17H

## Hammer I - JS &amp; PAB

Proofed: Unknown

Earliest: January 25, 1965 - Reporter 16

Latest: April 30, 1965 - Reporter 16

Trains 203, 204

Usage: Limited and scarce

R.F.: 150

Comments: This hammer is quickly identified by the absence of an apostrophe in JS, no period after JS and no periods in PAB. This hammer is confirmed by our copy of a D. O. strike, undated, which has seen considerable wear; other reports are probable.

## Hammer II - JS. &amp; PAB.

Proofed: Unknown

Earliest: April 15, 1965

Train 204

Usage: One strike recorded

R.F.: 150

Comments: This hammer is also visually identified. Like Hammer I, it has no apostrophe in JS, but it has a period after JS and one period after PAB.; the Destruction Order strike copy which confirms shows very little wear, and we can not predict how additional strikes of this hammer will be reported.

## Hammer III - JS. &amp; P.A.B.

Proofed: Unknown

Earliest: May 23, 1965 - Reporter 142

Train 203

Usage: One strike recorded

R.F.: 150

Comments: Another hammer which is quickly identified visually - no apostrophe in JS, but a period after JS. and a period after each letter in P.A.B.; the D. O. strike copy, undated, shows extreme wear and additional reports of this hammer are to be expected.

## Hammer IV - J'S &amp; P.A.B.

Proofed: Unknown

Earliest: To be advised

Usage: Not yet reported

Comments: When found, this hammer can also be visually identified. There IS an apostrophe in J'S., with a following period and there are periods after each letter in P.A.B.; the problem is that there is not one, but there are four Destruction Order strikes reading exactly the same, and further overlaying any one of the four against any of the others gives an exact match. Despite arduous hours of analysis effort, we can find not one distinguishable characteristic which would separate one from the other. There are rim breaks and letter breaks, small and minute, which might be used for differentiation but without any actual strikes from which to make a comparison, we do not know if these are constant which is required for identification. We believe that there are multiple hammers of this J'S & P.A.B. designation but can not prove it. As with N-83C, if anyone would like to see copies of the Destruction Order strikes, we will be glad to send same.

Earliest for this listing is June 2, 1963; however, it will be necessary to confirm the specific hammer which was not done at the time this original strike was submitted to us by Bill Robinson.

N-89

ST. J. & P. A. B. R.P.O. / NFLD.

One Hammer ( rubber ), Type 7D

Proofed: Unknown

Earliest: June 12, 1936 - Reporter 173

Latest: July 7, 1937 - Reporter 16

Usage: To be advised

R.F.: 100

Comments: This listing has somewhat slipped in our records, and we will now try to get it back on track. We had previously listed September 15, 1946 for latest, but a review of our records discloses that this was tentative pending viewing of copy which is still pending. Somewhere there is a 1945 report, but this too was unconfirmed. A strike on cover of August 25, 1941 on xerox copy, which shows extraordinary wear and swelling of the rubber, we believe is N-92 rather than N-89. Accordingly, we are temporarily reduced to the two strikes above, clearly a double line circle and clearly NFLD in capital letters. The first characteristic eliminates N-92 which is a large single ring, while the letter eliminates N-90, which has Nfld. in lower case letters. It is quite possible that the 1941 strike above is a second hammer of N-92; we hope Ross Gray will give us his thoughts on this one. Meyerson reported this listing as late as 1947, and we will see if we can confirm.

N-90

St. J. & P. A. B. R.P.O. / Nfld.

One Hammer ( rubber ), Type 7D

Proofed: Unknown

Earliest: May 16, 1946 - Reporter 16

Latest: November 19, 1946 - Reporter 207

Usage: Limited and scarce

R.F.: 75 undervalued )

Comments: Known in red on September 23, 1946. Examples of this strike which we have seen are clearly a double ring, but the hammer is apparently mis-shapened and easily distorted. It may be that this listing is more common than our experience has shown, but we note for the record that Meyerson listed but a single strike and further our own recorded date spread is only about six months of usage. We will see if our Study Group members can expand the period of usage. All examples we have seen have a single line date.

Our next listing, N-91, is probably the most common and well known of all of those of Newfoundland and is sure to involve multiple hammers. Meyerson indicates at least ten hammers which will require considerable study to confirm. Further, with twelve pages completed, it seems appropriate to close this off for now and get it off to Dave for publication in the Newsletter. There should be enough for digestion here while we are completing the balance of the Newfoundland listings.

QUESTION - Has anyone ever heard of the vessel S. S. OTHAR? We have a straightline strike of S. S. OTHAR on stamp of Newfoundland overlapping a circular dated cancel of July 13, 1915. If possible, we would like to identify this as a Canadian vessel so that it can be listed.

ALL BEST WISHES FOR THE COMING YEAR!!!!