

THE R.P.O. NEWSLETTER
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.
V6M 3A7

VOLUME 15 - No.9

Whole No.65

September, 1987

BNAPEX '87 - This issue of the Newsletter will be distributed to all members attending the Annual Meeting, and will be mailed to the remainder. The convention this year is in the Far East (of Canada) at Charlottetown, P.E.I., and our thanks go to Study Group member Jim Lehr for the fine arrangements. We anticipate the usual good attendance and lively participation at the Study Group session - both business and technical.

PIPEX '87 - In order to get another reading on our standards in comparison with other Newsletters, etc. the Editor entered Volume 14 (1985-86) of the Newsletter in the Literature competition. This show is the only National level exhibition sanctioned annually on the northern part of the west coast by both the A.P.S. (World Series of Philately) and the RPSC. For the second year in a row at a National level show we received a silver-bronze award.

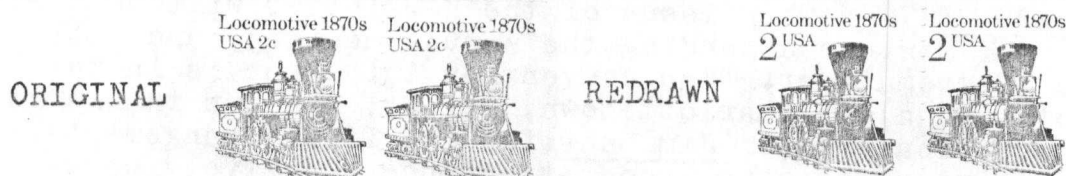
FROM THE MEMBERSHIP - Brian Stalker reports from England two strikes for Warren Bosch's study of Clerk strikes on stamp - MA80A dated FE 12 / 34, and Q16A dated 8 SP / 43. Brian asks - "Can anyone provide me with information about a CPR Telegraph label/stamp, the design is as for R 307 in Holmes but it is orange, lacking both frank number and year date in the right hand shield. It is on very thin paper and imperf, but the margins are close-cut and the perfs could have been trimmed off." Could this be a proof? Any revenue experts out there?

Our member Jean-Pierre Forest has produced a fine article in French for the June, 1987, issue of "Philatelie Quebec" on "Le chemin a lisses de Levis et Kennebec: 1860-1881" This tells the story of the Levis and Kennebec Railway running south from the St. Lawrence River into the Beauce Country, and shows a fine example of RR-98 on a cover with four 3¢ small queens. Well done, Jean-Pierre! Copies are available for our French readers through the Editor.

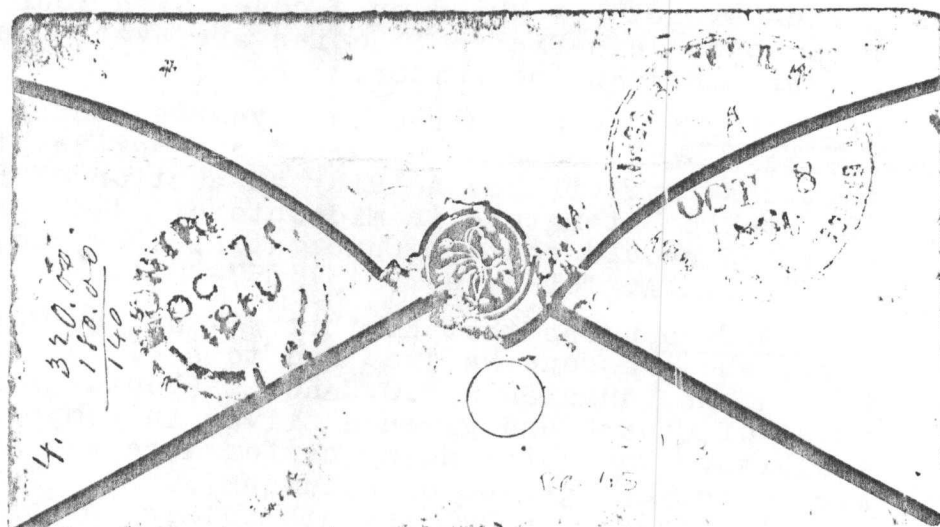
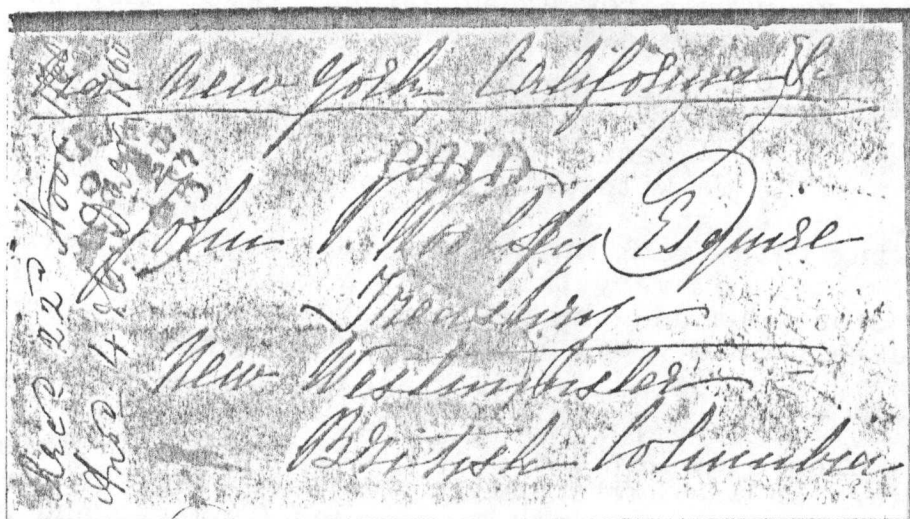
Chuck Firby - who chaired last year's annual convention at Dearborn, and who chairs one of our active Study Groups advises that his firm will be holding an auction of Rarities of Philatelic Literature in mid-October, 1987. Members wishing catalogs should contact Chuck at P.O.Box 208, Southfield, MI 48037, U.S.A. Telephone (313) 357-2004.

John McCrea notes that Exhibit #17 at the March, 1987, Garfield-Perry show was one he just had to see. It was shown in the program as Canadian R.P.O. Cancels (Youth Exhibit), was judged "Best of Class" and given a Silver in competition with all exhibits. The outstanding performance was achieved by Stanley A. Bednarczyk, Age 14, of Columbus, Ohio. This enterprising youngster has been helping his father, a Columbus stamp dealer, at area shows, and on his own has been locating Canadian R.P.O. covers as a hobby. Although Stanley was not at the Cleveland show, John had a pleasant chat with the father about the exhibit and maps showing the routes. Maybe a new recruit here?

FROM THE MEMBERSHIP - John McCrea also sent examples of the two-cent U.S. transportation series coils showing the 1870s Locomotive - original and re-engraved. The shade is quite different, while the denomination has undergone radical change.



Jack Wallace - has sent a copy of an interesting 1860 cover from Quebec City to New Westminster, British Columbia "Via New York, California &c.". It was mailed at Quebec October 6, 1860, passed through Montreal on October 7, shows Q-103, MON. & KINGS. GD. TRK. R.W. POST OFFICE/ No. 2 - Indicia A UP on October 8, 1860, and a faint strike of RR-65, G.W.R. A notation shows receipt on November 22, 1860.



Whit Bradley, P.Eng. - Editor of the Map Stamp Study Group sends the article on Page 3 from the Ontario Professional Engineers' magazine. You may recall discussion in 1985 about one of these lines.

Electric Railways: An Idea Whose Time Has Come?

Whenever one thinks of the railways of yesteryear, one inevitably thinks of steam. But early in this century, electric railways—noise free, pollution free, and capable of high speeds—began to gain popularity for interurban passenger travel.

The first electric intercity railway line in Canada appeared in 1887 with service between St. Catharines and Thorold. The idea quickly caught on and the first 15 years of the 1900s saw the construction of many miles of interurban electric railways in both Canada and the United States. From St. Catharines, a passenger could travel on these lines as far south as Kentucky or as far west as Illinois.

In Ontario, the Ontario Hydro-Electric Power Commission, under Sir Adam Beck, soon realized the opportunity afforded by the electric railways to increase demand for its electricity and began a vigorous campaign for their construction. The first interurban sponsored by Hydro opened between London and Port Stanley in 1915 and offered fast, comfortable service in modern equipment. The London and Port Stanley became the model on which the utility based its plans for a network of high-speed radiating electric railways (or radials) centred in Toronto.

Proposed was a line from Toronto through Hamilton to St. Catharines, another east from Toronto to Bowmanville. A further line was proposed to connect Hamilton to Kitchener and Guelph and the St. Catharines line to Niagara. Altogether, the lines would have covered 325 miles of track, of which Hydro claimed 150 miles were already in operation. Although Beck seemed to have the support of most of the municipalities, his radial railway system was never built. In 1921, a government inquiry into the proposal's feasibility cited competition from steam railways and the growing highway system as factors working against the scheme.

If Beck's radial railway had been built, however, part of its route would have been over trackage owned by the Toronto and York Radial Railway and the Toronto Suburban Railway. These two companies operated a 137-mile radial railway network centred in Toronto and running to the north, east and west. Although most of the Toronto radial system was shut down in sections during the Depression as ridership waned, the section from the Toronto city limits north to Richmond Hill was operated

as the North Yonge Railways until 1948.

Many of the cars used on the electric radial lines were built by the Ottawa Car Company or by the Preston Car and Coach Company, although some were acquired in the United States. Most of these were straight passenger cars—resembling early streetcars—capable of carrying up to 70 people in two compartments, one for smokers and one for non-smokers. The earliest cars were made of wood with steel underframing, but, after 1916, most were made entirely of steel. The cars were generally built for two-man operation and the majority had their own motors.

Before 1900, electric railway cars had two 25 or 30-horsepower motors. At the turn of the century, four motors were common. Initially, these were 50-horsepower motors, but later 75 and 95-horsepower ones were used, giving the cars speeds of from 30 to 50 miles per hour. Most radial lines also had the capability of running multiple-car trains, but this option was seldom used. Power for the cars came from an overhead trolley wire with an underrunning trolley wheel.

Although electric railways had a promising beginning, their principal disadvantage proved to be the large amount of capital needed to provide overhead or third-rail equipment plus the necessary feeder lines, transmission cables and substations. Electrification of long-distance runs was never really attempted because it was recognized early that over a large portion of the railway mileage in Canada it would be necessary to develop new hydro-electric sites without any market other than the railway. With the widespread use of the automobile, electric railway lines for interurban travel lost their purpose and were abandoned.

It is ironic that today, so many years after the demise of the radials, Sir Adam Beck's dream of a radial public transportation system around Toronto is closer to realization than ever before. Perhaps the electric railway is an idea whose time has finally come.



1901

OLD
N.S.T.T.
!

FROM THE MEMBERSHIP - Allan Steinhart - sends this 1931 timetable for the Northern Alberta Railways - jointly operated by the C.P.R. and C.N.R.

NORTHERN ALBERTA RAILWAYS

No. 2



January 15th
1931

Local Time Tables

Northern Alberta Railways' Trains arrive at
and depart from 100th Street Station,
Edmonton.

TICKET OFFICES:

City Ticket Office: McLeod Building, Corner
100th Street and 101a Avenue.

Depot Ticket Office: 100th Street, Edmonton

General Offices:

Jasper Avenue, Edmonton, Alberta

JNO. CALLAGHAN.
General Manager,
Edmonton

NORTHERN ALBERTA RAILWAYS

EDMONTON, McLENNAN AND SPIRIT RIVER

Read down			Read up		
Nos. 21 & 25 Tues. Thurs.	No. 1 Mon. Wed. Fri.	Miles	Northern Alberta Rys. STATIONS	No. 2 Tues. Thurs. Sat.	Nos. 22 & 26 Wed. Fri.
A.M. 9.30	P.M. 4.00		Lv. Edmonton . . . Arr. (Edm. Station, 100th St.)	A.M. 9.15	P.M. 2.35
9.50	4.20	0.0	Edmonton Junction . . .	8.55	2.15
10.00	4.30	4.9	Arr. Dunvegan Yards. Lv.	8.45	1.55
10.17	4.39	5.6	Campbell	8.35	1.40
11.00	5.11	9.3	Lv. } Carbondale { Arr.	8.03	1.00
11.10	5.11	19.2	Cardiff	8.03	12.40
11.25	5.20	22.3	Morinville	7.54	12.25
11.40	5.27	24.9	Mearns	7.46	12.10
12.30	5.52	33.3	Alcomdale	7.22	11.20
12.42	5.58	35.3	Busby	7.16	11.08
1.05	6.12	40.1	Arr. Busby . . . Lv.	7.03	10.45
1.20		40.1	Lv. Busby . . . Arr.		10.25
1.42		45.6	Arvilla		10.03
2.07		52.4	Highridge		9.33
2.35		58.7	Manola		9.00
3.05		66.2	Arr. Barrhead . . . Lv.		8.20
P.M. Tues. Thurs.	6.37 7.02 7.07 7.27 7.46 8.11 8.33 8.47 9.05 9.26 9.51 10.27 10.50 11.10 11.28 11.38 11.46 12.04 12.23 12.36 12.55 1.09 1.15 1.26 1.54 2.15 2.30 2.48 3.10 3.34 3.54 4.10 4.35 4.57 5.15 5.55 5.59 6.19 6.31 6.43 6.50 7.14 7.49 8.27 8.49 9.07 9.25 9.41 10.00 10.19 10.30 10.45	48.5 57.1 57.1 64.3 70.7 79.1 87.0 91.9 98.6 106.3 114.5 127.5 135.8 135.8 142.4 146.1 148.8 155.4 162.4 167.4 174.3 179.8 181.6 185.8 196.1 203.8 209.4 216.0 223.1 231.9 239.2 244.6 252.7 260.5 267.1 267.1 268.4 275.1 278.8 282.3 284.4 293.1 303.1 312.4 320.6 327.6 334.1 340.4 346.8 352.9 357.0 362.2	Picardville . . . Arr. } Westlock { Lv. Pibroch Dapp Jarvie Fawcett Kilsyth Flatbush Tieland Chisholm Hondo Arr. } Smith { Lv. Lv. } Decrene . . . Arr. Spurfield Saulteaux Overlea Mitsue Slave Lake Wagner Widewater Canyon Creek Assineau Kinuso Faust Driftpile Indiana Arcadia Enilda High Prairie Aggie Kenzie Kathleen Arr. } McLennan { Lv. Lv. } Winagami . . . Arr. Donnelly Falter Dreau Girouxville Culp Watino Tangent Eaglesham Rahab Belloy Wanham Manir Prestville Rycroft Arr. Spirit River . . . Lv.	6.38 6.15 6.10 5.50 5.33 5.08 4.48 4.33 4.15 3.52 3.20 2.49 2.25 2.05 1.46 1.35 1.27 1.08 12.48 12.36 12.17 12.03 11.57 11.46 11.18 10.58 10.44 10.27 10.07 9.43 9.24 9.10 8.47 8.27 8.10 7.25 7.20 7.00 6.48 6.36 6.29 6.03 5.25 4.50 4.25 4.05 3.46 3.27 3.07 2.47 2.35 2.20	A.M. Wed. Fri.

(For reference marks see page 4)

NORTHERN ALBERTA RAILWAYS

SPIRIT RIVER, GRANDE PRAIRIE, AND DAWSON CREEK

Read down				Read up	
No. 3 Thurs. Sat.	Miles	Northern Alberta Rys. STATIONS	No. 4 Mon. Wed. Fri.		
A.M.			P.M.		
10.50	362.2	Lv. Spirit River... Arr.	2.15		
11.10	357.0	..... Rycroft.....	1.55		
11.27	363.0	..... Esher.....	1.38		
f 11.48	369.9	..... Woking.....	f 1.17		
f 12.07	376.2	..... Braeburn.....	f 12.58		
12.32	384.4	..... Webster.....	12.33		
12.58	393.2	..... Sexsmith.....	12.07		
1.20	400.2	..... Clairmont.....	11.45		
1.40	406.9	Arr. } Grande Prairie { Lv.	11.25		
1.50	406.9	Lv. }	11.20		
2.20	415.7	..... Dimsdale.....	10.50		
2.40	422.0	..... Wembley.....	10.30		
f 2.59	428.2	..... Huallen.....	f 10.11		
3.21	435.7	..... Beaverlodge.....	9.49		
3.37	440.6	..... Albright.....	9.33		
3.50	445.3	Arr. } Hythe { Lv.	9.20		
4.00	445.3	Lv. }	9.10		
4.27	454.4	..... Lymburn.....	8.43		
4.54	463.3	..... Demmitt (Alta.).....	8.16		
5.21	472.3	..... Tupper (B.C.).....	7.49		
f 5.42	479.6	..... Gundy.....	f 7.28		
6.11	489.2	..... Pouce Coupe.....	6.59		
6.30	495.2	Arr. Dawson Creek... Lv.	6.40		
P.M. Thurs. Sat.			A.M. Mon. Wed. Fri.		

EQUIPMENT: Trains 1, 3, 2 and 4 carry First Class Coaches; Dining Cars and Standard Sleepers.

McLENNAN, PEACE RIVER AND HINES CREEK

Read down				Read up	
No. 5 Thurs. Sat.	Miles	Northern Alberta Rys. STATIONS	No. 6 Mon. Wed. Fri.		
A.M.			P.M.		
5.40	267.1	Lv. McLennan... Arr.	7.35		
5.45	268.4	..... Winagami.....	7.30		
f 6.01	273.5	..... Roxana.....	f 7.14		
f 6.37	284.8	..... Springburn.....	f 6.38		
7.04	292.5	..... Reno.....	6.13		
7.27	298.8	..... Nampa.....	5.50		
8.05	310.2	..... Judah.....	5.05		
8.45	317.0	Arr. } Peace River { Lv.	4.25		
8.55	317.0	Lv. }	4.15		
9.40	326.2	..... Roma.....	3.35		
10.08	333.7	..... Grimshaw.....	3.13		
10.27	339.7	..... Berwyn.....	2.54		
10.47	345.9	..... Brownvale.....	2.29		
11.10	353.1	..... Whitelaw.....	2.05		
11.32	360.2	..... Bluesky.....	1.43		
11.50	365.8	..... Fairview.....	1.25		
f 12.10	373.3	..... Gage.....	f 1.05		
12.35	381.8	Arr. Hines Creek... Lv.	12.40		
P.M. Thurs. Sat.			P.M. Mon. Wed. Fri.		

EQUIPMENT: Trains 5 and 6, carry First Class Coaches and Standard Sleepers.

EDMONTON, LAC LA BICHE AND WATERWAYS

Read down				Read up	
No. 21 Thurs.	Miles	Northern Alberta Rys. STATIONS	No. 22 Wed. Fri.		
A.M.			P.M.		
9.30	0.0	Lv. Edmonton... Arr.	2.35		
9.50	4.9	..... (Edm. Station, 100th St.).....	2.15		
10.00	5.6	Arr. Dunvegan Yards... Lv.	1.55		
f 10.17	9.3	..... Campbell.....	f 1.40		

(For reference marks see page 4)

NORTHERN ALBERTA RAILWAYS

EDMONTON, LAC LA BICHE AND WATERWAYS

Read down				Read up	
No. 23 Thurs.	Miles	Northern Alberta Rys. STATIONS	No. 22 Wed. Fri.	No. 24 Thurs.	
A.M.			P.M.		
11.00	19.2	..... Carbondale.....	f 1.00		
f 11.36	21.9	..... Excelsior.....	f 12.15		
12.06	27.5	..... Bon Accord.....	11.20		
12.34	35.7	..... Fedorah.....	10.45		
1.14	42.7	..... Opal.....	9.56		
1.47	49.7	..... Egremont.....	9.26		
2.16	58.1	..... Thorhild.....	9.00		
2.41	65.3	..... Abee.....	8.35		
3.06	72.1	..... Newbrook.....	8.10		
3.36	78.8	..... Alpen.....	7.49		
4.08	84.5	..... Ellscott.....	7.22		
4.31	91.7	..... Boyle.....	7.04		
5.12	97.1	..... Bondiss.....	6.30		
5.36	105.9	..... Caslan.....	6.08		
6.01	112.3	..... Noral.....	5.46		
6.15	119.2	..... Hylo.....	5.34		
7.00	123.4	..... Venice.....	5.00		
P.M.	132.3	Arr. Lac La Biche... Lv.	A.M.		
8.30	132.3	Lv. Lac La Biche... Arr.	P.M.		
9.00	140.5	..... Barnegat.....	9.25		
9.30	148.1	..... Tweedie.....	8.55		
10.40	158.3	..... Pitlochrie.....	8.04		
11.20	169.9	..... Philomena.....	7.18		
12.00	180.7	..... Behan.....	6.35		
1.25	192.8	..... Margie.....	5.47		
2.00	202.5	..... Devenish.....	5.08		
2.40	212.1	..... Conklin.....	4.30		
3.56	222.4	..... Leismer.....	3.30		
4.31	232.2	..... Chard.....	2.51		
4.52	237.5	..... Pingle.....	2.30		
5.52	251.7	..... Quigley.....	1.33		
6.24	260.0	..... Warner.....	1.00		
7.09	266.3	..... Checcham.....	12.34		
8.09	272.4	..... Kinosis.....	12.10		
8.39	280.9	..... Anzac.....	11.36		
8.55	285.4	..... Lenarthur.....	11.18		
9.30	293.6	..... Lynton.....	10.45		
10.10	301.0	..... Draper.....	10.15		
10.30	304.7	Arr. Waterways... Lv.	10.00		
A.M. Wed.			A.M. Thurs.		

EQUIPMENT: Trains 21, 23, 22 and 24 carry First Class Coaches, Dining Cars and Standard Sleepers.

GENERAL INFORMATION

Time Tables herein are subject to change without notice. Time Tables herein show time trains should arrive and depart from the several stations, and connect with other trains, but their time of departure and arrival are not guaranteed.

LOST TICKETS. Railway Companies are not responsible for lost tickets and as a precaution passengers upon purchasing ticket should make a note of the form and number of the ticket, also place of sale and date and destination. Similar precaution should be taken in connection with baggage check numbers.

Baggage for flag stations, where Agents are not on duty, must be claimed at baggage car door immediately on arrival, otherwise it will be carried to next station where there is an Agent on duty and held for further orders.

Baggage from flag stations will be accepted and checked by baggage man on request of passenger, but will not be checked to points on connecting lines from Edmonton.

150 lbs. of baggage will be checked without charge for every adult passenger and 75 lbs. for every child travelling on a half ticket.

Single pieces of baggage weighing over 250 lbs. will not be checked.

Tickets and Sleeping Car Reservations can be secured at the City Ticket Office, McLeod Bldg., Corner 100th Street and 101a Avenue, Edmonton.

City Ticket Office open from 8:30 a.m. to 5:30 p.m. daily except Sundays and holidays.

Baggage received and checked at Stations, and must be checked at least fifteen minutes before scheduled departure of trains.

A.M. in Light Type.
f Flag Station.

P.M. in Dark Type.

Alex. Price sends this interesting "On Company Service" cover from the CPR Dept. of Natural Resources, Calgary, Alta.

Lieut. Col. E. S. Doughty,

O.C.S.

Special Representative, C.P.R.,

Brooks,

NO. 207

(NOT TRANSFERABLE.)

CITY OF MONTREAL.



Montreal, 20th October, 1856.

Sir,

It being the intention of the Citizens of Montreal to celebrate the Completion of the Grand Trunk Railroad, connecting this City with the City of Toronto, the honour of your company, and that of your Ladies, is requested at the Commemorative Festivities, to be held in Montreal, on the 12th and 13th days of November next.

DAVID KINNEAR, Chairman.
HENRY STARNES, Mayor of Montreal.
L. H. HOLTON, M.P.P. President Board of Trade.
A. A. DORION, M.P.P.
W. WORKMAN.
HENRY LYMAN, City Councillor.
JOHN LLEEMING.
THOMAS MORLAND.
THOMAS S. BROWN.
THOMAS CRAMP.
WALTER JONES, M.D.
C. J. COURSOLL.
BROWN CHAMBERLIN.
THOMAS WILY.
CHARLES GARTH, President Mechanics' Institute.
HENRY BULMER.
ALFRED PERRY.
W. RODDEN.
J. G. DINNING.

Members
of the
Executive and Invitation
Committees.

Secretary.

To
Andrew Russell Esq

Amprion

R.P.O. STUDY GROUP - B.N.A.P.S.
MEMBERSHIP LIST - AUGUST 1987

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(President, BNAPS)			

R.P.O. STUDY GROUP - BNAPS
MEMBERSHIP LIST - AUGUST 1987

Page 2

CANADA

John D. AITKEN	Box 1730, Stn A	London, ON	N6A 5H9
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Jean-Pierre FOREST	4014 des Cédres	Cap Rouge, PQ	G0A 1K0
Donald FRASER	1185 Warsaw Ave.	Winnipeg, MB	R3M 1C5
Robert E. GAGNON	BP 284	Ste. Therese, PQ	J7E 4J4
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Paul H. GRIMM	Box 157	Berwick, NS	B0P 1E0
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J. Douglas HANNAN	#23-1950 Burtch Rd.	Kelowna, BC	V1Y 4B2
Alan H. HEWITT	180 Southview Dr.	Concord, ON	L4K 2L3
David E. P. HARDING	#101-1595 Bay St.	Victoria, BC	V8R 2B5
John HORNSBY	56 Highland Pk Blvd	Thornhill, ON	L3T 1B3
Jon C. JOHNSON	Box 6118, Stn D	Calgary, AB	T2B 2C7
James S. KARR	536 - 49th Ave. SW	Calgary, AB	T2S 1G5
Melville C. KERTCHER	#604-155 Navy St.	Oakville, ON	L6J 2Z7
Ronald KITCHEN	1387 Pearl St.	Ottawa, ON	K1T 1C6
Eugene M. LABIUK	Box 1193, Stn B	Mississauga, ON	L4Y 3W5
Robert A. LEE	Box 937	Vernon, BC	V1T 6M8
Harry MACHUM	Box 123	Little Current, ON	POP 1K0
Peter J. MCCARTHY	Box 688	Richmond, PQ	J0B 2H0
David MAYEROVITCH	5205 Beaconsfield Ave.	Montreal, PQ	H3X 3R9
J. C. MICHAUD	Box 5176	Armdale, NS	B3L 4M7
R. B. MIESS	19 Speid St.	Lennoxville, PQ	J1M 1S2
James MILLER	Box 3005, MPP	Kamloops, BC	V2C 6B7
Richard MOULTON	216 Armit Ave.	Fort Frances, ON	P9A 2G9
R. F. NARBONNE	216 Mailey Drive	Carleton Place, ON	K7C 3X9
Iain NEIGHBOUR	659 Cowan St.	Kamloops, BC	V2C 3G3
Sam NICKLE	1208 Belavista Cr.	Calgary, AB	T2V 2B1
Graham J. NOBLE	Box 80	Kingston, ON	K7L 4V6
Alfred N. PEATMAN	22-2nd St., Renforth	St. John, NB	E2H 1M1
H. Alex. PRICE	1907 West 61st Ave.	Vancouver, BC	V6P 2C6
Michael REID	964 Canaveral Cres. SW	Calgary, AB	T2W 1N5
Wm. G. ROBINSON	5830 Cartier St.	Vancouver, BC	V6M 3A7
George F. SMALLEY	298 John St.	Gananoque, ON	K7G 1A7
Carleton SMITH	261 Thorner Dr.	Hamilton, ON	L8V 2M6
Joseph SMITH	Box 1143	Rocky Mtn House, AB	TOM 1T0
J. Malcolm SMITH	11 Abbey Rise	London, ON	N6G 1Y8
Robert B. SOPER	Box 2311	Halifax, NS	B3J 3C8
Thomas SOUTHEY	34456 Ascott Ave.	Abbotsford, BC	V2S 4V5
Allan L. STEINHART	45 Dunfield Ave. #1910	Toronto, ON	M4S 2H3
A. H. STOKES	396 Main St.	Toronto, ON	M4C 4X8
Margaret TOMS	321 Crawford St.	Orillia, ON	L3V 2M6
Wm. E. TOPPING	7430 Angus Drive	Vancouver, BC	V6P 5K2
H. G. WALBURN	Box 279	Kelowna, BC	V1Y 7N5
Lawrence A. WALKER	8844 Notre-Dame East	Montreal, PQ	H1L 3M4
Jack M. WALLACE	#802-670 Dallas Road	Victoria, BC	V8V 1B7
Gerald E. WELLBURN	#705-225 Belleville	Victoria, BC	V8V 4T9

British North America Philatelic Society



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REPORT FOR YEAR 1986-87

August 31, 1987

<u>INCOME:</u>	1986-87 Dues & Foreign Exchange	\$ 578.12
	1987-88 Dues in Advance (Note 2)	65.00
	Donations - Postage, etc. (Note 4)	156.55
	Sale of back issues to members	44.00

TOTAL \$ 843.67

Less Deficit from 1985-86 Report - 8.98

\$ 834.69

<u>EXPENSES:</u>	Vol. 15 No. 1 - Printing, postage	\$ 87.49
	2 - "	87.96
	3 - "	92.90
	4 - "	92.02
	5 - "	91.33
	6 - "	94.42
	7 - "	84.73
	8 - "	108.88
	9 - (Est.) (Note 3)	94.96

TOTAL \$ 834.69

- NOTES: 1. All accounts in Canadian Funds.
2. Brassler, Dingenthal, Frampton, Kitchen, Labiuk, Moulton, Neighbour, Parama, Southey, Stalker paid for 1987-88.
3. Postage costs for No. 9 estimated on basis of 25 copies being distributed at BNAPEX.
4. Donations of postage from Bowen, Campbell, Kalabza, Machum, Robinson & Stalker. Assistance with duplicating costs from F.E. Eaton & Sons.
5. Present Membership - U.S.A. 29 Paid 4 Free
Overseas 4 Paid
Canada 57 Paid 5 Free
TOTAL 90 Paid 9 Free

Last year total of 87 included 80 paid & 7 free, so we have increased by 12, or 14% for the second year in a row. The free Newsletters are distributed to - Editor "Topics", National Philatelic Library, National Archives, BNAPS Library, RMS Library, BNAPS President, Study Group Coordinator, Map Stamp Study Group Editor, & APS Affiliates Coordinator.

