

BNAPEX 1988 - This issue will be distributed to members who attend the annual exhibition and convention at Virginia Beach, Va., September 8 to 10. The annual meeting of the study group will be held, and seminars by Lew Ludlow on the elements of R.P.O. Cancel collecting, and by Dr. John McCrea on Cross-Border markings are planned. We hope to see a good number of you there. We should also hear the results of the elections then - the members of this Study Group are very active in the management of the Society. Allan Steinhart (Chairman) and Jack Wallace serve until December 31, 1990 on the Board of Governors, while Lew Ludlow and Bill Robinson have been elected President and First Vice-President by acclamation, and Gene Frampton, Jack White, Earle Covert, Cliff Guile and Don Wilson have all been nominated for the Board of Governors. This certainly speaks well for the activities of the members. Let's get out there and support them.

PIPEX 1988 - This is the only national level show with accreditation in Canada held in the west. This year it was in Eugene, Oregon, and was very successful. Lew Ludlow's pence issues were awarded a gold medal and the RPSC medal, Jack White's Channel Islands exhibit also won a gold, and this Newsletter received a silver-bronze medal in the literature competition. Jim Lehr's P.E.I. book received a vermeil award. Lew, with the help of a few other members of the Pacific Northwest Regional Group of BNAPS operated a show table for the Society, and signed up six new members. Good Show, Lew !

PACIFIC NORTHWEST REGIONAL GROUP, BNAPS - Here is a plug for this active group - who will meet in Vernon, B.C. on October 2, 1988, for their fall session. This is timed so that members who wish may attend Bob Lee's fall auction sale on Saturday, October 1. This will feature further portions of David McKain's fine R.P.O. collection, and Past President Jim Pike's lovely post-confederation British Columbia material. There will be a banquet and speaker on the Saturday evening, and technical sessions on Sunday morning and early afternoon. A Ladies' program is in the works, and we hope to be joined by members of the Calgary Regional Group - as Vernon is about 300 miles from both Vancouver and Calgary. The Okanagan members are renowned for their hospitality, and Regional Group Chairman Ken Ellison promises a good time for all.

MEMBER DEALERS - It has been a long time since we acknowledged the service which our members who are dealers provide to this and other such Study Groups. You will note the reference to Bob Lee above - he provides a fine auction service in Canadian Postal History - as does Ted Woodward (Cougar Auctions). Allan Steinhart, Jean-Claude Michaud and Hank Narbonne (Greenwood Stamps) also provide us with many fine items. They all deserve our support.

IN MEMORIAM - David Harding has just advised that his daughter Dolores Poirier, Age 49, died suddenly from cancer on May 26. Our sympathy is expressed to David and his wife.

J. H. CLARKE, Photo, Selkirk; Man.

RETURNED FOR POSTAGE  
POSTAGE CARD  
AUG 20 1906

This space may be used for correspondence



*[Faint handwritten text, mostly illegible]*

*Circle ground*

*NO6. W-87 7/10*

*D.L.O.*

## PRIVATE POST CARD.

THIS SPACE MAY BE USED FOR CORRESPONDENCE

THIS SPACE IS FOR ADDRESS ONLY



*My dear Janet,*

*I suffered -*

*to see some of this*

*beautiful scenes*

*in some, but find*

*now it is all*

*revolutionary.*

*Am feeling fine and*

*had a good rest last*

*night. About 1000*

*about 1000*

*Miss Janet Ferguson*

*120 E. Fourth St. S. E.*

*Minneapolis*

*Minne.*

*W-102E*



This is the Smith's page - the two nice cards above were sent by Malcolm Smith - showing U.S. stamps used in Canada and sent to the D.L.O.

The stamp comes from Joe Smith who asks whether this may have been an early security procedure - like a perfin. Was it an isolated act at one office? Has anyone seen another?

## Sub-postmasters' conference

## Post Office 'victimizes us'

By Mark Ellis

Sub-postmasters who have been robbed are being persecuted by the Post Office, their federation said yesterday. The Post Office is trying to blame them for security breaches and making unreasonable demands for contributions to make up losses, it was alleged.

Britain's 19,000 sub-postmasters faced a disturbing increase in cases of firearms being used in raids and then were subjected to "unwarranted, vicious persecution and victimization" by the Post Office Mr Bernard Jay, president of the National Federation of Sub-Postmasters, told its annual conference.

One sub-postmaster told *The Times* he feared he would have to sell his home after the Post Office demanded repayment of "tens of thousands of pounds" stolen during a raid.

Mr Brian Atkins, aged 57, had installed armour-plated glass at his sub-post office and pharmacy in Raby Street in

Mr William Cockburn, the man responsible for getting 51 million letters a day delivered in time, promised a new era of efficiency yesterday when he outlined the final phases of a £38 million investment in the Royal Mail.

The managing director of letters at the Post Office gave details of improvements to the

railway travelling post offices which, he said, would ensure that more than 90 per cent of first-class letters would reach their destinations next day.

Last year the Post Office spent £18 million on letter delivery. The next phase, from May 16 to October, will cost £20 million.

central Newcastle upon Tyne. Two weeks before the robbery police approved the security measures and warned Mr Atkins and his staff not to tackle robbers.

"The glass cost me hundreds but I was sick and tired of break-ins and vandalism", Mr Atkins said. "Shortly after the raid, the Post Office said the 'overall security left a lot to be desired' and demanded I made up the loss."

The Post Office dropped its demands over the raid two years ago, but Mr Atkins was

incensed by its attitude.

The federation conference, in Torquay, was told there were 183 raids on sub-post offices last year. Mr Jay said: "It seems the district managers' policy is that unless there are signs of blood, or blood running down the face of the sub-postmaster or any of his staff, then they are at fault and the Post Office demands a contribution to the loss of monies."

The Post Office said the criticism was unfair. Its first concern was for the safety and security of staff.

*The Times 10 May 1988 RJO.*

A clipping from the London "Times" of May 10, 1988, submitted by Malcolm Smith. Note the reference in the box to railway travelling post offices.

Jim Lehr has started an interesting project on DD-96 & 98. He asks members to report their holdings of the various hammer numbers (1,2,3,5 for DD-96; 1,2 known for DD-98 so far). Please show the stamp the runs are on - eg. 8¢ Numeral. Jim reports DD-96 - No.1 on 2¢ Leaf overprint, 8¢ Numeral and 20¢ widow; No.2 on 5¢ & 8¢ Numeral. DD-98 - No.1 on January 22, 1900 form with three 5¢ numerals cancelled by DD-96, No.2.

Ken Ellison submits articles from the Vernon, B.C. "News" of September 21, 1905 -

There are now four corps of engineers at work on the Midway-Vernon Railway. Chief Engineer Lackie left yesterday to go over the proposed route and allot work for the engineers. One party is at present working between Rock Creek and Westbridge and another party is working from that point up the West Fork towards Wilkinson creek, a few miles above Carmi. Engineer Snow will be in this week to take up the work from Wilkinson creek north over the summit, to meet the party under Engineer Frank Fletcher, now working south from Vernon. This covers the whole territory so far as locating the line is concerned.

Contracts have been let between Midway and Rock Creek and the work of construction is going along as fast as possible, taking into consideration the difficulty in securing labor. The railway will follow the north side of Kettle river to a point near Westbridge.

For the first sixty miles, between Midway and Carmi, the line will be an easy one to construct, the grade being uniform with few difficulties in the form of rock bluffs. Over the summit between Carmi and Okanagan Mission the usual engineering difficulties in a mountainous country will have to be overcome. From the Mission to Vernon no serious difficulties will be encountered.

Construction on the first 20 miles between Midway and Westbridge will be completed by the end of the present year.—B.C. Times.

Canada Northern into Edmonton.

Edmonton, Sept. 12.—The grading of the Canadian Northern railway is almost completed into the station here. Only one outfit is now working on the other side of Fort Saskatchewan, and it will complete the grade within two weeks.



## GREAT NORTHERN RAILWAY LINE

New Westminster Southern Ry. Co., Bedlington & Nelson Ry. Co.  
 Crows Nest Southern Ry. Co., Manitoba, Great Nor. Ry. Co.  
 Brandon, Saskatchewan & Hudson's Bay Ry. Co.  
 Victoria, Vancouver & Eastern Ry. & Navigation Co.  
 Nelson & Fort Sheppard Railway Co.  
 Red Mountain Railway Co.

WESTMINSTER Station 4/4 1914

The following property, consigned to you, has arrived at this depot, and is now at your risk:

*1 box Eggs*

Weight 550

Charges \$2.55

Rec'd in Car, Initials

No.

Loaded in Car

No.

**IN BOND**  
 These pay charges and remove the property within 24 hours, or same will be stored at your expense and risk.

Deliver above goods to bearer. AGENT.

Sign

CONSIGNEE.

Here are two cards from U.S. Railways used in Canada. The American Railway Express Co. item is submitted by Rev. Larry Walker. Note the various other lines listed on the Great Northern Railway card (from the Robinson Archives).

## AMERICAN RAILWAY EXPRESS CO.

Date JUL 16 1914

Article 100 Weight 54

From Montreal

Value, \$ 125

Manifest No. 100

C.O.D. \$ 150

Charges, \$ 10

Customs Storage Charge 10

MONTREAL, Que.

1910 Bordeaux

(A89) - Mar. 1916)

American Railway Express Co.

MONTREAL

You are hereby notified of the arrival of a shipment to your address as per description on reverse side of this card.

This shipment is IN BOND at the Customs Examining Warehouse, 65 COMMON STREET - Corner of MCGILL STREET,

Hours : 9.00 A.M. to 4.30 P.M. Saturday : 9.00 A.M. to 1.00 P.M.,

where it remains at Your Risk. If it is not removed within ten days, storage charges will accrue, and after thirty days, it is liable to be sold as unclaimed by the Customs.

**BETTER SERVICE CAMPAIGN**

**BETTER PACKING**

**BETTER MARKING**  
 Start Express Shipments Right!

Please present this card at our office, 65 COMMON STREET, pay Express Charges, and obtain Order on Customs Examining Warehouse.

A. C. HEFFERNAN,

GENERAL AGENT.

## Offbeat history

Today's column begins with a trivia question: When did the first train cross the island of Newfoundland to reach Port aux Basques? The answer that railway "buffs" and other historically knowledgeable persons will give is: Wednesday, June 29, 1896, because that is the date that usually appears in any general account of the history of the (Reid) Newfoundland Railway. But in recent weeks, I have been informed of a potential challenge to that historic date.

Let us turn back the pages of Offbeat History to the column of Nov. 2, 1987 titled "Train despatchers and Lewisporte branch." Mr. William J. Chafe, formerly of Gander, via the Conception Bay community of Conception Harbour, and now residing in St. Patrick's Mercy Home, St. John's, in one of a series of contributions, recalled his days as a railway telegrapher in many parts of Newfoundland.

In the course of his reminiscences he referred to John E. "Jack" Snow, another oldtime railroader who, as a member of the Royal Newfoundland Regiment, was captured at Monchy-le-Freux in 1917 and spent the rest of the Great War as a prisoner in Germany. His wartime story was originally published in the Lewisporte Pilot in the late 1970s and republished in the Grand Falls Advertiser in November, 1980. According to Mr. Chafe it is a "thrilling story" and I expressed regret that I was not familiar with it. Corporal Jack Snow died as recently as 1984. He was 84 years old!

Well, in less time than it takes to blow a train whistle I had a copy of the article, sent to me with the compliments of railroad-telegrapher Chafe, who I might add, is now in his 91st year! The story is indeed "thrilling" and I read it with avid interest. But, regrettably, it reached me too late for including a portion of it in my Nov. 9 column.

Right on the heels of that, and in less time than it took the first cross-country train to reach Port aux Basques almost 90 years ago, along came a letter from no less a person than a son of Corporal Jack Snow, Fred E. Snow of Topsail, C.B.

Here is the gist of his letter. He agrees with my statement that Mr. Chafe "lives and breathes the history of the railway" and goes a little further. He says that Mr. Chafe was one of the people who created most of the history of the railway, particularly during his long career with the (Reid) Newfoundland Railway and CNR, 1912-1962.

### THIRD GENERATION RAILWAYMAN

Fred Chafe notes he is a generation behind Mr. Chafe, but that he also became an employee of the Newfoundland Railway. He commenced work, May 8, 1944 at Bishop's Falls, as a Student Fireman (in steam locomotives). He is the third generation of his family to become "Railway Addicted," as a result of which he can "relate to Mr. Chafe's thoughts, feelings and dedications..."

Fred transferred to the Newfoundland Railway Marine Service in August, 1946, as Ship's Purser, and remained in that position until his retirement, April 10, 1966. He very much enjoys reading Offbeat History, especially the railway and vessels columns.

But having said all that, he then deals with the details of the trivia question I put at the start of this column and which he had discussed with me on the telephone about three weeks ago. These details were included in a short news item printed in the now defunct St. John's Daily News, Friday, April 22, 1928. It was in a section titled "Auld Lang Syne" and was a reprint of a news item

### A TIME-CONSUMING TRIP

I will present the news item verbatim: "The first train that ever went through to Port aux Basques left Whitbourne on St. George's Day, April 23, 1896 and did not reach Port aux Basques until sometime early in June! The train was made up as follows: -Engine No. 5 (The smallest and lightest type in use) with ordinary iron plough attachment; one flat car containing piledriver and provisions; one flat car of coal; one box-car fitted with bunks for the working men; and another fitted with bunks for the officials in one end and a cookroom in the other. (That train may well have been the original "Newly Bulet")."

"This outfit (train of one engine and four pieces of rolling stock) was in charge of Alex Cobb and D. Ferguson as second-in-command. G.W. Gammon was plevdriving engineer; T.G. Ford was timekeeper and operator; Baxter Webber, cook; John Binkstone, blacksmith and George Mills, foreman over woodsmen. Train crew were: James Macdonald, engineer; Bart Dunphy, fireman; John Day, conductor; Alex Fraser, brakeman; Ambrose Nicholas, clearer."

"In addition to the above there were about 30 woodsmen and labourers. Eleven days were spent negotiating the Topsails, a heavy snowstorm stopping operations for nearly two days. Snow was also very heavy on Mount Moriah and the plough was so completely crippled that it had to be detached and left at St. George's."

"The trestle at the Main Gut was completely gone and had to be rebuilt and minor repairs made to other trestles. Grand Bay Dump was washed away from end to end and was rebuilt with stone brought by a flotilla of boats. In addition to the above the track between Grand Bay and Port aux Basques was laid, the last spike being driven by operator Ford, and tie being held in position by Dr. Ferguson. The first lady passenger was Mrs. William Ford who rode in the engine from Grand Bank to Port aux Basques..."

Now there's an incredibly interesting and new piece of railway information for many readers, I would think; and I should say right, at this point that as Fred Snow tells me, this item was in the possession of his father John E. (Jack) Snow at the time of his death three years ago. He says that it appears to have been forwarded to him from Gander, by W.J. Chafe, a great many years ago.

### BOOK TELLS THE STORY

And that brings me around to the central portion of this column, the book that's just been issued by Harry Cuff Publications. It's titled "I've Been Working on the Railway," subtitled "Memoirs of a Railwayman, 1911-1962." The author of course is the energetic nonagenarian, William J. Chafe.

It is a compact little book that, I am sure, only contains a small portion of his half a century "working on the railroad" in Newfoundland. One of its most attractive features is the 36 pages of photos and other illustrations, some of which are new to me, and I have seen a lot of railway pictures over the years. But, as Mr. Chafe quickly points out, when he retired from the railway in 1962 a good many people thought he had been around from the very beginning. The fact is that by the time he went to work on the construction of the Trepassey Branch in 1911 the railway had been in operation across Newfoundland for 30 years.

Quite sensibly chronicler Chafe doesn't get too involved with the chronological development of the railway and steamship service but focuses on his own career in as much as it touched on the lives and experiences of his own family, friends and co-workers; and also how the ups and downs of the railway's part in Newfoundland's growth influenced his and his varied associates.

But it is his own personal experience that will get the undivided attention of his readers. Over some years this column has dealt with some of W.J. Chafe's



## I've Been Working on the Railroad

MEMOIRS OF A RAILWAYMAN  
1911-1962



W. J. Chafe

W.J. "Bill" Chafe, aged 17 years, photo taken at the telegraph key at Bishop's Falls station in 1914.

quick glance, are in this little volume. So I will be so bold as to say that I hope there will be a sequel before too long. We just cannot afford to lose the eyewitness account of a truly remarkable period of our history as recreated by a sharp-eyed and retentive observer with a natural raconteur's talents.

However, I will just touch on a few parts that quickly caught my attention beginning with young Chafe's first job literally "working on the railway," i.e. laying track for the Trepassey Branch line.

### A NEWFOUNDLAND GUNGA DIN

The construction crews and trains were then approaching Cape Broyle in the summer of 1911 and his first job was as a "nipper," a Newfoundland Gunga Din bringing water for the thirsty laborers, who were working on the grading of the roadbed. From that he graduated to helping to lay the track; actually he had to carry track spikes and bolts in a ten pound wooden butter-tub.

"Each morning" he wrote, "a couple of engines with rails and ties would pick us up at the spot where Cape Broyle station was later built. It was a heavy grade out of Cape Broyle and sometimes they would have to make a second run to get up the southside hill. Our crew, about 20 men all told, would go to the end of the line where the workmen would unload ties and lay them on the roadbed. Then we could transfer the two carloads of rails to a pushcar,

"Once the ties and rails were laid the engines withrew and took the cars back to St. John's to be loaded for the next day's work."

Then the work of attaching fish-plates and spiking began. Matt Costello Jr. was the front bolter. He would put two bolts in each fishplate to connect the rails, lining them up. Then another crew began driving in the spikes. Spiking was really something to watch, as two men positioned themselves on each side of the track, hammering in the spikes with alternating strokes. Rhody O'Toole from Conception Harbour was the bolter, putting in the remaining two bolts about a half-mile behind the rest of the operation. In this manner the (rail)road would progress towards Trepassey at the rate of about a mile a day..."

This is, as noted, a remarkable living eyewitness account of how the main line, as well as the branch lines, were constructed through Newfoundland many decades ago. In this connection, I have to refer to the previous item in this column, viz. the trivia question as to when the first train went through to Port aux Basques.

### THE LAST WORK TRAIN

Obviously the train that left Whitbourne in April, 1896 and did not arrive in Port aux Basques until early in June was, in essence, the last "work train" whose crew was making sure that the track, roadbed, culverts, bridges, etc., were in first class order for the inaugural and epoch-making journey at the end of June, 1896. Indeed, as the item states, that train crew added the "finishing touch" when they completed the last link between Grand Bay and Port aux Basques where T.G. Ford and D. Ferguson "drove the last spike" in an unrecorded ceremony, every bit as significant, though on a smaller scale, as the event in Western Canada, more than a decade earlier.

But to return to the Chafe saga of one man's experience of "working on the railroad." Bill Chafe's career, in the main, was involved in an important technical area, — train despatcher; and about halfway through his book he writes about "...the night I experienced the nightmare of every train despatcher — a head-on collision which occurred on Jan. 27, 1917."

That Saturday evening engineer Dick Cashin left Humbermouth on Engine 109 for Port aux Basques, where it was due to pick up Number 2 express the next morning..."

Despatcher Chafe gave Cashin a Crossing Order for Cook's Brook, southwest of Humbermouth where he was to meet an eastbound special carried by Engine 112. Some time later Cashin requested the "meet" be changed to Spruce Brook; but before the proper messages could be exchanged and warnings issued the two trains were moving along the line on a collision course.

It was cold comfort for the young despatcher even when he was assured that the directions he had given were correct and the inevitable collision was not his fault.

### THERE WERE NO FATALITIES

In the meantime Engineer Cashin had come to the conclusion that the "meet" was to be at Harry's Brook, the next station west of Spruce Brook, and conductor A.J. Fardy on Number 112 had used his telegraph cut in instrument for an emergency situation; this produced a scratching on the telegraph instruments that gave those listening some hope that the impending disaster might be averted.

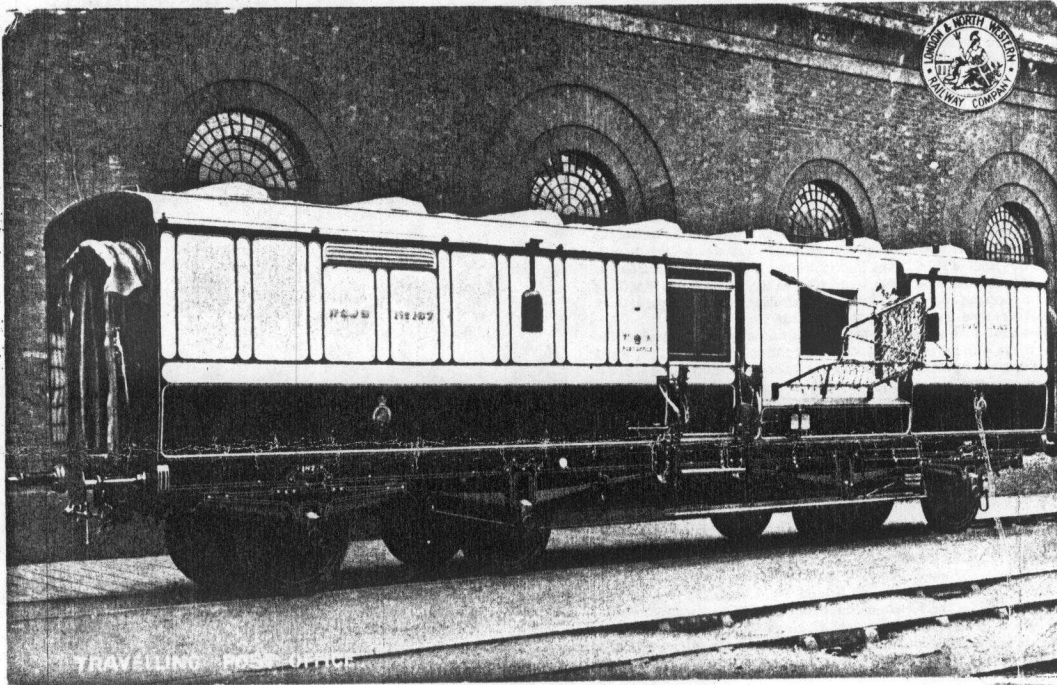
The two trains did meet head-on, but apparently at a slow speed, and the two engines just "locked together." The impact resulted in the tender of 112 being pushed over the top of the engine cab by a carload of lumber. Cashin and his fireman were uninjured and engineer Brake of 112 only had a cut lip. Fireman Corbin got the worst of it; he was buried under the coal; but was quickly dug out and made a full recovery.

These and other experiences are the basis of William J. Chafe's account of 50 years "Working On The Railroad"; and as I have already said I hope this 90-year old storyteller won't stop there!

MICHAEL HARRINGTON



LONDON & NORTHWESTERN RAILWAY CO. - 1905 Cards

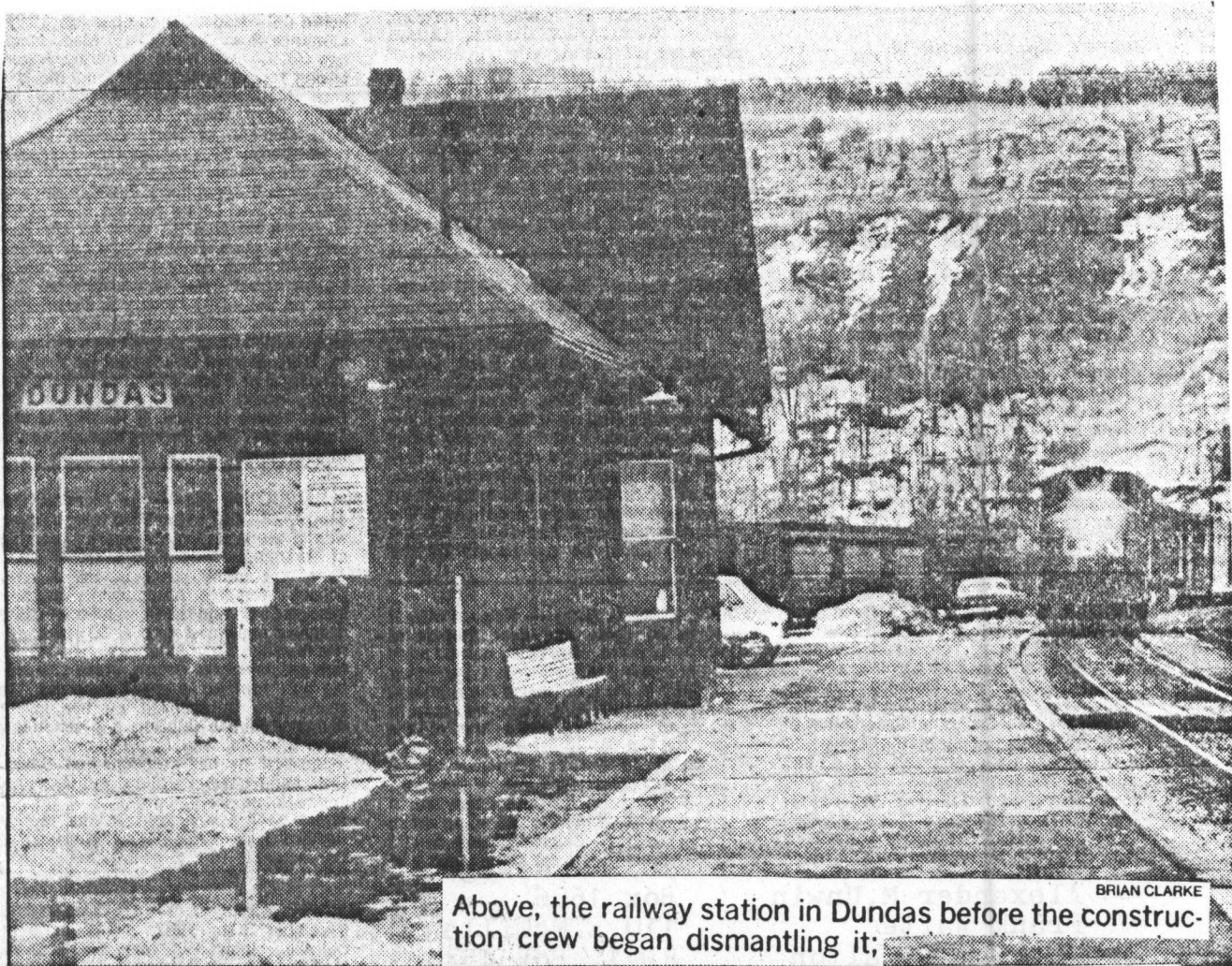


Exterior of Travelling Post Office



Interior of Travelling Post Office

The above cards are courtesy of our member Malcolm Smith, who also points out that in the listing "After the Ampersand" "St.John" is omitted from the heading "Montreal". Please add this to your lists on Page 6 of Issue No.54 - April, 1986. Thanks for your sharp eyes, Malcolm.



Above, the railway station in Dundas before the construction crew began dismantling it; BRIAN CLARKE

**BY KEVIN MARRON**  
Special to The Globe and Mail  
**DUNDAS, Ont.**

An attempt to preserve a historic railway station has resulted in the building being demolished and burned.

"I'm totally exasperated and disappointed at the whole thing. It's a fiasco," Colin Mercer, a past president of the Dundas Heritage Association, said in an interview yesterday.

The 86-year-old station, one of the last examples of buildings constructed by the Grand Trunk Railway, was destroyed last week by a construction crew that had been hired to dismantle it and move it to another location.

John Farnan, president of the association, said the building began to collapse when the work crew helping to dismantle it tore out a washroom wall. He said that he and the crew had been under the mistaken impression that the structure was of a post-and-beam construction.

However, the heritage association's report on plans to restore the building three years ago specified that the station was of a frame construction, though one portion of it was built by the older post-and-beam method.

Mr. Mercer said the group became extremely frustrated from dealing with "the shifting bureaucracies" of CN and Via Rail and the Ontario Ministry of Citizenship and Culture.

He said that the group was constantly having to deal with different individuals in each organization and was never able to overcome the red tape involved in obtaining financing and heritage designation for a building it did not

own.

It seemed that a solution had been reached when the Town of Dundas agreed to make a new site available for the station on land to be acquired from the Royal Botanical Gardens in nearby Hamilton.

But the site was not available immediately, the railway wanted the station removed, and the association decided that it would be possible to dismantle the building and put the parts into storage.

Other members of the association say they are dismayed that they were not consulted before a decision was made to burn the remains of the building and are therefore not in a position to assess whether or not it might still have been salvageable.

Mr. Farnan said the building was burned because there did not seem to be anything worth saving.

The heritage association, a small citizens' group, had been trying to save the station for more than three years after CN determined that a fire in the building had rendered it unsafe and requested permission to demolish it.

According to members of the association, vandalism, human error, miscommunication and a lack of support from government agencies and railways all played a part in the eventual destruction.

Brian Reid, another past president of the group, said the death knell of the building was sounded a year ago when it was decided that it could not be preserved in its original setting at the foot of the Niagara Escarpment.

The heritage association had fought for two years to have the building restored on site and had spent \$3,000 on architectural and engineering studies of the feasibility of its proposal.

From Globe & Mail, Jan. 1, 1988, courtesy of  
Dr. A.D. Campbell.



U.S.A.

Charles D. Blair	162 Franklin Road	Longmeadow, MA	01106
R. Seymour Blomfield	5107 Cayuga Drive	Knoxville, TN	37914
Warren L. Bosch	Chem. Dept., Elgin Comm. Coll.	Elgin, IL	60120
Charles F. Boubelik	Box 1737	Boulder, CO	80306
Edward H. Bowen, Jr.	14 Temi Road	Holliston, MA	01746
Norman Brassler		Buck Hill Falls, PA	18323
Gerald C. Carr	12599 Coach Lane	South Lyon, MI	48178
Richard Colberg	126 Crosswick Lane	Lancaster, PA	17601
Harry F. Dingenthal	Box 472777	Carland, TX	75047
James Felton	Box 56371	Little Rock, AR	72215
Gene Frampton	6543 Beach Drive SW	Seattle, WA	98136
James Goben	304 W. Lincoln St.	Bloomington, IL	61701
Horace W. Harrison	1802 Indian Head Rd.	Ruxton, MD	21204
James R. Jenkins	Rte. 1	Billings, MO	65610
Stanley Kalabza	2310 South 61st Ave.	Cicero, IL	60650
James C. Lehr	2918 Cheshire Road	Wilmington, DE	19810
Lewis M. Ludlow	5001 - 102 Lane NE	Kirkland, WA	98033
John M. McCrea	Box 172	Monroeville, PA	15146
David L. McKain	5 Meadowcrest	Parkersburg, WV	26101
Edward J. Maloney	26 South Onota St.	Pittsfield, MA	01201
G. Palmer Moffat	4542 E. Camino de Oro	Tucson, AZ	85718
Rev. Elwood S. Poore	1910 Laurel	Gainesville, TX	76240
Lawrence B. Scott	351 S. Deer Run Rd.	Carson City, NV	89701
Roland B. Seymour	9950 S. Richeon Ave.	Downey, CA	90240
Clarence A. Stillions	5031 Eskridge Ter. NW	Washington, DC	20016
Alexander M. Unwin	Box 1686	Bellevue, WA	98009
Frank Waite	110 E. McMillan St.	Newberry, MI	49869
William C. Walton	RD#1, Box 454	Califon, NJ	07830
John W. White	780 NW Wallula	Gresham, OR	97030
Ted Woodward	Box 2022	San Bernardino, CA	92406

OVERSEAS

Trevor E. Gartland	%SNCO Mess, SOAF Masirah, Box 1731, CPO, SEEB, Muscat	
Lionel F. Gillam	66 East Bawtry Rd.	Rotherham, Yorks. S60 4BU
Rick Parama	Unit 6, 2 Mears Court	Karratha, West Aust. 6714
Brian T. Stalker	3 Rutherford Way	Tonbridge, Kent TN10 4RH

EX-OFFICIO

Whitney L. Bradley	Box 6	Honey Harbour, ON	POE 1EO
(Map Stamp Study Group)			
Thomas Hillman	395 Wellington St.	Ottawa, ON	K1A 0N3
(Government Archives Div., National Archives of Canada)			
Cimon Morin	Station 23	Ottawa, ON	K1A 0B1
(Philatelic Library, National Postal Museum of Canada)			
Clinton A. Phillips	1704 Glade St.	College Station, TX	77840
(Librarian, BNAPS)			
Dr. Frank R. Scheer	18 East Rosemont Ave.	Alexandria, VA	22301-2325
(RMS Research Library)			
H. Michael Street	Box 7230	Ancaster, ON	L9G 3N6
(Editor, BNA Topics)			
Edmund A. Harris	620 - 75th Ave. NW	Calgary, AB	T2K 0P9
(President, BNAPS)			



CANADA

John D. Aitken	Box 1730, Stn. A	London, ON	N6A 5H9
Ronald Battersby	2184 Lafayette St.	Victoria, B.C.	V8S 2P1
Douglas Birchill	40 Rollingwood Dr.	Willowdale, ON	M2H 2M5
James Brown	1027 Sydenham Road	Calgary, AB	T2T 0T3
Paul Burega	Box 15765, Stn. F	Ottawa, ON	K2C 3S7
Alex. D. Campbell	165 Queen St. North	Kitchener, ON	N2H 2H8
Earle L. Covert	Box 1070	Hay River, NT	XOE 0R0
Wayne R. Curtis	Box 74, Stn. A	Toronto, ON	M5W 1A2
Jean-Guy Dalpe	352 Roy-Audy	Boucherville, PQ	J4B 1C8
Peter Eggett	207 Lafferty Ave.	Windsor, ON	N9J 1K2
Kenneth V. Ellison	R.R. #1	Oyama, B.C.	VOH 1W0
Jean-Pierre Forest	4014 des Cedres, CP	5275, Cap Rouge, PQ	G1Y 3M6
Donald Fraser	1185 Warsaw Ave.	Winnipeg, MB	R3M 1C5
Ross D. Gray	Box 174	Lindsay, ON	K9V 4S1
Paul H. Grimm	Box 157	Berwick, N.S.	BOP 1E0
Clifford R. Guile	342 St. Clair Ave. E.	Toronto, ON	M4T 1P4
J. Douglas Hannan	#23 - 1950 Burtch Rd.	Kelowna, B.C.	V1Y 4B2
David E. P. Harding	#101 - 1595 Bay St.	Victoria, B.C.	V8R 2B5
Alan H. Hewitt	180 Southview Drive	Concord, ON	L4K 2L3
John Hornsby	56 Highland Park 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	#203 - 1139 Sutherland	Kelowna, B.C.	V1Y 5Y2
Harry Machum	Box 123	Little Current, ON	POP 1K0
Peter J. McCarthy	Box 688	Richmond, PQ	JOB 2H0
John J. MacDonald	58 Hawthorne St.	Antigonish, N.S.	B2G 1A4
David Mayerovitch	5205 Beaconsfield	Montreal, PQ	H3X 3R9
Jean-Claude Michaud	Box 5176	Armdale, N.S.	B3L 4M7
R. B. Miess	19 Speid St.	Lennoxville, PQ	J1M 1S2
James Miller	Box 3005, MPP	Kamloops, B.C.	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, B.C.	V2C 3G3
Samuel C. Nickle	1208 Belavista Cres	Calgary, AB	T2V 2B1
Alfred N. Peatman	22 - 2nd. St., Renforth	Saint John, N.B.	E2H 1M1
H. Alex. Price	1907 West 61st Ave.	Vancouver, B.C.	V6P 2C6
Michael Reid	964 Canaveral Cr. SW	Calgary, AB	T2J 0N2
William G. Robinson	5830 Cartier St.	Vancouver, B.C.	V6M 3A7
Irvine N. Rosborough	708 Victoria Ave. W.	Winnipeg, MB	R2C 1T5
George F. Smalley	298 John St.	Gananoque, ON	K7G 1A7
Carleton Smith	261 Thorner Drive	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, N.S.	B3J 3C8
Thomas Southey	34456 Ascott Ave.	Abbotsford, B.C.	V2S 4V5
Allan L. Steinhart	#1910 - 45 Dunfield Ave.	Toronto, ON	M4S 2H3
A. Hedley Stokes	396 Main St.	Toronto, ON	M4C 4X8
Margaret Toms	321 Crawford St.	Orillia, ON	L3V 2M6
William E. Topping	7430 Angus Drive	Vancouver, B.C.	V6P 5K2
H. Geoff. Walburn	Box 279	Kelowna, B.C.	V1Y 7N5
Rev. Lawrence A. Walker	8844 Notre Dame E.	Montreal, PQ	H1L 3M4
Jack M. Wallace	#802 - 670 Dallas Rd.	Victoria, B.C.	V8V 1B7
Gerald E. Wellburn	#705 - 225 Belleville	Victoria, B.C.	V8V 4T9
J. Don Wilson	11 Elm Place	St. John's, NF	A1B 2S4

# British North America Philatelic Society

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5830 CARTIER ST.  
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## REPORT FOR YEAR 1987-88

August 31, 1988

<u>INCOME:</u>	1987-88 Dues & Foreign Exchange	\$ 553.05
	1988-89 Dues in advance (Note 5)	32.00
	1989-90 Dues in advance (Note 6)	12.00
	Donations (Note 2)	43.50
	BNAPS Subsidy (Note 3)	32.50

TOTAL \$ 772.05

<u>EXPENSES:</u>	Vol.16 No.1 - printing, postage	\$ 104.01
	2 - "	106.23
	3 - "	104.01
	4 - "	105.08
	5 - "	115.13
	6 - "	118.16
	7 - " (Est., Note 4)	108.91

TOTAL \$ 761.53

Balance on hand 10.52

NOTES:

1. All accounts in Canadian funds.
2. Donations from Campbell, Colberg, Fraser, Labiuk, Kitchen, Lee, Machum, Miess, Moffat, Steinhart.
4. Postage costs for No.7 estimated on basis of 25 copies being distributed at BNAPEX.
3. \$5.00 each received for copies sent to BNAPS President, Librarian, Editor, Study Group Coordinator, Topics Columnist, in U.S. Funds.
5. 1988-89 dues paid by Gillam, Parama, Narbonne, Steinhart, Walker.
6. 1989-90 dues paid by Gillam, Parama.
7. Present Membership -

U.S.A.	30	PAID	2	FREE	
Overseas	4				
Canada	57		5		
Total		91	PAID	7	Free

Last year total of 99 included 90 paid & 9 free.  
The free Newsletters are distributed to - Editor,  
"Topics", BNAPS President, BNAPS Library, Map  
stamp Study Group Editor, National Philatelic  
Library, Public Archives of Canada, RMS Library.