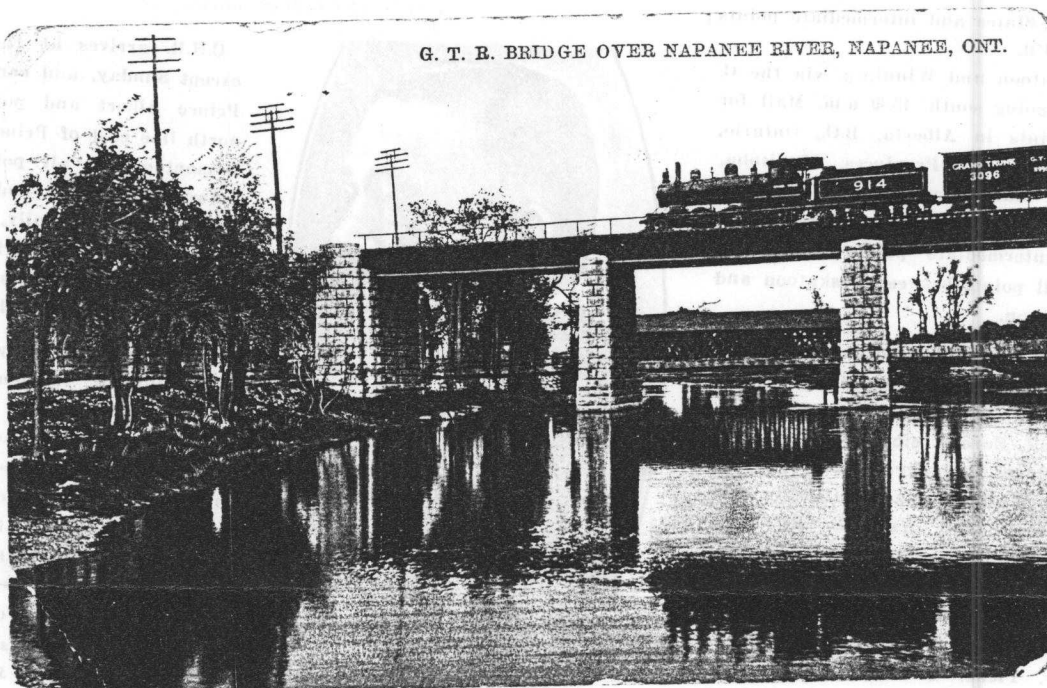


PIPEX 1989 - This issue is being published to coincide with this National Level Exhibition, being hosted by the Edmonton Stamp Club from June 23 to 25 at the Coast Terrace Inn. This annual show is hosted alternately in Canada and the U.S.A. by member clubs of the Northwest Federation of Stamp Clubs, located throughout Western Canada and the Northwestern United States. It is recognized as a National Level show by the Royal Philatelic Society of Canada, and as a World Series of Philately Show by the American Philatelic Society. This year PIPEX will be the site of the Annual General Meetings of the Canadian Airmail Society, and the Postal History Society of Canada. Over 200 sixteen-page frames of varied material will be on display, and there will be a fine literature section. Our President and Study Group Chairman, Lew Ludlow, will be exhibiting, and will be the guest speaker at the PHSC Annual Meeting, and his subject will be the Provincial Railway Post Offices before Confederation. We hope to see you all there.



G. T. B. BRIDGE OVER NAPANEE RIVER, NAPANEE, ONT.

NEW MEMBERS - This time we welcome two new members to the Study Group -

William Barry  
2926 Kutarna Cres.  
Regina, SK S4V 0T3

Victor Willson  
Box 10420  
College Station, TX 77842

Bill is a new member of BNAPS who has already joined the Duplex Study Group, and is interested in Saskatchewan Postal History. Victor is the new Editor of B.N.A. "Topics", and is taking over from retiring Editor, Mike Street. Mike certainly deserves a strong vote of thanks for his excellent work. Our membership now totals 30 in the U.S.A., 4 Overseas, 61 in Canada, and 10 complimentary - 105 over all. A new roster will be printed in the next issue.

1909 MAIL SERVICE AT SASKATOON, SASKATCHEWAN - This article was contributed by Dean Mario (BNAPS #4679). Dean recently published an article on the subject, but didn't include all these facts - so here they are -

**SASKATOON'S POST OFFICE**

The Post Office building is 90x80 feet, two stories high, and built of red pressed brick with bronze trimmings. It is so constructed that two stories can be added at any time as will be required in a few years. The post office occupies the ground floor and basement of the building. John Charnad, P. O. Inspector, with his assistant, J. F. O'Connor, and a staff of five clerks occupy half of the second story, and the customs and Inland revenue offices occupy the other half.

The mails are despatched from Saskatoon via the C.N.R. Transfer train, 11.05 a.m., mail for Winnipeg, United States and intermediate points on C.N.R.

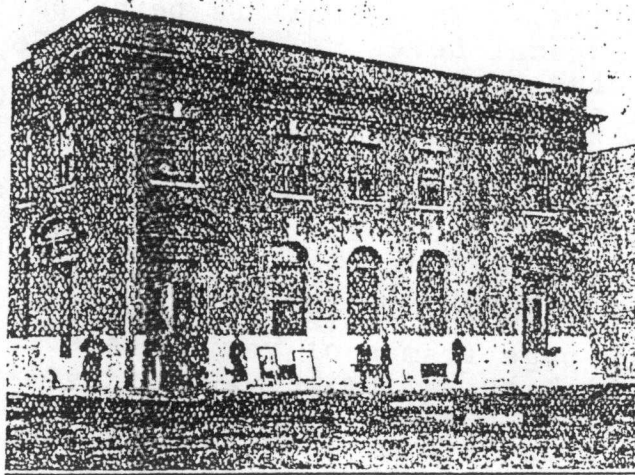
Saskatoon and Winnipeg, via the C. N. R. going south, 12.40 a.m. Mail for all points in Alberta, B.C., Ontario, and Maritime Provinces, Manitoba, United States, England and Europe.

C.N.R. going north. Prince Albert and intermediate points, Edmonton, and all points between Saskatoon and Edmonton.

C.P.R. East. Mail for all points on C.P.R. east, Manitoba, Ontario and Maritime Provinces, United States, England, Europe, etc.

A stage line from Saskatoon to Delisle Wednesday and Saturday carries mail for Ashford, Birdview, Bison, Boraston, Coleville, Creekfield, Cubitt, Delisle, Dowd Hill, Ednaburg, Harris, Hartsburg, Loganton, Marriott, Merrington, Mirror, McKinnon, Oliver, Piche, Quincy, Tessler, View Fair, Wiggins. The mails from these points are received at Saskatoon on Tuesday and Friday, at 5 p.m.

Mail despatched from Saskatoon for these points Monday, Wednesday and Friday at 8 a.m. Adanac, Arcata, Arlee, Asquith, Biggar, Cando, Coblenz, Diova, Eazlo Creek, Gettysburg, Hurdman Lodge, Juanita, Kinley, Landis, Lency, Matcham, Narrow Lake, Negusville, New Hillsdale, Normanton, Pascal, Pin Wherry, Perdue, Round Valley, Deford, Scott, Stouroyd Traynor, Wilkie, Wolfe.



Saskatoon's New Post Office.



M. ISBISTER

Post Master, who has done much to better Saskatoon's mail service

G.T.P. stations served from Scott-Toko, Vera, Winter, Youker, Zuinbro, Iwona, Neola, Palo and Obon.

The mails received at Saskatoon via the C. P. R. arrive at 4.30 a.m. daily except Monday, and carries mail from Winnipeg, Manitoba; and all Eastern points, and United States, England and Europe.

C.N.R. arrives at 12.40 noon daily, except Sunday, and carries mail from Prince Albert and points on C.N.R. north line east of Prince Albert; from Edmonton and all points on C.N.R. between Edmonton and Saskatoon.

C.N.R. 2.40 p.m. daily, except Sunday carries mail from British Columbia, Alberta, to all points East; United States, England and Europe.

C.N.R., 4.20 p.m. daily, carries mail from Winnipeg, London, Ont., United States, and all points on C.N.R. between Winnipeg and Saskatoon.

C.P.R. 4.30 p.m., Tuesday, Thursday and Saturday, carries mail from Wilkie and intermediate points.

Appended is the statement of business which has been transacted during the past five years.

**Stamps**

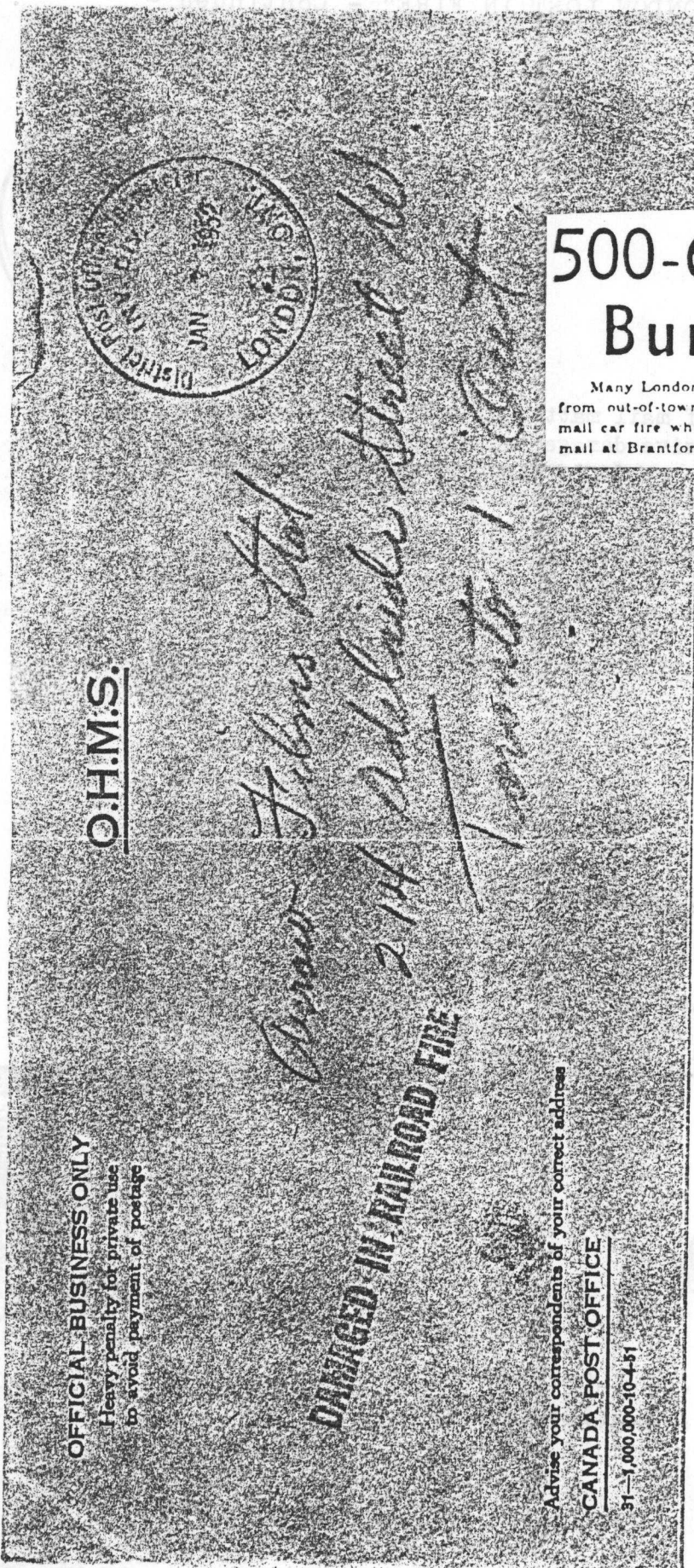
|      |             |
|------|-------------|
| 1904 | \$ 5,626 35 |
| 1905 | 9,341 60    |
| 1906 | 11,562 86   |
| 1907 | 19,711 21   |
| 1908 | 27,608 65   |

**Money Orders Issued**

|      |                            |
|------|----------------------------|
| 1906 | 5370, value \$ 99,815 61   |
| 1907 | 10,859, value \$186,671 15 |
| 1908 | 14672, value \$223,461 80  |



"CHRISTMAS MAIL FOR LONDON  
LOST IN FIRE"  
from: London, Ont. "Free Press"  
December 24, 1951  
Courtesy of: John Aitken  
who asks why markings from  
such accidents should not  
be listed as Railway markings?



# 500-600 Bags Mail Burn at Brantford

Many London homes will be missing Christmas parcels and cards from out-of-town friends and relatives as the result of a railway mail car fire which destroyed or damaged 500 to 600 bags of holiday mail at Brantford, yesterday.

### Checks Destroyed

Thousands of parcels of gifts, several bags of cards and business letters and 20 to 30 pieces of luggage were burned. A small number of old age pension checks were destroyed.

The mail car was on a Toronto to Windsor C.N.R. train and railway officials said they had no idea how the fire started but it originated within the car and may have been burning for miles before the train reached Brantford station.

Postal authorities from London and Brantford today were trying to sort out the soaking, charred remnants of the mail at Brantford but little of it could be identified.

### Most For London

The bags were destined for London and Windsor mail distribution points with the bulk of it addressed to London and area homes.

Pieces of mail which can be identified will be forwarded to addressees later, postal officials said, but the majority of the letters and parcels were charred beyond recognition.

### Extensively Damaged

Insurance slips registered mail and railway transit records will be checked up an attempt to find what mail is missing, it was stated, but it was feared little identification would result from this and only requests about missing mail would reveal the final loss.

Interior of the car was extensively damaged.

Remnants of bags and mail were deposited in the basement of the Brantford post office, to dry out and then be sorted. Officials said there was little of it, and it was soaked or charred.

Fire broke out in the car a few miles east of Brantford. The train was stopped, and the mail car taken to Brantford where the fire department stood ready to fight the blaze.

Firemen spent most of Sunday putting out the fire and helping to clear up the mess.

Only the baggageman was in the car, officials reported, and they doubted that he had any chance to fight the fire amongst the piles of mail.

Example of Outer Envelope

"CHRISTMAS MAIL FOR LONDON LOST IN FIRE" - Continued -

24

10-6/Fire-C.N.R. Train No. 9

OFFICE OF DISTRICT POST OFFICE INSPECTOR

London, Ontario,



Dear sir or Madam;

The attached item of mail matter or enclosure has been salvaged from the fire which caused extensive damage to mail matter contained in a baggage car attached to Toronto London & Windsor, C.N.R. Train No. 9, on Sunday, 23rd December, 1951, between Toronto and Brantford, Ontario.

It will be appreciated that such accidents are beyond the control of the Post Office department but I would, however, express my sincere regrets for the unfortunate occurrence.

Yours very truly,

*W. E. Pearson*  
W. E. Pearson,

District Post Office Inspector.

Enclosure.

Example of covering letter for cover below. Outer envelope as on previous page, but with Inspector's Stamp No. 3 as above, and no straight line "DAMAGED IN RAILROAD FIRE"

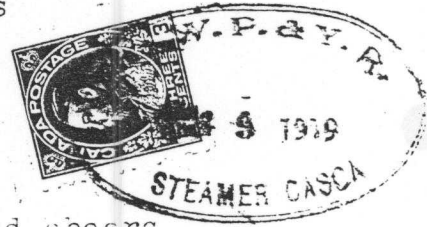


POST OFFICE REVENUE  
for CHRISTMAS

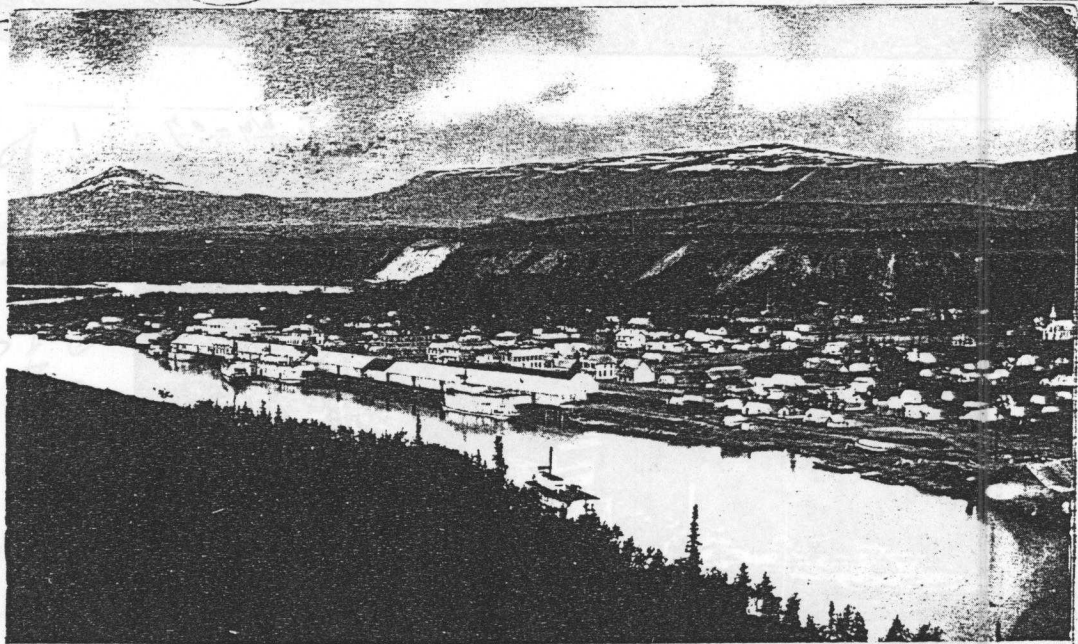
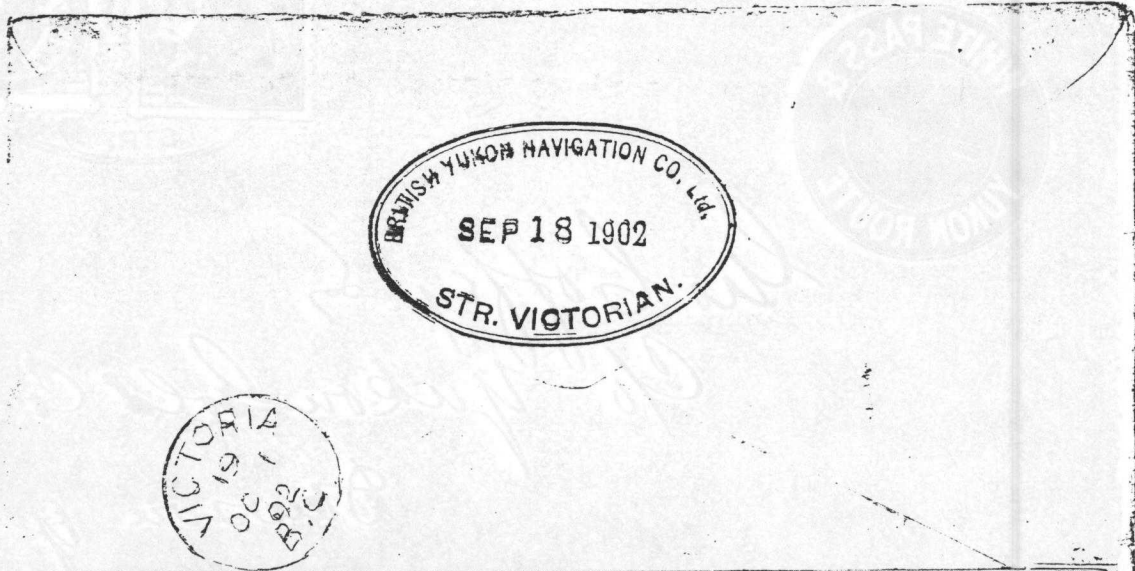
F/Lt. J. W. Copland,  
227, S. Vidal Street,  
Sarnia, Ont.,  
CANADA.



YUKON STEAMER MARKINGS: Early steamer markings such as those on pages 5 and 6 are good examples of legitimate mail carrying. Ships of the White Pass & Yukon Railway and subsidiary British Yukon Navigation Co. provided this service. Later examples from the 1940s and 50s are purely philatelic.



Here is an early example of mail placed aboard a river steamer as it left Dawson, September 13, 1902. The letter was placed in the mail on arrival at White Horse, and bears a split-circle cancel dated September 22, 1902. The Victoria, B.C. arrival mark is dated October 1, 1902.



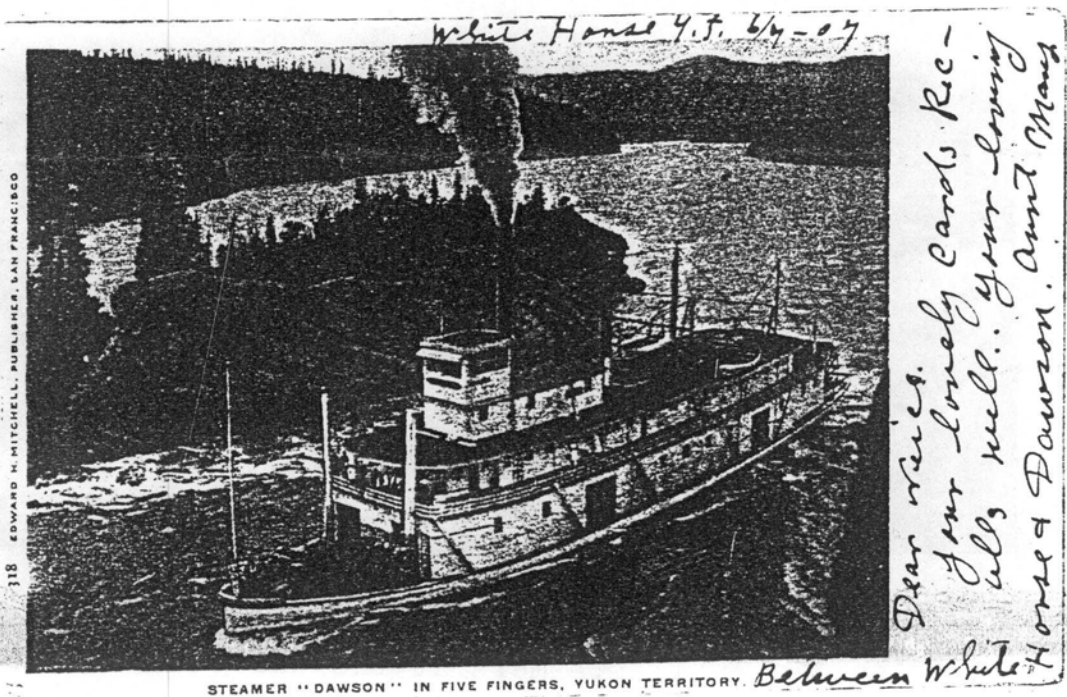
11887. White Horse, Y. T.

This black and white postcard shows six large and two small steamers at the White Horse terminus.

Yukon Post Offices

WHITE HORSE

Here is an example of white Pass and Yukon Route company mail carried on the Steamer "Dawson" from whitehorse to Dawson on July 31, 1908.



318 EDWARD H. MITCHELL, PUBLISHER, SAN FRANCISCO

STEAMER "DAWSON" IN FIVE FINGERS, YUKON TERRITORY. Between White Horse & Dawson. Aunt Mary

Dear Alice,  
Your lovely cards rec-  
alls well. your loving  
horse & Dawson. Aunt Mary



# An ode to the Newfie Bullet and our have-not status

By Ed Smith  
Special to The Star

I said it would happen, and it did. A few weeks ago, I prophesied — that's the only word for it — in this very column that Heaven would not allow this proud have-not province to wallow in the filthy lucre of success. Those among you who are avid readers will recall that I spoke in connection with the incredible crops of cucumbers emanating from the Sprung greenhouse in Mount Pearl.

## Time-honored tradition

"Relax," I said. "We don't have to worry about forfeiting our time-honored tradition of failure and loss because of a few cukes. We won't have to cope with success. That's not part of The Plan for Remember? And look what's happened!

They've gone and done away with the railroad! We're going to be the only "hamin" province in the whole kit-and-boodle without a train! There aren't enough exclamation marks in this

representative in the federal cabinet? Hearing that the post of handmaiden of the Lord for Newfoundland was vacant, he applied for the job and got it, thus becoming Heaven's representative in continuing The Plan for us. The man can't resist a challenge.

Peckie and company are saying that the Happy Province will be somewhat happier with a consolation prize of some \$800,000,000.

There's a story that's been told before, except in biblical times the price was a bowl of porridge. All you who are not native to this province and thus probably ignorant of things biblical are referred to Genesis 25: 30 to 34.

I don't like the term "phased out" myself. It's as final as "gone," but more painful. What's more, we're sick of it. We've had everything from whole communities to dog teams to rubber boot factories "phased out." I think I'd rather be all-of-a-sudden "gone" than over a period of time "phased out."

Newfoundlanders maintained a love-hate relationship with the railway for

over 90 years. The special focus of attention was the Newfie Bullet, the passenger component of the service, that meandered its narrow-gauge way from one side of the island to the other, more or less at will and in total defiance of schedules.

It was the Bullet that helped us get revenge on the United States for destroying one of our best industries.

## Wiped out trade

Many years ago, we used to export thousands of barrels of herring to the States where the fish were marinated and served to the drinking public in clubs and restaurants. Then along came prohibition, a concept totally foreign to Newfoundlanders, and wiped out the trade completely.

But we got even. In the heyday of the Newfie Bullet, more oranges were sucked on the train than Sunkist grows these days. So many peels were thrown out the windows that you could walk along the tracks from St. John's to Port Aux Basques in your bare feet and never get

dirt between your toes. So when the passenger service was discontinued a few years ago, you can be sure that more than one American citrus grower bit the dust. Served them right, too. No one does us dirt and gets away with it.

I will remember getting aboard the Bullet as a small boy, clutching my bag of oranges and lugging a cardboard box tied up with fishing line, our standard carrying case. As night fell, out would come a guitar, an accordion, a mouth organ or two and a couple of spoons, and up she'd go. Mingled with the wails of half a dozen infants, there'd be more fun and entertainment than the Grand Ole Opry dreams of. A trip on the Bullet was half the fun of going to Toronto.

But now, inevitably, the train is gone; gone and lost forever, like Clementine, like a brief shower on a hot prairie, like a child's breath into a winter's night, like a warm kiss on a cold heart. Gone. Isn't that beautiful?

Why on earth did I waste it here?

□ Ed Smith is a freelance writer living in Springdale, Nfld.



## The view from here

typewriter to express my feelings adequately!!

If losing a railway system doesn't qualify us for have-not status, pray tell me what will. Hibernia and Terra Nova may spit oil by the waterfall, the fish may decide they'd rather be caught by us than the French, and gold may be discovered in them that hills by the bucketload. The train is gone.

It's old news now, of course. Messrs. Peckford and Crosbie, that great one-two punch of the Atlantic Alliance (us, and whoever buys our cucumbers), have announced that the railway will be "phased out." Isn't that just like our

From the "Toronto Star"  
July 11, 1988, courtesy  
of Whit Bradley



Canadian National Railways No. 6167, Northern Type. Class U-2E throws a fine plume of smoke as it highballs through Madoc Junction, Ontario, July 9, 1961. Photo by Jim Brown, Toronto, Ontario.

Courtesy of John McCrae -

REGISTERED LETTER - Aylmer (West) Ont. to Ravenna Ohio.

This letter was posted on Saturday, October 26, 1918, franked with a 7¢ stamp to cover postage plus a 5¢ registry fee, and a 1¢ stamp for the war tax. It did not start its odyssey until the mail train from Bridgeburg to St. Thomas left Aylmer the following Monday. After making a side trip north to Ravenna, Ontario, it finally reached its correct destination, Ravenna, Ohio, on November 5.

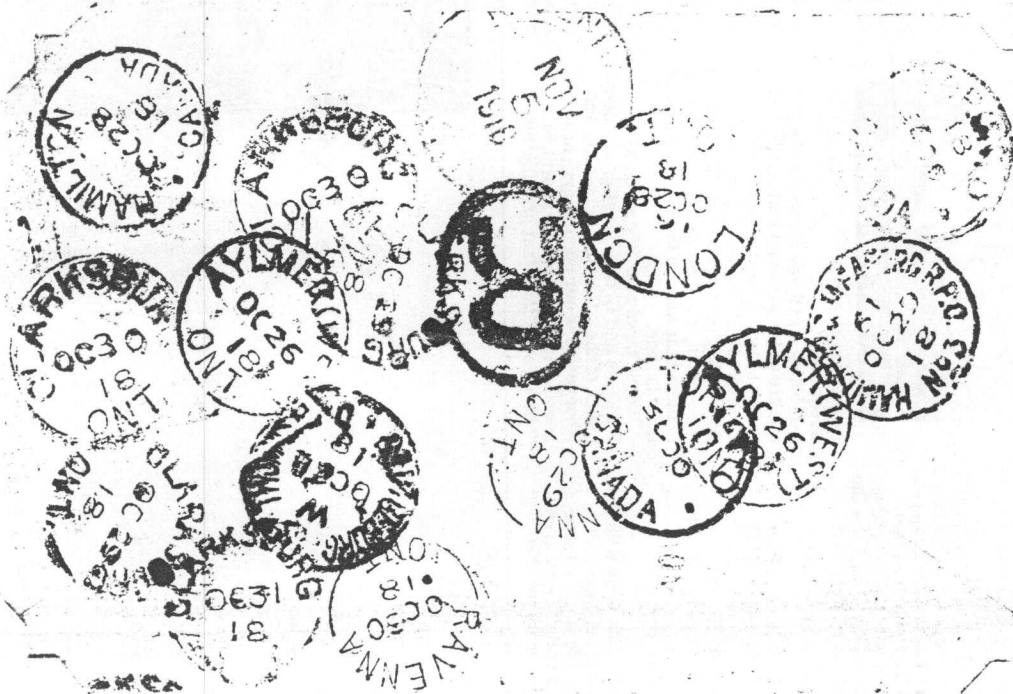


441



413  
415  
not for  
Ravenna  
out

Ford Seed Company  
Ravenna 704  
Ohio 707  
14446  
by Ravenna  
Ohio



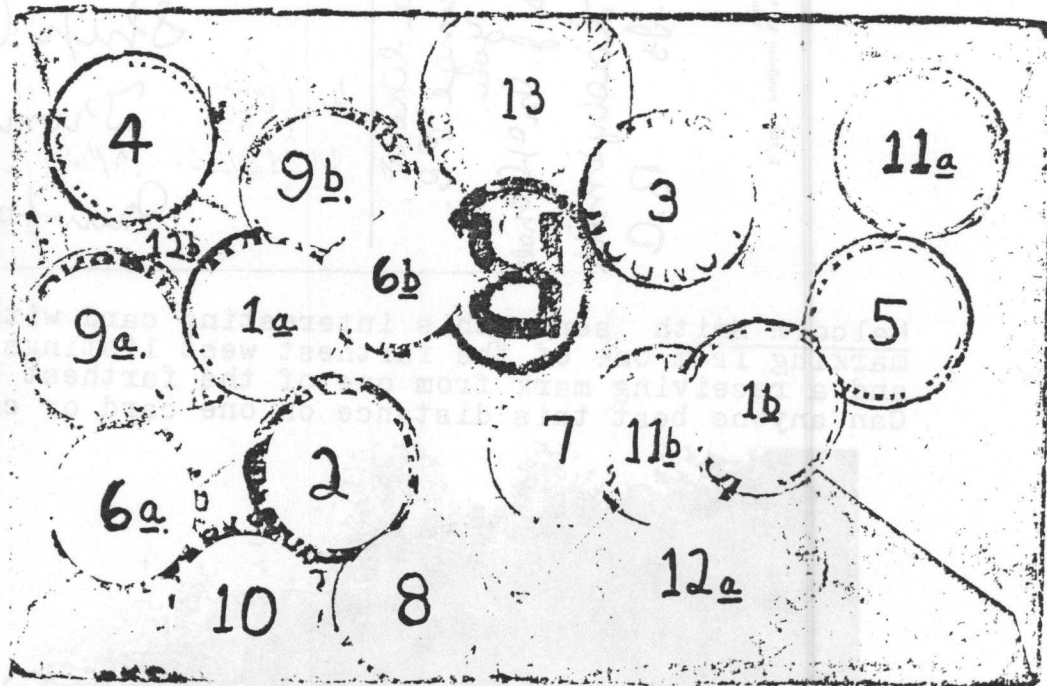


Registered Letter, Aylmer, Ont., to Ravenna, Ohio (continued)

Analysis of the backstamps on this cover shows that of the 18 cancel impressions on the back, five represent second strikes of the same place and date. The numbering of the impressions adopted is chronological, with the distinction a or b used to identify two impressions made almost concurrently. The sequence is as follows:

- 1a and 1b Aylmer (West) / Ont. Oc 26 - 18 at mailing
2. Bridgeburg & St. Thomas R.P.O. W(est) - Oc 28 - 18
3. London / Ont. 16 - Oc 28 - 18
4. Hamilton / . Canada. Oc 28 - 18
5. Hamilton & Meaford R.P.O. 61 - Oc 29 - 18 (Tr. 61, No.3 Clerk)
- 6a & 6b. Clarksburg / -Ont.- Oc 29 - 18
7. Ravenna / -Ont.- Oc 29 - 18
8. Ravenna / -Ont.- Oc 30 - 18
- 9a & 9b. Clarksburg / Ont. Oc 30 - 18
10. Clarksburg / -Ont.- Oc 31 - 18
11. Toronto / . Canada . misset indica
- 12a & 12b. Buffalo, N.Y. Nov - 4 - 1918
13. Ravenna Ohio / Registered Nov - 5 - 1918

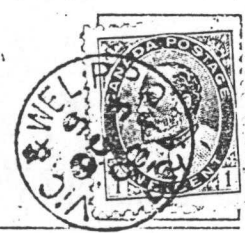
Impressions 9a and 9b are from a circular date stamp, but 6a, 6b and 10 are from a type named the split ring by philatelists.



FROM THE MEMBERSHIP - Tom Southey sends an extract from a local publication entitled "Windmills & Wigwams" which covers the history of a small area in the Fraser Valley of British Columbia around Clayburn and Kilgard in the Matsqui Municipality. One of the articles was written by Sidney W. Jeffery, deceased former secretary of the Fraser Valley Philatelic Society. Sid mentions working on railway maintenance in 1938 between Kilgard and Abbotsford on what was left of the Vancouver, Victoria & Eastern Railway & Navigation Co. line. This was one of the companies chartered by James Hill as part of his Great Northern Railway system in competition with the C.P.R. The steel was removed from this line during World War II, but the grade can still be seen beside the Trans-Canada Highway over this five-mile section east of Abbotsford. For further information see "McCulloch's Road" by Barry Sanford.

N-121

# POST CARD.



I. 708. Published by W. G. MacFarlane, Toronto and Buffalo, Printed in Germany.

THIS SPACE MAY BE USED FOR CORRESPONDENCE

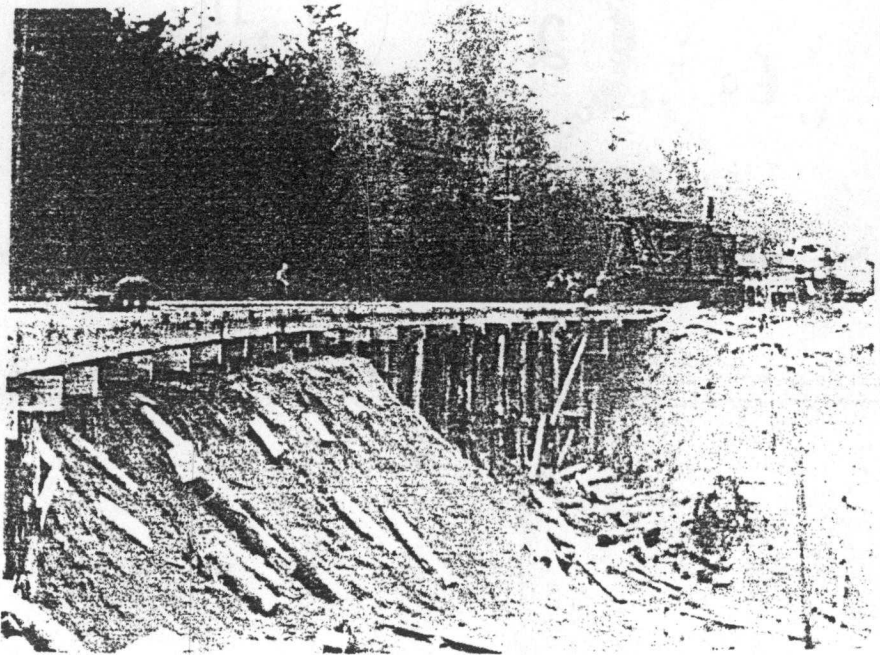
THIS SPACE IS FOR ADDRESS ONLY

TRINITY  
NEW  
BRUNSWICK  
CANADA

Despatch like US  
with postage P.C.  
Mrs. J. Mc Donald  
Brooklyn  
B.C.

Miss May Randall  
Ship Cove  
W/64  
Trinity East  
Newfoundland

Malcolm Smith sends this interesting card with a despatch marking from one of the farthest west listings - W-164 - and a receiving mark from one of the farthest east - N-121. Can anyone beat this distance on one card or cover ?



Temporary Trestle to replace fill washed out, January 1935 - Mile 7.1, Victoria Subdivision, E. & N. Railway, Vancouver Island.

The Millstream River near Langford in foreground.

W. G. Robinson  
5800 Cartier St.  
Vancouver, B.C.  
VSM 3A7

That's all for now,

Bill