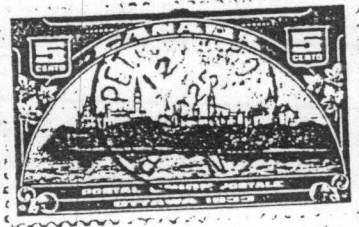


BNAPEX 1989 - Welcome to Hamilton. We hope you have all steeled yourselves for the experience ! There should be the usual good fellowship, social events galore, a fine exhibition of B.N.A. material - and don't forget the seminars and annual meeting of this Study Group on Saturday afternoon, September 23.



POST OFFICE, TORONTO.

This fine old steel engraving of the Toronto Post Office, circa 1880, was recently found in a junk lot. It is included as a tribute to the work of our Ontario members over the years.



Chas. J. Butcher

679 Stewart

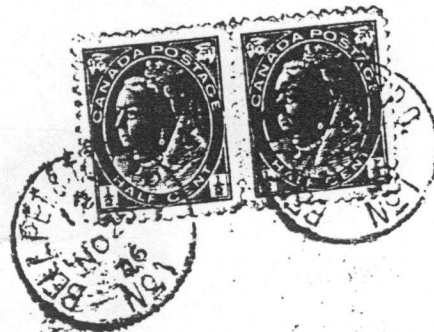
Peterboro

Ont.



#12

796



REGISTERED AT THE POSTAL CAR : (?)

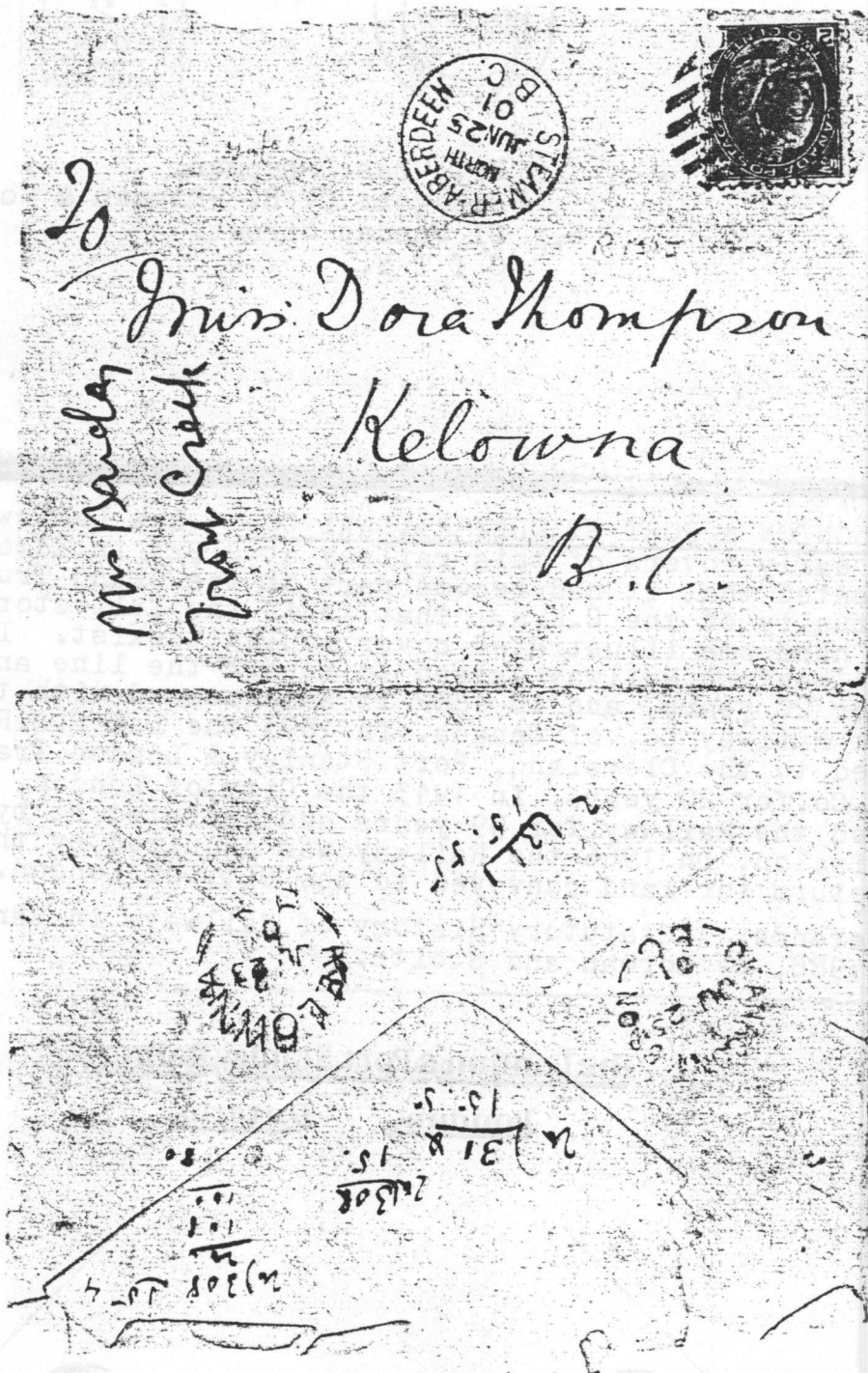
Have had this philatelic cover for some time, but just recently realized that the (R) (followed by #12) was the only registry mark that an R.P.O. crew might have with the train number written directly to the right. The 'original number' is the manuscript 796 to the left of 'Ont.'. Essentially contemporary RMS schedules show that Tr.12 left Toronto at 5:15 PM, stopped at Peterboro for 8 min. at 8:07, and reached Belleville at 10:25 PM. There were four intermediate stops between Peterboro and Bellville. The return movement of Tr.11 from Bellville involved seven intermediate stops before the RPO reached Peterboro at 7:15 AM. As #11 left Bellville at 5 AM it would be more convenient for most people to mail on #12 and depend on return movement from Belleville on #11.

The strikes of O-17 No.1, five for Tr.12 and one for Tr.11 as a backstamp, along with the Belleville and Peterboro strikes just about cinch the interpretation. It is a pity the sender overpaid the postage by one cent.

J.M.McCreñ

.... / 3

STEAMER ABERDEEN : Here is one of the few examples known of this marking, S-201. Aberdeen carried passengers, freight and mail between Okanagan Landing at the north end of Okanagan Lake and Penticton at the south end from 1893 to 1916.



Courtesy of Ken Ellison

CHANGE OF ADDRESS: Charles Purdon reports that he has now moved to the beautiful Gulf Islands of B.C., and his address is now Box 33, Mayne Island, B.C. VON 2J0.

NEW MEMBER: We welcome Donald B. Kaye, well-known dealer in postal history and postcards. Don's address is Box 4201, Station "D", Hamilton, ON L8V 4L6.

The London & Port Stanley Railway

R.R.B.
FORM 189.A

London,

Ontario



Mr. Chas. Chapman,
Manager: C. B. Chapman & Co.,
91 Dundas Street,
C I T Y.

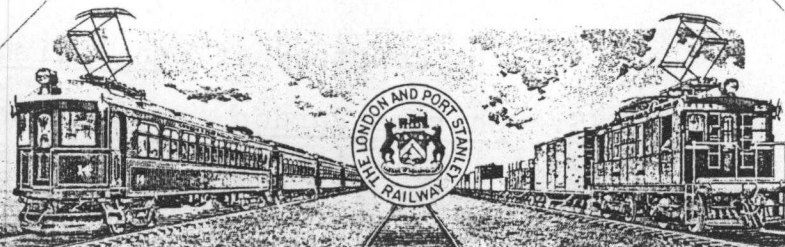
THE LONDON & PORT STANLEY RAILWAY CO. - Lew Ludlow showed some early covers of this railway at PIPEX in Edmonton, and commented that it had become part of the Grand Trunk and eventually of the C.N.R. That isn't the full story - or else this handsome illustrated cover wouldn't exist. In 1874 the Great Western Railway agreed to repair the line and operate it for 20 years, and in 1882 it amalgamated with the Grand Trunk Railway Co. of Canada. In 1893 the L. & P.S.Ry. was leased to the Cleveland, Port Stanley & London Transportation & Ry. Co. for 20 years. In 1913 the City of London, Ontario, leased the Railway for 99 years and operated it by a civic Commission. In 1966 the Railway was acquired by the C.N.R. in return for land conveyed to the City of London.

(Reference: A Statutory History of Railways in Canada, 1836 to 1986, by Dorman and Stoltz.)

The London & Port Stanley Railway

London,

Ontario





(Of the thousands of requests for information received by the Post Office Department each month by far the greatest number ask for the story of Owey, the Postal Dog. Originally this was written by Ruth Thompson for the Modern School Readers Book Four on information supplied by the Department. Owey now is mounted and on display in the Smithsonian Institution in Washington, D. C.)

A DOG, homeless and hungry and shivering from cold, one day crept into the Post Office at Albany, New York. The clerks were very busy and did not notice him, so he huddled on a pile of mail bags and fell asleep.

The next day the mail clerks found him. They felt sorry for the dog and did not have the heart to drive him out into the cold again, for he had such a wistful look in his eyes and such a pleading wag to his tail. So when lunch time came, the clerks shared their lunches with him and it may have been that which started the dog's love for the men in the Post Office,

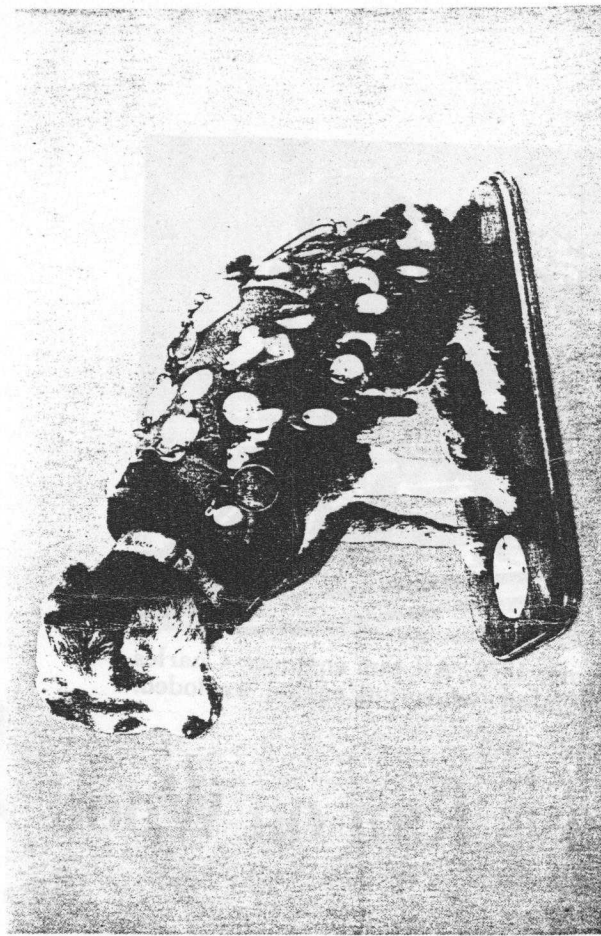
and in fact, for all men who handled the mail for Uncle Sam.

As the weeks passed, the little visitor made the post office his home. As he did not seem to belong to anyone, he was an adopted son. The men named him "Owey".

If you have ever owned a dog you know how intelligent a dog sometimes is. Owey was a very intelligent animal. He watched the mail bags come and go and seemed to regard them as his friends. Perhaps it was his curiosity that led him to make a trip with the mail bags. It is certain that he felt safe any place the bags went and with the men who handled them. He was often gone on a trip for several weeks and then he would return to the Albany post office.

THE mail clerks were afraid Owey would get lost. They bought him a collar and on it they placed his name and address. Then they fastened a card to the collar asking postal clerks to attach the name of any place that Owey visited.

from the U.S. Postal Service NEWS, April, 1955



Owey very soon started out on visits all over the United States. He carried so many tags that they were too heavy for him. The postmaster felt sorry to see him with such a load. So he had a harness made and Owey could then take his tags with him very comfortably.

The time came when Owey went around the world. He was in the city of Tacoma, Washington, when the mail bags were being loaded for Japan and China. When the post office men saw that Owey surely meant to go abroad too, they gave him a letter of introduction to the postal people in many parts of the world. Then Owey was the guest of the captain of the ship. He had a glorious trip. With his harness carrying his tags and medals, he was a very important passenger on board. Owey was well received and properly treated in foreign countries.

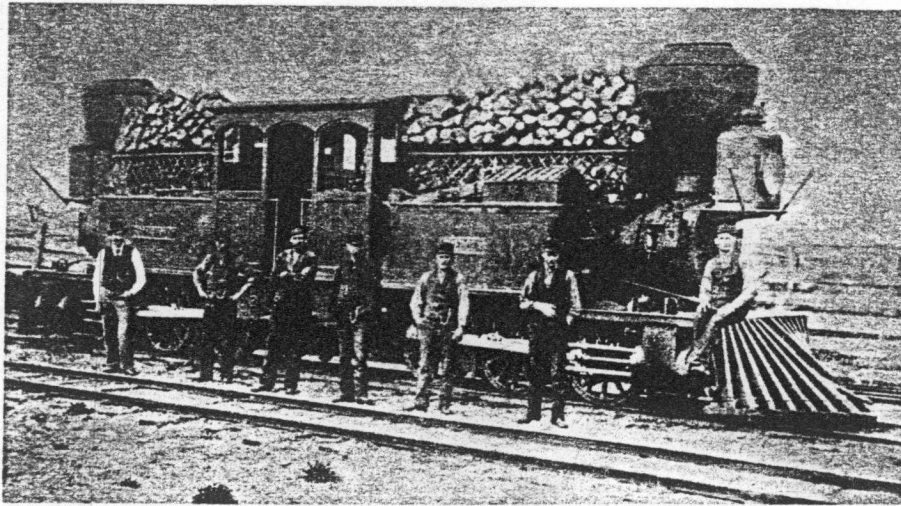
When he arrived in Japan, the Mikado gave him a passport which bore the seal of the empire. In China the emperor made him welcome and Owey saw many of the leading merchants. Everywhere that Owey

went he was an object of great interest. He was such a friendly and intelligent dog that he made many friends.

Owey landed in New York from his trip abroad. From there he crossed the country to Tacoma, his starting point. He had been gone just 132 days on his trip.

OWNEY was the greatest dog traveler in the world. He had no home except the mail sacks on steamers and mail trains. His dearest friends were always the postal clerks. The men with whom Owey chose to ride were always regarded as the lucky ones. It was said that Owey carried good luck with him, for no accident ever happened on a train on which Owey was traveling. It always fluttered and pleased the men when Owey chose to travel with them.

When Owey's journeys were over, it was found that he had about 200 checks, medals and certificates. The United States Post Office Department has kept the tags and a picture of Owey.



The Shedden, in a photo taken June, 1879. All but engineer Charles Clark (third from left) died soon after when the engine exploded.

When the Railways Ran on Wood

By Hattie Finn

*"No poetry in Railways!
Foolish thought of a dull brain . . ."*

THAT'S how Charles Mackay began his poem on railways in 1846, but it was 1852 before a steam locomotive was seen in Toronto. Imported from the United States by the Ontario, Simcoe and Huron line for use in railway construction work, this wood-burner was named Lady Elgin, after the wife of the then governor-general of Canada.

Early the next spring the Toronto, the first Canadian-built locomotive, appeared on the scene. Constructed at James Good's foundry on Queen Street, the Toronto was completed on April 16, 1853, and prodded forward with crowbars to Front Street on temporary tracks, to the accompaniment of cheers from hundreds of onlookers.

To this wood-burner also went the distinction of making the first scheduled trip out of Toronto when she hauled a train of four cars to Machell's Corners (now Aurora) on May 16, 1853. A plaque commemorating this event has been placed on a column in front of the station.

In those days, it was the custom to give names to all locomotives. Probably the most colorful of the old-timers in Ontario was the Shedden, owned by the Toronto and Nipissing lines and named after John Shedden, first president of that railway. Built in the early 1870's by the Avonside Engine Company of Bristol, England, the Shedden, equipped with two boilers joined by one fire-box, was the first such engine seen locally.

It is recorded that the population turned out all along the line to gape at the two-headed, fire-eating freak as she puffed and snorted through forest and clearing at the hazardous speed of about 30 miles an hour, both huge smokestacks pouring forth clouds of smoke laced with wood sparks. Depots were crowded with citizens who arrived on foot or in horse-drawn vehicles. Village streets were decorated with flags and bunting, bands blared and guns were fired, while terrified horses leaped and plunged at the approach of the thundering engine.

But disaster stalked the mighty Shedden. On May 16, 1873, she hauled a northbound train conveying John Shedden and a group of officials to a land sale. On the return trip, Mr. Shedden stepped off the train at Cannington station and, in attempting to get aboard again after the train had started, he slipped and was crushed to death between the car and the platform.

Two days later the following letter appeared in the Globe:

Dear Sir,

I was on the platform of the Nipissing Railway when the accident occurred which terminated in the death of Mr. Shedden. To meet the wishes of his friends, I consented to commence the inquest at once and proceeded to my office

Fuel for the Iron Horse

in the village to obtain the necessary forms, etc.

On my return, I found the train had left, taking with it the body of the deceased; thus stifling all enquiry.

Such high-handed proceedings I consider to be injurious to my office and detrimental to all public interests. I hope that by bringing this matter before the public such indecent violation of the law will not be repeated.

Cannington,
May 18th, 1873

Alfred Wyatt,
Coroner

This was not the end of the misfortune that dogged the ill-starred Shedden. A few years later she blew up, on the way to Cobconk, killing her entire crew.

One of the chief hazards of early railroading was snow. In the depth of winter, tracks on open cuts often were blocked by towering drifts and as the only snow-fighting equipment consisted of crews of men wielding shovels it was not unusual for a train to remain stalled for prolonged period. These locomotives devoured enormous quantities of wood, and a train snowbound in a remote region in freezing temperature faced disaster if the fuel supply ran out.

When this did happen, rail fences were cut up and axes were handed out to the passengers, who joined in chopping down trees for use in stoking the boiler and the stoves that warmed the coaches.

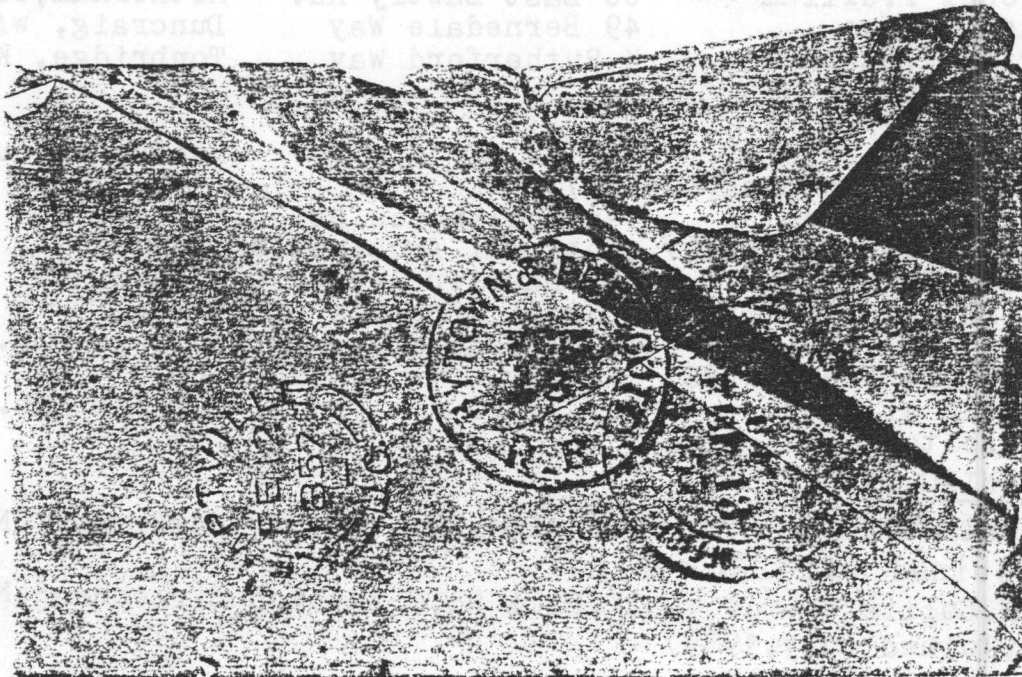
It didn't take the backwoods settlers long to discover that in their heavily-timbered land they possessed a profitable commodity — fuel for the iron horse. They felled and split birch, maple and beech and piled the cordwood along the route, to be picked up by wood-trains and hauled to depots where it was cut into lengths suitable for the locomotive fire-boxes. This not only provided gainful employment for the settlers but aided in clearing land needed for cultivation in a country over-supplied with wood.

Old railroaders maintain that no two steam whistles ever were exactly alike in tone and volume, and many residents claimed that all steam whistles had a special timbre when wet weather was brewing. Descendants of these pioneer families will recall the hollow echo of the signal from a passing train that brought forth the prediction: "We'll have rain before the day is over."

Within a short time the only steam locomotives to be seen will be relics, probably preserved as museum pieces. Not only has the efficient diesel replaced the doughty old steamer, but a well-known authority recently predicted a future when freight trains will haul their cargo across the country with no crew aboard.

No more songs will be written of Casey Jones or the Little Red Caboose. Tomorrow's generation would scarcely comprehend what they stood for.

A RARE COVER DISCOVERED: The third reported example of O-52, BYTOWN & PRESCOTT / R.R. was recently found by P.H.S.C. Journal Editor, Eric Manchee. It is dated February 13, 1857, a year later than the earlier examples. The other marking is Q-104.



U.S.A.

Charles D. Blair	162 Franklin Road	Longmeadow, MA	01106
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	Garland, 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 Rd.	Gainesville, TX	76240-5118
Frank R. Scheer	18 East Rosemont Ave.	Alexandria, VA	22301-2325
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
Charles L. Towle	4621 E. Don Jose Dr.	Tucson, AZ	85718
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. Gilliam	66 East Bawtry Rd.	Rotherham, Yorks S60 4BU
Rick Parama	49 Bernedale Way	Duncraig, WA 6023
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 ON3
(Govt. Archives Div., National Archives of Canada)			
Cimon Morin	365 Laurier Ave. W.	Ottawa, ON	K1A ON3
(Philatelic Library, Postal Archives of Canada)			
Clinton A. Phillips	1704 Glade St.	College Stn., TX	77840
(Librarian, BNAPS)			
Victor Willson	Box 10420	College Stn., TX	77842
(Editor BNA Topics)			

RUNNING LATE

Donald B. Kaye	Box 4201, Stn. "D"	Hamilton, ON	L8V 4L6
(Joined at PIPEX 1989)			
W.M. Collier	22 Hill Rd, Claughton	Birkenhead, Mersey	L43 8TT
(Joined July, 1989)			

CANADA

Page 2

John D.Aitken	Box 2021	Lambeth, ON	MOL 1S0
Mike Anderman	Box 6449, Stn A	Toronto, ON	M5W 1X3
William Barry	2926 Kutarna Cres.	Regina, SK	S4V OT3
Ronald Battersby	2184 Lafayette St.	Victoria, BC	V8S 2P1
Douglas Birchill	40 Rollingwood Dr.	willowdale, ON	M2H 2M5
James Brown	Box 206	Fairmont HotSp.BC	VOB 1LO
Paul Burega	Box 15765, StnF	Ottawa, ON	K2C 3S7
Alex.D.Campbell	165 Queen St.North	Kitchener, ON	N2H 2H8
Earle L.Covert	Box 1070	Hay River, NT	XOE ORC
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, BC	VOH 1W0
Jean-Pierre Forest	4014 des Cedres, CP, 5275,	Cap Rouge, PQ	G1Y 3M6
Donald Fraser	1183 Warsaw Ave.	Winnipeg, MB	R3M 1C5
Ross D.Gray	Box 174	Lindsay, ON	K9V 4S1
Paul H.Grimm	Box 157	Berwick, NS	BOP 1E0
Clifford R.Guile	342 St.Clair Ave.E.	Toronto, ON	M4T 1P4
J.Douglas Hannan	#23-1950 Burtch Rd.	Kelowna, BC	V1Y 4B2
David E.P.Harding	#101-1595 Bay St.	Victoria, BC	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, BC	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, NS	B2G 1A4
D.McInnis	Box 2063	Sudbury, ON	P3A 4R8
David Mayerovitch	5205 Beaconsfield	Montreal, PQ	H3X 3R9
Jean-Claude 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
Samuel C.Nickle	1208 Belavista Cr.	Calgary, AB	T2V 2B1
Brian Noble	11 Trailsmoke Cr.	Etobicoke, ON	M9C 1L9
Alfred N.Peatman	22-2nd St., Renforth	Saint John, NB	E2H 1M1
H.Alex.Price	1907 West 61st Ave.	Vancouver, BC	V6P 2C6
Charles Purdon	Box 33	Mayne Island, BC	VON 2JO
Michael Reid	964 Canaveral Cr.SW	Calgary, AB	T2J ON2
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, NS	B3J 3C8
Thomas Southey	34456 Ascott Ave.	Abbotsford, BC	V2S 4V5
Allan L.Steinhardt	#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, BC	V6P 5K2
H.Geoff.Walburn	Box 279	Kelowna, BC	V1Y 7N5
Rev.Lawrence Walker	8844 Notre Dame E.	Montreal, PQ	H1L 3M4
Jack M.Wallace	#802 -670 Dallas Rd.	Victoria, BC	V8V 1B7
Gerald E.Wellburn	#705-225 Belleville	Victoria, BC	V8V 4T9
J.Don Wilson	11 Elm Place	St.John's, NF	A1B 2S4



BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

WILLIAM G. ROBINSON, Secretary/Treasurer & Editor, R.P.O. Study Group
5830 CARTIER STREET VANCOUVER, B.C., CANADA V6M 3A7

Report for year 1988-89

August 31, 1989

<u>INCOME:</u>	1988-89 Dues & Foreign Exchange	\$ 743.18
	1989-90 Dues in advance (Note 3)	90.00
	Donations (Note 2)	36.00
	BNAPS Subsidy (Note 5)	32.50

TOTAL \$ 901.68

<u>EXPENSES:</u>	Vol. 17 No. 1 - printing, postage	\$ 101.90
	2 -	108.78
	3 -	104.80
	4 -	107.15
	5 -	109.89
	6 -	109.89
	7 -	108.50
	8 -	113.75

TOTAL \$ 864.66


Balance on Hand \$ 37.02
Balance from 87-88 10.52

Total on hand \$ 47.54

- NOTES:
1. All accounts in Canadian Funds.
 2. Donations from Campbell, Curtis, Aitken, Kitchen, Miller, Neighbour, Carl Smith.
 3. 1989-90 dues paid by Brown, Carr, Frampton, Kalabza, Gartland, Gillam, Kitchen, Machum, MacDonald, Michaud, Moulton, Neighbour, Parama, Soper.
 4. Printing costs subsidized by Eaton & Sons.
 5. \$5.00 each (U.S.) received for copies sent to BNAPS President, Librarian, Editor, Study Group Coordinator, Topics Columnist.
 6. Present Membership - U.S.A. 31 Paid 2 Free
Overseas 5
Canada 63 3

Total 99 Paid 5 Free

Last year total of 98 included 91 paid and 7 free.
The free Newsletters are distributed to - Editor, "Topics", BNAPS Library, Map Stamp Study Group Editor, National Philatelic Library, National Archives of Canada.


Wm. G. Robinson
Secretary-Treasurer

THAT'S ALL FOR THIS YEAR !

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