

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

THE R.P.O. NEWSLETTER

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

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Volume 20 - No. 6	Whole No.100	November, 1992
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BNAPLEX 1992, St.Charles, Ill - Numerous members of the Group attended the Annual Meeting from September 10 to 12. Among them were - John Aitken, Paul Burega, Earle Covert, Ken Ellison, Cliff Guile, Don Kaye, Gene Labiuk, Bob Lee, Hank Narbonne, Bob Prince, George Smalley, Al Steinhart, Bill Topping, Jack Wallace, Don Wilson, Jim Felton, Horace Harrison, Jim Lehr, John McCrea, Palmer Moffat, Clarence Stillions, Frank Waite, Bill Walton, and your Editor. Frank Waite gave a display of his RR collection, while John McCrea gave a fine talk on registered mail originating in postal cars. The business session was conducted by our Chairman, Jim Lehr, who expressed his wish to vacate the job - but there were no takers. Anyone interested in taking over or doing the Editor's job for a while ?

CPSofGB Convention, Perth Scotland - Several members of the Group attended this fine show from September 30 to October 3, 1992, including Will Collie, Wayne Curtis, Brian Stalker, Bill Topping, and your Editor. Brian gave a fine Newfoundland display, while your Editor gave a slide show and small exhibit of the early B.C.mail steamers. While in Britain your Editor was able to visit Malcolm and Vera Jones near Oxford, Brian and Freda Stalker at Mold in North Wales, and to speak on the telephone to Lionel Gillam - who was unable to attend the convention because of illness. Following this convention your Editor and wife Megan spent almost four weeks in western Europe - which explains why this issue is so late.

ADDRESS CHANGES - Since the year-end roster shown on pages 7 to 9 we have received two changes of address - Bill Barry to 78 Coleman Cres., Regina, SK, S4N 5J5; and Ted Bowen to 1623 Bulgarmarsh Road, Tiverton, RI, 02878-2513, U.S.A.

MOOSE JAW AND EMPRESS, and SWIFT CURRENT AND EMPRESS - Here are some reports from David Harding - W-88 - E/JUL 4/22; W-157 - E/AU 7/15, E/SP28/15, E/OC 7/15, E/MY 2/16, E/MY 31/17; W-158 (Hammer 1) - E/JAN 28/29, 65/JAN 14/30, 66/MY 21/31, 66/AP 29/32, 66/JAN 11/33, 66/ ? 18/33, 66/SP 29/34, 66/MY 14/35, 66/AU 20/35, 66/DE 3/35. Dr.Alex. Campbell reports - W-188 (Hammer 1) - 65/AU 25/37, 66/JUL 19/37; and Hammer 2 - 66/DE 2/37, 66/OC 20/48, 65/NO 19/48, 66/NO 27/48, 66 DE 6/48, and 65/NO6/5?.

ROUSES POINT & MONTREAL - Your Editor reports - Q-264B - Hammer 1 (20x37mm) UUG 27/08, JUN 5/09, OCT 4/09; Hammer 3 (18.5x37mm) - AU 18/10 in purple, Hammer 6 (27.5x45mm) - ? 1913 and 1914, Hammer 10 (26x34mm) - SP 7/18.

FUTURE ISSUES - This is the last issue for 1991-92. Hopefully, No.101 will be published in January, 1993. We will also be working on the special definitive issue to commemorate Issue No. 100 during the next few months. Anyone wishing to include any new or previous articles should advise as soon as possible. If there is a red tick in the box below your dues of \$10 Cdn. or \$9 US for 1993 are now due. We hope to publish the special issue without any further payments by the members.

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This page from Ken Ellison -
From the "Fort George Herald"
25 February, 1914 -

Ottawa, Feb. 19 - The Postmaster-General stated that...the Government had inaugurated a mail service on the line of the Grand Trunk Pacific as far west as McBride.

Countess of Dufferin article from "Golden Memories" published by the Golden, B.C. Historical Society, 1982.

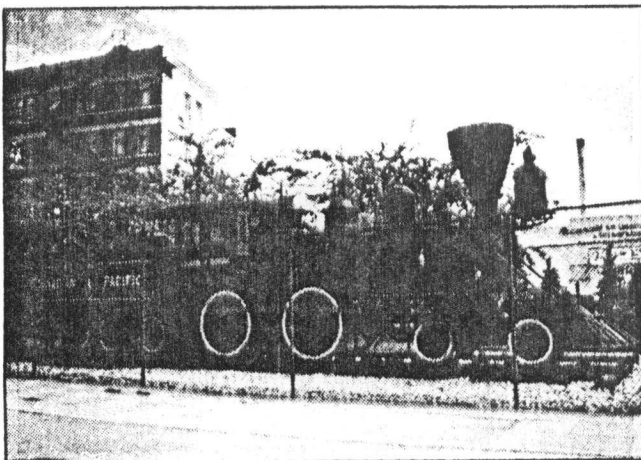
GOLDEN MEMORIES

How the Countess of Dufferin was Discovered

Golden Memories - 1958

In June 1909, Richard Deans Waugh, later Mayor of Winnipeg, took a holiday to Vancouver. On his return, when the train stopped in Golden, he met an old friend William DeCou, a telegraph operator. Mr. Waugh was persuaded to remain in Golden to visit his friend. During the visit, the two men went on a tour of the lumber yards of the Columbia River Lumber Co. where they met a man named Clark, an official of the C.R.L. Co. When they were introduced, Mr. Clark remarked, "If you're from Winnipeg, come with me and I'll show you something that will interest you."

Mr. Waugh followed instructions, and he suddenly saw before him a pile of unsightly, rusted iron somewhat resembling the remnants of Robert Stevenson's immortal "Puffing Billy". Mr. Clark then remarked, "There is the Countess of Dufferin, the first locomotive to cross the Red River, the first locomotive to reach Winnipeg." The wheels were off, they were used for running loads of lumber around the yards. The boiler provided steam for a planing mill. The gearing



Countess of Dufferin. Now in Whyte Park, Winnipeg.

was used to operate the lumber mill. The remnants of the engine were about to be scrapped. The "Countess of Dufferin" the west's first locomotive, was about to disappear.

Historical research showed that the locomotive, after outliving her usefulness as a woodburning railway engine, had been sold by the C.P.R. to the Columbia River Lumber Co. by Fred White, secretary to Sir William Whyte, vice-president of the C.P.R. "The Countess" was just the thing for hauling lumber in a lumber camp; a wood-burning engine still possessing a certain degree of solid motive power. When no longer useful, she was taken apart.

When Mr. Waugh returned to Winnipeg, he met with the city council who authorized him to buy the engine. (Shortly after the locomotive was shipped free to Winnipeg.)

Golden Remembers Countess as Betsy

Ken Liddell "Furrows and Foothills"

The people of Winnipeg may offer a historical curtsy to the Countess of Dufferin, but to the oldtimers around Golden, she is still old Betsy.

They knew her when she pulled cars for the C.R.L. Co. Among her old friends was James T. Wood, who was once her engineer. Wood, in his younger days, was no railroader, but, as a lumberman, he knew something about steam engines. He was king of the cabin for a few days when the regular engineer was ill.

Old Betsy had her roots deep in the Columbia country. The Countess of Dufferin was taken to Winnipeg on a barge in 1878 by a contractor, Joseph Whitehead. This was four years before the C.P.R. was incorporated. Whitehead, who had seven engines, bought the Countess from the Northern Pacific Railway, for whom she had been built in 1872.

Whitehead used the engines in government construction work in Manitoba. In 1883, the Countess was sold to the C.P.R. for \$5,800. In 1897, after following construction of the C.P.R. across the prairies and into the mountains, the Countess was sold to the C.R.L. Co. in Golden. Betsy ran from the mill next to the Columbia River to the town, about a mile, and did all the shunting and managed to keep out of the way of a second locomotive, No. 292. After this track disappeared, a weed-covered ridge remained for years to mark Old Betsy's right of way from the mainline of the C.P.R. to the C.R.L. Co. mill.

In 1910, the engine was bought by public subscription by the citizens of Winnipeg and was returned to that city as a historical ornament. For many years it rested under the shade trees in front of the C.P.R. depot, the subject for thousands of photographers. Today the Countess of Dufferin stands in Whyte Park, Winnipeg.

From Dr. Frank Scheer -

MAIL:

The Journal of Communication Distribution

Volume 3

OCTOBER 1991

Number 7

The USPS Corporate Automation Plan of 2045?

By Dr. Frank R. Scheer

The Corporate Automation Plan (CAP) for 1995 receives most of the attention of the Postal Service, as well as outside interested parties such as you. This is as it should be; after all, the outcome of the CAP will largely determine future viability of the Postal Service to meet its customer needs.

1995 will soon come and go. So will the threshold to a new century, the year 2000. Before the end of the working career for our children, the year 2039 will roll around. There's nothing special about that year, except that it happens to be fifty years after 1989, when the CAP was announced.

Let's assume that a child of the present Postmaster General happens to be appointed to the same post as the father. Your child and mine are filling the same positions you and I hold today. A cover story in MAIL: announces "(Tracy) or (Randall)" Frank Announces Corporate Automation Plan for 2045". What do you think our children will read?

What is important are the thoughts that come to your mind. After all, the concepts ultimately included in strategic plans begins with long range vision. We will all stand a better chance of succeeding by positioning ourselves for the future, even if many mid-course corrections are required and we arrive at a different destination than was predicted.

I'll offer up my own version of the Corporate Automation Plan of 2045. To do so, it is appropriate to look at the past and present environment, as a springboard to the future.

Although the number of post offices, contract branches, and stations has been declining each year since the beginning of this century, the number of final destinations of mail is exploding. It used to be that many people picked up their mail at the post office in the pre-Rural Free Delivery (RFD) era, so that the number of final destinations for mail and the number of offices was closely related. Only large cities had

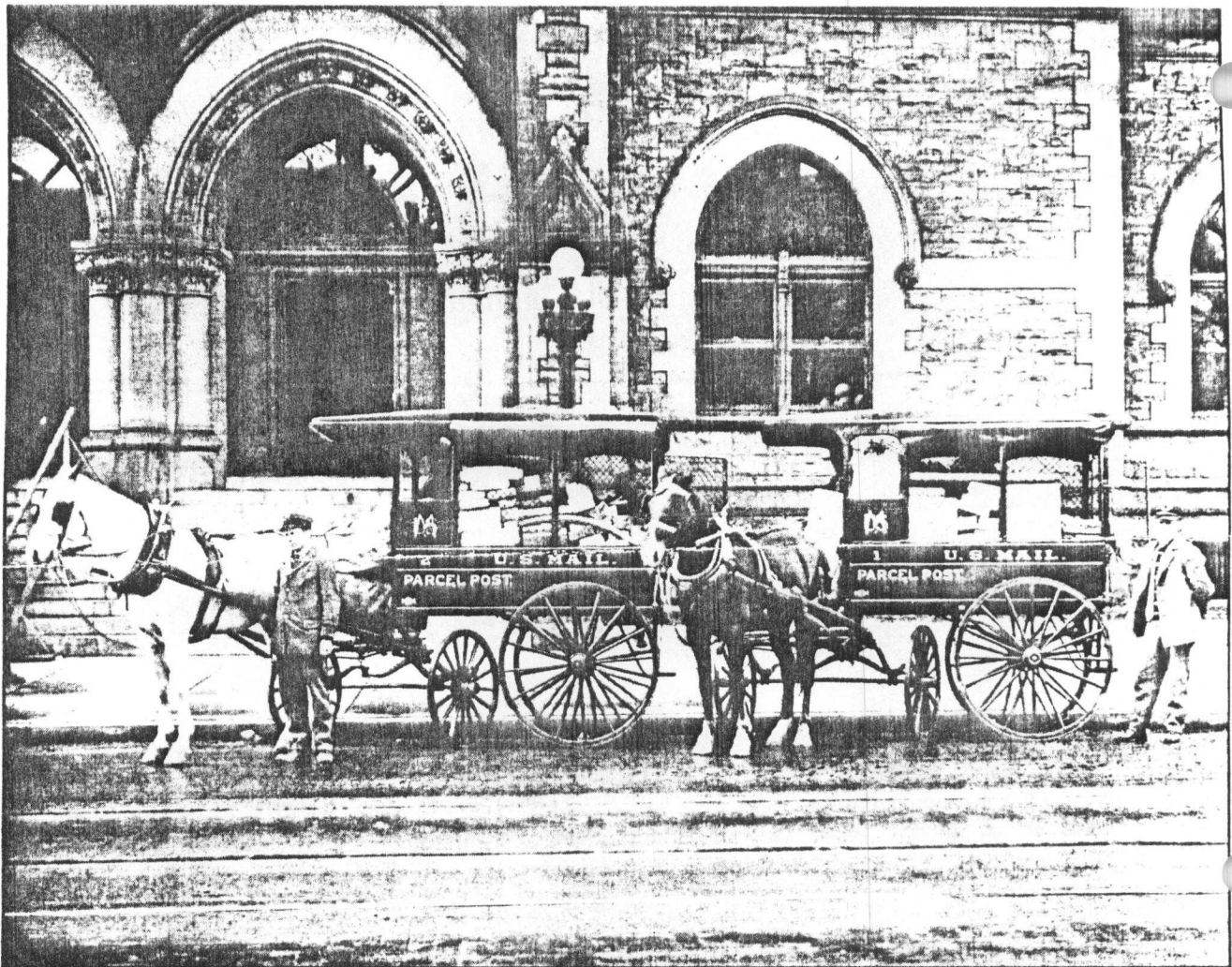
more destinations for mail than offices, because mail was delivered door-to-door. Once RFD was established, what was true in cities became the rule for the country, and the number of possible addresses in the U.S.A. has been growing ever since.

Another equally important trend is the growth in mail volume. Although personal correspondence (a hand-generated, unique piece of mail matter intended for only one other individual) becomes increasingly rare in society, total mail volume generally increases each year. A code (presently conceived as "ZIP+4+2") that uniquely identifies each address facilitates automated processing, as do improvements in uniformity of dimensional and addressing characteristics.

Today's technological environment has made automated processing a cost-effective alternative to manual distribution. After all, the hands sorting the mail can only move so fast, and must be guided by human memory of mail route connections and schedules which can only be absorbed through memorization. Consequently, the volume and flow of mail necessitated the CAP 1995. This program requires the centralization of mail processing volume to maximize utilization of the equipment.

In another era, mail was centralized at large "Distributing Offices," although it was manually sorted. Significant delays to mail matter occurred, however, and alternatives to centralized processing were explored. The concept of en route distribution -processing mail during transit between cities - was an important innovation when the British implemented it in 1838. A similar mail distribution network was initiated by the U.S. Post Office Dept. in 1864 and proved its worth for over a century. Maybe its time will come again, although in a much different form. Perhaps THIS will be the CAP 2045?

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Do you think these guys could have imagined air transportation of mail and parcels? Will readers in the year 2045 think we are as ancient with our present methods as those pictured are to us?

Computer technology advancement in the 1950s through 1970s mainly focused upon large centralized computers. These mainframes - like automated mail processing equipment in the 1990s - were expensive and required maximum usage and centralized information processing to be cost justified. Today, a personal computer has more processing capability - measured by both speed and volume - than the biggest mainframe computer of the early 1960's that occupied more area than an average house. Futurists see future computer evolution shifting towards a distributed network of small (in physical size only) computers that are simultaneously processing information.

What does this have to do with mail processing? If one uses current thinking about computer evolution and past postal history as guides, there may well be a shift away from super-size mail processing factories and a move toward mail distribution in smaller increments. If that is the case, sorting mail en route might well be a viable alternative.

The service standard for First-Class Mail will soon reach the shortest transit time that can be achieved by using quick transportation combined with intermediate processing at stationary facilities. After all, physical means of domestic transportation are not likely to get much faster, and the USPS

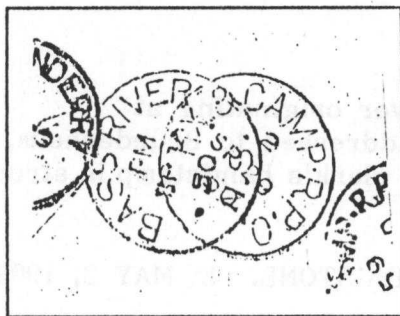
Corporate Automation Plan ought to yield the shortest practical facility processing time. The new frontier could well be the integration - once again - of mail transportation and mail distribution functions, so that the time utilized for one activity coincides with the time allowed for the other.

Whether this becomes a reality depends upon: 1) the nature of the transportation infrastructure available to the Postal Service in 2045; 2) what the most effective total cost solution to postal operations requirements are; and 3) what service level customers desire versus the price they are willing to pay.

If capital equipment costs for mail processing equipment do not dictate a solution requiring a large centralized facility to achieve economies of scale, it is certainly possible. If mail volume grows to the point that one cannot efficiently process the mail - just as may be true for computers in processing large volumes of information - the Postal Service may have no other alternative.

(Editor's Note: Frank Scheer has M.B.A. and D.B.A. degrees in Transportation and Logistics from the University of Tennessee, Knoxville. He has been interested in mail transportation since 1967.)

From Ross Gray -

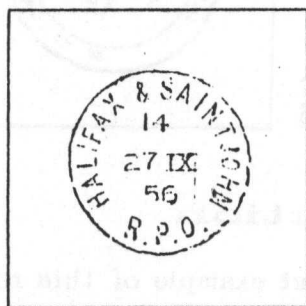
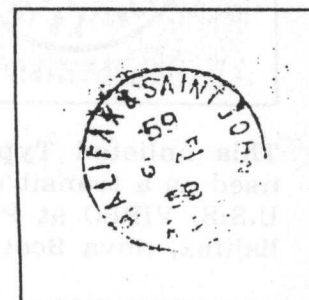


MA-92, Hammer VI 2, SP 29, 50 appearing as a transit backstamp on a registered cover which originated at LONDONDERRY, N.S. SP 29, 50 and arrived at BASS RIVER, N.S. the following day, via MA-80 and Halifax.

This is a new early date for this hammer which was proofed December 16, 1949 and previously had a reported early date of April 10, 1953.

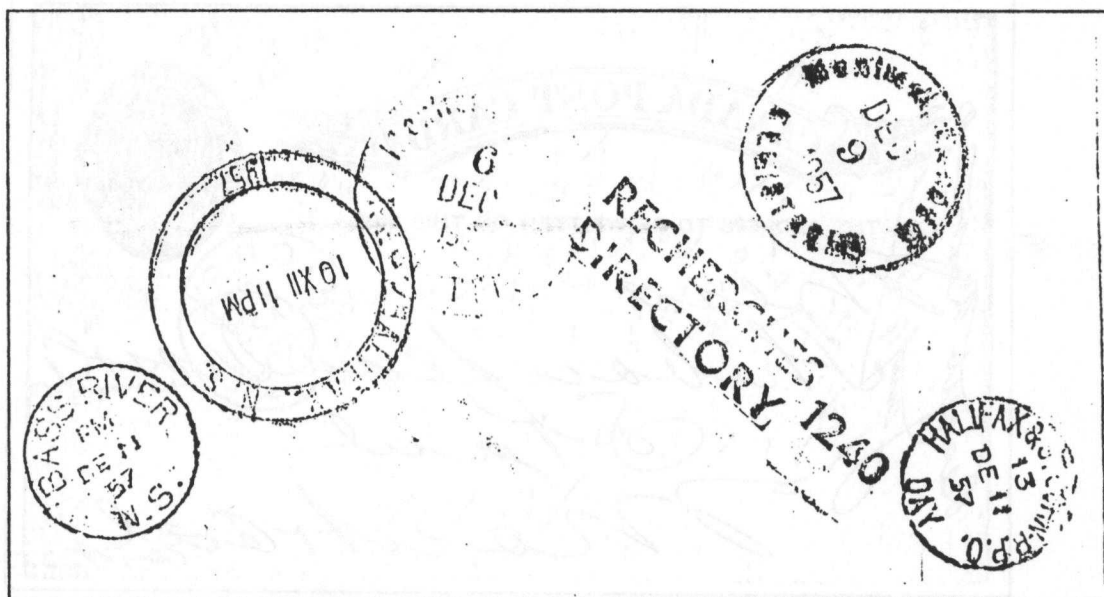
MA-113, Hammer II 59, 6 XII, 58 used as a transit backstamp on a registered cover from the NETHERLANDS to Bass River, Nova Scotia, via HALIFAX, N.S. 5, XII, 11PM, 1958. There is no arrival cancellation.

This is a new train number and a new late date, both for the hammer and the run.



MA-113, Hammer III 14, 27 IX, 56 appearing on a favour cover to Hamilton, Ontario.

This is the first reported use of this hammer which was proofed November 10, 1955.



MA-117a, Hammer IV 13, DE 11, 57 used a transit backstamp on a registered cover which originated in the Netherlands. The address was erroneously typed by the sender as "BASS RIVER N.I. CANADA USA". It arrived in MONTREAL on December 6, in HALIFAX on December 10 and finally at its destination, BASS RIVER, N.S. December 11.

This is a late date for the run and the hammer.

More from Ross Gray -

Both of the following cancellations appear as the only backstamps on two complete covers, neither of which is philatelic.



Used as a transit backstamp on a cover originating at DANSVILLE, N.Y. APR 28, 1909 and addressed to Bruederheim, Alberta, this Type 5H, unlisted private clerk's handstamp is struck in blue.
W-57X RF 500*

HUMBOLT & EDMONTON R.P.O. / J.S. LIVINGSTONE. E, MAY 2, 1909

This is the first reported clerk cancellation for this short lived run.

This unlisted Type 6E private clerk's handstamp, struck in purple, is used as a transit marking on a misdirected cover which originated on the U.S.S. VIREO at PEARL HARBOR, 10, FEB, A.M., 1941 and is addressed to Halifax, Nova Scotia.

MA-152A RF 500

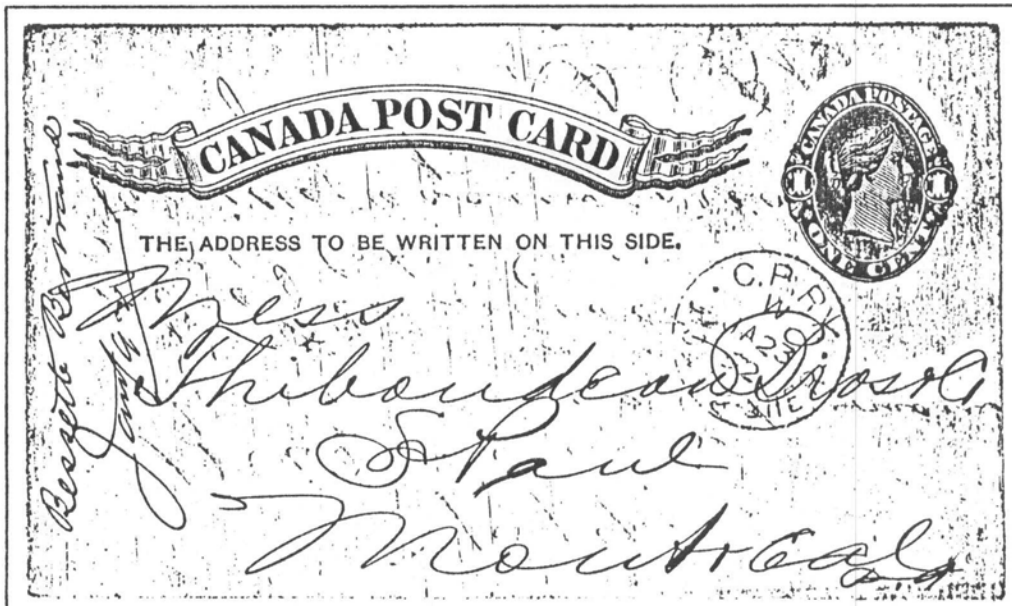
INVERNESS & POINT TUPPER / W.R. LONG TR. 157, FEB 26, 1941



Like the previous example, this is the first reported clerk cancellation for this run. Unlike the Humbolt and Edmonton run, this one existed for 45 years.

Q-141 Early Date & New Direction

This is the second report of this cancellation. J.S. Karr reported the first example of this rare one, with a 3/13/95 date and "E" indicium.



Q-141 C.P.RY / MONT & SHER W, JA 23, 92

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R.P.O STUDY GROUP

MEMBERSHIP AUGUST 1992

CANADA

John D.Aitken	Box 241	Lambeth, ON	NOL 1SO
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 Hot Sp,BC	VOB 1LO
Arthur J.Brunet	1054 Yuill St. SE	Medicine Hat, AB	T1A 0Z2
Paul Burega	Box 15765,Stn.'F'	Ottawa, ON	K2C 3S7
Alex.D.Campbell	165 Queen St.N.	Kitchener, ON	N2H 2H8
Beverlie Clark	924 North Drive	Winnipeg, MB	R3T 0A8
Earle L.Covert	Box 1070	Hay River, NT	XOE ORO
Wayne R.Curtis	Box 74, Stn.'A'	Toronto, ON	M5W 1A2
Peter Eggett	6826 Bilberry Dr.	Orleans, ON	K1C 3R4
Kenneth V.Ellison	R.R.#1	Oyama, BC	VOH 1W0
Jean-Pierre Forest	4014 des Cedres	Cap Rouge, PQ	GOA 1K0
Donald Fraser	1183 Warsaw Ave.	Winnipeg, MB	R3M 1C5
Michel Gagne	72 de Montbrun	Boucherville, QC	J4B 4T9
Ross,D. Gray	Box 174	Lindsay, ON	K9V 4S1
Clifford 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	#126-1900 Mayfair Dr.	Victoria, BC	V8P 1P9
Allan H.Hewitt	180 Southview Dr.	Concord, ON	L4K 2L3
Reg.Hiscock	57 Drayton Road	Pointe Claire,PQ	H9S 4V4
James S.Karr	536 - 49th Ave.SW	Calgary, AB	T2S 1G5
Donald B.Kaye	Box 4201,Stn.'D'	Hamilton, ON	L8V 4L6
John Keenlyside	4590 Beverley Cr.	Vancouver, B.C.	V6J 4E6
Vernon E.Kembel	5267 Mt.Lehman Rd.	Mount Lehman, BC	VOX 1V0
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
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-C. Michaud	Box 5176	Armdale, NS	B3L 4M7
James Miller	Box 3005,MPP	Kamloops, BC	V2C 6B7
Ian Mowat	790 Cuaulta Cres.	Victoria, B.C.	V9C 3H3
R.F.Narbonne	216 Mailey Drive	Carleton Place,ON	K7C 3X9
Samuel C.Nickle	1208 Belavista Cr.	Calgary, AB	T2V 2B1
Brian Noble	11 Trailsmoke Cr.	Etobicoke, ON	M9C 1L9
Kevin O'Reilly	Box 444	Yellowknife, NT	X1A 2N3
Alfred N.Peatman	22-2nd St,Renforth	Saint John, NB	E2H 1M1
H.Alex.Price	#74 - 1201 Cameron	Kelowna, BC	V1Y 9H6
Robert W.Prince	52 Rose St.	Barrie, ON	L4M 2T2
Charles Purdon	Box 33	Mayne, BC	VON 2SO
Michael Reid	964 Canaveral Cr.SW	Calgary, AB	T2W 1N5

K.G.Richards	829 Huntingwood Dr.	Agincourt, ON	M1T 2L8
Michael Rixon	749 Agnes	Montreal, QC	H4C 2P4
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	1155 Cartaret St.	Halifax, NS	B3H 3P2
Thomas Southey	34456 Ascott Ave.	Abbotsford, BC	V2S 4V5
Allan L.Steinhart	#1910-45 Dunfield	Toronto, ON	M4S 2H3
A.Hedley Stokes	396 Main St.	Toronto, ON	M4C 4X8
William E.Topping	7430 Angus Drive	Vancouver, BC	V6P 5K2
H.Geoff.Walburn	Box 279	Kelowna, BC	V1Y 7N5
Jack M.Wallace	Box 1116, Stn. 'E'	Victoria, BC	V8W 2S6
Peter Waugh	19639 Poplar Dr.	Pitt Meadows, BC	V3Y 1Z3
J.Don Wilson	11 Elm Place	St.John, NF	A1B 2S4

OVERSEAS

J.M.Ayshford	129 Burges Road	Thorpe Bay, Essex	SS1 3JL
W.M.Collie	22 Hill Rd, Claughton	Birkenhead, Mersey	L43 8TL
Trevor E.Gartland	SNCO Mess, SOAF	Masirah, Box 1731, CPO Seeb	
	Muscat, Sultanate of Oman		
Lionel F.Gillam	66 E.Bawtry Rd.	Rotherham, Yorks.	S60 4BU
T.Malcolm Jones	14 Tullis Close	Sutton Courtenay,	
		Oxon.	OX14 4BD
Brian T.Stalker	Glaramara, Parc Bryn Coch,	Upper Bryn	
	Coch, Mold, Clwyd, Wales		CH7 1XX

TOTALS	Canada	62	Regular	5	Ex-Officio
	U.S.A.	32		2	
	Overseas	6		0	
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	Totals	100		7	

August, 1992

U.S.A.

Warren L.Bosch	Elgin Comm.College	Elgin, IL	60120
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Norman Brassler		Buck Hill Falls, PA	18323
Carl Cammarata	Box 145	Scotts, MI	49088
Gerald C.Carr	12599 Coach Lane	South Lyon, MI	48178
Stuart L.Cohn	RR1 Box 74, Mt.Olive Rd.	Zirconia, NC	28790
Richard Colberg	126 Crosswick Lane	Lancaster, PA	17601
George R.Cole	43 New Dorp Plaza	Staten Island, NY	10306
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, ML	21204
James R.Jenkins	Rte.1	Billings, MO	65610
Stanley Kalabza	2310 S.61st Ave.	Cicero, IL	60650
James C.Lehr	Kendal At Longwood 125	Kennett Square, PA	19348
Lewis M.Ludlow	5001-102 Lane NE	Kirkland, WA	98033
John M.McCrea	Box 172	Monroeville, PA	15146
Edward J.Maloney	26 South Onota St.	Pittsfield, MA	01201
G.Palmer Moffat	4542 E.Camino de Oro	Tucson, AZ	85718
Rick Parama	5511 Grosvenor Sq.	Houston, TX	77069
Lionel A.Pereira	7635 E.Firestone Blvd.	Downey, CA	90241
John H. Perry-Hooker	Doe Corner	Wells River, VT	05081-
			0662
Rev.Elwood S.Poore	1910 Laurel Road	Gainesville, TX	76240-
			5118
Frank Scheer	18 E.Rosemont Ave.	Alexandria, VA	22301-
			2325
Roland B.Seymour	9950 S.Richeon Ave.	Downey, CA	90240
Clarence Stillions	5031 Eskbridge 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
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Ted Woodward	Box 2022	San Bernardino, CA	92406

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(BNA'TOPICS' Editor)			



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5830 CARTIER STREET VANCOUVER, B.C., CANADA V6M 3A7

RPO STUDY GROUP - REPORT FOR YEAR 1991-92

August 31, 1992

INCOME - 1991-92 Dues & Foreign Exchange	\$ 916.25
1992-93 & 1993-94 Dues in Advance (Note 3)	70.00
Donations (Note 2)	19.64
BNAPS Book Dept. (Annex 1-9)	72.00
BNAPS Stipend 1991-92	90.00
TOTAL	\$ 1167.89
EXPENSES - Vol. 20, No. 1 - No. 95 - Printing, Postage	\$ 138.82
No. 2 - No. 96 -	131.38
No. 3 - No. 97 -	144.39
No. 4 - No. 98 -	160.83
No. 5 - No. 99 -	133.09
No. 6 - No. 100 -	149.21
TOTAL	\$ 857.72
EXCESS OF INCOME OVER EXPENSES	\$ 310.17
Balance from 1990-91	835.83
Total on hand, August 31, 1992	\$ 1146.00

- NOTES:
1. All accounts in Canadian Funds.
 2. Donations from Campbell, Frampton, Maloney, Waite.
 3. 1992-93 dues paid by - Collie, Hiscock, Reid, C. Smith, Steinhart, Walburn. 1993-94 dues paid by Steinhart.
 4. Printing costs subsidized by John Keenlyside.
 5. Resignations - disposed of collections, etc. Margaret Toms, Father L.A. Walker.
 6. Dropped for Non-Payment of 1991-92 Dues - Anderman, Edgett, Hornsby, Jamieson, McKain, Machum, Miess, Moulton, Stasewich.
 7. Death - Wellburn.
 8. New Members - Cammarata, Gagne, O'Reilly, Richards, Rixon. Reinstated - Pereira.
 9. Extra funds being accumulated for Special Issue No. 100, planned for publication winter 1992-93.

BNAPS STIPEND - received for Editor, "TOPICS", BNAPS President, BNAPS Library, BNAPS Study Group Coordinator, BNAPS Study Group Columnist. Free Copies are also sent to the National Archives of Canada and the Philatelic Library of the National Postal Museum of Canada.


W.G. Robinson
Secretary-Treasurer

THAT'S ALL FOR THIS YEAR 1