PACIFIC NORTHWEST REGIONAL GROUP, BNAPS - This Issue is being
produced in time for the spring 1990 meeting of this Group -
which will be held March 9 and 10 at the Rainbow Inn, Chilliwack,
B.C. - some 60 miles east of Vancouver, in the Fraser Valley.
Numerous members of this Study Group expect to be present.

NEW PUBLICATION - We have received a copy of a new book of
photographs conerning the Newfoundland Railway from member
Palmer Moffat of Tucson, AZ.. It is titled "The End of the Line",
and sub-titled - The Newfoundland Railway in Pictures. It is
written by Clayton D.Cook, who worked on the Railway for 33
years, mostly as a Conductor. It is published by Harry Cuff
Publications Ltd., One Dorset Street, St.Johns, NF, A1B 1W8,
the price is $ 14.95. I strongly recommend purchase by anyone
interested in the history of the Newfoundland Railway from
early days until dismantling of the track in October,1988.
Some good pictures of the Railway's steamers are included, and
the captions and accompanying text are quite descriptive.

COUNTESS of DUFFERIN
C.P.R. FIRST ENGINE TO ENTER WINNIPEG, MAN.   N° 3502.
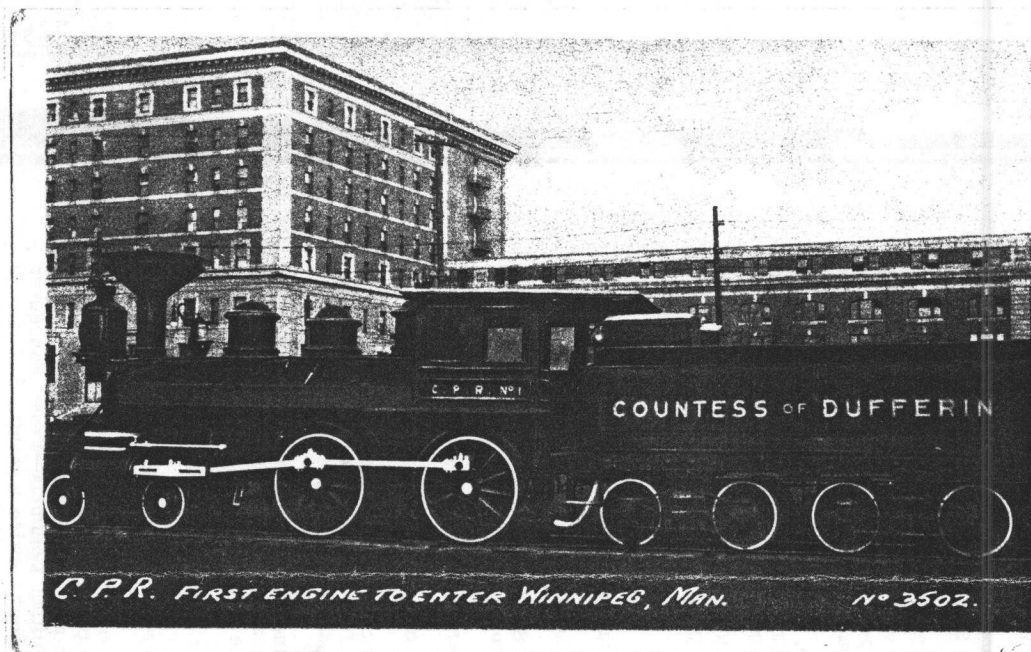
FIRST LOCOMOTIVE IN WESTERN CANADA - Brought down the Red River
from St.Paul, Minnesota, October 9,1877. Your Editor's
Grandfather and a cousin helped to unload it at Winnipeg.

NEW MEMBERS - We welcome the following -

Gerald Drapeau	T.Malcolm Jones	Vernon E.Kembel
224 Bazin	14 Tullis Close	5267 Mt.Lehman Rd.
Laval, Que. H7N 4R3	Sutton Courtenay,Oxon.	Mt.Lehman,BC VOX
	OX14 4BD, England	1VO
John F.Edgett	Barry Stasewich	Robert W.Prince
Box 456	Box 144	52 Rose Street
Glenhaven, CA 95443	Burlington,ON L7R 3X8	Barrie, ON L4M 2T2

Beverlie Clark, 924 North Drive, Winnipeg, MB R3T OA8.

John Keenlyside, 4590 Beverley Cres., Vancouver, BC V6J 4E6

TO AUSTRALASIA, ETC.

The Canadian-Australian Royal Mail Steamship line—From Vancouver and Victoria, as ports of call, to Australasia, via Honolulu and Suva; monthly sailings.

The Australian Mail line (Frank Waterhouse & Co.)—Between Vancouver, Tacoma, San Francisco and New Zealand and Australasia; monthly sailings.

TO CALIFORNIAN PORTS AND MEXICO.

The Pacific Coast Steamship Company—Between Seattle and California ports, with Victoria as British Columbia port of call.

The Canadian-Mexican Pacific Steamship Company—From Vancouver to Salina Cruz.

The Harrison line—Leaving Antwerp, Swansea, Glasgow and Liverpool, carrying cargo direct and via the Tehuantepec railway, with Victoria and Vancouver as British Columbia ports of call.

BRITISH COLUMBIA COAST SERVICE.

Canadian Pacific Railway's British Columbia coast service:

Vancouver and Victoria, twice daily.

Victoria and Seattle, daily.

Victoria and Prince Rupert, via Queen Charlotte islands and way points, twice a month.

Hardy Bay logging-camp route—Vancouver to Hardy Bay and way points, weekly.

Vancouver to Nanaimo, daily except Sunday.

Victoria-Nanaimo-Vancouver-Comox route, calling at islands and way points, weekly.

Fraser route—From New Westminster to Chilliwack, calling at all way points, three times a week.

West Coast (V.I.) route—From Victoria to Quatsino, calling at west coast points, three times monthly.

Prince Rupert-Alaska route—From Victoria and Vancouver to Skagway, calling at Swanson Bay, Prince Rupert, Juneau, etc., three times monthly.

Tacoma-Vancouver Steamship Company—From Vancouver to Seattle and Tacoma, tri-weekly.

The Union Steamship Company (Vancouver) have five steamers, each of which plies weekly to points on the coast of the mainland and Island of Vancouver as far north as Stewart in the Portland canal, having numerous ports of call.

The Royal City Navigation Company—New Westminster to Chilliwack and intermediate points, tri-weekly.

Canadian Pacific Navigation Company—From Victoria to islands of the gulf and New Westminster, weekly.

R. Cunningham & Son, Ltd.—Port Essington to Prince Rupert, daily.

Grand Trunk Pacific Coast Steamship Company—Seattle, Victoria and Vancouver to Prince Rupert and Stewart and way points, weekly.

Northern Steamship Company of British Columbia—From Vancouver to Prince Rupert and Stewart and way points, twice a month.

Pacific Coast Steamship Company—Seattle, via Vancouver, for Prince Rupert and Alaskan points, about six times monthly.

New Westminster-Ladner-Steveston service—New Westminster to Ladner and way points, daily.

Gulf Islands route—Victoria to Saturna island and way points, tri-weekly.

Boscowitz Steamship Company—From Vancouver and Victoria for northern points as far as Stewart, weekly.

Howe Sound route (The Terminal Steam Navigation Company)—Vancouver to Britannia mine and way points, daily.

North Arm Steamship Company—Vancouver to points on Burrard inlet and North Arm of the inlet, daily.

Fraser River route—New Westminster for Langley (steamship Kerland); daily.

In addition to the foregoing, there are regular lines of steamers plying on the Skeena to Hazelton;

On the upper Fraser, from Soda Creek to Quesnel, and on water stretches further in the interior;

On the Okanagan lakes;

On the Arrow lakes;

On the Kootenay lakes;

On the Columbia river from Golden to Cranbrook.

BRITISH, CANADIAN AND FOREIGN SEAGOING VESSELS—OUTWARD.

Places	With Cargo					In Ballast		
	No. of Vessels	Tons Register	Tons Weight	Tons Meas'm't	No. of Crew	No. of Vessels	Tons Register	No. of Crew
Chemainus	18	26,317	4,824	42,021	325	17	1,556	37
Ladner						16	408	41
Ladysmith	147	63,354	86,754		1,767	130	11,560	659
Nanaimo	520	366,535	366,952		11,694		17,675	1,349
New Westminster	44	52,361	40,452	8,794	985	24	1,154	117
Port Simpson	12	9,900			570		20,823	1,318
Prince Rupert	14	12,166	225	9	773	192	257,963	10,443
Sidney	9	10,161		6,742	188	13	342	71
Stikine	6	36	6		30	4	1,416	108
Union Bay	71	164,097	142,561		2,435		4,602	157
Vancouver	1199	1,116,669	131,582	157,305	60,611	561	343,199	12,142
Victoria	513	700,397	14,646	5,146	36,447	475	676,571	31,515
White Rock	37	874	6,228		160		74	22
	2590	2,524,867	794,250	220,017	115,985	1547	1,337,343	57,979

BRITISH, CANADIAN AND FOREIGN SEAGOING VESSELS—INWARD.

Places	With Cargo					In Ballast		
	No. of Vessels	Tons Register	Tons Weight	Tons Meas'm't	No. of Crew	No. of Vessels	Tons Register	No. of Crew
Chemainus	2	1,052	1,000		22	24	11,093	225
Ladner						4	260	25
Ladysmith	32	19,600	16,084	450	578		82,252	2,887
Nanaimo	36	48,878	15,917		810	264	249,698	7,283
New Westminster	40	9,331	6,212	1,156	846	345	16,734	358
Port Simpson	16	13,884	26		27	30	391	1,420
Prince Rupert	89	81,472	31,622	1,682	4,606	36	82,284	5,700
Sidney	9	890	688	772	61	112	3,267	141
Stikine	13	3,048	516		239	18	379	27
Union Bay		1,635	138		138	77	141,675	3,155
Vancouver	1353	1,314,751	223,911	100,225	71,045	202	251,267	10,413
Victoria	777	903,445	43,265	13,969	52,804	218	412,139	11,447
White Rock	5	182	94		22	42	918	180
	2376	2,398,168	349,168	118,284	131,951	1373	1,252,357	43,261

— Courtesy of Ken Ellison

From the 1911 Year Book of British Columbia

CROSS-BORDER R.P.O.s - The Richelieu Gateway (Rutland Trains)

The Rutland Railroad was formed about the turn of the century in a reorganization of the nineteenth century Central Vermont Railroad. It had lines from Bellows Falls, Vt. to Rutland, from Eagle Bridge, N. Y. to Rutland, From Rutland to Alburg, Vt., and from Alburg to Ogdensburg, N.Y. In addition it had a connection on the east side of the Richelieu to the Canadian Pacific at Iberville Junction, P.Q. that offered its passenger trains access to Windsor Station in Montreal. The U. S. Post Office operated the Alburg & Boston R.P.O. via Rutland from June 24, 1903 to Sept. 27, 1953, with the brief exception of three months in 1918 when the Rouses Point & Boston name was used.

In the early 1920s, there were important changes in the operations of U.S. through trains into Montreal. Rutland trains under a through running agreement with the Canadian National began going via Rouses Point and St. Jean to Bonaventure Station in Montreal. Concurrently, Delaware & Hudson through trains were switched from Bonaventure to the C. P. Windsor Station. By 1925, U.S. mail clerks in the Rutland night trains between Boston and Montreal began through running into and out of Bonaventure Station, although the name of the R.P.O. remained Alburg & Boston. The "Rouses Point & Montreal" name covered the Canadian Post Office's accounting of the service in the Eastern Districts R.M.S time tables, but a note about USA clerks of Alburg & Boston R.P.O. was carried as a footnote.

In an effort to avoid cancellation of incidental mail with Canadian stamps by the Alburg & Boston R.P.O. cancellers, Q-61 was made by Prichard & Andrews in Ottawa and supplied to the U.S. clerks. This device was a hammer, not the usual U.S. duplex handstamp, and there was only one. This required that the R.P.O. for Boston leave the hammer at the Rutland Terminal R.P.O. for pick-up by the clerks on the Montreal bound train. (the Rutland Terminal R.P.O. operated during the night hours necessary to effect such an exchange.) In these circumstances it is not surprising that U.S. cancels were used from time to time on Canadian stamps.

Train numbers were unchanged during the entire period of Montreal operation of the Alburg & Boston R.P.O. The outbound train from Montreal left as Tr. 52, switched to Tr. 146 at Rutland, and became Tr. 5502 at Bellows Falls; in R.M.S. slang, this was the Hyphenated Tr. 52-146-5502. From Boston, the number was Tr. 5511-143-51. In addition to Q-61, U.S. type cancels Q-0 and Q-0A are known used on Canadian stamps. The First Day Cover of Jun 1, 1935, is established by the backstamping to have been handled cross-border in a working Alburg & Boston R.P.O. car. Mail from the U.S. with the Alburg & Boston Tr. 5511 mark and addressed to a point in Eastern Canada is also shown to have been handled across the border in a working R.P.O. (For a map of the route used see p. 8 of the May, 1989 Newsletter.)

J. M. McCrea

FIGURE 2   (Q-61)

FIGURE 1

FIGURE 3
(Courtesy L. M. Ludlow)

(Q-0A)

FIGURE 4
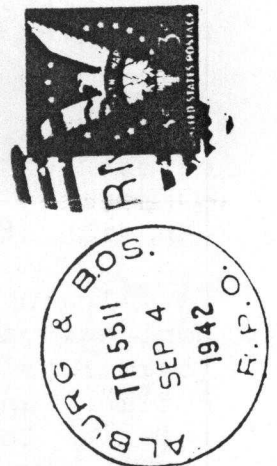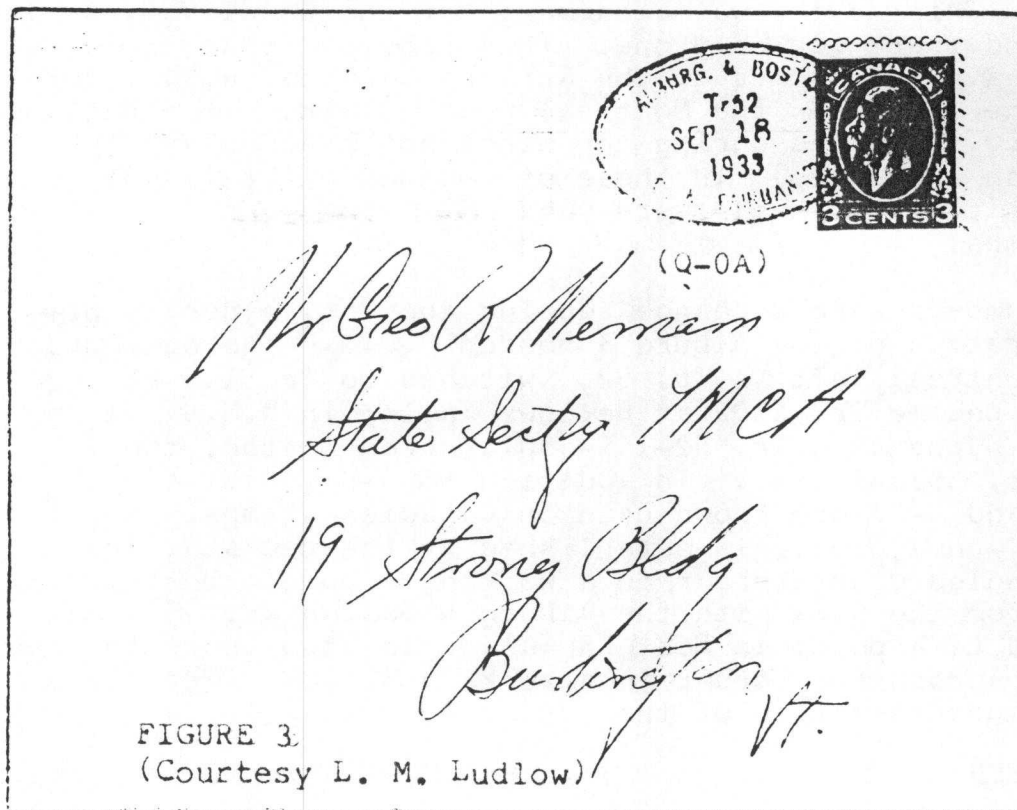
(Q-0 for Tr.
5511-143-51,
"Hyphenated
Train"

THE RICHELIEU GATEWAY - J.M.McCrea -

Rouse's Point, N.Y. & Montreal.

F. 6935   (Canadian National Railways—47.25 miles.)   ROUTE 118.

	Train No. 51		Train No. 65		Miles from Rouses Point	Time Table No. 62 Sept. 26, 1937	Train No. 64		Train No. 52	
Sig.	B.C. Dy.*-1	Sig.	B.C. Dy.				B.C. Dy.	Sig.	B.C. Dy.	Sig.
	A.M.		P.M.				A.M.		P.M.	
....	6 20	....	5 54	·00	ROUSE'S POINT, N.Y	10 44	....	10 55	
....		a	R		{ St. Valentin }	D	ab	ab	
....		a	R		{ Isle aux Noix }	D	ab	ab	
....			6 12	9.77	(St. Valentin Stn.)	10.27	D	ab	ab
....		a	R		{ Grande Ligne }	D	ab	ab
....		a	R		St. Blaise	D	ab	ab
....			6 23	15·79	(Gnde Ligne Stn.)	10 17		
ab	7 35		D 6 34	22·28	ST. JEAN ....P	R 10 07		r10 19	a
a	d 7 50			47·25	B MONTREAL ....P	R 9 20		R 9.30	a
					(Bonaventure)				

S.A. Train 64 ....3 ft.
S.A. Train 65 ....3 ft.
S.A. Train 51 ....3 ft.
S.A. Train 52 ....3 ft.

Train No. 65
a—despatch to St. Jean

Train 51
a—receive from Alb. & Bos. 51
b—Despatch to M. & T. 5 ex. Sun.

Train No. 64
a—receive from St. Jean.
b—receive from Montreal.

Train 52
a—despatch to Alb. & Bos. 52

U.S.A. Clerks in Alburg & Boston trains 51 and 52 run between Boston and Montreal and receive and despatch the following mails at Montreal:—

Train No. 51
Mails despatched
R. & M. 16
Mont. & Tor. 5
L. & M. 2
Mal. & Mont. 20
Q.G.J. & M. 110
Vict. & Mont. 138
St. J. & M. 40 (Sun. only)
St. Hyacinthe
Port. & B. Line 16
Island Pond, Vt.
M. S. F. & T. 35

Train No. 52
Mails received at Montreal.
Hal. & Camp. 1
L. & M. 1
M. & O. 504
St. Alb. & Bos. 307
Granby
M. S. F. & T. 36.
Quebec
Trois Riviéres
Ottawa

Mails Distributed in Alburg & Boston R. P. O.

	Letters only Tr. Nos.	All Classes Tr. Nos.
Boston, Mass.	52-b.	
Connecticut		52-, 164-, 5504
Massachusetts		52-, 164-, 5503-, 5504, 5507, 5508
New Hampshire		51-, 52-, 164-, 5503-, 5504, 5508, 5507, 5511-
New York State		51-, 52-, 5503-, 5507, 5511-
Prov. of Quebec		5511
Rhode Island		52-, 164-, 5504
Vermont		51-, 52-, 164-, 5503-, 5507, 5511-

- Hyphenated trains.

Train 51-5501

Alb & Bos 5502	m Winch.	New & Spr 703	b Bel. Falls
" 5504	b Keene	§New & Spr 712	b "
*Burl & Troy 57	b Bel. Falls	*Rutland Term.	b "
Bos & Troy 51	b Fitch.		

Train 52-146-5502

§Alb & Bos 5503	l Boston	§New & Spr 78	l Bel. Falls
" 51	b Rutland	New & Spr 712	l "
§ " 5501	l Winch.	§ " 7052	g "
" 5504	l Bel. Falls	Rutland Term	b Rutland
§Bos & NY 176	b Boston	St Alb & Bos 325	
Bos & Plym 625	ay "	via Essex Jc.	l Burl.
§Bos & Water 131	l "	" 21	
Burl & Troy 52	b Rutland	via Essex Jc	g Burl.
§Low & Wor 505	l Ayer	§Woods & Bos 5	l Boston
Low & Wor 810	l "	§Vance & Bos 109	l "
N Term RPO	b Boston	§ " 1005	g "

Train 5511-143-51

Alb & Bos 5501	l Fitch.	Que Gar Jc & Mont 110	l Montreal
" 146	b Rutland	Rich & Mont 16	l "
" 5504	l Bel. Falls	Ro Pt & Alb 34	b Rouses Pt
§Alb & Ogd 3	l Burl.	Rutland Term	b Rutland
Burl & Troy 52	b Rutland	St Alb & Bos 21	
B S & N Y 169		via Essex Jc	b Burl.
via Spring.	b Boston	St J & Mont 40	g Montreal
Grove & W R Jc		§*St J & Swan 52	
4301 via W R Jc	l Bel. Falls	via Camb Jct	l Burl.
Levis & Mont 2	b Montreal	Spring Term RPO	b Bel. Falls
Malone & Mont 20	l "	St Alb & Bos 310	
Mont & Tor 5	l Montreal	via W R Jct	l "
Mont, Cal & Ott 421	f "	" 21	"
New & Spr 78	b B. Falls	Vic & Mont 138	l St Lamb't
Ottawa, Ont	l Montreal	W R Jct Term	b Bel. Falls
Port & Bdy Line 16	"		
via Is Pond	l "		

17

	b64	*b2	b52	b46	*b4	Apr. 26, 1936	*b1	b165	b159	‖51	a43	b43	b65
			9 05			Le...Montreal, P Q...Ar.				7 50			
						Boundary Line(no), N Y		6 30					
	10 47	+	10 22			Rouses Pt., N. Y.		6 20				5 32	
	11 04		10 32		7 45	...Alburg, Vt. ...		6 06			7 55	5 20	
	12 06	8 35	10 44	11 43	8 50	...⊙Burlington, Vt. ...	5 02	6 35			8 50	4 06	
		8 45	1 15			....New Haven, Vt....		5 42					
		9 35					3 26	4 33					
	b166	f146	d146	b164	+	.....⊙Rutland, Vt.....	+	1 50	7 35	cu143			
	5 40	1 35	1 35	2 15	10 00		9 45	12 15	5 55	7 35			
	7 35	3 10	3 10	3 50	12 10		7 15			11 05			
		f 5502	d 5502	b 5510	b 5508	..⊙Bellows Falls, Vt..	b 5501	b 5503	b 5507	cu 5511			
		3 20	3 20	4 05	12 50		7 00	12 05	5 35	10 50			
		3 59	3 59	4 44	1 30	.....⊙Keene, N. H....	6 22	11 25	4 50	10 10			
		4 05	4 05	4 48	1 33		6 18	11 22	4 40	10 04			
		4 46	4 46	....	2 17	.⊙Winchendon, Mass.	5 40	10 45	4 00	9 26			
		4 49	4 49	5 33	2 20		4 33	10 42	3 56	9 22			
		5 14	5 14	5 58	2 46		4 05	10 10	3 23	8 50			
						...⊙Fitchburg, Mass...	b51						
		5 30	5 30	6 02	2 50		3 54	10 06	3 19	8 43			
					3 12		3 30	9 46	3 02	8 25			
		5 55	5 55	6 19	3 16	.....⊙Ayer, Mass....	3 16	9 42	3 00	....			
		6 15	6 15	....	3 30	...⊙S. Acton, Mass...	3 01						
		6 52	6 52	6 51	4 00	....⊙Waltham, Mass....	2 31	9 08	2 29	7 49			
		7 17	7 17	7 08	4 15	Ar...†Boston, Mass....Le.	2 10	8 50	2 10	7 30			

b LK10 Le. Leicester Jct., Vt., 11 00; Ar. Rutland, Vt., 2 00
b KL5 Le. Rutland, Vt., 6 20; Ar. Leicester Jct., Vt., 9 00

Clerks on Trs. 5511 and 52 run between Montreal, P. Q., and Boston, Mass. *Star route trip 2, 3121, trip 1, 4, 3218.

Trs. 164, 165, 5504, 5507.....15'
All others.....30'

51 Rut-Burl.....a.
51 Burl-Alburg.....f

★ Alburg & Boston R. P. O.
Rutland R.R., 160.30 miles, Rt. 101729; Boston & Maine R.R., 118.83 miles, Rt. 101724, 275.28 miles; Canadian National Rwys., Rt. 101735, 1.16 miles. Dist. 2. Class B.

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Comment by Bill Moore

The forest around us

Courtesy of <u>Ken Ellison</u>

If there is one coastal steamship whose name will not be forgotten it would have to be the C.P.R.'s Princess Maquinna. Plying the rugged west coast of Vancouver Island — all 300 miles of it — from 1914 to the late 1940s, this tough passenger-freighter was the only lifeline for the logging camps and canneries of western Vancouver Island. She was built in Victoria in 1913 and her first skipper was the famed Captain Edward Gillam.

There were many other vessels on our B.C. coast in those days, taking people and supplies to the Queen Charlottes, Ocean Falls, Prince Rupert and a hundred other communities. Their names are not remembered as is "The Good Ship Maquinna" for one reason. That reason was a CJOR Vancouver radio newscaster by the name of Kelly. For some reason, over many long years, Kelly would announce the location of the ship as she plied north or south on her journey. The west coast Islander relied on this radio announcement as it meant supplies, visitors, mail would be at his location at that time.

Kelly called her the "Good Ship" and the words became synonymous with this deep voiced man. People who did not live on the coast but heard his news broadcast were always interested to know the whereabouts of the "Good Ship Maquinna".

In the '30s, as I remember, she loaded freight at Vancouver every 10 days. For some internal reason of the C.P.R. the ship did not carry passengers to Victoria, her next stop. There she would pick up her first passengers and steam up the lower west coast of Vancouver Island to Bamfield and then up the Alberni Canal to Port Alberni.

It was generally at Port Alberni that most passengers boarded, including the loggers destined for the remote logging camps to the north. People from Vancouver could save a day's journey by short cutting by ferry to Nanaimo and bussing to Alberni.

THE PRINCESS MAQUINNA — for many years a familiar and welcomed part of the west coast scene.

Because the "Good Ship" made so many stops the journey from Port Alberni took three days to its northern destination of Port Alice on Quatsino Sound. There at the pulp mill town of Port Alice the ship would take on a return cargo of pulp bales for Vancouver. Four days from the docks of Vancouver and four days back! What did she do? Well, she was busy opening up an untamed coastline of Canada that held riches in timber, fish and minerals.

I can remember the Maquinna stopping in mid-stream on a lonely inlet while some logger in a row boat rowed out to her to pick up some supplies and to get his mail. She would often pull into a small float camp or a booming ground and unload the loggers cargo out the side hatches. With all our modern styles of shipping I don't think the coast has ever seen the style of service given by the Maquinna in those days.

Indian dugout canoes, small gas boats, log rafts, floating board walks were the general means of taking supplies and people from the ship. She had two large iron doors on her sides down near the water's edge, and when these were opened freight could be passed out to waiting hands. It may be the middle of the night in a snow storm or it may be in a strong tidal inlet. No matter, the captain of the Maquinna would hold her in position while the logger or fisher-man took his freight off.

It was a wild and woolly area the "Good Ship" served. Roads were scarce, aircraft were not in use 'til the 1940s and ships and small boats were indeed the lifeline of the people on that 300 mile west coast of Vancouver Island.

For the old timers of the coast one name will always be synonymous with the Maquinna. Captain Edward Gillam helped design and took over command of her from 1914 to the late '20s. It was he who recommended a double bottom for her as he well knew the rocky coast she would travel.

Captain Gillam was a popular man on the coast. My friend, Frank Hole, remembers his school days in the Quatsino school when, once a year, the captain would send word up to the teacher that he was ready to take the school children on board for a day's cruise of Quatsino Sound. Of course the great C.P.R. service was theirs — from ice cream to white linen tablecloths and lovely silverware. Frank says it was the big day of their year.

The fishing and cannery industry was going great guns in the 1920s and a great deal of the work was done by native Indians. Early each summer on her way north, the ship would pick up a few hundred native Indians at various stops along the way and deliver them to the canneries at Rivers Inlet on the northern mainland of B.C.'s coast.
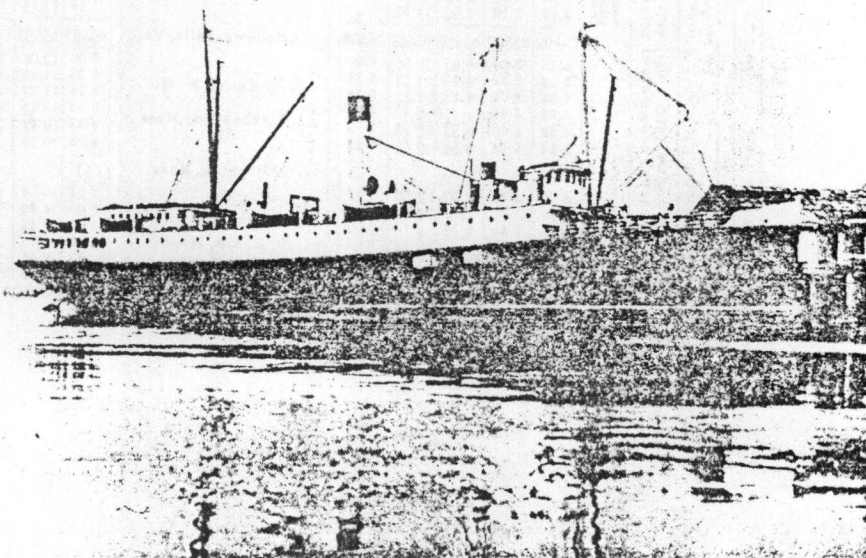
Another old friend, Max Botel, tells of these people being herded together on deck and down below, sleeping where they could, and getting their own meals. When the ship was at a dock they would catch some fish and use their big iron pot to cook the fish — on the beach. The trip took several days to Rivers Inlet and one can only sympathize with the plight of those people.

In the late '30s it was always the dark of night when the Maquinna entered our inlet to bring our small float camp its 10 days' supplies. With no dock there she did as she often did in other places — dropped the anchor. I would then tow a small log raft out to the ship by means of a small gas boat. In the dark and often stormy or tidal waters I would have to place the log raft immediately beneath the big iron doors on the ship's side. Once secured, we would then take on the freight by hand, passing down.

It seemed no matter what time of night it was there would always be one or two "travellers" down at the hatch doors. These gentlemen travelled the coast representing various wholesale businesses in Vancouver or Victoria. Meat packing houses, dry goods, fishing and logging supplies were their lines — and like the salesman in the musical "Music Man" — they "had to know the territory." They would be there at hatch side to tell you of their new products and to take orders for goods. If your throat was a bit parched from loading freight they always had a shot of grog or a beer to help you through your chores. Nice men, those travellers.

I'm fond of the early steamers on our B.C. coast, for they meant so much to us in the opening up of the vast timberlands in the many, many inlets. The loggers who worked in those inlets had only one lifeline to the outside world — and that was our coastal steamers like the Maquinna. Today when I hear loggers — or others — complain of a big jet being an hour late at one of our fine coastal airports, I think of what it was like for one crew I remember so well. You might enjoy the story:

It was in the very early '40s and our small float camp had been closed down for three weeks over Christmas. Our boom man, his wife and myself had stayed in camp over the holidays with instructions from my father to "meet the Maquinna" on a certain early January trip as the 25 man crew and supplies would be aboard.

By then our inlet had a small floating dock with a galvanized tin shed on it to store supplies out of the weather. There was no walkway to shore, so our dock sat out in sort of mid-channel, anchored to the bottom.

The "Good Ship" was due in at 4 a.m. (yes it was snowing) and it was my job to meet her and take the crew and supplies farther up the inlet to the float camp. Fred, the boom man, was to have the bunkhouse wood fires going and to have lit the cookhouse wood range.

"Kelly" told me the night before when the ship would be in so I slept aboard our gas boat to be ready to go out to the dock when she arrived. However, being young and heavy of sleep I did not awaken as I should have and it was long after the Good Ship had departed that I was yelled at by a passing fisherman and told — "Ya got a whole passel of cranky loggers out there on the dock, kid."

I started up the engine and with a small searchlight on proceeded to the dock in the heavy snow. I shall never forget the sight of those 25 snow covered loggers — standing like penguins on the dock as my searchlight shone on them. Angry, no, they were beyond that! The tin freight shed was full so there was no place to take cover. I had towed a large red cannery skiff behind by boat to load the freight into. Twenty five cold loggers jumped at the freight to load it in the scow and about seven a.m. we headed up for the camp. To make the morning near perfect, Fred, the boom man had overslept and forgotten to light the fires. A couple of the loggers who would speak to me told me that their three day journey from Port Alberni had been one of the roughest on record for the "Good Ship" — Oh boy!

Not such an untypical story of what loggers had to put up with in those days. It was part of the code, "you hired out to be tough" and "you've got to be tough in the north".

Anybody for a jet — that's an hour late?

The "Good Ship" is long gone, as is Mr. Kelly and Captain Gillam and many others who plied the rough waters of Vancouver Island's west coast. That coast now has aircraft of all styles, roads, freight trucks, busses and barges. But it was the life-links like the Maquinna that opened a part of this forest around us —

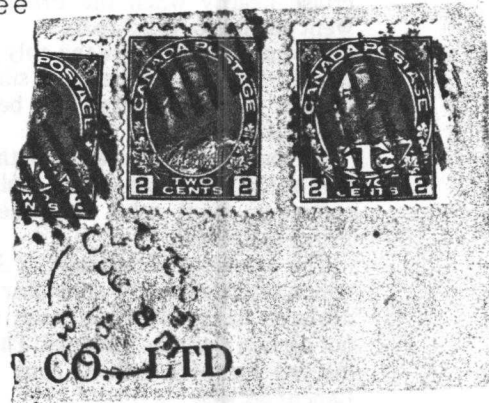Good night — "Good Ship" — wherever you are —
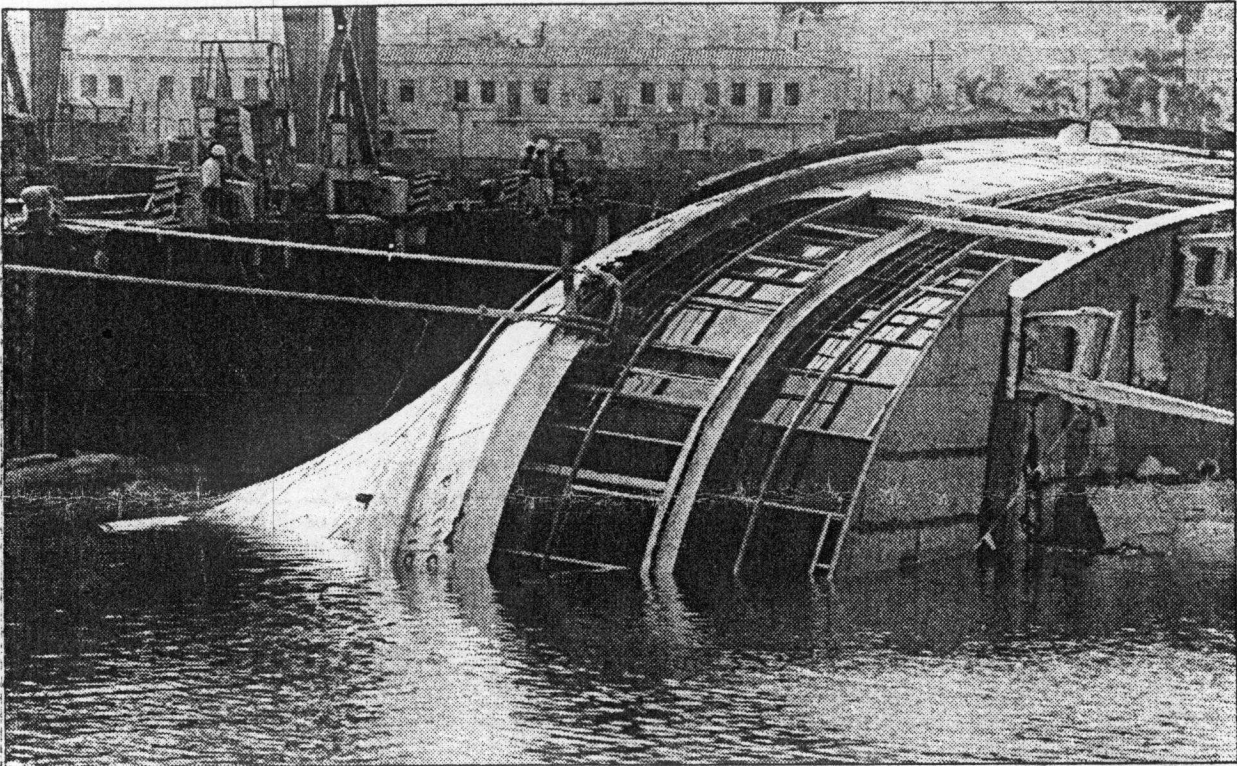
Keep out of the bight,

Bill Moore

Markings from Communities served by S.S.Princess Maquinna

Cee Pee Cee

Clo-oose

From <u>Roland Seymour</u> - "Los Angeles Times" - October 31,1989

BRIAN GADBERY / Los Angeles Times

The once-elegant ocean liner Princess Louise lies half-submerged at its berth in San Pedro.

**By SHERYL STOLBERG
and MARC LACEY**
TIMES STAFF WRITERS

The cruise ship Princess Louise—a popular floating restaurant that occupied a berth at Los Angeles Harbor for two decades until it fell on hard times last year—mysteriously capsized Monday at a shipyard slip where it was being readied for sale.

"She fell splat into the water and then it was glog, glog, glog," said Michael Barnes, first mate of the Spirit of Los Angeles, a 600-passenger ship that was on a luncheon cruise nearby when the Princess Louise went down about 12:30 p.m.

A security guard was the only person on board when the ship began to sink, but she jumped to safety before the beleaguered vessel went down.

Officials at the shipyard, Southwest Marine of San Pedro, offered no explanation or comment about what happened to the Princess Louise.

The president of the Bank of San Pedro, which repossessed the ship after its owner declared bankruptcy last year, said he is not certain it can be salvaged. The vessel is insured for $1.5 million, bank President Lance Oak said.

"We don't know what happened," he said. "A guard heard a noise and then it sank. We'll have to let the insurance company take it from here."

The 67-year-old ship, which in its grander days played host to countless weddings, bar mitzvahs and high school proms, looked tattered and lifeless Monday afternoon as its starboard side lay completely submerged in 24 feet of water.

Two shipyard employees who asked not to be identified said the vessel had been removed from a dry dock and placed in the water sometime within the last several weeks. Witnesses said Monday that they saw the 300-foot vessel listing. Then suddenly it flopped over into the water.

Among those who watched the once-elegant vessel go down was Ted Goldstein, a spokesman for Los Angeles City Atty. James K. Hahn. Goldstein and about a dozen other members of a citizens advisory panel were on board the Angelena II, a Port of Los Angeles sightseeing ship, when they cruised past Southwest Marine.

"As we were coming alongside, the ship was listing," Goldstein said. "It began sinking fast. The waterline was rising rapidly. Pontoons and furniture were falling into the water. It took all of three minutes and then it finally flopped over. The mast snapped off like a toothpick."

In its heyday, the Princess Louise—a former Canadian ocean liner named after a daughter of Queen Victoria—cruised the Alaskan straits from Vancouver, Canada, to Skagway, Alaska. The ship was converted into a restaurant in 1966 and operated at Terminal Island from then until 1979, when it was moved to Berth 94 in San Pedro, beneath the Vincent Thomas Bridge.

But the restaurant eventually fell upon hard times. Its previous owner, Marion Perkov, filed for bankruptcy protection in April, 1988. The Port of Los Angeles forced the Princess Louise to leave its berth last January to make room for the Spirit of Los Angeles.

The ship was tied up at Todd Shipyards in San Pedro for nearly nine months after that, but was moved to Southwest Marine about a month ago for repairs in preparation for sale. Oak, the bank president, said that two or three potential buyers had expressed interest but that no deals had been reached.

The downfall of the Princess Louise has saddened those who knew the ship in better times.

A new early date for N-14b - COASTAL T.P.O.W - from Paul Burega -
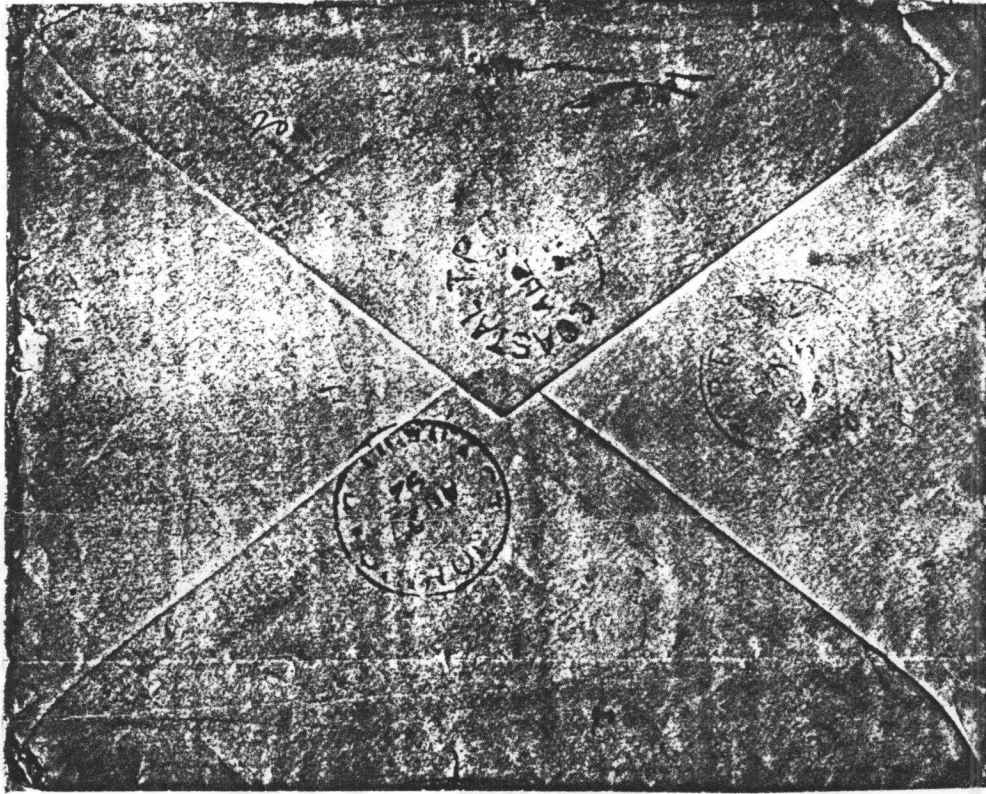
On a 5-cent registered cover from Twillingate, August 25,
1892, to Canada. Coastal TPO W August 25, St.Johns Au.27.

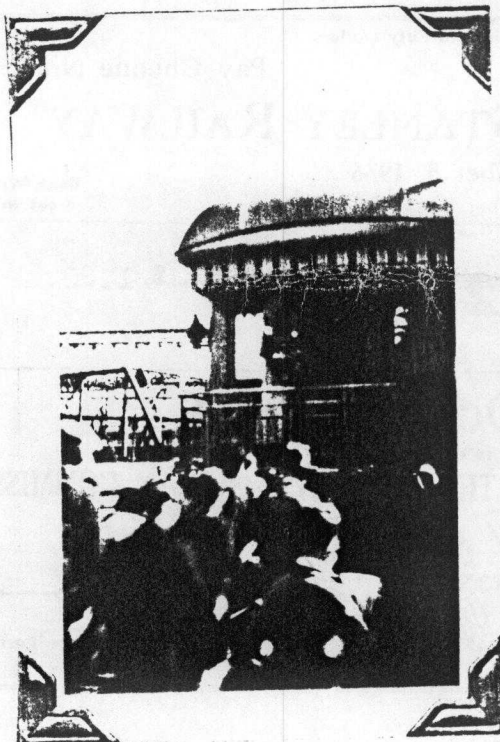Another London & Port Stanley Railway artifact - John Aitken

ROYAL TRAIN - 1939 - Jack Wallace saw the Royal Visit Itinerary which Ross Gray provided for the May 1989 Newsletter, and looked in his old photo album. He found numerous snapshots of their Majesties' visit to Vancouver, and here are a few -
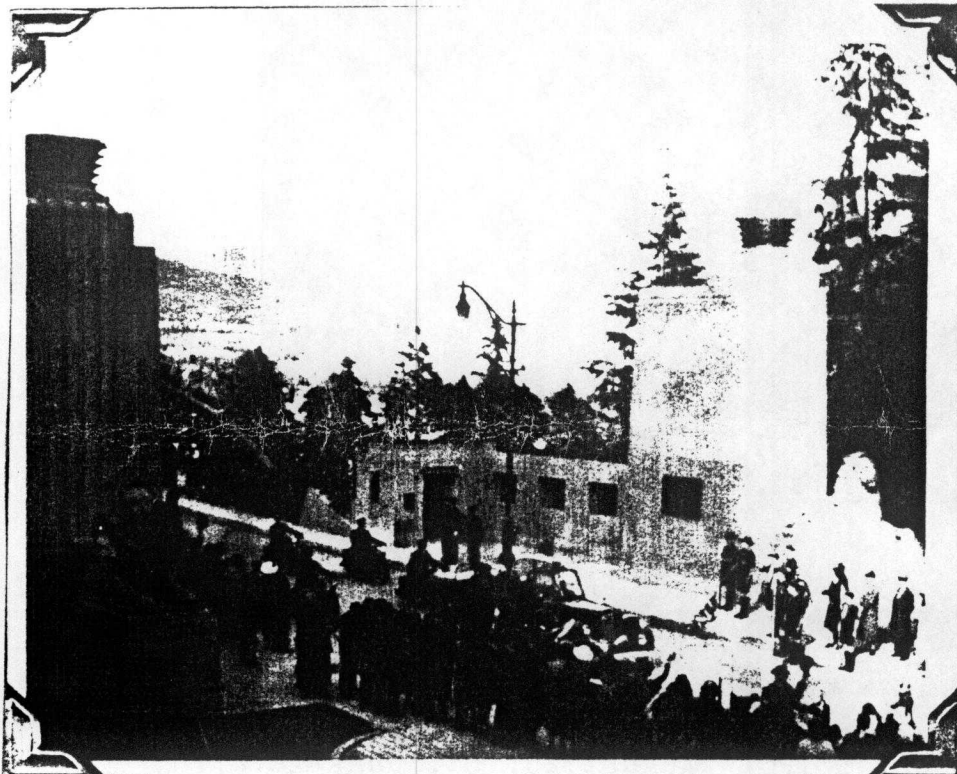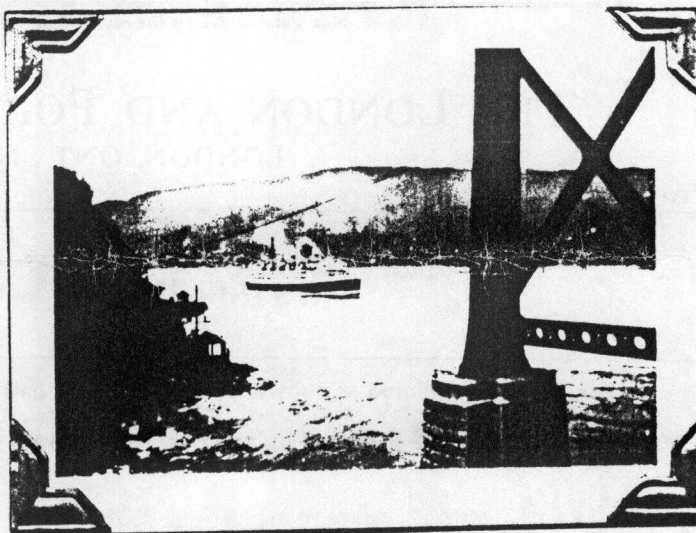
Their Majesties at the south
End of the Lions Gate Bridge,
entering Stanley Park, May 29.
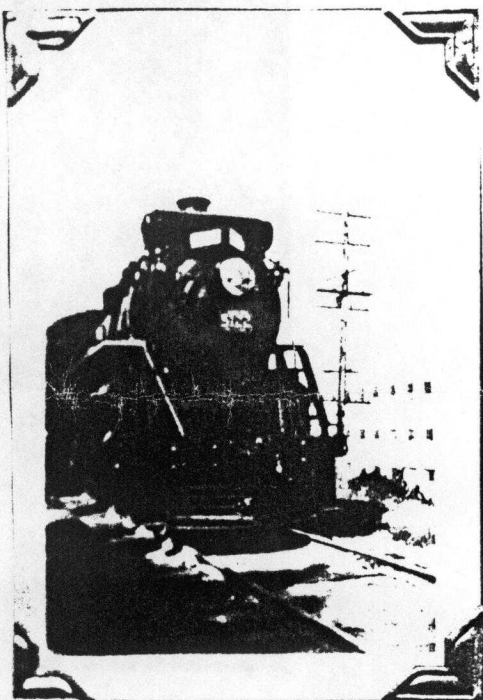
CNR Locomotive No.5122
on the Royal Train, New
Westminster, May 31,1939

CNSS Prince Robert entering
Lions Gate, returning their
Majesties from Victoria, May 31.

That's all for this time. Are your
1990 dues paid ? If the box below is
ticked, this will be the last issue
sent until I receive $10.00 Cdn or
$8.00 US. So long for now.

Queen Mother Elizabeth
waving from the rear
platform of the Royal
Train - leaving New
Westminster, May 31.

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.

Bill