

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

THE R.P.O. NEWSLETTER

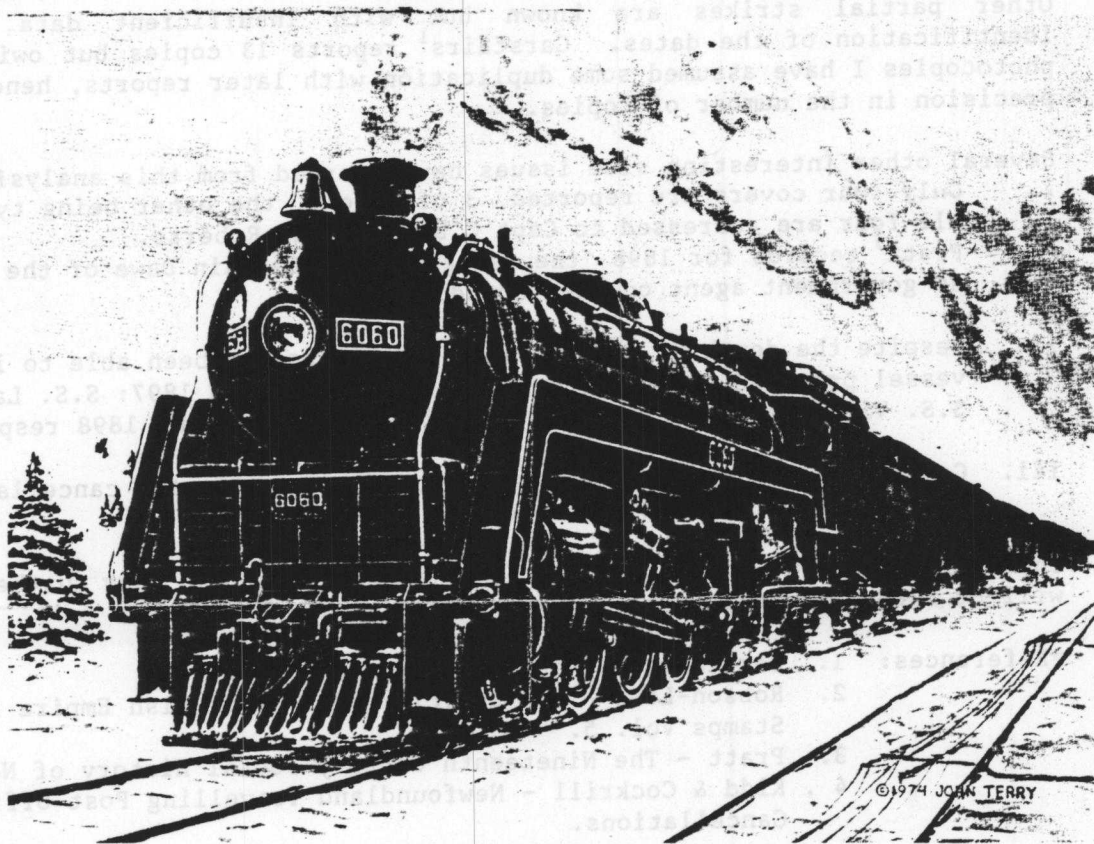
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Volume 20 - No.1

Whole No.95

December, 1991

BNAPLEX '91 - VANCOUVER, B.C. - Several members of the Study Group attended this Convention. We noticed Ron Battersby, Jim Brown, Beverlie Clark, Earle Covert, Ken Ellison, Ross Gray, Cliff Guile, Doug Hannan, David Harding, Horace Harrison, Jim Karr, Don Kaye, John Keenlyside, Vern Kembel, Bob Lee, John MacDonald, Jim Miller, Ian Mowat, Hank Narbonne, Sam Nickle, Alex Price, Bob Prince, Charles Purdon, Joe Smith, Tom Southey, Al Steinhart, Bill Topping, Jack Wallace, Bill Walton, Peter Waugh, Don Wilson, and yours truly. That makes 32. Did we miss anyone? There was a very good Study Group session on Friday afternoon, August 30.



From Gerry Carr - a fine Christmas Card showing C.N.R. locomotive No.6060. This engine was built by the Montreal Locomotive Works in October, 1944, and served in the Western Region until May, 1962. It was displayed at the Jasper C.N.R. Station for many years, and has recently been rebuilt for use on steam-buff excursions.



If this box is ticked, you owe 1991-92 Dues - \$10.00 Cdn, or \$9.00 US. Please make cheques out to W.G. Robinson, and send to 5830 Cartier St., Vancouver, B.C., V6M 3A7.

N-39 LABRADOR T.P.O. /NEWFOUNDLAND.....An Update from Brian Stalker

Messrs Felton, Moffat, Noble and Perry responded to my enquiry relating to N-39 which was published in the March '91 issue of the Newsletter. Information was provided on six copies of N-39 (type I) but nothing on type II.

Jim Felton suggests that owing to the lack of framing, type II should not be listed as N-39, which is Ludlow Type 23D, but as a new listing with a cancellation Type from the '22' family.

From the information received, along with other sources*, I have compiled the following list of N-39 (type I):-

<u>Date</u>	<u>Colour</u>	<u>Copies</u>
Aug 14 1896	Purple/Magenta	3
Aug 16 1896	Purple/Magenta	2 or 3
Aug 26 1896	Purple/Magenta	3 or 4
Sep 9 1896	Black	2 or 3
Sep 20 1896	Black	1
Sep 23 1896	Black	1
Aug 16 1898	Black	1
Aug 26 1898	?	1

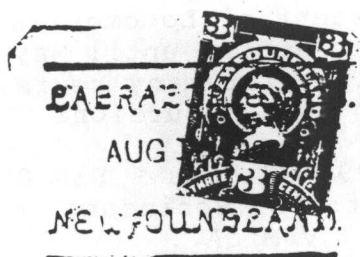
Other partial strikes are known but with insufficient data for positive identification of the dates. Carstairs¹ reports 13 copies but owing to lack of photocopies I have assumed some duplication with later reports, hence the lack of precision in the number of copies.

Several other interesting side issues have emerged from this analysis:-

- i. Only four covers are reported, 3 of type I, the other being type II. All four are addressed to Capt C Dawe at Bay Roberts. Pratt³ records for 1898 'the assignment of Captain Dawe of the Virginia Lake as government agent on the Labrador coast'.
- ii. Despite the depth of his research, Pratt has not been able to identify which vessel provided the Labrador North TPO service in 1897: S.S. Lady Glover and S.S. Virginia Lake have been identified for 1896 and 1898 respectively.
- iii. Carstairs¹ reports an unsubstantiated comment that the cancellation (type I) was used on board the R.M.S. Grand Lake.

There is obviously more research to be done in this area.... any further information will be much appreciated.

- *References:
1. Carstairs - "Maple Leaves" June 1957
 2. Robson-Lowe - The Encyclopaedia of British Empire Postage Stamps Vol. 5.
 3. Pratt - The Nineteenth Century Postal History of Newfoundland.
 4. Kidd & Cockrill - Newfoundland Travelling Post Office Cancellations.



Type I

LABRADOR T.P.O.
JUL 26 1897
NEWFOUNDLAND

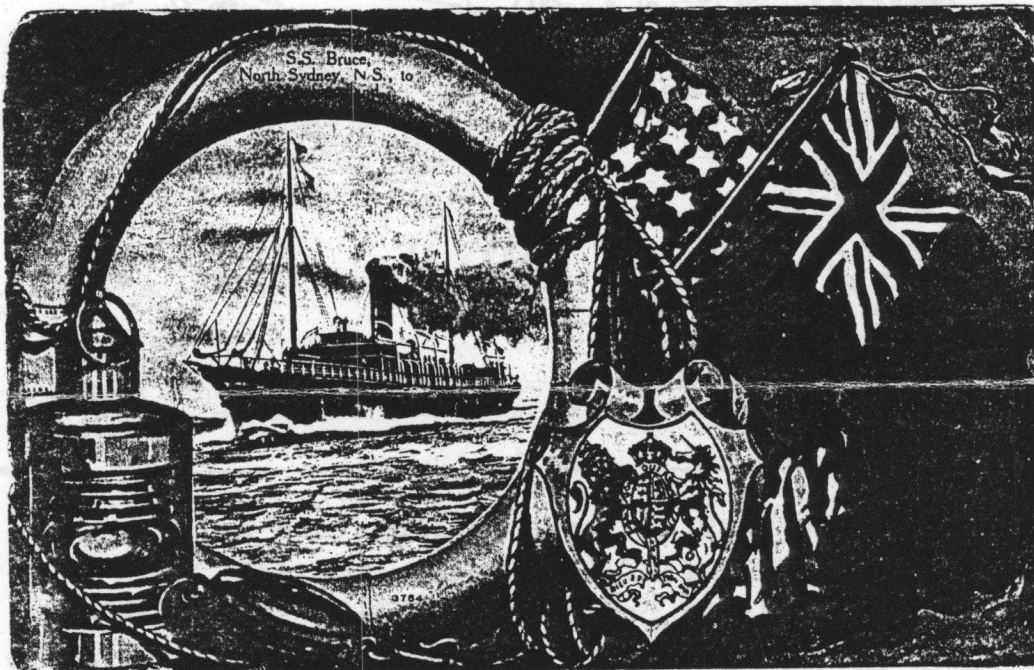
Type II

N-39 LABRADOR T.P.O. / NEWFOUNDLAND - Editor's Comments -

Regarding the Labrador N-39 listing - Jim Felton has contacted me about it, and if there are no upper and lower frame lines, your type 2 should be Type 22B with a new listing of N-39A, R.F.500*, 1897, Reporter 248.

I can add three reports on 3-cent slate Queen Victoria stamp for you - Type 1 - August 1?, ? (purple, probably 1896), & August 22, 1896 (purple); and Type 2 with two clear "n"s - ? ? 1897 in magenta. The problem with this item is that there is a clear top frame line. It is rather a light strike, but the "1897" shows up in the white area of Queen Victoria's bust. The month and day are hidden in the adjacent black area of the stamp. On this evidence, I wonder if there are really two different types, or merely two hammers of Type 23D.

How about a few more members checking their holdings and letting Brian know what further holdings are out there.

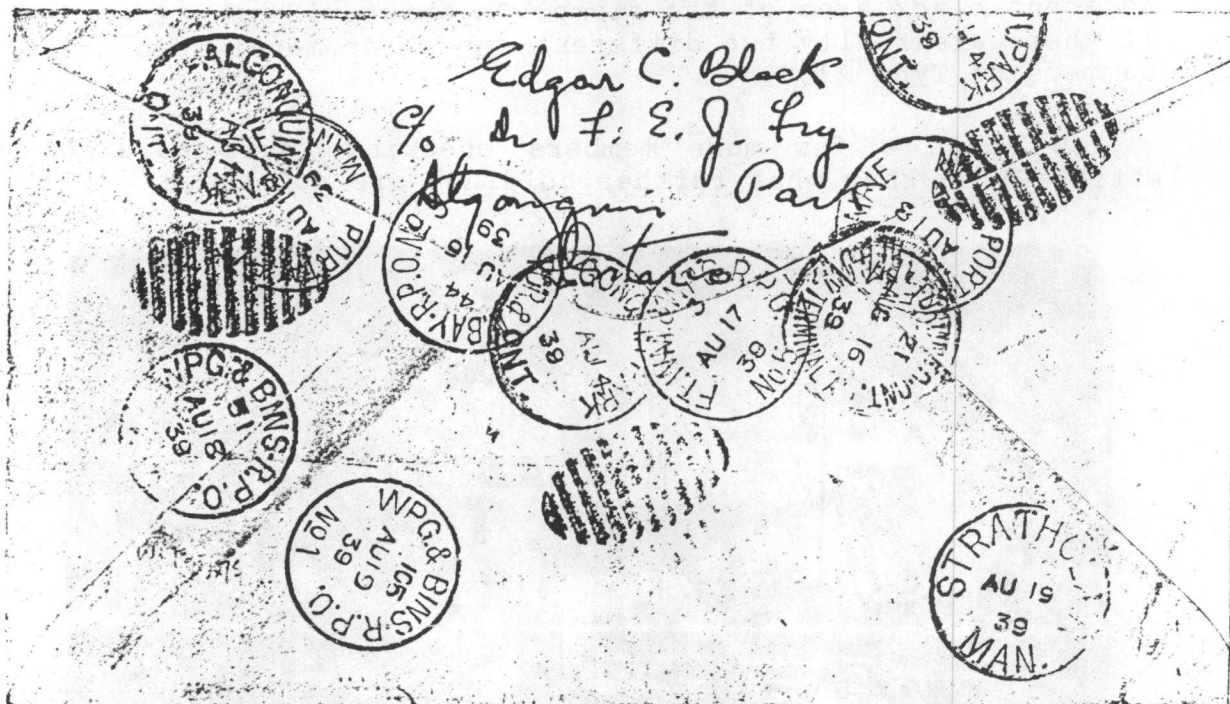


S.S. Bruce - North Sydney, N.S. to Newfoundland. A fine 1908 coloured patriotic postcard of this early ship. Does anyone have photographs or cards showing other early Newfoundland ships ? they seem to be in short supply.

MULTIPLE R.P.O.s

ALGONQUIN PARK, ONTARIO TO STRATHCLAIR, MANITOBA, 1939

This registered cover, bearing the thirteen-cent domestic rate, was mailed at the Algonquin Park summer resort on Monday, August 14, 1939. It was placed on the Toronto and North Bay R.P.C. on Wednesday, August 16, and received at the Registration Division of Terminal "A", Toronto, at 9 P.M. that evening. It was apparently sent in a closed bag on the Toronto & Fort William R.P.O., and thence on Train 3 of the Fort William & Winnipeg R.P.O., August 17. It left Winnipeg on Train 51 of the Winnipeg & Binscarth R.P.O. at 10:30 P.M. on Friday, August 18, arriving at Portage La Prairie at 11:44 P.M. There it waited for Train 105 of the same run, which left at 10:42 A.M. on Saturday, August 19 - arriving at the destination of Strathclair at 3:01 P.M.



Markings showing these routings are as follows -

1. ALGONQUIN PARK/ONT. duplex AU 14/39.
2. TOR. & N. BAY R.P.O. No. 9 (Ludlow O-385) Train 44, AU 16/39.
3. TORONTO-ONT. / REG. DIV. TERMINAL 'A' - 21/AU 16/39.
4. FT. WM. & WPG. R.P.O. / No. 5 (Ludlow O-76) - Train 3, AU 17/39.
5. WPG. & BINS. R.P.O. / No. 5 (Ludlow W-172) - Train 51, AU 18/39.
6. PORTAGE LA PRAIRIE / MAN. AU 18/39
7. WPG. & BINS. R.P.O. / No. 1 (W-172) - Train 105, AU 19/39.
8. STRATHCLAIR / MAN. - AU 19/39.

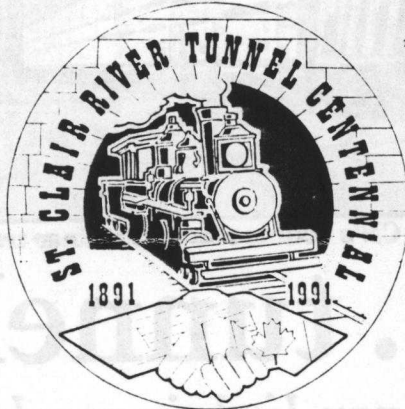
Cover from Gerry Carr, Article from Financial Post, Toronto.

Port Huron - Sarnia Stamp Club

PHURONEX '91

honors

St. Clair River Tunnel



Port Huron, Michigan

April 20, 21, 1991

Coal Car 1870s
13.2 Bulk Rate
USA



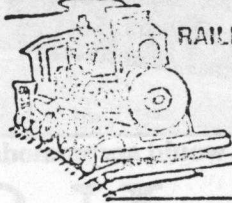
Coal Car 1870s
13.2 Bulk Rate
USA



Locomotive 1870s
USA 2c



Locomotive 1870s
USA 2c



RAILROAD SUB-MARINE TUNNEL

STATION

PHURONEX'91

APRIL 20, 1991

PORT HURON, MI 48060

THE FIRST INTERNATIONAL TUNNEL

The world's first international sub-marine tunnel was opened between Port Huron and Sarnia in 1891.

Large ferry boats were originally used to transport trains over the St. Clair River. Heavy boat traffic, ice flow, and ice jams along the river's edge caused transportation problems.

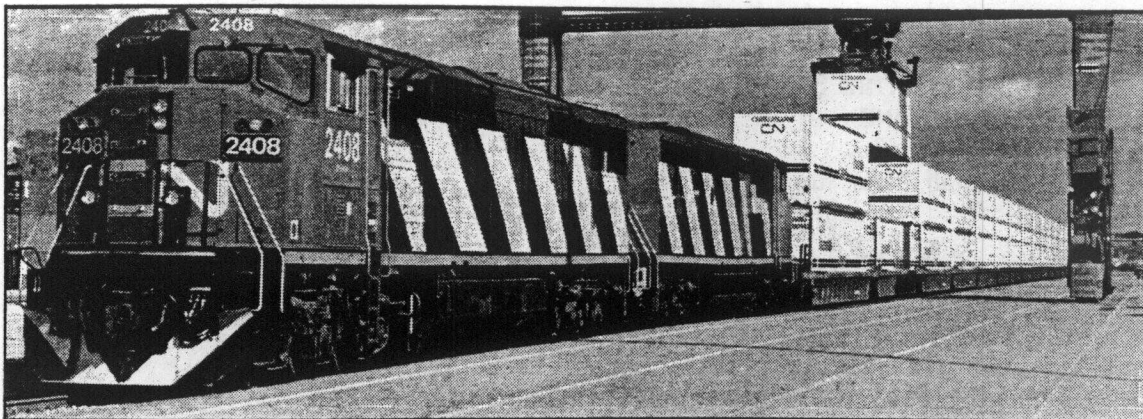
It was finally decided to build a tunnel under the river. Construction began in 1889 and was completed in 1891. The cost was about 2.5 million dollars. Joseph Hobson (1831-1917) designed and supervised the construction.

Because of quicksand under the river, special tunneling techniques were used such as cast iron lining, a tunnel shield and compressed air. These methods were a first in North America and are now commonly used. The Smithsonian Institute in Washington D.C. has an exhibit on the unusual tunnel construction.

The tunnel was 12,000 feet long (2,290 feet under water). It took two years to complete.

Attempts to sabotage the tunnel took place in 1915 during the First World War and again in 1940 during the Second World War.

It was declared an historic site in 1963 by the Michigan Historical Society.



New Sarnia-Port Huron tunnel would accommodate CN's double-stack container trains

CN eyes U.S. tunnel

New \$150M Sarnia-Michigan link in works

By Mark Hallman

Financial Post

IN A MOVE to increase its share of Canada-U.S. freight shipments, **Canadian National Railway Co.** is expected to announce plans today to spend up to \$150 million to build a railway tunnel between Sarnia, Ont., and Port Huron, Mich.

The tunnel, under the St. Clair River, will accommodate double-stack container cars and tri-level auto-carrying cars that cannot fit through CN's existing century-old tunnel between the two cities. The old tunnel will stay in operation for regular cars.

Yesterday, CN said it is merging its marketing and operations functions with those of its three U.S. railroads to form a new, international freight service called CN North America. No layoffs are expected from the integration.

CN president and chief executive Ronald Lawless said the reorganization, coupled with joint marketing alliances formed recently with six major U.S. railways, will improve marketing efficiencies and cut overall costs to help boost CN's transborder freight

business, which now accounts for 400,000 carloads a year.

CN spokesman Roger Cameron declined comment on the tunnel project, which sources said was approved by CN's board of directors this week.

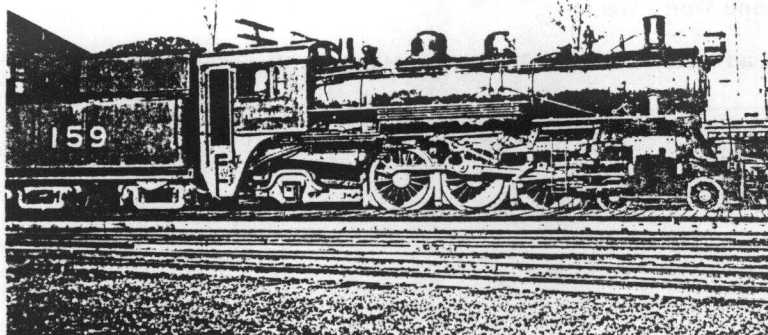
It is believed the new tunnel will be built close to the existing one, which links CN and its U.S. rail subsidiary **Grand Trunk Western** at Port Huron. GTW lines extend west from there to Chicago.

For years, CN has been forced to ferry cars that couldn't fit through the existing tunnel across the St. Clair River, a costly and time-consuming effort.

CN's double-stack cars, strung together into units of five attached flatcars, can carry containers up to 48 feet long, stacked two high, which is more efficient and substantially less costly for shippers than conventional equipment. Some equipment can also transport truck trailers.

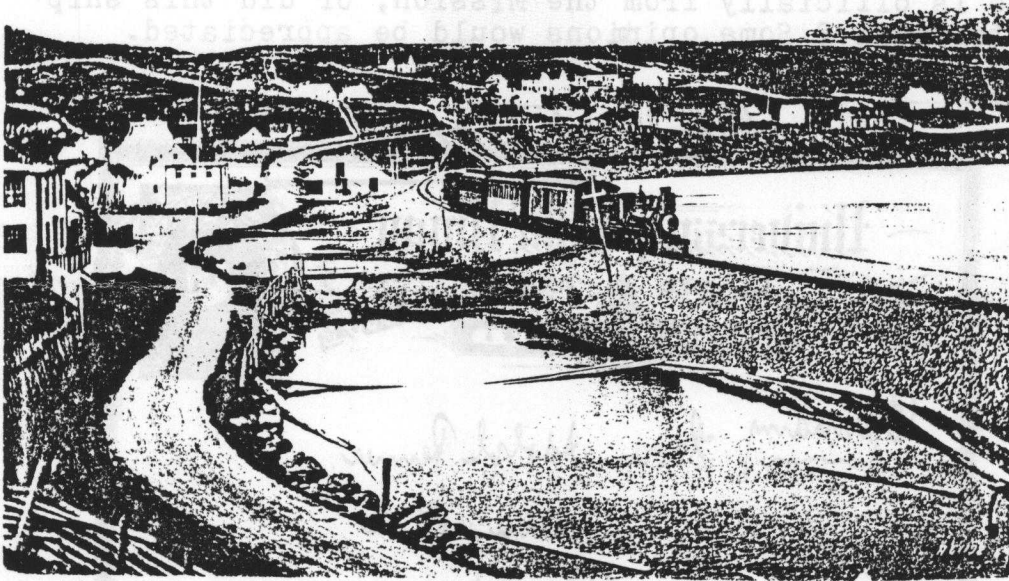
The railway has been aggressively promoting its double-stack service for both domestic and import-export container shipments and believes the new tunnel is essential to keep Canadian container ports competitive with U.S. rivals in attracting international traffic.

From Peter McCarthy - C.N.R. Locomotive 159, 1930s.



From Don Wilson - A fine 1909 Newfoundland postcard with Trinity Bay T.P.O. cancel, and a view of a train passing the Hollywood waterfront.

Hollywood



POST CARD



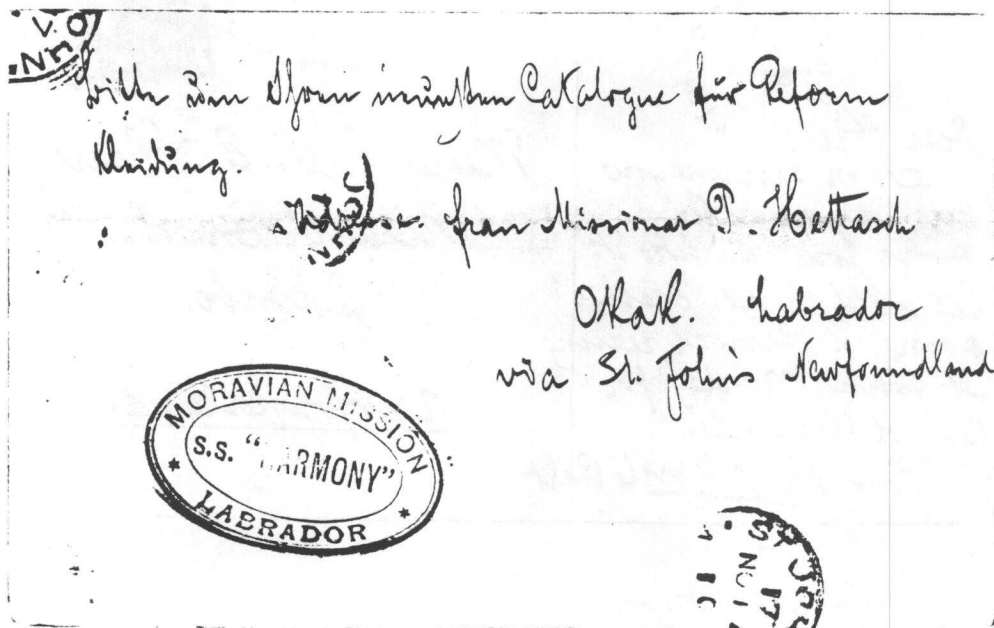
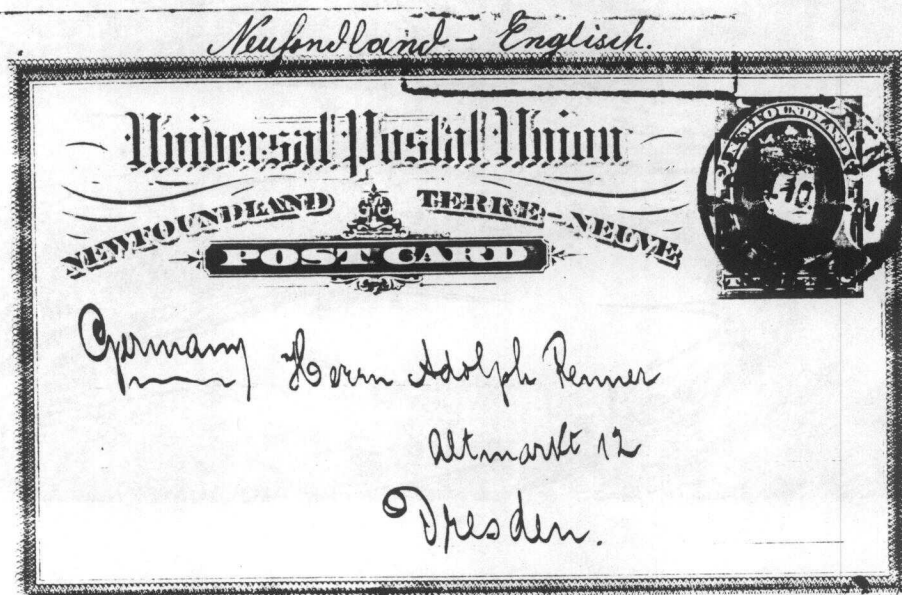
ADDRESS

Right reserved. Ayre & Sons, Ltd. No. 1021 Made in Germany.

Dear Fred -
I am sending you
this for your album.
Hope you will like it.
All well home. Father
going in Larock, leaving
St. John's Monday for
Bay of Islands.
Love Dad. Uncle Bert

Master F. J. & Shear
Middle Brook
Gambo.
Newfoundland.

From Kevin O'Reilly - A 1910 Newfoundland Postal Stationery card to Dresden, Germany, from the Moravian Mission in Labrador. It passed through St. John's on November 14, and arrived in Dresden on November 28, 1910. The message is not dated. Note the mark of the Moravian Mission ship S.S. Harmony. Is this merely a filing mark to indicate that the message is officially from the Mission, or did this ship carry the mail ? Some opinions would be appreciated.



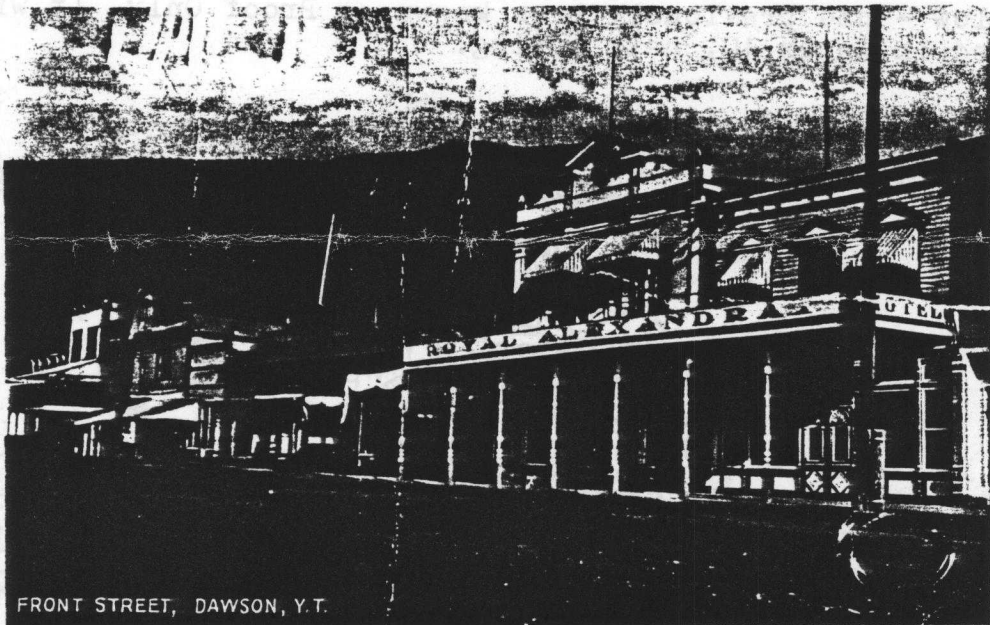
Another from Kevin O'Reilly - A fine Dawson City Postcard with a 1938 strike of DAWSON, Y.T. & NENANA, ALASKA /R.P.O. This was formerly listed as W-34, but was removed from the 1982 catalogue because it was an American R.P.O. Has anyone seen this marking used with Canadian stamps ? If so, it could be re-listed.

Dawson, Y.T. Published for Collins Drug Store 7-2-38
This is the up river terminus of our run, the main drag of the historical Dawson of gold rush days. The former Yukon river enters the Yukon at the south edge of town. Still a little mining, dredges, Dawson is now every dead, lots of houses, stores, sawing to, falling in ruin. After a while I am in town for a little while being in good luck to get on the boat for down river. The Yukon is a good place of deer. Truly yours, Kevin O'Reilly

POSTCARD

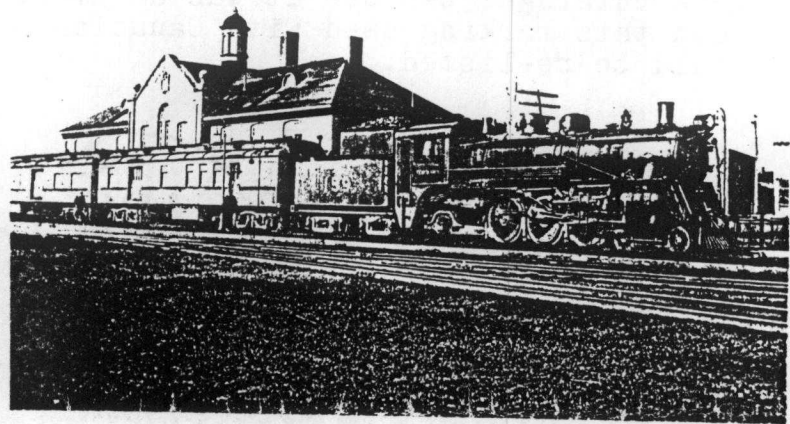


Miss Margaret Cook
1028 Ogden Ave.
Bend, Oregon



FRONT STREET, DAWSON, Y.T.

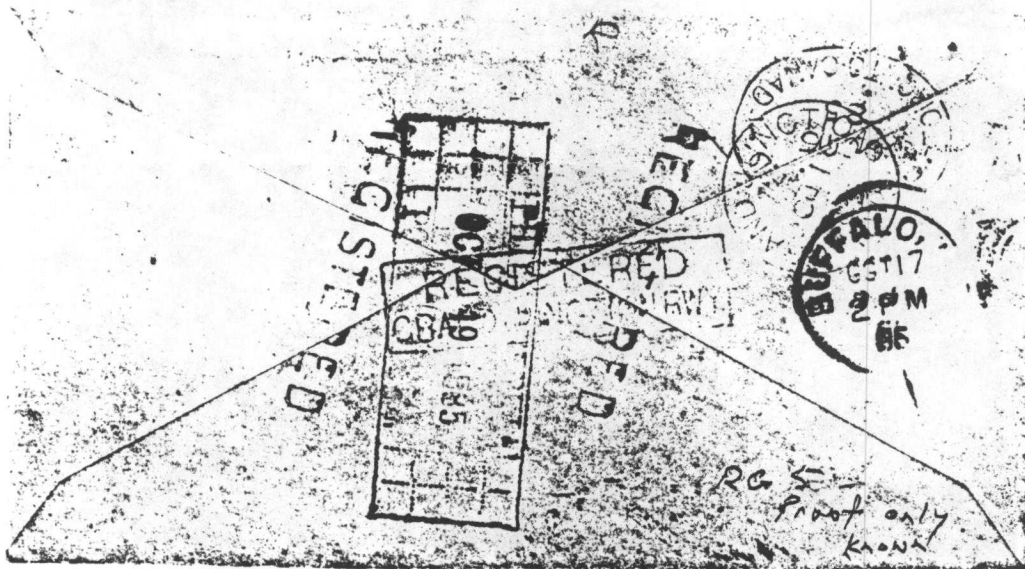
That's about all for this time. Sorry it has been so long. Since last issue, our last fall has been extremely busy. To all the members of the Study Group, the Compliments of the festive season, and best wishes for 1982.



Here are two more photos from Peter McCarthy. At left, a shot of C.N.R. locomotive No. 6048 with Peter's father, also a C.N.R. Trainman, perched on it. Above is another shot of C.N.R. No. 159 in the C.N.R. Station at Sherbrooke, Quebec. Note the combination mail and baggage car behind the tender.

Peter also sent a substantial donation of mint postage which is much appreciated.

Frank Waite always keeps his eyes open and has discovered a strike of RG-6 - REGISTERED / GRAND JUNCTION RWY - Type 30A, used on October 19, 1885. This run - shown in the centre of the copy below - had previously been known as Proof Only. It will be listed in Annex 10, next spring.



That's about all for this time. Sorry it has been so long since the last issue, but last fall has been extremely busy. To all the members of the Study Group, the Compliments of the Festive Season, and best wishes for 1992.

Bill