



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

# THE R.P.O. NEWSLETTER

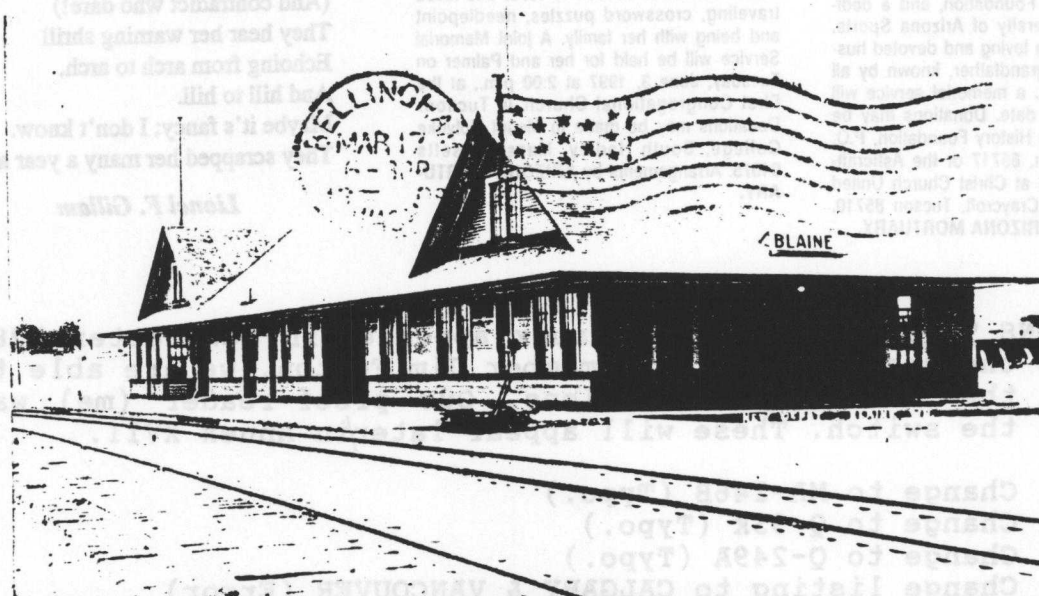
OF THE CANADIAN R.P.O. STUDY GROUP ( B.N.A.P.S. )

Volume 25 - No.5

Whole No.130

July, 1997

PACIFIC 1997 - This huge exhibition was held in San Francisco's Moscone Centre from 29 May to 8 June, 1997. Many of our Study Group members attended for all or part of the show. We saw Chris Anstead, Carl Cammarata, Earle Covert, Cliff Guile (Commissioner for Eastern Canada), Horace Harrison, Don Kaye, John Keenlyside, Bill Longley, Elwood Poore, Kevin O'Reilly, Brian Stalker, Alex Unwin, Jack Wallace, and Bill Walton. I hope we didn't miss anyone. BNAPS Treasurer Charles Livermore faithfully manned our table with help from many members. A Gold medal was won by Jack Wallace, Vermeil by Alex Unwin, and Silver by your editor.



GREAT NORTHERN STATION at BLAINE, WASHINGTON (See W-3 Listings)

THE GRIM REAPER - has visited our tracks again. Mail has been returned from Alan Hewitt with the notation "Deceased". Don Wilson's brother in Bellevue, Washington passed away in May, and long-time member Palmer Moffat of Tucson left us on March 31. His wife Marion died on April 16. Obituaries for the Moffats are on the next page. A card of condolence was sent from the Study Group.

BNAPEX '97 - St. John's, Newfoundland - This convention is chaired by our member Don Wilson, and promises to be one of the largest and best. It will be held in the Royal Newfoundland Hotel from 28 to 31 August, inclusive, and will feature some fine Newfoundland, and St. Pierre & Miquelon exhibits. The Study Group will show one frame of recent Newfoundland ship markings, while Brian Stalker will show ten frames and your editor twelve frames of Newfoundland T.P.O. markings, with most of the hammer varieties. Our Study Group session is scheduled for 4PM Friday afternoon. .... /2

PALMER & MARION MOFFAT -

MOFFAT, G. Palmer, 86, of Tucson, died March 31, 1997. Survivors include his wife of 60 years, Marion; daughter, Gail Hudson of Honolulu, Hawaii; son, George (Donna) of Tucson; son, John (Karen) of Bellingham, Washington; and five Moffat grandchildren; Dr. Robert (Heather), William, Diane, Daniel and Kenneth. Mr. Moffat was born and raised in Brooklyn, NY. He graduated from Princeton University and entered his father's insurance business. He served in the Army in the European Theater in World War II, retiring as a Lt. Col. He resumed his career as an insurance broker in New York, NY, after the war, settling with his family in Scarsdale, NY, where he lived from 1948 until his retirement in 1975. At that time he and Marion moved to Tucson. He was an avid philatelist, donated countless hours to the Postal History Foundation, and a dedicated fan of University of Arizona Sports. Above all, he was a loving and devoted husband, father and grandfather, known by all to be a gentleman. A memorial service will be held at a later date. Donations may be made to the Postal History Foundation, P.O. Box 40725, Tucson, 85717 or the Ashcraft-Clarke Music Fund at Christ Church United Methodist, 655 N. Craycroft, Tucson 85710. Arrangements by ARIZONA MORTUARY.

MOFFAT, Marion S., 86, of Tucson, died April 16, 1997. Survivors include her daughter, Gail Hudson of Honolulu, Hawaii; sons, George P. III (Donna) of Tucson and John (Karen) of Bellingham, Washington; and five Moffat grandchildren, Dr. Robert (Heather), William, Diane, Daniel and Kenneth. Her devoted husband of 60 years, Palmer, predeceased her on March 31, 1997. She was born in Pilley's Island, Newfoundland and raised in Yonkers, New York. She graduated from Mount Holyoke College and worked as a Registered Nurse in New York, NY, before raising their children. She and Palmer moved to Scarsdale, NY in 1948, where she was an active member of the Scarsdale Congregational Church and Scarsdale Women's Club for many years. She and Palmer retired to Tucson in 1975. She loved traveling, crossword puzzles, needlepoint and being with her family. A joint Memorial Service will be held for her and Palmer on Tuesday, June 3, 1997 at 2:00 p.m., at the First Congregational Church in Tucson. Donations may be made to Mount Holyoke College, South Hadley, Massachusetts 01075. Arrangements by ARIZONA MORTUARY.

From LIONEL GILLAM -

**Ghost Train**

There used to be a railway here.  
Single track, of course.  
No whistle can you hear  
To signal the little tanker's coming;  
Only the bird's high cry  
And the bees humming,  
Or a lowing cow  
Break the silence now.

But in the night they swear,  
Down at the farm,  
Near the old tunnel's mouth,  
(And contradict who dare!)  
They hear her warning shrill  
Echoing from arch to arch,  
And hill to hill.  
Maybe it's fancy; I don't know.  
They scrapped her many a year ago.

*Lionel F. Gillam*

**CORRECTIONS TO ANNEX XV** - This annex appeared in Newsletter 128. Thanks to the sharp eyes of our member Jim Felton, we are able to give you the following corrections. Our proof-reader (me) was asleep at the switch. These will appear later in Annex XVII.

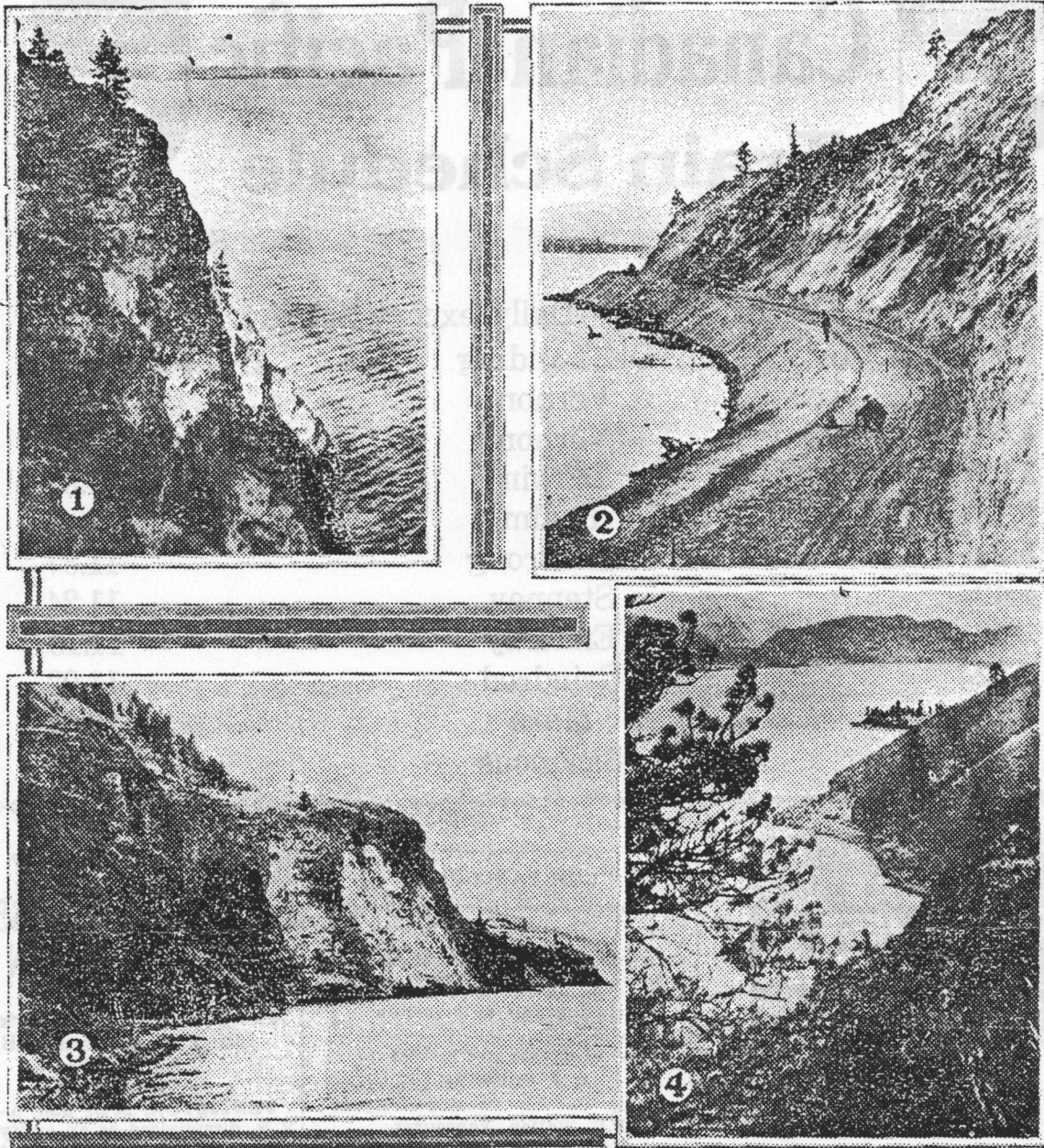
MA-136B - Change to MA-146B (Typo.)  
Q-93K - Change to Q-93k (Typo.)  
Q-269A - Change to Q-249A (Typo.)  
W-24E - Change listing to CALGARY & VANCOUVER (Error)  
TS-60m - Change to TS-60ja (TS-60m already allotted)

**LISTING TS-330** - This listing was made in 1981 based on a report by Hans Reiche. There is no "Tr." on the marking, as was included in the listing. It is actually "No.357". The assumption was apparently made that this represented a train number, so the "Tr." should have been shown in brackets. Train 357 was a pool train which left Quebec City daily at 11:55 PM, and arrived at Montreal at 7:30 AM the following morning. The listing cover was mailed in Montreal addressed to Sarnia, Ont. Train 357 did not run west of Montreal, so that number in the marking must represent a Montreal Post Office Clerk number, rather than a train number. It is an exception to the normal Type 6F hammer - see page 244 of the Catalogue. After reflecting about this for some time, I think this must be a Montreal Post Office clerk hammer, and shouldn't be listed. Does anyone have thoughts about this? Unless we hear to the contrary, TS-330 will be deleted in Annex XVII.



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From the VERNON DAILY NEWS - Courtesy of Ken Ellison -



#### NEW RAILWAY BITES WAY AROUND SKAHA LAKE

Along the mountainous west shore of Skaha, or Dog Lake, in the fertile South Okanagan district, modern engineering and construction methods are overcoming physical obstacles in pushing through the new nine-mile line of the Canadian Pacific Railway which will link Penticton, on the Kettle Valley division, with Oliver, by all-rail route, providing better transportation facilities for the South Okanagan's growing fruit crop. Photo No. 1, above, shows view of high bluffs along the route of the new line where workmen, suspended by ropes from the top of the cliff, cling to the face of the rock while they wield their pneumatic drills against the hardpan. This is a difficult point and one which for years discouraged the building of a railway until the engineer in charge, A. McCulloch, hit upon this unique "mountain goat" scheme of operation. No. 2 shows rock bluffs through which steam shovels and dynamite are rapidly forcing their way with engineers checking the level of the newly constructed roadbed. No. 3, another difficult section of the line, and No. 4, a view of operations with a glimpse of the rugged and beautiful scenery bordering the route of the new line. A total of 175 men, three steam shovels and various station gangs, are engaged on the work which is costing \$650,000.

From the VERNON DAILY NEWS - January 15, 1931 - from Ken Ellison -



# Canadian Pacific Train Schedule



Northbound  
707

Southbound  
708

(Pacific Time)—Daily except Sunday

2.00 p.m.	Lv.	Ok. Landing	Ar.	p.m. 12.45
2.15	Ar.	Vernon		
4.50	Lv.	Vernon	Lv.	12.16
5.09		Larkin	a.m.	11.57
5.18		Realm		11.46
5.28		Armstrong		11.37
5.40		Stepney		11.24
5.50		Enderby		11.15
6.02		Grindrod		11.03
6.14		Mara		10.52
6.45		Sicamous		10.25

**CANADIAN PACIFIC**  
**CANADA'S GREATEST STEAMSHIPS**  
Empress of Britain 42,000 Tons 1931  
Empress of Japan 26,000 Tons 1930

## FROM SAINT JOHN

To Glasgow-Belfast-Liverpool

Jan. 16, Mar. 13 ..... Montclare  
\*Jan. 23, Feb. 27 ..... Montcalm  
\*Feb. 6, \*Mar. 6 ..... Melita  
Feb. 13 ..... Minnedosa  
\*Feb. 20 ..... Montrose

\*Not calling at Belfast

## FROM NEW YORK

To Cherbourg-Southampton

Mar. 14 ..... Duchess of Bedford

## FROM SAINT JOHN

To Cherbourg-Southampton-Hamburg  
Mar. 19 ..... Minnedosa

## FROM VANCOUVER

To Hawaii-Japan-China-Philippines

\*Jan. 17, \*Mar. 28 ..... Empress of Canada  
\*Jan. 31, Apr. 11 ..... Empress of Russia  
\*Feb. 28, \*Apr. 25 ..... Empress of Japan  
Mar. 14 ..... Empress of Asia  
\*Including call at Honolulu

Apply to agents everywhere or  
J. J. FORSTER

Steamship General Passenger Agent  
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Telephone Trinity 1151

## KETTLE VALLEY RAILWAY TIME TABLE

West bound—Train leaves Penticton  
at 11.00 a.m., arriving in Vancouver  
at 10.45 p.m. daily.

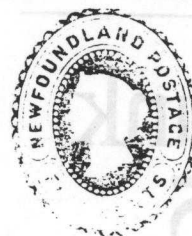
## KETTLE VALLEY RY. IS SADLY MISSED IN SOUTHERN CITY

Where Removal of Workers and  
Office Staff Causes Break  
In All Circles

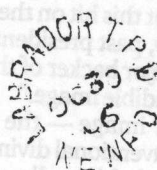
PENTICTON, B.C., Jan. 5.—The K. V.R. disappeared as an entity on Jan. 1 and became a division of the Canadian Pacific Railway. This is, in some ways, a distinct blow to Penticton as it means less employment owing to the lightening of duties at the South Penticton yards, also the dissolving of the accounting staff at the main offices here, about fourteen being affected. Some of these may be absorbed by other offices while others may be forced to await transference to some other office in the system.

Two more Labrador Missionary Covers - courtesy of Horace Harrison -

*1. Lühmich Kelson 10. August 05*  
*Postkarte 1-20 Nov 03-*  
*Postkarte*  
 Herrn H. Kluge  
 Direktor der Missionsschule



*Germany*



*Rev. R. Schnabel*  
*Moravian Missionary*

*K. G. G. G.*

*Post*

*British India*

*via Lima.*



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AFTER 10 DAYS RETURN TO  
**CANADIAN NATIONAL RAILWAYS**  
 AT OFFICE OF MAILING  
 Fort Covington N.Y.



**La Caisse Nationale D'Economie**  
 55 Rue St Jacques  
 Montreal Que.

An Interesting C.N.R. cover from Fort Covington, N.Y.-  
 Courtesy of Bob Spencer



# Ship sunk in 1925 found off Sechelt

The discovery ends a mystery about the site of the remains of the Union Steamship vessel.

JEFF LEE  
Vancouver Sun

Underwater archeologists have found the deepest shipwreck in B.C. waters, ending a 72-year-old mystery about what happened to one of B.C.'s best-known steamships.

Using sonar and a remotely operated submersible, a crew of archeologists located the Union Steamship vessel *S.S. Cowichan* in 128 metres of water just off the Sunshine Coast near Sechelt.

The ship was sunk Dec. 17, 1925, when it was rammed at night in heavy fog by the *Lady Cynthia*, another Union Steamship vessel.

Miraculously, no one was injured in the accident because the captain of the *Lady Cynthia* kept the bow of his ship pressed into the gash in the *Cowichan* long enough to allow the passengers and crew of the stricken vessel to escape.

But the loss of the ship — one of three Union Steamships to be wrecked — hurt coastal communities dependent on marine shipping for their links to the Lower Mainland.

The discovery of the *Cowichan*, resting on its keel in mud and preserved well enough that sonar images show one of its masts is still erect, has excited marine historians and archeologists.

"From our perspective, this is basically a moment in time in the history of B.C.'s Union Steamships, which were the predecessors of B.C. Ferries," said Brian Ap-land, B.C.'s provincial archeologist.

Members of the Underwater Archeological Society of B.C. have been searching for the *Cowichan* for some time and nearly missed their target on this last expedition.

"We were literally in the last run of the day and were about to give it up when bingo, we got this hit on the sonar," said Tom Beasley, past president of the society and a major backer of the search. "It was an incredible image."

The sonar image — the water is too deep for conventional diving — showed a ship remarkably well-preserved. Although some of the superstructure is gone, the rest of the vessel is intact and contains the items it sank with nearly 72 years ago.

The steel-hulled *Cowichan* was 47 metres long and could carry 165 passengers. It was considered one of the marine mainstays of the working coast.

The find last Saturday was made with the help of the RCMP, which loaned the use of its vessel *Lindsay*, Simrad Mesotech Systems, which provided the sonar, and a number of dive-related services.

The discovery of the *Cowichan* also means that only a few historic shipwrecks remain to be found in B.C., said Jim Delgado, executive director of the Vancouver Maritime Museum.

"The *Cowichan* was one of the few significant wrecks in B.C. not to be found. There are only a few left now, such as the *Tonquin*, *Boston* and *Pacific*."

The *Boston* — trader John Jacob Astor's ship — was seized and burned by native Indians at Nootka in 1803. The *Tonquin* met a similar fate in Clayoquot Sound eight years later. The *Pacific*, a sidewheeler, sank off Cape Flattery in 1987 with the loss of 250 lives.

The discovery of the *Cowichan* offers teachers a made-in-B.C. opportunity to teach students about marine history and archeology, Delgado said.

"We can learn a lot about what was happening at that time in our history from the baggage and freight that's inside this vessel," he explained.

The society now plans to explore the ship with video cameras on a remote submersible and wants to link the research project to interactive teaching in classrooms, he said.

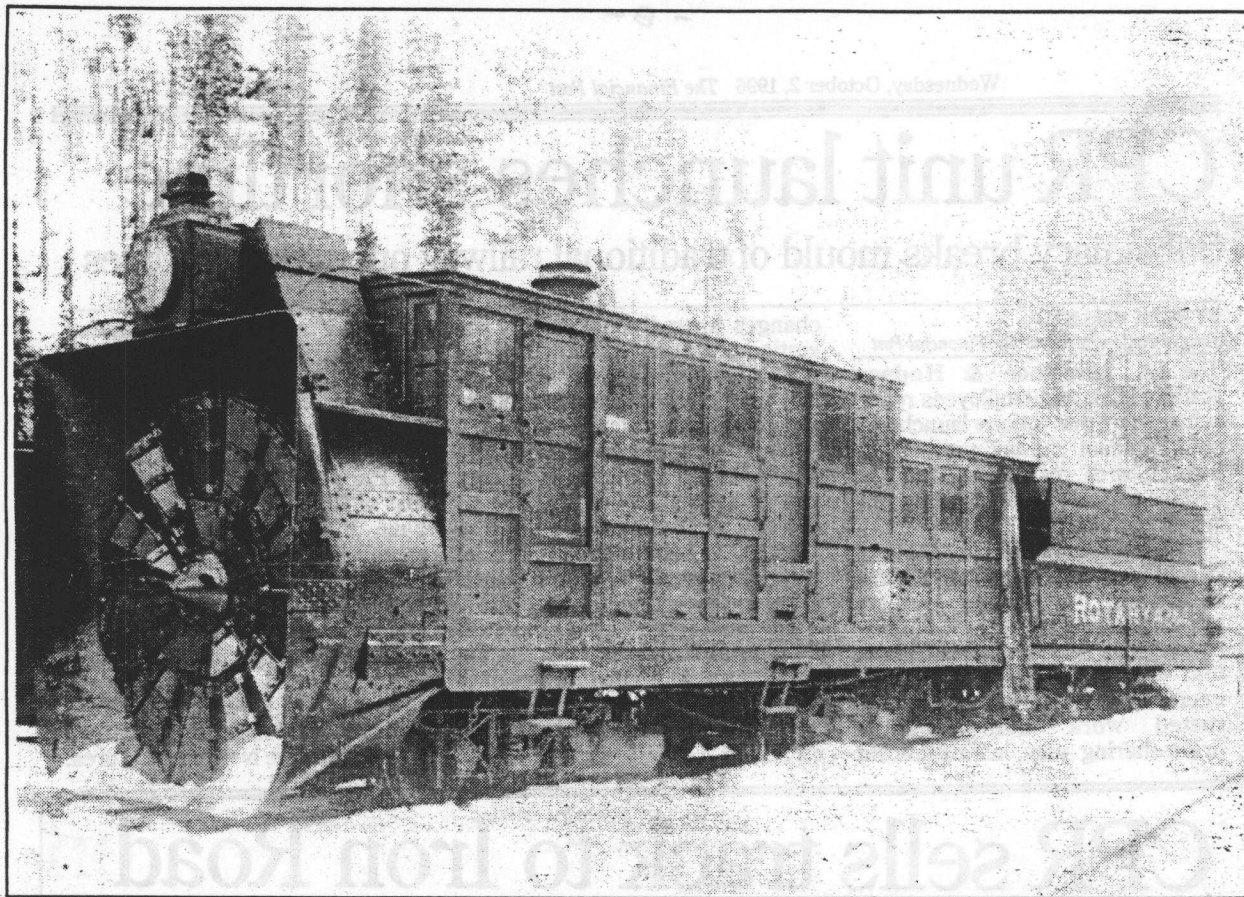


Photo courtesy of the Whyte Museum of the Canadian Rockies

**FULL EXPOSURE** This Rotary snow plow played a major role in ensuring the safety of equipment and people by clearing CP railroad tracks in the wintertime. This Whyte Museum photograph was taken in 1908.

## CPR to shed 25% more track, mainly grain lines

FINANCIAL POST 2 APRIL 1997

BY PETER FITZPATRICK

Transportation Reporter *The Financial Post*

**Canadian Pacific Railway Co. Ltd.** has increased its network reduction plan by nearly 25%.

The company said yesterday it will shed another 1,656 kilometres of track, mostly grain lines in Saskatchewan and Alberta.

That means CPR has now designated 8,656 km of track for divestiture since announcing its network rationalization plan last August.

The sale and abandonment plan will eliminate excess, money-losing rail capacity and improve network freight density, the company said.

"It's fair to say we're always going to be looking at what has to be done and there could be further rationalizations," said CPR spokesman Barry Scott.

He said it's too soon to quantify the financial benefits of the accelerated divestiture program.

Details of the new cuts were released in the latest revision of CPR's rolling three-year plan to reduce its North American network by 25%.

Of the cuts announced yesterday, CPR believes 1,136 km of the lines in Alberta and Saskatchewan, as well as a 56-km stretch in Northern Ontario, aren't viable because of low traffic density.

Those lines will be offered for sale to shortline operators and governments, but CPR is doubtful any takers will be found.

"When you've got a 50-mile run where you've got to send locomotives to pick up a handful of cars, that simply doesn't make sense," Scott said.

But CPR is confident it can maintain service on another 520 km of lines in the four Western provinces by selling, leasing or transferring the lines to another operator or by creating internal shortlines.

CPR hasn't talked to other operators yet, but there is little doubt some would express interest in the shortline candidates because of reasonable freight volumes, Scott said.

Creating an internal shortline would let CPR continue to own and operate the lines, but under more flexible work rules that would make them economic.

Scott said it's too soon to determine how the unions will respond. But he noted that the lines announced for rationalization involve about 60 jobs, 20 of which relate to the potential shortlines.

In a related announcement, CPR's eastern operating subsidiary, **St. Lawrence & Hudson Railway Co.**, said it intends to rationalize an additional 9.2 kilometres of track in the Ottawa area.

The StL&H is trying to secure lower-cost collective agreements with its unions and lower property tax costs. However, one of the unit's unions, the Canadian Auto Workers, has flatly refused to discuss concessions.

The CAW represents mechanical trades at the StL&H, which has hinted the union's stance may make it impossible for it to continue in-house repair of locomotives and rolling stock.

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# CPR unit launches shortline

Subsidiary breaks mould of traditional railway operating practices

BY MARK HALLMAN

Transportation Reporter *The Financial Post*

The St. Lawrence & Hudson Railway Co. and employees represented by three unions launched a new regional railway unit in the Toronto area yesterday, hoping to restore the viability of two low-density branch lines.

The business unit, consisting of 172 kilometres of track northeast of Toronto, will employ a salary pay structure for the first time — rather than a mileage-based system — for conductors and engineers, flexible work rules, self-directed work teams and a profit-sharing plan, all significant

changes to traditional railway operating practices.

At the same time, unionized employees will retain existing seniority and company benefits.

The new approach will enable the line, on a pro forma basis, to convert an annual loss of \$137,000 on revenue of \$7 million to a profit of \$250,000 to \$400,000, said Michael Hone, vice-president of the United Transportation Union.

The unit, extending northeast of Toronto to Havelock, Ont., via Peterborough, with a spur to a mining area north of Havelock, is known as an internal shortline and is the first on StL&H.

Current freight service consists of one daily round trip through Havelock to Nephton, with pickup and delivery at Peterborough industries as needed en route.

StL&H, a subsidiary of Canadian Pacific Railway Co., posted a loss of \$65 million last year on revenue of about \$700 million. CPR established the unit last year to turn around rail operations between Montreal, Toronto, Chicago and the U.S. Northeast.

The UTU is prepared to create a similar internal shortline between Montreal and Quebec City, Hone said. CPR is also considering such a venture in the Nelson, B.C., area.

# CPR sells track to Iron Road

Sale first of several restructuring moves in next few weeks

BY MARK HALLMAN

Transportation Reporter *The Financial Post*

Canadian Pacific Railway Co.'s eastern subsidiary has concluded the sale of almost 400 kilometres of marginal track in Quebec and Vermont and will soon announce further steps to rebuild rail viability in Eastern Canada.

In its latest restructuring move, CPR's St. Lawrence & Hudson Railway closed the sale of 393 km of track Saturday to privately held Iron Road Railways Inc. of Washington, D.C. The parties declined to disclose terms of the transaction.

IRR chief executive Robert Schmidt said the acquisition adds US\$10 million to US\$12 million to his company's annual gross revenue of about US\$55 million.

He said low-cost IRR could secure a further US\$12 million in annual revenue if it succeeds in taking over industrial switching for StL&H in Montreal.

The deal makes IRR the largest regional railway in eastern Canada and northern Maine, with direct rail access to Montreal and northern Vermont.

StL&H, created late last year to

eliminate rail losses in eastern Canada, and CPR are expected to announce the following initiatives in coming weeks:

- ◆ Creation of a low-cost internal shortline on 140 km of track between suburban Toronto and Havelock, Ont., near Peterborough.

- ◆ The lease of 550 km of track in the Ottawa Valley to Central Western Railway Holdings Corp. of Edmonton.

- ◆ The launch, on a trial basis, of the Iron Highway intermodal technology to haul highway trailers between Toronto and Montreal, a market dominated by over-the-road trucking companies. If the technology works, StL&H could substantially increase revenue.

CPR plans to shed a total of 7,000 km of track from its North American network over the next three years, including 2,600 km in Canada. About 1,900 km of track in New Brunswick, Quebec and Ontario will be sold or leased. A further 1,550 km across the system is under review.

Schmidt said his company's latest line acquisitions will enhance rail efficiency and offer shippers in northern Maine and Atlantic Canada the

shortest rail route to Montreal.

In the past two years, IRR has acquired a significant portion of CPR's former lines east of Montreal. Schmidt said IRR is interested in acquiring StL&H's lines between Montreal and Quebec City.

The purchase brings IRR's holdings to six railroads in North America, as well as a logistics company, Logistics Management Systems.

IRR said it created two new subsidiary railways — the Quebec Southern Railway and Northern Vermont Railroad — for its newly acquired lines. It expects to increase traffic and, with the help of major railway connections, to boost rail market share significantly.

StL&H is trying to transform itself into a lean, low-cost hub-and-spoke regional railway consisting of mainline corridors between Montreal and Chicago and the U.S. Northeast, fed by spun-off feeder railways.

StL&H racked up a loss of \$65 million on revenue of almost \$700 million last year.

It must demonstrate it can earn its cost of capital within two to three years or face a selloff by parent CPR, observers say.

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# CPR selloff of Sudbury-Sault line drums up lots of interest

BY PETER FITZPATRICK  
The Financial Post

At least 10 parties have expressed interest in buying or leasing Canadian Pacific Railway Co.'s rail line between Sudbury and Sault Ste. Marie in Northern Ontario, says the company.

CPR spokesman Paul Thurston revealed the tally yesterday after the railway announced a search for an aggressive, cost-efficient short-line operator to run the 291-kilometre line, which has a 60-km branch to Espanola and Whitefish, Ont.

Thurston said more bidders are expected.

Gil Mackie, a senior member of the railway's secondary network restructuring group, said it wants an operator to deliver traffic to its core line at Sudbury.

"The Sudbury-Sault route has an international connection and a traffic base that looks ready to grow over the next several years," he said.

There is no passenger service on the line and regular freight operations will continue during the sale discussions.

Thurston said confidentiality agreements

prevent it from identifying potential buyers.

However, industry observers say Wisconsin Central Transportation Corp., a railway holding company based in Rosemont, Ill., is a likely bidder. It owns the former Algoma Central Railway, based in Sault Ste. Marie, and its Wisconsin Central rail subsidiary operates lines linking the Sault and the U.S. Midwest.

CPR wants a sale or lease pact for the line by mid-1997 as part of its plan to sell, lease or abandon about 7,000 km of track, or 25% of its North American network, over the next three years.

Much of the surplus track is in Eastern Canada. About half the lines operated by CPR's eastern subsidiary, St. Lawrence & Hudson Railway Co., have been targeted for divestiture. Most of the affected lines will be sold or leased to short-line companies.

StL&H's key rail link between Montreal and Quebec City will be put up for sale in 1997, said Terry Liston, a spokesman for the rail unit.

As well as the 243-km main line between Quebec's two largest cities, two branches will also go on the block.

## RaiLink starts Ottawa Valley line

RaiLink Investments Ltd. of Edmonton yesterday began operations of the former Canadian Pacific Railway Co. route from the Sudbury area to Smith Falls, Ont., under a long-term lease.

RaiLink, previously named Central Western Railway Holdings Corp., will operate the new 550-kilometre railway under the name Ottawa Valley RaiLink.

It will haul transcontinental CPR-equipped freights and serve local shippers and receivers with its own locomotives. It will have running

rights on CPR east of Smith Falls and west of Sudbury to speed the exchange of trains between the two companies.

The deal flows from CPR's plan to shed at least 25% of its North American rail network over three years. Based in North Bay, Ont., Ottawa Valley RaiLink has 110 full-time employees, mostly former CPR workers. About 65 more CPR employees affected by the new operation can work elsewhere for CPR or get buy-outs.

FP-DG 31/96 Mark Hallman/FP

## CP to sell another rail line in Ontario

BY PETER FITZPATRICK  
The Financial Post

Canadian Pacific Railway Co. is selling another Ontario rail line under its rationalization program.

The St. Lawrence & Hudson Railway Co. Ltd., a CP subsidiary, said it has signed an agreement in principle with the Ontario Midwestern Railway Co. Ltd. for the sale of the 173.2-kilometre, Mississauga to Owen Sound line in midwestern Ontario.

Ontario Midwestern said it wants to rebuild freight and passenger traffic on the route. No freight train has traveled the line north of Orangeville, Ont., since December 1995; there has been no passenger service over the entire route since the 1970s.

OMW president John Harrison said OMW is confident a viable rail business can be recreated.

The deal is expected to close in early 1997. Details of the transaction, including the price, were not disclosed.

FIN. POST  
DEC 17/96

11/10

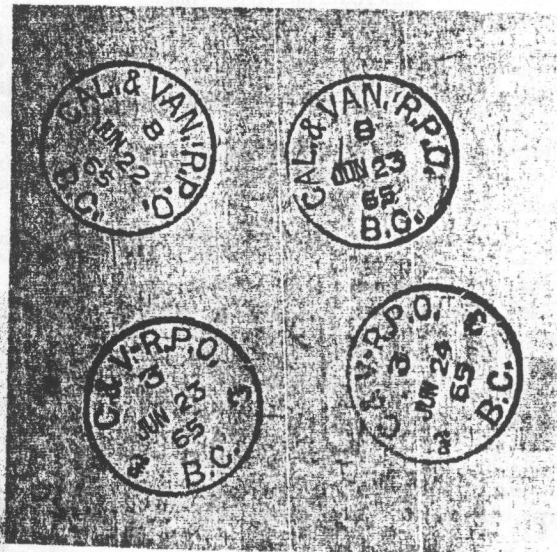
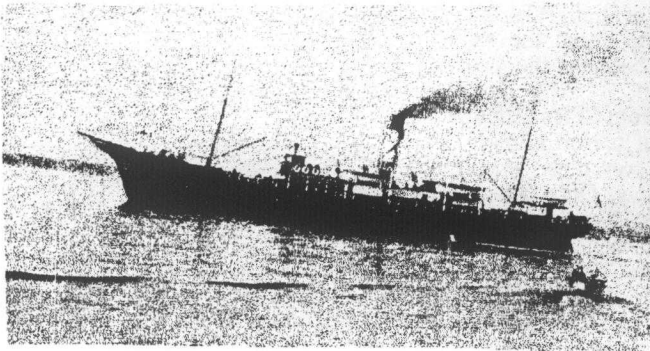
-10-

LAST TRIP - Squamish & Quesnel R.P.O. - Train 2 - August 30, 1953  
Mail Clerk - E.G.Kane (Courtesy of Doug.Hannan) -



*E.G. Kane*

LAST TRIPS - Calgary & Vancouver R.P.O. - Train 8 - June 22-23, 1965;  
Train 3 - June 23-24, 1965. Clerk - R.F.Marriage (Doug.Hannan)



S.S. PROSPERO - Reid-Newfoundland Co., on French Shore, 1915 -  
Courtesy of Don Wilson

NEW MEMBER - We welcome John F.Church, 284 Tudor Court, Pointe Claire, QC, H9P 1Z5. We hope he enjoys his membership for many years.

NEWSLETTER No. 131 - This will be a special double-sized issue for BNAPEX '97 at St. John's. It will feature only Newfoundland material, and will be distributed to those attending. Other members will receive their copy in the mail as soon as possible after the show. Remember that 1997-98 dues will become payable at St. John's.

THAT'S ALL FOR THIS ISSUE.

*Bill*

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