



BRITISH COLUMBIA  
POSTAL HISTORY  
RESEARCH GROUP

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### ALLIFORD BAY MPO 1127

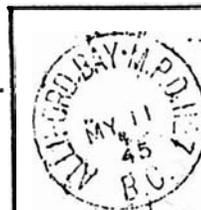
The ALLIFORD BAY MPO 1127 was established on January 16, 1945, and was one of the last military post offices established in British Columbia. According to Lester Small, who worked in the Victoria Post Office, most of the hammers were received well in advance of the opening of the office. In the case of Alliford Bay MPO the equipment was received some time after the opening. The cover below, dated January 18, 1945, is probably an opening day cover and indicates the canceller/dater had not arrived as it is cancelled with a Vancouver Emergency cancellation.

From Cape St. James Radio Beacon  
C/o #28, Radio Unit, R.C.A.F.  
via Alliford Bay, B.C.  
December 30th 1944.



Mr. and Mrs. Geo. Palmer,  
2850 Garnet St.,  
Regina, Sask.

Cape St. James is at the southern extremity of Queen Charlotte Islands. The island is quite small, almost devoid of trees, the land surface is covered with a heavy grass which has formed into peat during the ages - the place is known as the "Peat Pile." The lighthouse and station is on top of a 300ft. cliff.



The inset at left is on the back of the cover and the inset at right is an example of Alliford Bay MPO hammer. The office closed September 10, 1945 having been opened for less than nine months making it one of the scarcer of the B.C. military markings.

### Foreign Exchange Control Branch

The brief study of the Foreign Exchange Control Branch in the September News Letter appears to have sparked considerable interest judging from the amount of material submitted. One additional form number "I.B. 100,000 sheets - 11-5-44" and one more rectangular "VANCOUVER" cancel have been reported as well as new early and late dates. Considerable information was also submitted on eastern FECB markings. An updated report will appear in a later News Letter and as a result it is not too late to submit material.

### RECENTLY REPORTED POSTAL MARKINGS

At one time the Post Office Department required that all cancelling equipment used in a post office was supplied by the Department. With the introduction of privatized post offices the Department still supplies equipment but because of the costs and delays in delivery, many Franchise Offices prefer to purchase equipment locally. At the same time many Canada Post outlets and plants appear to have purchased date stamps out of petty cash at the local rubber stamp shops. As a result there has been a proliferation of new markings, a few of which are shown below.

654868

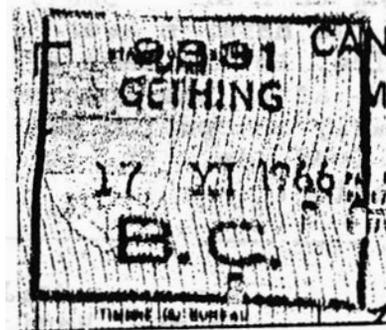
1986-12-31

1986  
RICHMOND



### GETHING - 9331

In the Topping and Robinson Checklist of B.C. Post Offices no MOON number is shown for GETHING. A recent find of a MOON shows the number was "9331".



### KAMLOOPS SLOGAN

Because of the recent mail strike the Kamloops "Christmas Seals" slogan saw very short usage. The example below is one of the few copies reported.



The British Columbia Postal History News Letter is published quarterly for the Pacific Northwest Regional Group of the British North America Philatelic Society. The annual membership fee is \$5.00 in Canadian or US funds. Bill Topping, Editor, 7430 Angus Drive, Vancouver, BC, V6P 5K2, Canada.

**IMAJE JET SPRAY PRINTER/CANCELLER - TEST PRINT**

An Imaje Jet Spray Printer/Canceller (JSP/C) Model Jaime 1000 was introduced on OCR 082 in Vancouver on July 19, 1994. Similar equipment was introduced at other Canadian post offices at about the same time. The JSP/C equipment has remained on the same OCR 082, but during a relocation of equipment at the Vancouver MPP in the summer of 1996 OCR 082 was re-numbered OCR 081 and the jet spray changed accordingly. Much of the published information on the JSP equipment has been speculative and has often been incorrect. The "TEST PRINTING" shown below was produced on JSP 081 on October 20, 1997 and has cleared up some of the confusion related to the use of this equipment.

The JSP/C consists of two heads, "A" (upper) and "B" (lower), each containing four spray jets of seven spray holes each. The heads may be moved up or down slightly and if moved closer to the envelope track the height of the spray cancel is decreased. The jet sprays are activated by a series of sensors that read the height of the envelope above the envelope track and activate the jets in pair to cancel the stamp. The equipment is mainly used to cancel envelopes delivered to the post office pre-faced.

This "TEST PRINTING" shows that the jets are number from "1" (bottom) to "4" (top) within each head. The average heights of the jet sprays above the letter tracks are as follows:

Head A	Jet 4	149 mm
	Jet 3	139 mm
	Jet 2	129 mm
	Jet 1	119 mm

Head B	Jet 4	104 mm
	Jet 3	94 mm
	Jet 2	84 mm
	Jet 1	74 mm

A more detailed study of the equipment in the Vancouver MPP is appearing in the "Postal History Journal."

TEST PRINTING MSG 24-JET 4!!!!!!!  
 TEST PRINTING MSG 23-JET 3!!!!!!!  
 TEST PRINTING MSG 22-JET 2!!!!!!!  
 TEST PRINTING MSG 21-JET 1!!!!!!!  
 TEST PRINTING MSG 24-JET 4!!!!!!!  
 TEST PRINTING MSG 23-JET 3!!!!!!!  
 TEST PRINTING MSG 22-JET 2!!!!!!!  
 TEST PRINTING MSG 21-JET 1!!!!!!!

Bottom of envelope = letter track

Alan Young, of Revelstoke, submitted the following report on a sojourn to Vancouver Island in the summer of 1996. The editor regrets the delay in publication but considered it might help readers plan a similar trip for next summer.

## Holiday Postal Hunt

This summer I decided to visit the Post Offices of the cities and towns I traveled through. And to my wife and children's annoyance, some places were a little out of the way. They bit the bullet and to their surprise, actually had a good time in the process.

Our sojourn started from my abode at Revelstoke. We headed west and our first stop was Malakwa, just off the Trans Canada Highway. Malakwa means "Mosquito" in Indian and for a good reason. The postmaster complained about the ink for her canceller as it made the rubber soft. She just received the new large round rubber canceller and was proud to give me an example for my collection. These encounters continued as we headed west. Stops at Sicamous, Canoe, Salmon Arm and its new RPO, Tappen, Sorrento, Chase, and Pritchard, were uneventful but cancellation examples were obtained from them all. We bypassed Kamloops and made stops at Savona and Cache Creek and eventually got to our first nights stopover, Lillooet.

The next morning we headed over the Duffy Lake road and made stops at Mount Currie, and Pemberton. At Mount Currie, I had some difficulty finding the Post Office and when I did, it was closed for lunch. The family groaned bitterly enough that we didn't wait for the Post Master's return. I swore that we would have to stop there on the way back home. After Pemberton we went through Whistler, Squamish, and were late for the ferry to stop at Britannia Beach. (Another return stop). After missing the ferry, I ventured up town at Horseshoe Bay in search for the Post Office there. I found it in a gift shop.

We arrived at Nanaimo too late for any Postal searchings, (the kids were very upset), so we carried on to our home away from home, Sproat Lake. The following morning I went into Port Alberni in search for the RPO's. One curiosity was that the Main PO and Postal Station A share the same PoCon Number. Thank god the steel hammer at PS A verified the different physical locations. Right across the street from PS A, which is the old Main PO building,, is an RPO in the 7-Eleven Gas Station. There must be lots of Postal activity in that area.

Day four we headed to the west coast and made stops at Tofino and Ucluelet. The Post Office at Ucluelet still uses the DX-3 type hammer. You know, the one with Canada down the side. I found this exciting and of course, got a good example of this antique canceller. The Post Master said that Port Albion no longer had a Post Office. We mourned the loss..... Oh, the kids loved Long Beach.

The next day was spent swimming at Sproat Lake and watching the Martin Mars water bombers scooping up water to save some trees and such. Very boring. On day six I packed up the kids and headed towards Courtenay, with stops of course, to Parksville and its RPO's, Qualicum Beach and all its RPO's, Bowser, Fanny Bay, Union Bay, Royston, a side trip to Cumberland, and eventually to Courtenay. The Fanny Bay PO was hidden in a greenhouse. Union Bay was a neat looking building overlooking the ocean. The Post Master there was proud of the 1913 building and took me on a tour. The kids looked for seashells on the beach. The Cumberland PO was also in an old building, 1910 I believe.

Courtenay tried even my patience. The traffic was horrendous and finding all four of the RPO's was a challenge. One RPO intrigued me though. It was called the Courtenay Country Store. It's located outside of town on the way to Campbell river. All they do is process parcels and their canceller was mutilated by the Courtenay Post Master. He cut out the PoCon number from the square canceller. It is still partially legible. It took some ingenuity to obtain an example of that canceller. We then went over to Comox and fell victim to the "Lunch Break" syndrome again so we had lunch ourselves. Coincidentally, the PO clerk was sitting next to us in the restaurant. We then visited the Comox Air Force Museum, (my son is a war monger). Of course, the Lazo PO was right across the street.

The Duncan Forestry Museum was the next day's agenda. We made stops at Coombs, Errington, Lantzville, Cassidy, Ladysmith, and Chemanus along the way. The Coombs PO is in an old General Store but is now an RPO. Errington is a quaint little town which reminded me of Crabwell Corners from the TV show Pettycoat Junction. In the Forestry Museum I found the old Westholme Post Office building. It was on static display and in very good condition. I noticed the steel hammer still on the desk but alas, I couldn't quite reach it to get a better look. On the way back to the lake I stopped at one Nanaimo PO, PS A as it was near the museum. I didn't want to fight the traffic for all the RPO's. The kids smiled for once.

My son and I went to Nanoose Bay the next day to see the Naval Base but the Shore Patrol accosted us and wouldn't let us on the base. The US Navy was doing some secret testing of torpedo's according to the Post Master there.

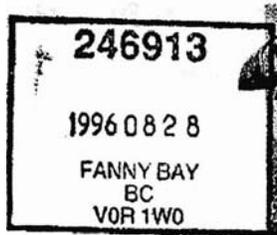
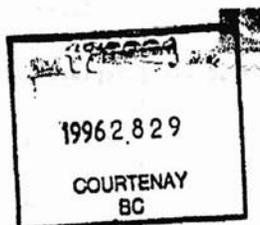
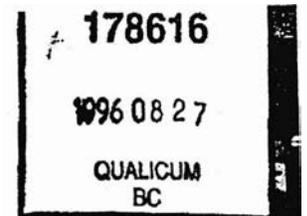
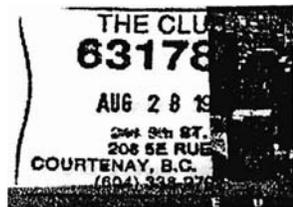
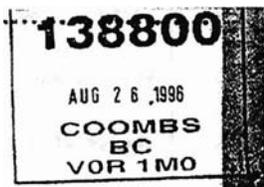
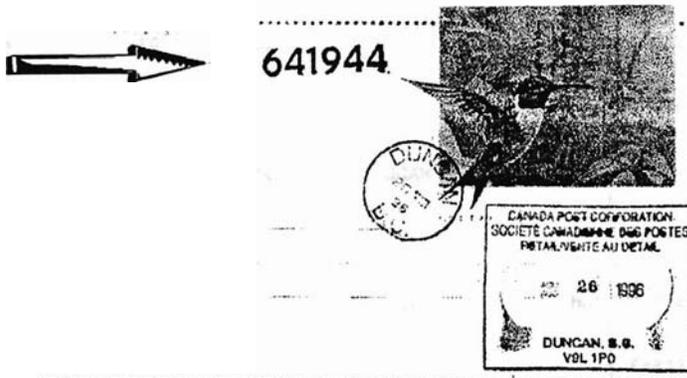
All things had to come to an end sooner or later. We started back for home. Along the way I obtained the Britannia Beach postmark I couldn't get earlier because of the ferry we missed anyway. The PO is in a church of all places. And yes, I finally got Mount Currie. I entered an old shack to be greeted by this elderly Indian lady sitting in a rocking chair knitting a sweater for a great, great, grandchild I'm sure. I asked if I could have an example of their canceller. After a twenty minute search for the PoCon canceller I got my treasure. I noticed that the date was two weeks old so either they can't be bothered to keep the dater current or the last tourist to hit the town for a postcard mailing was long gone and must have been there other than lunch time.

I thank my wife and children for their tolerance. I know they love me for I am not divorced as of this letter. However, next year I'm not allowed to take any Self Addressed Stamped Envelopes on holidays. (I don't think they know that Post Offices sell Postal Stationery). Until next year, good hunting.

Alan M. Young

## Some Interesting Postmarks

Duncan has a separate stamp for their PoCon number



Mutilated Numbers  
Country Store

## FROM CANADA POST

Thanks the to assistance of Ray Maurice at Canada Post, here is the listing of British Columbia post office changes from July 1 to December 31, 1997. Without the continued assistance of Ray and other employees of Canada Post both in the British Columbia Regional Office and in the Vancouver Mail Processing Plant, it would be impossible to record accurately the many changes taking place in the mail processing system.

CLOSING / TRANSFERRING OUTLET				REPLACEMENT / OPENING			OUTLET		
City	Close Date	Type	Name	RC	Type	Name	RC	Open Date	Reason for Notification
Pacific									
PRINCE GEORGE BC					FA	PINE CENTRE	285265	97-07-21	New Opening
GRANISLE BC		SS	GRANISLE	642673	SS	GRANISLE	642673	97-09-08	Change of Address
Erickson BC					FB	Erickson BC	289051	97-11-19	New Opening
WELLS BC	97-07-14	FB	WELLS	251119	FB	WELLS	269190	97-07-15	Replacement
PRINCE GEORGE BC	97-07-19	FA	PINE CENTRE	140120					Privatized Outlet Cl
Burnaby	97-07-26	FA	LOUGHEED MALL	026808	FA	LOUGHEED MALL	285102	97-07-28	Replacement
	97-07-30	GH	POWELL RIVER GMO 4	139165					Privatized Outlet Cl
Comox BC	97-07-31	FB	Comox RO	654566	GH	Comox GMO #1	285609	97-08-01	Replacement
SALMON ARM BC	97-08-07	GH	SALMON ARM GMO 2	266663					Privatized Outlet Cl
Vancouver	97-08-14	FA	CENTREPOINT MALL	020982	FA	CENTREPOINT MALL	286141	97-08-15	Replacement
Greenville BC	97-08-25	RV	Greenville	649597	RV	Greenville	649597	97-08-25	Change of Address
Stuart Island BC	97-08-30	CN	Stuart Island	646954	CN	Stuart Island	286478	97-08-30	Replacement
Prince Rupert BC	97-09-26	CS	Prince Rupert CSC	105090	CS	Prince Rupert CSC	105090	97-09-29	Change of Address
Prince Rupert BC	97-09-30	FA	Downtown PO	105023	FA	Downtown PO	287075	97-09-29	Replacement
Langley BC	97-10-04	FA	Valley Centre PO	655090	FA	Valley Center PO	286834	97-10-06	Replacement
Lake Errock BC	97-10-13	FB	Lake Errock BC	264547	FB	Lake Errock BC	287547	97-10-14	Replacement
VANCOUVER BC	97-10-25	GH	VANCOUVER GMO 81	647624					Privatized Outlet Cl
Erickson BC	97-10-31	FB	Erickson BC	247960					Privatized Outlet Cl
Coquitlam BC	97-11-02	FA	Coquitlam Centre PO	170429	FA	Coquitlam Centre PO	170429	97-11-03	Change of Address
Elko BC	97-11-28	FB	Elko BC	143812					Privatized Outlet Cl
Kamloops BC	97-12-07	GH	Kamloops GMO #5	643483	GH	Kamloops GMO #5	289876	97-12-08	Replacement
Kamloops BC	97-12-07	GH	KAMLOOPS GMO 5	643483	GH	KAMLOOPS GMO 5	289876	97-12-08	Replacement
Victoria BC	97-12-11	GH	Victoria GMO #7	252522					Privatized Outlet Cl

**THREE NEW BOOKS****John Boyd and Cottonwood, B.C.**

The introductory statement on the cover of this spiral bound booklet compiled by Gray Scrimgeour on the life of John Boyd best describes the contents of the work. It reads as follows:

*"Covers, cards letters and other memorabilia related to Cottonwood, B.C. and the life of John Boyd. These artifacts reflect some of the history of the Quesnel-Barkerville region in the late 19th century."*

Gray briefly outlines the postal history of the Quesnelle region prior to the establishment of the Cottonwood Post Office on August 1, 1895. He then reproduces letters and envelopes tracing the movements of John Boyed from Oroville, California, in 1850, until shortly after the establishment of the Cottonwood Post Office. Since many of the reproductions of the letters are hard to read, Gray has quoted the letter on the facing pages often adding background information to help complete the story. In the true sense this is not postal history although envelopes and postal markings form an integral part of the story. The work is a social history and as such provides an excellent understanding of the conditions in the Cariboo prior to the turn of the century. For students of postal history this book provides a method of development that, although frowned upon by judges, brings life to the study of the development of the postal system in the more remote parts of Canada. It is well worth buying.

Copies may be purchased from: Ken V. Ellison, 14600 Middlebench Road, Oyama, BC, V4V 2C3. Cost \$13.00 CAN, or \$10.00 US.

**The Catalogue of Money Order Number (MOON) Cancellations of British Columbia (1950-1973).**

This 1997 work is an update of the earlier "working draft" published by Mike Sagar, in 1994. Mike has received considerable information since he produced the earlier work and has worked closely with the MOOSE Study Group of the Postal History Society of Canada. As a result he has been able to add more than 500 new listings and make a large number of changes in early and late dates. The introductory section has been expanded and the page format improved making the book much more usable. As in the working draft, the markings are listed in alphabetical order based on the post office name as it appears on the MOON rubber stamp. A new section has been added listing the post offices by Money Order Office Number making it much easier to identify partial or indistinct strikes. In general the book is a great improvement over the earlier work and is a necessary addition to the library of any serious collector of British Columbia postal history.

The book can be purchased directly from Mike Sagar, #208 - 611 West 13th Avenue, Vancouver, BC, V5Z 1N8. The cost \$15.00 CAN.

**CANADIAN MILITARY POSTAL MARKINGS, 1881 - 1995**

By W.J. Bailey and R. Toop

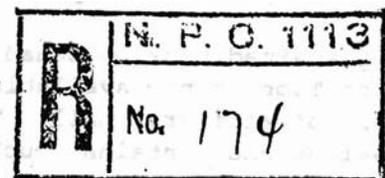
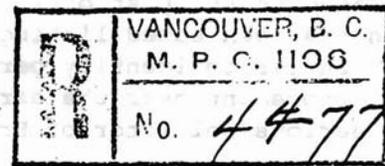
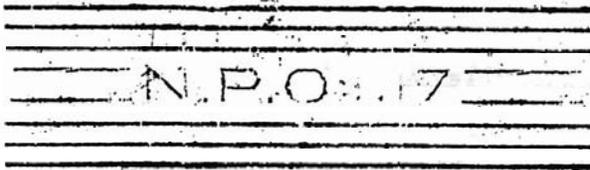
The long awaited book on Canadian Military postal markings by Bill Bailey and the late Rich Toop is now available and is a must, despite the price, for any serious collector of military mail. This two volume set, updates Bill Bailey's earlier publications and contains much new information, including illustrations of most markings and proof dates. For those only interested in the postal markings of British Columbia there is little that is not available from other sources.

The two volume set is available from Charles G. Firby, Suite 107, 6695 Highland Road, Waterford, MI, 48327-1651, USA. Price \$150 CAN.

**SECOND WORLD WAR MILITARY POST MARKS FROM BRITISH COLUMBIA**

The collection of the Second World War postal markings from British Columbia has formed an interesting sideline to the study of British Columbia postal history. Although most collectors are familiar with the Type "B" CDS hand stamps, there is little information on other types of cancelling equipment used. These markings include, duplex cancels, MOTOs, registration stamps, roller cancels, and circular parcel post stamps. Pitney Bowes Meters are also reported from some of the MPO offices. It should be noted that, as well as postal markings, extensive use was made of station hand stamps which are useful in identification of the location of the office but have no postal significance.

Not all British Columbia Military markings contain the letters "B.C." but all British Columbia markings have MPO/NPO numbers between 1101 and 1127. The Response Form asks for your assistance in listing the types of markings used at the British Columbia MPOs.



The September Response Form produced a large number of replies and a full report on the Foreign Exchange Control Branch will be published shortly. Additional information would be appreciated.

Please indicate the Military markings in your collection based on the type of marking. Dates would be appreciated.

| CDS | Duplex | Roller | Moto | Reg. | Metre |

- MPO 1101 VERNON
- MPO 1102 PATRICIA BAY
- MPO 1103 VICTORIA
- MPO 1104 NANAIMO
- MPO 1105 PORT ALBERNI
  
- MPO 1106 VANCOUVER
- MPO 1107 CHILLIWACK
- MPO 1108 PRINCE GEORGE
- MPO 1109 TERRACE
- MPO 1110 PRINCE RUPERT
  
- MPO 1111 JERICHO BEACH
- NPO 1112 -
- NPO 1113 -
- NPO 1114 -
- MPO 1115 PRINCE RUPERT
  
- MPO 1116 VANCOUVER
- NPO 1117 -
- 1118 (not used)
- MPO 1119 VANCOUVER
- MPO 1120 VANCOUVER
  
- MPO 1121 COMOX
- MPO 1122 TOFINO
- MPO 1123 UCLUELET
- MPO 1124 BOUNDARY BAY
- MPO 1125 ABBOTSFORD
  
- MPO 1126 WILLIAMS LAKE
- MPO 1127 ALLIFORD BAY

I can add no new dates

Name ..... Forms should be mailed to -  
 Bill Topping  
 Address ..... B.C. Postal History News Letter  
 7430 Angus Drive  
 ..... Vancouver, B.C. V6P 5K2  
 .....

*Bill. I thought this might be interesting to you.*

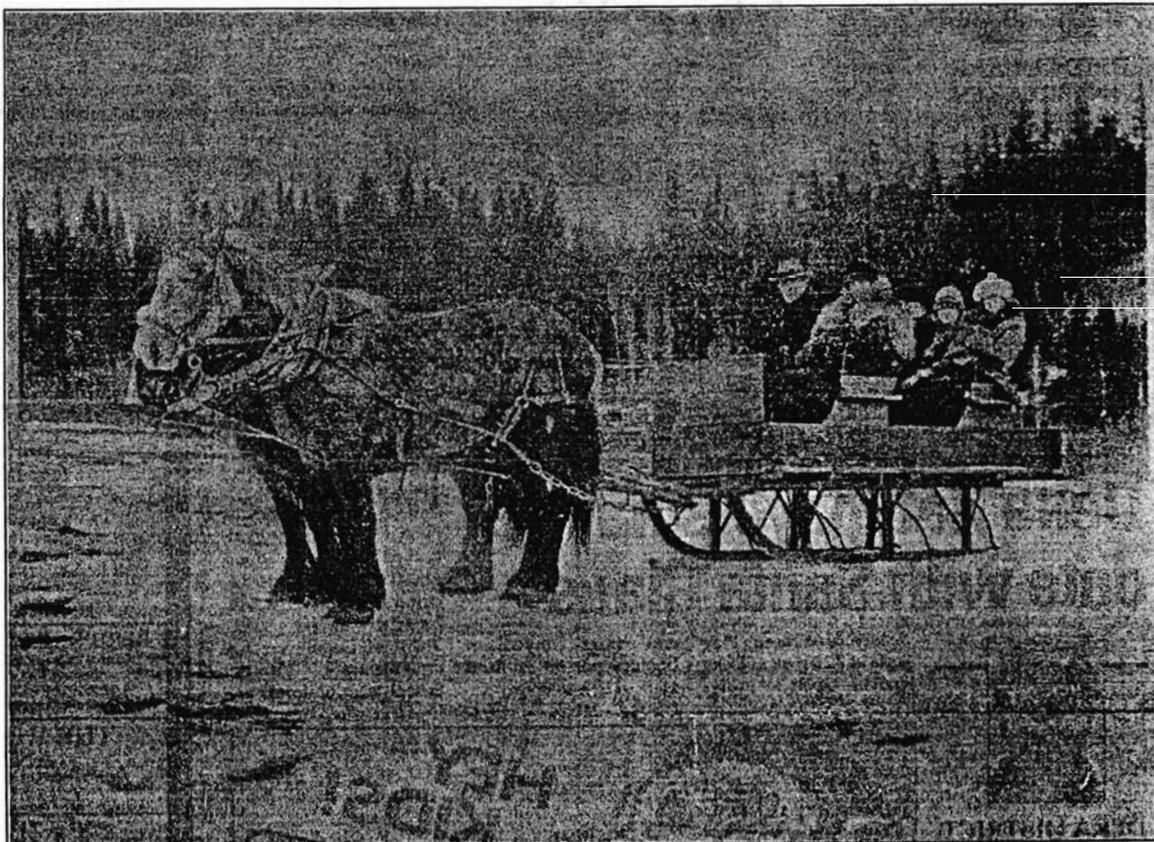
# DISTRICT

*Merry Christmas. Jerry*

## Before there were mail strikes...



**FOREST GROVE**  
 MARIANNE VAN OSCH  
 397-2625



The durable cutter sleight used by Herb Auld to deliver mail and freight, circa 1929. The cutter was built by his dad, Grove pioneer Tom Auld.

Mail strikes are a relatively modern inconvenience in the Cariboo.

"Neither rain nor heat nor gloom of night" stopped the mail back in the days when Herb Auld was a mailman.

Herb started his postal and freightman's duties in 1929 when he was a teenager. In those days, he lived on his family's farm on Bates Road, just outside Forest Grove.

Herb's days began in the dark early mornings, when he set out for 100 Mile to meet the 6 o'clock train. His first vehicle was the Auld's 1918 Oldsmobile car.

Times were tough then, with the Depression spreading its hardships up into the Cariboo. People with milk cows could make a little money by selling cream to a dairy in far-off Quesnel, shipping it by train. The cream would be collected all week and stored in ice houses under shavings or

sawdust. The farmers would take the cans in their buggies to Jacobson's stand at the end of Houseman Road on Monday nights. On Tuesday mornings, Herb would pick up about 15

five-gallon cans. He would get to the station on Exeter Road about 5:30 a.m. Sometimes it was "mighty uncomfortable, and you'd sure hope that train would be on time."

It was an 18-hour trip up from the coast. The steam engine made the trip north on Tuesdays and back south on Fridays.

When it did arrive, the cream was loaded on board. Mail and freight were piled onto Herb's truck and taken into 100 Mile where the postmaster sorted everything.

Herb headed back up the hill with the shipment for Forest Grove. The post office in the Grove was at the old Philip's place, now Jennings Dahl's farm. Mail day was a big event for people who came many miles down to the Grove from remote ranches and camps. Letters and freight were sorted for Canim Lake.

The road to the lake wasn't graveled. In the winter there were no plows out that way until 1935, so Herb used a team and sleigh for deliveries, often with only a lantern for light. In wet weather, the road was so bad that he could get through with

just a riding horse and two pack horses carrying letters. The horses slogged through mud up to their knees.

At the reserve, there was a little shelter by the road where Herb dropped off bags of mail.

The post office at Canim Lake was at the Lester McNeil ranch at the "Cabbage Patch." People came by boat down the lake and up the stream to the ranch for their mail. In the winter they came across the lake on horseback or sometimes by dogsled. McNeil's brother traveled 10 miles from his ranch on South Canim to pick up his mail.

Herb Auld was a mailman for 10 years and has hundreds of stories about his adventures. Now the mail comes to the Grove every day in the "Stage," a van that also carries freight and passengers. Driver John Bird has also been a mailman for many years, delivering his ship-

ments to Hendrix Lake and.... but that's another story.

In the meantime, the mail must go through. Well, as long as there's no postal strike.

### Live entertainment

The Forest Grove Legion hosted a return engagement of the Bernie and Red show last Saturday night.

The duo, originally from Liverpool, sang and joked with the audience.

"Forest Grove — it'll be wonderful place once it's finished," quipped Red afterward.

The couple said they enjoyed performing here. Bernie and Red often perform on cruise ships where their combination of popular old standards and humor are a big hit.

"On our first cruise we went to the Canary Islands" said Red. "There are no canaries. Then we went to the Virgin Islands. There's no canaries there either!"

### Hard-core traditionalists

**Province, Oct. 1, 1997**  
 LANGLEY — Hundreds of residents have joined the battle to get Canada Post to reinstate Aldergrove as the area's postal designation. The postal service changed the designation last year, making only the downtown core Aldergrove and the surrounding area Langley. But resident Janet Ingram-Johnson says she has collected nearly 1,000 signatures on a petition asking township council to request that Canada Post outline the boundaries of "traditional" Aldergrove.