



BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

Volume 14 Number 3

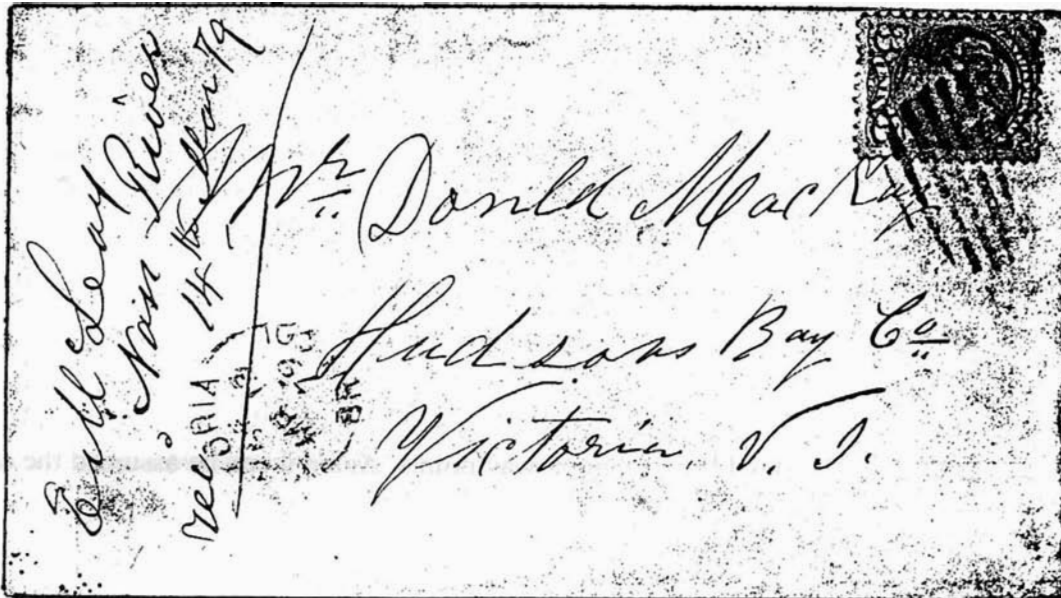
Whole number 55

October 2005

EARLY WEST COAST SHIP MAIL

Thanks to Gray Scrimgeour

Mail on the British Columbia coast in Colonial times was transported almost exclusively by ship, initially ships of the Hudson's Bay and later by smaller companies that operated along the coast, at little or no cost. Following Confederation the practice continued, except the mail must bear Canadian postage and rarely is the ship identified. In this early period the only way to identify how the mail was transported is through the use of news paper records which often listed ship arrival and departures. It was not until the early 1890's that the coastal shipping companies started marking mail with the ship's hand stamp as part of an attempt to gain lucrative mail contracts from the Canadian Post Office.



The cover above was sent by E. McLean to Donald MacKay of the Hudson's Bay Company in Victoria and is docketed as coming from the Nass River, being received 14th Mar. '79., and is postmarked "VICTORIA / MR 13 / 79". The *Colonist* reports the *Grappler* was the only ship to arrive at Victoria from Wrangel, Alaska on that date. Advertisements indicate the Captain William Meyer, Master of the *Grappler* made regular trips between Victoria and Wrangel in 1879. Therefore it can be assumed the letter was carried by the *Grappler*.

The British Columbia Postal History News Letter is published quarterly on behalf of the British North America Philatelic Society. Dues for the News Letter are \$8.00 for one year or \$15.00 for two years (\$ CAN or \$ US). Checks should be payable to the Editor, Bill Topping, 7430 Angus Drive, Vancouver, BC, V6P 5K2, Canada.

EARLY WEST COST SHIP MAIL - cont.

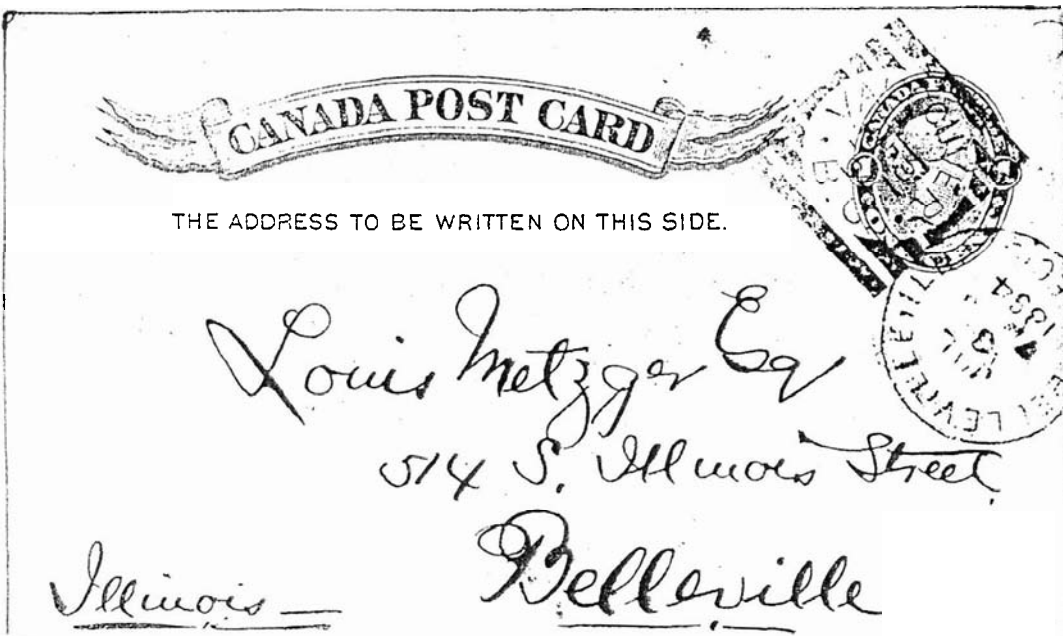
Nelson Island
Via. Vancouver, B.C.
June 26th 1894

"We are situated 125 miles north of Victoria in Georgia Strait. No regular mail service. Nothing on the Island → but us, 25 altogether. We are lucky to have a steamer passing & pull out to get this mailed."

Nelson Island
via, Vancouver B.C.
June 26th 1894

Metzger Esq, Louis just below
I rec'd yr 4^{1/2} cent. forwarded to
me from Helena, I am cutting
here we are situated 125 N. of Victoria
in the Georgia Strait. no regular
mail service nothing on the Island
but us 25 altogether. we are lucky
to have a steamer passing & pull
out to get this mailed. I have no
stamps now will write you some
time. al no. I have no encouragement
remember the silver states are the
most dull of all states I left Kelso
Oreg. in Jan. & tramped Washington
Oregon. Vancouver Island am
now working on the
Senate Building. Victoria, a
Washington State Capital coming
out of Olympia Wash. & there
is also a University been built
in Seattle, Tacoma, Spokane &
Portland & Frisco is dull yet.
The Federal Building is going on
in Omaha & also the St Paul
Post office is receiving full Louis
I was glad to hear from you writing
you work has also seems to me to
be fruitless but regards to the States

The postal stationery was written on Nelson Island on June 26, 1894 to Louis Metzger in Belleville, Illinois, and was postmarked at Vancouver on June 28, 1894. The Thursday, June 28, 1894 issue of the *News Advertiser* reports that the S.S. *Comox* left Vancouver on Mondays and Thursdays at 11 a.m. for Shoal Bay calling at way points. Again it can be assumed the card was carried on the S.S. *Comox* - see Post Office Notice 1st April, 1897



Post Office Notice, Victoria, 1st April 1879
 Thanks to Gray Scrimgeour

ARRIVAL AND CLOSING OF MAILS AT VICTORIA

POST OFFICE NOTICE.		
ARRIVAL AND CLOSING OF MAILS AT VICTORIA.		
SUMMER ARRANGEMENTS FROM 1ST APRIL TO 30TH SEPTEMBER, 1879.		
MAILS.	ARRIVE.	CLOSE.
Canada, United Kingdom, Europe and U. S., via San Francisco.	About the 3d, 13th and 23d of each month.	On the 10th, 20th and 30th each month at 10.30 A.M.
Do. via Port Townsend.	Mondays and Thursdays at 4.30 P.M.	Wednesdays and Sundays at 6 P.M.
Australia, New Zealand, Sandwich Islands and Fiji Islands.	Once a month at irregular date.	On the 10th of February and 10th of March.
India, China and Japan.	do do	On 20th day of each month.
Mexico, Central America, and South Pacific coast.	do do	On the 10th & 30th days of each month.
New Westminster and Burrard Inlet.	Wednesdays and Saturdays at 3 P.M.	Mondays and Thursdays at 6 P.M.
Barkerville, and Intermediate offices.	Wednesday at 3 P.M.	Monday at 6 P.M.
Nanaimo, Wellington and offices on East Coast.	Thursdays and every alternate Saturday at 5 P.M.	Mondays and every alternate Thursday at 6 P.M.
Comox and East Coast offices.	Every alternate Friday at 5 P.M.	Every alternate Monday at 6 P.M.
Esquimalt.	Daily at 10 A.M. and 2 P.M.	Daily at 11.30 A.M. and 4.30 P.M.
Metchosin.	Monday at 1 P.M.	Tuesday at 10 A.M.
Saanich.	Wednesday at 9 A.M.	Wednesday at 12 noon.
Sooke.	Monday at 3 P.M.	Tuesday at 9 A.M.

Letters for Registration must be posted half an hour before closing of each mail.

MONEY ORDERS
 Payable at Money Order Offices throughout the Dominion, United Kingdom, Newfoundland and the United States, and at the offices at Barkerville, Olinnton, Granville, Nanaimo, New Westminster, Quosnelle, Soda Creek, Spence's Bridge, Paines and Yale, can be obtained at this office.
 OFFICE HOURS—From 9 A.M. to 6 P.M.
 FOR MONEY ORDERS—From 9 A.M. to 4 P.M., on Saturdays from 9 A.M. to 12 noon.

R. WALLACE POST OFFICE INSPECTOR

POST OFFICE, VICTORIA, 1st April, 1879. auld

VANCOUVER & PORT NEVILLE, R. P. O. / STR. COMOX
 JAN 19 1906

Mission Ship "Columbia."
 VANCOUVER, B. C.

The Honourable



MORE RECENT DATERS

Thanks to Doug Murray
 Ken Ellison
 Bill Tidball
 Andrew Scott
 And others

101006
 FEB 24 2004
 LAKE COUNTRY
 BC
 V4V 1X7

101089
 V4V 1G0

100267
 APR 19 2005
 SUPPL-VALU FC
 ANYHERS, BC V8J 3P8

GLEN PARK 435333
 POST OFFICE BUREAU POSTE
 JUN 26 2005
 102-1940 RUE KANE ROAD
 KELOWNA BC V1V 1Y0

PEACH CITY POSTAL
 POST OFFICE BUREAU POSTE
 101451
 AUG 05 2005
 232 MAIN STREET
 PENTICTON BC V2A 5B0

ROCK CREEK POSTAL OUTLET
 POST OFFICE BUREAU POSTE
 101693
 AUG 04 2005
 4120 HIGHWAY 3
 ROCK CREEK BC V0H 1Y0

BUREAU DE POSTES/POST
 PEACH CITY
 101451
 NOV 30 2004
 PENTICTON BC
 V2A 5B0

101322
 NOV 23 2004
 PENTICTON, BC
 V2A 5H0

Zellers---100-2210 Main St. Penticton
 Opened end of August 2004



From the Imperial Oil Collection

Vancouver Waterfront And New Westminster In 1800's

The Vancouver waterfront and skyline (top) at the time of the city's incorporation in April, 1886. (Below, New Westminster late in 1859.) Vancouver was all burned to ashes two months after its incorporation, but CPR vice president Sir William Van Horne (who names the city after Capt. George Vancouver) chose the new site at Coal Harbour in preference to Port Moody for the western terminal of the trans-continental railway line and a potential gateway to the Orient. Vancouver sprang back to life amid the tree stumps, spread over the old Salish Indian lands, and rapidly outgrew New Westminster as Canada's main western port and B. C. centre of commerce.

Settlement around Burrard Inlet previous to the railway era had been slow. The Hudson's Bay Co. in 1827 began a thriving trade in furs, fish and potatoes at Fort Langley. The Fraser River gold rush gave much more life to New Westminster than to Burrard Inlet. Then miners from the Royal City came digging for coal in 1859; and three men looking for potters clay got a crown land grant in 1862 and built a cabin overlooking the inlet. Sawmills

appeared in the 1860's. In 1870, near Hastings Mill on the south shore, the village of Granville sprang up around "Grassy Jack" Deighton's hotel, patronized by sailors, loggers and fishermen.

The first train arrived at Coal Harbour in 1887, drawn by engine 374 which now stands at Kitsilano Beach Park. The new terminal attracted other railways and became the focal point of trans-Pacific trade as the western Canadian base for the CPR's three new "White Empresses" in 1891. The port began to grow at a phenomenal rate, boosted by the Klondike gold rush of 1898, the Panama Canal completion in 1915, and active grain trade in 1921.

NEW WESTMINSTER
 (Bottom) late in 1859 the year it was founded as the capital city of the Crown Colony of British Columbia. Today it is the largest freshwater port on the Canadian west coast, and the main agricultural market town of the lower mainland. The site was selected by Col. R. C. Moody; it was surveyed and laid out by Royal Engineers. Queen Victoria named it after Westminster, now part of London, and the new city got off to a roaring start as a port and supply base for the Cariboo gold rush. The city's present daily newspaper began publishing in 1861. Flour mills, sawmills, and lumber mills were started, pri-

private schools established, churches built, and in 1863, the first public school was opened. New Westminster was chosen as the southern terminal of the Collins overland telegraph planned to connect B. C. and Alaska with Siberia; and it became the north-western terminal of the new Western Union telegraph line from Oregon. In 1865, the first message received in New Westminster over the new Western Union wire was the news of Lincoln's assassination. In 1866, the separate colonies of Vancouver Island and British Columbia were united, and two years later the capital was moved to Victoria. New Westminster's growth slowed down. B. C.'s first salmon cannery was established nearby in 1870. The city was connected with Seattle by what is now the Great Northern Railway in 1891, after the CPR by-passed the fresh water port for a saltwater terminal on Burrard Inlet. In 1898, a disastrous fire burned down the business centre and adjoining residential areas, but rebuilding greatly improved the city. The first New Westminster bridge opened in 1904. The CNR line reached the city during the early 1900's and New Westminster's rapid growth as a port got underway in the twenties with the construction of docks and terminals.

(This historical feature is part of a series which readers may wish to clip and save)

S. S. "MINTO" – ARROW LAKES SERVICE

The S.S. "Minto" was constructed, for the Canadian Pacific Railway, by Bertram Iron Works, Toronto, as a prefabricated hull. The plan was to ship the hull and engines to Vancouver to be assembled for use in the Klondike but by the time the hull was completed the gold rush was in decline and the hull was diverted to Nakusp where the hull was assembled and the superstructure added. The "Minto" was launched November 18, 1898 to provide service on the Arrow Lakes between Arrowhead and Robson. It was 162 feet long with accommodation for 70 passengers.

In 1911, official Railway Postal Service (RPO) was established on the three CPR ships serving the Arrow lakes, namely the "Minto", "Rossland", "Kootenay", and later the "Bonnington". The three original hammers read "ROB. & A'HEAD R.P.O. / B.C. with indicia (-, +, *) being used to identify each ship. The "Minto" was identified by a small dash to the left and right of "B.C." Although a number of ship "way mail" markings have been reported from the "Minto" these are all favour marks as RPO status negated the use of the ship stamp to mark way mail.

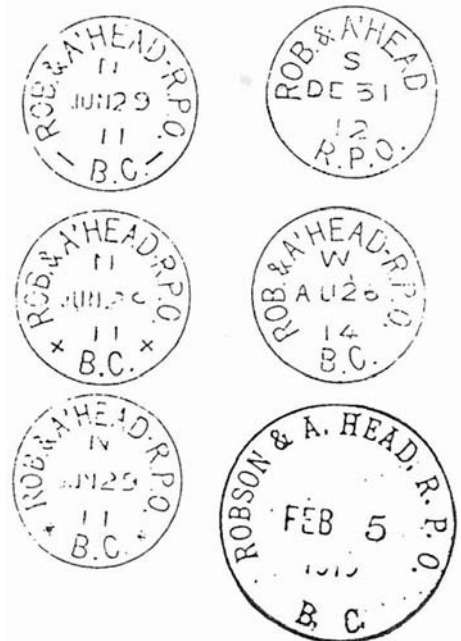
The "Minto" served on the Arrow Lakes until April 23, 1954 when the C.P.R. sold it to the village of Nakusp for \$1.00 with the view to making it into a local museum. The plan foundered and the boilers were sold for scrap. In 1956 the hulk was purchased by John Nelson for \$800 and was towed to Galena Bay where it was beached. John Nelson died in 1967 at the age of 88 and on August 1, 1968 his son, Walter Nelson, had the "Minto" towed to the middle of Arrow Lake and sunk.

"Minto" and John Nelson c-1960

VPI. photo 936



Proof strikes of "ROB. A'HEAD R.P.O.



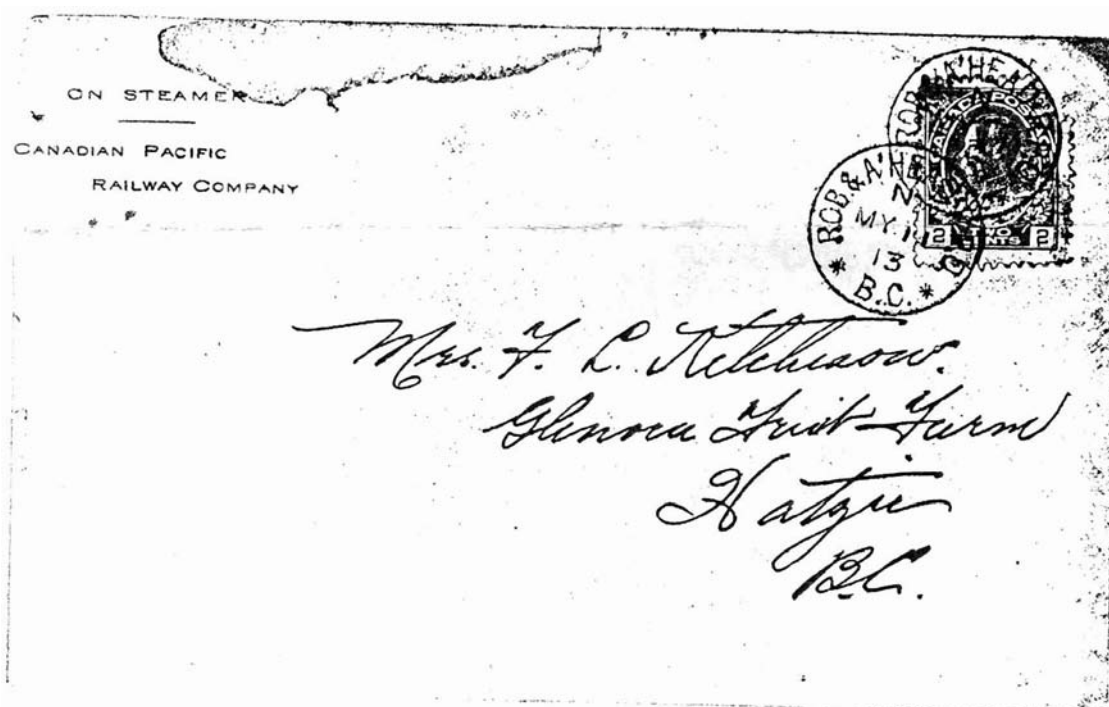
ROBSON & ARROWHEAD

R. P .O.

Summary of markings:

W-131	ROB. & A'HEAD R.P.O. / B.C. (ornaments)	(1912 1950)
	17G cds #192 "-"	P = 1911 06 29 (1917 1950)
	#194 "+"	P = 1911 06 29 (1912 1916)
	#196 "*"	P = 1911 06 29 (1913 only)
W-131A	ROB. & A'HEAD / R.P.O.	(proof only)
	17H cds	P = 1912 12 31
W-131B	ROB. & A'HEAD R.P.O. / B.C.	(proof only)
	17F cds	P = 1914 08 26
W-130Z	ROBSON & A. HEAD, R.P.O. / B.C.	(19?? only)
	5D circular rubber 31	P = 1919 02 05
W-131C	R. & A'head R.P.O. / Wm. E. Rear, M. C.	(1912 1915)
	1E boxed	
W-131E	Robson & Arrowhead / J.W. Stevens	(1914 only)
	7B circular double rim	
W-131L	R. & A. = B.C. / D. M. Dargie	(19?? only)
	3C oval	
W-130L	ROBSON & ARROWHEAD, B.C. R.P.O. / N. R. MILLER	(19?? only)
	5H circular	

Ludlow - W-131 #196 - North May 11, 1913



CANADIAN PACIFIC RAILWAY COMPANY
PACIFIC REGION

\$9 car

Office of the General Passenger Agent

Vancouver, B. C. May 1st, 1951
File 11-4/51-D

ARROW LAKES SERVICE - SS "MINTO"

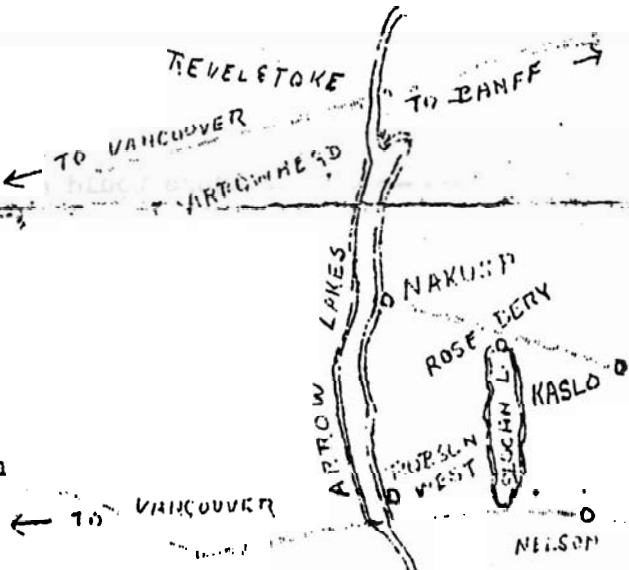
The Canadian Pacific Lake Steamship "MINTO" provides service twice a week in each direction on the Arrow Lakes on the following schedule:-

NORTHBOUND			SOUTHBOUND		
Read Down			Read Up		
Tue. & Fri.	5.30 AM	Lv. Robson West	Ar. 2.30 PM	Thurs. & Mon.	
Tue. & Fri.	3.30 PM	Ar. Nakusp	Lv. 4.00 AM	Thurs. & Mon.	
Wed. & Sat.	8.00 AM	Lv. Nakusp	Ar. 5.00 PM	Wed. & Sat.	
Wed. & Sat.	11.45 AM	Ar. Arrowhead	Lv. 1.05 PM	Wed. & Sat.	

On the Southbound trip the S.S. "MINTO" connects with Canadian Pacific Railway Train No. 12 Eastbound at Robson West Mondays and Thursdays. Robson West is approximately 485 miles east of Vancouver on the Kettle Valley route of the Canadian Pacific.

The northern terminus of the SS "MINTO" is Arrowhead which is situated at the end of a branch line - 27 miles south of the town of Revelstoke on the main line of the Canadian Pacific. Revelstoke itself is 379 miles east of Vancouver. Lake Louise is only 146 miles east of Revelstoke and Banff about 180 miles east, thus it is possible to combine a trip on the Arrow Lakes with your journey to or from these beautiful resorts in the Canadian Rockies.

Passengers from the Pacific Coast can include a trip on the Arrow Lakes enroute to Eastern points by travelling over the Canadian Pacific mainline from Vancouver to Revelstoke thence to Arrowhead and embarking on the SS "MINTO" for the trip down the Lakes to Robson West where connections are made with the Eastbound trains. Passengers from Eastern Canada and the United States travelling Westbound should arrange their stop so as to permit arrival at Robson West on Train No. 11, Mondays and Thursdays.



The steamer fare between Arrowhead and Robson West is \$5.35 plus cost of berth (\$1.25 to \$2.00), or Stateroom (\$3.00 to \$3.25). There are 22 staterooms with two single berths each and 4 staterooms with a double lower berth and a single upper. These latter cabins can accommodate 3 people. Meals are a very reasonable price, breakfast costing 75 cents, lunch and dinner \$1.00 each, and are served to children at reduced prices.

page - 2 -

The "MINTO" is one of the rapidly diminishing fleet of paddle wheel steamers which once travelled on many of the rivers and lakes in the United States and Canada. The "MINTO" was placed in service on the Arrow Lakes to provide passenger and freight service for the people of the district. It was not built with a view to accommodating tourists and therefore intending passengers should be cautioned not to expect luxurious accommodation. Cabins on the "MINTO" are steam heated as are the lounges and although accommodation is not spacious, a comfortable trip can be expected.

Weather during the summer is usually ideal - the days are warm and the nights are invariably cool.

The Arrow Lakes are in reality a part of the Columbia River. The river is broad at this part of its course and has the appearance of a long lake hemmed in by mountains. The entire boat trip from Robson West to Arrowhead is one of great interest and there is a panorama of beauty on both sides of the lake which radiates a different hue of green, depending on the location of the sun. There is a natural stone arch bridge between Ronata and Deep Park that appears from the distance to be comparable with the best of man made architecture. About 2 miles north of Needles, the Watshan Lake Project is under construction, with the site for the power plant located on the lake shore. At Burton, the Upper and Lower Arrow Lakes are joined. Nakusp is an important point on the Arrow Lakes as it is the terminus of rail lines connecting with Kaslo on Kootenay Lake and Rosebery on Slocan Lake. This is the port where the "MINTO" stops for the night before continuing its journey. Passengers who are Southbound from Arrowhead on Saturdays cannot be accommodated on the "MINTO" on Saturday nights, and reservations in the local hotel should be arranged. Halcyon is the site of the famous hot springs where people come for treatment in the Sulphur Baths.

The "MINTO" has space for seven automobiles which can be carried from one end of the lake to the other. No vehicle exceeding 6' 4" in height 6' 6" in width and exceeding five tons in weight can be accepted for transportation. Measurements must include couplings, chimneys and radio antennae or other projections. Reservations for cars are necessary.

Intending passengers would do well to bear the following facts in mind when considering a trip on the "MINTO".

Advance reservations are necessary as the trip is very popular during the summer.

Accommodation is not luxurious but is comfortable.

Meals are plain, but the food is good.

The trip represents wonderful travel value as it is inexpensive, scenic and unusual. The Arrow Lakes journey can easily be incorporated into a trip either Eastbound or Westbound.

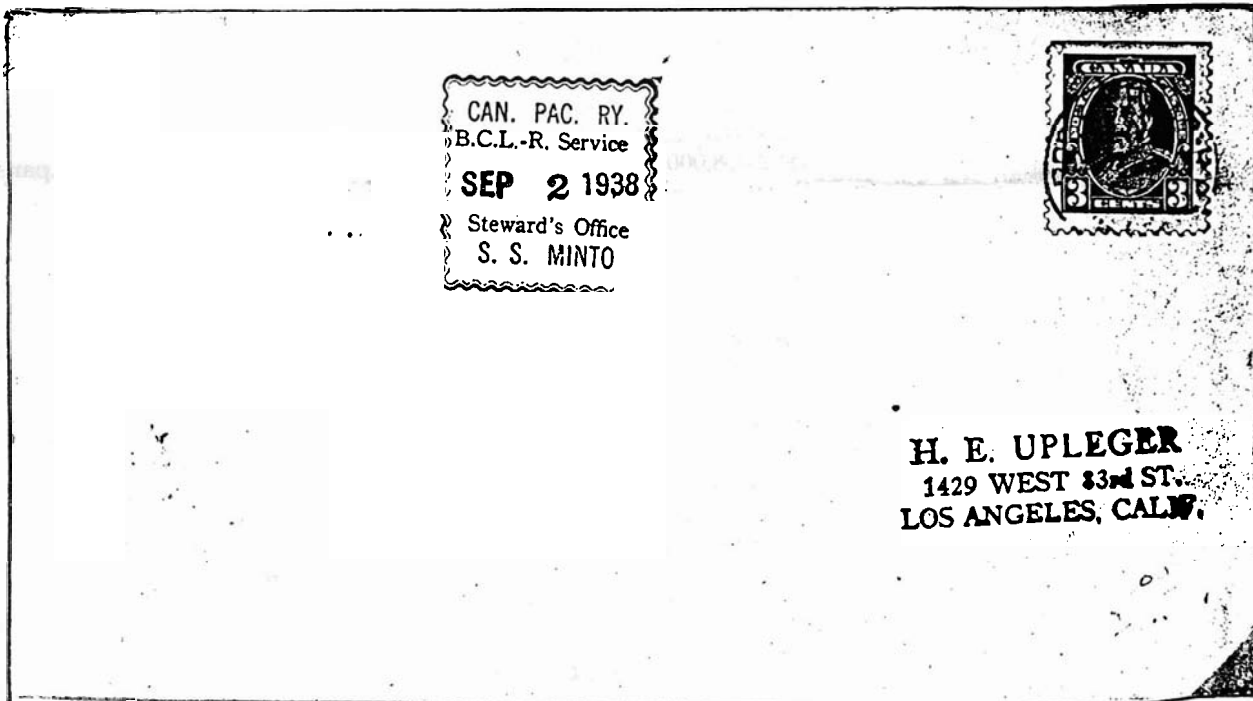
Further information can be obtained from Canadian Pacific agents or by writing to:-

H. G. JAMES
General Passenger Agent,
Canadian Pacific Railway,
Vancouver, B. C.

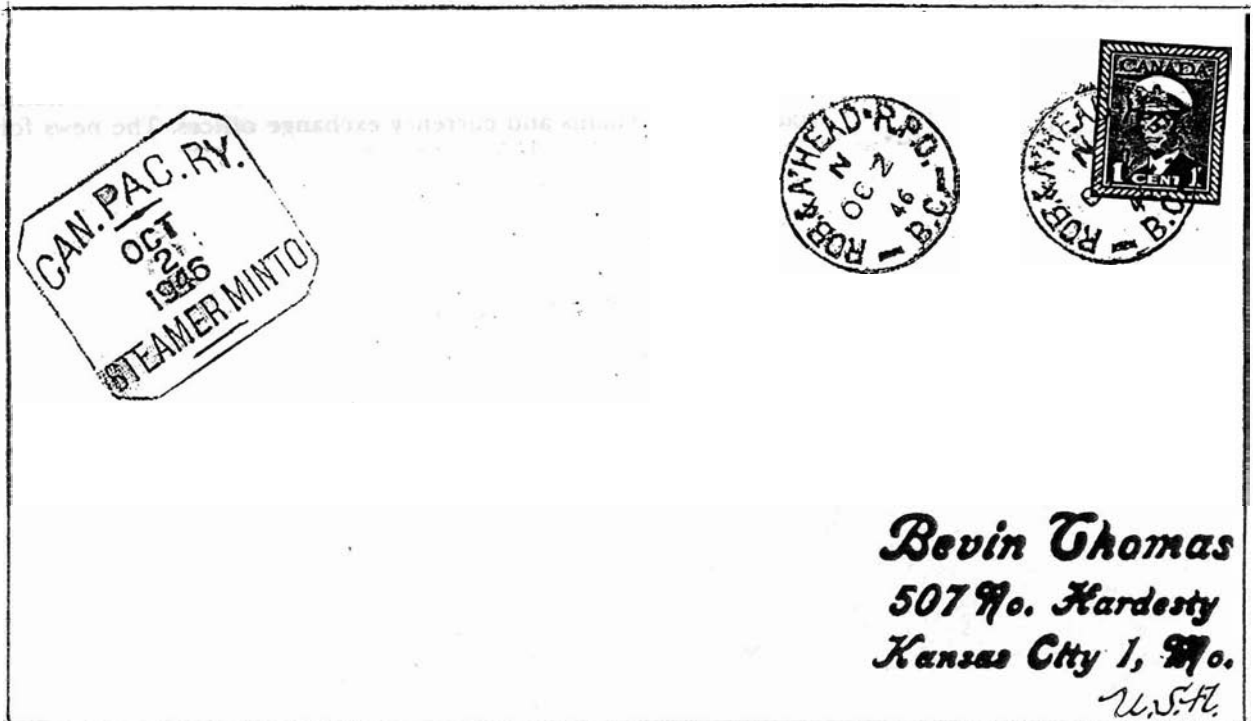
FAVOUR MARKINGS FROM S.S. "MINTO"

AU 20 / 1936 ->

SEP 2 1938



OCT 2 / 1946



fastfacts...

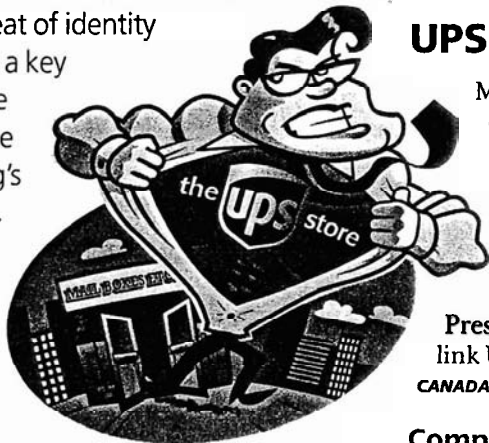
During the 2004 holiday season, Canada Post processed and delivered 652 million cards, letters and parcels.

It takes more than 750 daily flights and 6,000 postal vehicles (that travel 77 million kilometres a year) to deliver all the holiday mail that enters the Canada Post system.

More than six in 10 Canadians look forward to what's in their mailbox, and seven in 10 say they like the surprise of receiving something in the mail.

A study commissioned by the U.S. Postal Service that examines the attitudes of Generation X and Generation Y (people born between 1965 and 1994) towards mail found that: more than three-quarters of this generation reads and responds to mail just like their older counterparts; young consumers are more likely to read and respond to printed material such as flyers, circulars, catalogues and newsletters that reach them through the mailbox; and young consumers rate 75 per cent of the mail they receive as valuable.

A U.S. report released October 19 concludes that customers see the threat of identity theft as a key obstacle to online banking's growth.



Royal row brewing

The U.K.'s Royal Mail is entering a crucial phase in its 345-year history. The next few months will see its regulator decide how much it will be able to charge for stamps until 2010, the publication of a report into its future and the advent of full competition for postal services in January 2006. Small wonder, then, that there is a sudden clamour about the company's £4.5 billion (about 9.4 billion Cdn) pension fund deficit. Royal Mail knows this is one of its strongest cards in arguing for lighter price controls. Allan Leighton, its chairman, also knows that the deficit could scuttle his plan to make Royal Mail a partly employee-owned business.

FT ONLINE, OCTOBER 25, 2005

FedEx continues domestic expansion

FedEx Ground, the small-package ground carrier of FedEx Corp, has opened a new 325,000-square-foot distribution hub in Hagerstown, Maryland, U.S. The \$70-million (\$82,068,000 Cdn) hub is one of nine to open as part of a network expansion plan that will include the relocation or expansion of more than 290 pick-up and delivery terminals through 2010. The expansion will boost the company's current average daily pick-up capacity by nearly 70 per cent over the next five years.

TRANSPORT INTELLIGENCE, OCTOBER 25, 2005

Mail Boxes Etc., UPS claims to be arbitrated

Mail Boxes Etc. franchisees won a California appeals court ruling that allowed them to have their claims against United Parcel Service Inc. heard by arbitrators in three large groups rather than as individual cases. The decision by the state Court of Appeal in San Diego stems from a 2003 lawsuit by 35 franchisees who said UPS hurt their business when it converted the Mail Boxes Etc. chain into the UPS Store. The franchisees claim that the new format emphasized UPS shipping instead of what they say was more profitable packing services.

BLOOMBERG NEWS VIA LA TIMES, OCTOBER 15, 2005

DHL to create retail network

DHL has announced a new €1 billion (1.4 billion Cdn) program in Europe to create a network of retail outlets similar to Mail Boxes Etc (MBE) and Kinko's (owned by UPS and FedEx respectively), which are prevalent in the U.S. The outlets will act as drop-off points for customers and will be aimed largely at small to medium-sized shippers. The plan is to have in place a network of 30,000 outlets across Europe by 2008, with 20,000 ready a year earlier, in supermarkets, train stations, retail chains and currency exchange offices. The news follows an announcement in September by DHL that it is to build a similar network in the U.S. The number of outlets it intends to operate in North America has not been revealed but is thought to be in the many thousands.

TRANSPORT INTELLIGENCE, OCTOBER 24, 2005

UPS makes its mark in Canada

Mail Boxes Etc. Canada will be re-branding as the UPS Store this year with overwhelming support among the Canadian franchisees—95 per cent voted in favour. The UPS Stores will become the country's largest franchised network of business service centres. Ralph Askar, president and CEO of Mail Boxes Etc. Canada, says that they "strongly believe this re-brand will give us the added strengths we need to remain competitive and lead the business services and courier markets." The UPS Store was introduced in the United States in 2003, and last year alone sold more than 500 franchises.

President of UPS Glen Rice says "this re-branding strategy helps to physically link UPS to an important customer base that is increasingly mobile and global."

CANADA NEWS WIRE, AUGUST 23, 2005

Compiled by Leslie Bamford with files from Brian Hayes