VANCOUVER - SUB OFFICE X

Usually "Cancel To Order" covers attract little interest from postal historians and, in general, PNE Exhibition Post Office covers fall into this category. The registered cover below was mailed at the PNE Post Office on August 22, 1957 to Merritt and is backstamped with a Vancouver barrel cancellation and a Merritt type "C" CDS. The interesting feature of the cover is the Registration box which has had the "SUB-OFFICE X" name removed. A check of the proof books shows an identical "R" box, reading "SUB-OFFICE X" which was proofed on "JL 23" with the date noted in ink but without the year. In 1950 the PNE Post Office use a hammer reading "SUB. POST OFFICE-X" and the next year the hammer was changed to read "SUB P.O. EX." Could the "R" box be a carry over from the 1950 "Sub "X" and was the name removed in 1951 as a result of the name change?
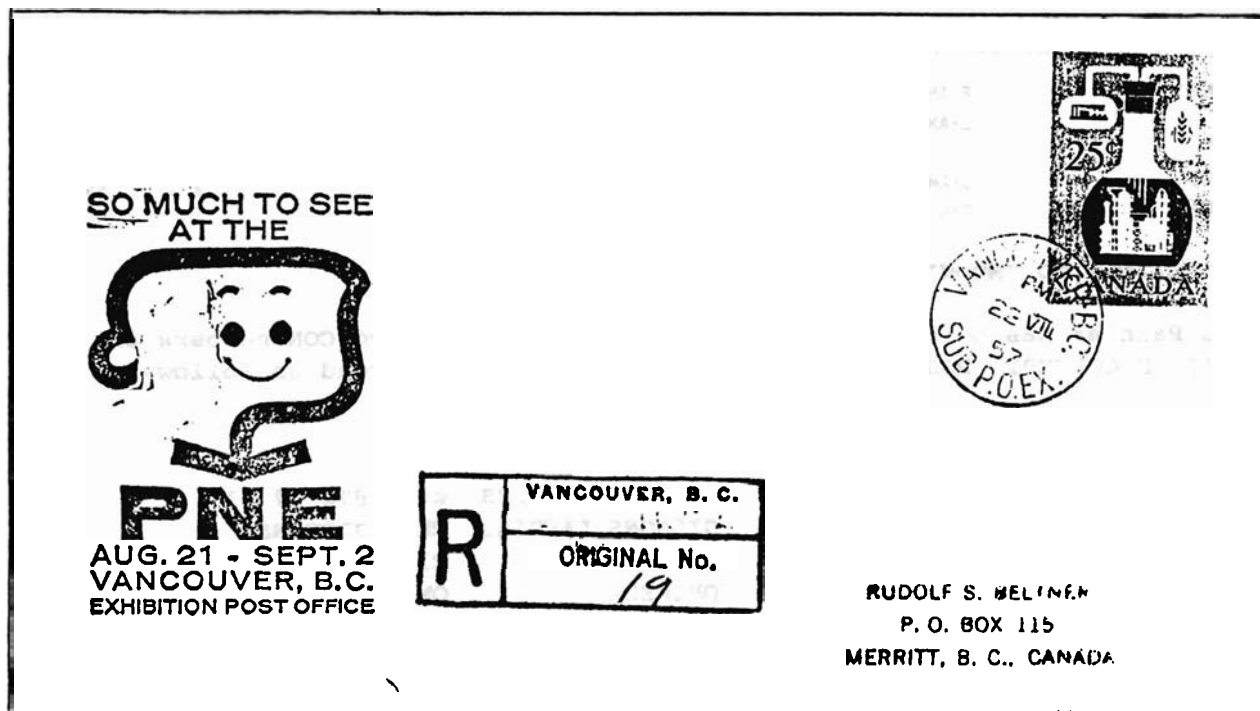
A registered cover from the British Columbia International Trade Fair in May 1961 has also been recorded using the cut down "R" box. Can anyone report other usage, particulary as "SUB-OFFICE X".

AMSBURY - NEVER AMESBURY

During the updating of the "B.C. Unreported" list the question of AMSBURY and AMESBURY spellings were questioned. A search of the "Post Office Transactions Supplements" (PTO) for 1918 through 1924 showed that all 10 references to AMSBURY were spelled without the "E". Amsbury was a "summer office" post office, located in the Amsbury Cannery, on the Nothern Line of the CNR and was "served by Catch Post".

The following references to AMSBURY were found in the PTO.

Oct. 1918	established PM. J.K. Gordon
Jan. 1919	closed 1 Dec. 1918
July 1919	re-established PM. George Dover
	"Office served by Catch Post"
Dec. 1919	Closed 15 Nov. 1919
Apr. 1920	re-established PM. George Dover
	Note; temporary winter closure Nov. 11, 1919
Feb. 1921	Note; temporary winter closure 31 Dec, 1920
Apr. 1921	Note; Amsbury re-established
Jan. 1922	Closed for winter Nov. 30, 1921
Apr. 1922	Re-established March 15, 1922 PM. Geo. Dover
Jan. 1924	Closed 31 Oct. 1923

No further references to Amsbury were found and thus the 1991 edition of "BRITISH COLUMBIA POST OFFICES" (page 12) should be corrected to read.

AMSBURY (SO)   1918 10 01 1923 10 31   A   54/128 SW   E

Topping & Robinson "BRITISH COLUMBIA POST OFFICES - 1991, Page 12

AMESBURY	F-AMSBURY	1920 04 01	1921 04 01		54/128 SW	U
	C-AMSBURY					
AMSBURY	C-AMESBURY	1918 10 01	1920 04 01	A	54/128 SW	E
AMSBURY	F-AMESBURY	1921 04 01	1923 10 31	A	54/128 SW	E

CORRECTIONS TO "MOON" NUMBERS"

Mike Painter has pointed out that the following MOON / PO CON numbers in "BRITISH COLUMBIA POST OFFICES" should be corrected to read as follows;

COOLWATER	9155	OTHER CORRECTIONS	
ESSONDALE	9229		
GALIANO	018783	DUCK & PRINGLES	est 1872 07 01
HARROP	9300	GIBSONS LANDING	Ch - GIBSONS
LAX KW'ALAAMS	645753	GLENORA	Cl 1886 06 30
SELMA PARK add	98644	OMINECA	OMINICA
NANAIMO (p.84)	9480	PITT RIVER	RF-*
VANCOUVER MPP 1116	9875	SOUTH PENDER	cancel "A"

THE "TEES" OR NOT THE "TEES", THAT IS THE QUESTION?
See Vol. 6, No. 1, page 167.

The Canadian Pacific Railway announced on January 12, 1901 that it intended to
purchase the controlling interest in the Canadian Pacific Navigation Company.   On
March 5, the deal was completed and James Troup was named as general manager.   It
would appear that one of the first moves made by Troup was to try to obtain the
lucrative mail contracts for the routes formerly served by the CPN and to have the
ships serving these routes established as quasi Railway Post Offices with the Purser
serving as the mail clerk.   It would appear that he was successful as the earliest
reported R.P.O. marking from a C.P.R. ship is dated September 9, 1901.

The first C.P.R., R.P.O. marking, reads "VANCOUVER & NAAS HAR. R.P.O. / STR. TEES".
At least 20 copies of this marking have been reported, dated between September 1901
and February 1904 when regular use seems to have ended. The problem is that the *STR.*
TEES rarely if ever was used on the Vancouver to Naas Harbour route. Both CPN and
CPR records, clearly, show that the *TEES* was assigned to the Victoria, Barkley Sound
and Cape Scott route which also served Quatsino Sound.   Throughout the period the
Naas Harbour route was served by the *QUEEN CITY* with the *AMUR* acting as the relief
ship. The *QUEEN CITY* made two trips a month, leaving Victoria on the 1st and 15th
and Vancouver on the 2nd and 16th.
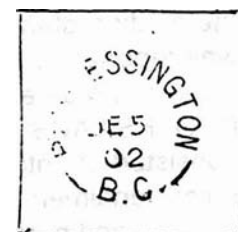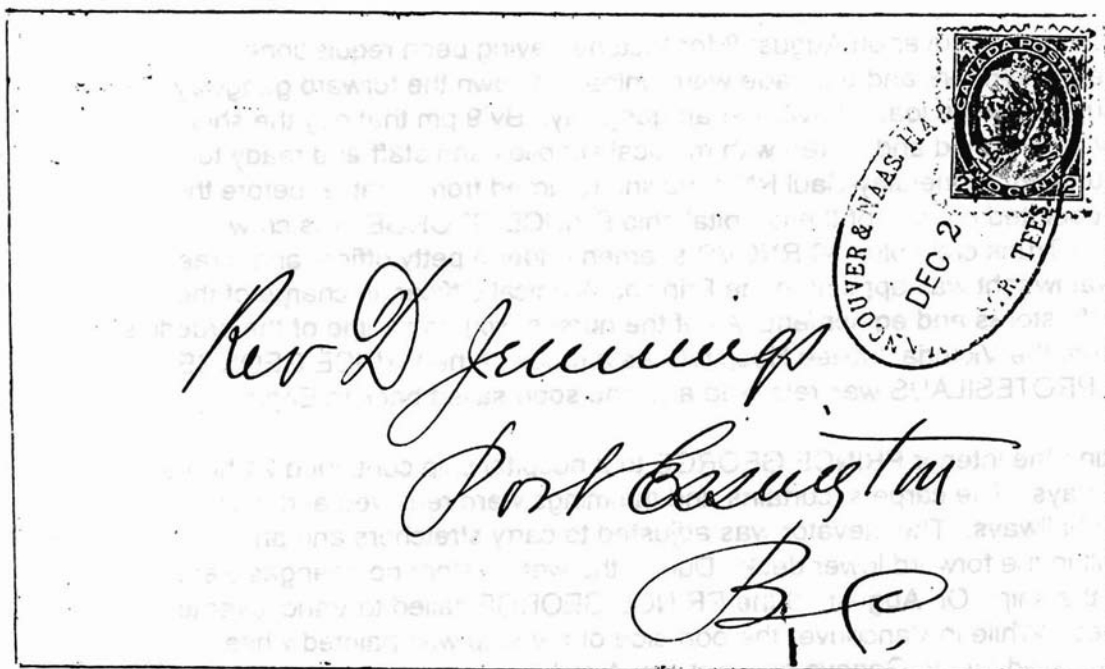
The above cover was clearly dated by the Purser, "DEC 2 1902" using the *TEES* R.P.O.
date stamp, and the back stamp shows a receiving date of "PORT ESSINGTON / DE 5 /
02". This indicates a delivery time of four days. Had the letter been mailed on the
West Coast of Vancouver Island the four day delivery time would have been impossible
and thus the letter had to have been handed to the Purser at Vancouver where it was
date stamped.   There are no reported markings for the *QUEEN CITY* prior to the
proofing of an R.P.O. hammer on March 6, 1909. Thus, although the R.P.O. date stamp
reads "STR. TEES" it was probably used on the *QUEEN CITY* and never saw service on the
TEES Does this then mean that the C.P.R. ship R.P.O.s were used on the route shown
on the cancel and not necessarily by the ship indicted on the bottom line? A study
of this cover and others from the same period indicate this may be the case.

CANADIAN HOSPITAL SHIP PRINCE GEORGE

By Jon Johnson

The SS PRINCE GEORGE owned by the Grand Trunk Pacific Railway, was brought to the westcoast of Canada in 1910. She served as a coastal passenger ship running weekly from Vancouver, Victoria and Seattle (U.S.A.) to the GTP terminus in Prince Rupert. The PRINCE GEORGE's length was 320 feet; beam 42 feet; gross tonnage 3,380 and service speed 16 knots.

The SS PRINCE GEORGE sailed from Prince Rupert on Monday, August 3, 1914 arriving at Victoria on August 5th. She then sailed to Vancouver on August 6th. Upon arrival at Vancouver she was detained under orders of the GTP bond holders in England. The ship was ordered to lay up in Seattle, a neutral port, and she left Vancouver two days later. Contributing to this decision may have been the knowledge that two German cruisers, LEIPZIG and NURNBERG, were known to be off California and reported to be travelling northward.

Two days earlier, August 4, the British Blue Funnel liner PROTESILAUS sailing to Seattle from Liverpool was boarded at sea off Victoria by an armed guard from the DGS GALIANO. Captain Braithwaite was advised that his ship was required by the British Admiralty to act as a hospital ship in case of emergency. Lieutenant A.M. Kinnersley-Saul RNR, chief officer of the lighthouse tender QUADRA took command of the ship. Upon the posting of a bond by the ship's agents she was permitted to continue to Seattle to unload her passengers and cargo before returning to the naval base at Esquimalt. The cargo and passengers destined for Vancouver were to be unloaded at Seattle in order to have the ship available more quickly.

The PRINCE GEORGE left Vancouver on August 8 for Victoria having been requisitioned as as hospital ship. As the passengers and baggage were unloaded down the forward gangway the medical staff and supplies were loaded over the aft gangway. By 9 pm that day the ship was reported to be fully provisioned and stored with medical supplies and staff and ready to sail when ordered. Lieutenant Kinnersley-Saul RNR, having returned from Seattle, before the PROTESILAUS, was appointed captain of the hospital ship PRINCE GEORGE. His crew consisted of entire Grand Trunk crew plus 30 RNCVR seamen under a petty officer and three navy signalmen. Dr. Wainwright was appointed the Principal Medical Officer, in charge of the medical and nursing staff, stores and equipment. All of the nurses (six) and some of the orderlies were civilians drafted from the Victoria Jubilee Hospital. As a result of the PRINCE GEORGE being requisitioned the PROTESILAUS was released and she soon sailed back to England.

The process of converting the interior PRINCE GEORGE to a hospital ship continued 24 hours a day for another three days. The carpets, curtains and trimmings were removed and cots were placed in the wide hallways. The elevator was adjusted to carry stretchers and an operating room was built in the forward lower deck. Due to the wet weather no changes were made to the exterior of the ship. On August 10 the PRINCE GEORGE sailed to Vancouver to obtain additional supplies. While in Vancouver the port side of the ship was painted white with a green stripe as required by the Geneva convention. A red cross was painted on the centre funnel. On August 11, with some of the crew on shore leave, orders arrived for the hospital ship to locate and deliver orders to the HMCS RAINBOW. The result was the hospital ship leaving Vancouver at full speed, without 15 percent of its crew, painted white on one side and black on the other. At 8 am August 12 the PRINCE GEORGE located the RAINBOW and delived the orders for the RAINBOW to return to Esquimalt. Due to the weather the PRINCE GEORGE was not completely painted white for another six days when it finally looked like a proper hospital ship.

The hospital ship PRINCE GEORGE subsequently had orders to keep in touch with the cruiser RAINBOW as it patrolled the westcoast. On the evening of August 21 both ships arrived in Prince Rupert. Captain Kinnersley-Saul issued orders for the ship to be provisioned for 21 days which required the two local bakeries to operate through the night as the ship's Chinese cooks refused to bake bread. Rumour had it that the PRINCE GEORGE was to

accompany the EMPRESS OF ASIA to Hong Kong. On August 24 the PRINCE GEORGE sailed to Juneau, Alaska for fuel oil. After a day's delay, following directions from the U.S. government in Washington only sufficient fuel oil to return to the nearest British port was provided, back to Prince Rupert.

By now the Federal Government in Ottawa was aware that they possessed a hospital ship and were not amused. The basic thought was that a hospital ship in Canada was impractical and considerably more expensive than a regular army hospital. In due course the PRINCE GEORGE was ordered to return to Esquimalt. On September 10 the PRINCE GEORGE was released to the Grand Trunk Pacific subject to being returned to her original condition. The total casualties treated on the hospital ship PRINCE GEORGE consisted of one sailor from the Japanese cruiser ADZUMA with a broken leg, several seasick nurses and one nurse with a sprained ankle.

The PRINCE GEORGE entered the Esquimalt drydock on September 15 and left it on the 28th. By the 30th the ship was at the GTP dock in Victoria with her crew adding the finishing touches to the reconverion. The SS PRINCE GEORGE sailed from Victoria on October 4 for Seattle, resuming her weekly passenger on the westcoast. She was not available for passenger service for a period of 57 days, of those, she served as a hospital ship for 33 days. She was the first hospital ship in Canadian service, albeit of a very short duration

JCJ 96-09-05

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    The Daily Colonist newspaper, Victoria, B.C. August 1 - October 4, 1914.
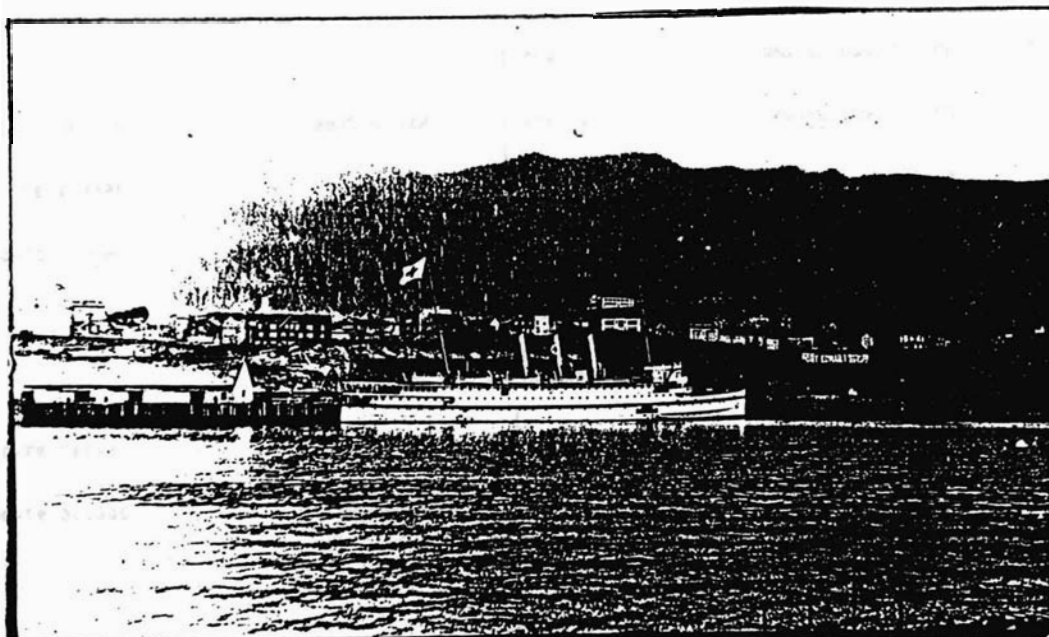
Postcard of hospital ship PRINCE GEORGE at Prince Rupert, August 1914

FROM CANADA POST

The list of Post Office changes is provided below thanks to the assistance of Ray Maurice.

	Close Date	Type	Name	RC	Type	Name	RC	Open Date
Penticton	96-10-15		Cherry Lane	144312		Cherry Lane	259594	96-10-15
Revelstoke	96-11-30		Revelstoke GMO 3	111326		Revelstoke GMO 3	262382	96-12-01
Ymir	96-12-16		Ymir	077496		Ymir	262390	96-12-16
Vernon	96 19-12-15		Vernon Square PO	144320		Vernon Square PO	262439	96-12-16
Clayburn	96 19-12-18		Clayburn	088498				
Riske Creek BC						Riske Creek	264563	97-02-27
Enderby BC						Enderby 1	264571	97-02-27
Surrey BC					GH	Surrey GMO Riverside	266337	97-04-21
Sardis BC V2R 1A0					GH	Chilliwack GMO 4	267260	97-04-28
Marysville BC	97-01-03	FB	Marysville BC	062685	FB	Marysville BC	263168	97-01-04
NEW WESTMINSTER BC	97-01-05	GH	NEW WESTMINSTER GMO 41	654000	GH	NEW WESTMINSTER GMO 41	263141	97-01-06
Marysville BC	97-01-03	FB	Marysville BC	062685	FB	Marysville BC	263168	97-01-04
RISKE CREEK BC	97-01-03	FB	RISKE CREEK	250775		RISKE CREEK	250775	97-01-04
Abbotsford	97-01-17	GH	Abbotsford GMO 16	138843	GH	Abbotsford GMO 16	263567	97-01-17
Prince Rupert BC	97-01-31	FA	Rupert Square PO	072141				
Victoria	97-02-21	GH	Victoria GMO 31	178608				
Riske Creek BC	97-02-25	FB	Riske Creek	168963		Riske Creek	264563	97-02-25
Enderby BC	97-02-25	FB	Enderby 1	068268		Enderby 1	264571	97-02-25
Riske Creek BC	97-02-25	FB	Riske Creek	250775		Riske Creek	264563	97-02-26
Riske Creek BC	97-02-27	FB	Riske Creek	168963				
Enderby BC	97-02-27	FB	Enderby 1	068268				
Lake Errock BC	97-03-11	FB	Lake Errock	132284	FB	Lake Errock	264547	97-03-12
NEW WESTMINSTER BC	97-03-31	FA	SAPPERTON	105031	FA	SAPPERTON	266256	97-04-01
Chilliwack BC	97-04-03	GH	CHILLIWACK GMO 4	650722				
Victoria BC	97-04-14	SB	Victoria RPO 49	650358				
KAMLOOPS BC	97-04-18	GH	KAMLOOPS GMO 15	249114				

KAMLOOPS BC	97-04-25	GH	KAMLOOPS GMO 3	643432	GH	KAMLOOPS GMO 3	267368	97-04-26
	97-04-26	GH	Salmon Arm GMO 2	134775	GH	SALMON ARM GMO 2	266663	97-04-16
KAMLOOPS BC	97-04-26	GH	KAMLOOPS GMO 8	642584	GH	KAMLOOPS GMO 8	267309	97-04-28
Kelowna BC	97-05-10	FA	Mission Park PO	081744	FA	Mission Park PO	267376	97-05-12
Osoyoos BC	97-05-13	GH	Osoyoos GMO #2	067237				
Osoyoos BC	97-05-13	GH	Osoyoos GMO 2	067237				
VANCOUVER BC	97-05-15	FA	KING EDWARD	092266	FA	KING EDWARD	267910	97-05-16
Youbou	97-05-19	FB	Youbou	250694	FB	Youbou	267791	97-05-20
Nanaimo BC	97-05-19	GH	Nanaimo GMO 4	644730	GH	Nanaimo GMO 4	267783	97-05-20
Youbou	97-05-20	FB	Youbou	267791	FB	Youbou	250694	97-05-20
Nelson	97-05-31	GH	Nelson GMO 1	650439				
Delta BC	97-06-15	FA	Kennedy Heights PO	066915	FA	Kennedy Heights	268623	97-06-16
Woss BC	97-06-15	FB	Woss	249602	FB	Woss	268674	97-06-16
Youbou BC	97-06-18	FB	Youbou	250694	FB	Youbou	269034	97-06-19
Surrey BC	97-06-27	GH	Surrey GMO 91A	175005				

NOTES ON CHANGES

A new class of Post Office has been introduced called a "Post Office Box Centre". These centres replace existing Post Offices but have no retail service although they are assigned a RC number. So far two offices have been established in B.C., namely: 264571 - Enderby 1, and 250775 - Riske Creek. Since these offices provide no retail service, postal markings from this new type of office will be rare assuming that they have been provided with a dater.

Also, in the above list of Post Office Changes, a number of entries appear more than once. Usually this indicates a delay in the transfer of an office to a new owner or a delay in implementing a change of status. In the past the Post Office accounting number was assigned to the Post Office and remained with the Post Office name. Since 1991, when the RC number came into full use, the RC number is assigned to the franchise operator or owner of the business where the Post Office is located. If the operator changes, a new RC number is assigned. To add to the confusion the town name on the dater may be the name as shown under "City" rather than the "Name" as shown in the fourth column. From the Post Office point of view the RC Number is used to identify the Post Office rather than the name and in the case of many new offices the name, if used, will only appear on a receipt.

In late June 1988 Ladysmith was issued with a Klussendorf machine Serial Number 02306. The machine was to have come into use about June 20, 1986 because it was not functioning properly it appears the Pitney Bowes machine continued in use. In the spring of 1995 the Pitney Bowes machines also ceased to function properly and so local mail had to be hand cancelled. In October 1996 the Klussendorf machine was repaired and is now in use on local mail.

UNREPORTED POST OFFICES
opened before 1990-01-01
revised to 1997 06 01

*	Proof reported
≠	Use doubtful
(SO)	Summer office

Alice Siding	04-05
Amesbury ≠	20-21
Anaham Lake	07-13*
Annacis Island	09-11*
Antler Creek ≠	1873-74
Birchlands	12-16
Bitter Creek	11-12*
Blue Springs	1892-96*
Branham Island	17-18
Breckenridge Landing	10-13*
Brookswood	25-26*
Burnt Flat	09-16*
Burton RPO 1	88-89
Cadwallader	00-02
Calvert Island	14-16*
Canoe Creek	1873-79
Captain Cove ≠	27-28*
Centre Island	19-42*
Chamings	11-13*
Chimney Creek	15-17*
Christina	1899-99
Coolwater (SO)	38-42*
Curnow	05-06
Dominion Mills ≠	11-11*
Dunkeld	1872-76
Eagle Pass ✓	1885-86
East Bella Bella	16-20*
English Cove ✓	09-11*
Evans Creek	12-14*
Evanthomas	26-26*
Extension No. 1	01-02
Farwell	1886-86*
Ferney Coombe	1884-88
Franklin	06-07
Frasertown	13-17*
French Creek (1)	1886-87*
Freysville	12-15*
Gatcombe	14-14*
Giscome Portage	15-15*
Gitwanga	10-17
Gladstone	1899-03
Glennannan	24-30*
Glenlilly	13-18*

Gold Hill	04-06
Gowland Harbour	13-16*
Groundhog	12-13*
Grouse Creek (1)	1873-74
Grouse Creek (2)	1884-84
Harvey Creek (1)	1873-74
Harvey Creek (2)	1884-87
Hendon	11-12*
Hilliam	19-23*
Hill Siding	52-52*
Hockin Landing	15-19*
Holmwood ✓	12-21*
Hubert	14-18*
Hydah ✓	11-18*
Irving	1891-92*
Kennfalls ✓	13-17*
Kimsquit (SO)	08-23*
Kingsville	06-07
Kinsol	29-30*
Kissinger	29-31*
Lake Kathlyn	14-15*
Lakelse (1)	13-17*
Lakelse (2)	34-35*
Lakemere	11-12*
Latilla	14-14*
Lauraville	04-06
Legrand	24-25*
Lennandale	10-12*
Loch Errock ✓	1892-96*
Lucerne	42-45*
Magoffin Spur	25-28*
Manistee	11-15*
McCuddy	00-01
Meyers Flat	09-13*
Moberly	03-04
Molly Gibson (2)	12-15*
Musgraves Landing ✓	23-29*
Nadu River	14-23*
Newtonia	13-16*
Nicholl	13-14*
O'Donnell River	14-17*
Okanagan ✓	12-24*
Olsen Lake	14-18*
Orford Bay	21-27*
Ottertail	03-04
Pikes Landing	1894-94*
Pingston Creek	18-23*
Pitt River	11-15*
Popcum	1875-76
Port Gilliam	17-17*
Port Hughes	00-01

Powder Point	03-04
Princeton Crossing	14-17*
Punchaw ✓	24-51
Quadra	1876-92*
Raush Valley	15-23*
Redcliffe Mine ✓	11-12*
Reid Centre	19-22*
Reiswig	04-13
Rendezvous Island	21-23*
Rethel	23-24*
Rileys Cove	35-36*
Rosswood	12-17*
Scarf	11-17*
Sea Otter Cove	16-29*
Seven Lakes	12-20*
Sewall	17-19*
Sidney Island	10-11*
Sloan	07-12*
South Saanich	87-90*
Spiller River	12-17*
Sproat (2)	16-19*
Stuart River	19-23*
Suquash	09-18
Summit	00-02
Sunnyside	1889-91*
Takush Harbour	16-18*
Taylor Flats	23-23*
The Tunnel ≠	1899-00
Thurston Harbour	18-26*
Tunnel Creek	11-14*
Vancouver Sub –	
Britcola	19-34*
Janes Road	18-31*
Maplewood	59-60*
Shaughnessy Heights	15-15
Vargas	14-22*
Vaucroft Beach	26-27*
Vedder River	09-09*
Wapta	04-10
Warfield	39-39*
Welcome Harbour	14-17*
Westley (2)	29-30*
Westmere	13-21*
Whatsham ✓	13-17*
Wire Cache	20-20*
Woden River	13-17*
Yoder	23-24*
Yreka	02-05

UNREPORTED BRITISH COLUMBIA POST OFFICES

At the BNA Regional Meeting in Kelowna, Tracy Cooper circulated a list of the "Unreported Britsh Columbia Post Offices to 1921". Bill Robinson has since checked the list against his records and removed a few names and added few others. Some names such as "AMESBURY" have been included although the establishment of an office of that name is questioned, based on Post Office records. The last update of the "Unreported List" was done in 1991 and although Tracy and Bill have both done an excellent job of keeping track of recent discoveries, many new finds have not been reported.

The list on the opposite page covers the period from 1871 to 1990 and does not attempt to list the new RC Number daters as there is still much confusion regarding these daters. The topic of post 1990 daters will be covered in a later issue.

On this months "Response Form" please list any B.C. cancellations in your collection that are listed in the "Unreported" list. (Xerox copies would be appreciated)

UNREPORTED

Post Office | Date of cancel

MEMBERSHIP DUES

My records show a large number of members have yet to pay their 1997 dues. An overdue notice is included with this News Letter. At the time of the last News Letter there were a number of breakins into the street postal storage boxes in the Marpole area and some mail was stolen. As far as I know the box serving my house was not involved but if you think you have paid please let me know.

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

GARY NYLANDER/The Daily Courier

Andy Schwab, president of Okanagan Lake Holdings, wants to raise enough money to restore the Pentowna to its original 1926 condition. It currently sits at the Michael Brook Golf Course, after resting for many years at the Peachland waterfront.

Pentowna pitchman floats lake ferry idea

■ Entrepreneur seeks backers to return boat to the waters of Okanagan Lake

By ROB MUNRO
The Daily Courier

The Pentowna may carry passengers over Okanagan Lake waters as early as next summer.

That is, of course, if Andy Schwab can raise the $1.5 million needed to refurbish the boat and build the required docking spaces.

"I think it will be huge," an enthusiastic Schwab said yesterday. "It will link the Valley and, I think, it will make money."

The Pentowna is a 148-ton boat that was prefabricated in Prince Rupert in 1926 and assembled in Kelowna by CN Rail to compete with the CP Rail passenger ships running between Penticton and Kelowna.

By 1937, that market had dried up so it was converted to a tugboat, hauling railway barges along the lake until the 1960s.

It was retired in 1973 to Peachland Marina where it served as a breakwater for 20 years, occasionally springing leaks and almost sinking.

In 1994, Dennis Dumaresq, owner of Michael Brook Golf Course, bought the Pentowna, floated it to the Eldorado boat launch and hauled in out of the water.

Since then it has been parked at his golf course. The hull has been sandblasted, inspected and found relatively sound, Dumaresq said yesterday.

"It needs a ton of work and has to be upgraded to modern safety standards," he said.

He wouldn't disclose the cost but noted "it's more than I can afford."

Schwab, the former marketing manager for Big White Ski Resort, has been working since 1992 on plans to turn the ship back into a passenger ferry.

He hopes to buy it from Dumaresq, restore it and offer a regularly scheduled passenger service between Penticton, Peachland and Kelowna between April and December.

It could also be hired for charters.

It would strictly serve foot and bicycle passengers with room for 200. The main deck could be used as a dance floor, convention centre or classroom.

Food would be served, not cooked, on board and it would be licensed to sell liquor, Schwab said.

"What I need, first of all, is $200,000 to get the ship on the balance sheet," he said.

That means $150,000 to buy out Dumaresq and $50,000 for legal and other expenses, he said.

He needs $1 million to restore the boat and $500,000 for docks. Since he makes his living finding financing for business ventures, he's optimistic the money can be raised. It's just a matter of time.

"If I can find the financing fast enough, it could start operations in 1998," he said. "Or it may take another year to secure the financing."

Dumaresq, in the meantime, is patient. If Schwab can't get his project off the ground, he'll hang onto the boat and, maybe, restore it after he retires.