



BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

Volume 23 Number 1

Whole number 89

April 2014



An AU 29/94 registered merchant cover from Silverton, BC, to Summerside, PEI.

"My Favourite Cover" is planned to be a regular feature in the newsletter. Readers are invited to send scans (300 dpi) and write-ups of favourite items for future issues.

This month's offering shows what might at first appear to be a rather plain registered cover sent from Silverton, BC, to Summerside, PEI, in 1894. I acquired this cover in 1989 and, for the first time, used the Postmaster General's annual reports to trace details of the routing. It was amazing to me how you could use source materials to find out exactly how a cover got from here to there.

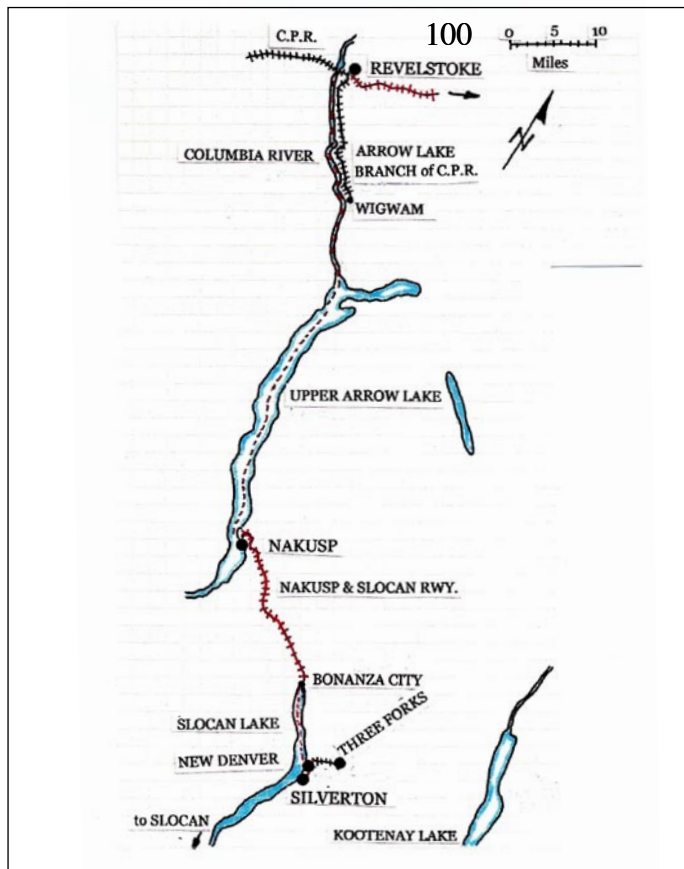
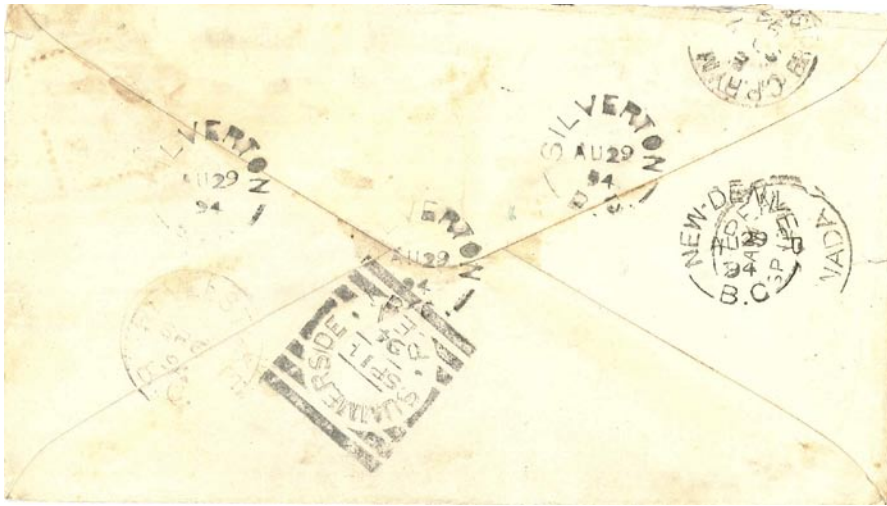
Silverton, located on Slocan Lake, was one of the "instant" 1890s West Kootenay mining towns fed by a frenzy of silver exploration, railway expansion and mine development in the region. This cover is dated AU 29/94 and carries the corner card of Hunter & McKinnon, general merchants at Silverton.

Silverton post office opened on June 1, 1894, with William Hunter as postmaster. The SILVERTON/B.C. split-ring dater was proofed on JU 19/94. Hunter also had the contract to carry mail the 6.5-km distance between Silverton and New Denver. A few

years earlier, Hunter, William McKinnon and local entrepreneur J Fred Hume formed the Slocan Trading & Navigation Co and financed the construction of the twin-screw steamer *Wm Hunter*, launched on Nov 7, 1892, for service between Slocan City and Bonanza City (located at Slocan Lake's northern end). By August 1894 the Nakusp & Slocan Railway was under construction, but mail service on this line did not commence until Jan 1, 1895. S A McLeod carried this cover on foot from the Bonanza City lakehead to the end of track. Then the regular construction supply train was used to hitch a ride to Nakusp.

From the post office the cover was carried 300 metres to the steamship wharf by local postmaster U S Thomas and placed aboard the Columbia & Kootenay Steam Navigation Co vessel *Lytton*. The C&KSN had suffered the first of a series of disasters just five weeks before, when the *Lytton* was caught in a freak summer squall at Nakusp and dashed against the rocks. A week later a replacement steamer, the *Columbia*, was tied up overnight at Sayward (Columbia Gardens) when fire broke out; within an hour the pride of the

My Favourite Cover continued



C&KSN fleet was burnt to the waterline. The company was frantic, as the ships were desperately needed to haul steel for the railway. With repairs finally complete, the *Lytton* re-entered service on Aug 29, the date of this cover. At Revelstoke, C Abrahamson carried the mail from the wharf to the post office (SP 6/94 backstamp) and again to the railway station (C.P.R.Y.M.C. backstamp E/SP 7/94). The cover's final markings are from Montreal AM/SP 12/94 and Summerside (squared circle) SP 14/94. — Tracy Cooper

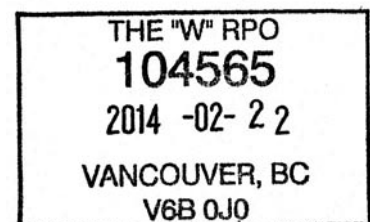
Sources: *Sternwheelers, Sandbars and Switchbacks*, E L Affleck, 1973
Report of the Postmaster General for the year ending June 30, 1895

Important note to subscribers

Because of the current newsletter upgrade, two-year subscriptions can no longer be offered. Those members with existing two-year subscriptions will continue to receive a printed, mostly b&w newsletter for four more issues (including this issue). *Members whose subscriptions expire with this issue have a decision to make:* pay one year's dues at the old rate (\$8) and receive four more printed, mostly b&w newsletters (including this one) OR notify the editor of your email address and begin to receive a free digital version of the newsletter in full colour (which you can then, of course, print out, if you so wish). Members with two-year subscriptions may also receive this digital version for free, in addition to their printed copies. Just let the editor know by email (andrewscott@dccnet.com).

In March 2015, after all current subscriptions have expired, readers will be asked to choose either a *slightly* more expensive printed newsletter with *some* colour, or a very low cost (or free) digital edition with full colour. Exact rates will be finalized after a survey of the membership. *If your subscription expires this issue, a note to that effect has been enclosed with your newsletter.*

Under the "W"



One of Vancouver's newest post offices is at 351 Abbott St, in London Drugs. The "W," of course, is the replica of the old Woodward's sign, which sits atop the redevelopment.

Editor: Andrew Scott
email: andrewscott@dccnet.com

Associate Editor: Tracy Cooper
email: tracycooper100@shaw.ca

Study Group Chair: Tim Woodland
email: twoodland@telus.net

Editor Emeritus: Bill Topping

Newsletter submissions may either be emailed (see above) or mailed to The Editor, 7-5746 Marine Way, Sechelt, BC, Canada V0N 3A6

In this issue:

- My favourite cover: Silverton to PEI, 1894 p 787
- Editorial: Bill Topping retires as newsletter editor p 789
- The Richard Frajola sale of BC colonial covers p 790
- Feature article: Large Queen usage in BC p 791
- Feature article: Postal history of Surf Inlet p 795
- Recent six-digit rubber datestamps p 798

The *British Columbia Postal History Newsletter* is published quarterly in conjunction with the British North America Philatelic Society.

2014 membership fees are \$8 for one year, in Canadian or US funds. (Fees are liable to change in 2015.)

A free digital version in full colour is also available, starting with this issue (#89). It will be emailed as a PDF file (roughly 1 Mb in size). If you'd like to receive a copy, please notify the editor and confirm a current email address.

Individual printed issues sell for \$2.50 each, post paid.

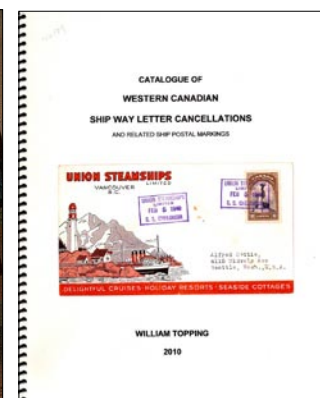
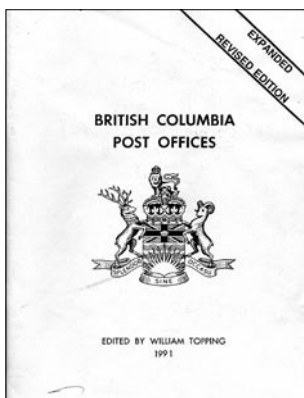
Dues are payable to the editor:
Andrew Scott
7-5746 Marine Way
Sechelt, BC, Canada V0N 3A6

Please see previous page for important subscriber information.

Editorial

Subscribers will note a new look and many changes in this issue of their *British Columbia Postal History Newsletter*. Our longtime editor, Bill Topping, has retired after 22 years of newsletter production. The new editors, Andrew Scott and Tracy Cooper, are veteran BC postal historians and collectors, known to most of the membership. In the next few issues, Andrew and Tracy will outline their plans and hopes for the newsletter and survey member opinion about several initiatives we are in the process of introducing, ie *an increased number of pages, the use of colour and the creation of a digital edition*.

But first we'd like to offer a huge thank you to Bill for his many contributions to BC (and Canadian) philately. Bill presented his first display at the PNE stamp show in 1940, winning a bronze ribbon. In the 1960s and '70s, he was very active in organized philately in BC and helped bring the VANPEX, PIPEX, BNAPEX and Royal Philatelic Society of Canada exhibitions to Vancouver. Bill also served as president of the Canadian Philatelic Society of Great Britain in 2004.



Bill's award-winning collection of Canadian semi-official airmails formed the basis of his book, *Yukon Airways and Exploration Company Limited*. His checklists of the post offices of Alberta, BC, Manitoba, Saskatchewan and the early western Territories, prepared and published with Bill Robinson, have become standard references in their field. He also published, in four booklets, an updated listing of all Western post offices in operation between 1990 and 2006. The most recent of Bill's many books are his catalogues of *Western and Eastern Canadian Ship Way Letter Cancellations and Related Ship Postal Markings*, and *Japanese Relocation Mail 1941 to 1945*.

In recognition of his dedication to Canadian philately, Bill was elected a Fellow of the RPSC in 1999. In 2006 he received a Lifetime Achievement Award from the Order of the Beaver, the honorary fellowship of the British North America Philatelic Society (in the photo above, Bill, at right, is seen receiving the award from Gray Scrimgeour).

Bill taught high school for 35 years and led a busy life outside philately. He had a long involvement with the BC Teachers' Federation and BC Genealogical Society, and in the 1980s, with wife Marion, led numerous trips to China (which indirectly resulted in him building a gold-medal collection of the Crown colony of Wei Hai Wei). He continues to take a keen interest in birdwatching and natural history. We fully expect Bill to continue to write for the newsletter and to advise the new editors.

Walske/Frajola internet sale of Colonial covers

In May 2013, a major internet sale of 54 British Columbia colonial covers was held by New Mexico philatelist and dealer Richard Frajola. The material was offered on a first-come, first-served basis, and many items were gone within hours. Some BC collectors not on Frajola's email list missed this sale.



15-cent rate from New Westminster to Canada West, 1863, \$8,500

The covers were originally part of an exhibit by noted US philatelist Steve Walske, on mail routes through San Francisco (Large Gold, Philanippon 2011). Most outbound mail from the colony of BC passed through that US city. The high quality of the material on offer can be seen from the sampling shown here. (All prices are in US dollars.)



The rare Vancouver Island 5-cent imperf on cover, 1867, \$65,000

The Frajola website (www.rfrajola.com) deals mostly with Classic (pre-1876) US postal history, but also has much else of interest, including a public discussion forum, various databases, exhibits, articles, books and material for sale. It is a valuable resource for those interested in BC colonial philately. All the BC covers in the Walske exhibit are illustrated and described, and Walske's original exhibit pages, which include a great deal of valuable information on BC colonial rates and



Williams Creek underpaid to Canada West, 1864, \$20,000

routes, are available on the site as a downloadable PDF file (www.rfrajola.com/sw2013/sw2013.htm).

A recent check of the Frajola website revealed that fewer than 20 of the BC covers remained unsold. Presumably, many of these are still available.



10-cent US rate with scarce Victoria customs seal, 1859, \$4,000

Recent material available (and downloadable) at the Frajola site includes Steve Walske's latest exhibit, "North American Blockade Run Mail 1775-1865," and an excellent book, *The Pony Express, a Postal History*.



25-cent rate from Victoria to UK, overpaid 5 cents, 1868, \$4,000

Large Queen usage in British Columbia

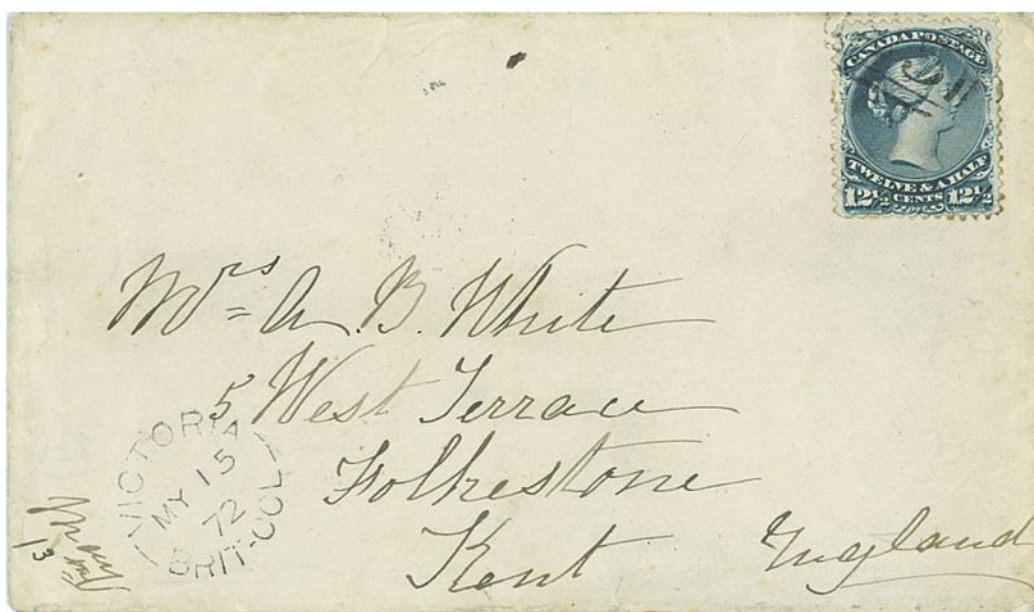


Six-cent Large Queen paying the US rate from Victoria to Placer County, California. BRIT.COL split-ring dated JA 4/72 and number 35 Victoria grid cancel. San Francisco receiver dated JAN/10/PAID. There are no backstamps. (Images this page courtesy Malcolm Leitch)

The collecting of Large Queens used in British Columbia, either on stamp or on cover, is a tough challenge for even the most advanced BC postal historian. Such stamps are considerably rarer and more difficult to acquire than similar examples used in central Canada. When BC entered Confederation, the Post Office Department was already beginning to phase Large Queens out in the rest of Canada, with the stamps replaced by Small Queens as they became available. This article provides a summary of Large Queen usage in BC.

BC joined the Dominion of Canada on July 20, 1871, and many British Columbians felt that federal mail advantages would soon follow. The following notice, for instance, appeared in the July 25, 1871, issue of the *British Colonist*, Victoria's foremost newspaper at the time: "POSTAL RATES—No change has been made in the Postal Rates since Confederation; and none is expected until after the arrival of Lieut Governor Trutch or Minister Langevin to set the Union machinery in motion. Query—Is the imposition of the old rates legal?"

12½-cent Large Queen, presumably overpaying the 12-cent double-weight Allan Line letter rate from Victoria to Folkestone, Kent, England. BRIT.COL split-ring dated MY 15/72 and number 35 Victoria grid cancels. Backstamps: Windsor MY 27/72, Hamilton MY 28/72, London 12E/JU 12/72 and Folkestone D/JU 12/72.



In the interim period after Confederation, Colonial rates and postage continued to be the only available option.

In his definitive 1928 work, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia*, Alfred Stanley Deaville wrote that a "truly Imperial vision of an united Canada from coast to coast became a reality on 20 July, 1871, when British Columbia ceased to be a Crown Colony and took on the status

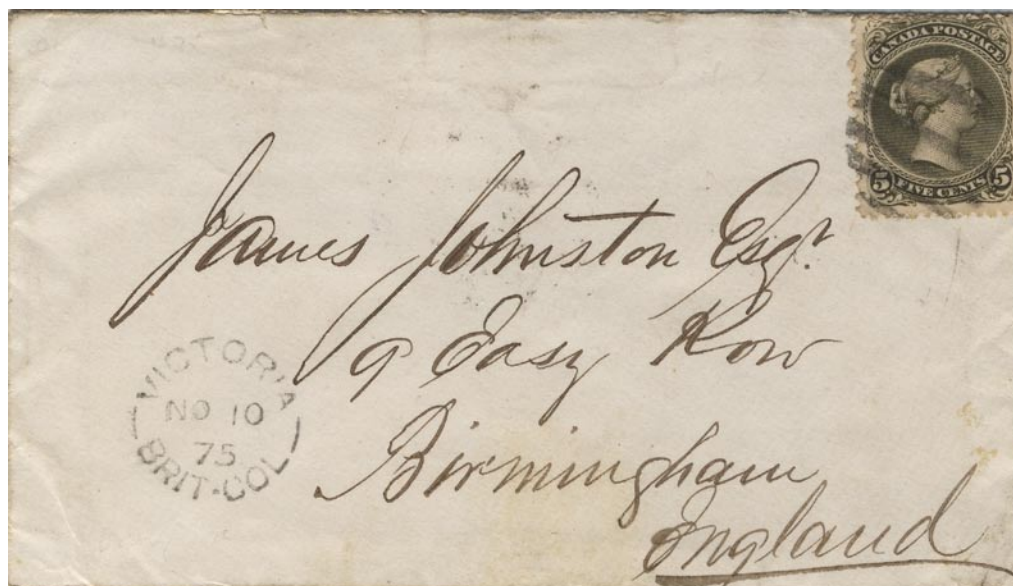
Large Queens continued

An unusual six-cent franking to England with three two-cent Large Queens, tied by fancy cork cancels. The Victoria BRIT.COL split-ring is dated JY 27/72. The Allan packet rate to England was reduced from 12½ cents to six cents on Jan 1, 1870.

of a Canadian province. The Federal authorities assumed charge of the entire postal establishment of the Colony under the terms of the *British North America Act* of 1867, which provided that the postal service of any colony absorbed by the Dominion of Canada should come under the exclusive legislative authority of the Canadian Parliament."

In addition, Deaville noted that "Mr Gilbert E Griffin, of London, Ontario, Post Office Inspector for the territory west of Hamilton, visited British Columbia in July 1871 for the purpose of taking over, on behalf of the Post Office Department of Canada, the postal services of the Colony. He was empowered to make tentative

The packet rate for mail to England was reduced further, from six cents to five cents, on Oct 1, 1875. This five-cent Large Queen cover is dated NO 10/75.



arrangements for carrying on the necessary Post Offices and mail services and was entrusted with the task of calling in and destroying all remainders of Colonial postage stamps, arranging for the redemption of colonial stamps sold to the public, and placing on sale the current postage-stamp issues of the Dominion Government."

Deaville, unfortunately, erred on the dates of Griffin's visit. It is clear from the following *British Colonist* articles, dated Aug 15, 1871, that while the inspector left Ottawa in July 1871, he did not arrive in BC until August. "THE MAILS—The *Sparrowhawk* brought the English, Canadian and American mails, which were brought up from Esquimalt at 5 o'clock yesterday morning by Mr Howard, the mail carrier. . . . POST OFFICE AFFAIRS—Gilbert E Griffin Esq, Post Office Inspector of the Western Division, who came on the *Sparrowhawk*, will at once proceed to put postal matters in this Province upon a satisfactory basis. Mr Griffin, who will

Large Queens continued

remain in the Province a few weeks, has been 30 years in the Postal service of Canada and is a brother to Wm Henry Griffin, Deputy Postmaster General of the Dominion. . . . The Canadian Postal Rates come into operation today, so that, in place of paying the late high rates, we shall pay on letters three cents to any part of the Province and Canada, and six cents to the United Kingdom and the United States. Postal cards may be had at the Post Office by means of which short messages may be sent to any part of Canada for one cent. The full postal rates were published in the *Colonist* a few days ago."

The *Colonist* documented the genesis of the Dominion postal administration in the new province. A large "Post Office Notice" in the August 17, 1871, issue of the newspaper officially validated the postal rates and stated that "Postage Stamps of all Denominations are now for Sale at the Victoria and New Westminster Post Offices." The advertisement itself is dated Aug 16, 1871, thus the earliest possible usage of a Canadian stamp used in BC would be at Victoria on Aug 15, 1871, 26 days after BC's entry into Confederation.

Date	½¢	1¢	2¢	3¢	6¢	12½¢	15¢	1¢ Card
Aug 17, 1871	600	5,000	5,000	10,000	5,000	400		1,000
Aug 22								4,000
Sept 8				10,000				
Oct 4								2,000
Oct 6					2,000			
Oct 10				10,000				
Nov 6		3,000		10,000	2,000	600		
Jan 23, 1872	300	1,000		5,000			1,000	
Mar 7			1,000		2,000			
Mar 18		2,500						
Apr 27				5,000	500			
May 28				9,801	2,000			
LQ totals	900		6,000		7,000	1,000	1,000	


The *Colonist* for Aug 19, 1871, reported that "The *Enterprise* sailed for New Westminster at 11 yesterday morning—Among her passengers were Mr Griffin, Inspector of Post Offices. She will return this evening. . . . POSTAL—The Inspector will return from New Westminster today. The franking privilege heretofore enjoyed by officials ceased with the adoption of the Canadian rates. The mystic characters "OHMS" will no longer secure a letter or document carriage post free."

It is highly likely that Griffin brought stamps to the New Westminster Post Office—and probable that Dominion stamps did not go on sale at that office until Aug 19, 1871.

Griffin continued to organize Dominion postal services in BC. The *Colonist* for Aug 22, 1871, reported that "Mr Griffin of the Post Office Department went yesterday to Nanaimo to arrange matters there." One might infer that Aug 22, 1871, would be the earliest possible date for Dominion stamp usage from Nanaimo.

The great BC postal historian Gerry Wellburn had access to sources of information that are no longer readily available. The table above, obtained from Gerry's long-time friend Jack Wallace, shows a listing of stamps received at the Victoria Post Office by Valentine B Tait, who was appointed New Westminster postmaster when BC entered Confederation (Gerry noted in his spidery handwriting that this information was recorded in Victoria's old stamp-record book). Why Tait should have entered these figures is a bit of a mystery. A record search at BC Archives found no trace of this document. (Large Queen totals are in **bold** type and shaded boxes.)

Wellburn estimated that half the Large Queens were used in Victoria, the other half elsewhere in BC. Cancelled examples have been reported from New Westminster, Yale, Quesnellemouth, Burrard Inlet, Ladner's Landing and Nanaimo.



Post Office Notice.

POSTAGE STAMPS OF ALL DENOMINATIONS are now for sale at the Victoria and Westminster Post Offices.

The Rate of Postage to all places in the Dominion of Canada is **THREE CENTS** prepaid—**FIVE CENTS** unpaid—per half ounce.

The Rate of Postage to the United States is **SIX CENTS** prepaid—**TEN CENTS** unpaid—per half ounce.

The Rate of Postage to the United Kingdom is **SIX CENTS**.

All Newspapers to places in the Dominion of Canada must be prepaid **ONE CENT** each.

To places in the United States **TWO CENTS** each.

To the United Kingdom **TWO CENTS** each.

Postal Cards can be used only to places in the Dominion of Canada—the face of the Card must contain only the address; the back of the Card can have anything written or printed on it. The Cards can only be used once and must have nothing whatever attached thereto, and nothing written of an immoral or improper character.


The Post Office Inspector has an Office at the Victoria Post Office and the public are invited to apply to him for any information they may require.

GILBERT GRIFFIN,
Post Office Inspector.
Victoria, B. C., 16th Aug., 1871. sent 31

Large Queens continued

It is interesting to see from this table that no one-cent or three-cent Large Queens were ever used in BC, as the three-cent Small Queen was introduced in January 1870 and the one-cent in March 1870. The six-cent Small Queen was made available in January 1872, while the 2-cent denomination followed in February. While the half-cent Small Queen did not appear until July 1882, the use of half-cent Large Queens, except to pay for some periodical rates, was not common. No covers have been reported to date showing the half-cent Large Queen used in period. This writer has seen three-cent Large Queen copies with a BX cancel, purportedly used in BC, which were obvious fakes. The 15-cent

No. 48.



REDUCTION
OF
Postage on Letters, &c.,
FOR
BRITISH COLUMBIA.

BRITISH COLUMBIA having become a part of the Dominion of Canada, all correspondence for that Province will henceforth be chargeable with the same rates of postage, and will be subject to the same regulations of transmission, as correspondence for other parts of Canada.

By Command of the Postmaster-General.

GENERAL POST OFFICE,
26th October, 1871.
Printed for Her Majesty's Stationery Office, by W. F. Groom, Prince's Square, Old Bailey, London, E.C.

Large Queen was in general usage in BC well into the late 1890s, and while used stamps are not uncommon, covers are very rare. The 12½-cent Large Queen did not pay a genuine rate beyond the early 1870s. Henry and Harry Duckworth, in their book *The Large Queen Stamps of Canada and Their Use 1868 to 1872*, noted that "declining supplies of the 12½-cent continued to be distributed to postmasters until 1888."

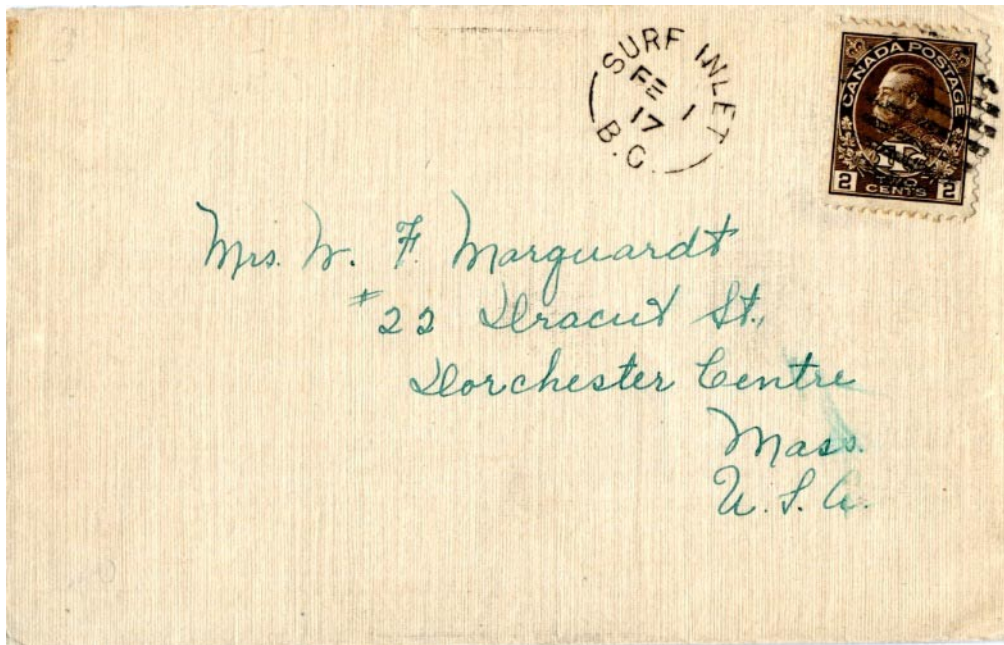


Another six-cent Large Queen cover from the Davies correspondence to Placer County, California. Instead of the split-ring datestamp, the much scarcer Victoria "money order" cancel was used. The SEP/13/1871 date is a very early post-Confederation usage. The routing was via Olympia, Washington Territory.

One obvious omission from the table on the previous page concerns the five-cent Large Queen, which was first printed in 1875 but phased out of use in 1876 when the five-cent Small Queen began being printed in Montreal. Numerous copies of the five-cent Large Queen have been reported from BC, including several covers from the Helmcken correspondence in the 1876-77 period. The exact quantities employed in BC are not known, however.

It is clear that very few Large Queen stamps were ever used in BC and that their apparent rarity is entirely justified. Study group members are encouraged to report any BC Large Queen covers for future publication in this newsletter. A companion article regarding the late usage of Colonial stamps in BC is planned for a future issue. — Tracy Cooper

Surf Inlet: gold mine at the edge of the world

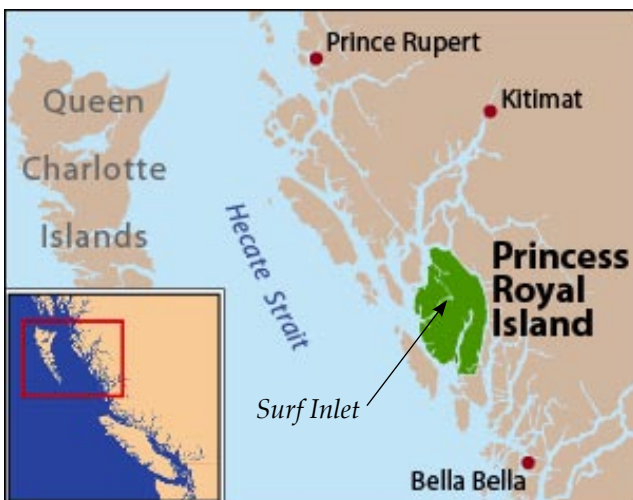


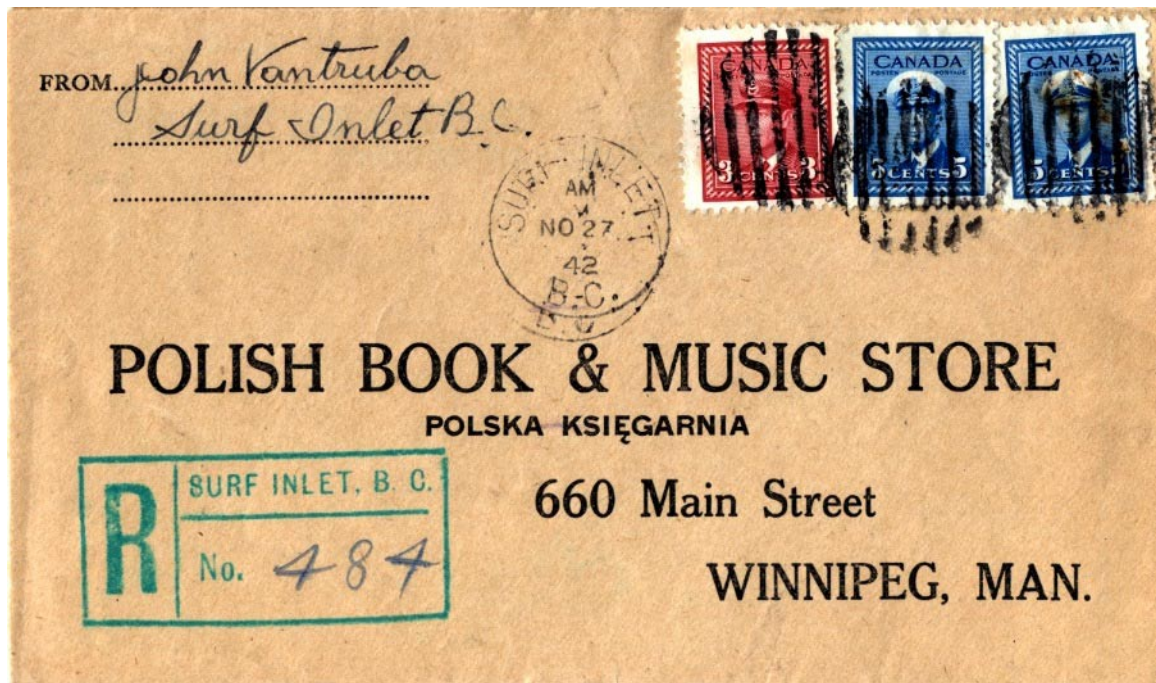
Early Surf Inlet cover to the US, dated FE 1/17, paying the two-cent rate plus one cent war tax. This datestamp was proofed AU 5/16.

Princess Royal Island, on the remote north BC coast, is best known these days as the home of the white Kermode or spirit bear. But it was also the site of one of the province's most unusual and productive gold mines. The mine townsite was located at tidewater, at the head of a deep fjord that emptied into Caamaño Sound on the west side of the island. Both fjord and townsite were named Surf Inlet. It's a place that few people have heard of.

Princess Royal's gold, silver and copper deposits, first explored about 1900, are mainly located at the island's north end. It was not until 1917 that Belmont Surf Inlet Mines Ltd began production. The initial phase of mining ended in 1926, then Surf Inlet Consolidated Gold Mines Ltd reworked the area from 1935 to 1942 and in 1945 and 1946. At its height in the 1920s, the camp at the head of the inlet (also known as Port Belmont) had a hydroelectric power plant, hospital, school, laundry, recreation hall, store, post office and accommodation for 200 workers.

Surf Inlet post office had two periods of operation, from Sept 1, 1916, to Sept 8, 1926 (when a split-ring hammer was in use), and from Dec 1, 1940, to Jan 15, 1943 (with a circular datestamp). Covers from either period are rare (Topping RF E), with only two reported from the first era and one from the second. Half a dozen datestamp strikes are also known on piece. This is a bit surprising, because post office returns for the early years were fairly substantial: between 1917 and 1920, annual revenues increased from \$640 to \$1,150. Perhaps there are additional Surf Inlet covers waiting to be discovered.



Surf Inlet continued

The only reported cover from Surf Inlet's second period of operation (1940-43), paying the 13-cent domestic registered rate to Winnipeg and dated NO 27/42. The circular datestamp was proofed on NO 16/40. The registration box was proofed NO/40. Reverse: Vancouver NO 30/42 and Winnipeg DE 2/42 circular datestamps.

The mining operation was complex—and quite an ingenious feat of engineering, considering the isolated terrain. The ore, located at several different extraction sites, was brought out to tidewater, a distance of about ten kilometres, by tram, rail and barge. First it went by incline tram to a crushing plant, then by conveyor belt to an elaborate concentrator, where ball- and tube-mills and a flotation process reduced its volume by about 90 percent.

The concentrate was loaded into mine cars that were hauled by an overhead-trolley electric railway to the edge of a lake, then rolled onto a barge and towed by tug to a dock beside a dam constructed just above the townsite. The dam had two purposes: it raised the water level along a series of small, interconnected lakes so that one continuous, navigable waterway was created, and it allowed the generation of hydroelectricity, which powered the mining machinery, trams and railway, and was used at the townsite. The tug and barges were brought to the site in pieces and assembled beside the lake system.

At the dam-side dock, the mine cars were rolled off the barge, transferred by incline tram to the townsite and, finally, loaded onto deep-sea vessels at the waterfront. Most of the concentrate was taken to Tacoma for smelting. More than 460,000 ounces of gold were produced over the years, worth \$580 million at today's prices. The mine also produced 200,000 ounces of silver and more than 6 million pounds of copper. The site is a ruin today, though



Surf Inlet continued

periodic efforts are made to renew mining in this area. The collapsed wharf and camp buildings were still visible in the early 2000s. The property is currently owned by Rupert Resources Ltd of Toronto.—*Andrew Scott*

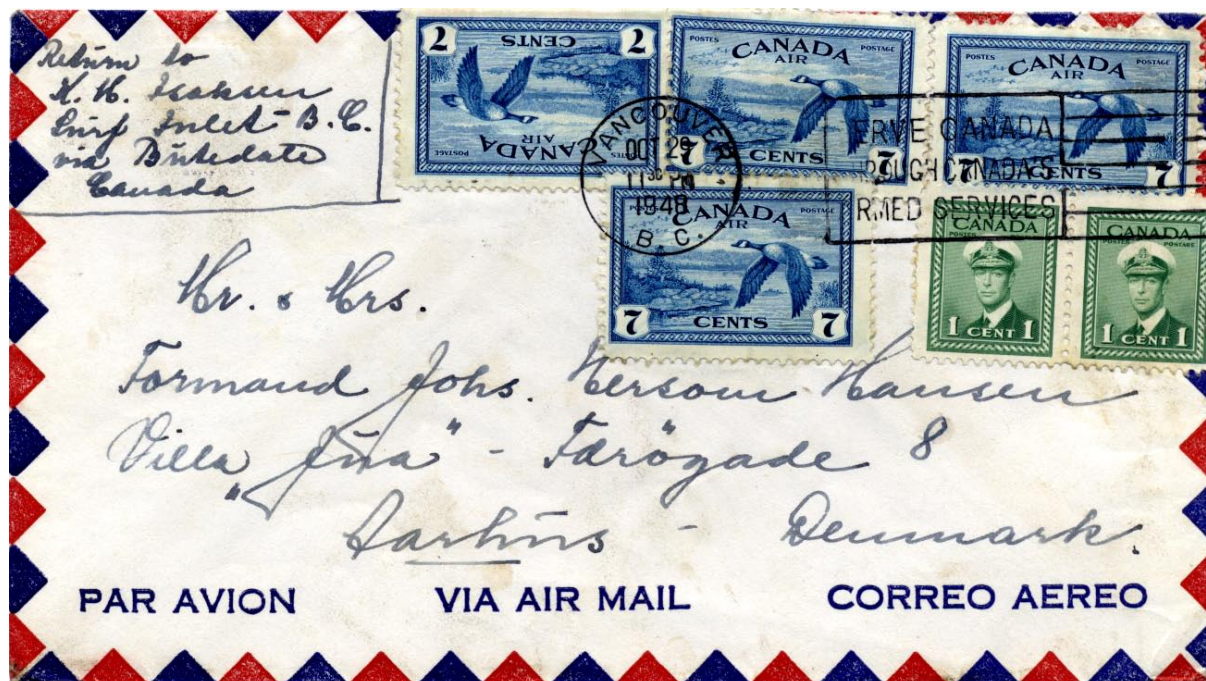
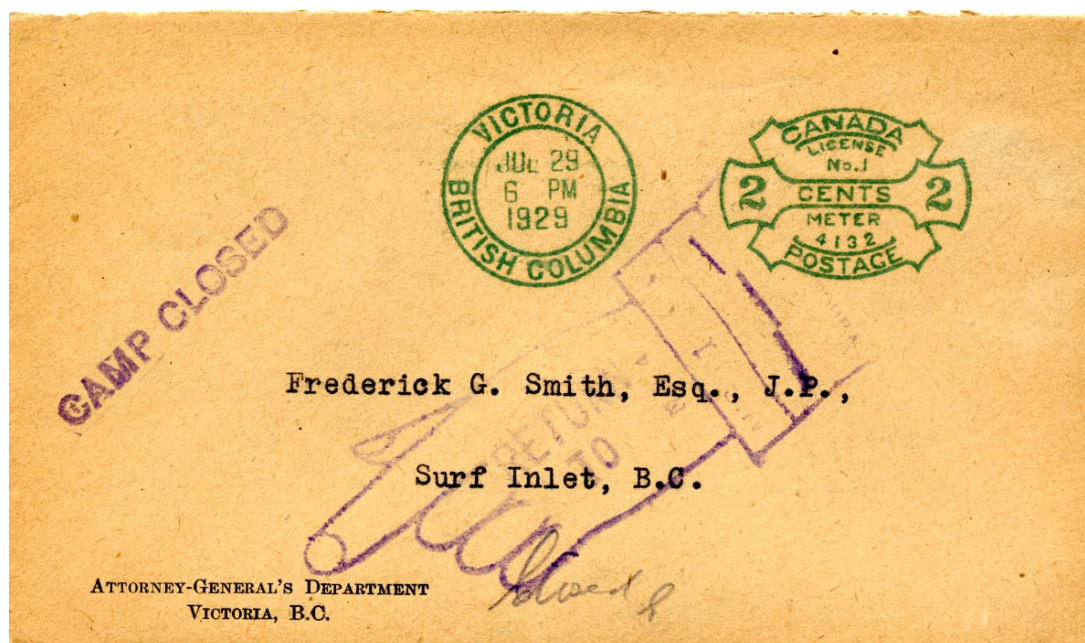
Sources: *British Columbia Post Office Revenues, 1871-1921*, Tracy Cooper, 1999

British Columbia Post Offices, William Topping, 1991

Annual Report of the Minister of Mines (British Columbia), 1917-26, 1935-42, 1945-46

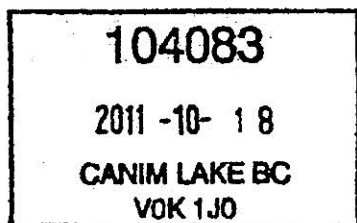
Encyclopedia of Raincoast Place Names, Andrew Scott, 2009

Technical Review: Surf Inlet Gold Project, Carl Von Einsiedel, 2005



Material to and from a destination can be interesting, even if the post office in question is not actually open. The top cover, for instance, dated JUL 29/1929, was chasing a circuit judge, who had presumably planned to hold court at Surf Inlet. The bottom one, dated OCT 29/1948 (30-cent double-weight airmail rate to Denmark, at 15 cents per ¼ oz), was carried to Vancouver by favour ("via Butedale") and demonstrates that someone, perhaps a caretaker, was still living at Surf Inlet.

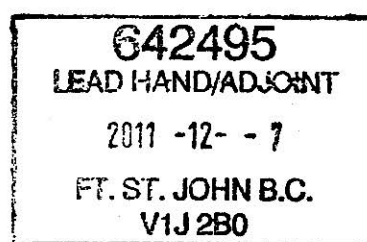
Recent BC six-digit markings



ERD: 05/OC/11



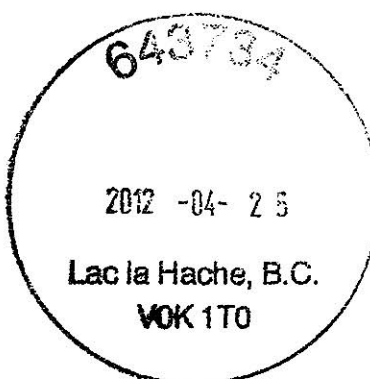
ERD: 08/JA/13



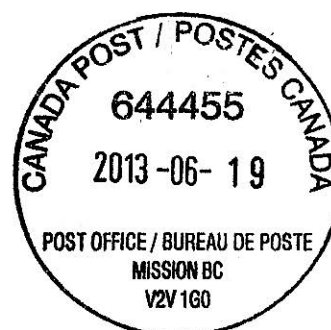
ERD: 06/JU/11



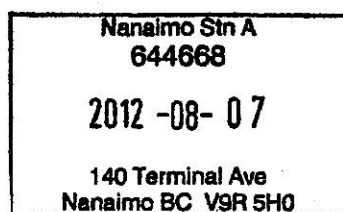
ERD: 06/JU/12



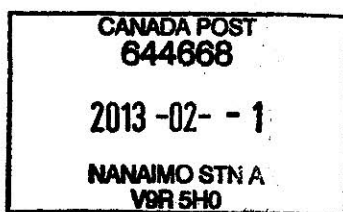
ERD: 29/FE/12



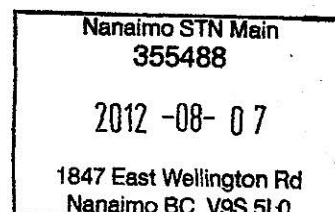
ERD: 29/MY/13



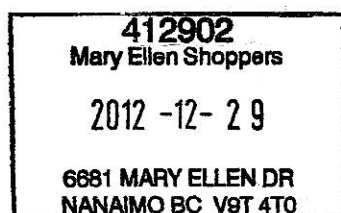
ERD: 07/AU/12



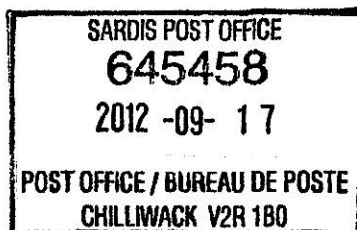
ERD: 01/FE/13



ERD: 13/AP/12



ERD: 18/AP/12



ERD: 08/FE/12



ERD: 19/OC/12

We hope to show a selection of new post office markings each issue. If readers can improve on the early recorded dates (ERDs) above or have clear images of recent BC postmarks they'd like to contribute to the newsletter, please let us know. Credit will gladly be given if desired. Next issue we'll take a look at recent "wing" cancels, and also offer, on request, a membership bonus: a digital file of all reported "wing" datestamps in BC.