



BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

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One-day express service. The 2-cent domestic rate changed to three cents on July 1, 1931.

I think that **My Favourite Cover** changes every time I buy one. I got this cover in Victoria, at Muffin Break, because no one else wanted it and I thought it deserved a home. It's a special delivery cover sent from Australian, BC, to Frank A Patrick in Vancouver, dated May 29, 1931, with an S. & Q. R.P.O./B.C. postmark, and May 30 with a Vancouver receiver. It bears the corner card of the Vancouver Arena Company, 1805 West Georgia St.

This company owned the Denman Arena on West Georgia (between Denman and Chilco, the former site of the Kanaka Ranch), which opened in 1911 and burned down in 1936. The arena was the work of the Patrick brothers, Frank and Lester. Both are well known for their involvement with professional

hockey. Frank Patrick was the defense partner of Cyclone Taylor on the Vancouver Millionaires. He brought many innovations to hockey, including the forward pass, the blue line and the playoff system. An article relating the early history of the arena, written by John Chi-Kit Wong, can be found at www.erudit.org/revue/uhr/2009/v38/n1/038462ar.html.

My cover is addressed to Frank Patrick's residence. The 1931 *Wrigley BC Directory* says that 40 people lived at Australian (a ranching community south of Quesnel) at that time. None of the names listed there have a connection to the Arena company, as far as I can tell, so I do not know who sent the letter. To me, the cover is a piece of Vancouver's social history, as well as its postal history. —*Gray Scrimgeour*

In this issue:

- | | | | |
|---|-------|---|-------|
| • Favourite cover: the Vancouver Arena Co | p 815 | • Carried by favour from Metlakatla, 1864 | p 822 |
| • Discoveries in a Polish antiques shop | p 816 | • More on Nanaimo's serified "R" marking | p 825 |
| • Early days at the St Eugene Mission | p 818 | • Recent BC circular datestamp reports | p 826 |
| | | • Part 2 of the BC "wing" listing | p 827 |

Finding the unexpected in a Polish storefront

My wife and I were fortunate enough to spend five weeks in eastern Europe earlier this year, and people told me to check out the stamp shops and flea markets for early covers sent from Canada. This never works for me but, even so, I dutifully trekked around, asking for stuff from Canada. But nothing, as usual. Then one day, while we were exploring the lovely southern Polish city of Krakow, I noticed some covers in the window of a dusty antiques shop. (Drum roll here, please.)

We were in Kazimierz, Krakow's old Jewish quarter, at the time. I went into the shop and the young proprietor brought out several other boxes of material, all inbound mail to Poland, mostly recent but some dating back to the 1920s. There was nothing rare or valuable, yet much of interest: a global accumulation, gathered with a discerning eye. Although the owner spoke little English, he was able to make me understand that the covers and cards were all priced at one euro each. I was delighted to find two post-WWII items from BC—and here the story takes a different direction.



Thirty-cent double-weight (¼ oz to ½ oz) airmail rate to Europe, with a VANCOUVER, B.C./CANADA machine cancel dated June 28, 1949.

One was an airmail cover (above), the other a customs declaration label from a parcel. Both were sent from Steveston to the same address in the village of Procyń, in north-central Poland. The parcel label identifies the contents as “old clothes,” the weight as 13 lbs 5 oz, and the value as six bucks.

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A free digital version of the newsletter is also available in full colour, starting with Issue #89. It will be emailed as a PDF file (roughly 2 Mb in size). If you'd like to receive a copy, please notify the editor and confirm a current email address.

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Polish antiques continued

For me the two pieces were poignant reminders of a terrible reality, as Poland, perhaps more than any other country in Europe, was devastated by WWII, losing 20 per cent of its population (6 million dead, including 3 million Polish Jews). And while Krakow, with its exquisite medieval town centre, escaped the worst of the destruction, other cities were much less fortunate. Four years after the war had ended, people in Proczyn were still probably very grateful to receive 13 pounds of old clothes from relatives or friends in Canada.

CANADA		DATE STAMP	
BRITISH AND FOREIGN PARCEL POST		VANCOUVER BRIGHOUSE	
CUSTOMS DECLARATION			
ADDRESS OF PARCEL Z. STANKOWA P. GEBICE K. MUGILNA PROCYN		MAR 14 1949 B.C.	
LIST OF CONTENTS		NET WEIGHT	GROSS WEIGHT
SENDER MUST ITEMIZE EACH ARTICLE		LB.	OZ.
Old clothes		6	13 5
DISPOSAL INSTRUCTIONS OF SENDER: parcel as follows (score out instructions not intended)			
1. DELIVER TO (Fill in alternative address)			
2. ABANDON. P. GEBICE K. MUGILNA UNLESS SENDER'S INSTRUCTIONS ARE AT HIS EXPENSE.			
SIGNATURE AND ADDRESS OF SENDER R.R. 1			

Customs declaration label for parcel post, dated MAR 14 1949 with a scarce VANCOUVER BRIGHOUSE MOTO cancel in purple ink.



Reverse of cover on previous page: Steveston return address, Poznan July 4, 1949, transit and Gebice k Mogilna, July 5, 1949, receiving marks.

I'll probably continue to drop into foreign stamp shops from time to time, though I don't expect my luck to change. But I'll also be keeping an eye on those antiques store windows. You may not find what you were looking for there, but you could just end up with something remarkable anyway. — Andrew Scott

Readers write: A study group member has noted an error in an earlier *BC Postal History Newsletter* and suggested that it be corrected, as the article in question was being included as background information for a lot on a local bidboard. The error is on page 720 (Vol 21, No 2, July 2012, whole number 82), where it's stated that a DELTAERO postmark was first reported in 2012. Circular datestamp strikes from this office were, in fact, reported long ago, and the post office is listed as RF E in Bill Topping's *BC Post Offices* checklist (1991). What was intended, in the newsletter, was to inform readers that a Deltaero MOTO cancel had been identified for the first time (a second example is now also known; both are in green ink). At least 15 covers are reported with the Deltaero CDS (about half the strikes are receiving backstamps), and several other examples have been seen on piece.

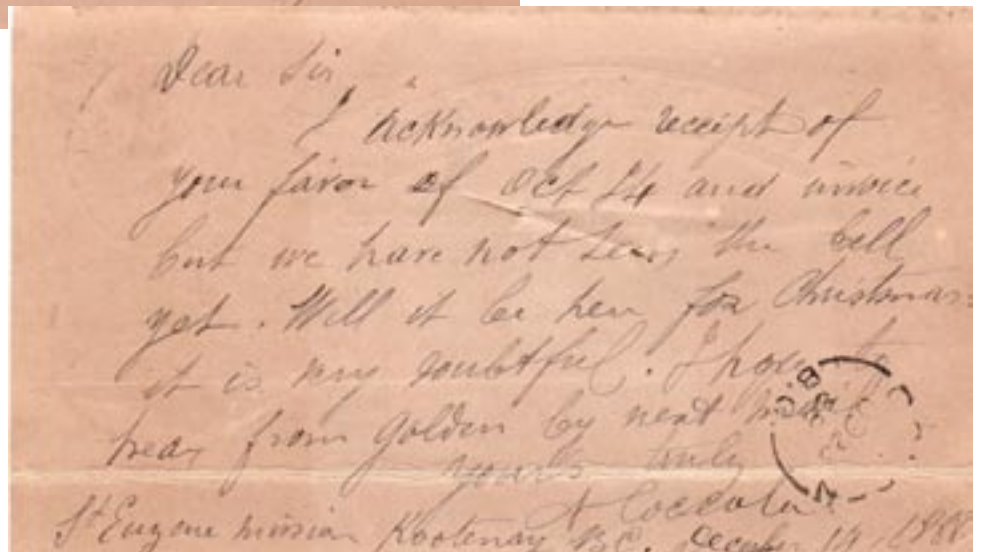
Early days at the St Eugene Mission

by Peter Jacobi

Father Nicolas Coccola, a member of the Roman Catholic Oblate order, arrived at the St Eugene Mission on Oct 15, 1887, and took over from Father Leon Fouquet, who had founded the mission in 1873. The brethren at St Eugene were quite self-sufficient, growing their own produce on a large farm. They also administered to the spiritual needs of the local Ktunaxa First Nation congregation, taught at a school for aboriginal children, cared for the sick and assisted in any crises that developed in the district, located north of Cranbrook in the East Kootenays.



A postcard from Father Coccola to the Bell Foundry in West Troy, New York, wondering if the bell he had ordered for his church would arrive in time. Dispatched with a light DE 16/88 Cranbrook split-ring cancel (from the post office's first period of operation). West Troy arrival is dated DEC 31/1888.



On the reverse is a DE 23/88 split-ring transit marking from Golden.

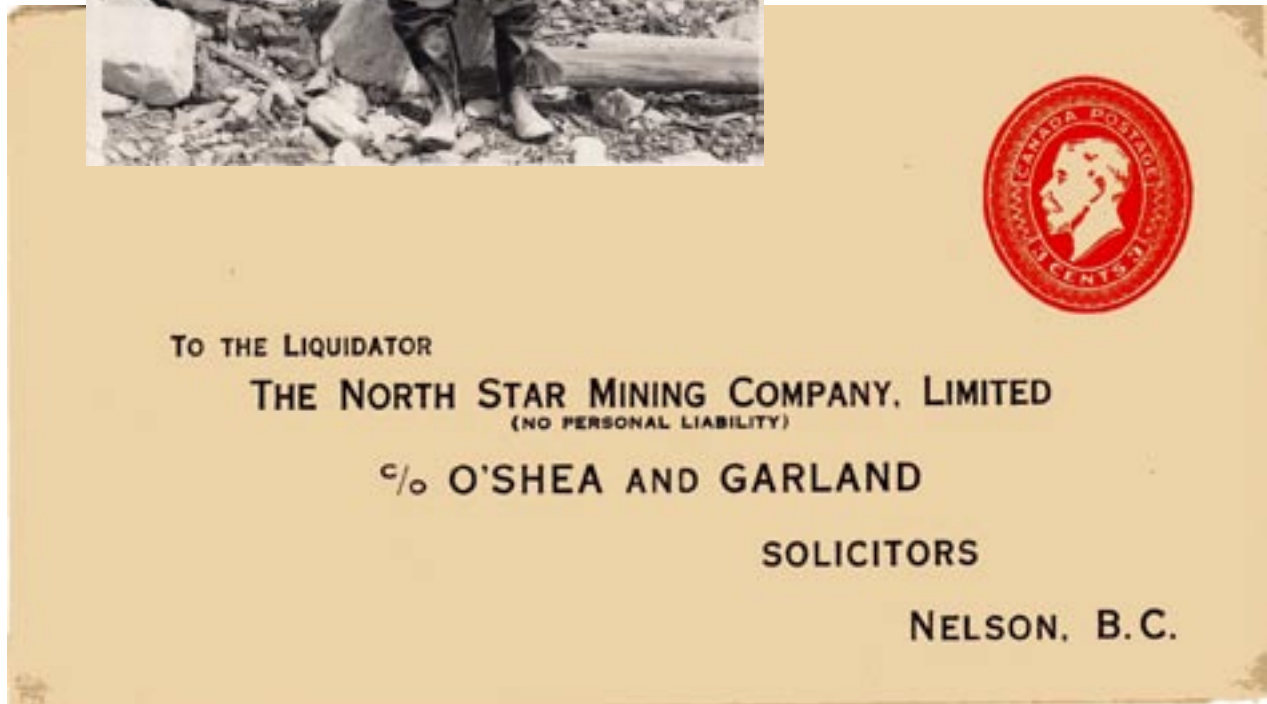
Father Coccola was born in Corsica and came to Canada from France in 1880. His first posting as a missionary was in the Kamloops area. At St Eugene he became acutely aware of the poverty of the local native people. In 1892 Coccola had witnessed the discovery of two nearby mineral deposits—the North Star and the Sullivan—and he exhorted his flock to be more vigilant during their hunting and berry-picking forays, and to watch out for “chickamon stones,” or gold nuggets.

The following year, in June, Father Coccola was approached by a young Ktunaxa man, Pierre, who in belligerent fashion threw some rocks on his kitchen table. “Here you go, Black Robe,” he supposedly said. “Here are your chickamon stones. Now you do something.” Father Coccola sent the rock samples for assay to Spokane, where they were found to have a rich lead-silver content. A few days later James Cronin, a mining man from Spokane, arrived at the mission. He, Coccola and Pierre rode out to the hillside south of

St Eugene Mission continued



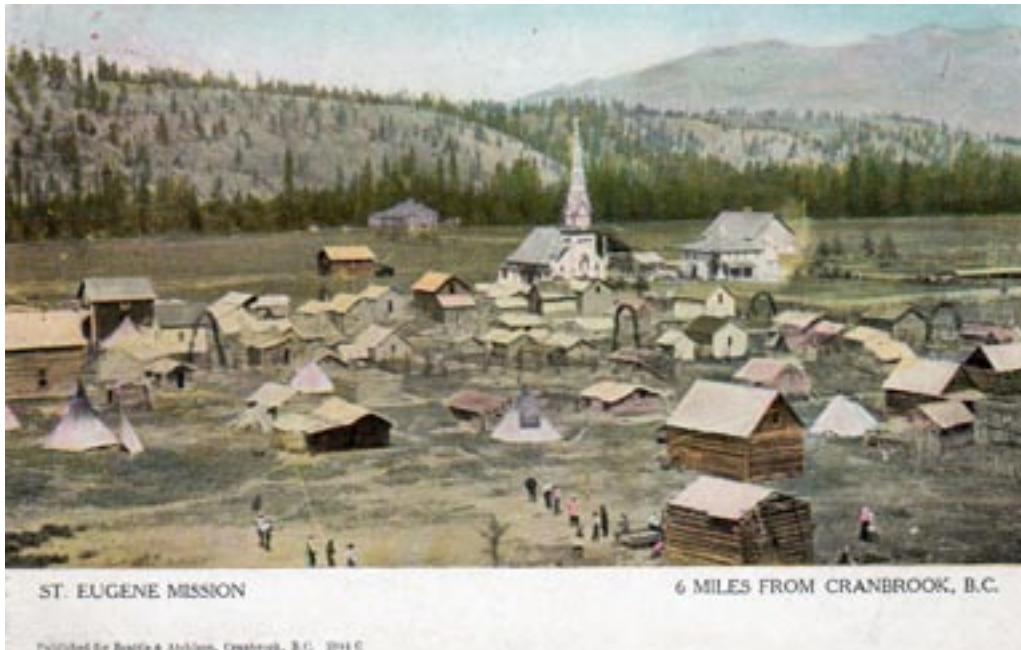
Top: Walter Burchett, one of the four discoverers of the Sullivan Mine at Kimberley. Centre: a cover addressed to the liquidator of the North Star Mining Co Ltd, at Nelson. Below: a view-card featuring the St Eugene Consolidated Mining Co Ltd's concentrator at Moyie.



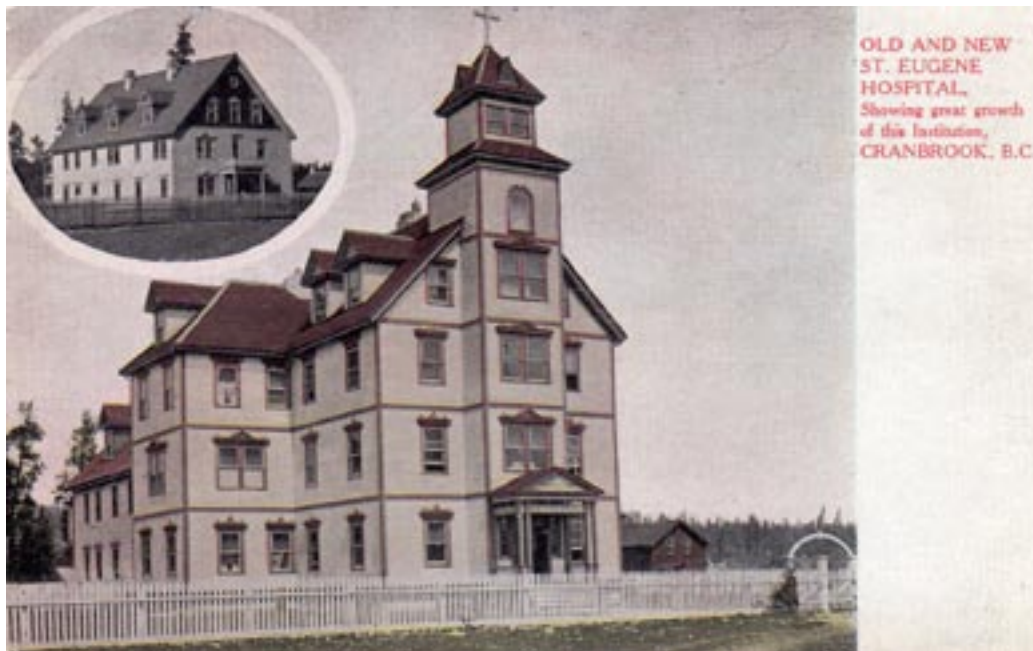
St Eugene Mission continued

what is now Moyie and staked the St Eugene claims. These eventually became the St Eugene Consolidated Mining Co Ltd—one of the partners that in 1906 formed the Consolidated Mining and Smelting Company of Canada Ltd, today's COMINCO.

Both Pierre and Father Coccola sold their shares almost immediately and turned the profits over to the Catholic Church. The money was used to build a beautiful church at St Eugene, a boarding school for aboriginal children, and a hospital, which was used by the First Nation population as well as by the white settlers in the district. St Eugene church, originally prefabricated in Italy, was restored in 1980. A large residential school at the mission, built after Father Coccola left St Eugene and in operation between 1912 and 1971, is today a spectacular golf resort and casino.

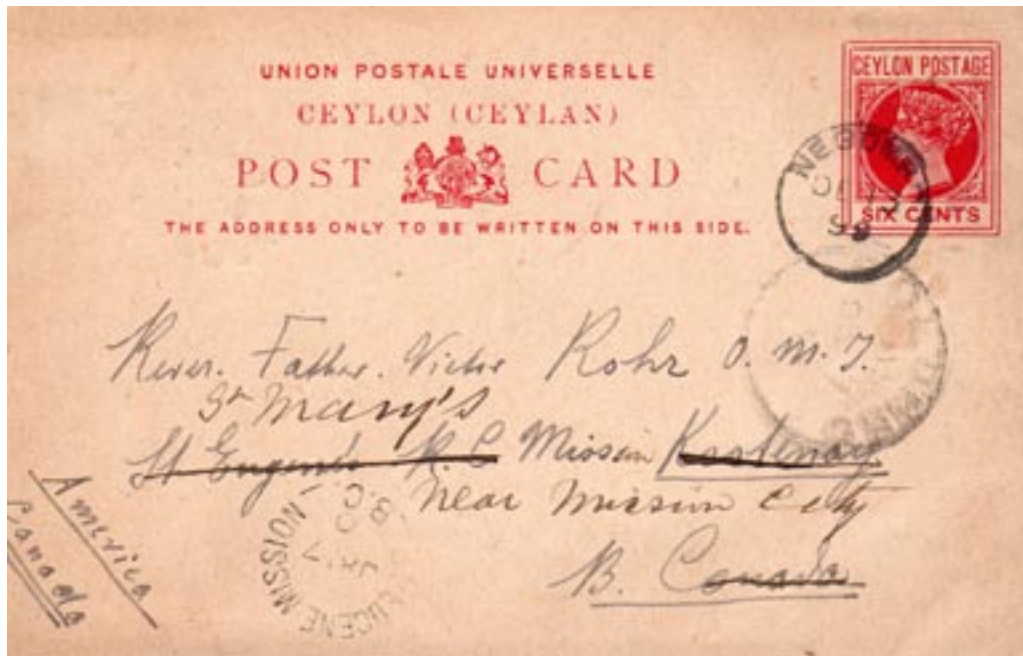


Father Nicolas Coccola



Top: a bird's-eye viewcard of the St Eugene Mission, showing the church that was built with funds from the claims that eventually became the St Eugene Mine in Moyie. Below: a postcard of the St Eugene Hospital.

St Eugene Mission continued



JA 17/00 St Eugene Mission split-ring receiver on a UPU postal card from Ceylon, forwarded to St Mary's Mission on the lower Fraser River near Mission City. The St Eugene post office opened on July 1, 1892, and closed on Feb 22, 1910.

"The miner priest," as Father Coccola became known, was transferred in 1905 to Our Lady of Good Hope Mission at Fort St James in northern BC. He later became principal of the Dakelh First Nation residential school at Lejac, west of Vanderhoof. In 1934 Coccola moved to Smithers, where he died in 1940 after sixty years of missionary work in BC.

Here and there

The **Jack Wallace collection of BC colonial stamps and covers** will be offered for sale by Eastern Auctions on Oct 16, 2014, in Halifax. Numerous philatelic rarities will be on display, including a 50-cent BC stamp on cover to England. Jack's collection is noted for express company material, handstamped franks and, especially, an outstanding array of numeral cancellations, on stamp and cover (a Wallace specialty). For more information, phone (toll-free) 1-800-667-8267 or see www.easternauctions.com. We will present a detailed account of this important auction in the next newsletter.

Back issues of the *BC Postal History Newsletter* are available in digital PDF format on the BNAPS website (www.bnaps.org/hhl/n-bcr.php). However, at present those issues only go up to #59 and to the end of 2006. Now, thanks to the generosity of new study group member Peter Wood, of Toronto, issues numbered #60 to present are also available in PDF format. Members wishing to receive digital back issues from #60 onwards should contact the editor (see page 2), and we'll arrange to email

them to you. We also plan to look into making these back issues available for download from a website (probably the editor's personal site).

While BC's colonial stamps were extensively faked, **post-1871 forgeries** are not all that common. Here, for instance, is a nice socked-on-the-nose BC item. Whatever could be wrong with it? (Hint: there are two dead giveaways.)

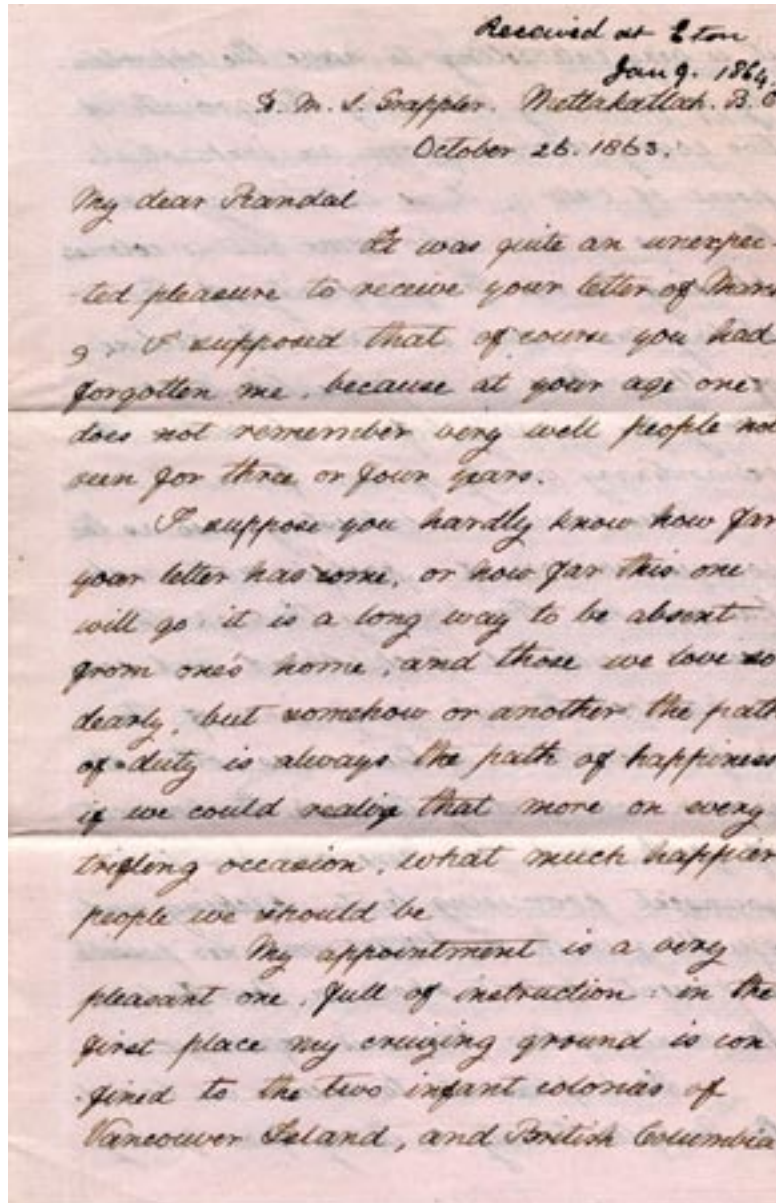


Drop us an email if you know what the problems with this stamp are. We'll publish a full explanation in an upcoming issue of the newsletter.

Edmund Hope Verney: a long way from home

by Andrew Scott

An uncommon piece of British Columbia postal and social history turned up on eBay recently: a letter written by Lt Cdr Edmund Hope Verney (1838-1910), a Royal Navy officer stationed on the BC coast from 1862 to 1865. Addressed to Hon Randal Plunket at Eton in England, the letter is datelined Oct 26, 1863, aboard HMS *Grappler* at "Metlakatlah, BC" (spelled Metlakatla today), on the young colony's north coast.



Verney's letter is a single sheet, 27 by 21 cm, folded in half and neatly handwritten on both sides. At top: "Received at Eton Jan 9, 1864."

Verney, a British aristocrat, was a rather unusual fellow. He took, for example, a far more active interest in local affairs than the typical Royal Navy officer posted to the Pacific Station in Esquimalt. He was strongly influenced by his abolitionist father, Sir Harry Verney, and was a supporter of progressive causes. Young Verney, for instance, was a charter member of Victoria's first immigration committee for women, which assisted new arrivals. He also served as a magistrate and as commissioner of the Colonial Lighthouse Board, and founded the Victoria branch of the Mechanics' Institute, which promoted adult education.

Verney's vessel, the *Grappler*, was a small, manoeuvrable steam gunboat designed for patrol duties in inshore waters. Its commander and crew participated in a number of policing actions on the BC coast, including the pursuit and capture of members of a renegade First Nation band from Kuper Island, believed to have murdered white settlers. In late October 1863 Verney and the *Grappler* were on the north coast, visiting the few non-Native settlements and generally "showing the flag." He spent several days at Metlakatla, and was greatly impressed with William Duncan's "model Christian village," at that time in full swing, and also went to Fort Simpson. Reports of illegal liquor sales sent the ship to Kitimat Arm, where a seller was apprehended and taken aboard.

Unfortunately, none of these incidents are mentioned in the letter shown on this page. They are described, however, in another letter that Verney wrote to his father at the same time. Father and son maintained a fascinating and voluminous correspondence (still preserved at Claydon House, the Verney family seat), part of which was published by UBC Press in 1996 as the *Vancouver Island Letters of Edmund Hope Verney 1862-65*, edited and

introduced by Allan Pritchard. The letter to Sir Harry, written in installments between Oct 1 and Oct 26 and providing a detailed description of the son's activities, ends with the statement that "it is going by canoe to Fort Simpson, to go down to be mailed at Victoria by the steamer Labouchere." The reply to Randal Plunket almost certainly went along with it, as Verney's habit was to enclose additional letters with the one to his father. Sir Harry then sent them on to their final destinations (note that the handwriting on the envelope differs considerably from that shown above). Of course, most (but not all) of Verney's mail left BC by Admiralty dispatch bag, rather than through the hard-pressed services of the colonial postal system.

Edmund Hope Verney continued



After arriving in England courtesy of the Admiralty, Verney's letter was placed in a 1d postal envelope, mailed from London on FE 8/64 and received at Windsor the next day. These dates do not agree with the manuscript notation at the top of the letter, however. The recipient may have written in the wrong month, or the envelope may not belong.

Verney's correspondence with his father gives a vivid picture of life in the far-flung western colonies. The Plunkett letter, by contrast, adopts a more patronizing, pedantic tone and is obviously written to a young person. The noble family of Plunkett or Plunkett harboured a number of Randals; the most likely one to have received this missive is, I believe, Hon Randal Edward Sherborne Plunkett (note the double "t"), born Nov 15, 1848. He would thus have been nearly 15 at the time of writing, which sounds about right. Plunkett was the eldest son of the Baron of Dunsany but never succeeded to the title, as he predeceased his father, dying at Madeira in 1883. He served as MP for Gloucestershire West 1874-80. Here is Verney's text:

It was quite an unexpected pleasure to receive your letter of March 9. I supposed that of course you had forgotten me, because at your age one does not remember very well people not seen for three or four years.

I suppose you hardly know how far your letter has gone, or how far this one will go. It is a long way to be absent from one's home, and those we love so dearly, but somehow or another the path of duty is always the path of happiness. If we could realize that more on every trifling occasion, what much happier people we should be.

My appointment is a very pleasant one, full of instruction. In the first place my cruising ground is confined to the two infant colonies of Vancouver Island, and British Columbia. It is very interesting to have the opportunity of intimately observing the growth of two young colonies, from an impartial point of view. It is interesting to see the class of men who come out as colonists, pleasing to see the prosperity of the sterling men, sad to watch the decline of others. There is no place like a young colony for bringing before one's notice the extraordinary variety of men from all nations.

These colonies are interesting also as the youngest children of a prolific mother. She has seen her

Edmund Hope Verney continued

other progeny through the diseases incidental to childhood, and some she has lost through inexperience of the proper treatment of their cases. Others she is even now guiding through the precocity of youth, and now here are her two youngest promising brats, kicking and squalling in the healthiest manner possible, at present, but to show in their future the result of her previous experience.

It is pleasant to receive on board the *Grappler* twenty or thirty fine young men, and to land them a few miles up the coast in a broad green valley, abounding in prairie, forest, and streams, where the foot of even the Indian has seldom penetrated, and where the deer hardly fears the sight of man. It is pleasant to return in a few months, to find this beautiful valley a thriving settlement, to walk for miles through a narrow and tortuous trail and emerge on a cleared space containing a stout log house, and to receive a cordial and hospitable welcome from English hearts and rosy little English children, to find roads being made and bridges built, and to feel that I myself have had ever so small a share in bringing this about.

Now I have answered some of your questions, and you want to know about the gold diggings. Cariboo, where the best diggings are, is two or three weeks journey from the sea, and I have never been so far into the interior of British Columbia as that. I have been a week's journey up the country, and I saw many diggings, but nothing of that that would be very interesting to relate. I was much struck with the grand scale of the scenery, which quite equalled anything I had ever seen before.

You boast that your canoe at Dunsany would only draw ten inches with me in it. What will you think when I tell you that I have seen on the Fraser River a large steamer drawing only nine inches, light, or fifteen with her cargo on board? So your canoe may "pipe down."

Good bye, bratkin. You will please me much if you will write again some day, and send me your photograph. I hope it may please God to make you strong and healthy, but at any rate to help you to the one thing needful, to give you his holy spirit. Believe me

your affectionate friend, Edmund Hope Verney

Verney's correspondence with his father often mentions the postal system, and some of his comments may be pertinent for our study group. "Pray do not seal your letters," he wrote on June 1, 1862. "Yours arrived in a very tattered condition, the seal having stuck to some other letter, and the cover having been torn in the separation." Aug 3, 1862: "Letters and newspapers arrive in erratic and unexpected ways: a steamer arrives from San Francisco, without having seen the steamer from Panama, yet brings me a newspaper or two, and perhaps a letter." Oct 11, 1862: "One reason that letters fail to arrive punctually is that those sent through the post office are often insufficiently stamped, and no matter how trifling may be the overweight, or short payment, they are then detained until there happen to be a ship going round the Horn, Sailer or Steamer."

May 29, 1863: "Pray do not ignore the New York way of sending letters: it is much the quickest, and if you have really any little item of news to send, or if a letter to be forwarded arrives late, it is a great treat to get a letter via New York sometimes when there is no mail via St Thomas . . . besides it is a much quicker way, and many people here never hear from home any other way: if it were not for the expense of letters, I should ask you

always to write via New York." Dec 28, 1863: "I wish you would give up writing to me by Panama, and address your letters, 'via New York and San Francisco,' as there is now a daily mail between those places: even Admiralty letters are now sent that way: newspapers come by New York and Panama: the old route by St Thomas and Panama has quite gone out of date." Allan Pritchard points out in his introduction (page 5) that Verney "experimented with the Wells Fargo Express route from San Francisco, but the letters normally took at least six weeks and often more than two months between Vancouver Island and England."

In 1865 Verney left BC for West Africa, where he was promoted commander. He made captain in 1877. In 1879 his liberal views got him into trouble; the Admiralty expressed "severe displeasure" when he attended an anti-flogging rally. He retired from the navy and served six years as Liberal MP for North Buckinghamshire. Then Verney's life took a bizarre turn. He was struck from the navy list and expelled from parliament after "procuring a girl under the age of 21 for an immoral purpose." A year in prison, though, did not prevent him succeeding his father as baronet, in 1894.



Verney and the Grappler.

Ask the experts: more on the Nanaimo “R” mark

An item in the last issue of the newsletter (page 809) described an unusual “R-in-circle” registration mark used at Nanaimo, BC, in the late 1890s. The author, associate editor Tracy Cooper, asked for any additional reports of the marking, particularly any strikes in blue ink, as reported by Horace Harrison in his reference book *Canada's Registry System 1827 to 1911* but never seen by Tracy.

Brian Copeland responded with these splendid scans from his collection. The middle one shows the marking in blue ink (grey-blue, according to Brian, who was able to add ten dates to the inventory below). Brian believes that he's also seen an example dated 1913, in black, from the early Admiral period when Nanaimo was using the standard “R-in-circle” and a straightline REGISTERED handstamp, as well.



Top: MY 28/95 squared circle (first state) to Toronto on a fine Driard Hotel illustrated cover. Only reported R-in-circle marking in red ink.

Centre: DE 20/97 squared circle (second state) to Augusta, Maine. R-in-circle in grey-blue ink.



Bottom: AP 2/95 CDS to New York, with a Sloan & Scott Dry Goods illustrated return address and the R-in-circle mark in purple ink.

Inventory: 1895 - Apr 2 (purple ink); May 28 (red) 1896 - May 4, Nov 20 (violet) 1897 - Feb 12, Aug 10 (purple); Dec 20 (blue); Oct 1, Nov 22 (greyish*); additional 1897 cover seen 1898 - Jan 12, Apr 15 (green) 1899 - Apr 17, Apr 29 (purple) 1913 - black ink ??

*Digital colours are not very reliable, of course, and can vary from screen to screen. The Oct 1, 1897, date is from eBay, seen on a torn Hotel Wilson cover sporting a presumably philatelic 50-cent Jubilee franking! For the Nov 22, 1897, date, see www.bennettstamps.com/cgi-bin/lot_auc.php?site=1&sale=296&lot=2222&lang=1.

Brian is interested to know when the “R-in-circle” mark was first used, how late it was used, and if other registration marks were used contemporaneously. Also, what markings were used in the Edwardian era?

Recent circular datestamps from BC offices



ERD: 07/AP/14



ERD: 20/MY/14



ERD: 24/FE/14



ERD: 24/FE/14



ERD: 17/SP/13



ERD: 09/SP/14



ERD: 17/JA/14



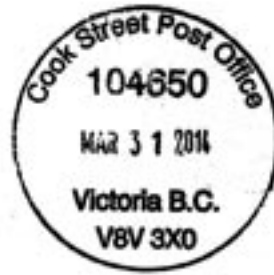
ERD: 04/MR/14



ERD: 15/OC/13



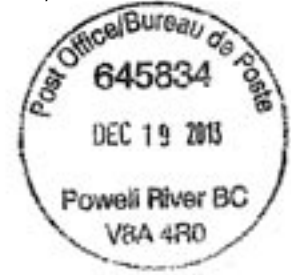
ERD: 11/AP/14



ERD: 31/MR/14



ERD: 20/MY/14



ERD: 21/DE/12

In this issue we illustrate some recent BC circular datestamps. Several new styles are apparent, including the 38-mm format of the bottom row and the "all text horizontal" format of Kitwanga, Ymir, Kaslo, etc. As per usual, we've attached the earliest date we've seen for the cancel. Readers will no doubt find earlier examples.

Over the next four pages you'll find Part 2 of a 12-page listing of all known BC "wing" markings; Part 3 (the final section) will be published in the next newsletter. Next issue we also plan to update the newsletter's ongoing record of recent BC postal outlet openings, and to show markings associated with the new offices.

BC WING LIST Part 2	RC#	Code	Ink	ERD	LRD
Kamloops (circ)	643491	V2C 2G0		01/DE/10	14/NO/13
“ PS Main	643491	V2C 2G0		18/JA/11	18/NO/13
Kamloops, MPP Wickets	651656	V2C 5P0		29/AP/02	31/AU/04
Kamloops (Brocklehurst)	000085	V2B 3L0	B+	11/AP/02	05/MR/12
Kamloops, Valleyview RO	103529	V2C 4J0		01/SP/09	28/OC/10
Kaslo	643513	V0G 1M0		14/MY/08	22/MY/08
Kelowna, C&D Super (48x32 mm)	no #	V1Y 7E0		02/FE/09	
Kelowna, REG Unit (48x32 mm)	no #	V1Y 7E0		17/NO/03	03/JA/08
“ “ “ (56x35 mm)	no #	V1Y 7E0		26/NO/08	04/MY/10
Kelowna, DRS Unit Entered	no #	V1Y 7E0		16/DE/04	14/MY/08
Kelowna, Retail Centre	646326	V1X 4J0		23/JU/06	14/MR/13
Kelowna (Orchard Park)	076082	V1X 3B0		31/MR/03	21/JU/04
Kelowna, Towne Centre PO	105325	V1Y 6N0		15/OC/09	09/FE/11
Kelowna, CSC	113875	V1Y 7G0		06/DE/04	19/MY/06
Kelowna, Postal Box Centre (circ)	113883	V1Y 1P0		30/MR/05	30/SP/05
Kelowna (Black Mountain)	129879	V1X 6A0	B+	01/AU/03	15/MR/12
Kildonan	643629	V0R 2B0		27/MR/14	
Kimberley, B.C. (48x32 mm, comma)	643637	V1A 1Z0		06/AU/03	25/JA/07
“ B.C. (48x30, no comma)	643637	V1A 1Z0		31/MR/08	25/JY/08
“ , B.C. (48x30, comma)	643637	V1A 1Z0		28/MR/08	16/JY/10
“ BC	643637	V1A 1Z0		15/SP/09	
“ (49x48 mm)	643637	V1A 1Z0		29/AP/10	28/NO/13
Kitimat	638447	V8C 1T0	R+	30/JU/01	18/JY/07
Kitimat (48x32 mm, no comma)	643653	V8C 1T0		04/NO/03	05/NO/13
“ (48x30 mm, comma)	643653	V8C 1T0		02/MY/08	13/JA/12
“ (48x30 mm, compressed)	643653	V8C 1T0		14/MY/12	01/NO/13
Kitkatla (circ)	102862	no code		04/AP/08	25/NO/10
Klemtu	643718	V0T 1L0	R+	19/JU/06	19/DE/08
Klemtu	103375	V0T 1L0	B+	01/FE/10	25/JU/12
Kyuquot	643521	V0P 1J0		06/MY/11	28/JU/13
“ (compressed)	643521	V0P 1J0		24/JA/14	26/MR/14
Lac la Hache	643734	V0R 1Y0		11/FE/12	07/JA/14
Ladner RPO (Delta, RC# error)	067069	V4K 1W0		05/FE/03	16/MR/03
“ “ (correct RC#)	657069	V4K 1W0		17/MR/03	05/AU/05
Ladysmith (48x32 mm)	643750	V9G 1A0		03/AU/00	24/FE/10
“ (48x30 mm)	643750	V9G 1A0		29/DE/08	28/MR/12
Lake Country (circular)	no #	V4V 1A0		25/AP/13	16/JA/14
Lake Cowichan	643785	V0R 2G0		09/OC/03	03/OC/13
Lake Errock	102591	no code		21/JU/07	24/SP/13
Langley DC, Inside Ass't (oval)	no #	V3A 4B0		04/DE/02	04/AU/05
“ “ Directory (oval)	no #	V3A 4B0	R	09/MY/05	10/MY/07
Langley (Walnut Grove)	413992	V1M 2C0		20/MR/01	25/NO/11
Lantzville	643858	V0R 2H0		19/DE/05	23/AP/08
“ (RC# excised)	no #	V0R 2H0		05/MY/08	20/MY/08
Lantzville (no comma before BC)	103101	V0R 2H0		21/MY/08	09/AP/13
“ (comma before BC)	103101	V0R 2H0		09/AP/09	06/SP/12
Lavington	643963	no code		29/MR/11	14/NO/13
Lax Kw'Alaams	645753	V0V 1H0		22/MR/06	12/SP/11
Lazo	641502	V0R 2K0		15/FE/08	08/NO/13

	RC#	Code	Ink	ERD	LRD
Lillooet	643912	V0K 1V0		07/JU/01	05/NO/08
Little Fort	643904	V0E 2C0		23/MR/11	26/JU/12
Lumby	644005	V0E 2G0		10/NO/11	03/JA/14
Mackenzie	642983	V0J 2C0		11/JA/00	17/MY/09
" General Delivery	no #	V0J 2C0		03/MY/07	06/MY/08
McLure	642347	V0E 2H0		26/FE/13	15/JY/13
Madeira Park	644099	V0N 2H0		01/AP/11	08/JY/13
Malahat	654795	V0R 2L0		19/JU/08	02/MR/11
Malakwa	644145	V0E 2J0		16/AP/10	21/DE/12
Mansons Landing	644137	V0P 1K0		29/FE/12	25/OC/13
Maple Ridge (Haney)	072028	no code	BR+	27/JU/07	02/AP/12
Maple Ridge (Maple Ridge Square)	129755	no code	B+	11/MY/02	22/SP/03
Masset	644226	V0T 1M0	P+	25/FE/04	24/SP/13
Matsqui	644242	V4X 1T0		17/JY/06	12/NO/13
Mayne Island†	101271	V0N 2J0		30/MR/04	09/NO/07
Mayne Island	102827	V0N 2J0		11/JA/08	16/SP/13
Meadow Creek	644196	V0G 1N0		07/JA/04	27/FE/04
Merritt B.C.	644285	V1K 1A0		23/MR/06	28/JU/13
" BC	644285	V1K 1A0		08/FE/08	26/AP/11
" Post Office	644285	V1K 1A0		13/AU/13	13/FE/14
Merville	644293	V0R 2M0	PR+	23/JU/05	07/NO/13
Mesachie Lake	no #	V0R 2N0		08/MR/06	30/AP/12
" " (circ)	644307	V0R 2N0		30/JY/12	04/AP/13
Mission (48x32 mm)	644455	V2V 1G0		19/JY/04	14/NO/13
" (48x30 mm)	644455	V2V 1G0		19/OC/10	22/AP/13
Mission (Mission Hill) B.C.	100589	no code		29/MR/03	25/JA/07
" " " BC	100589	no code	P+	15/MR/07	17/JA/14
Montney	644501	V0C 1Y0		11/FE/11	31/OC/12
Mount Lehman (Abbotsford)	101404	V4X 2M9		23/AU/04	29/MR/08
Mount Lehman (Abbotsford)	102996	V4X 2M9		18/AP/08	11/SP/08
" " " (excision)	102996	no code		23/OC/08	10/MR/11
Mount Washington	101179	V9J 1L0		17/MY/04	17/JU/04
Moyie	342661	V0B 2A0	B+	15/MR/05	27/JY/06
Moyie	102173	V0B 2N0		04/OC/06	07/AP/08
" (RC# excised)	no #	V0B 2N0		24/AP/08	
Moyie	103049	V0B 2A0		05/MY/08	25/OC/10
Nanaimo, Operations BC	631183	V9S 5L0	R+	20/DE/01	20/OC/03
" " (no BC)	631183	V9S 5L0	R+	24/DE/03	29/JY/08
" " (large)	631183	V9S 5L0	RP+	16/JU/05	05/JA/12
" MPP	631183	V9S 5L0	R+	01/MR/10	03/SP/13
Nanaimo, Stn A	644668	V9R 5H0	GR+	07/AP/03	02/MY/12
Nanaimo, LCD Supervisor	651583	V9S 5L0		01/DE/05	16/JA/06
Nanaimo, Main Retail	355488	V9S 5L0		15/JU/05	07/NO/07
" Main (no address)	355488	V9S 5L0		25/JU/08	22/MR/12
Nanaimo, Beaufort (circ)	386510	no code		14/JY/11	13/JU/13
Nanaimo, Southgate (circ)	386537	V9R 6L1	PR+	04/MR/11	28/MY/13
Nanaimo, Harewood Mall PO	100507	no code		27/MR/03	25/FE/09
" " RO	100507	V9R 1P0		23/AP/09	13/AU/12

	RC#	Code	Ink	ERD	LRD
Nanaimo, Beban Plaza PO	100545	V9S 1H0		27/MY/03	14/NO/13
Nanaimo, Country Club Mall PO	101149	V9T 1W0		18/NO/03	30/JU/11
Nanaimo, Terminal Park PO	101903	V9S 3Y0	B+	28/DE/05	23/JA/10
Nanoose Bay	644684	V9P 9A0	P+	01/FE/01	18/JA/07
Naramata (circ)	104543	V0H 1N0		18/JY/13	03/DE/13
Nelson (49x32 mm)	637807	V1L 4E0	P+	16/AU/01	16/NO/06
“ (49x30 mm)	637807	V1L 4E0		13/MR/07	07/JA/14
Nelson, Local Area Supt	637807	V1L 4E0		28/OC/11	21/NO/11
Nelson (48x32 mm)	644749	V1L 4E0		18/AP/01	14/NO/13
“ (48x30 mm)	644749	V1L 4E0		03/AU/11	19/NO/13
New Aiyansh	103669	V0J 1A0		11/NO/10	17/JY/13
New Westminster (London Place)	016810	no code	B+	07/JA/03	30/NO/06
North Vancouver (Lonsdale)	654892	no code		15/JA/05	07/JU/13
North Vancouver, Capilano PO	101848	V7P 1S0		14/JA/06	01/SP/12
Ocean Falls	645281	V0T 1P0		27/AU/09	02/FE/10
100 Mile House	645354	V0K 2E0		22/AP/10	18/DE/13
108 Mile Ranch	249610	V0R 2Z0		19/AP/07	30/OC/07
Oona River (48x32 mm)	641065	V0V 1E0		04/AP/03	02/JU/07
“ “ (48x30 mm)	641065	V0V 1E0		04/SP/09	05/AU/11
Osoyoos (48x32 mm)	645397	V0H 1V0		23/NO/01	10/FE/07
“ (48x30 mm)	645397	V0H 1V0		22/AU/07	16/NO/07
Parksville (BC, comma)	645451	V9P 1A0	P+	23/DE/03	13/MR/09
“ (BC, no comma)	645451	V9P 1A0		15/SP/04	15/MR/10
“ (no BC)	645451	V9P 1A0		25/MR/09	02/DE/11
“ Superintendent	645451	V9P 1A0		12/AU/04	02/SP/04
“ Superintendent	645451	no code		06/AP/09	
Parksville, Oceanside PO*	100495	V9P 2G0		19/JY/05	02/JA/14
Parsons	102713	V0A 1L0		15/OC/07	07/DE/09
Pemberton	645516	V0N 2L0		04/MR/05	15/NO/10
Pender Island (larger logo)	645508	V0N 2M0		02/SP/03	23/SP/13
“ “ (smaller logo)	645508	V0N 2M0		22/SP/08	29/SP/13
Penny	645524	V0J 2K0		25/MY/06	16/DE/06
Penticton Processing Unit (circ)	100860	V2A 5M0		05/DE/11	22/AU/12
Port Alberni	645605	V9Y 1V0		27/JA/05	07/DE/07
“ “ Postal Station A	645605	V9Y 5M0		18/FE/08	04/JY/13
Port Alberni, Postal Station Main	640093	V9Y 1V0		25/MR/08	10/SP/13
“ “ Postal Station A	640093	V9Y 5M0	Br+	27/MY/04	07/NO/07
Port Alberni	051004	V9Y 1V0		24/AU/06	26/AP/07
Port Alberni, Port Alberni Mall PO	100972	V9Y 5N0		30/DE/03	26/JU/06
“ “ Port Alberni Plaza PO	100972	V9Y 5N0		31/MR/08	
“ “ Port Alberni Plaza PO	100972	V9Y 4W0		03/DE/10	31/DE/13
Port Alice	645613	V0N 2N0		26/FE/14	
Port Edward	645672	VOV 1G0		21/FE/03	01/MR/05
Port Hardy	645699	V0N 2P0		21/AP/11	09/SP/13
“ “ (compressed)	645699	V0N 2P0		17/AP/13	25/JY/13
Port McNeill (48x32 mm, small “c”)	645710	V0N 2R0		08/JA/03	26/MR/07
“ “ (48x30 mm, small “c”)	645710	V0N 2R0		23/FE/11	09/OC/13
“ “ (large “C”)	645710	V0N 2R0		03/AP/07	26/OC/13

	RC#	Code	Ink	ERD	LRD
Port McNeill (compressed)	645710	V0N 2R0		21/AU/12	07/OC/13
“ “ Postmaster	645710	V0N 2R0		21/AP/12	15/JU/12
Port Neville	649724	V0P 1M0		17/AU/05	02/OC/07
Powell River	645834	V8A 4R0		30/DE/11	01/OC/13
Prespatou	650854	V0C 2S0		10/JA/14	24/FE/14
Prince George	645885	V2L 2L0	B+	03/OC/01	10/MR/06
Prince George, Hart PO	412848	V2K 3A0		14/NO/00	31/MR/08
Prince George, College Heights PO	412856	V2N 4A0		01/OC/00	11/MY/06
Prince George, Downtown PO	412864	V2L 3J0		01/OC/00	12/MY/04
“ “ “ (new code)	412864	V2L 3J		21/MY/04	07/JU/04
Prince Rupert	051233	V8J 1G0	R+	16/AU/04	29/MY/12
Prince Rupert (3 lines at base)	105090	V8J 3T6	RP+	08/AP/02	18/AU/04
“ “ (2 lines at base)	105090	V8J 3T6		22/AU/02	27/JU/03
“ “ (3 lines, new code)	105090	V8J 3T0		18/AU/04	31/DE/12
Qualicum Beach	645974	V9K 1A0	P+	13/MR/03	29/OC/12
Qualicum Beach, Waterfront PO	100551	V9K 2B3		17/AP/06	
Qualicum Beach, Waterfront PO	102181	V9K 1S0		31/AU/06	17/SP/08
Quathiaski Cove	645990	V0P 1N0		11/AP/11	31/MR/14
Quatsino	646008	V0N 2V0		07/JA/03	17/MR/11
Quesnel (48x32 mm)	646040	V2J 2M0		29/MR/05	07/JA/09
“ (48x30 mm)	646040	V2J 2M0	P+	27/FE/09	07/JA/14
Quesnel, Shoppers PO	103271	V2J 2C0		01/OC/09	06/JA/14

* early datestamp error noted for Parksville 100495 (JY/04).

† philatelic late date noted for Mayne Island 101271 (08/AP/08)

B/blue, R/red, P/purple, G/green, +/black noted also. ERD/LRD: early/late recorded dates.



In closing The editor takes a particular interest in six-digit post office numbering systems, and he collects BC coastal cancels. It's a rare day when he comes across a new modern coastal marking, such as this one from Alert Bay, that he's never seen before. There is no adjustable dater but, with the 640166 POCON at bottom, it's surely PO related. Perhaps this handstamp didn't see much use; 115th anniversaries, after all, are rarely celebrated. The cover, sent from Sointula (date obscured), was processed at Victoria (Oct 11, 2000, machine cancel).