



# BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

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*Two-cent per ounce Empire rate from Canada to New South Wales, dated Oct 5, 1910.*

I bought this cover at Orapex in 2015 primarily for its carriage from Victoria, BC, to Australia. The cover travelled on the *SS Marama*, which left Victoria on Oct 7, 1910, and arrived at Sydney on Oct 31. The machine cancel on the reverse reads N.S.W. SYDNEY/OC 31-7 AM, and there is a Balmain CDS for the same day. The cover was folded by the machine canceller so that part of the impression is on the front but most is on the reverse.

When I got home from Ottawa, I noticed the corner card of "A.v. Alvensleben, Ltd., Brokers, etc., Victoria, B.C." Gustav Konstantin von Alvensleben (1879–1965), also known as Alvo, was an important entrepreneur in Vancouver before World War I. He arrived there in 1904, rented a downtown office

in 1908 and co-founded the Vancouver Stock Exchange. Von Alvensleben attracted a lot of German investment in Vancouver real estate and had holdings in many resource stocks (fishing, logging, mining). He financed the Wigwam Inn at the north end of Indian Arm. When WWI started, he fled to Seattle, and his Canadian assets were confiscated as enemy property.

I didn't know that Alvo had a Victoria office. *Henderson's Greater Victoria City Directory* for 1910-11 lists: "Alvensleben, Alvo V., Ltd., W. H. Spalding Manager. Financial Agents, Timber, Mines and Stock Brokers, 636 View Street." The company placed a half-page ad on page 10. This is the only cover I've seen from this famous company.—*Gray Scrimgeour*

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## Remembering Ken Ellison

We recently received the sad news that well-known BC historian and philatelist Ken Ellison had died. This obituary appeared in the *Vernon Morning Star*.

“Ken died peacefully at his home in Vernon on June 21, 2016. He was born in Vernon to Vernon and Mabel Ellison. Ken was the last surviving grandchild of Vernon pioneers Price and Sophie Ellison. He grew up in Oyama where he attended school through grade 12. During WWII, Ken served with the RCNVR as a seaman. In 1949, he received a BSc in agriculture from UBC. He returned to Oyama in 1954 where he operated the family ranch and orchards. Ken was very interested in the postal history of Canada and the history of the North Okanagan. He was a life member of the Okanagan Historical Society and volunteered tirelessly at the Vernon Museum. Ken is survived by his children: Christine (Carol Jenkins), Elaine, Liz (Cole Anderson) and Bruce, and by his grandchildren Lucas and Julia Anderson. Ken was predeceased by his son David in 2005.”

Ken was active until shortly before his death, and recently sent a letter to Tracy Cooper, who had asked for information about covers sent to “Postmaster, Seattle” in the 1890s (issue 96, page 899). Here are excerpts, slightly edited, from Ken’s reply:

“I see you were wondering about these. Way back, in my earlier collecting days—the 1970s, maybe—there were a lot of them around. At that time there was a show in Spokane we used to go to. Bill McGeer, of Selah, Washington, was there, and he was selling lots of BC covers. They were all pencil-marked with an ‘M-1,’ which you may still see here and there. Cost was 25 cents each!

“There were many great covers. Unfortunately, I was not really up on them then, but did get some. I

remember one in particular, a rare revenue-stamped cover with the overprint ‘Customs Duty.’

“I understood that Bill had bought out a collector in Seattle. I think his name was D C Bartley—well-known at the time. These covers had several Seattle addresses, such as the ‘postmaster’ ones. Many were



to a ‘Prof Ober.’ We brought home quite a few Halls Prairie, Brit Col, covers at 25 cents each! They were hardly known then, I think.

“It was a wonderful opportunity. I wish I’d been more with it!”

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Free digital newsletters can be downloaded as PDF files at the following websites: for issues 1 to 59, go to [www.bnaps.org/hhl/n-bcr.php](http://www.bnaps.org/hhl/n-bcr.php); for later numbers, visit [https://spideroak.com/browse/share/Andrew\\_Scott/Backissues](https://spideroak.com/browse/share/Andrew_Scott/Backissues). Issues 89 to present are in full colour; earlier newsletters are in b&w. File size is approximately 2 Mb / issue.

# The story of Vancouver's first post office

by Andrew Scott

Vancouver's first post office was not located in Gastown, nor anywhere near today's urban centre, but in the kitchen of a remote pioneer hotel at the end of the city's first wagon road. Early postal patrons had to hike, ride or row to this spot, which was originally known as New Brighton. New Westminster residents—who had enjoyed postal service since 1859—could bounce out by daily stagecoach to two simple hostleries in order to refresh themselves in the ocean and at the bar or take a primitive ferry to Burrard Inlet's nearby lumber mills.

The office on the inlet was the only postal outlet in colonial times within Vancouver's current boundaries. Maximilian Michaud, who bought the Brighton Hotel early in 1869 and changed its name to the Hastings, was appointed postmaster on June 1, 1869, according to Gerald Wellburn. (An official opening date of July 2, 1869, is often seen for this office, but an earlier cover is known—see details below.) Michaud used a grid-lined hammer enclosing the number "28" to cancel the mail. While many individual BC colonial stamps are known with the "28" postmark, only a few covers have survived; most of them are illustrated in this article.

After BC joined Confederation in 1871 the post office's unofficial name, Burrard Inlet, was made official. The split-ring cancel, introduced in 1872, is quite scarce; most reported strikes are very light receiving marks on the backs of covers or cards. Another, completely different Burrard Inlet post office, located aboard a series of boats, served the outlying communities of Indian Arm between 1908 and 1970. Today, East Vancouver's New Brighton Park occupies the site of Michaud's old hotel; the Alberta Wheat Pool elevators loom nearby. The original Burrard Inlet post office was renamed Hastings in 1897.



Both of these #28 covers were addressed, to Camden, Maine, by the same hand (though to different addressees). Perf 14 5c BC stamps pay the colonial tax on both covers; off-centre "F grill" 10c stamps (probably from the same sheet) pay the rate to the eastern US; both travelled via Portland, Oregon. The top cover is dated New Westminster Sept 7, 1869. Image courtesy Bob and Dale Forster.

The bottom cover is dated New Westminster Sept 3, 1869, and Portland Sept 7. Ex Dale/Lichtenstein. Image courtesy Malcolm Leitch. A third, very early #28 cover exists with similar franking, addressed to Bowmanville, Ontario. It is illustrated on page 149 of *The Stamps & Postal History of Vancouver Island and British Columbia* (the Gerald Wellburn collection). Datestamps are New Westminster June 2, 1869; Portland June 11; and Ottawa, CW (on back), June 24.





*Burrard Inlet/Hastings continued*



After BC joined Confederation on July 20, 1871, post office patrons were supposed to bring in their colonial stamps and redeem them for Canadian issues, which first became available in BC on Aug 20. This unusual #28 cover, cancelled Oct 6, 1871, with the scarce New Westminster money order datestamp (Oct 14 San Francisco receiving CDS), was mailed during a brief, confused period when colonial stamps were still accepted by the Canadian post office. The 3d BC stamp paid the 6c letter rate to the US. Image courtesy Tracy Cooper.

Most historians and collectors consider Granville, located near Gastown, to be the forerunner of the present-day Vancouver post office. Granville post office, however, located in the Hastings Mill store, at the foot of Dunlevy St, did not open until April 1, 1874, almost five years after Burrard Inlet. Another early post office in the area was Moodyville, which began service on the north shore of Burrard Inlet on March 1, 1874. The Hastings Mill was built in 1865 by Capt Edward Stamp; its name has caused confusion for postal history buffs, causing some to assume that the Hastings post office must have been at the Hastings Mill. But that is not the case.

The original Burrard Inlet/Hastings site was known by the local native people as Khanamoot. An old trail led from the waterfront to Deer and Burnaby lakes, where the hunting and berry-picking were excellent, and onward to the Kwantlen settlements on the Fraser River. In 1863, Col Richard Moody of the Royal

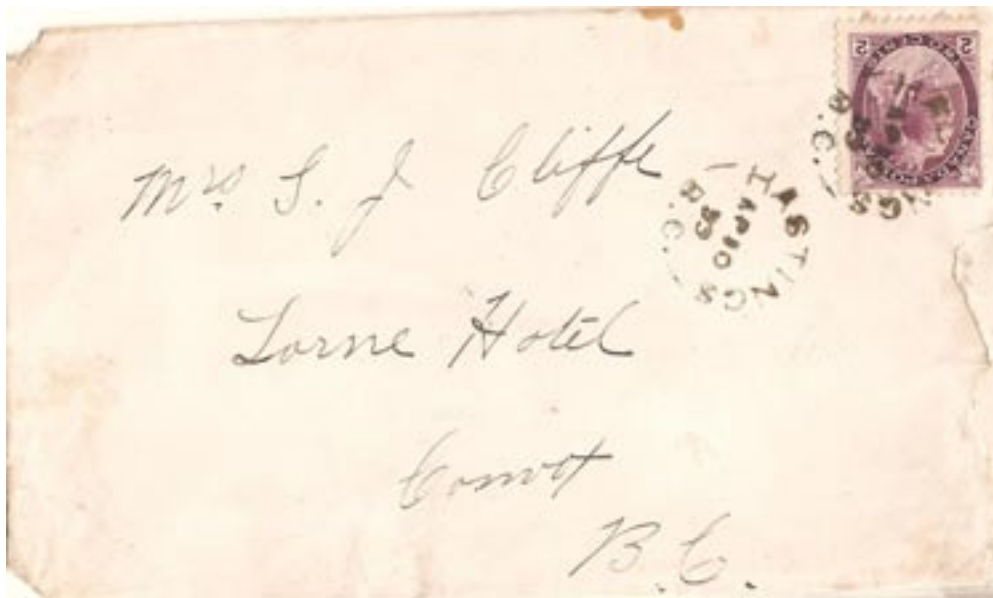


Early Burrard Inlet cover, dated Aug 11, 1873, to Montreal, with a fancy flag cork cancel. Backstamps are New Westminster, Brit Col Aug 11; Victoria, Brit Col Aug 13; Windsor, Ont Aug 26; and Montreal Aug 28. The two Montreal letter carrier marks are dated Aug 28 and Aug 30. The cover would have travelled overland via San Francisco.

Note the return address on back: Mr W. F. Frost, Hastings Mills. The Granville post office, located at the Hastings Mill store, did not open until April 1, 1874. Images courtesy the editor.



Burrard Inlet/Hastings continued



The only reported cover from the first period of operation of the Hastings post office (1897-1900). The split-ring is dated April 10, 1899. Addressed to the Lorne Hotel in Comox, which was operated for many years by the pioneer Cliffe family.

Engineers decided that the new colony of British Columbia needed a saltwater port and that the port should be connected to New Westminster, the capital, by a decent road. He chose Khanamoot as the most likely spot, established a large government reserve there and named it, in 1869, after Rear Adm George Fowler Hastings, commander-in-chief of the Royal Navy's Pacific Station, based at Esquimalt. Hastings had honoured the region with his presence in 1867. Hastings Mill and Hastings St, in turn, were named after the new government tract.

The reserve became known as Hastings Townsite. The trail was upgraded and named Douglas Road, and the first subdivisions laid out. The townsite was richly timbered with giant cedars and firs, and several sawmills and shingle mills soon appeared. But residential and commercial development in the area was very slow, even after the CPR laid tracks right through the reserve en route to Gastown, and the province, in 1888, set aside 65 nearby hectares as Hastings Park, destined to become Vancouver's main sports and recreation venue.

The name of the Burrard Inlet post office was changed to Hastings on March 1, 1897. Mrs M Magee was the postmaster. The new office did not last long. It was closed on July 1, 1900, after accumulating a mere \$89 in revenue over the course of its existence. According to Tracy Cooper's *British Columbia Post Office Revenues 1871-1921*, Hastings closed "owing to mismanagement and the impossibility of obtaining the services of a suitable person to act as Postmaster" (memo from post office inspector W H Dorman). Hastings

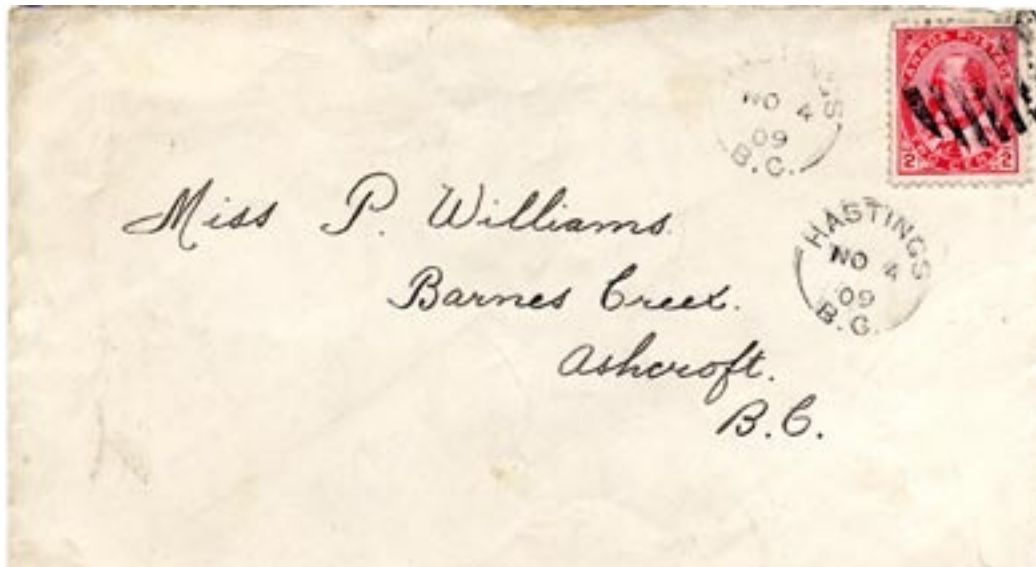


The Hastings image above and the newspaper clipping at top were included with the Hastings cover in the All Nations auction lot.

covers from this early period are rare indeed. Many collectors, in fact, have wondered if any existed at all; I had not seen an example of the first Hastings split-ring on cover or piece in more than 50 years of searching. That changed earlier this year, when a rather dog-eared example showed up on the All Nations bidboard (auction #1066, lot 93, July 2, 2016). As we might have guessed, it had been squirreled away all these years in one of Gerry Wellburn's historic collections. The lot, which included a newspaper clipping and black-and-white image of Hastings, sold for a staggering \$5,500 (far more, for instance, than any of the rare colonial covers realized).

Development of Hastings Townsite didn't really take off until the pre-World War I



*Burrard Inlet/Hastings continued*

Top: Edwardian cover dated Nov 4, 1909, to Barnes Creek, BC. Nov 5 Ashcroft split-ring receiver on back. Below: the scarce Vancouver S.O. Hastings CDS, dated Jan 15, 1930, as a receiving cancel on the face of a cover from Dollarton (Jan 14 split-ring) in North Vancouver. No backstamps on either cover.



years. In 1911, landowners voted to amalgamate with the city of Vancouver. Many large land holdings were subdivided, and hundreds of blue-collar workers bought lots and built modest homes. The post office, under W McGavin, reopened in 1908 using a different, smaller split-ring hammer. It was located at 148 Clinton St (now Penticton St). Cancels from Hastings' second period do not really deserve the "E" rarity factor given them in Bill Topping's *British Columbia Post Offices* checklist; I've recorded more than 30 examples, though most, admittedly, are on postcards and many are receiving strikes. Nice covers are scarce.

Much rarer are covers bearing the circular datestamp of Vancouver sub office Hastings. I've only recorded three examples of this dater, which was not proofed until Dec 3, 1913. It's likely, however, that the official conversion of Hastings to a sub post office occurred sometime late in 1912. The second Hastings split-ring has been noted in use until March 1913. The sub office operated from several different locations on Eton Street until 1934, so it's somewhat surprising that its datestamp is so uncommon.

Sources: *British Columbia Post Office Revenues 1871-1921*, by Tracy Cooper; *The Greater Vancouver Book*, ed Chuck Davis; *Vancouver: A Visual History*, by Bruce Macdonald; *The Post Offices of British Columbia 1858-1970*, by George Melvin; *British Columbia Post Offices*, by William Topping.

# Flooded post offices of the Columbia Basin

by Glenna Metchette

The Columbia River is an international river flowing through British Columbia for 800 of its 2,000 km (500 of 1,250 mi) before spilling into the Pacific Ocean near Astoria, Oregon. From its Columbia Lake headwaters near Canal Flats to the sea, it falls through a height of half a mile (800 m). It is a river of awesome power, and before it was harnessed it wrought frightful destruction along its banks within BC, Montana, Idaho, Washington and Oregon. In 1948 it drove 38,000 Americans from their homes and killed 41.

In 1964 the Canadian parliament ratified the Columbia River Treaty, undertaking to build three storage dams—the High Arrow Dam (now known as the Hugh Keenleyside Dam), the Mica Dam and the Duncan Dam—in order to maximize power generation and flood-control benefits in both countries. The treaty also authorized the construction of the Libby Dam in Montana, which created the Kootenusa Reservoir. Most of this reservoir is within the US, but it also flooded back up 67 km into Canada. All of these dams had significant economic, environmental and social impacts. Towns and settlements were drowned, and the flooding displaced approximately 2,300 people in BC.



Map is from George Penfold's Review (see bibliography). Original credit: The Columbia River Treaty: A Synopsis of Structure, Content and Operations, prepared by Glen Hearn for the Canadian Columbia River Forum (2008).

The appetite for energy and water remains unsated. There may be more Columbia projects in the future. Other post offices may be drowned or closed. Lost post offices, towns and settlements are an important part of BC history and a unique area of study for BC postal historians.

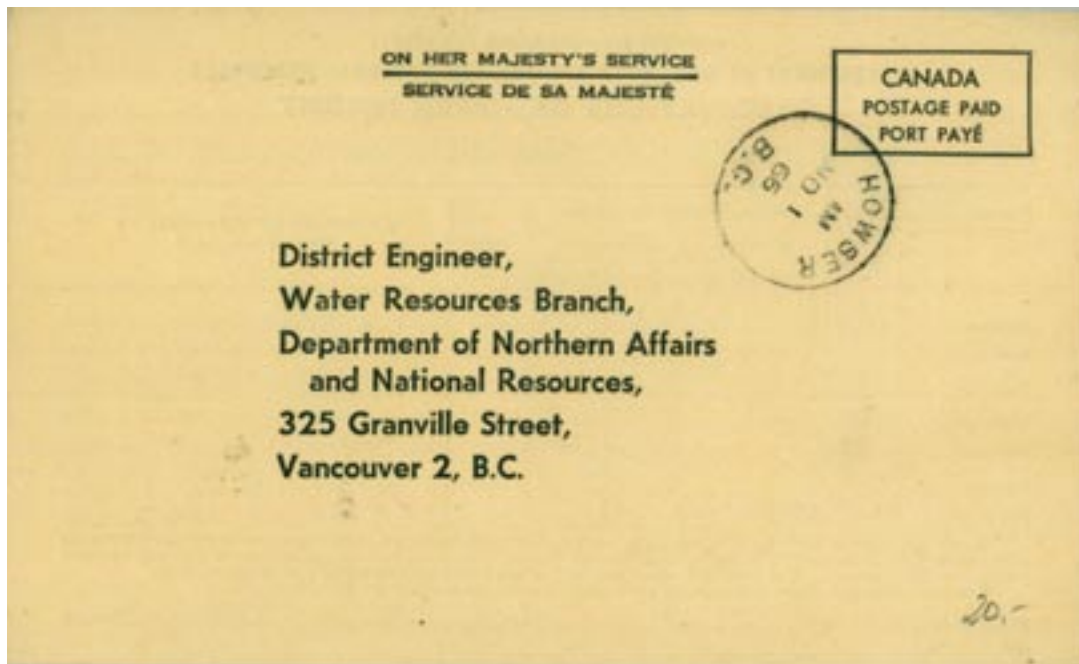
*Drowned post offices continued*

**Asterisks (\*) indicate post offices that were closed or moved because of flooding. Significant portions (or all) of the other sites listed were also inundated.**

### Duncan Dam and Reservoir

The Duncan Dam and reservoir were the first to be built in the BC section of the Columbia River Basin. They became operational in 1967. Some existing buildings were moved to higher ground, but most were cleared away or burnt before flooding. Discharge water flows into Kootenay Lake.

Community	PO closed	Lat/long	Comments
Howser*	1969 11 28	50/116 SW	Relocated to higher ground.
Lardo/Lardeau	1947 10 02	50/116 SW	



*A "water" card from Howser, dated Nov 1, 1966. The community, originally known as Duncan City, was moved to higher ground in 1967. The post office closed shortly thereafter. Howser got its start in the late 1890s during a silver-mining boom. Image courtesy Greg Nesteroff.*

### High Arrow Dam (now known as the Hugh Keenleyside Dam)

The Keenleyside Dam, commissioned on October 10, 1968, is at the outflow of what were originally the Upper and Lower Arrow lakes, which now form one long reservoir extending 232 km (144 mi) north to Revelstoke Dam. Lower Arrow Lake was raised 12 metres (40 feet), resulting in three towns being dismantled and relocated before their sites were flooded. Most of the other communities were drowned. The last of the sternwheelers that delivered mail and freight to settlements on the Arrow lakes disappeared in 1954.

Community	PO closed	Lat/long	Comments
Arrowhead*	1968 09 28	50/117 NW	
Arrow Park*	1968 05 29	50/117 SW	
Beaton*	1969 08 30	50/117 NE	Fred Beaton, postmaster, moved his house-cum-post office log-by-log above flood line.
Beavermouth	1954 11 02	51/117 NE	
Bellvue	No PO		
Birds Landing	No PO		
Broadwater	1954 08 31	49/118 SE	
Brooklyn	1900 04 30	49/118 SE	
Burton*	Still open	49/117 NW	Relocated.
Carrolls Landing*	1968 10 13	50/117 SW	



Drowned post offices continued



Postcard from Dun-cansville, Pennsylvania, received at Arrow Park on Jan 22, 1910, with a splitting cancel. A farming and logging community, Arrow Park was located between the original upper and lower lakes. Site of a cable ferry to East Arrow Park. Image Peter Jacobi.

Right: Early Beaton postcard to Ontario, dated Dec 18, 1907. Beaton was a boom town during the Lardeau silver rush. Image Peter Jacobi.

Below: June 10, 1939, commercial cover from Arrowhead, at one time the terminus of a CPR branch line from Revelstoke. Image Greg Nesteroff.

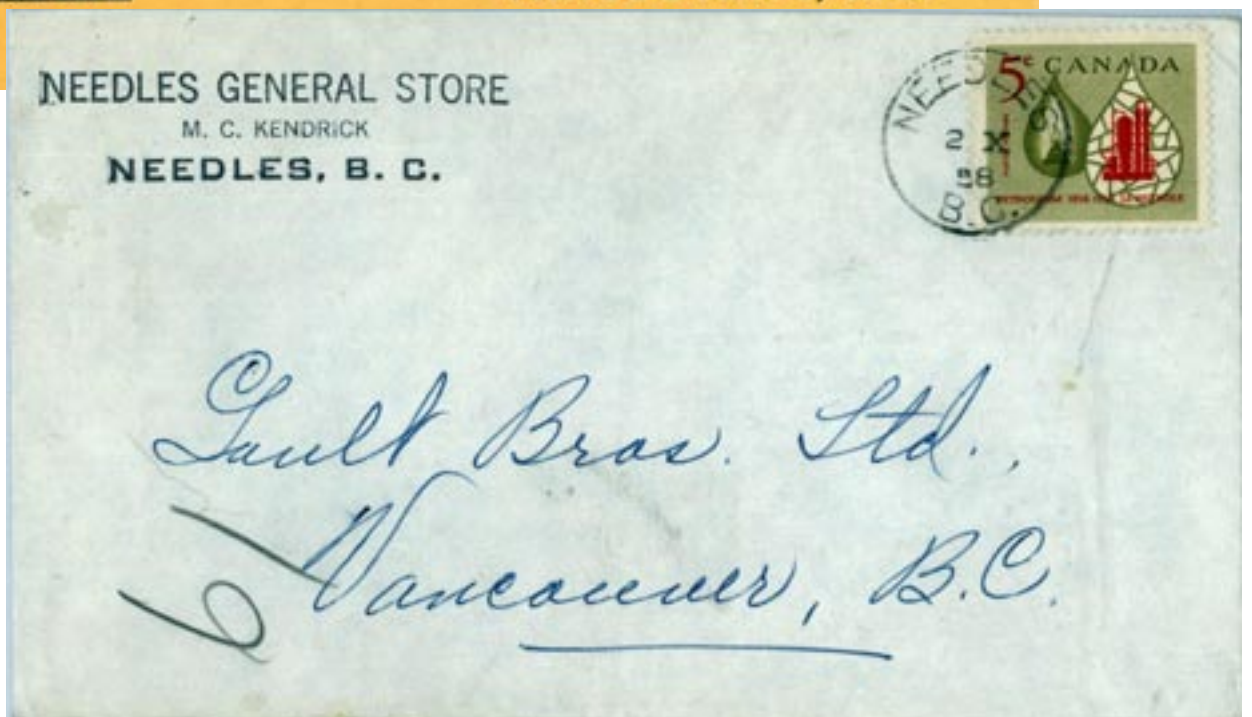


*Drowned post offices continued*

Community	PO closed	Lat/long	Comments
Comaplix	1915 07 15	50/117 NW	First Nation name.
Deer Park*	1967 09 30	49/118 SE	
Downie Creek	No PO		
East Arrow Park*	1969 11 20	50/117 SW	
Edgewood*	Still open	49/118 NE	Relocated.
Fauquier*	Still open	49/118 NE	Relocated.
Fire Valley	1910 10 30	49/118 NE	PO renamed Needles in 1906; in 1926 area's name changed to Inonoaklin to attract settlers.
Galena Bay	No PO		Not the Galena SE of Golden.
Glendevon	1942 12 31	50/117 SW	Originally named Forest Glen.
Graham Landing	1949 07 30	50/117 SW	
Halcyon Hot Springs	1950 12 30	50/117 NW	Fire destroyed hotel; killed owner in 1955.



*A pair of commercial covers from Needles, site of a cable ferry to Fauquier. Left: date obscured, but 1956. Image Peter Jacobi. Below, dated Oct 2, 1958. Image Greg Nesteroff.*



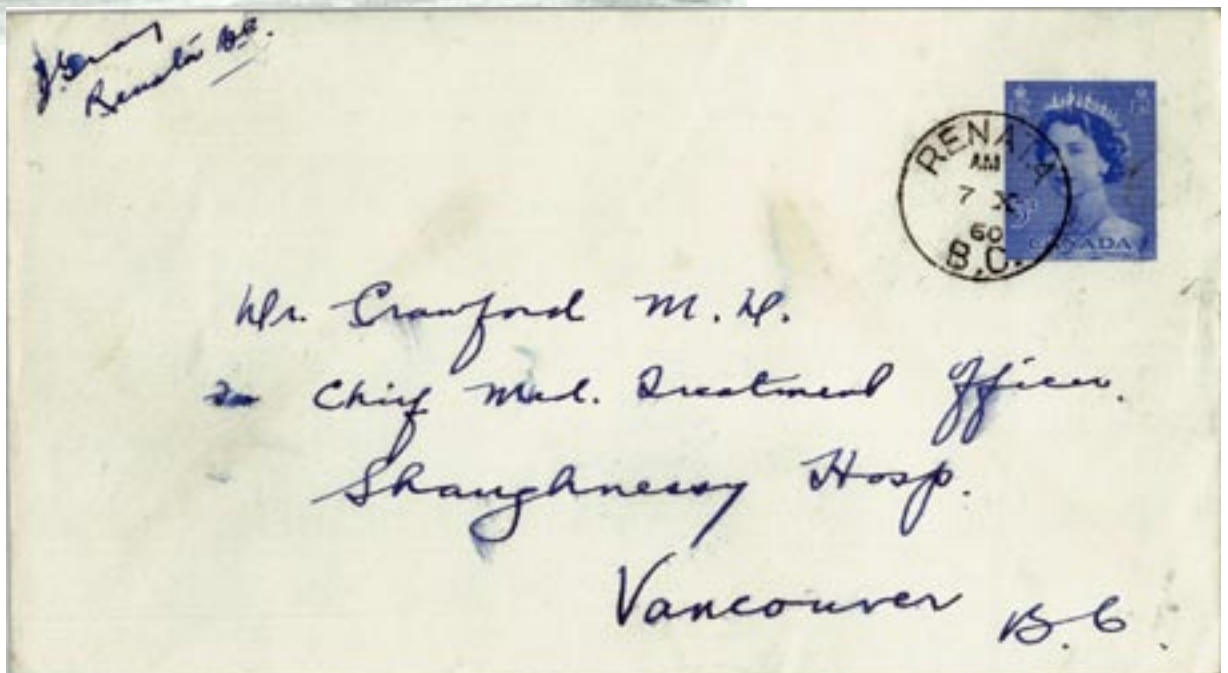


*Drowned post offices continued*

Community	PO closed	Lat/long	Comments
La Porte	No PO		Includes Dalles des Morts or Death Rapids.
Makinson	1960 01 30	50/117 SW	
Mount Cartier*	1966 04 30	50/118 NE	
Needles*	1968 04 30	49/118 NE	Had a PO "the size of a bathroom."
Pingston Creek	1923 12 31	50/117 SW	
Renata*	1966 03 31	49/118 SE	
St. Leon Hot Springs	1918 05 31	50/117 SW	
Sherwood	No PO		
Shields Station	1911 05 16	49/117 SW	
Sidmouth*	1966 04 15	50/117 NW	
Sproats Landing	1919 12 31	50/117 NW	
Syringa Creek*	1966 08 31	49/117 SW	
West Demars	1931 11 30	50/117 SW	
Whatshan	1917 04 30	49/118 NE	



*Left: the Syringa Creek post office. Syringa and Renata were both fruit-producing agricultural settlements located near the south end of the lower lake. Syringa is now the site of a provincial park. Below: a cover from Renata, dated Oct 7, 1960, to Shaughnessy Hospital in Vancouver. Images courtesy Greg Nesteroff.*



*Drowned post offices continued***Mica Dam**

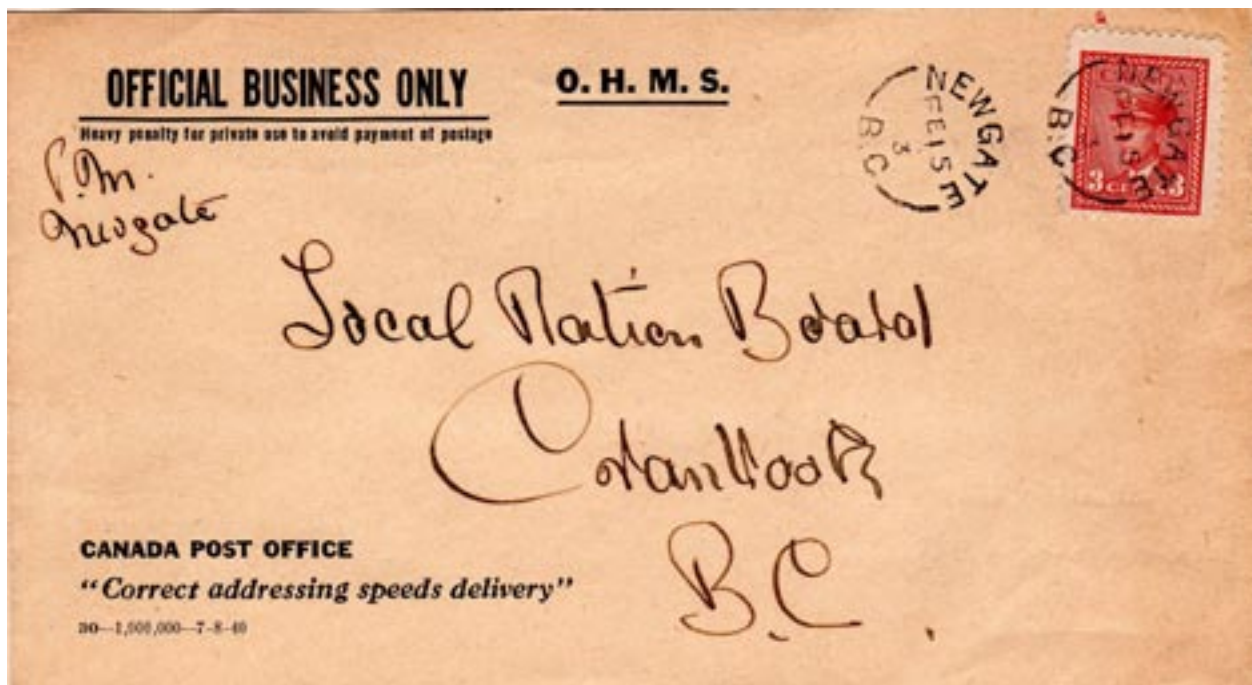
The Mica Dam, completed in 1973, was named after nearby Mica Creek; mica minerals are abundant in the area. It is one of the largest earth-filled dams in the world. The reservoir of the dam is Kinbasket Lake, which was previously a very small lake along the Columbia River south of Big Bend. The 160-km-long reservoir includes two reaches, Columbia Reach to the south and Canoe Reach to the north, almost reaching Valemount. (A "reach" refers to a stretch of river valley flooded by the dam; each reach is about one km wide.) The whole Canoe River basin was flooded. Water below the Mica Dam flowed south along the Columbia River until Revelstoke Lake was created in 1984 as the reservoir for the Revelstoke Dam. The Mica Dam is the northernmost dam on the Columbia River.

Community	PO closed	Lat/long	Comments
Big Bend	No PO		
Boat Encampment	No PO		19th-century rendezvous for HBC Co.
Mica Creek	Open	52/118 SW	

**Libby Dam**

Under the Libby Co-ordination Agreement between the US and Canada, Canada permitted the US to build the Libby Dam on the Kootenai River (US spelling) in Montana, about 80 km south of the border. The dam was completed in 1973, and the reservoir, which flooded 67 km into Canada, filled for the first time in 1974. Due to the difference in spelling, the reservoir was named Koocanusa Lake for Kootenay, Canada and the USA.

Community	PO closed	Lat/long	Comments
Baynes Lake*	1968 10 20	49/115 SE	
Bull River	1945 05 31	49/115 SE	Postmaster Robert Graf says he closed May 8, 1945.
Dorr	1921 06 30	49/115 SE	
Elkmouth	1910 08 10	49/115 SE	
Flagstone	1958 10 02	49/115 SE	
Galloway	Open	49/115 SE	Formerly Manistee. W T Levy, first postmaster.
Hanbury	1925 07 21	49/115 SE	PO in North Star Mill's office.
Manistee	1915 07 01	49/115 SE	
Newgate*	1968 10 31	49/115 SE	



Wartime OHMS cover dated Feb 15, 1943, from Newgate postmaster to Local Ration Board in Cranbrook. Newgate, formerly known as Gateway, was a Crowsnest Southern railway station and US border post. Image Peter Jacobi.



*Drowned post offices continued*

Community	PO closed	Lat/long	Comments
North Star	1905 03 01	49/115 NW	
Waldo*	1967 12 29	49/115 SE	Waldo/Baynes Lake residents moved their church to new Baynes Lake site.
Wardner	1991 03 15	49/115 SE	

NB: The settlements evacuated and flooded within Montana were Gateway, Ural and Warland. The town of Rexford was relocated uphill twice. Do study-group members know of any cross-border covers to or from Canada that exist for these flooded settlements?



Oct 25, 1909, postcard from Waldo, busy sawmill community. Image Peter Jacobi.

### Acknowledgements:

When the editor suggested I tackle this project, I was naively unaware of how much of a “dammed” province this is. For his unfailing support, encouragement and map collection, I thank Bill Pekonen. Thanks also go to Greg Nesteroff for willingly sharing his community stories and knowledge of flooded towns. Bruce Rohn, possibly the last man standing in the drowned town of Renata, was employed by BC Hydro to burn the remaining homes, including his own—a harsh and shocking experience. Thank you, Bruce, for sharing your knowledge of the SS *Minto* and examples from your postal history collection. As J W Wilson, author of *People in the Way*, said: “Not to care about the human tragedy of forced displacement is to be cavalier about peoples’ lives.”

There are other major hydro-electric dams in BC affecting post offices, towns and settlements. These will be listed in a separate article. Please report any errors, misinterpretations or omissions so that this list can be as accurate and useful as possible.

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*Drowned post offices continued*

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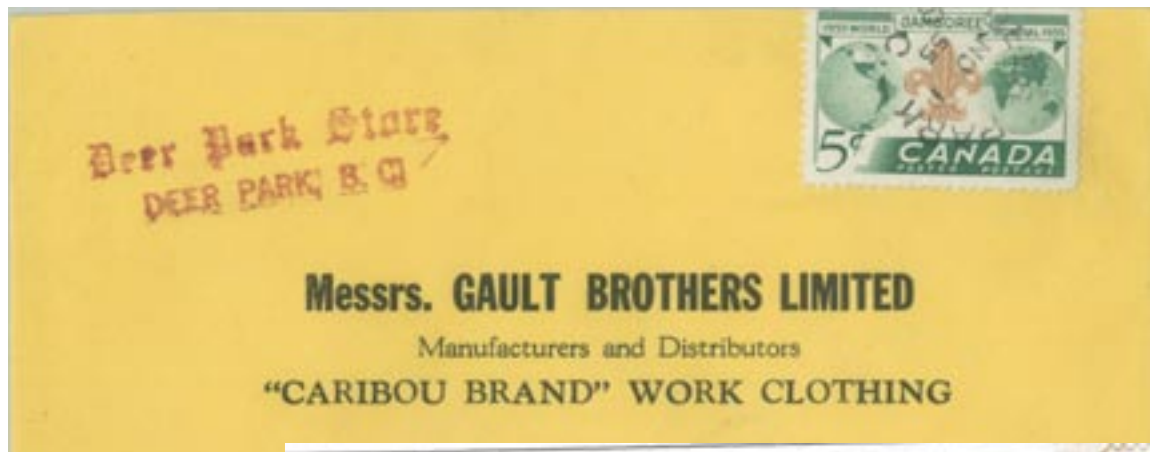
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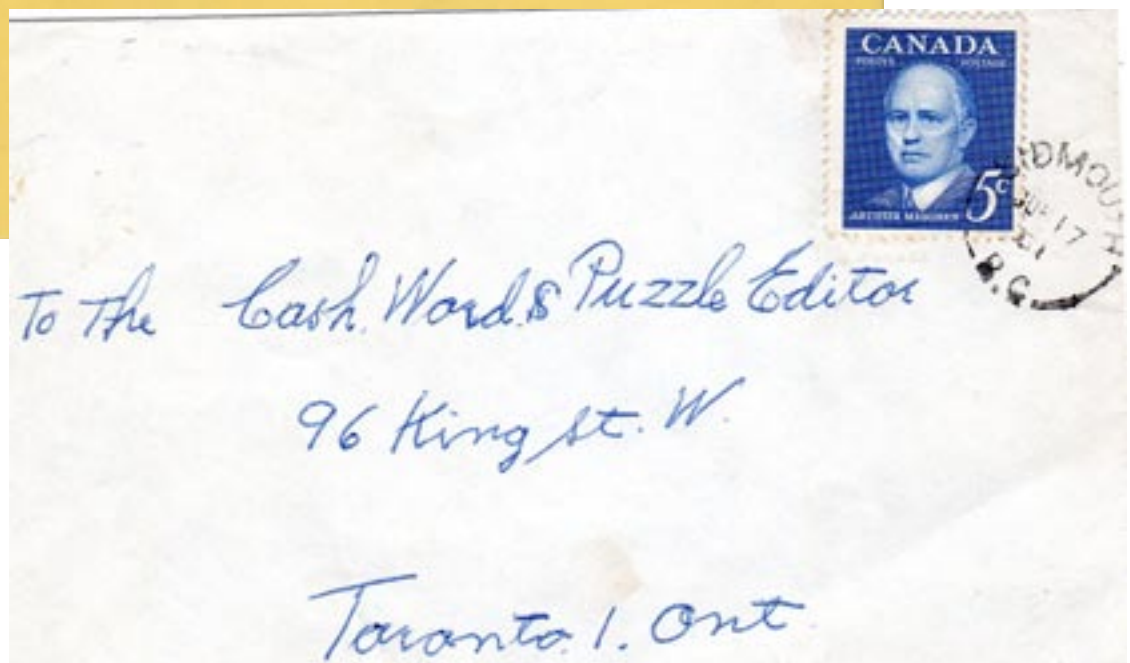
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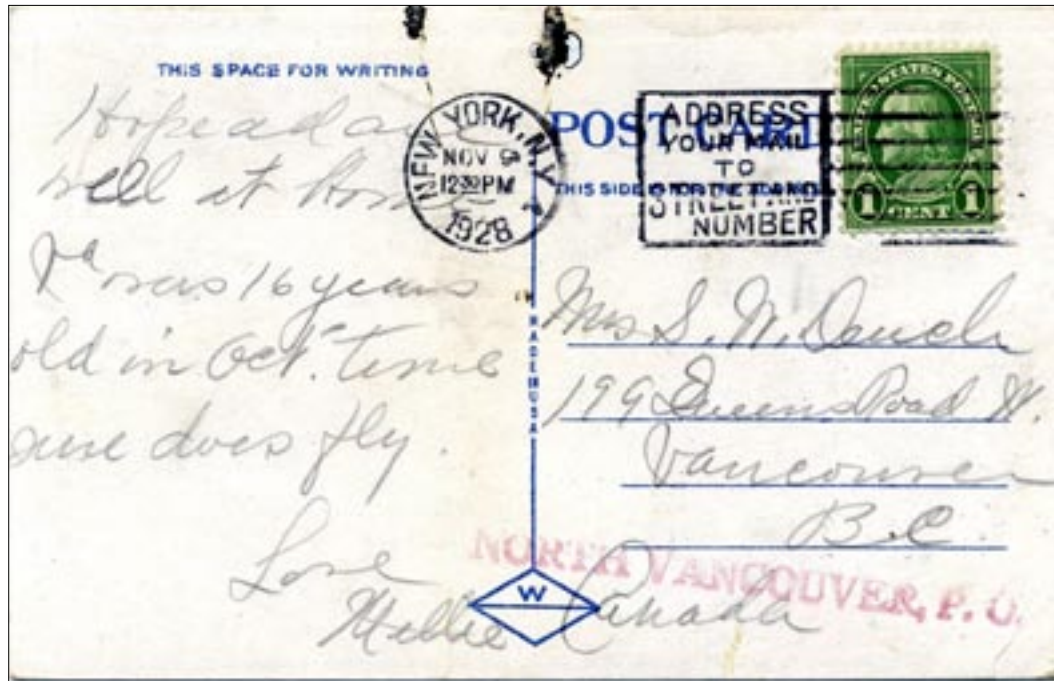
Left: A commercial cover from Deer Park Store dated Nov 1, 1955. Deer Park post office opened in 1897; a group of Mennonites settled there in 1912. Image Greg Nesteroff.



Right: June 17, 1961, split-ring from Sidmouth, once the site of a large cattle ranch on the CPR branch line to Arrowhead. Image Peter Jacobi.



## Here and there



Another suburban Vancouver straightline handstamp has surfaced, this one from North Vancouver. We explored the topic in issue #92 (pages 834-39). This latest example appears to have been applied as a redirection marking, probably at the main Vancouver post office (perhaps at the Enquiry Branch), as that is where the card would have gone first. The 1928 date is a bit later than the other recorded handstamps, which have only been noted used between 1917 and 1921.

## Readers write

Kim Davies sent this response to Glenna Metchette's first-flight story (issue 98, page 940):

"In my first career, with CP Air, I was a ground agent based in Terrace, BC, for three years, back in the early '70s. Sheldon Luck was retired from CP Air by that time, and was flying a DC 3 for TransProvincial Airlines out of Terrace. I knew him very slightly, from the airline connection and from working at the airport.

"TPA operated that DC 3 on the local bush flights up to the mine sites in northern BC. Big mining execs from the US would come in to go see the properties.

"I never saw it myself, but the story around the base was that Sheldon, being a bit of a joker, never wore a uniform; he was always in civvies and would sit himself in the passenger cabin of the 3, at the back, reading a newspaper. You can see where this is going! The city exec guys would be boarded by the ground agents, departure time would come . . . and go . . . and finally Sheldon would look at his watch dramatically, stand up, slam his paper down and growl, 'Well, if nobody else is gonna fly this thing, I will.' Then he'd stomp into the cockpit and slam the door. Engine 2 would flash up, then he'd turn #1 and begin the taxi, with the passengers having conniption fits in the back.

"Those bush operators were a kind of rough-and-ready bunch at the tail end of the bush-flying days up there in BC District. The Sheldon story of scaring the crap out of the city boys delighted everyone.

"Your article brought it back. Thanks for the memories!"



Pilot Sheldon Luck with famed Yukon poet Robert Service. Image courtesy Yukon Transportation Museum.

## Recent six-digit markings from BC

The latest style of six-digit datestamp seen in BC has a rectangular format, with very small upper or lower-case lettering. It can be quite difficult, in fact, to make out the post office name, postal code and POCODN in some of these cancels, and one wonders if the devices might not soon ink up and become illegible. Several datestamps in this style have already been shown in the newsletter, including ones from Lake Cowichan, Chemainus (two different), Ganges and 150 Mile House. Here are some others. (Additional similar datestamps, not shown, have been noted from Galiano, Genelle, Lasqueti Island, Mission, Mount Lehman, Nanaimo Beban Plaza, Parksville, Pender Island, Penticton Processing Unit, Prince Rupert, Qualicum Beach, Sidney, Summerland and Whistler. Some of these have been around for several years.)

