

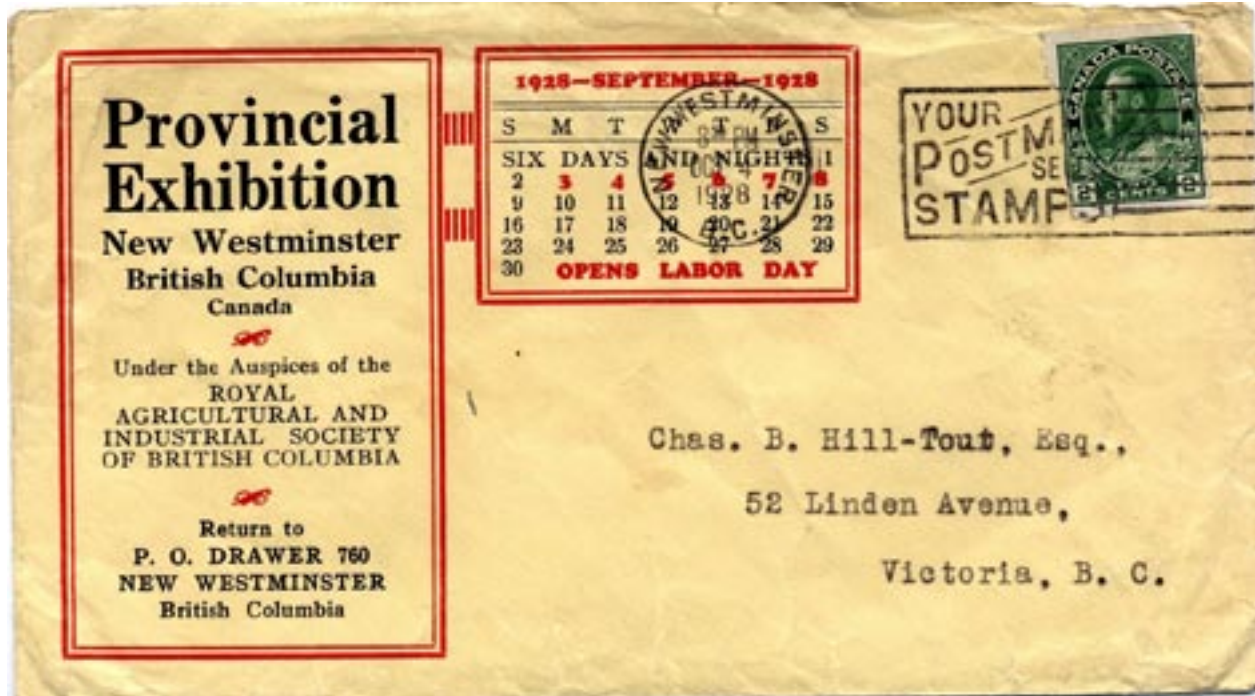


# BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

Volume 26 Number 2

Whole number 102

June 2017



*Two-cent Admiral cover to Victoria, dated Oct 4, 1928, by machine cancel. No backstamps.*

New Westminster provincial exhibition covers are very popular with collectors. The exhibition itself, held in Queens Park, got its start in 1890 and expanded over the years. In 1929 the main buildings burned to the ground and the festival ceased.

Several different cover designs were used, and covers from individual years can vary also, depending on which businesses issued them. Some designs are rather plain, others are quite fancy. Many covers have elaborate advertisements on the reverse.

I doubt if any collector has a complete set of exhibition covers. Examples from some years seem very scarce. It's not even certain, for instance, when the practice of printing special covers began. Illustrated

envelopes have been noted from 1900, 1902-05, 1919, 1921-26 and 1928-29. Were they issued before 1900? How to explain the big gap between 1906 and 1918? It's understandable that fancy stationery might not have seen much use during the war years, but what about before that?

The cover above has an interesting addressee. Besides being a philatelist, Charles Hill-Tout (1858-1944) was BC's leading amateur ethnologist. He surveyed the famous Marpole midden and wrote numerous books about BC's indigenous groups, especially the Salishan people. Hill-Tout was elected to the Royal Society of Canada in 1913. — *Andrew Scott*

## In this issue:

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## From our readers

Study group member **Jim White** writes: "The new issue (#101, March 2017) of the newsletter is full of gems—as usual! My copy of Bear Creek (see pp 987-88) is also on a postcard, as a weak receiver. Mine comes from Rossland with a date of Feb 27, 1915. The card is a glossy sepia scene of Rossland. My mother was born in Rossland, and when I showed her the card, she pointed to a house and said 'that's where my wet nurse lived'! Ah, the history!"

"The card is addressed to: 'Rifleman L W Peplar, 102 RMR Decoy, Raspberry Creek, Nr Bear Creek, BC.' Raspberry Creek was renamed Sturdee Creek; Bear Creek was renamed Connaught Creek. 'RMR Decoy' is short for the Rocky Mountain Rangers Depot Company. Headquartered in Kamloops during WWI, it offered local protection services—including at internment camps.

"Could it be that Rifleman Peplar was providing guard duty against sabotage on the CPR? If so, it must have been a lonely outpost! I can remember seeing sentry boxes at bridges on the KVR, probably from WWII. They were maintained during the Freedomite days of the late 1950s and early 1960s.

"Nice to see the McCuddy. What an eBay find!"

**Peter McCarthy** writes, referring to the "favourite cover" on page 979 (issue #101, March 2017): "Received your newsletter and am in the process of writing it up for the Centerline.

"I just wanted to let you know the MPO registration box you say is not listed in Bailey & Toop is listed on page 150 of the Sayles catalogue. It was proofed in October of 1944 and has a rarity factor of E, which is described as rare with less than ten examples known. You could possibly have the earliest known, seeing it is only

eight days after opening. The Sayles catalogue number is D1602."

Incidentally, Peter, who writes the "Study Group Centreline" for *BNA Topics*, gave the *BC Postal History Newsletter* a nice review in issue #550 (Vol 74, No 1, Jan-Mar 2017, page 70). He particularly singled out Glenna Metchette's article on the "drowned" post offices of the Columbia Basin (in issue #99), and commented favourably on the special 100th issue. "This is a newsletter," he concluded, "that exudes passion for the hobby. It should be made available to all BNAPSers as an instrument of encouragement."

Our newsletter also got reviewed in *Canadian Stamp News* (Mar 7, 2017, page 8), in **Everett Parker's** "Philatelic Journals" column. Everett discussed the December 2016 100th issue and seemed to enjoy the wide range of articles. He took a special interest in Bob Forster's Wells Fargo Pony Express stamp postmarked Victoria in 1861.

## Subscription renewal time

Print subscriptions are now due, at the annual rate of \$15, in Canadian funds for addresses in Canada, and in US funds for addresses south of the border. Please send cheques to the editor at the address below. Please keep in mind that emailed digital subscriptions continue to be **free**. (You can, of course, have both types of subscriptions.)

If you decide to shift to the digital edition, please make sure we have your email address. You can also download the newsletter from our file-sharing site (see below). We will honour paid 2016 print subscriptions through this issue and the next. If we have not received your renewal by then, we will shift your subscription to digital (if we have your email address).

Finally, we are happy to accept donations (and we thank those who donated last year).

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Dues are payable to the editor: Andrew Scott  
5143 Radcliffe Rd, Sechelt, BC, Canada V0N 3A2

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

Editor: Andrew Scott  
email: [andrewscott@dccnet.com](mailto:andrewscott@dccnet.com)

Associate Editor: Tracy Cooper  
email: [tracycooper100@shaw.ca](mailto:tracycooper100@shaw.ca)

Study Group Chair: Tim Woodland  
email: [twoodland@telus.net](mailto:twoodland@telus.net)

Editor Emeritus: Bill Topping

Newsletter submissions may be sent to the editors at the addresses above.

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.htm](http://www.bnaps.org/hhl/n-bcr.htm); 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.

# In the footsteps of gold-seeker John Bastedo

by Andrew Scott

The envelope below has no dispatch markings but must have been mailed some time in late spring or early summer 1860. It is one of the earliest known covers franked with the colony's first postage stamp, which paid the obligatory 2½d (5c) colonial tax. John Bastedo, a miner, sent it, unpaid, to his wife in Princeton, Canada West. From 1859 to 1864 the rate to Canada was 15 cents per ½ ounce, and two "15" marks indicate the payment due. The small rectangle was applied on July 30, 1860, at San Francisco, the curved "U STATES" at the Canadian border. But where was the cover sent from?

Most letters accepted by the Victoria post office at this time were not franked with the 2½d stamp. Postal patrons paid the colonial tax in cash. Corrupt postmaster John D'Ewes franked the customer's envelope with an old postal handstamp to show that the tax had been paid and then pocketed the cash. He also sold pre-franked envelopes. D'Ewes was more or less in charge of Vancouver Island mail between December 1859 and September 1861. It was a time of great confusion and lack of oversight in the postal service, of which he took full advantage. The cash nature of his transactions, which the government had no way of checking,

*John D'Ewes, Post Master*



*Unpaid 1860 cover to Canada West, likely mailed from New Westminster or further upriver. The "FP not paid" notation is in the handwriting of Victoria postmaster John D'Ewes.*

allowed D'Ewes to set aside substantial sums without accounting for them to the Treasury. On Sept 20, 1861, the postmaster absconded not only with the funds described above but also with other amounts he had been entrusted with—several thousand dollars in total, an immense blow to the fledgling colony's precarious finances. In his history of the BC&VI postal system, Alfred Deaville writes: "Certainly very few of the Colonial postage stamps appear to have been sold in Vancouver Island during [D'Ewes's] term of office." The handwriting of John D'Ewes can be seen on the cover above: "FP (foreign postage) not paid."

Most covers with 2½d stamps dating from early 1860 were pen-cancelled, probably at New Westminster or further upriver. Few examples are available for comparison (see references: Wellburn, pp 56-57; Dale-Lichtenstein, pp 38, 42; Philatelic Foundation #260685; Forster). The 2½d stamps are believed to have arrived at Victoria in March 1860. BC's numeral "grid" cancelling devices, while ordered from England at the same time as the stamps, may not have been delivered until later, as grid postmarks have not (yet) been seen on covers dated before September 1860. This would explain the pen-cancelled 2½d covers. No record exists, unfortunately, of exactly when either the stamps or cancellers were issued.

*John Bastedo continued*

In an attempt to pin down the starting point for this letter, I did a little research on its sender. Perhaps I could find out where he worked and travelled during the time period in question. I was unsuccessful in that quest, though I did manage to locate a diary typescript and other useful documents (at University of Calgary Library Special Collections) and learn a little about an unusual man.

John Galbraith Bastedo (1824-1900) was born in Oxford county, Ontario. He succumbed to the lure of the California gold rush in 1850 and with two companions left New York by boat, barely surviving a howling night storm at sea (during which 1,000 hysterical, seasick passengers were locked below decks and “kept there in dread suspense, not knowing what minute [they] might go to the bottom of the Atlantic”). In Cuba they were mistaken for “insurrectionists” and had their ship seized. Eventually they reached Galveston and headed west by the overland route, crossing Texas and Mexico by mule then sailing from Mazatlan to San Francisco. This horrifying journey, during which they were attacked by Indians and robbers and plagued by dysentery, cholera, famine and dehydration, took them 11 months. At one point they had to kill some of their mules and drink the blood in order to stay alive.



*Aug 28, 1860, Princeton, Canada West, receiving cancel. It appears that well-known philatelist W H Brouse paid \$3.50 for this cover in November 1913.*

Bastedo stayed five years in the gold country and, according to a sketch of his life by Jean Blewett, “amassed a considerable fortune,” then returned to Oxford county, built “a splendid residence,” married and had two children. Gold, though, was in his blood, and in 1860 he returned to the Fraser River and Cariboo gold diggings, where “he did not meet with the same success as formerly.” BC mining licences issued in Bastedo’s name between 1864 and 1870 suggest that he remained in the colony for many years. (He’s also on an 1875 Grouse Creek voter’s list, with his occupation given as miner.) He eventually made his way back to Ontario and apparently spent the last 20 years of his life in Toronto, where “his invaluable mining experience and his reputation as a man of rectitude [made] his advice much sought by the men interested in the mining of today.”

If John Bastedo kept a journal during his BC sojourn, it does not appear to have survived, and his exact whereabouts during the first half of 1860 remain a mystery.

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- The Louise Boyd Dale & Alfred F Lichtenstein Collection of British Columbia and Vancouver Island*. New York: H R Harmer, 2004.
- Forster, Bob and Dale. “Early post office mail from BC mainland,” *BC Postal History Newsletter*, pp 913-19.

# Auction Announcement

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British Columbia

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Postage Stamps, Postal Markings, Postal History during Colonial and Post Confederation Periods

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1860 2½p bright orange rose, imperforate, superlative example among a very small number still retaining full original gum; 1983 BPA cert. ex. J.G. Glossco (1945). "Provenance" (1983)



1860 2½p bright orange rose, imperforate, an extraordinary example which once graced the famous Gerald Wellburn collection



1871-1872 Wells, Fargo & Co. Victoria, V.I. printed frank paste-up envelope with impressive 6 cent Large Queen franking



Wells, Fargo & Co. printed frank Nesbitt US 3 cent red entire with very rare Vancouver's Island Customs Seal provisional handstamp frank



Vancouver Island 1865 5c rose, imperforate, exceedingly rare unused example in sound condition



Vancouver Island 1865 10c blue, imperforate, choice mint OG



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# Another look at the “BRIT COL” cancellations

by Tracy Cooper

It has been almost 20 years since our editor emeritus, Bill Topping, updated the BRIT COL cancel inventory. (For earlier lists see issues #2, June 1992, page 16; #7, Sept 1993, page 55; and #15, Sept 1995, page 119. For additional information see issues #4, Dec 1992, page 25, and #5, March 1993, page 39.) During that 20-year period new data has continued to emerge, including the discovery of a NEW WESTMINSTER M.O.O./BRIT COL circular datestamp by Study Group Chair Tim Woodland (see issue #95, Sept 2015, page 888). These markings provide a fascinating area of study for many of us, and this list represents my tracking of new information since the last update. Many of these cancels, such as DRYNOCH, OMINICA and QUESNELLE (23mm), are unique. Others are very scarce, with only a few being relatively common. The list also includes the first rarity-factor assignment for these cancels. I've taken the rating system used by Topping/Robinson in their various checklists (and now widely accepted), and refined it with regard to the E cancels. E1 is now shorthand for 1 to 3 examples reported, E2 is 4 to 6 examples and E3 is 7 to 9 examples.

I believe that there are still more BRIT COL hammers to be discovered. For example, if Victoria and New Westminster have M.O.O. hammers, why not Nanaimo, which was also a money order office at this time? Please review your holdings and let your editor know of any revisions to this list.

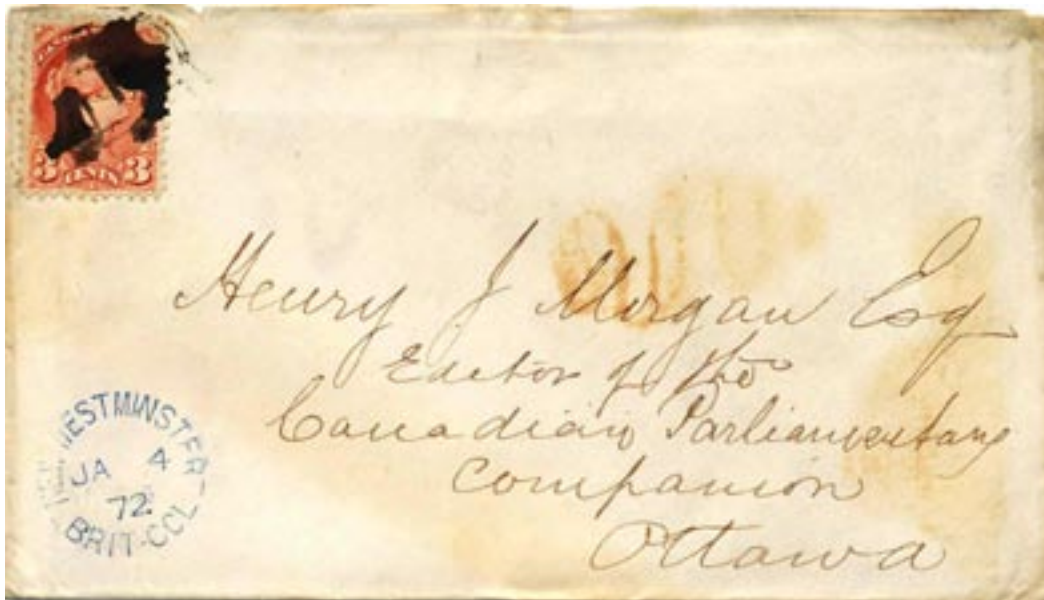
POST OFFICE	TYPE	DIA	Proof date	Date EARLY	Date LATE	RF	NOTES
<u>Town cancels</u>							
CARIBOO	A	22		1872-05-31	1872-09-07	E2	
CHEMAINUS	A	21	1883-10-06	1884-12-10	1884-12-11	E1	
CLINTON	A	22		1874-06-20	1902-01-14	D	
CLINTON	B	29		1879-03-27	<b>1881-09-13</b>	E1	New late date (NLD)
CLOVER VALLEY	A	22	1883-11-09	1888-11-13	<b>1909-05-02</b>	E3	NLD
COMOX	A	22	1883-11-29	<b>1884-08-27</b>	1900-06-09	E3	New early date (NED)
DOG CREEK	A	22	1882-08-05	1890-12-12	1901-02-16	D	
DRYNOCH	A	21	1882-08-16	1883-03-26		E1	Copy at Van Archives



A scarce registered Clover Valley cover to San Francisco, rated RF E3 (7 to 9 examples known). Most reported Clover Valley BRIT COL markings are light receiving strikes on Edwardian postcards. Backstamps: New Westminster and Victoria Oct 29, 1890, San Francisco Nov 2 (two types).

## BRIT COL cancels continued

POST OFFICE	TYPE	DIA	Proof date	Date EARLY	Date LATE	RF	NOTES
<u>Town cancels continued</u>							
EMORY	A	22.5	1881-12-02	1883-06-03	<b>1884-03-29</b>	E1	NLD
ESQUIMALT	A	21		1873-09-15	1890-01-22	C	
HALLS PRAIRIE	A	21	1883-11-09	1891-11-23	<b>1925-12-22</b>	C	NLD. Many late strikes
KAMLOOPS	A	21	1883-08-09	1883-11-04	1893-07-20	C	
LANGLEY PRAIRIE	A	21	1883-11-09	1888-11-16	1891-03-04	E1	
NEW WESTMINSTER	A	21		<b>1872-01-04</b>	1879-09-12	D	NED
NEW WESTMINSTER	B	30		1879-08-29		E1	2 examples same date
NEW WESTMINSTER	B	23	1883-06-02	1883-06-20	<b>1889-08-13</b>	D	NLD
NEW WESTMINSTER	B	23	1890-08-09	1890-11-22	1892-09-22	E2	2 Hammers proofed
“ “ M.O.O.	B	23		<b>1883-11-20</b>		E1	New report
NORTH ARM	A	23.5	1882-03-06	<b>1885-05-13</b>	<b>1892-09-21</b>	E2	NED, NLD
OMINICA	A	21.5		1873-08-18		E1	
PAVILION	A	22.5	1878-05-06	1897-03-09	1899-05-06	E1	
PAVILION	A	24	1882-03-25	1890-12-04	1904-03-08	D	
PORT MOODY	A	21	1882-12-09	1884-12-06	1900-03-27	E3	
QUESNELLE	A	21.5		1873-04-27	1891-11-01	E3	
QUESNELLE	A	23		1892-10-01		E1	
UPPER SUMAS	A	20.5	1883-11-02	1893-07-10	1904-04-25	E3	
VICTORIA	A	22		<b>1872-01-04</b>	<b>1876-12-01</b>	C	A1: “I” back “L”
VICTORIA	A	22		1872-02-07	1875-10-18	C	A2: “I” back OL
VICTORIA	A	22		1872-06-13	1875-12-24	C	A3: “I” to “O”
VICTORIA (T)*	A	21	1877-07-27	1877-10-24	1880-11-24	D	Hammer is A. “T” only
VICTORIA (SF)	A	21	1872-07-28	1877-02-06	1881-01-19	D	“SF” only
VICTORIA/CANADA	B	23	1882-09-07	1882-10-04	1895-06-16	D	Blank, AM, SF, T, 1, 2, 3
VICTORIA M.O.O.	B	25		1877-10-18	1882-10-13	E2	
YALE	A	21.5		1872-04-15	1881-08-14	E3	
YALE	B	29		1879-01-26	<b>1880-08-19</b>	E1	Error in last update
YALE	B	23.5		1883-03-06	1911-02-18	C	



A cover to Henry Morgan in Ottawa with an early strike in blue of the “A1” New Westminister BRIT COL broken-circle postmark. It’s dated Jan 4, 1872, and was received on Feb 3. The 3-cent Small Queen stamp was cancelled in black by a messy strike of the numeral “1.” Inside is a biography of William James Armstrong, a merchant, miller and politician in New Westminister. This is the earliest reported BRIT COL marking. Image courtesy Gray Scrimgeour.

*BRIT COL cancels continued*RPO cancels

C.P. RY. M.C.**	B	23	1886-10-02	<b>1887-03-20</b>	<b>1892-01-15</b>	C	Hammer B1 proof book
C.P. RY. M.C.	B	23	1886-10-02	<b>1887-09-20</b>	<b>1891-05-31</b>	C	Hammer B2 proof book
C.P. RY. M.C.	B	23	1886-10-02	<b>1887-05-03</b>	<b>1891-06-23</b>	C	Hammer B3 proof book
C.P. RY. M.C.	B	23	1886-10-02	<b>1887-08-08</b>	<b>1892-01-20</b>	C	Hammer B4 proof book
NEL. & MID-R.P.O.	B	23	1927-06-29	<b>need information***</b>			2 identical proof strikes
NELS. & MID. R.P.O.	B	22.5	1908-03-23	1908-08-13	1924-03-23		

Deletions

**VICTORIA**                      **A**      **22**    **1872-01-09**      **1874-07-09**                      **"A" concave**

I have not seen definitive proof that this is a separate hammer. It was more likely caused either by damage to one of the three existing hammers or as a consequence of the angle of the strike. Please forward photocopies to the editor of any strike you think is a candidate for a separate listing for this hammer.

Notes

**Bold** denotes new information since last list published

\* VICTORIA (T) The proof book is not definitive on whether the time mark is actually a `T`

\*\* C.P.RY. M.C. in proof book has four strikes. These actually represent four separate hammers. However, because the hammers are very similar, the only way to distinguish them is by using an acetate overlay. All of these hammers have either east or west time marks. Our readers must surely have examples of these hammers with both earlier and later dates. Please forward photocopies to the editor of any earlier or later strikes than those listed above and I will identify the hammer for you and update the list accordingly.

\*\*\*RPO collectors in our group would appreciate information on early and late dates for this hammer.



Top: only two copies, both on piece dated Aug 29, 1879, are known of the rare New Westminster 30-mm CDS.  
Bottom: an E3 cover from Port Moody to Quebec, dated May 6, 1895, with May 11 Ottawa transit backstamp.



## Brownsville: the other side of the river

by Andrew Scott

It's hard to imagine the lower Fraser River without bridges. We take today's many crossings for granted. But before the New Westminster Bridge was opened in 1904 the only way to get from the north shore of the Fraser to the south shore was by boat. (There were earlier bridges built to Sea and Lulu islands but nothing that spanned the entire lower river.)

The river's main population centre was New Westminster, on the north shore. The south shore, directly across from the growing town, was thus a logical site for development. The first building erected there, opposite the Royal Engineers camp at Sapperton, was a "revenue station," built by the government to collect licence fees from gold miners, as well as other taxes and duties. Its location was critical, not only for monitoring river traffic but also for intercepting parties travelling overland from south of the US border.

The station closed after a year or two, and the land was leased by the area's first farmer, Sam Herring. A nearby property, once the site of a Kwantlen summer fishing camp (named Kikait), was pre-empted in 1861 by Ebenezer Brown, a New Westminster liquor merchant. He built a wharf there, Brown's Landing, then a hotel, the Brownsville, and by the mid-1860s a village was taking form. Its name, naturally, became Brownsville. (Brown would spend six years in the BC legislature, representing New Westminster. He also served on the city's municipal council. In 1876 he was president of the province's executive council.)



*Small Queen cover from Brownsville to R T Williams, publisher of the BC Directory, dated April 1, 1897. New Westminster (April 1) and Victoria (April 2) backstamps.*

A network of roads began to converge on Brownsville from the south, heading towards New Westminster. The village took on increased strategic importance. By the mid-1870s Brownsville was Surrey's busiest community, geared mainly to the transport and transfer of goods and people.

The first ferry at this location was the *K de K*, built in New Westminster by Capt Angus Grant and named after Knevett de Knevett, a dear friend. A rather ramshackle affair, large enough to carry several wagons and ox teams, this vessel ran from 1884 until 1889, when it was replaced by the much larger *Surrey*, operated jointly by the New Westminster and Surrey councils.

By now Brownsville had reached its prime. Hotels, stables, a general store and other businesses flourished. The New Westminster Southern Railway established a terminus there in 1891, the same year that a post

*Brownsville continued*

office opened, in the Pioneer Store. The first postmaster was John Beaton, from Quebec, a “farmer and storekeeper,” according to census records. He had financial problems and left before year’s end, to be replaced by James Punch, who had taken over the Brownsville Hotel and was also a local politician (Surrey councillor and reeve, provincial legislature member, etc). Punch was postmaster until 1898, then was succeeded by Michael Barry, a BC gold rush pioneer who became manager of the Brownsville Hotel. Barry died suddenly in 1903 and the post office closed.

Covers from Brownsville are surprisingly scarce. In 50 years of collecting, I’ve recorded exactly five: the one shown on the previous page, formerly in the Wellburn collection; a nice dispatch strike on a 1902 Farmers Advocate cover to Ontario; and three Dominion Express postal cards with decent Brownsville receiving cancels (two dated 1898, one 1901). Most sold for high prices: from \$55 to \$190 for the cards and \$220 for the advertising cover. Readers with Brownsville covers are invited to report them, preferably with scans.

After the opening of the New Westminster Bridge, which could accommodate vehicular and foot traffic on one level and trains on another, Brownsville went into a rapid decline. There was no reason to stop there any more, and it’s doubtful that the post office would have continued for long even if Barry had lived. Today the village name is almost unknown to residents of the area, and all that remains of the once-bustling community is a few decaying pilings along the edge of the river.

There are several excellent websites dealing with the histories of Brownsville and Surrey. “Surrey History” ([www.surreyhistory.ca](http://www.surreyhistory.ca)) and “Opposite the City” (<https://oppositethecity.wordpress.com>) are outstanding.



*Early ferries that ran between New Westminster and Brownsville in Surrey.*

*The K de K, above, operated between 1884 and 1889, when it was replaced by the Surrey (at right). City of Vancouver Archives photos.*



# Flooded post offices of the Peace region

by Glenna Metchette

*This is part two of a series by Glenna Metchette on the "flooded" post offices of British Columbia. The first section, on the Columbia Basin, appeared in issue #99, Sept 2016, pages 949-56.*

## The Peace River

The Peace River flows from British Columbia's Williston Lake reservoir (created in 1968 with the construction of Bennett Dam) east through the Rocky Mountains into Alberta and then north to join the Slave River. The Peace forms an important part of the complex Mackenzie river system, and its waters eventually reach the Arctic Ocean via Great Slave Lake and the Mackenzie River. In BC the main tributaries of the Peace are the Finlay and Parsnip rivers, which once joined at Findlay Forks but now flow into Williston reservoir.

## W A C Bennett Dam

The W A C Bennett Dam, located about 20 km (12 mi) west of Hudson's Hope, is one of the world's highest earth-filled dams. Behind the dam, Williston Lake covers a total area of 1,761 sq km (680 sq mi); it is the third largest reservoir in North America and the largest body of fresh water in BC.

The building of the dam and reservoir, which flooded 150,000 hectares (350,000 acres) of forested land, was not without controversy. Besides the loss of biodiversity, wildlife habitat, and mineral and timber rights, there was a human cost. The dam had a serious impact on Kwadacha and Tsey Keh Dene First Nation groups; several people drowned while trying to navigate the reservoir in flat-bottomed river boats, and some trappers are known to have committed suicide after losing their trap-lines. On June 9, 2016, BC Hydro unveiled an exhibit at the dam site detailing the effects of the project on indigenous people. CEO Chris O'Riley said, "While we remain very proud of the engineering marvel that is the Bennett Dam . . . we recognize the need to acknowledge those parts of the picture that we can't be proud of . . . BC Hydro deeply regrets those impacts and we commit that we will not repeat the mistakes of the past."



*A first-flight cover from Finlay Forks to Fort St John dated Jan 15, 1937. Same day Fort St John CDS on reverse. A trading post was established before WWI at this tiny settlement of trappers and prospectors. In the 1960s, before it was "drowned," the Forks became a salvage logging centre for clearcutting the doomed surrounding forests.*

*Flooded post offices continued*

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

Community	PO closed	Lat/long	Comments
Dunkeld	1876 05 01	55/123 SE	
Finlay Forks*	1959 05 25	56/123 NW	Trapping families at junction of Ospika and Ingenica rivers forced to move
Fort Grahame*	1962 02 10	56/124 NW	HBC trading post
Fort Ware*	1953 05 09	57/125 SW	Relocated. Post office also known as Ware
Gold Bar*	1955 09 04	56/122 SW	See article and illustrations in issue #98, June 2016, pages 940-41
Twenty Mile Creek	1914 01 01	55/127 SE	Served by <i>Fort Grahame</i> mail boat

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*A first-flight cover from Fort Grahame to Prince George dated June 6, 1937. June 7 Prince George CDS on reverse. A Hudson's Bay Co trading post was established at Fort Grahame as early as 1890 and was named after senior HBC official James A Grahame. A mail boat named the Fort Grahame used to operate on the Finlay River between Finlay Forks and Fort Grahame. Note the recipient of this cover: George P Vanier, later to become the governor general of Canada, 1959-67. Vanier, a soldier, entered the diplomatic service in the 1930s and represented Canada at the League of Nations and at numerous international conferences. He also served as Canada's ambassador to France for many years.*

*Flooded post offices continued*

### b) Map references

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### c) Web-based sources

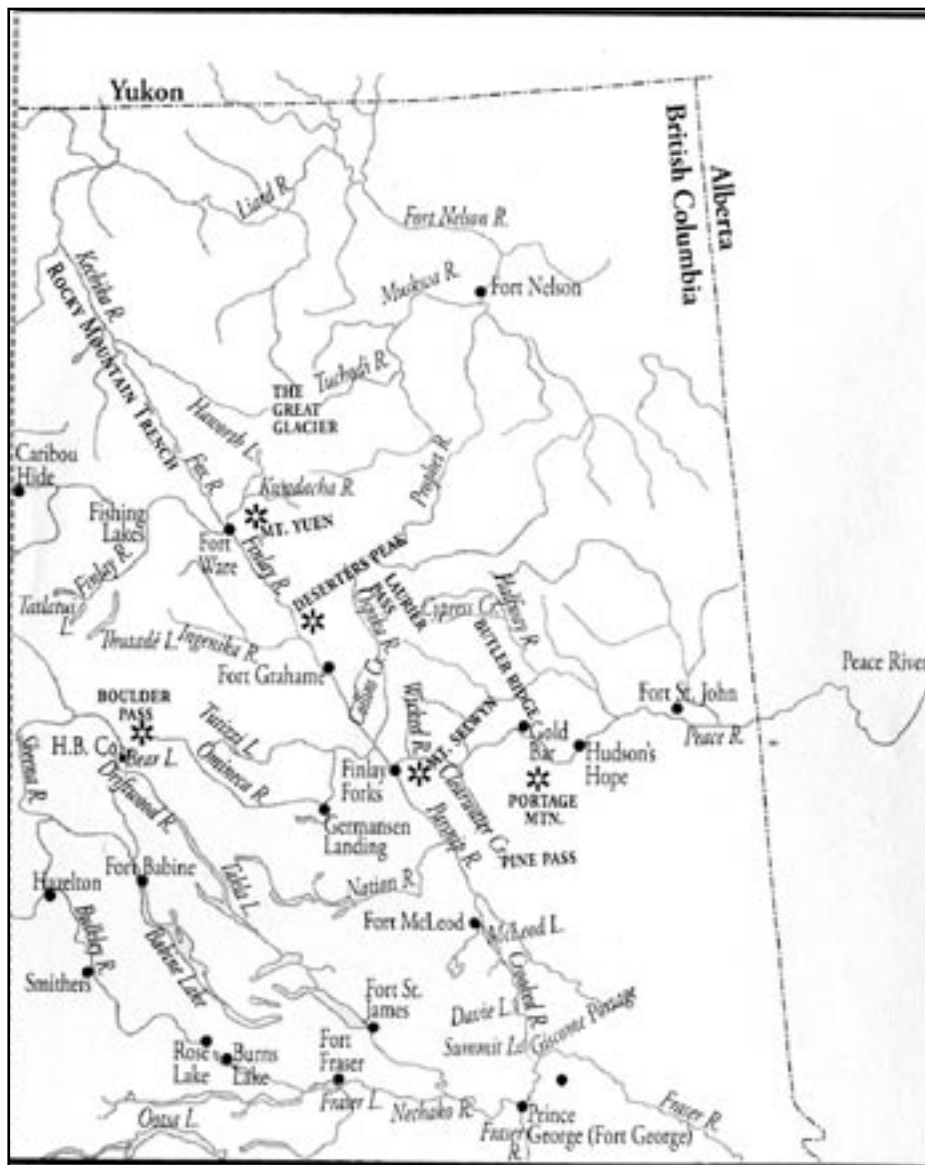
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*From Finlay's River, by R M Patterson, p xiii (1968).*

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 FORT WARE, BC



*A first-flight cover from Ware to Prince George dated March 14, 1938. Same day Prince George CDS on reverse.*

Ware, also known as Fort Ware, is a small Sekani First Nation community on the Finlay River, north of the Williston Reservoir. It was the site of an early Hudson's Bay Co trading post. Most inhabitants make their living from hunting, trapping and logging. There have been two periods of post office operation, one from 1938 to 1953, and a second period, with a relocated building, from 1962 to present. Most markings from this office read "Ware," but in recent years "Fort Ware" datestamps have also been used.

# Always something new under the MOON

by Mike Sagar

COUNTERFOIL COUPON	CANADA POST OFFICE POSTES CANADIENNES	
Stamp of Office of Origin <b>9812 VANCOUVER 6 XI 1972 SUB. 2 B.C.</b>	<p>2276/17 R = # 0630 ly</p>	
Timbre du bureau d'origine	<b>DESPATCH NOTE – BULLETIN D'EXPÉDITION</b>	
Name and address of Sender Nom et adresse de l'expéditeur	Number of Customs Declarations Nombre de déclarations en douane	Postage paid Affranchissement payé
<i>Ivana Fiser</i>		\$ 2.65
<i>1104-1251 Jervis St. Vancouver 5, B.C. Canada</i>	Name and full address of Addressee Nom et adresse complète du destinataire	
	<i>MONI MILOSCHEW W. DRUMEN 15 SOFIA BULGARIA</i>	
		
	TO BE À REMPLIR	
	Exact weight	
		Value declared
		<i>- Air left</i>

*A customs despatch note from Vancouver to Sofia, Bulgaria, dated Nov 6, 1972, with the first reported strike of a new Vancouver sub 2 MOON. Bulgarian 1 cm and 60 ct stamps are tied with a Dec 30 receiving cancel.*

While perusing a Bulgarian stamp dealer's on-line offerings (!!!) I found this Canada Post customs despatch note. It was used in 1972 with Bulgarian stamps added, presumably to pay duty on the imported item. Besides being an unusual usage and destination, this item was struck with a previously unreported MOON cancel from Vancouver Sub Number 2, with MOON 9812, struck with blue ink. The cancel falls into my MOON categorization as a type 11 device, and has tentatively been assigned catalogue number BCMN-2867.

The next revision of my catalogue of BC MOON cancels is scheduled for release this fall. Yes, that is right, the current reference on BC MOON cancels is rapidly approaching its 20th birthday. So far, I've received reports of approximately 200 previously unreported hammers and about 1,000 reports of new early or late dates. Besides including more images, I'm planning to introduce a rarity factor into the new edition.

There have to be more undocumented cancels out there—and some of them may be in your collections. Between now and the end of August, please send me any new information you have that can make this study more complete. Please don't presume that I have seen and documented an item just because it was listed in a local auction house or on eBay. Send scans to my email address ([gailandmike@shaw.ca](mailto:gailandmike@shaw.ca)) or photocopies/memory sticks/disks to my mailing address: Michael Sagar, 3920 Royalmore Ave, Richmond, BC V7C 1P6. All reporters will be acknowledged in the booklet.

Notification about the release date of the new BC MOON catalogue will be included in a future issue of this newsletter.

# Recent British Columbia post office markings

We note, at right, that the Genelle datestamp, which used to read "AB" for Alberta, has been corrected to BC (see page 994). Group member Doug Murray sends along another datestamp, at left, with a "province" problem. This one, dated 2001, is from Otterburn Park, Quebec, but has a V3H 2M0 postal code that would have put it in BC, close to Port Moody. We believe it's an error for J3H 2M0. Otterburn Park, a Montreal suburb in the Mont-Saint-Hilaire area, no longer appears to

have an active post office. Thanks, Doug! Below are some more recent BC post office markings.

