

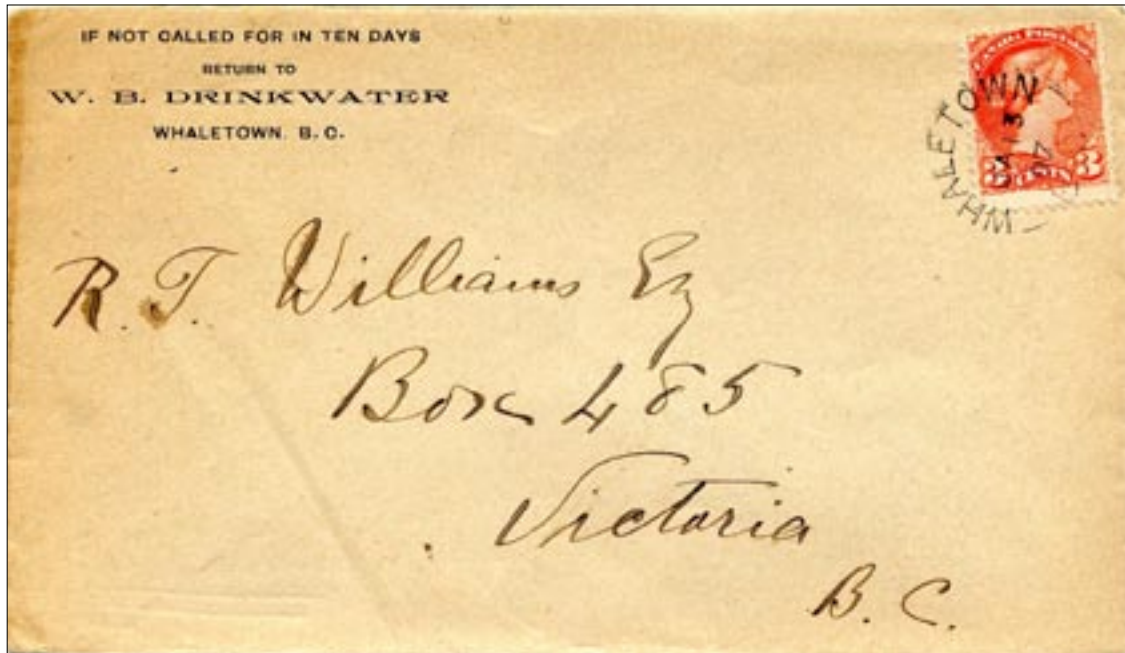


# BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

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March 2018



*Three-cent letter rate from Whaletown to Victoria, via Vancouver, 1897.*

Whaletown, on Cortes Island, was the site of an early 1869-70 whaling operation by James Dawson. He then moved his Dawson Whaling Co to Hornby Island, but by 1872 he and his partner, Abel Douglas, had largely eradicated the whale population, mostly humpbacks, in the Strait of Georgia. It would be more than a century before the giant mammals returned.

In the mid-1890s, a small community of homesteaders formed at Whaletown, where a steamship landing had been established, and a post office opened in 1894. Local logger William B Drinkwater became postmaster from 1895 to 1897, though it's more likely that his wife Laura, a former showgirl, actually ran the post office and attached store.

It's unusual to find Victorian-era covers with commercial printed corner-cards from small BC

towns. This one, dated Jan 13, 1897, was addressed to R T Williams, the BC directory publisher, at Victoria. There are two CDs on reverse: Vancouver Jan 14 and Victoria Jan 15. The post office remains open; it is one of the last places in Canada to still use its original split-ring hammer, proofed on June 19, 1894.

Today, Whaletown serves primarily as Cortes Island's main port. BC Ferries operates a small vessel between the tiny village and Heriot Bay on Quadra Island. The island is popular in summer with tourists and, especially, with boaters. There are many resorts to stay at, including the renowned education centre of Hollyhock. Summer celebrations include Seafest, noted for seafood and music, and Cortes Day, held at Smelt Bay Provincial Park. — *Andrew Scott*

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## William Topping 1928-2017



William Ellis Topping, who died on October 21, 2017, was a prominent philatelist, especially in the field of British Columbia postal history, and the founder and long-time editor of this publication. He was born in Everett, Washington, and moved to Vancouver at the age of four.

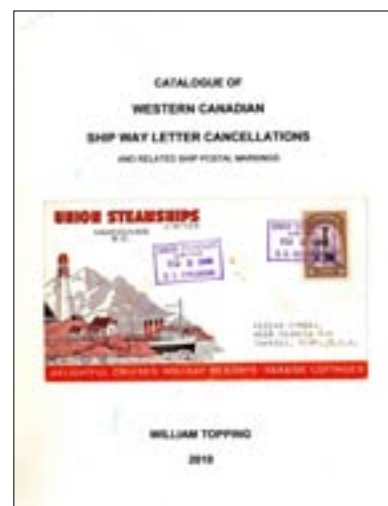
Bill had many award-winning collections,

and he wrote books or catalogues about most of his specialized areas of interest, including northern Canadian airmails, west-coast steamship history and postal markings, inkjet cancellations, and Japanese relocation mail. His checklists of western Canadian post offices (co-edited with Bill Robinson) are standard references for anyone interested in regional history.

Bill put a huge amount of time and energy into promoting organized philately in BC. He was an avid exhibitor (winning his first ribbon at the PNE stamp show in 1940) and helped bring many national exhibitions to Vancouver. He is a former president of the Canadian Philatelic Society of Great Britain and was elected a fellow of the Royal Philatelic Society of Canada in 1999. In 2006 he was awarded the Order of the Beaver, the honorary fellowship of the British North America Philatelic Society.

In his non-philatelic life, Bill taught high school for 35 years and had a long involvement with the BC Teachers Federation. He led numerous tours to China with his wife Marion in the 1980s (which, naturally, resulted in a gold-medal exhibit on the Crown colony of Wei Hai Wei). He took a keen interest in genealogy, birdwatching and natural history, among other subjects.

Bill is predeceased by Marion and his daughter Patricia. He is survived by sons John and Robert, granddaughters Elizabeth and Rebecca, and numerous nieces and nephews.



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# The suburban post office rate in British Columbia

by Tracy Cooper

In his definitive work, *Canada's Small Queen Era 1870-1897*, George B Arfken noted that: "The suburban or adjacent post office rate<sup>1</sup> was a special 2-cent postal rate between city and suburb or between adjacent post offices. Many Canadians felt that a letter travelling only a few kilometers deserved a lower rate."

## Drop Letters

To begin with, we need to recall Section 20 of the 1867 *Post Office Act*:

*On letters not transmitted through the mails, but posted and delivered at the same Post Office, commonly known as local or drop letters, the rate shall be one cent, to be in all cases prepaid by postage stamp affixed to such letters. (Effective April 1, 1868)*

## Drop Letters with Letter Carrier Service

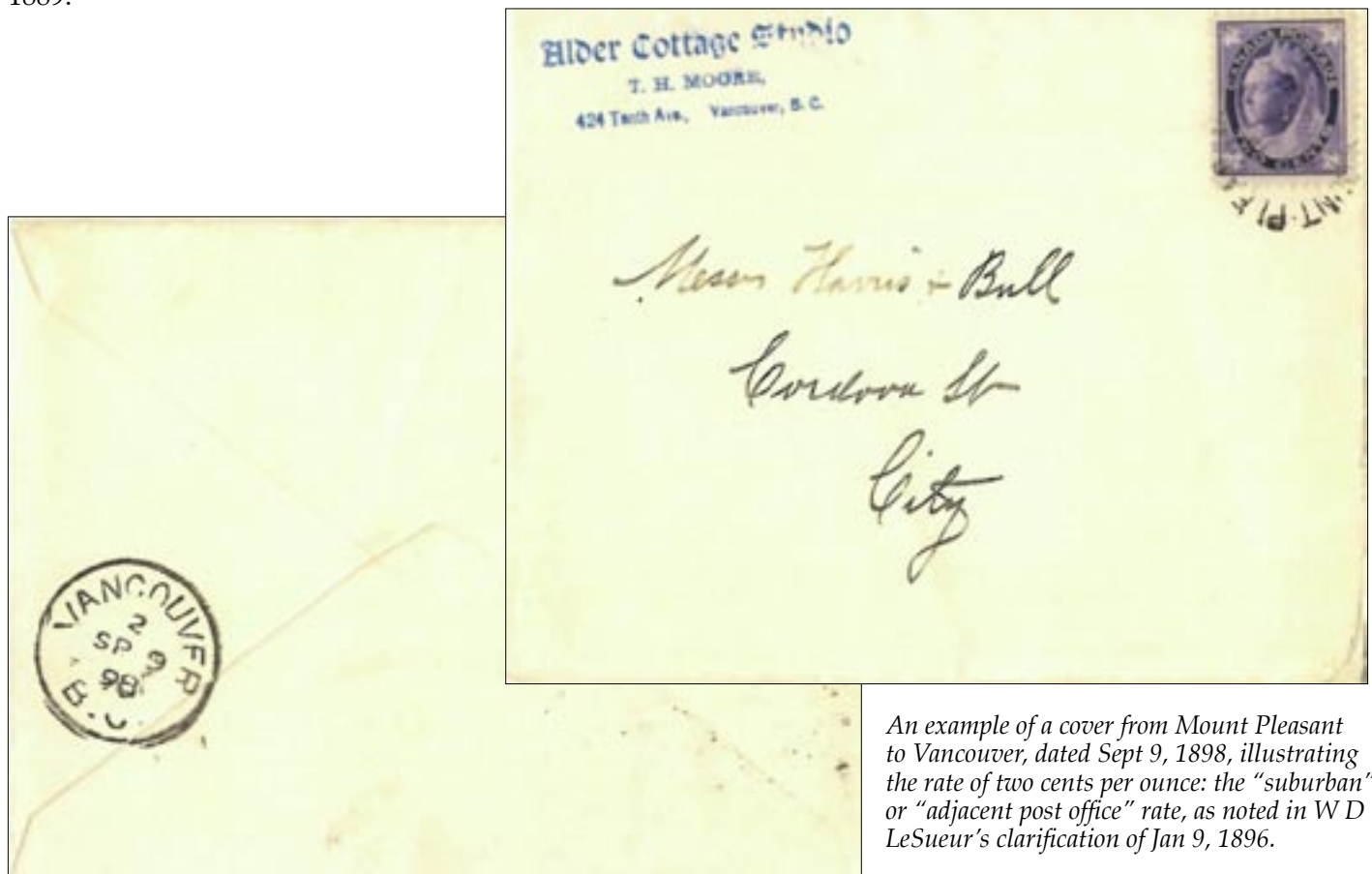
Arfken also noted that on May 8, 1889, the drop rate was increased to two cents per ounce for cities enjoying free delivery:

*Upon Drop Letters posted at an office from which Letters are delivered by Letter Carrier, the postage rate will be 2 cents per ounce instead of 1 cent per half ounce. The rate of postage upon Drop Letters, except in the Cities where free delivery by Letter Carrier has been established, will be 1 cent per ounce.*

The significance of the above two sections of the act for the interpretation of the suburban rate will become apparent later in this article.

Only two cities in British Columbia had letter carrier service during the suburban letter rate period: Victoria and Vancouver. Letter carrier service was established in Victoria on July 3, 1888; Vancouver service began on Feb 1, 1895.

The earliest documentation related to this special rate is found in Department Order No 35, dated May 20, 1889:



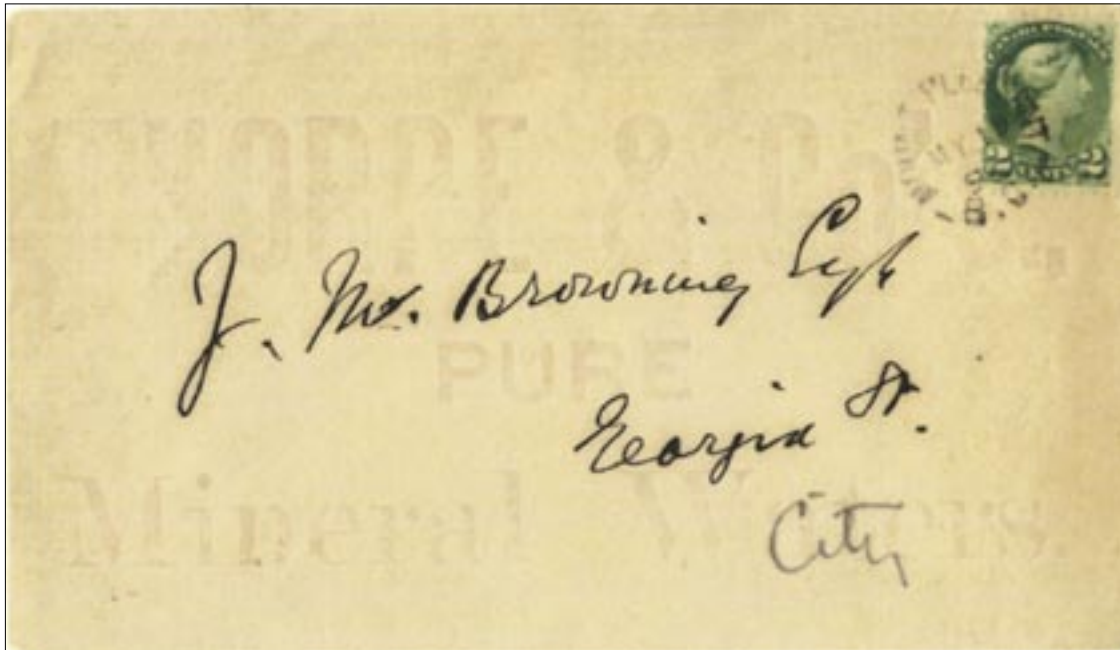
An example of a cover from Mount Pleasant to Vancouver, dated Sept 9, 1898, illustrating the rate of two cents per ounce: the "suburban" or "adjacent post office" rate, as noted in W D LeSueur's clarification of Jan 9, 1896.

*The suburban rate continued*

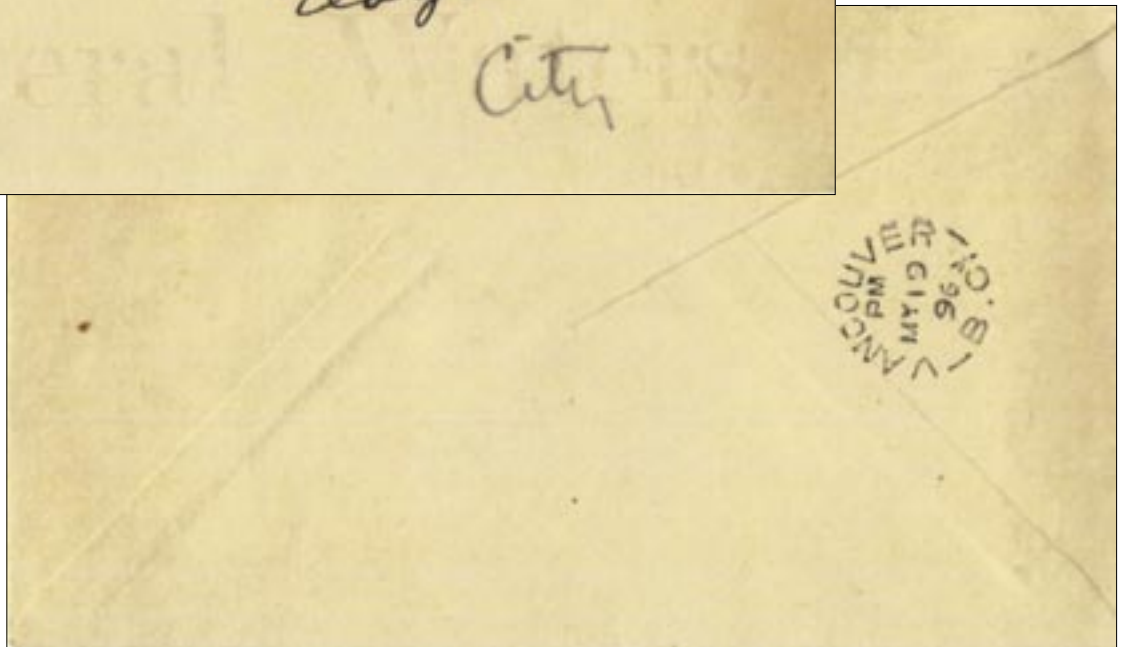
*Letters posted at suburban Post Offices where there is no delivery by Letter Carriers, addressed to cities where there is a delivery by Letter Carrier of which such offices are suburbs, will be charged two cents.*

□

Arfken also noted “two interesting omissions from this authorization. First, no weight was stated. Presumably the new standard basic weight, one ounce, was understood. Second, while this statement authorized a reduced rate for letters going from suburb to city, it made no mention of a reduced rate for letters from city to suburb.”



*A second example, dated May 11, 1896, showing the two-cent “suburban” or “adjacent post office” rate.*

**Vancouver**

Postmasters and inspectors across the country struggled to understand this order, and in western Canada, Divisional Inspector E H Fletcher was no exception. We will examine the situation in Vancouver first, as the correspondence between Fletcher and the postmaster general illuminates a fascinating aspect of BC postal history.

The story begins with the establishment of a post office at Mount Pleasant, a suburb of Vancouver, on Oct 1, 1891 (illustration #1):

*To PO Inspector (Fletcher)*

*13<sup>th</sup> Oct 1891*

*Referring to your communication of the 5<sup>th</sup> instant, making enquiry on the subject, I am directed to inform you that the drop letter rate will apply to correspondence passing between the Vancouver Post Office and the Branch Post Office recently established in the City of Vancouver under the name of Mount Pleasant. — W D LeSueur, Secretary*

*The suburban rate continued*

To PMG

30<sup>th</sup> Dec 1895

*I have the honor to draw attention to the question of postage to be charged on correspondence, especially as regard letters passing between MOUNT PLEASANT & VANCOUVER and in doing so would explain that the former Post Office is within the limits of the city of Vancouver though 1½ miles distant from the Vancouver Post Office.*

*Since the introduction of Free Delivery of correspondence by carriers in Vancouver, the rate of postage on local or drop letters is 2 cents per ½ oz but inasmuch as the delivery does not extend to that portion of the city south of False Creek, known as Mount Pleasant, where the Post Office is situated, the postage on letters posted for delivery from that office remains at 1 cent per ½ oz and the point on which I would be glad to receive your decision is the rate to be charged on a letter posted at Mount Pleasant addressed for delivery from the Vancouver office, where the free delivery is in operation, and from the Vancouver office to Mount Pleasant where the free delivery is not in force, or whether, as both offices are within the limits of one city, the rate of 3 cents per oz on letters passing between both offices should apply inasmuch as closed mails are exchanged between both places.*

*The limits of the city as applied to Municipal purposes may not be considered as applicable to Postal matters, therefore the points on which your decision is now asked for are in effect as follows:*

*(1) The rate of postage to be charged on local or drop letters posted at Mount Pleasant.*

*(2) The rate of postage to be charged on letters passing in closed mails between Mount Pleasant and Vancouver.*

*In the latter case a charge of 2 cents per ½ oz is made.—E H Fletcher, POI*

The response was as follows:

To PO Inspector (Fletcher)

9<sup>th</sup> January 1896

*With reference to your Report No. 474 of the 30<sup>th</sup> ultimo with regard to the rates of postage on letters posted at Mount Pleasant for local delivery & addressed to Vancouver, I am directed that, as long as there is no free delivery by letter carriers at Mount Pleasant, the drop letter rate will be 1 cent per oz and that letters addressed to Vancouver may pass at the 2 cent per oz rate, the two places being contiguous. On the other hand letters posted at Vancouver for Mount Pleasant may pass at the 1 cent per oz rate.*

*The response in your Report at a "1 cent per ½ rate" is of course a clerical error (the rate was 1 cent per oz).—W D LeSueur, Secretary*

The suburban post office rate came to an end in the October 1899 *Quarterly Supplement to the Official Post Office Guide*, which stated:

***Abolition of One Cent Suburban Letter Rate:*** *The one cent per ounce letter rate which was formerly in operation between certain City Post Offices and different suburban offices in proximity thereto was abolished on the 1<sup>st</sup> instant: and the ordinary letter rate is now charged on all letters, which being posted at one Post Office are sent for delivery to a different one, however close the latter may be to the first office.*

The January 1900 *Quarterly Supplement* clarified this further by adding:

*It is necessary to observe that this is not limited to letters passing between a City Post Office and a suburban office, but is of general application throughout the country and therefore abolishes all exceptional arrangements which may have anywhere existed for a reduced rate between offices in close proximity to one another.*

One must keep in mind that "penny postage" came into effect on Jan 1, 1899, making the two-cent suburban rate effectively redundant after this date.

The following suburban post office rates would have been applicable between Mount Pleasant and Vancouver for the period Feb 1, 1895, to Dec 31, 1898:

Letter rates: Vancouver to Mount Pleasant, 1 cent per ounce; Mount Pleasant to Vancouver, 2 cents per ounce. Registered letter rates should also exist: Vancouver to Mount Pleasant: 6 cents per ounce; Mount Pleasant to Vancouver: 7 cents per ounce

The one-cent per ounce rate and corresponding registered letter rate would have continued to be in effect between Vancouver and Mount Pleasant until Sept 30, 1899.

*The suburban rate continued*

Besides Mount Pleasant, there were three other post offices within the city of Vancouver that may, at first glance, have also seemed to qualify for the suburban letter rate. These would have included **Vancouver East End** (established May 1, 1897), **Vancouver West End** (established July 1, 1898) and **West Fairview** (established Nov 1, 1898). However, since the three offices were situated within Vancouver's free delivery area, they cannot be categorized as "suburban" offices.

**Victoria**

There has been a misunderstanding about whether or not suburban rate covers exist for the city of Victoria, particularly with respect to the Victoria-Victoria West routing for the period Aug 1, 1892, to Sept 30, 1899. It is helpful here to review Inspector Fletcher's words in his application for a post office at Victoria West on May 9, 1892. This letter noted:

*The Free Delivery system has been in operation (in the Victoria West area) since the 1<sup>st</sup> April 1890 and was established for the convenience of those residents of that portion of the City owing to their remoteness from the City Post Office. Victoria West is a suburb of the city lying to the Westward of the water known as the Victoria Arm, and is approached by the Esquimalt and Nanaimo Railway Bridge, and the traffic bridge at Point Ellice. It might therefore be considered almost as an independent community although it is within the limits of the City as recently extended.*

*The population of this suburb having increased very largely since the establishment of the free delivery, it is found that the limits prescribed do not afford sufficient accommodation, as the tendency of the increasing population has been further West beyond the limits described, so that only a portion of the residents enjoy the convenience of the free delivery.*

An example of a cover from Victoria West to Victoria, dated April 10, 1895, routed at the two-cent "suburban" letter rate, as Victoria had had letter carrier service since July 3, 1888.



*As Victoria and Victoria West were within the same free delivery area, they did not technically meet the definition of a suburban post office as noted in Department Order No 35, dated May 20, 1889.*

Given that Victoria West was within the free letter carrier service area of the city of Victoria, it was, despite common opinion, **not** in fact a suburban post office.

Victoria had three offices that did qualify under the May 20, 1889, definition of a suburban post office: **Oaklands, Mount Tolmie and Maywood.**

On April 18, 1893, POI Fletcher had applied for the establishment of a new post office at Oaklands within Victoria city limits. This office was approved and opened on Aug 1, 1893. Oaklands was outside the free delivery area, and Fletcher made a request for an extension to include Oaklands for free delivery on Oct 11, 1897. This was denied by the postmaster general on Oct 26, 1897. A second request, made on Jan 14, 1898, was also denied and the Oaklands post office closed.

*The suburban rate continued*

The Mount Tolmie and Maywood post offices were also within Victoria city limits but outside the free delivery area. Mount Tolmie, established Dec 1, 1892, was about 5½ km (3½ mi) northeast of Victoria city centre. Maywood, established Nov 1, 1894, was about 3 km (2 mi) north.

The following suburban post office rates would have been applicable between Oaklands and Victoria for the period Aug 1, 1893, to Dec 31, 1898; between Mount Tolmie and Victoria for the period Dec 1, 1892, and Dec 31, 1898; and between Maywood and Victoria for the period Nov 1, 1894, and Dec 31, 1898.



*A second example, dated Dec 24, 1897, with sending and receiving offices both within the same letter carrier delivery area. Covers from Victoria to Victoria West were charged two cents, but from Victoria to other adjacent offices the charge was only one cent.*

Letter rates: Victoria to Oaklands, Mount Tolmie and Maywood: 1 cent per ounce. Oaklands, Mount Tolmie and Maywood to Victoria: 2 cents per ounce.

Registered letter rates should also exist: Victoria to Oaklands, Mount Tolmie and Maywood: 6 cents per ounce. Oaklands, Mount Tolmie and Maywood to Victoria: 7 cents per ounce.

### Conclusion

The suburban post office rate was not widely publicized or understood during its period of implementation. Many patrons would have been unaware of a discount and franked their letters accordingly. BC postal historians should check their holdings closely, especially with respect to the Vancouver-Mount Pleasant, and Victoria-Oaklands, Victoria-Mount Tolmie and Victoria-Maywood routings, to look for one-cent rates. Please report any new findings to the editor.

### Footnotes

1) Arfken was actually imprecise in his categorization of suburban rates being the same as rates for adjacent post offices. He failed to recognize that sometimes post offices within a city could be located "adjacent" to each other but be within the same free delivery area and thus not meet the definition of "suburban." The Victoria-Victoria West routing is an example of adjacent POs that were not defined as suburban as per the May 20, 1889, directive by Haggert.

### References

Arfken, George B. *Canada's Small Queen Era 1870-1897*. Vincent Graves Greene Philatelic Research Foundation, 1989  
Records of the Post Office Department, RG 3

# Updating BC's Rarity Factor "E" post offices

by Tracy Cooper

*Editor's note:* Bill Topping's essential *Checklist of British Columbia Post Offices*, complete with rarity factors (RFs) for post office markings, was published in 1991. In March 2016, Tracy provided an updated and more refined breakdown of all post offices with a rarity factor of "E" (fewer than ten examples reported, "rare"). This update was distributed with issue #97 of the *BC Postal History Newsletter* as *Supplement #3*. Since 2016, Tracy has received enough new reports to be able to compile this revised listing of RF E offices.

RF E1: one to three reports

RF E2: four to six reports

RF E3: seven to nine reports

	Former RF	Revised RF
BEAVER LAKE	E2	E3
BEAVERMOUTH	E2	E3
BLAEBERRY	E3	D
BOUNDARY BAY	E1	E2
BROOKLYN	E3	D
BURRVILLA	E2	E3
CAMERON LAKE (2)	E1	E2
CANFORD MILL	E3	D



Rarity factor E3: 2c postcard rate from Woodward (in Richmond) to Croydon, UK, June 22, 1907

CASTLEGAR-THRUMS	E2	E3
CHEZACUT	E1	E2
CHOPAKA	E3	D
CLUB LANDING	E2	E3
COPPER MOUNTAIN (1)	E2	E3
DEEP WATER	E1	E3
DEERHOLME	E2	D
DELTAERO	E2	D
ECOOLE	E2	E3
ELKMOUTH	E2	E3
GORDON RIVER (missing from last list)	E	E2
HENNINGVILLE	E3	D



Rarity factor E update continued

	Former RF	Revised RF
HUNTS INLET	E2	E3
JEDWAY (1)	E2	E3
KELOWNA sub LAKEVIEW HEIGHTS	E2	E3
KEREMEOS STATION	E3	D
KISSINGER	U	E1
KITIMAT sub ANDERSON CREEK	E3	D
KITIMAT sub SMELTERSITE	E3	D
MAZAMA	E1	E3
McCUDDY	U	E1
MELDRUM CREEK (1)	E2	E3
MUSKWA (2)	E3	D
NORTH BONAPARTE	E2	E3



Rarity Factor E3:

(top) St Michael's Mount viewcard from Scorrier, Cornwall, Oct 17, 1912, to Burrville (misspelled Burraville) near Ladner, received Nov 1, 1912.

(bottom) Overpaid airmail rate from Hunts Inlet (on Porcher Island, south of Prince Rupert, formerly known as Jap Inlet) to Norway, Mar 11, 1946. No backstamps. (A 40-cent per ½ oz rate was in effect from Canada to Norway from September 1945 to May 1946.)

Scans courtesy the editor.



Rarity factor E update continued



RF E3: Six-cent letter rate from Warner Bay, on the central coast, to Courtenay, Dec 23, 1968. A rare modern post office.

	Former RF	Revised RF
NORTH BULKLEY	E3	D
PAULSON	E3	D
PINECREST	E1	E2
PORTER LANDING	E2	E3
RADIUM JUNCTION	E3	D
RAUSH VALLEY	U	E1
REDCLIFFE MINE	E1	E2
RIVERSIDE INN	E3	D
ROBBINS RANGE	E3	D
RYDER LAKE	E1	E2
SPALLUMCHEEN	E1	E3
STANLEY (1)	E3	D
STEWARDSON INLET	E3	D
SUMMIT LAKE (1)	E3	D
SURF INLET (1)	E3	D
THUNDER HILL	E2	E3
TUNSTALL BAY	E3	D
VANCOUVER sub EDMONDS	E2	E3
VANCOUVER sub HILLCREST	E1	E2
VANCOUVER HEIGHTS	E2	E3
VIEW HILL	E3	D
WARNER BAY	E2	E3
WEST DEMARS	E2	E3
WHITEMAN CREEK	E3	D
WILLIAMS SIDING	E1	E2
WILLOW POINT	E3	D
WINNOTT	E2	E3
WOODWARD	E2	E3
WYATT BAY	E3	D
YENNADON	E3	D

Please let the author know of any errors, omissions or additions. Comments are welcome.

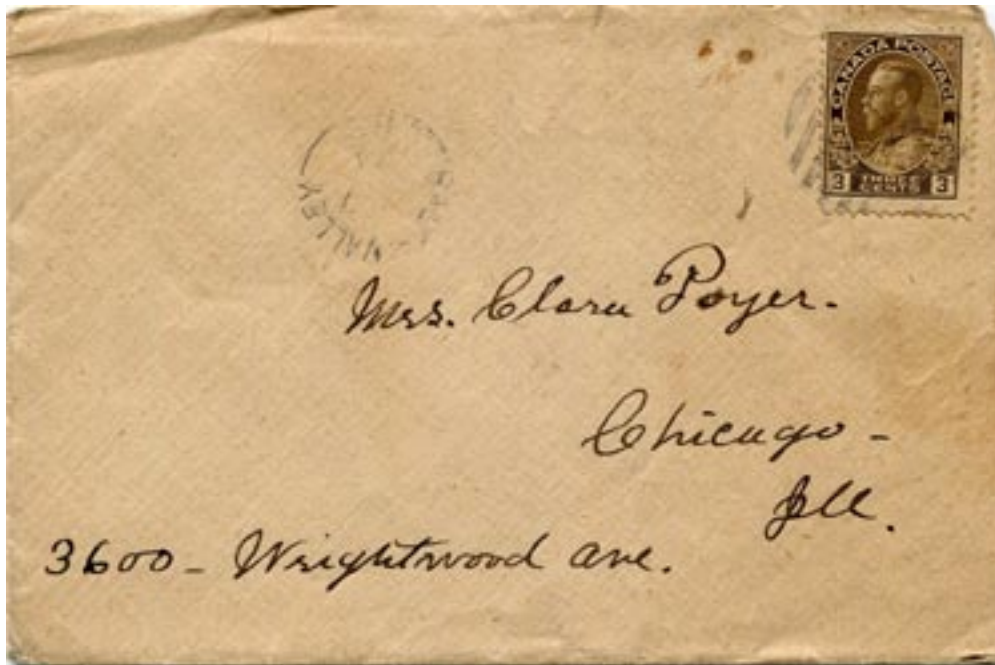
# BC's "unreported" PO list continues to shrink

by Andrew Scott

Markings from two more previously unreported British Columbia post offices have recently come to light.

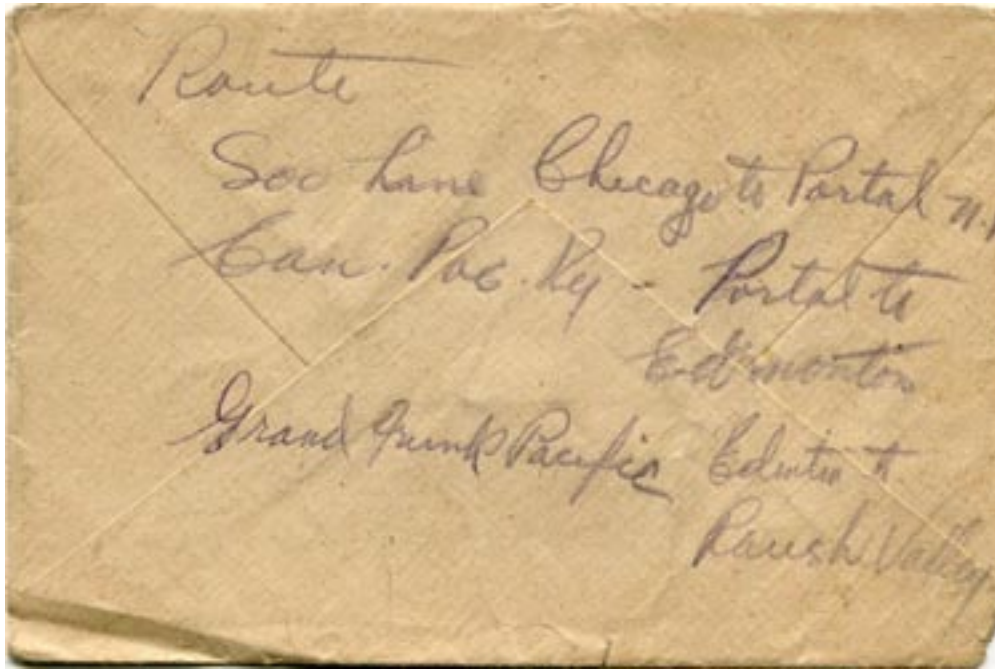
**RAUSH VALLEY:** The Grand Trunk Pacific Railway, completed in 1914, built a station and maintenance facility here, beside the Fraser River 23 km southeast of McBride and 12 km northwest of Dunster. A post office was opened on May 1, 1915; it closed on Sept 15, 1918, re-opened on Dec 1, 1920, and closed for the last time on May 13, 1923. Postmasters: Wm Gallie, May 1, 1915, to June 3, 1915; Free Chilton, Dec 1, 1915, to July 11, 1918; and Mrs F L Bretthauer, Dec 1, 1920, to Jan 22, 1923. Total revenue from this small office for the entire six-year period it was open totalled only \$196.49. The postmaster was paid \$45.83 in 1916 and \$50 in 1917. The cover below sold on eBay for \$425 Cdn in late 2017.

In *British Columbia Place Names*, G P V and Helen Akrigg suggest that the word "Raush" resulted from a transcription error. The river's original name—Rivière au Shuswap—was first abbreviated on some charts as "R au Shuswap," then as "R au Sh," and finally as "Raush." The river valley trends south into the Cariboo Mountains and Wells Gray Provincial Park to its source at the Raush Glacier. Parts of the lower valley, where a few lonely homesteads were established after WWI and land was cleared for farms in the 1930s, have been extensively logged. The valley is a popular recreation spot for hunters, for ATV and snowmobile enthusiasts, hikers, canoeists and jetboaters. There are two large protected areas along the valley: Lower Raush (1,279 hectares) and Upper Raush (5,582 hectares).



Two different split-rings were manufactured for the Raush Valley post office, one for each period of operation. The proof strike for period one is dated Feb 20, 1915, and for period two, Aug 26, 1920. The first reported use, a cut-down 3c letter-rate Admiral cover to Chicago, is dated 1921 (month is unclear), and is thus from period two; as expected it shows the second split-ring.

*Unreported list continued*



*A note on the back of the cover suggests a likely routing: the Soo Line from Chicago to Portal, North Dakota; Canadian Pacific from Portal to Edmonton; and the Grand Trunk Pacific from Edmonton to Raush Valley. All scans courtesy Firmin Wyndels.*

**KISSINGER:** Located on Vancouver Island, 21 km west of Duncan, at the east end of Cowichan Lake and at the terminus of a Canadian National Railway line (now defunct). A post office was established here Apr 1, 1929; it closed May 31, 1931. The sole postmaster was D R Rouke. After a spirited two-person battle on eBay late last year, the small cut-out piece below right sold for \$630 Cdn.

The community was named for John D Kissinger (1882-1957), president of the Island Logging Co, which leased timber holdings from the Cowichan Lumber Co and built a logging camp on Kissinger Lake. Island Logging was a subsidiary of the Canadian Puget Sound Lumber Co (also managed by Kissinger); CPSLC was based in Victoria, where it operated a substantial mill on the inner harbour. Kissinger was born in Wisconsin and had numerous jobs in banking and forestry before moving, with his large family, to Victoria, in 1919. He ended his career at the Alaska Pine and Cellulose Co and retired in 1952.



*The Kissinger proof strike, at left, is dated March 16, 1929. The only reported use of the Kissinger split-ring, at right, on piece, is dated April 21, 1931.*

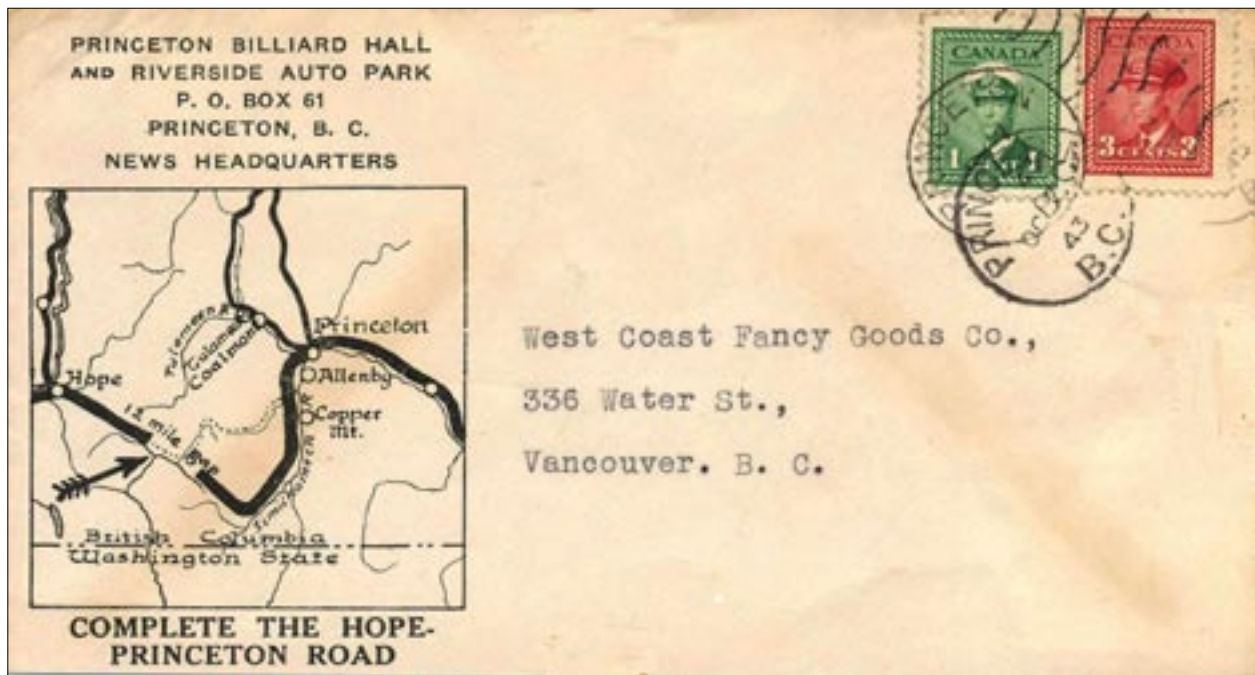


According to *Caycuse Memories*, a book published in 2005, the CNR laid track to Kissinger in 1928, and soon 5 million feet of timber were being shipped out every month to the Victoria mill and elsewhere. Kissinger camp was modern and highly mechanized; by 1929 about 200 loggers were working there. The camp closed in 1931, during the Depression, but re-opened in 1934 under the ownership of Industrial Lumber Mills Co. It was now known as Camp 3. A school opened in 1937, and some families occupied float homes at the head of Cowichan Lake. Many Chinese employees lived in company-owned bunkhouses. Rail service ceased in the mid-1940s, and BC Forest Products took over logging operations in 1946. Camp 3 expanded and soon boasted a community hall, new bunkhouses and a new school, sports teams, library and church services, a first-aid team and a gun club, but it was closed down in 1958, only two years after a road finally connected workers to the wider world. The camp was razed in 1985, leaving hardly a trace.

# Building the Hope-Princeton Highway

by Gray Scrimgeour

At the November bourse, I bought two related covers for my Similkameen Valley collection. They are concerned with the building of the Hope-Princeton Highway during World War II. This highway, through an undeveloped and isolated area, opened on November 2, 1949, and became a direct route to the Similkameen region. The first cover, posted in Princeton on October 7, 1943, bears a map showing a 19-km (12-mi) gap in the road to Hope and a message to "COMPLETE THE HOPE-PRINCETON ROAD."



Oct 7, 1943, Princeton Billiard Hall advertising cover with map urging the completion of the Hope-Princeton road.

After the attack on Pearl Harbor, all Japanese nationals and Japanese-Canadian citizens naturalized after 1922 were required to leave the Pacific coast. For the next three years, work on the Hope-Princeton road was done by Japanese and Japanese-Canadian men who had been excluded from British Columbia's coastal areas. These men were assigned road work—especially that involving hand labour—in several parts of BC. The evacuation from the coast for federal road projects started in February 1942. The first workers to the Hope-Princeton area arrived in mid-March 1942. By September 1942, an internment camp called Tashme had been established, which enabled the men to visit their families on weekends.



Tashme and the six road camps along the Hope-Princeton Hwy.

As shown on the map, there were six road camps along the 145-km (89-mi) Hope-Princeton project—all isolated. Initially, all work was done manually using picks and shovels. Later, a few bulldozers were used. In October 1943, the two sections of the Hope-Princeton road were linked at Skagit Bluffs (Mile 26 from Hope). The road then was only 2.5 metres (8 ft) to 3.5 metres (12 ft) wide in some places. Slowly, improvements were made until this phase of the project was closed down in September 1945.

Tashme was an isolated and self-sufficient family internment camp, located 22 km (14 mi) southeast of Hope in the Cascade Mountains, at what is now called Sunshine Valley. More than 2,000 Japanese and Japanese-Canadians were removed from the coast and taken to Tashme, the first arriving in September 1942. Tashme

*Hope-Princeton Highway continued*

was planned to house the families of men who were sent to work on the Hope-Princeton highway. The men were then able to visit their families or eventually to live with them. A Tashme post office opened August 16, 1943, and closed August 31, 1946. The cover shown was mailed to Vancouver at Tashme on September 25, 1944. Its contents were censored in Vancouver (Censor 260). Mail from Tashme went by truck to Hope.

Tashme was like an isolated company town. The residents provided the necessities of life, such as schooling and farming. The government operated a general store. The residents had their own hospital. There was a bakery and a butcher shop, and there were many recreational activities. As my cover shows, there were named streets in Tashme. When the camp was no longer needed, it was demolished. As I travelled the Hope-Princeton in the summer of 1950, all I can remember seeing was a cluster of pre-war farm buildings.

**References:**

Y Shimizu, *Exiles: An Archival History of the World War II Japanese Road Camps in British Columbia and Ontario*, Chapter 4, University of Windsor, Southwest Ontario Digital Archive (1993)

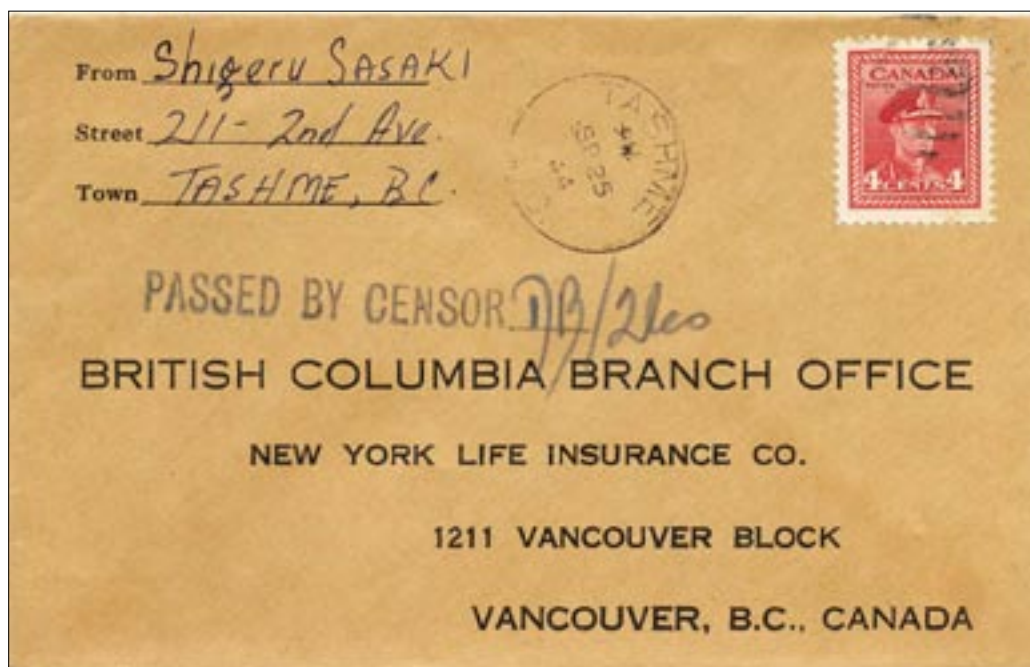
*Tashme Historical Project*, Tashme.ca

Brian Plain, "Tashme, BC," *Post West*, Vol 2, No 1 (1975), pp 26-28

Top:  
aerial view  
of Tashme.  
Photo credit:  
the Tashme  
Historical  
Project,  
Nikkei  
National  
Museum.



Bottom:  
Sept 25,  
1944,  
censored  
4c letter  
rate from  
Tashme to  
Vancouver.



## Readers write

Newsletter reader **Tony Ditmars** poses three questions for the study group, as follows.

- 1) When did Saturday residential postal delivery end in Canada? Was it in February 1969?
- 2) When did twice daily delivery end for homes? Tony thinks it may possibly have been in 1951.)
- 3) Was there delivery on weekday holidays in the 1950s? Eg, if Christmas fell on a Tuesday, was there a delivery? If so, when did it end?

Does anyone have any information? If so, please pass it on to me. I'll inform Tony and then run the responses in the next newsletter. Thanks!

From study group member **Jim White**:

Thank you for the usual informative newsletter! I was particularly appreciative of Dave Klus's response to my frustration over the hand-cancelling of philatelic mail. Turns out our local post office had the forms archived in the backroom (some of which I now have), which brought an end to that frustration.

I was drawn to Tracy Cooper's article "From the files of Alex Price," especially the section on Drynoch. It is Alex Price we have to thank for rescuing so much material from the Ashcroft area. Some mail went from places like the Cariboo to the Harvey Bailey general store, which doubled as the Ashcroft Station post office. It is my understanding that Alex and his father leased a box car and cleaned out the back rooms of the Harvey Bailey store, at times using a pitchfork to bulk-load the material.

Drynoch is a place I know quite well. It sits near the mouth of Nicomin Creek below the falls where the creek joins the Thompson River approximately 16 km (10 mi) east of Lytton. In the 1850s Nicomin or Drynoch—depending on which history one reads—may have been the discovery site for placer gold in BC (some histories claim it was on Tranquille Creek west of Kamloops, though I wonder if the discoveries were simultaneous). Drynoch remains in private hands, originally as a small farm with a beautiful old farmhouse. Placer gold mining supplemented the income for this farm. On the benchland above Drynoch sits the First Nation reserve of Nicomin. When First Nation names were Anglicized, at least one family chose the surname "Drynoch," and on that reserve today are three or four Drynoch families. So the name survives! Today Drynoch is the property of a local rafting company; a fine new building has been erected, used in the rafting business. Some gold can still be sniped in the area.



## Market news

Here are some recent auction results that may be of interest to BC postal history specialists.

From **Ocean Park** auction 40, Nov 19, 2017 (Canadian funds, 10% buyer's premium not included):

- Lot 16, James Island. 1918 postcard to UK, \$85.
- Lot 47, North Gabriola. VF strike on 1910 postcard, \$525.
- Lot 54, Retreat Cove. VF 1909 strike on postcard, \$200.
- Lot 59, Sidney Island. Undated proof strike on piece, \$55.
- Lot 64, Vancouver East End. Rare CDS on reg cover, \$220.
- Lot 79, White Sulphur. Good strikes on F 1913 cover, \$375.
- Lot 82, Zincton (*above*). VF 1915 cover to Kaslo, \$675.

From **Schuyler Rumsey** auction 76, "Gems of Philately," Dec 13, 2017 (US funds, 15% buyer's premium not included)

- Lot 293, double-rate to New Westminster, Barnard's label, Dietz & Nelson double-circle, 4x2½d stamps, \$2,800
- Lot 294, to Cariboo, 2x2½d stamps, Barnard's label, \$2,200
- Lot 297, VF Wells Fargo cover, Victoria to Calif 1864, \$1,150
- Lot 298, VF 1864 to Canada West with US stamps, \$1,100
- Lot 299, 1865 Nanaimo to GB with 24c US stamp, \$2,300
- Lot 300, VF 1865 Wells Fargo Victoria to SE, \$1,600
- Lot 301, VF 1871 6c rate to Oregon, 3x2c stamps, DNS
- Lot 302, Barnard franked cover to Calif, "BX" cancel, \$2,000
- Lot 303, Chinese Wells Fargo cover to Cariboo, \$850
- Lot 304 (*below*), 1869 Wells Fargo to GB with "For Great Britain / and Ireland" handstamp, \$5,250



# A weird, improbable, discombobulated conundrum

*by Bill Pekonen and Alex Price*

Richmond, May 3, 2002

Dear Alex,

Glad to see you in good form at Chilliwack. Have three questions for you. See enclosed photocopy.

1. How did this parcel get from Kelowna to Nelson in 1955?
2. Is the red "R" sticker a post-office label or a CPR label?
3. If this is a registration sticker, could you send a registered parcel via CP Express?

Maybe these are dumb questions to ask you, but then you know a hell of a lot more about railroads than I do.

Bill Topping thought you might know the answer right off the top of your head.

Thanks for any help you can provide. Best regards, Bill



Kelowna, May 9, 2002

Dear Bill,

As usual, you have come up with some weird, improbable, discombobulated piece of conundrum that requires an explanation when there probably isn't one. However, shifting my mind into high gear, I offer the following:

1. The parcel most probably travelled on passenger train No. 12 on the Kettle Valley from Penticton to Nelson. From Kelowna to Penticton it probably went by express truck.
2. Here is a guess. I think the big red "R" sticker was an express addition meaning "rush."
3. I don't believe that CP Express ever had a designation similar to registration at the post office. I think all of their shipments were signed for at every exchange, which would duplicate the postal registration function.

You will note that the "R" sticker has a form number in the upper right-hand corner. This was a common practice with CP stationery, and with other private concerns, but not so much with government stuff, which reinforces my thought that it is of CP Express origin. All of this begs the question as to why it had to go express in the first place. Maybe the government people issuing the thing knew the truth about the post office, and in this case decided to use private enterprise as a safeguard. Cheers, Alex