



# BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

Volume 27 Number 4

Whole number 108

December 2018



*One-cent Admiral paying domestic postcard rate from Golden to Alberni.  
Received at the government agent's office, Alberni, on Sept 11, 1913.*

A favourite cover from study group member Jim White. This black and white viewcard of a steamship coming into the wharf at Port Alberni appears to be cancelled in purple ink with an unlisted homemade "C+V" (Calgary & Vancouver) straightline device. "Evidently," writes Jim, "the regular C&V hammer had been lost, stolen or perhaps involved in a train wreck. . . . The '+' between the 'C' and the 'V' would normally be an '&,' but I suspect that that would have been too tough to carve."

The sender notes that the train had been stuck at Golden for almost 12 hours and had spent the previous day in Revelstoke, where the passengers had seen "all the old-timers." The writer continues: "Four trains at yard. The *Imperial* gone

on ahead to transfer. We are next."

The postcard was sent to John ("Jack") Kirkup, a controversial character from BC's early history. He was born in Kemptville, Ontario, in 1855, joined the BC Provincial Police in 1881 and was stationed at Yale for five years. Kirkup, who disliked politicians and feuded with the business community, soon resigned from the force. Later, though, in the mid-1890s, he accepted the position of chief constable and recorder at Rossland, at that time a wild and sometimes lawless mining town.

Kirkup was a big man—six foot three and 300 pounds—and preferred to maintain order with his fists rather than a gun. He also liked to use a lead-weighted walking stick as a *(continued on next page)*

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*Favourite cover continued*



*John Kirkup in his BC Provincial Police uniform. About 1880.*

weapon. In 1897, after subduing the town's criminal element, he was relieved of his police duties and instead took over the positions of Rossland gold commissioner and government agent. About 1912 Kirkup moved to Port Alberni for three years, and then to Nanaimo, in both places working as government agent. He died in Nanaimo in 1916.

Kirkup had married Margaret Susan Kerr (born 1866) in 1891,

and, presumably, it was she who sent the card; the valediction reads "Always yours, Sue."

## New Weeda postmark

Has Weeda Stamps become a Canada Post outlet? Well, hardly, according to co-owner Andrew Blanchard. But Weeda produces a fair number of packages on a regular basis, all of which have to be neatly hand-cancelled, and this can be bothersome for the local retail post office. Canada Post's solution to the problem was to make up this handsome new datestamp so that the company could precancel its own mail. Collectors will notice that the design of the cancel is similar to all the other recent Victoria post office datestamps.

The *British Columbia Postal History Newsletter* is published quarterly by the BC Postal History Study Group, an affiliate of the British North America Philatelic Society (BNAPS).

Annual subscription fee for printed and mailed newsletters (four issues) is \$15, in Cdn or US funds. Individual print issues sell for \$2.50 each, post paid.

Dues are payable to the editor: Andrew Scott  
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## 1917 perforator available



A new home is sought for an antique but totally functional 1917 Rosbak rotary pin-hole perforator. The machine, currently owned by a conceptual artist, can cut rectangular and diagonal perfs, and handle a wide variety of paper types and sizes. The perforator is quite large and heavy, and would have to be moved from Roberts Creek, just northwest of Vancouver, where it currently resides. Anyone interested in this heritage artifact should contact the editor for more information at the email address below.



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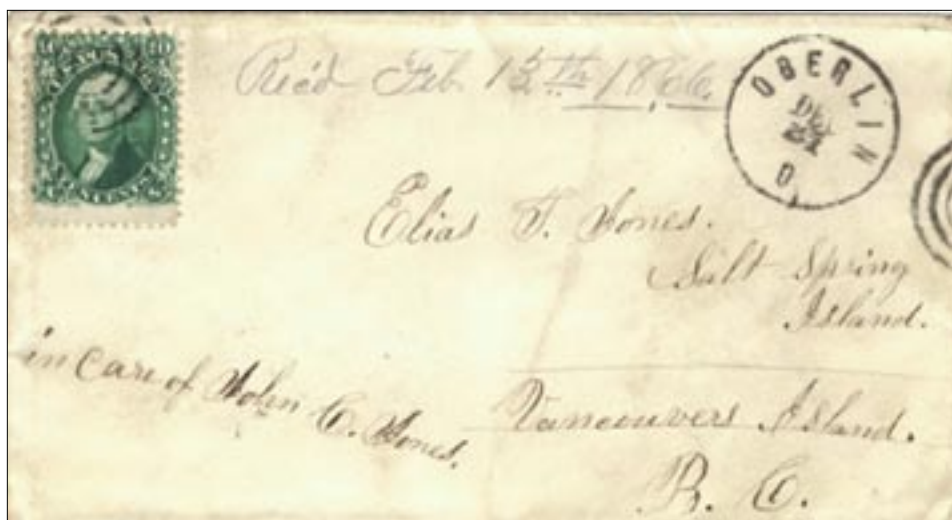
Newsletter submissions may be sent to the editors at the addresses above.

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.

# Early mail from the US to Salt Spring Island

*by Tracy Cooper*

This cover, mailed from Oberlin, Ohio, on Dec 31, 1865, and received at Salt Spring Island on Feb 13, 1866, is a rare example of incoming mail to BC's Gulf Islands in the colonial era. The cover was addressed to Elias T Jones in care of John C Jones, and it reflects an important, not generally known aspect of early African-American immigration to British Columbia.



*Top: John Craven Jones and his wife, Almira Scott, who became progenitors of a long line of distinguished educators and professionals. Below: cover mailed from Oberlin, Ohio, Dec 31, 1865, to Salt Spring Island, received Feb 13, 1866, care of John C Jones.*

To appreciate the cover's historical significance, it's important to briefly consider the political and racial situation in California at the time. As early as 1852 the state's free blacks were growing alarmed over pressure from the southern confederation to make California a slave state. The laws of California were changing, depriving the black community of many basic rights, including the right to protect their property and to provide evidence against white settlers.

In 1858 San Francisco's black community sent a delegation to BC Governor James Douglas to inquire about the prospects of immigrating to Vancouver Island. After a favourable and, indeed, cordial reception by Douglas, about 600 people moved north in 1859, hoping to establish a settlement on Salt Spring Island.

The Victoria delegation made the following resolution: "We are fully convinced that the continued aim of the spirit and policy of our mother country is to oppress, degrade and entrap us. We have therefore determined to seek an



*Early Salt Spring Island mail continued*

*asylum in the land of strangers from the oppression, prejudice, and relentless persecution that have pursued us from more than two centuries in this our mother country."*

Among the black settlers who made Salt Spring Island their home were the Jones brothers, John Craven, William and Elias T, who pre-empted land and made their home on the gentle slope leading down to the east side of Ganges Harbour.

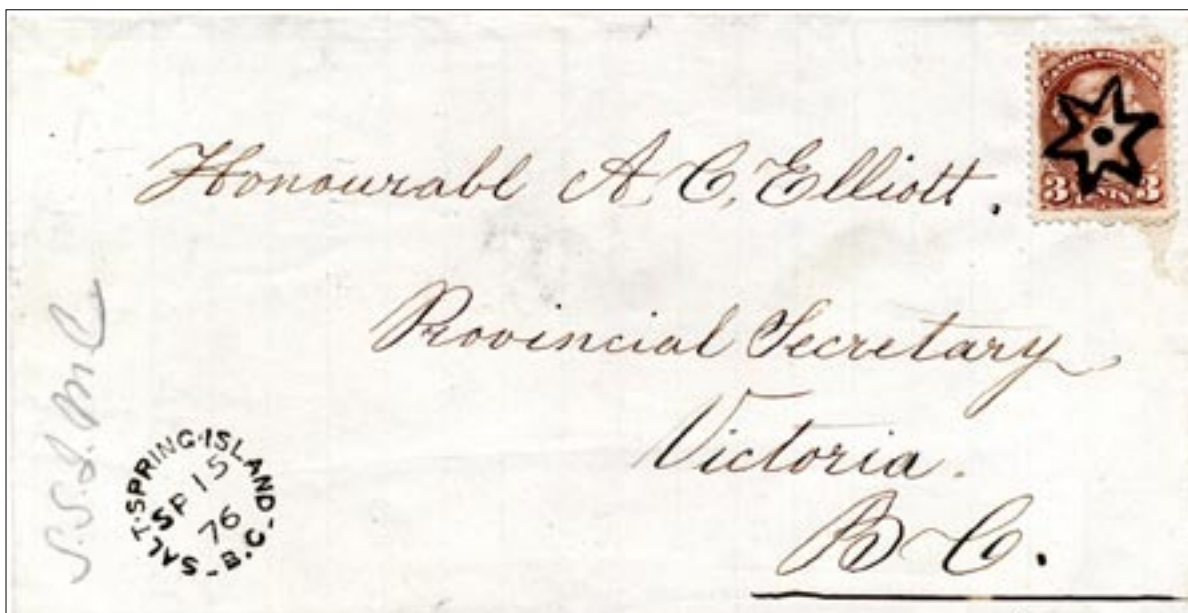
John Craven Jones was a teacher who had graduated from Oberlin College, Ohio, with a first-class degree in 1856. He taught Salt Spring's students from the time he initially arrived on the island until at least 1875. For the first ten years he received no pay. In 1873 John Craven Jones was elected to Salt Spring's seven-member council.

According to the Salt Spring Island Archives, while some of the settlers stayed on Salt Spring, most did not. The ones who remained in Canada, however, whether on Salt Spring or elsewhere, thrived. Whether well educated, endowed with particular skills, or just plain ambitious, they took advantage of the opportunities available to have a good life in a country freer than the one they had left.

In the mid-1870s, with the slavery question settled, John Craven Jones returned to Oberlin. He married in 1882 at age 51 and moved to Tarboro, North Carolina, where he taught for another 25 years. He died in 1911 at the age of 80.

This wonderful cover is noteworthy not only for its postal markings (there are no backstamps) but, more importantly, for the story it tells.

*Editor's note:* We thought it might be fun to follow up Tracy's remarkable find with some early examples of mail *from* (rather than *to*) Salt Spring Island. Expect to see more articles in the newsletter from this region in future issues. The Gulf Islands are one of the most popular British Columbia collecting areas, according to a couple of our leading postal history dealers. The top half-dozen regions? 1) Vancouver Island (excluding Victoria), 2) the Fraser Valley (excluding Vancouver), 3) the Gulf Islands, 4) the Sunshine Coast, 5) the East Kootenays and 6) the West Kootenays.



*Earliest reported postal marking from Salt Spring Island, dated Sept 15, 1876, to Victoria (same-day backstamp). Thomas Parry, first postmaster, appears to have used a signet ring with a star design as a cancel.*

In 1859, a pioneer settler named Jonathan Begg built a store or trading post on Salt Spring's north coast and proclaimed himself "post master." Most historians, however, consider Begg more of a trading post "manager"—ie someone who looked after all the various aspects of the store including, on a strictly unofficial basis, the handling of island mail. The community of Beggsville (also known as Begg's Settlement and Fernwood) did eventually get its own post office, called North Salt Spring, in 1893.

*Early Salt Spring Island mail continued*

Salt Spring Island, the first official Gulf Islands post office to be established, opened its doors on Sept 1, 1874. It was located in what was known as the Central Settlement, halfway between Vesuvius Bay and Ganges Harbour. The island name, incidentally, is officially spelled "Saltspring," all one word, but many islanders preferred "Salt Spring," the two-word version, and that's what the post office chose.



*Realphoto viewcard of the Central Settlement, dated Ganges, May 16, 1939, to North Vancouver. The Salt Spring Island post office was located in the building cluster at lower right.*

A number of fancy cork cancels are reported from Salt Spring Island post office, as well as three different split-ring datestamps, the earliest of which, known used from 1876 to 1893, is shown on these pages. The



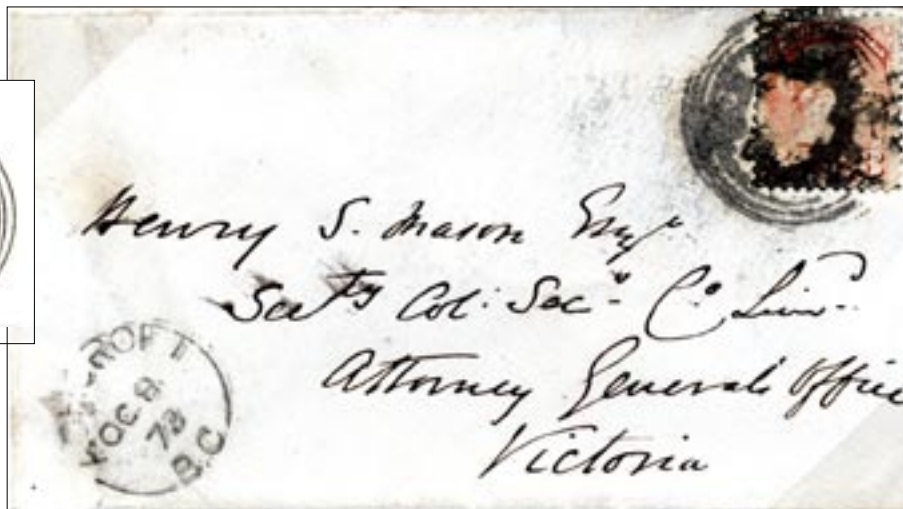
*Three-cent Small Queen cover from Salt Spring Island, dated Mar 21, 1882, to Nanaimo, with a segmented-cork cancel. No backstamps.*

post office closed on Dec 22, 1933, as the island's commercial centre had long since moved to Ganges. Several other Salt Spring Island post offices sprang up in the early years, including Burgoyne Bay (1880), Beaver Point (1884), Fulford Harbour (1893), North Salt Spring (1893) and South Salt Spring (1900).

# Mary Josephine Cornwall of Ashcroft Manor

by Glenna Metchette

Two young Irish lassies, Mary Josephine Eyre (1850-1926) and her sister Cerise (1856-1922), remained in England with their grandparents when their parents travelled to the new colony of British Columbia in 1861. They joined the family in 1871 at The Grange in Marble Canyon near Lillooet. Mary met and married Henry Pennant Cornwall (1838-92) there in 1874. Henry was brother to Clement Cornwall (1836-1910), one-time lieutenant governor of BC and, later, county court judge for the Cariboo. (Clement married Charlotte Pemberton in 1871; Cerise Eyre married Lillooet merchant and government agent Caspar Phair in 1879.)



Early Ashcroft cover to senior government official Henry Slye Mason at Victoria, dated Oct 8, 1873, and cancelled with the Ashcroft bag tag (illustrated at left). Mason, a solicitor, came to BC in the 1860s aboard the Norman Morison and married pioneer resident Annie Eliza Thorne.

Ashcroft House  
in the 1860s.  
Photographer  
unknown.  
(BC Archives  
E-03794)



The aristocratic Cornwall brothers had arrived in Victoria in 1862 with letters of introduction to Governor James Douglas. Instead of joining the Cariboo gold rush, they created one of the finest ranches in the province, 2,600 hectares (6,450 acres) in size, on which they ran 1,500 head of cattle. They christened the ranch Ashcroft after their home in Gloucestershire. The Cariboo Road ran through the property, and Ashcroft became a stopping place for stagecoaches, pack trains and foot travellers on their way to the gold fields. In 1863 the brothers built a roadhouse, originally known as Ashcroft House, later as Ashcroft Manor. It was a 6x12-metre (20x40-ft) single-storey structure with an attic, built of logs and whip-sawn lumber. A second storey was added in the early 1900s to accommodate Caroline, Clement and Charlotte's daughter and oldest child, and her family. (Caroline had married George Barclay in 1897).



*Mary Cornwall continued*

A colonial post office named Ashcroft was established at Ashcroft Manor on July 31, 1865. Clement, Henry and Mary all served as postmasters between 1865 and 1899. Ten years after Mary and Henry were married, the Canadian Pacific Railway was built nearby, and Ashcroft Station was established three km (2 mi) east of the Manor. Within three years, the station had become a town bustling with blacksmiths, livery stables, shops and freight warehouses. In 1886, Ashcroft Station post office opened in Tom Kirkpatrick's store, and he became the first postmaster. Later, the post office moved to the CPR station. In 1899 the post office at the Manor closed, and the office at Ashcroft Station changed its name to Ashcroft.



*Another early Ashcroft cover to Victoria, this one dated Sept 23, 1874, also cancelled by the Ashcroft bag tag. From the Peter O'Reilly correspondence. Ashcroft covers courtesy Tracy Cooper.*

*Below: View of Ashcroft Manor dated about 1962 (unknown photographer, BC Archives C-08554). Portrait of Mary Cornwall courtesy the Ashcroft Museum.*



In 1888, while out riding, Henry was badly injured in an accident. He remained an invalid for nearly four years until he died in 1892. Ten years later Mary sold her interest in the Ashcroft ranch to Caroline's husband and moved to Kamloops. Later, she purchased the Kensington Ranch at Cherry Creek, which passed to her son Henry Cornwall, Jr, upon her death in Kamloops in 1926.

Two years after Mary moved to Kamloops, her niece Caroline died as the result of a rattlesnake bite while picking flowers from the Ashcroft Manor veranda. Caroline's husband sent a messenger to Ashcroft for Dr George Sanson, a CPR surgeon, while he tried his best to check the deadly effects. Almost two hours

*Mary Cornwall continued*

passed before the doctor arrived but, sadly, he could not prevent her death (antivenom was not yet available in Canada or the US). The manner and suddenness of Caroline's death cast a gloom over the whole community. She was only 32 years old. Besides her husband, she left four sons, the youngest only six months old and the eldest not quite five.

The last members of the Cornwall family to reside at the Manor left in 1981. The roadhouse was sold to Madeline and Eric Saunders, who built the teahouse and restored the Manor, operating it as a museum, gift shop and art gallery. The two ancient elm trees in front of the Manor were imported from England as seedlings by the Cornwall brothers.

**Henley-in-Arden.** 3153

Stamp of  
Paying Office

VALUE OF ORDER  
IN CANADIAN MONEY

£ 8 5 2

ADVICE  
of Money Order drawn by the above-named Office

for One fifteen —

upon the Office at Ashcroft Station  
8 Days Postmaster.

THE PAYEE: viz., the Person to whom the Order is payable.

CHRISTIAN NAME. Mary SURNAME. Cornwall

THE REMITTER: viz., the Person who paid in the Money, and obtained the Order.

CHRISTIAN NAME. Samuel SURNAME. Paskall

INC 9-122

This Advice must be signed and stamped by the Postmaster who draws the Order, and must be stamped on the Outside with the date of receipt by the Postmaster on whose Office it is drawn. When payment is made, the stamp of the day of payment must be affixed in the space provided at the foot of the Advice in the INSIDE. It must be retained at the Paying Office until the corresponding Order has been paid or has become void. The Advices relating to the Orders paid daily, must be forwarded to the Metropolitan Office of the Country of Payment. N.B.—A separate Advice must invariably be sent for each Order.

Stamp of  
Paying Office

*A money order payable to Mary Cornwall sent by Samuel Paskall of Henley-in-Arden, England, on Dec 10, 1891, received at Ashcroft Station Jan 8, 1892, and cancelled by Postmaster William Bailey. Mary received \$8.52 in Canadian funds from the £1 15s gift. This might not seem like a princely amount, but the purchasing power of \$8.52 in 1892 was equivalent to \$215.00 in 2015 Canadian funds.*

Prior to WWII, a small landing strip was built across one of the fields behind Ashcroft Manor. In 1943 the Department of Transport built a radio range station with four towers and a control building on top of Coyote Hill behind the Manor to guide airplanes. It operated round the clock. To accommodate the station operators and their families, a row of white houses were built, as well as a main office, which housed a bomb shelter. These burned down a few years ago. During WWII, the DOT used many small radio range stations in the BC interior to take bearings on high-frequency radio transmitters employed by German U-boats. (If you can confirm that this occurred at Ashcroft, please contact the editor or author.)



Mary Cornwall continued

**Sources:**

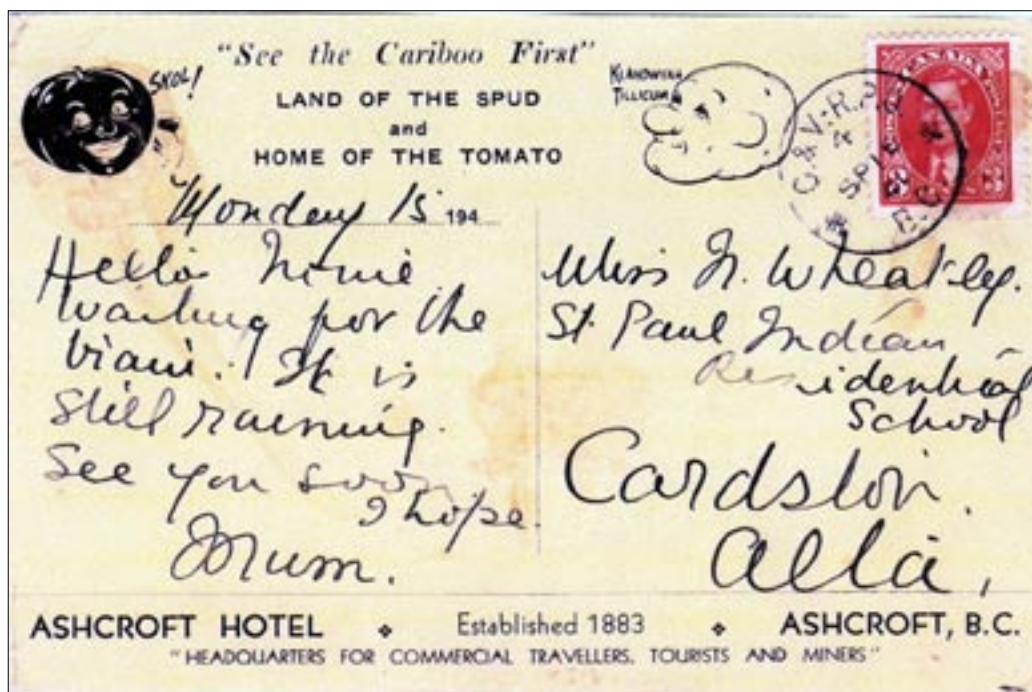
Corporation of the Village of Ashcroft. *Bittersweet Oasis: A History of Ashcroft and District 1885-2002*.

Manitoba: Friesens Corp History Book Division, 2002

Houbregs, Gerald. Ashcroft Radio Range Station employee. Interview, June 2018

Patenaude, Branwen. *Golden Nuggets: Roadhouse Portraits along the Cariboo's Gold Rush Trail*. Surrey: Heritage House, 1988

Paulos, Kathy, Ashcroft Museum supervisor, and summer student Breana. Correspondence, June 2018



An Ashcroft Hotel advertising postcard cancelled by a C. & V. R.P.O. postmark dated Sept 16, 1941, and mailed to Cardston, Alberta (Sept 17 CDS receiver on face). Note the curious tomato and potato head designs reinforcing the Cariboo slogan. The card is addressed to Nomie Wheatley, a student at St Paul Indian Residential School, by her mother.

# A new discovery from the Kamloops area

by Andrew Scott

Another previously unreported BC post office has surfaced. Holmwood was a ranching settlement about 27 km southeast of Kamloops and eight km south of Monte Creek. The post office was established on Oct 1, 1912, and closed on July 31, 1921. Rancher Albert William Duck was the only postmaster listed for this whole period.

In his *British Columbia Post Office Revenues 1871-1921*, Tracy Cooper reported a total revenue of \$377.13 for the entire 8.5-year life of the post office. Most years the revenue did not even cover the postmaster's salary. Study group members will recall that Tracy suggested, in "The Lost Children Revisited" (*BC Postal History Monograph No 1*), that a Holmwood marking would soon be discovered. In fact, he predicted, out of the



One-cent Admiral postcard rate from Sidney, BC, dated Dec 23, 1914 (duplex), to Holmwood post office (Dec 26 split-ring receiver), Ducks, BC. Unknown "F.M." cancel.

100 or so offices still unreported at the time of the monograph, Holmwood was the fourth most likely to be found. So here we have an excellent proof of his methodology.

It's interesting that both addressee and Holmwood postmaster are named Duck. The Duck family had a major presence in the district: Jacob Duck arrived in 1862 as a miner, but stayed to buy land and become a rancher. A colonial post office, Duck and Pringle's, was established in 1870 and continued on through Confederation until 1896, when its name was changed to Monte Creek. Historian Alfred Deaville names James Duck as the colonial postmaster, while George Melvin, author of *The Post Offices of British Columbia*, lists J Duck as postmaster from 1871 until 1888. Another nearby ranching settlement, Duck Range, is named after Albert William Duck, Jacob's nephew; Duck Range post office was open from 1908 to 1943. Duck Siding and Duck Meadow are other local landmarks that celebrate the pioneer Duck family.

The "F.M. in oval" handstamp is a mystery. These initials, in a postal context, usually stand for "foreign mail," but that doesn't seem relevant in this case. Forwarded mail? I can't recall ever seeing this marking before; if study group members have any information, I would be pleased to hear from them.

Holmwood Farm is located nearby, at 1996 Barnhartvale Road (though I don't know if this is the original site of Holmwood post office or, indeed, if it has any connection at all with the original settlement). According to the internet the farm is home to sixty ewes and two rams. More than one hundred lambs are raised every year. The sheep graze on irrigated and natural hillside pastures in summer and are fed locally grown hay in winter. The wool is sent to Lethbridge for processing, and the lamb is sold from the farm or at stores in Kamloops and Yarrow. For more information go to: [www.lookkamloops.ca/holmwoodfarm.htm](http://www.lookkamloops.ca/holmwoodfarm.htm)



# Selma Park: Sunshine Coast playground

by Andrew Scott

From the 1910s to the 1940s, the small community of Selma Park was at the heart of BC's "Gulf Coast Riviera," as the travel brochures described it. Today the "Gulf Coast," located just northwest of Howe Sound and Vancouver, is known as the Sunshine Coast. The early history of Selma Park itself is somewhat confusing. The land appears to have been originally pre-empted in 1891 by Thomas Rankin. It then passed through



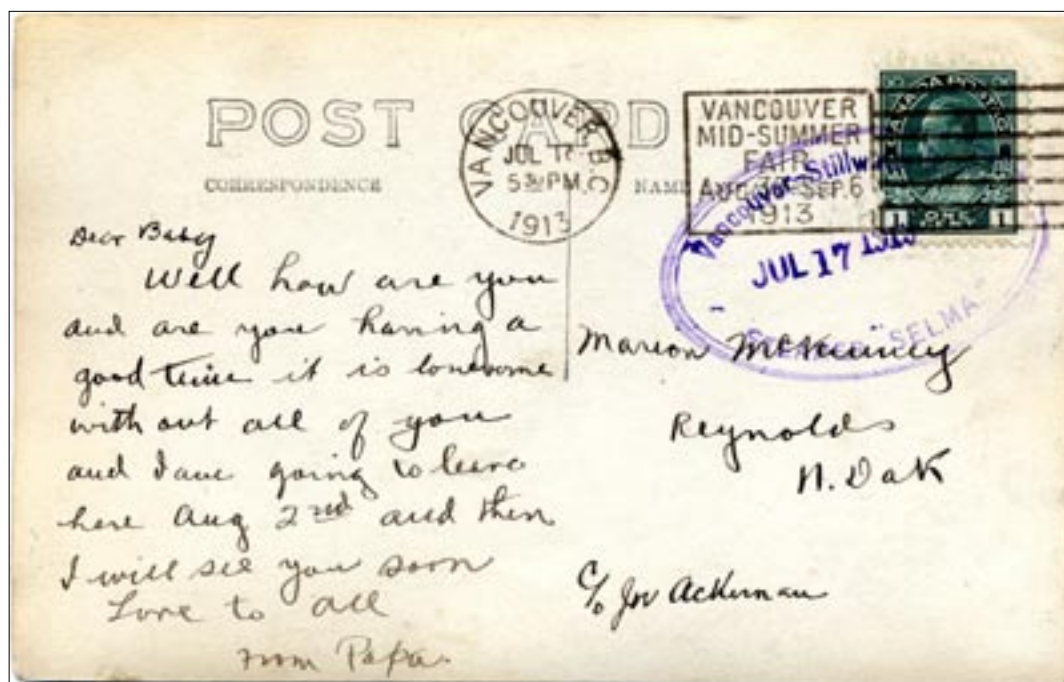
*Above: commercial cover to Vancouver, duplex dated April 23, 1950. No backstamp. Selma Park post office opened on Sept 3, 1946, and was located over the years in a series of general stores. The duplex cancel was proofed on Aug 17, 1945, and in use until at least 1965. Realphoto viewcard (right) by Charles Bradbury. Unused.*



several pairs of hands before 1906, when it was sold to the Roman Catholic Church. However, the dominant figure associated with the property in those early days was a squatter with a drinking problem: an unconventional character nicknamed "Holy Joe" for his affiliation with the Salvation Army.

Here's a description of the plot from the 1902 edition of *Farm Lands in British Columbia*: "Lot 1329, Group 1, near Sechelt. 180 acres. There are several acres cleared and fenced, a very fair house, cattle sheds, etc, an excellent spring of water all within the clearing. The only available sheltered spot on Sechelt Bay for a steamer landing is on the property. There is also a considerable quantity of good timber on the place. Most desirable for summer camping or fishermen's location. Splendid mountain trout stream flows across back of lot. Readily accessible by steamer from Vancouver. Store, post office and hotel within one mile. Known as Holy Joe's Homestead. Price . . . \$1,500."

In 1911, the All Red Line Ltd, a steamship company incorporated to provide daily service between Vancouver and the new mill town of Powell River, decided to purchase seven acres of Holy Joe's Homestead from the Catholic Diocese and enter the tourism business. They erected a wharf on their new property in 1916. The All Red Line owned two interesting vessels, the *Santa Maria* and the *Selma*, both constructed in Glasgow

*Selma Park continued*

A realphoto tourist postcard of Powell River handed aboard the *Selma* on July 17, 1913, for mailing to North Dakota. Same-day Vancouver machine cancel. Only four examples of this ship cancellation have been reported, all from 1913. Below left: May 29, 1913, proof strike, plus a different *Selma* proof strike from 1915 that is not known used. Below, note the vessel's handsome yacht-like lines, with the clipper bow and fantail stern. Charles Bradbury photoview.



by John Elder as luxurious steam yachts. The *Santa Maria* was built in 1883 for John Rolls, 1st Baron Llangat-tok, a wealthy British landowner and politician, whose son, Charles Rolls, was co-founder of Rolls-Royce.

But it is the *Selma*, originally built in 1881 as the *Santa Cecilia*, that concerns us here. It was owned by soldier and politician General Lord Alfred Henry Paget, son of the first Marquess of Anglesey (Cecilia was the name of his wife). The vessel was frequently chartered for cruises and events, and many famous people were entertained aboard—often quite excessively, according to rumour—including Albert Edward, Prince of Wales, and his mistress, the socialite and actress Lillie Langtry. The All Red Line acquired the two ships just before the start of WWI, brought them to Vancouver, changed the name of the *Santa Cecilia* (but not that of the *Santa Maria*) and put them on the run to Powell River, with several stops along the way. The growing resort of Selma Park was named after the *Selma*. But who was the ship named after? Perhaps the wife of one of the All Red Line owners? Despite hours of research I've been unable to answer this question.

In 1917 All Red sold its Selma Park assets—land, wharf and ships—to the Union Steamship Co for \$117,500. The ships were renamed to conform with other Union vessels, which had First Nation or Spanish names starting with "C." The *Selma* thus became the *Chasina* and the *Santa Cecilia* the *Chilco*. For a few years the ships' routes remained roughly the same. But in 1923 the *Chasina* was resold. It served as a rum-runner on Puget Sound, then set off for the Asian port of Macao, never to be heard from again. After many years of faithful service, the *Chilco*, renamed the *Lady Pam*, ended up as a hulk, part of the Oyster Bay breakwater.



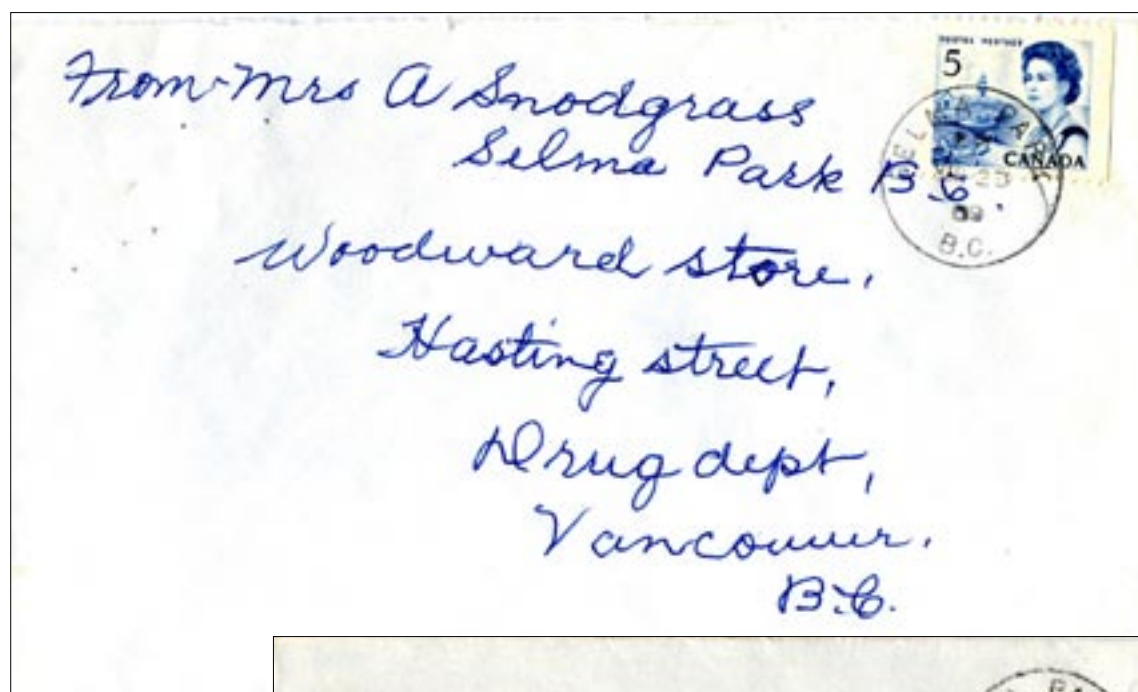
*Selma Park continued*

The Union company expanded its popular Selma Park resort, laying out large picnic grounds and numerous cottages, many of which have been modernized and still stand. A general store and post office followed; R J A McGinness was the first postmaster (1946-47), then F G Willows (1947-50), G W Dalzell (1950-53), S N Jackson (1953-55), H W Fontaine (1955-56), W Morris (1956) and Mrs D M Hubbs (1956-69). The crowning glory came in 1920: a dance pavilion with a tea room on the verandah. It must have been a romantic spot on warm summer evenings, with fine sea views, oil lamps flickering and live music in the background.

World War II changed everything. Union sold its Selma Park property in 1944. The wharf was dismantled and replaced by a breakwater. The dance hall burned down in 1952. Selma Park is now a pleasant residential suburb of Sechelt. The community has changed, but the sunsets at Holy Joe's Rock are as enjoyable as ever.

**References:**

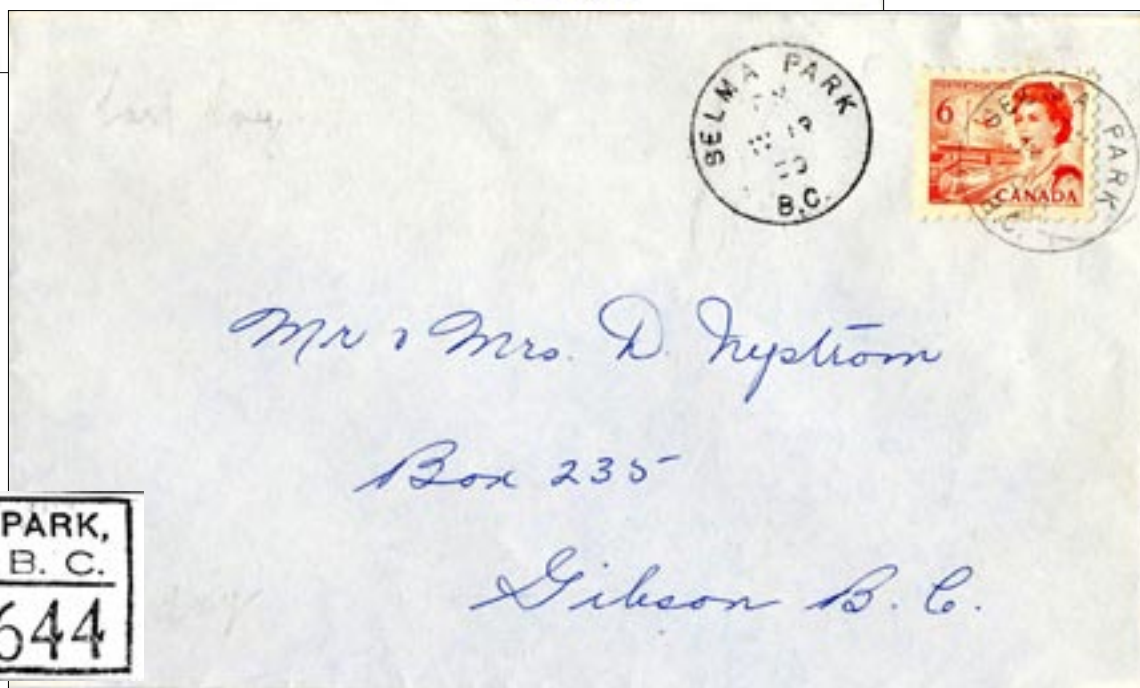
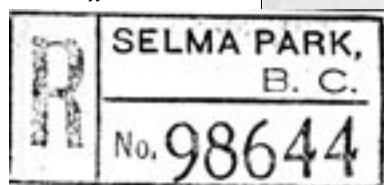
*A Brief History of the Davis Bay, Selma Park, Wilson Creek Areas*; Ann Watson and Janet Ansell; Davis Bay, Selma Park, Wilson Creek Community Association; unpublished typescript, Sechelt Archives  
*Helen Dawe's Sechelt*, Helen Dawe, and *Whistle up the Inlet: The Union Steamship Story*, Gerald A Rushton



The small-lettered Type C circular cancel on two Centennial covers, dated Aug 23, 1968, and Apr 19, 1969, the day the post office closed. (The domestic letter rate changed from 5c to 6c on Nov 1, 1968.) The datestamp was proofed June 3, 1968, and in use less than 11 months. Top: The Snodgrass family, after whom a street is named in Selma Park, did their shopping by mail order, as did many local residents. Below: A "last-day" cover. No backstamps.



Two proof strikes: a MOTO (above) and a registration box (below), showing the money order office number.



# Capilano Shingle Company surprise

by Tim Woodland

I like to pass things along to other collectors, free of charge but hoping that they will keep me in mind for future considerations. So I was delighted when former recipient Arlene Sullivan approached me with a big smile and an "I have something for you" exclamation, then handed me the item below.



Okay, it's an oversized business-use postcard with a Pitney Bowes postage meter cancel. The double-value tablets are interesting but apparently not uncommon. The *International Catalog of Postage Meters* lists the meter information as follows:



## B3. Pitney Bowes models "HX", "HT" (LV-10), 1932.

Similar to Type B2 but with "POSTES" above and "POSTAGE" below value figures. M# in 82000-84000 (This example 83344)

A. With "METRE NO." at bottom

B. With "METRE" at bottom

**C. With "METER – COMPTEUR" at bottom**

But it's the back of the card that gives its visual attractions the big reveal:



*Capilano Shingle continued*

While the postcard was flown by air from Vancouver via New York to New Jersey, the Canadian Pacific rail carload of BC shingles took a more interesting route. Researching the various connecting railroads was much like investigating the postal routing for a cover, though at times some of these routes were also used for mail transport. The card's routing information indicates that CP transported the carload to Emerson, Manitoba, where it would have entered the USA at Noyes, Dakota, as part of a CB&Q (Chicago, Burlington & Quincy) consist. Next it was transferred to the CSS&SB (Chicago South Shore & South Bend) railroad, with final delivery via the Erie Pennsylvania Railroad.

The Capilano Shingle Company Ltd was the successor to the Capilano Timber Company, which had a railroad logging operation in North Vancouver's Capilano Valley in the 1920s. Both companies used the Cardinal brand logo. The Capilano Shingle Company had a shingle mill in New Westminster, and the main 'A' shingle mill located on Vancouver's Burrard Inlet just below where today's Pacific National Exhibition stands.



*Letterhead for Capilano Shingle Co showing Cardinal Brand marketing logo*

## Some recent BC post office markings

Most of the datestamps shown here are from the list of new offices published in the last newsletter (issue #107, page 1090). A few are new cancels from old offices or clearer strikes of previously illustrated items.

