Two-cent postcard rate to Antwerp "via New York," dated June 21, 1904. July 10 Antwerp (Anvers) receiver.
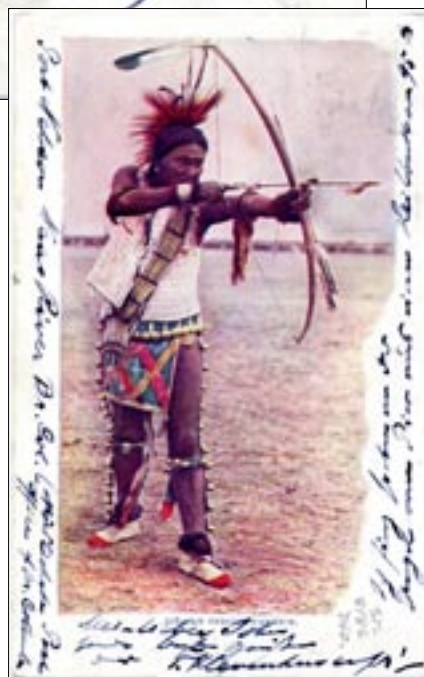
This issue's "favourite cover" hails from Nass Bay on the northern BC coast, where seven salmon canneries operated during the first half of the 20th century. One of them, the Port Nelson—located on the site of a former saltery—had a post office, which opened on Aug 1, 1903. The Port Nelson was adjacent to the Arrandale Cannery, and in 1910 both enterprises were bought by the Anglo-British Columbia Packing Co. The Port Nelson post office closed on July 1, 1905, and postal operations were transferred to Arrandale. This is the only reported card or cover from Port Nelson and the only known strike of the Port Nelson split-ring datestamp. The card, a portrait of "an Indian warrior," was addressed to Germany, though Antwerp ("Antwerpen" in Dutch, "Anvers" in French) was part of Belgium at that time (and still is today).

In this issue:

From our readers

Study group member **Glenna Metchette,** from 100 Mile House, writes: "I'm enclosing scans of two postcards in my collection. One has been

Caption reads: "Hauling supplies for the Fort, Grouse Mountain, Vancouver, BC"

mailed and is cancelled on July 6, 1928. Both have captions mentioning a "Fort" on Grouse Mountain. I've searched and searched but cannot find any information about a Fort. I did find mention that the first builders on Grouse Mountain were Scandinavians, who hauled supplies up the mountain. Fourteen dogs in a team is a lot, suggesting they were hauling heavy supplies. Only the fittest dogs could haul 100 lbs each. Two of the same men appear in both cards, it seems, as do some of the dogs.

"BC Archives and UBC Special Collections have identical postcards in their collections, but they have no further information about a Fort. Neither the North Vancouver Library nor Vancouver Public Library Special Collections could find any

information about this."

Glenna has asked that if newsletter readers have any information about the Grouse Fort, could they please send it to the editor, who will, in turn, pass it on to Glenna (and make note of it in a future issue).

VanPex 2019

2019 marks the 100th anniversary of the British Columbia Philatelic Society, and to celebrate, the society will host a three-day national and regional stamp show Sept 27-29 at the Nikkei Cultural Centre, 6688 Southoaks Crescent, Burnaby (immediately south of Kingsway). Hours are 10 am to 6 pm on Sept 27, and 10 am to 4 pm on Sept 28 and 29. Admission is by donation and there is free underground parking. As many as 30 dealers are expected to be present, plus more than 100 frames of exhibits. For more information, go to: www.vanpex2019.com

Subscription renewals due

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 wish to receive the digital edition, please make sure we have your email address. You can also download the newsletter from our file-sharing site (see below). This is the last issue that we can honour 2018 print subscriptions. If we have your email address, we will shift any remaining unpaid print subscriptions to digital for the December issue. Thank you to those who have already resubscribed.

Colonial BC cover with embossed Star of David
by Tracy Cooper

This envelope was likely mailed somewhere between New Westminster and Savona's Ferry. It is addressed to El Dorado, California, and franked with a pen-cancelled strip of three BC three-pence stamps. Under the British Columbia Postal Ordinance of April 2, 1867, these stamps were provisionally valued at 6¼ cents each. They pay (or slightly overpay) the 12½-cent "upcountry" rate plus a five-cent BC tax for mail leaving the colony.

The circular GPO datestamp and the embossed Star of David on the back flap are both reproduced at larger than original size.

The US ten-cent stamp, probably applied at New Westminster, pays the postage to California and is tied by a San Francisco concentric-ring cancel. The cover is postmarked on reverse wih a GENERAL POST OFFICE/BRITISH COLUMBIA//18 MAY/1867 double-ring datestamp used at New Westminster. The cover also has a SAN FRANCISCO/CAL//MAY/27 transit mark. It is addressed to A P Copley and has an embossed Star of David on the reverse, suggesting that the writer is Jewish.

Jewish pioneers played a major role in the development of British Columbia, with considerable numbers emigrating from California in the 1860s during the Cariboo gold rush. Others came from Australia, Great Britain and Europe, and worked as traders and merchants. At first, they mostly settled in Victoria, establishing a Jewish cemetery there in 1860 and building the Congregation Emanuel Temple (Canada's oldest surviving synagogue) in 1863. Prominent early members of BC's Jewish community include Selim Franklin, who became a member of Vancouver Island's legislative assembly in 1860, and Henry Nathan,

Star of David continued

the first Jewish member of parliament (in 1871). Vancouver later became a centre of Jewish population, home to such well-known figures as David Oppenheimer, the city's second mayor; Samuel Davies Schultz, Canada's first Jewish judge; Dave Barrett, the country's first Jewish premier; and BC chief justice Nathaniel Nemetz.

This is the earliest documented cover from British Columbia bearing a symbol of Jewish identity.

Sources: *Encyclopedia of British Columbia,* edited by Daniel Francis, Harbour Publishing, 2000
    Strangers Entertained: A History of the Ethnic Groups of British Columbia, by John Norris, British Columbia Centennial Committee, 1971.

Top: 5-cent (perf 14) cover from New Westminster to Jewish politician Henry Nathan in Victoria, MAR 1/PAID CDS in blue ink. Bottom: Embossed, illustrated Oppenheimer Bros advertising cover with 3c Small Queen tied by a Vancouver square-circle postmark dated April 2, 1894. To John Jane, Savona.

Early mail to Gabriola and Valdes islands
by Andrew Scott

The US postal stationery card featured in this article was mailed sometime in May 1877 to George Fenton Wake (1859-1937), care of his father, Capt Baldwin Arden Wake (1813-80), a retired Royal Navy officer who had emigrated from England to Victoria with his family in the mid-1870s. It was addressed to Gabroila [sic] Island, "Near Namaimo [sic] on Vancouver's Island," and has a faint Victoria split-ring receiver on the back dated June 4, 1877.

The card is manuscript-dated May 18, 1877, on reverse. The dispatch postmark is unclear, though it could possibly be Washington, DC (the text mentions Leesburg, a nearby city, and the Wake family are thought to have lived in Virginia for several years before moving to Canada). The message doesn't provide much help; it was written to young George by a college pal and largely concerns a smelly pair of "arctic overshoes." The earliest surviving pieces of Gulf Islands mail are all associated with Saltspring Island, where the region's first post office opened in 1874 (see Tracy Cooper's article in Issue #108 of this newsletter, pp 1093-95). Gabriola Island did not get an office until 1884, so this card must be considered a very early piece of Gabriola mail. But what I found most intriguing as I did more research was that the Wakes were not Gabriola residents at all. They lived, instead, on Valdes Island, to the south, across Gabriola Pass—a much more obscure and unpopulated place.

Much of my information about the Wake family comes from *SHALE,* an excellent journal published by the Gabriola Historical and Museum Society and edited by Nick Doe. I'm indebted in particular to "Capt B A Wake and his family," an article by Lynda Poulton in *SHALE No. 5* (December 2002). Wake acquired about one-fifth of Valdes Island (760 acres or 310 hectares) in 1876, and built a home at the northern end, on Gabriola Passage, where tidal currents can reach eight knots. He and his family were the only white settlers on the island (though Wake's wife and children may have spent much of their time on Vancouver Island). Vegetables were grown, and sheep and cattle raised. Later, a telegraph office and repair station was built nearby for the submarine cable between Burrard Inlet and Nanaimo. A forestry company owned most of the remaining land, which was uninhabited.

The Lyackson First Nation's reserves cover about one-third of the island. The Wakes had a troubled relationship with the Lyackson, who lived at Chemainus but objected to any non-indigenous settlement on Valdes, which they considered their homeland. However, a land-use arrangement worked out by Joint Indian Reserve Commissioner Gilbert Sproat in 1876-77 apparently satisfied all parties. Capt Wake also spent much time on Gabriola, where he taught at the local school. This did not work out well, according to the *Nanaimo Free Press,* as there was "growing dissatisfaction with his teaching methods," which tended to emphasize theology and industrial training rather than the recommended provincial curriculum. In June 1878, "Captain Wake was removed from his teaching position." Wake

Gabriola continued

vanished in 1880 while sailing home from Nanaimo in rough weather. His boat turned up, as did some valuable family heirlooms (silver plate, etc), which had been hidden nearby. Authorities considered the circumstances of his disappearance suspicious. His body was never located.

Gabriola Island's settlers first petitioned the government for a post office in 1878, but their application was turned down. They were "much inconvenienced," wrote Post Office Inspector Robert Wallace, "in having to send to Nanaimo by canoe for their correspondence, a trip that is frequently attended with

Left: Unused realphoto viewcard of the wave-eroded Gabriola sandstone formation known as the "Malaspina Gallery."

Below: Gabriola Island 3-cent Small Queen cover to Santa Clara, California, dated Feb 19, 1895, by which time the island had its own post office. On reverse: Feb 19 Nanaimo and Feb 20 Victoria CDS transit cancels and Feb 23 Santa Clara receiver.

danger" (see Tracy Cooper's *British Columbia Post Office Revenues, 1871-1921*, p 264). The Wake family's mail must have been included in this dangerous transfer. Their letters didn't need to be addressed to Valdes Island; Gabriola, where they were known to all, would have been enough. Another reason for the Gabriola address, rather than Valdes, may have been to avoid confusion with the BC post office of Valdez Island (now Quadra Island) further north.

In 1883 Inspector Wallace wrote to his superiors again, pointing out that Gabriola Island was "also conveniently situated to Valdes Island." This time Gabriola's post office application succeeded.

How can you tell if an eBay cover is genuine?
by Tracy Cooper

I recently came across a cover on eBay that, on first impression, I was going to dismiss as too good to be true. The item in question was listed by a well-known, reputable eBay seller, but purchases on eBay are very much *caveat emptor,* with no returns—not like those with your local stamp dealer or auction house. I'm sure I'm not the first philatelist to come up against this dilemma, so it might be useful to discuss the steps I went through to determine whether I was going to place a bid or not.

For 35 years I've been looking, without success, to add to my collection a legitimately used 15-cent Large Queen on cover, posted from British Columbia. One might think that such covers would be reasonably common, as a single 15-cent Large Queen paid both the doubleweight UPU registered letter rate and the tripleweight letter rate. Used stamps with BC cancels are fairly common, but covers from BC must be rare indeed for me not to have found one yet. Imagine my surprise, then, to find this bizarre eBay listing, with a combination of elements that would immediately raise the eyebrows of any seasoned postal historian. High-resolution scans of both front and back were included, so I decided to devote a close inspection and a bit of critical analysis to this unusual cover.

Too good to be true? An 1887 registered Large Queen cover from Victoria to Italy.

I started with the obvious; the cover showed a single 15-cent Large Queen in the upper right, with a five-cent registration stamp in the lower left and a five-cent Small Queen on the reverse. Malcolm Leitch kindly let me examine his dated collection of 15-cent Large Queens from BC, and we determined that this particular shade of stamp was in use during the late 1880s time period. The five-cent registration stamp and five-cent Small Queen on the reverse were both unremarkable, so nothing more was to be learned from the stamps themselves. The 25-cent franking would pay the quadruple or two-ounce UPU registered letter rate. The most unusual aspect of this cover, however, was not that it was addressed to Palermo, Italy, but that it was mailed from BC to Italy from the German consulate on a Mulready illustrated cover printed in England! It just doesn't get weirder than that. The cover had been opened at the top and on the right side. It also had a fair amount of foxing on both the front and the rear (which would later prove in my examination to be significant). The consignor noted that all three stamps were cancelled with a two-ring bull's-eye hammer, *none tied to the cover*. Many collectors, I suspect, seeing that comment, moved on at that point. A cover with the stamps not tied is an immediate red flag for most people and deservedly so.

The envelope was addressed to Mister Charles Stengelmaÿr, care of Messrs Carlos Wedekind & Co, Palermo, Italy (in upper left corner). The sender was Lewis Rommel of the German Consulate in San Francisco. Both the mailing address and the return address were in the same hand, a good sign. There was a nondescript wax seal on the reverse. I decided next to look at the postal markings. The upper right of the

Large Queen cover from BC continued

cover had a large registered "R" in an oval measuring 26 x 21.5 mm. The despatch hammer was an unusual 24-mm VICTORIA B.C./CANADA CDS (not in the proof book) dated FE 1/87, which appears to have been used only on registered covers of the period. I found the same hammer used on another cover in my collection, posted on DEC 18/89. The reverse of the envelope had two more examples of the Victoria CDS plus a PALERMO registration CDS dated 28/2-87, indicating a total of 27 days in transit. On the face were five different registration numbers and a REGISTERED red oval (likely London).

The next step was to examine the all-important stamps and bull's-eye cancel. The cancel was Wellburn V. 51, 19 mm in diameter, noted used at Victoria in the 1884-86 period—another good sign. Many Canadian post offices, however, were issued various sizes of bull's-eye cancellers, and this particular size and ring configuration could have been used at other offices as well. The 15-cent Large Queen showed perf wear at

the top and right edges, consistent with the close proximity of the stamp to the edge of the envelope. The bull's-eye did not tie the stamp to the cover. Now for the five-cent registration stamp. To my surprise this stamp appeared barely tied at the edge of the cover—a very good sign. Finally, the five-cent Small Queen stamp on the reverse. The bull's-eye canceller again did not tie the stamp to the cover, the placement on the back of the cover was unusual, and I was perplexed by the small blue marking on the upper left of the stamp. The good thing was that all three of the stamps had the same bull's-eye cancel. In fact, not only were they the same cancel but they were all struck in exactly the same way, likely by the same hand: strong impressions on the right and weak on the left. I noticed that all three stamps were tied to the cover by the foxing on the front and rear of the cover. For foxing to impact both stamps and cover meant that they must have been on the cover for a very long time.

So what to make of the stamp on the reverse? I recalled reading Brian Plain's article on the Dead Letter Office and the Victoria Exception (see *The Dead Letter Office in Canada, 1830-2002,* pp 21-23). In the 1890s and late 1880s, most shortpaid letters were sent to the Dead Letter Office in Ottawa. However, E H Fletcher, divisional post office inspector for BC, was authorized to speed things up as a courtesy by processing such letters from Victoria (a note was mailed to the addressee, who was required to send the deficient postage to Victoria before the letter could be forwarded). Perhaps this cover was shortpaid five cents, and Inspector Fletcher, noting that it was from the German Consulate, and thus somewhat official, employed his discretion and added the missing postage. What about the little blue line? The colour was consistent with that used by Fletcher for his personal datestamp, and he may have used precancelled stamps for such courtesy purposes. This stamp remains a bit of a mystery.

Based on the preponderance of evidence, I decided to bid on the item and was successful. Upon delivery, I confirmed that the five-cent registration stamp was in fact tied, which gave me a higher degree of confidence that this cover was genuine. In the unlikely event that it's a fake, then it's the best I've ever seen.

Doriston, BC: Echoes of an earlier era
by Andrew Scott

While researching some long-lost relatives from the Sechelt Inlet region, study group member Barry Milavsky posed the following question: "Was there ever a post office at Doriston?

Well, Barry, thanks for asking. I just happen to have a story about Doriston. Indeed it did have a post office, and its postmark (below) is very rare. Luckily, the Surveyor-General's Department often requested that postmasters fill out "location" cards and return them to the Geographic Branch (this was done in order to

Left: Shaw Cove proof strike, dated July 3, 1915. This post office is on the unreported list. Centre: the only known postally used example of the Doriston split-ring hammer, on piece, dated Sept 14, 1920. Right: a clear Doriston strike on a Surveyor-General's Dept card (see story). The Doriston split-ring was proofed on Feb 20, 1918, but the proof strike is too poor to display. The current photos of Doriston are by the author.

provide up-to-date information for Canada's national topographic map series). They were asked to make a "sketch" of their office location, and most PMs also marked the card with their office datestamp. Postmaster drafting skills varied considerably—from elegant to barely legible—but much valuable information was preserved this way about the exact locations of old, hard-to-pinpoint post offices. Many of these survey cards now reside at the British Columbia Geographical Names Office.

Doriston continued

The tiny hamlet of Doriston, located on the west side of Sechelt Inlet, about 75 kilometres northwest of Vancouver, hasn't changed much over the years. It is reachable only by boat, floatplane, or a long and difficult hike. Its dozen or so homes were built for year-round use, but most are occupied today only in the fair-weather months. In winter, one can sense what Doriston might have been like in its pioneer days: isolated, self-sufficient and seafaring, a typical BC coastal community of the early 1900s.

Both sides of the Geographic Branch's location card for Doriston post office, which was located centrally on Lot 3741. Note that the post office's earlier name, Shaw Cove, has been crossed out and replaced.

Doriston got its start at the turn of the century with a sawmill built by Bert Whitaker, an entrepreneur who owned a series of stores and hotels in Sechelt. The first permanent resident was a man named Austin Shaw. Other settlers moved in, and they logged and fished and farmed. A school was established as early as 1912, and a post office, named Shaw Cove, opened on Aug 1, 1915. A telegraph service connected the community to the wider world by about 1920. Sam Lloyd arrived before WWI, and when Shaw went off to join the army, Lloyd became postmaster and managed to change the post office name to Doriston, after his daughter, Doris, effective March 1, 1918. As part of his duties, Lloyd rowed to Sechelt and back once a week, a distance of 55 kilometres, to fetch the mail.

Doriston post office closed on June 30, 1923, but the school lingered on until 1939. Enrollment normally varied between eight and 12 children. The teachers were dedicated souls; Hilda Cuttle, for instance, served at Doriston from 1930 to 1938, teaching all grades, giving music and woodworking lessons, overseeing sports and outdoor activities, and organizing parties and picnics. She "never used the strap," a former student remembers in Barbara Ann Lambert's delightful *Chalkdust & Outhouses: West Coast Schools, 1893-1950*. The school population was tragically diminished in the late 1930s when three young girls drowned in nearby Skookumchuck rapids.

Doriston continued

The Gjerdin family arrived in the inlet in 1924 from Sweden via the US. Oskar Gjerdin and his wife Albertina carved a "stump ranch" from the wilds, built and repaired boats, grew a huge garden and raised sheep. According to the *Peninsula Times*, Oscar "cured his own tobacco for over 40 years." The Gjerdin children—Gunnar, Martin and Harriet—attended the Doriston school. Another family with a long history at Doriston were the Gilmours, represented until a few years ago by two octogenarian brothers, Don and George. Their home featured a marvellous chimney constructed of bricks taken from the abandoned brickworks at Storm Bay, across the inlet.

Martin and Gunnar Gjerdin spent most of their lives at Doriston. They built their own fishing vessels, the *Echo* and the *Orivo*. They dredged out a boat harbour in front of their property and constructed a breakwater for protection. In winter, they logged. For electricity, they put in a Pelton water wheel. Their gardens were legendary and so was their hospitality. Everyone on the inlet knew the Gjerdins.

Gunnar, in particular, as the oldest inhabitant, became known as the "mayor" of Doriston. He was an open-hearted soul, quick to drop his tools and greet or entertain visitors. He loved parties, and the Gjerdin home was the site of an annual event known as Doriston Days, as well as other, more impromptu celebrations. Social functions were always marked by an abundance of fresh local foods. Fortunate indeed were those who sampled Gunnar's ginger oysters, rolled in cornstarch with salt and pepper, then fried in butter and olive oil with a generous sprinkle of lemon juice and Crabbe's ginger wine.

Gunnar was 90 when he died, in December 2003, having outlived his younger brother and his wife, Cherry. In January of 2004, a final party was held in his memory, at Egmont Community Hall on the northern end of the Sechelt Peninsula. The place was packed. Friends sang songs in his honour, read poems, reminisced. Many tales were related of Gunnar's garden and his frequent gifts of giant vegetables. One speaker described how she'd teased Gunnar by bringing along an oversized zucchini to Doriston Days. "This is one of my smaller cucumbers," she told him. A short while later Gunnar reappeared, pushing a wheelbarrow filled with an enormous cabbage. "This is one of my smaller Brussels sprouts," he retorted.

The final eulogist at the memorial asked the audience to join her for the Doriston anthem, composed by none other than Gunnar Gjerdin. The entire hall rose and, to the tune of "O Tannenbaum," belted out, "Oh, Doriston, oh, Doriston, ta-ta-da-da, oh, Doriston." Gunnar liked to have the last laugh.

The Shuswap & Okanagan Railway Post Office
by Morris Beattie

Following the 1885-86 completion of the Canadian Pacific Railway's main line through to Port Moody, increasing revenues became an important focus for the company. The CPR recognized that the Okanagan Valley had significant agricultural potential, and the movement of agricultural products, of course, was an major source of revenue. In addition, as new areas developed, more and more people would require mail services. In an April 2002 article in Issue #41 of the *BC Postal History Newsletter* (which originally appeared in the *Canadian RPO Study Group Newsletter* in January/February 2002), retired RPO mail clerk R F Marriage gave an overview of the development of mail service in BC by lake steamer. He included brief references to the role of the Shuswap & Okanagan Railway Company. The present article serves to describe the S&O's railway post office in greater detail.

The prime agricultural area in the Okanagan Valley lay 80 km (50 mi) south of the main line, and rail access to this district was required. A charter was granted in 1886 to the S&O to build a line from Sicamous Narrows to Okanagan Landing (the post office name was originally spelled Okanagon Landing), near Vernon on Okanagan Lake. The company was incorporated in June 1886. The main proponent behind the development of the railway was Okanagan rancher and government agent Moses Lumby; he was backed by other notable figures of the day, including politician Frank Barnard and businessman R P Rithet. In spite of this support, financing the railway proved difficult; it was only achieved when the CPR, S&O and provincial and federal governments came to a complex agreement. The S&O would build the line, but the CPR would operate it with a 25-year lease. Of the revenues generated, 40 percent would flow back to the provincial government to recover the cost of bonds issued to finance construction. Work on the railway started in 1890 from an operations centre at Enderby, and the line opened in June 1892, becoming BC's first spur line. The railway helped to facilitate settlement in the region.

Figure 1. Viewcard of SS Aberdeen *on Okanagan Lake.*

The Shuswap & Okanagan left the CPR's main line at Sicamous on Shuswap Lake, 73 km (44 mi) west of Revelstoke and 133 km (84 mi) east of Kamloops. The line followed the west shore of Mara Lake to its south end, where the valley opened out at the hamlets of Mara and Grindrod into beautiful farming country and continued on through Enderby and Armstrong to Vernon. Southwest from Vernon, the S&O built a 5-km (3-mi) spur to Okanagan Landing on Okanagan Lake, where passengers, freight and mail were transferred to a steamboat for the remainder of the journey down the lake to Kelowna, about 54 km (33 mi), to landings along the west shore of the lake, or to Penticton, where the run terminated.

Shuswap and Okakanagan continued

Post office openings along the S&O line and further south on Okanagan Lake were as follows:
• Okanagan Mission. Opened as Okanogon Mission, Oct 1, 1872. Spelling of name changed Aug 1, 1906.
• Vernon. Opened as Priests Valley, Nov 1, 1884. Name changed Nov 1, 1887.
• Enderby. Nov 1, 1887.
• Sicamous. Nov 1, 1887.
• Armstrong. July 1, 1892.
• Kelowna. Feb 1, 1893.
• Mara. June 1, 1893.
• Okanagan Landing. Opened as Okanogon Landing, Oct 1, 1898. Spelling of name changed in 1905.

Post offices were established in 1887 at Vernon, and further north along the S&O line at Enderby (about 32 km or 20 mi south of Sicamous). There was no post office at the Okanagan Landing terminal, however, until 1898, six years after the S&O was completed. Population and business growth in the Okanagan Valley proceeded rapidly; mail services in the area were obviously warranted. RPO service between Sicamous and Okanagan Landing was established in 1894. By this time the steamship *Aberdeen* was operating on Okanagan Lake from Okanagan Landing and providing connections further south on the lake at Kelowna and Penticton.

Figure 2 (above). Enlarged Steamer Aberdeen CDS strike. Figure 3 (at right). Steamer Aberdeen NORTH strike dated JUL 08/02.

Figure 4 (above). Enlarged Shuswap & Okanagan RPO strike (#RY-175).

Only two examples of the Steamer Aberdeen cancel are known, dated 1901 and 1902—one on a stamp and the other as a backstamp (RPO Catalogue #WW-2). The proof date was Jun 25, 1901. The 1902 strike, from a northbound trip, is shown above on a 2-cent Numeral stamp.

Over the period from 1894 to 1901, RPO cancellation #RY-175, proofed on July 9, 1894, was in use on the S&O Railway. The lettering on the cancel included "MC" for Mail Clerk. Only four to six examples of this postmark are reported. After 1901 a new dater reading O.L. & S. R.P.O. (Okanagan Landing & Sicamous RPO) was issued, and variations of this cancel (Catalogue #WT-548 to #WT-552) were in use until 1935, at which time the line was extended further south.

Two strikes of cancel #RY-175 dated JY 19 '97 are shown on the following page *(see Figures 5 and 6)* on the back of a registered cover mailed at Okanogon Mission, where it received a faint July 19 despatch split-ring. The cover likely travelled to Okanagan Landing on the SS *Aberdeen,* which had begun operating between Penticton and Okanagan Landing in 1893, with a stop at Okanagan Mission. From the Landing it passed through Vernon (squared-circle cancel), then on to Sicamous on the S&O railway, receiving the July 19 S. & O. RW^Y M.C cancel. Finally, the cover travelled on the CPR through Montreal (Jul 24/97 CDS), then on to Portland, Maine (Jul 27/97 registration oval), and finally to Waterville, Maine.
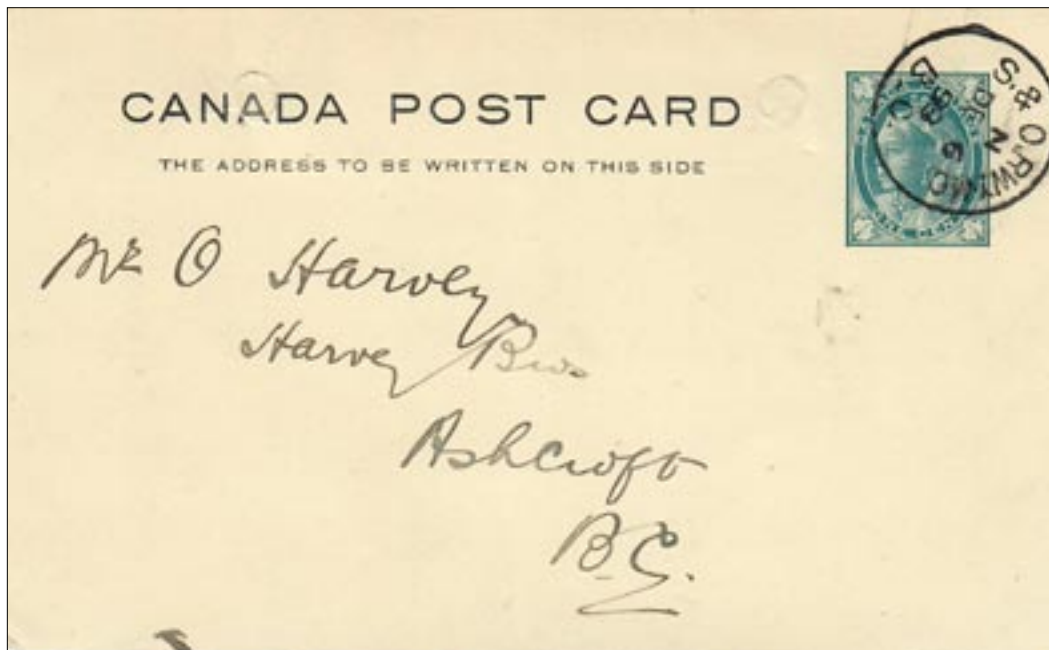
Shuswap and Okakanagan continued

Figures 5 and 6. An 8-cent registered Small Queen cover from Okanagon Mission, dated July 19, 1897, to Waterville, Maine. See text for a more detailed description.

Shuswap and Okakanagan continued

A second example of the Shuswap & Okanagan cancel is shown on the postal card below, written at Enderby on Dec 5, 1898, and mailed the next day to Ashcroft. There are no transit marks on this card. It apparently travelled north on mixed train 21 to Sicamous Junction, as shown on the 1902 timetable, and then along the CPR main line to Ashcroft.

From the collection of a philatelist president

This neat little registered cover from New Westminster sub office Sapperton (open 1912 to 1971), sent along by study group member **Don Crawford,** has an interesting addressee. Franklin D Roosevelt, born in 1882, became the USA's 32nd president in 1933. He served an unprecedented four terms as president, steering his country through the chaos of WWII before dying in 1945 at the age of 63.

Three-cent US-rate cover plus 10 cents registration to Washington, DC, dated July 27, 1934, Single use of 13-cent Quebec Citadel. Same-day New Westminster b/s, July 28 Blaine & Vancouver RPO (WT-8). Aug 1, 1934, Washington registered receiver.
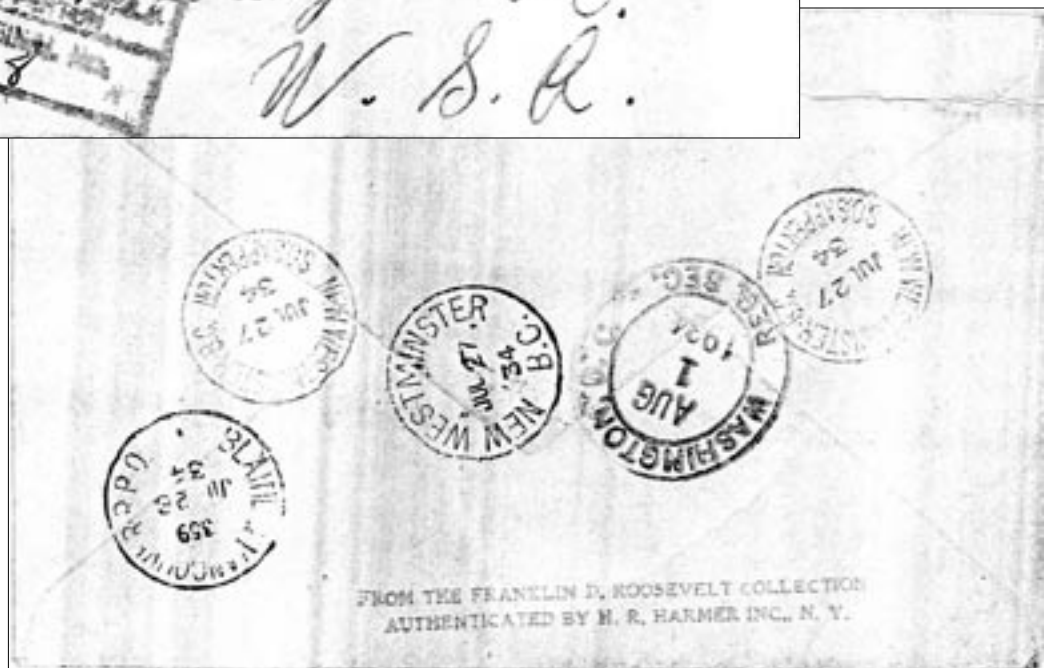
FDR was also a serious life-long philatelist. As a polio-stricken adult, he drew particular solace from stamps. As president, catching a half-hour here and an hour there with his various collections afforded him valuable moments of relaxation during very tense times. The Smithsonian National Postal Museum website states that, in the 1930s, FDR "and Postmaster General James A Farley enthusiastically brainstormed over stamp designs, colours and themes. Roosevelt actually sketched numerous ideas for stamp designs."

In 1946, after FDR's death, his family arranged with H R Harmer Inc to sell his philatelic holdings. Four auctions were held in all and high prices were realized, with many buyers simply seeking a souvenir. The sales were controversial. According to the Smithsonian, some collectors argued "that the US government owned the fabulous holdings of US essays and proofs." Successful bidders at the Harmer auctions could have their purchases rubber-stamped on reverse (as above), to verify that they came from the presidential collection.