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This issue's "favourite cover" hails from BC's north coast and illustrates the isolated life of a Methodist minister. In the early 1900s Francis Swann served at the First Nation community of Kitimat Mission, home to the Kitimaat and Kitlope people. He was also the postmaster from 1913 to 1916. The post office went through several name changes: Kitamaat (1900), Kitimaat Mission (1908), Kitimat Mission (1910) and Haisla (1976). It was closed between 1943 and 1976.

The 1-cent postal card, dated Sept 3, 1913, was sent to Rev George Raley at Port Simpson (Sept 12 backstamp). Raley, a noted collector of

indigenous artifacts, had also served at Kitamat as missionary and postmaster in the 1890s, then gone on to become superintendent of BC's north coast Methodist missions and principal of the Coqualeetza residential school in the Fraser Valley.

The card's message acknowledged receipt of a cheque. "I will now send to Bank by next mail," wrote Swann, "two weeks hence!" He also discussed the building of a new community church. "The people," he reported, "did not bring much money this year from the canneries," but they were "disposed to do a lot of free work." — Andrew Scott

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In memory of Jack Wallace

British Columbia philately lost one of its foremost supporters on November 4 last year, when Jack Wallace died. He was 98 years old, having been born in Vancouver on May 26, 1921. He grew up in the city and graduated from the University of British Columbia in 1944 with a degree in civil engineering.

Jack saw a lot of western Canada as a young man, working in the pilchard-reduction plant at Ecoole, timber cruising for Alberni Pacific Lumber, and charting mineral deposits in the Yukon with the Geological Survey of Canada. After graduation he worked for the Water Survey of Canada. He spent time on the Columbia River mapping dam and reservoir sites and eventually became the hydrometric survey engineer responsible for stream gauging in BC and the Yukon.

Jack and Bev, his wife of 64 years, were keen travellers and visited more than 80 countries, preferably by ship or train. Jack was an avid outdoorsman and a

good skier, enjoying the slopes until he was into his 80s. The Wallaces moved from Vancouver to Victoria in 1981, and also spent much time at their family retreat at Shawnigan Lake. They took a keen interest in the achievements of their children, Sandra and Ian, and their three grandchildren, Esther, Mark and Jillian.

Jack had become a stamp collector at the youthful age of eight and, at first, focused his attention on



mint British Empire. After meeting Gerald Wellburn, however, in 1954, he followed in the older collector's footsteps, and began to specialize in the stamps and postal history of colonial Vancouver Island and British Columbia. His exhibits have been shown across Canada and the US, and internationally in Auckland and London, winning numerous awards.

Jack's gold-medal display of BC & VI was published, in 2008, as Volume 52 of the British North America Philatelic Society's exhibit series; a supplement, on BC's numeral cancellations,

followed in 2011.

Perhaps his most notable philatelic accomplishment was organizing the 1987 publication of *The Stamps and Postal History of Vancouver Island and British Columbia*, a full-colour record of the best and most important pages from the extraordinary collections of his good friend Gerry Wellburn.

Jack Wallace was a generous and convivial friend and colleague. He was particularly appreciated for his optimistic spirit. (At the

age of 95, for instance, he chose the longer, 10-year renewal option for his passport.) He joined and contributed to many philatelic organizations, in Great Britain and New Zealand as well as in Canada. He was a member of BNAPS's Order of the Beaver and a fellow of the royal philatelic societies of London and Canada. He served as a director of both BNAPS and the RPSC. He and Bev attended more than 25 BNAPS annual conventions. — Andrew Scott

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

Editor: Andrew Scott
email: andrewscott@dccnet.com
website: www.andrew-scott.ca

Associate Editor: Tracy Cooper
email: tracycooper100@shaw.ca

Study Group Chair: Tim Woodland
email: twoodland@telus.net

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

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New insights into the Lytton post office

by Tracy Cooper

Some recently acquired historical documents concerning the Lytton post office provide new insights into how the colonial government of British Columbia administered the various far-flung post offices spread across the emerging colony.

As background, one must recall the September 1861 theft of postal funds by John D'Ewes, acting postmaster of the Victoria post office. According to Alfred Deaville in his indispensable book, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-1871*, D'Ewes applied for a leave of absence and "a little change of air" in August 1861. Before departing, the postmaster was "to pay into the Treasury all . . . public moneys advanced to him. D'Ewes neglected to obey this important injunction. He went on leave and must have found the 'change of air' to his liking, for he did not return; and with him he took £300 that had been advanced to him for the payment of mail services, £279 11s 6d in postage collected by him on letters transmitted through San Francisco but not accounted for to that office, and an unknown amount in colonial postage collected by him but not accounted for to the Treasury. In addition to these defalcations D'Ewes left undischarged debts to a considerable amount" [Deaville, pp 73-74].



Figure 1: A clear strike of Lytton's #7 numeral cancel, undated, with two 3-pence British Columbia stamps paying the internal colonial rate to New Westminster.

This loss was a huge blow to the finances of the struggling colony. In addition, George Tomline Gordon, treasurer of the colony of Vancouver Island, was arrested in December 1861 and convicted of embezzlement of treasury funds. In October 1861, Henry Wootton was put in charge of postal activities for Vancouver Island, and his "services were so satisfactory that he retained the Postmastership until Confederation and was confirmed in it by the Dominion Government" [Deaville, p 93]. New administrative requirements required Wootton "to pay into the Treasury at the close of each week all the postal revenues collected by him, submitting his Detail Cash Book for examination by the Colonial Treasurer. There was also to be a monthly audit" [Deaville, pp 93-94].

The nine 1867-1869 Lytton post office monthly statements summarized on the following page are the first examples to come to light of how these monthly audits were reported and scrutinized by postal authorities.

According to Deaville, Lytton post office opened sometime in 1859, primarily to serve gold miners working the Fraser River gravel bars between Yale and Lytton (named after Sir Edward Bulwar Lytton, secretary of state for the colonies of Vancouver Island and British Columbia).

(continued on page 1175)

*(Print copies of the hand-written audits)***CASH STATE
LYTTON POST OFFICE****March 1867**

March 1 To Way Bill \$1.92
 March 18 To Way Bill \$1.26
 Stamps Sold During Month \$3.02
 Stamps on Hand \$24.86
 Total \$31.06
 Examined and Found to be Correct
 Postmaster Lytton A.S. Hall

March 31 By Stamps on hand
 \$24.86

Remitted P.M.G. \$1.20
 Total \$31.06
 A. T. Bushby
 New Westminster Acting P.M.G.

**April 1867**

April 5 To Way Bill \$2.52
 April 27 To Way Bill \$2.52½
 Stamps Sold During Month \$5.46
 Stamps on Hand \$19.40
 Total \$29.90½
 Examined and Found to be Correct

April 30 By Stamps on hand \$19.40
 Remitted P.M.G. \$10.50½
 Total \$29.90½
 A. T. Bushby
 New Westminster P.M.G.

**March 1869**

March 13 Way Bill \$0.94½
 March 26 Way Bill \$0.30
 Stamps Sold During Month \$3.06½
 Stamps on Hand \$66.31
 Total \$71.31
 Correct 27/4/69

Stamps on Hand \$66.31
 Cash Remittance \$5.00
 Total \$71.31
 for A. T. Bushby
 V. B. Tait

**April 1869**

April 9 Way Bill \$1.01
 April 17 Way Bill \$0.47
 April 30 Way Bill \$0.78

Stamps Sold \$7.75
 Stamps on hand \$58.56
 On hand by last Statement \$66.31
 Total (\$67.56) \$68.57
 Examined and found Correct
with correction as above.

April 30 By Stamps on hand \$58.57
 Cash Remitted \$10.00
 Total (\$67.56) \$68.57
 New Westminster for A. T. Bushby
 13/5/69 V. B. Tait

**May 1869**

May 8 Way Bill \$1.90½
 May 15 Way Bill \$0.50
 May 29 Way Bill \$0.12½
 Stamps Sold \$0.47
 Stamps on Hand \$58.10
 Total \$61.10
 Examined and found Correct

May 31 By Stamps on Hand \$58.10
 May 31 Cash Remitted \$3.00
 Total \$61.10
 New Westminster for A. T. Bushby
 8/6/69 V. B. Tait

**June 1869**

June 5 Way Bill \$0.68
 June 12 Way Bill \$0.39
 June 18 Way Bill \$0.06
 Due (\$0.57½ and \$0.22½)
 June 25 Way Bill \$0.74
 Stamps Sold \$1.55½
 Stamps on Hand \$56.84½
 On hand \$58.20
 only \$58.10 on hand last month
 Sub Total \$59.84½
 Add error June 25 \$0.22½
 Less ditto in stamps \$0.10 \$0.12½
 Total \$59.97
 To balance but down \$0.12½
 Examined and Found to be Correct
 with \$0.12½ brot [sp] forward

June 30 By stamps on hand \$56.84½
 Cash remitted \$3.00
 Total \$59.84½
 New Westminster for A. T. Bushby
 15 July 1869 V. B. Tait

**July 1869**

July 3 Way Bill \$0.16½
 July 17 Way Bill \$0.31
 July 24 Way Bill \$0.37
 July 31 Way Bill \$0.00
 Stamps Sold \$6.15½
 Stamps on Hand \$50.69
 Total \$57.69
 Examined and found to be correct

Stamps on hand \$50.69
 Cash remitted \$7.00
 Total \$57.69
 New Westminster 20 Augt 1869
 for A. T. Bushbu
 V. B. Tait

**Sept 1869**

Sept 4 Way Bill \$0.10
 Sept 11 Way Bill \$0.12½
 Sept 18 Way Bill \$0.73½
 Sept 25 Way Bill \$0.12½
 Stamps Sold \$18.91½
 On Hand \$23.95
 Total \$43.95
 Examined and found correct

By Stamps on Hand \$23.95
 Cash Remitted \$20.0
 Total \$43.95
 New Westminster A. T. Bushby
 21 Oct 69 V. B. Tait

**Oct 1869**

Oct 9 Way Bill \$0.83½
 Oct 16 Way Bill \$0.12½
 Oct 23 Way Bill \$0.37
 Oct 31 Way Bill \$0.35
 Stamps Sold \$8.32
 Stamps on Hand \$15.61
 Total \$25.61
 Examined and found correct
 By stamps on hand \$15.60
 Cash Remitted \$10.00
 Total \$25.61
 New Westminster
 18/11/69 for A. T. Bushby
 V. B. Tait

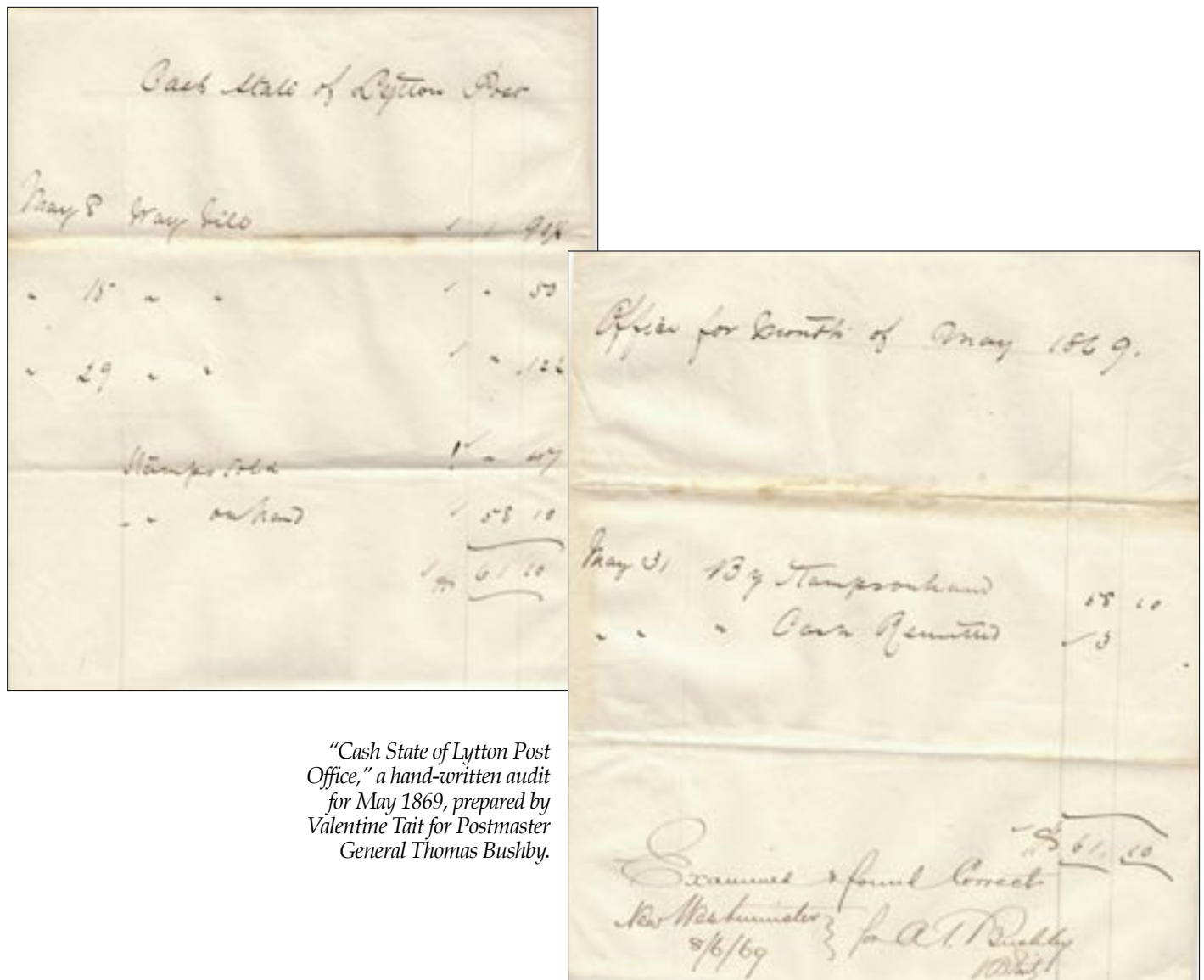
Lytton continued

The cover in *Figure 1*, from the Jack Wallace collection, is originally from the O'Reilly correspondence. Its contents demonstrate that numeral cancel #7 was assigned to the Lytton post office. The numeral cancels had been received at New Westminster on July 10, 1861, and at least a few of them were dispatched to the various far flung post offices operating in the colony at the time. The 3-pence stamp arrived in September 1865.

An examination of the nine monthly audit reports, listed on the Cash State Lytton post office summary table (previous page), shows very little postage actually being sold by the Lytton postmaster. This appears to be in keeping with the relative rarity of the numeral 7 cancellation. Additional new information notes that A S Hall was postmaster of the Lytton office in 1867. Not much is known of this person, the only reference I could find being in the *BC Archives* in microfilm B01332 694. It is interesting to note that a substantial portion of stamp revenue came from adding the required colonial postage to express mail way bills (likely Barnard's Express). The following table indicates the total postage sold.

March 1867 \$6.20	April 1867 \$10.50 ½	March 1869 \$4.31	April 1869 \$10.01
May 1869 \$3.00	June 1869 \$3.00	July 1869 \$7.00	Sept 1869 \$20.00
Oct 1869 \$10.00			

The auditors were primarily Arthur Thomas Bushby, acting postmaster general, who assumed control of the colonial Post Office Department of BC on April 25, 1866, and Valentine B Tait, who was appointed postmaster of New Westminster after the union of the two colonies.



"Cash State of Lytton Post Office," a hand-written audit for May 1869, prepared by Valentine Tait for Postmaster General Thomas Bushby.

In search of Quartermaster H H Stevens

by Tracy Cooper

Sometimes a cover comes along that illustrates an aspect of history that is much broader than postal history. The well-travelled item featured below tells a story not only of two United States wars but also of a British Columbia connection. It was mailed from the Hastings Shingle M'F'G. CO'Y in Vancouver and franked with five 2-cent Numeral stamps paying the 10-cent double-weight letter rate (one stamp is hidden beneath an "officially sealed" label). The stamps are tied to the cover with VANCOUVER/B.C. duplex cancels dated JUL 14/00.

The cover was mailed to: Mr. H. H. Stevens
U. S. Quarter Master
Manila
Phillipine Is.

The Philippine-American War was an armed conflict between the First Philippine Republic and the United States which lasted from Feb 4, 1899, to July 2, 1902. The conflict arose when the republic objected to the terms of the Treaty of Paris, under which the US took possession of the Philippine Islands from Spain, thus ending the Spanish-American War.



Double-weight 10c UPU rate to the Philippines (note misspelling) from Vancouver, July 14, 1900.

Henry Herbert Stevens, the addressee, was born on Dec 8, 1878, in Bristol, England, and emigrated to Canada at the age of nine. The family moved to Vernon, BC, in 1894, and Henry joined the United States Army in 1899. He travelled to the Philippines as part of a US military contingent, then was posted to China with the Boxer Rebellion force. Stevens returned to British Columbia in 1901.

The cover's Manila address was crossed out, and the envelope was forwarded to Capt Ramsey at Taku, China, with the manuscript annotation "9th Infantry Tranister,"* The endorsement confirms that the 9th Infantry Regiment was in the Phillipines first (in 1899) and then later moved to Taku.

The Boxer Rebellion took place in 1899 as a result of northern China's discontent with foreigners, the expansion of railroads, and rapid and unwanted societal changes resulting from the introduction of western technology and values. The Boxers, also known as the Society of Righteous and Harmonious Fists (because many of the group's younger members were trained in the martial arts), were mostly peasants from the northern coastal province of Shandong.

H H Stevens continued

In June 1900, a small armed force of 450 soldiers and marines from the US, Great Britain, Russia, Japan and four other countries was posted to Beijing, ostensibly to guard diplomatic legations but, in reality, to protect the rapidly growing economic interests of the countries involved. The Eight-Nation Alliance, as it was known, had decided early on that taking control of the strategic Taku forts at the mouth of the Hai River was key to maintaining a foothold in northern China. They demanded that the Chinese surrender Taku on June 17, and when surrender was not forthcoming, next day they took control of fortifications on both sides of the river after a short naval skirmish. This battle pushed the initially hesitant Chinese Qing government to support the Boxers, and the Chinese army was instructed to resist foreign military forces on Chinese soil. The Taku forts, however, remained in foreign hands for the remainder of the Boxer rebellion.



The cover's poor condition (only to be expected after its extensive travels) gives it great character.

Capt Frank DeWitt Ramsey was regimental quartermaster for the 9th US Infantry Regiment, and it was likely that Stevens reported to him. The entire US contingent in China consisted of only 49 officers and 1151 enlisted men.

The cover is from the height of the Boxer Rebellion, and the postmarks illustrate the route it travelled. The routing lasted almost a year and a half!

Posted: VANCOUVER/B.C. 3/JUL 14/00 (duplex) *Transit:* SEATTLE/WASH JUL 15/11-30/1900 (machine); SAN FRANCISCO/CAL JUL 18 7 PM 00 (machine); MANILA P.I./REC'D SP 4/1900 (CDS); 906 Pro.../MANILA P.I. (manuscript): MIL STA HO SL'DS/REC'D OCT 7 PM/1900 (CDS): MIL POSTAL STN NO. 1/CHINA OC/20/1900/5 PM (CDS): PST TIENTSIN/CHINA DEC ?/1900 (CDS): Advertised Peking 11 (#11 manuscript in red): *Received:* DEAD LETTER OFFICE/RECEIVED IN BAD CONDITION AT/JAN 3/1902/FOREIGN DIVISION (straightline). Officially sealed with four U.S. POST OFFICE DEPARTMENT/OFFICIALLY SEALED labels.

Upon his return to BC Henry Stevens became active in local politics and was a high-profile anti-crime, anti-opium crusader in Vancouver. He was first elected to the House of Commons in 1911 as a Conservative. Stevens was an opponent of Chinese immigration, possibly as a consequence of his war experiences in the East. He was in office almost continuously with various parties from 1911 to 1940—a testament to his political acumen—and served in several different cabinet positions 1921-34. Stevens died on June 14, 1973. It is likely that he never saw this undelivered cover from his early days in the Philippines and China.

* I could find no reference or definition for "Tranister." Do any of our readers know what this is?

Palestine to Prince Rupert: a 1918 philatelic prize

by Ed Kroft

By 1910, a Beth Israel (Beit Yacov) congregation of between 25 and 40 Jewish men and women flourished in the city of Prince Rupert. The Jewish high holidays and life-cycle events were celebrated, even without Torah scrolls. The 1941 Statistics Canada report on religious denominations indicates that, in 1911, 31 individuals identified themselves as Jewish and made up 0.7 percent of the population of Prince Rupert. Jewish citizens raised money to furnish the Prince Rupert hospital, worked on the hospital auxiliary and contributed to the overall cultural life of the town. In 1911, 40 people joined the Young Men's Hebrew Association.

However, by 1913, Jewish community life began to decline, as members moved to Prince George and other cities. When the first train of the Grand Trunk Pacific Railway pulled into Prince Rupert in 1914, men were leaving to join the Canadian armed forces and fight in World War I. By the end of the war, there were very few Jews left in Prince Rupert. This is attributed to the declining economic conditions in the region and to the financial state of the GTP during and following WWI.

This brief introduction is included in order to provide some historical background, and also to help readers appreciate the unusual qualities of the cover featured in the article.



Front: 1-piastre Palestine stamp paying the foreign rate to Canada ("cenede"), dated July 4, 1918.

The front of the cover. The cover is addressed to "Mr A Gutstein / Prince Rupert / Cenede." The front shows a 1-piastre Palestine stamp (SG No 3) cancelled with **ARMY POST Office / SZ 44 / B / 4 JY / 18** (Sacher A2). Additional censor marks can also be seen: **PALESTINE / CENSORSHIP / No. 3**. (Sacher QA17, Firebrace PCC3/3) and **N** (Sacher QA18, Firebrace ILC12). The two texts referred to are *Postal Markings of Mandate Palestine 1917-1948*, by Michael Sacher, and *British Empire Campaigns and Occupations Near East, 1914-1924, A Postal History*, by John Firebrace. Both contain extraordinary research. The latter book is a detailed postal history study covering British, Indian, Australian and New Zealand participation in the campaigns in Egypt, Gallipolis, Salonica and the Sudan; the advance of the Egyptian Expeditionary Force into and through Palestine; the occupation of Palestine, Syria, Lebanon and Turkey; and EEF intervention in South Russia.

The back of the cover. The obverse shows an single-circle arrival postmark from Prince Rupert dated Aug 30, 1918. The flap shows the sender as "M Gutstein / Jerusalem." The receiving mark, according to Andrew Scott, editor of this publication, is "a Prince Rupert International machine cancel. Most International cancels have a service letter and/or number worked into the wavy seven-line obliterator, but Prince Rupert just used a plain wavy line design. The earliest recorded date for this machine is Dec 19, 1914. The example on

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this cover appears to be the latest recorded date for this cancel (source: Postal History Society of Canada website). Most post offices with International machines phased them out in 1919 and replaced them with Universal cancellers."



Reverse: Prince Rupert machine cancel receiver, dated Aug 30, 1918.

What is so unusual and exciting about this well-worn cover? It is a gem of Holy Land postal history. During mid/late February 1918, the Egyptian Expeditionary Force military post offices located in Jerusalem, Jaffa and Bir Salem handled civilian mail destined for places in Palestine, Egypt, Europe and North America. It is very unusual to find 1918-1919 mail from the Holy Land to North America, and it typically goes to New York, Philadelphia or Cincinnati, cities with large Jewish populations. **The cover in this article is the only reported commercial civilian cover in 1918 mailed to Canada bearing one of the first four stamps of Palestine and reflecting proper franking.** The use of British stamps in Palestine by local inhabitants was deemed "politically undesirable," so the printing of the lithographed EEF issues was rushed. The first of these, the 1-piastre for overseas letters, was issued on Feb 10, 1918, and followed, six days later, by the 5-millimes value for postcards and internal letters. The 1-piastre value got another printing on Feb 26, 1918. It was again rouletted, but printed on gummed paper. The new colour was ultramarine. This issue was released to certain post offices in Palestine as of March 5, 1918.

The cover took almost two months to reach its intended destination. It is amazing that it even arrived. How did it get from Jerusalem to Prince Rupert? There are no transit marks. One can only assume a journey by land and sea through Europe to London, then by sea across the Atlantic to New York or Halifax, and then by land in Canada. Possibly it travelled on the Grand Trunk Pacific Railway, largely constructed between 1907 and 1914. The GTP ran from Winnipeg to the port of Prince Rupert. East of Winnipeg the line continued as the National Transcontinental Railway, passing through northern Ontario and Quebec, crossing the St Lawrence River at Quebec City and ending at Moncton, New Brunswick. In 1919 the line was nationalized and renamed the Canadian National Railway.

Alternatively, perhaps the cover crossed North America by rail and then went to Prince Rupert by steamship. Beginning in 1910, the GTP operated what eventually became a weekly steamship service connecting Prince Rupert, Vancouver, Victoria and Seattle. The first ship on the route, the SS *Prince Albert* (formerly the *Bruno*, built in 1892 at Hull, England), was an 841-ton, steel-hulled vessel. Later, the much larger 3,380-ton *Prince George* and *Prince Rupert* could accommodate 220 1st-class and 132 2nd-class passengers, and had promenade space for 1,500 excursionists.

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This might be one of the few reported covers to show the recommencement of postal service between Canada and Palestine. What is also interesting about the cover's journey is that mail service between Canada and Palestine was generally suspended during most of WWI. The Ottoman Empire was one of the Central Powers (with Germany, Bulgaria and the Austro-Hungarian Empire) and was thus an enemy of the Allied forces, which included Canada. Canadian postal guides and circulars indicate a suspension of postal relations with "Turkey in Asia," including the Ottoman Empire and Palestine, from late 1914 until approximately January 1919. The January 1919 guide refers to a lifting of the suspension for Palestine and British-occupied areas. This occurred before the signing of the San Remo resolution on April 25, 1920, and the commencement of civil administration during the British Mandate over Palestine.

However, according to the April 1918 Canadian post office circular: "A limited postal service to the civilian population of that portion of Palestine occupied by the British Forces is now being provided by the Army Post Office with the Egyptian Expeditionary Force." The Canadian post office apparently permitted unregistered letters and postcards fully prepaid at international rates to be sent to Palestine sometime during and after April 1918. The depicted cover is evidence of the recommencement of limited postal service between Canada and Palestine in light of the EEF's victories in Jaffa and Jerusalem in late 1917 and the issuance of the first EEF stamps of Palestine on Feb 10, 1918. The cover was mailed in Jerusalem in July 1918—relatively early in the EEF's military postal administration and still well before the full surrender by Ottoman Empire forces in mid-November 1918. Until then, Ottoman post offices operated in certain towns prior to their capture by the EEF in the fall of 1918.



Courtesy Prince Rupert City and Regional Archives. Above: 2nd Ave and 6th St with Orme Drugs and the Acme, ca 1912; J D Allen Photographic Co fonds, P930-25-5257. Left: 3rd Ave showing the Empress Hotel, a bakery and the Acme Clothing Co, ca 1918. Fred Button fonds, 2009-004-604.

The depicted cover provides the viewer with hints about the Jewish community in Prince Rupert during WWI and made me curious to learn more about this topic. The cover is addressed to "Mr A Gutstein / Prince Rupert / B.C. / Cenede." The sender was "M Gutstein / Jerusalem." Do we know who these people were?

Mr A Gutstein, Prince Rupert. To obtain information about the cover's recipient and about other topics in this article, I conducted searches of newspapers from Prince Rupert (*Daily News* and *Optimist*) and Hazelton (*Omineca Herald*). I read articles and books published by the Jewish Historical Society of BC in 1997 (*The Scribe*, Vol XVII, no 1) and the *Canadian Jewish Times* (*The Biographical Dictionary of Canadian Jewry 1909-1914*). Unfortunately, I found nothing more about the Gutsteins and obtained no additional information from the Museum of Northern British Columbia in Prince Rupert. I searched Canadian government records (census data) and did some very helpful genealogical searches that led me to census records and ship logs. I also

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reviewed a paper by Lillooet Nordlinger McDonnell about "Hannah Director: Jewish Pioneer, Chairman of the School Board." She was a prominent member of the Jewish community in Prince Rupert until 1913.

As a result of my work and inquiries, I learned the following:

- Abraham Gutstein was born in 1881, 1883 (March 10) or 1884. He appears to have been born in Jerusalem, Palestine, in spite of one record suggesting Egypt.
- Ship records indicate that an A Gutstein came in 1904 from Egypt (more likely Palestine) to Canada on the *Parisian* via Liverpool and landed in Quebec City enroute to Montreal. He was a tailor who was able to read and write. He was single and 21 years old.
- Canadian 1911 census records refer to an Abraham Gotstein born in Palestine in 1881. He was Jewish, single and had immigrated in 1904 from Palestine, becoming a Canadian citizen in 1909. There is a report of him attending a birthday party at Prince Rupert in early January 1910. In 1911, Gutstein was living in BC's Comox-Atlin sub-district and was lodging with Nathan Scherman (see below). His principal occupation was "retail merchant in gents furnishings." He was able to read and write English and "Jewish German" (ie Yiddish).



All Prince Rupert turned out to welcome the first GTP train, on April 9, 1914. Was Abraham Gutstein among the onlookers? Unused realphoto "Victor" viewcard.

- There is never a mention in the local Canadian newspapers of Gutstein's first name.
- During 1911-1912, Gutstein lived and worked in Hazelton in northern BC. He appears to have arrived in October 1910 to "study the district for business purposes." He had a stand from which he ran the Acme Clothing Co, selling men's and boys' clothing, including suits, shoes, boots and underwear. There were regular advertisements in the local paper.
- There is no indication in any of the local papers of where he was born, when he came to Canada or, specifically, why he went to Hazelton. It is reasonable to speculate that he was motivated to run a business in Hazelton because of the economic boom expected from the opening of the GTP. When it was announced in 1903 that the railway would pass near Hazelton, a flurry of excitement erupted; hundreds of settlers poured into the district, buying whatever land they could get hold of. Everyone was certain that fortunes would be made, and Hazelton was widely advertised as the "Spokane of Canada." The town's nearby mines—the Silver Standard and the Rocher de Boule—added to the frenzy.
- Gutstein sold his clothing business in Hazelton in late October 1912 after working there for 18 months. The local paper (*Omineca Herald*, November 1, 1912) reported that he was moving to Prince Rupert, about 200 km (125 mi) away, with the intention of ultimately going to Chicago. There was no mention of him being married.
- In 1912 Gutstein was living in Prince Rupert. He and his wife were reported to be practicing members of

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the Jewish congregation there. He continued to run Acme Clothing Co for a number of years in partnership with Nathan Scherman, who had also immigrated to Canada on the *Parisian* in 1904. (This is mentioned in each edition of the Canadian government Mercantile Agency reference book from 1911 to at least 1914.) There are reports of Mr and Mrs Gutstein attending a dinner in Prince Rupert in March 1913.

- In 1917 Gutstein was still living in Prince Rupert (newspaper reports in the Hazelton *Omineca Miner*). There are no Canadian newspaper reports about the Gutsteins after the decline of Prince Rupert's Jewish community towards the end of WWI. Based on information about the birthdate of Abraham's daughter, Carol (see below), the family likely moved to the United States no later than 1926 (and probably earlier).
- The 1930 US census indicates that Gutstein was a real-estate salesman and that he had first immigrated to the US in 1900. In light of the Canadian immigration information described above, these statements seem in error. This Gutstein is clearly the same person described earlier, however, because the US census data matches descriptions of his family members, place of birth in Palestine and age (see below).
- US census information shows Abraham Gutstein living in Cook County, Illinois, in 1930 with his wife, Sarah, and three children, Freda, Helen and Carol, ages 16, 12 and 3. All are said to have been born in Illinois. Yet in 1940, only the latter two children are mentioned; their ages are 22 and 13. Helen appears to have been born in Canada on December 31, 1917. Carol was born in Illinois on July 25, 1926. Sarah was born as Sarah Friedman in 1894 in Russia or Germany. She is said to have immigrated to the US in 1904. Various census records suggest that Abraham was born on March 10, 1884, in Palestine. His father was Mortichai Gutstein and his mother was Frieda Flegeltaub, both of whom lived in Palestine.
- Abraham Gutstein died and was buried in Norwood, Illinois, on March 31, 1946. His occupation was noted as a furrier and salesman of wholesale furs. He had become a US citizen in 1944.



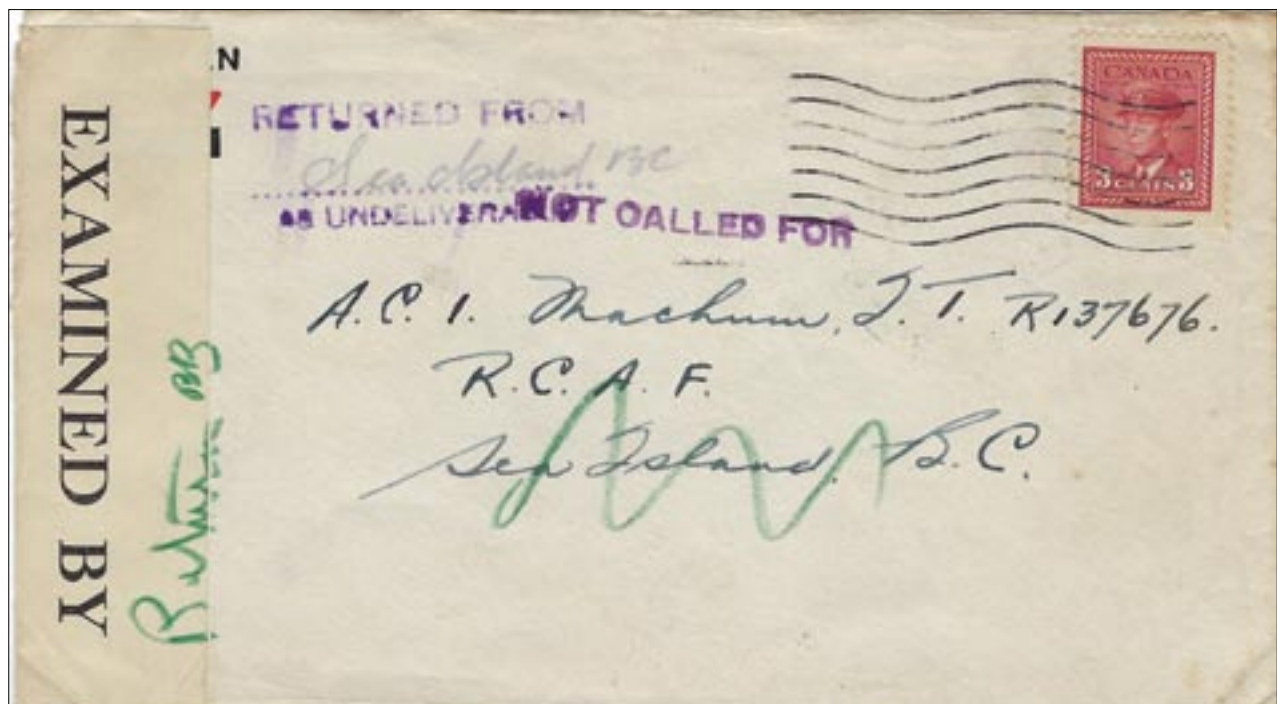
2nd Ave showing the Big Furniture Store, Acme Clothing (far left) and the Optimist, 1911.
Fred Button fonds, 2009-004-217. Courtesy Prince Rupert City and Regional Archives.

E M Gutstein, Jerusalem. Based on the records described above, it appears that the notation on the envelope flap, "M Gutstein / Jerusalem," refers to Mortichai Gutstein, the father of Abraham Gutstein. I have not been able to find any other information about him, nor, sadly, do I have the letter that was inside the cover. Whether written in Hebrew, Yiddish, French or English, this letter might have given us important information about the sender or the recipient, or about life in Jerusalem—or even Prince Rupert—at the time. It is possible that the missing letter wished the recipient and his family well, given the birth of Abraham's daughter, Helen, at the end of 1917. Mortichai was likely responding to a letter sent from Prince Rupert by Abraham after the postal suspension in Canada had been lifted in April 1918. On my next treasure hunt I'll be trying to locate a letter sent to Jerusalem by Abraham between April and June 1918. Just like looking for a needle in a haystack . . .

Sea Island post office and air force base

by Andrew Scott

Two of our newsletter readers, Mike Street and Jon Johnson, got in touch recently with a query about the RCAF cover reproduced below. The addressee, sadly, had died on war service at the age of 21, just days before the envelope was mailed. He was Aircraftman Ian Thompson Machum, who was involved in a flying accident on Jan 16, 1943, four kilometres southwest of Aldergrove. Mike and Jon were wondering if the handstamps on front had been applied at a civilian post office or a military one.



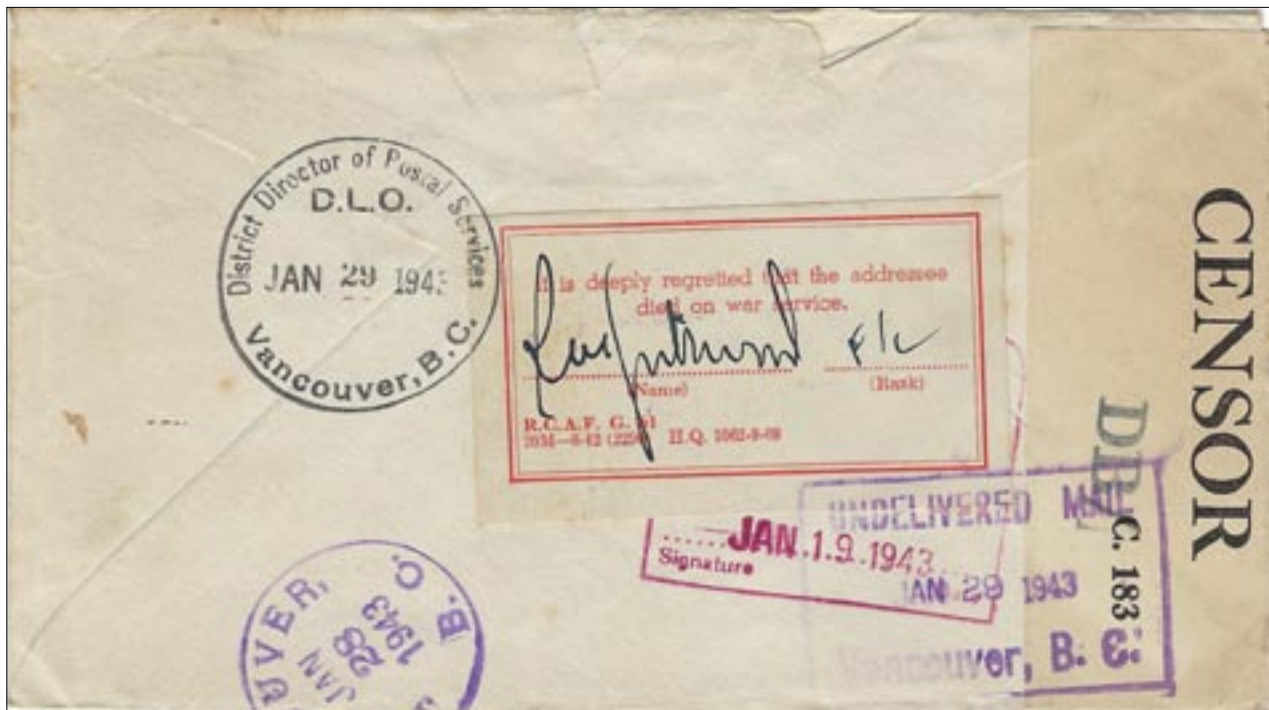
"Sea Island airport, aerial photo, south, from biplane." Ca 1930. City of Vancouver Archives photo collection. AM1376 CVA 50-1. Three-cent War issue paying domestic rate on undated, censored, undeliverable cover to Sea Island.

Sea Island, of course, is the site of Vancouver Airport. A military post office—Vancouver MPO 1116—opened there on May 23, 1944, and closed May 21, 1947. The proof date for the MPO's circular datestamp (Sept 2,

Sea Island post office continued

1943) was much earlier, however, than the “official” opening date. According to Bill McNulty, in his booklet *Richmond’s Postal History* (published by Friends of the Richmond Archives in 2007), MPO 1116 was “mainly for the use of members of the RCAF stationed at the Sea Island base.” Vancouver AMF (Air Mail Facility), established June 1, 1942, was also located on Sea Island. This was a dispatch centre for airmail, located in the airport administration building, and only offered limited postal service. (A 19th-century post office named Sea Island was also established in this area 1885-92.)

Vancouver Airport was taken over by the Dept of National Defense during WWII. It became one of the many sites of the British Commonwealth Air Training Plan (BCATP), a massive program that, in Canada alone, prepared more than 130,000 pilots and aircrew technicians for combat overseas. #8 Elementary Flying Training School opened at Sea Island on July 22, 1940. In *Canadian Military Postal Markings*, W J Bailey and E R Toop state that the following squadrons were based at Sea Island during WWII: No 14 (F), No 147 (BR), No 165 (T) and No 166 (Comm). I’m guessing that the abbreviations stand for “Fighter,” “British,” “Transport” and “Commonwealth.” The base was also home to No 22 Service and Repair Depot. Aircraftman Machum may have been a trainee at the Sea Island base.



On reverse: naval “tombstone” censor mark, dated Jan 19, 1943; civil censor “C. 183” tape; large Vancouver Jan 28 CDS; DLO and Undelivered Mail marks from Jan 29; and undated RCAF G61 death notice.

I’d never seen the “RETURNED FROM . . . AS UNDELIVERABLE” marking before and couldn’t find it in any of the volumes of the proof book series published by Paul Hughes. Because the cover predates the establishment of the MPO, it seems likely that the marking was applied at a civilian post office such as Vancouver AMF. Or perhaps it was applied at the main Vancouver post office (at the Enquiry Branch or Letter Carrier Branch).

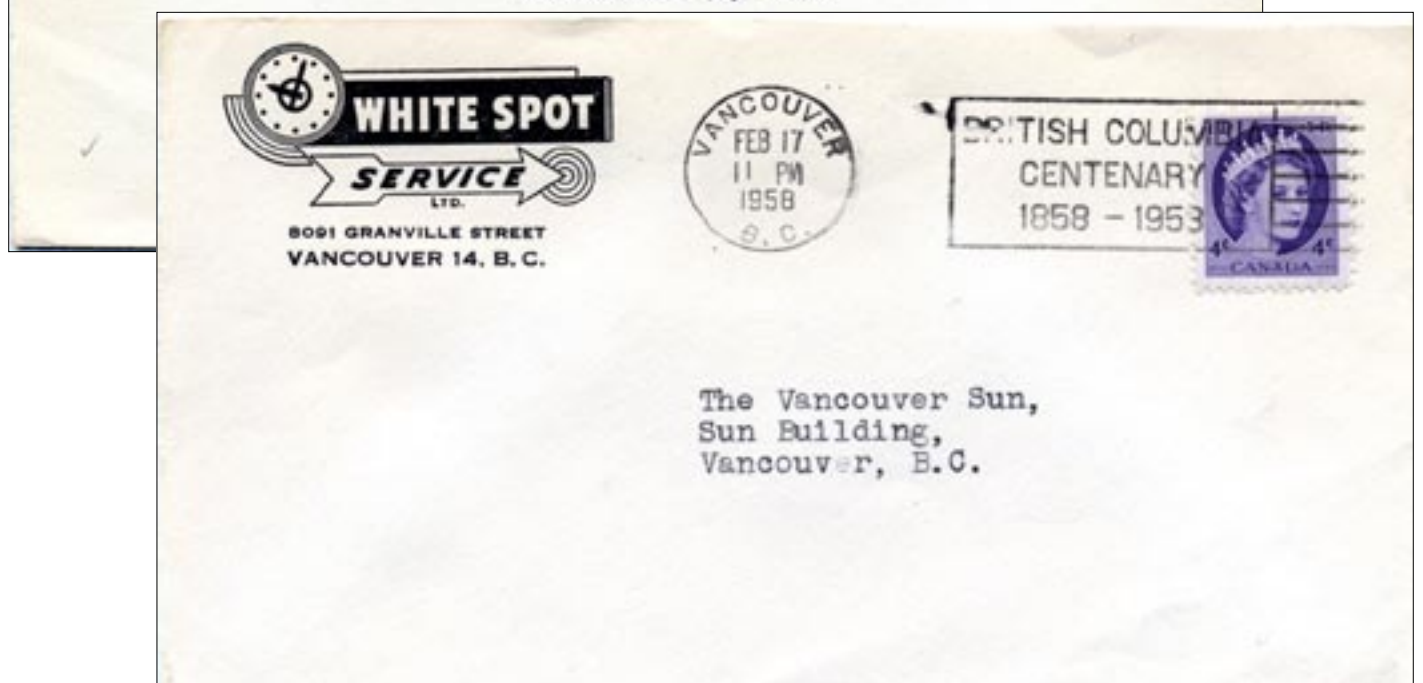
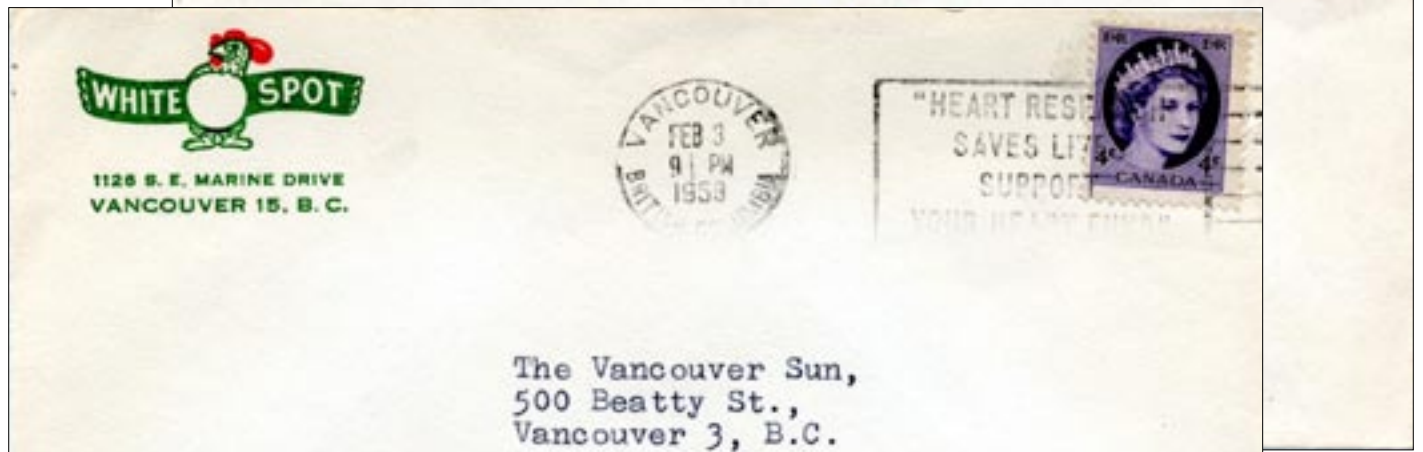
Finally, there’s the question of the “tombstone” marking on reverse, with the cover’s earliest date: Jan 19, 1943. This is a Royal Canadian Navy censor mark. Mike suggested that the letter could have been from a Canadian sailor. Perhaps it was put ashore at Esquimalt after being censored; processed at Victoria (hubless machine cancel on front); censored again, this time by the Canadian civil censor; then put in the mail to Sea Island. There it was “NOT CALLED FOR,” returned to Vancouver (on Jan 28), scrutinized (“UNDELIVERED MAIL,” Jan 29), then finally sent to the Dead Letter Office (Jan 29). I presume that the “deeply regretted” notice was pasted to the cover at Sea Island.

Do any study group members have additional thoughts or comments about this remarkable cover?

—with files from Mike Street and Jon Johnson

Vancouver's Legendary White Spot

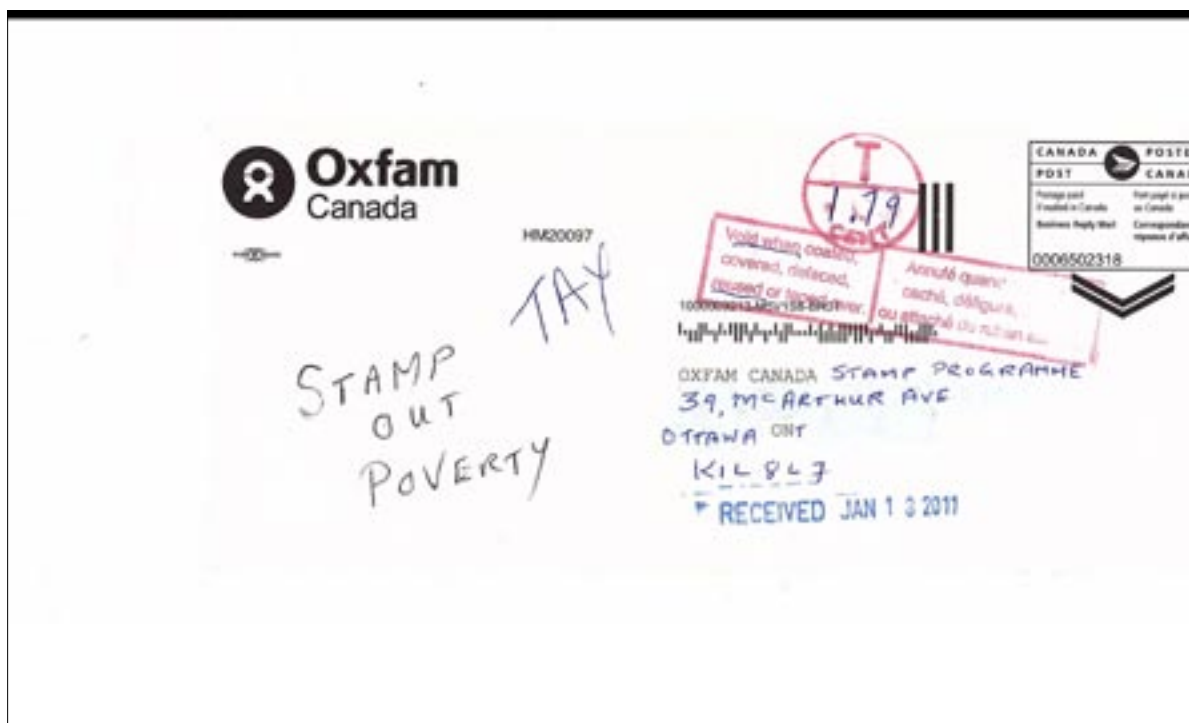
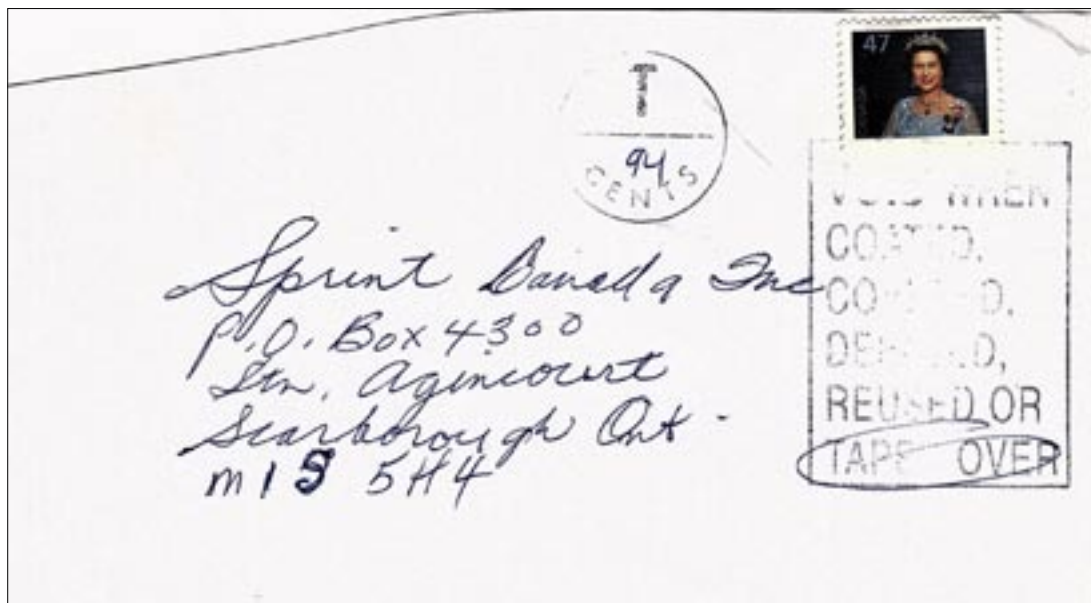
by Andrew Scott



We hope these covers will bring back pleasant memories for some of the study group's old-timers. Vancouver's earliest and most beloved drive-in chain was founded by Nat Bailey (1902-78) in 1928. The first restaurant was located at Granville and 67th Ave, and the chain soon expanded. It was sold to General Foods in 1968, when Bailey retired, then purchased in 1982 by BC businessman Peter Toigo. In 2012, 64 White Spot franchises and 62 Triple-O outlets (named after the Spot's "secret" hamburger sauce) served 17 million customers. There were White Spots in Hong Kong, Singapore, Bangkok and South Korea. Remember the car-hops in their trim green-and-white uniforms? And the long, skinny trays that fit between the car's window sills? And the Monty mushroom burgers? Happy times.

Void when defaced, reused or taped over

by Brian Plain



Study group member Brian Plain responded to a request in the last issue (#112, December 2019, page 1155) for additional examples of the illegal use of “void” stamps. Both covers are marked “Void when coated, covered, defaced, reused or taped over.” The top cover, writes Brian, “marked sometime after Dec 28, 2000, was rated at 94c postage due. This double deficiency rating was charged even though correct postage of 47c had been applied. The reason for the postage due is outlined in the advice box on the cover: ‘TAPED OVER.’ This was done in compliance with postal regulation #395, which states: ‘No mutilated stamp, portion of a stamp or stamp so soiled as to suggest that it may have been used before, and no stamp having its surface covered with any transparent coating, or disfigured in any way, is to be accepted for payment of postage.’” The address on the bottom cover has been written over white-out material, a clear reuse of the prepaid return envelope. The added comments suggest that someone was “making a statement,” says Brian.