



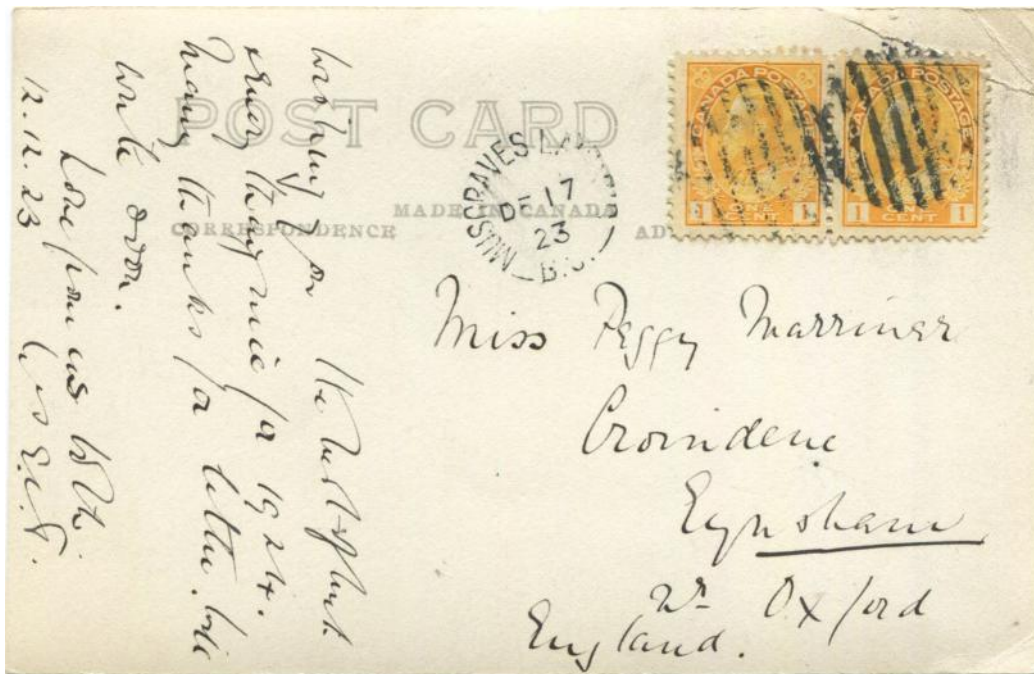
# BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

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Whole number 122

June 2022

*This issue's favourite cover is a postcard sent from Musgraves Landing on Dec. 17, 1923 to Oxford, England. It is one of the great rarities of Gulf Island postal history. Andrew Scott found the card 30 years ago and highlighted his find in an article on the joys of collecting B.C. postal history. His article is reprinted, starting on page 1317 and the comments on the cover provided by Brian Copeland follow below.*



Musgraves Landing is on the southwest coast of Salt Spring Island, across from Cowichan Bay. Behind the landing is a steep mountain, which kept the area isolated from the rest of the island for many years. Even after a rough road was built in 1926, the community was dependent on steamships that stopped at the wharf. The first settlers arrived in the 1870's and raised sheep. Edward Musgrave purchased the property in 1885 and had a 7000 acre ranch with over 1100 sheep. Musgrave sold out after seven years, but the Landing kept his name. By 1915, seventeen families were homesteading on the mountain. Three brothers from England – Frank, Arnold, and Walter Smith – purchased property at Musgrave's Landing just after World War I. The post office opened in 1923 with Walter Smith as postmaster, followed by his brother Frank in 1926. The name of the post office was changed to Musgrave in 1929 and Frank stayed on as postmaster until the office closed in 1957. During the 6 years it operated as Musgraves Landing, postal revenue totalled just \$433.22. - Brian Copeland

## In this issue:

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## Comments From our readers

### From Bill Pawluck:

I have just read your (Tracy's) super article in the BCPH newsletter. Wonderful covers. Your cover in figure 1 is outstanding. I lust for an 8 cent registration fee cover to the UK, but at my age don't want to spend the amount of money it would take to buy one. A proper use F3 registered cover in the the Lee/Harrison sale realized \$10,000+.

In your comment, figure 1. you state that no 8 cent registration stamps were available at the Okanagan post office given its tiny size. The main reason why the 8 cent stamp was not available at the post office is due to the fact that there was no F3 stamp at the time. The 8 cent stamp was not issued until November, 1875. Just a small faux pas that I bring to your attention. I am assembling a one frame exhibit on Canada/UK mail during the small queen period, and I want your cover!!!! I know, nice try!!

### From Barry Milawsky:

Thanks to Tracy Cooper for the latest BC Postal History Newsletter article on Gitwangak. Kitwanga is more often how Gitwangak has been spelled. The G or K, or sometimes Gk, is a hard sound to write in English so it is spelled with a lot of variation.

I thought you might like a photo I took a couple summers ago of the bridge over the Skeena to Kitwanga/Gitwangak. Previous to 1975 and the bridge construction, there was a little ferry service

across the river to get to Kitwanga and then to Kitwancool (Gitanyow). Now the road goes all the way to Stewart and the Yukon.



## Editor's Notes

The June and September issues of the newsletter focus on the why and wherefore of collecting BC postal history. In this issue we lay the groundwork for the special edition coming in September. Andrew's article on page 1317 is likely the best one ever written on collecting postal history in general and specifically British Columbia postal history. An invitation has been issued previously to all study group members to participate in a celebration of BC Postal History by submitting their own story. The stories will appear in the September newsletter in the order in which they are received and as we have already received seven individual's stories, don't delay in sending yours along with a scan of a cover that is meaningful to you.

We also continue the story of the Maitland-Dougall family that was referenced in the March issue. Study group member Bruce Pollock has written an extensive overview of this family from which an extract appears in this issue and the full document is provided to email subscribers as Monograph No. 6.

The index sent to members with the last issue as a Word document is also available as an Excel spreadsheet, allowing the data to be sorted. Let the editor know if you would like a copy of this spreadsheet emailed to you.

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

Free digital newsletters can be downloaded as PDF files at <https://bnaps.org/hhl/n-bcr.htm> (for all issues). Issues 89 to present are in full colour; earlier newsletters are in b&w only. File size is approximately 1.5 to 2 Mb/issue.

*Editor's note: The following article by Andrew Scott was initially published in the November 1993 issue of "Western Living Magazine". We reproduce it here with Andrew's permission. It provides an outstanding insight into what drives us as postal historians and hopefully will serve to motivate everyone to join in and share their own path in the upcoming September newsletter edition.*

## Mail Bonding

**Neither snow, nor rain, nor heat, nor gloom of night will stop the person who is passionate about postal paraphernalia.**

*By Andrew Scott*

I was pawing through a box of postcards that some dealer had found in England and then brought back to Canada, where they'd originally been mailed from. There were all types: Christmas and Easter greetings; Canadian views of every kind; bright, patriotic "war effort" cards; humorous cards with dated, corny messages. Some of the old black and white views of the B.C. coast I put aside. They were actual photographs – a popular style early in the century, when you could get your favourite negative printed on special thick paper with a postcard back.

I came across a rural scene: handsome, twin-gabled farmhouse, awnings over the windows, and entrance pathway with a trellis over it. On the back was a conventional New Year's greeting to someone's British relatives. Then my heart skipped a beat. The card had been mailed from Musgrave's Landing, B.C. in December 1923; there was a clear, readable postmark.

Grinning hugely, I showed the card to my friend Tracy. His face fell, though he quickly gathered himself together and congratulated me. One person's good fortune is somebody else's near miss, I realized. We had been checking out this weekend stamp show together, and if he had been sitting on the other side of the box, this would have been his lucky day. But Mercury, the messenger god, Capricious patron of luck and wealth, of travellers and thieves, had smiled upon me, and my heart exulted.

Musgrave's Landing, a tiny community on the southwest coast of Salt Spring Island, was one of about 170 "unreported" B.C. cancellations – the holy grail for collectors of postal history. In other words, the place was so isolated, the community there so tiny, that a marking from this post office had never before surfaced. Although 20 postcards from Musgrave's Landing might show up next week, for now it was unique. And as long as it

remained unique, it would be worth around \$400, far more than I had paid for it that day.

The postcard found a place of honor in my collection of old letters and envelopes, cards and photographs, maps and books about B.C. Originally, I'd tried to collect a postmark from each post office that had ever existed in the province, it was madness: approximately 2,500 offices had been open at some time and about 1,600 of them had closed again. Some 500 offices are rare by collector's standards, with fewer than 10 markings known. I was forced to reduce my scope, concentrating just on the lower Mainland and the B.C. coast. Today, only the coast sustains my interest.

Musgrave's Landing now rubs corners with other precious and outlandish bits of Gulf Island history: old business envelopes from R.P. Edwards, "Breeder of High-Class Poultry," carefully illustrated with high-class chickens and geese; a 1908 postcard of the submerged steamer Iroquois, with a rare Galiano postmark, Retreat Cove, and a sorrowful message from one of the boat's passengers hoping that "she will not act like this when I board for home"; a letter dated 1876 (the earliest known piece of regular mail from the Gulf Islands), its stamp canceled with an unusual star design that is also pressed into the red wax that seals the back.

How have I come to fancy such strange and eccentric things? I suppose I must be an example of what stamp-collecting English schoolboys can metamorphose into at age 45. Although I haven't collected stamps for 30 years, I still take pleasure in their intricate, miniature designs. Letters mailed from far-off lands give me an exotic shiver. Like other stamp collectors, I learned my geography at an early age; if I land on blue in Trivial Pursuit, you might as well concede. Collecting fuelled my restless urge for foreign travel; I haven't yet given



up hope of getting to the places whose stamps I pored over as a child: Madagascar, Mauritius, Montserrat.

When I grew older, however, and moved to Canada, I became keenly aware that my fascination was not shared by my peers. It was important for me to belong, so I put stamps aside and started collecting sports cards instead. Today, of course, as my editor carefully explained, “stamp collecting is right up there with accordion playing” in terms of social acceptability. But it’s not easy, apparently, to take the stamp collector out of the boy. My passion went underground. Now, somehow, it has combined with a fondness for poking about in odd corners of the province, for exploring the back roads and backwaters, ghost towns and grease trails, and brought me to my present fetish: postal paraphernalia.

My interest in this hobby ebbs and flows, sometimes disappearing completely for ages. But I’ve been at it now for 30 years, and I suppose I’ve got a good collection, good enough anyway that the best pieces have to live in a safety deposit box. But it’s nothing compared to the array assembled by Gerald Wellburn, undisputed king of the B.C. buffs, whose colonial postal history holdings will never be equaled.

Gerry, who died in 1992 aged 92, obtained his material the old-fashioned way. He got to know the children and grandchildren of the original Vancouver Island colonists and eventually acquired many of their family letters. “Stamps have given me a second life,” wrote Wellburn, who owned a logging company, “a share in the dainty and the exquisite, which has complemented my outdoor life, spent in the forests of the Canadian northwest.” His colonial collection was sold at auction in Toronto in 1988, realizing over \$800,000. I was there, and I bought a few items: an envelope carried during B.C.’s wild West era by Francis Barnard’s famous Cariboo stagecoach express, and a very early cover from the B.C. mainland, dated 1860 at New Westminster, just four months after the Royal City was founded.

How anyone can fail to love these antique messages I’ll never understand. Here, for instance, is a letter written at Skidegate, in the Queen Charlottes, in 1877. “As the sloop is ready to go away,” it begins, “I will try and let you

know how we are getting along,” and goes on to detail the operations of an ancient industry, the extraction of oil from dogfish livers. Here’s a rare cover postmarked Cassiar in 1875, with a letter describing one of B.C.’s little-known northern gold rushes in the Dease Lake area. And this old envelope, with a Hastings Mill return address, postmarked Burrard Inlet, 1873, before Vancouver was even a whisper in a speculator’s ear.

To me, these tattered bits and pieces are documentary evidence, echoes of a world different not in place but in time. If you take care you can smell the stale air of the gold mines, sense the hardships of the trail, feel the Chinese storekeeper’s loneliness, hear the steamboat passenger’s excitement. They reverberate with the mundane and passionate details of those who also once lived where we now live. They rustle with ancestral voices: uncles, grandmothers, chance meetings, fate. At one time such documents were too commonplace to bother keeping around. Now the faded pages are all we have left: paper ghosts.

It is futile, of course, this attempt to hold on to the past. Elegant and fragile, my scraps of stationery are on their own journey. I am but their temporary keeper. The custodians of B.C.’s postal history are an endangered species, perhaps 50 individuals or so, mostly older men. We publish research on some rather esoteric topics and try not to take ourselves too seriously. And often, beneath our professional demeanor – especially when some recent discovery is excitedly being described – I see a dreaming boy with all the world before him, momentarily, mysteriously, set free.

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## More Early Postal History

For anyone who would enjoy reading more about early mail to and from the Cariboo, study group member John Walsh has sent along this link to an outstanding article about early mail (think 1865!) from Williams Creek.

<https://gffpostalhistory.blogspot.com/2022/03/williams-creek-postal-history-sunday.html>

## R.T. Williams – 19th Century BC Postal Historian?

*by Tracy Cooper & Don Shorting (posthumously)*

**Question:** Do you have a cover addressed to R.T. Williams in your collection?  
**Answer:** Easily 9/10 British Columbia postal historians do!

Among the many types of philatelists, stamp collectors and postal historians, the ever present “accumulator” shares an important place in British Columbia philately. Such a person accumulates the material with the instinct of a squirrel, rarely organizing his voluminous holdings, let alone mounting, writing up, and in the modern era, exhibiting. I am sure most of us know such a person in our philatelic social circles. What the “accumulator” does better than almost anyone is preserving for posterity many interesting and sometimes important items that could have otherwise ended up in the trash. When his accumulation is finally sold the items find their way into many collections where each item is then properly identified, described and treasured. R.T. Williams, of the Williams B.C. Directory fame, was such an accumulator.

Mr. Robert Taylor Williams was a Victoria pioneer, amateur historian and an accumulator of early British Columbia covers. He took great pleasure in showing his friends the many envelopes he had saved from his personal and business correspondence. Mr. Gerald Wellburn, as a young man of about eighteen met Mr. Williams and recalled that this gentleman usually wore a long coat with capacious pockets in which he carried numerous covers, all addressed to R.T. Williams. Gerry Wellburn acquired a large portion of the accumulation from the Williams estate and he carefully mounted many of these philatelic gems in his colonial and post-colonial BC collections. Years later, Mr Lester Small, a prominent 20th century BC postal historian, purchased half a carton of covers all addressed to R.T. Williams, which became the core of his impressive BC postal history collection and which was finally dispersed in only the last few years. Certainly, if for no other reason, we owe a debt of gratitude to Robert T. Williams for his part in preserving so much of the early postal history of this province, not only for the enjoyment today, but for the pleasure of postal historians in the future.

Robert was born in Rochester, New York in 1849 and came to Victoria by way of California when he was 10. He received his education in Victoria during the 1860's where he attended school from the humble family dwelling on Yates Street. His father, William Williams was a contractor and a bricklayer working on many of the fine buildings of the day. After schooling, young Robert went to work for T.N. Hibben & Company, Stationers, and during most of his life remained associated with the stationery and bookbinding business and related sidelines. As a bookbinder, he also worked with Edward Mallandaine in the 1880's, honing and expertizing his craft, producing the “Mallandaine British Columbia Directories” during the 1880's. He finally launched his own directory, “Williams British Columbia Directory”, in 1889. Coincidentally, few if any covers addressed to R.T Williams came to light in collections or auctions in this early period, but suddenly in 1890 covers begin to appear in quantity, peaking in 1897 with the publication of the 1897 Williams BC Directory.

The ten-year period between 1889 and 1899 was a very busy time in the life of R.T. Williams. Besides his interest in the British Columbia Directory, he also operated two other businesses: the British Columbia Blankbook Manufactory at 28 Broad St. and the British Columbia Rubber stamp factory, also in Victoria. Envelopes containing orders and cheques would have formed a large portion of the R.T. Williams incoming mail during this period.

In 1899, R.T. Williams hung out his shingle as a bookbinder located at 122 View Street which was also his home address. By this time, he and his wife had three daughters, Elizabeth, May and Phyllis, living at home.

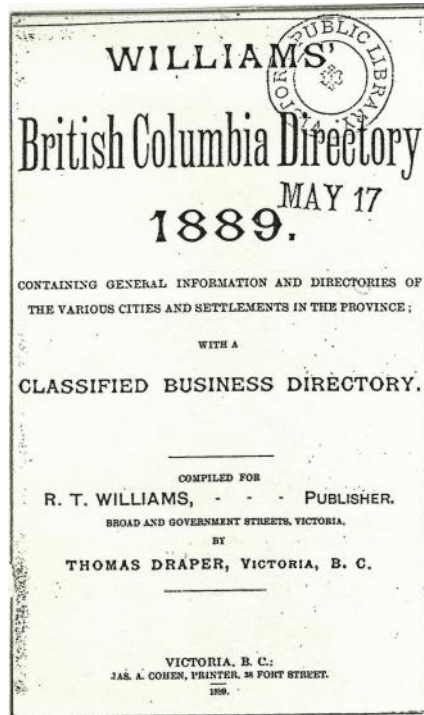


Figure 1. 1889 British Columbia Directory for R.T. Williams.



Figure 2. Robert T Williams Book Binding in Victoria on 28 Broad St at View St before View was cut through to Government Street R.T. Williams is at the right of the photo. Not sure of the year but think it is around late 1880's or early 1890's. RTW would have been in his early 40's at this point.



About 1900, R.T. Williams sold his directory company and it became known as *Henderson's B.C. gazetteer & directory and mining companies* and, after passing through several hands as time went on, eventually becoming the Victoria Directory still being published annually. The year 1901 found R.T. Williams managing the Victoria News Company located at 86 Broad St. By 1903 and 1904 he had become the foreman of the Bindery Department of the B.C. Government Printing Bureau. From about 1900, the number of covers saved began to drop off until from 1907 on there are very few reported. The last reported cover addressed to R.T. Williams is in 1927 which by this time Williams was in his mid 70's. Williams died in Victoria in 1934.

The earliest reported Robert T. Williams covers are addressed to him in the 1860's, after his recent arrival from California, while he was refining his book binding trade under the tutelage of T.N. Hibben on Government street in Victoria. Such an early example from 1867 is shown on page 94 of Gerald Wellburn's book, "The Stamps and Postal History of Vancouver Island and British Columbia". My earliest example is shown below from early 1871, addressed to Mr. Robert Williams care of Mr. Hibben, Bookseller, Victoria V.I.



Figure 3. 1871 cover addressed to Robert Williams care of T.N. Hibben in Victoria.

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### An interesting link from Larry Margetish:

While I am not a member of the BC Postal History study group, I thought I would bring an interesting website to the study group's attention. Vancouver Heritage Club has a website, with many photos of the Vancouver Mail Processing Plant.

Their website is:

<http://vancouverheritageclub.com/>

Thanks,  
Larry Margetish

Note: The website includes the following text: "Have a look at our photo galleries for more pictures of Canada Post equipment, sortation plants, postal outlets and some of the people who made it all happen."

## The Maitland-Dougall Family of Duncan, BC

*By Bruce Pollock*

*Editor's Note: The previous edition (BCPHN 121) contained a pair of articles related to the Maitland-Dougall family. Study group member Bruce Pollock has followed up with a comprehensive overview of the family. A monograph of this study has been prepared and a brief extract is presented here for continuity of the newsletters.*

It's a non-descript cover addressed to Mrs. J. Maitland-Dougall in Hazelton, BC, and postmarked at the somewhat scarce Tzouhalem post office. But the simplicity of the cover belies the story of a remarkable family in the Cowichan Valley of British Columbia.



Figure 1. Cover addressed to Mrs J. Maitland-Dougall in Hazelton, BC dated 12 Oct 1910.  
(Ex-Wellburn.)

Winifred McKinstry Watson was born 26 Nov 1873 in Thurgoland, Yorkshire, the daughter of Alfred Watson, MD and Fanny Eaton. She emigrated to Canada with her family in 1890 and they settled in Cowichan, although Dr. and Mrs. Watson later moved to Alberni in central Vancouver Island in 1895.

James St. Leger Maitland-Dougall was born in Fife, Scotland in 1867, the youngest son of Vice-Admiral William Heriot Maitland-Dougall. He came from a family line of the Earl of Lauderdale and illustrious Royal Navy officers, including Rear-Admiral Sir Frederick Lewis Maitland.

James and his older brother Frederick immigrated to Victoria in 1886. Initially, James was employed in survey work and helped to survey the original plan of Nelson, BC. Later, he worked for the federal government as an immigration agent in Vancouver.

James returned to Vancouver Island in June 1892, taking a position as a constable with the BC Provincial Police in Cowichan. It was here that he and Winifred met and in 1894, they were married in Victoria. They had two children, both sons. William McKinstry Maitland-Dougall was born 14 March 1895 and Hamish Kenear Maitland-Dougall was born 4 April 1897.



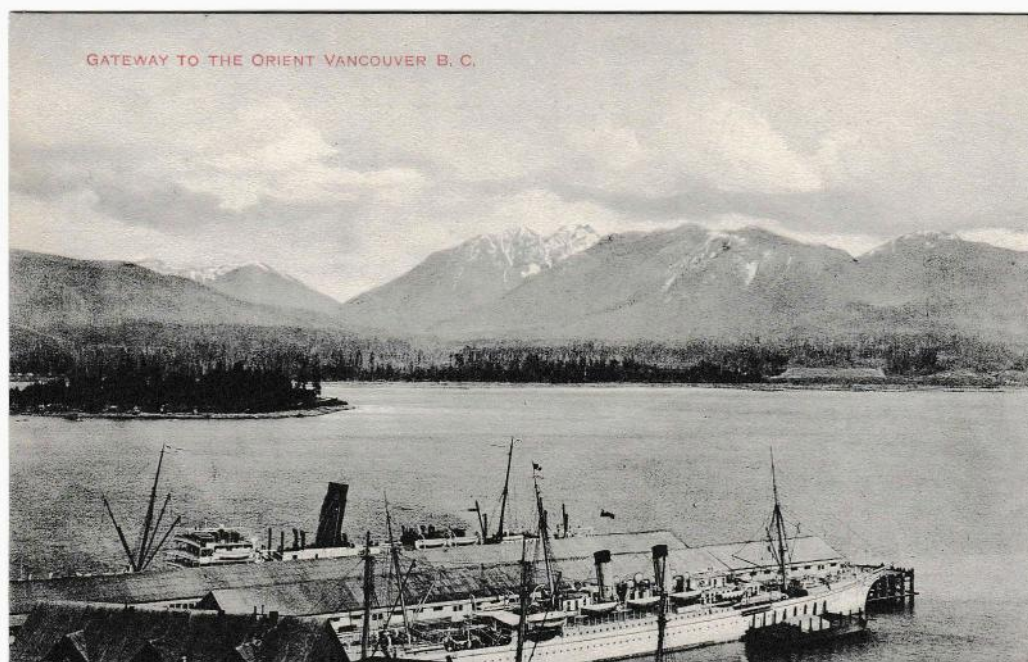
## Root Beer, Babe Ruth and the RMS Empress of Japan

*By Glenna Metchette*

Tall and massively built, Sir Cornelius Van Horne, general manager and then President of the Canadian Pacific Railway (CPR), was a man of immense energy, capable of ferocious drive and Herculean effort. He liked big things, especially the grandeur of the Rocky Mountains and the CPR hotels. He had a vision of world-wide systems of transportation and trading. Overseeing construction of the CPR was his greatest contribution to Canada.

In July 1889, the CPR finally obtained the government support needed to pay for its own trans-Pacific steamships. A 17-page mail contract between the British Postmaster General, the Admiralty, and the CPR "for the Conveyance of Mails, Troops, and Stores between Halifax or Quebec and Hong Kong and for the Hire and Purchase of Vessels as Cruisers or Transports" was signed on July 15, 1880. This contract included the following clauses:

- For a subsidy of £60,000 per annum (including £15,000 from the Canadian Government), the CPR would provide a service between Halifax or Quebec and Hong Kong once per four weeks, with mails carried for any intermediate place at which the vessels called. Yokohama and Shanghai were stipulated as ports of call, with Kobe at CPR's option.
- From April to November, the transit time between the Atlantic coast and Hong Kong would be within 684 hours (28 ½ days); from December to March 732 hours (30 ½ days).
- A penalty of £500 was assessed for late starts plus £100 for every 12 hours of a late arrival.
- The CPR was not to carry other letters, except Canadian, without the consent of the British.



*Figure 1. Empress of Japan docked in Vancouver.*

The *Empress of Japan* (1) was one of three purpose-built steamships to serve a trans-Pacific route connecting Asia to Canada by sea and not, coincidentally, to the rest of North America since Vancouver had CP rail service since 1887. Mail and passengers could travel from England to Eastern Canada, then travel across Canada on the railway to Vancouver to board ship in Vancouver bound for Asian destinations. When WW1 started, she was commissioned by the British Admiralty and refitted to serve as an armed auxiliary cruiser. After the war, this war-weary ship returned to the Asian mail route until 1922, then lingered harbor-bound in Vancouver for several years. In 1923 she was employed in a different kind of battle when CP used the aging *Empress* to house strike-breakers in a dispute with the Vancouver & District Waterfront Workers Association. Scrapped in 1926, her figurehead was rescued and displayed in Stanley Park until 1960 when it was replaced by a reproduction. The original is in the Vancouver Maritime Museum.

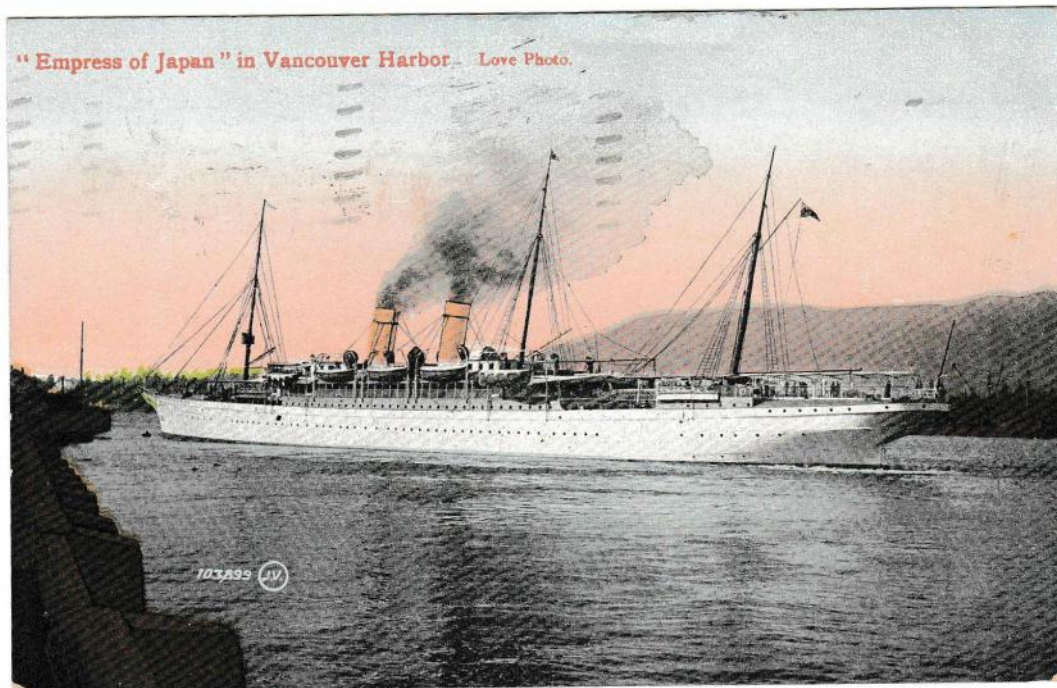


Figure 2. S.S. *Empress of Japan* in Vancouver Harbor.

The first ten-year mail contract was renewed a few times. Things continued by contract until 1920 when CPR and the governments couldn't agree. The subsidy was discontinued. Mail was now carried on a per-weight basis from then on.

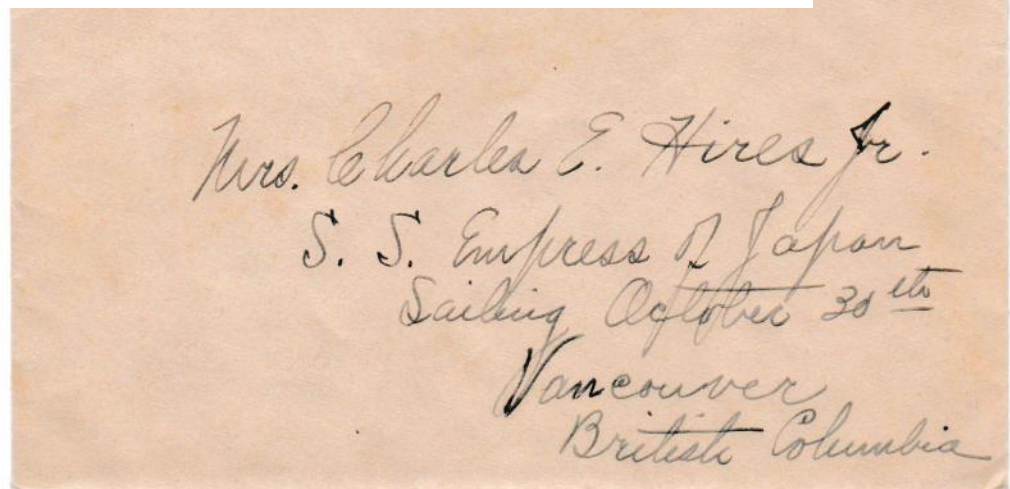
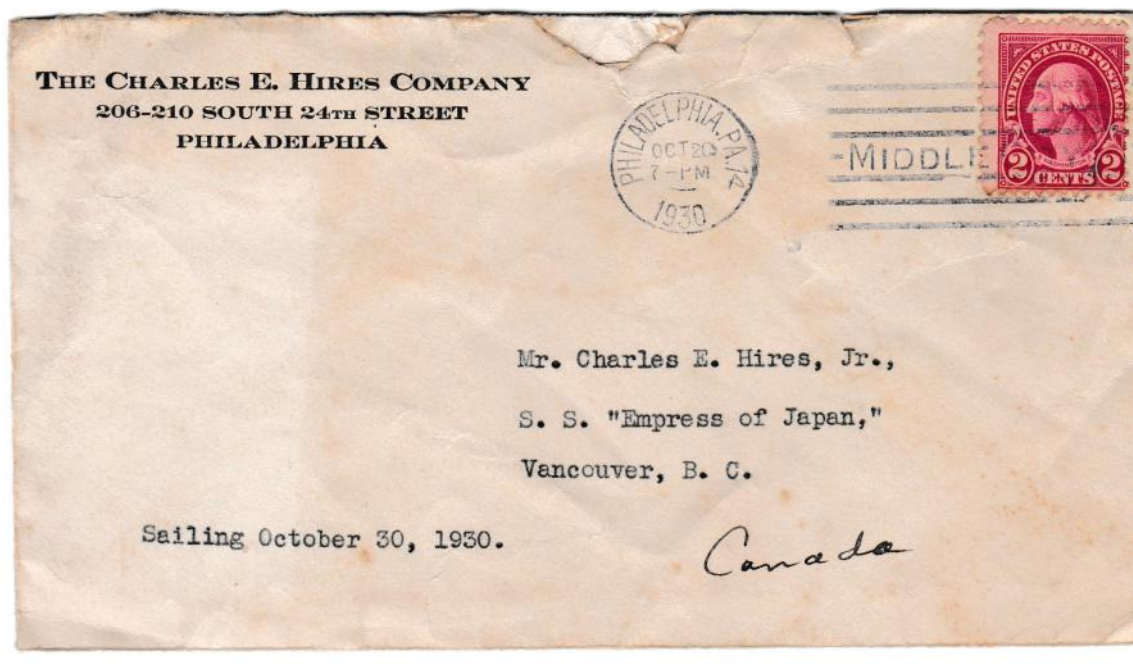
On March 3, 1919 William E. Boeing (1881-1956) and Edward Hubbard (1889-1928) made a demonstration flight from Vancouver, B.C. to Seattle WA's Lake Union, transporting the first bag of international US air mail. Hubbard Air Transport was awarded FAM-2 (Foreign Air Mail route 2) and on October 15, 1920 began flight service between Seattle and Victoria, flying the Boeing C-700 flying boat. It was a US air mail route, paid for by the US Post Office Department. It carried letter mails between Seattle and trans-Pacific ships in Victoria, which included the RMS *Empress of Japan*.

The second RMS *Empress of Japan* was launched on December 17, 1929. On June 8, 1930 she was delivered to Vancouver for service on the trans-Pacific route. At the time, she was the fastest ocean liner on the Pacific. Among the celebrity passengers on her maiden voyage to the Orient were Charles Elmer Hires, Jr. (1851-1980) and his wife Ilse. Charles, Jr. worked his way up through his father's company and was President of the Hires Root Beer Manufacturing Co. for thirty years. His father, Charles, Sr., developed a beverage he called "root beer" – the drink that wowed the nation, paving the way for giants such as Coca-Cola. From the start, the abstemious Hires promoted his root beer as "a temperance drink



for temperance people." But an increasingly militant Women's Christian Temperance Union declared that any product of fermentation must contain some alcohol. They called for a boycott in 1895. Hires countered with science. Independent lab tests showed his root beer contained no more alcohol than a loaf of bread.

Prior to sailing on the RMS *Empress of Japan* (2)'s maiden voyage to the Orient, Charles and Ilse Hires received letters from their relatives. Charles' letter came from his brother Harrison who wrote "Bon Voyage for a wonderful vacation. I hope this will be the happiest and most inspiring trip you have ever made, and I will follow your voyage on the map. Come back with a couple of million-dollar ideas...." It appears business and pleasure were their goals. Ilse's hand-delivered envelope included two letters from Charles' sister Linda – one for Charles, and one for Ilse in which Linda talks about her feelings about the voyage: "My predominant emotion is joy that you and Charles can go away together again on such an adventurous journey. It sounds like romance to me...."



Figures 3 and 4. Covers addressed to Charles and Ilse Hires on board the S.S. *Empress of Japan* on October 30, 1930.



On November 2, 1934, the RMS *Empress of Japan* (2) arrived in Yokohama Harbor carrying an all-star American baseball team, including future Hall of Famers Babe Ruth, Lou Gehrig, Jimmy Foxx and Lefty Gomez, who were there for a series of exhibition games against Japanese opponents. As the ship docked, 30,000 enthusiastic Japanese baseball fans greeted the players. Later, a parade up Tokyo's Ginza drew a half-million spectators packed 40 deep along the avenue. Also among the team was a journeyman catcher, Moe Berg of the Cleveland Indians. As he toured Japan, Berg carried a 16mm movie camera which he used to make brief films of important Japanese installations. During WWII he worked as an agent for the Office of Strategic Services, the forerunner of the CIA. But this goodwill tour could not stave off war. Learning that the Japanese had attacked Pearl Harbor, Ruth reportedly tossed many of his Japanese gifts out the window of his New York City apartment.

The RMS *Empress of Japan* (2) operated on the Pacific from 1930 until 1939 when she was taken over by the government for troop transport. She did not return to the Pacific after WWII. Her name was changed to *Empress of Scotland*. She was requisitioned until 1957, sold in 1958, and became the *Hanseatic* which was destroyed by fire in 1966 in New York Harbor.

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Wisensale, Steven, PhD. In Search of Babe Ruth's Statue in a Japanese Zoo. Baseball Research Journal, Spring 2021.

## Powell River, Part 5: The Sub Post Offices to 1961

### Cranberry Lake and Wildwood Heights

by Morris Beattie

*The first portion of this study, dealing with Westview, was included in issue #120 in December 2021.  
The study of the two remaining sub-offices is concluded here.*

#### Cranberry Lake

Cranberry Lake, located about 1 mile southeast of Westview grew out of an early 1900s economy built on animal farming, agriculture, and forestry jobs with the area being subdivided in 1912. The Cranberry area today is the location for numerous home-based businesses as well as the famous Cranberry Pottery.

Cranberry Lake utilized a much smaller selection of hammers than Westview. The primary hammer was a split-ring hammer used for the entire period of existence, examples of which are shown. The ERD is Sept.26,1931 and the LRD is 1960 with no apparent variation in the hammer over this period. The office was also issued with a MOOD hammer number 9167 and a MOTO hammer.



Figure 1.  
Cranberry  
Lake split-ring  
cancels from  
1931 through  
1937.

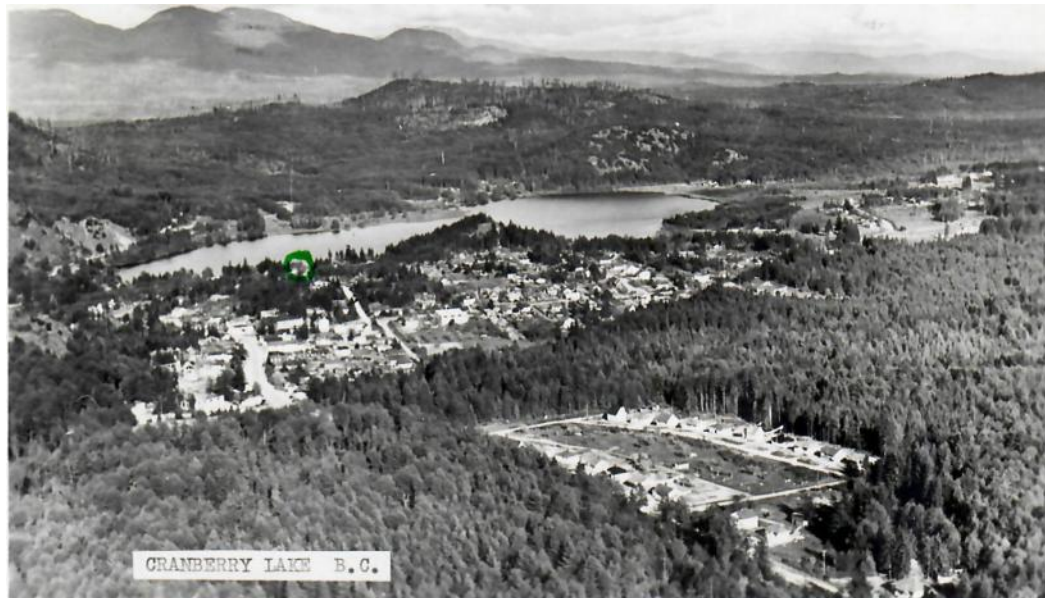


Figure 2. View of Cranberry Lake area.

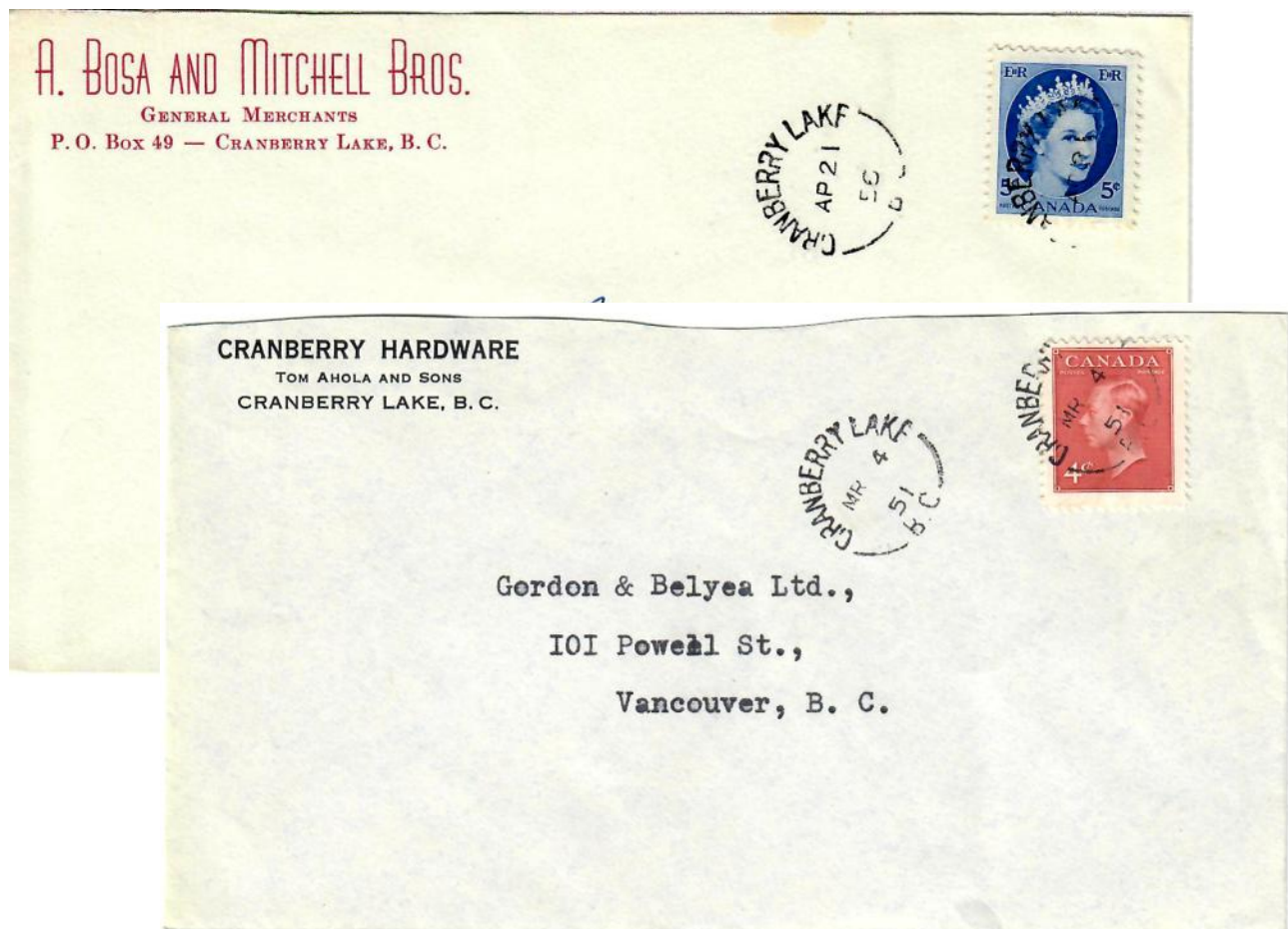


Figure 3. A pair of covers from Cranberry Lake to Vancouver with split-ring cancels, dated 1951 and 1956.



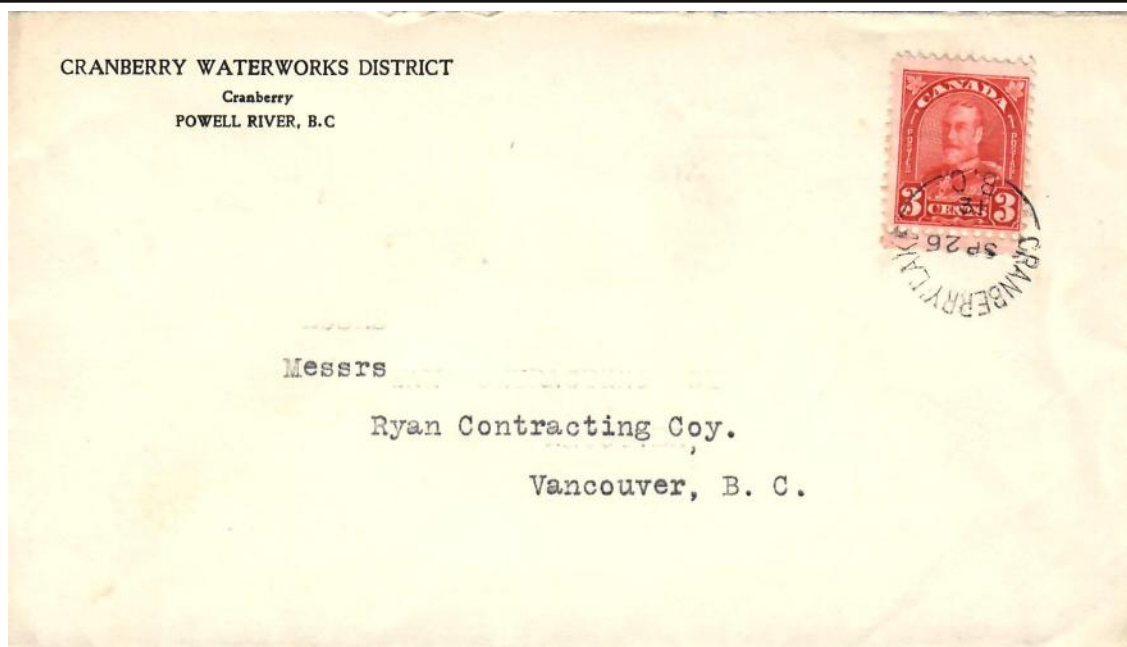


Figure 4. Cover from Cranberry Lake to Vancouver with split ring cancel dated Sept. 26, 1931 with year inverted.



Figure 5. Registered cover from Cranberry Lake to Vancouver dated Jan. 18, 1956. As well as the registered marking the cover was cancelled with a split ring cancel and received two of these markings on the back. The back also received an uncommon "Vancouver Airport, BC" marking with the same date.



## Wildwood Heights

Wildwood Heights is located further from tidewater than the two other sub-offices and still remains somewhat more rural in character than the other offices, being built on a history of rural isolation. The Wildwood area was of interest from the early 20th century onward as logging was initiated by the Hastings Mill in this area with a railway running from those activities to the dumping area at tidewater. Access to the area improved after 1916 when the first bridge was built.

Wildwood utilized a CDS hammer throughout its existence with an ERD of Oct. 18, 1938 and a LRD of May 6, 1961. The office was issued with MOON 9986. Examples of a Registered marking in dark blue and purple ink for Wildwood are also shown.



Figure 6. A pair of CDS cancels from Wildwood Heights dated 1943 and 1955.

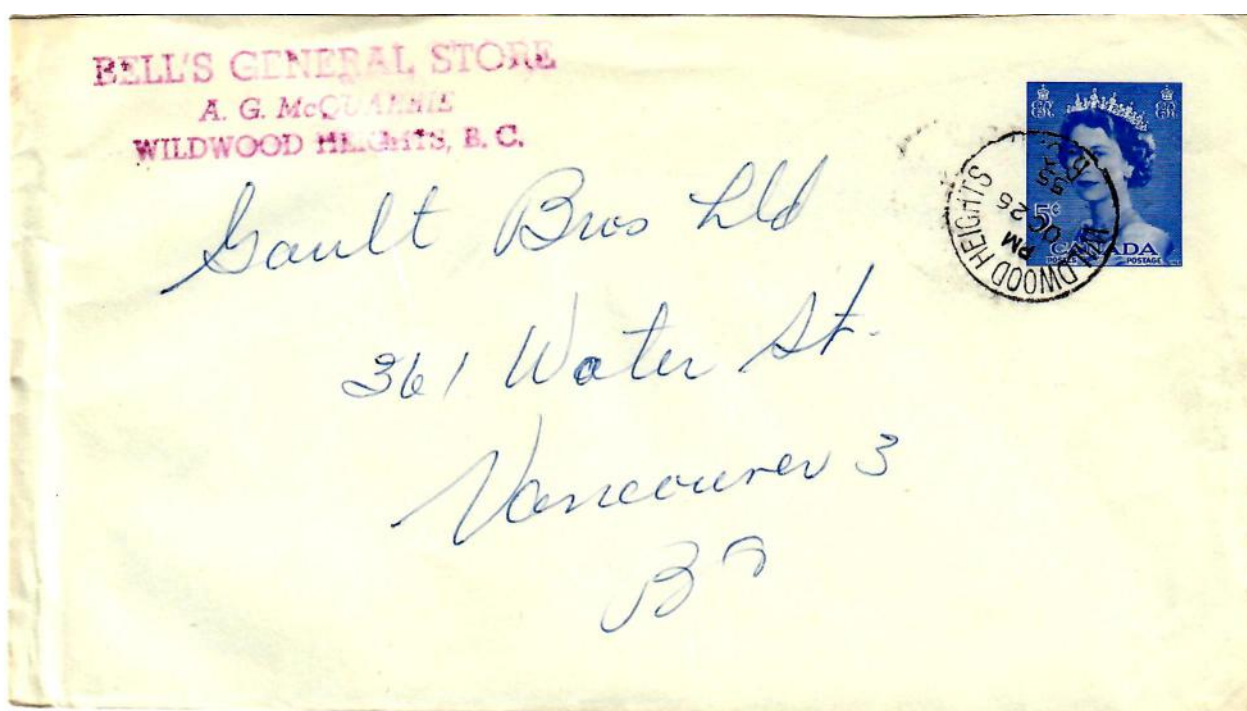


Figure 7. Cover from Wildwood Heights to Vancouver with CDS cancel dated 1955.

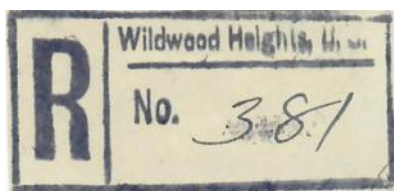


Figure 8. Wildwood Heights with dark blue registration marking.



Figure 9. Registered cover with purple Registered marking from Wildwood Heights to Vancouver, mailed on Oct 18, 1938, receiving a Powell River backstamp on the same date and a Vancouver receiving backstamp the following day.

From 1961, a series of numbered Powell River sub-post offices were established as summarized below. Some of these offices closed for a period of time before re-opening.

Office	Open Date	Close Date	MOON	POCON
Sub 1	06/06/1961	1974	9974	649171
Sub 1	1979	-		649171
Sub 2	19/09/1961	-	9629	645966
Sub 3	05/06/1961	1973	9167	
Sub 3	1981	1989		652350
Sub 4	03/06/1961	-	9986	649295
Sub 5	16/10/1964	1975	9615	645869
Sub 6	1970	1976	9227	642207
Sub 7	1978	-		650846
Sub 8	1978	1979		651877
Sub 8	1987	-		653632
Sub 9	1987	-		653802

## Our Newest Study Group Member Writes

Greetings!

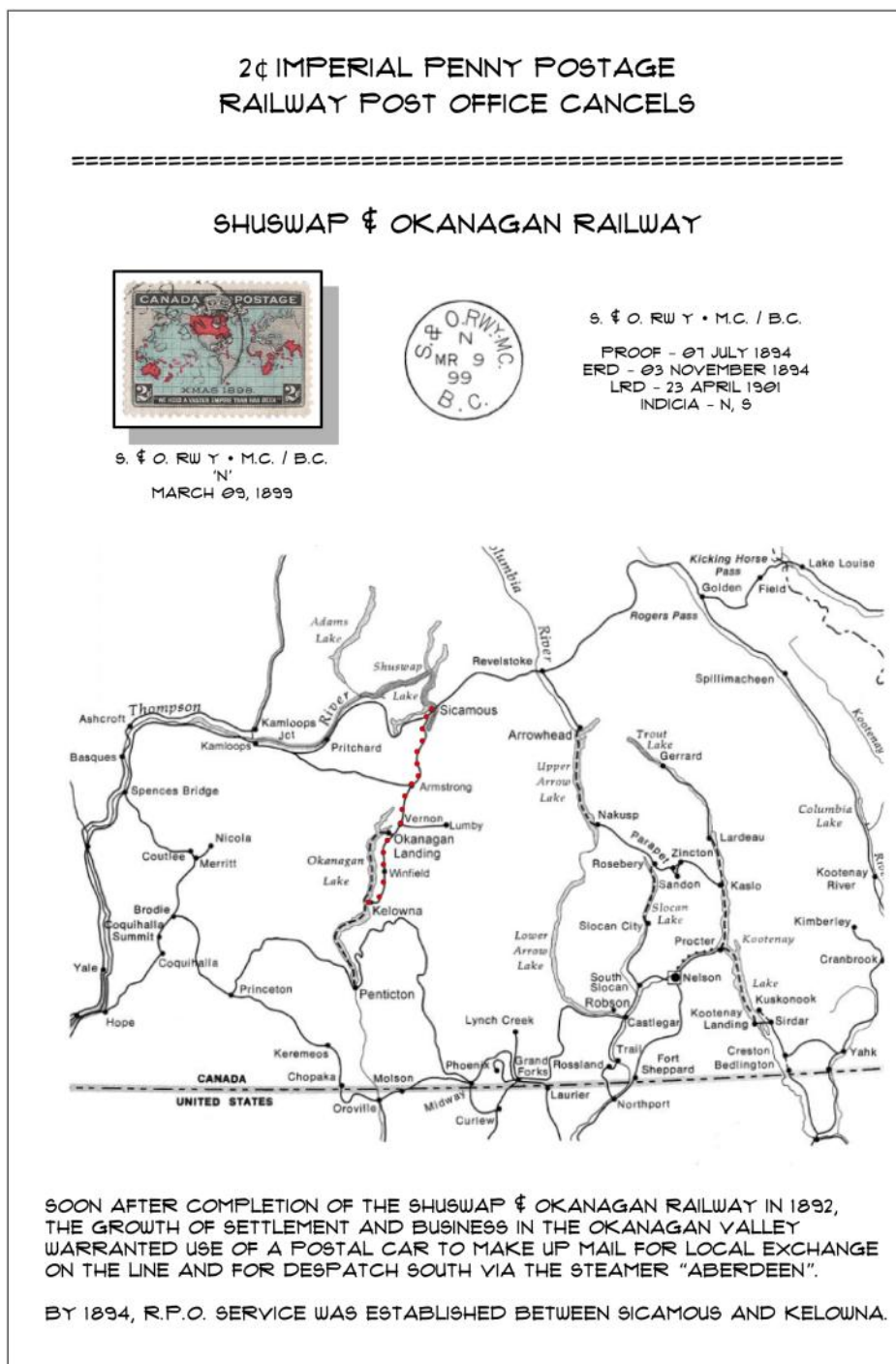
Let me begin by saying how much I have been enjoyed the BC Postal History Newsletter and the latest edition posted to the BNAPS website is no exception. The articles are well written and provide an insight into an area of interest to me, both as a collector and an 'arm-chair' traveller.

I initially came upon the newsletter whilst searching for information regarding the Shuswap & Okanagan Railway given a recent acquisition to my own collection of RPO postmarks on Canada's 2¢ Imperial Penny Postage. The article, The Shuswap & Okanagan Railway Post Office, written by Morris Beattie and included in the 111th edition of the newsletter, provided me with all the details one could ask for (minus any references to Ogopogo) and I was able to use the information to create my own album page for this RPO postmark; see attached.

Given that there are only a few RPO cancels for British Columbia in any form: railways, routes or even stations, it is nice to see them given the spotlight from time-to-time.

With that I wish you all a pleasant day and look forward to enjoying the current, along with future editions, of the group's newsletter as part of my post lunch time readings...

Kind regards,  
Vince Chermishnok,  
Nadadouro, Portugal



*Above is a reduced version of a page from the collection of our newest study group member.*