



BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

Volume 32 Number 2

Whole number 126

June 2023



A favourite cover. So, what qualifies as a favourite cover? It can be a remarkable set of postal markings, a great acquisition story, an unusual route and so on. For this month, face it, we have a cover with great visual appeal that makes an attractive front page for a newsletter. After all, who doesn't love a chicken cover, even if it is in fact a very exuberant rooster. So why does a radio station, CKWX in this case, have a rooster that is apparently doing his rooster thing, on the front of their 1942 envelope? Reading the print below the rooster around the globe gives an indication:

"Something to crow about • Let Billy Browne Tell 'Em"

Apparently, the rooster is justified to be excited as he has something to announce to the world! But, is the rooster's name Billy Browne? A quick internet search reveals that William J (Billy) Browne (1896-1951) was one of Canada's first disc jockeys. After working at various radio stations across the country he ended up in Vancouver working for several radio stations including CJOR and CKWX, hosting such programs as "Breakfast with Browne" and "the Sunrisers" over the period from 1935 to 1951. His program claimed to have 100,000 loyal listeners, a significant number at the time.

A great cover with a great story that qualifies it as a favourite. The "Victory" label is a bit of icing on the cake. - *Morris Beattie*

In this issue:

- | | | | |
|--------------------------------|--------|-------------------------|--------|
| • Favourite cover | p 1383 | • Texada Island Offices | p 1390 |
| • Editor's Notes | p 1384 | • QSL cards from BC | p 1399 |
| • Post Confederation expansion | p 1385 | | |

Editor's Notes

A thank you to those study group members who have submitted items over the past few months and a gentle nudge to those members who have promised articles but need a small push to get them finished.

Below, is a registration marking sent in by Dave Freeman. Can anyone comment on the unusual second, small "R" marking at the left side? The cover was sent from Victoria to a Victoria address, was unclaimed and returned to sender.



Monograph 7. Mails of The Canadian Pacific Navigation Company.

For digital subscribers, this issue of the newsletter is accompanied by Monograph No. 7 outlining mails of the Canadian Pacific Navigation Company (Limited).

The Canadian Pacific Navigation Company ("CPN"), together with several competing companies, played a significant role in the development of mail services in northern British Columbia over the period from 1883 until 1901, at which time it was purchased by the Canadian Pacific Railway Company. During its period of

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

Annual subscription fee for printed and mailed newsletters (four issues) is \$20, in Cdn or US funds.

Dues are payable to the editor: Morris Beattie 2938 Celtic Ave, Vancouver, BC, Canada, V6N 3X7

operation, the shipping line carried mail on both an informal (without markings) and formal (with markings) basis.

Monograph 7 briefly summarizes the background to the development of north coast mail services and the formation of the CPN and discusses the vessels owned by that company and their probable involvement in mail delivery and provides examples of any known postal markings used by CPN vessels.

Waconda

Members Joe and Murray Smith have reported only the second and third recorded strikes from the small rural lower mainland community of Waconda dated MR 29/13. Waconda was supposedly located, 8 miles from New Westminster on the CPR mainline towards Vancouver.

The Post Office opened on March 1, 1913 and closed on November 15, 1913 with a total postal revenue of \$222.86. The short duration between opening and closing with a relatively large revenue, suggests that this Post Office was established as a construction camp for railway construction, possibly not CPR related.

If any of our readers can shed any additional clarity on the location and purpose of this Post Office, it would be appreciated.



Editor: Morris Beattie
email: mbeattie48@shaw.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.

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 3 Mb/issue.

British Columbia Joins Confederation

The First 10 Years 1871-1881 - Part 5: Expansion 1880 – 1881

by Tracy Cooper

The final chapter of the first ten years of British Columbia joining Confederation speaks to the first real expansion of postal service within the Province focusing on providing mail service to those parts of B.C. that had often requested service, but heretofore, were not considered a priority for the Post Office Department in Ottawa. Previous parts of this study were included as follows: Part 1 - Vol. 118, p 1254, Part 2 - Vol. 119, p1276, Part 3 - Vol.120, p 1286, Part 4 - Vol. 121, p1301.

To recap, Part 1 of this series of articles focused on the negotiation of Terms of Union with Canada and the postal benefits British Columbia would realize by being part of the dominion. Part 2 discussed the integration of the hodgepodge of Colonial postal services, part government, part Express Companies, that provided what could only be considered as a minimal postal service, integrated into the well established postal authority processes based out of Ottawa. As a result of this methodical and bureaucratic approach by postal officials, Part 3 of this series discussed the decline of the express companies as significant players in the delivery of mail within the Province. Part 4, Consolidation 1872 - 1879 completed the full consolidation of the haphazard Colonial mail services into Post Office department system.

The two year period of 1880 through 1881 saw the establishment of new post offices and new postal routes for those small communities that were largely based on rural farming and forestry.

These Post Offices included the following:

1880		1881	
Burgoyne Bay	May 1, 1880	Metchosin	April 1, 1881
Kootenay	May 1, 1880	Riverside	April 1, 1881
Plumper Pass	Nov 1, 1880	Savonas Ferry	June 1, 1881
		Alkali Lake	July 1, 1881
		Big Bar Creek	July 1, 1881
		Colwood	July 1, 1881
		Mud Bay	July 1, 1881

The settlers at Burgoyne Bay (on Salt Spring Island) had been requesting a post office since 1877 with little success as noted in the Aug 18, 1877 correspondence between Post Office Inspector Wallace and his report to the Postmaster General in Ottawa; "I have the honour to return herewith the accompanying application for the establishment of a Post Office at 'BURGOYNE BAY' in the District of Vancouver. Though there is at present no Post Office in operation at this place, the people interested are not without convenience as Mrs. Foord of Burgoyne Bay attends to the receipt and delivery of correspondence on every occasion on which the mail steamer call (sic) there."

The Burgoyne Bay Post Office was authorized to open by way of Report #316 dated 24th Sept 1879, with Robert Foord as Postmaster but surprisingly, the split ring post office hammer was not proofed until July 2nd 1880.

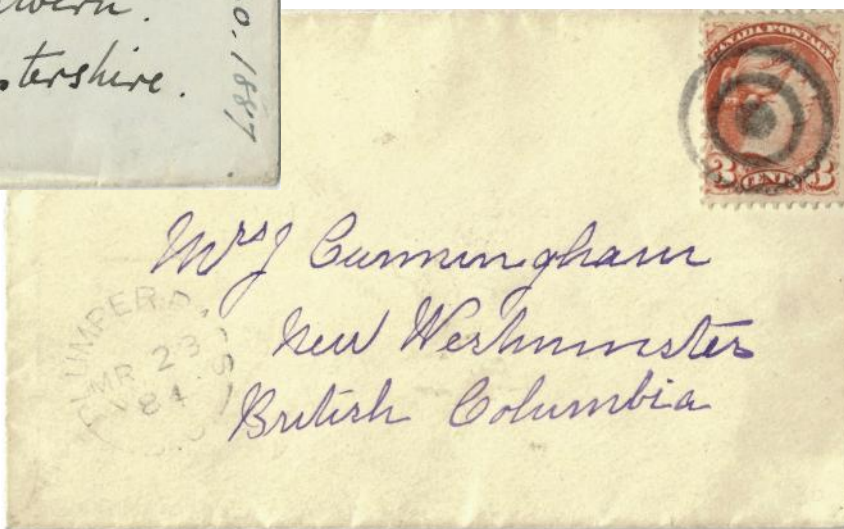
The Kootenay Post Office is a bit of an outlier with respect to the expansion of mail services to the rural and farming communities in this period as this was more of a name change than the institution of a new post office and route. The Kootenay/Wild Horse Creek area was an important placer mining gold area during the Colonial period but was the subject of much dissatisfaction with mail delivery during the initial gold rush and even by the time of confederation of British Columbia with Canada, regular mail service was haphazard at best with no revenue being reported from July 20, 1871 to Sept 30, 1872 and only \$0.41 of revenue reported between Sept 30, 1872 and Jan 1, 1873. Recognizing the limited range of

postal services available from this far-flung East Kootenay office, a post hammer called KOOTENAY (SUB OFFICE)/B.C. was commissioned with no proof date known. On April 26, 1880 a new hammer denoted as KOOTENAY/B.C. was proofed for the official name change to Kootenay on May 1, 1880.



Figure 1
Cover mailed from Kootenay to
England in 1887, receiving a
Kootenay split-ring cancel.

Figure 2.
Cover mailed from Plumper Pass
to New Westminster in 1884,
receiving a Plumper Pass split-
ring cancel and circular killer.



The Post Office at Plumper Pass had a very similar history as that of Burgoyne Bay. Located on Mayne Island the residents there had been advocating for a Post Office from the mid 1870's as noted in the correspondence below from Robert Wallace, Post Office Inspector to the Postmaster General dated 12th October 1876. "I have the honor to enclose herewith a Petition from certain settlers on Mayne Island in the Gulf of Georgia for the establishment of a Post Office on that Island and for the appointment of Mr. Alexander Todd as Postmaster. The locality where the office is applied for is directly on the route travelled by the mail steamer semi-weekly between New Westminster and Victoria. The distance from Victoria is 37 miles and Ladners Landing 26 miles. It is estimated that the proposed office would accommodate about 21 adult male settlers and as the Provincial Government is about to build a wharf opposite the residence of Mr. Todd, and offer other inducements to settlers, the number is likely to increase. An office at this locality would not only accommodate the settlers on Mayne Island but those on the adjacent Islands of Galiano and Saturna as well."

The Post Office was finally approved to open on November 1, 1880 with the Post Office dater PLUMPER PASS/B.C. proofed on January 3, 1881.

Similar to many Post Offices in the mid 1870's, the Metchosin farming residents, north of Victoria, had been lobbying for a Post Office for many years. Robert Wallace noted to the Postmaster General the following on 28th September, 1876; "I have the honor to recommend that a Post Office be established at the school house, Metchosin District, which is the most central point for the same. The establishment of a Post Office on this route, Metchosin to Victoria, would greatly to obviate cause of complaints which at present beyond my power to satisfy (sic)." The Post Office was finally approved to open on April 1, 1881 with the split ring hammer METCHOSIN/B.C. proofed on June 2, 1881.

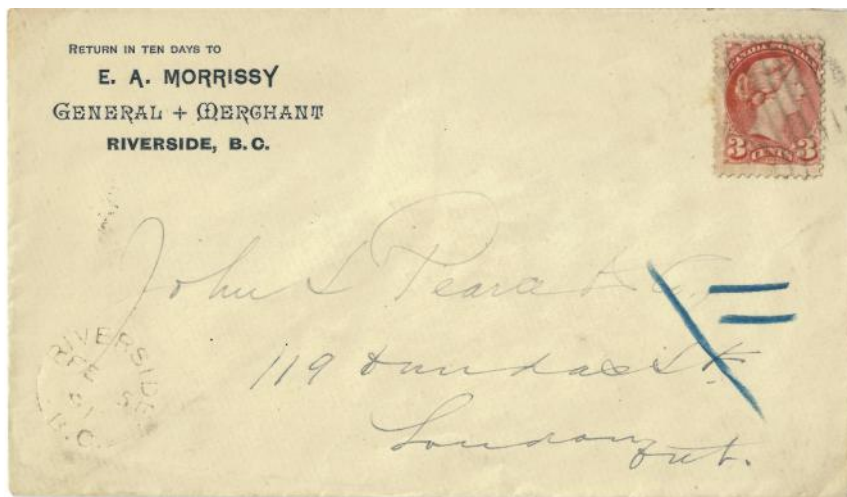


Figure 3.
Cover mailed from Metchosin to
Victoria in 1881, receiving a
Metchosin split-ring cancel.

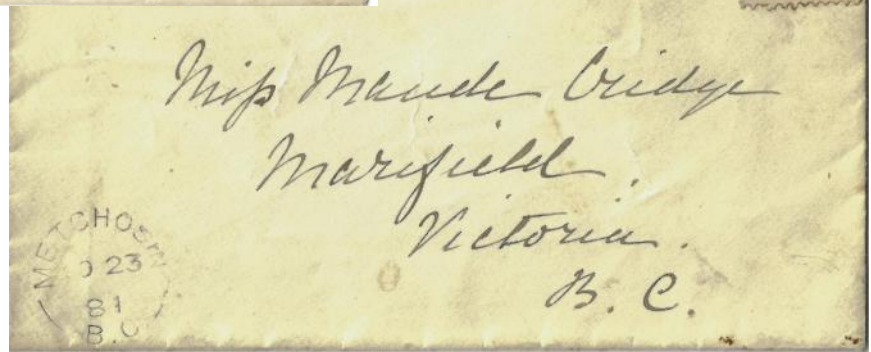


Figure 4.
Cover mailed from Riverside to
Ontario, receiving a Riverside
split-ring cancel.

The Riverside Post Office is curiously enough one of the rarest of all the B.C. town postmarks with only one reported example, despite the Post Office being open in excess of 13 years. Located on the south bank of the Fraser River, roughly opposite Matsqui, the Post Office opened on April 1, 1881 with C.B. Sword as Postmaster and closed on December 31, 1894. The RIVERSIDE/B.C. split ring hammer was proofed June 2, 1881. It has been suggested that most of the mail from this office went in closed bag, thus accounting for the absence of postal markings, but this contention would need to be proved.

Savonas Ferry is another of the Colonial Post Offices that was closed prior to Confederation but had transitioned from its importance not only as part of the travel route to the interior mines and to a farming and ranching community but also to its major role in the building of the Canadian Pacific Railway. On January 28, 1881, Robert Wallace, POI wrote to the PMG the following; "I have the honor to recommend the establishment of a Post Office at 'SAVONAS FERRY' in the District of Yale Kootenay. The place is the eastern terminus of the Canadian Pacific Railway of the Yale Savonas portion now under contract and is distance from Cache Creek 26 miles; Kamloops 22 miles and is directly on the route between Cache Creek and Okanagan. During the coming season, Savonas Ferry will be the scene of much activity as the contractors intend to have a number of men at work at this place as soon as the spring opens." The Post Office was approved by the PMG and opened on June 1, 1881. The SAVONAS FERRY/B.C. split ring hammer was proofed on August 20, 1881.

Alkali Lake is also a very scarce British Columbia town cancel in the early Victorian period. Located in the heart of the Cariboo an application for a Post Office was made by Post Office Inspector Robert Wallace to the PMG in Ottawa on May 20, 1878 noting the following; "I beg to return herewith application for the establishment of a Post Office at 'ALKALI LAKE' and for the extension of the mail service between Clinton and Dog Creek to that place and have the honor to inform you that at Alkali Lake there are about 18 white settlers and several chinamen engaged in mining and an equal number of families living in the Chilcoten District who have to travel 30 miles to Soda Creek for their mails." The Post Office had limited revenue with most years barely paying enough to cover the salary of the Postmaster. The Post Office opened on July 1, 1881 with the ALKALI LAKE/B.C. split ring hammer proofed on August 20, 1881.



Figure 5.
Cover mailed from
Savonas Ferry to Yale
in 1882, receiving a
Savonas Ferry split-
ring cancel.



Figure 6.
Cover mailed from Big Bar
Creek to Pennsylvania in
1883, receiving a Big Bar
Creek split-ring cancel.

Big Bar Creek, located on the banks of the Fraser River, and northwest of Alkali Lake, was requested by Post Office Inspector Wallace, for a post office, concurrently with Alkali Lake. Wallace noted in his letter to the Postmaster General on 9th April 1881; "I have the honor to enclose herewith a petition from certain settlers on 'BIG BAR CREEK' asking for the establishment of a Post Office at Mr. Joseph Haller for this accommodation. Mr. Haller's is situated about 12 miles east of the mouth of Big Bar Creek where the majority of settlers reside and is directly on the route travelled by the contractor between Clinton and Dog Creek. About 12 families would be accommodated by a Post Office at this place." The Post Office was opened on July 1, 1881 and the split ring hammer BIG BAR CREEK/B.C. was proofed August 20, 1881.

One would have thought, akin to the residents at the time, that a Post Office at Colwood, a short distance from Victoria, would have been easily and quickly approved. This was not the case as illustrated in this correspondence between Post Office Inspector Wallace and the PMG in Ottawa.

4th November 1876 "I have the honor to transmit herewith a letter from Mr. A. DeCosmos, MP., for Victoria, recommending the establishment of a Post Office at 'COLWOOD' and the appointment of Mr. Arthur Peat as Postmaster. Referring to my report of the 28th September last, recommending the establishment of a Post Office at the school house, Metchosin. I have no objection to Mr. Peat being appointed Postmaster (except) the fact of his keeping a way side public house, which (in) the present state of the country, I regret to say are almost the only places to be had for such purpose. Colwood is conveniently situated for a Post Office on the Metchosin route being nearer the junction of several roads, viz. Sooke, Goldstream and Metchosin." On 10th January 1881, Wallace again wrote the PMG noting; "I have the honor to enclose herewith a letter from Mr. H. Helgeson, MPP. asking for the establishment of a Post Office at 'COLWOOD' in the Electoral District of Victoria City and for the appointment of Mr. Arthur Peatt (sic) as Postmaster. This place is situated on the mail route at present travelled between

Sooke and Victoria. It is distant 10 miles from Victoria and is close to the junction of the roads leading to Goldstream, Metchosin and Sooke." The Post Office was finally approved to open on July 1, 1881 with the COLWOOD/B.C. split ring hammer proofed on June 2, 1881.

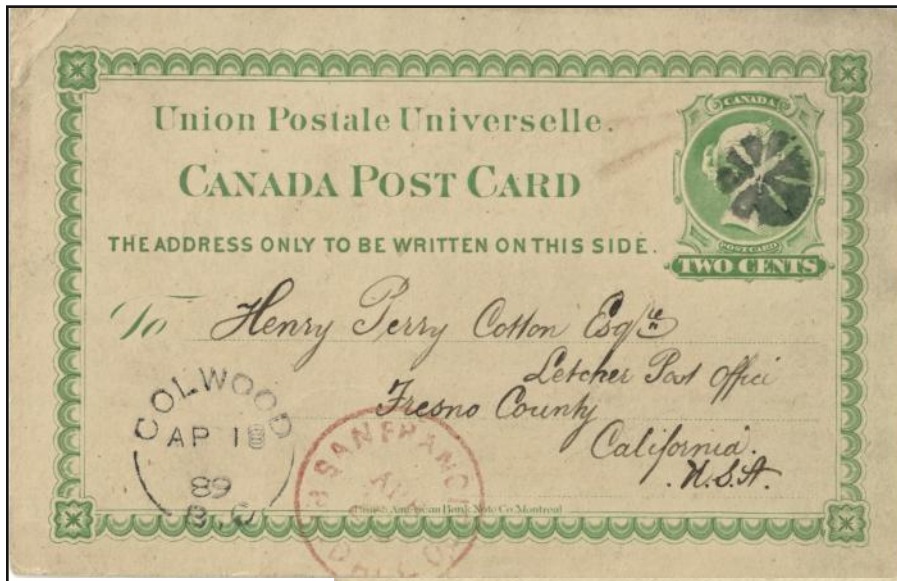


Figure 7.

Cover mailed from Colwood to California in 1889, receiving a Colwood split-ring cancel.

Figure 8.
Cover mailed from
Mud Bay to England
in 1883, receiving a
Mud Bay split-ring
cancel.



Finally, the Mud Bay Post Office, located in the delta area of the lower mainland, was the most difficult of all to get approval from the PMG to open. Four separate applications were made by Post Office Inspector Wallace to Ottawa. The first application was made on 2nd May 1876 and noted; "I beg to return the enclosed application of a Post Office at 'MUD BAY' in the District of New Westminster. The site of the proposed office is situated 16 miles south from New Westminster, and 13 miles east from Ladners Landing at the junction of the road leading from to New Westminster to Semiahmoo W.T. It is estimated that the proposed office would accommodate about 15 families. Mr. Wm. Woodward at whose residence the office would be located would be willing to act as Postmaster." The second application was made on 9th March 1877 and noted; "The location of the proposed office at Mud Bay is situated at the residence of Mr. Wm. Woodward situated in the Municipality of Surrey and from enquiries which have been made during the last few years as to the best location for a Post Office at this place, the general opinion seems to be that Mr. Woodward's residence is the most central and convenient for the settlers in the municipality." This application was again denied by the PMG but the persistent Mr. Wallace refused to give up making a third application on the 4th April 1878 and a fourth application on 9th March 1881, which was finally approved by the PMG. The Mud Bay Post Office opened on July 1st 1881 with a split ring hammer proofed on August 20, 1881.

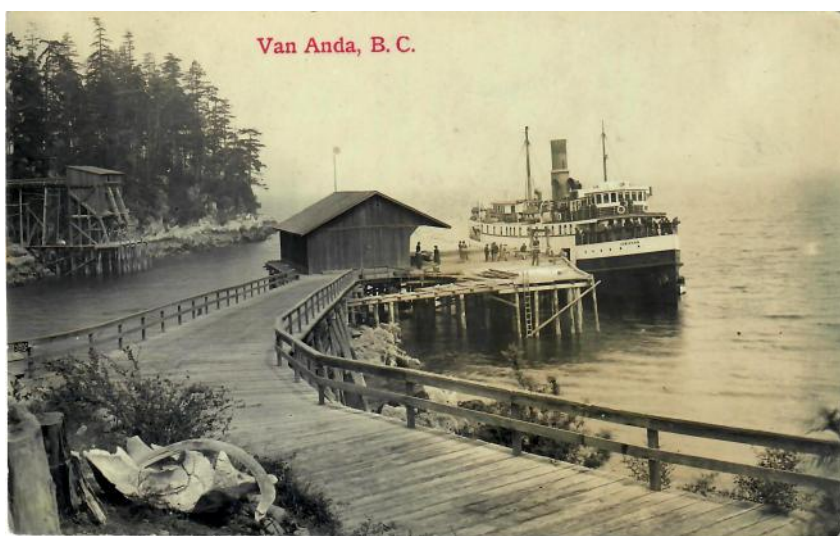
This final installment completes the series about the expansion of postal services in British Columbia and the commitment by Canada to expand routes and establish Post Offices to communities throughout the Province as needed with changing economic and settlement patterns.

Postal History of the Powell River Region – Part 6

The Texada Island Offices – Part 6-A, Van Anda

By Morris Beattie

Part 1 of the study of the postal history of the Powell River region (Issue #106) presented a brief overview of the history of the region, including that of Texada Island. In this article, the history of the island and concurrent development of postal services is explored in greater detail. Three post offices have operated on the island: Van Anda, Blubber Bay and Gillies Bay. All three post offices are within the northern half of the island as that is where the economic activity of the island has been concentrated. The Van Anda office has been by far the most dominant office in terms of length of service and volume of mail handled and its history will be summarized as Part 6-A with the MOON and POCON markings and the history of the other two offices being summarized in subsequent newsletter articles. The office was initially established as Vananda but the name was officially changed to Van Anda in 1992 and this spelling will be used throughout this article in the text unless referring to a specific cover with the alternate spelling.

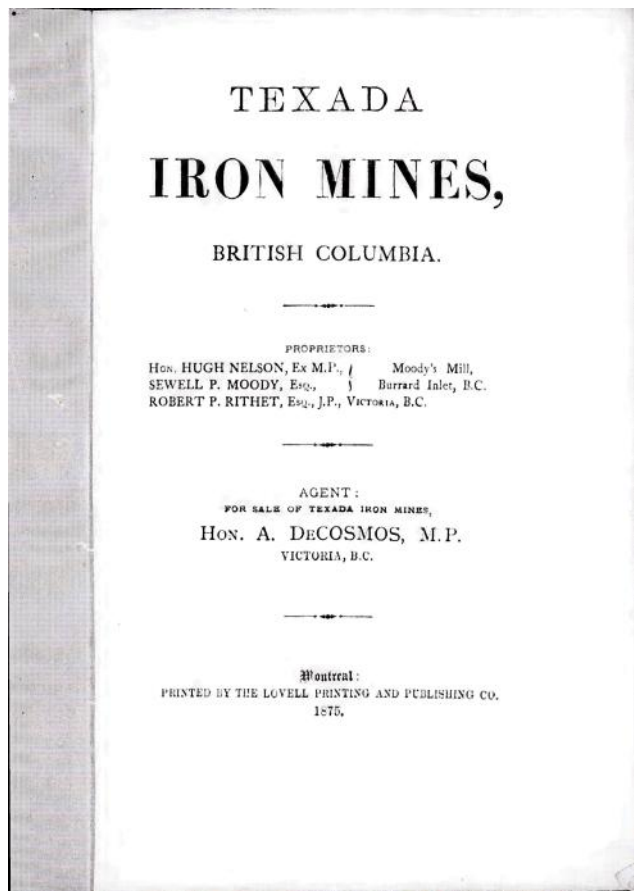


*Figure 1.
Postcard showing the
Union Steamship
Cowichan at the dock.*

The rich history of Texada Island has been chronicled in a book by Heather Harbord referenced at the end of this article. Following the discovery in 1871 of iron ore on the island near Gillies Bay, the earliest mining activity from 1873 onward was directed at iron ore. Iron ore mining was followed later by gold, silver and copper and, currently, by limestone for industrial applications. Not to be forgotten is the prohibition era when the east coast of Texada provided a welcome supply of alcohol for the United States.



*Figure 2.
Early view of shoreline at Van
Anda.*



The early years included political scandal in 1874 with the then-premier Amor de Cosmos involved in the early acquisition and sale of the iron mine as shown in the figure below. The Daily Colonist had described the proposition as the "Taxhada Ore Grab". After de Cosmos resigned he was absolved of any wrongdoing and ultimately was successful with the sale of the mine to the Puget Sound Iron Company who developed the mine and operated it for a number of years, with iron ore production continuing under various operators for almost 100 years. Ultimately it became Texada Mines Ltd that operated the mine, producing both iron and copper concentrates.

While the final phase of metal mine operation was by Texada Mines Ltd, which operated a mine for iron and copper production until 1976, a dominant early player in the mining activity on the island was the Van Anda Copper and Gold Company. While there are differing opinions as to the origin of the company name, the most commonly accepted origin is that the company was named by mining promoter Edward Blewett after his wife Carrie Van Anda.

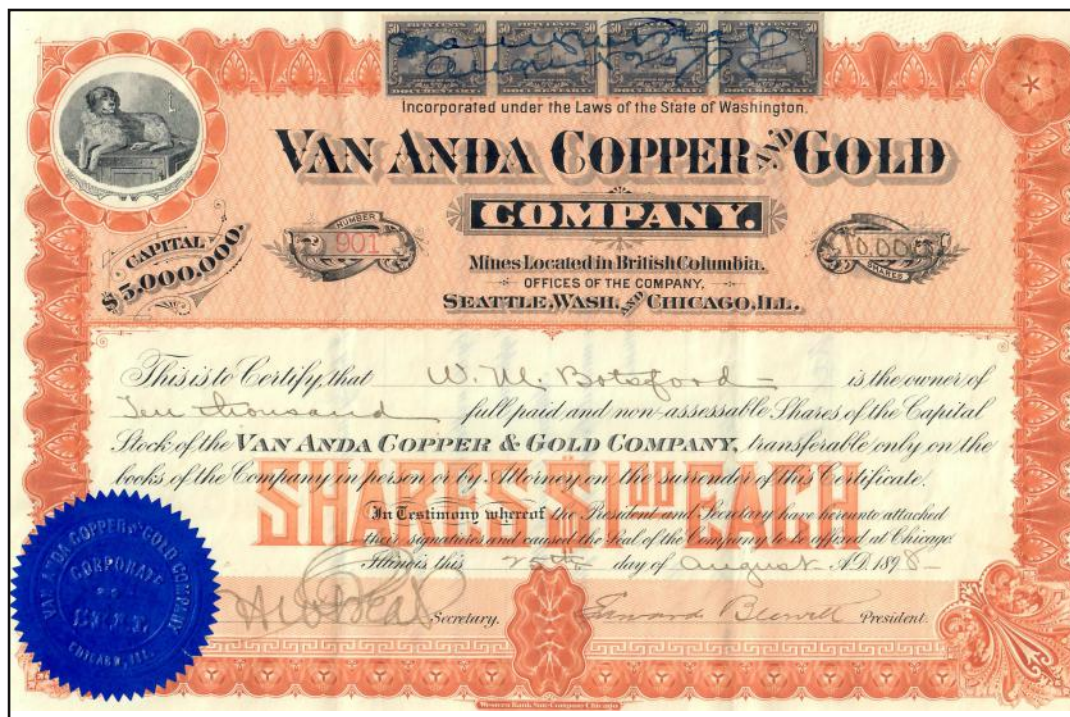


Figure 4.

Share certificate issued by the Van Anda Copper and Gold Company in 1898. The certificate for 10,000 shares, signed by Edward Blewett as president has been size-reduced. The original certificate is 300x200mm.

The Van Anda post office opened on June 1, 1897 and, as was summarized in Part 1 of this series in Issue #106, the revenues from the office quickly became substantial when compared to those from other offices in the region due to the rapidly-developing mining activity. According to a Nov. 14, 1898 note from postal inspector E.H. Fletcher:

“The Post Office at Vananda is situate on the northeast side of Texada Island and is the headquarters for the ‘Victoria-Texada-Vananda’ and other mines in the vicinity. The mining in the neighbourhood is gold, silver and copper, and this is the principal industry on which the population of the place depends”

In addition to the mining activity, logging as well as agriculture played an economic role, although much less so than for mining development. Twice during the early years, on June 1, 1910 and Jan 27, 1914 the post office was destroyed by fire.

By the time of Fletcher’s note, the copper that had been discovered at Van Anda was acquired by Blewett and the Copper Queen and Cornell mines had been started. An additional mine, the Little Billy Mine was started in 1880. Initially, mined ore was shipped to Wales for smelting but as this was a very expensive practice, a smelter was constructed, albeit a very modest smelter by modern smelting standards. The first smelter started and then blew up in 1898 but following the construction of a new one, it was operated until 1903 when it was shipped to Ladysmith and operated there. The Marble Bay Mine, Figure 5, developed by J.J. Palmer, was located within the current limits of Van Anda. Started as a source of marble in 1878, it quickly was developed into an underground metal mine, operating from 1899 until 1929. The mine produced 6.8 million kilograms of copper, 400 thousand ounces of silver and 50 thousand ounces of gold with both high-grade ore and concentrate being shipped to Tacoma.

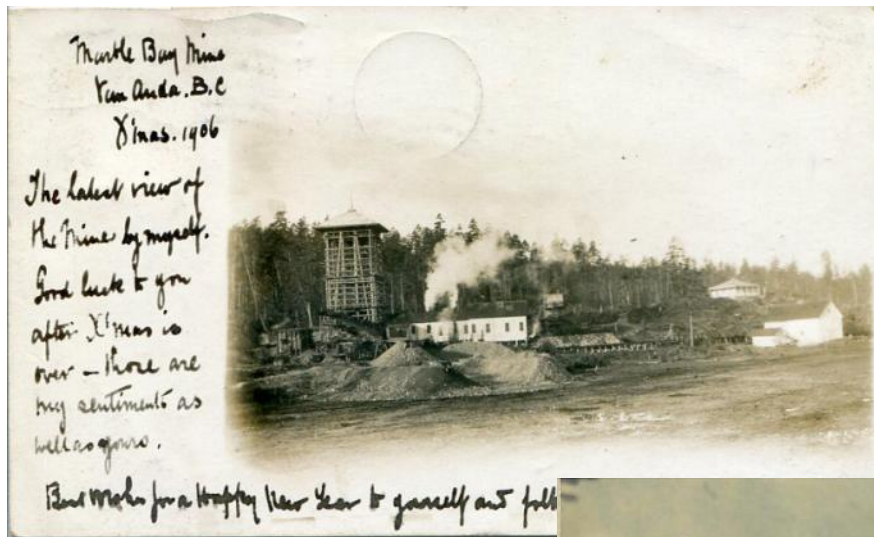


Figure 5.
Postcard dated 1906 showing the
Marble Bay Mine.



Figure 6.
A real photo with the Union
Steamship vessel “City of
Nanaimo” at the dock and the
Van Anda smelter visible in the
background.

Over the first 100 years of operation the post office at Van Anda had a series of postmasters and they operated the post office from various locations as summarized in Table 1.

Table 1. Postmasters at Van Anda.

Postmaster	From	Until	Notes
Annie Forbes	June 1, 1897	July 15, 1899	Wife of Dr. A. Forbes of Van Anda hospital
Emily Raper	July 1, 1900	Aug 26, 1903	Later became first schoolteacher
Ed Pooke	Oct 1, 1903	Feb 24, 1906	Built general store with post office
W.S Planta	April 1, 1906	April 30, 1907	Operated the post office at the store
A. G. Deighton	July 1, 1907	Dec 27, 1917	Bought the building with the office
Mrs. J.S. Barnes	Feb 1, 1918	Jan ?, 1920	Post office at "Honeymoon Cottage"
Fred Lowther	Feb 10, 1923	July 28, 1948	Built new store and post office
Tony Bakker	Oct 1, 1948	Sept 1, 1955	
Dorothy and Helen Grayson	Sept 30, 1955	July 30, 1968	A new post office was built and Helen was first postmistress starting March 6, 1961
Viola Green	Nov 13, 1968	July 31, 1969	
Sophia Zaikow	July 16, 1969	Nov.24, 1976	

Over the years, mail was delivered to the Van Anda steamer wharf by various coastal vessels of the Union Steamship Company and the CPR and from the wharf was carried by individuals the 300yds (275m) to the post office. For example, for the year ended March 31, 1915 post office records show an annual payment of \$180 to postmaster A.G. Deighton for four trips per week and \$90 to W. Embleton for 2 trips per week.



*Figure 7
Postcard showing the Deighton store that included the post office from 1906 until 1917.*

Figure 8 shows an example of a favour cover carried aboard the S.S. Princess Royal on Feb 29, 1932, entering the mail at Vancouver. Also shown, in Figure 9, is the sailing schedule in effect in Feb 1932, indicating that the Vancouver to Powell River sailing via Nanaimo and Comox left Vancouver at 6 pm on Wednesday and included stops at Blubber Bay and Van Anda.

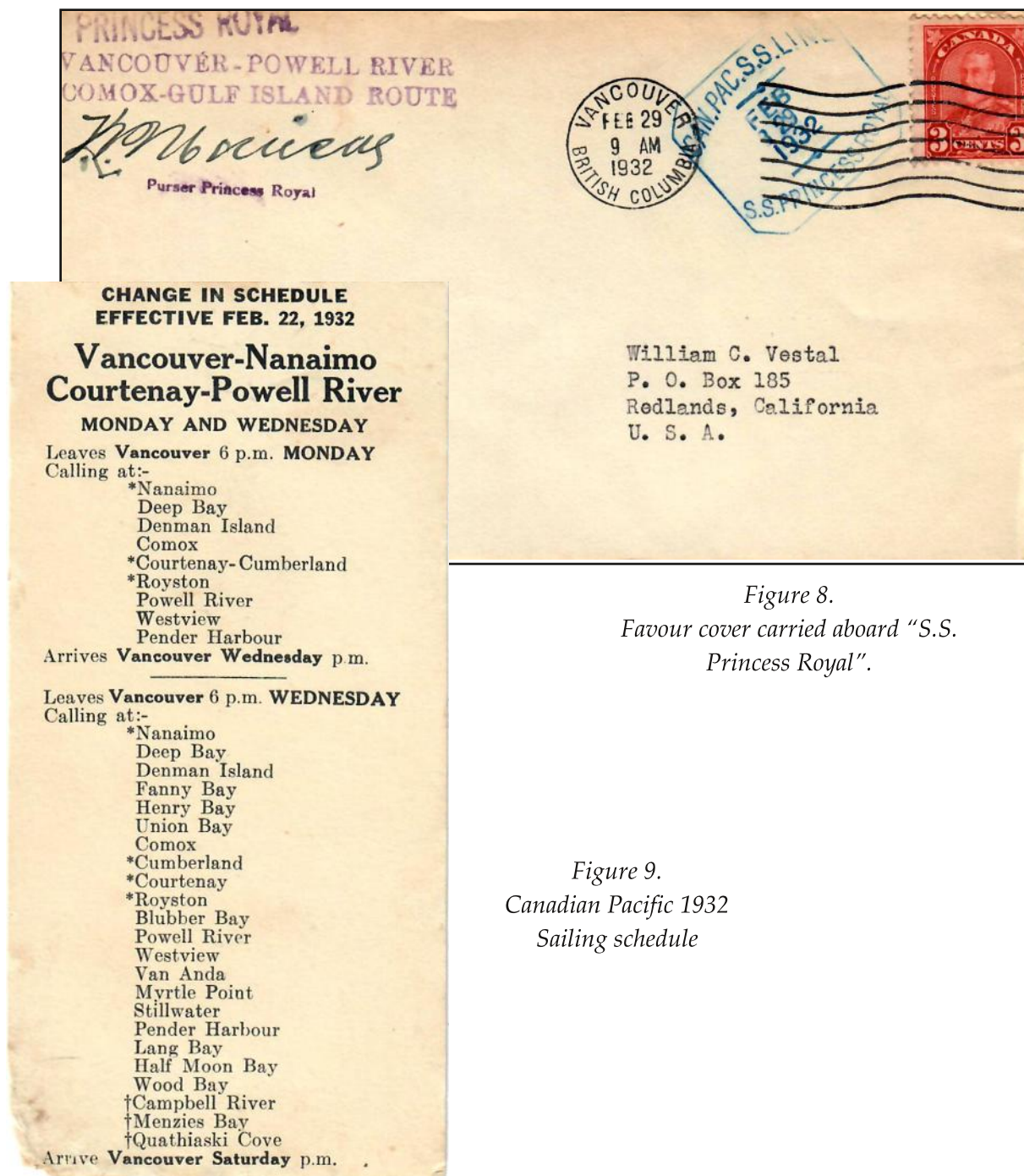


Figure 8.
Favour cover carried aboard "S.S.
Princess Royal".

Figure 9.
Canadian Pacific 1932
Sailing schedule

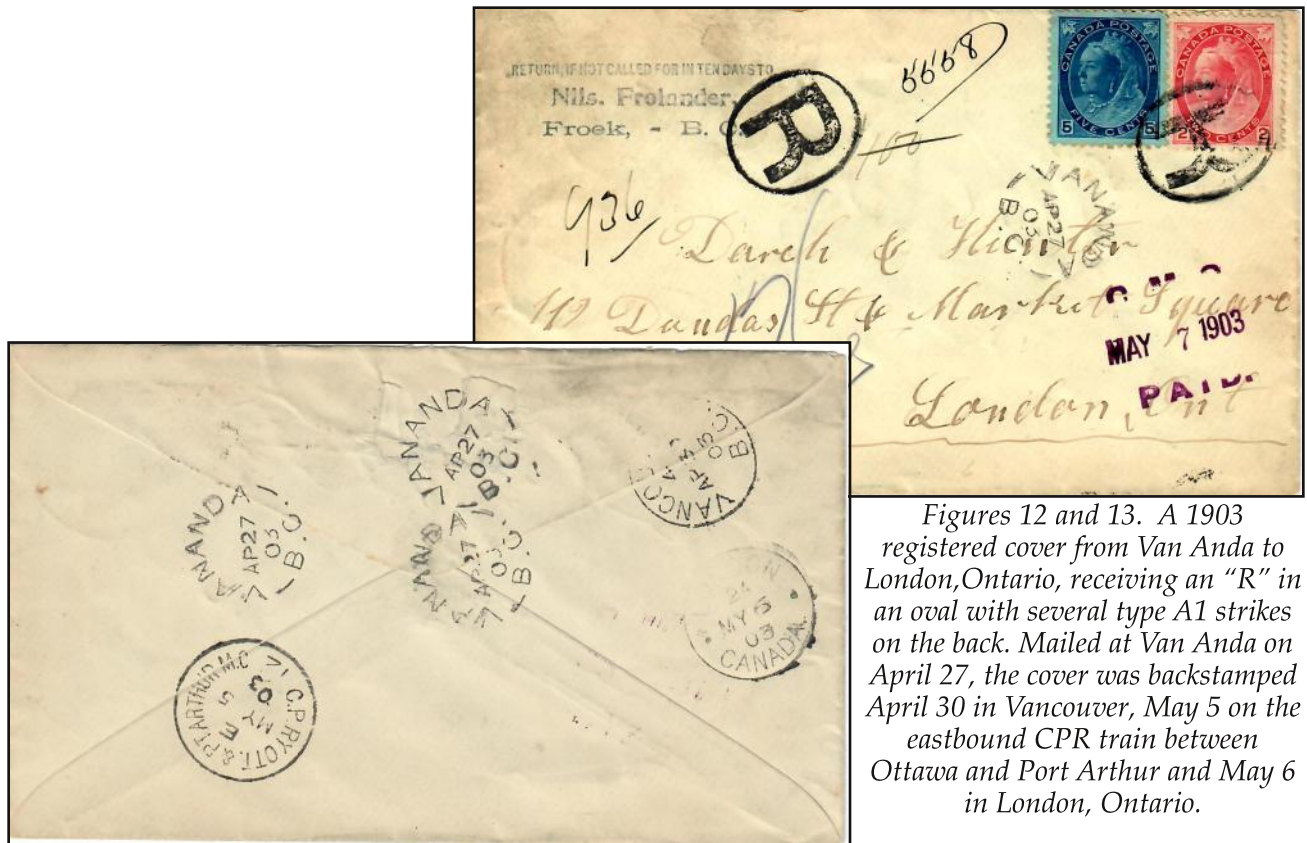
The periods of use of various hammers derived from examples that were available to the author of this article, Brian Copeland and Andrew Scott are tabulated in Tables 2 and 3. Differentiation between A3 and A4 continues to be a challenge. The proof book has a very poor imprint of A3 that seems to indicate that A3 has tall, narrow letters. The alignment of the second "N" and the "B" in BC seem to be a more measurable difference as indicated in Table 2. Any information that would extend the date ranges or fill in any missing information will be gratefully received and the record will be updated in a future edition of the newsletter. Examples of each hammer type, where available, are included following each table.

Table 2. Recorded dates for various hammers at Van Anda.

Hammer Type	Features	ERD	LRD	Remarks
A1	21-mm split ring, 4 and 4 mm rings	24/11/1897	15/03/1904	
A2	19.5-mm split ring, 7 and 5.5 mm rings	08/12/1906	30/11/1911	
A3	19-mm split ring, 1 st leg of 2 nd N extends through B in BC, 8.5 and 9 mm rings	09/06/1912	09/01/1948	Proofed 12/04/1912
A4	19-mm split ring, 1 st leg of 2 nd N extends left of B in BC	06/05/1915	08/12/1948	Proofed 02/02/1915
B	Large letter CDS	27/03/1950	24/02/1953	Proofed 15/06/1949
C1	23 mm CDS, top of B to bottom of V = 11 mm	09/10/1955	09/02/1962	
C2	23 mm CDS, top of B to bottom of V = 12 mm	27/04/1953	06/06/2003	
C3	24 mm CDS with postal code V0N 3K0	17/06/1997	13/10/2015	
G	31 mm Ø	16/08/1971	23/12/1971	



Figures 10 and 11. Two covers, dated 1899 and 1904 with Type A1 split ring cancels, both addressed to Ontario with 2 cents postage.



Figures 12 and 13. A 1903 registered cover from Van Anda to London, Ontario, receiving an "R" in an oval with several type A1 strikes on the back. Mailed at Van Anda on April 27, the cover was backstamped April 30 in Vancouver, May 5 on the eastbound CPR train between Ottawa and Port Arthur and May 6 in London, Ontario.



Figure 14.
Type A4 cancel
on piece



Figures 15. Type A2
cancel on cover.

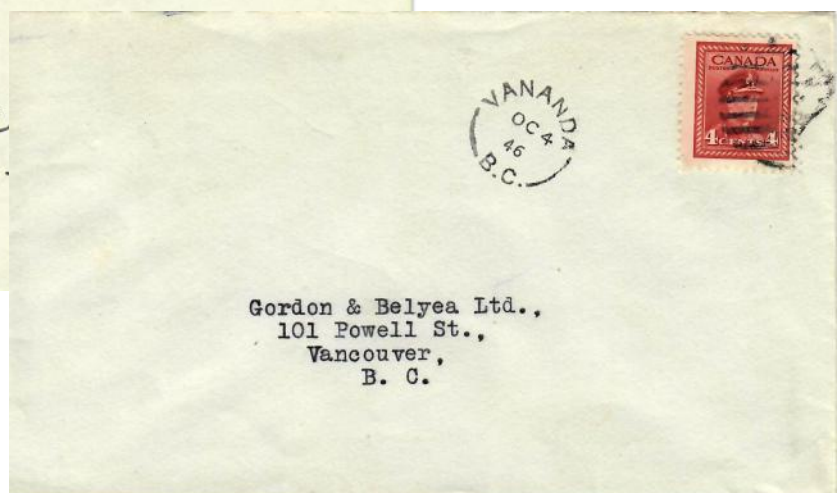
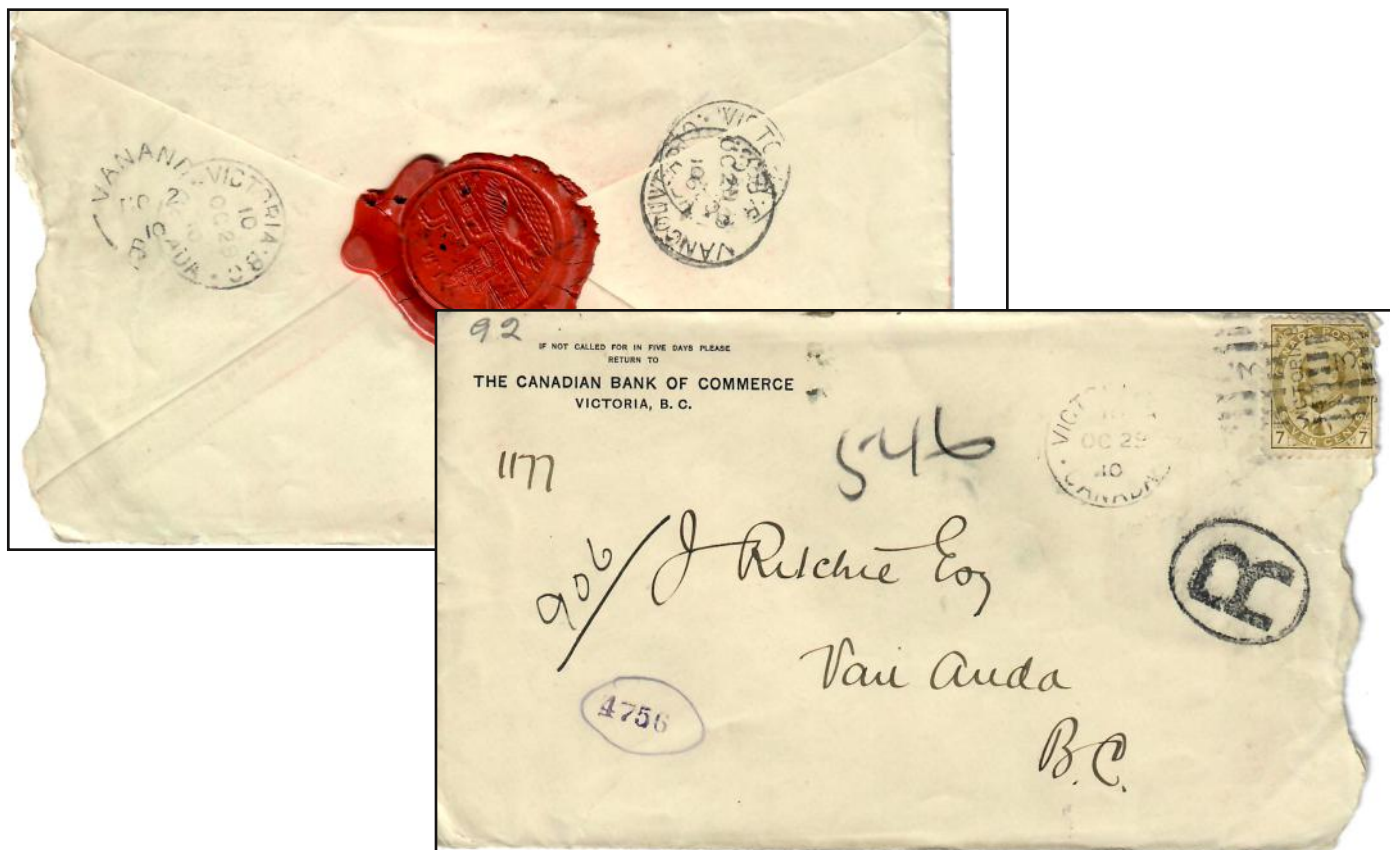


Figure 16. Type A4 cancel on
1946 cover from Van Anda to
Vancouver.



Figures 17 and 18. Type A2 cancel on incoming registered cover from Victoria to Van Anda.

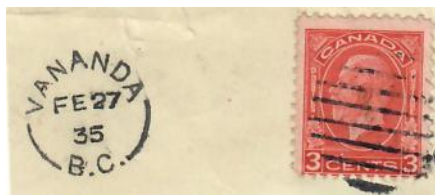
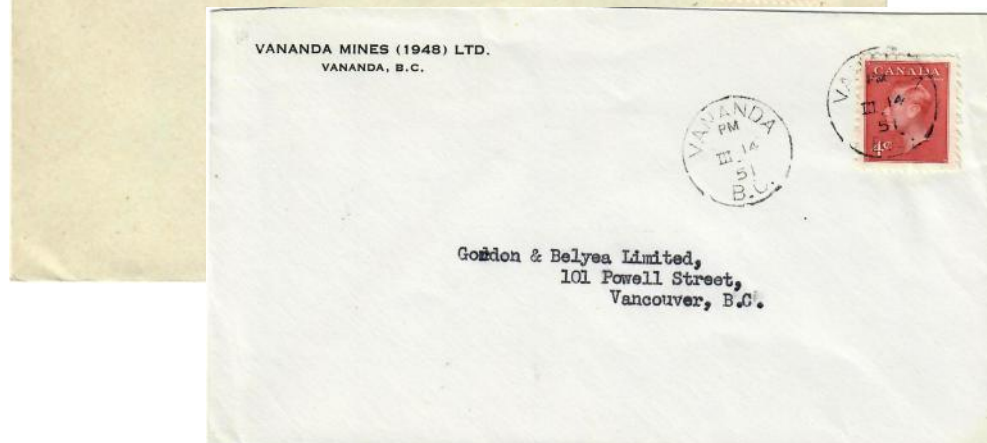


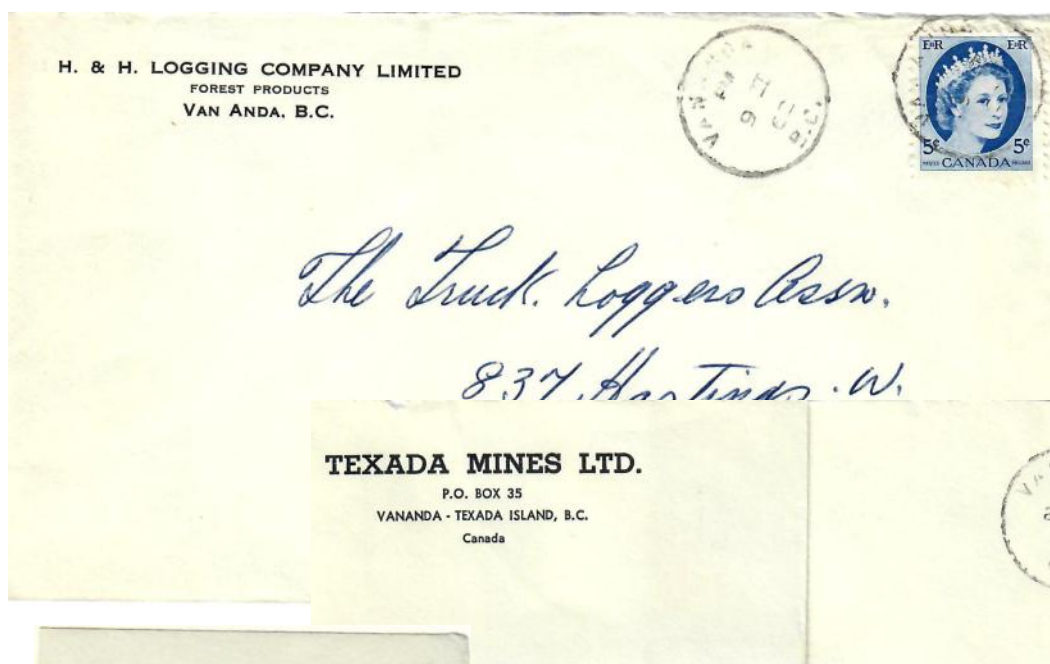
Figure 19. Type A3 cancel on piece.



Figure 20. Cover carried from Vananda to Vancouver where it entered the postal system.



Figures 21. Type B, large letter CDS on cover from mining company at Vananda to Vancouver. Note that in 1948, the company name was changed.



Figures 22 and 23.
Type C1 cancels dated
1960 and 1962 from
businesses on at
Vananda and Van Anda.



Figure 24. Type C2 cancels on
piece dated 1953.

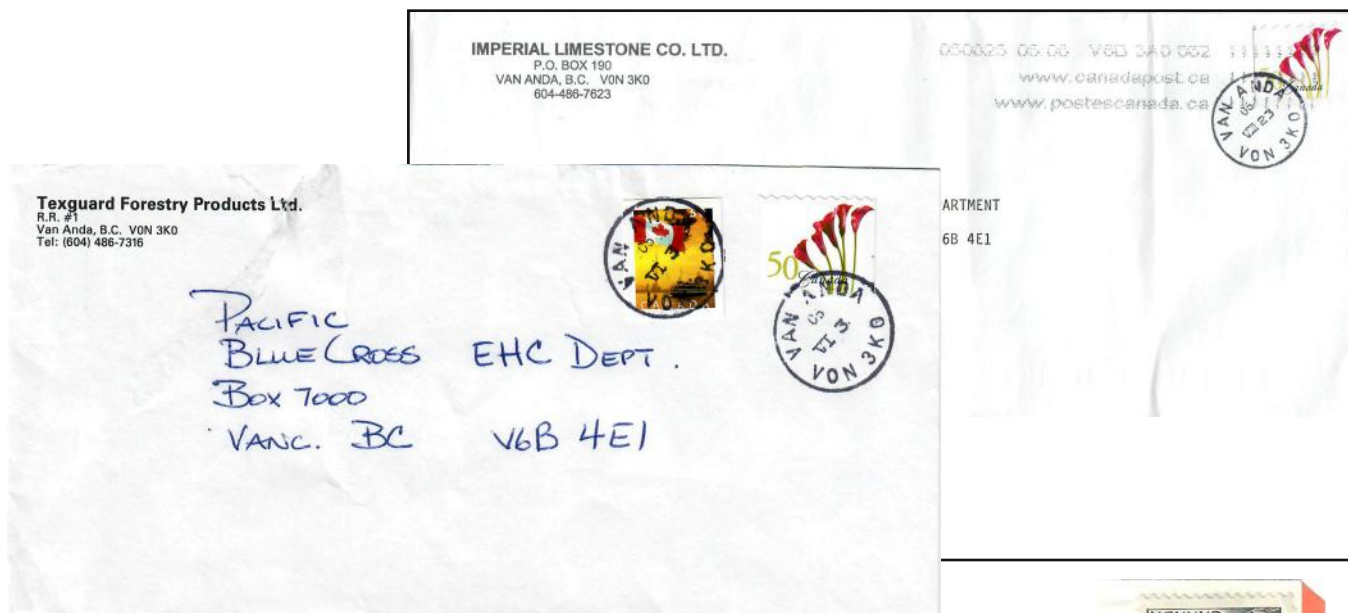


Figure 25 and 26. Type C3. Size reduced

Figure 27. Type G dated 1971 on piece.



(To be continued in next issue)

PSE QSL TNX VE4EO

A selection of QSL cards from British Columbia

by Bruce Pollock

Amateur radio took off in popularity in the 1920s and 30s. As the technology improved and became more affordable, it developed into a worldwide hobby for many people. Hams (as they became known) enjoyed trying to make radio contact with other operators in places as far away as their gear could possibly reach. These contacts were usually followed up with a postal card confirmation.

I recently received a large cache of about 50 cards sent to my father's cousin, Robert Snodgrass Pollock (Fig. 1), who lived in Flin Flon MB at the time. Some were sent from British Columbia and a selection of these is presented here. Philatelically, they are perhaps not unusual but they provide an interesting glimpse of one cultural aspect of the 1930s.



Figure 1. Robert Snodgrass Pollock at his radio station in Flin Flon MB.

Two of these QSL cards stand out for me as a bit special. The first is a card dated 6 Dec 1938 and sent by my Uncle Stewart Pollock (Fig. 2a and 2b) who was living in Duncan at the time and since Bob Pollock was his cousin, they chatted regularly. When World War II broke out not long after this, Uncle Stu joined the RCAF and because of his knowledge of radio, he became one of the first operators of the new radar technology and was stationed in Scotland.

After the war, he went into the radio repair business and when television technology was introduced, he actually built his own TV – one of the first TVs to operate in Duncan. Later, he went to work for the Canadian Broadcasting Corporation and for a few years operated the CBC's transmitter on the top of Mount Seymour, just north of Vancouver (Fig. 3).

The second card of interest is one sent by Air Commodore Herbert Hollick-Kenyon for radio contact on 30 Dec 1936 (Fig 4a and 4b). Although the card is post marked in Winnipeg, the contact actually occurred in Vernon, BC (Fig. 4a see the QTH code "My position is..."). Bertie Hollick-Kenyon is well-known in Canadian aviation history. Born in London in 1897, he emigrated with his parents to Ewing's Landing, BC in his early youth. He joined the Canadian Overseas Expeditionary Force in 1914, was injured at both the Somme and Ypres and was discharged back to Canada. In 1917 he joined the Royal Flying Corps in Canada, launching a life-long career in aviation.

In 1928, he joined Western Canada Airways in Winnipeg, pioneering many air mail routes across the Prairies. But he is perhaps most widely known for being a pilot on the Lincoln Ellsworth Trans-Antarctic expedition. In November 1935 (just a year before this card was sent) Ellsworth and Hollick-Kenyon became the first to fly across Antarctica. Hollick-Kenyon Peninsula in Antarctica is named for him.

In 1938 he joined a search in the Arctic for a Russian flyer who disappeared trying to fly to Fairbanks, Alaska, becoming one of the few pilots to have flying experience at or near both the North and South Poles. Later, he joined Trans-Canada Airlines and Canadian Pacific Airlines where he became responsible for all pilot training.



Figures 2a and 2b. QSL card sent by Stewart Pollock to Bob Pollock 6 Dec 1938.



Figure 3. Stewart Pollock in the CBC transmitter control room on Mount Seymour, early 1950s.



Figures 4a and 4b. QSL postal stationary card (UX65a) sent by Herbert Hollick-Kenyon to Robert Pollock 16 Jan 1937.

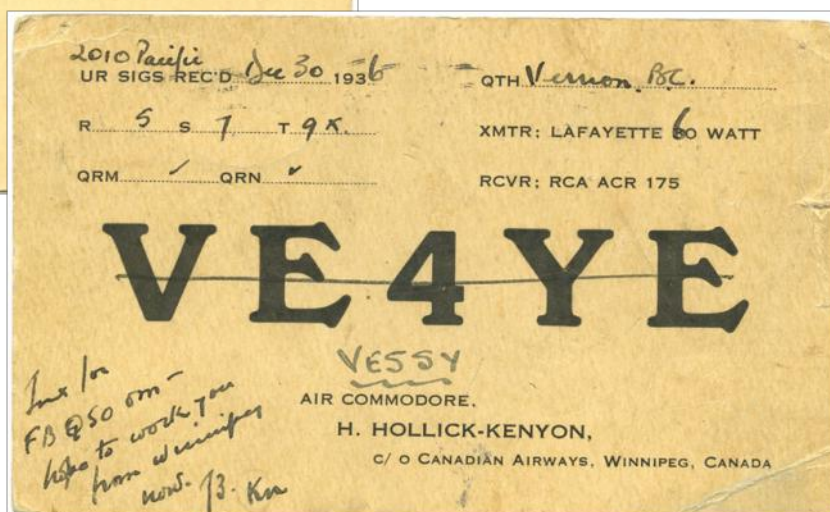
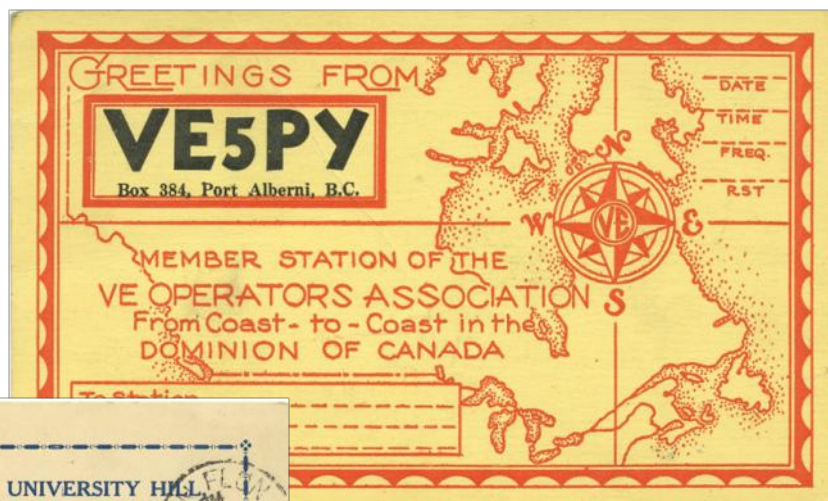


Figure 5. Herbert Hollick-Kenyon.



Figures 6 and 7. Additional examples of QSL cards.

NANAIMO, B. C.

VE5AFU

RADIO VE4AEO Confirming our QSO NANAIMO

Ur 7 Mc sigs RST 577X On 11-17-38 At 1:30 A.M. PST.

Rcvr 76-6D6 Xmttr 6L6XTAB

P
QSL Wid 'Goldie' vy 73
E Bob

TNX U George A. Gauld VICTORIA

W7AMA PRINT

NELSON, B.C. Box 50
523 Vernon Street

VE5BV

Confirming QSO with VE4AEO

ur 7 MC sigs RST 569X 11-17-38

Remarks TNX FER SWELL QSO BOB ES. HAD TO CUAGNSN
ES PSE CALL IN WHEN U GUM THIS WAY
BEST OF LUCK ES DX

73's
M. W. BROWN

LOUISE BROWN CHIEF OF

Figures 8, 9 and 10.
Additional examples of
QSL cards.

— VANCOUVER, CANADA —

VE5AET

Radio VE4AEO Ur R.S.T. 5.69X Sigs Wkd Hr 12:30 P.S.T.

April 9 19 38 On 14 Mc. - Condx hvy QRM

Rmks Tnx for QSO ob = Sorry I could not get it msg through

Xmttr 6C5X-6L6-par 6L6s 60w. Input. Rcvr 76-6D6-75F

Pse QSL Tnx BOB THORBURN, Opr. Bob 73 es Lots DX
1096 West 13th Avenue