



# BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

Volume 34 Number 1

Whole number 133

March 2025

## A rain-day discovery

The day itself was wretched, one of those Vancouver days where it is gray and it rains all day. But, to a postal historian, it was perfect for digging through covers and exploring postal history, in this case the postal history of Lund as part of a larger project summarizing the postal history of the Powell River Region of British Columbia. I had a small accumulation of Lund covers and markings on piece that I had obtained from Andrew Scott a few years earlier, with a few subsequent additions of my own. The objective this day was to summarize the markings in an orderly fashion together with a modest history of Lund. As I sorted through the covers to establish an approach for the write-up, there it was! A 1926 corner card, that had previously gone unnoticed in my collection, from the short-lived Malaspina Mines Limited with a Lund return address and mailed from Lund to the U.S.A.



As the postal history of British Columbia coastal mining activity is an enduring passion and I had not previously been aware of a mining venture in the Malaspina region, this discovery immediately required further investigation. It was quickly determined that Malaspina Mines had a very brief period of activity on a set of claims located about 14.5 km north of Powell River. The area had been investigated from about 1917 onward and

Malaspina Mines, having been organized in 1925, obtained an option to explore the area, which they did. While they relinquished some of the claims the following year, others eventually resulted in the shipment of 43 tons (tonnes) of ore to the Tacoma smelter before economic conditions in the early 1930s resulted in a shut-down of activity. The grade of the shipped material was 3.1 oz/ton (96.9 g/t) Silver, 4.9% Copper, and 12.4% Zinc. No other indications of shipment from the property have been recorded but the known shipment does qualify Malaspina Mines Limited as a coastal mining company for my coastal mining collection.

A second aspect of the find is that the Lund duplex cancel, DBC-209, proofed on May 16, 1922, is quite rare and the date of Aug 31, 1926 makes it the ERD for this cancel. Just a great discovery. - *M. Beattie*

### *In this issue:*

- |                              |        |                               |        |
|------------------------------|--------|-------------------------------|--------|
| • Rainy Day Discovery        | p 1511 | • Nanoose Bay Offices         | p 1519 |
| • Douglas Portage Roadhouse  | p 1513 | • Three Collector Generations | p 1525 |
| • Douglas 1862 - 1865        | p 1516 | • Powell River Misc           | p 1527 |
| • Recovered from Train Wreck | p 1517 | • Expo 86 - New Westminster   | p 1528 |

**STREAMLINE SOLDER FITTINGS**

STREAMLINE Solder Fittings with Copper Tube that cannot rust or clog, provide ultra-modern piping systems for plumbing, heating and drainage lines. It is a permanently reliable conducting system — there will be no future repair bills.

**MUELLER LIMITED**  
SARNIA CANADA

**GORDON & BELYEA LTD.** 101 Powell Street Vancouver, B.C.

Gordon and Belyea blotter

**ORAPEX 2025**  
Ottawa's National Stamp Exhibition

62<sup>nd</sup> Annual Exhibition and Bourse  
Theme: The Beaver  
APS World Series of Philately Show  
Exhibit applications for all subjects welcome.

Saturday, May 3rd, 2025 - 10 a.m. to 6:00 p.m.  
Sunday, May 4th, 2025 - 10 a.m. to 4:00 p.m.  
Free admission and parking  
Free stamps for youth

Nepean Sportsplex  
1701 Woodroffe Avenue  
Ottawa, Ontario K2G 1W2

**www.orapex.ca**  
**info@orapex.ca**

**RATES OF POSTAGE from CANADA to BRITISH COLONIES and FOREIGN COUNTRIES.**

By Canadian Ocean Steamers, sailing every Saturday from Quebec in Summer, and from Portland in Winter.

Letters for any of the destinations included in this Table must be prepaid, else they cannot be forwarded. In those cases in the Book-rates where an asterisk (\*) is prefixed, prepayment on Newspapers or Book Parcels is optional: in all other cases prepayment is required.

COUNTRIES.	FOR A LETTER.						FOR EACH NEWSPAPER.	FOR A BOOK PACKET.					
	Not exceeding 2 oz.	Above 2 oz. and not exceeding 4 oz.	Above 4 oz. and not exceeding 8 oz.	Above 8 oz. and not exceeding 1 lb.	Above 1 lb. and not exceeding 2 lbs.	Special rates for each letter.		Not exceeding 2 oz.	2ozs. to 4ozs.	4ozs. to 8ozs.	8ozs. to 1 lb.	1 lb. to 1 1/2 lb.	1 1/2 lb. to 2 lbs.
Aden.....	25	23	46	46	92	25	5 cents	15	15	30	60	90	1.20
Africa, West Coast of.....	23	23	46	46	92	25	Letter rate						
Algeria.....	17	34	51	68	1.36	17 pzs.	Book rate	*5	10	20	40	60	80
Ascension.....	23	23	46	46	92	25	5 cents	13	13	25	50	75	1.00
Australia, South.....	23	23	46	46	92	25	5 "	15	15	30	60	90	1.20
Australia, Western.....	23	23	46	46	92	25	5 "	6	12	25	50	75	1.00
Austria.....	23	23	46	46	92	25	Book rate	11	15	30	60	90	1.20
Baden.....	19	27	46	54	88	25	5 cents	*5	10	20	40	60	80
Bahia.....	19	38	57	76	98	19 pzs.	Book rate	*5	10	20	40	60	80
Bavaria.....	19	38	57	76	98	19 pzs.	ditto	*5	10	20	40	60	80
Belgium.....	19	19	38	38	76	25	ditto	5	10	20	40	60	80
Belize (Honduras).....	23	23	46	46	92	25	3 cents	3	13	25	50	75	1.00
Bombay.....	23	23	46	46	92	25	Letter rate						
Bourbon.....	23	23	46	46	92	25	ditto						
Brazil.....	23	23	46	46	92	25	ditto						
Bremen.....	23	23	46	46	92	25	Book rate	6	13	25	50	75	1.00
Brunswick.....	23	23	46	46	92	25	ditto	6	13	25	50	75	1.00
Buenos Ayres.....	23	23	46	46	92	25	Letter rate						

**CANADIAN POSTAL GUIDE:**  
CONTAINING THE  
CHIEF REGULATIONS OF THE POST OFFICE,  
THE  
RATES OF POSTAGE,  
EVERY INFORMATION IN REGARD TO  
MONEY ORDERS,  
COMPILED BY JOHN DEWÉ,  
POST OFFICE INSPECTOR.

Published with the permission of the Postmaster General.

**PRICE 25 CENTS.**

TORONTO:  
R. & A. MILLER, 62, KING STREET; AND 60, ST. FRANCOIS XAVIER STREET, MONTREAL.  
AND FOR SALE AT THE BOOK STORES.  
1863.

**Members Contribute**

The Gordon and Belyea article in the previous issue resulted in feedback from readers including more examples of mail to this firm as well as the above advertising blotter sent by Pete Jacobi.

We also heard from Tim Woodland and a future issue will contain some information relative to "timbrolgy" and Walter Purkis.

In this issue, we have contributions from several study group members and, as always, we are grateful for the efforts of these individuals.

Bill Pekonen sent along the adjacent Postal Guide from 1863, a sample page from which is shown above right.

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

Editor: Morris Beattie  
email: [mbeattie48@shaw.ca](mailto:mbeattie48@shaw.ca)

Associate Editor: Tracy Cooper  
email: [tracycooper100@shaw.ca](mailto:tracycooper100@shaw.ca)

Study Group Chair: Tim Woodland  
email: [twoodland@telus.net](mailto:twoodland@telus.net)

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

Free digital newsletters as well as search instructions 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 6 Mb/issue.

## Dietz and Nelsons Express Mail on a Lost Trail: Douglas Portage Roadhouse Mail 1863

*Douglas Booker*



*Figure 1: Letter to Thomas Hancock, proprietor of the 4 Mile House on the Douglas Portage.*

This stampless cover caught my interest both because it once graced the world class Gerald Wellburn and Tom Fleming Collections and also because of my fascination with Douglas and its proximity to my home town of Chilliwack.

The cover was purchased from Argyll Etkin, whose April 25, 2024 Auction had a section of some choice west coast Gold Rush Postal History. The cover has an estimated delivery date of 1863 to the Mile 4 Roadhouse on the Douglas-Lillooet Trail. The date appears reasonable given the oval PAID in blue was used to indicate that 5 cents colonial postage was paid during the stamp shortage of 1863 and the Dietz and Nelson Express only operated for 5 years from late 1862 to 1867, when they sold out to Francis J Barnard.

The other marking on the cover is the Victoria Post Office cancel in blue, that was used intermittently during the colonial period primarily to cancel early Express mail. Frank #4 stamped on the left of the cover was in use from 1860 to 1871 primarily to frank express company envelopes, but also to pay colonial postage during the shortage of stamps in 1864 and 1865.

Over its life, mail on the Douglas-Lillooet Trail was hauled primarily by pack trains operated by a number of different express companies. Myers Express connecting with Jeffray's Express at Port Douglas (June 1860), Ballou's Fraser River Express (circa 1860 to 1862) and Dietz and Nelsons Express (October 1, 1862) that connected with Barnard's Cariboo Express at Lillooet.

The Express company responsible for the letter, Dietz and Nelson Express, had started in October 1st 1862, when George Dietz and Hugh Nelson bought out William T. Ballou's Express business on the lower Fraser River. Upon purchase of Ballou's, they entered into a partnership with Francis J. Barnard, whereby they became the sole Express Company operating on the lower Fraser River below Yale and on the Douglas Trail route as far as Lillooet. Dietz and Nelson ran steam boats up to Douglas and Yale from Victoria and New Westminster.

By the time the cover was delivered (1863), the Douglas Portage route was already in decline, less frequently used due to the completion of the Yale to Lillooet Fraser Canyon stage coach route in 1862. After 1865 the route was all but abandoned and Port Douglas was also on its way to being a ghost town.

The letters recipient, Mrs. Hancock, was an early resident of the Douglas Portage Trail as her husband is mentioned in a Letter from Royal Navy Surgeon Dr. Charles Forbes to Governor James Douglas: "At 2 pm (September 29th, 1860) arrived at the 4 Mile House, was there shown by the discoverer, Mr. Hancock, a specimen of Quartz" The Hancock's were the proprietors of the 4 Mile House Roadhouse for most of its existence. The roadhouse appears on maps of the initial surveys by the Royal engineers (1859).

As thousands of miners poured over the route during 1858-9 on their way to the interior gold fields, rest stops, known as roadhouses, were set up to address the needs of the migrating miners. An estimated 15 roadhouses were set up between Douglas and Lillooet along the trail. 4 Mile House, where the cover shown in Figure 1 was addressed, was the first road house on the Douglas Portage trail just a few kilometers outside of Port Douglas, at the end of a particularly steep uphill grade. This cover, one other from the Wellburn 1858 Fraser River Gold Rush Collection, one that sold in Eastern Auctions June 23, 2007 Sale (Lot 71) and another that came to market in the Schuyler-Rumsey Sale April 2014 (Lot 759) are the only recorded mail to that specific road house. No other examples of mail delivered to any of the roadhouses on the Douglas-Lillooet Road have been noted despite an extensive survey of major auction catalogues (Boyd Dale, Carr, Caspary, Flemming, Jarrett, Pike, Sisson, Wallace, Wellburn, Westgate).

Figure 3: Page from the Wellburn Gold Rush Collection, to 4 Mile House miss-identifying recipient as Mrs Hendrick, (should be Hancock).

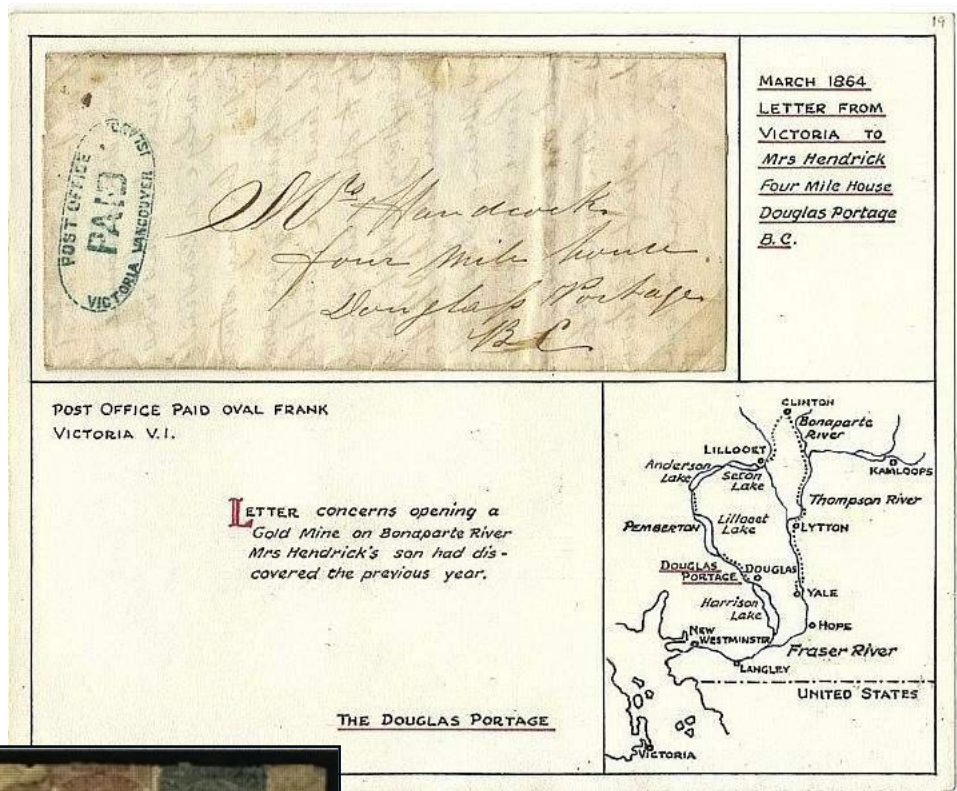


Figure 2. Eastern Auctions Lot 71, June 23, 2007.



The entire length of the Douglas-Lillooet Trail was about 160 kilometers (100 miles) with three major water portages at Lillooet, Anderson and Seton Lakes. Other known roadhouses included:

- 2) **10 Mile House** – next stop going north out of Port Douglas
- 3) **16 Mile House** – also known as ½ way House was 16 miles north of Douglas
- 4) **18 Mile House** – Skookumchuk hot springs originally named St. Agnes Well by Judge Mathew Baille Begbie in a visit in 1860, naming it after one of James Douglas daughters. Here have been built a restaurant and bathhouse .
- 5) **25 Mile House** – known as “The Camp”
- 6) **28/29 Mile House** - Port Lillooet at the South end of Tenass Lake (now Gates Lake)
- 7) **Port Pemberton** – Port Pemberton was at the north end of Lillooet Lake, and consisted of a couple of restaurants and half-a-dozen huts, occupied by muleteers and boatmen.
- 8) **Halfway House** – built by Peter Dickinson in 1859, about 4 km south west of the modern community of Birken
- 9) **Anderson Station** - Port Anderson – Later D’arcy at the South end of Anderson Lake
- 10) **Wapping** at the south end of Seton Portage
- 11) **Flushing** at the north end of Seton Portage which was the entrance to Seaton Lake, the last water barrier to Kayoosh/Lillooett

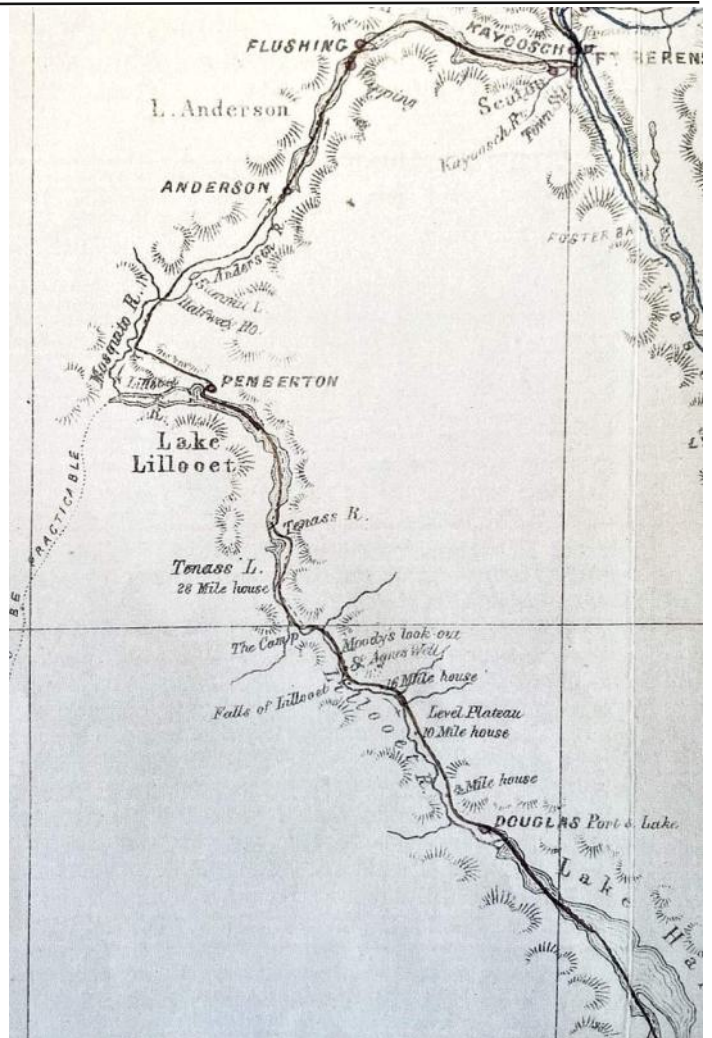


Figure 5. 1858 Royal Engineers Map of the Douglas-Lillooet Trail Identifying Road houses of the period.

The route was heavily used in its first spring. It was estimated that originally 1500 miners packed over the path on their way to the interior gold fields by March of 1859 . The roadhouses were little more than a shack on the road that included a meal and a place to sleep. Col. R.C Mayne in his initial survey of the trail in 1860 referred to them as Restaurants:

*“I have mentioned the fact of there being ” restaurants” all along the Lillooet portages, and I should have mentioned their existence in the canons of the Fraser also. All such places in this country are called ” restaurants,” although they are simply huts, where the traveller can obtain a meal of bacon, beans, bread, salt butter, and tea or coffee, for a dollar; while, if he has no tent with him, he can select the softest plank in the floor to sleep on .*

The Lakes route, as it was known, was the original public works white elephant of BC history. A major and expensive public works project of the nascent colony of British Columbia, it was built shortly before the colony had the engineering capacity to tunnel through the Fraser Canyon. In August 1858, Governor Douglas authorized construction of a mule trail from the North end of Harrison Lake to Cayoosh (Lillooet). The trail addressed an immediate need to get people and supplies into the interior as the mining frontier expanded above the Fraser Canyon. The subsequent government road was hewn first by volunteer mining labour in 1858-59. It was redone into a what was supposed to be a proper 18 ft wide wagon road by the Royal Engineers in the Spring of 1860 with unsatisfactory results, and then again in 1863 but the multiple water barriers and the corresponding need to unload and reload freight no less than 4 times over the route's water portages rendered it uneconomical. For that reason, the Douglas-Lillooet Road and Port Douglas were abandoned within 5 years of the 1862 completion of the Fraser canyon section of the Cariboo Wagon Road. From that point on, the mail and express letters went through the Canyon.

I would be interested in hearing of any other covers addressed to points on the Douglas-Lillooet Trail - doug.nona1978@gmail.com

## References and Endnotes

1. Spink Auction June 7, 2007, Lot 2699.
2. Gary Lyon, Eastern Auction Catalogue, June 17, 2017. p.50 notes on lot 163.
3. Ken Mather, *Stagecoach North: A History of Barnards Express*, Heritage House Publishing, 2020, pp. 21-22
4. Mather, op cit p. 55.
5. Ken Mather, *Stagecoach North: A History of Barnards Express*, Heritage House Publishing Company, 2020. p.55
6. Ken Mather, *Stagecoach North: A History of Barnards Express*, Heritage House Publishing Company, 2020. p.55
7. Dr. Charles Forbes MD. *Letter to Governor James Douglas, Further Papers Relative to the Affairs of British Columbia*, Vol VI, 1862 p. 39
8. Gerald Wellburn, *1858 Fraser River Gold Rush Collection* p. 19 sold by All Nations Coin and Stamp April 20th, 2019 Lot 100
9. Royal Navy and Royal Engineers, Map of a Portion of British Columbia, November 24th 1859.
10. R.C. Mayne, *Four Years in British Columbia*. John Murray, London 1862, Op cit p. 137
11. R.C. Mayne, Op cit p. 135
12. Duncan George Forbes Macdonald, *A Description of British Columbia and Vancouver's Island*, London, 1862 p. 106.
13. Angus Macleod Gunn, *Gold and the Early Settlement of British Columbia, 1858 -1885*, UBC, 1861 p. 29. Also British Columbia Paper, Part III p.6.
14. Commander R.C. Mayne, *Four Years in British Columbia*, John Murray, London 1862, Chapter IV p. 133
15. Angus Macleod Gunn, *Gold and the Early Settlement of British Columbia, 1858 -1885*, UBC, 1861 p. 45.
16. British Columbia, "*Further Papers Relative to the Affairs of British Columbia: Part IV*" London 1862 p. 5. Despatch from Governor Douglas CB to his Grace the Duke of Newcastle", April 23, 1860.

---

## DOUGLAS - Tracy Cooper

The B.C. postal ordinance of June 20, 1864, set postal rates for mail leaving the colony at three pence per half ounce from New Westminster and nine pence from the rest of the colony. Only three covers are reported from Douglas; two to Canada West dated 1862 and 1865 and this one, to England, dated 1865.



The numeral 2 grid cancel of Douglas is struck twice on the three BC colonial stamps. The US rate to Great Britain was 24 cents. The amount, indicated by red pencil (partly covered by the US stamp) was attached either at New Westminster, the colonial capital at this time, or at San Francisco, where the target cancel and the Nov 27, 1865 was applied.

## RECOVERED FROM TRAIN WRECK

Tracy Cooper

This 'Recovered From Train Wreck' cover obviously has suffered from immersion in water. However, a bit of research revealed the following: from the 1894 Williams Directory, it becomes clear that the cover was addressed to B.W. Spilsbury, Whonnock, Fraser River, British Columbia. May/June 1894 was the period of the greatest flood in British Columbia's history. Almost the entire Fraser Valley was inundated underwater and it would be logical to assume that the train wreck was somewhere in the Fraser Valley.



Figure 1. Front and back of recovered cover.

This cover was mailed from Derby (England) on MY 30/94 but research showed that the train wreck in fact occurred in Ontario. Page 5 of the June 13, 1894 British Colonist had the following insert:

*"Word reached Victoria yesterday that by an accident on the C.P.R. near Kaministiquia station, one or more bags of English mail, and some Eastern Canadian letters and papers for this city had been irrecoverably lost. No details of the accident are yet to hand."*

This cover was obviously recovered from the train wreck and was forwarded to the nearest POST OFFICE INSPECTOR'S OFFICE/WINNIPEG CANADA and was received there on JUN/15/1894.

It is unclear if the cover was forwarded to Victoria once the flood waters receded but, as Brian Plain noted in his monograph 'The Dead Letter Office in Canada 1830-2002', the Victoria Post Office between 1888 and 1898 could process undeliverable mail. Since the address on this cover was mostly obliterated, this cover would have qualified under that aspect which Brian called 'The Victoria Exception'.

An interesting and scarce BC related train wreck cover.

### Remembering

Sadly, another B.C. collector, Eric Ranger, has passed away. A life member of the BC Philatelic Society, he was the Society's Archivist, and served as VANPEX Awards Committee Chair and the BC Phil's delegate to PIPEX.

During the 1990s he was active in the Centennial Definitives study group, contributing to the newsletter at that time.



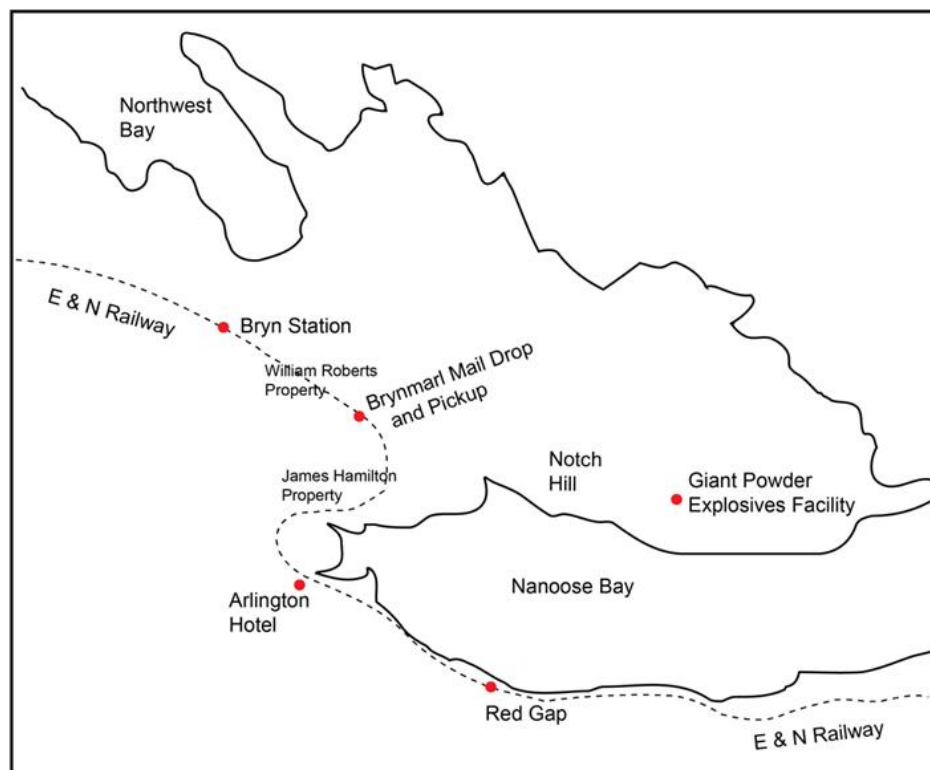
# The Nanoose Bay Post Offices

*Brian Copeland*

Nanoose Bay is between Nanaimo and Parksville on Vancouver Island. Over the years, three different post offices operated under the name Nanoose Bay, each in a different location. Each also had a different name at various points in time. The bay has a rich and interesting history. In addition to its appeal for farming, residential settlement, and beach-front homes, it was the site of an explosives factory operated by the Giant Powder Works, a large sawmill run by the Straits Lumber Company, and a military torpedo test range. This article reviews the history of the Nanoose Bay post offices.

**Table 1. Years of operation for the post offices that served Nanoose Bay**

Post Office	Years open	Renamed or replaced by ...	Years open
Nanoose Bay (1)	1886 - 1913	Brynmarrl	1913 - 1935
Arlington Hotel	1906 - 1916	Nanoose Bay (3)	1916 -
Nanoose Bay (2)	1913 - 1916	Red Gap	1917 - 1943



*Figure 1. Map of Nanoose Bay area*

The first non-indigenous settler at Nanoose Bay was John Enos, who arrived in 1862 and eventually pre-empted land just east of Notch Hill. Others followed and the pace of settlement picked up in the 1880's, especially north and west of the bay. By 1886 the population was large enough to support a successful application for a post office, which opened on May 1 of that year. The first postmaster at Nanoose Bay was James Hamilton and the post office was in his house.<sup>1</sup> William Roberts became postmaster a few months later and the post office moved to his house, north of the original office. The map in Figure 1 indicates the approximate location of the Hamilton and Roberts properties. Figure 2 shows a registered cover from this post office.





Figure 2. Nanoose Bay (March 16, 1903) to Lancaster, Mass. via Nanaimo

The map shows the E&N railway, but rail service did not extend north of Wellington through the Nanoose Bay area until 1910 when passenger service to Cameron Lake was approved.<sup>2</sup> Prior to the railway, mail was carried to Alberni from Nanaimo by stage coach, with stops along the way. The Postmaster General Report for 1903 shows William Roberts (the postmaster at Nanoose Bay) having a contract to transport mail from the "Main Post Road" to his post office (a distance of 2 miles).

The next post office to open in the area was at the Arlington Hotel, which was close to the head of Nanoose Bay. It was a stop on the stage coach route between Nanaimo and Alberni. There was an unsuccessful application in 1895 for a post office at this location with the proposed name "Head of Nanoose Bay." Post Office Inspector Fletcher recommended against a post office because there were only 3 families, and the courier on the mail stage was already dropping off mail for them when he stopped at the hotel.<sup>3</sup> A follow-up application in 1899 was also unsuccessful. Finally, a post office opened on Nov. 1, 1906 with the name "Arlington Hotel". Figure 3 shows a picture of the hotel and Figure 4 shows a cover from Arlington Hotel. Most surviving cancels from Arlington Hotel are on post cards; strikes on covers are elusive.



Figure 3. Arlington Hotel (Source: BC Archives. Item D-05714)



Figure 4. Arlington Hotel (Aug. 3, 1910) to Errington, B.C.

Feb. 1, 1913 marked an important change for post offices in the area. The name of the first Nanoose Bay post office was changed to Brynmarl. And a new Nanoose Bay post office [which postal historians refer to as Nanoose Bay (2)] opened on the same day on the south side of the bay at the location on the map indicated as "Red Gap", although that town did not yet exist.

Figure 5 shows a registered cover from Brynmarl. There was a train station at Bryn, but mail was exchanged south of that closer to the post office without the train stopping (see the map in Fig. 1). Bags of mail were thrown off the train, and outgoing mail in a bag hanging from a pole was picked up with a pole using a mail catcher system. The Postmaster General Reports for 1913 and 1917, for example, show postmaster William Roberts having a contract to pick up the mail at the catch post and carry it 75 yards to the post office.

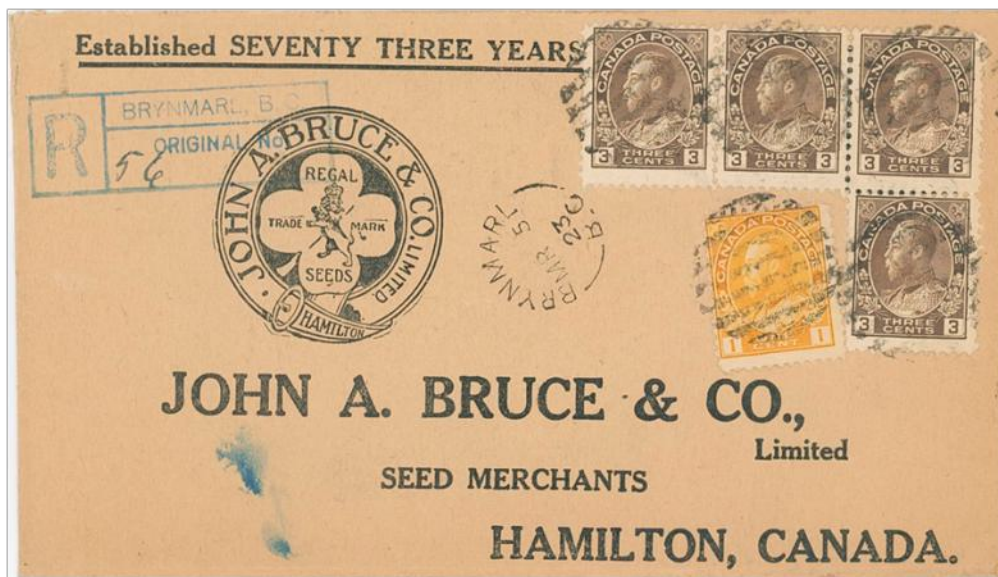


Figure 5. Brynmarl (March 5, 1923) to Bruce Seeds in Hamilton.

The new post office, Nanoose Bay (2) opened because Joe and Max McKercher established a sawmill at the site in 1912. Max McKercher was the first postmaster. They sold the mill to the Newcastle Lumber Company and Merchant Trust Lumber Co. in 1914. Figure 6 shows a card from Nanoose Bay (2).

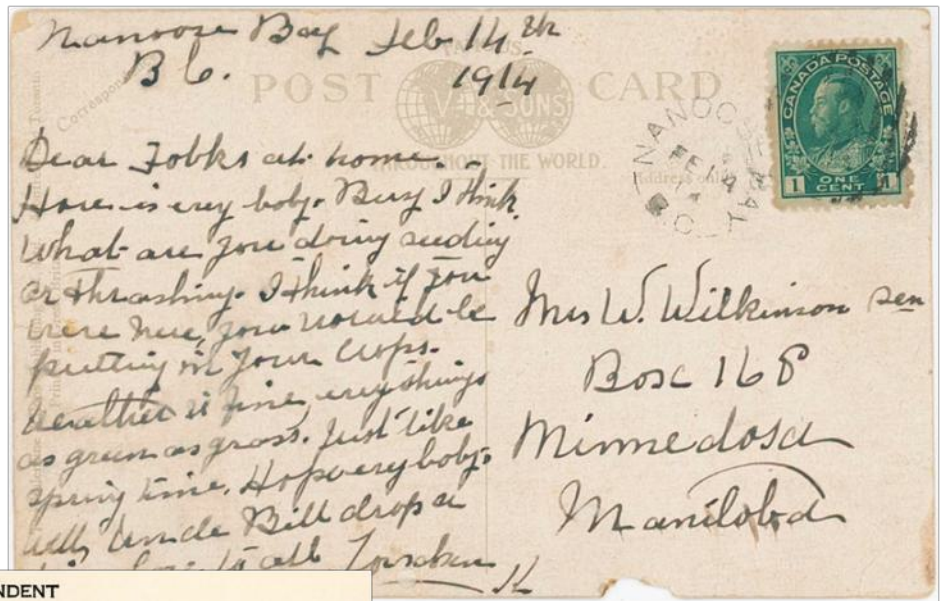
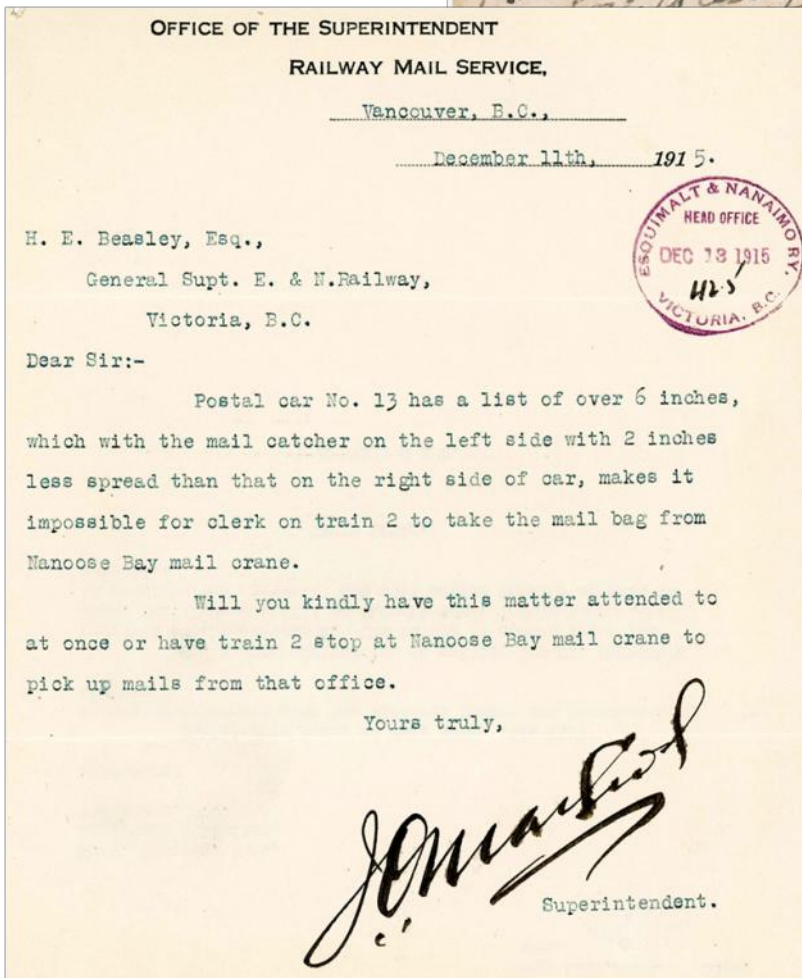


Figure 6. Nanoose Bay (Feb. 14, 1914) to Minnedosa, Man.



The split circle hammer used at Nanoose Bay (2) is the same as that used at Nanoose Bay (1). As at Brynmarl, a mail catcher system was used to exchange mail bags. The Postmaster General Report for 1914 indicates that George Godard, and later the Newcastle Lumber Company, had contracts to carry the mail from the catch post to the post office, a distance of 50 yards. The system was not without glitches as the letter in Figure 7 from the Superintendent of Railway Mail Service in Vancouver to the General Superintendent of the E&N Railway indicates. The postal car was listing and so the mail clerk could not grab the bag from the catch post.

Figure 7. J.O. MacLeod to H.E. Beasley regarding the mail catch post at Nanoose Bay.

The sawmill at Nanoose Bay (2) went bankrupt, and the post office closed on March 31, 1916. Covers and cards from this post office are very scarce; total postal revenue during the 3 years it was open was just \$478.

When the post office at Nanoose Bay (2) shut down, another change in names took place. The Arlington Hotel post office was renamed Nanoose Bay on April 1, 1916. Postal historians refer to this as Nanoose Bay (3). A new split circle hammer was proofed in anticipation of this change on March 20, 1916. Figure 8 shows a cover with this cancel.

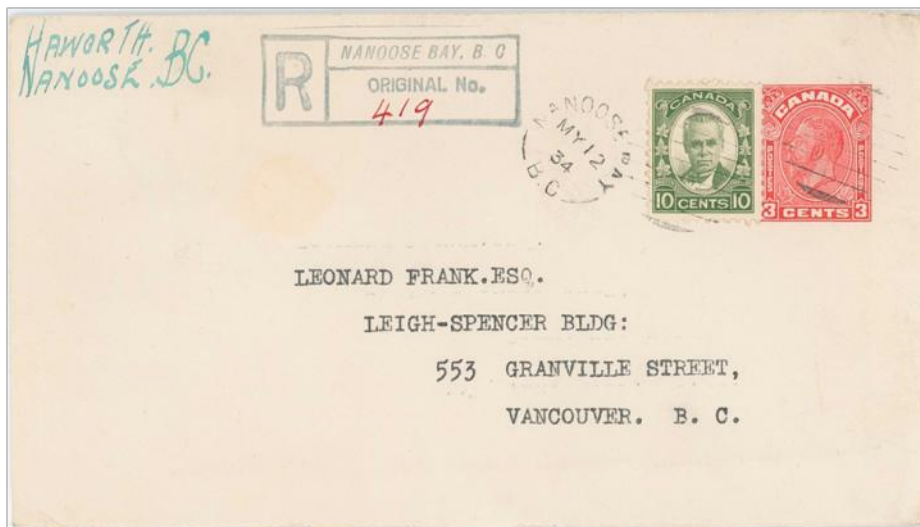


Figure 8. Registered cover from Nanoose Bay (3) sent to Leonard Frank in Vancouver on May 12, 1934.

After the mill at Nanoose Bay (2) went bankrupt, it was purchased by the Straits Lumber Company. They reopened the mill in 1917 and re-established the post office to serve the workers and community that built up around the mill. The name chosen for the post office was Red Gap, inspired by the novel, "Ruggles of Red Gap". The post office opened on March 1, 1917.

Figure 9 shows an interesting letter sent from Frank Pendleton, President of Straits Lumber Company regarding the opening of the new post office. It is dated Feb. 27, 1917, just a couple of days before the post office opened. The return address on the printed letterhead is Nanoose Bay, and that has been crossed out and replaced by Red Gap in red typescript. Prior to the opening of the Red Gap post office, their mail would have gone to the Nanoose Bay (3) post office that had replaced Arlington Hotel. The letter asks if their freight could now be addressed to Red Gap.

At the top right of the letterhead, I.A. Bearce is listed as Assistant Secretary for the Straits Lumber Co. (he was later Secretary Treasurer). Irving A. Bearce was the postmaster at Red Gap throughout the entire period that it was open.<sup>4</sup>

Figure 9. Letter from the President of the Straits Lumber Co. to the General Superintendent of the E&N Railway regarding the opening the new post office at Red Gap. (Courtesy of Tim Woodland)



Figures 10 and 11 show covers from Red Gap, illustrating use of both the split circle and CDS hammers, and two different corner cards from the Straits Lumber Co. The split circle hammer was proofed Feb. 2, 1917, and the CDS hammer was proofed Nov. 25, 1926.

Figure 10. Card from the Straits Lumber Co., Red Gap (July 7, 1924) to Portland

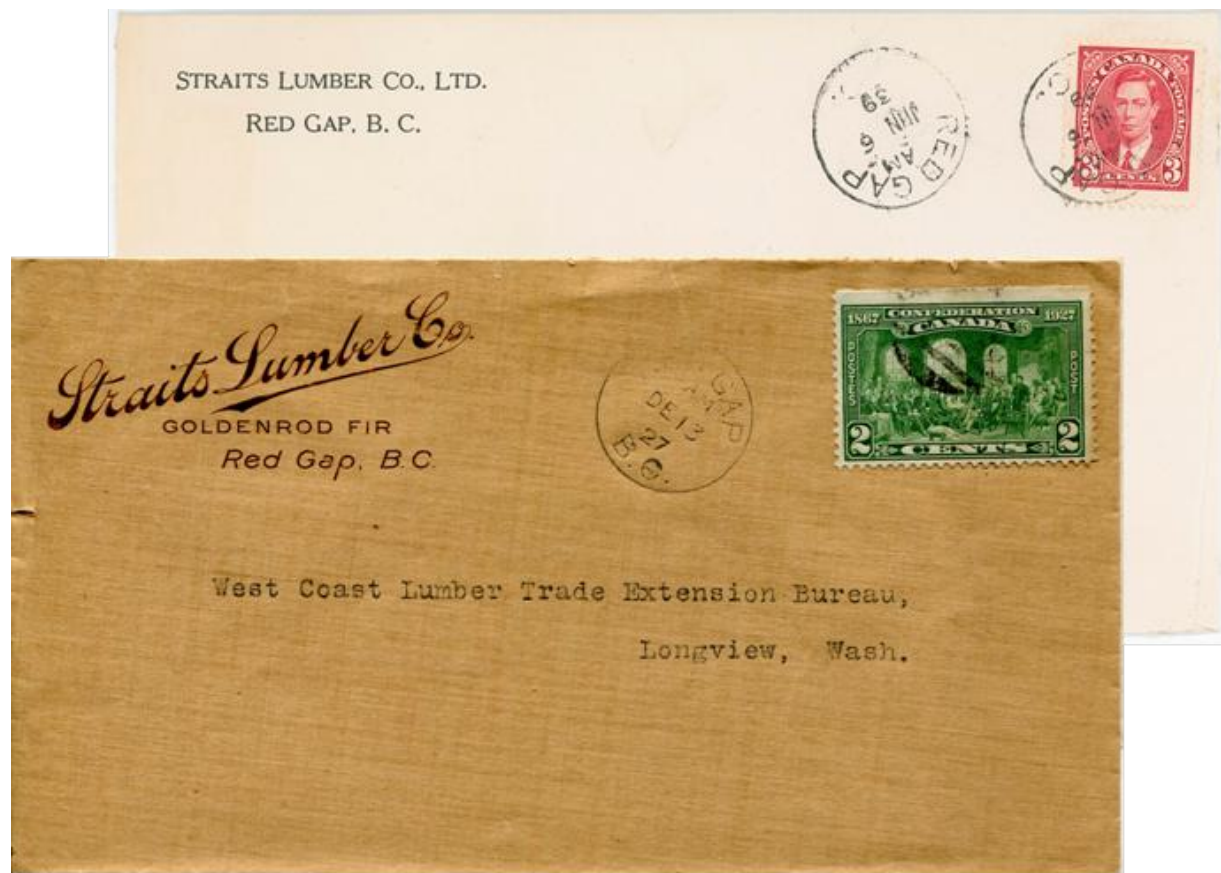
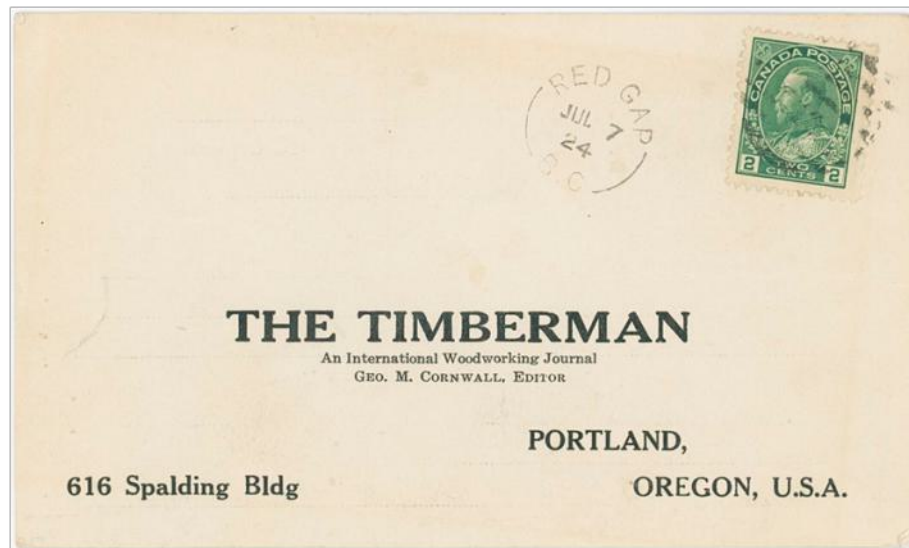


Figure 11. Two covers with CDS strikes from the Straits Lumber Co. in Red Gap. ( Bottom cover is courtesy of Tim Woodland)

The mill was very successful. However its largest customers were in Japan and so the mill went out of business soon after the attack on Pearl Harbour. The post office closed on July 8, 1943. Not long afterward, the mill burned down. Nothing remains of the mill and town today, except for the stumps of some pilings near the shore.

Another major business in the area was on the north side of the bay where the Giant Powder Company established an explosives plant in 1913 east of Notch Hill on land formerly owned by the first settler, John Enos. Figure 12 shows a cover from the company.

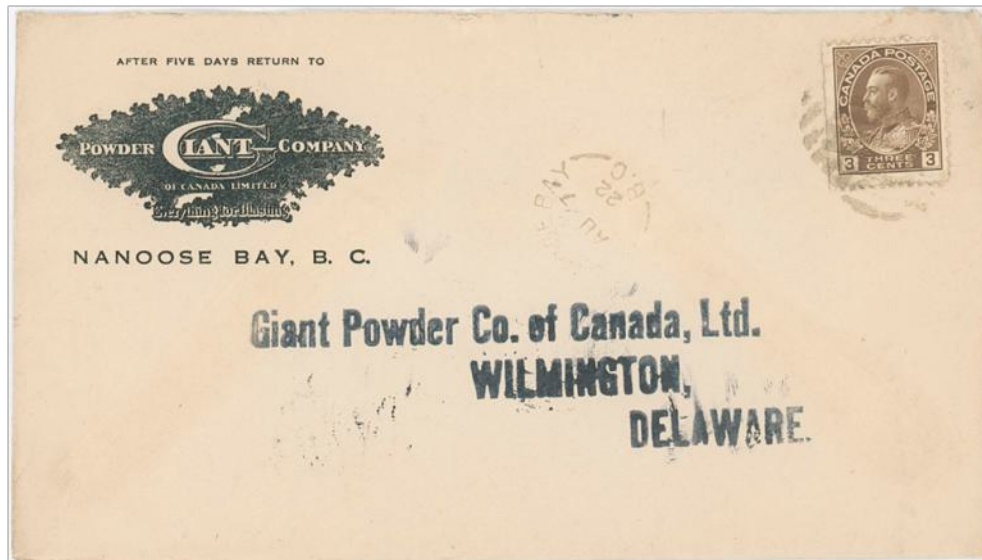


Figure 12. Cover from the Giant Powder Company in Nanoose Bay sent on Aug. 7, 1922 to the company's headquarters in Wilmington, Delaware.

The company provided explosives for uses such as mining, land clearing, road building, etc., and it was especially active during World War I. However, it was a dangerous operation. A major explosion occurred on Jan. 1, 1918. Houses in Nanaimo shook and the blast was reportedly felt on the mainland. The Nanoose plant shut down in 1925 when operations were consolidated at the company's production facility on James Island. The property was purchased by the Canadian Navy in 1952 and is now the site of the Canadian Forces Maritime Experimental and Test Ranges. It receives funding from both the US and Canadian governments. Sonar systems and torpedoes are tested at the facility.

From 1917 until 1935, all three post offices in the area – Brynmarl, Nanoose Bay (3) and Red Gap – were open. Brynmarl closed on July 15, 1935, and as already noted, Red Gap closed in 1943. Nanoose Bay (3), known of course as just Nanoose Bay, remains in operation to this day. It has moved occasionally and it is now located in the Quality Foods Store, near the intersection of Northwest Bay Road and the Island Highway, just north of its original location.

### Acknowledgements

The author appreciates advice and input from Tim Woodland who generously shared some of his material.

### References

1. Nichols, Margaret Williams, and Barbara Prael Sivertz, *A History of Nanoose Bay*, 1958 and 1980 is a useful local history. Some of the other historical background mentioned later in the article is also drawn from this book.
2. Turner, Robert D. and Donald F. MacLachlan, *The Canadian Pacific's Esquimalt and Nanaimo Railway: The CPR Steam Years, 1905-1949*, Sono Nis Press, 2012.
3. Cooper, Tracy, *British Columbia Post Office Revenues: 1871-1921*.
4. Library and Archives Canada, Post Offices and Postmasters database; Vancouver Province Aug. 29, 1939, p. 7.

---

## Three Generations of Collector

### (The Building of a Collection)

*The following letter was written in 1981 by Donald Forster about his father, B.D. Forster. The letter provides a wonderful human-interest look at the building of a collection in the 1920s and 1930s. A portion of the collection found it's way to study group member Bob Forster, who kindly allowed us to share the letter with our group. - editor*

Some of the earliest recollections I have of my father were of his stamp collecting activities. He was an avid collector and had been since his youth. He usually sat in the living room at a card table surrounded by various albums. These were of British manufacture, in various colored leather, with matching cardboard jackets into which they fit. The pages were of quite heavy paper with light quadrille ruling, were loose leafed and readily changed. Also on the table were the tools of the hobby which included stamp tongs, perforation gauges, hinges, magnifying glasses, pencils, erasers and equipment to determine watermarks. When not in use my mother made certain that they were put away in a nearby cabinet and the overflow went to a metal locker in the basement. The more valuable collections, if not being worked upon, were stored in a basement safe or taken to a safe deposit box at a local bank in Ridgewood New Jersey.

His collecting interests were varied and extensive but the early issues were his favorites. In fact, he practically limited his collections to stamps of the nineteenth century and in some countries as the United States, collected no issues later than 1890. He preferred used stamps to the unused and was among the earliest collectors to appreciate the appeal of entire covers with the cancelled stamps and postal markings intact.

The letters contained in the covers frequently provided fascinating reading and an insight into early times. This was particularly true of covers of the pre-stamp era.

The favorite countries collected in the 1920s and 1930s were the United States and Great Britain and Colonies especially Canada and Provinces. However, many other countries were included.

At this time, a New York dealer, Percy Doane, had a profound influence on his philatelic interests. He was stimulated to collect the best possible copies of available stamps and to realize that condition was of the utmost importance. He learned to shun defective copies, repaired items and forgeries. Mr. Doane's knowledge was profound and freely given. He was perhaps the peer of the dealers who maintained offices in the buildings of Nassau Street in lower Manhattan. As my father's office at the Bank of the Manhattan Co., 40 Wall Street was in close proximity, it enabled him to spend considerable time under Mr. Doane's tutelage. He became known in the stamp world as "V.P." due to his position as Vice President of the bank. Apparently, there was much coming and going of collectors at Mr. Doane's office during the day, particularly around the noon hour. In addition, Mr. Doane, on occasional Sundays, would take the Erie train to Ridgewood where he would be met and spend the day pouring over stamps. Many of the stamps of the early days have a notation in pencil on the underlying hinge "O.K. Doane". This was present not only on stamps obtained from him as a dealer but on many obtained elsewhere which he examined and vouched for their authenticity and soundness. He was a wonderful gentleman of the old school, a real scholar and a true friend. His death was a great shock and loss to the philatelic world.

As the years went by, contacts were made with other dealers including Hugh Barr, Warren Colsen, Ezra Cole, Herman Herst, Robson Lowe, Paul Wise and Irwin Heiman. There were many others whose names escape me. I recall one pleasant spring afternoon in the 1930's, driving from our home in Ridgewood to Nyack, New York, spending the afternoon with Mr. Cole and seeing some of his early U.S. issues. He is one of the few dealers of that era who is alive and active.

In addition to dealers as a source of supply, a number of collections from private parties were obtained. If the owners were knowledgeable as to values, a price could be agreed upon, if not, the material would be submitted to a mutually selected authority for appraisal. After the collection was purchased, the desired stamps would be removed and the remainder sold to a dealer or at auction. In this manner significant additions were made to his collections. It was a real challenge for him to locate material in this fashion and he always had his eyes and ears attuned to possibilities. This was especially true when travelling. In any

---

*continued from page 1525*

area visited, he would inquire as to the leading collectors and endeavor to contact them. In Vancouver, B. C. he met Colonel Keen and purchased his collection of British Columbia and Vancouver Island which formed the nucleus of these countries.

In Melbourne, Australia he was fortunate to meet Bill Purves, the collector and authority on the early Australia States as well as the author of many publications relating to these stamps. They became good friends and some years later my wife and I spent a most pleasant day in Melbourne with the Purveses. Our son, Dale, who is a collector of Australasia, has had a number of stimulating visits with Mr. Purves prior to his recent death.

In Portland, I recall driving my father to see Mr. Gantenbein and his collection at the house which is now the historic Pittock Mansion. He also visited with Dr. Hirstel, who was an active collector.

One of the most effective ways of acquiring stamps has been at the public stamp auctions. The older auction houses in this country have been in New York City with such famous names as H. R. Harmer, Harmer Rooke and Robert Siegel. Robson Lowe and Stanley Gibbons in London have been conducting regular sales for many years as well as Sisson in Toronto. With the marked increase in the volume of sales, additional firms have been formed. At present, there are at least two in San Francisco conducting regular sessions as well as one in Portland. In general, illustrated catalogs are distributed by mail. On the day of the sale, mail bids as well as floor bids are considered and each lot is sold to the highest bidder. Payment must be made promptly after the sale and interested parties are provided with a list of prices realized. This provides an insight into the state of the market. The marked increase in the volume of sales has been augmented by investors seeking a hedge against inflation as well as by the increased interest of true collectors. The recent lowering of the seller's commission from 20% to 10% has probably added to this volume.

Unfortunately, along with the increased value of many issues of stamps, there has been a marked rise in thievery. Hence, proper security measures are necessary to safeguard one's collection. The American Philatelic Society has an active program of advice to prevent theft as well as details of special insurance coverage. It also has a service for reporting stamp thefts which is available 24 hours a day and non-members of the Society as well as members are encouraged to use it.

My father received so much enjoyment from his collecting that I am sure he was disappointed that neither my sister nor I expressed much interest in our early years. In the late 1930s, I did have a modest collection of U.S. stamps including revenue stamps which I sold. During the 1940s I established a bank account in New York City to which he had access and he served as my agent in buying stamps of Great Britain and Colonies to add to these countries. At about the same time, he began to select material for the collection of Mexican States which my sister's husband, Fritz Novy, had formed. From this point on my interest was stimulated. In time, the collections of a number of countries became of sufficient caliber to be entered in major exhibits in the United States and Canada.

The countries with the most appeal to me were British Columbia and Vancouver Island which had their own stamps from 1860 to 1871 when they became part of the Canadian Confederation. As the early colonial postal system left much to be desired, it was supplemented by private Express Companies primarily to serve the miners and their families during the gold rush days of the Fraser River and Cariboo Districts. A number of these Expresses existed until the latter part of the 19th century. Their disappearance was the direct result of improvement of the mail service of the Provincial Government.

In philately, as in many hobbies, one thing leads to another and soon I found my interest spreading to the mail service of the Pacific Northwest. The early Oregon Express Companies are particularly fascinating. This leads into the field of Postal Literature. So it goes, but with it all, one is rewarded with many happy and relaxing hours. Who could ask for anything more?



# Powell River Region Miscellaneous Offices

## Monograph 9

*Morris Beattie*

Previous newsletter articles have discussed various Powell River Region post offices and markings, as summarized in Table 1. For digital subscribers, accompanying this newsletter is Monograph 9, which summarizes the remaining post offices in the region. The miscellaneous offices included in this monograph are summarized in Table 2. Note that this is not a comprehensive analysis of these offices, rather an overview that will hopefully spark a more thorough review of individual offices by others.

The monograph will be posted on the BNAPS website as for previous monographs.

**Table 1. Summary of Previous Powell River Region Post Office Articles in BCPHN**

Office	Vol:No	Date	Page
Powell River Part 1	27:2	June 2018	1061
Powell River Part 2	27:3	Sept 2018	1087
Powell River Part 3, MOONS, Pocons	28:2	June 2019	1136
Powell River Part 4 Misc markings	29:3	Sept 2020	1215
Powell River Part 5 Sub post offices	30:4	Dec 2021	1292
Sub offices Part 5	31:2	June 2022	1326
Texada - Part 6	32:2	June 2023	1390
Texada - Part 6-A	32:3	Sept 2023	1414
Texada - Part 6-B	33:1	March 2024	1450
Lasqueti	33:2	June 2024	1467

**Table 2. Miscellaneous Post Office Opening Dates**

Post Office	Opening Date	Comments
<b>Mainland</b>		
Lund	01/08/1892	
Froek	01/08/1894	Closed 1902
Stillwater	01/09/1905	Closed 1955
Myrtle Point	01/07/1914	Closed 1929
Olson Lake	01/09/1914	Became Foch 1919
Foch	01/05/1919	Closed 1932
Bishop Landing	01/06/1917	Became Bliss Landing 1923
Bliss Landing	01/04/1923	Closed 1960
Lang Bay	15/07/1918	Closed 1955
<b>Offshore</b>		
Lasqueti	01/05/1911	
False Bay	01/06/1917	Closed 1920
Savary Island	01/03/1925	

# Expo 86 Brought Skytrain service to New Westminster

*Tim Woodland*

It now seems hard to believe, that the events leading up to and including Expo 86 in Vancouver BC occurred almost 40 years ago. With it's theme of Transportation, Expo 86 gave British Columbia the legacy Coquihalla Highway, and Skytrain. As the Chief Librarian of the New Westminster Public Library at the time, my father, Alan Woodland, was able to procure one of a limited edition commemorative covers, acknowledging the new Skytrain service. Below is one of those covers, showing a special cachet for that date only. Additional back of cover information is shown, and also the personalized letter enclosure.

