



# MONOGRAPH 9

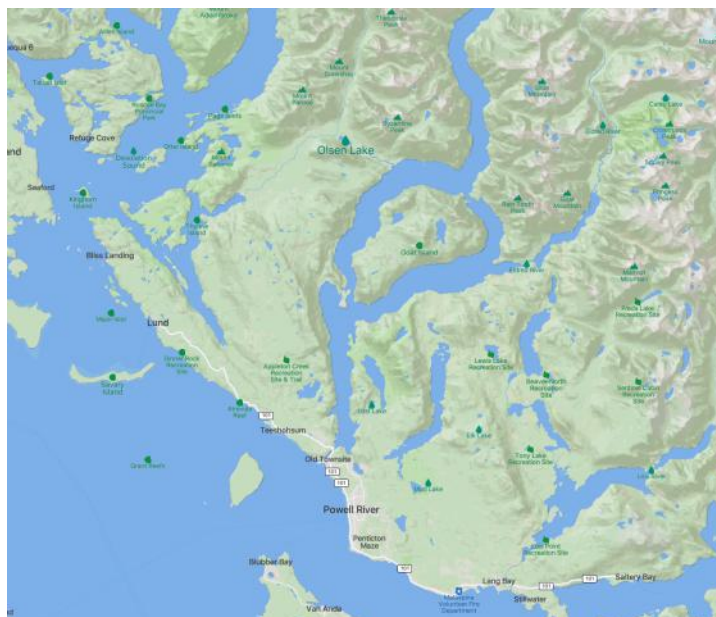
## Miscellaneous Powell River Region Post Offices

*by Morris Beattie*

As summarized in Table 1, previous newsletter articles have discussed the Powell River post office, the sub-offices of Cranberry Lake, Wildwood and Westview, as well as the three offices located on Texada Island. In this article we look at some of the other offices in the region, some small and short-lived and some that remain in operation today. 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.

**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,<br>MOONS, Pocons   | 28:2   | June 2019  | 1136 |
| Powell River Part 4<br>Misc markings    | 29:3   | Sept 2020  | 1215 |
| Powell River Part 5<br>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 |



*Figure 1. Map of Powell River Region.*

The offices included in this summary are listed in Table 2 in chronological order of their opening dates and the post office revenues<sup>3</sup> during the early period of regional development up to 1920 are listed in Table 3. The revenues for Powell River are included in Table 3 to provide an indication of the relative scale of post office operations at each location with Powell River being the obvious major center of commercial activity in the region. Several locations are deserving of more detailed write-ups about their history and postal history and, where this greater detail has been written, those studies are indicated in the text.

**Table 2. 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   |                           |

**Table 3. Post Office Revenues to 1920**

| Year | Lund   | Froek | Still water | Powell River | Myrtle Point | Olsen Lake | Bishop Ldg | Lang Bay | Lasqueti | False Bay | Savary Isl |
|------|--------|-------|-------------|--------------|--------------|------------|------------|----------|----------|-----------|------------|
| 1892 | 32.50  |       |             |              |              |            |            |          |          |           |            |
| 1893 | 20.00  |       |             |              |              |            |            |          |          |           |            |
| 1894 | 30.00  | 23.80 |             |              |              |            |            |          |          |           |            |
| 1895 | 26.00  | 37.17 |             |              |              |            |            |          |          |           |            |
| 1896 | 55.00  | 44.07 |             |              |              |            |            |          |          |           |            |
| 1897 | 44.06  | 41.74 |             |              |              |            |            |          |          |           |            |
| 1898 | 59.35  | 19.00 |             |              |              |            |            |          |          |           |            |
| 1899 | 33.65  | 14.14 |             |              |              |            |            |          |          |           |            |
| 1900 | 51.86  | 22.59 |             |              |              |            |            |          |          |           |            |
| 1901 | 47.23  | 20.51 |             |              |              |            |            |          |          |           |            |
| 1902 | 134.56 | 3.64  |             |              |              |            |            |          |          |           |            |
| 1903 | 104.01 |       |             |              |              |            |            |          |          |           |            |
| 1904 | 87.63  |       |             |              |              |            |            |          |          |           |            |
| 1905 | 128.26 |       |             |              |              |            |            |          |          |           |            |
| 1906 | 127.48 |       |             |              |              |            |            |          |          |           |            |
| 1907 | 193.45 |       |             |              |              |            |            |          |          |           |            |
| 1908 | 206.60 |       |             |              |              |            |            |          |          |           |            |
| 1909 | 249.99 |       | 110.25      |              |              |            |            |          |          |           |            |
| 1910 | 313.94 |       | 226.45      | 774          |              |            |            |          |          |           |            |
| 1911 | 303.95 |       | 320.48      | 2055         |              |            |            |          | 35.83    |           |            |
| 1912 | 376.87 |       | 294.30      | 2204         |              |            |            |          | 20.15    |           |            |
| 1913 | 324.35 |       | 203.50      | 2875         |              |            |            |          | 48.50    |           | 25.01      |
| 1914 | 339.05 |       | 140.27      | 2458         | 73.00        | 17.50      |            |          | 60.50    |           | 93.00      |
| 1915 | 570.05 |       | 134.65      | 4252         | 227.60       | 30.50      |            |          | 126.00   |           | 152.00     |
| 1916 | 563.54 |       | 371.53      | 5228         | 250.50       | 19.25      |            |          | 150.99   |           | 127.00     |
| 1917 | 555.36 |       | 422.54      | 5259         | 401.40       | 34.55      | 75.82      |          | 123.68   | 87.75     | 133.95     |
| 1918 | 604.96 |       | 304.28      | 5234         | 419.30       | 10.31      | 74.00      | 276      | 98.68    | 84.26     | 224.65     |
| 1919 | 563.90 |       | 527.00      | 5536         | 710.85       | 85.50      | 117.70     | 223      | 90.88    | 28.35     | 217.48     |
| 1920 | 588.74 |       | 671.85      | 6502         | 579.73       | 77.75      | 122.80     | 364      | 147.67   |           | 239.84     |

## Lund

Lund is located NW of Powell River at the northern terminus of Hwy 101. It was named after the town by the same name in Sweden in 1889 by Swedish immigrants Charles and Frederick Thulin when they pre-empted land in the area. Logging and fishing were the primary source of income in the early years with tourism becoming a significant component as time went on.

The Thulins built a wharf and a store and in 1892 added a post office to the store, followed two years later by the first licensed hotel north of Vancouver, shown in Figure 2. Transportation was by water with regular Union Steamship sailings to Lund starting after the post office was opened. A second hotel, called the *Malaspina*, was built by the Thulins in 1985 and the post office moved to this location. When the original hotel was destroyed by a forest fire in 1918, the newer hotel, which continues to operate in the village, was renamed the *Lund Hotel* and later became *The Breakwater Inn, Lund* (Figure 4). The paved highway leading south to Vancouver was completed in 1954 and coastal steamer service ended two years later.



*Figure 2. An early view of Lund on postcard mailed Jan 1, 1910.*



*Figure 3. The original Lund Hotel, built between 1890 and 1892 and surrounding stores. Postcard was mailed Sept 12, 1917.*

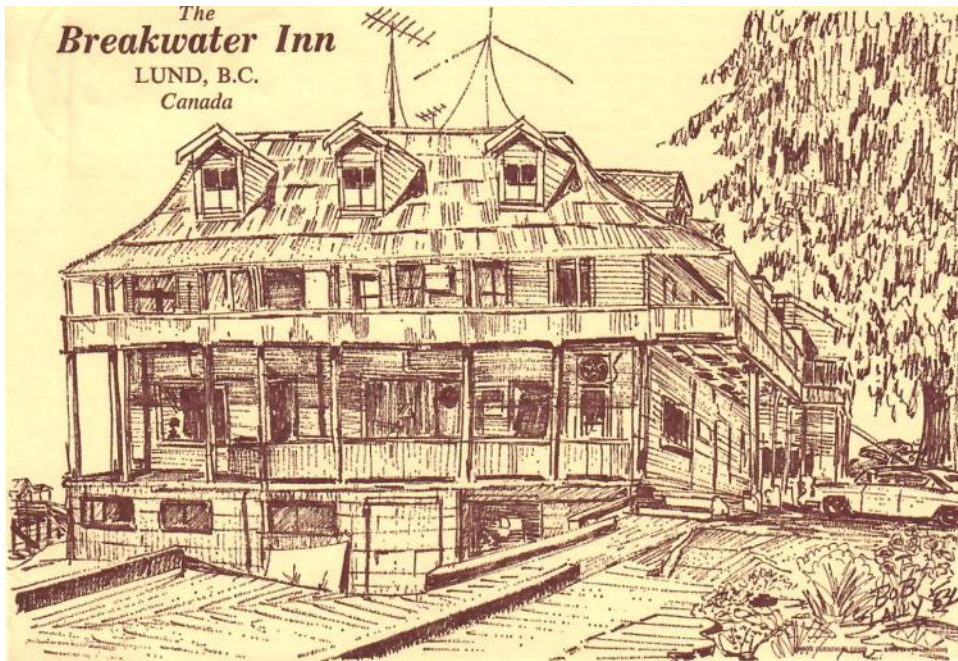


Figure 4. A sketch of the Breakwater Inn on Postcard mailed from Lund to Calgary in 1965.

Table 4. Postmasters at Lund.

| Postmaster       | From           | Until          | Reason for Vacancy |
|------------------|----------------|----------------|--------------------|
| C.A. Thulin      | Aug 1, 1892    | March 3, 1929  | Resignation        |
| Fred Thulin      | May 1, 1910    | March 17, 1935 | Death              |
| Holger V. Thulin | March 16, 1935 |                | Acting PM          |
| Holger V. Thulin | Dec 16, 1935   |                | Military Leave     |
| Grace M. Thulin  | June 16, 1943  |                | Acting PM          |
| Holger V. Thulin | Nov 30, 1945   | Nov 30, 1954   | Death              |
| Gerald Thulin    | Dec 10, 1954   |                | Acting PM          |
| Gerald Thulin    | Jan 12, 1955   | June 19, 1962  | Resignation        |
| Bruce Beerman    | July 1, 1962   | May 22, 1963   | Resignation        |
| Leslie Grant     | May 16, 1963   | June 27, 1964  | Resignation        |

A variety of postmarks, which will be briefly summarized here, were used at Lund. Figure 5 shows two Lund split ring cancels proofed in 1892 and 1909. Differentiating between the two cancels is challenging with the best visual indicator being the greater spacing between B and the period in B.C., being small for A1 (1 mm) and larger for A2 (2 mm). The diameter is 21 mm for A1 and 19 mm for A2. Both cancels remained in use for an extended period of time, at least until 1951.

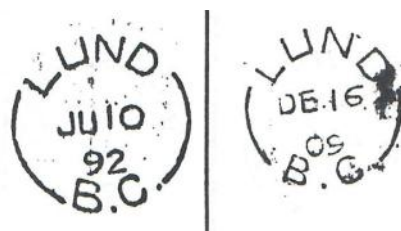


Figure 5. Proofbook impressions of Lund split-ring cancels, A1 for 1892 and A2 for 1909.

Figure 6. Example of type A1 split-ring cancel mailed from Lund to USA on Feb 5, 1908.



Figure 7. Type A1 cancel in use about one year after type A2 had been issued.

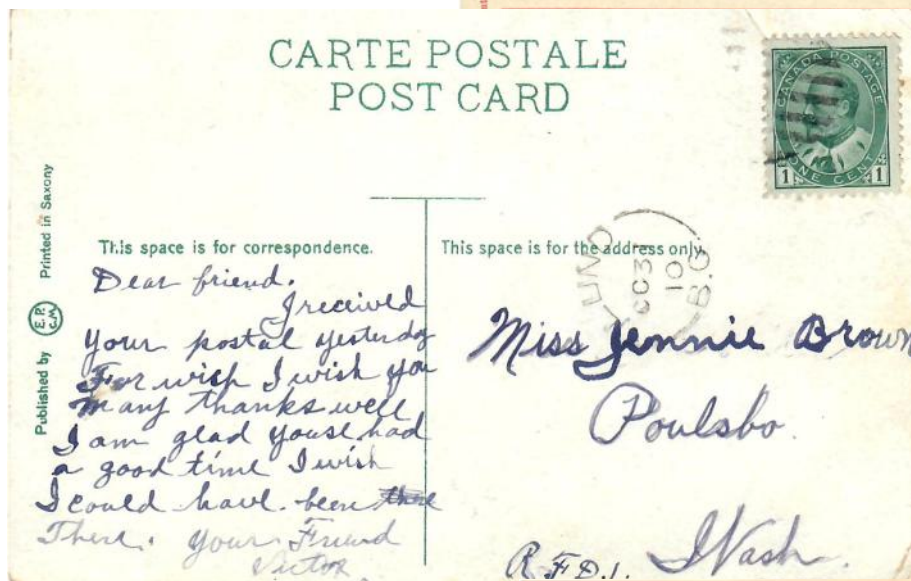


Figure 8. Example of type A2 split-ring cancel mailed from Lund to Japan on Dec, 23, 1912.

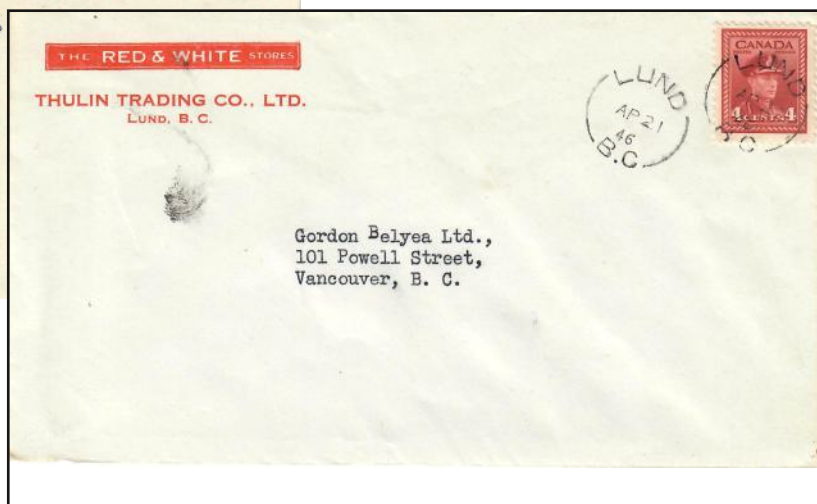
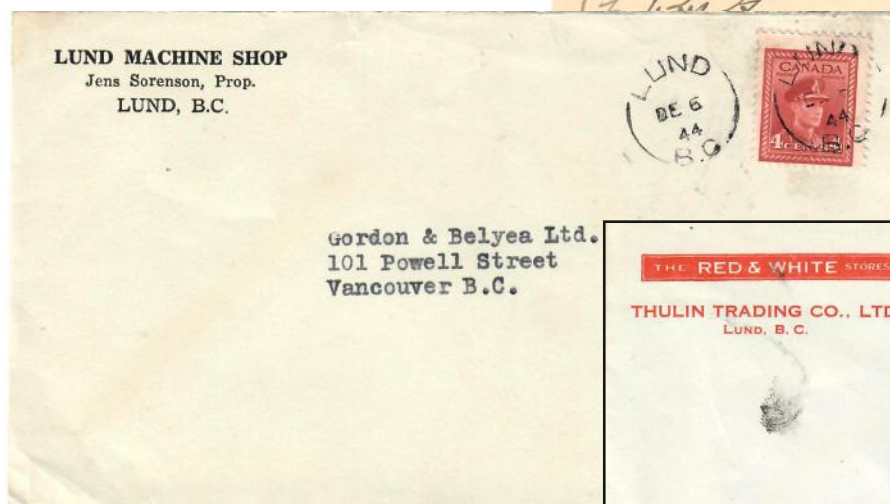


Figure 9. Two corner cards dated 1944 and 1946 showing split ring type A1 cancels still in use.

A duplex cancel for Lund, DBC-209, was proofed on May 16, 1922. This cancel though uncommon, has been recorded in use from 10 Oct, 1922 until March 15, 1931.

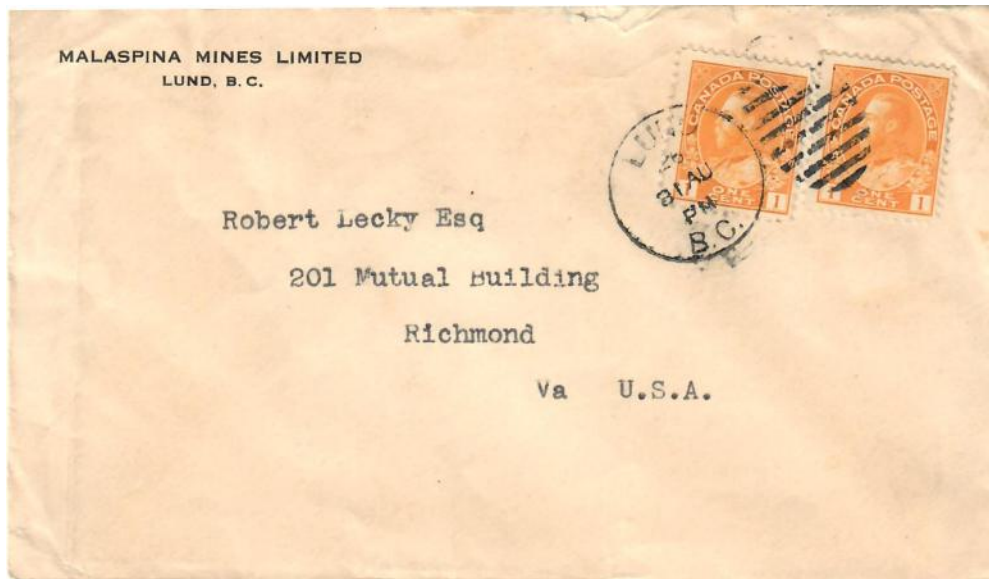


Figure 10. Corner card from Malaspina Mines Limited at Lund to USA destination with duplex cancel DBC-209 dated Aug 18, 1926. This the ERD for this cancel.

Two CDS cancels were utilized at Lund, Type B with large letters, proofed on Sept 27, 1951, and Type C with small letters, proofed on July 3, 1957. Examples of type B for 1954 and 1957 are shown in Figure 11. Examples of Type C for 1957 and 1959 and 1972 are shown in Figure 12.



Figure 11. Two examples of Lund type B cancels on corner card from 1957 and piece from 1954.



Figure 12. Examples of Lund type C cancels from 1957, 1959 and 1975.

Miscellaneous markings have been recorded for Lund as summarized in Figures 13 through 18.



Figure 13. Example of small Lund Registration box. A second type of box in use during 1975 is included in Figure 12, above.



Figure 14. Example of Lund MOOD cancel dated June 29, 1933.

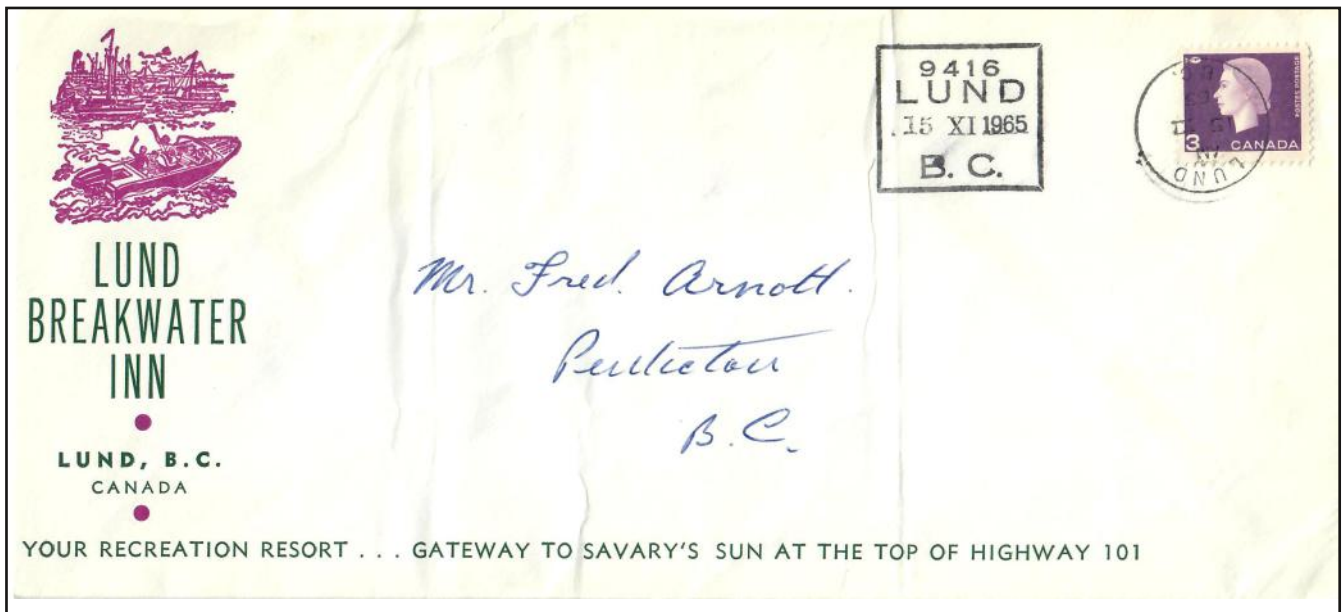


Figure 15. Example of Type 7 MOON cancel, Sagar BCMN-1406, in use from Dec 14, 1960 until Oct 14, 1966.



Figure 16. Examples of Lund POCAN cancels. There are variations in these markings but a comprehensive compilation of these markings is beyond the scope of the present article.



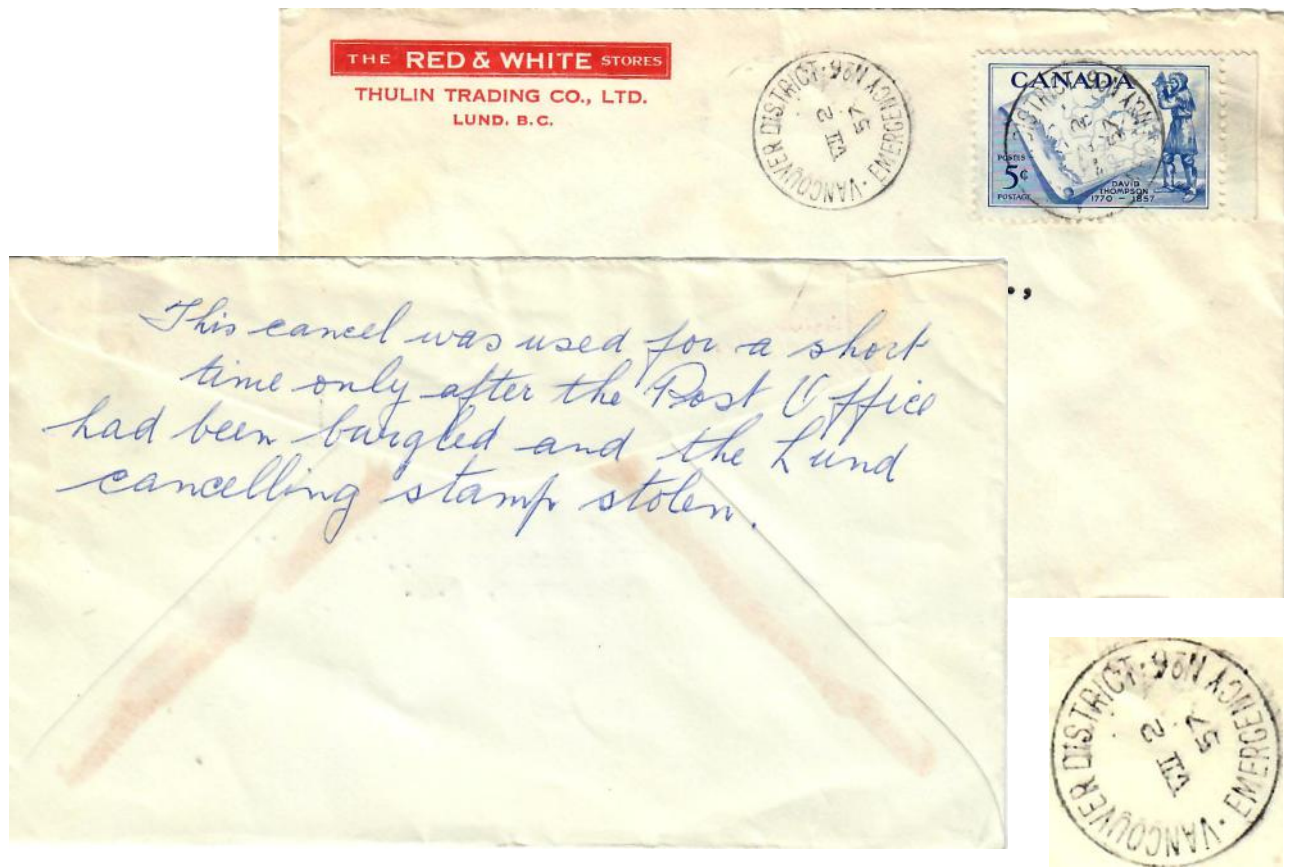


Figure 17. Front and back of cover dated 1957 from Lund, receiving a Vancouver Emergency cancel that was used briefly when the post office had been burgled.

Not all mail from Lund entered the postal system there. It was not an uncommon practice from any of the coastal communities for mail to be carried aboard one of the coastal steamers and placed into the postal system at Vancouver upon arrival.

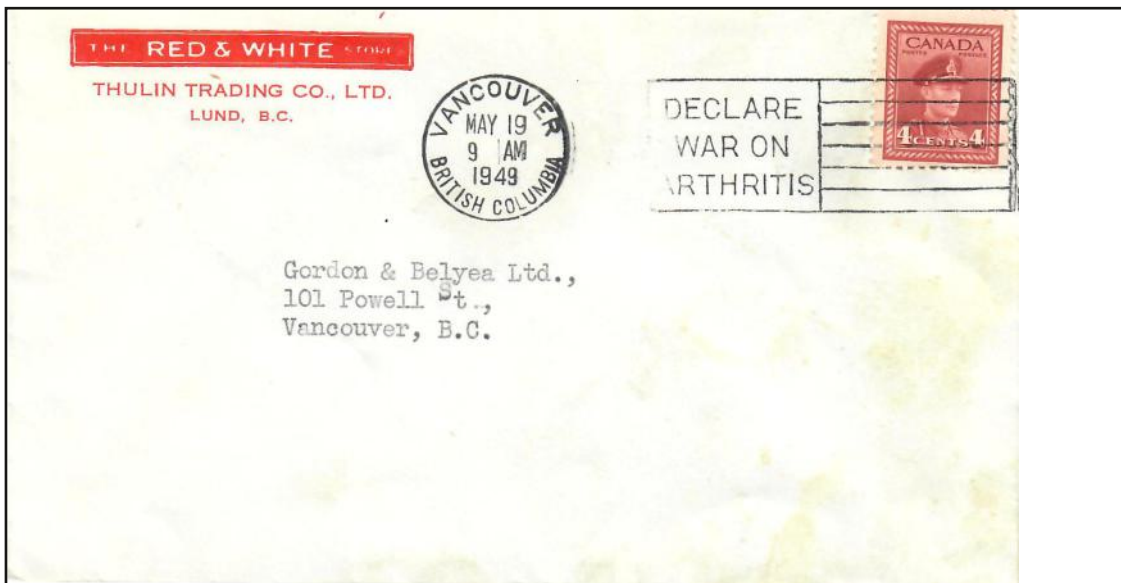


Figure 18. A Lund corner card dated May 19, 1949 that had apparently been carried by hand to Vancouver and placed in the postal system there.

## Froek

Froek was the name of the post office that Nils Frolander and his wife ran at their fur-trading post on Frolander Bay, located near the mouth of Jervis Inlet, about 20 miles (km) SE of Lund. Mail to and from this location was transported on an irregular schedule by coastal steamer. The example shown in Figure 20, mailed in 1896, apparently was timed just right as it travelled from Froek to Vancouver in one day and then was likely carried by railway across Canada to Toronto. The post office had a short lifespan from August 1894 until July 1902, being officially closed in October of that year.

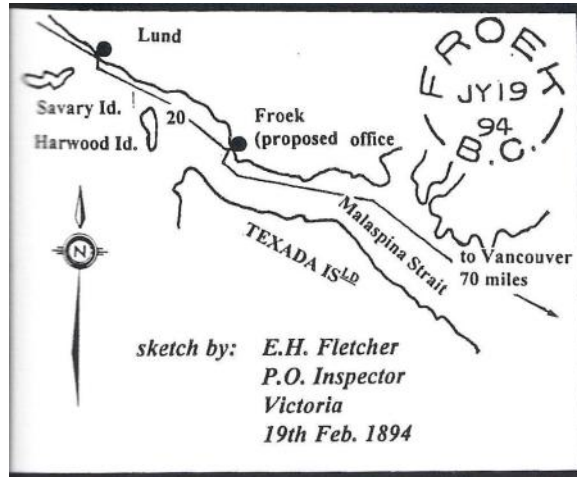


Figure 19. Proof of Froek split-ring on map showing proposed location for Froek post office.<sup>2</sup>



Figure 20. Front and back of registered cover mailed from Froek to Toronto on Feb 5, 1896, receiving Froek split-ring cancels, transiting Vancouver on Feb 6 and arriving in Toronto Feb 12.

**Table 5. Postmaster at Froek.**

| Postmaster  | From        | Until        | Reason for Vacancy |
|-------------|-------------|--------------|--------------------|
| N.Frolander | Aug 1, 1894 | Jul 25, 1902 | Resignation        |



Figure 21. Froek split-ring cancel dated Jan 30, 1901 on piece.

## Stillwater

Originally known as Scow Bay due to its use as a landing site for scows carrying railway equipment, the area about 13 miles SE of Powell River, between Lang Bay and Frolander Bay, gained its current identity when Brooks, Scanlon & O'Brien Lumber established a major railway logging camp here in 1909. The site became a significant settlement with a hotel and a post office that opened in 1909 with founding lumberman John O'Brien as the first postmaster. The area today continues to function as a dryland log sort. A split-ring cancel was proofed on Jul 13, 1909. The area was serviced by the Union Steamship Company.

**Table 6. Postmasters at Stillwater**

| Postmaster       | From          | Until         | Reason for Vacancy |
|------------------|---------------|---------------|--------------------|
| J.M. OBrien      | Sept 1, 1909  | Jan 20, 1920  | Resignation        |
| J.P. Caldicott   | April 8, 1920 | Jan 20, 1922  | Resignation        |
| A.C.Pye          | May 4, 1922   | Dec 17, 1927  | Resignation        |
| Thomas Boiston   | Dec 29, 1928  | Feb 20, 1929  | Resignation        |
| Wm Duke          | May 11, 1929  | Mar 20, 1931  | Resignation        |
| Wm Phelan        | May 14, 1932  | Jan 6, 1939   |                    |
| Lillian Palliser | Jan 6, 1939   | Mar 1949      | Resignation        |
| Gordon Palliser  | May 23, 1949  | June 18, 1949 | Resignation        |
| Charles Austin   | July 9, 1949  |               |                    |

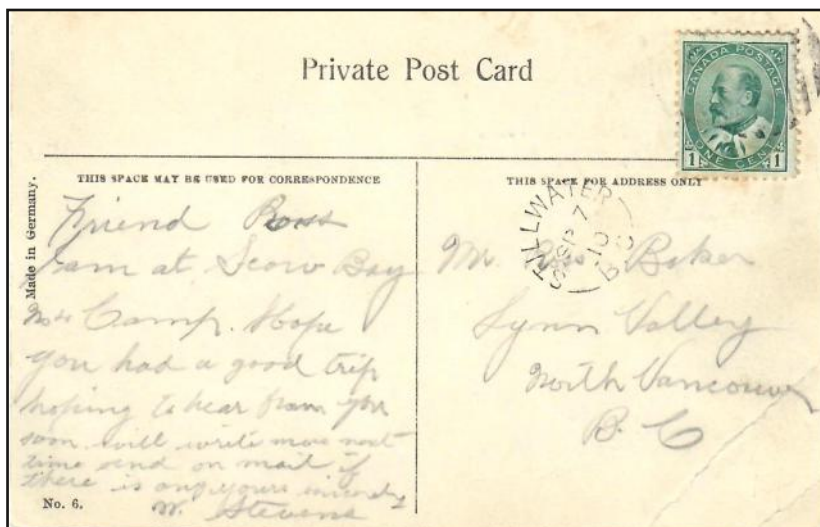


Figure 22. Postcard addressed from Camp 4 at Scow Bay to North Vancouver, receiving an early Stillwater split-ring cancel dated Sept 7, 1910.

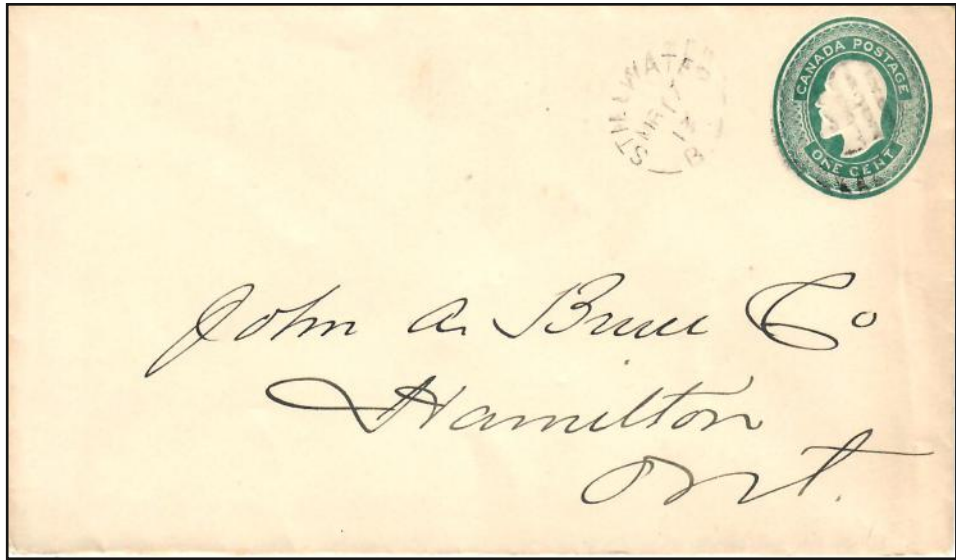


Figure 23. A cover mailed from Still water to Hamilton, receiving a Stillwater split-ring cancel dated March 17, 1913.



Figure 24. A registered cover from Stillwater to the USA dated Nov 30, 1937 with a Stillwater split-ring cancel. The cover transited Vancouver the next day and was placed aboard the Vancouver to Blaine railway on Dec 2, receiving RPO marking WT--8.02, in use from 1922 until 1949. It arrived in Michigan on Dec 8.

Figure 25. Cover dated 1953 from Stillwater to mail order facility in Vancouver demonstrating dependence of remote communities on mail order for many items.



Figure 26. Stillwater split-ring cancel still in use in 1954.

## Myrtle Point

Myrtle Point is located SE of Powell River on the east side of Malaspina Strait. The point and nearby Myrtle Creek were named after Myrtle McCormick, whose family members were among the first settlers and loggers in the area. In 1911, Bloedel, Stewart and Welch, Limited acquired timber rights at Myrtle Point and proceeded to extend rail lines into surrounding areas in order to gain access to the timber. The manager of the Myrtle Point operations was Fenwick C. Riley, who also became the first postmaster in the area when the post office opened on July 1, 1914. Riley remained as postmaster until 1916, when he was replaced by Sydney G. Smith, who also succeeded him as operations manager for the lumber company. The operations expanded over the initial years in order to maintain access to a supply of timber but by 1928, all timber within their limits was exhausted and the operations were shut down. The post office accordingly also closed on Aug 7, 1928.

Table 7. Postmasters at Myrtle Point

| Postmaster      | From         | Until        | Reason for Vacancy  |
|-----------------|--------------|--------------|---------------------|
| F.C. Riley      | Jul 1, 1914  | Jul 10, 1916 | Resignation         |
| S.G. Smith      | Sept 1, 1916 | Jan 15, 1918 | Resignation         |
| Fred Coyne      | Feb 15, 1918 | Mar 7, 1919  | Resignation         |
| J.A. McGuinness | Apr 29, 1919 | Aug 30, 1919 | Resignation         |
| James Raper, J. | Jun 21, 1920 | Jul 27, 1921 | Resignation         |
| S.J. Smith      | Nov 5, 1921  | Aug 7, 1928  | Resignation, Closed |

Figure 27. Myrtle Point split-ring receiving mark dated April 22, 1918 on postcard addressed to Seth Logging, Camp 2 at Myrtle Point.



Figure 28. A pair of Registered covers from Myrtle Point dated Aug 31, 1924 and Aug 24, 1927 showing different registration boxes in use, both with Myrtle Point split-ring cancels.

**Olsen Lake / Foch**

Olsen Lake is a small lake about 30 km north of Powell River, near the Theodosia River. The Olson family homesteaded there in 1913, resulting in an isolated farming and logging settlement. The lake and resulting settlement were named for the family despite the spelling difference. The post office, originally known as Olsen Lake from September 1, 1914 until May 18, 1918, changed to Foch in May 1, 1919 at the end of WWI in honour of the Allied leader Marshall Ferdinand Foch. The post office operated until Jan 31, 1932 and the community was abandoned by the mid-1950s.

**Table 8. Olsen Lake Postmasters**

| Postmaster          | From         | Until        | Reason for Vacancy |
|---------------------|--------------|--------------|--------------------|
| Mrs. Christina Nims | Sept 1, 1914 | Jul 25, 1917 | Resignation        |
| Alphens W. Nims     | Sept 1, 1917 | May 18, 1918 | Office closed      |

No examples of Olsen Lake cancels have been reported and Foch cancels are rare. Two examples from 1920 are shown in Figure 29.



Figure 29. Two postcards dated Oct 1, 1920 and Nov 12, 1920 with Foch split-ring cancels, both addressed to the same recipient in Vancouver. The first cover shows that it transited Powell River the same day that it was mailed in Foch.

**Table 9. Foch Postmasters**

| Postmaster        | From          | Until        | Reason for Vacancy |
|-------------------|---------------|--------------|--------------------|
| O.B. Lasser       | May 1, 1919   | Oct 18, 1920 | Resignation        |
| H.G. Schultz      | Dec 17, 1920  | Jan 24, 1921 | Resignation        |
| Alex N. Rowley    | May 6, 1921   | May 1, 1925  | Resignation        |
| Mrs. Leona Simard | May 16, 1925  | Jul 20, 1931 | Resignation        |
| Mrs. Maud Reed    | Sept 16, 1931 | Jan 31, 1932 | Closed             |

**Bishop Landing / Bliss Landing**

Located at the northern end of the Powell River Region, north of Lund at the NW side of Malaspina Peninsula, the small settlement and steamship stop was initially known as Bishop Landing after early settler and first postmaster, Peter Bishop. The post office name was changed to Bliss Landing in 1923.

**Table 10. Postmasters at Bishop Landing**

| Postmaster       | From         | Until        | Reason for Vacancy |
|------------------|--------------|--------------|--------------------|
| P.W. Bishop      | June 1, 1917 | Nov 30, 1921 | Resignation        |
| J.W.H. Blestowe* | June 1, 1922 | 1923         |                    |

\* Post office records show the PM name as Blestowe but an alternative data source<sup>2</sup> indicates the name to have been Blissto after a pioneer logger in the region.



Figure 30. A postcard mailed from Bishop Landing to Chicago Jul 25, 1920, receiving a Bishop Landing split-ring cancel proofed May 2, 1917. (Figure 31)



Figure 31. Split-ring cancel for Bishop Landing proofed on May 2, 1917.



**Table 11. Postmasters at Bliss Landing**

| Postmaster         | From         | Until         | Reason for Vacancy |
|--------------------|--------------|---------------|--------------------|
| P.W. Bishop        | June 1, 1917 | Nov 30, 1921  | Resignation        |
| A.W.H. Blestowe    | June 1, 1922 | Oct 1924      |                    |
| Catherine Blestowe | Nov 15, 1924 | May 1933      | Resignation        |
| Ina Young          | May 19, 1934 | July 30, 1933 | Resignation        |
| Robert Young       | Dec 16, 1935 | May 27, 1942  | Death              |
| Betty Young        | June 1, 1942 | Apr 22, 1960  | Office Closed      |

Figure 32. Cover from the Manson correspondence mailed from Bliss Landing to Nanaimo on Dec 18, 1926, receiving Bliss Landing splitting cancel. Proofed on March 16, 1923 following the name change for the post office.

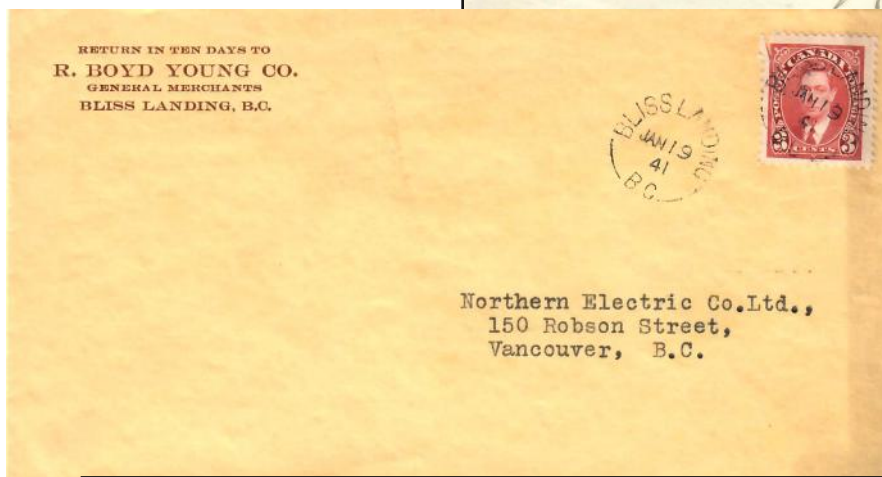


Figure 33. Bliss landing corner card mailed to Vancouver June 19, 1941.

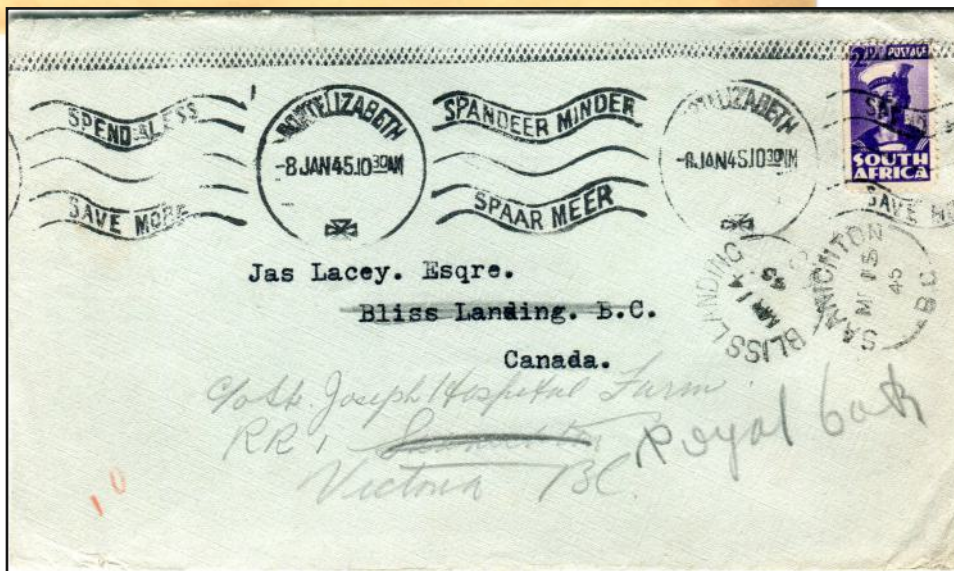


Figure 34. Incoming cover from South Africa to Bliss Landing, receiving Bliss Landing incoming cancel dated Mar 14, 1945 and forwarded to Victoria and Royal Oak. (Courtesy of Tim Woodland)

SECTION CANADA POSTES 4 POST CANADA

**C. O. D. (C.R.) No.** WX5873

**THE POSTMASTER WILL ON DELIVERY**  
En livrant le colis, le maître de poste

**COLLECT FROM** Larson  
percevra de Bliss Ldg.

DUE SENDER  
Dû à l'envoyeur

|   |    |    |
|---|----|----|
| M. O. COMMISSION<br>Droit sur le mandat | 10 | 55 |
| TOTAL to COLLECT<br>Total à percevoir   | 10 | 71 |

SENDER-ENVOYEUR  
WOODWARD STORES LTD

Section 3  
Non-accounting P.M. send cash to P.M. office of origin.  
Le m.de p. d'un bureau non comptable envoie l'argent au bureau d'origine.

RECEIVED C.O.D. (C.R.) No. WX5873

SIGNATURE OF EMPLOYEE  
To be filed for ready reference and retained for one year.  
Placer aux archives pour s'y référer au besoin et garder un an.

C.O.D. 5-1,500,000-13-3-45

DELIVERY RECORD  
FICHE DE DISTRIBUTION

Figure 35. Post office COD form dated Feb 18, 1946 from Woodward Stores Ltd in Vancouver to postmaster at Bliss Landing.

NOTE—Postal employee finding tag loose in mails should back stamp and forward to office of delivery.  
N. B.—Les employés des Postes qui trouvent une étiquette isolée dans les dépêches doivent la timbrer au dos et l'envoyer au bureau de destination.

RECEIVED ARTICLE DESCRIBED ON FRONT IN GOOD CONDITION  
Reçu en bon état l'envoi indiqué au recto

REMITTER'S RECEIPT  
REÇU DE L'EXPÉDITEUR

871-44649

| DOLLARS | CENTS | COM-DROIT |
|---------|-------|-----------|
| 10      | 55    | 16        |

DATE... SCHED...  
Tableau (i) comp For Or. Sur ma

Number ACCOL Non-ac

Les bu FOREIGN CURRENCY  
Les bu MONNAIE ÉTRANGÈRE

Stamp Issuing Office  
TIMBRE DU BUREAU D'ÉMISSION

6 1946

DATE STAMP  
BLISS LANDING  
FEB 18 1946

agent autorisé

O. APPLICATIONS  
amps uncancelled  
igin,  
ec les demandes  
andat en timbres  
d'origine.

FILE FOR CONVENIENT REFERENCE  
Placer aux archives pour s'y référer au besoin

Figure 36. Post office receipt with Bliss Landing splitting date stamp and MOTO cancel.



Figure 37. Bliss Landing MOON cancel 9067 (Sagar BCMN-172) dated 1959 on piece.

## Lang Bay

Located between Jervis Inlet and Powell River, the location was initially known as Wulfsohn Bay but this name was not adopted by the Geographic Board of Canada after WWI. The bay has been and continues to be an important booming and sorting ground for the logging industry in this area since the late 1800s. In 1911, the area was settled by the three Lang brothers and was named after them following their service in the war. John Young and his wife arrived in 1917 and became postmaster and postmistress when the post office was opened in 1918<sup>5</sup>.

Table 12. Postmasters at Lang Bay.

| Postmaster     | From          | Until        | Reason for Vacancy |
|----------------|---------------|--------------|--------------------|
| John Young     | July 15, 1918 | Feb 15, 1939 | Death              |
| M. Barrett     | Feb 16, 1939  | Oct 10, 1947 | Resignation        |
| Almer McNair   | Dec 1, 1947   |              | Acting             |
| Norman Fiander | Dec 21, 1947  | Nov 21, 1953 | Resignation        |
| A.D. Fiander   | Dec 3, 1953   | Feb 28, 1955 | Office closed      |



Figure 38. A registered cover mailed from Lang Bay to USA on Aug 26, 1918, one month after the Lang Bay post office opened, receiving the first split-ring cancel that had been proofed on July 2.



Figure 39. A registered cover mailed on September 23, 1920 from Lang Bay to USA, receiving the first split-ring cancel.

Figure 41. Proof impressions of the two Lang Bay split-ring cancels.



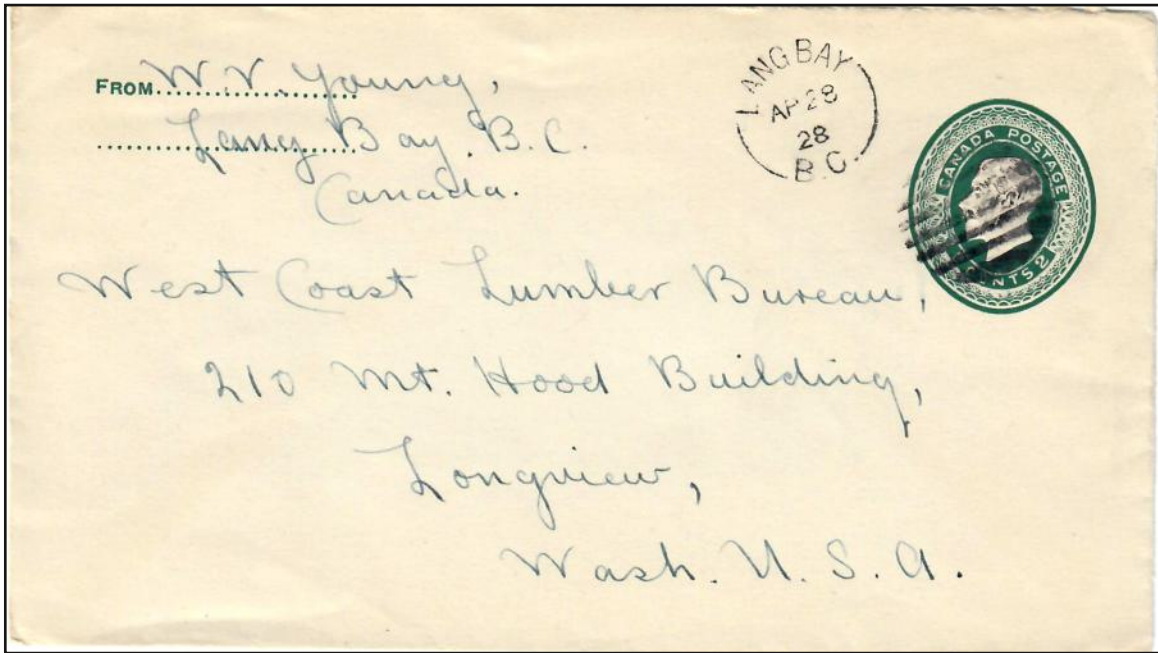


Figure 40. A cover mailed from Lang Bay to USA on April 28, 1928, receiving the second split ring cancel proofed July 20, 1922.



Figure 42. A pair of registered covers mailed from Lang Bay to Vancouver in 1933 and 1945, both receiving the second Lang Bay split-ring cancel. Note the two different rectangular registration boxes used.

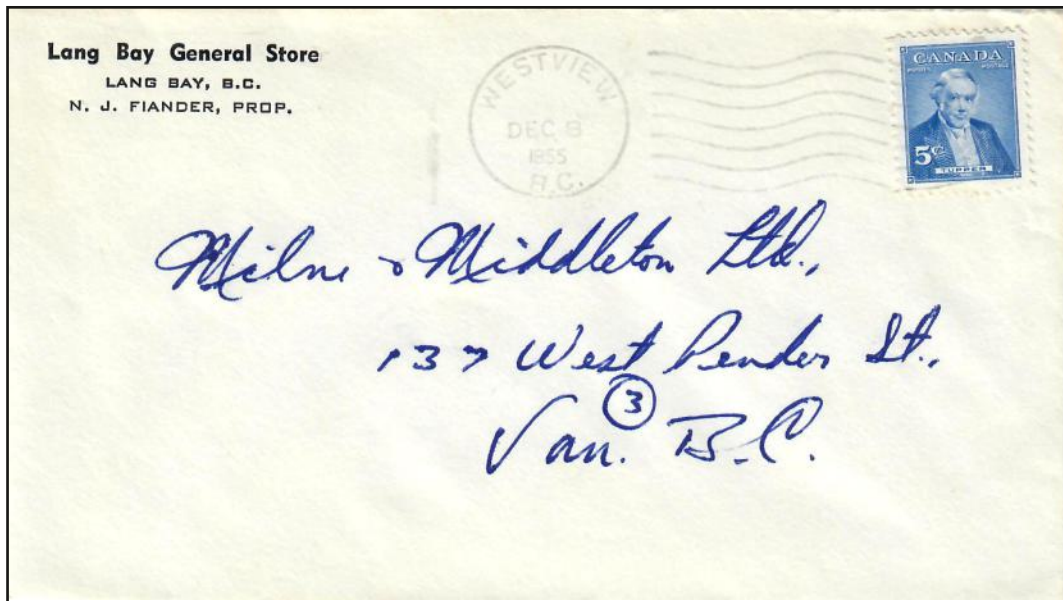


Figure 43. Lang Bay corner card mailed to Vancouver from Westview in 1955.

## Lasqueti

Lasqueti is an island located just west of Texada Island that when initially located on maps by the Spanish in 1791 was named Isla Texada, later being changed to Lasqueti after a Spanish naval officer. The island did not become settled until the 1860s, supporting various activities including sheep farming, fishing, logging and a cannery.

The early years of the Lasqueti post office have been summarized previously in the June 2024 issue of the BC Postal History Newsletter<sup>4</sup> and the details of this office are summarized for completeness only briefly here. For a complete discussion please refer to the reference included as number 4.

The Lasqueti post office opened on May 1, 1911. Its location varied, eventually, as of December 1927, being located at False Bay, as indicated below. Various markings were used at this office as shown in Figures 44 through 50.

**Table 13. Postmasters at Lasqueti.**

| Postmaster      | From          | Until          | Reason for Vacancy |
|-----------------|---------------|----------------|--------------------|
| J.D. Norrish    | May 1, 1911   | Sept 30, 1912  | Resignation        |
| A. Wesche       | Oct 1, 1915   | Sept 30, 1916  | Resignation        |
| R. Kurtzhals    | Feb 15, 1917  | May 23, 1921   | Resignation        |
| Adda Washburn   | Sept 24, 1921 | April 18, 1922 | Resignation        |
| Wm. Murray      | July 1, 1923  | Sept 30, 1927  | Resignation        |
| Albert Oben     | Feb 11, 1928  | Aug 25, 1944   | Resignation        |
| William Lawson  | Sept 1, 1944  | May 4, 1949    | Resignation        |
| Alexander Laing | Aug 9, 1949   | Oct 31, 1950   | Death              |
| Clarisse Laing  | July 26, 1960 |                | Acting             |
| Mary Nadeau     | Oct 1, 1960   | Oct 18, 1967   | Resignation        |
| Lorne McKelvey  | Nov 1, 1967   |                |                    |

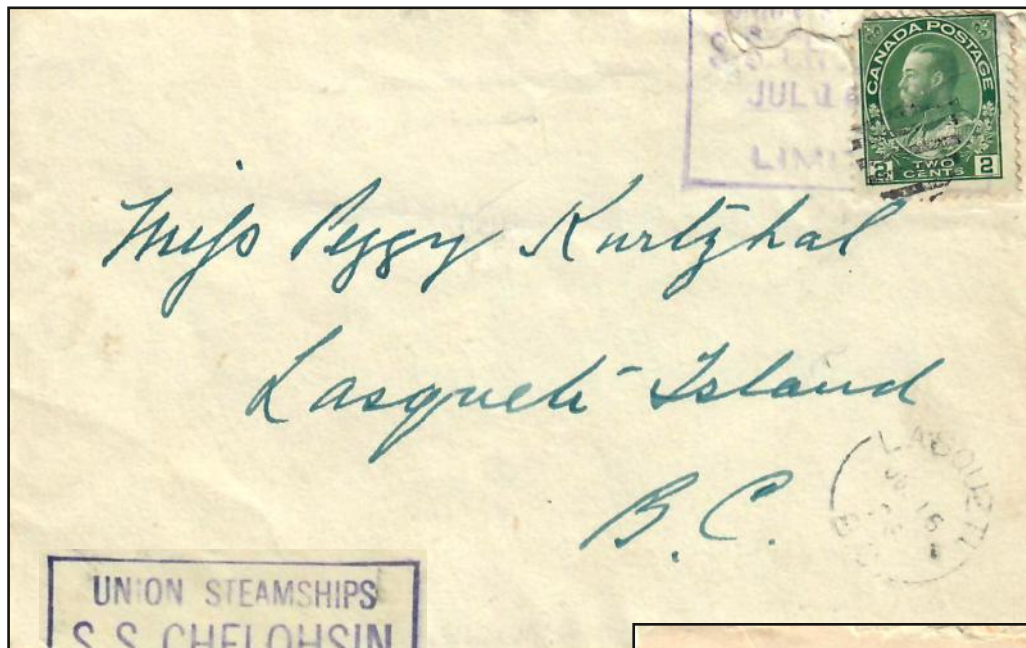


Figure 44. Cover mailed aboard Union Steamships vessel S.S. Chelohsin on July 16, 1928 to Lasqueti Island with Lasqueti split-ring receiver mark dated the same day.

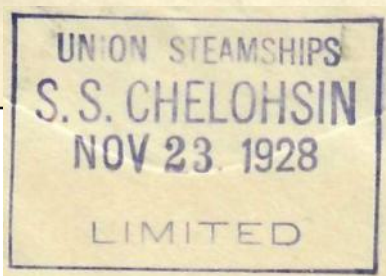


Figure 45. Detail of Chelohsin marking shown in Fig 43, type 07-RM, shown in Fig.43, reported for 1928 through 1930.

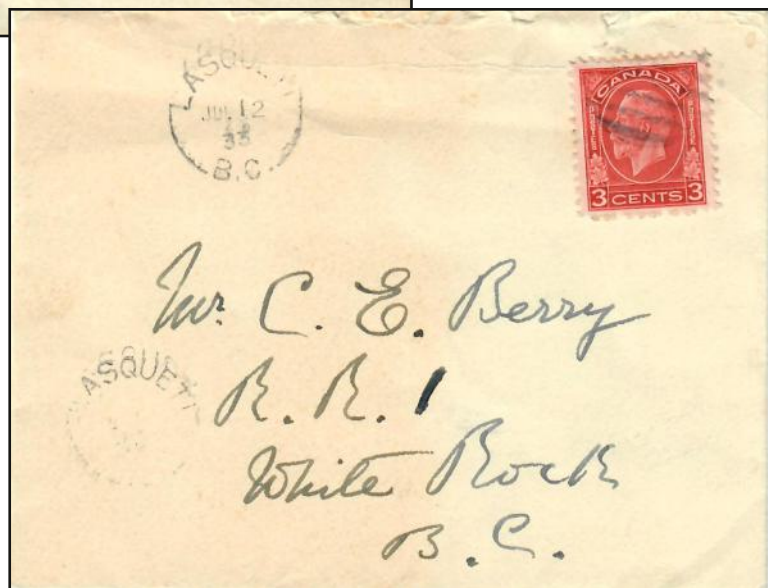


Figure 46. Lasqueti split-ring cancel dated Jul 12, 1933 on cover mailed to White Rock.

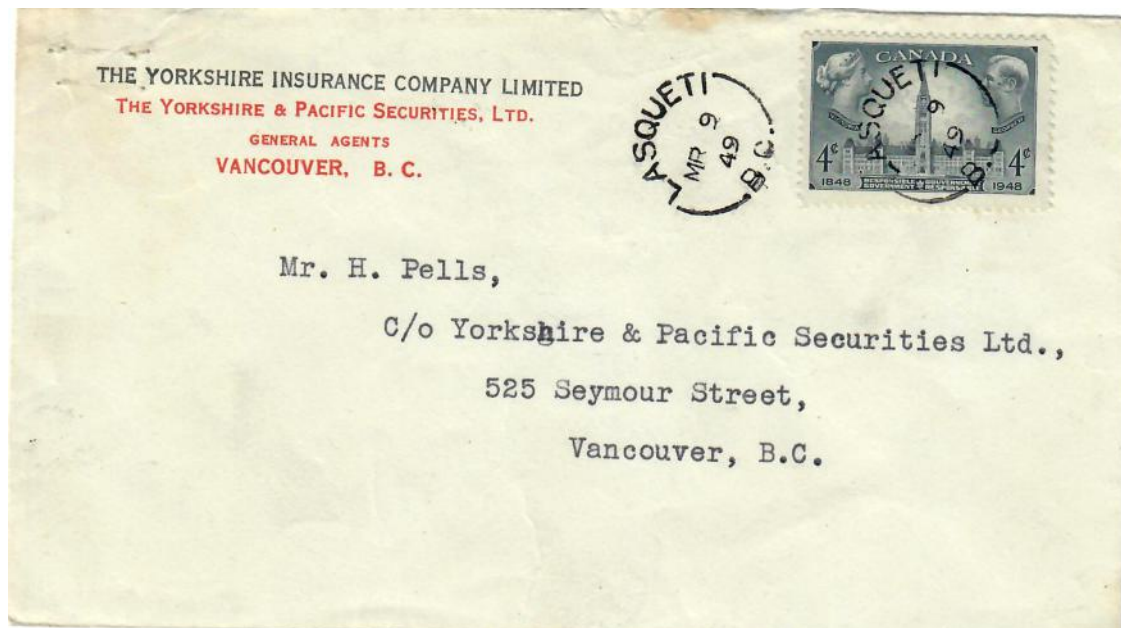


Figure 47. Lasqueti split-ring cancel dated March 1949 on company corner card mailed to the head office in Vancouver.

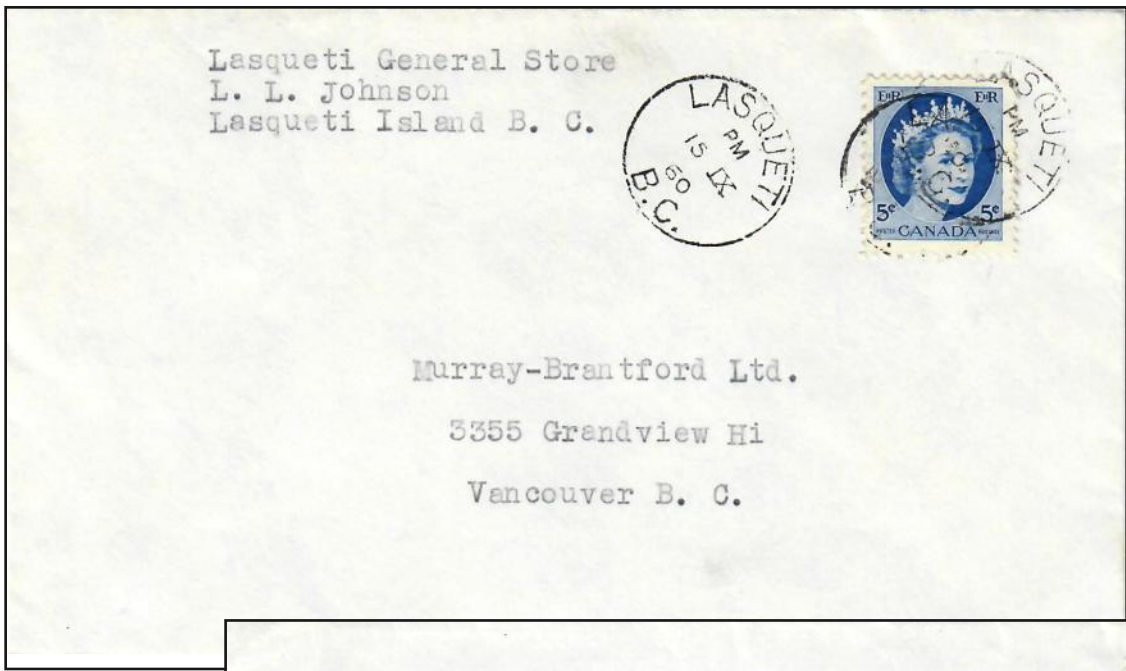


Figure 48. Type B cancel dated Sept 15, 1960 on cover from Lasqueti to Vancouver.

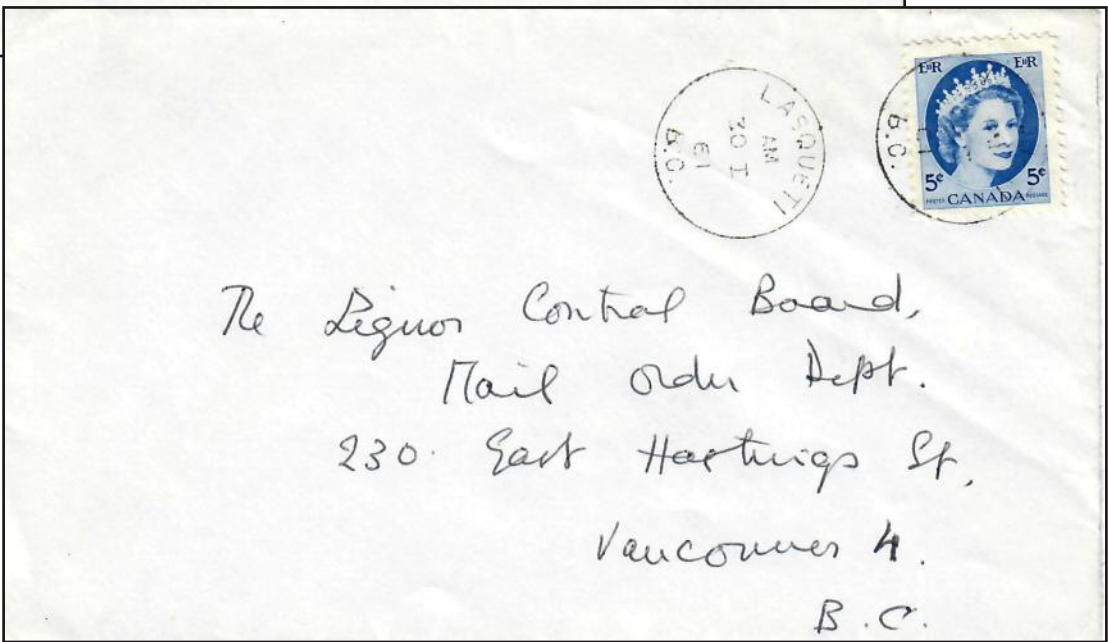


Figure 49. Type C cancel dated Jan 30, 1961 on cover to Vancouver.



Figure 50. Lasqueti POCAN cancel dated March 23, 2005 on piece.

## False Bay

False Bay was the name of a second, relatively short-lived post office on Lasqueti Island, operating from 1917 until 1920. Although the False Bay post office closed, ultimately in December 1927, it became the location for the Lasqueti post office.

Only one postmaster is recorded for False Bay, Captain William J. Gillis, who served from June 1, 1917 until August 2, 1920.

An example of a False Bay split-ring cancel is included in Reference 4.

## Savary Island

The island was first named "Savary Island" by Capt George Vancouver while surveying the region in 1792. A man named Green settled on the island in 1886, and opened a small general store at the east end of the island. A few years later he was murdered and the murderers were tracked down in Seattle by the British Columbia Police, arrested by local authorities, and found guilty of the crime. The east end of the island is named Green's Point after the storekeeper. The island enjoyed a brief notoriety, and some pictures remain showing Green's cabin and the crime scene.

The modern history of Savary started with limited logging activity in the early 1900s after R.S. Sherman had visited the site in 1892. He returned when a company in which he was a director purchased the island and, in 1910, subdivided it into 1750 lots. He became the first postmaster on the island when the post office opened in 1913. Although he was the postmaster of record, the actual post office duties were carried out by his assistant postmaster Harry Keefer who was appointed as the postmaster in 1915.

There were a couple of hotels on the island, *The Savary*, built in 1914 near the Government wharf, and which remained in operation until it burned down in 1932 and the *Royal Savary Hotel*, Figure 51, which operated until it was demolished in 1982 at Indian Point, on the other end of the island.



Figure 51. Postcard showing Royal Savary Hotel.



Figure 52. Royal Savary Hotel corner card carried to Powell River for mailing to USA.

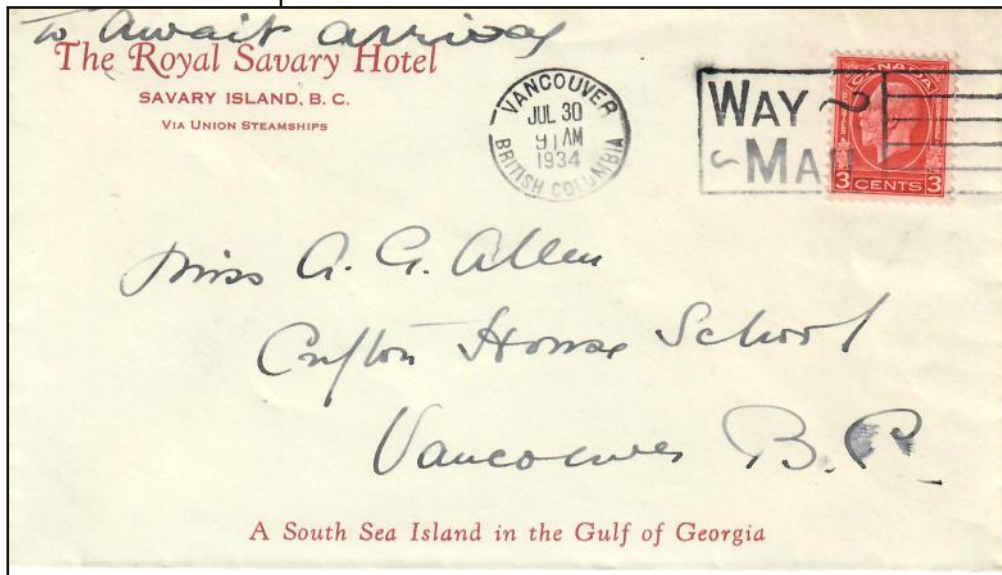
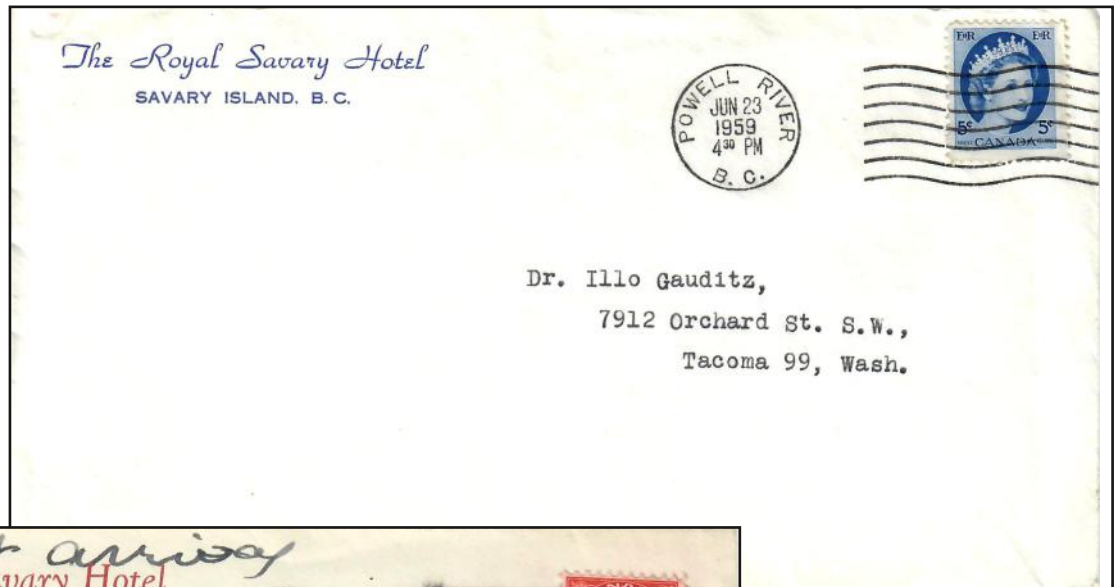


Figure 53. Royal Savary Hotel corner card carried in 1934 as Way Mail by ship to Vancouver, where it entered the postal system.

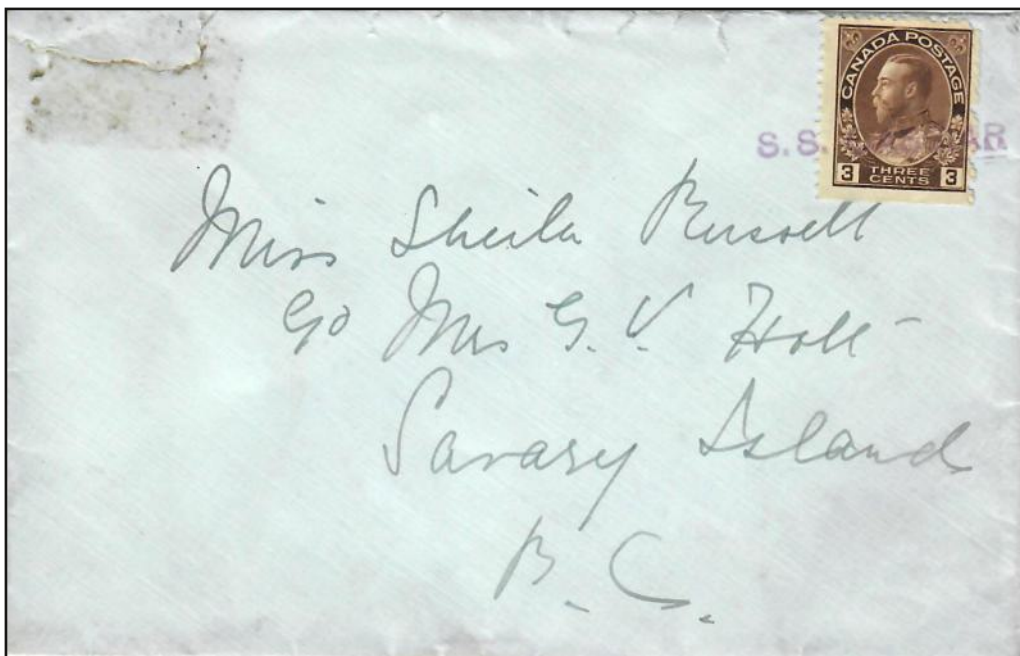


Figure 54. Cover mailed aboard the S.S. Cassiar to Savary Island, receiving Topping type 10-L1 ship marking. This rare (E-2) marking was in use from 1918 until 1923.

A number of cancelling devices were used on the island as shown in Figures 55 through 62.

Steam ships serviced the island until the 1950s when water taxi from Lund took over. Now most island visitors arrive via the taxi, personal craft or float planes.

For current mail delivery, the following notice is posted at Savary: "We provide mail pickup service at the Lund post office and deliver it to the Savary Island Dock for a \$5.00 delivery charge. Parcels are an additional 0.25 cents a pound. You must be at the dock to receive the mail."

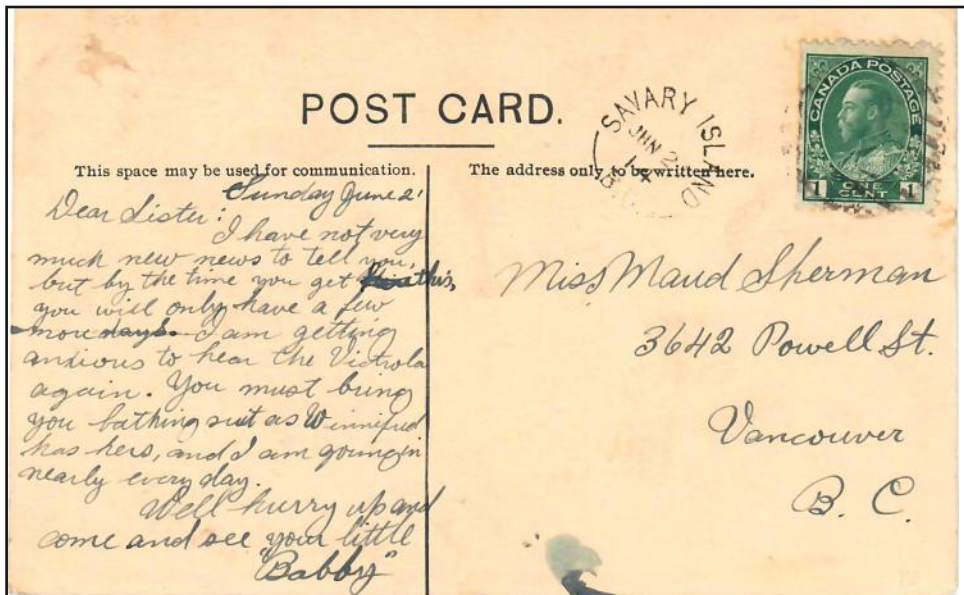


Figure 55. Postcard mailed from Savary June 21, 1914, receiving split ring cancel in use until 1943.



Figure 56. Split ring cancel as receiving mark on post card to Savary Island with early date of Aug 4, 1914. (courtesy of Bruce Venables).



Figure 57. Back of postcard shown in Figure 51, mailed to Camden Sherman on Savary Island from Abbotsford in 1914. (courtesy of Bruce Venables).

Table 14. Postmasters at Savary Island.

| Postmaster     | From          | Until        | Reason for Vacancy |
|----------------|---------------|--------------|--------------------|
| R.S. Sherman   | June 1, 1913  | Jan 7, 1915  | Resignation        |
| H.M. Keefer    | Mar 1, 1915   | Mar 22, 1958 | Resignation        |
| Alan Mace      | April 1, 1958 | Nov 24, 1960 | Death              |
| William Mace   | Nov 25, 1960  |              | Acting             |
| John Bald      | July 1, 1961  | May 31, 1965 | Resignation        |
| Frances Keefer | June 22, 1965 | Mar 31, 1968 |                    |
| Marbel Vowles  | June 7, 1968  |              |                    |



Figure 58. Postcard mailed from Savary Aug 10, 1932, receiving splitting cancel.

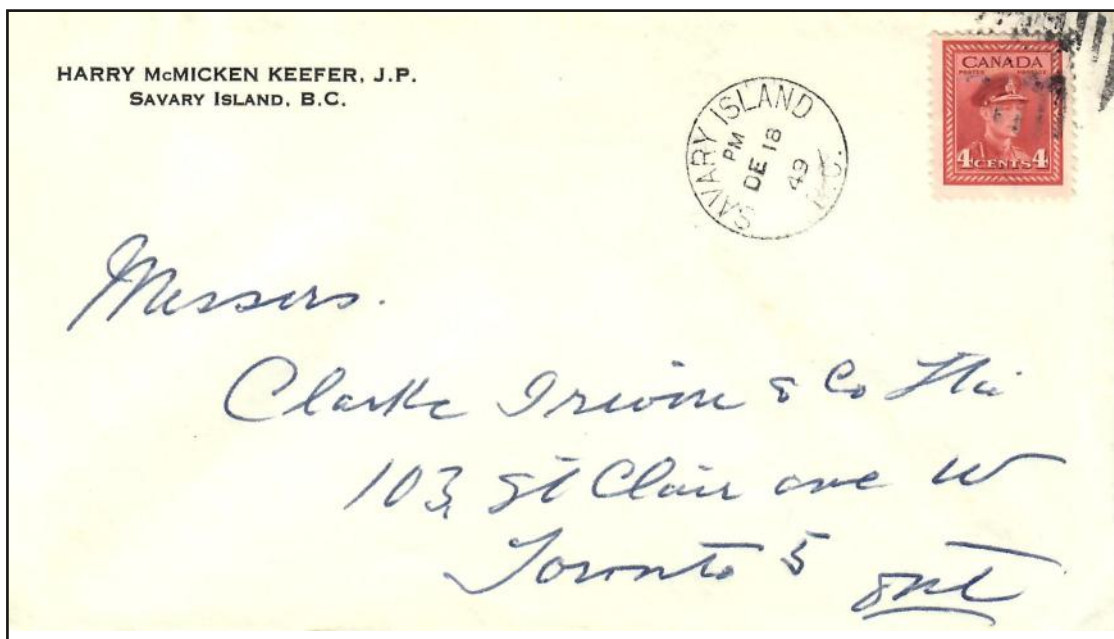


Figure 59. Corner card from Savary mailed Dec 18, 1949, receiving type B cancel recorded from 1946 through 1957.



Figure 60. Registered cover with San -serif box and Type B cancel dated 1974.



Figure 61. Registration mark with Serif letters on piece with type C cancel recorded in use from 1971 until 1980.



Figure 62. Savary POCAN mark with type C cancel dated 1978.

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1. Bradley, R. Ken, *Historic Railways of the Powell River Area*, B.C. Railway Historical Association, Victoria B.C. 1982.
2. Scott, Andrew, *The Encyclopedia of Raincoast Place Names*, Harbour Publishing, Madeira Park, B.C., 2009.
3. Cooper, Tracy, *British Columbia Post Office Revenues, 1871 – 1921*, Private printing, Armstrong, BC 1999.
4. Copeland, Brian and Woodland, Tim, *Early Mail Service at Lasqueti Island*, BCPHN Vol 130, June 2024, p1467.
5. McLeod, Kelsey, *Pioneer Postmistress*, B.C. Historical News, Fall 1994, p28.