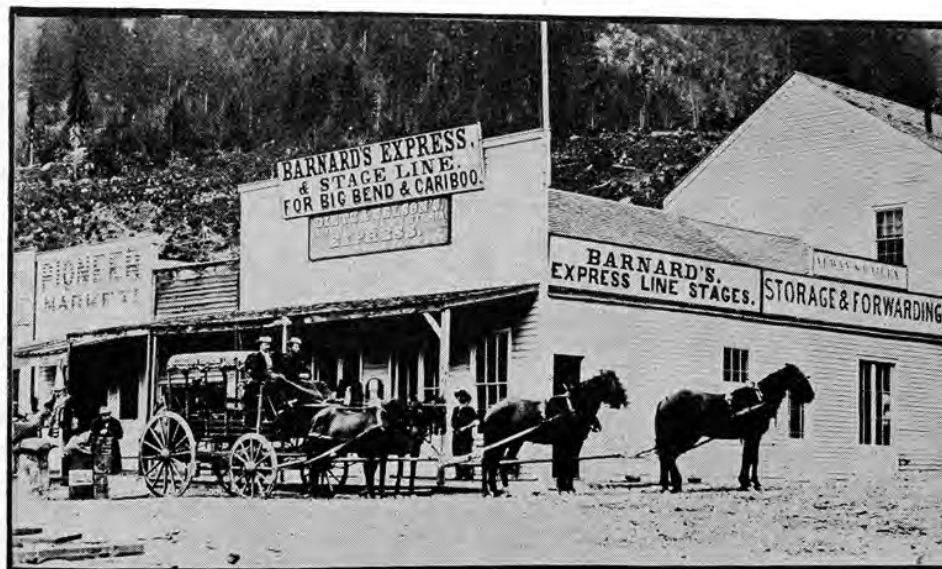


From the Stamp Specialist:

Barnard's Cariboo Express In the Colony of British Columbia, 1860-1871 and Later Expresses of F. J. Barnard

**By Henry C. Hitt, F.R.P.S.L, Bremerton, Washington
& Gerald E. Wellburn, R.P.S.L., Duncan, British Columbia**

*(From The Stamp Specialist Black Book, #14, published in
1945, with some new images)*



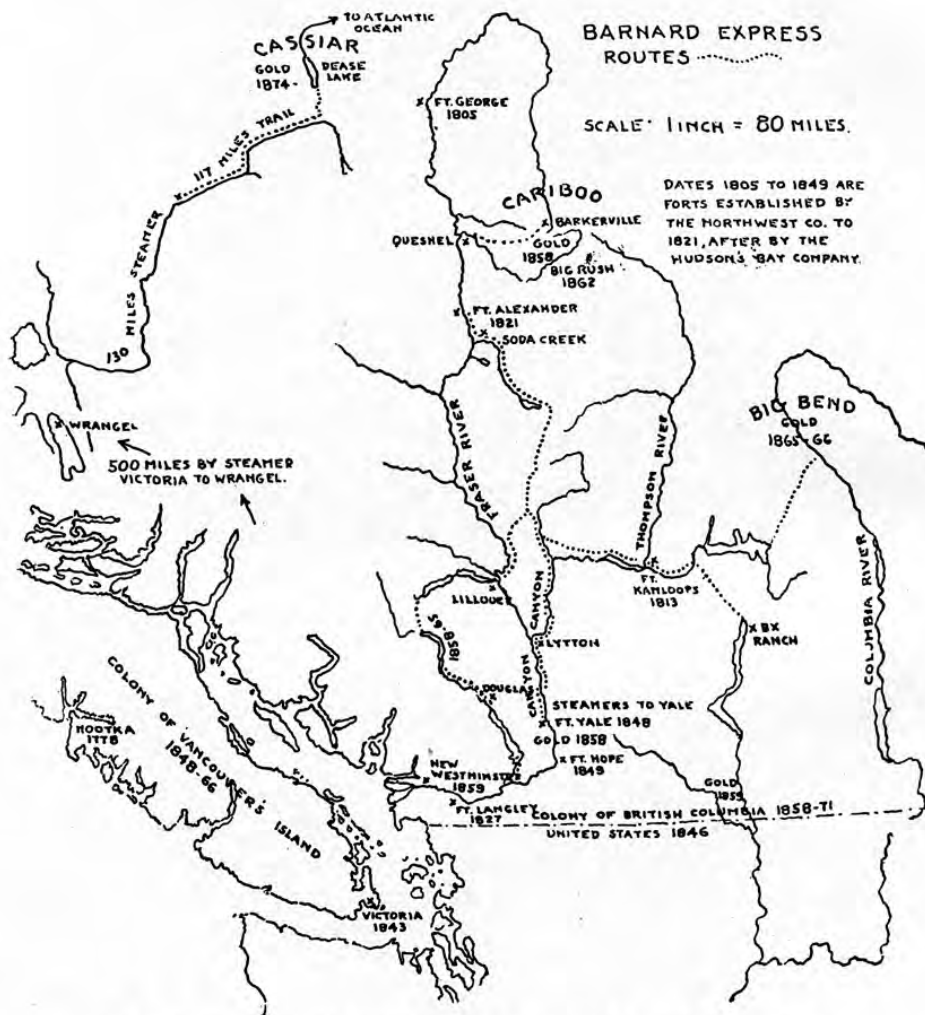
Yale, About 1866. Dietz & Nelson's British Columbia & Victoria Express connected with Barnard here from 1862 to 1867. Photograph by courtesy B. C. Provincial Archives.

THIS paper is primarily a listing of the BARNARD franked covers and adhesives of the British Columbia colonial period, and the complexity of that listing leaves room for only a brief summary of the involved relations between Barnard and the colonial post office and government, and with the other express companies. For the rest see the official book, "THE COLONIAL POSTAL SYSTEMS AND POSTAGE STAMPS OF V. I. AND B. C. 1849-1871" by A. S. Deaville, formerly P. O. Inspector, Victoria, B. C.

The research on which this paper is based was done some twenty years ago by Mr. Hitt during the initial building and mounting of the Alfred F. Lichtenstein collection of Vancouver's Island and British Columbia. Nearly all the

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covers and stamps listed are included in that collection, but ever since the data was originally compiled information has been vigorously searched for and included from many other great collections. This is particularly true of the last two years through the research of Mr. Wellburn in the Archives of British Columbia and elsewhere and many important details are now published for the first time. It is believed that the present listing is very nearly complete, except for some missing minor types of the adhesives. The stamps and covers illustrated are from the Alfred F. Lichtenstein and the Gerald E. Wellburn collections.



Map of part of British Columbia and Vancouver's Island showing the Barnard's Express Routes.

Barnard's Cariboo Express, and other Expresses in British Columbia

The great inrush of miners to Vancouver's Island and British Columbia from California in 1858 naturally brought the expresses which were such a factor there. WELLS FARGO & CO. and their competitor FREEMAN & CO. both promptly opened offices in Victoria. WELLS FARGO & CO. did not themselves operate express lines in British Columbia, but in connection with them KENT & SMITH'S FRASER AND THOMPSON RIVER EXPRESS, in 1858, operated to the diggings, on the lower Fraser River and on the Thompson River as far as Kamloops; and LINDHART & BERNARD over the Douglas-Lillooet roundabout route by a string of lakes to the new discoveries on the upper Fraser, north of Lillooet.

Neither of these two companies left any material for the philatelist, however, a complete listing of all other BARNARD'S is attempted in this paper.

FREEMAN & CO. connected at Victoria with BALLOU'S PIONEER FRASER RIVER EXPRESS, established June 1858, to the diggings via the Fraser River Canyon, until 1859, when Wells Fargo & Co. took over Freeman & Co. Ballou then connected with Wells Fargo & Co. and about that time he seems to have absorbed Lindhart & Bernard, as he then operated by both the Fraser Canyon and the Douglas-Lillooet routes to the interior of British Columbia.

In 1859, JEFFRAY'S FRASER RIVER EXPRESS started, by absorbing Kent & Smith's Express, and operated until Dec. 1861, when it sold out to BARNARD'S EXPRESS.

In 1861 the principal diggings moved 350 miles with a rush to the Cariboo district, with BALLOU and BARNARD competing.

Advertisement appearing in a Victoria, V. I. paper of June 24th, 1862, announcing the merger of the Barnard's Express into the British Columbia & Victoria Express Company.

Barnard's Express!

HITHERTO RUNNING BETWEEN VICTORIA, V. I. and LYTTON, B. C., will, on and after the 7th July next, be merged into the

British Columbia & Victoria Express Co.

F. J. BARNARD.
VICTORIA, V. I., 23d June, 1862.

BRITISH COLUMBIA

—AND—

Victoria

EXPRESS CO.

(CARRYING HER MAJESTY'S MAILS.)

THE FIRST REGULAR WEEKLY EXPRESS to Cariboo will be dispatched from Victoria July 7th, leaving Douglas and Yale on the arrival of the Steamers at those points. The Express via Douglas and Lillooet will connect at Williams Lake with the Express via Yale and Lytton; and thence to Antler City, whence carriers will be dispatched to the various mining camps.

Relying on the support of a discerning public, the undersigned have spared no expense in their arrangements, nor will any effort be wanting on their part to render this the most safe and speedy means of conveyance to and from the mines.

ju24 F. J. BARNARD & CO.

Schloss & Livingston,

BANKERS.

BRICK BUILDING, No. 12, Yates st., Victoria, V. I.,
WILL BUY GOLD DUST, BULLION AND EXCHANGE.

Draw Drafts on San Francisco, California.
" " " Portland, Oregon.
" " " New York City.

RECEIVE DEPOSITS AND ISSUE CERTIFICATES of deposit. Parties in the interior may remit gold dust to us direct, which we will buy or have assayed, and allow the best market price. Owners can draw against proceeds or instruct us as to its disposition.

Advances made on gold dust shipped by us to the U. S. Mint at San Francisco for coinage.

BENJAMIN SCHLOSS, Victoria.
je13-6m FRANK LIVINGSTON, San Francisco.

Ballou's Express,

Connecting with Wells, Fargo & Co.'s at Victoria,

WILL ADVANCE FOR DUTIES ON GOODS passing in to British Columbia and, as usual, attend to the Custom House and Forwarding Business.

ju19 W. T. BALLOU.

In July 1862, BARNARD started to carry the post office mails, on a semi-monthly summer schedule to the Cariboo; monthly in the winter. At this time BARNARD formed a company, the BRITISH COLUMBIA & VICTORIA EXPRESS COMPANY, which operated for about a year, carrying mail and express to the interior.

In October 1862 BALLOU sold out to DIETZ & NELSON. Ballou had been not only the pioneer express man in British Columbia, but had been the pioneer of all the many express operators in California in 1849. DIETZ & NELSON'S BRITISH COLUMBIA & VICTORIA EXPRESS, by arrangement with BARNARD operated from Victoria by both routes on the lower mainland to Yale and Lillooet, at which points they connected with BARNARD'S CARIBOO EXPRESS, to whom they sold out in 1867. *(See page 5.)*

During the years 1868-71 BARNARD'S BRITISH COLUMBIA EXPRESS held undisputed control of the mail and express service throughout the mainland of British Columbia. In 1871 Barnard unsuccessfully attempted to operate road steamers on the Cariboo Road in place of his 4- and 6-horse stages, and so lost the mail contract by bidding too high in an effort to subsidize his steam coaches.

In 1871 GEROW & JOHNSON'S BRITISH COLUMBIA EXPRESS secured the mail contract, but they lasted only ten months and then sold out to BARNARD.

In 1872, after Confederation, BARNARD'S EXPRESS was incorporated as F. J. BARNARD & CO., and continued until 1879 when BARNARD retired and the name was changed to THE BRITISH COLUMBIA EXPRESS COMPANY. The famous horse stages to the Cariboo, commonly called "The B. X." continued to run until 1913, when motors were put on under a new company.

Francis Jones Barnard

Francis Jones Barnard was born in February 1829, in Quebec, of American parents and came out to British Columbia with a party of gold seekers in the spring of 1859. He followed the Fraser River excitement to Fort Yale where he staked a claim, but sold it to become the constable of the new town of Yale. He then became purser on the steamer YALE, one of the first steamboats to navigate the Fraser River above Fort Hope. The steamer blew up in 1860 and Barnard was thrown into the Fraser River, but unhurt.

He started his express in the autumn of 1860, travelling over the trail just completed by the Royal Engineers from Yale to the new mining activity at Lytton. As the miners moved northward, Barnard followed them to the Cariboo, undaunted by the hardship and difficulty of performing his lonely journey of 760 miles the round trip from Yale to Cariboo, a feat probably never equalled by any other letter carrier in civilized times.

The Fraser River Canyon, for 75 miles above Yale is most spectacular and in those early days could only be traversed by wading in places and by precar-

A circa March 1, 1868 cover with "Paid Ballou's Fraser River Express B.C." ribbon cover to Yale, British Columbia, with manuscript notation "F J Barnard March 1868" upper right



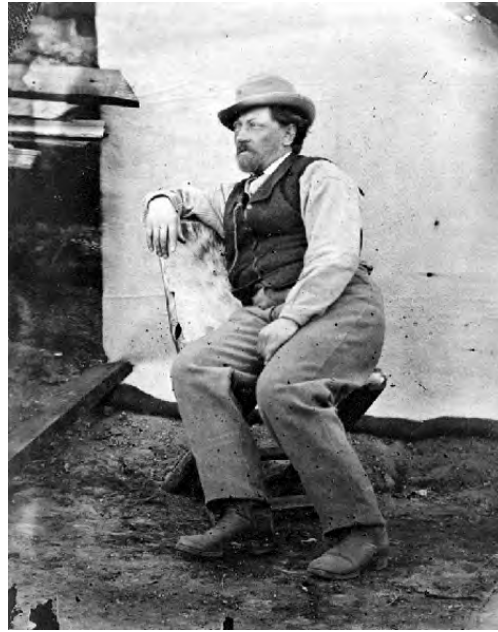
(from <http://www.philamercury.com/index.php>)



U.S. Sc. 73 & 76 tied by blue "Wells, Fargo & Co. San Francisco Sep. 18" oval datestamp on 3¢ pink entire (Sc. U59) with Wells, Fargo & Co. printed frank to

Boston Mass., stamps affixed partly over blue oval "Post Office Victoria V.I." Coat of Arms handstamp.

Pasted on the reverse is a conjunctive usage with "Dietz & Nelson's B.C. & V. Express" double-circle handstamp, manuscript "Paid \$1.25" express fee, Boston Oct. 12 duplex datestamp on one side and framed "Received Oct. 12 at Boston Mass." handstamp on entire, the paste-up with upper left corner torn off. Per the lot description from the Robert A. Siegel Auction Galleries the torn section was "probably where additional British Columbia & Vancouver Island stamps were affixed....George Dietz and Hugh Nelson started their express company in 1862 when they acquired the express routes and business of William T. Ballou. Dietz & Nelson served the Cariboo mining region and connected with Barnard's Express at Yale and Lilloet and with Wells, Fargo & Co. at Victoria. The company sold out to Francis J. Barnard in the late spring of 1867. The \$1.25 express fee noted on the address portion of this paste-up includes Dietz & Nelson's \$1.00 fee and 25c for the Wells, Fargo & Co. franked entire."



Left, from the original article, "Photograph by courtesy of the Provincial Archives of British Columbia, Hon. F. J. Barnard, Express operator, Mail Contractor, and member of the Legislative Council of British Columbia; right, Barnard in his Express company office.

ious Indian trails, often consisting only of logs hung many hundreds of feet high up on the rock cliffs. The winters in interior British Columbia are long and bitter.

Gradually Barnard was able to use pack animals for parts of the way and in August 1862, a trail and water route to the Cariboo was finally achieved, and Barnard was able to use light wagons or "dog-carts" on parts of the road. In May 1864 the Cariboo Wagon Road between Yale and Soda Creek was completed, and Barnard started operating a line of fourteen-passenger, four-horse stages. At Soda Creek passengers transferred to the steamer "Enterprise for Quesnellemouth, from where after 1865 when the road was completed, regular stages ran to Barkerville, the center of the Cariboo. In 1865 over 1500 passengers were carried by Barnard's stages, and \$4,619,000 in treasure was transported. The use of camels on the Cariboo Trail does not belong in this story of Barnard, but in 1871, he tried a method of transportation almost as extraordinary for those early days. He imported from Scotland six "R. W. Thompson's Patent India Rubber Tire Road Steamers," two of them specially constructed for mail and express. But the rough winding mountain roads were not suitable for such traffic, and their career was brief. (See page 7.)

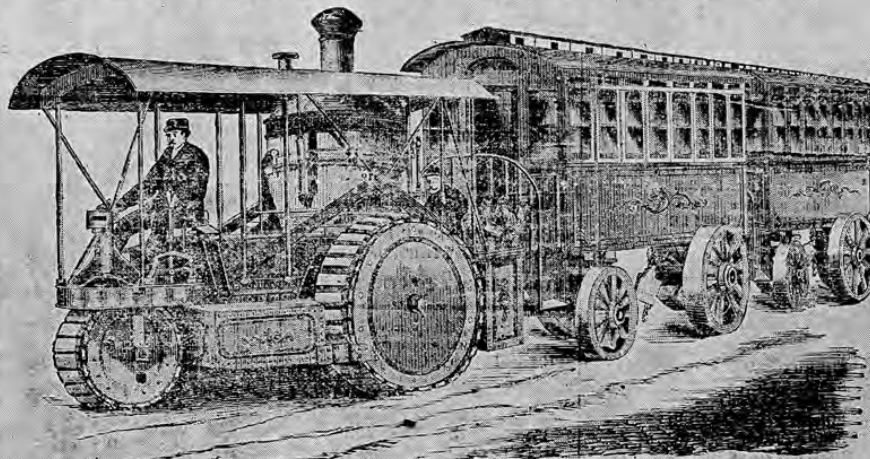
Associated with Barnard were two men who became the most famous drivers in the Colony, Stephen Tingley who drove the stage from Yale to Clinton, winter and summer for over twenty years; and James Hamilton who drove from Clinton to Barkerville for several years. These two men were admitted as partners with Barnard in 1872. For over 33 years Barnard and the B-X COMPANY held the mail contract, with only one short break in 1871. Barnard died in Victoria on July 10, 1889 at the age of sixty.

THE BRITISH COLUMBIAN and Victoria Chronicle.

I. BRITISH COLUMBIA, THURSDAY MORNING, MARCH 23, 1871.

New Advertisements.

STEAM TO CARIBOO!



The British Columbia **GENERAL TRANSPORTATION COMPANY**

Will place Four of THOMSON'S PATENT ROAD STEAMERS on the route between Yale and Barkerville in the First Week in April, and will be prepared to enter into Contracts for the conveyance of Freight from Yale to Soda Creek in EIGHT DAYS. Through Contracts will be made as soon as the condition of the road above Quesnelmouth permits.

Rates of Passage will be advertised in due time.

BARNARD & BEEDY, Managers.

OFFICE—Yates Street, next door to Wells, Fargo & Co.'s

Coal and Wood

In 1864 an Ordinance was passed allowing the use of these steamers on the Cariboo Road. Five were brought from Scotland, with their engineers. One started from Yale with a load of 12,000 lbs., got about 1/3 the way to the Cariboo in three days and the project was abandoned. One engine was used in logging, the rest went back to Scotland.



The early mails were all packed by men or mules. Stages started between Yale and Soda Creek in 1864. Courtesy Provincial Archives.

Barnard's Cariboo Express

The origin of the name CARIBOO with its odd misspelling, deserves a few words of explanation. Before the gold rush, the Hudson's Bay Company and the Norwesters before them, called the district of the upper Fraser River "New Caledonia," but this name was not used by the early miners, who during 1858 and 59 used the vague term "Upper Country" or "Canoe Country."

In the fall of 1860, Victoria newspapers began printing news of the CARIBOO mines. At the same time Ballou's Express, in the New Westminster paper, advertised express service to the CARRIBOO. In New York the "Times" reported news by Pony Express, of the discovery of rich gold diggings in the CARABOO Country in British Columbia, and in a second paragraph referred to coarse gold diggings in the Ridge Mountains from Similkammen (Similkameen) to CARIBBO. Thus it seems that the name was generally accepted in 1860 as an Indian place-name, without any reference to the stately animal the "Caribou."

But the caribou, a type of reindeer very prevalent in Northern British Columbia, really was the source of the district name. Caribou roamed in herds of 5000 or more, moving from their winter feeding grounds as far south as Clinton on the Fraser River, northwards to the Rocky Mountains in the summer. The rich gold workings on Williams Creek were near the center of the vast tract of land to which the Caribou moved in the summertime.

Alex C. Anderson, Postmaster of Vancouver Island & British Columbia, 1858-9, in "An Essay of British Columbia" dated 1872, explained that the Talcully Indians called the country from the upper Fraser to the Rocky Mountains "Ho-tsee Kaya" which means "Caribou-land." The name was adopted

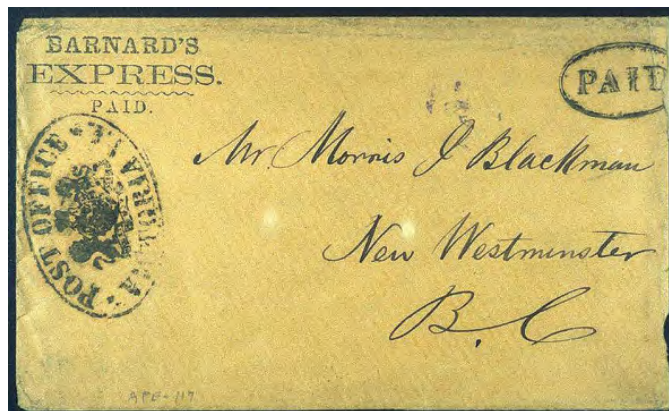
(Note: An excellent head of a caribou can be seen on the current 25-cent coin of Canada; also on several stamps of Newfoundland).

by the white man from the Indians, but as Mr. Anderson added “is generally, if incorrectly, written as “Cariboo.” And so after over eighty years, CARI-BOO, it still is.

Thirty four varieties of envelopes with printed Barnard franks, and forty two varieties of adhesives PAID and COLLECT stamps are listed below. In addition, hand-stamp franks are shown, with other hand-stamp markings used by Barnard.

Barnard Printed Franks

Barnard does not seem to have used printed franked envelopes during the first year of his operation, although his competitors, Ballou and Jeffray both used various types of envelopes.



Circa January 1, 1860 Barnard's Express "PAID" envelope from Victoria, British Columbia to New Westminster, B.C., with oval "Paid" and oval "Post Office (coat of arms) Victoria, V.I." (Type P1, see page 13.)

1. BARNARD'S EXPRESS PAID FRANK :

This was BARNARD'S first printed envelope, and appears to have been used soon after he bought out Jeffray's Express on Dec. 1, 1861. About this time Barnard agreed to temporarily carry the post office mails without charge, on the refusal of Ballou to do so any longer. It replaced the Jeffray's franked envelope in three types with fancy type-set corner card. The word "PAID" indicated a fully paid letter, i. e., all express charges (including government postage) pre-paid—nearly all express companies included the word "paid" in their printed franks. All existing covers show the postal charges paid at Victoria, V. I., and indicated by the hand-stamp V. I. royal arms, and small oval "PAID." Used covers are very rare.

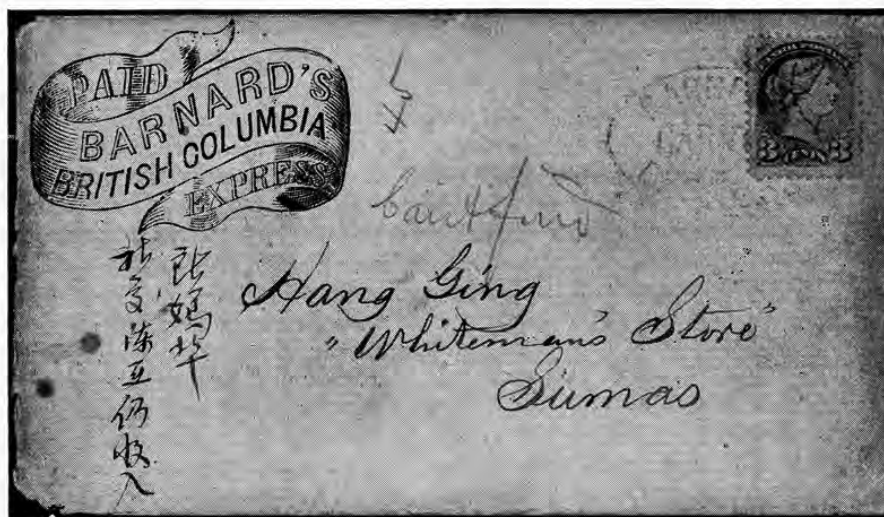
2. BRITISH COLUMBIA & VICTORIA EXPRESS CO.:

On 23rd June 1862 Barnard announced that on 7th July, Barnard's Express would be merged into the "British Columbia & Victoria Express Co." This was a partnership of Francis J. Barnard and Robert T. Smith. It was on 7th July 1862 that Barnard left Victoria for the first time, as official custodian of Her Majesty's Mails for British Columbia and the Cariboo. Printed type-set envelopes were used during 1862-3. Covers used from Victoria bear the handstamp of the post office, the V. I. royal arms. Those from British Columbia bear the New Westminster hand stamp, and have "Co." inked out.

On March 1, 1863 the British Columbia & Victoria Express Co. was merged into Dietz & Nelson's Express, and Barnard withdrew from Victoria and New Westminster to operate "Barnard's Cariboo Express" between Yale and Lillooet and the Cariboo mines.

3. BARNARD'S EXPRESS TO THE BIG BEND:

In 1865 there was a new British Columbia gold rush, to the Big Bend of the Columbia River. Barnard extended his express service to the new diggings, and in April 1866 he was awarded a mail contract to cover this new route. Barnard had Wells Fargo-Dietz & Nelson's covers additionally printed with "Barnard's Express" for use to the Big Bend. At this time he reduced his charges for express letters from Victoria to all points up to the Cariboo and Big Bend to a uniform 50 cents. Previously the rates had ranged up to \$2.00 depending on the distance.

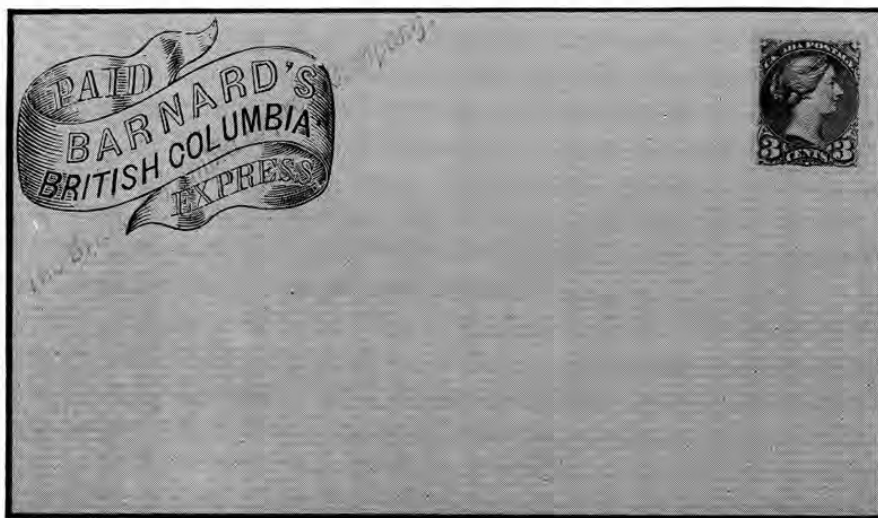


Ribbon Type Frank. Type Nos. P4 to P10 inclusive. See Page 13.

4. BARNARD'S BRITISH COLUMBIA EXPRESS:

On December 2, 1867 F. J. Barnard bought out Dietz & Nelson, and assumed full control of all the British Columbia mail-express service. In early 1868 ribbon type printed envelopes were prepared by Barnard to replace

“Dietz & Nelson’s” envelopes. Colonial postage stamps noted on these Barnard’s franked covers include 2½d B. C. & V. I., 5c V. I., 3d B. C., and 5c B. C. perf. 14. More common than British Columbia stamps on these covers are Canadian 1c & 3c stamps of the small Queens head type in very early shades, applied after British Columbia joined Canada in 1871. In Sept. 1871 Barnard reduced the price of these stamped envelopes to 12½c each or \$10.00 a hundred. Barnard’s printed franks were added to Wells Fargo franks on U. S. 3c 1864 and 10c 1861 stamped envelopes and bearing 3c Canadian stamps as shown in the listing.



Type No. P31. Overprinted “The British Columbia Express Co.” See Page 13

5. THE BRITISH COLUMBIA EXPRESS COMPANY (See page 12.)

This company succeeded Barnard’s Express in 1878 under management of Stephen Tingley, who had been a partner with F. J. Barnard since April 1872. Barnard’s ribbon type envelopes were handstamped diagonally across, up to right, in blue slant letters “The British Columbia Express Company.”

6. About 1880 the word “Barnard” was chiselled out of the ribbon frank, and subsequent printed envelopes read “Paid British Columbia Express.” Printings show this frank in upper left corner and vertically at left end of cover. It is interesting to note that in 1881 Frank Stillman Barnard, later Sir Frank, eldest son of F. J. Barnard became general manager of the British Columbia Express Co., and served as its president from 1882 to 1886.

7. BARNARD’S EXPRESS TO WRANGEL, ALASKA

In the summer of 1874, the gold rush to the Cassiar District, 250 miles inland from Wrangel, Alaska, included hundreds of miners from the Cariboo and Barnard’s started service from Victoria to the distant mines. Covers, with a three cent Canadian stamp, sold for twenty-five cents. This is rare and is rarely seen without “Wrangel” being painted out. This Cassiar express operated through United States territory from Wrangel, and the last printed frank shown reading PAID—BARNARD’S EXPRESS—OVER OUR ROUTES on a U. S. 1874 stamped envelope was probably for this same service conforming to U. S. law requiring stamped envelopes.

The thirty three minor varieties of the above printed franks are listed, and assigned numbers, below.

All of the types listed are ordinary size envelopes, plain except some of the combinations with Wells Fargo on U. S. stamped envelopes, and the last rare Barnard frank on 1874 U. S. three cent stamped envelopes. The thirty three types listed are assigned numbers for future reference.

Sc. U86a 6¢ vermilion on amber, with printed "Wells, Fargo & Co." frank, used (circa 1870) to Cariboo, British Columbia, cancelled by faint blue "Wells, Fargo & Co./San Francisco" oval, with British Columbia 3p blue adhesive (Sc. 7)



is tied at bottom left by double circle "Barnards British Columbia/Express" cancel, with "Collect" in oval handstamp alongside, carried entirely out of the mails by Wells Fargo and Co. from San Francisco to Victoria, then handed over to Barnard's Express for carriage to Cariboo.

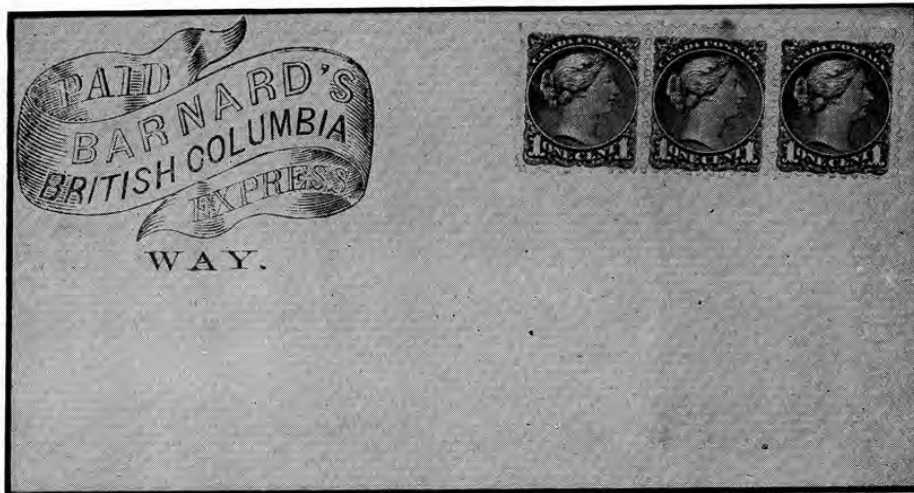
Barnard's "Paid/British Columbia Express" printed frank on 10¢ yellow green on buff entire (Sc. U41) uprated with United States 5¢ (Sc. 76) to Bowmansville, Canada, with additional Wells, Fargo & Co. printed frank and blue oval "Wells, Fargo & Co./Victoria/Mar 25" datestamp repeated as a backstamp, also with Vancouver Island 1865 5¢ rose (Sc. 5) tied by blue "35" in barred oval of Victoria. The cover entered the mails with "Union Pacific, R.R./Apr ?" route agents postmark, and bears a "Bowmansville/Ap 25, 1868" arrival backstamp. This cover was carried by Barnards to Victoria and turned over to Wells, Fargo, who carried it by steamer and overland to the western railhead of the Union Pacific Railroad where it was placed into the mails.



is carried by Barnards to Victoria and turned over to Wells, Fargo, who carried it by steamer and overland to the western railhead of the Union Pacific Railroad where it was placed into the mails.

**Reference List of
Barnard's Printed Franks**

- Type No.*
- P1. On plain yellow envelope (Illustration page 9)
 “British Columbia and Victoria Express Company” across top.
- P2. Plain white envelope
 P3. same with PAID FROM VICTORIA TO LYTTON OR
 LILOOET at bottom.
- Ribbon frank in upper left corner (for illustration of types
 P4 to P10 see page 11.)
- P4. plain white envelope
 P5. plain buff envelope
 P6. plain blue envelope
- Ribbon frank, upper left and below it BARKERVILLE
 AND VICTORIA
- P7. plain buff envelope
 VICTORIA AND YALE
- P8. plain white envelope
 VICTORIA AND NEW WESTMINSTER
- P9. letters 1 mm. tall, plain buff envelope, wove paper
 P9a. Same, but buff envelope, laid paper.
 P10. smaller, thin letters, plain buff envelope
- “WAY” printed below Frank
- P11. large letters, plain blue envelope, laid paper (see illustration below.)



Ribbon Type Frank. Type P11, on plain blue laid envelope. See page 13.



Type P13. Frank vertically at left on Wells Fargo franked envelope.
See Listing Below.

Type No.

Wells Fargo & Co. frank "OVER OUR CALIFORNIA AND COAST ROUTES," W. F. frank type 5 in black at top on U. S. 1861 ten cent stamped envelopes, Scott No. U40, U41, with Barnard ribbon frank across left end over "If not delivered within days, return to." Below ribbon frank, town names; (see illustration above.)

BARKERVILLE

- P12. 10c green on white envelope
- P13. 10c green on buff envelope

QUESNELLE

- P14. 10c green on white envelope
- P15. 10c green on buff envelope

YALE, letters 2 mm. high

- P16. 10c green on white envelope
- P17. 10c green on buff envelope

YALE, letters 1 mm. high

- P18. 10c green on white envelope
- P19. 10c green on buff envelope

VICTORIA AND NEW WESTMINSTER

- P20. 10c green on white envelope
- P21. 10c green on buff envelope

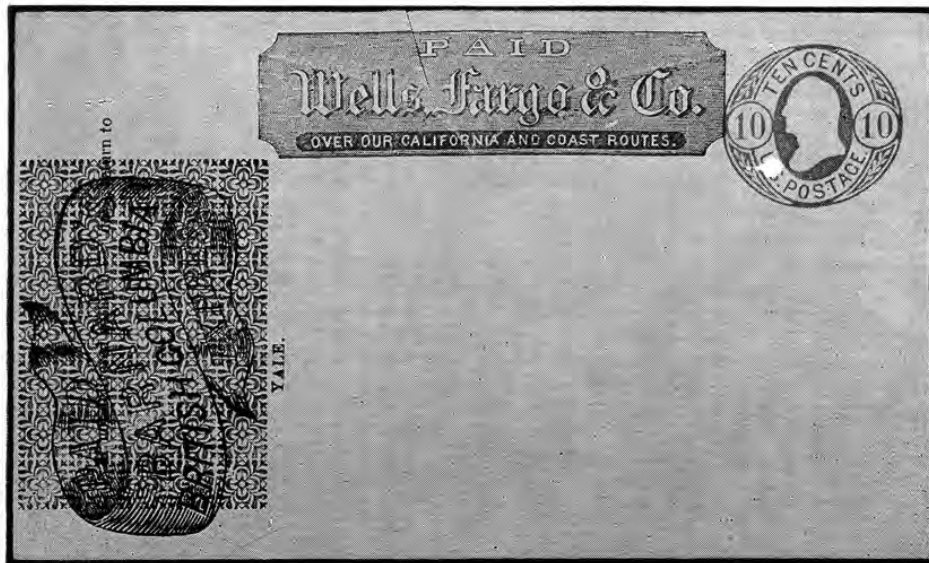
Same as P12 to P21 but the Barnard Frank is obliterated by large fancy rectangular overprint:

QUESNELLE

- P22. 10c green on white envelope
- P23. 10c green on buff envelope

YALE, letters 2 mm. high (see illustration page 16.)

- P24. 10c green on white envelope
- P25. 10c green on buff envelope



Types No. P22 to P25. Frank vertically at left obliterated by large, fancy, rectangular overprint. See Page 13.

Type No.

Wells Fargo Co. same frank in black at top of plain envelope, under it:
 VICTORIA, VANCOUVER ISLAND, Barnard ribbon frank vertically in upper left corner

- P26. on white wove envelope) not illustrated
 P26a. on white laid paper)



Type No. P27 with "Paid Barnard's Express" and "Columbia River via Yale, B. C." Below Wells Fargo frank with "Dietz & Nelson" frank vertically at left. See page 13.

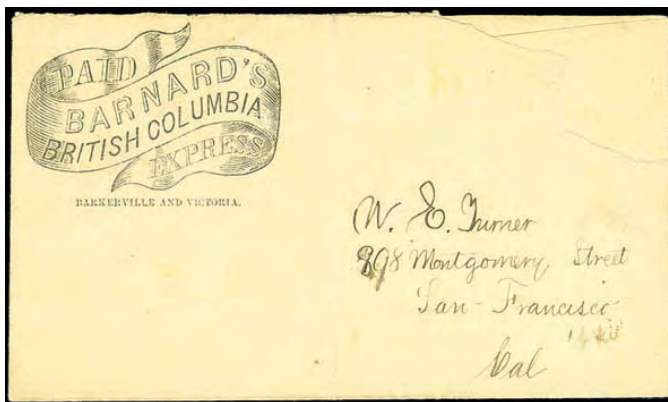
Type No.

Wells Fargo & Co. type 5 on three cent U. S. 1864 below this in thick sans serif letters PAID—BARNARD'S EXPRESS and

below this in thin serifed letters, COLUMBIA RIVER via YALE B. C. Vertically in upper left corner ribbon frank of DIETZ & NELSON'S BRITISH COLUMBIA & VICTORIA EXPRESS.

- P27. 3c pink on white envelope (Scott #U58). (See illustration page 16.)
- P28. 3c pink on buff envelope (Scott #U59).
Wells Fargo & Co. type 7c on plain envelope, under this VICTORIA, VANCOUVER ISLAND. Across left end of envelope, BARNARD'S EXPRESS. Below this WRANGEL, double rule. (Also with "WRANGEL" obliterated).
- P29. plain white envelope (see illustration page 13.)
Rectangular frank with scalloped ends, in white letters PAID—BARNARD'S EXPRESS—OVER OUR ROUTES in upper left corner of U. S. 1874 three cent stamped envelope.
- P30. 3c green on white envelope (Scott #U159). (See illustration page 13.)
Ribbon frank type P4 handstamped diagonally across, lower left to upper right, in blue, upper and lower case letters "THE BRITISH COLUMBIA EXPRESS COMPANY."
- P31. plain white envelope (see illustration on page 12)
- P32. Same as type P26a with diagonal surcharge of type 30 in blue.
Ribbon frank, type P2, with the word "BARNARD'S" deleted.
- P33. plain white envelope—frank horizontal, at upper left.
- P34. plain white envelope—frank vertically at left.

Type P7. British Columbia & Vancouver Island, Barnard's British Columbia Express/Paid. Ribbon company frank on cover with "Barkerville and Victoria" printed directive underneath, addressed to San Francisco.



Type P11. 1865 cover with British Columbia 3d blue pair, Sc. 7, tied by two black strikes of "Dietz and Nelsons Express" on "Paid Barnard's British Columbia Express Way" banner cover, also with "Barnard's Cariboo Express Paid" label.



See also pages 17-18



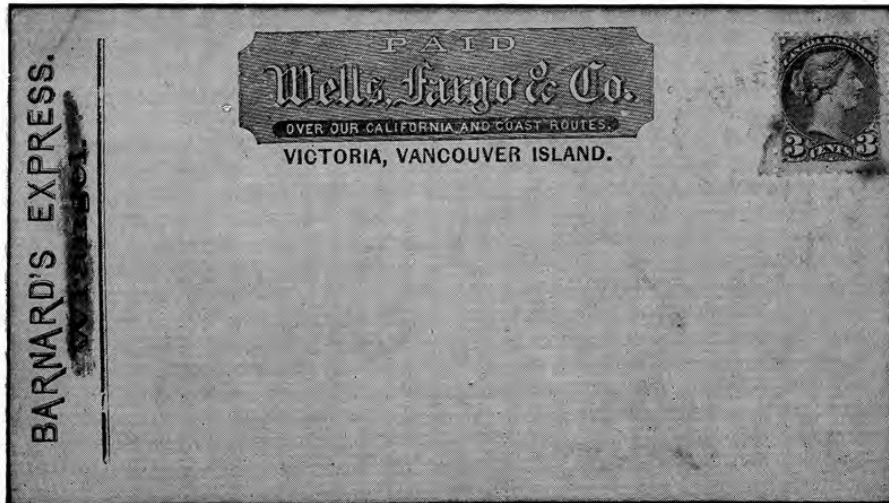
Type P19. British Columbia & Vancouver Island, “Barnard’s British Columbia Express/Paid” company frank with 1 mm. “Yale” directive underneath, printed sideways on mint 10¢ Wells Fargo buff envelope.



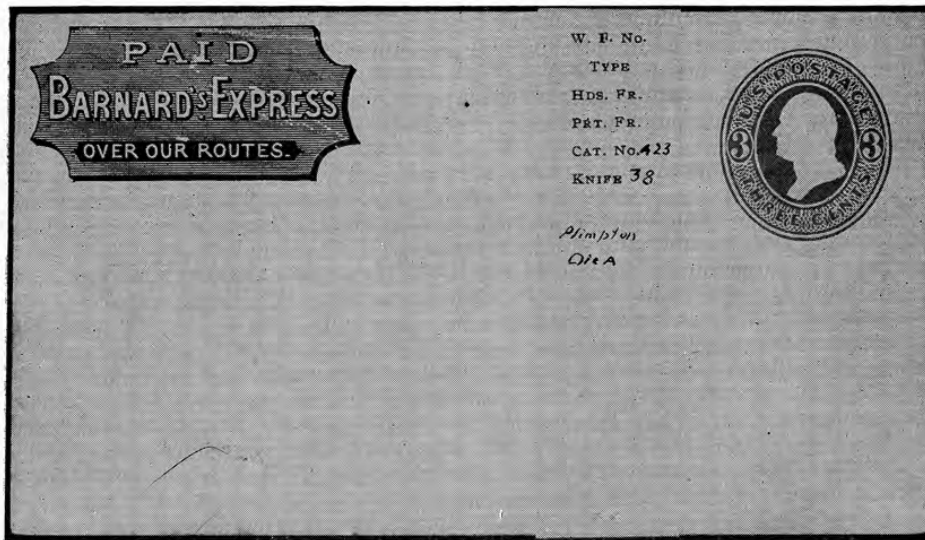
Type P14. British Columbia & Vancouver Island, “Barnard’s British Columbia Express/Paid” with “Quesnelle” directive printed sideways on mint Wells Fargo 10¢ white envelope.



Type P22. Frank vertically at left with “Quesnelle” beneath, all obliterated by large, fancy, rectangular overprint.



Type No. P29. Barnard's Express to Cassiar District, Prepaid Canadian Postage. See Page 13.



Type No. P30. Barnard's Express, Prepaid United States Postage. See Page 13.

To Be Continued

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