SAN FRANCISCO EXAMINER FIND

The registered cover from Douglas Lake is one of twelve cover mailed to the Weekly Examiner from British Columbia in October 1890. All the cover were registered and the earliest was mailed from Rock Creek October 5th arriving in San Francisco October 17. Five arrived at San Francisco on the October 31 and six more arrived in the November 3 mail. In almost all cases the purple San Francisco registration number are consecutive. According to the dealer, these were all the Canadian cover in a vast amount of San Francisco Examiner mail recently reaching the market. A number of questions arise: Why were the letters all registered? What prompted the letters? Do similar letters exist? Has anyone seen a similar lot of registered mail?

**DOUGLAS LAKE / OC 24 / 90 / B.C.**
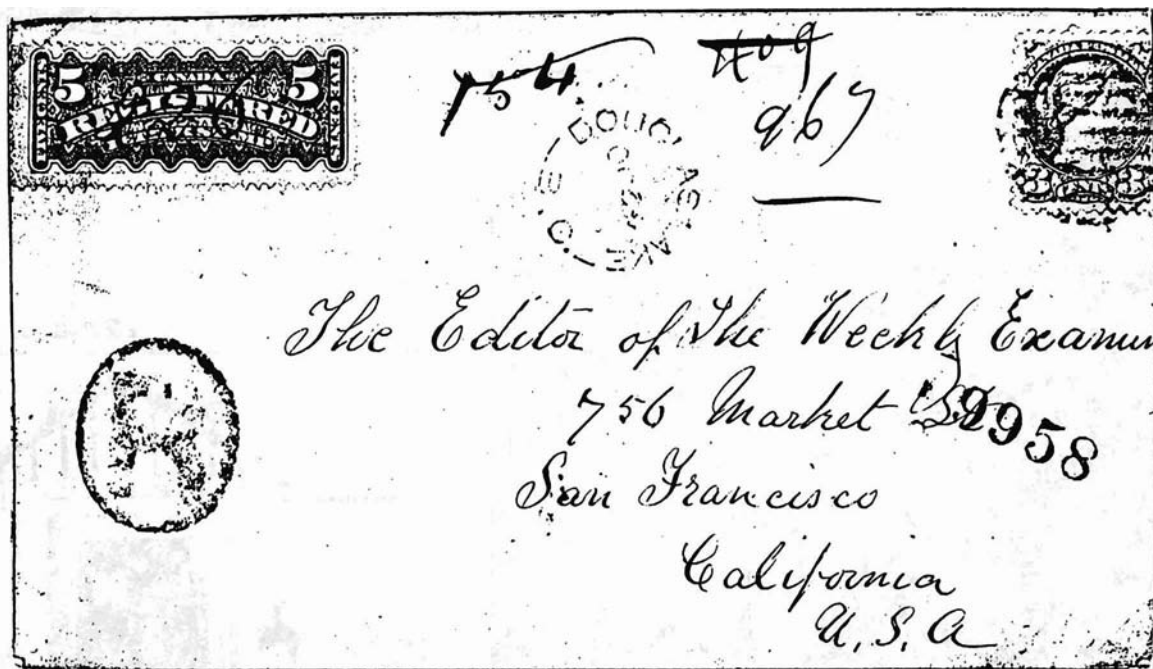
NEWS LETTER DELAYED

The computer is a great invention when it works. We have three of them and they all crashed within a week and as a result my prime objective was to salvage as much material as possible. In the process I decided to convert to a new programme for producing the New Letter which will be much more evident in future issues. At the same time I am converting the Post Office information to a new programme which is much more versatile and as a result the 2001 data will appear in the January issue.

RESTORED CANADIAN PACIFIC RAILWAY MAIL CAR 3704
West Coast Railway Heritage Park, Squamish B.C.
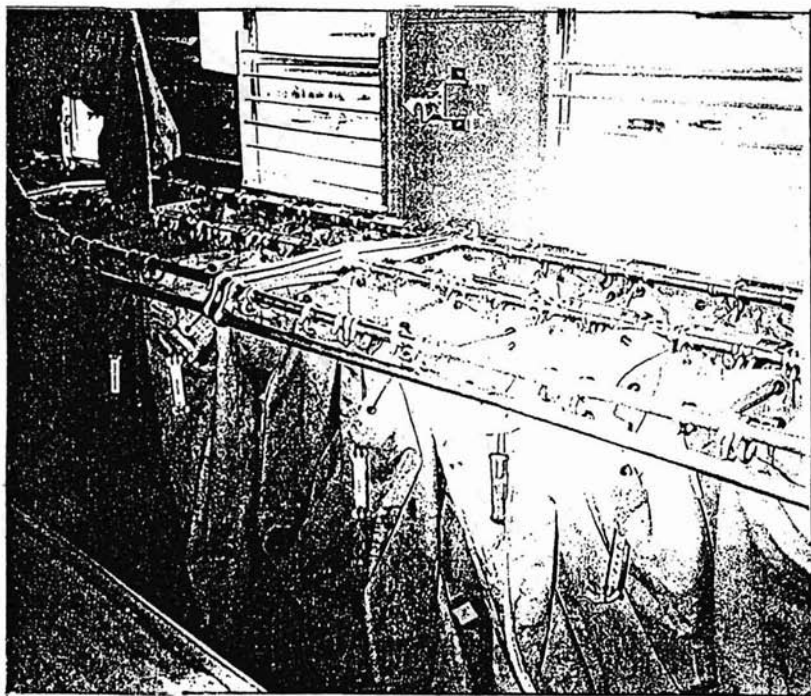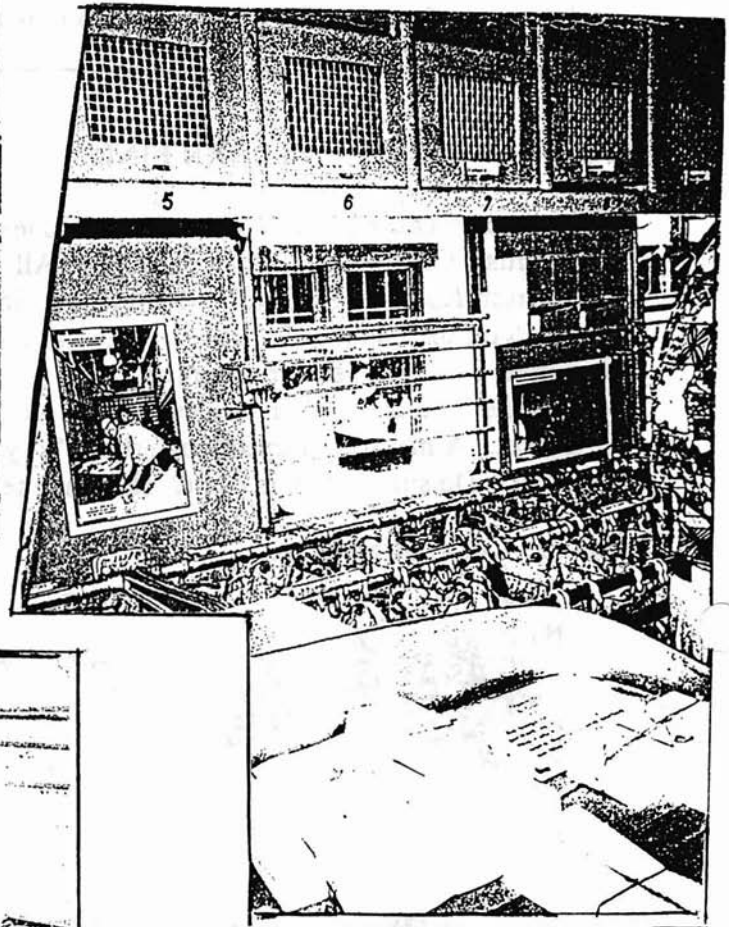
CAL. & VAN. R.P.O. / AUG. 26 / 01 / B.C.

On October 26, 2001 the newly restored Canadian Pacific Railway Mail Car 3704 was officially opened to the public at the at the West Coast Railway Heritage Park at Squamish, B.C.. The rail car has been completely restored by the Vancouver Fraser Heritage Club and the Canada Post Employees living in the Vancouver . The restoration project was organized by Fred Danells, the former Vancouver Mail Processing Plant manager. He was assisted by many active and retired postal employees as well as members of the West Coast Railway Association . To commemorate the event a special "CAL. & VAN. R.P.O" handstamp , dated August 26, 2001,was provided by Canada Post.

CPR Mail Car 3704
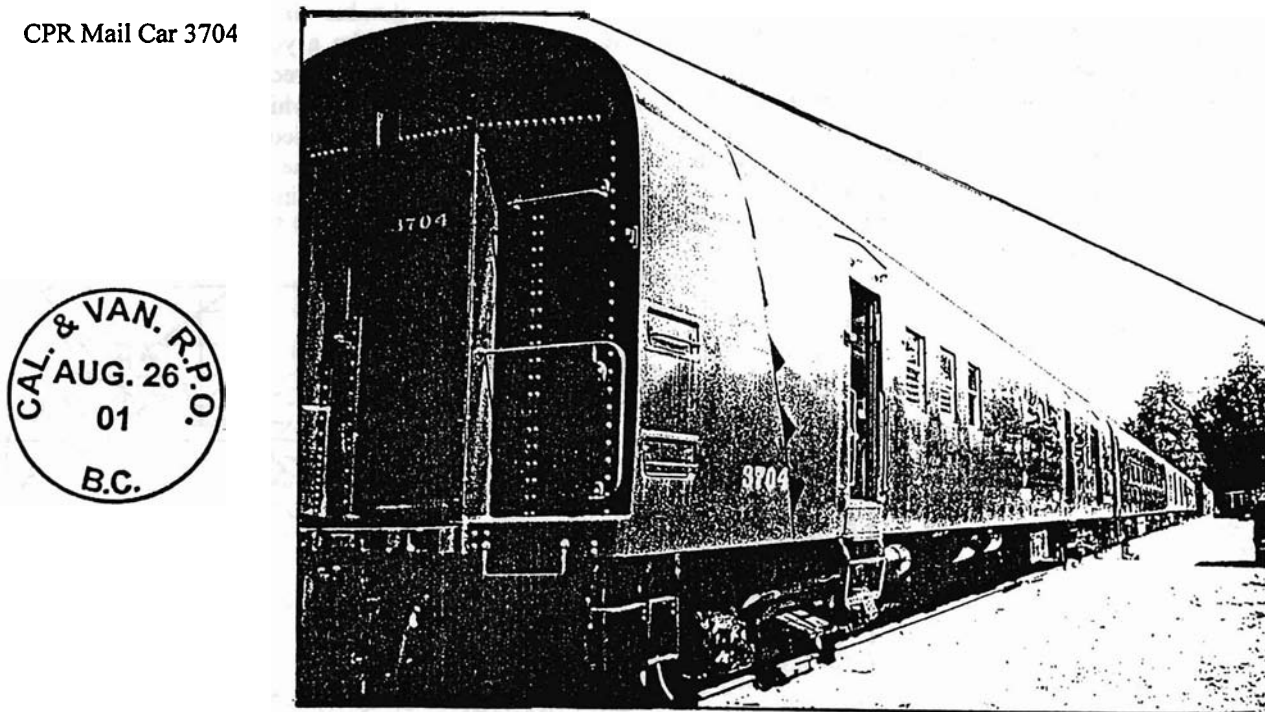
Rail Car 3704 was manufactured in Montreal in 1949 and served on the Vancouver –Calgary route from 1963 until the RPO service ended in 1965. Thanks to the assistance of former RPO mail clerks the interior of the car has been fully restored and includes the original Open Dump and Cull Table, the First Class Sortation section, the 2nd and 3rd class Bundle Sortation, and 4th class Parcel Post Bag Sortation areas. The origional pigeonhole Paper Sortation and A6 despatch areas have been completely restored as well as the Registration operations area. The Catch Arm System as well as an original Catch Arm and Catch Post have been installed as have been the original Rail Mail Clerk locker, rest room facilities and a drinking fountain. There is even an Accuracy and efficiency Sortation Practice Case for visitors who whish to try their hand at sorting mail. Thanks to the assistance of Canada Post there is an ample supply of mail, facing slips and bag tags are on display making the visitors feel that the car is still in use.
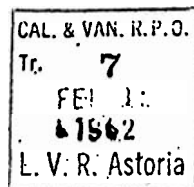
The opening was planned to honour the all those who had served as Railway Mail Clerks in British Columbia and ten retired mail clerks were in attendance. Among those present were two who are known to RPO collectors as their names appear of facing slips, they are Ralph Spence (W26Fe) and Louie Astoria (W26J). Mr. Spencer would like to know if any RPO collector has a cover bearing his handstamp.
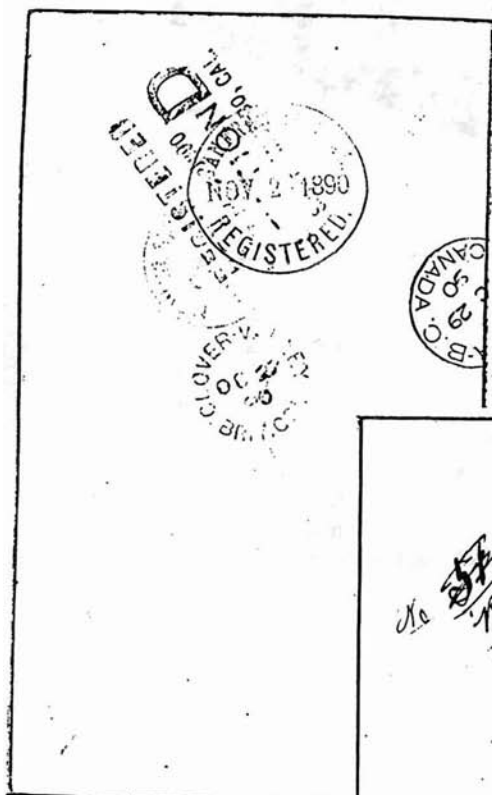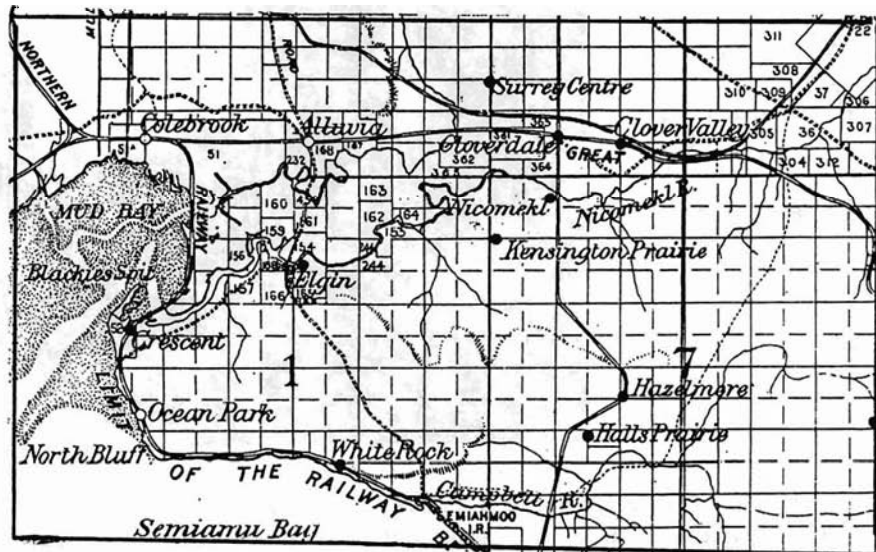
CLOVER VALLEY

Established   November 1 1883   PM Duncan MacKenzie
Ward II (Township A) lot 4 on the Hall's Prairie Road
Closure authorized PMG 6360 August 11 1913
Effective September 30 1913 "Rural Mail Delivery "
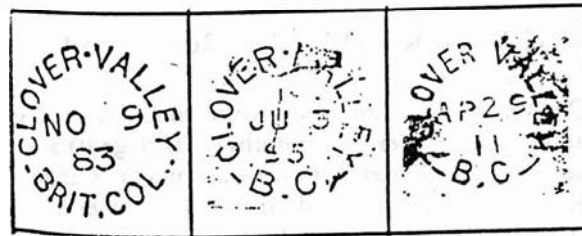
Duncan MacKenzie (McKenzie) was born in Bellachulish, Scotland and at the age of 22 he sailed to Canada on *the Good Ship Perthshire*.   In 1843, he settled in Wellington Square, Upper Canada (now Burlington) where he worked as a locktender. In December 1882, Duncan and his son Harry left for British Columbia via San Francisco and arrived in New Westminster on December 26, 1982.   His wife and family joined him a year later but in the meantime he built a log house that became the Clover Valley Post Office. The post office received weekly mail service from New Westminster until the Great Northern Railway was completed in 1891 after which the mail arrived from Cloverdale.   Duncan MacKenzie served as Postmaster from November 1883 until he died on November 18, 1904. Following his death the post office was taken over by his Mr. J Armstong and in 1908 the Clover Valley Post Office was moved across Hall's Prairie Road to the home of Mr. A. Murphy where it remained until November 1911. Mrs M. White took over the post office in January 1912 and remained postmistress until September 30 when Rural Mail Delivery was introduced.

1913 map showing
Clover Valley and Cloverdale

CLOVER VALLEY
OC 27 / 90
(hammer 1)
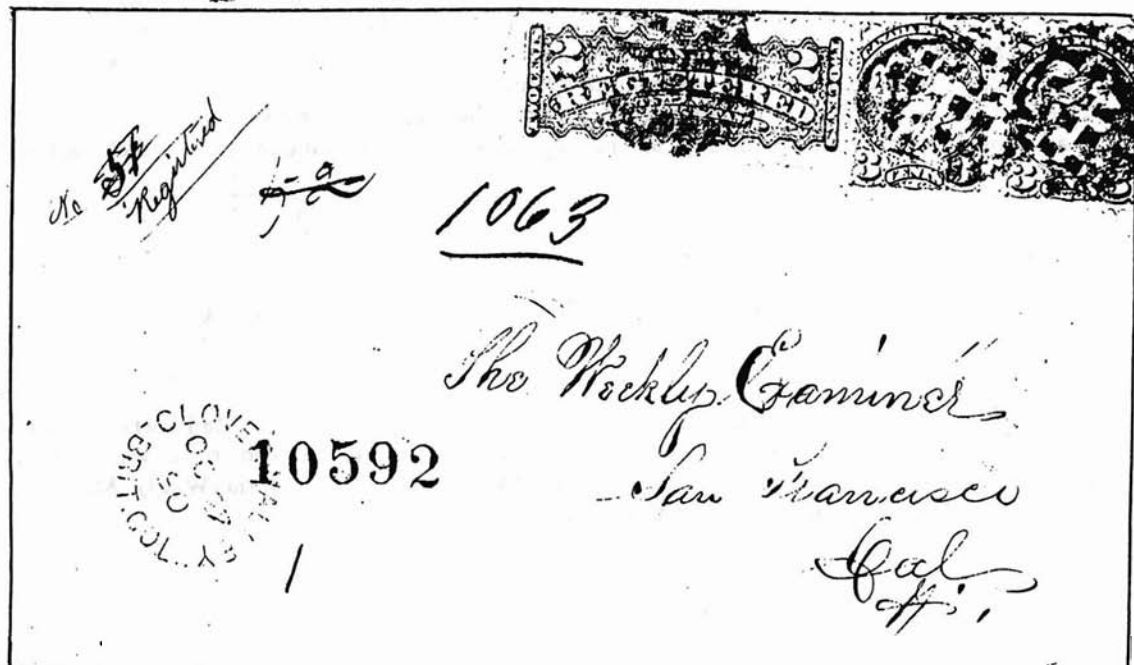
CLOVER VALLEY POST OFFICE

Although more than 50 families picked up their mail at the Clover Valley Post Office in 1887, and at least three daters were issued to the post office. It appears that after the Cloverdale Post Office opened in 1892 that most of the mail for the region was sent to the Cloverdale Post Office, including mail addressed to Clover Valley. As a result Clover Valley markings are quite rare.

206   BRITISH COLUMBIA DIRECTORY. 1887

MUNICIPAL OFFICERS.—*Reeve*, Thomas Shannon, J.P.; *Councillors*, George Cann, Jam s Punch, John Stewart, Gordon P. DeFoe, Arthur J. Watson.   *C. M. C.*, Henry T. Thrift.

SURREY DIRECTORY.
(P.O. Address, Clover Valley.)

Appelle Antoine, farmer.
Anderson Eric P., farmer.
Anderson A. N., farmer.
Bell Rev. William.
Brown James, miner.
Boothroyd George, farmer.
Boothroyd J. F., farmer.
Boothroyd A. J., farmer.
Beveridge Robert, farmer.
Collishaw W., farmer.
Dafoe. Gordon P., lumberman, (Councillor.)
Fallowfield Robert, stockraiser.
Fallowfield Thos., farmer.
Jackson Jacob, farmer.
Jackson John, laborer.
Jones William, farmer.
Keith George, farmer.
Lawrensen S. E., logger.
Macdonald J. D., farmer.
MacKay Kenneth, farmer.
Marshall David, farmer.
Miller David, laborer.
Miller James, carpenter.
Milton J. A., farmer.
Milton Arthur, lumberman.
Morton John G., farmer.
Murphy Archibald, farmer.
Murphy Alex., farmer.
Murphy J. C., farmer.
Murphy James, logger.
McCollum J. W., farmer.
McCollum W. A., farmer.
McCollum Charles, teamster.
McKenzie Duncan, postmaster.
McKenzie H. H., farmer.
McKenzie J. C., farmer.
McKenzie Alex., farmer.
Oleson William, laborer.
Pickard John W., farmer.
Pickard Elisha, farmer.
Pickard Thos. W., dairyman.
Parr Edward, dairyman.
Parr E. W., farmer.
Parr Henry, laborer.
Robinson W. James, farmer.
Rush George, farmer.
Reid R. L., school teacher.
Russell George C., farmer.
Shannon Thomas, J. P. (Reeve), farmer.
Shannon William, logger.
Shannon Joseph, contractor.
Smith William, farmer.
Starr J. C., blacksmith.
White James, farmer.
Walker Samuel, farmer.

NEW WESTMINSTER
AM / NO 7 / 00 / B.C.
Back
CLOVERDALE
NO 8 / 00 / B.C.

MacKenzie house c. 1890 –
Clover Valley Post Office at rear
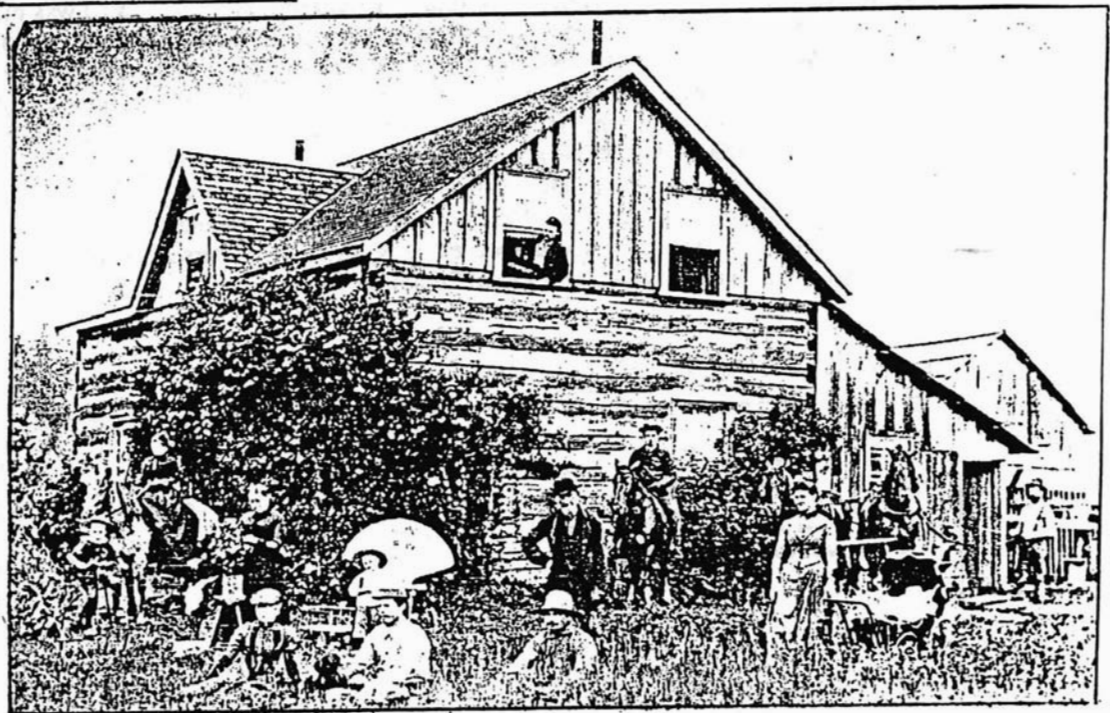
WHEN REMITTING BY MAIL USE
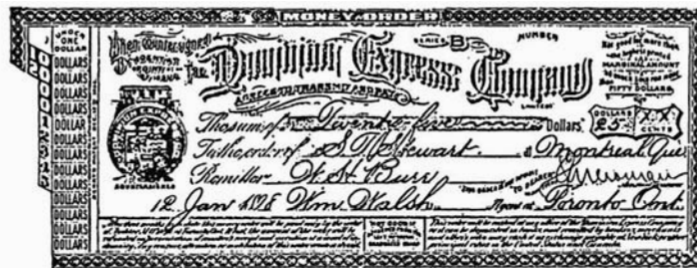
CHEAPEST, SAFEST
MOST CONVENIEN
PAYABLE EVERYWHERE

No written application required. Receipts given. On sale at all hours of the day. Lost or stolen Orders promptly refunded.

RATES FOR ORDERS—PAYABLE IN
CANADA AND THE UNITED STATES.

$3 and under....3c.	Over $30 to $40. 15c.
Over $ 3 to $ 5.. 4	" 40 " 50..18
" 5 " 10.. 6	" 50 " 60..20
" 10 " 20..10	" 60 " 75..25
" 20 " 30..12	" 75 " 100..30

Apply to any Agent for rates on orders payable in Europe.

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

CLOVERDALE

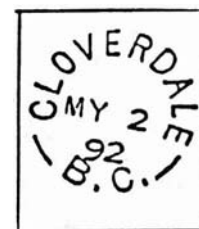Authorized PMG 423   March 24 1892
Established   May 1 1892   PM J..McMillan
On Great Northern Railway 16 miles from New Westminster
Became Surrey Postal Station 'A'   June 14 1969
Converted to Letter Carrier Depot January 8 1993
Still operating as Letter Carrier Depot
Replaced by Cloverdale Mall Postal Outlet and
Now called Clover Mall Postal Outlet

Proof

The New Westminster and Southern Railway (NW&S) was completed between Brownsville and Blaine in February 1891 at about the same time as the Vancouver, Victoria and Eastern Railway (VV&E) was built from Port Guichon to Cloverdale. The railways were both indirectly owned by the Great Northern Railway and formed part of the line to Seattle. In 1875, William and Thomas Shannon had purchased 960 acres of land to the east of the present Pacific Highway and in 1891 the railway acquired a portion of the land to construct switching facilities. The Cloverdale, Station was located on the NW&S to the north of the VV&E and about a mile west of Clover Valley Post Office. On May 1, 1892 the Cloverdale Post Office was established near the station with J, McMillan acting as Postmaster. Mr. McMillan resigned five months later and George Campbell took over the post office and served as postmaster until 1927 when E.L. Milton replaced him. Mr. Milton remained as postmaster for at least ten years and he was succeeded by E.F. Goldstone who in turn was succeeded by Mr. K.A. Patterson. who remained as postmaster until the Cloverdale Post Office was converted to a Postal Station in 1969.

CLOVERDALE / MY 30 / 99 / B.C.
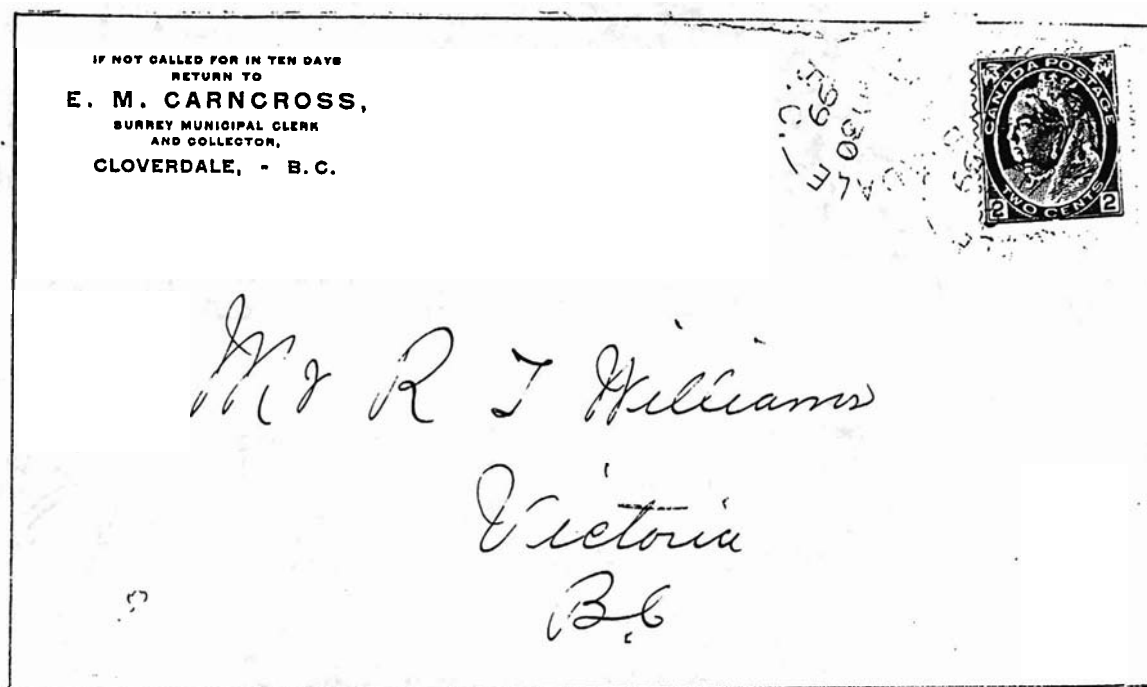
Back – NEW WESTMINSTER / ? / my 31 / 99 / B.C.
   VICTORIA / PM / JU 1 / 99 / B.C.

Shortly after the completion of the railways in 1891 Cloverdale became the administrative centre of Surry and the town hall was built there. Mr. E.M. Carncroos became Municipal Clerk, a position he held for many years.

WING CANCELLATIONS - an update
See Response Form July 2001

Since the last News Letter a number of new Wings Date Stamps have come into use in British Columbia. The date stamps come in two forms: the English version (E) with the English at left and the French to the right of the logo and the French version (F) with the French at left. For those who like to keep score it should be noted that almost half the new wings dates stamps issued in British Columbia are the French version.

ABBOTSFORD (F)	V2S 5G0	651648	2000 09 21	
ARMSTRONG (F)	V0E 1B0	640328	2000 02 22	
BALDONNEL (F)	V0C 1B0	640409	2000 01 19	
BALDONNEL (F)	V0C 1C0	640409	2000 03 09	PC corrected
BRACKENDALE (F)	V0N 1H0	640735	2000 05 30	
CHILLIWACK (E)	V2P 2M0	388254	2000 05 30	SOUTHGATE est 2000 04 20
CLAYHURST	V0C 1KO	641316	2000 02 10	
COLLEGE HEIGHTS (F)	V2N 4A0	412856	2000 10 03	PRINCE GEORGE est 2000 06 05
DOWNTOWN (F)	V2L 3J0	412864	2000 10 01	PRINCE GEORGE est 2000 05 06
DOWNTOWN PO (F) VANCOUVER, B.C.	V6E 1B0	062855	2000 10 27	
HART (F)	V2K 412848	412848	2000 11 14	PRINCE GEORGE est 2000 05 12
HARTLEY BAY (E)	V0V 1A0	649619	2000 02 02	
LADYSMITH (E)	V9G 1AO	643750	2001 01 29	
LANGLEY (F)	V1M 2C0	413992	2001 06 14	WALNUT GROVE est 2001 01 08
LILLOOET (F)	V0K 1V0	643912	2001 06 07	
MACKENZIE (F)	V0J 2C0	642983	2000 01 11	
NANOOSE BAY	V9P 9A0	644684	2001 07 17	
NELSON (E)	V1L 4E0	644749	2001 04 18	
NELSON	V1L 4E0	638707	2001 08 16	not recognized RC number
ROBSON (E)	V0G 1X0	019542	2001 11 13	
TELKAW (E)	V0J 2X0	647128	2000 09 06	
YOUBOU (E)	V0R 3E0	269034	2001 07 31	

CANADA POST

019542

2001 -11- 13

POST OFFICE / BUREAU DE POSTE
ROBSON, BC
V0G 1X0
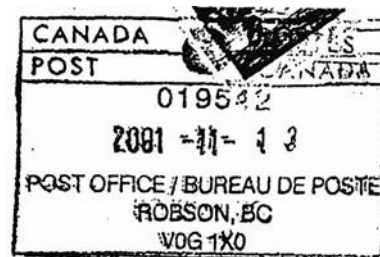
PAQUEBOT SHIP MARKINGS

Cecil Coutts is presently updating the Slogan Postmarks of Canada catalogue and has requested assistance in establishing periods of usage of Special Service Markings, that is slogan markings that saw short periods of special usage over a number of years. One such marking is the WAY MAIL marking used at Vancouver between 1931 and 1939. This marking has already been discussed in the News Letter (Whole Number 37 page 295). The WAY MAIL marking was introduced on a Universal machine in December 1931 and saw use in 1932, 1933 and 1934. A new die was produced for use on the Perfect machine in December 1934 and is reported as having been used in 1934 and 1935 and again in 1938 and 1939. Cec is looking for reported usage between 1935 and 1938.

A 28 mm circular PAQUEBOT VICTORIA date stamp was proofed November 6, 1914 and saw service until the mid 1950's.

In 1927, a machine marking reading PAQUEBOT / POSTED / AT SEA was provided for use on the Universal machine at Victoria and a similar die was proofed on December 12, 1931 for use at Vancouver. In November 1934, the Universal machines were replaced with Perfect Rapid Cancelling machines and new dies were produced for use on this equipment. The PAQUEBOT markings appear to have seen occasional use until the start of the World War II in 1939. Following the war a new use at Vancouver. The equipment appears to have seen very occasional during the 1960's.

Ces has requested your assistance in establishing the years in which the Vancouver and Victoria PAQUEBOT markings were used. In particular he would like information on the post war markings for the Vancouver PAQUEBOT die used on the Pitney-Bowes equipment that was then in use. This months Response Form is designed to assist Cec in this project.

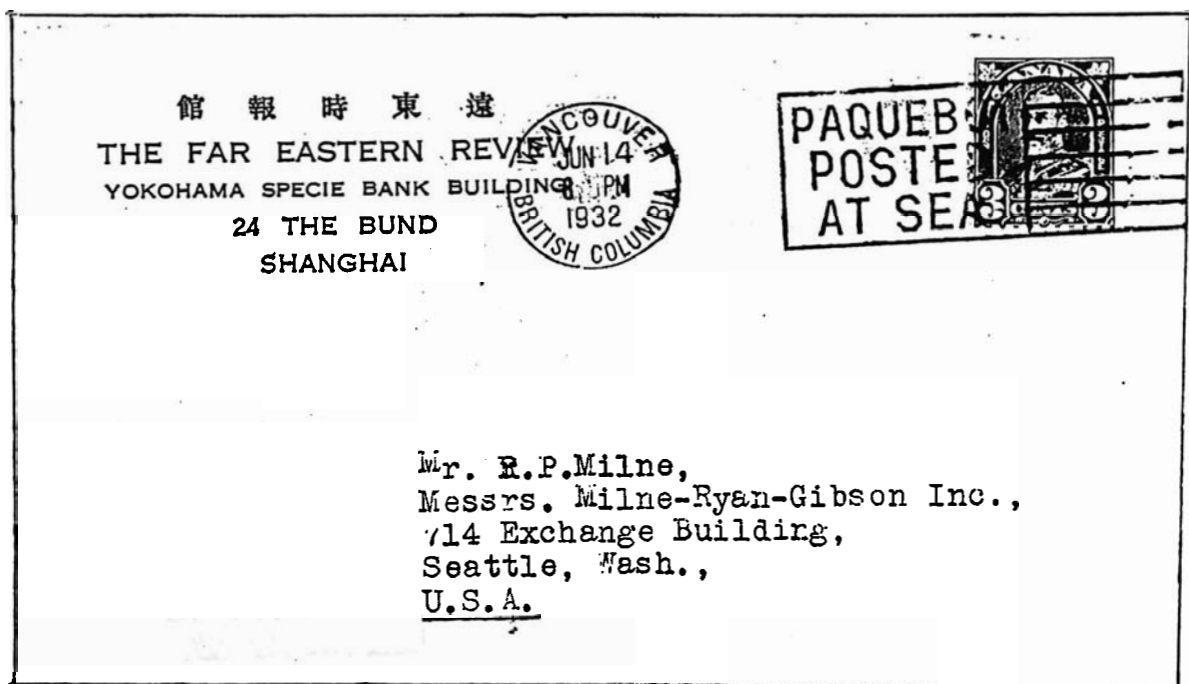1932 hub   1934 hub   1960's hub
BRITISH COLUMBIA   B.C.   B.C.

PAQUEBOT machine marking from Vancouver applied to a cover mailed on a Trans-Pacific steamship.

See also Volume 10 Whole number 37 page 294

Dates shown below are those recorded by the Editor but reference is also made to dates reported by Gustave J. Lund *The Paquebot Marks of the America* and Roger Hosking *Paquebot Cancellations of the World.* The illustrations in these books show that little attempt has been made to distinguish between the various hubs and in some cases the same illustration is used for both hubs.

Please place an "x" after the years for which you have seen markings.

PAQUEBOT - VANCOUVER
Hub 1 – Proof DEC 1 1931
         Early JAN 5 1932
         Late   JUN 23 1934
Years 31 32x 33x 34x

Hub 2 – Proof NOV . 1934
         Early JAN 5 1937
         Late   1939
Years 34 35 36 37x 38 39x

Hub 3 - Proof nil
         Early JAN 16 1964
         Late   JAN 23 1969
Years 57 58 59 60 61 62 64x 65 66 67 68 69x 70 71 72 73 74 75

PAQUEBOT – VICTORIA

Hub 1 - Proof nil
         Early APR 20 1932
         Late   OCT 24 1932
Years 27x 28x 29 30 31x 32x 33 34
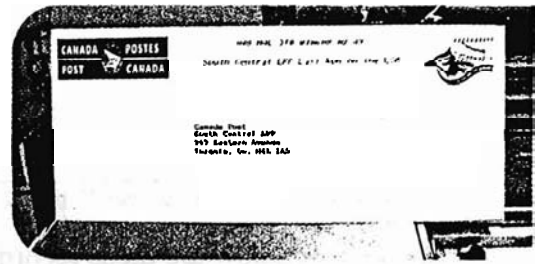

Hub 2 - Proof NOV   1934
         Early NOV 27 1935
         Late   OCT 31 1939
Years 34x 35x 36 37x 38x 39x

Forms should be mailed to   Name ....
Bill Topping, 7430 Angus Drive,   Address
Vancouver, BC, V6P 5K2   ....

   ....

Out with the old, in with the new and improved

By Jane Daly

Last run: A special cancellation was created for LSM's final run at the South Central LPP.

It was an historic moment when the last Bar Code Sorter (BCS), part of the Letter Sorting Machine (LSM) replacement program, was delivered to Saskatoon this spring. "Fast-tracking the replacement of the LSMs is a success story across the country," says Mike Flynn, project manager, LSM replacement project. "Like changing planes in mid-air, we changed the life blood of our equipment—ahead of schedule, without a single major problem. That success is because of employee participation." Flynn adds he's especially pleased the installation was completed by employees, rather than contracted out. "We did it ourselves, and that's a matter of great pride," he says. "The mail was never a day late because the machines went down."
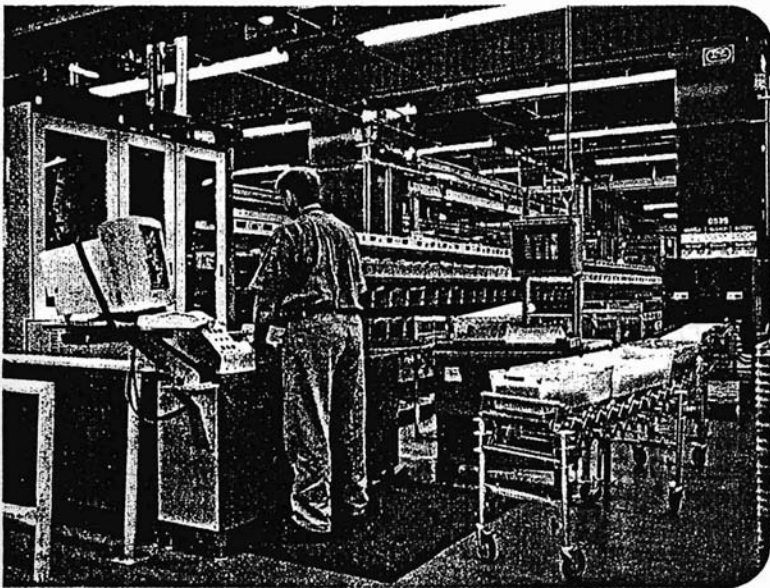
A new Bar Code Sorter at Montreal's Léo-Blanchette plant.

The aging fleet of 78 LSMs, located in 17 mechanized facilities nationally and ranging between 25 to 30 years old, was due for replacement. When the United States Postal Service decided to consolidate its Delivery Bar Code Sorter equipment in 1999, it presented Canada Post with a one-time opportunity to replace its LSMs with 65 upgraded BCSs, all at a fraction of the cost of acquiring new machines. All mechanized facilities with LSMs were upgraded with the exception of the Hamilton plant, which will keep its four relatively new LSMs.

Canada Post's Engineering team also worked closely with the supplier, National Presort Inc. (NPI) of Dallas, Texas, for the design and manufacture of the required hardware and software to upgrade the BCSs to suit Canada Post's requirements. "NPI had just finished a contract supplying Australia Post with 56 BCSs and they were up to the challenge a fast-track project offered. Developing a good working relationship with the supplier allowed for quick problem resolutions and was a key factor in the successful completion of the program," says Flynn. The BCS has been very well received by technicians and staff, who like its simplicity, reliability and quietness of operation.

Sorting Through More Benefits

But the relative "newness" of the 10-year-old BCSs is not their only advantage. "We're looking at a platform for change," says Flynn. "The mechanical platform attributes are much like our Multi-Line Optical Character Reader's (MLOCR's) stacker pockets and belt drive technology, while the new computer system is Windows NT-based and far more powerful than the computers used in the base version. The BCSs offer a number of improvement opportunities that will further lean processing and the corporate vision goal to defend current business."

First off, the BSCs allow for continuous processing of mail instead of processing in large batches. Previously, collected mail was held in batches before sending it to the next process step, as the LSMs required 20 to 30 minutes of set-up time to receive each new "plan," or batch of mail. This meant an average mail piece spent more than six hours in the system—even though only 30 seconds was actually required to handle and process the item.

"The continuous flow means there is less time when the mail is just sitting," says Flynn.

The BSCs work faster too, with a pick-off rate of approximately 32,000 mail pieces per hour—surpassing the 19,000 pieces per hour for the LSMs—there is a more than 50 per cent increase in sortation speed.

Plus, the upgraded BSCs will sort Lettermail up to 164 mm high (matching our MLOCR specifications), reduce missorts, provide ergonomic improvements through improved reaching requirements and quieter machines, and reduce operating costs.

"These new machines have fundamentally changed the way we sort mail," Flynn sums up. ∎

Page LXXIV