



BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

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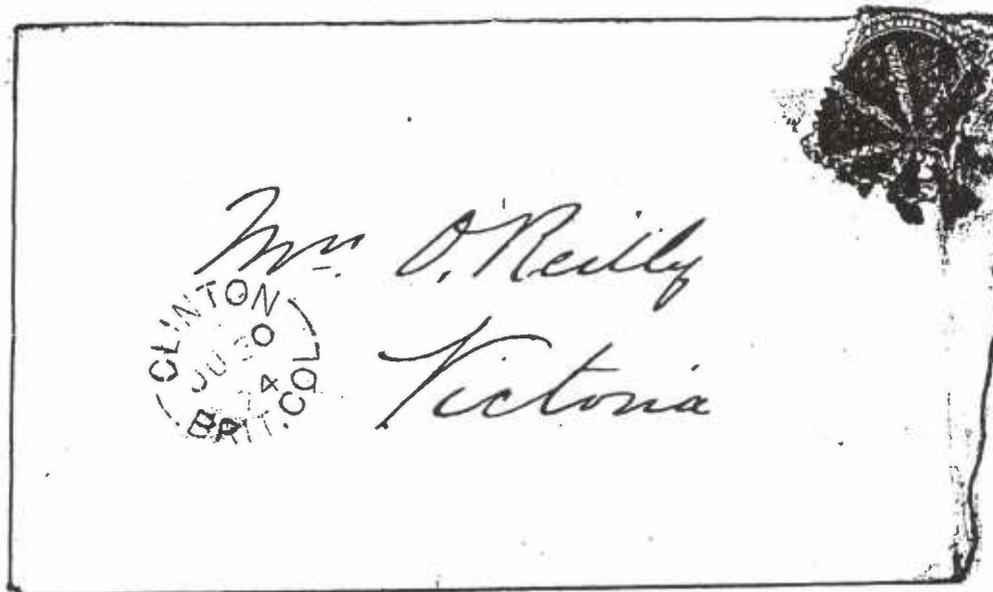
CLINTON - BRIT.COL

Colonial Post Office established Sept. 10, 1864
Colonial Office number ((8))
Postmaster J. Champness



Dominion Post Office established July 1, 1872
Postmaster Charles E. Pope -
Still in operation

Earliest reported date - JU 30, 1874



The Clinton Post Office was established as Colonial Post Office ((8)) on September 10, 1864 and was transferred to the Canadian Postal System on July 15, 1870. The change officially took place on July 20, 1871 with the visit of Gilbert E. Griffin, postmaster at London, Ontario, for taking over the British Columbia colonial postal system on behalf of the Post Office Department of Canada.

CLINTON

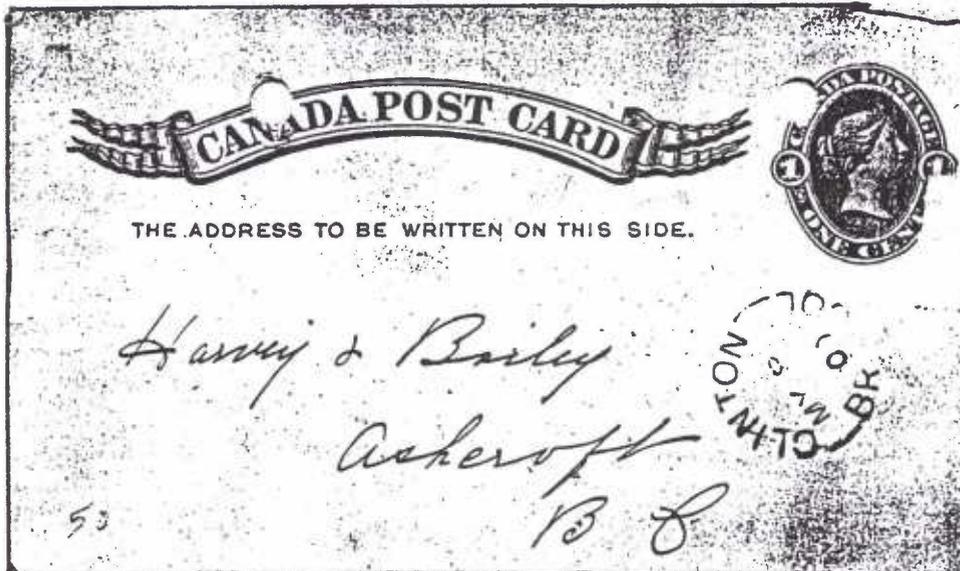
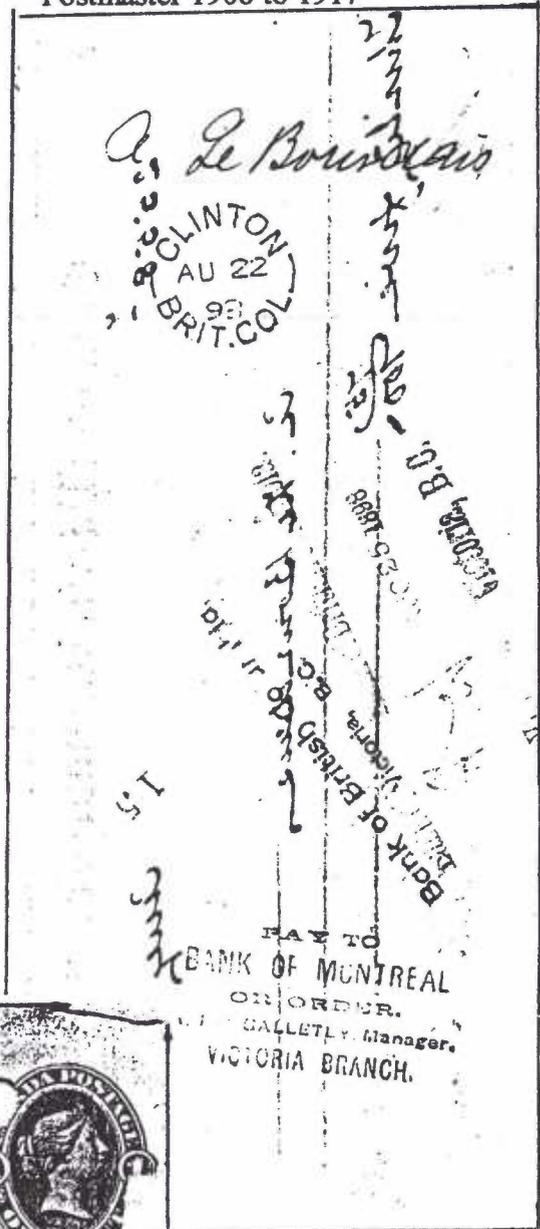
Canadian Pacific Railway check
Signed by "A. LeBourdias"
Postmaster 1908 to 1917

Postmasters to 1920

J. Champness	1864 09 10
Charles E. Pope	1871 01 01
M. O'Connor	1877 01 01
J.C. McLure	1882 01 01
J.J. MacKay	1882 04 01
J.H. MacCaulay	1883 10 01
J.A. LeBourdias	1908 10 23
Mrs. E. LeBourdias	1917 12 01
A. Lee	1920 08 18



Harvey & Bailey post card
from Clinton to Ashcroft
Dated - May 8, 1900



BRITISH COLUMBIA POST OFFICES - 1870 - 1872

In A.S. Deaville's work on *The Colonial Postal Systems* he states that twenty five Colonial post offices were in active operation on July 20, 1871 (p. 148) and were turned over to Mr. Gilbert E. Griffin representing the Post Office of Canada on that date. He then lists thirty seven Post Offices that were established by the Dominion Government (p. 153) at the time of the Inspector's visit.

On the other hand the Postmaster General's *List of Post Offices in Canada*, dated July 1871, lists thirty two British Columbia Post Offices and in the *Report of the Postmaster General* dated the 30th of June 1872 lists thirty British Columbia post offices that were opened on 1st July 1871. Thus it can be seen that there is considerable confusion as to the number of post offices that were actually in operation in British Columbia between 1870 and 1872. On the other hand if Cariboo, which is not in any of the lists, is included, based on reported cancellations the number appears to be 38 post offices.

Report of the Postmaster General for the year ending 30th June 1872. Ottawa, L.B. Taylor, 1873

250

REPORT No. 8.—List of Post Offices Established in Canada, during the year ended 30th June, 1872.—Continued.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
BRITISH COLUMBIA.				
Ashcroft	Yale	Henry P. Cornwall	1st July, 1871.
Barkerville	Cariboo	John Bowron	do
Burrard Inlet	New Westminster	Maximilian Michaud	do
Cache Creek	Yale	James Campbell	do
Chemainus	Vancouver	Thomas G. Askew	do
Clinton	Cariboo	Charles E. Pope	do
Comox	Vancouver	Alexander Rodell	do
Cowichan	Vancouver	Samuel Harris	do
Duck and Pringle	Yale	James Duck	do
Esquimault	Victoria	John T. Howard	do
Hope	Yale	John G. Wirth	do
Kamloops	Yale	James McKenzie	do
Kootenay	Yale	James Normansell	do
Lake La Hache	Cariboo	Patrick Gannon	do
Langley	New Westminster	W. W. Gibb	do
Lilloet	Cariboo	E. Tynon	do
Lytton	Yale	John Boyd	do
Maple Bay	Vancouver	William Beaumont	do
Nanaimo	Vancouver	James Harvey	do
New Westminster	New Westminster	Valentine B. Tait	do
Ominica	Cariboo	Francis Page	do
150 Mile House	do	Robert H. Young	do
Quesnel	do	Alex Barlow	do
Skeena	do	Thomas Hankin	do
Soda Creek	do	Robert McLeese	do
Spenco's Bridge	Yale	John Murray	do
Sumas	New Westminster	David W. Miller	do
Van Winkle	Cariboo	J. L. Lindhard	do
Victoria	Victoria	Henry Wootton	do
Yale	Yale	D. McQuarrie	do

WILLIAM WHITE,
Secretary.

A. CAMPBELL,
Postmaster General.

**JUST SCAN IT
PERFORMANCE**
Vol. 21 No 4 P 11

The July/August issue of the Canada Post in house magazine *Performance* is devoted to the increasing use of scanning equipment in the sorting and processing of mail. Although the volume of letter mail processed by Canada Post has decreased slightly in recent years as the result of "e" mail the number of parcels handed by Canada Post has increased greatly as a result of "on line shopping". Vancouver has been in the forefront in the introduction of newly developed scanning equipment used to process specialty mail as well as parcel post. In addition to opening a new state of the art parcel processing plant on No. 6 Road in Richmond the fourth floor of the Mail Processing Plant in down town Vancouver has been revamped to accommodate the new bar code reading equipment and provides preliminary sorting of oversize mail before being dispatched to the Richmond Plant for final distribution.

Presently the mail classes below are sorted through the use of scanning equipment.

- 1 Expresspost
- 2 Expedited Parcel
- 3 Regular/Standard
- P Priority Courier
- R Registered
- COD Cod/CR
- C Collect
- Delivery Confirmation

On the next page are greatly reduced examples of some of the Delivery Scan Labels (DSL) currently in use at the Vancouver MPP. On the following page are a few examples of the wide variety of styles to be found in current use on DSL. Examples are reduced to 70 % of original labels.

For those looking for an interesting topic to study the new DSL labels are worth of consideration.

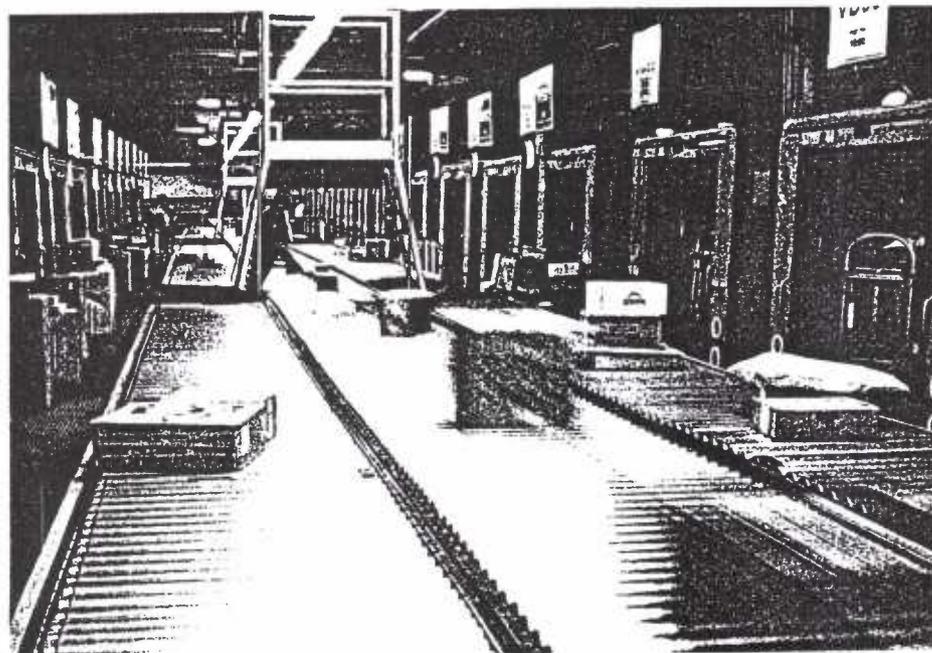
Riding the belt to greater efficiency

IF YOU'RE PLAYING TO WIN, IT'S SMART to learn what you can from a successful competitor. At the parcel hub located in the Vancouver Mail Processing Plant (VMPP), Canada Post recently did just that to produce a faster, more efficient system for handling parcels.

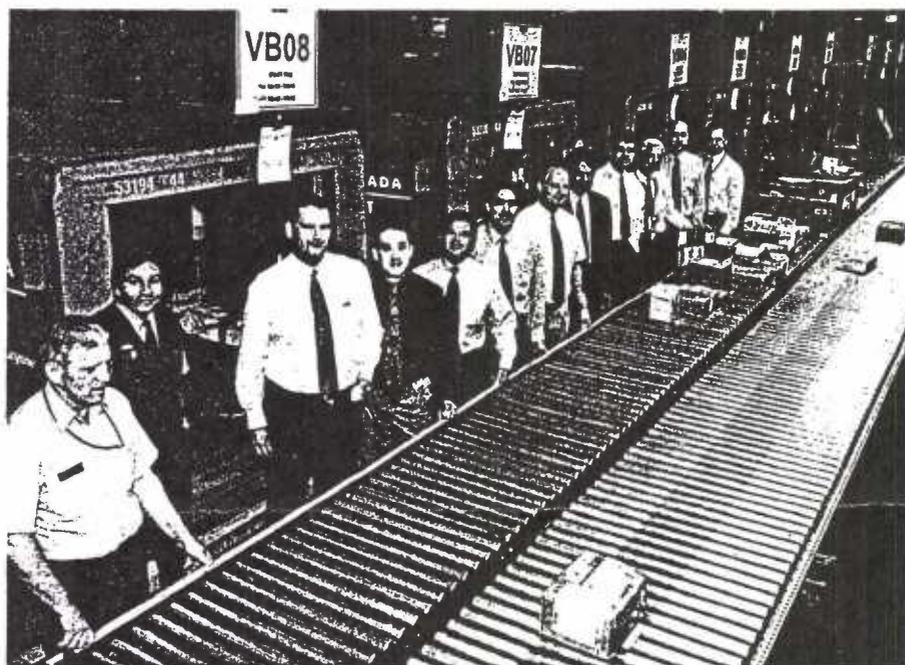
Since 2001, the corporation has been gradually introducing a new parcel delivery model across the country to streamline the way it handles these products. In the highly competitive Canadian parcel delivery market, these

changes are crucial to the corporation's ability to compete with private carriers who have an eye on its market share.

The VMPP hub is located right downtown in a spacious old building. When it came time to introduce the parcel delivery project, designers took advantage of the space to construct a unique conveyor belt system for loading the collection and delivery trucks. "In other Canada Post parcel hubs, we have a two-step process, in which employees carry parcels from the conveyor belt to racks.



Packages travel along the Parcel Hub belt at the Vancouver Mail Processing Plant



From front left: Alan Lang, supervisor, Vancouver Parcel Hub; Andrew Langdon, superintendent, Vancouver Parcel Hub; Rob Christian, superintendent, Route Measurement; Greg Chow, officer, Route Measurement; Ritchie Wong, officer, Industrial Engineering; Ray Yee, officer, Route Measurement; Stu Magee, officer, Industrial Engineering; Sam Hundal, manager, Operations Improvement; Heinz Franzke, director, Parcel Operations (Pacific); Nick Kvenich, officer, Industrial Engineering; Neil McClure, manager, Vancouver Parcel Distribution Centre; and, Randy Scott, manager, Vancouver Parcel Hub.

then load them from the racks onto vehicles," says Eric Zukowsky, director of Operations Support, Pacific Region. "We've now eliminated this extra handling by replicating what our major competitors do. Today, vehicles back up right to the conveyor system, and parcels are loaded directly from the belt onto vehicles."

The new system was designed on the basis of three main principles:

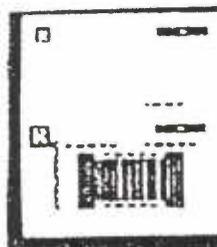
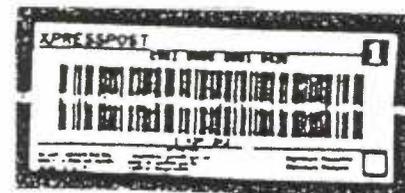
1. *Integrate operations* at the hub plant downtown with those of the distribution centre in Richmond, B.C. All parcels now travel loosely and are inducted directly from the distribution centre's shuttle trucks onto the new conveyor belt, then right onto delivery vehicles, eliminating the use of monotainers. "This is a more efficient approach, because it involves less material handling, and it facilitates integration between sortation and delivery," says Zukowsky. "It's an end-to-end solution."

2. Build an *ergonomically sound* system. The new conveyor belt was built at waist height, so it reduces heavy lifting. "The process is faster, because we've eliminated multiple handlings," says Zukowsky. "But it's also easier for employees to do their jobs, and they're less likely to get hurt, because now

they're simply pushing and pulling parcels along the belt. The only lifting is from the end of the belt directly onto the vehicle."

3. Incorporate the collection process into the design by creating a *reversible process*. This parcel conveyor system accommodates pick-up offload as well. Each morning, the belt loads delivery vehicles with parcels. In the afternoon, the belt reverses itself. Pick-up vehicles return to their loading bay to offload parcels onto the belt, which now feeds the shuttle truck bound for the Vancouver Parcel Distribution Centre. "This is the business model our competitors use, and now it's working for us as well," Zukowsky notes.

The new system was introduced last October, and it's already paying off. "When we measure the hours worked by mail service couriers against an eight hour schedule, we're among the top three most efficient operations in the country," says Heinz Franzke, director of Parcel Operations, Pacific Region. "By focusing on a direct-load and simplified off-load process, we're saving steps and operating more efficiently. We're now operating to the same industry standard as our major competitors." ■



DELIVERY SCAN LABELS

Reduced to 70 %

Xpresspost 1

0647 1440 0010 8962



1 VSZ 4P2

ATTENTION
 Sender warrants that this shipment does not contain dangerous goods.
 L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

Signature Required
 Signature Requise

R Registered Recommandé

CANADA POST POSTES CANADA

RW 055 271 776 CA RW 055 271 776 CA



RW 055 271 776 CA

Signature Required
 Signature requise

Sender warrants that this shipment does not contain dangerous goods.
 L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

CANADA POST POSTES CANADA **Xpresspost**



PK 962 360 913 CA

1

PK 962 360 913 CA

Shipper: Do not remove. Expéditeur: Ne pas enlever.

000015805 ATTENTION 3591743

Signature Required Signature requise

Sender warrants that this shipment does not contain dangerous goods.
 L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

1-800-959-8888

PK 962 360 913 CA

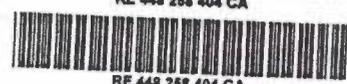
CANADA POST POSTES CANADA

1 888 550-6333 Signature on delivery? Signature à la livraison?

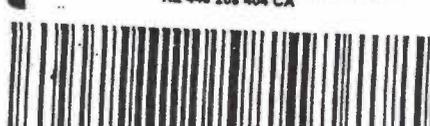
RE 448 268 404 CA



RE 448 268 404 CA



RE 448 268 404 CA



RE 448 268 404 CA

Signature Required Signature requise

Sender warrants that this item does not contain dangerous goods.
 L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

EXPEDITED PARCEL COLIS ACCÉLÉRÉ 2

From: 350 NEWKIRK RD RICHMOND HILL ON L4C 3G7 V9.0.0 CANADA POST POSTES CANADA 9006301405

Order: Manifest / Manifeste: 237 0.400 Kg

To/Dest:

Quick Ship - Refer to Address Label
 Expédition rapide - Reportez-vous à l'étiquette d'adres

V6P

6381 4050 0630 9012



ATTENTION Signature Required Signature Requise

PRIORITY COURIER MESSAGERIES PRIORITAIRES P

From: PASSPORT CANADA 200-787 HASTINGS ST W VANCOUVER BC V6C 1A1 V9.2.0 CANADA POST POSTES CANADA 9002166650

Order: Manifest / Manifeste: 858 0.100 Kg

To/Dest:

SYBIL MARION TOPPING
 VANCOUVER BC V6P 5K2

V6P

2166 5500 3210 8056



ATTENTION Signature Required Signature Requise

BUSINESS REPLY MAIL

Thanks to Bill Pekonen

Bill Pekonen in his quest for Canada Post oddities has come up with an interesting observation on the postal codes on Business Reply Mail. He has found that the return address postal code on many, but not all, Business Reply Envelopes ends in "9Z9" which is the highest combination that can exist on an alpha numeric postal code. On these envelopes, see below, the first three indicia of the postal code indicate the Mail Processing Plant or Postal Station that serves the business and the last three indicia "9Z9" refer the mail to the Business Reply Mail Section for scanning of the bar code and the billing of the appropriate company whose postal code is shown in small type above or below the bar code. For some unexplained reason a few Business Reply Envelopes do not follow this practice and the actual postal code, sometimes in modified form, is used. An example is the Vancouver Food Bank where both the actual code "V5T 1J9" appears on some envelopes while others have the conventional code "V6A 9Z9". As might be expected most Business Envelopes are from eastern Canada but envelopes from Burnaby, Nanaimo, Richmond, Vancouver, and White Rock have been recorded.



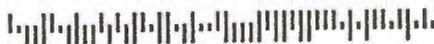
X06AMT

*Your stamp will
help reduce our
postage costs.*



CANADA		POSTES
POST		CANADA
Postage paid if mailed in Canada		Port payé si posté au Canada
Business Reply Mail		Correspondance- réponse d'affaires
4052390		01

1000006900-V6B3W8-BR01



UNION GOSPEL MISSION
PO BOX 2546 STN TERMINAL
VANCOUVER BC V6B 9Z9



1000007234-V6A3T2-BR01

THE VANCOUVER FOOD BANK
1150 RAYMUR AVE
VANCOUVER BC V6A 9Z9

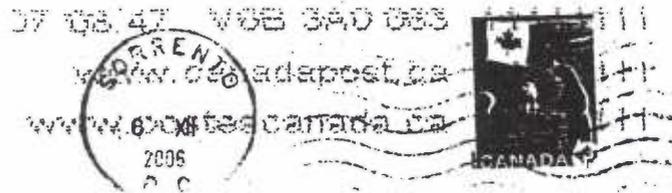


0434184800-V5T1J9-BR01

THE FOOD BANK
311 6TH AVE E
VANCOUVER BC V5T 1J9

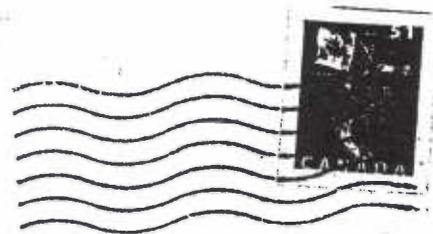
SORRENTO – RAPID CANCELLING MACHINE

A dater hub for an IPS HD2 Rapid Cancelling Machine, reading SORRENTO / B. C., was proofed on December 7, 1981 and shortly afterwards an IPS HD2 rapid cancelling machine, Serial Number 5359, was sent to Sorrento. For some unknown reason the machine was never used and cancellations from the machine were unreported for 25 years. In December 2006 the machine was put into use and a cover dater 8 XII 2006 has now been reported.



WINFIELD – IPS HD 2

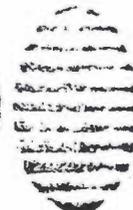
Ken Ellison has pointed out that although the name of the Winfield Post Office was changed to Lake Country in 2001 the Winfield IPS HD 2 rapid cancelling machine continues to read “Winfield”.



RELICS OF THE PAST

Cec Coutts recently reported that the New Westminster Post Office canceller dating from Colonial times is still in existence. This is the date stamp that was used to produce the masthead for the B.C. Research News Letter.

At the same time he report that the Sidney duplex (DBC-248) is still in existence and bears the late date of 21 XII / 58.



ROYAL CENTRE MAILROOM – RC# 651257

RC # 651257 was originally assigned to Vancouver Depot 74 when it opened in 1977 at 1085 Homer Street, V6B 2X0. As has been pointed out by Ken Barlow RC # 651257 is presently assigned to the Royal Centre Mailroom at 1055 West Georgia V6E 3P0. Just to add to the confusion when the Royal Centre Mail Room was opened in 1973 it was assigned RC# 652075. With closing of the Homer Street Depot in the mid 1990's, Depot 74 was moved to the Vancouver MPP and, following further re-organization, was moved to the Royal Centre Mailroom, taking the RC# 651257 with it. The relocation of Postal Depots is often done with little or no information as it is looked upon as an in house reorganization and in many cases it represents a reorganization of carrier routes.



SANTA HOHOHO – JSP SLOGAN

As a part of the “write a letter to Santa” promotion by Canada Post a series of “SANTA HOHOHO” jet spray cancels were used on the Vancouver and Victoria JSP printers.

The following early and late dates were reported;

JSP 080	06 12 11	JSP 081	06 12 12	JSP 082	06 12 12	JSP 083	06 12 11	JSP 084	06 12 12
	06 12 27		06 12 23		06 12 22		06 12 22		06 12 22

061219 08:03 V6B 3A0 082 | | | | | | | | | |
 Santa HOHOHO Père Noël | | | | | | | | | |

JSP 118 06 12 11
 06 12 27

061227 22:29 V8Z 4B0 118 | | | | | | | | | |
 SANTA HOHOHO PÈRE NOËL | | | | | | | | | |
 WWW.EPDST.CA/WWW.POSTEL.CA | | | | | | | | | |

JSP 620 unreported

JSP 621 06 12 11
 06 12 19

061215 00:21 V6B 3A0 621 | | | | | | | | | |
 Santa HOHOHO Père Noël | | | | | | | | | |
 www.canadapost.ca | | | | | | | | | |
 www.Postescanada.ca | | | | | | | | | |

Victoria also used a JSP slogan to promote the Canada 2006 Census on JSP 118

JSP 118 06 04 18
 05 05 19

060419 02:04 V8Z 4B0 118 | | | | | | | | | |
 CENSUS*2006*RECENSEMENT | | | | | | | | | |
 canadapost.ca/Postescanada.ca | | | | | | | | | |

A WORD OF EXPLANATION

As many of you know my wife died in early November after a two year battle with cancer and during that time I had little interest in doing research. Fortunately I had a good backlog of unpublished items and was able to continue to publish the News Letter more or less on time. At the same time my files became a complete mess and a number of items waiting to be published were either lost or mislaid. For this I apologize. Hopefully members will continue to send in items of interest for publication.

From Canada Post

During the past two years a number of my contacts at the Post Office either retired or were transferred to new positions. Fortunately John Gannon is still on the job and he and I will be meeting in early February to see if we can set a more formal way of keeping track of opening and closings dates. At the same time he will provide an updated list of the present Depots, Postal Stations, Letter Carrier Depots and other facilities that are not included in the regular listing of Post Offices. This will result in the listing of 2006 changes being delayed until the April issue. Sorry for the delay.

Wings

On another matter. Canada Post appears to be slowly converting all dater equipment to, what are called by postal historians, "Wings" daters. With a few exceptions the format of these new daters is much the same and at present the list of reported post offices using the "Wings" daters runs to more than six pages. I will continue to keep an updated list of post offices using the "Wings" daters but will not list new addition in the News Letter. Those wishing to receive updated lists should contact the Editor.

Pictorial Cancels

The Post Office continues to produce pictorial cancels, some of which are listed in *Details* or other post office publication. These will continue to be illustrated because of their unique nature and those wishing updates of the complete list should contact the Editor.

Postal Outlets

As a result of the privatizing of Postal Outlets many of the hand stamps currently in use are no longer produced by Canada Post and as a result considerable variation in format and wording has come into use. At the same time many "in house" date stamps are appearing on mail and many of these are not identified by RC#s. To date no attempt has been made to list or catalogue these items and it is unlikely anyone ever will. As a result in future only markings that are unusual or different will be included in the News Letter although the Editor appreciates receiving any and all postal markings so please don't stop sending this kind of material.