



BRITISH COLUMBIA
 POSTAL HISTORY
 RESEARCH GROUP

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Whole number 66

July 2008

VAN WINKLE

Van Winkle was established in July 1864 as Colonial Post Office ((22)) and closed in 1868 as the postmaster had not been paid. It is listed as being open in 1871 and was officially transferred to Dominion status on July 1, 1872. It briefly moved to Stanley from 1900 to 1906 and after a number of brief closings finally closed 1948.

Colonial ((22))



LETTER BILL from
 VAN WINKLE
 SP 4, 1891

LETTER BILL
 TO BE USED BY POSTMASTERS WHEN THERE IS NO
 REGISTERED MATTER TO BE DESPATCHED.

STAMP OF VAN-WINKLE DESPATCHING OFFICE. From Van Winkle For Ashcroft Date Sept 5th 1891 STAMP OF ASHCROFT STATION RECEIVING OFFICE.

Postage on Unpaid Matter addressed to Office for which this Mail is intended.*

Claim for Unpaid Postage charged against this Office on matter herewith forwarded.

	\$	cts.	\$	cts.
Statement of Sending Postmaster.				
Statement of Receiving Postmaster.				

The "Mail Bag" from Ashcroft did not come up this week. B.M.

* Unpaid Matter addressed to other places must not be included in this column.



L.M. Dodd P. M. or Clerk Despatching.
 P. M. or Clerk Receiving.

N.B.—This Bill should invariably be stamped with the dated stamp of both the Despatching and Receiving Office, and initialed at foot by the persons actually making up and opening the Mails.

23 B.—2,000,000-13-2-90.

'The "Mail Bag" from Ashcroft did not come up this week, BM'

ASHCROFT STATION
 SP 9, 1891

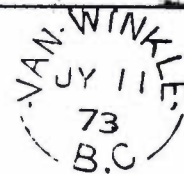
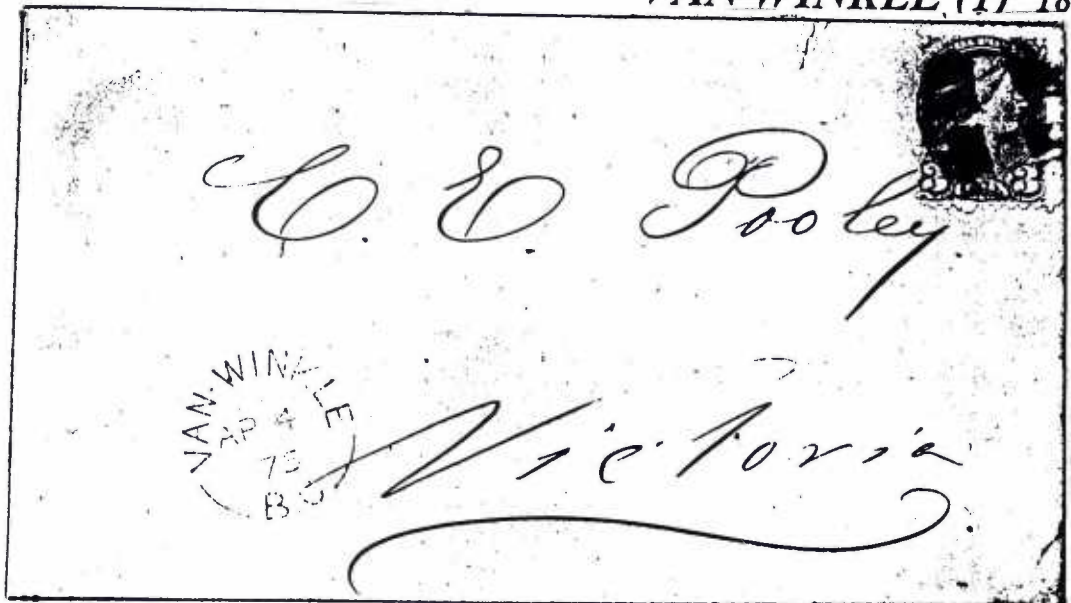
L.M. Dodd
 Postmaster Van Winkle

VAN WINKLE (1) EARLIEST REPORTED DATE - JULY 11, 1973

Enclosed letter from Alex Lindsay - Van Winkle postmaster 1875-1879

Thanks to John Keenlyside

VAN WINKLE (1) 1872 - 1900



Dear Sir,

I am in receipt of yours
of date July 4th, and in reply
would say, that as I am charged
ten dollars per month for rent of
office. I must decline taking charge
here unless that sum is allowed
in addition to the \$1000 per annum
allowed to your old servant.

Yours truly
 W. H. Lindsay
 Victoria

Alex. Lindsay.

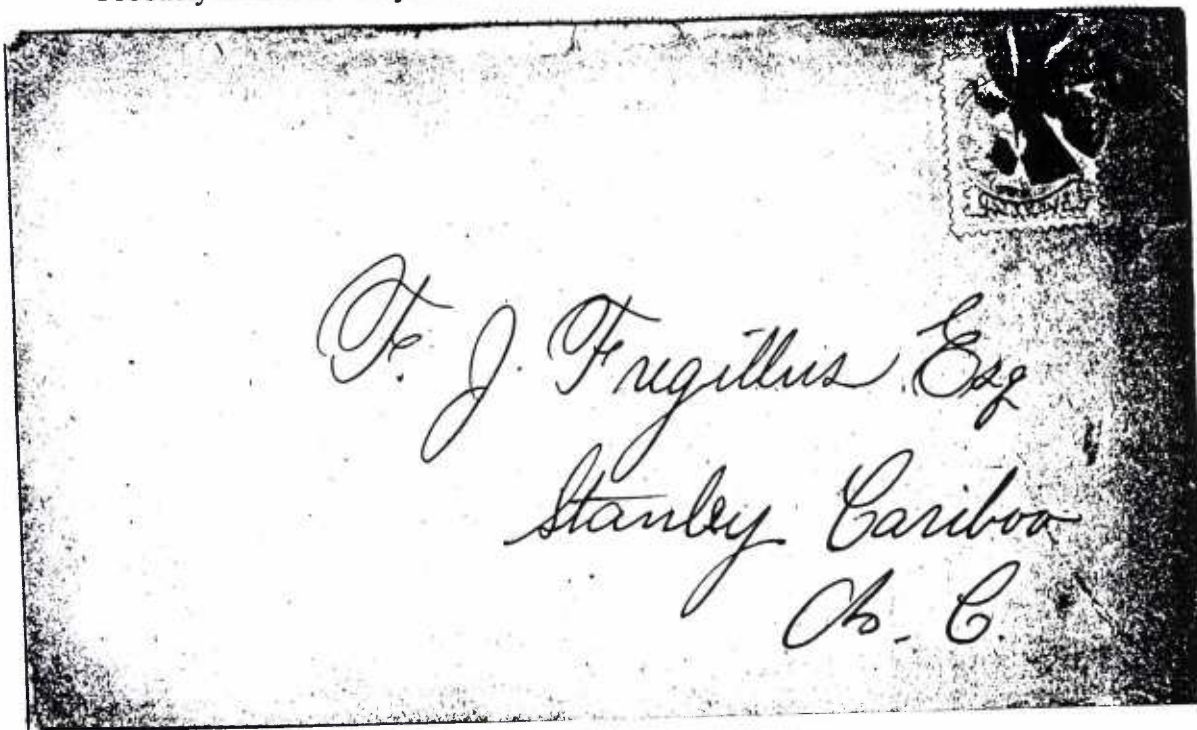
VAN WINKLE -

The colonial and post-colonial post offices in what is vaguely called the Cariboo region of British Columbia are among the most difficult to deal when studying British Columbia postal history. To start with, the existence of the "Cariboo" post office is well documented with hand stamps from both the colonial and post-colonial periods being reported in many collections.

A.S. Deaville's *The Colonial Postal Systems ...*, does not record a post office named "Cariboo" nor do any of the official documents on which his book was based. To add to the confusion Deaville implies that Antler, Barkerville, Camerontown, and Richfield were all the same office and were known collectively as "Williams Creek". George Melvin, on the other hand, lists short lived post offices named Antler Creek, Grouse Creek, Harvey Creek, and Keithly Creek as opening in 1872, and with the exception of Keithly Creek, closing within a year. At the same time settlements were briefly located at Camerontown, Cedar City, Kansas, and Richfield, and although there is no record of postal service being established at these places because of the lack of postal data, it is possible that some form of postal service may have existed.

The one post office in the region that appears to be correctly listed is Van Winkle. It is listed by Deaville as opening in July 1864 as colonial post office ((22)) with N.L. McCaffery as postmaster. He resigned in 1868 as he had not been paid for his services as postmaster and as a result the Van Winkle post office closed briefly before Confederation but re-opened in July 1872 with J.L. Lindhard as postmaster. The Van Winkle post office was located on Lightning Creek near the junction of Chisholm Creek on the road to Barkerville.

Cover mailed to well known stage driver Fred Tregillus at one cent drop letter rate.
Probably mailed as "way mail" enroute to Stanley (Van Winkle).



Dated on back Ashcroft Station JA 4, 1892 with unreadable Van Winkle cancel.

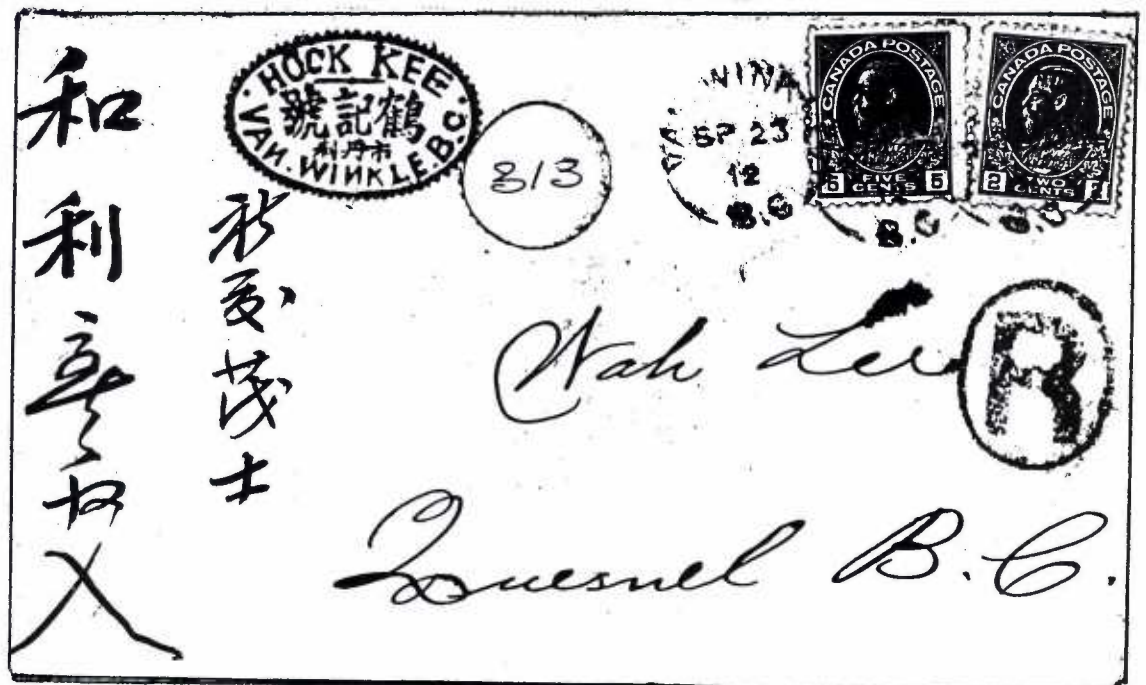
VAN WINKLE TO STANLEY - OCTOBER 1 1900
 STANLEY TO VAN WINKLE - NOVEMBER 1, 1906

In December 1899, Mrs. E. Peebles took over as postmistress at Van Winkle and moved the office to her house in Stanley, some 4 miles away. To prevent confusion under postal order #306, dated 21 September 1900 the name of the Van Winkle post office was changed to Stanley. Mrs. Peebles resigned in February 1906 and Mr. H.J. Gardner was appointed postmaster and moved the post office back to Van Winkle. As a result under postal order F25066, dated 26 September 1906, the name was changed back to Van Winkle.

Cover from Quong Lung Kee,
 Stanley, B.C. to Wo Lee
 in Quesnelle,
 dated February 5 1904
 Back - QUESNEL / FE 6 / 04 / B.C.



Registered cover from
 Van Winkle to Quesnel
 dated September 23, 1912
 Back - nil

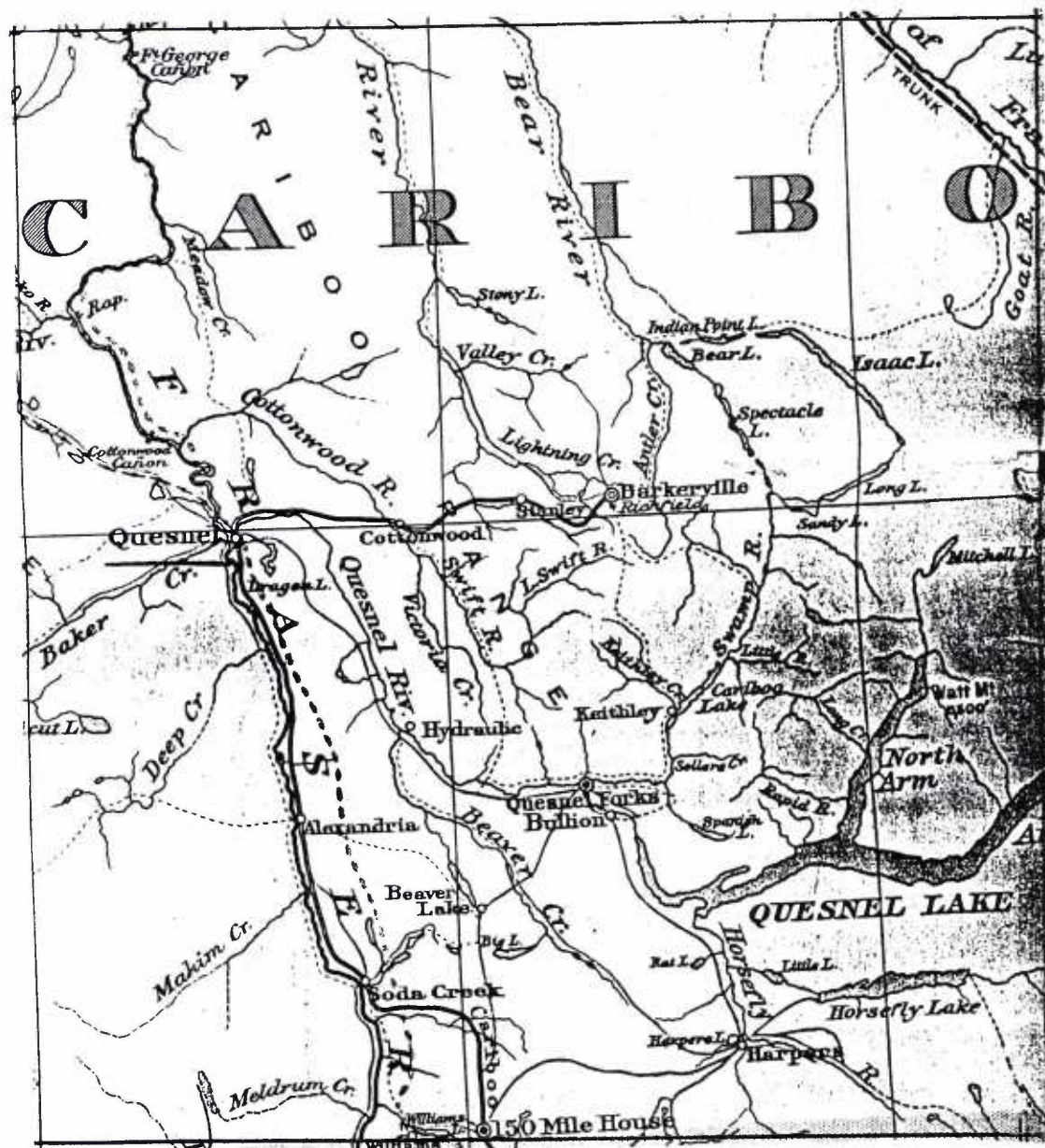


VAN WINKLE – FINAL CLOSING 1948

Mr. Gardner resigned as postmaster September 7, 1918 and under postal order #85639, dated 20 October 1918, the Van Winkle post office was listed as "No longer required". As the result of public pressure the office was re-opened in June 1919 with Jas Francis Williams as postmaster. When he resigned in August 1922 the office again close as there was "No person willing" to serve as postmaster.

In June 1933, Van Winkle was re-established with J.N. Lunn as postmaster and the office continued in operation until April 28, 1948 when it closed for good as the Van Winkle town site was more or less abandoned and most of the prospectors had moved elsewhere since the gold had run out.

CARIBOO SECTION – Department of Lands – BRITISH COLUMBIA – 17.75 miles to inch - 1912



CARIBOO POST OFFICES – pre 1900

There is much confusion as to which post offices were open in the Cariboo in 1871, at the time of Confederation. Below is a compilation of the significant information related to the postal services in the Cariboo gold rush area at the time of Confederation. The first problem is that none of the recognized sources list a post office named 'Cariboo' even though cancellations from both the colonial and post-colonial periods are known. There is also some question as to whether post offices such as Antler Creek, and Grouse Creek actually opened in 1872/3, because to date no markings are known from these offices. There were also short lived settlements at Camerontown, Cedar City, Kansas, and Richfield that may have had some form of postal service but are not listed in the official sources as having post offices. Any comments on the information would be greatly appreciated and should be sent to the editor.

Antler (Creek) aka Munroville

Colonial – see Williams Creek

Gold found June 1861

Listed on rate chart July 23, 1862

Melvin established - July 1873, closed 1874

Barkerville

Colonial – see Williams Creek

Gold found 1862 by Billy Barker

Barnards Express seen 1864

Established as "branch delivery office" 1865

Confederation - July 1, 1872 – John Bowron

Summer Office 1900 + - closed 2006

Camerontown

Colonial – see Williams Creek – no post office

Established as "branch delivery office" 1865

Cariboo – not listed – used as place name on many letters

Colonial – double oval marking – seen April 3, 1872

Markings known – April 3, 1872 to September 7, 1872

Cedar City – non post office settlement

Gold 1867 destroyed by fire 1869

Cottonwood

Post office – August 1, 1895 – J. Boyd & family to 1959

(proof June 3, 1895)

Closed February 13, 1962

Grouse Creek – aka Grousetown

Gold found 1865 on Conklin Gulch

Post office – July 1, 1873 – S.A. Rogers –

Closed May 1, 1873

Re-established June 1 1884 – A. McAlenden –

Closed December 1, 1884

Harvey Creek

Not listed Deaville

Established - July 1, 1873 – closed August 1, 1874

Re-established – June 1, 1884 – closed July 1, 1887

Kansas – non post office settlement on Quesnel River

Existed briefly pre 1867

Keithly Creek

Pre-confederation 1870 ?

Gold discovered 1860 exhausted 1961

Named after W.J. "Doc" Keithly

Post Office – July 1, 1873 – G. Keith – closed October 1, 1877

Re-established – May 1, 1884 – R. McNab

Closed September 18, 1968

Quesnellemouth – Colonial ((13))

Colonial – July 16, 1864 – J.B. Gaggin –

continued as Quesnel

Quesnel –

Confederation - July 1, 1872 – Alex. Barrlow

As Quesnelle – July 1, 1872 –

changed to Quesnel – June 1, 1900

Still open

Quesnelle Forks

Melvin – July 1, 1873 – W.P. Barry

Changed to Quesnel Forks – June 1, 1900 –

closed February 28, 1923

Richfield – see Williams Creek – no post office

Name changed to Williams Creek 1862

Barnard Express – marking dated 1864

Van Winkle – Colonial ((22))

Colonial – July 1864 – McCaffery –

Withdrawn 1868 – post master not paid

Reopened July 1, 1872

Confederation – July 1, 1872 – J.L. Lindhard

Changed to Stanley – October 1, 1900

back to Van Winkle – November 1, 1906

Closed – August 20, 1922 – re opened June 1, 1933 –

closed April 27, 1948

Williams Creek – Colonial ((10))

May have been called Cariboo

Named after Dutch Bill Williams 1860-

Colonial – July 1864 –

J.E. Commeline in charge of post offices in Cariboo - paid L 400

Commeline established "branch delivery offices" at

Camerontown and Barkerville - 1865

continued after Confederation as Barkerville

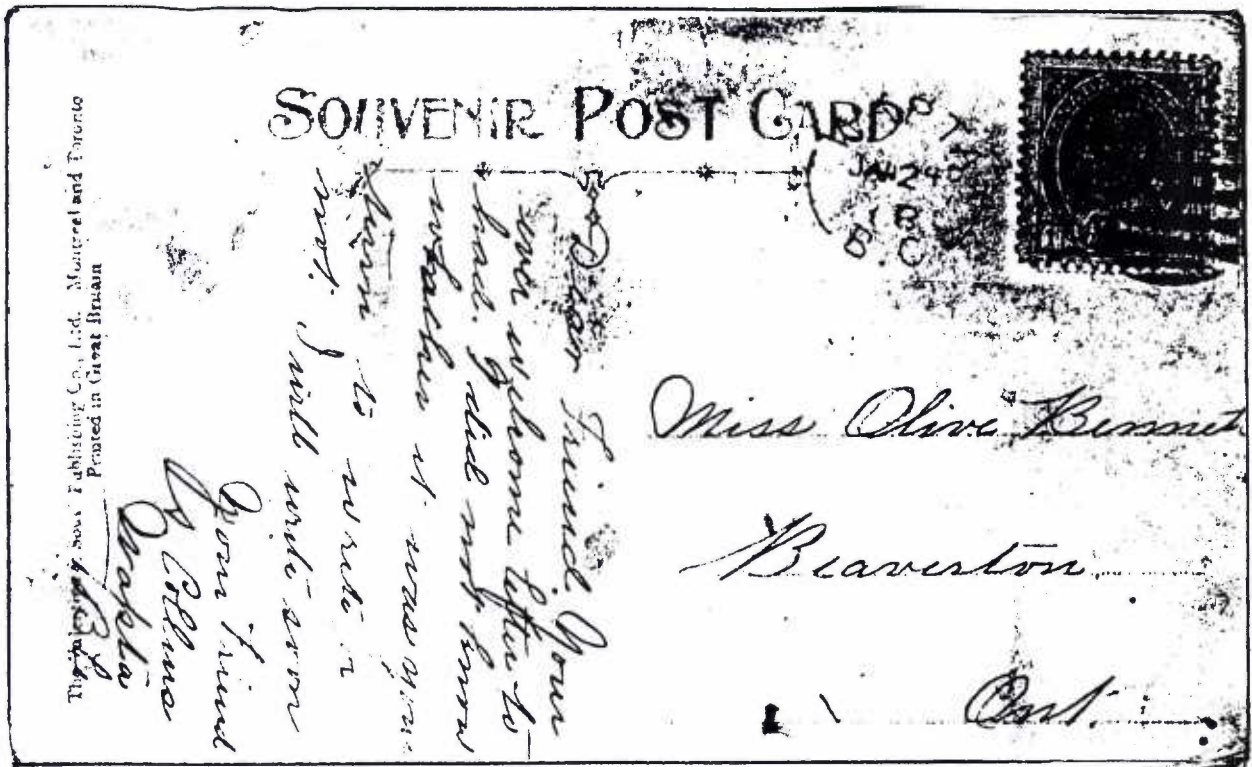
WORLD WAR II - BRITISH COLUMBIA - MPO and NPO CANCELLATIONS – an update.

Doug Sayles, editor of the Military Study Group, is updating the early and late dates of postal markings used during World War II and has requested assistance from the BC Research group. Can you assist?
Send any changes to the Editor, Bill Topping, 7430 Angus Drive, Vancouver, BC, V6P 5K2.

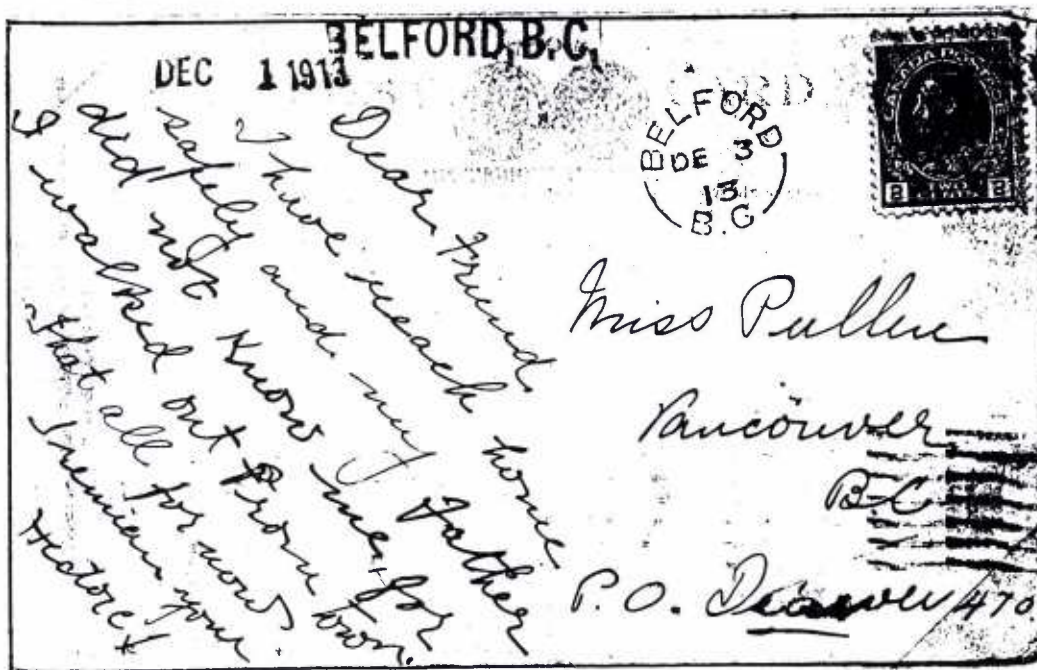
<u>MPO/NPO</u>	<u>NAME</u>	<u>NO.</u>	<u>EST.</u>	<u>CL.</u>	<u>EARLY</u>	<u>LATE</u>
VERNON	FIELD CAMP		1939 06 28	1939 07 01	1939 06 01	
MPO 1101	VERNON	-	1941 10 20	1946 02 08	1942 12 01	1945 11 29
MPO 1102	PATRICIA BAY	9879	1944 09 16	1946 06 01	1944 09 05	
			To civilian PO	1947 10 15		1947 08 05
MPO 1103	VICTORIA	-	1942 09 01	1946 03 30	1942 09 05	1946 ?? 19
	WORK POINT BKS					
MPO 1104	NANAIMO	-	1942 11 10	1946 02 28	1942 12 07	1946 02 05
MPO 1105	PORT ALBERNI	-	1942 12 02	1945 04 12	1942 12 07	1944 12 09
MPO 1106	VANCOUVER	-	1942 11 13	1946 01 22	1942 11 19	1946 11 30
	(HMCS DISCOVERY)					
MPO 1107	CHILLIWACK	-	1944 07 05	1946 05 15	1944 10 08	1946 03 23
MPO 1108	PRINCE GEORGE	9615	1943 01 11	1945 04 30	1943 01 28	1945 02 03
MPO 1109	TERRACE	9753	1943 03 16	1945 04 02	1943 03 19	1944 03 21
	TERRACE (duplex)	9753	1943 04 15	proof	1943 04 19	1945 01 15
MPO 1110	PRINCE RUPERT	9621	1943 07 23	1945 11 08	1943 08 11	1945 12 29
MPO 1111	JERICHO BEACH	9358	1944 06 15	1946 03 30	1944 03 28	1946 01 29
NPO 1112	(ESQUIMALT)	9885	1943 05 17	1946 03 05	1943 03 23	1945 10 15
	(HMS GIVENCHY)					
NPO 1113	(HMCS DOCKYARD)	9895	1943 03 16	1946 06 01	1943 03 26	
		9895	to civilian PO	1947 06 16		1947 06 12
NPO 1114	(ROYAL ROADS)	9665	1943 05 17	1946 03 05	1945 11 04	
	(HMCS COLLEGE)					
NPO 1115	(PRINCE RUPERT)	9623	1943 08 16	1945 10 29	1943 08 28	1945 07 30
	(HMCS CHATHAM)					
MPO 1116	(VANCOUVER)	9875	1943 09 02	1946 06 01	1944 02 25	1945 11 09
	(SEA ISLAND A.S.)	9875	to civilian PO	1947 05 21		
NPO 1117	(VANCOUVER)	-	1943 12 08	1945 01 11	1943 12 08	1645 09 17
	(HMCS BARRARD)					
MPO 1118	not issued					
MPO 1119	VANCOUVER (H.Q.)	-	1945 07 03	1946 07 05	1945 07 12	1946 06 04
NPO 1120	(VANCOUVER)	9877	1944 06 15	1946 03 02	1945 10 19	1945 12 09
	(HMCS DISCOVERY)					
	VANCOUVER EMERGENCY 1				1944 06 26	
MPO 1121	COMOX	9151	1944 07 24	1946 01 15	1944 06 26	1945 11 27
MPO 1122	TOFINO	-	1944 08 22	1945 08 22	1944 08 24	1945 08 21
MPO 1123	UCUELET	-	proof	1944 08 23	not established	
MPO 1124	BOUNDARY BAY	9071	1944 10 16	1945 10 31	1944 11 10	1945 09 07
MPO 1125	ABBOTSFORD	-	1944 11 23	1945 09 15	1944 12 09	1945 08 16
MPO 1126	WILLIAMS LAKE	-	1945 02 12	1945 03 30	1945 02 27	1945 03 29
MPO 1127	ALLIFORD BAY	-	1945 01 16	1945 09 10	1945 01 24	1945 11 20
	VANCOUVER EMERGENCY 1				1945 01 18	
C.A.P.O. 51	(KISKA FORCE)		1943 11 19			
<u>RCAF STATIONS - post war</u>						
RCAF	COMOX	9153	1954 04 28	1966 09 30	1954 09 17	1964 09 01
	To LAZO					
RCAF	HOLBERG	9317	1955 05 25	1966 10 01	1958 11 03	
	C- SAN JOSEF					
MPO 612	(CFB CHILLIWACK)		1979 01 08	1996 05 24	1979 05 28	1991 11 20

TWO NICE POST CARDS – thanks to Pete Jacobi and Tracy Cooper

WAPTA– est. 1904 12 01 to 1910 03 31 – postmaster James A. Pippy
Located on Columbia River 6 miles south of McMurdo (first report)



BELFORD – est. 1911 19 91 to 1918 12 31 – postmaster H.J. Laviolette (died 1918 11 22)
Located 5 miles west of Nelson



RICHMOND'S POSTAL HISTORY

McNulty, Bill, *Richmond's Postal History*, Friends of the Richmond Archives, Richmond, BC, 2008, 38 pages, ISBN 978-0-9690031-9-9
Available - Richmond Archives - 100 Minoru Gate, Richmond, BC, V6Y 1R8 - \$20.00

The booklet starts off with a discussion of the Colonial and post-Colonial postal systems as they existed prior to the early settlement of what is now Richmond Municipality. Reference is made to the post offices at New Westminster and Ladner's Landing which provided early mail service to Lulu Island prior to the establishment of North Arm (1882) and Lulu Island (1884) post offices. The post offices are then discussed in the order in which they were established. This causes some confusion as a number of post offices, such as Eburne that replaced North Arm, were relocated at the same time as they were renamed and might be better discussed as separate post offices. A map showing the general location of each of the named offices would have helped the reader, not familiar with Richmond, to have a better understanding of where each office was located.

As would be expected the opening and closing dates as well as the names of the postmaster are provided for each of the post offices, and in some cases, the street address is included as well. By far the most useful, and interesting part, of the book is the brief biographies of each of the postmasters and postal employees. This provides an interesting social history of the island municipality as road and rail transportation gradually developed within the central portion of the island and replaced the Fraser River as the main source of transportation. Unfortunately there is little information on the postal system after the mid-1950's and some of the information is of questionable accuracy. The booklet also contains a wide selection of photographs depicting the landscape as well as pictures of selected postmasters and post offices that help the reader to appreciate the evolution of this rural municipality.

On the other hand, those wishing to delve more deeply into the history of Richmond will find that this production by the Richmond Archives fails to include a bibliography of the sources quoted or the references, something one would expect to find in booklet of this kind. But for those interested in social history, the book makes a very good read.

Mail: it works!

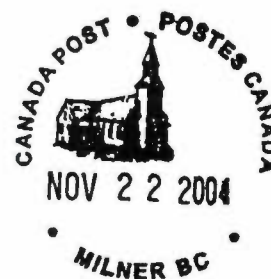
85 per cent of Canadians prefer to receive bills and invoices by physical mail than by any other means.

79 per cent of Canadians prefer to receive general business correspondence by mail than by any other means.

80 per cent of Canadians prefer to receive their financial statements by mail than by any other means.

72 per cent of Canadians agree that mail is the best way to receive important information.

MILNER BC – new pictorial cancellation



retail automation

WHEN YOU'RE WORKING HARD TO provide great customer service at a busy retail counter, the last thing you need is a troublesome computer system. ROSS, Canada Post's Retail Outlet Support System, has been automating the company's point-of-sale processes since the mid-1990s, but it's no longer up to the task. In recent years, counter staff have had to cope with slow response times, occasional system freeze-ups, and long servicing delays.

Now retail employees will be getting a better tool to help them serve customers more effectively. Beginning this summer, postal outlets across the country will be upgrading to a brand new retail automation system that's smaller, faster, and a lot more user-friendly.

"The new system is an outright replacement for ROSS, both hardware and software," says Len Sheedy, director, Retail Technology Refresh. "Over

the next two and a half years, we'll be installing it across the retail network, in about 4,000 corporate and 2,000 dealer locations. The system's smaller hardware footprint will fit in many smaller offices, so we'll be giving some priority to automating those that don't already have ROSS."

Good things in small packages

Small but strong—the new machines are designed for a retail environment and built to last. They will also be equipped with wireless scanners so retail employees can scan parcels in the back room instead of carrying them to the machine. Above all, the software they run is much easier to use. It works intuitively, with graphic, touch-screen prompts and "wizards" that take users step-by-step through complex activities. "It's designed to minimize the need for user intervention during transactions, so the clerk can focus on

the customer," says Sheedy. "It will also make training much easier. The system is so simple even I can use it."

The time is right for the upgrade—the new software introduces automated features that allow the corporation to conform with recent changes to federal government regulations, such as those guarding against fraudulent transactions and changing the way money orders are handled. It will also introduce improvements recommended by the company's audit and risk assessment teams.

The new equipment is more environmentally friendly as well, since it uses less power and meets the latest industry standards for the Restriction of Hazardous Substances. Designed with the future in mind, these systems are a state-of-the-art solution to customer service, built to give retail employees the edge they need at those busy counters. ■

A modern approach to sequencing

FOR MANY DELIVERY EMPLOYEES, before they can get out on their routes, there's a whole lot of mail that must be sorted by hand.

As part of Postal Transformation, Canada Post plans to modernize that time-consuming process. "Today, we've automated the sorting of mail until it reaches letter carriers and rural and suburban mail carriers (RSMCs), but they still have to manually sequence every piece to their line of travel, address by address," says Cal Hart, senior vice-president, Postal Transformation. "This is not a modern way to operate—

sequencing every piece of Lettermail into a case by hand is inefficient and labour intensive."

"We're planning to automate letter sequencing, as many other modern posts have done. Most Lettermail will arrive at the depot already sorted in line of route, ready for delivery. This will allow us to change the whole flow of mail within a depot. This will mean that within specific depots that are reconfigured, letter carriers and RSMCs can sequence the remaining pieces of mail and get out on their delivery rounds, spending more time delivering to our customers."

It's one of the most significant changes in Canada Post's delivery history. Watch for more details in upcoming issues of *Performance*. ■

