



BRITISH COLUMBIA  
POSTAL HISTORY  
RESEARCH GROUP

Volume 18 Number 1

Whole number 69

April 2009

### MORE CHINESE CORNER CARDS TO BRITISH COLUMBIA

Thanks to Bob Forster

Sent via Wells, Fargo & Co.s Express from San Francisco to Yale, B.C.

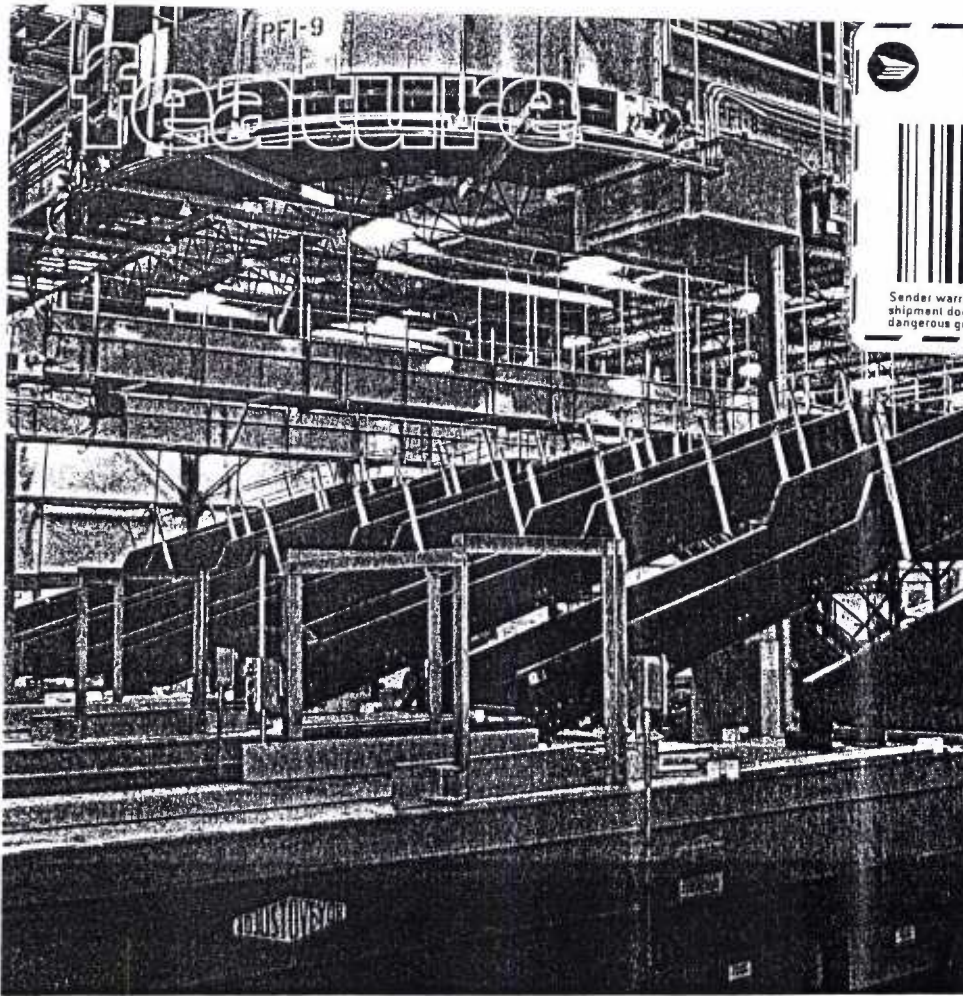
Mailed by "Quong Marn Long & Co., dealer in groceries and provisions, 820 Duront St. San Francisco



Sent via Wells Fargo & Co - San Francisco to Cariboo, B.C. - "collect"



There seems to be no valid reason for the Chinese instructions at the left of each cover.



Older style bar code

## RICHMOND PARCEL PROCESSING HUB

In 2002 the Vancouver parcel processing plant was moved from the MPP on Georgia Street in downtown Vancouver to a new facility on Number 6 Road in Eastern Richmond. The new plant was considered to be state of the art in that most of the parcel mail was moved on conveyor belt using limited bar coding. In 2008 the plant was upgraded and new state-of-the-art sorting equipment was installed in conjunction with Purolator and the sorting area was increased to 211,000 square feet. In addition to the upgrading of the Richmond hub the new Port Kells terminal in Langley was opened to speed up the processing of mail for the Fraser Valley.

Two things brought about the need to upgrade the processing of parcel mail. Firstly there has been a considerable increase in the amount of parcel mail resulting from more people ordering goods on line and having them shipped by parcel post. Secondly the replacement of the Ross computer system with new state of the equipment that allows the postal outlet clerk to apply a scanner readable label at the source of mailing. When the parcel reaches the processing plant it passes through a scanner that reads the label and then using a series of scanners directs it to the correct truck by for dispatch.

# Expanding possibilities

By Brenda Stewart

Purolator recently opened an expanded hub in Richmond, B.C.—providing new options, solutions and capabilities for customers. The building features sleek new state-of-the-art sorting equipment and about 211,000 square feet of space.

“The enlarging of the hub and our opening of new Port Kells terminal in Langley last year expand our capacity in the Greater Vancouver Area—and illustrates the company's commitment to continuous improvement and innovation,” says Paul Merrick, general manager, Pacific Division.

“The hub expansion has truly been a unique project with the existing hub and terminal fully operational during construction. We will be able to process higher volumes and experience less double handling of packages, which will result in improved unit costs and service performance while providing an improved and modern working environment for our employees.”

The hub features new automated material handling equipment that will process larger volumes of conveyable freight—handling up to 12,000 pieces per hour, more than double the 4,500 pieces of the past.

The impressive construction involved compacting the site with 15 feet of earth, which was later removed, to ensure that the new section of the building would not sink.

The completed building boasts 64 dock doors, 80 trailer-staging spaces and more parking. ●

UNION STEAMSHIPS – PICTORIAL COVERS

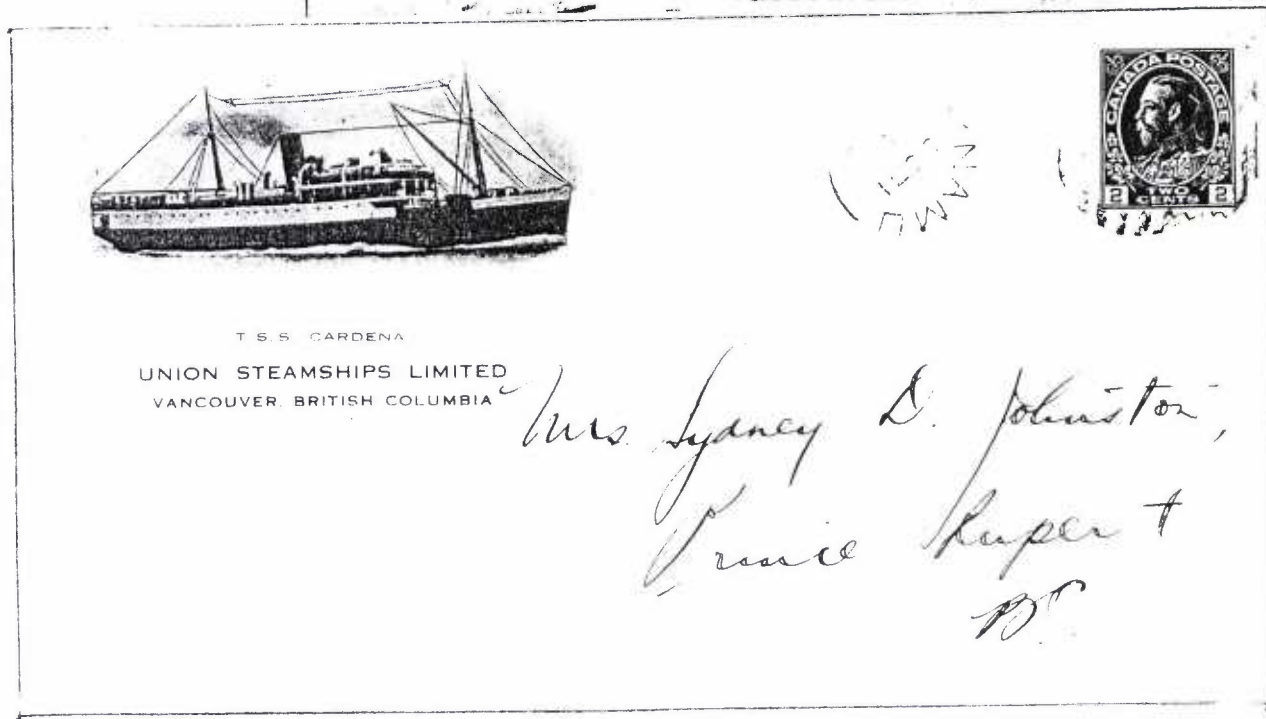
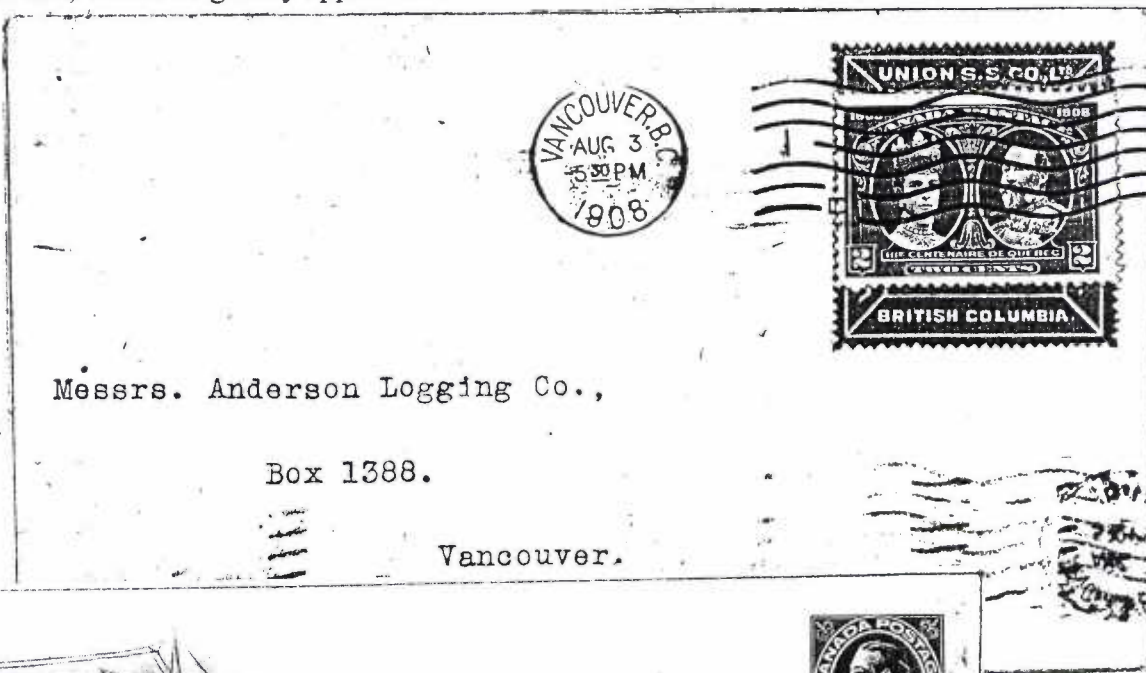
Starting in the early 1900's the Union Steamship Company began producing pictorial envelopes to advertise their free way mail service. Following the acquisition of the Union Estates at Sechart and the Bowen Island Resort on Bowen Island in the 1930's the multi coloured covers became much more attractive and many featured a ship and the coastal mountain scenery. Between 1930 and the start of the war in 1939 at least eight different covers were produced and these appear to have been available for mailing on board ship up till the early 1940's.

At the same time the International Sea Post Cover Clu, run by C. Edward Cedar of Seattle, began to actively promote "Cancelled to Order" (CTO) or "favour" covers that were often handed to the purer for mailing or for hand back. In many cases the covers never entered the mail system.

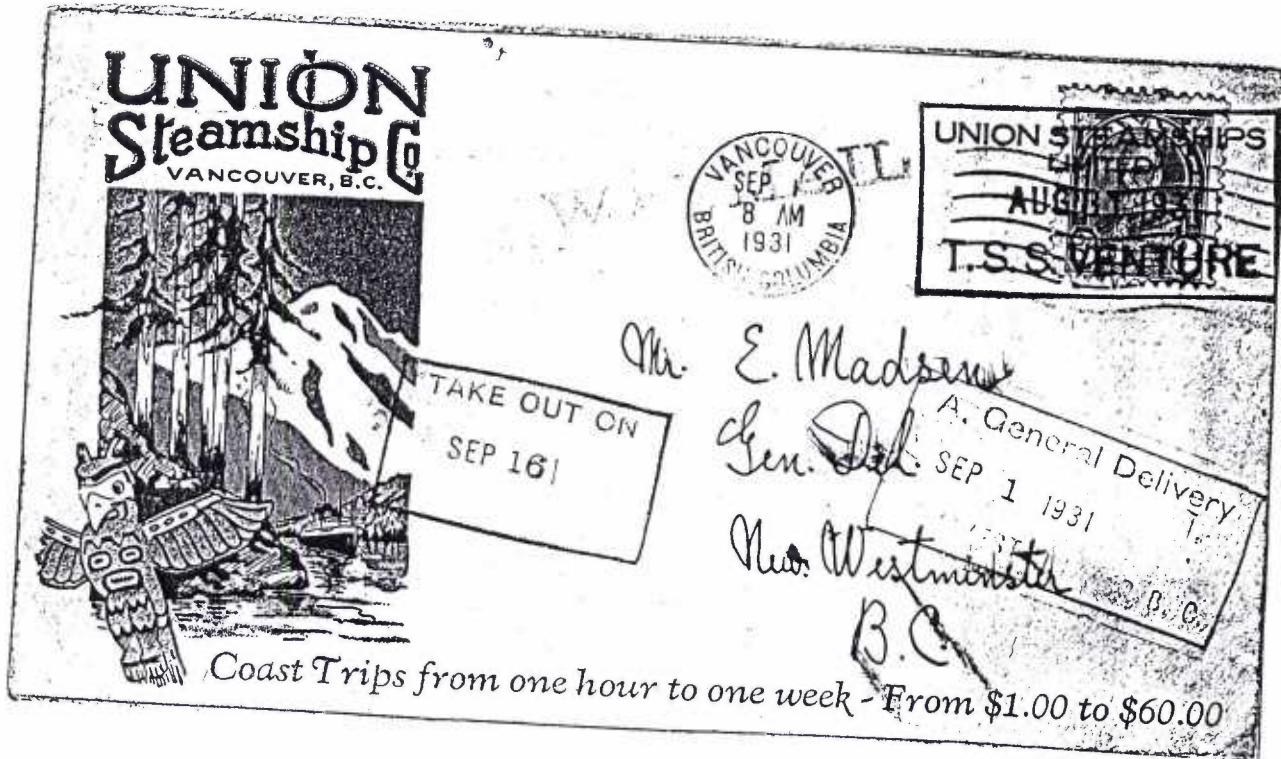
Although the covers command high prices in local auctions there has been no attempt to list them. Those known to the editor are shown on the following pages and any further information, such as period of use, would be greatly appreciated.

Postage stamp  
1908 only >

T.S.S. Cardena  
1928 - 1930  
Y



U-6 Totem Pole with ship and trees and mountains in the background  
Reported use - 1931-1932



U-8 Couple on deck  
Reported use 1933 only



U-10 Two funnels – vacation by UNION boat trips  
Reported use 1933-1935




*Holiday Resorts—Seaside Cottages*  
O. C. S.

F. E. Corneille  
Whaletown.

**vacation by  
UNION  
boat trips** *Delightful Cheap Coastal Trips*




U-12 Twin funnel ship in Howe Sound with tree at left  
Reported use 1933-1939



**UNION  
STEAMSHIPS**  
VANCOUVER  
B.C.

*Holiday Resorts—Seaside Cottages*



MR. JAMES O'BRIEN,  
701 SOUTH 13TH,  
TACOMA, WASH.,  
U. S. A.

*Delightful Coastal Trips from \$1.00 to \$55.00*

U-14 Two seagulls flying over twin funnel ship  
Reported use 1936 only

**UNION STEAMSHIPS LTD**

VANCOUVER B.C.

S. S. VENTURE

S. S. \_\_\_\_\_

Sails at 2 PM

Date Feb 9

DELIGHTFUL CHEAP COASTAL TRIPS

HOLIDAY RESORTS - SEASIDE COTTAGES

U-16 Lady Alexandra sailing past Point Atkinson lighthouse - mountains in background  
Reported use 1939-1942

**UNION STEAMSHIPS LIMITED**

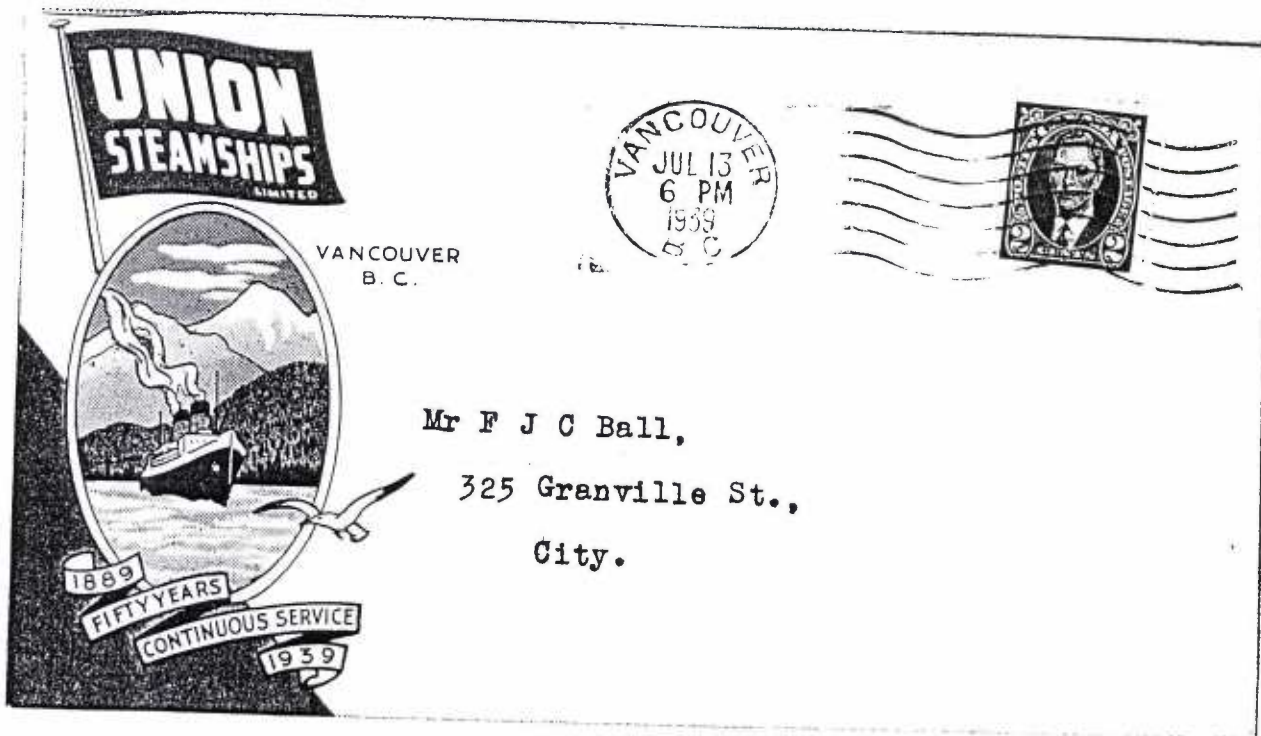
VANCOUVER B.C.

UNION STEAMSHIPS LIMITED  
FEB 5 1940  
S. S. CHELOHSIN

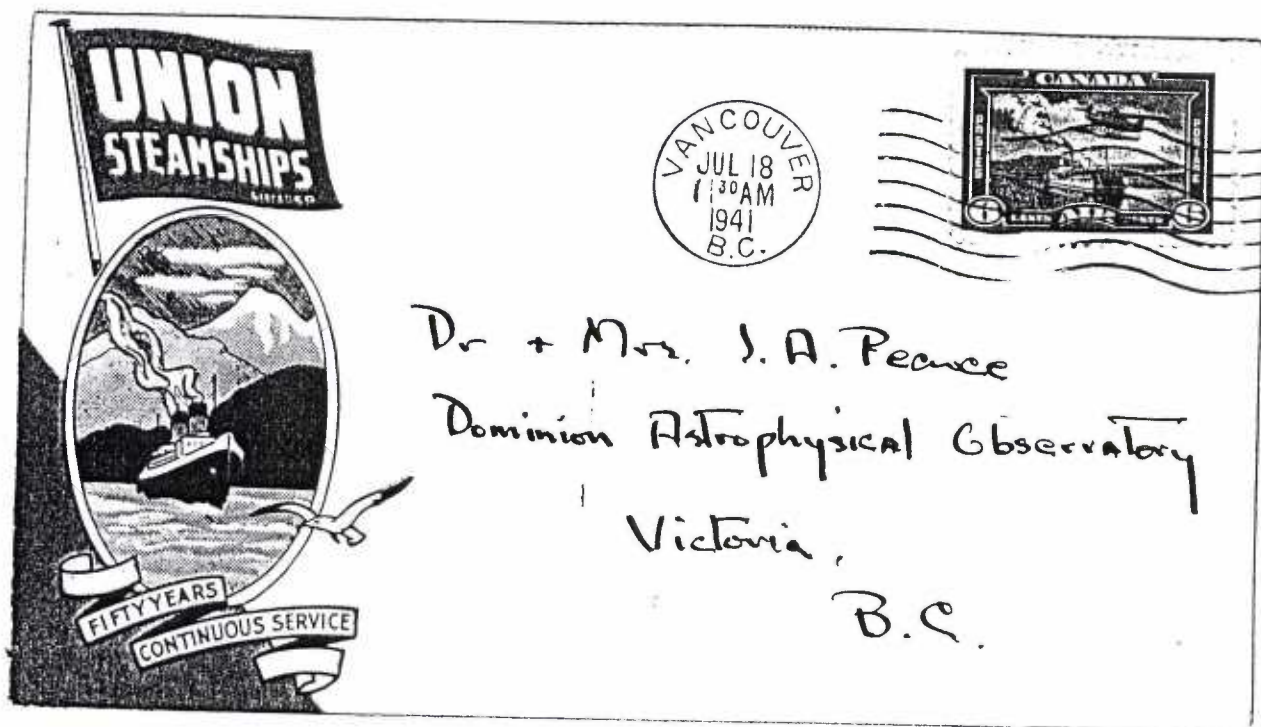
ALFRED COTTIE,  
4115 MIDVALE AVE  
SEATTLE, WASH., U.S.A.

DELIGHTFUL CRUISES - HOLIDAY RESORTS - SEASIDE COTTAGES

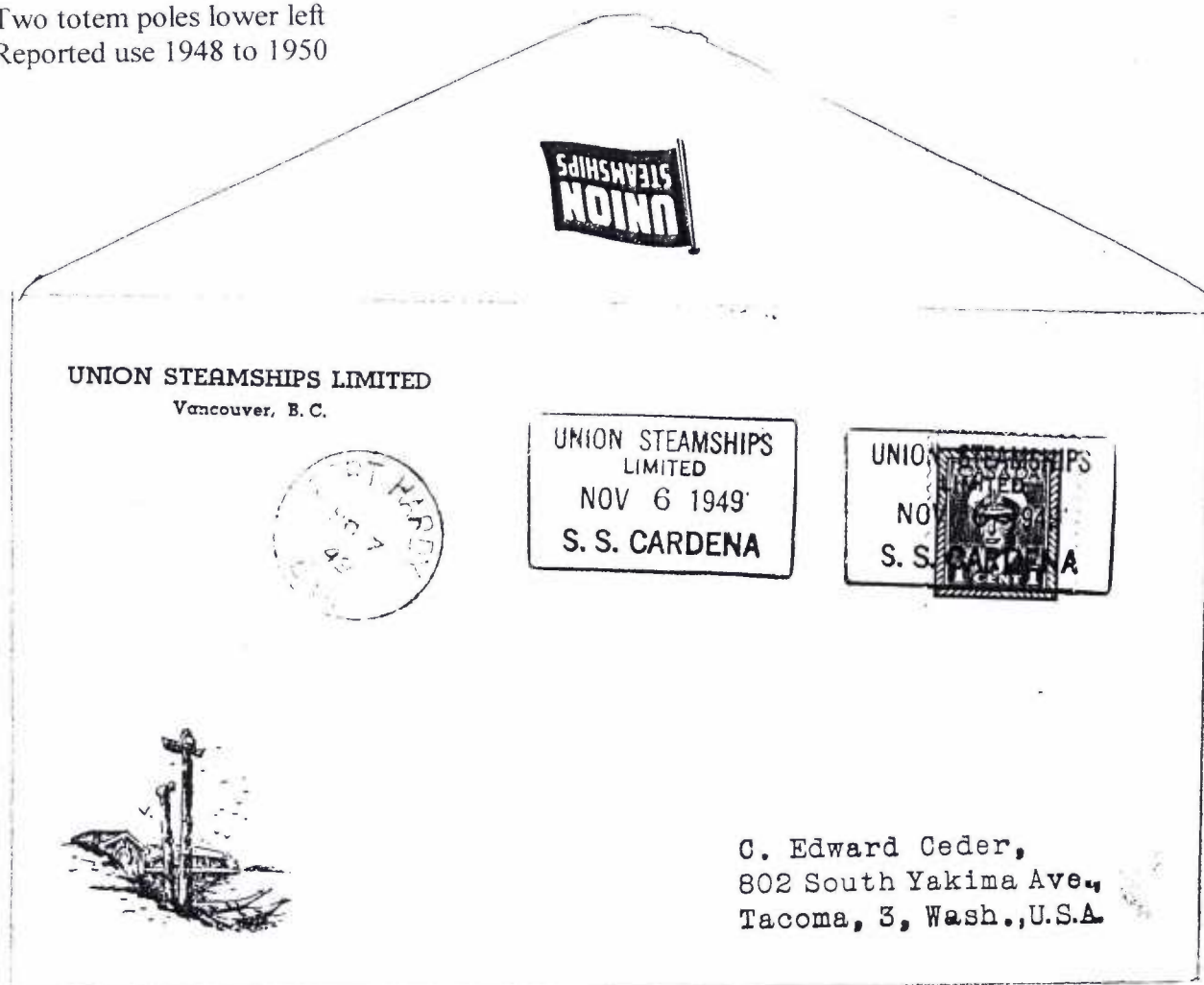
U018 1889 fifty years of continuous service 1939  
Reported use 1939 only



U-20 Fifty years of continuous service (years dates removed)  
Reported use 1940-1942



U-22 Two totem poles lower left  
Reported use 1948 to 1950



- U-2 Postage stamp upper right  
Only 1908
- U-4 T.S.S. Cardena (corner card left)  
Reported use 1928 to 1930
- U-6 Totem Pole with ship and trees and mountains in the background  
Reported use – 1931-1932
- U-8 Couple on deck  
Reported use 1933 only
- U-10 Two funnels – vacation by UNION boat trips  
Reported use 1933-1935
- U-12 Twin funnel ship in Howe Sound with tree at left  
Reported use 1933-1939
- U-14 Two seagulls flying over twin funnel ship  
Reported use 1936 only
- U-16 Lady Alexandra sailing past Point Atkinson lighthouse – mountains in background  
Reported use 1939-1942
- U-18 1889 fifty years of continuous service 1939  
Reported use 1939 only
- U-20 Fifty years of continuous service (years dates removed)  
Reported use 1940-1942
- U-22 Two totem poles lower left  
Reported use 1948 to 1950



Friday, May 1, 2009 Capital News W3

# West Kelowna decides to ask for its own mailing address

**JASON LUCIW**

WESTSIDE REPORTER

A final loose end has been tied up, as West Kelowna council voted unanimously Tuesday night to finally ask Canada Post to add West Kelowna to its list of valid mailing addresses.

As far as council is concerned, their decision brings almost a year of debate and controversy over a permanent name for the new municipality to a close.

In bringing the matter forward this week, Coun. Gord Milsom noted that the change does not apply to Westbank First Nation residents who can still use the Westbank postal designation on the southern reserve and the Kelowna designation on the northern one.

West Kelowna is not requesting that any postal codes be changed and is not asking for any designations to be deleted from the existing list either, said Milsom.

"Individuals and corporate citizens will have a choice as to which postal designation they wish to use," said Milsom. "Should individuals or businesses choose to change their postal address to West Kelowna, they can do so when they wish."

Businesses could then let existing stationary and business cards run out before printing replacements with the new name, therefore incurring no added costs, the councillor added.

Coun. Bryden Winsby, who originally proposed the West Kelowna postal designation at the start of the year, supported the motion, albeit somewhat reluctantly.

"I consider it to be half-measure, a half-step, but at least it's a step," said Winsby.

He felt by simply adding a designation, and not deleting any, long-term confusion over the municipality's name would persist.

"The primary exercise here should be to establish a very firm, a very definite and a very obvious name for a community and I think postal addresses are probably the most important way to do that."

Winsby failed to convince council to make the postal designation change about three months ago. At the time, council said it needed to deal with more pressing matters, such as a sewer expansion strategy and the 2009 budget.

It was also reluctant to wade in to the postal debate, having just recently ended the name debate, which saw West Kelowna beat out Westbank and the original name, Westside Dis-

trict Municipality.

Mayor Doug Findlater also noted that under Milsom's proposal, West Kelowna residents will retain their personal choice.

"It's hard to argue against choice when this is such a volatile issue, (although) people are using West Kelowna as an address already," Findlater said.

Council has also asked municipal staff to inform other government agencies of the added designation, including ICBC, to ensure there is no confusion when residents try to obtain legal documents such as a driver's license.

Coun. Duane Ophus, who owns a UPS postal outlet in Westbank town centre, excused himself from the vote to avoid any perceptions of conflict of interest.

[jluciw@kelownacapnews.com](mailto:jluciw@kelownacapnews.com)

## JET SPRAY CANCELLATIONS

For those who actively collect jet spray cancellations the past year has been one of confusion. The problem is that each jet spray machine has two head of four jet sprays each and each jet spray is capable of being programmed to produce 24 different lines of type. Machines are often shut down when not in use and must be reprogrammed when they are started up again. The basic line used on each machine consists of the date, the time, the postal code and the machine number followed by a number of vertical bars, usually eight. Below or sometimes above the basic line there is usually two message, or slogan lines producing a three line cancellation. In past years the markings have been relatively consistent with the date at the top and an English message followed by an equivalent French message. This has not been the case over the past year. Message lines have been interchanged with the basic date line appearing at the top, in the middle and at the bottom and in some cases only one or two lines are used. At the same time the period of use of the slogan cancellations has varied from machine to machine and may be withdrawn and then replaced a few days later. To further confuse the issue the Vancouver postal code has sometimes read "V6B 3A0" and recently "V6B 1Z1".

In early February Vancouver OCR 085 was upgraded with the addition of an Imaje Jet Spray Printer. The markings produced are identical to those of the five other JSP printers except that the postal code at present reads "V6B 1Z1".

## FINANCIAL STATEMENT 2008-2009

Surplus from previous year	\$848.00
Dues	
Dues @ \$15 x 17	255.00
@ \$ 8 x 34	272.00
	<u>1375.00</u>
BNA grant	202.00
	<u>1577.00</u>
News letters 320 @ \$2.00	640.00
Dues carry over \$7 x 17	<u>119.00</u>
	759.00
Surpluss	818.00
	<u>1048.00</u>

The British Columbia Postal History News Letter is published quarterly in conjunction with the British North America Philatelic Society.

Membership fees are;  
 \$8.00 for 1 year  
 \$15.00 for 2 years  
 in Canadian or US dollars.

Individual Issues sell for  
 \$2.00 post paid.

Dues are payable to the Editor  
 Bill Topping 604-261-1508  
 7430 Angus Drive  
 Vancouver, BC, V6P 5K2, Canada

**DUES –**

Dues notices have been included with this News Letter.  
 Dues are \$8.00 for 1 year and \$15.00 for 2 years \$US/Can.

If you received a dues notice please return the notice with a check made out to Bill Topping.

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