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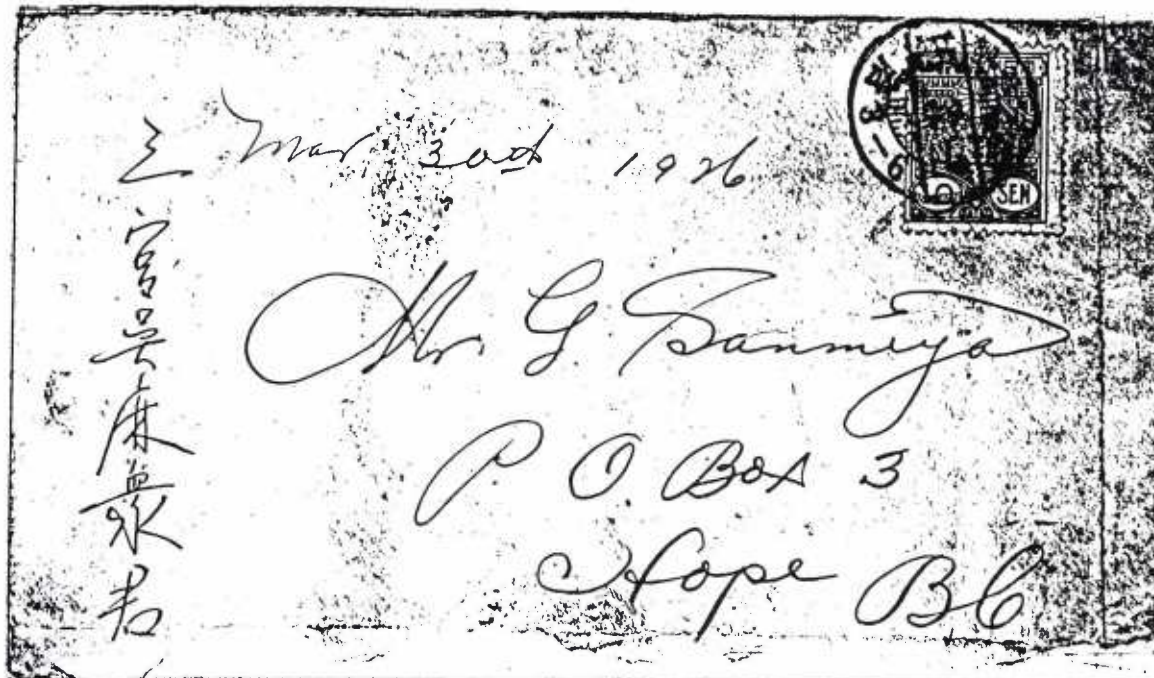
December 2011

TASHME ROAD CAMP – Box 3 Hope, B.C.

Following the Japanese attack on Pearl Harbor on December 7, 1941 all the mail to or from persons of Japanese origin was censored and the Canadian Government set up a “protected” zone, a 200 mile wide strip of land extending along British Columbia Coast. Starting in February 1942 Japanese living in the protected zone along the B.C. Coast were moved to the interior of the province either to a Road Camp established along both the CNR and CPR rail lines east of Kamloops and later to Relocation Centres mainly located in five abandoned mining settlements. Japanese that could afford to move on their own did so, while those that did not have sufficient funds were assembled at the Hastings Park Manning Pool in Vancouver to be transferred to the interior of the province. Under Privy Council orders 1665 and 1666, dated March 4, 1942, the British Columbia Securities Commission was established to oversee the removal of all persons of Japanese origin living within the Protected zone. The transfer was completed by September 30, 1942. At the time all mail sent to or from persons of Japanese was sent to Vancouver for Censorship, or occasionally was sent to Ottawa for examination.

Box 3 – Hope –

Face - ?? / JAPAN / 16-3-2 / ?? (Western date 1926 03 02)
Back - HOPE / MR 22 / 26 / B.C.



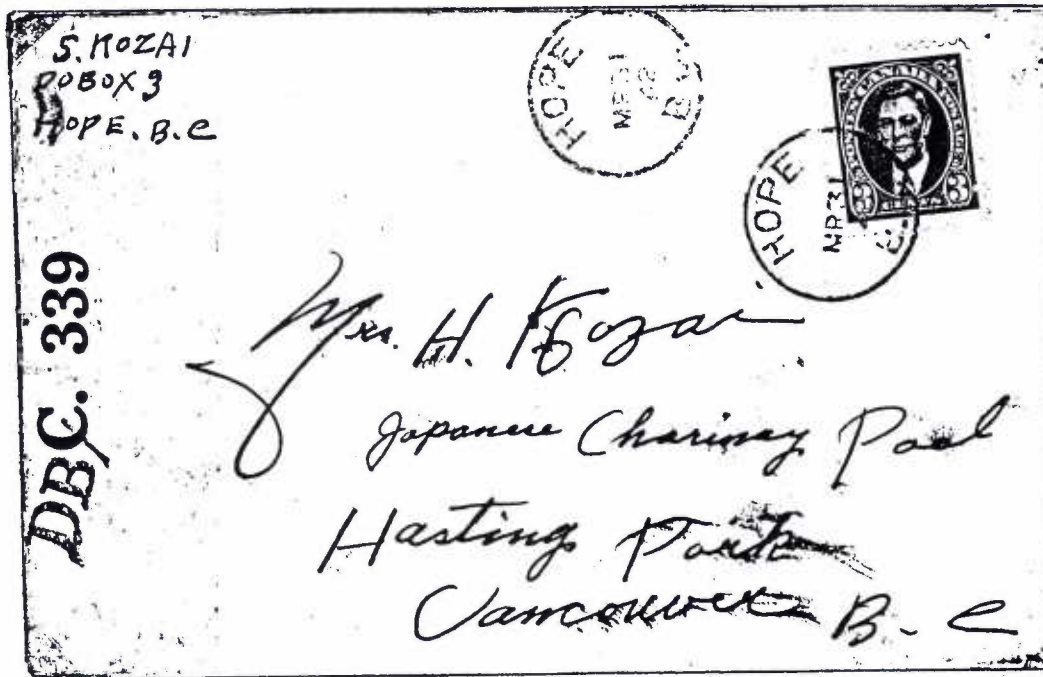
Box 3 Hope was rented by Mr. G. Sanmiya, a Japanese national living in Hope. The box was taken over by the British Columbia Security Commission in March 1942 as the mailing address for the Road Camp located on the 600 acre Trites Ranch (Tashme) 14 miles east of Hope on the old Dewdney Trail.

BOX 3 HOPE, B.C. – TRITES RANCH ROAD CAMP

Earliest reported letter mailed to Hastings Park Manning Pool – March 31 1942
 EXAMINED BY / DB/ C. 339 (VANCOUVER)

The first of the Road Camps established in British Columbia was located on the Trites Ranch located 14 miles east of Hope on the former Dewdney Trail. Mail to the camp was addressed to "Box 3 Hope" until the Tashme Post Office opened on the ranch August 16, 1943. Initially 269 Nisei (Canadian born Japanese) men were employed first to improve the highway and later to build 347 houses and to upgrade the barn to accommodate 38 apartments and a number of shops including the Tashme Post Office. The name Tashme was derived from the first two letters of the three commissioners names, namely; Austin Taylor, F.J. Mead, and John Shirras. The camp was designed to house 2636 Japanese although it never reached capacity.

Letter from Mr. S. Koza sent to his wife Mrs H. Koza at the Japanese Manning Pool
 Mailed from Box 3, Hope - - EXAMINED BY / DB/C. 339 (VANCOUVER)



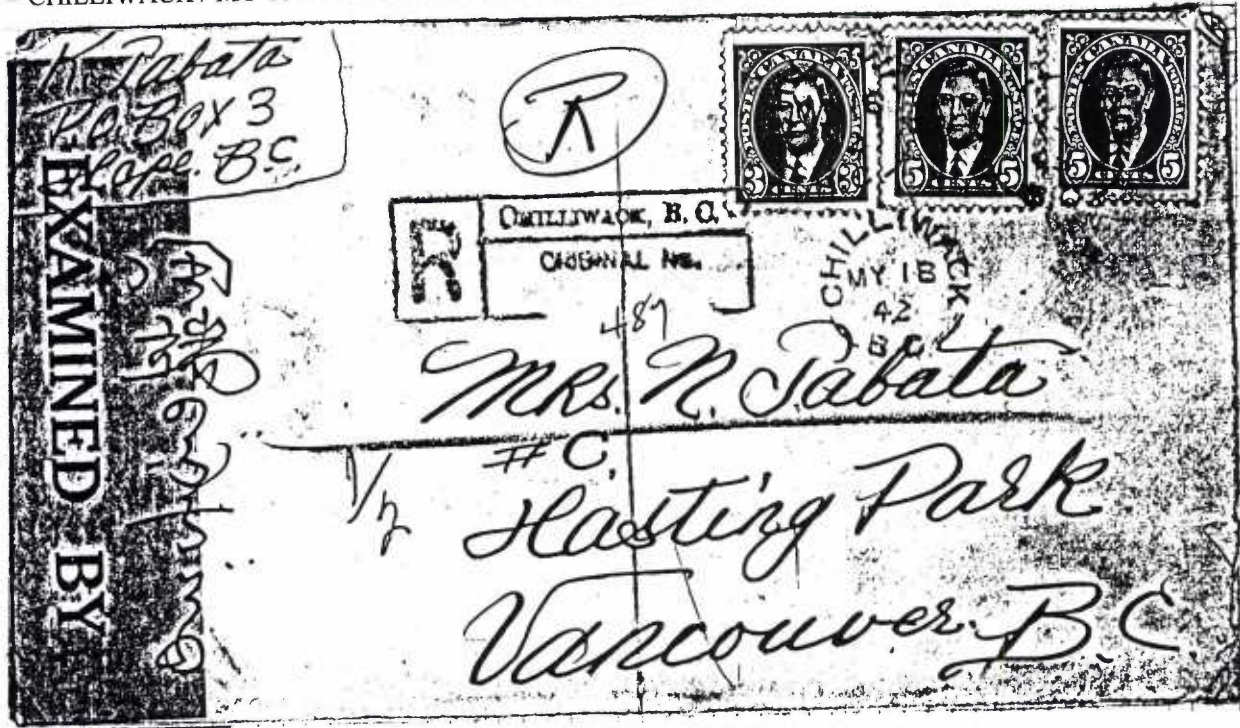
As the war progressed many of the Japanese moved east under a Permit System that allowed Japanese considered a low security risk, to move to the Prairies or to Eastern Canada provided they could find suitable employment. As the result of the war a major shortage of workers in agriculture, logging and domestic service had developed and Employment Centres were set up in areas of labour shortage so that Japanese could find employment under the Special Permit system. At the same time it was also possible for the Japanese to develop individual placement arrangements with employers and could relocate as individuals or in family groups. Location of Japanese end of November 1942

Sugar Beet Project	3,991	Repatriated	42
Road Camp Projects	945	Internment Camps	699
Interior Housing Projects	12,029	Detention (Vancouver)	111
Self Supporting Projects	1,161	Hastings Park Hospital	105
Industrial Projects	439	Outside restricted area	2,428
Special Permit	<u>1,359</u>	Returned to Japan	<u>203</u>
	19,924	Total	23,512

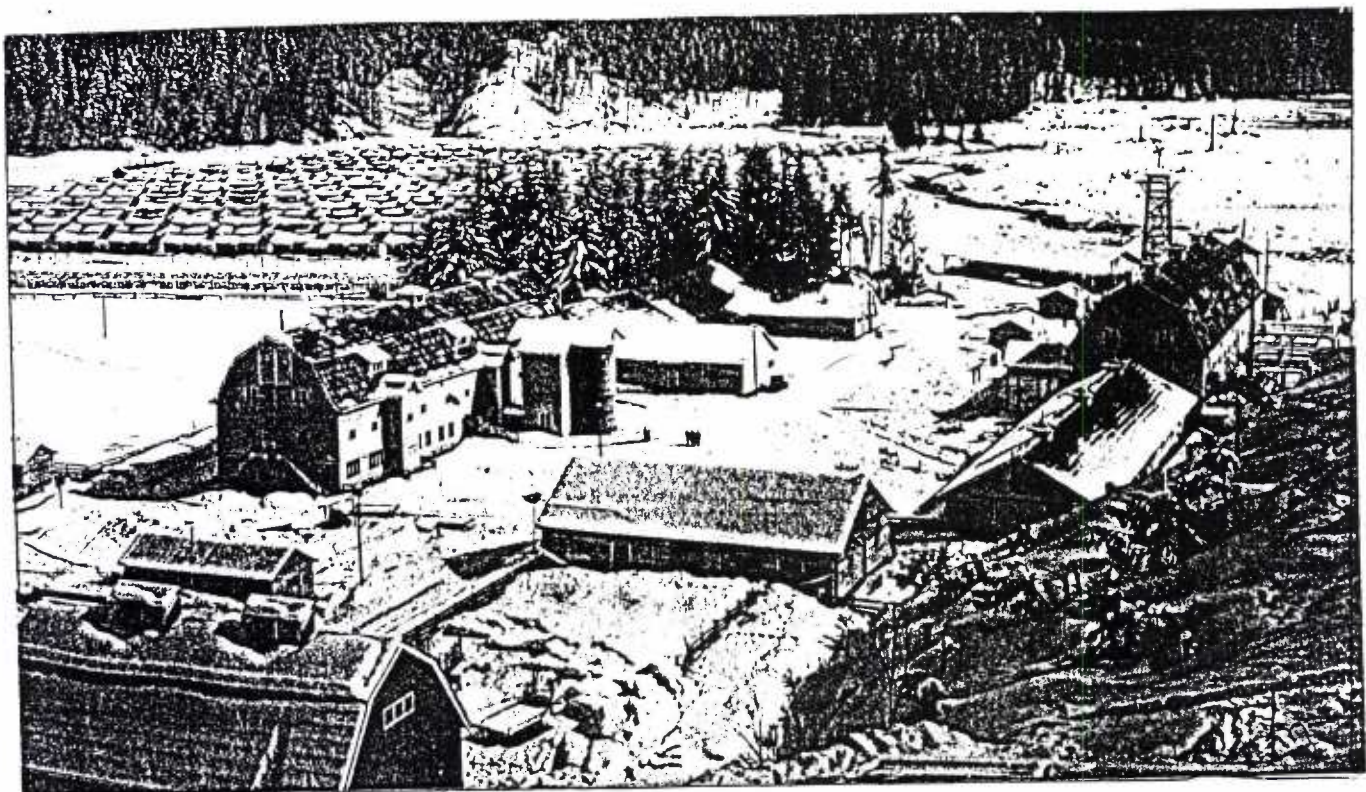
CHILLIWACK - TRITES ROAD CAMP

Registered letter mailed in Chilliwack, probably in the hopes of avoiding censorship, to Mrs.N. Tabata at Hastings Park from her husband Mr. Kisano Tabata at the Trites Ranch Road Camp. In the 1942 Vancouver City Directory he is listed as a barber living at 268 Columbia Street, Vancouver.

Face - CHILLIWACK / MY 18 / 42 / B.C. // EXAMINED BY / DB/C. 339 (VANCOUVER)



Tashme - "Snow, February 1943" - Tashme Post Office located in barn at left



TASHME, B.C. POST OFFICE

RELOCATION CENTRE

SEPTEMBER SUPPLEMENT, 1943

Tashme Post Office

POST OFFICE TRANSACTIONS

Established - August 16, 1943

Postmaster - B.W. Atkinson

UP TO THE

1st SEPTEMBER, 1943

Closed - August 31, 1946

No longer required

LIST OF OFFICES OPENED

OFFICE NUMBER	POST OFFICE	PORTAL DISTRICT	TOWNSHIP OR PARISH	ELECTORAL DISTRICT	PROV- INCE
72940	La Verendrye (9th August).....	Q.....	Lot 183, R1, Fiel St. Maurice	Three Rivers.....	P.Q.....
9617	Prince Rupert Postal Station B (10th July).....	V.....	6th Avenue and Hays Creek.	Skeena.....	B.C.....
98993	Tashme (16th August).....	V.....		Fraser Valley.....	B.C.....

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CANADA OFFICIAL POSTAL GUIDE

Post Office Transactions

CHANGES IN POST OFFICES ALREADY ESTABLISHED

September 1943 and November 1946

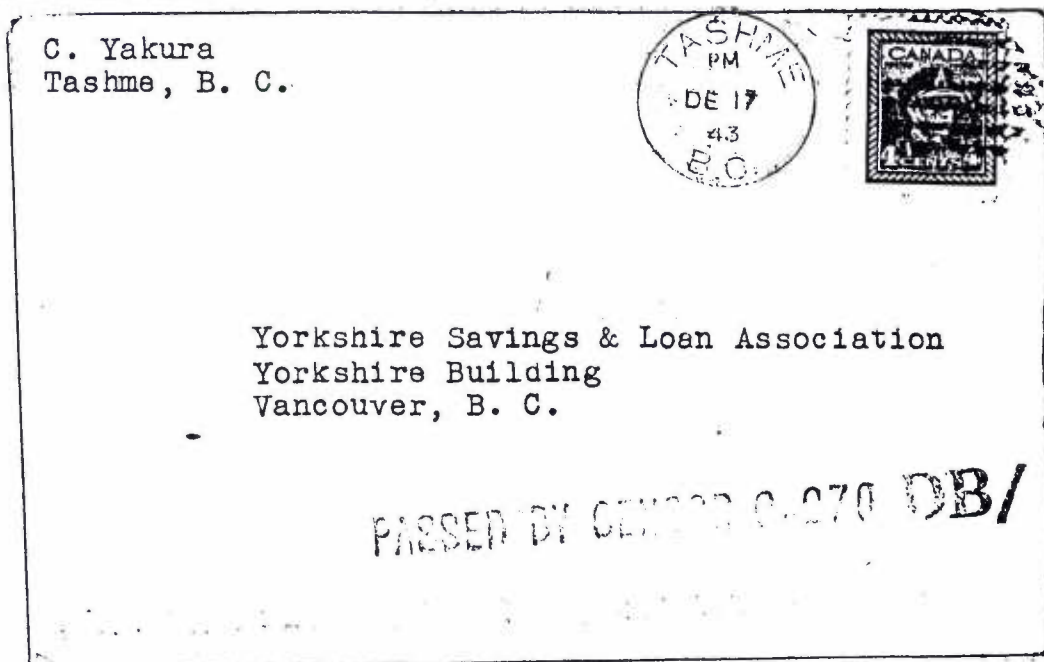
NAME CHANGED

Office Number	Post Office	Electoral District	New Name
67866	Montagne Plate.....	Restigouche-Madawaska, N.B., to 67867..	Montagne-de-la-Croix (16th October)

OFFICES CLOSED

Post Office	Electoral District	Date of Closing
(b) Canton Pelletier.....	Lake St. John-Roberval, P.Q.....	7th September.
(b) Coldstream.....	Colchester-Hants, N.S.....	30th September.
(b) Cookville.....	Westmorland, N.B.....	9th October.
Ewan.....	Peterborough West, Ont.....	31st May.
Helena Lake.....	North Battleford, Sask.....	25th May.
(b) Jackson.....	Cumberland, N.S.....	30th September.
(b) Lily.....	Cumberland, N.S.....	30th September.
(b) Poplar Grove.....	Qu'Appelle, Sask.....	1st October.
Tashme.....	Fraser Valley, B.C.....	31st August.
(b) West St. Andrews.....	Colchester-Hants, N.S.....	30th September.

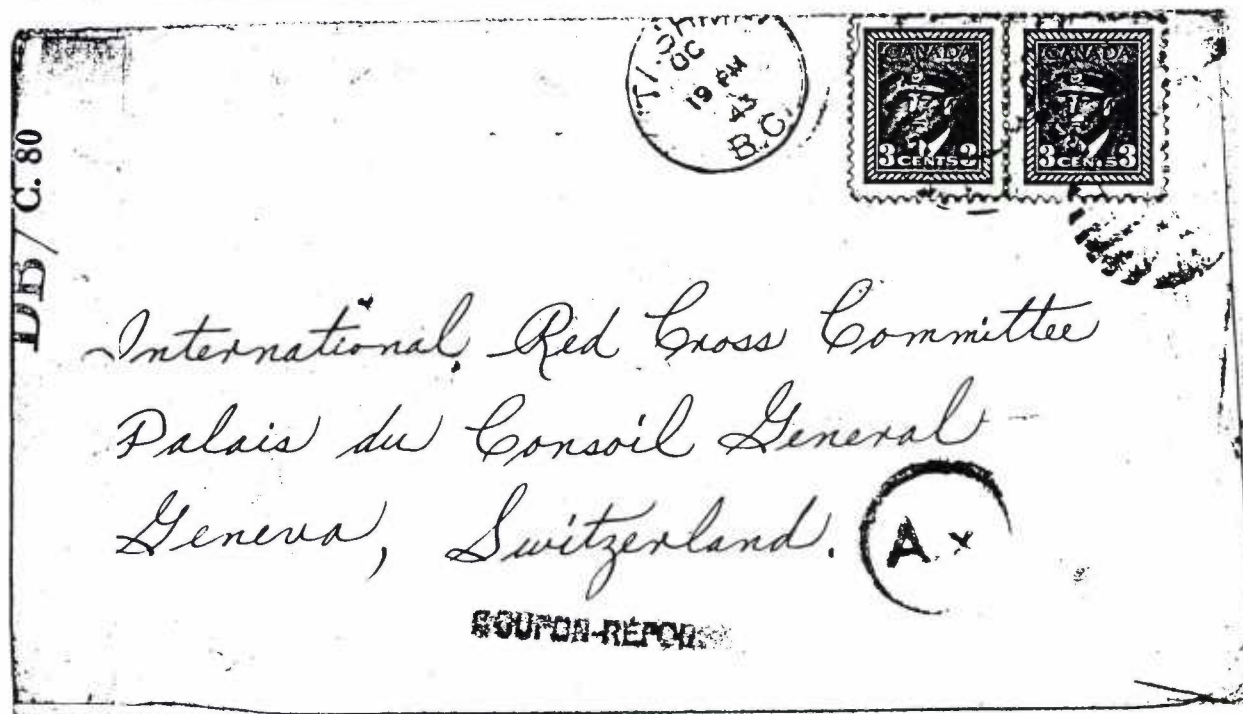
Letter mailed by C. Yakura from Tashme to the Yorkshire Savings and Loan in Vancouver.
 Letter - PASSED BY CENSOR C. 207 DB/ unopened



INTERNATIONAL RED CROSS FROM TASHME

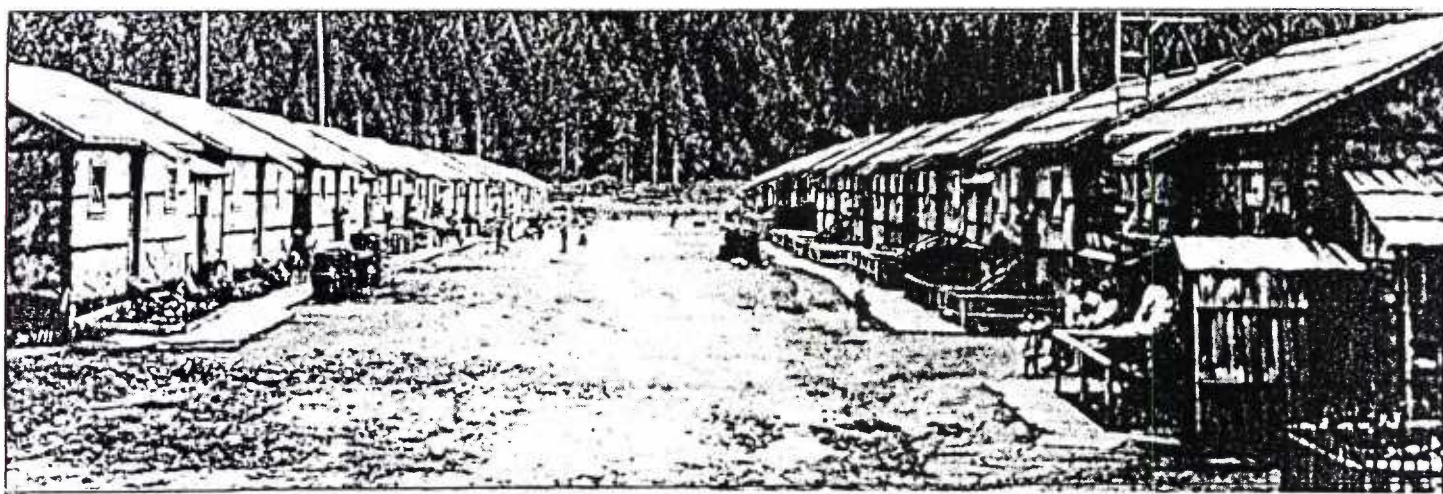
Mail from the Tashme Relocation Centre was normally censored at Vancouver but mail to the International Red Cross in Geneva was usually sent to Ottawa for examination. Letters in Japanese were sent to Vancouver for examination. The circular (A-x) indicates the letter was inspected by the German in Paris and the red marking "COUPON-RESPONSE" indicates a response by the Red Cross.

Face - TASHME / OC / 19 PM / 43 / B.C.
 EXAMINED BY / CENSOR / C. 80 (OTTAWA)
 (A. x.) -- COUPON-RESPONSE



Japanese born Canadians (Issei) and other foreign nationals could forward requests to the International Red Cross for consideration of their complaints against the authorities. On the other hand Canadian born Japanese (Nisei) had to seek redress from the Canadian government in Ottawa.

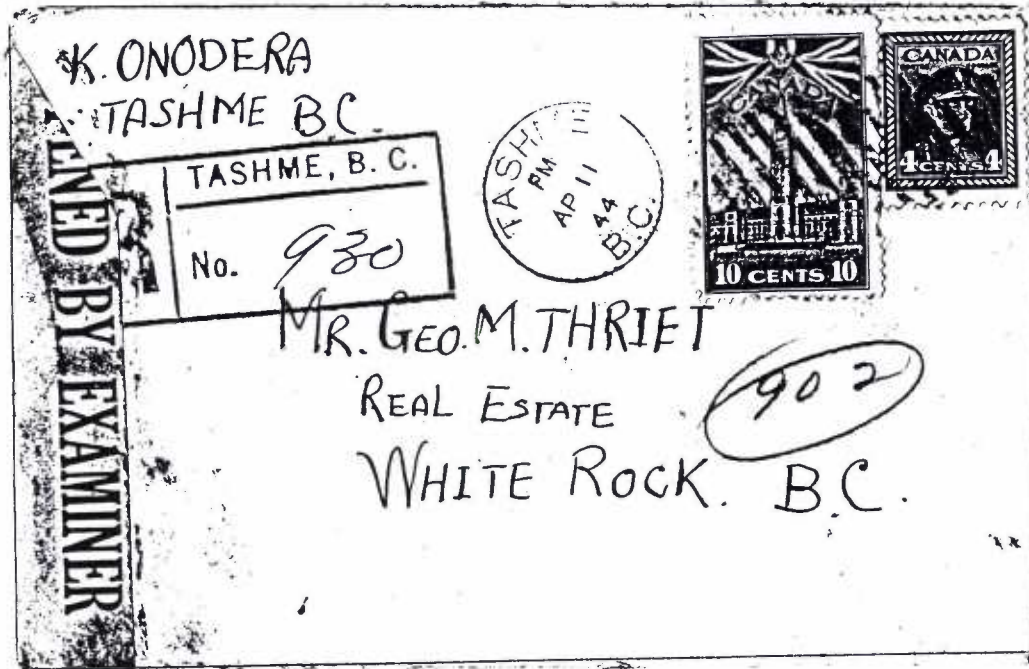
Tashme Relocation Centre 1943 nearing completion



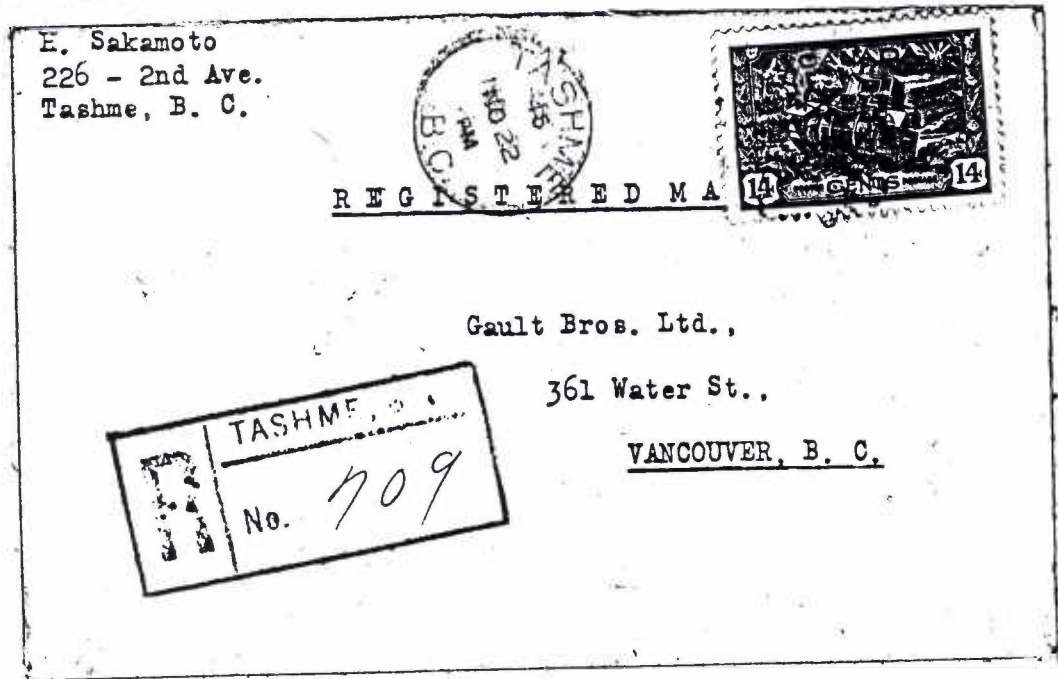
TASHME - CENSORED AND -UNCENSORED

In 1944 the policy on the censorship of mail was revised and as a result the amount of mail censored declined greatly and by mid 1945 only mail to the Red Cross and a limited number of other destinations was examined.

Censored registered letter to Geo M. Thrift, Real Estate Agent in White Rock
Face - TASHME / PM / AP 11 / 44 / B.C - Censor unknown



Uncensored registered letter to Gault Bros. Vancouver
Face - TASHME / 45 / N0 22 / PM / B.C.



Censorship was discontinued at Vancouver August 16, 1945

Santa's Helpers Busy At Work

For the thirtieth year Van-Fraser Members have volunteered to respond to Letters to Santa.

Over 60 members working in the Vancouver MPP, Surrey Depot 2, Langley Depot, Abbotsford PO and Chilliwack PO, as well as in members homes in Pitt Meadows, Coquitlam, Ladner, and White Rock will answer over



VMPP Elves (left to right) Jim Stevenson, Tom Messic, Vern Frick, Fred Danells, Linda Elko, and Tom Szendrey

62 thousand letters. This year there has been a marked increase in the letters received from Taiwan, China and Japan. These letters tend to be more personal in nature and contain more questions about The North Pole, Canada and information regarding the writer's family.

Santa's Elves will be working into the New Year responding to letters received after Christmas.

Santa's postal elves

What would Santa do without them?

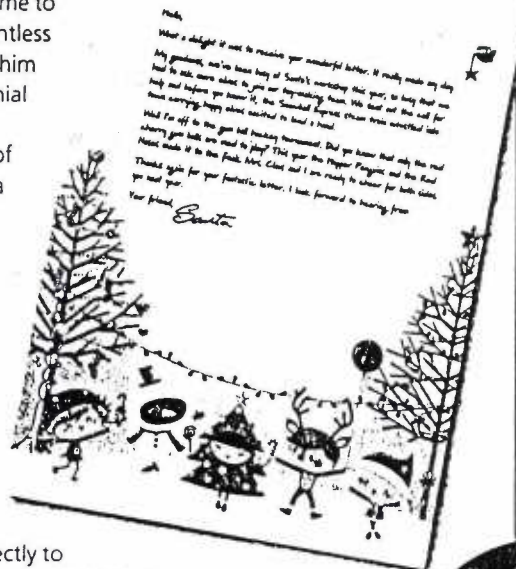
Postal elves generously volunteer their time to help Santa pen his letters in reply to countless fingers-crossed children who've written him with their requests (and often a testimonial that they have been good all year).

This year marks the 30th anniversary of this elvish effort by thousands of Canada Post employees and retirees.

Starting later this month, Santa will star in his own videos on YouTube to promote the program. He'll invite Canada's children to send him their letters. Every week, in a new video, Santa will read from a letter or two he's especially enjoyed. The videos (a Canada Post/Kris Kringle co-production) will be filmed, of course, at or near the North Pole.

"Children will see Santa speaking directly to them about their letters, which he takes such delight in," says Christiane Tailleux, national co-ordinator of the Santa Letter-Writing Program. "It would be great if parents and young children watched them together in a weekly digital rendezvous."

A sample letter from Santa on this year's stationery.



Fast facts:

1. 9,000 postal elves volunteer 190,000 hours each year.
2. They've helped Santa respond to more than 19.7 million letters and to almost 370,000 emails since 1982.
3. Santa allows only current and retired Canada Post employees to be postal elves.
4. Santa's Corner—his online post office—gets more than a quarter of a million visits each year.
5. Santa's elves know Braille and 28 other languages. How cool is that?
6. Santa's elves remind children to write in lots of ways:
 - They tell more than 3,000 libraries, 4,000 day cares and 9,000 schools that they have letter-openers and pens in hand.
 - Canada's television and radio stations broadcast Santa's public service announcement about the elves more than 6,000 times last year.

This season, we deliver the revenues many small and medium businesses are

Wanted: Elves' material from Christmases past

The Santa Letter-Writing Program is a Canada Post success story made possible by the 9,000 volunteers who answer more than one million letters to Santa each year. Without their dedication, the program could not function.

Its history surely deserves to be preserved. To that end, this largely untold story must be researched and documented, which can only be carried out with the help of Santa's "elves."

Practically nothing is known about the letters used in 1983 or those from 1993 through 1996. For other years, information is sketchy—especially for the letters sent to students at their schools.

Old Santa letters and envelopes, thank you tokens or other material that you are willing to share would be most helpful.

You can reach me at P.O. Box 46024, Kitchener, ON, N2E 4J3; by email at tshaman@rogers.com or at 519-745-2973.

Tony Shaman, Editor
The Canadian Philatelist



Contact - Fall 2011 p 2

New Vancouver plant gets green light

Canada Post will build a new processing facility at the Vancouver International Airport in Richmond, B.C.

It will process Lettermail, parcels, packets and Admail under one roof.

The airport location will improve access to vital air and ground transportation links.

"Building a processing facility there will allow the company to continue to grow its e-commerce business, process mail faster and provide better customer service," says Jacques Côté, Group President, Physical Delivery Network.

Vancouver is the third largest processing centre in Canada Post's network. This location provides important access to the U.S. and Asia-Pacific markets. The facility will also house a Canada Border Services Agency operation to better serve Western Canadians.

Construction on the 700,000-square-foot plant is expected to begin this fall. It is expected to be fully operational in 2014. The plant and its equipment

represent a \$200-million investment.

The new facility will be built to Leadership in Energy and Environmental Design (LEED) standards, and will have as small an ecological footprint as possible.

Employees will enjoy new amenities such as a cafeteria and wellness centre. There will be transportation to and from the facility and onsite parking. No full- or part-time employee will lose his or her job as a result of the project.

Employees will move from the current plant in downtown Vancouver, which may stay in operation until 2015, and from the Vancouver Parcel Delivery Centre in Richmond.

Canada Post chose Bird Design-Build Construction Inc. to design and build the facility following a competitive request for proposals.

The facility will be situated on 42 acres. A long-term land lease has been secured with the airport. ●

on the Prairies

By Patti Ryan

The Modern Post is reaching Saskatchewan and Alberta. In Regina, Depot 3 went live with the new delivery model on Sept. 19, while Depots 4 and 5 are preparing for transformation in March 2012. In Saskatoon, two depots will be ready in spring 2012.

In Edmonton, the plant began its transformation in October 2010 with the construction of an additional 50,000 square feet of space to house a new parcel and packet sorter. The equipment is scheduled to be operating by the fall of 2012.

Edmonton recently installed the fourth of its eight new multi-line optical character readers (MLOCs). The city is also readying for its first depot to go live with the new delivery model in May.

Calgary's MPP has moved depots out to make room for its eight new MLOCs.

The most challenging aspect employees have faced in Alberta has been working in the midst of all the construction, "but we know how rewarding it will be in the end," says Helen Martins, Change Management cell lead for Manitoba, Saskatchewan and Alberta.

One reward for employees is evident in Winnipeg, where Scott Hall, mail processing director, credits the new equipment with helping to make his plant safer.

"Plant accidents resulting in lost time at work have dropped by more than 50 per cent in Winnipeg since spring 2010, when the new plant began operating," says Hall. ●

VANCOUVER-VICTORIA MONDAY MAILS

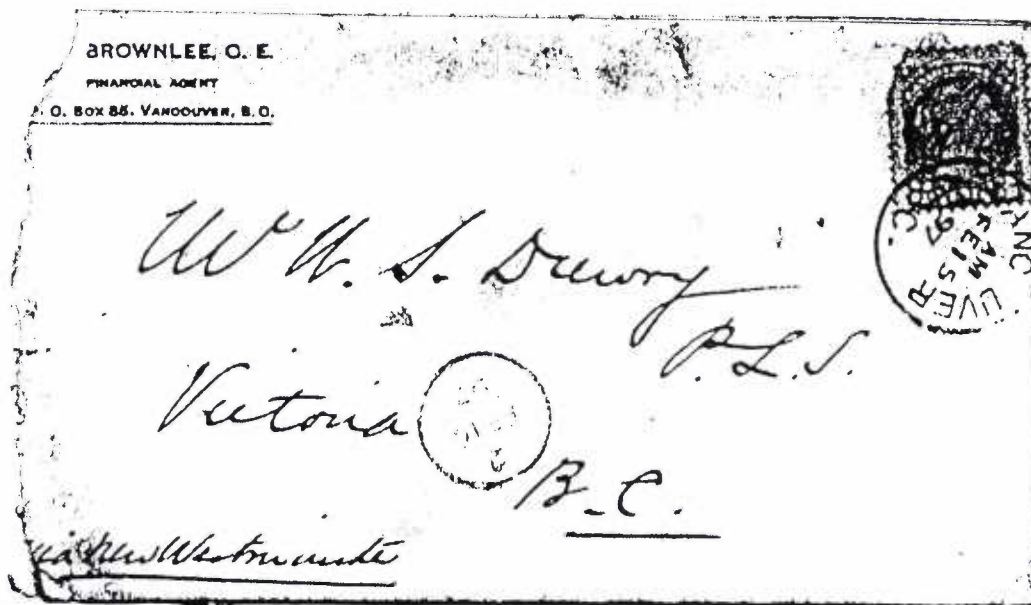
My recent purchase of this cover—mailed at Vancouver to Victoria on Monday morning, February 15, 1897—stimulated a bit of research. I wondered why the cover was endorsed “Via New Westminster.” In February 1897, the Vancouver *Daily News-Advertiser* contained a Mail Time Table supplied by Vancouver Postmaster Miller that supplied my answer. Concerning Vancouver-Victoria mails, the table lists:

Mails Due		Mails Close
Daily 9 a.m. (Except Monday)	VICTORIA and PORT TOWNSEND	Daily 12:20 noon (Except Monday)
Mon. 12 noon	VICTORIA via NEW WESTMINSTER	Mon. 11:30 a.m.
Nil	VICTORIA via NANAIMO	Mon. 12:30 noon

There was no direct Vancouver-Victoria mail on Mondays. Note that letters posted in Vancouver on Monday mornings could proceed to Victoria via New Westminster (as my cover did), and those posted around noon could go via Nanaimo. The E&N Railway Co.'s *Joan* departed Vancouver daily except Friday for Nanaimo, leaving after arrival of CPR Train 1.

I next checked the timetables from 1897 for the major mail carrier, the Canadian Pacific Navigation Co. Ltd.. In this period, service was daily except Monday between Victoria and Vancouver until the release of the November 15, 1900 timetable, when the service became daily (i.e., including Mondays). Over the years, steamers left Victoria early in the morning (e.g., 1 to 3 a.m.); in 1899, the departure time became 7 a.m. CPN steamers departed Victoria for Ladner's Landing, Lulu Island, and New Westminster three times per week, with one of those sailings being late Sunday, timed to meet eastbound CPR train 2 at New Westminster, and thus replacing the missing Victoria-Vancouver sailing. The return Monday trip from New Westminster to Victoria started early in the afternoon, after the arrival of CPR Train 1 (westbound). It was this sailing that brought my cover from Vancouver to Victoria.

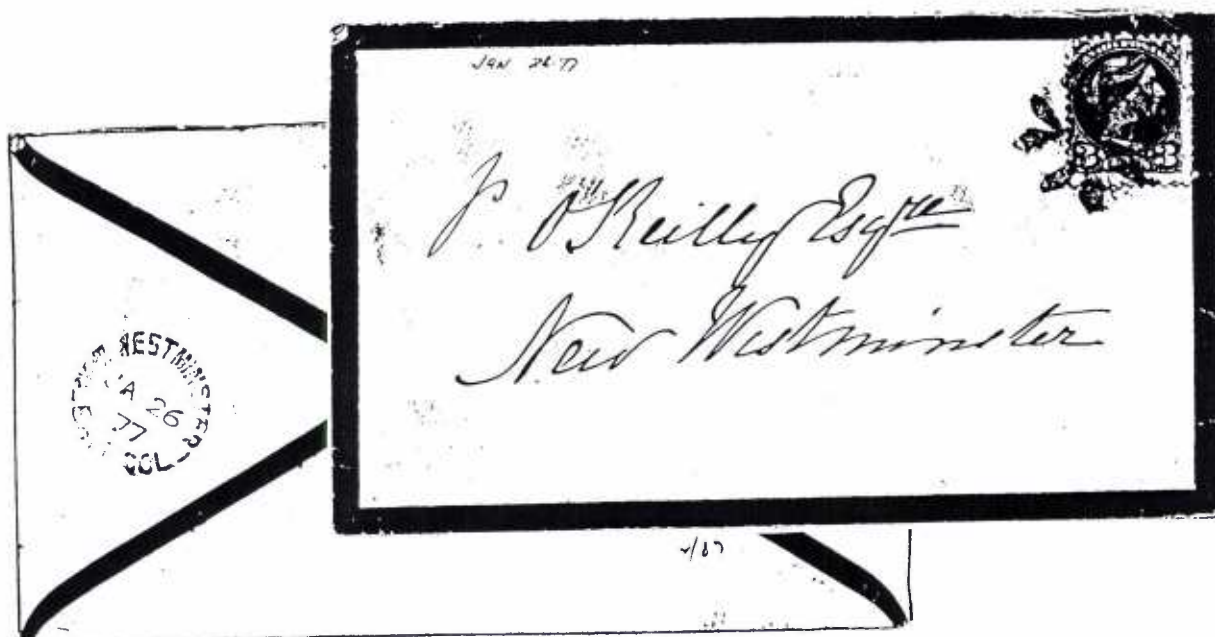
My only other Monday cover mailed at Vancouver for Victoria was—as expected—mailed in the afternoon (it has a PM clearing postmark). I have no Sunday covers from Victoria to Vancouver. Most business mail entered the mail stream on the afternoons of work days (Monday through Saturday). Gray Scrimgeour



NEW WESTMINSTER –“WAY LETTER” CORK

The New Westminster eight-petalled cork cancellation, shown below, has been reported on at least ten covers, with almost all the cork cancel being used to kill the stamp but without a date stamp to indicate point of origin. Most of the covers are back stamped New Westminster and a number are addressed to Peter O'Reilly at New Westminster and appear to have been sent to his wife. Speculation is that the letters, rather than being mailed in Victoria were handed to the captain of the Hudson's Bay Company ship, the *Otter*, for mailing in New Westminster. Under postal regulations the captain was considered to be a courier, and since the Hudson's bay company held the Victoria to New Westminster mail contract the captain was required to accept mail for delivery to the nearest post office. From 1860 to 1885 the *Otter* was the main ship operating between Victoria and New Westminster. The earliest reported cover is dated DE 7, 1875 and the latest is 5 FE 1877.

Mourning cover to Peter O'Reilly from his wife in Victoria dated "JA 26 / 77"
 Face – eight-petalled cork
 Back- NEW WESTMINSTER / JA 26 / 77 / BRIT-COL



The practice of handing mail to ships' captains along the Fraser River was quite common, as the number of post offices along the river was limited. It appears that when letters were handed to the New Westminster postmaster by ship captains, the postmaster killed the stamp with the cork and back stamped the letters to indicate "way mail" and that the letters were not originally mailed in New Westminster as per postal regulations. Whether this cork was exclusively used for ship "way letters" cannot be established but it appears to be the first way mail cancellation used in British Columbia.

Any further reports or comments would be greatly appreciated

The British Columbia Postal History News Letter is published quarterly on behalf of the British North America Philatelic Society. Dues for the News Letter are \$8.00 for one year or \$15.00 for two years (\$ CAN or \$ US). Checks should be payable to the Editor, Bill Topping, 7430 Angus Drive, Vancouver, BC, V6P 5K2, Canada.