



BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

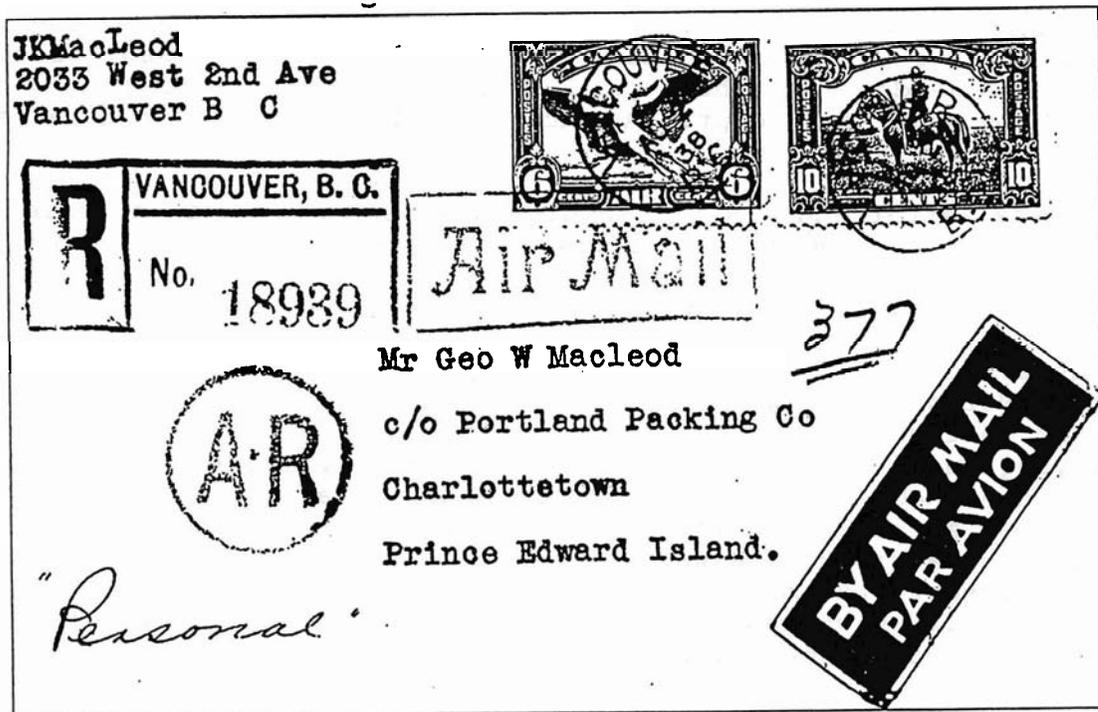
Volume 10 - Number 2

WHOLE NUMBER 38

JULY 2001

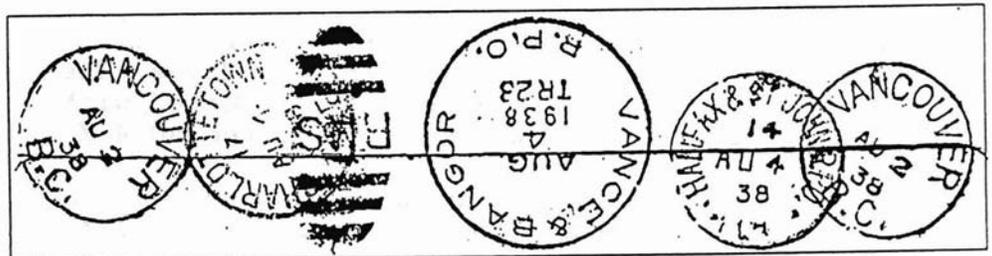
REGISTERED "A-R" AIR MAIL - VANCOUVER TO CHARLOTTETOWN
August 2 to 4, 1938 - three days delivery time.

Chris Anstead in a recent issue of the Canadian R.P.O. Study Group Newsletter provides a cover from Vancouver to Charlottetown and asked about the routing of this Registered Air Mail cover from Vancouver to Charlottetown with an United States R.P.O. date stamp on the back.



Postal markings:

VANCOUVER, B.C.
AU 2 38
R / VANCOUVER, B.C.
Registration box
18939 plus "A-R"
& boxed "Air Mail"
VANCE & BANGOR RPO
TR 23 AUG 4 1938
plus number "377"
(US registered #)
HALIFAX & ST. JOHN
14 AU 4 38
CHARLOTTETOWN
17 AU 4 38



See next page for
possible routing

CANADIAN AIR MAIL - late 1930's

Between 1937 and the early 1940's air mail in Canada and the United States was in a state of rapid development and routes and flight times were changed on an almost daily basis. Daily air mail service from Vancouver, via Lethbridge and Regina to Winnipeg began in March 1938 and was extended to Toronto and Montreal on December 1. At first, flights were in daylight only but in April night flights were also introduced.

At the same time use was made of previously established trans-border flights, via the United States, to expedite the delivery of air mail to Eastern Canada and the Maritime Provinces. The routing of air mail through the United States ended in January 1940 with the completion of the Trans-Canada Airlines service from Victoria to Halifax.

VANCOUVER TO CHARLOTTETOWN August 1938 - possible routing

The A-R Registered letter, Vancouver No. 18939, was mailed at the Vancouver main post office on Tuesday, August 2, 1938, the 16 cents postage paid the Canadian Air Mail rate and the Registration fee. The sender would have paid an additional 10 cents for Acknowledgment of Receipt. A stamp of this amount would have been placed on the A-R form.

The letter and A-R form would have been placed in a sealed registration bag destined for Newark (New York) airport and would have been dispatched from the Vancouver Airport on Trans-Canada Airlines Flight 2 for Winnipeg leaving Vancouver in the early evening and arriving in Winnipeg at 3:55 AM. The mail bag was then transferred to Northwest Airlines Trip 22, departing at 4:45 AM for Fargo, North Dakota where it arrived at 6:15 AM in time for transfer to the Northwest Airlines Trip 4 to Chicago leaving at 6:45 AM and arriving in Chicago at 10:40 AM (August 3). Prior to the extension of Trans-Canada Airlines service to Montreal and the Maritime Provinces air mail was routed via Newark, New Jersey. The air mail would have arrived in Newark in late afternoon and was then transferred to the mail plane for Bangor, Maine. The U.S. Air Mail route FAM 12 which had operated from Bangor to Saint John and Halifax was no longer in operation.

The bag of Registered Air Mail was placed on the U.S. Railway Mail Service Vanceboro & Bangor R.P.O. Train 23 "The Gull". The bag was opened and the new registration number "377" was written on the envelope and the envelope dated Aug 4, 1938. Although there would be no postal services beyond Vanceboro, Maine "The Gull" continued on to St. John, New Brunswick where it connected with the Halifax & Saint John R.P.O. Train 14 where it was dated AU 4 / 38.

Upon arrival in Moncton at 3:15 PM it was taken off the train and placed on the eastbound Canadian Airways flight to Charlottetown departing at 3:50 PM. It arrived at Charlottetown at 5:05 PM where the letter was date stamped 17 / AU 4 / 38 having crossed Canada in three days, a feat rarely achieved today by Canada Post.

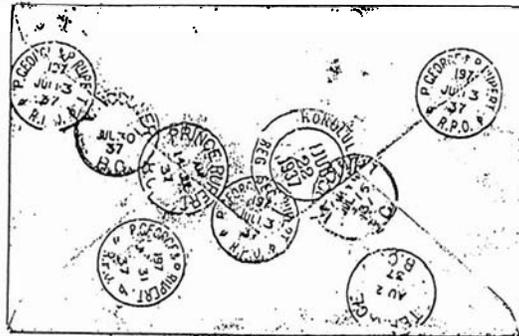
FROM THE NEWSLETTER OF THE CANADIAN R.P.O. STUDY GROUP
Joint effort by Chris Anstead and Bill Topping

TERRACE TO HONOLULU - comments by Bill Robinson
See Volume 10, Number 1, Page 289



Normal routing would be:

Terrace to Prince Rupert
CNR Train No. 197
Prince Rupert to Vancouver
B.C. coastal ship
Vancouver to Seattle
Canadian Airways air mail
Seattle to San Francisco
Direct U.S. air mail
San Francisco to Honolulu
Pan American Clipper
Possible solution - next page

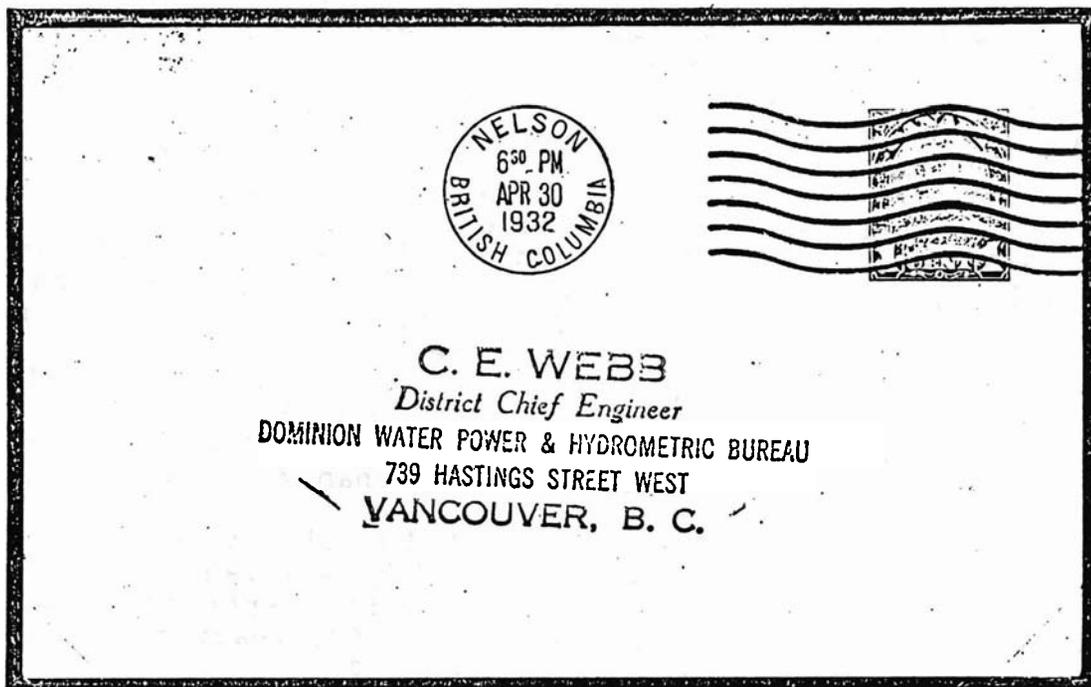
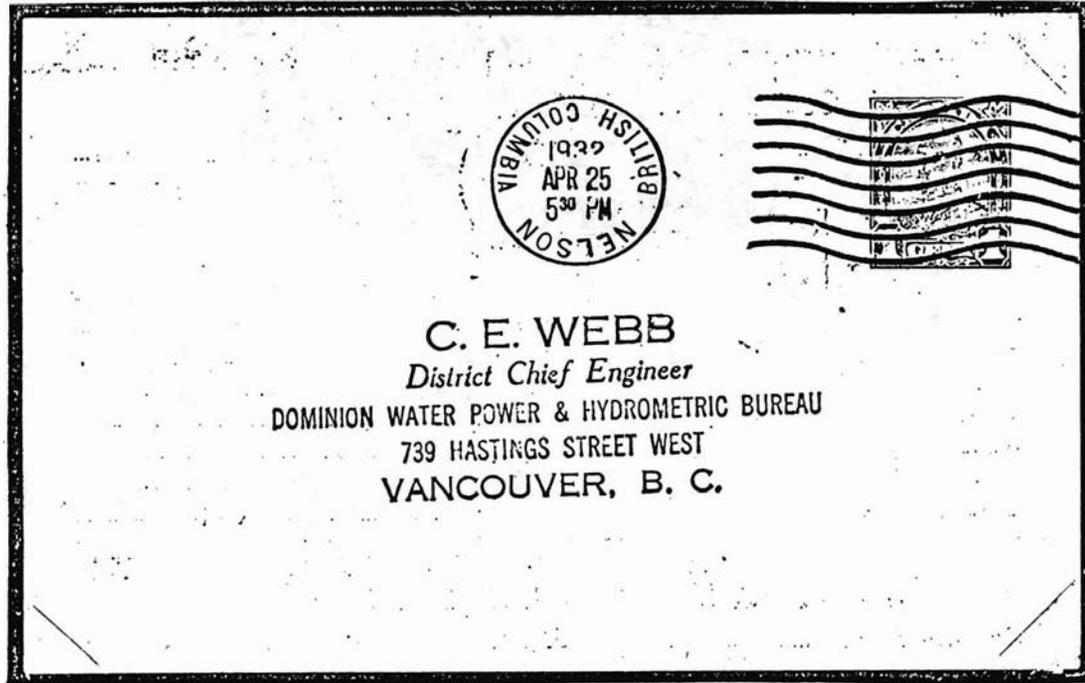


Here are some comments on your April 2001 lead article.

1. The letter was delivered to the clerk on Train 197 (Westbound) at Terrace. Examples are known of similar home-made RPO registration markings on this run. Coincidentally, the clerk seems to have allotted the Registration Original No. 198.
2. I believe train 197 left Terrace about noon, and was scheduled to arrive in Prince Rupert at 3:30 PM on July 13. The Prince Rupert backstamp is dated AM July 14. It is possible that the Prince Robert left Prince Rupert at 9 AM on the 14th - in which case it would arrive in Vancouver at 9:30 AM the following morning. If it was carried by the Prince Rupert or Prince George, which were slower, it would leave at 4 PM, and arrive in Vancouver at 9:30 AM on the 16th. I don't believe the Robert was running regularly in the summer of 1937, so I offer the alternative that the letter was carried by Queen Charlotte Airlines, or another local carrier, arriving in Vancouver on the 15th.
3. The letter probably went from Vancouver to Honolulu on the Aorangi, sailing July 15, and arriving in Honolulu on the 22nd.
4. No Canadian ships sailed from Honolulu on July 24, or arrived in Vancouver July 30, so the letter probably travelled by U.S. or Japanese vessel.
5. I don't think the letter travelled by ship to Prince Rupert, and eastbound train to Terrace. It probably left Vancouver on CNR train No. 2 at 9:50 PM July 31, arriving in Jasper at 8 PM the next evening, transferring there to Train 197, leaving at 8:40 PM, and arriving in Terrace at noon on August 2.

Regular Issue Post Cards

The 1c orange, die 2, type 1 card used on 25 and 30 April 1932. The former shows the peripheral wording in the dater inverted in relation to the central indicia, which also shows the positions of the year and the time to have been reversed.



Performance April/May 2001
Canada Post staff magazine

Past Meets Present

THE PROUD HISTORY OF PHYSICAL MAIL will soon be accessible through the high-tech future of the Internet. Canada Post is partnering with the National Archives of Canada to create a virtual Canadian Postal Archives, which will provide Canadians greater access to the country's philatelic and postal heritage. The project is part of Canadian Memory, a federal government initiative dedicated to expanding public access to Canadian culture on the Internet.

The three-year project will build six interactive Web site modules that will feature more than 16,000 images and 65,000 pages of the Canadian Official Postal Guide from 1875 to 1952. In all, postal heritage information from the early beginnings to 2000 will be available online.

The National Archives, which looks after Canada's postal history records, holds nearly one million philatelic and postal documents.

A season of success

SANTA'S SACK WASN'T THE ONLY HEAVY ONE this past Christmas. Letter carriers' bags were fuller too, as employees processed and delivered more than 756 million cards and letters between November 26 and December 23, 2000. That's an increase of one per cent compared to the same period last year, and 11 per cent more than in 1998.

Parcel volumes, about 17 million, were about the same as last year, but Xpresspost volumes continued to grow.

On one of the peak days, December 18, letter carriers delivered more than 55 million pieces of mail—or 17 million more than the average 38 million pieces a day.

"I am very proud of our employees and their commitment to service each and every day, but especially during our peak volume period when weather is extremely difficult to deal with," says CPC president André Ouellet.

Although the increase in holiday volumes is positive, Lettermail volumes are expected to decline because of the growth of electronic alternatives. Still, Ouellet is optimistic. "The success of our holiday operations positions us to meet the challenges of the coming year." *JB*

One of the most beautiful stamps in the world belongs to Canada. The 1929 50-cent Bluenose stamp, featuring the famous Nova Scotia fishing schooner, has been internationally acclaimed as one of the best-designed stamps in the world.

But that's not all Canadian stamp collectors have to be proud of. Not only did Canada come out with the first pictorial stamp issued by a government—the Three-Pence Beaver in 1851 (see story p.14)—it also released the first Christmas stamp in 1898, the first North American hologram stamp in 1992, and the first customizable greeting stamp in 1994.

"Canadian stamps have very high regard in the philatelic community," says Michael Nowlan, stamp columnist for *The Daily Gleaner* in Fredericton. "Canada Post is well respected for its high quality designs."

One of those stamps, the 12-penny Black from 1851, is considered the epitome of Canadian philately, according to Charles Verge, president of The Royal Philatelic

First in the world

By Jennifer Braaksma

Society of Canada. The stamp, designed by Sir Sandford Fleming (who also created the Three-Penny Beaver) depicts a portrait of a young Queen Victoria.

"It's not the rarest stamp, but the quality of engraving is impressive," says

**"CANADIAN
STAMPS HAVE
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PHILATELIC
COMMUNITY"**

Verge, who adds that the two-cent on laid paper from the 1868 Large Queen series is the most difficult to find. Only two copies are known to exist.

And legend has it that the first Christmas stamp in 1898 came about quite by accident. Canada's postmaster general had worked to reduce the price of mail within the British Empire. To commemorate this achievement, Canada designed a stamp with a map of the world highlighting the Empire. Although its caption read XMAS 1898, it was decided the stamp would be

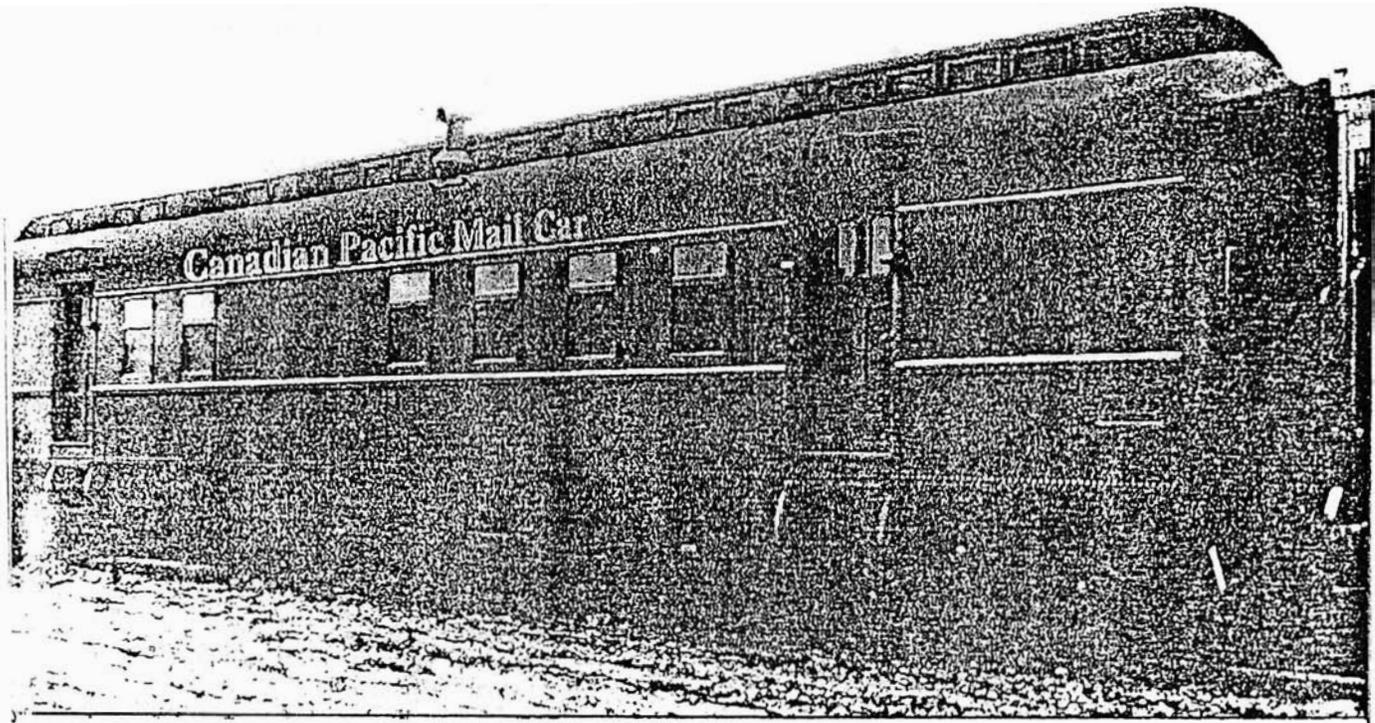
issued in November, on the Prince of Wales' birthday. When Queen Victoria heard the stamp was to be issued on the Prince's birthday, she seemed upset and suspiciously asked, "Which Prince?" Thinking quickly, the court official replied "Why, the Prince of Peace, of course." The issue date was therefore pushed back to December 25.

And while Canadians weren't the first to come out with self-adhesive stamps, Nowlan says we were the first ones to do it right, as far as collectors are concerned. "Collectors couldn't get the U.S. stamps off the paper, but the Canadian ones would soak right off," he says.

The fact that Canada Post has a worldwide reputation for stamp design also helps the corporation's image, says Micheline Montreuil, director, Stamp Products.

"We get a lot of positive media coverage because of stamps. They act as our ambassadors to the world." ■

Vancouver Fraser Heritage Club Railway Post Office Car Grand Opening August 26, 2001

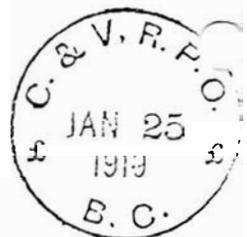
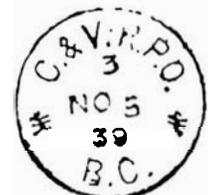


The car was manufactured in Montreal in 1949 for the CPR and was used on the Vancouver-Calgary Route in 1963-65. The car #3704 has been restored as an RPO (Railway Post Office) car operating on the Vancouver Calgary Route in 1965.

The opening ceremony will honour all the Railway mail clerks who served building our nation from 1854 – 1971. We will be excited to have some of the Railway Mail Clerks who actually worked on the Vancouver to Calgary RPO, present and participating in the Ribbon cutting ceremony. They will also conduct tours in the car and explain what life was like on the rails serving all those communities on route.

The RPO will feature the original post office operation on board:

- a) Catch Arm System.
- b) 2nd & 3rd class Bundle Sortation.
- c) 4th Parcel Post Bag Sortation.
- d) Open Dump & Cull Table.
- e) Pigeonhole Paper Sortation & A 6 despatch.
- f) Registration operation.
- g) First Class Sortation.
- h) Originating Lettermail Receipt & Cancellation.
- i) RMC Lockers, Fountain, Restroom.
- j) Accuracy & efficiency Sortation Practice Case.
- k) Video – featuring methods and standards of RMC duties.
- l) Photos – History of Railway mail Service in Canada.
- m) Commemorative cancellation (Van./Cal RPO).
- n) Railway Mail Clerk Honour Roll Display Case.
- o) Information signage throughout the car explaining the operation of a RMC.



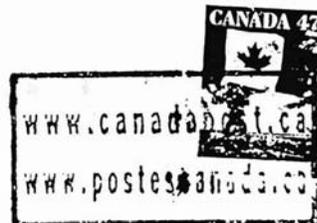
FROM CANADA POST - 2001 01 01 to 2001 04 30

This months report from Canada Post is based on information received from Ottawa and updates openings and closings to the end of April. An update from Vancouver will be in the next News Letter. It should be noted that there is some duplication of information from past reports and that in some cases office names or dates differ. It would appear that identification of post offices is now based on the RC numbers rather than the names of offices or outlet. The result is that a new office may replace a former office using an entirely different name even though the location may be unchanged. At the same time many new date stamps only include the RC number and the town or region in which the post office is located. In the case of "A" franchises it is cheaper and easier for the operator to have a new date stamp made locally than to acquire it through Canada Post. This, in part, accounts for the wide variety of wording appearing on the new daters.

Report: AP 2001

FILE	DATE	OUTLET	TOWN	OLD RC	NEW RC	CODE
	2001 03 01	ALBERNI ST RO	VANCOUVER	429406	CLOSED	V6G 1C0
	2001 05 01	BAINBRIDGE RD	BURNABY	655360	429916	V5A 3W0
	2001 02 19	BRADNER RO	ABBOTSFORD	093062	429880	V4X 2P0
	2001 05 09	BRIDGEPORT RO	RICHMOND	NEW	429910	V68 2T0
	2001 01 15	BROADHEAD RO	VICTORIA	NEW	427721	V8X 4V0
	2000 08 24	BUSINESS DEPOT 168	SURREY	NEW	422754	V4P 3K1
	2000 08 24	BUSINESS DEPOT 169	VERNON	NOT EST	422762	V1T 5M8
	2001 01 29	COURTENAY DOWNTOWN RO	COURTENAY	349437	428248	V9N 2H4
	2001 02 01	COURTENAY SOUTH RO	COURTENAY	631752	428434	V9N 2L0
	2001 02 26	ELKWOOD CENTRE RO	ABBOTSFORD	NEW	428280	V2T 5E0
	2001 03 31	GIBSONS RPO 1	GIBSONS	640298	CLOSED	V0N 1V0
	2001 03 23	GLENMORE RO	KELOWNA	385107	CLOSED	V1V 1Y0
	2001 02 06	KEMANO	KEMANO	643645	CLOSED	V0T 1K0
	2001 02 26	NORTHILLS CENTRE RO	KAMLOOPS	NEW	428299	V2B 3H0
	2001 03 01	SHAUGHNESSY RO	P COQUITLAM	656585	429929	V3C 3G0
	2001 02 26	TERRA NOVA RO	RICHMOND	NEW	427896	V7C 5V0
	2001 06 01	WESTPARK CENTRE RO	LANGLEY	NEW	428361	V1M 2K0
	2001 04 15	WESTWOOD RO	COQUITLAM	NEW	429856	V3E 3P0
	2001 03 26	WOSS RO	WOSS	268674	430668	V0N 3P0
	2001 05 09	YVR DOMESTIC TERMINAL	RICHMOND	NEW	430013	V7B 1Y0

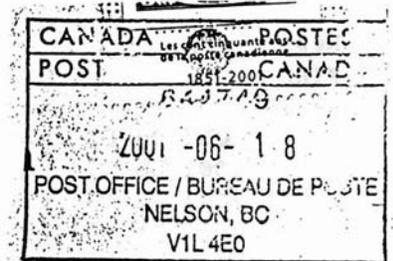
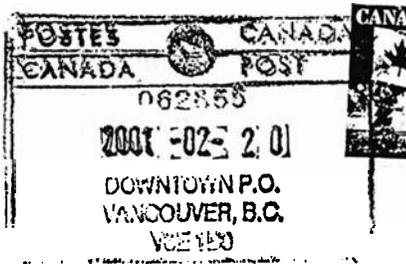
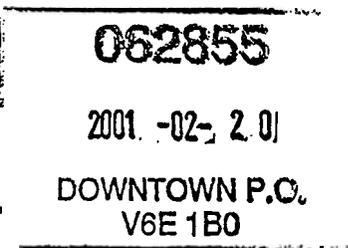
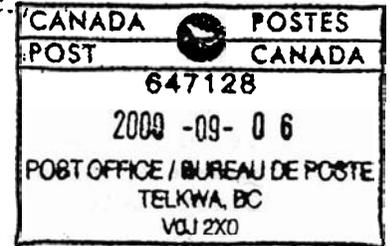
A few new markings



WINGS - an update

See Vol. 9, No. 3, Page LXVI

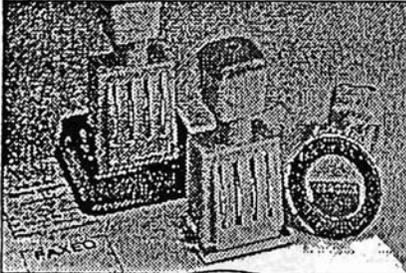
The introduction of what has been called the "WINGS" cancelling equipment has been proceeding at a rapid rate and to date close to 1,000 date stamps have been introduced, mainly in Quebec and Nunavut. Only about a dozen daters have been reported for British Columbia with Abbotsford and Ladysmith still to be confirmed. Doug Murray, editor of the Bull.MOOSE is co-ordinating the study of these new style hammers and he would appreciate any new data. This months Response Form lists the latest information.



The following advertisement appears in the bilingual advertising booklet issued by Sterling Marking Products Inc. The booklet is published solely for post office use to service their contract with CPC. The booklet is titled "RUBBER STAMPS & DIE-PLATE DATERS 2000". Wings appear under the section heading, "DIE PLATE DATERS & TIME".

DIE PLATE DATERS & TIME

Samples shown actual size



P300-11 (1.5 x 2")	\$10.49
P700-11 (1.5 x 2")	\$16.70
Type band No.2 Die Plate Dater (1.5 x 2")	\$12.18
Flat band Die Plate Dater -1-9-2 (1.5 x 2")	\$13.01 <small>*bilingual bands available</small>
COLOP - P300-19 (2" diameter)	\$15.21
COLOP - P700-19 (2" diameter)	\$18.10
Self-Inking "Dial -A-Phrase" Dater	\$69.00
Die Only	\$5.00
Rebanding of daters	\$8.00
Refacing of daters	\$5.00
Canada Post Logo added	\$2.00
Proof charges	\$4.95 each



POSTES		CANADA
CANADA		POST
000000		
Date goes here		
BUREAU DE POSTE / POST OFFICE		
VILLE, PROVINCE		
CODE POSTAL		

LETTER CARRIER DEPOT 0

Date goes here

YOUR STREET

ANYTOWN, PROV POSTAL CODE

The booklet also offers direction for ordering instruments on a "Requisition for Materials or Services". Besides the employee number of the person placing the order, the form requires a 16-digit number which includes the RC number and a sub-function number (3 digits) which describes the section of the office (i.e. counter sales, sorting, etc.).

WING CANCELLATIONS- As of April 2001 - 13 (15)

Circular date stamp

SURREY V3T 2Y0 649333 1997 01 03 1998 03 30
 PHILATELIC CANADA - VANCOUVER -- 2001 0422

Rectangular date stamp

ABBOTSFORD @

ARMSTRONG V0E 1B0 640328 2000 02 24
 BALDONNEL VOC 1B0 640409 2000 01 19 corrected
 BALDONNEL VOC 1C0 640409 2000 03 09
 BRACKENDALE V0N 1H0 640735 2000 05 30
 CLAYHURST VOC 1K0 641316 2000 02 10
 COLLEGE HEIGHTS V2N 1A0 est 2000 06 05
 PRINCE GEORGE 412856 2000 10 03
 DOWNTOWN V1L 3G0 est 2000 05 12
 PRINCE GEORGE 412864 2000 10 01
 DOWNTOWN P.O. V8E 1B0 062855 2000 10 27
 VANCOUVER, B.C.
 HART V2K 3A0 est 2000 05 12
 PRINCE GEORGE 412848 2000 11 14
 HARTLEY BAY V0V 1A0 649619 2000 02 02
 LADYSMITH @
 MACKENZIE V0J 2C0 642983 2000 01 11
 NELSON V1L 4E0 644749 2001 04 18
 TELKWA V0J 2X0 647128 2000 09 06

@ unconfirmed

Forms should be mailed to
 Bill Topping, Editor
 7430 Angus Drive,
 Vancouverm BC V6P 5K2

Name
 Address

In 1850, Toronto had 21,000 residents—and only one postal worker to serve all of them.

True.

In 1851, its first year of independent service, the post office handled nearly 22 million letters, 19 million newspapers and 39,000 parcels for a total of 41 million pieces of mail. This is equivalent to the volume of mail now handled in a single day.

True. Employees handled 9.6 billion pieces of mail during the 1999/2000 fiscal year.

Post offices can float.

True. In the 1890s, boats for the Canadian Pacific Navigation Company had post offices on board. When they arrived in harbours, people could just walk on and conduct their postal business.



Before 1853, there were only 12 dispatches of mail sent to and received from the West each year.

False. In fact, there were only three. By 1870, there were still only six post offices between the Great Lakes and the Rocky Mountains.

The Postal Savings Bank was often the only banking system available in rural areas of Canada for a full century.

True. The Postal Savings Bank operated from 1868 right up until 1968. There are still bank records that show some large funds have never been claimed.

FASCINATING FACTS:

True or false?

How much do you really know about Canada's postal history? Take our fun true or false quiz and find out!



Canada was the first country to transport domestic first-class mail by air.

True. Canada began transporting domestic first-class mail by air in 1948.

It takes 750 planned domestic flights a day for Canada Post to deliver its domestic mail.

True. There are also 200 planned flights entering and leaving Canada with international mail every business day. In 2000, 19 million kilograms of mail were sent to foreign countries.



President and CEO André Ouellet has been postmaster general twice.

True. Ouellet served as postmaster general from 1972 to 1974 and again from 1980 to 1982. American Benjamin Franklin was the first deputy postmaster general for Canada in 1763, and in the 1860s, Sir John A. Macdonald was also postmaster general—for a day.

Delivery personnel have eaten dogs to survive on some treacherous routes.

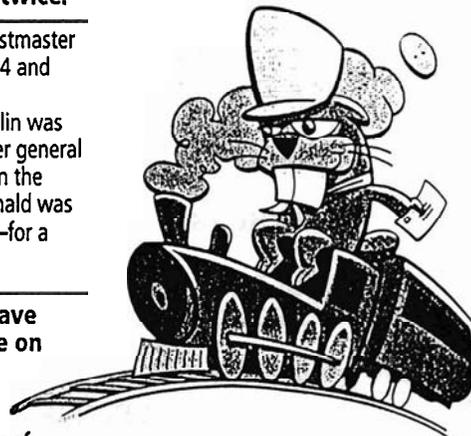
True. In 1827, the residents of Cape Traverse, Prince Edward Island, were given exclusive rights to deliver mail from their area to Cape Tormentine, New Brunswick, a distance of 14 kilometres crossing frozen waters in winter. But the short trip was perilous. In 1855, a group was stranded on the ice for four days during a storm, and had to kill some of their dogs for food.

The Prince of Wales once co-designed a Canadian stamp series.

True. King George V was an enthusiastic stamp collector, and while he was the Prince of Wales in the early 1900s, he co-designed a definitive Canadian stamp series depicting his father, Edward VII.

One of the most hazardous mail routes in Canada's history was more than 1,000 kilometres long.

True. The Temiscouata Trail was a grueling 1,000-kilometre canoe trip from Quebec to Nova Scotia. In 1784, the route took nearly seven weeks to complete.



Mail was sorted on moving trains for more than 115 years.

True. Railway Post Offices (RPOs) first appeared in 1854. By the early 1950s, the Post Office was operating 177 RPOs staffed by 1,368 railway mail clerks who logged 95 million kilometres a year. In 1971, the last Railway Post Office was retired.

Newfoundland continued to issue its own stamps until it joined Confederation in 1949.

True.

Sources: Canada Post Web site www.canadapost.ca; *Images of Canada: A Nation in Postage Stamps* by Gordon Donaldson; *Postal Service Down Through The Centuries*, compiled by the National Postal Museum, 1974; *Records of the Post Office Department*, Federal Archives.