



BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

Volume 22 Number 2

Whole number 86

June 2013

KAMLOOPS - EARLIEST REPORTED DATE

Kamloops, B.C., October 31st 1876

W. Ernest Dansonville

Bought of MARA & WILSON,

DEALERS IN

GROCERIES, DRY GOODS, CLOTHING, BOOTS AND SHOES,

Hardware, Agricultural Implements, Liquors, Tobacco & Cigars,

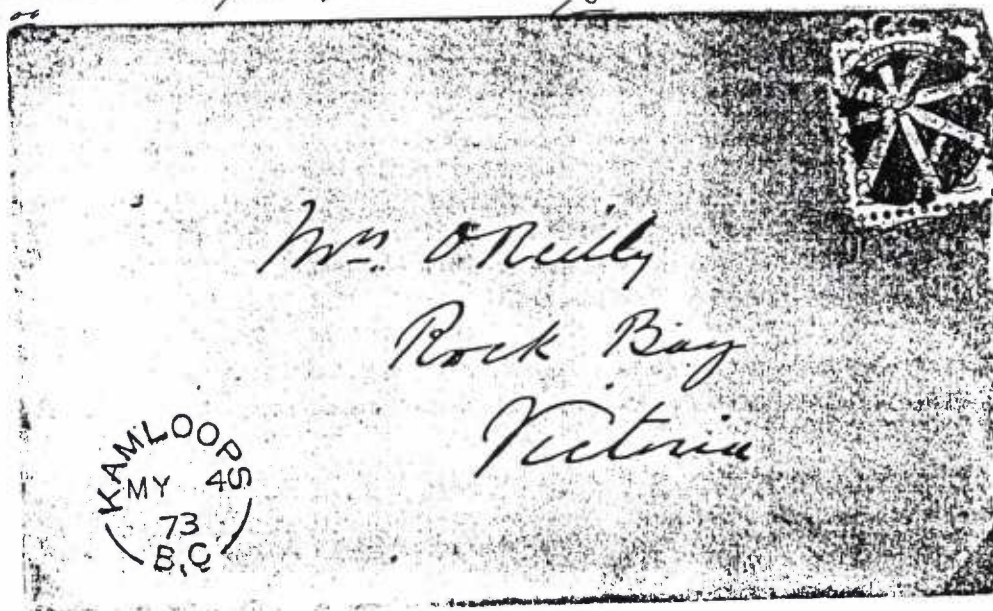
WHOLESALE AND RETAIL.

1876

Aug 1

To Balance this date as per A/C read 50

134 54



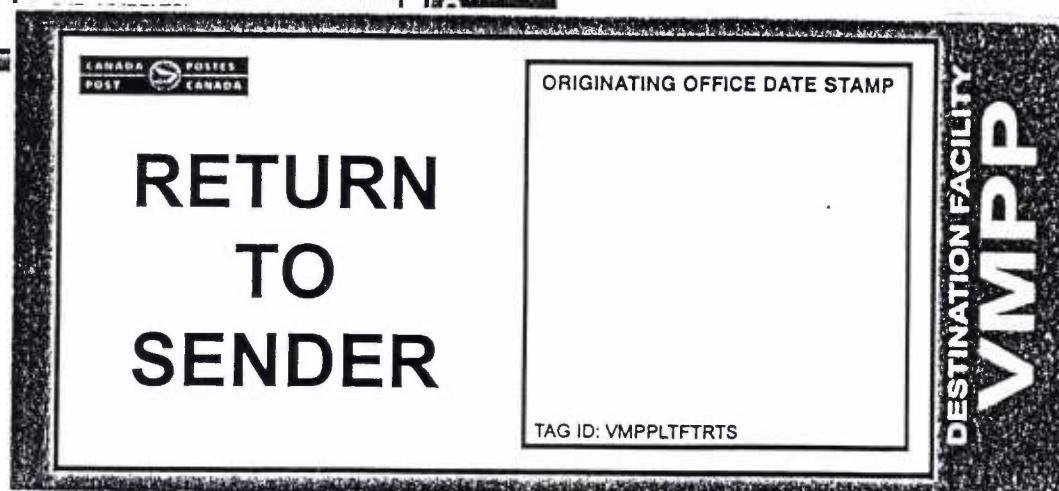
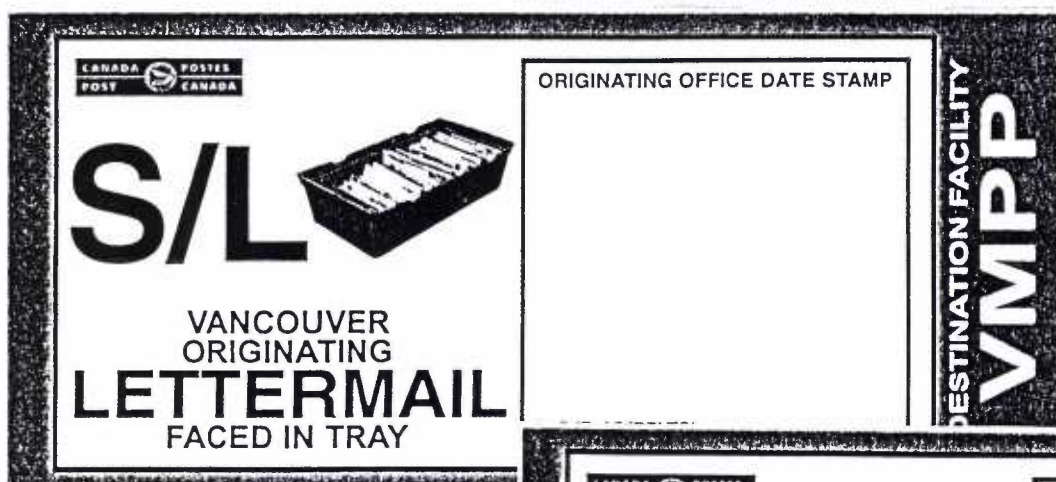
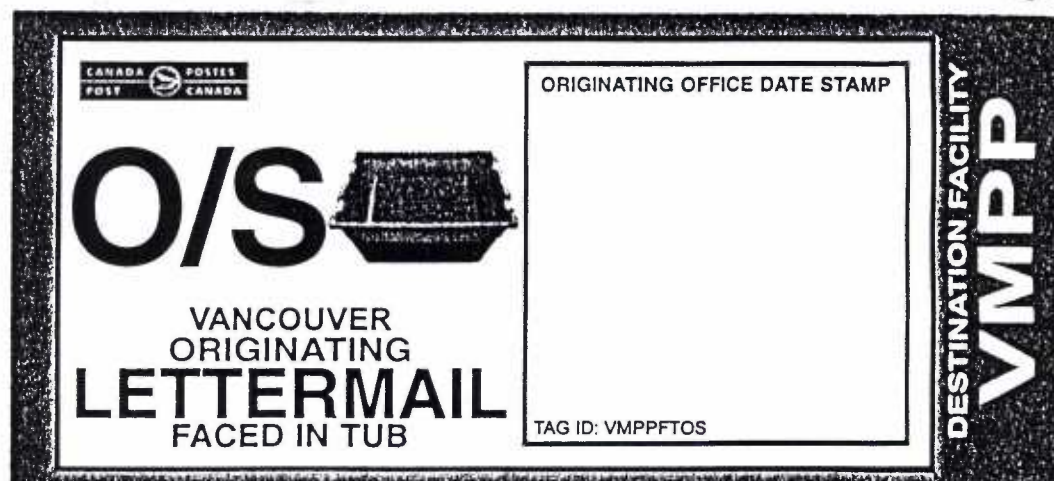
LETTER MAIL TRANSPORTED IN TUBS OR TRAYS

The days of the transporting of mail in mail sacks is slowly coming to an end and the mail bags have been replaced by tub or trays. There are many advantages to the movement of mail in this manner as once the envelopes have been faces they remain upright and ready to be cancelled, coded and sorted using a series of integrated machines. At the same time it is possible to sort the envelopes so that the various types of mail can be segregated for further processing. To speed up processing special tags have been developed that are attached to each tub or tray to identify the type of mail it contains. To date there has been very little study done on these tags or the many forms and documents produced by Canada Post in recent years'


Tags for the following destinations have been reported from Vancouver

XPDC - EXPEDITED
 XPDD - PRIORITY
 XPDC - TURNAROUND
 XPDC - EXPRESSPOST

VMPP- OVERSIZE
 VMPP- RTS (return to sender)
 VMPP- S&L
 VMPP- TURNAROUND



CANADA POSTES
POST CANADA




TURNAROUND
VPDC PRODUCTS ONLY


ORIGINATING OFFICE DATE STAMP

TAG ID: 2011-VPDCLFT-TURNAROUND

DESTINATION FACILITY
VPDC

CANADA POSTES
POST CANADA

Priority  *Priorite*
Next A.M. Demain matin



**DOCUMENTS
& PACKETS**


ORIGINATING OFFICE DATE STAMP

TAG ID: 2011-VPDCLFT-PRIORITY

DESTINATION FACILITY
VPDC

CANADA POSTES
POST CANADA

REGISTERS R 1



XPRESSPOST USA
XPRESSPOST INTERNATIONAL

**DOCUMENTS
& PACKETS**


ORIGINATING OFFICE DATE STAMP

TAG ID: 2011-VPDCLFT-XPRESSPOST

DESTINATION FACILITY
VPDC

CANADA POSTES
POST CANADA

**REGULAR
2
EXPEDITED**



ORIGINATING OFFICE DATE STAMP

TAG ID: 2011-VPDCSO95-EXPEDITED

DESTINATION FACILITY
VPDC

THE MAIL BAG

In the early 1960 the Vancouver Postal Union produced a newsletter called "The Mail Bag". The newsletter was a rather folksy monthly report of the activities within the Vancouver postal region. Although very little of the information has a philatelic bent there was the occasional report in activities taking place in the Postal Stations and Postal Depots. Below are some examples.

The New Westminster Story

By LARRY BOLTON

New Westminster: The Royal City! One time capital of British Columbia!

The New Westminster Post Office opened its doors for the first time in 1858 A.D., 103 years ago. Then came the big fire of 1898 which razed the business section and with it, the Post Office. But the P.O. never missed a day's service, because it was moved to a private dwelling and carried on as usual while waiting its new home. In 1900 the new building was completed to house the Post Office plus other Government departments; and the population and business growth, along with the increased area demanded a new section to be added in 1939. This replaced the old P.O. (built in 1900) and the old City Hall.

In 1905 there were only five carriers and four clerks.

The clerical staff (sortation, front office and administration) now number seventy, while the outside staff (letter carriers and supervisors thereof) number seventy-three. Quite a jump, eh, over the years.

Our Postmaster, Mr. Jim Deans is quiet yet firm, and his rulings are deemed just and fair. Our Assistant P.M., Lloyd Floden, has grown with the Post Office, all the way from messenger boy in 1937 to Assistant P.M. today. But perhaps the most colorful of all of us is Tom Whitelaw of the letter-carrier section. He can remember away back when Tom, along with his gracious wife, has helped to guide our social activities ever since he came to the post office in 1926. And I feel I could write a book on John Arcand. As for Ernie Kelly, new to the office but it seems that he has been here for years. Thornton Cliff, P.O. 1 in the carrier section will soon be a world traveller. He gets around. P.O. 2, Bill Smillie is the wizard heading our financial branch, has 25 years service behind him, and has his right hand man in Gordon McDonald over in North Surrey, which was opened in 1951 as a sub-office. (North Surrey will be covered in a later issue. Editor.)

Among our characters are Gordy Folka of lacrosse fame, and Bill Dingle with his work for the Seamen's Club; but we have our serious side, too. We have formed a 50 cents a payday Club, and when someone is confined to barracks who cannot afford a wheelchair, or a child who needs braces, the Club buys these necessities for them.

All in all, the New Westminster Post Office has a good gang moving the mails, and I am glad to have the pleasure of working with them as one of the Good Gang.

Station L Review

Station L. is situated some seven miles south of the main office, in a small ghost town named Marpole. It is a distributing station for magazines, newspapers and missorts. The district it serves, is composed of long walks, the inhabitants of which are noted for two hobbies, growing large lawns and collecting magazines.

The supervisor, a genial soul, is devoted to public service, and an ardent student of lovely curves. He has a keen sense of humor, and Art has even been known to smile at a good joke. The members of the Postal Club are capably represented by Dave Boyles. Always considerate of his fellow employees, Dave wishes to announce that if the party who arrived home from the Postal Club in time with an extra set of uppers, would kindly return them to station L; he will see that they are returned to their original owner. The elbow benders of the station still miss their old buddy Elmer Add, who recently left to join Station D. Elmer was the originator of the Telephone game, played in the wee small hours after a good party.

Don't you believe it. There is no truth in the story that ex-navy man Tom Collier recently filed a suggestion that all carriers be issued a tot of Rum at 8 A.M. every morning.

Yours till next time.

The North Burnaby Story

By GEORGE GALLAGHER

The Postal Station of North Burnaby was opened on May 2, 1949, with Jack Griffiths in charge of the front office, and Les Wright in charge of the 12 letter-carrier walks taken from Station K. It was then called Station R. The total number of walks in the Station has risen to 29 today.

Previously North Burnaby had been served (by letter-carrier delivery, anyway), from Station B at Gore and Hastings, where Bert Sparrow was supervisor of carriers, and later from Station K, 2285 East Hastings. In charge of the Station today is Al Wirth, with Stu Tulloch handling the 29 carriers. The Station has been graced (but not disgraced) by such characters in past years as Urbie Gardner, Bob Wheeler, among a host of others, about whom I could write a book—if I dared to be so foolish. But that's six other stories.

During my years as relief carrier, I delivered on all kinds of walks, two, three and four deliveries per day, but the toughest one I ever ran into was Capitol Hill while the regular man, Ernie Manders, was on his annual leave.

Incidentally, I was once told (many years ago) by a postal official from Ottawa that I had at least one faculty highly developed, and that was the habit of butting-in on postal matters. My reply was, that so long as postal workers' conditions needed adjustment, I would still keep on butting in because of the fact that I was the elected goat to do just that. That goatly characteristic came in very handy, however, when doing the Capitol Hill walk.

Those up-grades may have started at 30 degrees, but as the day progressed, those 30 degrees gradually, but definitely rose to 75 and on to 107 degrees. At least that was what my legs told me. You could get rid of less mail and more energy on that walk than you could on any "big" walk in the city. Yes sir, walks with thousands of pieces of mail per day were a welcome rest after Capitol Hill.

And turn round twice in that virgin forest of those early days, and you could easily get lost. I know I did. But now it is blanketed with homes, I see. But I've not the slightest doubt that that group of characters on the front page of your Mail Bag will cope with any problems that arise. Look that gang over, but keep your comments under your breath. They're toughies.

South Burnaby Postal Station

By BOB JONES

The first South Burnaby Postal Station was opened at 4521 Kingsway, on Dec. 11th, 1950 by Angus McLean and Doug Smith. Doug, a sub-office auditor at that time, was temporarily in charge of the Station and R. W. (Bob) Collum, Alex Campbell, Gordie Hartshorne, Ted Sanderson, Bill Grant and Paul Mason were the clerks.

Then Bob Collum was promoted to P.O.2, and became the first officer-in-charge. Alex Campbell is still working here, and Bill Grant is now on the M.O. City floor. Doug Smith is now Personnel Officer, and Bob Collum is Director of Operations.

The letter-carrier delivery was from New Westminster until Jan. 2, 1951, and when some 22 carriers came from New Westminster, Bob Shields was the first supervisor. Pat O'Brien, Joe Squair, Harry Sinclair and Laurie Rossiter are four of the original L.C.'s still here.

The original walks were long ones, as the houses then were few and far between. But during the last eleven years new homes and buildings have gone up so fast that extra walks had to be added regularly. When the walks reached thirty, the old station became too small, so in October/61 we moved into the new Federal Building at 8025 Sussex Avenue.

Don Kerr is in charge of the front office and has four clerks with him. There are 30 carriers, six relief and one sick relief, together with one assistant to D. K. MacLean who is supervisor.

The area served is from Boundary Road to Edmonds, and from the Fraser River to the Grandview Highway.

Club "Station O"

(A Retrospect)

By BOB LOW

People passing up and down Fraser Avenue on that dull afternoon in February, 1951, probably paid scant attention to an inconspicuous but quietly determined group of men who moved in and took possession of an erstwhile roller rink. Nevertheless, the event was to have far-reaching consequences for the community as a whole. Station O had come into being, and the Fraser district had its own full-fledged Post Office at last.

We came from old Station C, then at 15th and Main, which up to then had served the area bounded by First Avenue on the north, the river on the south, Wales Road on the east, and Cambie Street on the west. By the end of 1950, the situation there had become chaotic, for ever since the post-war building boom that had begun in the spring of 1947 and still showed no signs of slackening, the place was literally bursting at the seams. With the phenomenal growth of existing walks, plus the occasional addition of new ones, space was virtually at a premium, and for some of us, new quarters had become an imperative necessity. As closely as I can recall, the great day of the Exodus was February 20th, 1951. I do know that it coincided almost to the day with a general change-over to one delivery; for I distinctly remember that we had our last free Saturday afternoon on the 17th.

The new station promptly relieved the old of all its territory south of 33rd Avenue and west of Victoria Road, twenty walks serving the area. We inherited a reasonably comfortable building with plenty of breathing space, oil heat, fluorescent lighting, and, what transients from other stations solemnly assured us, the finest lunch-room facilities in the suburbs. From the first, it was a grand place to work—and still is—for here you were never a mere member of the staff, but one of the boys, united by a magnificent spirit of comradeship that would be hard to match anywhere. I will always look upon Station O as a veritable home away from home where you can always be sure of a rousing welcome—or as the nearest thing to a Club where good fellowship and congenial company are the order of the day. Hence the title of this article.

Genial and popular Len Stride came with us as Supervisor, with Tommy Graham assisting. He was succeeded by a Mr. Grant, (whose first name I never knew) and who afterwards went to California to live. Bill Lauder then assumed command until the late spring or early summer of 1954, when Tommy Graham took over. With the exception of a year downtown, during which Roy Haines held the fort, Tommy has been in charge ever since. All of us at one time or another have good reason to remember his kindly and unobtrusive acts of helpfulness when the going was rough. Tommy was always to be found where a helping hand was needed—and appreciated—the most.

The passing years brought changes as years have an incurable habit of doing. Until the spring of 1954 we worked a full six-day week, with one week off in every eleven for the Saturday afternoons. More often than not the weeks off failed to materialise when due and expected; but they were always made up to us in full at the end of each fiscal year. In 1953 relay boxes replaced stores and houses as dropping places, and at once proved themselves useful in innumerable

A SHORT HISTORY OF STATION "C"

By Gerry Davis and Bob English

In November of 1948 Station C (then in the present Agricultural building at 15th and Main) moved in new quarters at 141 East Broadway.

Bill Woods was Supervisor at that time and remained so until 1951 when Len Stride took over. Len was Supervisor until 1954; he then left for two years to go to Station G and then to D. While he was away Jack McDaniels was Supervisor of C until Len Stride returned in 1956 where he remained until he passed away in January of 1961.

In April of 1961, Stan Carr became Supervisor until March when Andy Storie took over and is presently Supervisor with Jack Griffiths Acting Station Manager.

Back in 1948 Station C had 31 two delivery walks and were subsequently changed to one delivery. At that time there were Letter Carriers like Bob English, Bill Lauder, Art Bolduc, and Tommy Graham who have now become Supervisors. There are just two carriers that were at Station C at 15th and Main, stayed with it at 141 East Broadway and are still with us. They are Ray Ayres and Phil Faulkes. Bert Platts came to work at Station C in 1948 as janitor and retired with the old building as of March 30, 1963.

On April 1, 1963 Station C moved into a new building at 10th and Quebec along with the Unemployment Insurance Commission. And so marks another milestone in the history of Station C.

ways. Of course, there were initial difficulties with keys that wouldn't fit or broke in the locks; but gradually everything came out all right. At least no more bundles were brought back to the station because nobody was up at the houses to receive them, (for they couldn't be left outside);—and the rousing of irate householders at unreasonable hours to retrieve a bundle was a thing of the past. New walks were added from time to time, though not nearly as many or as often as we would have wished. April, 1954 ushered in the long-awaited five-day week, and from then on the weeks off were over. During the previous winter, however, all the time off due to us was liquidated. I was fortunate enough to receive two full weeks and two days in January during a particularly heavy snow, and got back in time for the melting.

The outstanding event of our first year was the Big Snow. The winter of 1951 had been a miracle of sunny skies and balmy weather; all through January and February we exulted in the glory of an early spring, and congratulated ourselves that the worst was over for that year. Then on March 10th, came the snow. It came and it stayed; cascading down continuously, viciously, day after day. We shouldered our packs and trudged for the meet it, struggling manfully through mounting drifts, breaking trails, slipping, slithering, creeping or feeling one's way as circumstances dictated. It happened just at that time a veritable avalanche of registers came into the fray, some unfortunate souls receiving sixty or so daily. And by far the most of them were for people who had moved out and left no forwarding address. For two full weeks we lived and moved and had our being in a whirling world of dazzling whiteness that was apparently without beginning or end, for by that time we had become reconciled to the idea that we had ever known anything else. However, the mail did go through in spite of everything, although that was of secondary importance during the battle. The first thing that mattered was keeping one's feet. Meanwhile, at the station, Charlie, our invaluable and indispensable janitor, performed prodigies of valour with broom and shovel above ground, toiling like a Hercules to save the roof from caving in from the accumulated weight of snow! The roof is still there; so he did not labour in vain.

Sometimes the furnace refused to function, (in the depth of winter, invariably!) and we'd have to manage the best we could without it. I remember a morning when we were all bundled up like Arctic explorers or polar bears in a heroic effort to combine the arts of sorting mail and keeping warm. The polar bears, indeed, were the ones to be envied. They at least have a built-in internal heating system—we had none.

The STATION "H" Story

By RUDY HENDRICKSON

Here are a few of the highlights as I remember them in my Twenty years at Station "H". The delivery area is from Burrard St. on the east, to Stanley Park on the west; from False Creek on the south to Burrard Inlet on the north, or what is known locally as the West End.

As we have always worked out of the Main P.O., we have been looked upon by many as Main Office men. But before the new P.O. was built, we had to get out each Xmas because of lack of space. The first Xmas I spent in "H", we took over part of the basement of the old Hotel Vancouver, and one very cold Xmas we were in the old Georgia St. Auditorium. That was a huge drafty, unheated spot, and some of the guys brought electric heaters and tried vainly to keep warm. Most of us had our pea-jackets on, and tried to sort with gloves on. Brrrrh! Then came two rush periods in the old Sea Cadet's building near Stanley Park.

In those days we used to work all night preparing the mail for our helpers to take out next day. Came daylight and we watched that hardy old guy breaking the ice near the shore, going in for his daily swim. Those were the days!

Other make-do spots we had were the old bus terminal at Dunsmuir and Seymour Sts., and the Hudson Bay warehouse at Smiths and Mainland Sts.

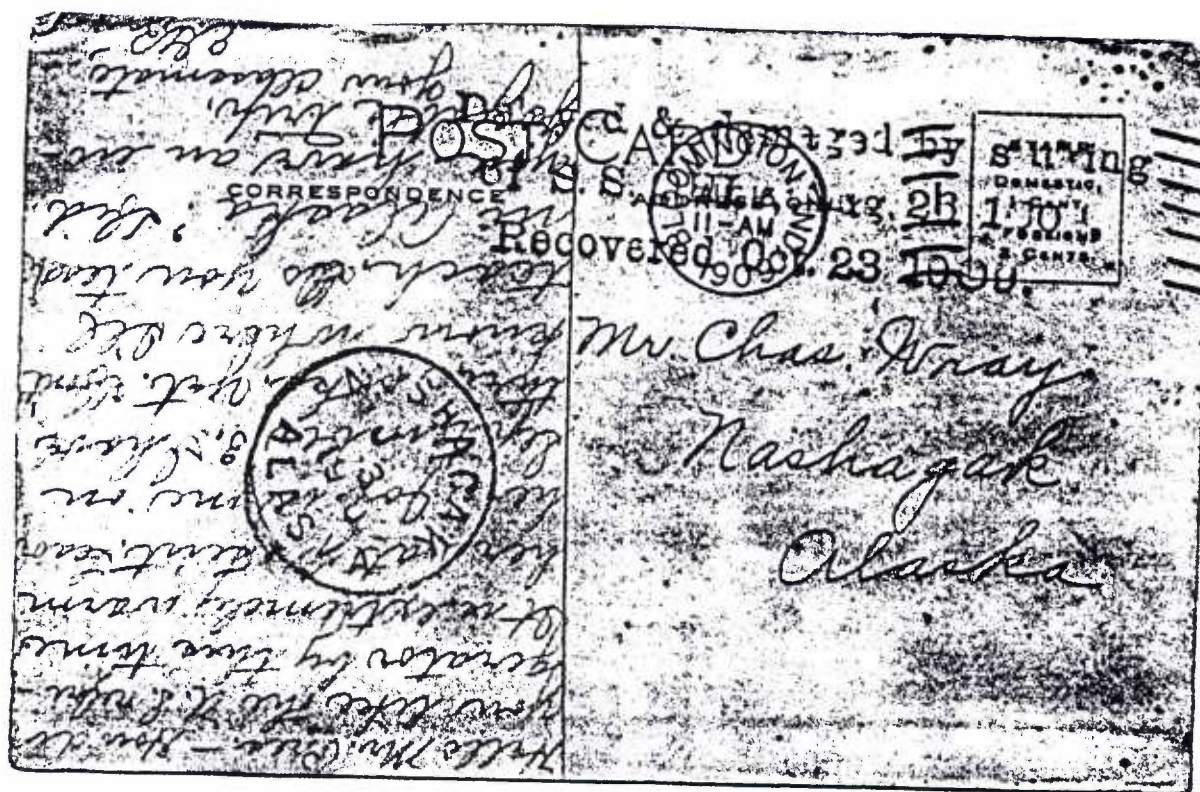
I started as an "H" carrier in 1944, and some names I recall of that time were: Alec Colquhoun, Art Wood, Gilbert Abbot, Vic Adams, Gordon Johnson, Arthur Armitage, Percy Lye, Paddy Adair, Ernie Liddell and Jess Thorpe. Now only Vic, Percy and myself are left working. Now we are in the Main P.O. along with such former "H" men as Gordon McConaghy, Johnny McNeil, Browne Sheridan, Eric Peacock, Garnet Clarke, Bill Bamford, Harry Cassop, and a few more such as: the (Reverend) Bert Smith, Jim Cole, Joe Smith, Don Cumisky, Lionel Hess, whistling Jack Burns, Gordon Bussey, Frank Taylor (brother of our boss, Jackie Taylor) and clerks John Williamson, Cecil Holden and Bill Kay. There were only twelve walks when I started in "H"; now we have twenty-four. Twenty years ago there were only large old rooming houses, with a few apartment buildings. Now we have the reverse. "H" was a good place to work in, if only because of the humour that prevailed. Some of the jokes were—ah—, well, out of this world. We had a list of ten best jokes at "H", but most of them are forgotten now. Too bad!

S.S. OHIO - - SINKING AUG, 26, 1909

Delayed & Damaged by sinking
of S. S. OHIO, Aug. 26, 1909
Recovered, Oct. 28, 1909

Delivered - NISHACAK J 3 1910

One of the problems in dealing with "deep sea mail" is to establish the country of origin. In the case of the cover below from the S.S. OHIO is it was mailed from the United States to Alaska and although it sank in Canadian Waters it bears no Canadian markings and therefore should be classed as an American cover since all postal markings were applied in the United States.



Ohio Rock (52°49'00" 128°27'00" Off E side of Sarah I, N end of Finlayson Channel, N of Bella Bella). The *Ohio* hit this hazard in 1909 and sank in nearby Carter Bay, with the loss of four lives. It was en route from Seattle to Nome, Alaska, under Capt John Johnson, when it struck the uncharted rock after midnight and filled rapidly with water. Johnson just managed to ground the vessel in Carter Bay and get most of the 135 passengers and crew off before it sank. The 110-m, 2,816-tonne *Ohio*, built in 1873, had criss-crossed the Atlantic, between NY, Philadelphia and Antwerp, for 25 years before it became obsolete and was transferred to the Alaska run, where it changed owners several times and was reaching the end of its career. Though its engines and propeller were salvaged, the old vessel was never refloated, and part of the hull could still be seen above water in Carter Bay in the early 2000s. Capt Johnson later presided over the wreck of the *Kennecott* (see Kennecott Point). This second failure was too much for him, and after being rescued he jumped into the ocean and drowned.

HANDSTAMPS - BENTALL CENTRE MAILROOM

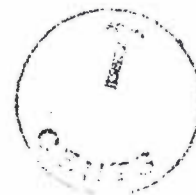
651257
BENTALL CENTRE MAILROOM

2013 -01- 2 8

595 BURRARD STREET
VANCOUVER, BC V7X 1A0

BENTALL CENTRE
POSTAL UNIT / UNITÉ POSTALE
VANCOUVER, BC V7X 1A0

BENTALL CENTRE
POSTAL UNIT / UNITÉ POSTALE
VANCOUVER, BC V7X 1A0



RETURN TO SENDER	
<input type="checkbox"/>	ADDED REDIRECTION EXPIRED
<input type="checkbox"/>	BOX # REQUIRED
<input type="checkbox"/>	ADDRESS UNKNOWN
<input type="checkbox"/>	BOX CLOSED

RETURN TO SENDER	
<input type="checkbox"/>	ADDED REDIRECTION EXPIRED
<input type="checkbox"/>	BOX # REQUIRED
<input type="checkbox"/>	ADDRESS UNKNOWN
<input type="checkbox"/>	BOX CLOSED

FINAL NOTICE
DERNIER AVIS

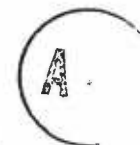
CUSTOMS

Final Notice

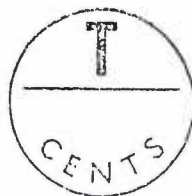
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FINAL NOTICE DERNIER AVIS	
RETURN ON RETOURNEZ LE	



CANADA
POSTAGE PAID
PORT PAYÉ



Please advise your correspondents
of your correct postal address.
Veuillez de donner à vos corres-
pondants votre adresse postale exacte.



645001
2013 -01- 3 1
BENTALL P.O.
VANCOUVER V7X 1A0

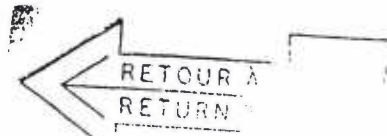


Please advise your correspondents
of your correct postal address.
Veuillez de donner à vos corres-
pondants votre adresse postale exacte.



651257
BENTALL CENTRE MAILROOM
2013 -01- 3 1
595 BURRARD STREET
VANCOUVER, BC V7X 1A0

BENTALL CENTRE
POSTAL UNIT / UNITÉ POSTALE
595 RUE BURRARD STREET
VANCOUVER, BC V7X 1A0



BENTALL CENTRE
POSTAL UNIT / UNITÉ POSTALE
595 RUE BURRARD STREET
VANCOUVER, BC V7X 1A0

Please advise your correspondents
of your correct postal address.

Veuillez de donner à vos corres-
pondants votre adresse postale
exacte.



VANCOUVER RETAIL AND DELIVERY OPERATIONS UNIT ADDRESSES

BUSINESS ZONE

Depot 74	3 RD FL WEST GEORGIA ST VANC BC V6B 1Y9 604-662-
1606 ext 21381/21382	
Stn K	3 RD FL WEST GEORGIA ST VANC BC V6B 1Y9 604-662-
1606 ext 21395	
Mountainview	3 RD FL WEST GEORGIA ST VANC BC V6B 1Y9 604-662-
1606 ext 21355	

CENTRAL ZONE

South Van Delivery	8726 Barnard St Vanc BC V6P 5G5 604-482-4209 ext 2002
Depot 32	2920 Arbutus St Vanc BC V6K 4P0 604-482-4218
Stn D	2405 Pine St Vanc BC V6J 3E0 604-482-4212 ext 2003
Stn F	2160 Commercial Dr Vanc BC V5N 4B0 604-251-6319 ext 2001
Stn G	2021 West 42 nd Ave Vanc BC V6R 2G0 604-263-6110 ext 2005

NORTH ZONE

North Burnaby	2758 Norland Ave Burnaby BC V5B 3A0 604-298-4303 ext 2002
South Burnaby	6025 Sussex Ave Burnaby BC V5H 3B0 604-436-3601 ext 2004
Stn S	8835 Northbrook Crt Vanc BC V5R 5L0 604-482-4326
Capilano	105 949 West 3 rd St West Vanc BC V7P 2L0 604-988-2313 ext 2000
North Van 3	497 Mountain Hwy North Vanc BC V7J 2L0 604-987-3221
North Van 4	120 Charles St North Vanc BC V7J 2B0 604-924-0327

SOUTH ZONE

Langley	5711 Production Way Langley BC V3A 4B0 604-530-1525 ext 2003
New Westminster	24 Ovens Ave New West BC V3L 1Y0 604-516-7802 ext 2004
Surrey Depot 1	10692 136A St Surrey BC V3T 5G0 604-588-1322
Surrey Depot 2	13427 Comber Way Surrey BC 604-591-6020 ext 2005
Surrey Depot 3	10688 King George Hwy Surrey BC V3T 2Y0 604-585-1812 ext 2001
Surrey Stn A	102 17761 66 th Ave Surrey BC V3S 7X1 604-576-2311 ext 2000

WEST ZONE

Delta Main	5010 48 th Ave Delta BC V4K 1V0 604-946-8221
Delta Depot 1	11135 84 th Ave Delta BC V4C 3R0 604-594-1822
Delta Stn A	5432 12 th Ave Delta BC V4M 2B0 604-943-4747
Richmond 23/24	7680 River Rd Richmond BC V6X 1X6 604-273-3743 ext 2003
Richmond 22	8520 River Rd Richmond BC V6X 1X7 604-279-0294 ext 2002
White Rock	15415 24 th Ave White Rock BC V4A 2H0 604-531-2434 ext 4

RSUN.COM | WEDNESDAY, OCTOBER 10, 2012

Post office building up for sale

Canada Post moving out of West Georgia location

KEVIN GRIFFIN

VANCOUVER SUN

Canada Post is selling the massive post office building on West Georgia, a spokesman for the federal Crown corporation said Tuesday.

Jon Hamilton, general manager of communications, said with the construction well underway of a new postal processing facility by the airport in Richmond, Canada Post decided to move ahead with selling the property at 349 W. Georgia.

"We've started a process whereby interested parties can submit bids," he said by phone from Ottawa.

The facility, which occupies a full city block, was built in 1958 at a cost of \$13 million.

A story in The Vancouver Sun in 2007 reported the property could be worth as much as \$60 million.

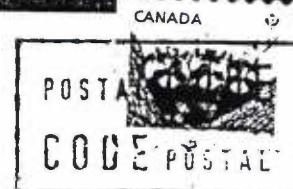
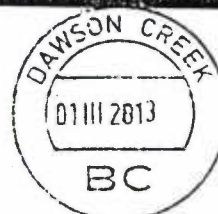
When asked how much the federal government was asking for it, Hamilton said that Canada Post is "looking to realize maximum value."

Hamilton said the post office expects to continue using the 1.2-hectare site until 2015. A gradual relocation to the new airport facility is expected to begin in 2014. "The future for us in terms of processing is out at the airport," Hamilton said.

He said there is no deadline for bids. He also wouldn't comment on whether potential First Nations land claims could complicate the sale of the property.

DAWSON CREEK, BC / V1C 4B0 -

- New I.P.S machine



CANADA POST CORPORATION WE'RE UPDATING DELIVERY ROUTES

An update of our delivery routes in your area has been conducted. This is done periodically to ensure our delivery routes reflect any changes, such as new development, in your neighbourhood. The only impact for you is a possible change to your delivery time. Every effort has been made to minimize the impact of these changes.

The change will take effect for routes with the postal codes beginning with V6P on Monday, July 15, 2013. If you have any concerns or questions, please contact:

CANADA POST CORPORATION
CUSTOMER SERVICE - 1 800-267-1177
(8:30AM - 5:30PM)
Thank you - Canada Post Corporation

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.

SEEKING HERITAGE INFORMATION

Clerk Ted K. is conducting research for a Website that will detail the history of Vancouver's Postal Stations and Letter Carrier Depots.

He's looking for any relevant information or documentation such as Vancouver Postal Directories, Zone Maps, station related Bulletins, and old editions of the Mail Bag. Also on the list are vintage photos of the interior and exterior of former and current stations and depots as well as employees.

All materials will be promptly returned after scanning or you can provide your own scans and photocopies.

If you have anything you wish to contribute please email info@bcpostal.com or call 778-985-2507.



VANCOUVER POSTAL STATIONS A & B



The Sinclair Centre, which houses Vancouver Station A, is comprised of four buildings. The Post Office Building, oldest of the four, was built between 1905 and 1910 and served as the Main Vancouver Post Office until the current facility was opened in 1958.

The Van-Fraser Heritage Club is seeking to expand its collection of photos of the interior of the building during its period as the Main Post Office.

As part of an ongoing research project on the *History of Vancouver's Postal Stations*, the Van-Fraser Heritage Club is looking for any photos of Vancouver Station B, formerly located in the East Hastings Area, and any interior photos of Station A, located in the Sinclair Centre.

If you have any photos of these two facilities please contact us. All photos will be returned promptly.

The Van-Fraser Heritage Club is always looking to expand its collection of vintage photos of facilities, employees and employee activities.

Contact: fwdanells@hotmail.com
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