



BRITISH COLUMBIA

POSTAL HISTORY

RESEARCH GROUP

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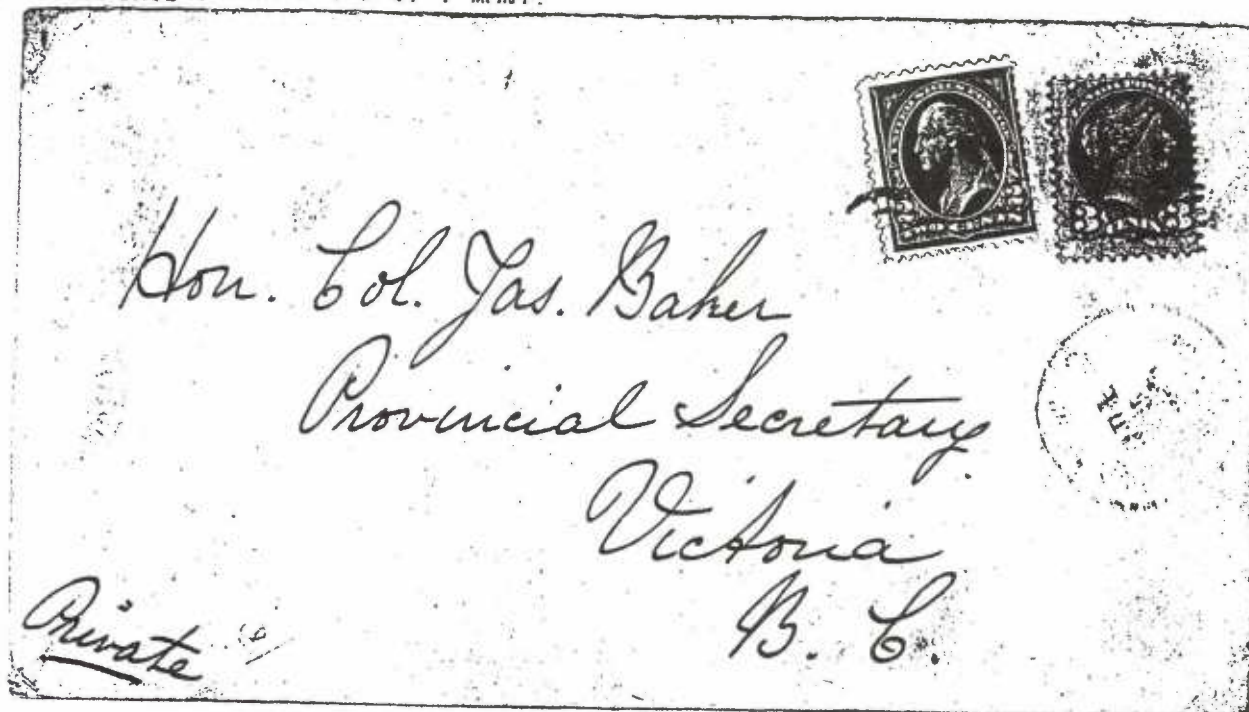
September 2013

CROSS BORDER MAIL - WILD HORSE CREEK

The discovery of gold at Wild Horse Creek by American prospectors in the spring of 1864 presented a major problem in mail distribution in the Kootenay region for the Colonial Authorities. An attempt was made to solve the problem by opening, in July 1862, a Post Office at Fisherville on Wild Horse Creek with J. Normansell as Postmaster. The office was called Kootenay but as yet no colonial covers have been reported nor is the Colonial Number identified. According to Deville (p. 121) no attempt was made by the Colonial Government for the transmission of mail and as almost all regular mail pass through Montana Territory. The practice of sending mail via the United States for more rapid delivery continued well into the 1890's and letters mail. Mail from the East Kootenay region usually went via Jennings, Montana then to Port Townsend, Washington and on to Victoria. Such mail required both Canadian and United States postage.

Letter from Cranbrook to Victoria -

Face - JENNINGS / MONT. / 3 / 97 / MONT.



Back - SEATTLE, WASH. / JUL 6 / 11 PM / 97 / TRANSIT
VICTORIA / AM / JY 7 / 97 / B.C.

Hon. Colonel James Baker, Minister of Education, settled in Cranbrook in 1885 and laid out the townsite along the C.P.R. Crowsnest line in 1897. The Cranbrook (2) post office opened September 1, 1898 the same year the C.P.R. line was completed.

LETTER MAIL FLATS WITH POST OFFICE NAME

In the last issue of the News Letter there was a brief study of the tags used on trays or tubs in the process of sorting mail. The majority of tags are produced for use in the Vancouver MPP but tags are also produced for use in postal stations and depots A few examples of these tags appear below'

V5T 1Z0 STATION C
V5Y 1R0 L.C.D. 31
V6B 3A0 VANCOUVER MPP
V7H 2B0 NORTH VANCOUVER LCD 4
V7V 2C0 WEST VANCOUVER LCD 1



WEST VANCOUVER BC **V7V 2C0**
LCD 1

VBOT 1221
Tray# 4

Plt:3
Pcs:37
Bun:3

Publication Mail LCP
Poste-publications TPIF

Time Committed
A détail convenu **J**

6 VVC 720 05 509 135 013 5 00067 0318



N-VANCOUVER BC
LCD 4

V7H 2B0

D127762_LCPA
Tray# 140

Plt:7
Pcs:31
Bun:3

Publication Mail LCP
Poste-publications TPIF

6 VHB 720 05 508 304 643 5 01464 1217



NORTH VANCOUVER BC
LCD 4

V7H 2B0

<< 879 >> [8/371] < 3/5 >

Lettermail LCP
Poste-lettres TPIF

4 VHB 720 06 451 470 731 6 08798 0109



81 23051 96227 62 102107

DESTINATION **V6B 3A0**
Vancouver MPP BC
 L/T Unit
 Unité CL
 LCP - S/L
 TPIF - CL

CONSOLIDATION Presort

Remove this Tag Only @ Run-out

NRCS - SCAN 5227 PLAN 48v130111



CC 5227 102 167

B:105 P:1033018 U:281 T:01
01 23051 93801 51 014104

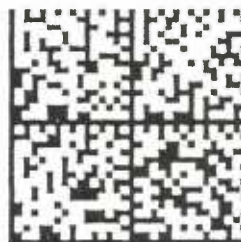
2013-03-12 17:19:20 Ea

DESTINATION **V6B 3A0**
Vancouver MPP BC
 BCS
 TCB **820-L**
 S/L Mech
 Envois courts et longs mécanis

CONSOLIDATION

Induct on Conveyor
 to Vancouver Mono

SPRN 170

03/18
MON - LUN
Blue - Bleu

CC 3801 014 104

CAU-CC5398443950-V6B3A0-1-0000-V5T1Z0-0000-DLLC...P0000-4-F-C4-1-00000-L-0-103330350382-00000000-000000000000

2013-03-24 09:49:27 PT

DESTINATION **V5T 1Z0**
Vancouver Stn C BC
 LC
 IF **80**
 Lettermail - Flats
 Poste-lettres - GOP

CONSOLIDATION

SPRN 061

NRCS - SCAN 5398 PLAN 542v130322



CC 5398 443 950

B:061 P:1033303 U:382 T:50

2013-03-26 03:42:40 PT

DESTINATION **V5T 1Z0**
Vancouver Stn C BC
 Priority - Packets
 Priorité - Paquets

CONSOLIDATION

NRCS - SCAN 5485 PLAN 500v130322



CC 5487 137 393

B:058 P:1044455 U:385 T:05

VPDC
 2013-03-26 00:06:16 PT

DESTINATION **V5Y 1R0**
Vancouver
LCD 31 BC

NRCS - SCAN 5485

PLAN 301v130322 B:096 P:1

Expedited - Parcels
 Accéléré - Collis

Priority. **Priorité.**
 Next A.M.* Demain matin*

P

33-066-364 (10-01)

34-099-074 (05-09)

VPDC
 2013-03-22 07:58:37 PT

DESTINATION

NRCS - SCAN 5485

V5T 1Z0
Vancouver
Stn C BC

Priority. **Priorité.**
 Next A.M.* Demain matin*

P

33-066-364 (10-01)

2013-03-25 B:094 P:1044402 U:741 T:05

Expedited - Parcels
 Accéléré - Collis

STAGING-REGROUPEMENT

CC 5485 086 846

MON - LUN
 Blue - Bleu

THE GRANDVIEW STORY

By J. BURCH
(Highland Echo)

The opening of Postal Station "F" at 2160 Commercial Drive early this year has given rise to some curiosity about the history of the district known as Grandview.

According to City Archivist Major Matthews, about 80 years ago sailing ships anchored in False Creek to load lumber for the two mills in operation there. The creek, at that time, extended as far East as Clark Dr. and as far South as Broadway.

When the captain and officers of the ships wanted to ask the wives of the mill hands on board for tea, they would fire a cannon as an invitation.

FIRST TIME HEARD

The first time that Grandview was named in the record is the mention in 1893 of it being the residence of Charles Burns, foreman of the Royal City Mills.

The late Professor Edward Odum had a story about watching, with some friends, the sunset from the banks of False Creek at the bottom of 1st Ave. about 1898, when one of them remarked, "what a grand view." It was decided forthwith that this was an appropriate and fully descriptive name for the young community.

It would seem, however, from the above item in the 1893 directory that someone, name unknown, had had a similar thought some years before Professor Odum's time.

BAPTISM

In 1895 the registry of baptisms of the First Presbyterian Church records the birth of a daughter on July 24th, 1892 and a second daughter on January 17th, 1894 to Charles and Alice Burns whose address was given as Grandview. Both children were baptized by Rev. George R. Maxwell on October 11th, 1895.

Judging from the remarks of the old timers, Grandview was an impressive sight in the 1890's with stands of enormous evergreens covering the hillsides from what is now known as Victoria Dr. to Lakewood Dr. A great deal of the logging of this area was done by oxen.

The first house built in Grandview was erected in 1891 by Mr. L. T. Sankey and Harry Langdale and still stands on Graveley St. Mr. Sankey, now in a rest home in West Vancouver, celebrated his 95th birthday last January.

The Central Park interurban line to New Westminster was built around the turn of the century and according to those who made the trip, an excursion to the Royal City was an all day outing.

The Burnaby Lake tram line, which ran through the heart of Grandview—down Commercial Dr. to 6th Ave. and then curving back up along 1st Ave.—rolled out past Horne Payne where the biggest bull frogs in the country could be caught, and then on out through Burnaby to Sapperton.

In the 1920's, Grandview sponsored a sports event on Remembrance Day which drew contestants from all over the Fraser Valley. Feature of the day was a 20 mile road running race which started and ended in Grandview.

NEWSPAPER

In 1917 Mark Gilchrist started a community newspaper called the Highland Echo—after the name of the Highland telephone exchange—the second edition of the paper recorded that "the public

reception of our first issue was better than we dared hope. Nowhere have we heard anything but favorable comments. We have received the congratulations and good wishes of the merchants and will strive to make each week's issue better than the last . . ."

In 1924 the paper was purchased by the late Mr. A. G. Holmes, who published it until the late 1950's when it merged with the Grandview Printers to become an asset of the Grandview Printing and Publishing Co. Ltd.

FAMOUS NAMES

The illustrious names of Grandview include: Mr. H. G. Bufton, first president of the Grandview Lawn Bowling Club in 1932; the late Alderman John Bennett who served many years on City Council during the 1930's; the Odum family who have been resident in the district since 1898; J. J. Miller, poet and philosopher and one of the first directors of the Pacific National Exhibition and the late Chas. E. Smith, who was almost solely responsible for the building of the First Ave. viaduct which conducted Main St. with Grandview via Terminal Ave. The story is that he pestered Mayor Gerry McGeer so persistently that the mayor finally agreed to build the viaduct if Mr. Smith would forego his visits to City Hall.

CHANGING TIMES

More recently many Italian-speaking people have made the district their home, and European style coffee shops are popular with native Canadians as well as the new arrivals.

Times have changed Vancouver's oldest business community but there is still a proud spirit in the district born of an illustrious past.

POSTAL STATION F. (Grandview)

Station F. was started in 1922 by about 10 letter carriers (no front office men) with Bill Squires in charge. Bill retired in 1939, and is still going strong. (See front page.)

Today Station F. has twenty-five regular walks plus relief men. Look at that fine body of men on Page One, and you will agree with us when we say "My-my! Station F at Grandview. How you've grown. My-my!"

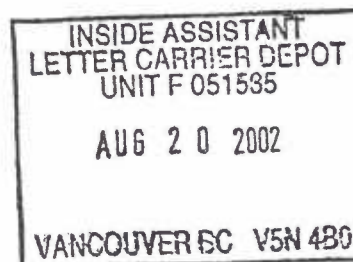
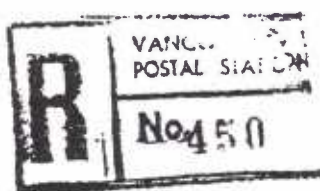
STATION "S"

By JIM BURNS

Station "S" is one of the smaller offices serving the South East section of Vancouver. There are 21 carriers and a Postal Officer, plus a Postal Clerk 2, from 2 till 6 p.m. daily Monday to Friday and 9 till 1 on Saturdays.

The station is growing along with the area while it serves the new housing developments and apartments.

The station or Carrier Depot (which ever you wish to call it) is located at 3388 Kingsway. The building used to be the old Melrose Dairy and Ice Cream parlour but with a face lift and some changes became Postal Station S.



RICHMOND

By George

The Richmond municipality is probably the fastest growing area in B.C., judging from the increase in mail personnel and volume of mail at present being handled.

Starting in June 18 1956, with four men in the front office and ten carriers under the direction of Letter-carrier Supervisor Tom LeCroix, there are now 25 carrier walks and more pending. This increase of 150 per cent in walks is by no means indicative of the full potential expansion, for Richmond has a greater land area than that of Vancouver City. Thus, if you can conceive of a Vancouver City population of half a million or more souls, then the Richmond growth could be visualized as at least equalling Vancouver's half million and a few folks over.

The first clerk-in-charge of the four men front-office staff was Bill Bailey, now Postmaster at Courtney, B.C. and his cohorts were: Phil Foreman, Len Affleck, & Jack Marsland.

At present in the front office is our old friend and bowling wizard, Mike Budnick. Mike and his staff of five have their hands full with the steady growth of front office business. But they can do it; and I think they'll survive. Mike's helpers are: Stan Mish, relieving George Hill, Arnold Tooke, Al Dawson & Don Dillingham.

That's this week. The boys get moved around so much these days that it is pretty hard to lay a finger on them. Oh, yes, it's good experience alright, for them . . . but for a poor editor trying to get his facts right-grrr!!! But editors have to survive lots worse than that; if they don't survive, then they're not editors.

In charge of the 25 man carrier staff is Art Balcock. Art has his hands full with the normal routine of supervisory work, and his head full of ways and means of coping with the increased mail volume plus the area expansion. But Art will survive, too. He, too, has surmounted more than that increase in chores in his past P.O. work.

Where people go, the mail goes, too. So, you Richmondsites, no matter how fast your area or mail needs grow, you can be comforted by the knowledge that where people go, the MAIL goes through to them. And in your particular case, your mail services will be in the good hands of Mike and Art and their merry men.

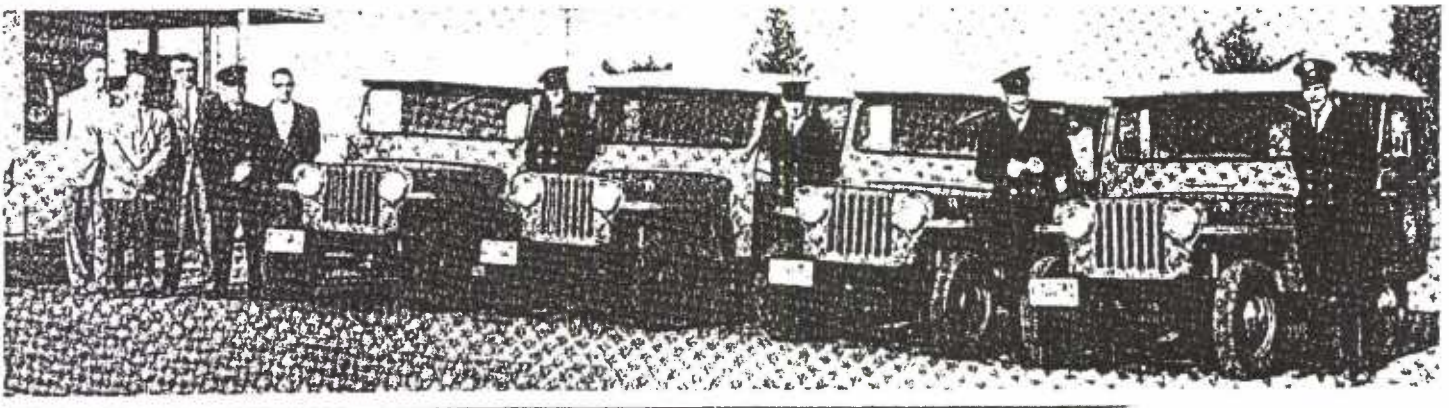
And as the poet said, "Aint dat sump'n?"

Oh, yes! On their very first season those Richmond P.O. guys go and clean up the Post Office Men's Bowling League. The Upstarts! What'll they do when they get acclimated?

VANCOUVER'S MAIL JEEPS

The first Mailmobiles were set rolling at Richmond P.O., a sub-station at Vancouver, B.C., on August 28, 1961.

Below, L. to R.: Albert Edge, Superintendent of Letter Carriers, Jackie Taylor, Transportation Officer, J. D. O'Connell, Postmaster, Art Bolduc, Letter Carrier Supervisor, Doug Smith, Personnel Officer, and L. to R.: Drivers: S. Weston, R. Savoie, Dan O'Reilly and Bob Dyke.



STATION "A"

By RANDLE

I have been asked by a few of the boys to tell them of my one week's career as a letter carrier. (Xmas help.)

It began with the regular carrier giving me my instructions regarding what was necessary to be a Postman, a bag with mail in it, and an arm band. The snow pelted me in the face as I went through the Sub door onto the street. It was that kind of day, cold and wet.

As I headed for my walk, I thought over my new job and the regular carrier's final words: "If you make three trips around the walk, there is a good chance of getting on steady." So, reaching my walk slightly out of breath, I found Bundle No. 1 at the bottom of the bag.

Rearranging the whole walk, I started out again. A Postman is supposed to whistle, so I tried. No whistle! (It br-r-rurr-r-r-re is c-c-c-cold.) AH-H-H! An Airmail! I race up the stairs, two at a time. (STATION "H" CARRIERS NOTE). I knock one . . . twice . . . someone is coming I hear a loud crash. She must have thrown the clock. Oh! well . . . It's not my fault she's not up. The door opens wide. (CENSORED.)

I carry on down the street whistling "The Postman will Catch You If You Don't Watch Out." I could see the women peeking through the holes in the curtains, as I came down the street. I shook my head to their frantic wagging. "It's mail I have, no soap coupons."

I am looking for a "pick-up". (Glen Scott, DON'T LAUGH). This is the place where you're surprised to find out how much mail you HAVE NOT delivered. The lady of the house says to me, "Good morning, Postie! You look half frozen. How would you like a nice, hot cup of coffee?" I accept her kind offer and departed, for I couldn't stay very long.

With two more trips to make and a fresh supply of mail, I made it to the next street. Thinking what a surprise the regular Postman would get when I got back two hours early, I turned into the last block, on the run. (He didn't tell me about THIS block!) No whistling . . . no running. It was guarded by one lone dog. He came down the street towards me, and his hair stood up, like nylon bristles on a brush. Errol Flynn had nothing on me now! No knife . . . No Gun! . . . and, if I don't watch out . . . NO PANTS! "Here boy! Nice boy!" What a foolish thing to say. SHE bit me, to prove I was wrong. While I was dancing to her barking, a woman came down the street to meet me. "I'm sorry, Postie, I've never known her to do that before; you must have kicked her." These exasperating misstatements of facts kept me warm until I'd finished the walk.

The regular Postman was sympathetic to my ravings about the dog. I'll give you his exact words: "We NEED men like you! Men with guts . . . Men with stamina! . . . Men WHO CAN HANDLE DOGS! and . . . ALSO DELIVER MAIL, of course." (You've met this 'Ex-Commando' type before, no doubt, sitting on a bar stool.) Nevertheless, I promised to come back the next morning at 4:00 a.m. (INCIDENTALLY . . . WHERE IS THE REGULAR POSTMAN? HE'S NOW A "DOG-SPOTTER". IF YOU HAVE A DOG ON YOUR WALK THAT'S GIVING YOU TROUBLE, HE WILL COME OUT AND SHOOT IT FOR YOU.)

EAGLE PASS, B.C. by W.G. Robinson

This Office was opened eleven miles east of Sicamous during construction of the C.P.R., March 1, 1885, and closed soon after construction was completed, April 30, 1886. The Postmaster was F.G. White.

This cover has an indistinct impression of the split-circle hammer dated September 1, 1885, with a three-ring circular obliterator on the stamp. No proof date is known for the hammer.

The cover is addressed to George Kirkup at Kemptville, Ontario, probably by John Kirkup, the Provincial Constable in the area. George was either his father or a brother.

John Kirkup was born in Kemptville in 1855, and moved west in his 20's. He joined the Victoria police, and in 1881 the Provincial police. He was sent to Yale, and followed the railroad construction east to Savona, Eagle Pass, Farwell (Revelstoke) and Golden.

He was an imposing figure - six feet three inches tall, weighing over 300 pounds. A Seattle newspaper described him as a big handsome man, with curly black hair and a natty mustache as shown in the 1880 photograph. Most miscreants didn't argue with him. He gave them one warning, and the next time knocked them senseless and placed them on an outgoing train. He seldom kept anyone in custody as in most of the railway camps there was no jail.

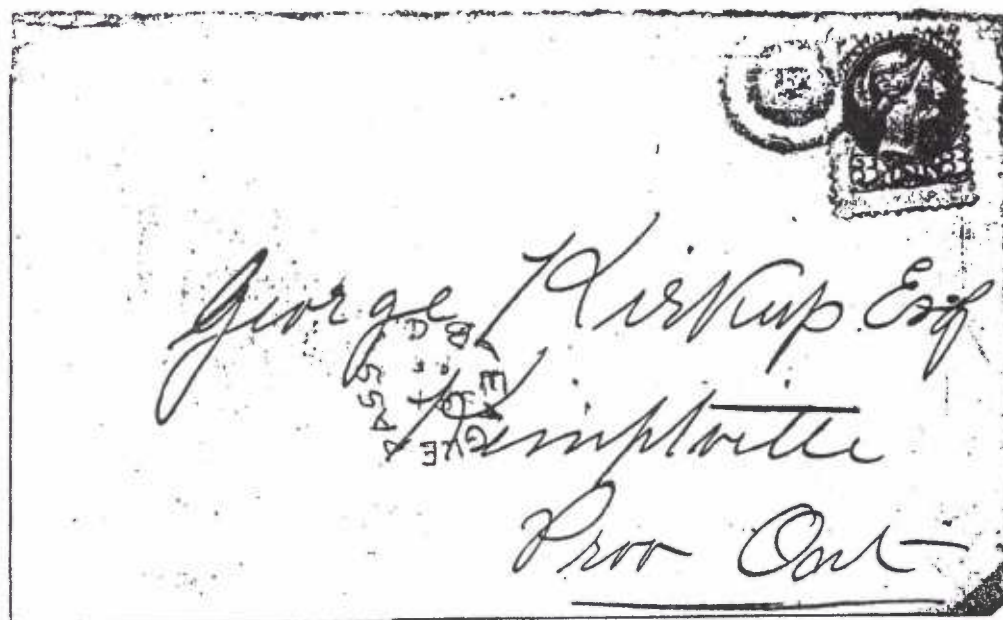
Kirkup resigned from the Provincial Police at Revelstoke in 1894 after problems with local politicians, but he was held in high esteem by most of the residents, who presented him with an inscribed gold-headed cane on his departure.

By 1896 he had moved to Rossland as Peace Officer for the town, and served there until July, 1897. He was again removed by the local politicians, but was appointed Government Agent and Gold Commissioner until 1912 - when he was transferred to Alberni, and later to Nanaimo. He died November 2, 1916, of complications from diabetes.

During his service in Revelstoke he became a Freemason in Kootenay Lodge No. 15, A.F. & A.M. during 1893 and 1894. He demitted in 1895, and became a charter member of Corinthian Lodge No. 27, at Rossland. He served as treasurer from 1897 to 1908, and maintained

EAGLE PASS

March 1, 1885 to April 30, 1886



PHILATELIC ITEMS - "Round the World Mail"

Starting in the early 1930's the Post Office Department stopped processing requests mailed to a Postmaster for cancellation. Such mail was sent to Ottawa and was then returned to sender uncancelled.

Post Office Department
FINANCIAL BRANCH
Philatelic Section



Ministère des Postes
DIRECTION DES FINANCES
Section de la philatélie

Our File 8-7-6

N/réf.

Your File.....

V/réf.

Ottawa 4, Ont., 5th Dec. 1962

Mr. W. Topping,
7430 Angus Dr.,
Vancouver 14,
B.C.

Dear Sir or Madam:

PHILATELIC CANCELLATIONS OF MAIL PROHIBITED

We regret that the philatelic item(s) you forwarded to the Postmaster or Railway Post Office Clerk at Abernethy B.C. is/are returned herewith, uncancelled, for the reason that Canadian Post Office procedures do not permit these officers to cancel philatelic items received by mail, under cover.

Yours truly,

for Director of Financial Services
/ Pour le Directeur des Services financiers

Monsieur ou madame,

INTERDICTION D'OBLITERER DES PLIS
PHILATELIQUES

C'est à regret que nous vous retournons sans oblitération le(s) pli(s) philatélique(s) que vous avez envoyé(s) au maître de poste ou au commis ambulant de Le règlement des Postes canadiennes ne permet pas à ces employés d'oblitérer des plis philatéliques reçus sous enveloppe, par la poste.

Salutations empressées,

Taking the mail train.

BY CARA MACDONALD

Morning Star Writer

Ralph Spence figures he traveled more than a million miles in 25 years on CPR mail cars.

The service ran from 1895 — he worked with some of the original crew members — to 1966. Spence says it worked well.

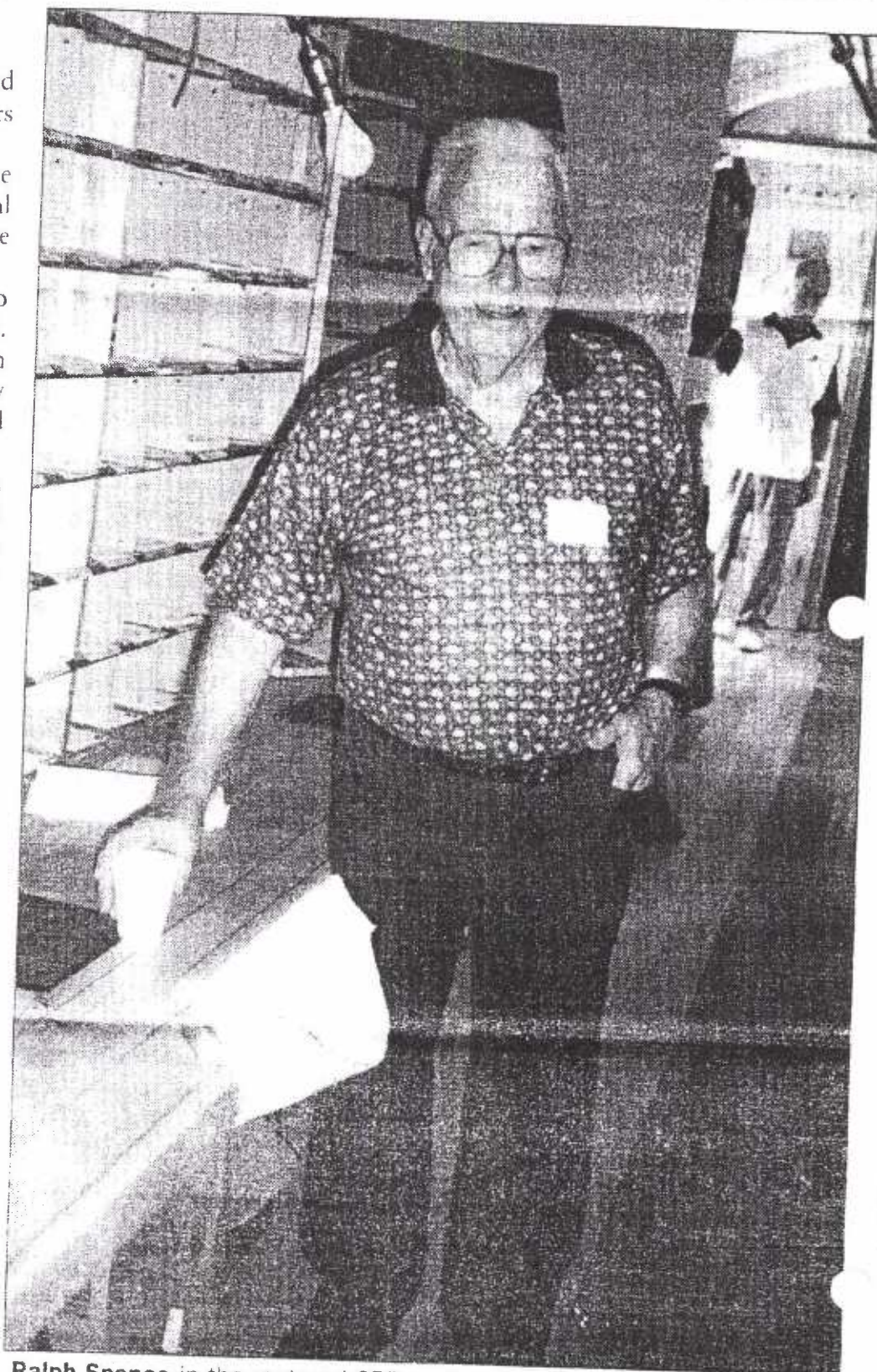
"Mail would get from Toronto to Vancouver in three days," he said. "Mail was an important thing in those days when there were few phones. All the small places would rely on the mail."

The mail bags would be put on the railway cars at major centres and staff would sort it while the cars traveled. They had to know 3,000 post office names and the right connections for Western Canada and make at least 97 per cent on sorting exams. Spence prided himself on usually getting 100 per cent correct. That wasn't easy considering that most mail was addressed in handwriting at the time.

He went to work as a clerk and letter carrier in Trail in 1935 and on the Nelson to Midway railway mail service in 1942. The car was put on a siding at Midway and the train carried on to Vancouver. The car was picked up by another train and got the mail bags to sort on the way back to Nelson.

Spence was busy sorting both ways. The mail was put into compartments then bundled and put in mail bags for the various stops.

If the place was too small for the train to stop, the train would slow down to 40 miles an hour and extend the catch arm to hook onto a bag of mail left on the catch post. At the same time, the workers on the train would kick off a bag of mail to the waiting post master.



Ralph Spence in the restored CPR mail car, like the one he worked in for many years, at the Railway Heritage Park in Squamish last summer and, below, in his new railway hat.

work was never done but I liked it, the independence of working at our own pace as long as it got in time. We used to get an extra mile to go up the hill between Legar and Christina Lake and rattle along. When we had the lows open, the cinders from the fire would come in and we had to shovel the cinders out all the time to keep the mail clean. We had a good time. There was always more mail at Christmas time, sometimes it overflowed to other cars on cars that were 70 feet long."

It took a lot to stop the mail from coming through. Once he was on a train that was blocked in by a blizzard near Field for two days and at that time a snow slide came through the windows and filled the mail bags hanging on the wall with snow. When the train went off track into a ditch, the mail bags transferred to a truck and then to another train.

Spence also worked on mail cars

between Calgary and Revelstoke, Vancouver, Kamloops and Prince George, Jasper and Smithers, before moving to Vancouver and later to be assistant postmaster at Powell River. He came to Vernon as assistant postmaster in 1967 and retired in 1972.

Spence was proud to be part of the official opening of a restored railway mail car at the West Coast Railway Heritage Park in Squamish in August. He gave most of his railway photographs and memorabilia to the project.

"Going back to the old car was great. They did an authentic restoration and I was able to dig up my old case headers, that's the labels with names of the post offices put on sorting pigeon holes. I had 120 of them.

"There was one fellow there that I was a letter carrier with in Trail in 1936 and we cut the ribbon to open it. Afterwards I spoke and told some of the history of the rail cars."

Spence was active in the Kiwanis Club for many years, including being



the manager of Kiwanis Village for 15 years. He was named Kiwanis of the Year in 1993.

RAILWAY CANCELLATIONS

Postmark	Type Indicia	Period
CAL. - VAN. R.P.O. / R. G. SPENCE	CC3R 7,8	1962/08/30-1963/06/09
KEL. & SIC. R.P.O. / E. R. SPENCE	BX1R 707,708	1945/11/01-1949/05/09
NEL. - MID. R.P.O. / R. G. SPENCE		

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Competitive examination in order to qualify for employment
as Letter Carrier at Trail, British Columbia.

,DATE: SEPTEMBER 4, 1937.

SUBJECTS

TIME

Roll Call

9.15 A.M.

Written Examination (Arithmetic,
Geography and General Questions)

9.30 A.M. - 2 hours

Oral Examination

Instructions respecting
this test will be furnished by
the supervisor on the day of the
examination.

PLACE OF EXAMINATION - HIGH SCHOOL,
TRAIL, BRITISH COLUMBIA.

Supervising Examiner - A. E. Allison, Principal

NOTE: EXPENSES INCURRED IN ATTENDING EXAMINATIONS ARE NOT
BY THIS COMMISSION.

CANDIDATES MUST PROVIDE THEMSELVES WITH A PEN AS THE
ANSWERS MUST BE WRITTEN IN INK.

Civilian candidates must establish their age by means
of a Birth or a Baptismal Certificate or a notarial copy
thereof. Those successful will be required to submit same
before they will be offered either temporary or permanent
employment. In the case of those entitled to preference for
service with His Majesty's Forces or with those of His Allies
during the Great War, an original Discharge Certificate or
a notarial copy thereof is necessary.

Should any candidate later be found to be ineligible
in any respect, he will be disqualified automatically and
if additional information is asked for and is not promptly
supplied, the candidate's examination will be cancelled.

W. FORAN,

SECRETARY.

Civil Service Commission,
Examination Branch,