



BRITISH COLUMBIA POSTAL HISTORY NEWSLETTER

Volume 24 Number 3

Whole number 95

September 2015



Clinton, Oct 31, 1883, to Victoria (Nov 3, 1883, receiving CDS on back) at eight-cent registered double-weight rate. Stamps are tied with a fancy "A" cancel.

Many years ago, on a Sunday afternoon at a three-day Toronto stamp show, I purchased this registered double-weight cover from Art Leggett. It had been mailed from Clinton to Victoria on Oct 31, 1883. (Stan Lum once told me—on a Sunday—to buy only on Fridays, when the good material was still available. However, I bought three very nice covers from Stan that Sunday.) Sundays were quiet at the shows, and Kimmo Salonen and I would often sit around talking to Art. He would sometimes bring out one of the tin boxes that he supposedly hadn't opened for ten years and say "have fun looking." There would be

all kinds of stamps, proofs, engravings and covers in them. Prices ranged from fairly low to thousands of dollars per item (and everything had really been priced a decade or more previously). I was pleased to buy this cover for a nominal amount, and didn't notice until I got home that there were three strikes of a fancy "A." Art's description of the cover was simply "2 x 3¢ double wt + 2¢ reg, \$40." The postmaster at Clinton, who had only been on the job since Oct 23, was J A LeBourdais. Don't let anyone tell you that Sunday isn't a good shopping day at stamp shows.—*Gray Scrimgeour*

In this issue:

- | | | | |
|---|-------|---|-------|
| • Favourite cover: Sunday at the show | p 879 | • Unreported BC town cancel update | p 884 |
| • Marpole and the Incurable Hospital | p 880 | • 1888 New Westminster MO office find | p 888 |
| • History of a Skeena River railroad town | p 882 | • WWI civil censorship reader responses | p 891 |
| | | • Newly listed BC post offices & markings | p 894 |

A visit to Vancouver's Marpole Infirmary

by Brian Plain

Occasionally one finds a cover in a dollar box that on the surface looks commonplace and of little interest. Yet, in spite of these negative attributes, something about it is intriguing. Such is the cover shown here. Mailed on Feb 13, 1925, it was sent to a local addressee at the "Incurable Hospital, Marpole, B.C." My curiosity was piqued. What was the Incurable Hospital and where in Marpole was it located?

A search via the internet provided the answer. The hospital stood at the corner of Hudson Street and Southwest Marine Drive, then one of Vancouver's busiest suburban intersections. It was built in 1912 as the Grand Central Hotel, but in 1917 the owners went bankrupt and the hotel was taken over by the Vancouver



Vancouver machine cancel, Feb 13, 1925, on a cover to the Incurable Hospital, Marpole, paying the two-cent domestic rate plus one-cent war tax.

The *British Columbia Postal History Newsletter* is published quarterly by the BC Postal History Study Group, an affiliate of the British North America Philatelic Society (BNAPS).

Annual subscription fee for printed and mailed newsletters (four issues) is \$15, in Cdn or US funds.

Dues are payable to the editor: Andrew Scott
5143 Radcliffe Rd, Sechelt, BC, Canada V0N 3A2

Individual print issues sell for \$2.50 each, post paid.

Editor: Andrew Scott
email: andrewscott@dccnet.com

Associate Editor: Tracy Cooper
email: tracycooper100@shaw.ca

Study Group Chair: Tim Woodland
email: twoodland@telus.net

Editor Emeritus: Bill Topping

Newsletter submissions may be sent to the editor at the addresses above.

Free digital newsletters can be downloaded as PDF files at the following websites: for issues 1 to 59, go to www.bnaps.org/hhl/n-bcr.php; for later numbers, visit https://spideroak.com/browse/share/Andrew_Scott/Backissues. Issues 89 to present are in full colour; earlier newsletters are in b&w. File size is approximately 2 Mb / issue.

Marpole Infirmary continued

The Grand Central Hotel is the large four-storey building at the left-centre of the image. The photograph was taken facing south towards Eburne Avenue (now Southwest Marine Drive).

General Hospital. It was refurbished and reopened as a home for “incurables” when wounded soldiers were returning from the Great War. The institution’s proper name was the Provincial Home for Incurables, but it was more commonly known as the Marpole Infirmary. The provincial government took it over in 1923 as a temporary measure until a new institution could be built.

As a hospital, the building was most unsatisfactory in every way: dark, noisy and overcrowded. Bed patients could not see out the windows; there was no provision made for bed lamps; and privacy was an unheard-of luxury. Following a visit to the infirmary in January 1947, a *Vancouver Province* reporter described it thus:

“There are a lot of things wrong with the Marpole Infirmary . . . the building is a firetrap and at a recent drill it took thirty minutes to evacuate all the patients. There are no proper facilities for the treatment of patients, there is no resident doctor, no full-time physiotherapist, no dietician, no laboratory [and] no space to use what sketchy equipment is available. For treatment of all cases the infirmary offers: one small medical room equipped with one infra-red and one ultra-violet ray lamp, a circulex machine, one microscope, a sterilizer, a wooden examination table and a medical cabinet. There is one bathroom for forty-four patients on the first floor, two for sixty on the second floor, and three for forty women patients on the top floor. It was stated a year ago that the Marpole Infirmary lacked decent privacy for either living or dying, and on medical, economic and humanitarian grounds it should be replaced.”

Although some improvements were made over the succeeding years, it was not until April 1965 that the last patient was transferred from the infirmary to the more modern Pearson Centre. Today, The Retro, a condo building, occupies the site.

Such is the story behind a simple cover found in a dollar box—a slice of Vancouver history.

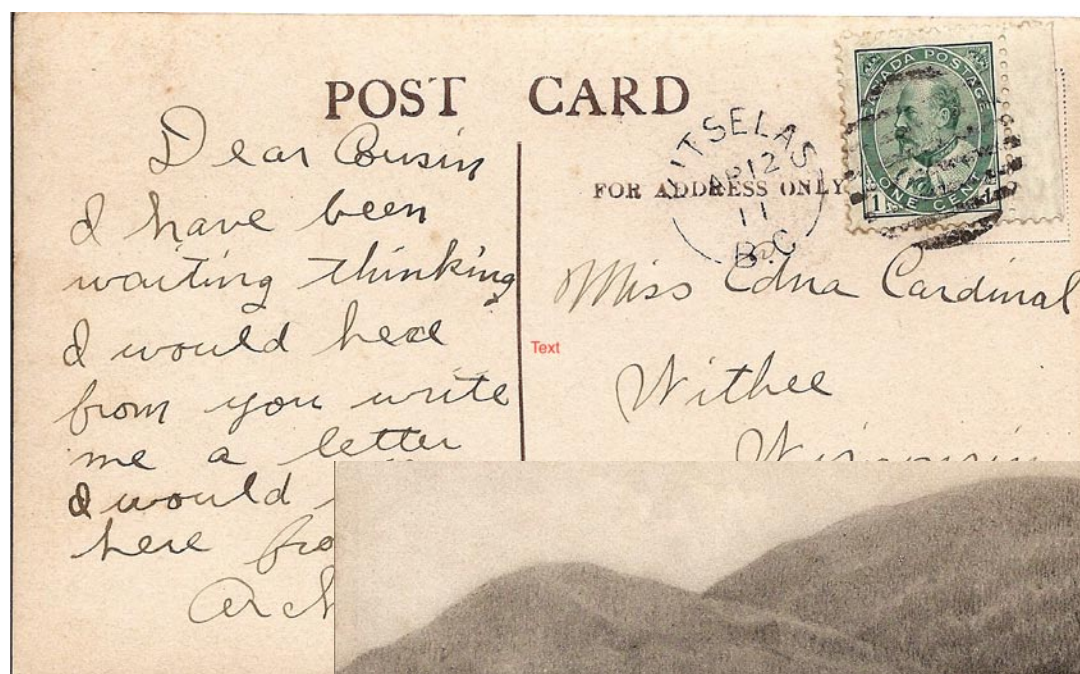
Kitselas: Skeena River railroad settlement

by David Piercey

Kitselas was a small community on the Skeena River in northern BC, with a post office that operated between 1906 and 1917. Henderson's *BC Gazetteer and Directory* for 1910 gives the following description:

A town on the GTP Ry, 104 miles from Prince Rupert. It is situated on the Skeena River, at the Big Canyon, and is a transfer point for river points up to Hazelton, 81 miles. The Big Canyon being navigable only at certain stages of water and then very dangerous. There is a provincial lockup, government telegraph office and weekly paper. Reached by steamers from Prince Rupert at least twice per week.

About 40 white male residents are listed in the *Directory*, along with the Riverside Hotel, Big Canyon Hotel, two general stores, a confectioner and tobacconist, a Chinese restaurant and bakery, a provincial constable, a townsite owner and justice of the peace, two mining companies, several miners or farmers/ranchers, a section foreman, two linemen, and the Foley, Welch and Stewart railway contractor's branch warehouse.



Kitselas BC split-ring used on postcard to Wisconsin, April 12, 1911 (hammer not in proofbook).

Face of card shows town view of Kitselas, circa 1912. "E.N. Co. - No. 1," divided back.



J W Patterson, the proprietor of the Big Canyon Hotel and general store, also held the position of postmaster from 1906 to 1914. Then Charles Durham, listed as a lineman in 1910, was postmaster from 1915 through to the closing of the office in 1917. By 1918, Wrigley's *British Columbia Directory* lists only a single farmer as resident in the immediate area.

Kitselas continued

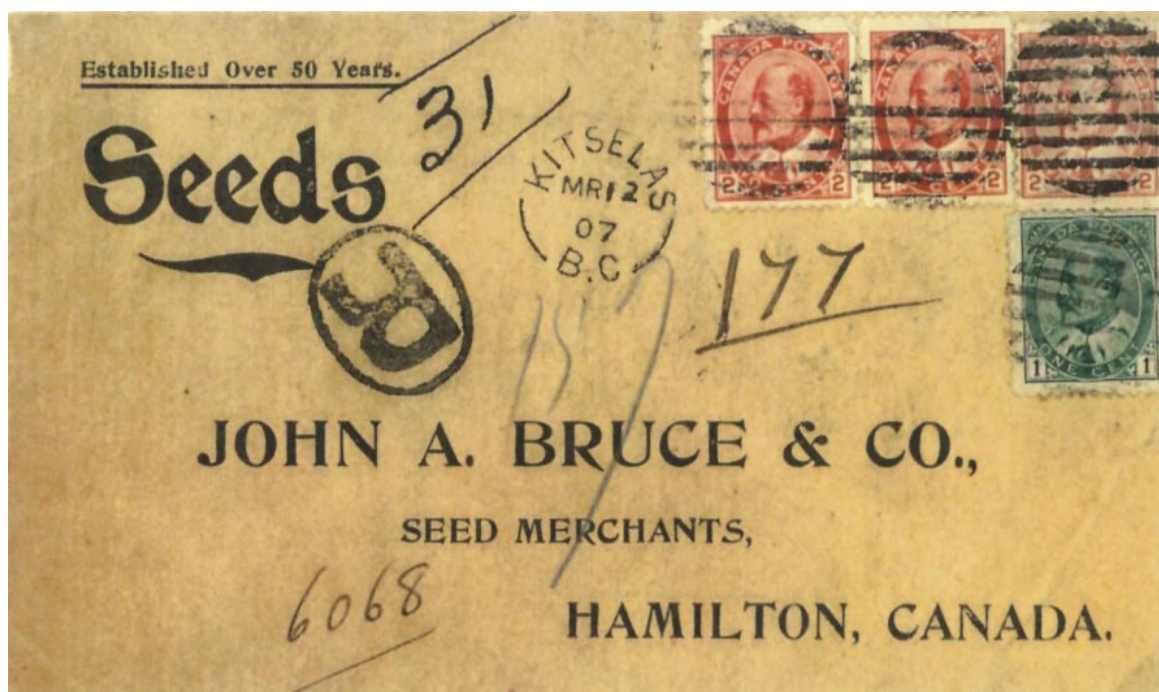
Kitselas was about 21 km (13 mi) upriver from Kitsumkalum, the settlement that was to become Terrace just a few years later. The section of the Skeena River beside Big Canyon had long been the site of a fortified First Nation settlement. Its inhabitants, the Kitselas (or Gits'ilaasü), one of the Tsimshian nation's 14 tribes, controlled aboriginal trade between the coast and the interior, and later, with the Hudson's Bay Company.

The area was actively prospected around the turn of the century after placer gold was found on Kleanza Creek, a small tributary of the Skeena, and a steamboat landing was established near the resulting miners' settlement.

When the Grand Trunk Pacific rail line to Prince Rupert was being constructed, Kitselas grew rapidly, to the point where it became, temporarily, the largest white settlement between Port Essington, at the mouth of the Skeena, and Hazelton, the limit of steamboat navigation. Although the GTP line followed the north side of the river in the Big Canyon area, the most accessible land for staging railway construction was on the opposite shore. Accordingly, Foley, Welch and Stewart, contractors for a large section of the line, built their warehouse and construction crew bunkhouses ("Camp 11") at the Kitselas site and a short boom began. Kitselas post office temporarily became an "accounting office" from Dec 1, 1909, to Jan 31, 1915, in response to the growing population's need for money order services. Postal revenue peaked in the busiest construction years, between 1910 and 1912, and quickly declined thereafter (see Tracy Cooper, *British Columbia Post Office Revenues 1871-1921*).

When construction of the rail line was completed, the necessity for steamboat transportation along the Skeena quickly diminished. Kitselas was on the opposite river bank to the rail line, and permanent residents found themselves removed from convenient freight, telegraph and postal arrangements. Much of the settlement was soon abandoned, with many people moving to Usk, which boasted a new railway station, farming prospects, timber resources and access to the mines.

Other post offices in the vicinity of Kitselas during this period included Copper River, about 1.5 km (1 mi) downriver (open Feb 1, 1909, to Feb 4, 1956); Vanarsdol, about 8 km (5 mi) downriver (open Mar 1, 1913, to Nov 15, 1927); and Usk, about 5 km (3 mi) upriver (open Apr 1, 1916, to May 15, 1967). Today Kitselas Canyon, with its significant history, cultural resources and archaeological remains, is protected as a national historic site.



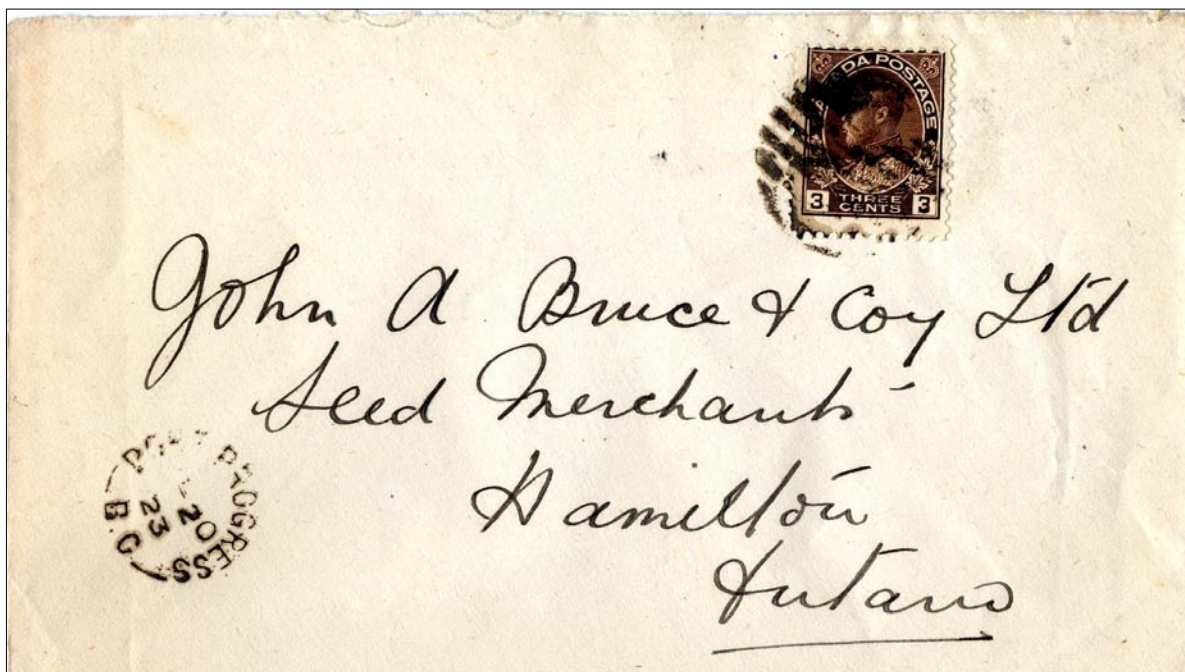
John Bruce seed cover from Kitselas to Hamilton, dated Mar 12, 1907, with low-value Edward issue stamps making up the 2-cent domestic and 5-cent registered rates. Image courtesy Tracy Cooper.

BC's unreported town cancels: an update

by Tracy Cooper and Andrew Scott

The first list of unreported BC town cancels was compiled by pioneer BC postal historian George Melvin in 1967. Since that date dozens of "missing" towns have surfaced—and continue to surface—a fact that has surprised many collectors. Here are 163 town cancels that were once on unreported lists but no longer are. Multiple examples have been found from many of these post offices.

Albert Head, Alliford Bay, Alluvia, Alvaston, Amsbury, Ashby Point, Atnarko, Baker, Bayard, Beard Creek, Beaverton, Bellerose, Benton Siding, Bickle, Big Eddy, Bishop Landing, Bon Accord, Bonanza Siding, Boulder Mill, Boundary Bay, Burnaby, Burrville, Cahilty, Caithness, Canoe Creek, Castledale, Cedar Cove, Centre Island, Chamadaska, Chickens Lake, Chopaka, Club Landing, Coburn, Coltern, Crescent Lodge, Dennison Station, Denoro, Dorr, Dragon Lake, Dunbar Heights, Duthie, East Bella Bella, East Chilliwack, Elkmouth, Ellison, Emory, English Cove, False Bay, Ferney Coombe, Firvale, Fisherman Bay, Ganges Harbour, Gordon Head, Granite Siding, Green Point Rapids, Grohman, Grouse Creek (first period of operation), Gutelius, Hilliam, Hilton, Hockin Landing, Holmwood, Hopington, Independent, Jackman, Jura, Kennfalls, Kensington Prairie, Kettle River, Kilkerran, Kimsquit, Kingsville, Koch Siding, Lajoie Falls, Lake Buntzen, Loch Errock, Lorne Creek, Lucerne Station, Lumen, Magoffin Spur, Manistee, Mineola, Moresby, Mosquito Harbour, Munro, Nadu River, New Michel, North Fort St John, North Gabriola, North Star, North Vancouver sub 1, Okanagan, Ominica, Pitt River, Point Cowan, Port Nelson, Port Progress, Priests Valley, Punchaw, Queensborough, Redcliffe Mine, Rendezvous Island, Retreat Cove, Roosville, Royal Mills, Ryan, St. Leon Hot Springs, Saltair, San Mateo, Sea Otter Cove, Secret Cove, Shields Station, Shingle Creek, Six Mile Creek, South Port Mann, Sparwood (first period), Spiller River, Stapleby, Strandby, Stuart River, Suquash, Sutton Green, Tarrys, Tete Jeune, Thurston Harbour, Tillicum, Tonkin, Tramville, Upper Nass, Upper Squamish, Vanarsdol, Vancouver Heights, Vancouver Britcola, Vancouver Cedar Cove, Vancouver Exhibition, Vancouver Hastings, Vancouver Hillcrest, Vancouver Janes Road, Vargas, Victoria Willowpark, Voights Camp, Waconda, Waleach, Wapta, Warfield, Watch Lake, Waterloo, Watson, Wattsburg, Watun River, Westley (second period), Whatshan, Whites Camp, White Sulphur, Wilson Crossing, Wilson Point, Winnott, Wire Cache, Woden River, Woodward, Zincton.

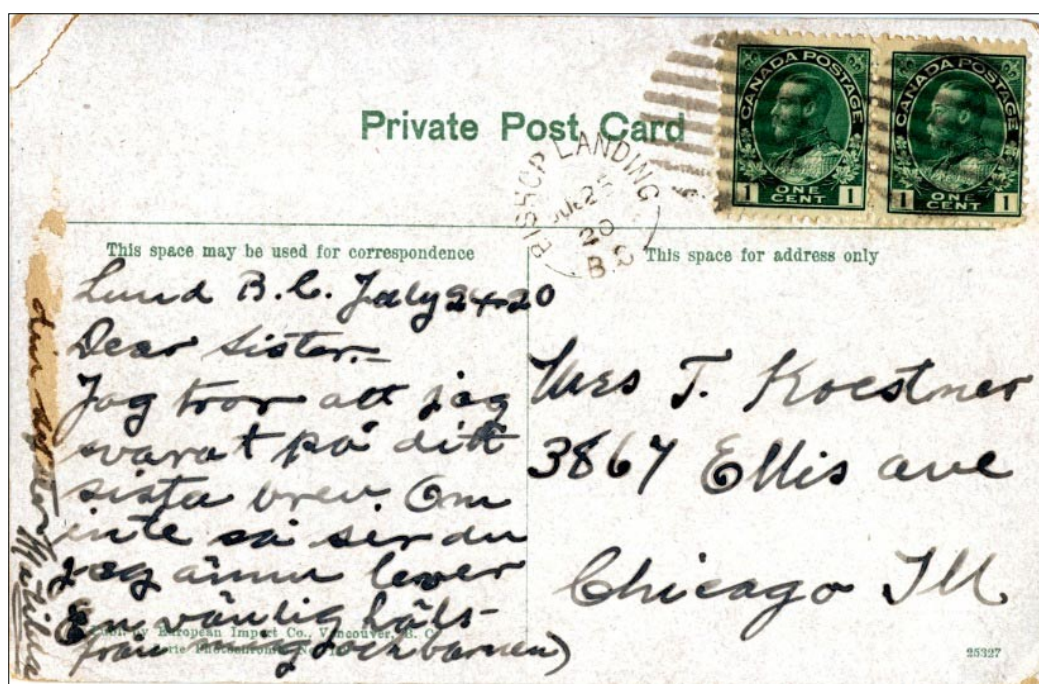
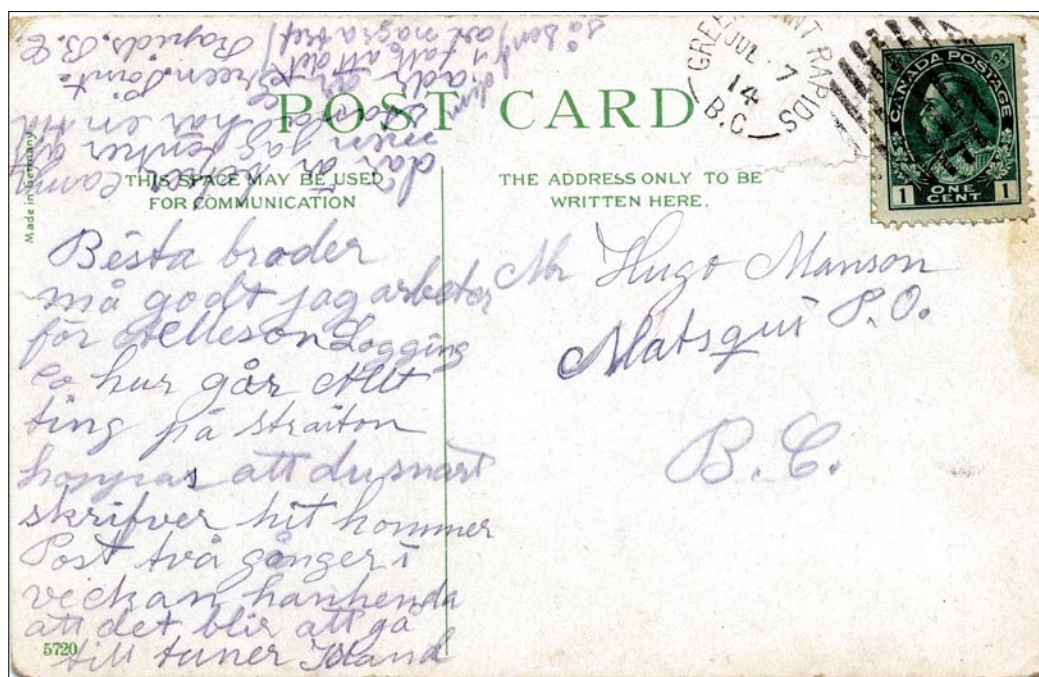


The only reported cover from Port Progress, a tiny logging camp at Blunden Harbour on the north side of Queen Charlotte Sound, dated 1923 (month unclear). The post office was open 1918-33. Several split-ring strikes are known on piece.

Unreported towns continued

Here's what the unreported list looks like today: only 95 town cancels left to find! The opening and closing dates are from Bill Topping's *British Columbia Post Offices*. If you spot any errors or omissions in the following list (and there probably are a few), please let us know and we'll correct it in a future update.

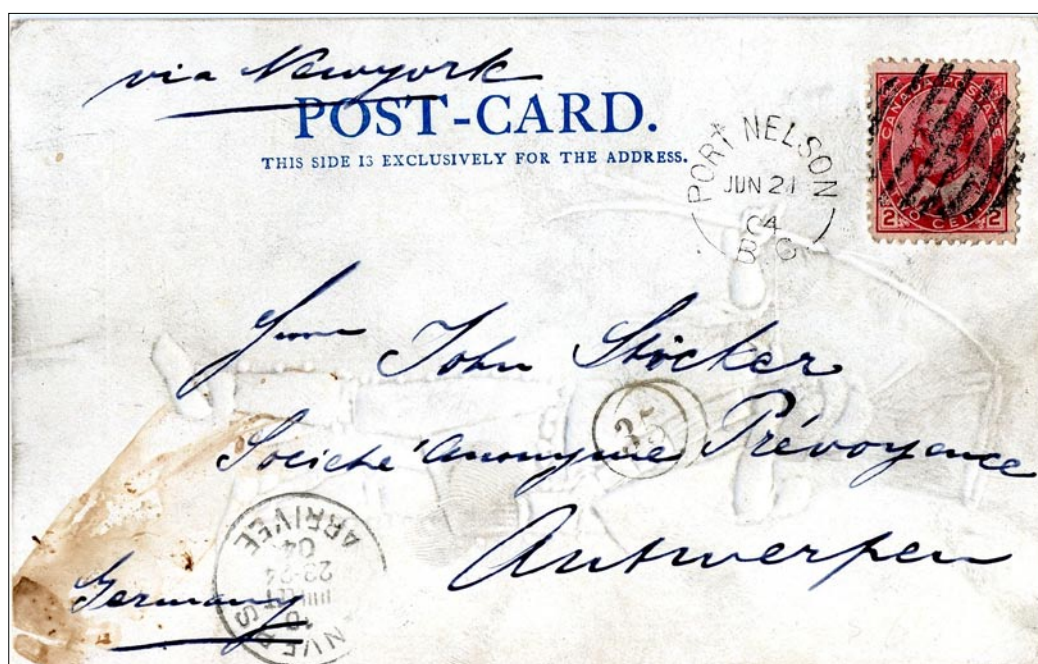
Alice Siding (1904-05), Anaham Lake (1907-13), Annacis Island (1909-11), Birchlands (1912-16), Bitter Creek (1911-12), Blue Springs (1892-96), Boundary Creek (Jan-Nov 1894), Branham Island (1917-18), Breckenridge Landing (1910-13), Brookwood (1925-26), Burnt



Two rare BC coastal post office markings from the editor's collection. Top: Green Point Rapids (1914-21) on West Thurlow Island, former site of a large shingle mill. Bottom: Bishop Landing (1917-23), north of Powell Rive, later renamed Bliss Landing.

Unreported towns continued

Flat (1909-16), Cadwallader (1900-02), Calvert Island (1914-16), Captain Cove (1927-28), Chamings (1911-13), Chimney Creek (1915-17), Christina (Apr-Nov 1899), Coolwater (1938-42), Curnow (1905-06), Dunkeld (1872-76), Evans Creek (1912-14), Evanthomas (Mar-Jun 1926), Extension No 1 (1901-02), Farwell (Feb-Jun 1886), Franklin (1906-07), Frasertown (1913-17), French Creek (1886-87), Freysville (1912-15), Gatcombe (Apr-Dec 1914), Giscome Portage (Nov-Dec 1915), Gitwanga (1910-17), Gladstone (1899-1903), Glenannan (1924-

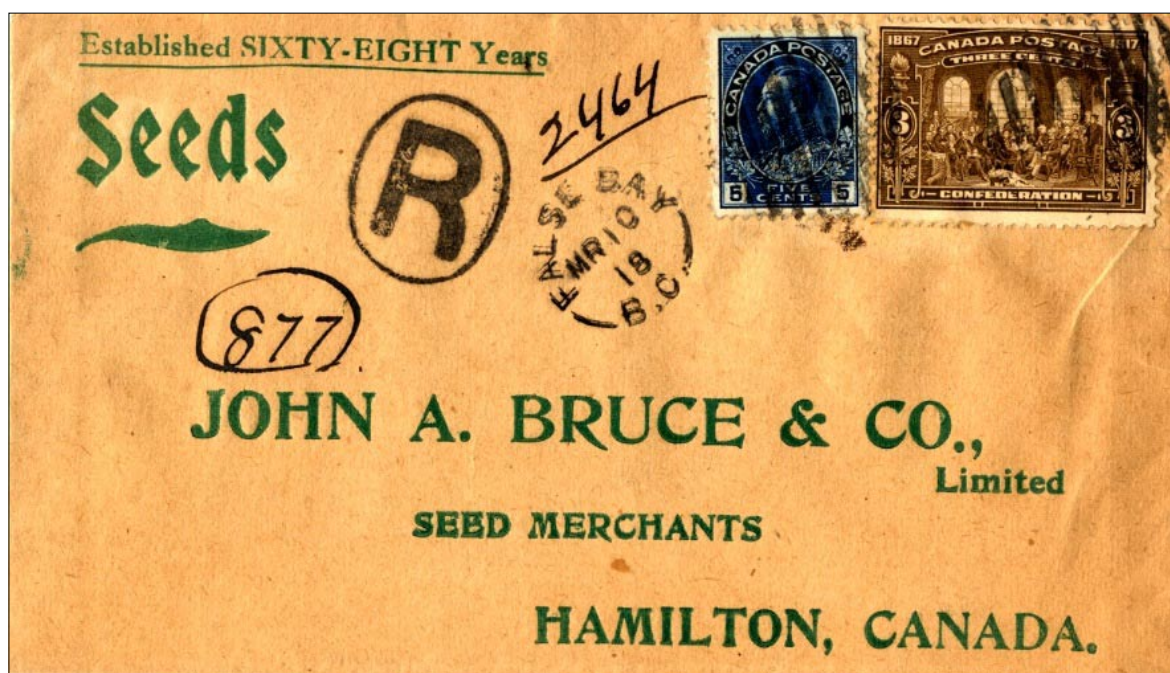


Two more rare ones: East Bella Bella (open 1916-20) on Denny Island, former site of a major cannery, dated June 8, 1918. And Port Nelson (open 1903-05), another short-lived cannery settlement, this one on Nass Bay, dated June 21, 1904, and mailed to Antwerp (at that time controlled by Germany but now in Belgium). Both split-rings are believed to be unique.

Unreported towns continued

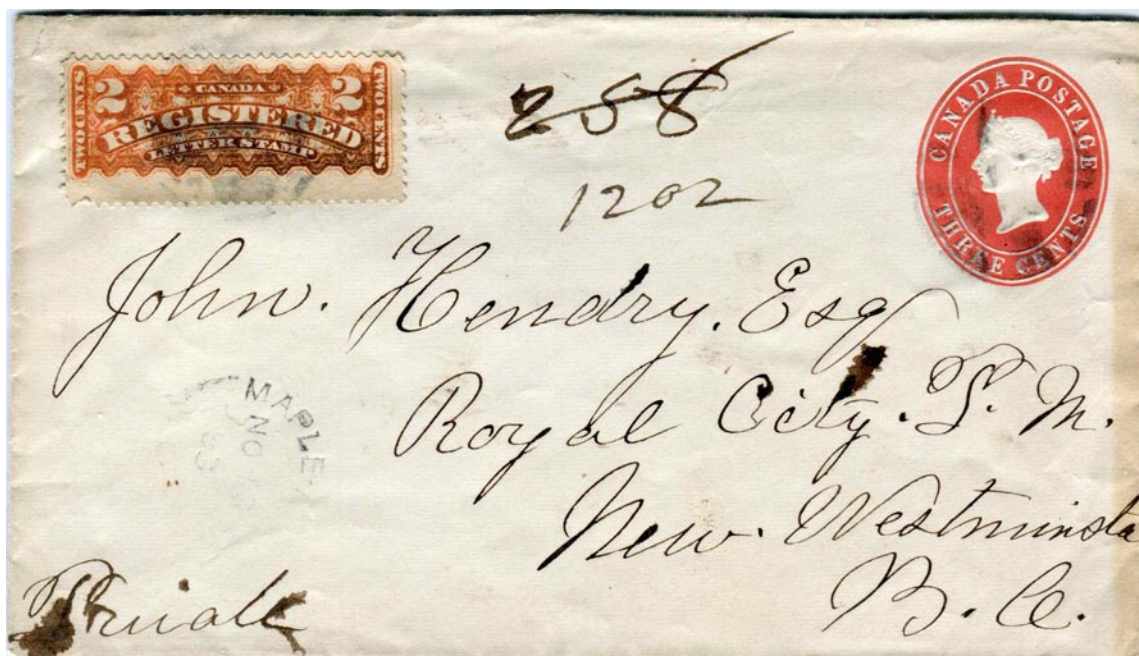
30), Glenlily (1913-18), Gold Hill (1904-06), Gowland Harbour (1913-16), Groundhog (1912-13), Grouse Creek (Jun-Dec 1884), Harvey Creek (1873-74, 1884-87), Hendon (1911-12), Hill Siding (Jun-Aug 1952), Hubert (1914-18), Irving (1891-92), Kinsol (1929-30), Kissinger (1929-31), Lake Kathlyn (1914-15), Lakelse (1913-17, 1934-35), Lakemere (1911-12), Latilla (May-Nov 1914), Legrand (1924-25), Lennandale (1910-12), Lucerne (1942-45), McCuddy (1900-01), Meyers Flat (1909-13), Moberly (1903-04), Molly Gibson (1912-15), Naden Harbour (1912-17), Newtonia (1913-16), Nicholl (1913-14), O'Donnell River (1914-17), Olsen Lake (1914-18), Orford Bay (1921-27), Ottertail (1903-04), Pikes Landing (Jul-Aug 1894), Pingston Creek (1918-23), Popcum (1875-76), Port Gillam (Apr-Jun 1917), Port Hughes (1900-01), Powder Point (1903-04), Princeton Crossing (1914-17), Quadra (1876-92), Raush Valley (1915-23), Reid Centre (1919-22), Reiswig (1904-13), Rethel (1923-24), Rileys Cove (1935-36), Rosswood (1912-17), Scarf (1911-17), Seven Lakes (1912-20), Sidney Island (1910-11), Sloan (1907-12), South Saanich (1887-90), Sproat (1916-19), Summit (1900-02), Sunnyside (1889-91), Takush Harbour (1916-18), Taylor Flats (Feb-Apr 1923), Tunnel Creek (1911-14), Vancouver Maplewood (1959-60), Vancouver Shaughnessy Heights (Jan-Mar 1915), Vaucroft Beach (1926-27), Vedder River (Oct-Dec 1909), Welcome Harbour (1914-17), Westmere (1913-21), Yoder (1923-24), Yreka (1902-05)

Associate editor Tracy Cooper has been keeping track of unreported cancels for many years and is a grand source of information on this topic. In a fascinating article, "The Lost Children Revisited," he has predicted which unreported BC cancels are most likely to turn up in the future, based on post office revenues and reported strikes from comparable offices. His methodology has also enabled him to predict which offices are likely *never* to be found. "The Lost Children Revisited" is too long to run in the newsletter and would be difficult to divide into parts, so we've decided to issue it as the first in a series of digital BC postal history monographs. It will be emailed as a PDF file to members for whom we have addresses. Those wanting a printed copy (print subscribers only, please) will need to contact the editor by regular mail, and one will be sent out for you.



False Bay post office, located on the west end of Lasqueti Island, only open 1917-20. Unusual use of the Confederation stamp to make up the 8-cent registered rate. Believed to be the only reported cover.

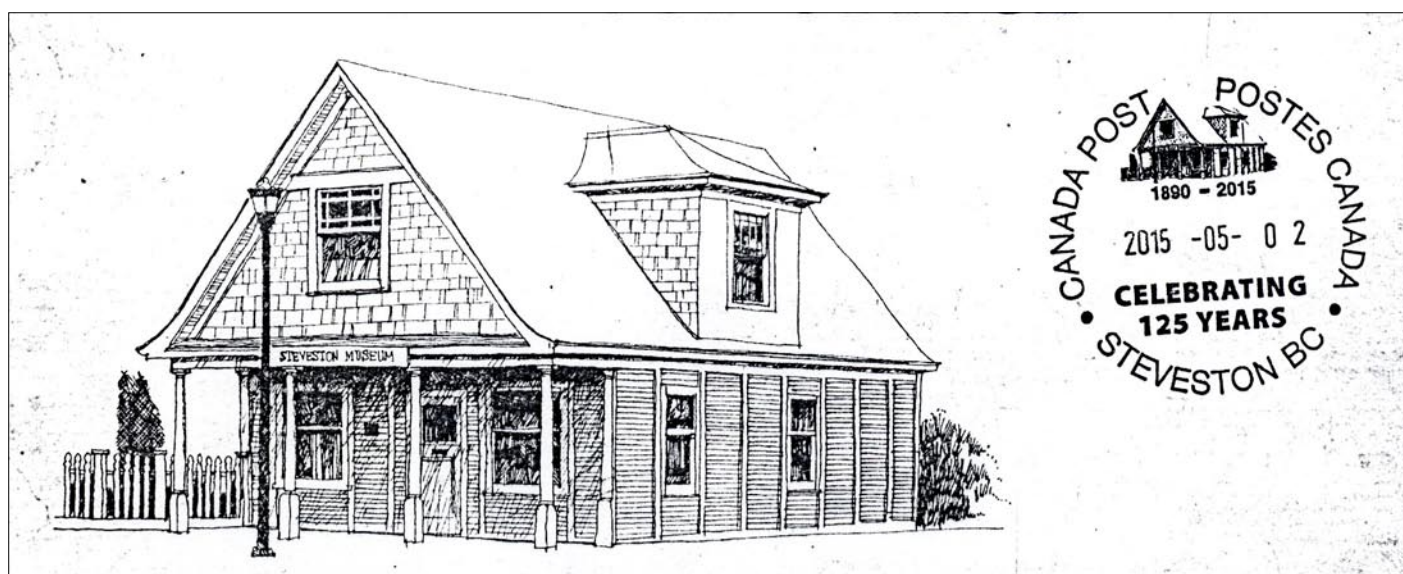
New Westminster money-order office discovery



The cover above, a recent acquisition by study group chair Tim Woodland, is, by any standards, a spectacular item. Dated Nov 19, 1883, with light strikes, front and back, of the very rare Maple Ridge split-ring (used only during the post office's first period of operation, 1876-86), it was sent to lumber baron John Hendry at New Westminster's Royal City Planing Mill, which Hendry founded. What makes the cover extraordinary, however, is the Nov 20, 1883, NEW WESTMINSTER M.O.O. / BRIT. COL. CDS on the back (enlarged above). The strike is light, and may not show up very well in either printed or digital form, but it is unique, unreported to our knowledge either in this newsletter's BRIT. COL. listings (see pp 16 and 55) or by Doug Murray's esteemed *Bull.MOOSE* newsletter, fount of information on all things money-order related.

A money-order system was inaugurated between colonial British Columbia and the United Kingdom on May 1, 1871, two months before Confederation. Three post offices, Cariboo, New Westminster and Victoria, were empowered to issue money orders, and special oval datestamps were issued (above, at right). Examples on cover—some of which are dated into the post-Confederation era—are rare, but not as rare as this new find.

125th anniversary of the Steveston post office



Thanks to Bill Topping for passing along the line drawing and pictorial datestamp. Thanks also to Jennifer Lee, for letting us use her excellent colour photo of the Steveston museum. Check out Jenny's blog ("food, events, entertainment, life, Vancouver") at www.mashedthoughts.com.

The 125th anniversary was celebrated on May 2, 2015, with live music, prizes, free refreshments and an exhibit of historic postal paraphernalia. The Steveston post office, which opened on May 1, 1890, has changed locations 12 times over the years. It's been inside the museum (once a bank) since 1979.

Vancouver Airport way mail cancel



I've never seen this unusual way mail marking before. Are other study group members familiar with it? It's dated JAN 15 A.M./1942 and ties a 6-cent airmail stamp to an Xmas-card-sized cover to Bentley, Alberta (PM/JAN 17/42 circular datestamp on reverse). The enclosure has an illustrated RCAF letterhead, and the same design is found on the back of the cover. The datestamp was presumably used at Vancouver AMF. It reads Vancouver, B.C. Airport/WAY MAIL.

A proof strike, dated Sep 11, 1940, is listed in Vol 16 ("Transportation Proof Strikes of Canada, Part 1") of *Proof Strikes of Canada*, edited by Paul Hughes. Proof strikes of similar way mail markings are illustrated for airports at Toronto, Winnipeg, Lethbridge, Windsor and Regina.

The letter, from a young airman to his mother, gives no hint of how or why the cover ended up with an unusual way-mail cancel. It is datelined Vancouver and describes a flight over the Rockies from Lethbridge to Vancouver. His new address, he writes, will be R.C.A.F. Station, Sea Island Airport, Vancouver.

World War I civil censorship reader responses

Brian Copeland writes: I enjoyed Tracy Cooper's article on civil censorship in the the latest *BC Postal History Newsletter* (Issue #94, June 2015, pp 868-873). I've also been looking for these covers (although just from Vancouver Island) but have only found one so far. I don't believe that this cover was listed in the inventory Allan Steinhart published with his book on WWI civil censorship.



"Free" registered cover to Seattle, Washington, with Apr 17, 1916, VIC. & WELL. R.P.O. datestamp. Backstamps are Victoria CDS, Apr 17, 1916; Seattle registered, Apr 18, 1916; and Seattle (Sta. K.) registered, Apr 17, 1916.

WWI civil censorship continued

The cover forms part of my E&N railway collection (I'm always looking for interesting usages). It was sent to Seattle and cancelled on the railway with one of the VIC & WELL hammers (Gray WT-829.206) on Apr 17, 1916 (Train 8). So the date is within the first period of civil censorship. The usual letter rate (2 cents plus war tax) was paid. Upon opening the cover in Victoria, the censor found valuables and so registered it for free (likely to protect the censors). There is a pencil "R" marking, over which the "R-in-circle" registration mark was applied. There's also a purple REGISTERED handstamp (*most likely applied in Seattle*). On the censor tape are two numbers: "2," in pencil, and "29," applied with a handstamp.

Graham Mark writes: I refer to Tracy Cooper's article in *Newsletter* #94. In this he has followed Allan Steinhart, but while the latter no doubt had access to Canadian archives he may not have known of the (British) 1920 *Report on Postal Censorship during the Great War, 1914-1919*, by Lt Col A S L Farquharson (National Archives ref DEFE1 / 131).

At section 73 of the *Report*, it was explained that in 1916 the London censors feared that correspondence could pass between USA and Britain or Europe without censorship. So they asked the Canadians to examine cross-border mail to see if there were any grounds for their apprehension. It turned out "there was no evidence of really dangerous correspondence" taking such a route.

There is no mention of the April 1917 censorship in the *Report* so I have speculated that someone in Ottawa put a note in the diary to review the situation after 12 months. Hence the April 1917 exercise.

Some of the censored covers listed by Tracy on p 872 conflict with Steinhart's list on his pp 76-77. Did the covers come from Japan or were they addressed to that country?

In my modest holdings of mail censored in Canada in WWI, I can offer only two items from BC, both postcards:

Seattle, Washington, Apr 11, 1916, to Vancouver
Helena, Montana, Apr 12, 1916, to Nanaimo

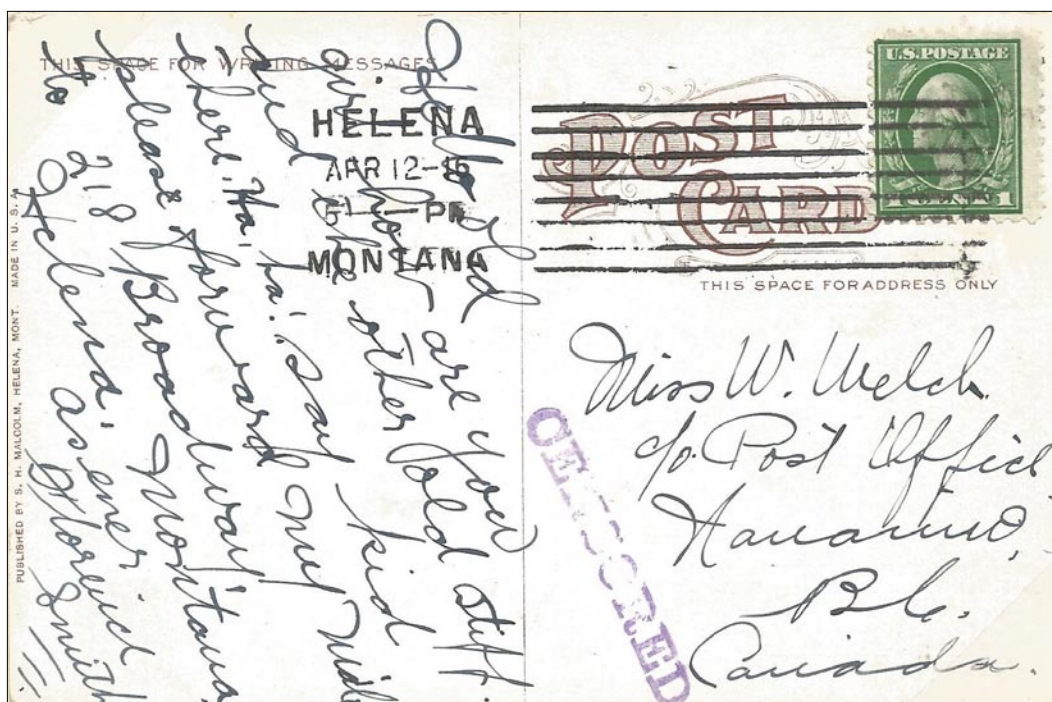
Both are handstamped CENSORED (two different markings). I assumed that the card from Helena was censored at Vancouver, but other routes were possible. It could have been censored en route at Nelson or Victoria, or at destination. Are there size and font details of the different handstamps used at various cities?

(Graham, who belongs to the Civil Censorship Study Group in Britain, attached copies of relevant sections from the *Report*, which readers may like for their files. These would not print up well in the newsletter but can be sent by email to anyone interested. Just let the editor know. See the study group's website at www.c-c-s-g.org for more information.)



Censored postcard from Seattle to Vancouver, Apr 11, 1916, machine cancel.

WWI civil censorship continued



Censored postcard from Helena, Montana, to Nanaimo, Apr 12, 1916, machine cancel.

Tracy Cooper responds: Thanks so much, Brian and Graham, for your responses to this article. It is fascinating to me how much interest there is in this area of collecting and how far afield my modest article has reached. I'll try my best to answer Graham's queries.

I did not have access to the British 1920 *Report on Postal Censorship during the Great War* by Col Farquharson and would love to read it sometime. In reviewing my notes with Alan Steinhart prior to the publication of his monograph, I noted that the civil censored covers were addressed to Japan. I personally did not see them so stand to be corrected.

Regarding your second question, I don't have any details on the sizes and fonts of the different handstamps used at the various cities. It would be quite a challenge to put this list together given the relative scarcity of civilian censorship material.

This piece, which I'd hoped would generate some interest and discussion among BC postal historians, has exceeded my expectations and brought new material to light. In a future issue of the newsletter I hope to publish another update.

Here and there



- At left is the only rubber datestamp I've seen so far from the Pacific Processing Centre, the recently opened Canada Post facility on Sea Island in Richmond. I find that a bit surprising. Have study group members seen other specialized markings yet from the huge new plant? This one reads VANCOUVER EXCHANGE OFFICE/PACIFIC PROCESSING CENTRE/CANADA POST. The earliest date I've noted for this cancellation is Feb 3, 2015.

- The printed version of *Mails of the Westward Expansion, 1803 to 1861*, by Stephen Walske and Richard Frajola, mentioned in the last issue of the newsletter, is sold out. The entire publication, however, can now be downloaded from the internet for free from the following web page: www.rfrajola.com/MWE/mwe.htm. The book is a gold mine of valuable research; don't miss this wonderful opportunity.

Recent BC post office openings

Here's a list of the latest new BC post offices, as described on the Canada Post website. Other recent lists were published in the newsletter on pages 755 (Issue #85, March 2013) and 841 (Issue #92, December 2014). My thanks to Don Crawford for supplying information for the list, and to Doug Murray, editor of the *Bull. MOOSE* newsletter, for his painstaking work on six-digit markings. (ERD=early recorded date)

104557	Vancouver City Park	V6G 2L0	ERD: 22/FE/14
104561	Vancouver Olympic Village	V5Y 0E4	ERD: 20/MY/15
104641	Smithers Alpine Village	V0J 3W0	ERD: 31/JA/15
104667	Kitimat City Centre	V8C 2T0	ERD: 12/MY/15
104768	Abbotsford Clearbrook	V2T 5N0	ERD: 02/JY/15
104783	Qualicum Beach Qualicum Centre	V9K 2T0	ERD: 09/JY/15
104800	Parksville	V9P 1X7	Did not open
104804	Sorrento Black Mountainn	V0E 2W0	ERD: 27/FE/15
104870	Chemainus Askew Creek	V0R 1K1	ERD: 12/MY/15
104871	Vancouver Hillcrest	V5V 3P0	ERD: 07/AP/15
104897	East Kelowna	V1W 4A0	ERD: 07/AP/15
104907	Quilchena	V0E 2R0	ERD: 13/MY/15
104931	Sechelt Trail Bay	V0N 3A0	ERD: 10/FE/15
104948	Cassidy	V0R 1H0	ERD: 10/MR/15
104952	White Rock Hillcrest	V4B 3Z0	ERD: 09/AP/15
104953	Surrey Ocean Park	V4A 3V0	Unreported
104956	Abbotsford Mount Lehman	V4X 2M0	Unreported
104976	Richmond Garden City	V6Y 3Y0	ERD: 13/AP/15
104991	Seton Portage	V0N 3B0	Unreported
105005	Victoria Colwood	V9B 1V0	Unreported
105011	Abbotsford Sumas Way	V2S 8H0	Unreported
105018	Ainsworth Hot Springs	V0G 1A0	Unreported
105034	Campbell River Ocean Grove	V9H 1M0	Unreported
105039	Victoria	V8N 3E0	Unreported

104907
QUILCHENA PO
2015 -05- 1 3
6520 HWY 5A
QUILCHENA BC V0E 2R0



Cassidy Post Office
104948
2015 -03- 1 0
Cassidy BC
V0R 1H0

104561
2015 -05- 2 0
OLYMPIC VILLAGE RPO
VANCOUVER BC V5Y 0E4

104871
2015 -04- 0 7
HILLOREST POSTAL OUTLET
VANCOUVER BC V5V 3P0

HILLOREST POSTAL OUTLET
104952
2015 -05- 1 3
WHITE ROCK
V4B 3Z0