Seventeen-cent registered airmail rate from Canada to England, dated Oct 24, 1944.

This well-travelled censored cover originated at Boundary Bay MPO 1124 and was sent to Whittington and Talbot, a firm of solicitors in Leeds, England. (After several mergers and amalgamations, the company still exists but is known today as Marklands). Despite the vertical crease, the cover (a recent eBay purchase) has a number of interesting features.

To start with, this MPO was only open for a year, from Oct 16, 1944, to Oct 31, 1945. Boundary Bay was an RCAF station, situated just south of Vancouver, established as No 18 EFTS (Elementary Flight Training School) in April 1941, at a time when thousands of pilots and aircraft crews were desperately needed in WWII. Civilian instructors taught flying skills in De Havilland Tiger Moth biplanes.

In 1942, after Pearl Harbour, the training school was shifted to Saskatchewan, and various fighter squadrons rotated through Boundary Bay, mostly Hawker Hurricanes and Curtiss Kittyhawks. In April 1944, No 5 OTU (Operational Training Unit) opened there to train Commonwealth crews to fly B-24 bombers. The base was decommissioned in 1946.

Boundary Bay reopened from 1949 to 1971 to test radio equipment and gather signals intel. Eventually it was restored and opened again in 1983 as a regional airport (CZBB). The old main WWII hangar still stands.

On reverse: an RCAF crest in blue, the sender's name and unit (Leading Aircraftman J Bunsby, No 5 OTU), Oct 24 Vancouver black-out cancel and Oct 27 Montreal CDS; no UK receiver. Best feature: the registration box in bright red ink is unlisted in Bailey and Toop's *Canadian Military Postal Markings.—Andrew Scott*

In this issue:

High bids for Gastown mail

In 1877 Edgar Dewdney was 41 years old, a trained civil engineer and already a significant figure in British Columbia's political and business circles. He had emigrated from England to Victoria in 1859 and was immediately put to work surveying the site of New Westminster with Richard Moody and the Royal Engineers. In the 1860s, with Walter Moberly, Dewdney secured several important trail-building contracts, including one that eventually connected Hope on the Fraser River with gold strikes in southern and eastern British Columbia and came to be known as the Dewdney Trail. In 1868 he was named to represent Kootenay in BC's colonial legislative council. In 1872, after BC joined Confederation,
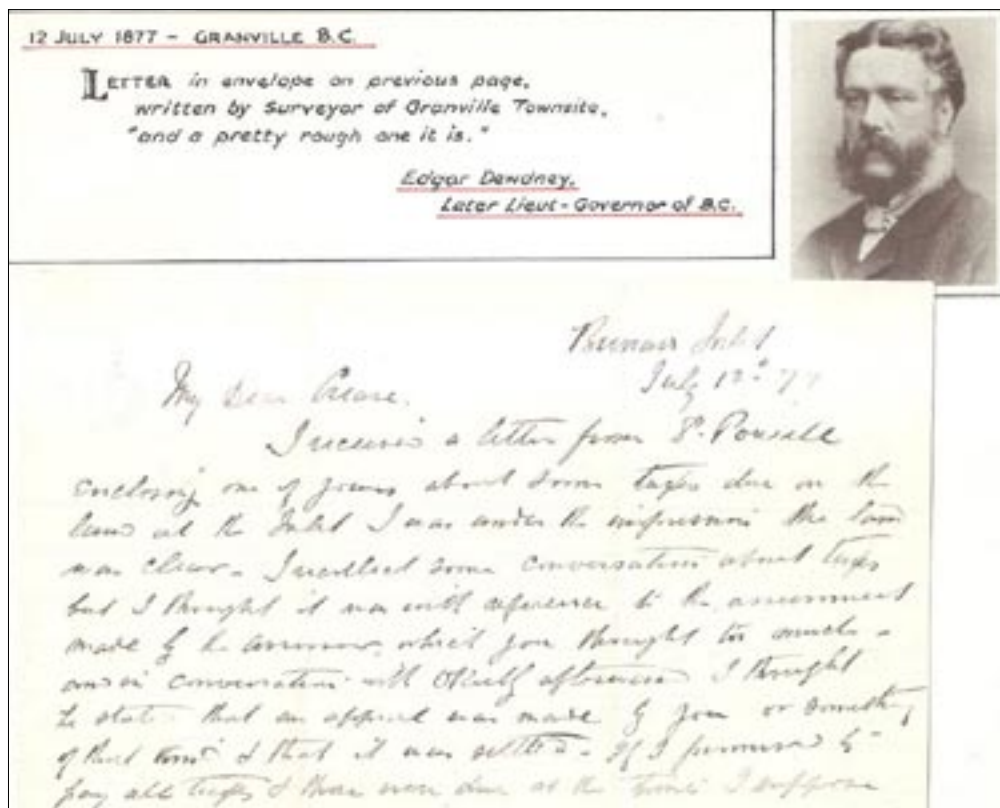
he was elected an MP and represented Yale in the House of Commons until 1879.

In July of 1877, Dewdney found himself somewhat reluctantly surveying the townsite of Granville in what is now the oldest part of downtown Vancouver. While there, he wrote a letter to his friend Henry Crease, at that time a judge on BC's Supreme Court. The letter concerned an esoteric tax problem, but Dewdney added some personal comments. "I am here," he complained, "in a very bad camp and the only one I can get on account of the scarcity of fresh water. I am finishing Granville Townsite, and a pretty rough one it is."

Edgar Dewdney to Henry Crease, July 12, 1877, datelined Burrard Inlet. On Wellburn page.

Granville, or Gastown as it was also known, after "Gassy" Jack Deighton, a bar owner, was where the city got its start. The Granville post office, located in the Hastings Mill store, was established in 1874. Henry Harvey, the

---

Gastown mail continued

mill's storekeeper, was the first postmaster. In 1886 the office's name was changed to Vancouver. (The store, moved in 1931 to the north end of Alma Street and now a museum, is the city's oldest surviving building.)

Dewdney's letter and envelope found their way into the Vancouver-area collection of lumberman Gerald Wellburn. Wellburn acquired many historical BC covers, letters and documents directly from early pioneer families, including the Creases. Over the past year many of these items have been auctioned by Brian Grant Duff and All Nations Stamp & Coin.

Cover from Edgar Dewdney to Henry Crease in Victoria."Lands and Works" logo embossed on envelope flap. July 13, 1877, Granville split-ring cancel, same-day New Westminster "BRIT COL" transit strike on reverse. On original Wellburn page.

Wellburn believed that the Dewdney cover bore the earliest reported Granville postmark, and it may well have done so when he was collecting. Now an earlier cover is known, dated Jan 5, 1875. Granville covers are not exactly rare; at least 30 are known, most in rather rough condition. But because of the intimate association that Granville has with the earliest days of one of Canada's great cities, covers carry a certain cachet and usually fetch higher-than-average prices. This one, for instance, sold for $1,210 in the Jan 21, 2017, auction, while the letter, auctioned separately, realized $1,815 on Feb 4, 2017.

Although Granville was only open for 12 years, it still used a number of different cork cancels. Wellburn kept track of these and made detailed tracings of five different types. He also recorded

Gastown mail continued
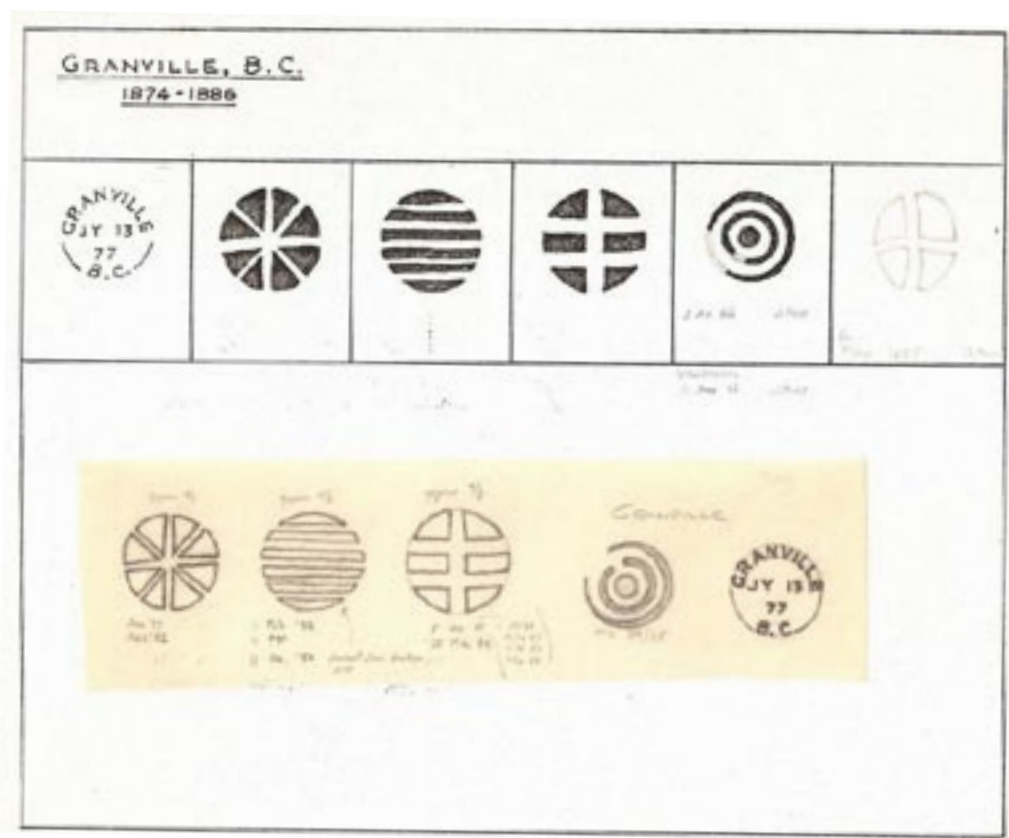
Gerald Wellburn's notes and tracings for Granville cork cancels: lot 87; Oct 15, 2016, All Nations sale; realized $27.50.

the periods of use of each cork. As these dates don't show up very well on the scan, I've repeated them below in tabular form, adding a previously unreported cork from the earliest reported cover mentioned above (cancel No 1, which is very similar to No 6). Newsletter readers may be able to add new corks or extend the range of these dates.

No	Description	Early date	Late date
1	four-segment I	January 1875	
2	eight-segment	July 1877	August 1882
3	six-bar	February 1882	October 1882
4	six-segment	April 1883	March 1884
5	three-ring	March 1885	April 1886
6	four-segment II	March 1885	

Edgar Dewdney, it should be mentioned, went on to bigger things. Sir John A Macdonald, the prime minister and a close friend, appointed him Indian commissioner (and, later, lieutenant governor) of the North-West Territories in 1879. In 1888 he was elected an MP again and appointed minister of the interior but resigned to take up, from 1892 to 1897, the much-desired position of lieutenant governor of BC.

The *Dictionary of Canadian Biography* summed up his life as follows: "Edgar Dewdney was an accomplished engineer, an indifferent businessman, an adequate administrator and an undistinguished politician. His greatest fault, perhaps, was his partisan loyalty to John A Macdonald, which clouded his judgement at critical moments. He deserves some of the blame for the North-West rebellion and the repressive policies that followed it. The roads he surveyed in British Columbia were his greatest achievement."

—Andrew Scott, with thanks to Brian Grant Duff and All Nations Stamp & Coin for images and notes

By US express to Vancouver Island and BC
by Gray Scrimgeour

Before the Fraser River gold rush, which started in 1858, there was very little mail to or from Victoria in the colony of Vancouver Island. Before 1858 there was even less mail to the mainland, which became the colony of British Columbia. These two Crown colonies were amalgamated in 1866 to form the united colony of British Columbia, which became the province of BC in 1871. The colonial governmental mail services were irregular and considered unreliable. These colonies relied on American express companies—primarily Wells, Fargo & Co—to carry the mail, usually via San Francisco. Each mail steamship plying between San Francisco and Victoria carried a Wells Fargo courier to look after the express mails. Incoming express mails, bound for the mainland, were carried from Victoria to their destination by other express companies. The express service was secure, much like registered mail is now.

We don't know how much mail was carried by express between the United States and Victoria, but it was considerable. On page 98, Deaville[1] cites these figures for 1863: outwards by post offices 61%, and by express 39%; inwards each 50%. These figures are probably representative of most years before Confederation.

Letters sent by US express required government-printed envelopes (ie, postal stationery envelopes) as explained in an advertisement in the Feb 10, 1855, issue of the San Francisco newspaper *Alta California*:

TO THE PUBLIC

ON AND AFTER THE 15TH INSTANT, ALL mail matter, before it is entrusted to our care for transmission over mail routes in this state, must be enclosed in government envelopes, prepared by the Post Office Department, in compliance with the Act of Congress authorizing letters to be transported outside the mails, or it is liable to seizure and detention.

ENVELOPES can be purchased at our counters, and at the post offices in San Francisco and Sacramento.

WELLS, FARGO & CO
ADAMS & CO

Single-weight outgoing express letters from Victoria to California were carried in US prestamped envelopes. They were charged 3¢ US postage most years, and 5¢ colonial postage, plus an express charge of about 25¢. There was an additional charge of 1¢ for the envelope, for a total of about 34¢. No colonial postage was charged on express letters incoming from the US to Victoria until 1864. Rates to mainland mines and to foreign countries were considerably higher. Despite the extra cost compared to government-carried mail, many writers preferred express mails.

Two US express companies began service between California and Victoria in 1858. Starting July 8, 1858, Freeman & Co[2] advertised in the *Alta California* that they would despatch a regular express by every steamer to Victoria, Bellingham Bay and ports in Puget Sound. The company promised "Freight, Treasure, Packages and Letters taken at the usual rates, and insured on open policies held by us, if desired." Starting July 15, 1858, Ballou's Express advertised in the *Alta California* that they connected at Victoria with Freeman, "conveying Gold Dust, Coins, Valuables, Letters and Parcels" to the mining areas on the Fraser and Thompson rivers. The second, more famous, and longer-serving US company—Wells, Fargo & Co—published its first advertisement in Victoria on July 17, 1858.

Figure 1 presents a Freeman & Co envelope to Victoria. The pale red, oval postmark reads "FREEMAN & CO.'S/EXPRESS/SAN FRANCISCO." The company's printed frank at the upper left of the 3¢ stamped envelope notes that the express charge had been paid. The pencil endorsement on the left says that the cover was received on Aug 3, 1858. John M. Freeman sold his business to Wells Fargo near the end of 1859.

Figure 2 shows a Wells Fargo cover sent from San Francisco to Victoria in December 1858. The 3¢ envelope has the "PAID/Wells Fargo & Co" frank at the top centre. Express envelopes usually do not have backstamps, and many Wells Fargo postmarks do not include year dates. This cover was year-dated in pencil by a previous owner who had seen the enclosed letter.

A Wells Fargo cover sent to Yreka, California, from Victoria on December 21, 1864, is shown in *Figure 3*. The "WELLS FARGO & Co/VICTORIA" oval postmark is dated simply "DEC 21." The addressee noted

US express mail continued

at the left that the envelope was received on Jan 5, 1865, so the letter was mailed Dec 21, 1864. As usual, a 3¢ US printed envelope was used. A pale strike of the "POST OFFICE/VICTORIA, V.I." coat of arms oval postmark shows that 5¢ colonial postage had been paid.

Figure 1. An early Freeman & Co express envelope from San Francisco to Victoria.

Letter express service by Wells Fargo continued after Confederation until 1895. *Figure 4* illustrates a post-Confederation Wells Fargo cover from San Francisco, Oct 30, to real-estate agent Leopold Loewenberg in Victoria. It was sent via the steamer *City of Chester,* "P City Chester" at the upper left. By checking the sailing dates from San Francisco in the *Alta California* and the arrival dates in the Victoria *British Colonist*, I

Figure 2. Wells, Fargo Co cover sent from San Francisco to Victoria, posted Dec 8, 1858.

found that the *City of Chester* departed from San Francisco on Oct 30, 1879, and arrived at Victoria on Nov 3, 1879—providing the year date for this cover. The *City of Chester* was built in 1875 and sank in 1885. It usually operated on routes other than San Francisco-Victoria.

US express mail continued

An entirely different mail route was taken by the Wells Fargo cover shown in *Figure 5.* This express cover did not go to Victoria but instead went directly to a gold-mining region of interior British Columbia. It was mailed in Umatilla, Oregon, as shown by the blue Wells Fargo oval postmark, to Jesiah Roberts, French Town, Big Bend, B–Col. The date of the postmark is not readable. Umatilla is on the south shore of the Columbia River, about 280 km (175 mi) east of Portland. The cover proceeded upstream on the Columbia, almost to its destination.

Figure 3. Express envelope sent from Victoria to Yreka, California.

Gold was discovered in the Big Bend region of the upper Columbia River in 1865, and there was a brief rush the following year. French Creek, where a small town grew, flows into the Columbia about 80 km (50 mi) north of the present city of Revelstoke. From late 1865, the boat *Forty-Nine*, Captain Leonard White, operated from Marcus, Washington, almost to French Creek, and probably carried this envelope north on
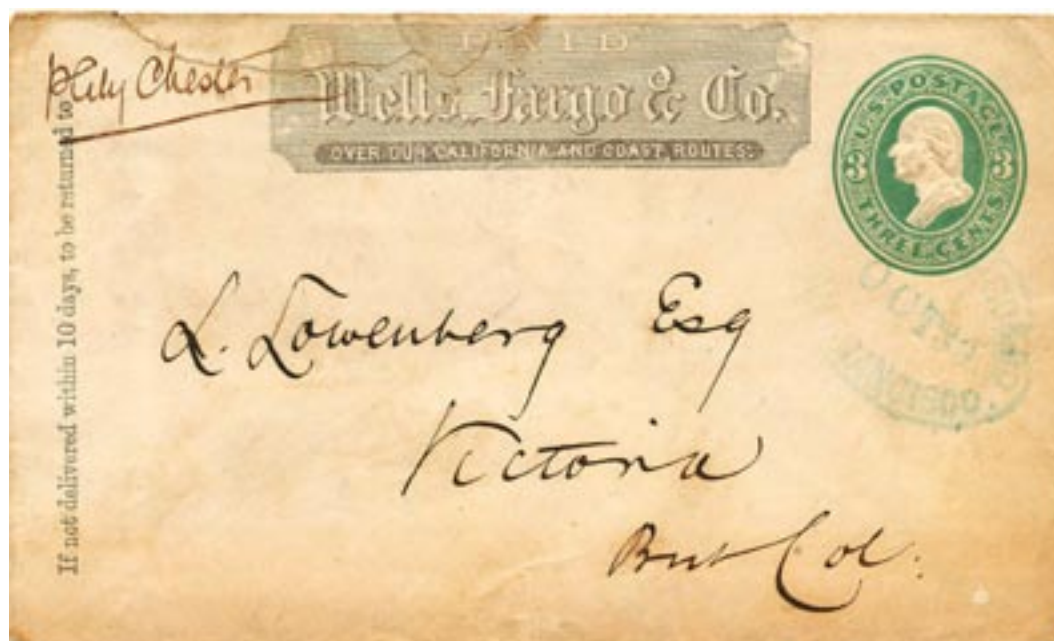

Figure 4. Wells Fargo envelope from San Francisco (Oct 30, 1879) to Victoria.

US express mail continued

the Columbia River during 1866. US express covers to the interior of British Columbia carried exclusively by Wells Fargo are unusual.

Figure 5. Wells Fargo cover from Umatilla, Oregon, to "French Town, Big Bend, B—Col."

From about 1870 for just over three decades, a third express company operated between Victoria and the US, the Northern Pacific Express Company[3]. Envelopes carried in Canada by Northern Pacific are rare.

Figure 6 shows a US Northern Pacific Express Company envelope mailed in Victoria on Nov 15, 1887. The cover is addressed to John W Tolmie, son of the Victoria surgeon and fur-trade pioneer Dr William Fraser Tolmie. Cloverdale was the family farm home in what is now Saanich. The envelope bears the manuscript endorsement, "With 1 bundle Rhododendrons." A private rubber stamp of Hall, Goepel & Co dated Nov

Figure 6. Northern Pacific Express envelope used in Victoria in 1887, with the Canadian local postage paid with a 1¢ Small Queen stamp.

US express mail continued

14, 1887, was applied above the embossed impression of the US stamp. Hall, Goepel & Co represented importers, commission merchants, ship brokers and insurance agents in Victoria. To pay the local postage, a 1¢ Canadian Small Queen stamp was applied in Victoria and cancelled by a Victoria duplex postmark. I assume that this cover accompanied the flowers when they were delivered from the US (probably from Portland, Oregon) by Northern Pacific Express. It probably contained the invoice.

After the Canadian postal system—with its comparative regularity and safety—arrived in British Columbia (from 1871), both the need for and the use of US express mails declined, then ceased. Three US express companies had provided a much-needed, secure mail service between California and British Columbia when the colony was developing. These few simple examples demonstrate this service.
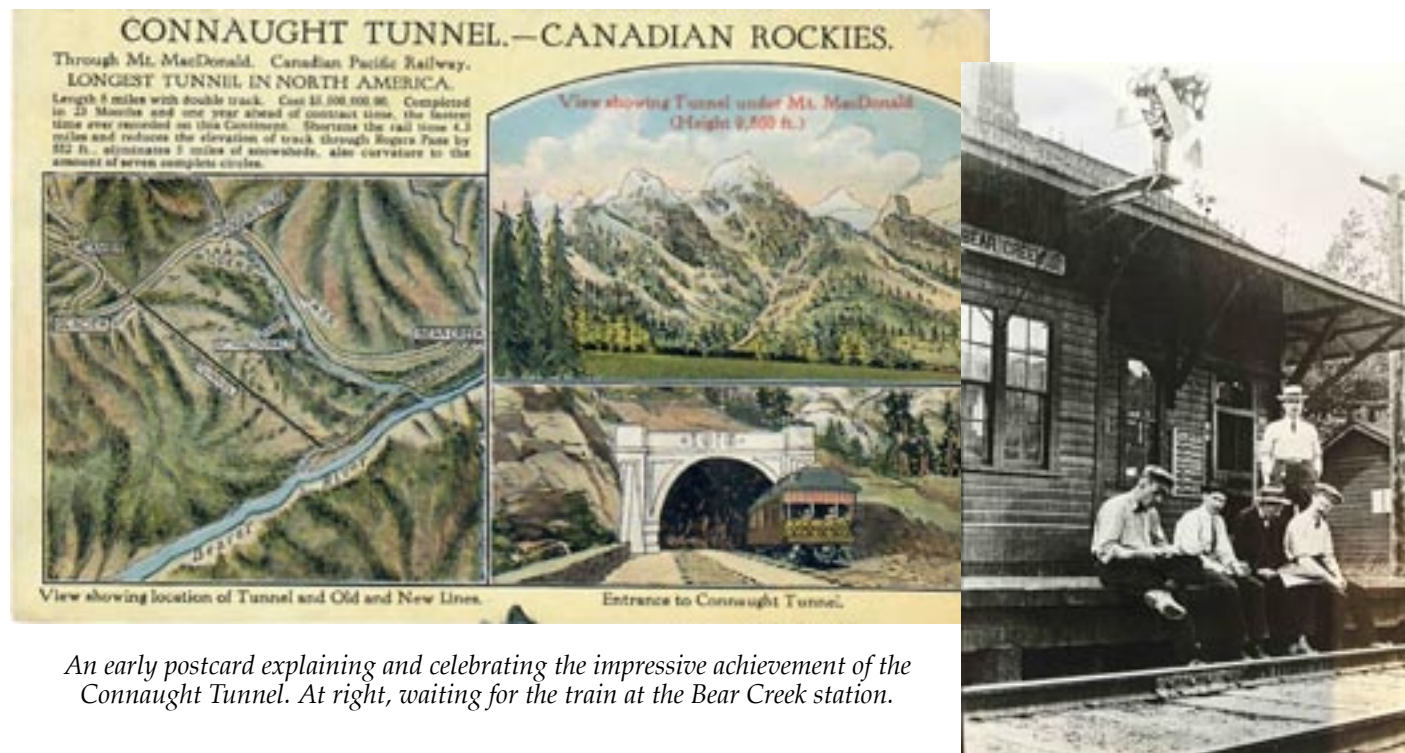
References:

1 A S Deaville, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia: 1849– 1871*; King's Printers, Victoria (1928).

2 D Forster, "Freeman's Express, Olympia," *The Federated Philatelist*, No 204 (Oct 2013), p 5.

3 G Scrimgeour, "The Northern Express Company in Canada,, *PHSC Journal*, No 135 (Fall 2008), pp 35–42.

# Bear Creek: short-lived post office with a purpose
by Morris Beattie

A major challenge for Canadian Pacific in establishing a transcontinental railway was finding suitable passages through the north-south trending mountain ranges in British Columbia. Rogers Pass was selected as the route through the Selkirk Mountains. At a 2.2-percent grade the track through the pass was not

An early postcard explaining and celebrating the impressive achievement of the Connaught Tunnel. At right, waiting for the train at the Bear Creek station.

excessively steep, but with frequent winter closures due to heavy snowfall in the region and increasing rail traffic over the period from 1910 through 1913, the pass quickly became a bottleneck. A decision was made to build an eight-km (5-mi) tunnel, later known as the Connaught Tunnel, through Mount Macdonald, and a contract was signed in July 1913. Several construction camps were required, as work proceeded from a number of points along the tunnel's length.

Bear Creek continued

One of the camps was built at Bear Creek, 9.7 km (6 mi) to the east of Glacier in the CPR's Mountain Subdivision. A train station had existed at Bear Creek from the time the CPR main line was constructed in 1885. The train station and rail alignment shown on the Connaught Tunnel postcard, and dated about 1910, were abandoned once the new grade (which included the Connaught Tunnel) was completed.
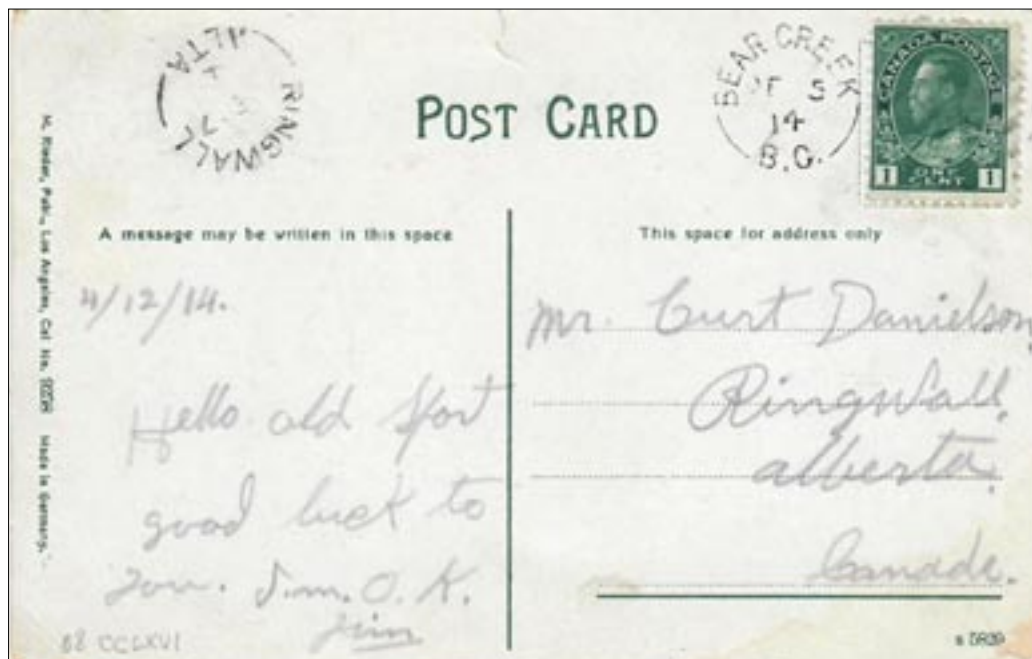
Postcard to Ringwall, Alberta, dated Dec 5, 1914, with Dec 7 Ringwall receiver.

A post office was opened at Bear Creek on Oct 1, 1913, its purpose primarily being to provide mail services to the construction crews. It remained open for the duration of the tunnel construction, closing on May 29, 1917. Over the course of its life the post office had four postmasters, as summarized in the following table.

Postmaster	From	To
A F McCarthy	1913-10-01	1914-02-01
A W McBean	1914-03-25	1916-09-19
A B Currie	1916-10-24	1917-01-06
Corp J Devine	1917-02-26	1917-05-29

Revenues for the post office over the period it was open—listed in the table below, courtesy of Tracy Cooper—consisted mostly of commissions on money orders by railway workers, which goes some way to explaining why cancels from this small town are so scarce.

	Revenue, $ for year	
1913-10-01	235.00	PO established
1914-03-31	760.58	
1915-03-31	1,358.09	
1916-03-31	324.45	
1917-03-31	28.75	
1917-05-29		PO closed

Only about five postmarks from Bear Creek are known. I obtained the postcard shown above from the collection of the late Alex Price. It was cancelled at Bear Creek on Dec 5, 1914, with a clear split-ring and addressed to Ringwall, Alberta, likely by an employee of the contractor engaged in the construction of the Connaught Tunnel.

# McCuddy, BC: a new post office discovery
by Tracy Cooper

*McCuddy to England, 2c Empire rate, dated Dec 8, 1900. Light Fairview CDS transit mark.
Dec 27 4:15 am Redditch CDS receiver on back. Forwarded to Studley with Redditch Dec 27
7:30 am duplex transit (on front) and Studley Dec 27 CDS receiver (on back).*

McCuddy was named after John Parsons McCuddy (1855-1937), who moved with his family to the Boundary country and arrived at Fairview in 1893, following the economic boom of 1892. Their stay was brief and the family continued on to Okanagan Falls where, in 1893, they ran a general store out of a tent-frame building. Later that year they followed the Camp McKinney mining boom and established a 14-room hotel and freight and stage stop at a point 23 km (14 mi) from Camp McKinney and the same distance from Fairview. Until 1905 this was *the* place to stop on the road between these two points, and it was not unusual for the log-house hotel to be overflowing with guests.

J P McCuddy leveraged his former experience as postmaster of Oroville, Washington, to become McCuddy's first and only postmaster. The office opened on Nov 1, 1900, closed on Sept 30, 1901, and brought in a grand revenue of $49.81 during its short tenure. As Inspector William H Dorman indicated in his report to the postmaster general, *"There is no real necessity for the establishment of a Post Office, as all mail matter is now delivered by the stage drivers. No expense would however be entailed in the service of the proposed office, beyond the salary of the Postmaster."* With the decline of the Boundary country mining boom the freighting business stopped, and in 1904 the McCuddys purchased a home in Fairview and opened another general store. Mrs McCuddy took over the Fairview post office, serving as postmistress between July 1, 1909, and Sept 3, 1920.

In "BC Postal History Supplement No 1," distributed with Issue 95 (September 2015), I calculated that no more than one example of mail from McCuddy likely survived, so this will probably be the only item ever reported from the short-lived mining community. This cover was purchased on eBay for a grand total of $9.95, including postage. Who says there are no more bargains on the internet?


sketch by: **W.H. Dorman
P.O. Inspector
Vancouver
6th July 1900**
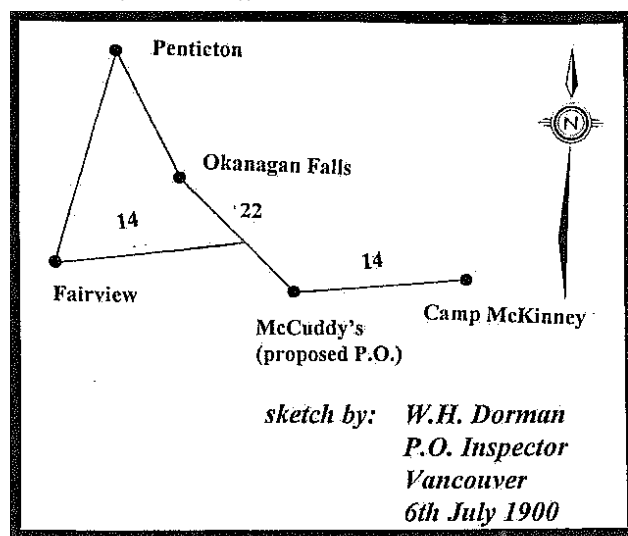
Vancouver's customized registration boxes
by Andrew Scott

Beginning in the 1960s, a number of large Vancouver-based companies were issued (or had made) special registration box handstamps. Unlike regular registration boxes, these included the company's initials—or, more rarely, the company's name. The only post offices I've seen that were associated with these types of markings are the main Vancouver office and Vancouver Postal Station "A." Usage ceased in 1990, when registration boxes were phased out and a new computerized system of registration introduced.

Most of the companies involved can be easily identified, either because their initials are obvious or because the handstamps have been noted on corporate stationery. Thus we have "M.T." (Montreal Trust), "M. B AND PR" (MacMillan, Bloedel and Powell River, a name only used between 1960 and 1966), "N.T." (National Trust, cover shown below at about 75%), "DOMINION DIRECTORY/CO. LTD." (spelled out), "W.C.B." (Workers' Compensation Board) and "CV" (City of Vancouver). But what does "T.G." (dated 1961) stand for? And how about "P.S." (dated 1987 and thought to be connected somehow with the BC provincial government)?

Can readers add to the list? Were additional handstamps used in other BC cities or post offices? I've also noted some unusual registration box designs printed directly on the envelope but I'll save those for another time.
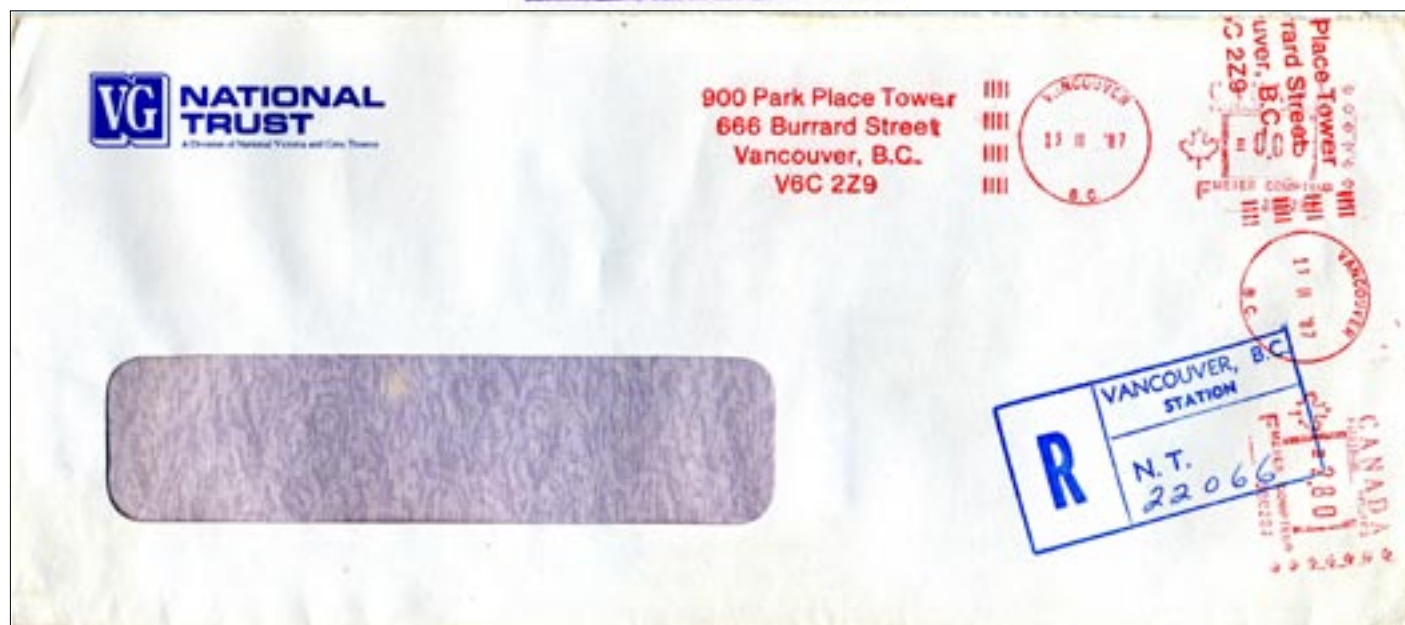
Delivering the undeliverable at Vancouver, BC
by Rob McGuinness

On May 31, 1971, in North Vancouver, a young girl returning to school after a morning absence dropped her mother's note to the teacher somewhere along her route. A kind person picked up the note, which was addressed to a Mr (William) Thorne, and dropped it into a letterbox. When machine-cancelled on June 1 (on the reverse) and sorted at the post office, it was found to have only a name and no address and was correctly stamped with the auxiliary marking "NAME OF POST OFFICE
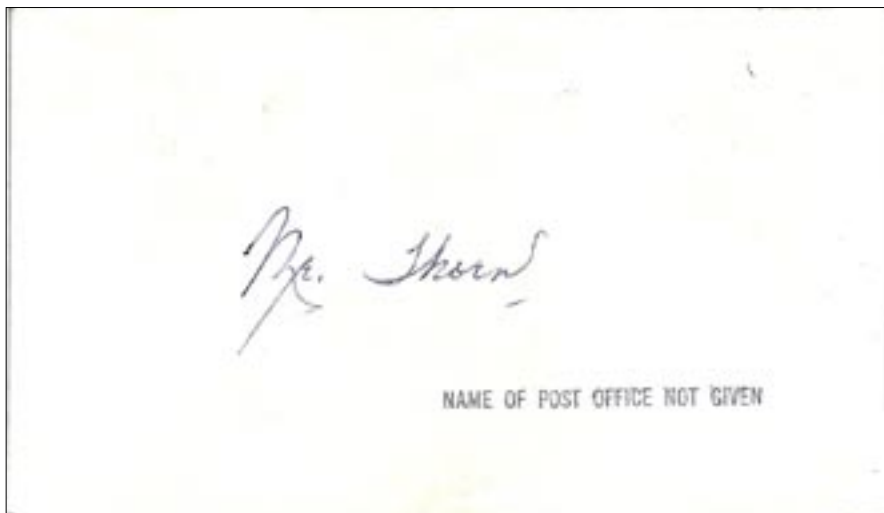
Right: the story begins with the original letter.

NAME OF POST OFFICE NOT GIVEN

NOT GIVEN." It then went to the Directory Service (June 2 datestamp) and from there was forwarded to the Undeliverable Mail Office (also on June 2), opened and found to contain the sender's address. The letter and envelope were returned in an outer "ambulance" envelope to the writer. Knowing that the teacher was a philatelist, the girl's mother passed on the letter and two covers so that they could be added to Mr Thorne's collection.

Left: reverse, showing the letter's travels through the post office.

(Vancouver's Undeliverable Mail Office was the end of the road for inadequately addressed mail. Mail privacy was an important concern for the Post Office Department, and it was only at the UMO that letters (or notes to teachers!) were allowed to be opened and examined. It was hoped that they might contain information about the sender or recipient that would allow the letter to be delivered or returned.—*Editor*)

Right: the returning envelope. All images shown at 75% of original.

Miscellany: errors, dog mail, wax seals & tunnels

I recently bought this registered cover mailed at Vancouver Postal Station "B" and addressed to Ontario by someone living on Nelson St in Vancouver. The registration clerk first applied (in error) the "BURRARD INLET, B.C." registration box, then struck out that marking and applied the Station "B" box. The second Burrard Inlet post office operated from the offices of Harbour Navigation at the foot of Gore Ave. Regular mail from the MV *Scenic* was postmarked there. Postal Station "B" was nearby, on the north side of Hastings Street between Main and Gore. My cover suggests that Burrard Inlet's registered mail was handled at Station "B." —*Gray Scrimgeour*

Below, a commercially used 2016 cover from the Gold Rush Trail Sled Dog Mail Run, which took place between Jan 22 and Jan 24. For some reason a 2014 envelope was used. The run starts in Quesnel and ends in Barkerville, passing on its way through Wells.

Miscellany continued

Where are they now? The dies used to create these wax seals were already 70 years old when postal historian (and director of the Dominion Astro-physical Observatory in Victoria) Joseph Pearce (1893-1988) made the two impressions. They read (left) "NANAIMO/BRIT COL" and (right) "POST-MASTER GENERAL/ BRITISH COLUMBIA."
— *Tracy Cooper*
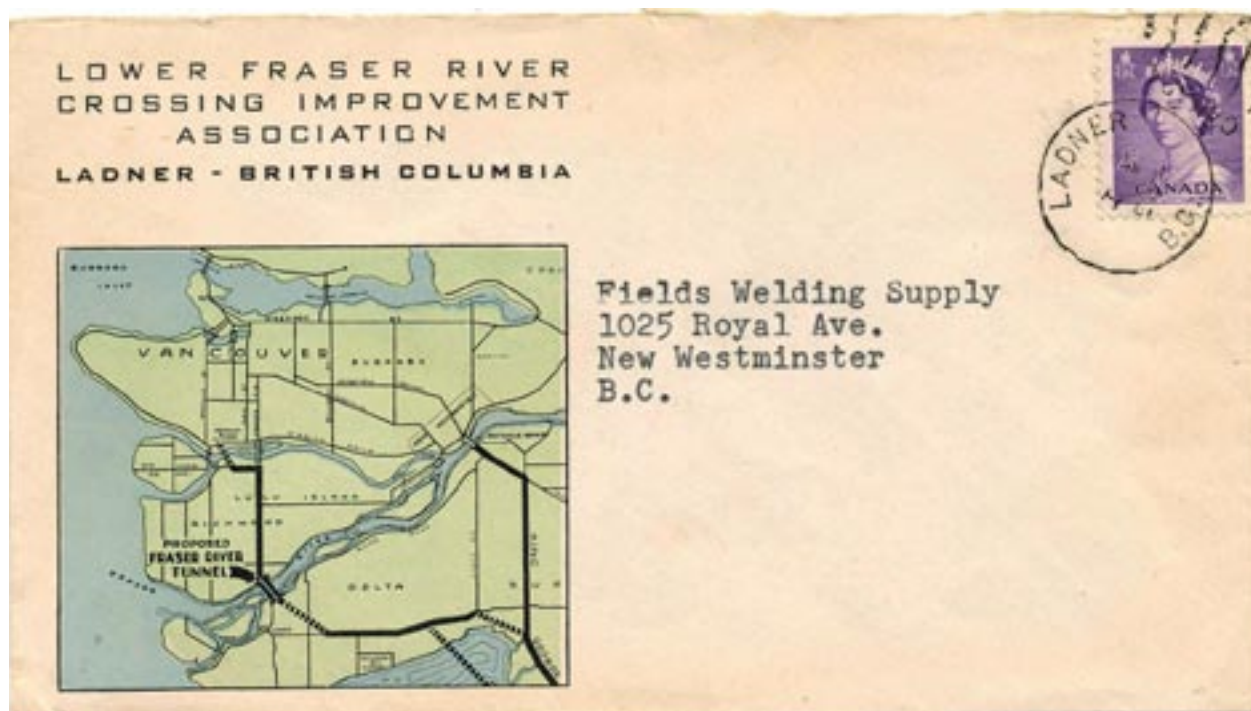
This cover mailed at Ladner in the early 1950s (probably 1953 or 1954) has an attractive map corner card, advertising the Lower Fraser River Crossing Improvement Association. The map shows the proposed Fraser River Tunnel: the Deas Island Tunnel, later called the George Massey Tunnel. Plans to replace the Woodward's Landing-Ladner ferry with a toll bridge started in the late 1920s. A 1927 bill, amended in 1931, passed the BC legislature for a bridge at or near Deas Island, and preliminary work was started. In 1934, T D Pattulo's relatively new government changed the site of the bridge to New Westminster (Pattulo's riding). The Pattulo Bridge opened in 1937. The 15-car Ladner ferry was replaced by a 30-car ferry. After World War II, Delta residents again asked for a bridge, but George Massey sought support for a tunnel under the Fraser instead of a bridge over it. In 1947, Massey was president of the Tunnel Committee of the Delta Board of Trade; this committee became the Lower Fraser River Crossing Improvement Association. The association lobbied government for a tunnel for several years. Construction of what is now called the George Massey Tunnel started in 1957; it was opened in May 1959. The current George Massey Tunnel Replacement Project—with bridge construction scheduled to start in 2017—also is bringing controversy. My cover is a nice reminder that engineering, construction and politics all are involved in bridge and tunnel building. — *Gray Scrimgeour*

Recent BC post office openings

Here's a list of the latest new BC post offices, as described on the Canada Post website. The last list we published in the newsletter was on page 894 (Issue #95, September 2015). Previous lists appeared on page 841 (Issue #92, December 2014) and page 755 (Issue #85, March 2013). The early reported dates (ERDs) are those noted by the editor, who would be pleased to hear of earlier dates or receive scans of unreported markings.

105055	Vancouver Connaught	V6K 2E0	ERD: 30/DE/15
105065	Maple Ridge Valley Fair	V2X 3V0	ERD: 30/JU/16
105095	Ymir	V0G 2K0	Unreported
105107	Burnaby Crest Centre	V3N 2S0	ERD: 11/MR/16
105110	Vancouver Marpole	V6P 5A0	ERD: 16/FE/17
105141	Nimpo Lake	V0L 1R0	Unreported
105142	Genelle (**see below**)	V0G 1G0	ERD: 29/MR/16
105159	Squirrel Cove	V0P 1T0	ERD: 07/MY/16
105167	Surrey Gateway	V3Z 1A0	Unreported
105172	West Vancouver Horseshoe Bay	V7W 2B0	ERD: 16/JU/16
105174	Richmond Brighouse	V6X 3Y0	Unreported
105179	Abbotsford Seven Oaks	V2S 5A0	ERD: 23/AU/16
105199	Likely	V0L 1N0	ERD: 14/OC/16
105235	Galiano Island	V0N 1P0	Unreported
105243	Big Lake Ranch	V0L 1G0	Unreported
105246	Victoria Reynolds	V8X 1J0	Unreported
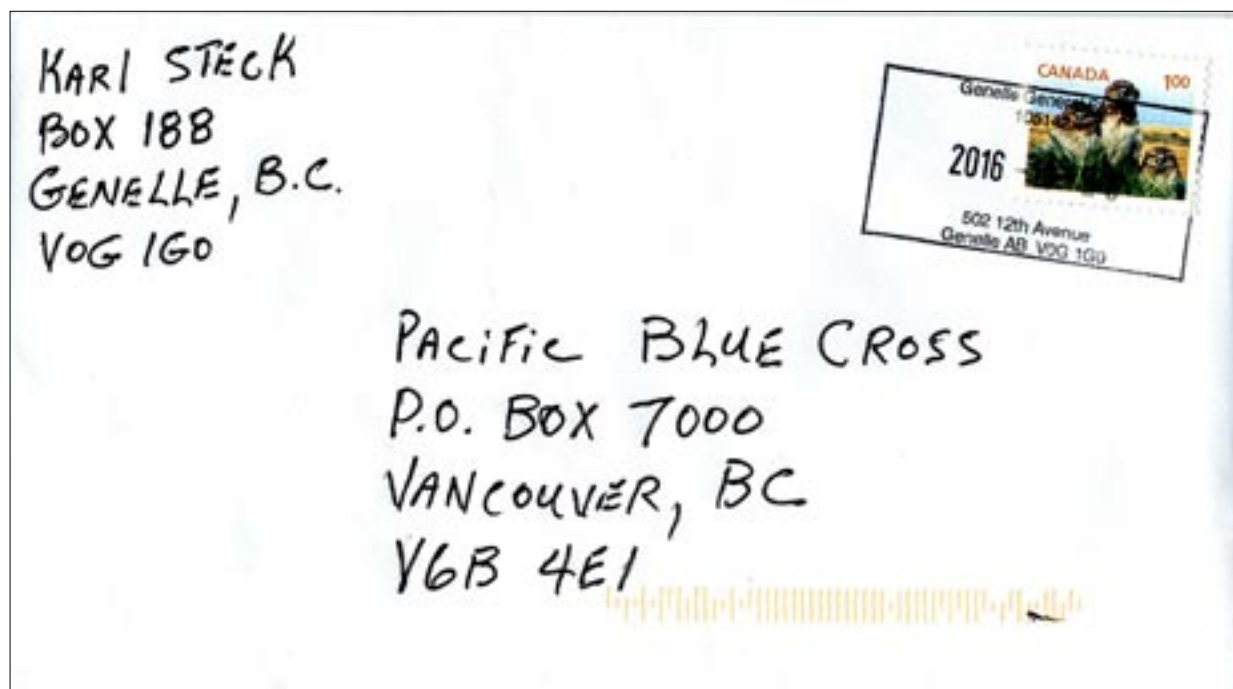
Memo to Canada Post: Last time we looked, Genelle was located in British Columbia, just 12 km south of Castlegar. No one seems in a hurry to correct the new datestamp, which has been in use now, with the incorrect Alberta designation, since March 2016, when the Genelle Responsibility Centre number changed from 102975 to 105142.