



BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

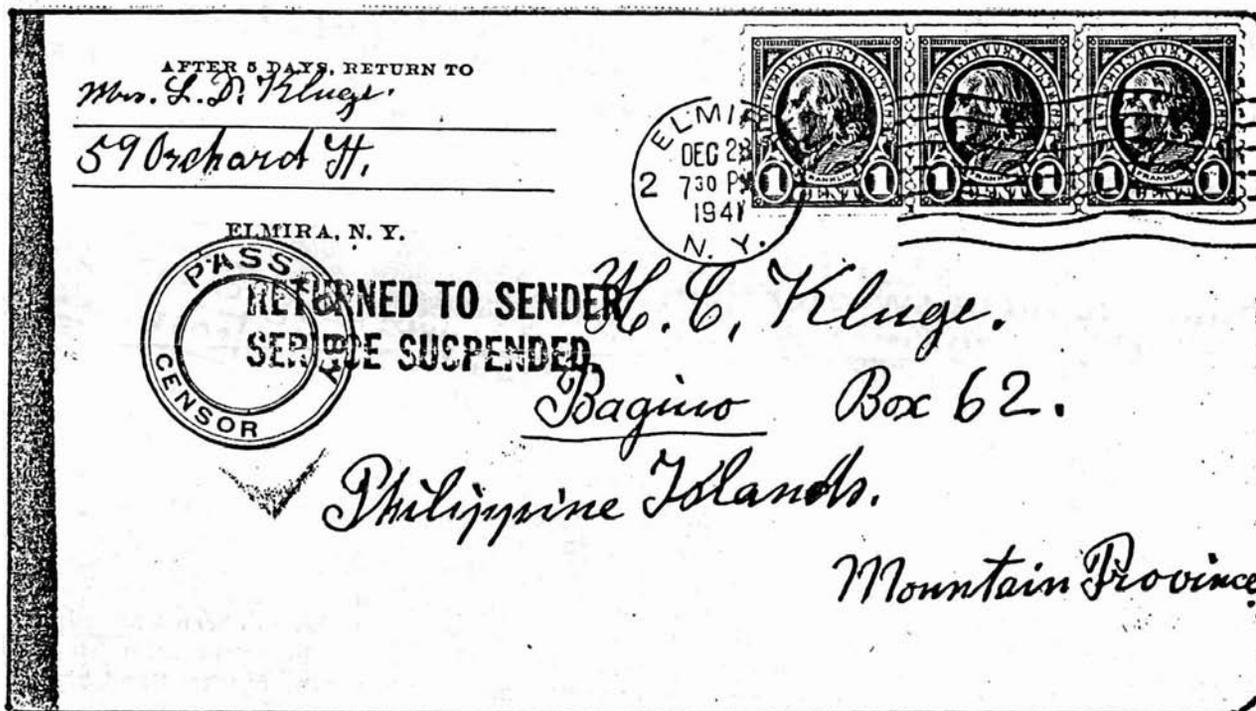
Volume 14 Number 2

Whole number 54

July 2005

U.S. CENSORS AT VANCOUVER – December 26, 1941 to February 11, 1942

On December 7, 1941 the Japanese attacked Pearl Harbour and the war in the Pacific began. Ships were ordered to seek refuge in allied ports and to transfer all mail to San Francisco for examination. Unfortunately, the United States had very few trained censors and as a result the Trans-Pacific mail was sent to Vancouver along with five officials from Seattle and San Francisco who assisted in the censorship while at the same time learning the art of censorship. Most of the mail processed by the U.S. Censors was marked with a two ring circular stamp reading "PASSED BY / CENSOR" and where mail was opened it was resealed with brown sticky tape. Only in rare cases were Canadian censor markings applied to this mail.



Mailed at Elmira, New York, December 28, 1941 to Bagino, Philippine Islands. Probably dispatched to San Francisco and then forwarded to Vancouver for censorship. Opened at Vancouver and sealed with brown tape and stamped "PASSED BY / CENSOR" and "RETURN TO SENDER / SERVICE SUSPENDED" – No back stamp.

See next page for Vancouver District Director's report on U.S. censorship.

From G.H. Clarke, District Director, Vancouver, to Mr. A. Gagon, Chief Postal Censor, Ottawa.
Dated Vancouver, B.C., September 11, 1945

War in the Pacific
December, 1941,
U.S.A. began
Censorship.

On December 7th, 1941, Japan by surprise attack on Pearl Harbour and Manila began the war in the Pacific Area and thereby caused cessation of virtually all Trans-Pacific mail service. Ships at sea were ordered to take refuge in allied ports and eventually the mails they were carrying were returned to San Francisco. Arrangements were made to divert a large part of the mails so returned to Vancouver for Censorship. The United States now instituted general censorship and sent five officials from Censorship Stations in San Francisco and Seattle to Vancouver to supervise and assist in the examination of this mail and to gain experience in methods and procedure. The first consignment of this specially diverted U.S.A. mail reached Vancouver on the 26th of December, 1941. As examination of this mail advanced three of the U.S.A. Examiners were recalled and when examination of the letter mails was completed on the 11th of February, 1942, the last two U.S.A. Examiners left immediately for San Francisco. By March 7th examination of the parcel post and prints mails was completed. This specially diverted mail consisted of a total of 2143 bags.

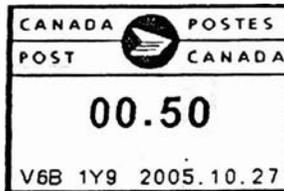
POSTAGE METER

REPLACEMENT PROGRAM

Canada Post
Corporate Mail Centre
349 W Georgia St 3rd Floor
Vancouver BC V6B 1Y9



PB031 1724212
012056 m863A
1027 100052



To be completed December 2004

Nothing could be sweeter than a high-tech postage meter

CANADA POST HAS PUT ITS STAMP OF approval on new standards for customers' postage meters and plans to have all 132,000 machines humming quietly along to the same tune by December 31, 2006.

Begun in 1994, the Postage Meter Replacement Program was developed in co-operation with postage machine suppliers Francotyp Postalia Canada Inc., Neopost Canada Inc and Pitney Bowes Canada to put machines that are more secure, more convenient and easier to use into customers' hands.

By the end of next year, all postage machines will use cutting-edge digital technology and inkjet printing that will allow quicker, more accurate handling by Canada Post employees and

customers. Behind the crisp, fresh look are some solid business advantages, says Connie Read, director, Order-to-Cash Process Improvement and Lead for the Postage Meter Replacement Program. "Customers will save time by not having to look up prices on a chart or change date settings, and expense tracking will give them an up-to-the-minute tally of their postage costs." These capabilities are built into compliant meters, allowing customers to focus on the content of what they send their own customers instead of on the process of sending it.

Canada Post benefits, too. Revenue generated through postage meters, which accounts for approximately \$1 billion of the corporation's annual postage sales, will be better protected

through enhanced fraud-detection, anti-tampering and online verification capabilities. "The ability to capture data about customer meter usage will also help us conduct market research and map out new ways to meet our customers' needs," Read explains.

Some important milestones have already been achieved. In March 2003, the corporation stopped resetting the outdated and high-risk mechanical meters at retail postal outlets and by March 2004, resetting electro-mechanical meters ceased.

With the final phase to be completed by next December, the corporation's reputation as a global leader in service and technology will be, quite literally, digitally enhanced. *Jeff Esau*



MODERN DATE STAMP CANCELLATIONS

Prior to 1980, most Canadian post offices were supplied, by Canada Post, with a metal dater bearing the Post Office name, and a rubber Money Order Date Stamp with the post office official number and its' name. Although there were variations in the design of the daters, in general, the classification was fairly easy.

Today not only is Canada Post supplying post offices with a wide variety of postal daters, but also many of the postal franchises are producing their own date stamps, and as result there is little consistency in the general format of these new date stamps. A number of collectors, such as Andrew Scott, Doug Murray, and Kevin O'Reilly, to name a few, have been attempting to keep up with some, but far from all, the new equipment. Thanks to the interest shown by many collectors, lists of some but far from all of these new daters are being compiled. You can help with this project by forwarding copies of unusual markings to the Editor.

The examples shown below are a few of those received by the Editor over the last few months.



138800 / COOMBES, BC / VOR 1M0



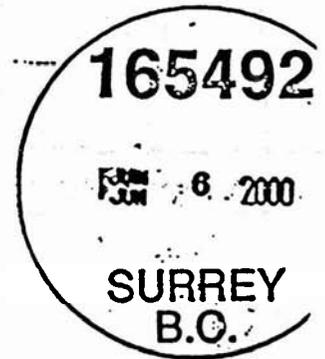
BENTALL CENTRE / 045001 / VANCOUVER



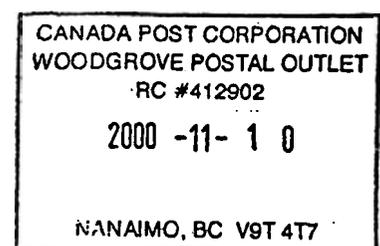
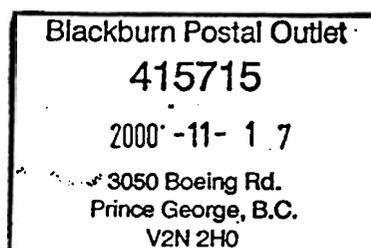
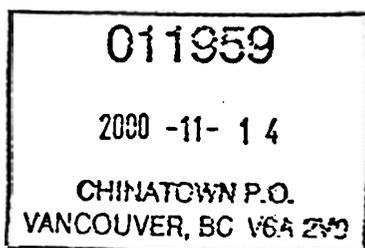
KILDONAN / BC / 643929



642703 / GIBSONS, BC VON 1V0



165492 / SURREY / B.C.

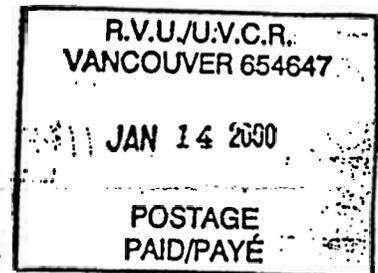
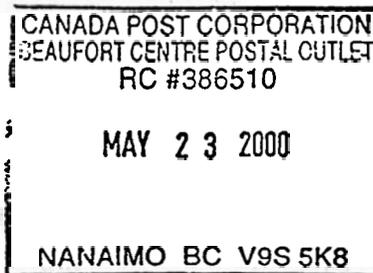
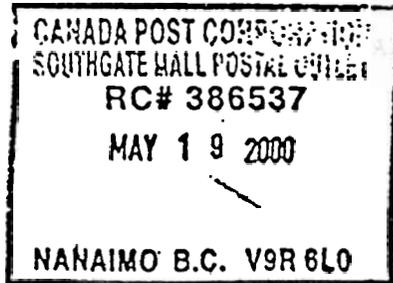
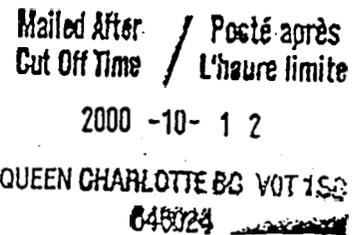
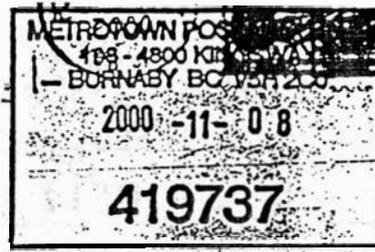
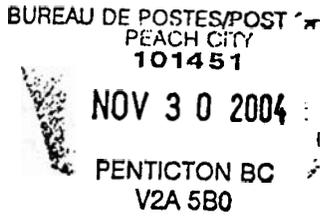


MORE PICTORIAL CANCELS - Thanks to Andrew Scott and others



VANCOUVER / 647365

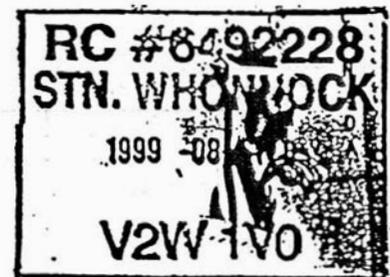
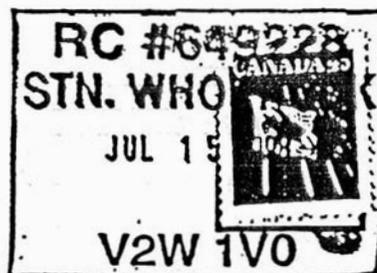
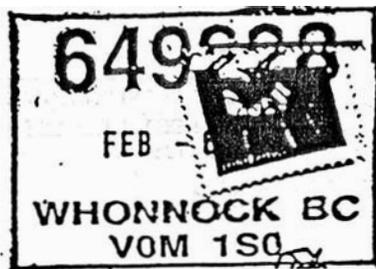
NORTH VANCOUVER, B.C. V7L 1B0 / 058904



WHONNOCK, BC number error
Andrew Scott

649228

6492228 (error)



earlier datestamp

code change

used 98-07-15 to 99-09-01

used concurrently

used 98-08-05 to 99-12-20

FROM CANADA POST -

Again thanks to John Gannon and Darlene Lam of the staff at the Pacific Division of the Canada Post Corporation, we are able to provide a listing of the openings and closing dates for post offices in the Pacific Division. Again the format in which the information is provided has changed and as a result some changes of ownership may be shown as separate closings and openings rather than as changed to ...

Rc number	Outlet	Open	Business	City	Prov	Pcode
101743	LAKELSE PO	2005/10/06	SHOPPERS DRUG MART #0266	TERRACE	BC	V8G 1R0
101820	EAGLE BAY PO	2005/10/03	EAGLE BAY STORE	EAGLE BAY	BC	VOE 1T0
101798	GUILDFORD PO	2005/10/01	TICKETMASTER	SURREY	BC	V3R 1N0
101827	PRITCHARD PO	2005/10/01	PRITCHARD STATION	PRITCHARD	BC	VOE 2P0
101777	DEER LAKE PO	2005/09/12	DEER LAKE MARKET	BURNABY	BC	V5E 2T0
101792	YMIR PO	2005/09/01	HOTEL YMIR	YMIR	BC	VOG 2K0
101778	C4C CURRENCY EXCHANGE LTD.	2005/08/29	C4C CURRENCY EXCHANGE LTD.	VANCOUVER	BC	V6B 1B2
101765	KINGSWAY NIGHT PO	2005/08/26	NOAH'S VARIETY INC.	VANCOUVER	BC	V5V 3E0
101786	LAKE ERROCK PO	2005/08/19	LAKE ERROCK GENERAL STORE	LAKE ERROCK	BC	V0M 1N0
101741	LADNER PO	2005/08/02	PHARMASAVE #246	LADNER	BC	V4K 1W0
101739	BROOKSIDE RESORT	2005/07/11	BROOKSIDE RESORT	VANDERHOOF	BC	V0J 3A0
101632	WAGLISLA PO	2005/07/04	HEILTSUK TRIBAL COUNCIL	WAGLISLA	BC	V0T 1Z0
101718	PENTICTON PLAZA PO	2005/06/24	SHOPPERS DRUG MART #0203	PENTICTON	BC	V2A 5E0
101693	ROCK CREEK PO	2005/06/18	CHRISTIAN VALLEY SERVICES	ROCK CREEK	BC	V0H 1Y0
101702	WILLOWBROOK PO	2005/06/15	FOTO STOP	LANGLEY	BC	V3A 7E0
101722	BIG EDDY MARKET	2005/06/01	BIG EDDY MARKET	REVELSTOKE	BC	V0E 3K0
101652	LOUGHEED MALL PO	2005/05/01	PRINT IMAGES	BURNABY	BC	V3J 1N0
101490	UNIVERCITY PO	2005/04/11	SFU MICROCOMPUTER STORE	BURNABY	BC	V5A 4Y0
101645	MEZIADIN JUNCTION ENTERPRISES	2005/04/01	MEZIADIN JUNCTION ENTERPRISES	STEWART	BC	V0T 1W0
101521	EAST RICHMOND PO	2005/03/23	HAMILTON SHELL	RICHMOND	BC	V6V 1B0
412902	WOODGROVE PO	2005/03/22	SHOPPERS DRUG MART #0281	NANAIMO	BC	V9T 4T0
101569	WEST PENDER STREET PO	2005/02/21	PHARMASAVE #252	VANCOUVER	BC	V6C 1T0
101566	RIVERSIDE PO	2005/02/07	SHOPPERS DRUG MART #2224	SURREY	BC	V3R 1W0
101564	MERRITT DOWNTOWN PO	2005/01/30	PHARMASAVE #154	MERRITT	BC	V1K 1B0
101463	UNIVERSITY OF VICTORIA PO	2005/01/17	PEOPLES PHARMACY ON CAMPUS	VICTORIA	BC	V8P 5C0
101548	JAMES BAY PO	2005/01/17	HOUSE OF VARIETIES	VICTORIA	BC	V8V 2G0
101511	SKOOKUMCHUCK PO	2005/01/01	SKOOKUMCHUCK RESTAURANT	SKOOKUMCHUCK	BC	V0B 2E0
101525	WOSS PO	2005/01/01	WOSS GENERAL STORE LTD.	WOSS	BC	V0N 3P0

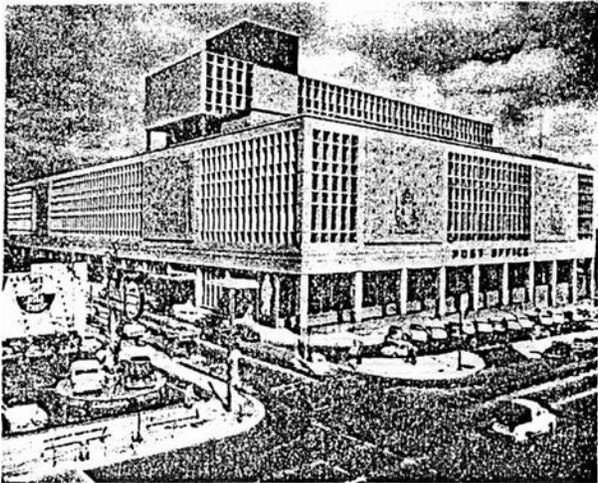
Rc number	Outlet	Address	City	Prov	Pcode	Close
640468	BARKERVILLE PO	GENERAL DELIVERY	BARKERVILLE	BC	V0K 1B0	2005/10/07
101817	SCOTTSDALE MALL PO	7101-A 120TH STREET	DELTA	BC	V4E 2A0	2005/10/05
100290	GUILDFORD	1400 GUILDFORD TOWN CENTRE	SURREY	BC	V3R 1N0	2005/09/30
101532	PRITCHARD PO	4132 TRANSCANADA HIGHWAY EAST	PRITCHARD	BC	VOE 2P0	2005/09/30
388785	EAGLE BAY P.O.	141 WHISTLER DRIVE	KAMLOOPS	BC	V2E 1Y8	2005/09/30
642010	EAGLE CREEK PO	GD	EAGLE CREEK	BC	V0K 1L0	2005/09/09
262390	YMIR P.O.	7104 FIRST AVE	YMIR	BC	VOG 2K0	2005/08/31
100362	GASTOWN PO	#104 - 12 Water Street	VANCOUVER	BC	V6B 1A0	2005/08/26
100298	KINGSWAY KNIGHT	1238 KINGSWAY	VANCOUVER	BC	V5V 3E0	2005/08/25
287547	LAKE ERROCK P.O.	43740 LOUGHEED HWY 7	LAKE ERROCK	BC	V0M 1N0	2005/08/18
657069	LADNER PO	132-4857 ELLIOT ST	DELTA	BC	V4K 1W0	2005/08/01
101773	LAKELSE PO	4635 LAKELSE	TERRACE	BC	V8G 1R0	2005/07/06
650730	WAGLISLA CPS	GD	WAGLISLA	BC	V0T 1Z0	2005/07/03
151483	ROCK CREEK P.O.	4105 HWY 3 - P.O. BOX 209	ROCK CREEK	BC	V0H 1Y0	2005/06/26
347256	PENTICTON PLAZA P.O.	705 - 1301 MAIN ST	PENTICTON	BC	V2A 5E0	2005/06/23
100652	MAPLE DRIVE	2192 MAPLE DRIVE	QUESNEL	BC	V2J 5A0	2005/06/20
654930	WILLOWBROOK P.O.	19705 FRASER HWY UNIT 135	LANGLEY	BC	V3A 7E0	2005/06/14
428728	REVELSTOKE	1888 BIG EDDY RD	REVELSTOKE	BC	V0E 3K0	2005/05/31
416061	LOUGHEED MALL	480 RIVERVIEW CRESCENT	COQUITLAM	BC	V3C 4X9	2005/04/30
646636	SEWELL INLET	GD	SEWELL INLET	BC	V0T 1V0	2005/04/30
382930	NANAIMO SS W C/F	4500 HAMMOND BAY RD	NANAIMO	BC	V9T 5A8	2005/04/17
157376	PO BOX 1562	PO BOX 1562	PORT MCNEILL	BC	V0N 2R0	2005/03/31
101605	SMITHERS PO	3738 3RD AVENUE	SMITHERS	BC	V0J 2N0	2005/02/22
413984	HARBOUR CENTRE PO	555 WEST HASTINGS ST	VANCOUVER	BC	V6B 4P0	2005/02/18
645206	NORTH PINE PO	GD	NORTH PINE	BC	V0C 2A0	2005/02/18
100306	RIVERSIDE	14819 - 108TH AVE	SURREY	BC	V3R 1W0	2005/02/06
100207	MERRITT DOWNTOWN PO	1800 GARCIA ST., QUILCHENA SQUARE	MERRITT	BC	V1K 1B0	2005/01/29
650633	ABBOTSFORD STN CLEARBROOK	31949 S FRASER WAY	CLEARBROOK	BC	V2T 1V0	2005/01/24
386545	JAMES BAY	2 - 455 SIMCOE STREET	VICTORIA	BC	V8V 2G0	2005/01/16
100485	KAMLOOPS	1271 SALISH RD	KAMLOOPS	BC	V2H 1P6	2005/01/15
644250	SKOOKUMCHUK	5005 BRADFORD RD	SKOOKUMCHUCK	BC	V0B 2E0	2005/01/03

MAIN VANCOUVER POST OFFICE

Officially opened – March 14, 1958

MAIN POST OFFICE

VANCOUVER 3, B. C.



WILLIAM BROS. PHOTO

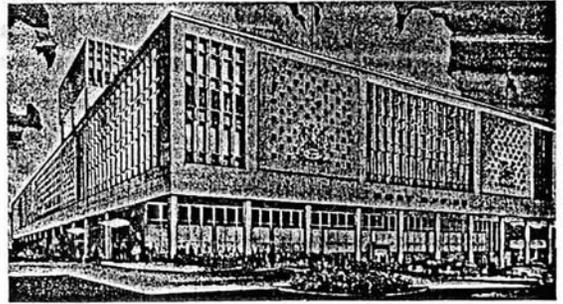
LOCATION:

349 West Georgia Street
Block bounded by Georgia, Homer,
Dunsmuir and Hamilton Streets.

OFFICIALLY OPENED:

March 14, 1958.

Vancouver's Modern Post Office



349 West Georgia Street — Vancouver 3, B.C.
(Block bounded by Georgia, Homer, Dunsmuir
and Hamilton streets.)

Constructed under authority of Federal Department of Public
Works, Chief Architect's Branch, Ottawa, Ont.

Architects —McCarter, Naime and Partners
Vancouver 1, B.C.
General Contractors —Smith Bros. and Wilson Ltd.
Vancouver 2, B.C.
Equipment Contractors —Mathews Conveyor Co. Ltd.
Port Hope, Ont.
Tunnel Contractors —Northern Construction Co. Ltd.
and J. W. Stewart Ltd.
Vancouver 1, B.C.

Postal History . . .

Vancouver, B.C.

First post office established April 1, 1874.
Named Granville, B.C.

Name changed to Vancouver, B.C., in honour of
Capt. George Vancouver on May 1, 1886.

Letter carrier service established January 7, 1895.

Vancouver's Postmasters	Period of Service
Henry Harvey	1/4/1874 - 13/8/1884
Calvert Simpson	8/11/1884 - 25/1/1886
Jonathon Miller	1/5/1886 - 9/9/1908
A. H. MacPherson	9/9/1908 - 31/1/1920
Francis E. Harrison	5/3/1920 - 30/6/1928
Gordon H. Clarke	1/7/1928 - 30/3/1947
C. C. Storey	1/4/1947 - 1/8/1949
James Turner	2/9/1949 - 23/3/1955
W. H. Wilson	24/3/1955 - To date

Postal Revenue — Vancouver, B.C.

1874 \$ 14.75	1924 \$1,107,204.13
1884 148.00	1934 1,338,645.19
1894 27,109.79	1944 6,456,038.54
1904 86,592.16	1957 8,406,236.00
1914 230,632.98	

Page Two THE MAIL BAG May, 1961

TRANSPORTATION

HOW THE MAILS COME AND GO

By RALPH SPICER

The new Vancouver Main Post Office was completed in 1958 at a total cost of approximately \$13,000,000. It comprises a main block of basement and four stories with a three-storey office tower above, and is equipped with the most modern type of automatic machinery designed to speed up the handling of mail. Yet, for all its streamlined devices, its automatic conveyors, parcel sorters, and electronic letter sorters, without transportation this huge beehive of activity would be just so much useless steel, stone, and idle manpower.

Each day of the year the 900-man staff of this building handle, in addition to local collections, over 1,000,000 pieces of mail that has been trucked, re-trucked, entrained, re-trained, shipped, transhipped, flown, and re-flown, from all over the world.

Transportation is the key to the whole complex interlocking machine called postal operations. Without it all local, national, and international postal activities would quickly grind to a halt.

One might say that mail is the life-blood of the postal services, and transportation the veins that carry it.

For example:—

A letter is mailed in Sydney, Australia. It is picked up by an Australian mail courier and delivered to the Sydney Post Office.

From there it is trucked to the Sydney airport and loaded on a jet plane. The plane takes off and lands 34 hours later at the Vancouver Sea Island airport. There it is met by one of the trucks and drivers of the Pony Express, local mail contractor. Within two hours of the plane's arrival the mail is deposited on the receiving floor of the Main Post Office.

It and other mail is immediately sent upstairs by conveyor belt to the fourth floor and then transferred to the City Floor where it is re-sorted and broken down into Vancouver Zones. Final sortation is into letter carrier's walks. First class mail is placed in carriers' pouches and once more trucked by Pony Express to the Postal Stations.

At the Stations it is given a final sortation by letter carriers, blocked out, and tied into bundles. Bundles are placed in small bags and lined up for delivery by Pony Express couriers to the letter carriers' relay boxes on the walks.

On the walk, our Sydney letter is finally extracted and delivered to the addressee by the letter carrier.

Even the letter carrier is a form of transportation. Many of them will tell you that they "work like horses."

Conversely, a letter mailed in a Vancouver street letter box, destined for Sydney, is picked up by one of those fine upstanding eager young men of the Pony Express, deposited in a "blue bag" in the truck, and speedily transported to the second floor unloading bays of the Main Post Office. The blue bag is dropped on a moving conveyor belt and carried to the fourth floor. The bag is then dumped on a sorting table and the mail divided into two groups: Letters for local delivery and letters for delivery outside of the Vancouver area.

Airmail letters for foreign delivery are broken down into "British and Foreign", and "Pacific Foreign." Pacific Foreign is in turn again broken down into the principal cities of the countries in the Pacific region. Letters are bundled, labelled, packed in blue airmail bags, and shot down to the second floor despatching platform.

From the despatching platform they are picked up by Pony Express courier for delivery to outgoing flights at the Sea Island airport.

Eventually, the letter is delivered to the Sydney addressee, who praises, condemns, or grumbles at the 7,000-mile two-day service, according to the particular nature of the individual.

Some idea of the quantity and origin of incoming mail handled by the Vancouver Post Office in an average working day can be gathered from the following estimated breakdown:

Street letter, parcel boxes & sub post offices	325,000 items
Plane	225,000 items
Train	125,000 items
Stations	40,000 items
Ship	10,000 items
Highway Transport and Stage	125,000 items
Public mailing and curbside mail boxes at Main Post Office, and including business firms	125,000 items

A grand total of 975,000 pieces of mail

Public mailing facilities at the Main Post Office consist of inside unloading zones and two curbside "drive-in" mail boxes at the South side of the building.

From the curbside mailing chutes letters drop on horizontal moving belts that carry them along and then drop them into a canvas bucket in the "skip hoist." The bucket is then raised to the fourth floor and the mail dumped onto a moving belt which carries it to the facing-up and cancelling table.

These curbside mailing chutes do not have time cards on them, which prompted a Vancouver lady to ask of a Pony Express courier, "What time are these boxes picked up?"

The B.C. Pony Express Company, local contractor (for the past 48 years) for the transportation and handling of mails, has been and is responsible for all street letter box clearances, parcel post deliveries, clearances from and deliveries to, airports, shipping wharves, and railway stations; delivery of letter carriers bundles to relay boxes,

mobile delivery of business firms and industrial plants, special delivery services, postal stations, and sub post office clearances throughout the Greater Vancouver and the Lower Mainland area.

The Pony Express, under the management of John Hatch and Superintendent Eric Simpson, employs over 100 men operating 90 trucks of varying tonnage. In an average working day these men and trucks clear 1,600 street letter boxes on 45 routes. Twenty-five men and trucks make 118 trips covering over 2,000 miles and collect approximately 4 tons of letters and 15 tons of parcels.

Airport—500 bags. Planes are met 12 times every day by units of the Pony Express. There are 27 incoming flights daily from most parts of the world in addition to flights of less frequent schedules.

Wharves—(10) 500 bags weekly. Approx. 12 tons. Ten ships bringing mail to Vancouver tie up at local wharves every week.

Four Railways bring 1,000 bags of 24 tons of mail. Train arrivals are CPR—two. CNR—two. GNR—two. PGE—one.

Highway Transport—14 trips—30 tons.

Nearly all mail and from CPR trains and steamers is moved into the Post Office via the CPR-Post Office tunnel. This tunnel is approximately 2,400 feet in length, ten feet in height, and is about 35 feet below the street surface. A conveyor system comprising over a mile of heavy belting, under automatic control, conveys this CPR mail directly to the Post Office.

Relay boxes—1,800 boxes, 2,400 bundles, 36 couriers.

Mobile delivery—100 firms—5,000 items.

Special delivery—6 despatches—10 couriers—1,000 miles travelled—950 items.

Postal stations—(17) 100 clearances.

Sub post offices—(115) 350 clearances.

Parcel post—30 couriers—6,000 parcels.

Approximate overall daily mileage for all services provided by the Pony Express Co.—6,000 miles.

Providing these services for the post office would be a comparatively simple matter if mail flowed in an orderly consistent manner throughout the day or even throughout the week. Unfortunately it doesn't move that way. Each service has its unpredictable peaks and lulls.

Because of this mail couriers must be able to drive almost any make or kind of vehicle, from the lowly half-ton to the big dual-wheel double-axle 3-ton jobs. Couriers must have a complete knowledge of almost every area of the city and mentally recognize every box and sub on any route by simply hearing its route number.

They must be instantly adaptable to almost any service whether it be clearing boxes, stations or subs; parcel post, special delivery, or delivering bundles to relay boxes. They must be available at any time of the day or night. The Pony Express is a 363 day a year operation, Christmas and New Year's being the only idle days. In the case of Special Deliveries Pony Express couriers work 365-6 days a year.

Relay boxes require 36 couriers between the hours of 7 and 9:30 a.m. and only 6 couriers for the balance of the day.

Special delivery, because of fog-bound planes, snow, mud or rock slides on railways, or unexpected heavy local mailings, may require 5 couriers or 20 couriers in any one four hour period. Parcel post

varies from requirements for 15 trucks on a quiet day to a high of 40; and this may occur any day of the week at any time of the year.

An avalanche of mail pours into Vancouver's street letter and parcel boxes between 4:30 p.m. and 6:00 p.m. each day.

In fact during this 1½ hour period, as much, if not more mail is posted, than during all the rest of the business day.

The mail collection service has been geared to meet this peak load period and also to cope with the vehicular and pedestrian traffic flow which also reaches its crest during this same 1½ hour period.

Late trains, planes, and ships, all contribute to the perpetual headache.

The objective of the Pony Express is to supply truck-transport for the various postal services wherever and whenever needed. At the same time it is the policy of the company to endeavour to provide a minimum 8-hour day for its employees, with as few interval-breaks and split shifts as is possible.

At times, it takes the acumen of a Solomon and the sleight of hand of a magician to accomplish this. John (Einstein) Hatch, and Eric (Houdini) Simpson, together do a wonderful job of performing this near miracle.

On the post office side, transportation of the mails has grown to such an extent and become so complex that in 1954 it was considered necessary to set up a separate department within the Post Office under the jurisdiction of the Postmaster. First appointee as City Transportation Officer was Mr. S. H. Gear. Present Transportation Officer, with offices in the Main Post Office is Mr. J. B. Taylor. Administrative details are handled by a staff in the Secretarial Branch.

The Transportation Officer is responsible for maintaining the safe and rapid flow of the mails and ensuring that the operation works smoothly, efficiently, and economically.

(And believe me (sob) he does, especially (sob) the latter.)



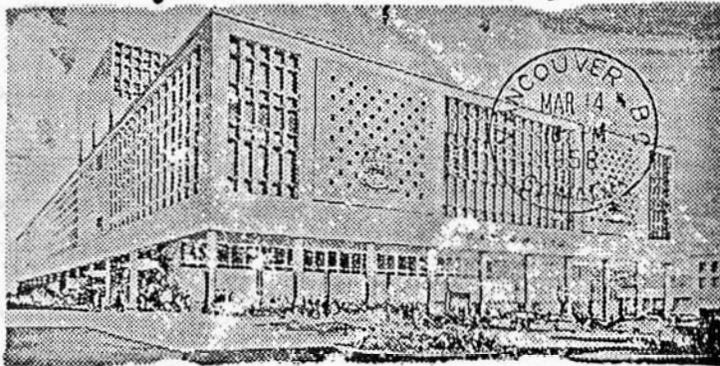
*Souvenir of the
Official Opening*

*of the
New General Post Office Building
at Vancouver, B.C.*

*by
The Honourable Howard Green, C. C., M. P.
Minister of Public Works for Canada*

*and
The Honourable William Hamilton, M. P.
Postmaster General of Canada*

*on
Friday, March 14th, 1958
2:00 p.m.*



OFFICIAL OPENING
VANCOUVER POST OFFICE

MARCH 14, 1958



Bruce Ramsey
3492 W. 40th
Vancouver 13



Canada Post Corporation
Société canadienne
des postes

Important Notice to Customers

Vancouver Station 'A'

November 30, 1988

I would like to take this opportunity to inform you of Canada Post's plans for Vancouver Station 'A' in the Sinclair Centre.

Our lease with Public Works Canada will expire early in 1989 and Canada Post is required to vacate the existing premises. To ensure consistent postal service to our customers, we will be moving our existing operation to a new corporate location within the Sinclair Centre. The new location is on the same level in the northeast corner of the building.

I am pleased to inform you that all services currently offered at Station 'A' - including meter setting and lock box service - will be offered in the new location.

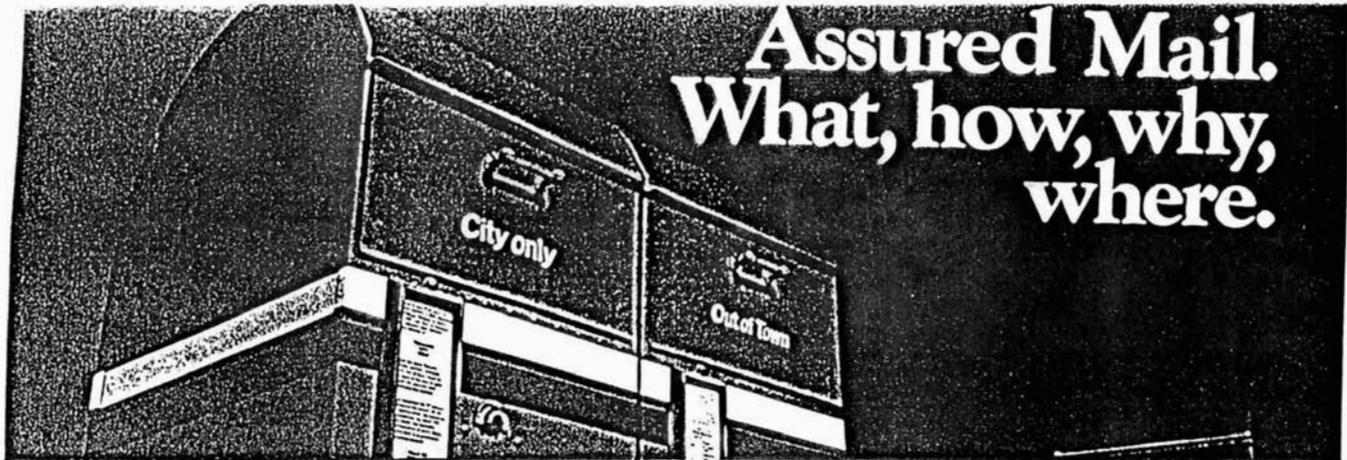
Current addresses and postal codes will be maintained so there will be no need to alter your stationery or notify your correspondents. In addition, I would like to assure lock box customers that their lock box numbers will **not** be changed.

Canada Post will be taking the opportunity afforded by the move to modernize the Sinclair Centre outlet. I would like to emphasize that our customers will not experience any interruption in service. We will also notify you in advance of the exact dates of the move.

If you have any questions or concerns regarding this matter, please call our Customer Service Branch at 684-9466 or Mr. Al Dejong, Zone Manager, at 662-5717.

Yours truly,

Terry Mitchell
Director
City Services



Reliability.

Starting May 10th in Vancouver, the Post Office *assures* next-delivery-day service (not Saturdays, Sundays or Holidays) for first class letters to most major Canadian cities as far as Winnipeg and second-delivery-day service to some major cities beyond Winnipeg, if you mail early in the day. At no extra cost.

Two deadlines: 11:00 a.m. and 3:00 p.m.

Forget the old multiple pick-up times on mail boxes. Now there are two deadlines to meet: 11:00 a.m. and 3:00 p.m.

Before 11:00 a.m. - You can post in any mail box, any day.

First class letters mailed in any Vancouver mail box including North and South Burnaby, Richmond, North and West Vancouver before 11:00 a.m. will be assured next-delivery-day service to:

Calgary	Port Alberni
Chilliwack	Powell River
Delta	Prince George
Edmonton	Regina
Kamloops	Saskatoon
Kelowna	Surrey
Maple Ridge	Vancouver
Nanaimo	Vernon
New Westminster	Victoria
Penticton	Winnipeg

and other major centres in the Lower Mainland and Vancouver Island.

Toronto, Ottawa, Montreal and major centres in Quebec and the Atlantic Provinces are assured *second* delivery day service.

The same service is available

You can rest assured.

up until 12:00 noon if you mail at postal stations (not sub Post Offices, e.g. drug stores). Or at the Main Post Office on Georgia Street before 1:00 p.m.

Between 11:00 a.m. and 3:00 p.m. Striped Boxes only except Sundays and holidays.

First class letters mailed in a striped mail box (found on most major thoroughfares) will be assured of next-delivery-day service to:

Chilliwack	Penticton
Delta	Port Alberni
Kamloops	Surrey
Kelowna	Vancouver
Maple Ridge	Vernon
Nanaimo	Victoria
New Westminster	

and other major centres in the Lower Mainland and Vancouver Island.

Toronto, Ottawa, Montreal and major centres in Quebec and the Atlantic Provinces are assured *second* delivery day service.

The same service is available up until 4:00 p.m. if you mail at postal stations (not sub Post Offices, e.g. drug stores). Or at the Main Post Office on Georgia Street before 5:00 p.m.

Why?

We know that you want to know when your first class letters are going to be delivered. And we know that we can't offer any assurances unless we get our hands on your mail early in the day. There is simply too much mail to be handled at night.

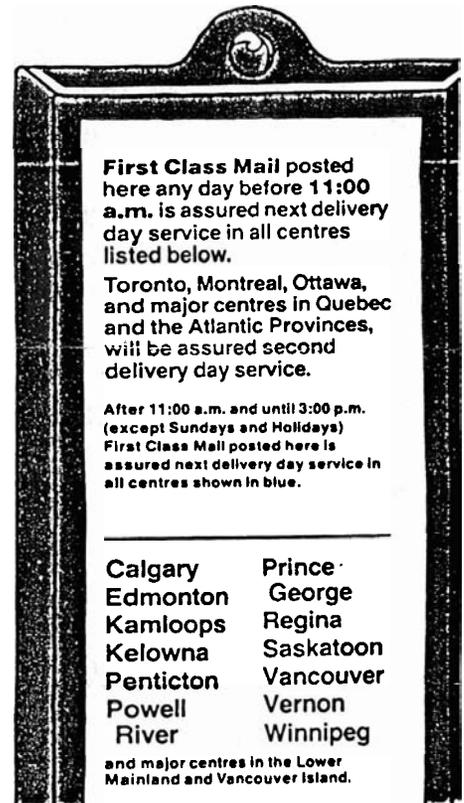
In case you forget, there are special cards on both the red and the striped boxes that will remind you where and when your letters will be delivered.

Where?

The Assured Mail Delivery program started in Toronto City on February 1st and was extended to Calgary, Edmonton and Winnipeg in April and now Vancouver!

The system is being developed constantly and soon Assured Mail will be available from most major cities in Canada.

For further information call: 666-3531.



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.