



BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

Volume 6 - Number 3

WHOLE NUMBER 23

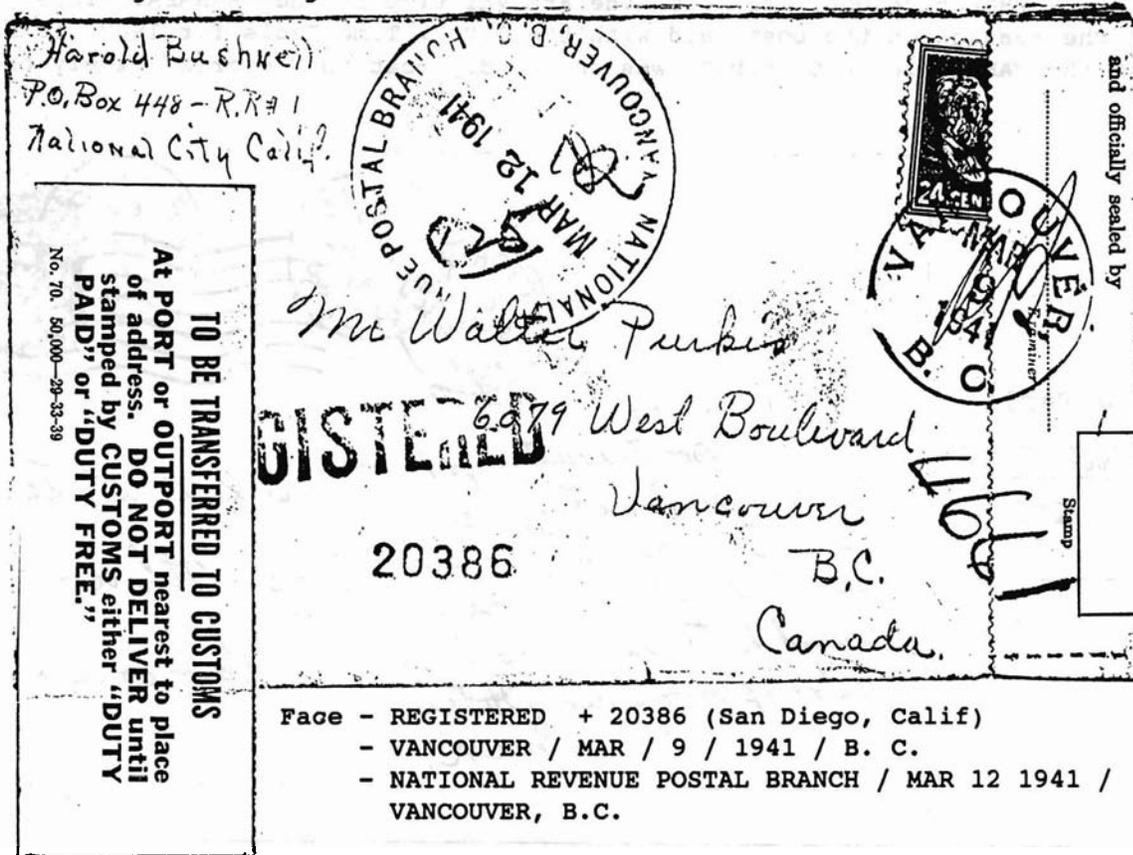
SEPTEMBER 1997

WORLD WAR II - an expanding area of study

There is a saying that the writing of history always takes place 50 years after the event and this seems to be very true in the study of postal history. It is now over 50 years since World War II came to an end and with the exception of the work done by Bill Bailey and the late Rich Toop on military cancellations, very little has been written on the postal history of the war period. Brief studies have been made on topics such as the Foreign Exchange Control Branch, Blackouts, Japanese relocation mail, and Civil Censorship, but much of this information has been widely scattered and is difficult to locate.

Over the next few issues of the News Letter, emphasis will be placed on items from World War II and it is hoped this will stimulate the showing of material from this period of Canadian postal history.

Foreign Exchange Control Branch



Face - REGISTERED + 20386 (San Diego, Calif)
- VANCOUVER / MAR / 9 / 1941 / B. C.
- NATIONAL REVENUE POSTAL BRANCH / MAR 12 1941 / VANCOUVER, B.C.

Back - SAN DIEGO, CALIF. / MAR / 6 / 1941 / REGISTERED
- VANCOUVER / MR 8 / 41 / B.C.
- Registration Branch / MAR 9 1941 / Vancouver, B.C.
- VANCOUVER / MAR / 9 / 1941 / B. C.

VAN & VIC. B.C. R.P.O.

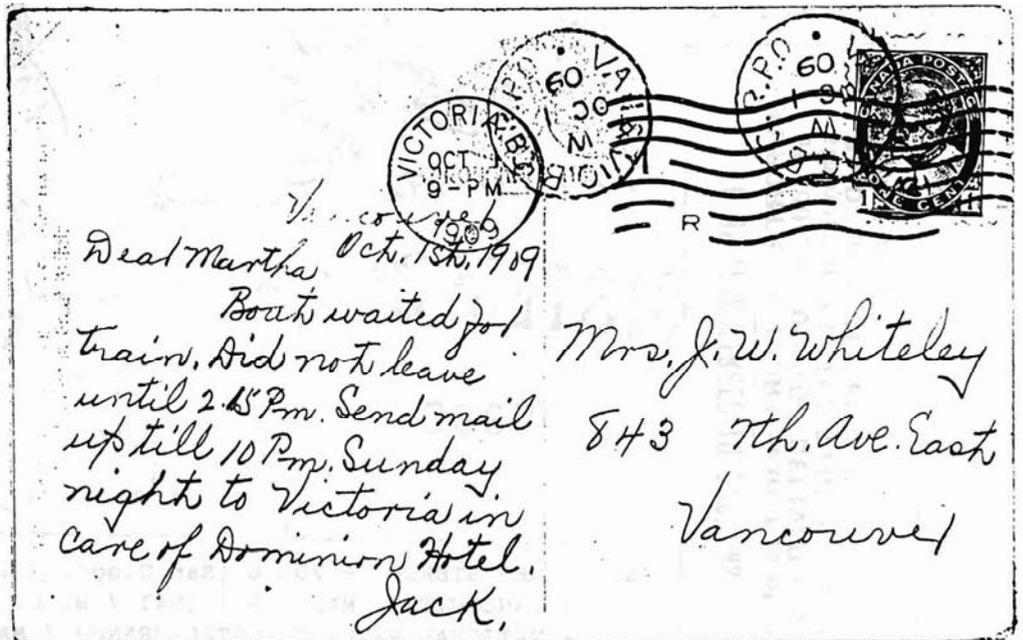
One of the things that is often overlooked by postal historians are the messages on the post cards they so proudly display. This was the case with the post card shown below. It was purchased for the two fairly good strikes of the VAN & VIC. B.C. R.P.O. (Ludlow W-160J), a relatively elusive R.P.O. marking and not for the message which is of much greater significance to the postal historian.

It is well known that an R.P.O. mail clerk was assigned to a Canadian Pacific Railways ship serving the Vancouver to Victoria route and that the mail was only processed on the west trip (Vancouver to Victoria). By far the best known of the ships serving the route was the PRINCESS VICTORIA and it has always been assumed that the R.P.O. was on the midnight sailing of the PRINCESS VICTORIA from Vancouver to Victoria. Both these assumptions are now shown to be incorrect. In 1909, the Triangle Route (Vancouver, Seattle, Victoria) was served by three ships, namely; PRINCESS VICTORIA, PRINCESS CHARLOTTE, and the CHARMER. The midnight (11:00 p.m.) sailing from Vancouver went to Seattle first and the ship did not arrive in Victoria until 1:30 PM the next afternoon.

The ship sailing directly from Vancouver to Victoria was the CHARMER, leaving Vancouver at 1:00 p.m. daily and arriving at Victoria at 7:00 p.m. Although scheduled to leave following the arrival of the C.P.R. train from the east which was due at noon the departure was often delayed because of the late arrival of the train. According to the message on the post card the train was late on October 1, 1909 and the CHARMER did not leave until 2:15 p.m. The card appears to have been mailed on the ship and cancelled by the R.P.O. clerk. It was further cancelled in Victoria at "9-PM" which would fit with the arrival time of the CHARMER. Thus, by combining the message on the post card with the C.P.R. Time Table for 1909, it is clear that the VAN & VIC. B.C. R.P.O. was on the day boat to Victoria, namely the CHARMER.

1909 CPR Time Table

SS. "CHARMER"	
Lv. Vancouver.....	1.00 p. m. daily
Ar. Victoria.....	7.00 p. m. "
Lv. Victoria.....	12.30 a. m. "
Ar Vancouver.....	7.30 a. m. "



FEATURED ON THIS MONTH'S PASS

SIDNEY POST OFFICE 2423 Beacon Avenue Town of Sidney

The Sidney Post Office is an historic landmark long familiar to residents of the Saanich Peninsula as a central location for mail service and the hub of daily activity in downtown Sidney. Before its construction in 1936, however, mail service was moved numerous times, reflecting the rural character and entrepreneurial nature of the area's pioneer history.



In 1891, 500 acres of land originally purchased for \$1 per acre by Sam

Brethour were surveyed and registered as a townsite called Sidney, named after Sidney Island. With the advent of rural mail delivery service, the post office was moved to the new townsite.

In 1914 it was announced that the Dominion government had completed arrangements for the purchase of a federal post office site in Sidney, comprised of the two lots bordering Beacon Avenue and Fourth Street. The site formed the boundary between the original townsite and Chinatown.

Attributing World War I for the delay, the town had to wait 20 years for the building to be constructed. After a great deal of hard work and a cost of \$18,000, the present Sidney Post Office building opened its doors for its first day of service on Friday, December 11, 1936.



Constructed out of red brick with stone facings, the completed federal building represents a modest example of Classical Georgian architecture. In addition to the post office proper, the building was designed with spaces for office use and rural mail delivery quarters.

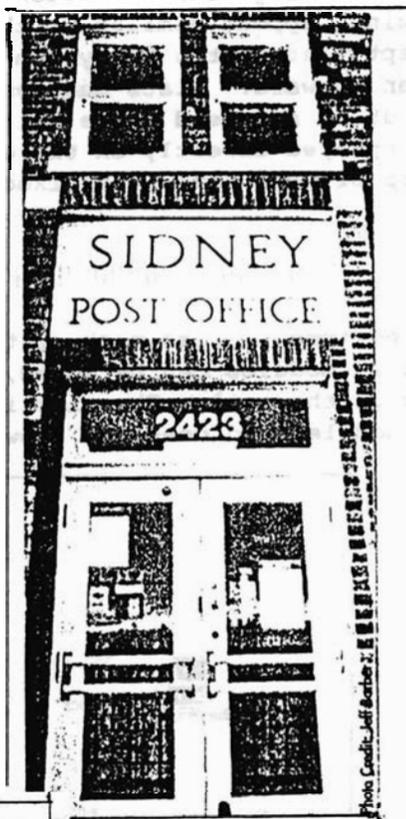
The Sidney Post Office, with its up-to-date equipment and facilities, was a welcome addition to the area.

Townpeople picked up their own mail from the Office, while those living out of town had mail delivered to their mailboxes.

The Post Office has, for the most part, stayed true to its original form, function, and finish, heightening its heritage value in the Town of Sidney. In the 1960s a sympathetic one-story flat-roofed addition was made to the building, in which the contractors took extra care to match the new brick with the old brick. In the late 1970s some

interior renovation work was done. The Sidney Post Office of 1936, continues to serve the Town of Sidney and most rural areas of North Saanich, despite suffering some decentralization when two local postal outlets emerged.

The Sidney Post Office building received Heritage Designation status on August 10, 1992, one of four heritage buildings bearing this status in the town.



FROM:

VICTORIA REGIONAL
TRANSIT SYSTEM NEWS

The Buzzer
Edition 9
October
1996

FLAT SORTING MACHINE (FSM)

Vancouver was one of the last of the Canadian MPPs to have the French manufactured Alcatel Postal Automation System model UM-F289 Flat Sorting Machines introduced. On about June 1, 1997, the first of the three new FSMs came into use and after a month of staff training came on line. The earliest reported marking from the Vancouver FSM is dated June 28, 1997.

The markings consist of 56 black bars 5 mm high forming a strip 63 mm long located 15 mm above the base of the flat. The coding is based on the "4 state bar code" system, that is four different forms of bars are printed: a dot, a bar extending up, a bar extending down and a bar extending both direction. At first the markings appear similar to the US code bars except that in the US system the bars only extend upward. Flats must enter the FSM face up but do not need to be fully faced. Markings are sprayed directly on the envelope or on a strip of tape that is affixed to the envelope.



The equipment, like much of the new post office equipment is modular in design, that is modules can be added, changed or removed without effecting the general flow of the mail. The simplified flow chart, above, shows the general layout of the modules and does not show the equipment as presently set up in Vancouver.

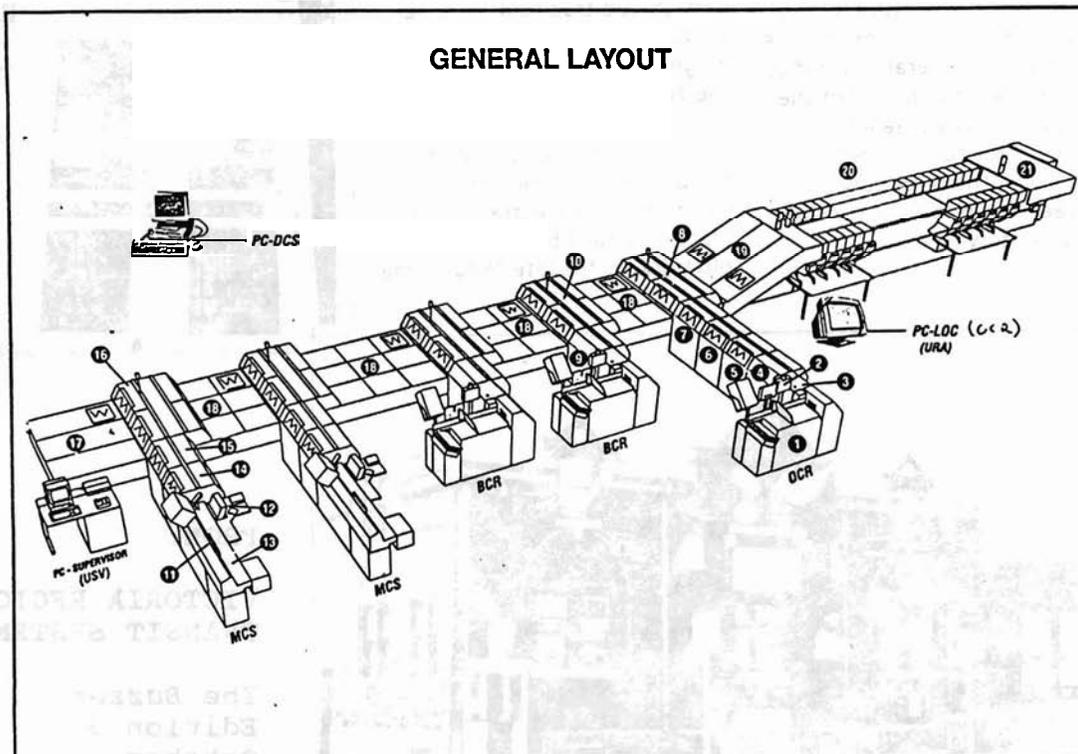
**INDEX FOR FIGURE 1-02 FLAT SORTING MACHINE
USER COURSE F-289**

- 01 = FEEDING BELT
- 02 = CONTROL PANEL
- 03 = DESTACKING / TIPPING MODULE
- 04 = IMAGE ACQUISITION MODULE
- 05 = DELAY MODULE
- 06 = LABELING / PRINTING MODULE
- 07 = BAR CODE VERIFIER MODULE (OPTIONAL)
- 08 = ACCELERATOR / INJECTOR MODULE
- 09 = BAR CODE READING MODULE
- 10 = ACCELERATOR / INJECTOR MODULE
- 11 = STORAGE STACKER
- 12 = CODING STATION AND CONTROL PANEL
- 13 = FEEDING BELT
- 14 = LABELING / PRINTING MODULE
- 15 = BAR CODE VERIFIER MODULE (OPTIONAL)
- 16 = ACCELERATOR / INJECTOR MODULE
- 17 = TENSIONER MODULE
- 18 = INTERFACE MODULE
- 19 = LEVEL CHANGING MODULE
- 20 = SORTING MODULE AND CONTAINERS
- 21 = MOTORIZATION MODULE

UM-F289
Figure 1-02 Index
A. S.



GENERAL LAYOUT



UM-F289
Figure 1-02
A. S.



WHAT'S NEW IN POCONS

The privatization of many postal outlets in Canada has placed the control of the wording appearing on the cancelling equipment in the hands of the local operator. Officially the markings should read RC number, date, Post Office name and Postal Code, there are many exceptions. Markings may contain the name of the business, commemorative slogans, or other information such as clerk name or position. Thanks to Ken Barlow, Doug Murray, Alan Young and many other the following are a collection of some recently seen POCONS.

105090 LEAD HAND - PRINCE RUPERT
(Clerk position - CSC Prince Rupert)

646520 100 YEARS - SECHelt
(100 years of postal service)

..... COURTENAY / BC
(Courtenay North - 170291)

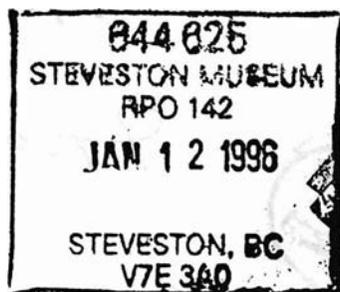
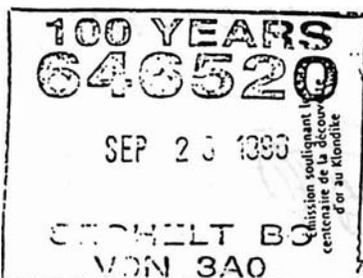
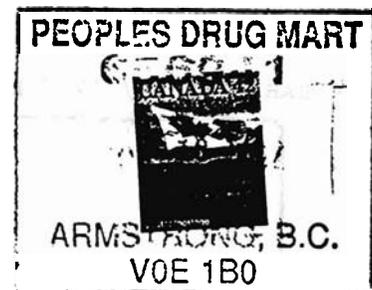
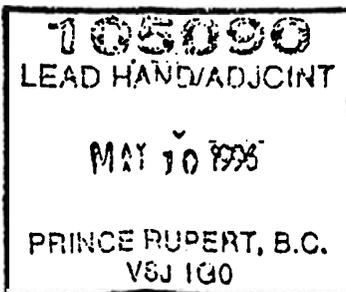
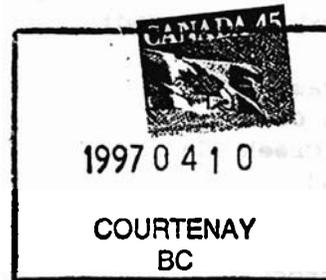
178616 QUALICUM / BC
(GMO 1 - QUALICUM BEACH, BC)

249610 108 MILLE RANCH
(108 Mile Ranch)

644625 STEVESTON MUSEUM
(RPO 142 VANCOUVER, BC)

656941 PEOPLES DRUG MART
(RPO 1 - ARMSTRONG)

654566 JOLLY GIANT
(GMO [ex RPO 1] COMOX)



UNREPORTED - update

See Vol. 6, No. 2, p. 176

Thanks to responses from Tracy Cooper, Andrew Scott Don Abel and others to the "Unreported Post Offices" list published in the last News Letter the following names may be removed:

- Eagle Pass
- English Cove
- Grouse Creek (1)
- Holmwood
- Hydah
- Kennfalls
- Loch Erroch
- Musgraves Landing
- Okanagan
- Punchaw
- Redcliffe Mine
- Whatsham

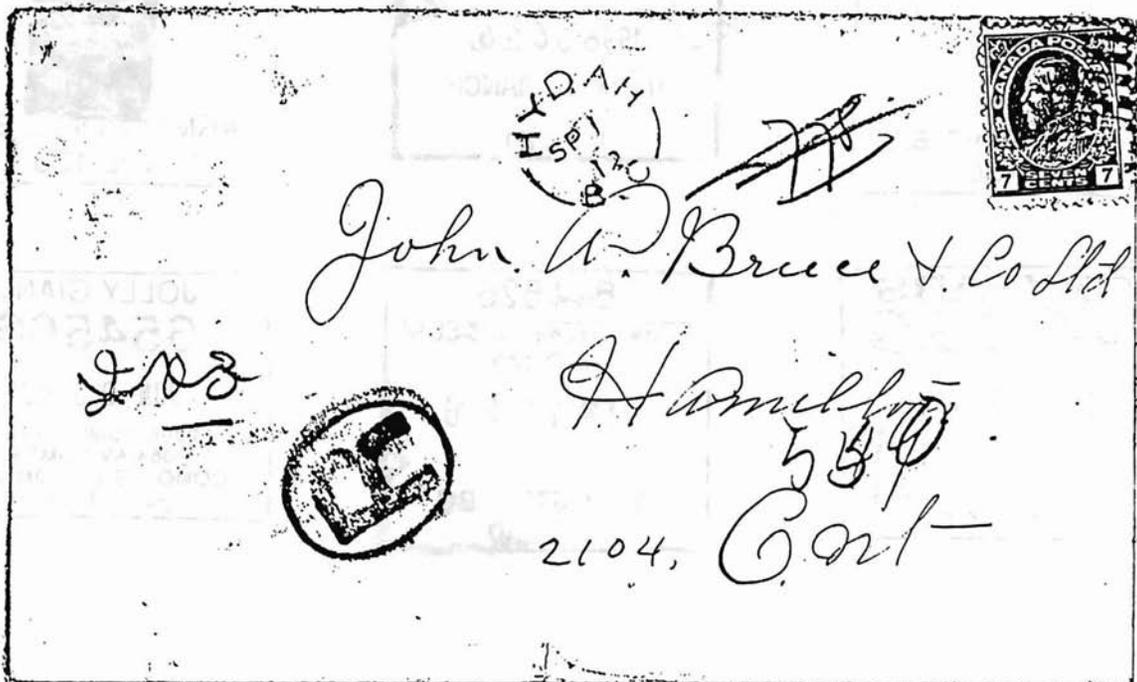
MUSGRAVES LANDING
DE 17 / 23 / B.C.

LADYSMITH - KLUSSENDORF MACHINE

In late June 1988, Ladysmith was issued with a Klussendorf machine Serial Number 02306. The machine was to have come into use about June 20, 1986 but because it was not functioning properly it was not used. The Pitney Bowes machine, which was first introduced in September 1966, continued in use and following the centralizing of mail processing was used on local mail only, as out of town mail was sent to Victoria and/or Vancouver for processing. In the spring of 1995 the Pitney Bowes machines also ceased to function properly and so local mail had to be hand cancelled. This hand cancelling lasted the better part of a year until repairs were made to the Klussendorf machine which came into service in October 1996. Like many other small town machines, the Klussendorf equipment is mainly used to cancel local mail and as a result is rarely seen on mail outside Ladysmith.



HYDAH / SP 1 / 12 / B. C.



FOREIGN EXCHANGE CONTROL BRANCH

Chris Miller of the British Civil Censorship Study Group has written regarding the operations of the Canadian Foreign Exchange Control Board. Jeff Switt in the 1995 Jul-Aug *Topics* No. 3, p. 44-51 outlines in general terms the operation of the Board. There is much confusion as to the function of the Board and of its actual operations. The FECB appears to have been established by Order in Council on September 15, 1939, with its office in the Bank of Canada Building, Ottawa. By December, Branch Offices had been established in Vancouver, Toronto, Montreal, and, according to one source, Windsor. The Vancouver Branch was located in the Bank of Canada Building and the officer in charge was Douglas Dewar. By February 1940 special sealing tapes had been provided and 21 local offices were established, including Victoria.

The rules governing the export of goods and currency were very complex and in a constant state of flux. In general all goods having a value of over \$25 must be approved for export and this included cash and other securities that might pass through the mails. The FECB and the Civil Censors worked closely together and mail was often transferred between the two groups. As a result the FECB issued its own markings which should not be confused with those of the Civil Censors. In many countries this was not the case.

At the same time as the branch offices were being established, authority was also granted to banks, money traders and others regularly involved in foreign exchange transactions to "pass" or "authorize" the export of foreign exchange. In addition to the FECB labels, rubber stamps were also produced for the FECB examiners and at the same time the banks and, other institutions authorized to approve export, produced suitable rubber stamps to mark approved mail.

This month's "Response Form" is dedicated to the study of the foreign exchange markings used in British Columbia. These can be divided into three groups:

1. those issued to FECB examiners by the FECB,
2. those produced by banks and other financial institutions,
3. Those originating from other sources.

EXPORT CONTROL FORMS

40-2-15

I-B. - 20,000 Sheets - 15-2-40

40-7-18

I-B. - 20,000 Sheets - 18-7-40

40-10-4

I-B. - 25,000 Sheets - 4-10-40

41-4-3

I-B. - 50,000 Sheets - 3-4-41

41-7-18

I-B. - 80,000 Sheets - 18-7-41

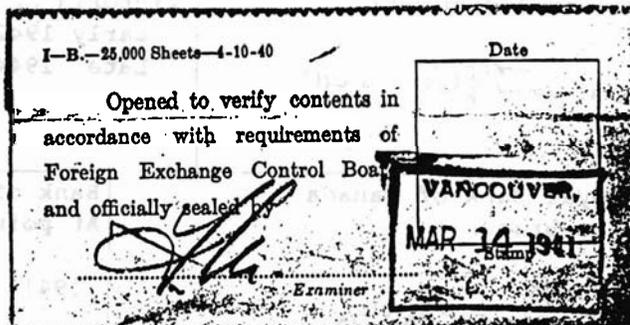
42-2-18

I-B. - 125,000 Sheets - 18-2-42

43-8-4

I-B. - 100,000 Sheets - 4-8-43

I - 5-11 I.B. 100,000 Sheets



-5-44

FOREIGN EXCHANGE CONTROL BRANCH - MARKINGS

NATIONAL REVENUE POSTAL BRANCH
VANCOUVER, B.C.

d = 34 mm

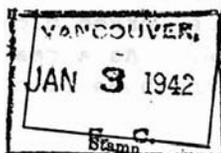
Early 1941 03 12
Late



VANCOUVER, / B.C.

28x18 mm (B.C. 9)

Early 1941 03 14
Late 1943 09 01



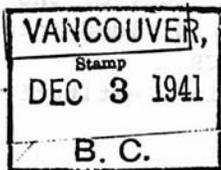
28x18 mm (B.C. 7)

Early 1941 09 11
Late 1943 07 31



27x21 mm

Early 1941 04 10
Late 1941 12 06



VANCOUVER, / B. C.

d = 29 mm

Early 1941 03 09
Late 1941 12 02



VICTORIA / . CANADA .

CDS 23 mm

Early 1942 10 19
Late



Black out (Victoria)

cds 23 mm

Early 1943 10 12
Late 1944 11 30



PASSED FOR EXPORT

single line 41 mm

Vancouver 1940 05 17

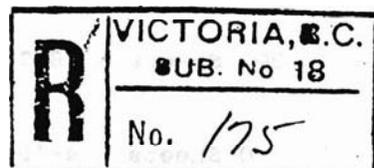
PASSED FOR EXPORT

Passed for Export

single line 67 mm

Victoria Sub No, 18
Early 1942 10 09
Late 1944 11 29

Passed for Export *es*



The Royal Bank of Canada
Marpole Branch

1942 06 26

THE ROYAL BANK OF CANADA
AT POINT OF MAILING
11 Marpole Branch,
1305 West Marine Drive,
1400 Vancouver, B. C.

Authorized for Export by
FOREIGN EXCHANGE CONTROL BOARD
e Acct.

Bank of Montreal
At point of mailing (Vancouver)

1941 08 19

AUTHORIZED TO EXPORT BY
FOREIGN EXCHANGE CONTROL BOARD
BANK OF MONTREAL
INITIALS

FOREIGN EXCHANGE CONTROL BRANCH

On page 184 are copies of the FECB cancelation found in the British Columbia section of the editors collection. There must be many more markings that were used by the FECB or the other institutions that were authorized to approve mail for export. To date it appears that no attempt has been made to record these markings or to list their period of use.

Please provide, below, the details of FECB covers, to or from British Columbia, in your collection.

If possible xerox copies would be appreciated.

Point of origin	date	FECB marking	date
-----------------	------	--------------	------

Note - Respond only if you have FECB markings.

Name	Forms should be sent to -
Address	Bill Topping
.....	7430 Angus Drive
.....	Vancouver, B.C.
.....	V6P 5K2 CANADA

From the -

"Brief History of Activities of the Vancouver Postal Censorship Station 1939 - 1945"

submitted to Mr. A. Gagon, Chief Postal Censor, Ottawa
by G.H. Clark, District Director of Postal Service, Vancouver

dated September 11, 1945

F.E.C.B. exam-
ination
February 1940

In December 1939 intimation was given of an examination of mail to be undertaken on behalf of the Foreign Exchange Control Board. This examination was instituted in February 1940. It was strictly apart from the regular censorship and applied to correspondence passing between Canada and non-censorable countries. Examiners' labels for this inspection were distinctive from those of Postal Censorship, the term "Censorship" being omitted from the text thereon which read, "Opened to verify contents in accordance with requirements of the F.E.C.B. and officially sealed by -----Examiner." However, to round out Foreign Exchange Control, Postal Censor examiners were instructed to watch the international mails to and from censorable countries for infractions of F.E.C.B. regulations and for information as to holdings in other countries by residents in Canada. With variations in the volume of mail treated and in the number of staff engaged this F.E.C.B. examination continued until the end of the war in the Pacific.

from the -

"CANADA OFFICIAL POSTAL GUIDE - MAY 1940"

(7) Stamps should not be Cancelled "to Order" for Philatelists.—It has come to the notice of the Department that in certain cases Postmasters and their assistants have been cancelling postage stamps at the request of philatelists in an irregular manner. For example, in one case an applicant handed in self-addressed covers prepaid with blocks of four stamps issued in 1897 and requested that these be post-marked specially and handed back to him immediately. The desired postmarking was carried out, but the date was omitted from the postmark and the covers were immediately handed back to the applicant through the wicket.

Any such procedure is highly irregular and cannot be permitted. The only way in which philatelists or other interested persons can obtain official cancellations on stamps in their possession is by using the stamps for postage in the ordinary way and submitting the relative pieces of mail matter for transmission through the mails in the regular manner.

The Department will be obliged to take serious notice of any departures from the above rule.