



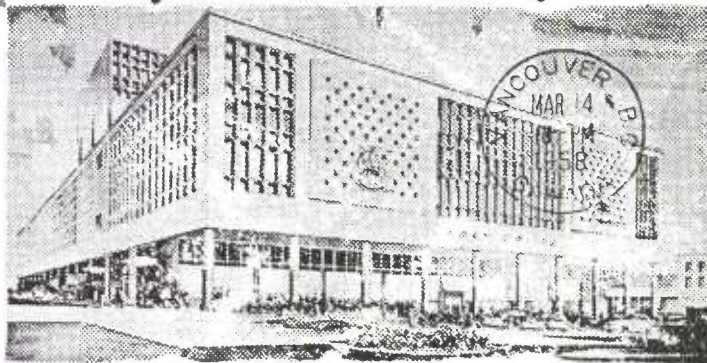
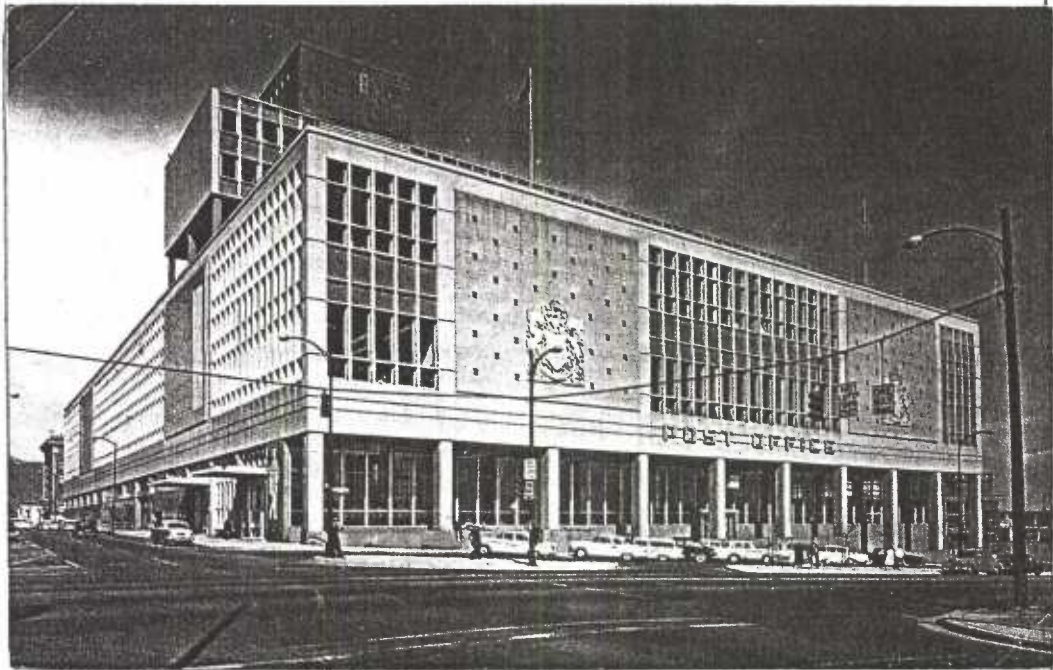
BRITISH COLUMBIA
POSTAL HISTORY
RESEARCH GROUP

Volume 21 Number 2

Whole number 82

July 2012

The official opening of the new Vancouver Post Office
349 West Georgia Street on March 14, 1958.



OFFICIAL OPENING
VANCOUVER POST OFFICE

MARCH 14, 1958

Bruce Ramsey
3492 W. 40th
Vancouver 13

Canada Post plant hangs in limbo

Laura Rodgers
Contributing writer

The future is uncertain for almost 2,000 postal workers based at Canada Post's huge mail-sorting plant in downtown Vancouver. Just over a year after announcing more than half of them would move to a new plant in Richmond, Canada Post may be changing its mind.

The Crown corporation's Vancouver plant has operated out of 349 W. Georgia St. since 1958. But a year after announcing they'd move the operations to a sprawling 700,000-square-foot facility to be built at the Vancouver International Airport, they've also purchased a \$12.7-million, city-block-size property at 333 Woodland Dr. near Hastings Street. And while the fate of the downtown location's workers remains unclear, a similar project recently completed in Winnipeg brought job losses and increased injuries for postal workers, according to the Canadian Union of Postal Workers (CUPW).

Canada Post spokesperson John Caines told the *Courier* that 660 of the downtown jobs would be shipped to the new YVR facility as soon as it is completed in 2014, a decrease from the 1,200 that were slated to move there as of last May.

In a subsequent phone call to clarify numbers, spokesperson Anick Losier wavered, saying she couldn't confirm any job details yet.

Robert Mulvin, president of CUPW's Vancouver local, speculates that those currently working stationary jobs at the plant will be shipped south to Sea Island, while letter carriers working Vancouver routes may start their days at a new depot to go in at the Woodland property.

Regardless of where the jobs go, CUPW expects there will be fewer of them within the next few years. After Canada Post's modernization initiative was implemented in Winnipeg, roughly 100 of the city's 550 stationary mail-sorting jobs were lost. The

city has also lost 50 permanent positions for letter carriers.

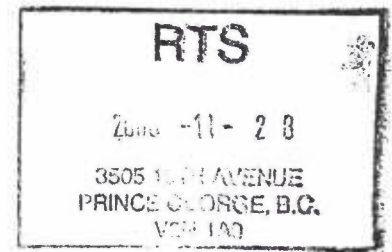
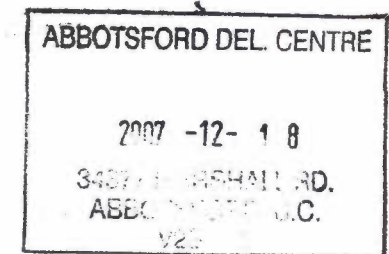
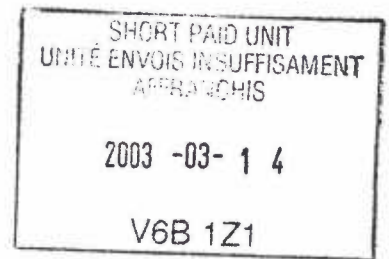
CUPW says that a similar situation is likely to occur in Vancouver. "It will result in fewer jobs," said Mulvin. "There'll be fewer people in the building, and there'll be fewer people delivering the mail." No layoffs occurred in Winnipeg, and the workforce reduction happened because workers retiring or leaving jobs voluntarily weren't replaced; Canada Post insists this will also be the case for Vancouver.

The modernization plan, costing \$2 billion across Canada, will see 40-year-old equipment replaced with newer, faster machinery. Rather than sorting their mail by hand, letter carriers will rely on a "multiline optical character reader" to sort out mail for them, and carriers will spend more of their time on the road as a result. Canada Post says that moving some of the downtown Vancouver facilities into a large, single-storey facility will streamline operations. They also insist that moving processing next to the airport will ensure a competitive edge in reaching the Asia-Pacific market.

Job losses weren't the only concern for workers in Winnipeg. "We've seen a massive increase in the injury rates," said Ben Zorn, president of the Winnipeg local for CUPW. Canada Post's Losier said the overall injury rate hasn't increased in recent years, but she was unable to offer detailed or location-specific information that could compare rates between the new and old systems.

Coun. Geoff Meggs hopes that Canada Post will keep as many of the jobs within Vancouver as possible. "If there's a new arrangement that would see some of the jobs remain here, I would think that'd be a good thing," said Meggs. "To the largest degree possible, I think jobs should be located close to where people live, and we should try to keep employment in Vancouver."

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The Vancouver Courier – Friday June 15, 2012

When the Vancouver Mail Processing Plant opened on March 14, 1958 it was considered to be state of the art and included a tunnel under Granville Street connecting it to the Railway Mail Service at the C.P.R. Depot and a helicopter landing area on the roof to connect it to the Vancouver Airport. Neither of these saw regular service as the movement of mail by Railway Mail Car soon ended and the cost of moving mail by helicopter was unreasonable for the minimal increase in speed of delivery. In August 1975 the plant was upgraded with the introduction of the Toshiba Culler-Facer Cancelling equipment and the computerized ITT Optical Character Reader which allowed mail to be sorted at the rate of 2,000 letters per hour. The equipment was upgraded and new equipment introduced so that the present machine sorting rate of close to nine letters per second. The present processing equipment was introduced in 1985.

RELOCATION OF VANCOUVER MAIL PROCESSING PLANT

In the June 15 issue of *The Vancouver Courier* the plans for upgrading the Vancouver Main Post Office are discussed and as the article states "the plant hangs in limbo". Starting in 2010 Canada Post introduced plans to upgrade and modernize all 18 Mail Processing Plants in Canada with the new Winnipeg plan being the first brought on line. Plans now call for all plants to be upgraded by 2014' This includes the possible relocation of the Vancouver Mail Processing Plant although the plans are still in very much in limbo. A number of different options have been suggested including the retention of the present sight and convert the lower levels to a mall and retain postal facilities on the upper floors. At the same time suggestions have been made to sell the building for conversion to office space. The major problem with conversion of the building is what to do with the two story second floor truck unloading dock.

The *Courier* omits a number of key considerations. The present plant is located on prime business property and should sell for many millions of dollars but because of the design of the building the cost of demolition is greater than the value of the land. At the same time a large part of the mail processed by the plant originates or is delivered to the down town core, unlike most of the other plants that deal mainly with pass through mail.

Another suggestion is that the Richmond Airport site at 5000 Miller Road be expanded and converted into a full state of the art Mail Processing Plant. What the *Courier* fails to mention is that there is already a major Parcel Processing Plant located on Number 6 Road in Richmond and that the Parcel Processing Plant is fully computerized and is capable of dealing with 36 trucks at a time. Consideration has been given to expanding the facility to process letter mail. Consideration has been also been given to possible sites in Surrey and Coquitlam

To the best of my knowledge the site at 333 Woodland Drive was purchased some years ago to be developed as a Letter Carrier Depot similar to Station "S" located on Barnard Avenue at the south end of Granville Street. He new depot would replace a number of smaller inefficient depots located on the north side of the city.

The discussion of the number of employees required following upgrading in part depends of mail volume. The Vancouver plant is one of the most efficient in Canada and if mail volume stays steady the number of employees will remain constant. On the other hand many of the other plants have old outdated equipment that was installed after being withdrawn form other facilities and the introduction of state of the art equipment to these smaller plants may result in the decrease of number of mail processors require in the upgraded facilities.

To the best of my knowledge, as the *Courier* item states the matter of the upgrading of the Vancouver Post Office is still in limbo. .

POST OFFICE TRANSACTIONS

UP TO THE

1st October, 1941

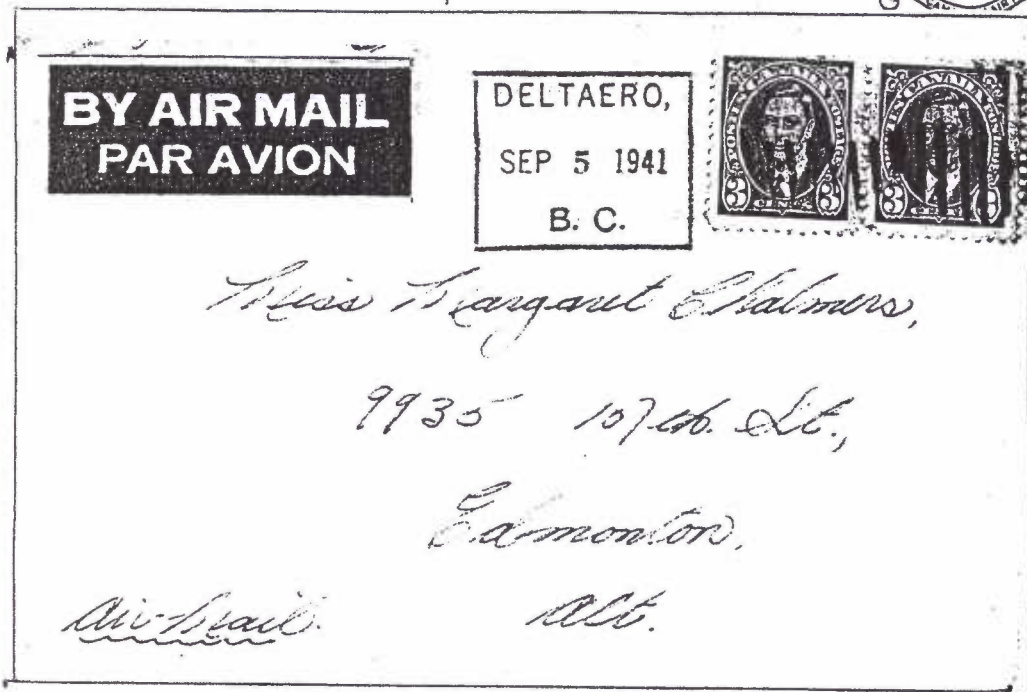
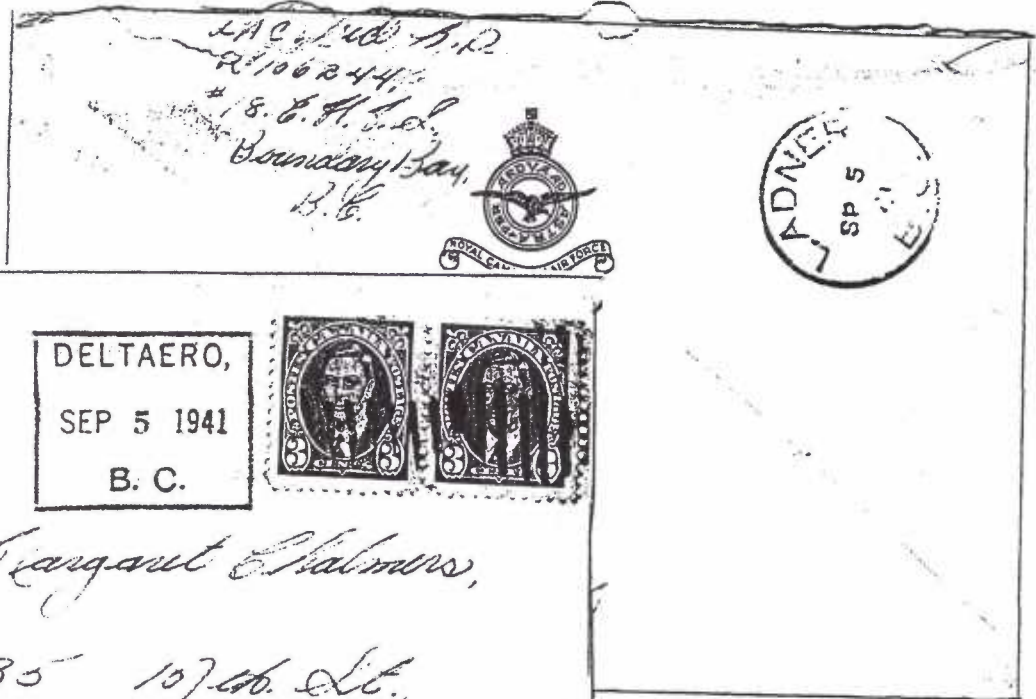
LIST OF OFFICES OPENED

OFFICE NUMBER	POST OFFICE	POSTAL DISTRICT	TOWNSHIP OR PARISH	ELECTORAL DISTRICT	PROVINCE	POSTMASTER
9184	Deltaero..... (23rd August).	V.....		New Westminster	B.C.....	L. J. Martin.
80056	Indianola Beach (Summer Office) (21st August).	T.....	North Gwillimbury	York North.....	Ont.....	W. E. Purdy.
99177	Vancouver—Sub No. 56— (11th August).	V.....	2611 West 16th Ave.	Vancouver-Burrard.	B.C.....	David Dick.

DELTAERO -

23 August 1941 - 30 April 1942

DELTAERO was located on the Royal Canadian Air Force Station Boundary Bay at what is now the Delta Airport and was open less than a year and up till now was unreported. Jim Miller reports a recent discovery of the MOTO stamped in green.



POST OFFICE TRANSACTIONS

UP TO THE

1st JULY, 1942

OFFICES CLOSED

Post Office	Electoral District	Date of Closing
Cann.....	Chapleau, P.Q.....	1st May.
Deltaero.....	New Westminster, B.C.....	30th April.
Eatonville.....	Cumberland, N.S.....	10th April.
Island Falls Junction.....	Cochrane, Ont.....	22nd June.
Malob.....	Medicine Hat, Alta.....	21st April.
Picard.....	Kamouraska, P.Q.....	2nd June

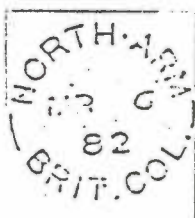
NORTH ARM

Established 1882 01 01
 First Postmaster John W. Sexsmith
 Location Sexsmith farm, Lulu Island
 Moved to Eburne 1892 10 01

NORTH ARM Post Office was established January 1, 1882 and was the first post office located on the North Arm of the Fraser River. The office was located in the home of John W. Sexsmith, the first postmaster, who built a small wharf and store on the North Arm of the Fraser River, half a mile east of the confluence with the Middle Arm. He moved the NORTH ARM Post Office to his store and Using a small boat, the "Alice", provided weekly a mail service to New Westminster.

Postmasters - NORTH ARM, B.C.

John W. Sexsmith	1882 08 01	1885 04 03
John Vermillyea	1885 07 04	1885 10 01
William Harry Eburne	1885 10 01	1892 10 01



PROOF STRIKE
 MR 6 / 82
 xerox copy

ONLY KNOWN
 MR 21 / 92
 xerox copy

Canada Gazette, January 1, 1882, p. 1087

THE FOLLOWING NEW POST OFFICES WERE ESTABLISHED IN CANADA
 ON THE 1st JANUARY, 1882.

NAME OF POST OFFICE.	TOWNSHIP OR PARISH.	ELECTORAL COUNTY.	POSTMASTER.
Channay.....	Woburn.....	Beauce.....Q.	Eugène Desjardis.
Gagnon.....	.....	Victoria.....N.S.	Jean P. Gagnon.
Marney.....	Sec. 2, Tp. 16, R. 22 W.....	Marquette.....M.	Peter Butchart.
Neepawa.....	" 33, " 14, " 15 ".....	Marquette.....M.	J. J. Hamilton.
Norquay.....	" 17, " 6, " 10 ".....	Marquette.....M.	T. H. Pentland.
North Arm.....	.....	New Westminster.....B.C.	John W. Sexsmith.
Point Aconi.....	.....	Cape Breton.....N.S.	Donald J. Walker.
Reids Mills.....	Mountain.....	Dundas.....O.	W. Reid.
South Clones.....	.....	Queens.....N.B.	Johnston Cooper.
South Knowlesville.....	.....	Carleton.....N.B.	Jacob Spinney.
Sta. Trinité.....	De Sales.....	Charlevoix.....Q.	Pierre Tremblay.
Trafford.....	Sheffield.....	Addington.....O.	Michael Whelan.
Toys Hill.....	Matilda.....	Dundas.....O.	J. Toy.
Ursa.....	Glamorgan.....	Peterborough, E.R.....O.	Stephen Kettle.
Weedon Centre.....	Weedon.....	Wolfe.....Q.	Simon Fontaine.
West Advocate.....	.....	Cumberland.....N.S.	Judson Reid.

NORTH ARM

LETTER BILL

CLINTON to
 ASHCROFT
 STATION
 JY 6 / 88

LETTER BILL.

Stamp of Despatching Office. Stamp of Receiving Office.

From _____
 For Ashcroft
 Date _____ 188

(Circular stamps: CLINTON B.C. COL. and ASHCROFT STATION B.C.)

1 Postage on Unpaid Matter addressed to Office for which this Mail is intended.*			2 Claim for Unpaid Postage charged against this office on matter herewith forwarded.		3 Number of Registered Letters and Parcels.
Statement of sending Postmaster.	\$	cts.	\$	cts.	
Statement of receiving Postmaster.					

* Unpaid matter addressed to other offices must not be included in this column.

ADDRESSES OF REGISTERED LETTERS AND PARCELS.

No.	NAME.	PLACE
453	C. J. Sweet	North Arm
4	C. G. Meyer	New West
5	W. J. Walker	do
6	C. Kramin	do
457	Carlson & Kellie	do



No. 453
 J.C. Sweet
 North Arm

To be continued, if necessary on the back of this Bill, the word "OVER" being written here.

(Signature) P. M. Despatching.
(Signature) P. M. Receiving.

N.B.—This Bill should invariably be stamped with the dated stamp of both the despatching and receiving office and initialed at foot by the persons actually making up and opening the mails.

EBURNE

RICHMOND MUNICIPALITY

Formerly NORTH ARM

Changed to EBURNE October 1, 1892

Hammer proofed September 12, 92

Closed March 31, 1947

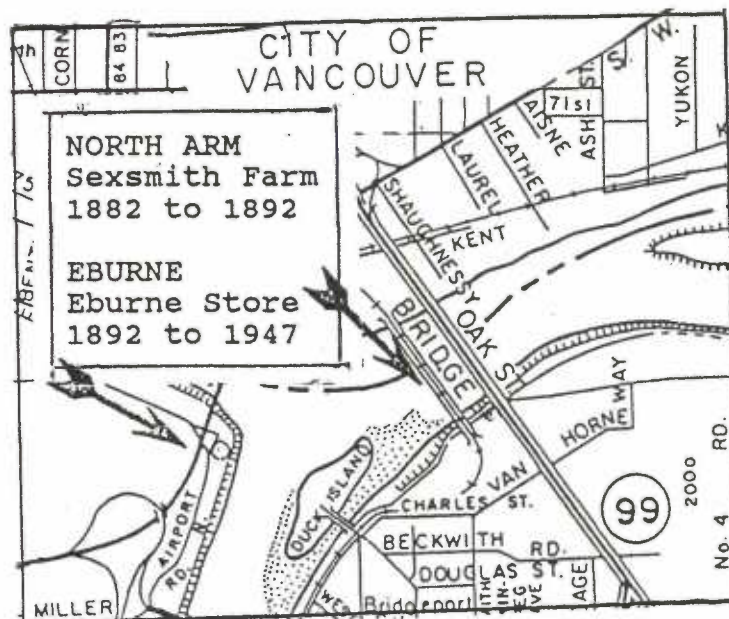
William Harry Eburne had come to Richmond, at the age of 20, with his foster parents Charles Cridland. He became a clerk in the J.C. Sexsmith store at North Arm and became postmaster after John Vermillyea left in October 1885. He move the store to Sea Island and after the completion of the Marpole-Sea Island Bridge in 1891 had the name of the office changed to EBURNE. The change being authorized under Postal Order number 496, dated 29 August 1892, to be effective 1 October 1, 1892. (William) Harry Eburne died in 1924.

The store Eburne was taken over by Jacob Grauer who had served as postmaster since 1908. Later his son Rudy (Rudolph Martin) Grauer became owner and operated the store and post office until the office closed in May 1947

Postmasters - EBURNE, B.C.

William Harry Eburne	1892 10 01	1894 07 26
S. Churchill	1894 10 01	1903 08 31
James P. Dill	1903 10 01	1904 07 13
Sidney Bell	1904 08 01	1908 08 19
Jacob Grauer	1908 10 01	1936 03 31
John William McGinnes (Act)	1936 04 01	-
Rudolph Martin Grauer (Act)	1936 04 16	-
John William McGinnes	1937 10 15	1947 03 31

Location of NORTH ARM and EBURNE



EBURNE

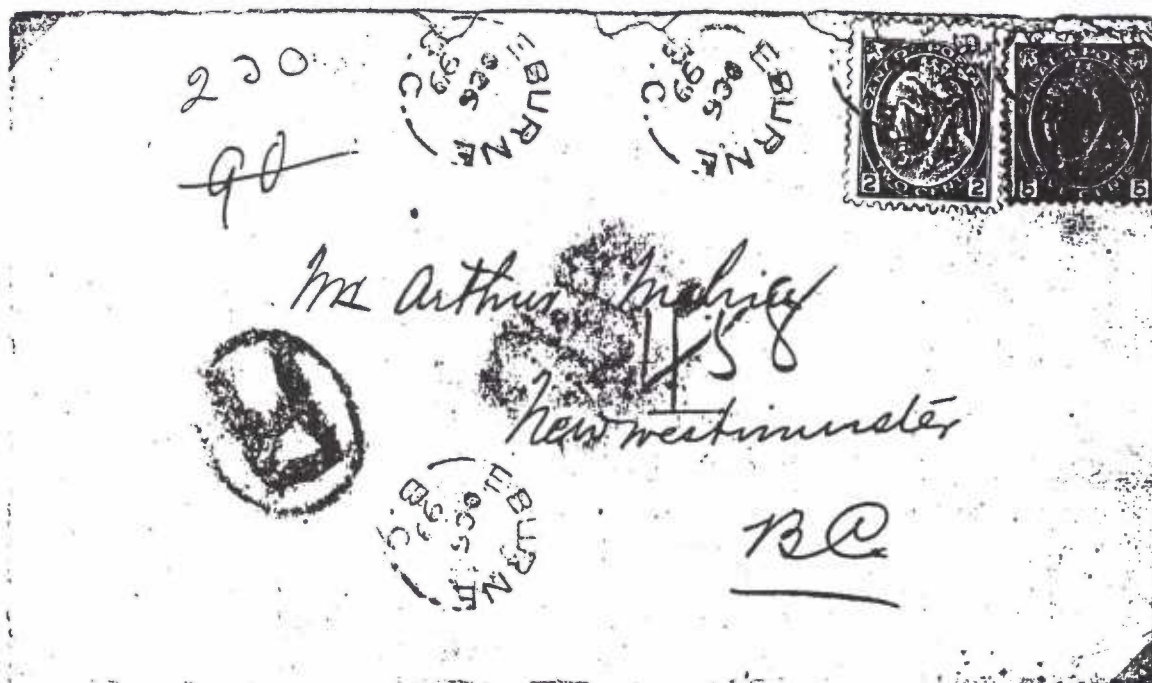
Formerly	NORTH ARM
Authorized PMG 496	1892 08 29
Hammer proof	1911 02 02
Effective	1992 10 01
First postmaster	William H. Eburne
Location	Eburne Store - Sea Island
Temporary close	1914 04 07
Re-open	1914 04 23
Final closing	1947 03 31



(R) in oval
National Issue
1886 to 1920's

Registered letter from Eburne to New Westmeinter, B.C.
via Vancouver

Face - EBURNE / OC 6 / 99 / B.C.



Back - EBURNE / OC 6 / 99 / B.C.
- VANCOUVER / OC 6 / 99 / B.C.
- NEW WESTMINSTER / OC 7 / 99 / B.C

Registered letters were assigned new numbers each time they were transferred to a new mail clerk, the numbers on the cover were applied as follows -

90 Eburne - 200 Vancouver - 458 New Westminister

Eburne Post Office C/ 1894 - 1903
Churchill & McKay General Store
On Sea Island between bridges
Courtesy D.S. Gordon



Mr. Thompson Dan McKay Sam Churchill
Bride Tender

EBURNE - RURAL ROUTES 1 AND 2

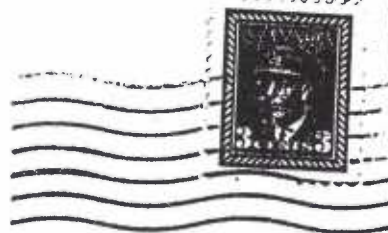
EBURNE R.R. 1 - May 1, 1945

EBURNE R.R. 2 - August 13, 1946

R.M. Grauer - Postmaster - April 11, 1944

BOARD OF SCHOOL TRUSTEES
RICHMOND MUNICIPALITY

B. D. BODEN, SECRETARY
R. R. 1, EBURNE, B. C.



L.W. Campbell
305-Cambie Street
Vancouver
B. C.

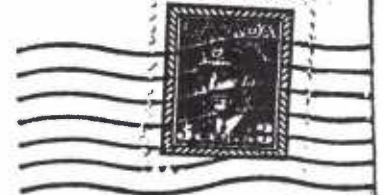
THE DELTA GLUCOSE REFINERY LTD.

PHONE STEVESTON 73T
R.R. 2 EBURNE, B.C.



Gordon & Belyea Ltd.
101 Powell Street
Vancouver, B.C.

R. M. GRAUER
General Merchant and Butcher
EBURNE, B.C.



Gault Bros. Ltd.
361 Water St.
City