HANOVER
in the heart of Saugeen Country

*by **James E. Kraemer,** F.R.P.S.C.*   [REF. 151]

The Mayor of Hanover says that the town of Hanover is described as "beautiful, progressive, dynamic and friendly." All who have visited Hanover will agree.

The town is located in the heart of Saugeen country at the junction of Grey County roads #10 and #4. It is a part of a rural incorporated area of over 30,000 population known as Saugeen City named after the picturesque Saugeen River. The Indians named the river and the settlement at its mouth "Saugeenig", meaning "the entrance or mouth of a river." (The village of Saugeen at the mouth of the Saugeen River later changed its name to Southampton.)

At one time Hanover was known as, *The Furniture Centre of Canada*. Today it is best described as an industrious centre in a rural setting. The community's rolling landscape contains some of Ontario's best agricultural land. Minutes away is Allan Park where Telesat Canada operates one of its largest satellite telecommunications stations.

Hanover is linked by a network of highways and is only 185 km (115 miles) from Toronto's International Pearson Airport. Incorporated as a town on December 26, 1904 it now has a population of 6,585. The history of Hanover follows an interesting sequence as the

Abraham Buck, Hanover's first settler, and Abraham Zacariah Gottwals, first postmaster, October 1, 1856 until December 31, 1870.

settlers took up land beginning with the first settler, Abraham Buck, who came to the area in 1849.

The region was known as *The Queen's Bush,* formerly part of the Chippewa Indian's hunting ground. Mr. Buck chose a 50-acre lot on the east side of the county line in Bentinck Township. He was originally from the Niagara area where he was born in 1791. (Abraham Buck died in 1875 when he was 84 years old.) Within a few months of his arrival Mr. Buck built the first log house in the Hanover region. It was large enough to house a tavern as well as serving as a family dwelling. Nearby a jam of logs across the river with debris accumulating behind it made it possible to cross the river. This risky crossing became known as, *Buck's Crossing*. In 1850 the crossing was replaced by a log bridge built by the government. As a result the public used the name, *Buck's Bridge* as the designation.

Henry Procter Adams and John Hahn built a dam across the river in 1854 and beside it built a sawmill and a gristmill. Adams, who came from Durham, owned

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5 To the Hon. Com of Crown Lam Toronto Ont.

HANOVER
OC
69
ONT

HANOVER ONT. / OC 9 / 1869 – *A stampless letter to the Hon. Commissioner of Crown Lands, Toronto, charged 5¢, the rate for a ½ oz. collect letter. This rate was effective from April 1, 1869 until July 1, 1879.*

HANOVER ONT. / OC 20 / 1869 – *This letter to the Deputy Commissioner of Crown Lands, Toronto, was charged 6¢, the rate for a 1 oz. prepaid letter (rate for ½ oz. prepaid letter was 3¢). This rate was effective from April 1, 1869 until July 1, 1879. Both letters were struck with Hanover's first A1 hammer, known used from 1869 until 1875. It measured 21 mm in diameter.*

PAID 6 Deputy Commissioner of Crown Lands Toronto Ont.

HANOVER
OC 20
69
ONT

HANOVER
JY 12
77
ONT

PROOF STRIKES
22-mm A1 with arcs 9.0 and 8.5 mm

FIRST CDS HAMMER
24-mm

HANOVER
FE 2
89
ONT.

FOURTH A1 HAMMER
20-mm A1 with 5.0 mm arcs

HANOVER
FE 25
89
ONT.

considerable property in the area and was well liked. It was generally felt that Adamstown was a more pleasing name than Buck's Bridge. The land was surveyed and Adamstown proposed as the name for the aspiring village. Many settlers, mostly German from Germany and Waterloo County in Ontario, had moved into the area. One of them was Abraham Zacariah Gottwals who was born in Pennsylvania in 1815. He came to Hanover in 1854. Mr. Gottwals erected a large frame dwelling in 1855 and opened the first store in the village. The building was at the corner of Mary Street and the Durham road, now the site of the Baptist church.

Between March 1856 and September 1857, 131 new post offices were organized in Canada. Mr. Gottwals asked postal authorities in Ottawa to include a post office for his community. He offered to provide space in his store for the post office. Since there was an Adamsville post office in York County and another one in Brome County in Quebec, postal headquarters in Ottawa asked for another name for consideration. The name Leyden was proposed. Most of the citizens, being

German found the name Leyden unacceptable as a village name. The second citizen to take up land grants in the area was Christian Hassenjager who had been born in Hanover, Germany (Hannover in German). He suggested that they name the village Hanover after his birthplace. He also pointed out that there was a close relationship between the Royal House of Hanover and Guelph and Great Britain. (Britain had five Kings from the House of Hanover terminating with the death of King William IV in 1837.) A great majority of the settlers found the name suitable. The authorities in Ottawa accepted the name. The Hanover post office was established on September 1, 1856 with Mr. Gottwals being appointed postmaster.
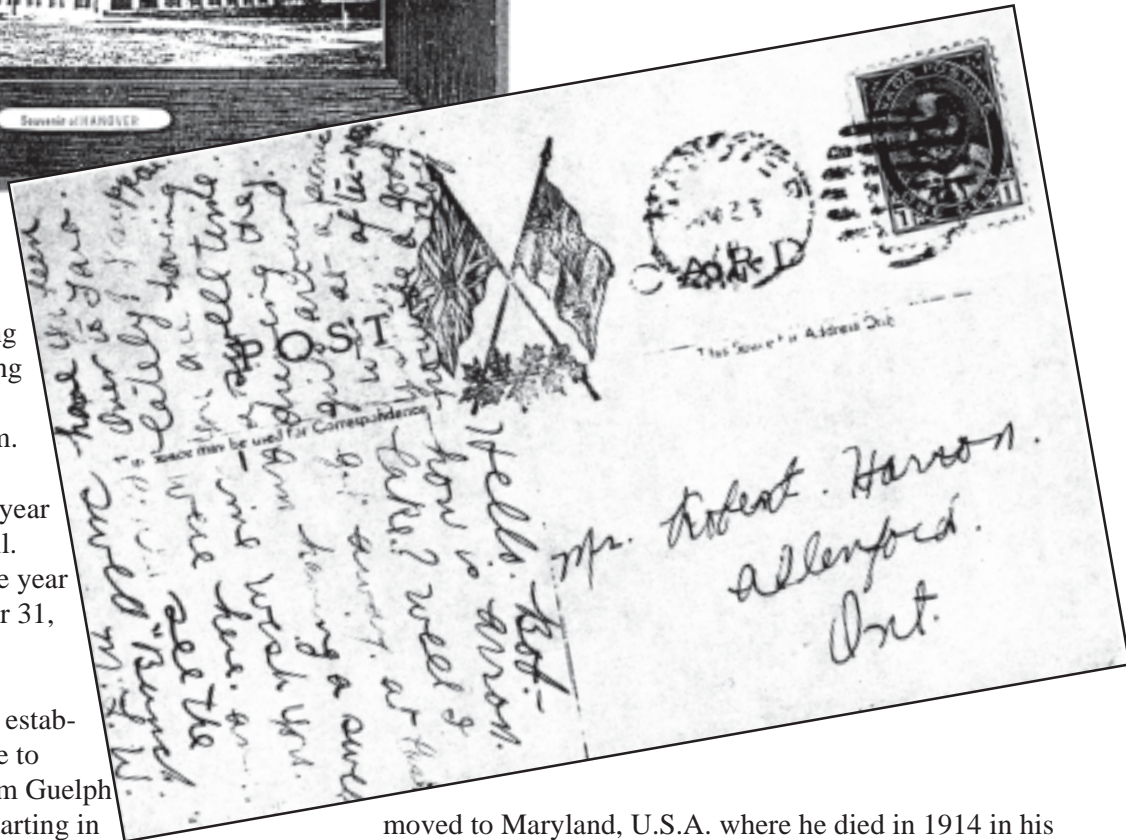
For the year October 1, 1856 to September 30, 1857. Mr. Gottwals received a salary of £8-4-2½. He was also allowed another 10 shillings for stationery. A contract to transport the mail between Hanover and Neustadt was awarded to David Winkler effective January 1, 1857. He was given the option of using horseback, wagon, cutter or sleigh.

Souvenir of HANOVER

One round trip per week was made on Tuesday leaving Neustadt at 7.00 a.m., arriving in Hanover at 9.30 a.m., and leaving Hanover at 11.00 a.m. to arrive in Neustadt at 2.00 p.m. Mr. Winkler had a two-year contract for carrying the mail. He was paid £12-10-0 for the year January 1, 1857 to December 31, 1858, and the same for the following year.

Before postal service was established in Hanover, mail came to Bentinck (later Durham) from Guelph once a week on horseback starting in 1851. The following year a mail route from Bentinck to Kincardine was established. Cowan Keyes; the first contractor carried the mail on foot, one round trip per week, a total distance of 90 miles. Itinerant travellers to and from Bentinck (Durham), carried mail from Bentinck to Hanover on an irregular basis. Mr. Gottwals who became known as, "Old Pap", submitted his resignation to the postal authorities effective December 31, 1870. He pointed out that he had served more than 14 years. Sixteen years later in 1884, Mr. Gottwals moved to Maryland, U.S.A. where he died in 1914 in his 99th year.

Peter Campbell erected a frame building on Main Street where he operated a drug store. Mr. Campbell was appointed postmaster on January 1, 1870 and moved the post office to his store. While Campbell's term of office was short, only 29 months, he lived a long life passing away in Vancouver in 1928 when he was 108 years old. His remarkable life span began in 1820 when he was born in Scotland.

Thomas Coppinger succeeded Peter Campbell. He was appointed postmaster effective May 23, 1872.

Return to

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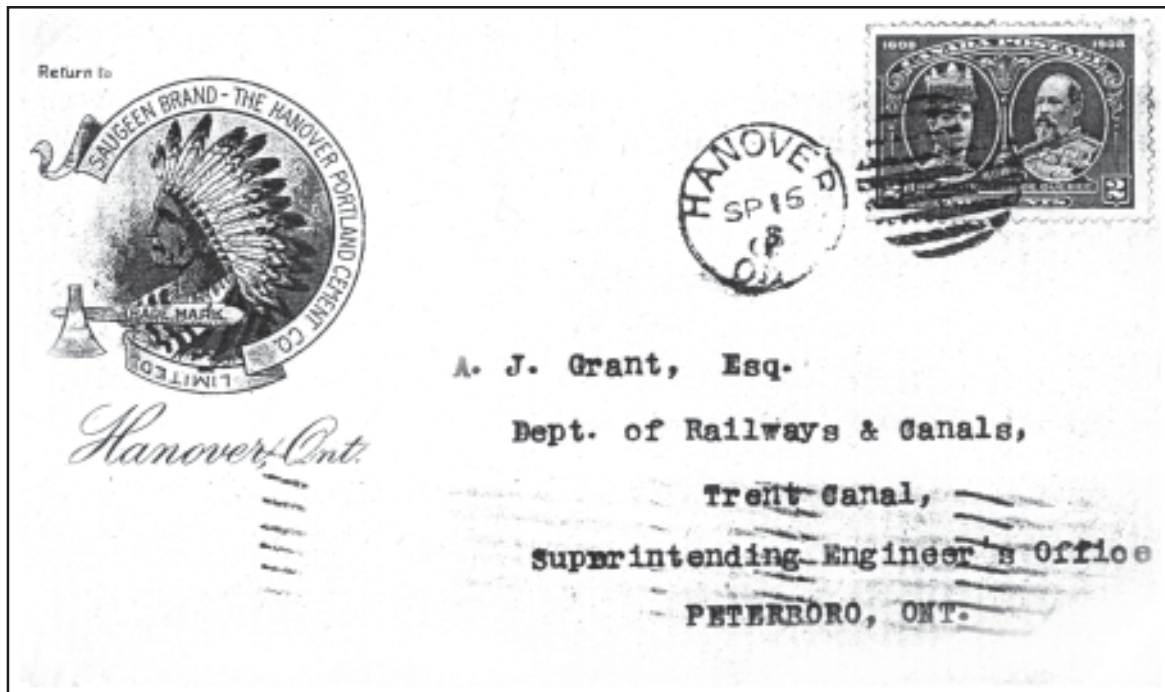
Thomas Coppinger had worked for H. P. Adams until 1862 when he decided to go into business as a merchant. He constructed a building on the north side of Main Street with the store on the first floor and his residence on the second floor.

As more and more settlers moved into the region the demand for better postal facilities increased. To meet the obvious need Post Office authorities set up new mail routes to serve the public. In 1876, J. Small followed by C. Scarborough were awarded contracts to carry the mail between Hanover and Outram. (Outram was a post office located in Brant Township on Lot 28, Conc. 13). Within a few months the route was increased from 10½ miles to 14¼ miles. At the same time the number of round trips was increased to 3 per week. A new contract was required which was awarded to Mr. Scarborough. He received $236.00 for his service during the year 1877. In 1878 a new three-year contract to convey the mail, three trips per week, between Hanover and Malcolm was awarded to Mr. Scarborough at $211.16 per year. The distance between the two centres was given as 12.75 miles.

Mr. Coppinger erected another large building in 1878. It was a brick building located on the corner of Main and Proctor Streets. An entrance from Proctor Street at the rear of the store was opened where the post office was located. Mr. Coppinger set the closing hour for the post office at 7.00 p.m. In the past, the post office was open all-day and late into the evening.

The Grand Trunk Railway known as the "Grand Trunk, Georgian Bay and Lake Erie Railway", later the Canadian National Railway was built from Stratford to

Owen Sound in 1882. The Hanover railway station was erected and opened the same year. Neustadt now exchanged mail with the railway. The Hanover-Neustadt mail courier route was no longer required. Stage coach service from Durham to Hanover and on to Walkerton operated daily, carrying passengers and mail. The principal stage driver was Billie Taylor. This mail service stopped in 1908 when the C.P.R. built a railway through the area.

Thomas Coppinger sold the store and business in 1888 and moved the post office erected a brick building in 1903 just west of the post office. During the following year the post office was transferred to this building. Thomas Coppinger had a long career as postmaster holding office for nearly 40 years. He died on January 3, 1912 while still in office.

In 1880 Hanover was described as, "the only village in Bentinck Township of note". The population that was reported in 1866 as about 400 was noted in 1889 as 1,400. Hanover was incorporated as a village in 1899.

Thomas Coppinger's son Charles succeeded his father and was named postmaster on January 15, 1912. Mrs. Bird Luella Coppinger, the postmaster's wife was sworn in as his assistant. She had worked as a postmaster's assistant since May 1, 1908.

On February 2, 1914, a new era began in Hanover when Public Works Canada awarded a contract for a new public building to house the Post Office. ✉

[to continued in the September Issue of the GBD&S newsletter]

THE SUMMER AT Wasaga Beach on Georgian Bay

by *Bob McCabe* and *Gus Knierim*   [ref. 152]

The 14 km of warm, sandy beach at Wasaga has been a popular destination for summer loving Ontarions for generations. Most Torontonians fondly remember Sunday afternoons or a summer vacation on southern Georgian Bay.

Wasaga Beach stretches broadly on Nottawasaga Bay touching three townships, Nottawasaga, Sunnidale and Flos. Today it is one of Ontario's fastest growing communities and yet it wasn't always so.

Until the fall of 1959 Wasaga Beach was served by as many as seven different post offices during the summer months of June to September. Most of these post offices were located close to the beach, with the exception of Oxbow Park which was somewhat inland. The prime business was to serve the summer vacationer and the weekend guests at the cottages and cabins which abounded along the waterfront. During the other three seasons Wasaga Beach was quiet with little traffic. Times have changed and now it is a fast growing town in its own right being served by one post office and one postal franchise.

In the 1840s traffic in western Simcoe County and Grey County moved along the Old Mail Road which connected Holland Landing to Owen Sound. Most of the early pioneers would have entered the area along that path. In the 1850s with the coming of the railway that traffic shifted somewhat northerly following the CN railway (now Barrie-Collingwood Rwy.) line through Stayner. Neither the Old Mail Road nor the railway line touched the area known as Wasaga Beach coming only as close as the community of Stayner.

The earliest post office to serve the area on the west side was Nottawasaga Station located on the site of present-day Stayner. Here postal service was begun September 1, 1855, which coincided with the coming of the railway. November 1, 1862 the name of the community was changed to Stayner.

On the east side of the area the community at Vanvlack in Flos Township served the region. This community was just east of Wasaga Beach and north of Hwy. 92 to Elmvale. Postal service was provided by
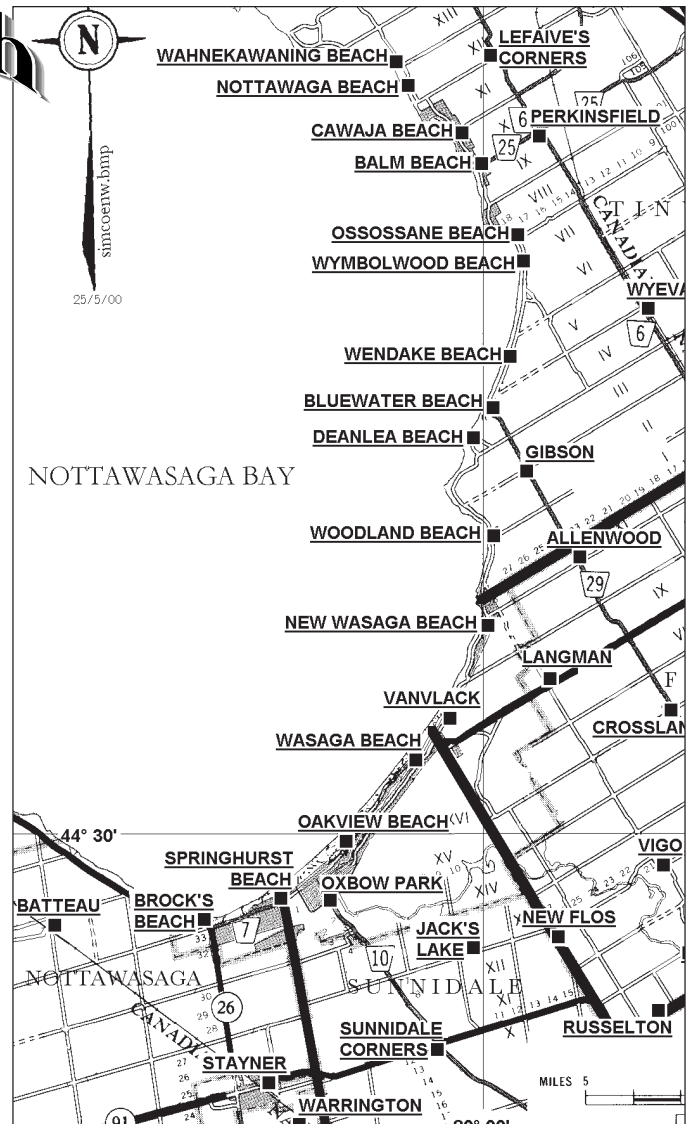
The shores of Georgian Bay were dotted with summer post offices.

Postmaster Jon Van Vlack from his store from November 1, 1869 until rural mail delivery was introduced June 30, 1913.

Wasaga Beach, first known as Hector, had its first post office on June 1, 1912. On July 2, 1923 the name was changed to Wasaga Beach. Both operations provided service only during the summer months. The Hector office was located at Russell House, a lodge at Pinegrove, on the NW corner of Lot A, Concession A of Sunnidale Township. At a later date it moved to 818 Mosley Street.

Hector was served by three postmasters. Harry Wilcox was appointed June 1, 1912 and served until he died December 31, 1914. He was succeeded by George Wilcox, July 1, 1915. Mr. Wilcox resigned the following year, May 26, 1916, and D. A. McLean became Hector's third
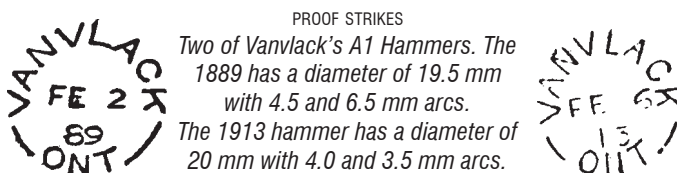
PROOF STRIKES

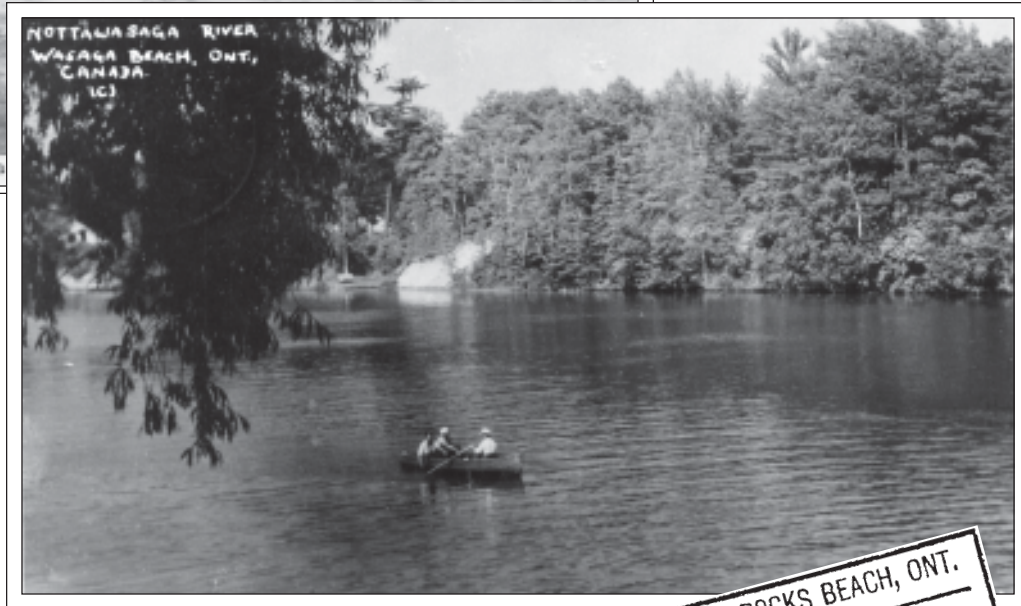*Two of Vanvlack's A1 Hammers. The 1889 has a diameter of 19.5 mm with 4.5 and 6.5 mm arcs. The 1913 hammer has a diameter of 20 mm with 4.0 and 3.5 mm arcs.*
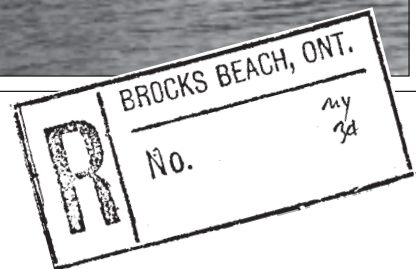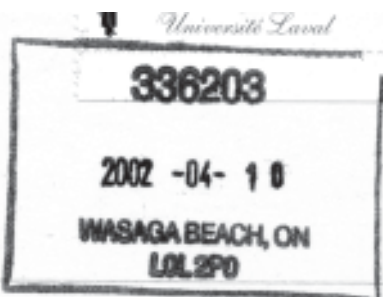
postmaster on June 15, 1916.

During Mr. McLean's tenure which lasted until his death, July 1, 1935, Hector was renamed to the present Wasaga Beach. The post-mastership was given to Mrs. Lora M. McLean who served from July 11, 1935 until her resignation at age 60, on March 26, 1945.

Frederick James Inch became the next postmaster serving from June 1, 1945 until June 25, 1955. He was followed by John K. Richard who was appointed as acting postmaster July 5, 1955. James Angus Forbes assumed the position of acting postmaster on April 3, 1956.

Frank John Reeves was made the acting postmaster on June 3, 1958 and was given full tenure on December 1, 1958. The period of Wasaga Beach as a summer office ended October 1, 1959 when it became a semi-staff year-round operation. Wasaga Beach, and with it its post office, had to grown to become a community reporting revevues of $23,395.00 in the year ending 1973.

Frank John Reeves served until April 2, 1972. Hewitt Quick became acting postmaster for a two-week period until William Preston was appointed April 14, 1972. William Preston saw the transformation of the Beach into the Town of Wasaga Beach, incorporating all of the areas from Brock's Beach to New Wasaga Beach. On March 17, 1975, John Simmons was appointed the new postmaster.

During the 47 years that Wasaga Beach was a summer only office it was supported by a number of other summer only offices in what is today the Town of Wasaga Beach.

On the west end was **BROCK'S BEACH** where a non-accounting (78469) summer office was established June 12, 1934. It was located at the SW corner Lot 34, Concession 2 of Nottawasaga Township. This office was served by three postmasters:

Mrs. Ella Lambert (June 6, 1934 until May 1, 1944); John Wilson (June 1, 1944 until Sept. 15, 1967); and Earl George Paisley (1968-06-01).

This office closed in the mid-1980's. Its operations number after April 1, 1973 was 336645. Total revenue for the year ending 1973 was $612.00.
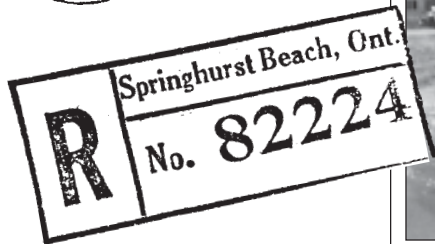
Next to Brock's Beach was the **SPRINGHURST BEACH** post office. This, too, was a non-accounting office (82224) operating from a store at the NW corner Lot 1, Concession A of Sunnidale Township. It began its life on June 15, 1948 and operated until August 31, 1973. It received a new operations number in 1973 (336947) when its revenue for the year ending 1973 was $688.00. Two postmasters served this operation:

John A. McAllister (June 15, 1948 until April 21, 1957); and Mrs. Theresa Coughlin (June 1, 1957 until September 1, 1973). The office was closed following her death.

June 18, 1939 saw the opening of yet another office. **OXBOW PARK** was located in a store at Lot 3, Concession 15 of Sunnidale Township. Because of its seasonal status it too was a non-accounting office (81428). April 1, 1973 brought with it a new operations
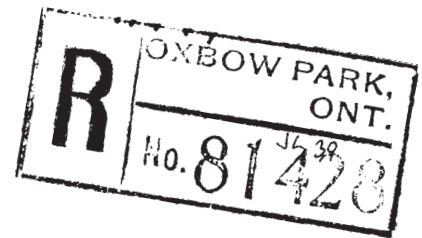
number, 336920. Revenue for that year was $1422.00. The office closed in the mid-1980s as did nearly all of the seasonal offices in Simcoe County. A number of people served this office as postmasters. They included:

Mrs. Florence Emms (July 18, 1939 until May 1, 1943);
Miss Ann Walton (June 1, 1943 until March 25, 1952);
Miss Hazel JoeAnne Cooper (June 2, 1952 until 1978).

OAKVIEW BEACH began its life as **O'Sullivan** on August 14, 1916. The name of this office was changed to Oakview Beach June 22, 1923. It was located at Lot 5,


Concession A of Sunnidale Township. As a non-accounting office it received the operations number 81075 in the 1940s. This number was kept until computerization created a new number 336904 on April 1, 1973. Revenue that year was $658.00. This office operated for 62 years and it stands to reason that it had a large number of postmasters during its life. In postal service we note:

Mrs. Idelois Cook
    (August 14, 1916-May 26, 1926);
Charles Eugene Bennett
    (July 9, 1926-Nov. 9, 1944);
Mrs. Marj. Wilkie Bennett
    (June 1, 1945-Mar. 4, 1955);

WASAGA BEACH ONT. / AU 12 / 1952
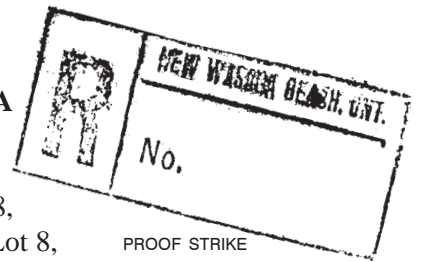*Nancy Island, Wasaga Beach.*
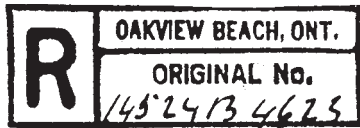
Willian John Dry (June 1, 1955-January 30, 1956);
Mrs. Audrey Sherwood (June 1, 1956);
Keith Sheerwood (June 29, 1956) (acting postmaster);
Mrs. Edith Dunk (Aug. 10, 1956) (acting postmaster);
William Glen Lewis (June 1, 1957-Sept. 15, 1965);
and Mrs. Irene Lewis (June 1, 1966).

Throughout its life Oakview Beach was a seasonal office.

At the hub of it all was Wasaga Beach which has already been mentioned. From 1948 until the move in 1986, it was located in the Municipal Building along with the Police and Fire Departments. In 1986 the Wasaga Beach Post Office was moved to its present location and the last of the summer offices were closed. In 1990 Wasaga Beach opened its first franchise within the premises of Gatheral's Store reminiscent of the summer offices with the difference that the franchise is a year-round operation.

To the east of Wasaga Beach was **NEW WASAGA BEACH,** a non-accounting (80996) seasonal office, which was opened August 8, 1946, in a store located at Lot 8, Concession 10, Flos Township. After receiving its computerized operations number 336882 in 1973 it operated for another 10 years until December 1983. It reported $1334.00 of revenue in 1973, the year that it received its new computerized operations number 336882.

The following served as postmaster:
Mrs. Jean G. Elliott (August 8, 1946-April 28, 1962);
Stanley Robert Furlong (July 2, 1962-May 1, 1971);
Charlotte Berrault (June 16, 1971-April 1, 1973);
Mrs. Marion Irene Tosh (July 3, 1973-Dec. 1983).

Beyond Wasaga Beach to the east the story continues as there were ten summer offices on Georgian Bay in Tiny Township. All of these offices served a similar purpose of serving the summer cottager and vacationer to the area. ✉

NEW WASAGA BEACH ONT. / JY 26 / 1966
This post card from New Wasaga Beach says it all:
"Having a great time here. Weather is grand, so is the water.
We plan on going to the midway soon".
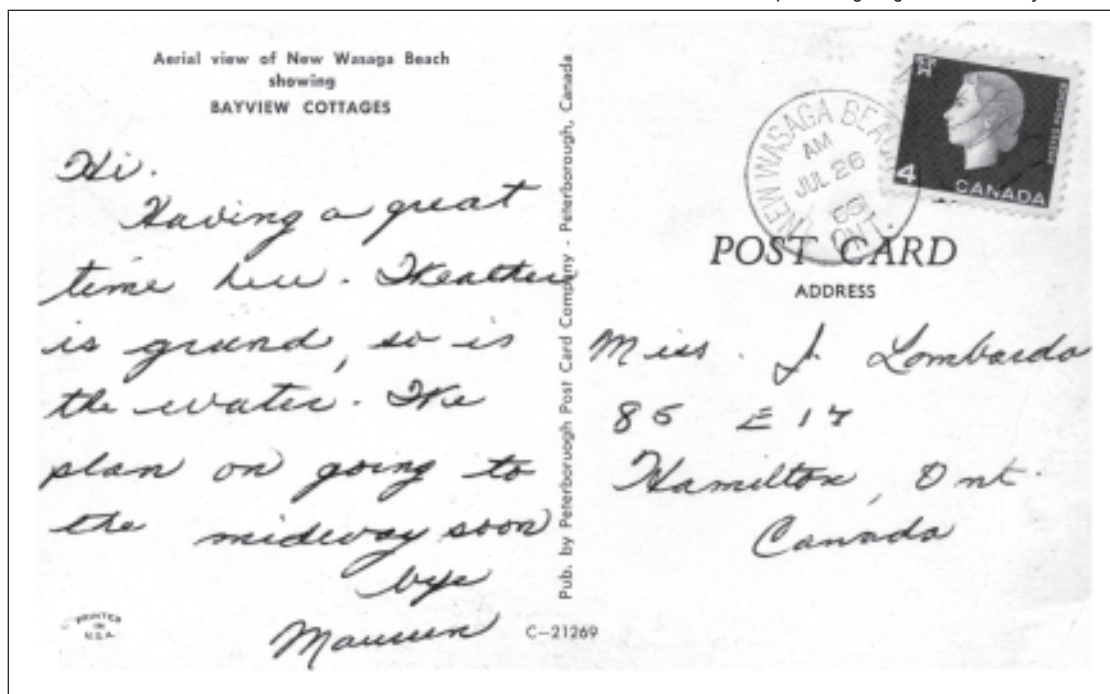
FROM BARRIE to Colchester by way of . . .

by *Michael Millar*

In issue Nº 25, page 243 we asked a question regarding the routing of a cover from Barrie to Colchester, down in Essex County. We received a number of phone calls as well as this written response from member, Michael Millar.

"I think the ????HAM / UC is Chatham. It is the only likely candidate for a double split-ring U.C. hammer. The routing most likely would be: Barrie to Toronto (Ontario-Simcoe & Huron RPO); Toronto to Chatham (Great Western Railway); Chatham to Amherstburg, (stage coach); Amherstburg to Colchester (horse or foot mail carrier, or by boat).

According to Gillam's, *A History of Canadian R.P.O's.*, the G. W. R. had been operating between Toronto and Windsor since 1855, so at first glance it wouldn't appear to make any sense to have put the letter into Chatham. However, there was a road from Chatham to Amherstburg with a daily stage coach service as will be noted from the following quotation from Smith's *Canadian Gazetteer of Canada West - 1846*. In the section on Chatham, Smith wrote "The new road from London to Amherstburgh (sic) passes through the town. Four-horsed stages, going eastward and westward, leave Chatham every day." This "new road" is what is referred to on both contemporary maps and *Garden Gateway to Canada*, a history of Essex County published in 1954, as "The Middle Road."

There is another intriguing "might have been" to this part of the journey; from Chatham to Amherstburg by boat. Smith in both the Amherstburg and Chatham sections of his 1846 Gazetteer notes that during the season of navigation ". . . The steamboat, *Brothers,* Captain Eberts, is owned here, and, during the season, leaves Chatham for Detroit and Amherstburgh (sic) every Monday, Wednesday and Friday, returning on the alternate days."

This probably wasn't the case with this letter though, because the 23rd of July 1857 was a Thursday. Smith goes on to state that this boat connected at Detroit with the steamboat "London" that went to Buffalo ". . . touching at the intermediate ports on the Canadian side." One of these could have been Colchester because Colchester[1]/ Oxley is right on Lake Erie. My 1875 Tackabury map of Kent and Essex shows Colchester[1] with "Oxley P. O." beside it. It also shows Colchester[2] at lot 55 on the Talbot Road. The horse or foot mail carrier is possible, although at this time there were no Post Offices between Amherstburg and Colchester.

The 1880 map of mail routes in Essex County shows a route from Amherstburg to Oxley going via Vereker (7 miles), to Harrow (6 miles), to Colchester (4 miles), and Oxley (2 miles). However Vereker didn't open until 1871, and Harrow August 1, 1857 (8 days after this letter). Colchester 1 was changed to Oxley on the 1st of January 1869, the same day that Colchester 2 was opened.

In case anyone thinks of a Chatham-Amherstburg routing via the Canada Southern Railway, this wouldn't work. The CaSo wasn't opened until the 1870's. The Barrie hammer, by the way, is the third Barrie hammer. To sum up then:

Barrie to Toronto, Tuesday, July 21, 1857 (train).
Toronto to Chatham (train), received Chatham, Thursday, July 23.
Chatham to Amherstburg (stage coach), received Amherstburg, Friday, July 24.
Amherstburg to Colchester – take your pick, horse or foot carrier or by boat, received Colchester, Monday, July 27.

ADDENDUM: Just a short note to let you know that I have received a mailing from the National Archives with information relating to a Harrow to Colchester mail contract, 1 August 1857 to 31 July 1861 "On horseback or otherwise at option of Contractor." Harrow is on a route from Amherstburg to Colchester, but Mr. de Zwaan did not see any entries for Amherstburg to Colchester or Harrow to Colchester. ✉

MEAFORD'S
Little Known Sub Offices
by *Gus Knierim*   [REF. 153]

In the late 1980's when Canada Post was very excited about opening sub offices and franchises in many centres, Meaford was not exception.

The first attempt to alleviate the pressures on the Meaford post office was to open up a sub office at the local Valu-Mart in the east end of town on Highway 26. This operation began October 5, 1987 and ended May 31, 1988. The office was supplied with all of the usual hand stamps and cancelling devices. Few have been seen in commercial mail.

Eighteen months later another attempt was made by establishing a retail outlet at the local Becker's store on Sykes Street. This operation with RC# 012645 functioned at this location from March 23, 1990 until February 1998 when it moved to the Mac's Milk store in the east end of town. Because Mac's and Becker's had

merged the change in location did not effect the RC# for this franchise since both stores were owned and operated by the same people. ✉

FOR SALE: *The editor has a new scanner and is looking for a kind home for his previous machine. For $25 plus shipping you can be the proud owner of an 8½ x 11 600 dpi b/w Microtek Scanmaker IIG Flatbed Scanner. It will connect to your PC computer via a parallel port. A superb machine producing excellent greytone as well as line art scans for those that which to illustrate their album pages.*
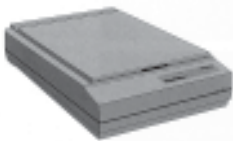
Contact the editor at (519) 599-6975 or email him knierim@bmts.com.

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• Kent & Essex
• Leeds & Grenville
• Lambton

Have the following reprints for sale or trade:
• Ontario (J.H. Beers & Co., 1877) [CASEBOUND]
• Wellington (1906) Historical Atlas Pub. Co. [CASEBOUND]
• Peel (Walker & Miles, 1877) [PAPERBACK]

Your help is appreciated . . .

Michael Millar, FRPSC,
292 Shanty Bay Road, Barrie, ON   L4M 1E6
EMAIL: mmillar@cois.on.ca *or phone* (705) 726-5019