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[REF. R-151]

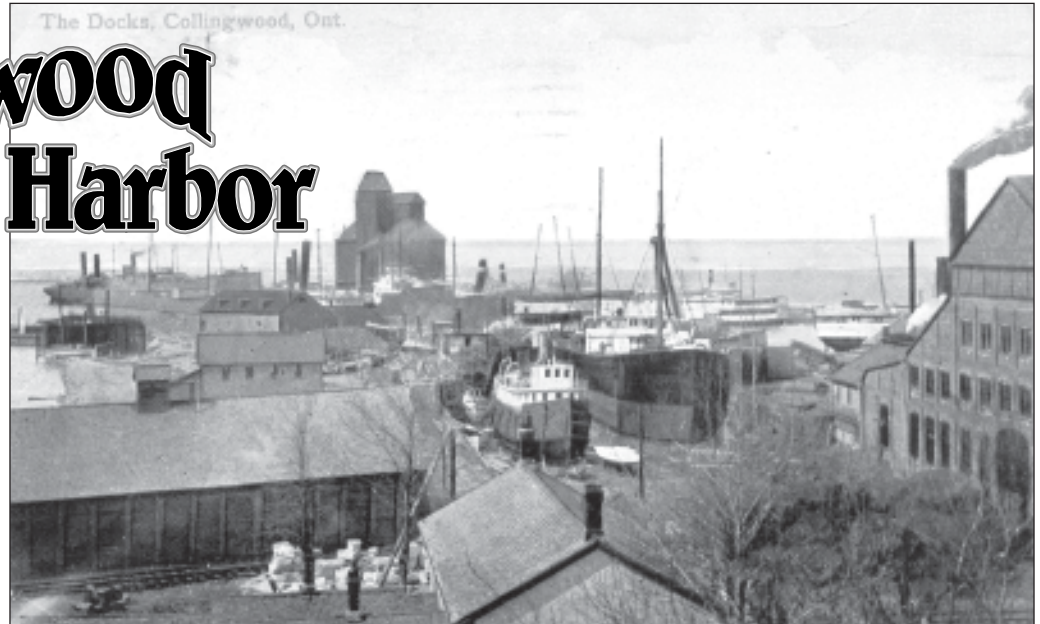
Collingwood Harbor AN ANSWER

Michael Millar

According to the 1858 and 1859 Town of Collingwood Tax Rolls, Peter Ferguson owned – *inter alia* – lots 17 and 18, west (side) Hurontario Street, both 1/4 acre. According to the town plan on page 67 of the Cummings Belden reprint, these lots were in the block between First and Second Streets. According to this plan the Bank of Toronto was on lot 19, but obviously wouldn't have been there in 1858. The 1858 Roll shows “two tenements” for lot 17, with a building value of \$250. Lot 18 does not have anything shown in this column, so it would appear to be a vacant lot. He is listed as “Postmaster” on both Rolls. Total property value for lot 17 is given as \$800, while lot 18 is given as \$300. On the 1858 Roll, James H. Grant with property at lot 27 Pine Street, 1/4 acre, is listed as “P. O. Clerk” in the occupation column, but in 1859 he is listed as “Accountant.”

So, I think we would be safe in saying that the first Post Office at Collingwood (Harbor) was located in a building owned by Peter Ferguson at lot 17 west side of Hurontario Street. I would think this is pretty close to where the very ornate Federal Building and post office was for many years, currently stands.

He owned a number of other properties in Collingwood as well as 100 acres at the North half of lot 49, concession 11, Nottawasaga Twp. None of these properties appear to have any buildings on them. ✉



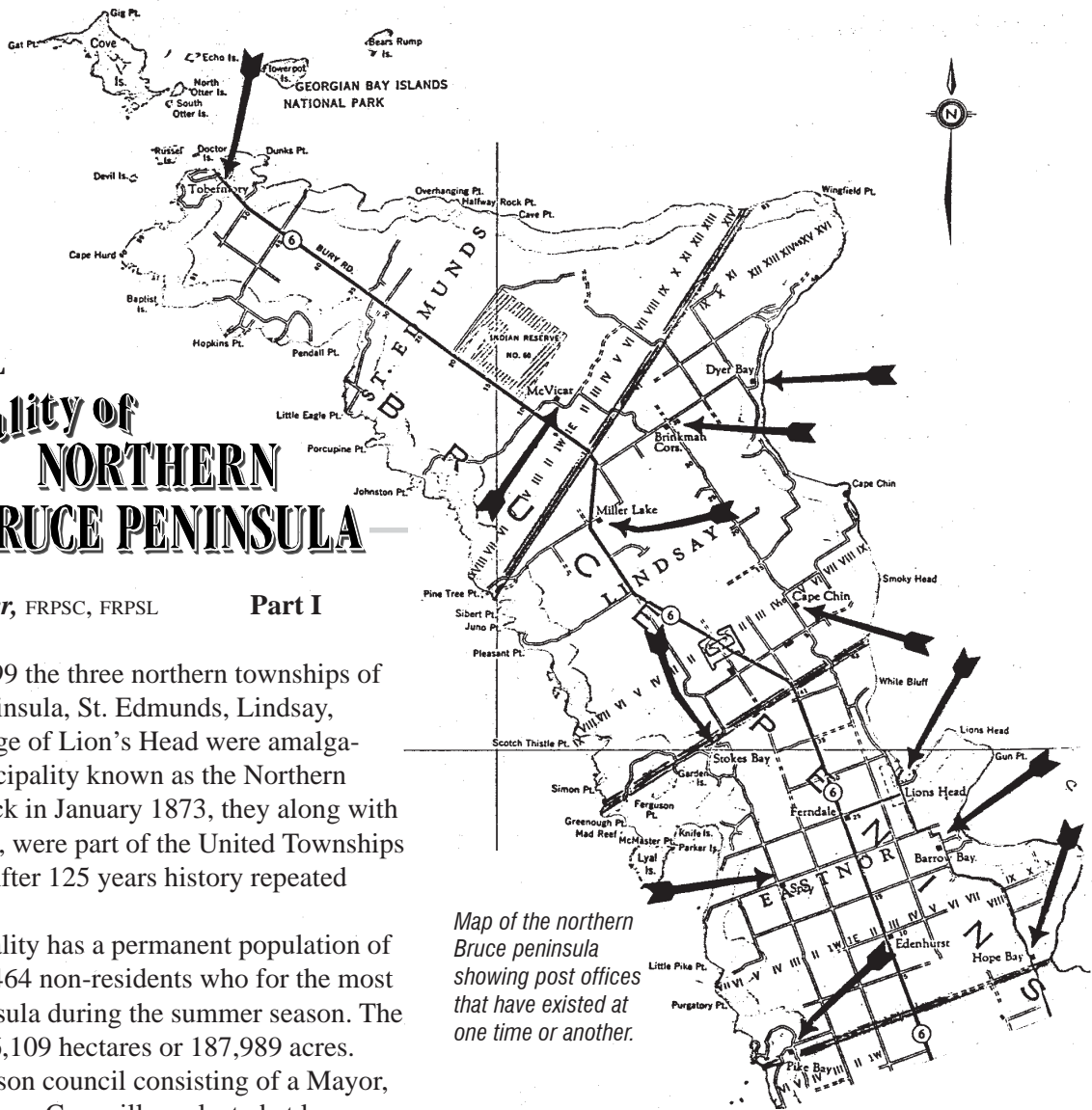
A busy Collingwood harbour is seen on this Valentine post card dated 1911.

May the New Year bring you much Joy and Happiness . . . Let the Mail Man bring you the best from all corners of the world.



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Map of the northern Bruce peninsula showing post offices that have existed at one time or another.

[REF. 158]

A SOCIO-POSTAL HISTORY OF Municipality of NORTHERN BRUCE PENINSULA

by James E. Kraemer, FRPSC, FRPSL

Part I

On January 1, 1999 the three northern townships of the Bruce peninsula, St. Edmunds, Lindsay, Eastnor and the village of Lion's Head were amalgamated into one municipality known as the Northern Bruce Peninsula. Back in January 1873, they along with Albemarle Township, were part of the United Townships of Northern Bruce. After 125 years history repeated itself.

The new municipality has a permanent population of 3,436 people plus 7,464 non-residents who for the most part live in the peninsula during the summer season. The geographic area is 76,109 hectares or 187,989 acres. They have a five-person council consisting of a Mayor, Deputy Mayor and three Councillors elected at large. The administration office is located at 56 Lindsay Road 5, RR#2, Lion's Head, N0H 1W0.

The Northern Bruce Peninsula and the South Bruce Peninsula are unique in Canada for the wide variety of wild flowers and ferns that grow there. Of the world's 50 species of orchids more than 40 are found in the peninsula. The Yellow Ladies Slipper is more common, but the beautiful Calypso orchid or Fairy Slipper is not as common. Rarer is the Alaska Rein Orchid. About 50% of the world's Dwarf Lake Iris are found in abundance. Rare ferns, the Holy Fern, Clifibrake, Maidenhair and Spleenwort are among the 39 of Ontario's 40 species found in the peninsula. Temperature, soil composition and soil fungi are the reason these plants flourish in a special environment.

The municipality offers vacationers a wide variety of outdoor activities, rest and relaxation, clean air and clear waters. It is a haven for naturalists, photographers and fishermen. In winter snowmobile and cross-country ski trails are well marked. Tourism and vacationing have become the number one industry in the municipality.

The Township of St. Edmunds

Lord Bury, Superintendent-General of Indian Affairs, (1855-1856) was given the honour of naming the township. He chose the name St. Edmunds since his families seat was in Bury St. Edmund, a city in Suffolk County, England. (King Edmund the Martyr was crowned in Bury St. Edmund in 855 AD and was beheaded by the Danes in a raid on England.)

St. Edmunds, the most northerly Township in Bruce County contains 106.5 square miles, (275.8 square kilometers). The township was first united in January 1873 with Albemarle, Lindsay and Easnor townships. On January 1, 1883 the townships of St. Edmunds and Lindsay formed a united municipality. It was not until January 1, 1903 that St. Edmunds became a separate municipal unit. Solomon Spears who settled in the township twenty years earlier in 1883 became the first reeve. Many fishermen visited the area beginning in the 1830s but the first settlers did not arrive until the 1870s. Abraham Davis and Captain Charles Earl were the township's first settlers. They came from Collingwood

in the early spring of 1872. During the late 1800s and early 1900s lumbering was the townships chief resource. Many saw mills were established and soon, as the best lumber was cut, lumbering declined as a resource.

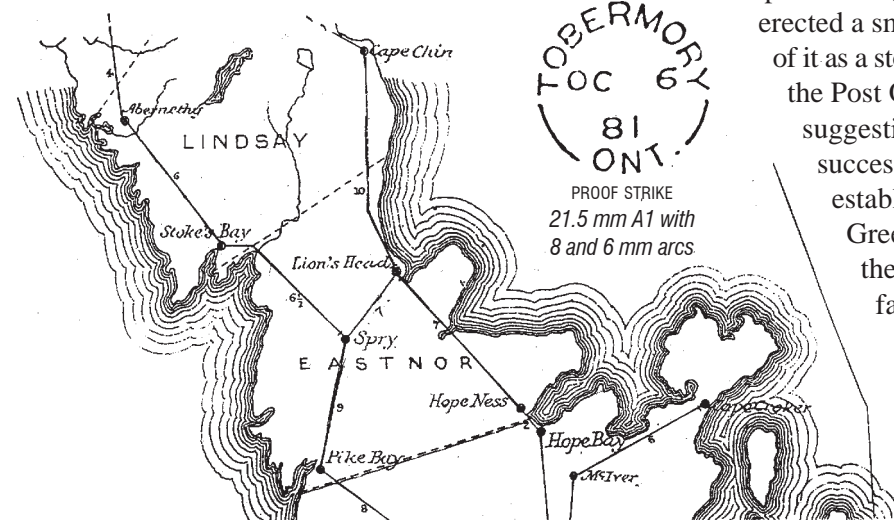
Vessels moving in and out of Georgian Bay to and from Lake Huron traversed the waters just north of the township. Lighthouses were built at Cove Island (1859), Tobermory (1885) and Flower Pot Island (1897). Many ships sailing between the islands were caught in storms that lashed the waters north of St. Edmunds. Others were caught in fog. As a result numerous shipwrecks, many in shallow waters, dot the area. The sunken ships have become a favourite area for exploring scuba divers. Today the area which includes the islands north of Tobermory is known as, "Fathom Five Provincial Park". One of the ships wrecked in the area is the barque, *Griffon*, the first ship to sail in Lakes, Erie, St. Clair, Huron and Michigan. She was built above Niagara Falls in 1679 and was owned by Rene Robert Cavelier, Sieur de La Salle the great explorer. The ship left Green



The Griffon, Sieur de La Salle's ship, was reproduced by Wedgwood china. The artist was Rowley Murphy, ARCA, OSA. It was the first ship to sail Lakes Erie, Huron and Michigan.

Bay, Wisconsin with 1200 pounds of furs in her hold bound for Niagara. A sudden storm came up and the *Griffon* disappeared. Her fate remained a mystery for 276 years, until 1955, when the wreck was discovered close to the top of the Bruce Peninsula.

Numerous small lakes dot the township. Among the largest are, Cameron Lake, Emmett Lake, George Lake, Cyprus Lake and Andrew Lake. During the summer tourists and sport fishermen visit the township in ever growing



1883 Post Office map showing mail couriers routes. The map stops just beyond Abernethy and Cape Chin indicating the uncertainty of delivering the mail in St. Edmunds Township.

numbers. Very little land in the township is suitable for agricultural purposes. As a result considerable reforestation has been carried out over the past twenty years. As late as 1901 the county valuator described St. Edmunds as largely a waste. The township had been surveyed in 1875 by J.S. Dennis, P.L.S.

The township's main road that traversed the township ending at the top tip was named the Bury Road. In 1937 Ontario Hwy 6 replaced the Bury Road. The population of St. Edmunds in 1967 was 480 with estimated 750 summer residents.

Only two post offices have been established in the township, Tobermory that opened in 1881 and McVicar that operated for twenty-five years from 1893 until 1918.

Tobermory

The Tobermory harbour area was officially named, *Collins Harbour*, and was designated as such on Admiral H. W. Bayfield's chart when he did the hydro-graphic survey of Lake Huron in 1820-1821. In the 1830's Scottish highlanders who became commercial fishermen named the harbour *Tober Moray*, which in Gaelic means, *The Virgin Mary's Well*. They thought that it resembled the harbour of the same name on the Island of Mull in Scotland.

Captain John Charles Earl came from Collingwood in the early spring of 1872 and settled in the harbour area. He was the first settler in what was to become the hamlet of Tobermory. When Mr. Dennis surveyed the township of St. Edmunds in 1875 a government town plot was laid out. It was named Bury in honour of Lord Bury, Superintendent-General of Indian Affairs. The name replaced the name of *Collins Harbour*. However, it was the name of the harbour, "Tobermory", in common use since the 1830's that outlasted the two official names. The community grew slowly. By 1879 there were only fifteen families in the tiny hamlet with most of them arriving in 1878 and 1879.

Alexander Green purchased Lot 4, Conc. 1, EBR in April 1880. (EBR = East of the Bury Road). Mr. Green erected a small residence on the property and used part of it as a store. His application of November, 1880, to the Post Office Department for a post office suggesting that it be located in his residence was successful. The Tobermory post office was established on September 1, 1881 with Mr. Green as postmaster. The post office was on the site where Gordon Hopkin's present farmhouse is located.



TOBERMORY, ONT / MY 5 / 99 – Struck with the first A1 hammer, it carries the latest recorded date of that hammer.

Donald M. MacDonald succeeded Mr. Green who had resigned on November 27, 1883. He moved the post office to his home on Lot 45, Conc. 1 EBR. After only sixteen months in office Mr. MacDonald resigned. (Note: The Canadian Postal Archive's records are in error. They incorrectly list that the postmaster was Donald M. McDougall.)

James Simpson served as Tobermory's third postmaster from July 1, 1887 until his death at age 67 on December 23, 1889. His wife Mathilda nee Wood had died in 1871. A son William James and three daughters survived. The Simpson's lived on Lot 43, Concession 2 WBR. Donald MacDonald the former postmaster also passed away in 1889.

James William Simpson succeeded his father as postmaster on July 9, 1890. Captain Simpson, as he was known, was born in Lennoxville, Quebec on December 21, 1869. His wife was the former Christina Martin. The Captain a genial, "Irishman", at six foot, two inches was a raconteur. Well known as a fisherman and a lumberman, he was also a township reeve, a police magistrate, a school trustee, a mill owner, township clerk and for a time the lighthouse keeper at Cove Island. Finding that the post office took up too much of his time he resigned after serving for two-and-a-half years. Captain Simpson died in 1948 at 79 years of age.

William Simpson's sister Mrs. Marie Jane Currie was appointed Tobermory's fifth postmaster on August 1, 1893. Over the next 10 years with her husband Archie as her assistant, she diligently served the public. She resigned on April 13, 1903 at which time the business

including the post office was sold to her son and his wife Margaret. Her daughter-in-law, Mrs. Margaret Currie served as postmaster from 1903 until 1913. On March 13, 1913 Margaret Currie wrote a letter of resignation to the postal authorities. The Department accepted her resignation and asked that she stay on until a new postmaster was appointed.

Col. Hugh Clark, MP for North Bruce, (Conservative), recommended the appointment of Andrew E. Belrose as postmaster. Mr. Belrose received the appointment on April 1, 1913. The Belrose's who had moved into the village in 1912 provided space for the post office in their home. Mr. Belrose's wife, May Isabella, (Mamie), nee Spears, acted as his assistant. Hilda May, a daughter, and a married daughter, Eunice Alverria (Mrs. Chester Wheildon) were

sworn in as post office assistants in the 1920's. Andrew Belrose opened a store and an inn in 1920. The post office was located in the store.

An incident, which today seems amusing, occurred in October 1928. Mr. Belrose lost his mailbag key and immediately notified the Department. They sent him a new key charging him 20 cents for the key plus \$1.00 fine for losing the key.

The post office, which was located in the Belrose store moved into the Belrose Inn next door in 1930 after building modifications, had been completed. Six years



The Belrose store in 1940. Located to the right of the Inn, it was the home of the post office from 1920 until 1930.



Snowmobile used by Thomas Belrose to deliver the mail (1936).

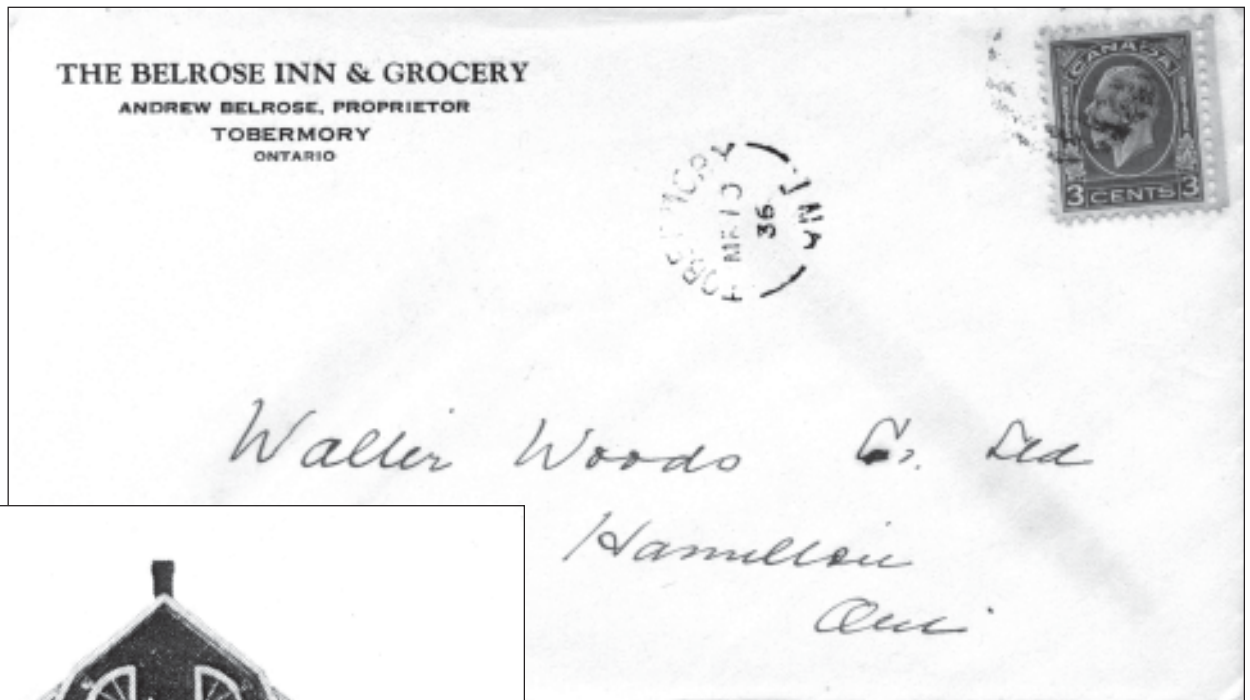
The Belrose Inn in 1940. The post office was located here from 1930 until 1948.



later in April 1936 the post office moved next door while the Inn was remodeled. After a month the work was completed and the Post office moved back to its original site at the Inn. Mr. Belrose who was the Township Clerk was elected Township Reeve for the years 1931-1936.

On September 10, 1936 the postmaster notified the Post Office authorities that \$49.12 plus 31 money orders were stolen the night of September 9th. A Packard automobile with New York State license plates was stolen from the Belrose Inn the same evening. A suspect Gordon Calvert was arrested with the money orders still in his possession. Calvert pleaded guilty and was remanded to the Walkerton jail until sentenced.

Post Office Savings Bank business was established at the Tobermory post office on December 1, 1938. Revenue for 1938-1939 reached \$1,270.22. The postmaster's salary was \$1,035.00 plus a cost of living bonus. Residents felt that Tobermory should have daily postal service the year round. A petition with 117 resident's signatures was submitted to the authorities in



TOBERMORY, ONT / MR 10 / 36 – This commercial cover from The Belrose Inn & Grocery was struck with Tobermory's second A1 hammer which is known to have been used from June 3, 1903 until July 17, 1943. This hammer is distinguished from the first by its 20.5 mm diameter and 6.5, 6.0 mm arcs.

March 1942. For many years mail service after November 30 each year was three times weekly from Lion's Head. The Department took no action and a second request for daily service was made in 1945. Finally in 1946 the Department arranged for daily mail service.

In May 1947 postmaster Belrose suffered a heart attack. On June 22, 1948 Andrew Belrose passed away. He was in his 75th year. Miss Hilda May Belrose, a sister to the Captain and his assistant was appointed to the postmaster's position on a temporary basis. A Board was assembled to choose a new postmaster. Seven candidates were considered for the position. Only three of the candidates were returned soldiers, Henry Cecil Davis, known as "Harry" placed first. Mr. Davis who had been a dredging inspector for the Federal Department of Public Works, building docks at Tobermory became the new temporary postmaster effective November 25, 1948. Mary F. Davis nee Doak, the postmaster's wife was sworn in as his assistant. At one time Mr. Davis had been a foreman on highway construction and later a building contractor. On January 18, 1949 he was confirmed postmaster on a permanent basis. Mr. Davis moved the post office to Peninsula Supply Ltd. on June 25, 1948 when advised verbally that he would be the new postmaster. A few years later he moved the post office into the building housing the administrative offices of the Fathom Five Provincial

TOBERMORY ONT. / JUN 21 / 54

Even though this duplex hammer was proofed Aug. 6, 1936, the second A1 hammer was used as late as 1943.



TOBERMORY ONT. / 12 III / 90

Still in use in the 1990's, this 23.5 mm cds hammer was proofed May 14, 1957.



Park. (The Fathom Five Provincial Park was established in order to protect and monitor the more than 25 shipwrecks that lie within a 5-mile radius of Tobermory.) After almost 19 years in office Mr. Davis received a promotion and transferred to the Dutton, Ontario, post office. His wife Mary who had been his assistant for many years was appointed Acting Postmaster on October 12, 1967. She was asked by the Department to serve until a new postmaster could be selected. After living about ten years in Dutton, Davis retired and returned to Tobermory where he resides today (2002).

William Lawrence (Larry) Scarr was the candidate selected to be the next postmaster. He received his appointment on December 16, 1967. Mrs. Eunice A. Wheildon, nee Belrose retired from the postal service on August 14, 1975, her 65th birthday. She had been an assistant since January 8, 1968. Other part time assistants were Mrs. Bertha Danelda Smith who joined the post office staff in 1969, Mrs. Elizabeth May Adams and Faye E. Munn who were named assistants in 1970. Mrs. Gladys Helena Morris who was an assistant at the Tobermory post office was appointed postmaster on March 24, 1970 when Larry Scarr transferred to the post office at Jarvis, Ontario.

Public Works Canada awarded a contract to Ray Graff Construction Company to build a Federal building (post Office) at 16 Brock Street. When the building was completed in 1970 the post office moved into its new quarters.



A 1993 view of Tobermory Post Office at 16 Brock Street, Tobermory.

In December 1974 Mrs. Charlotte Ann Parsons was named an assistant. Howie Mae Golden followed her the next December. Post office revenue was increasing and as a result post office authorities carried out a business survey in April 1977. The result was that the post office was reclassified from a Grade 3 office to a Grade 4 office effective May 1, 1977. The postmaster's salary was \$12,207.00 for the fiscal year 1976-1977.

Mary J. Ross and Lovera Davey became part time post office assistants in December 1977 and December 1979 respectively. In 1984 Tobermory had two rural routes, RR#1 serving 195 residences and 19 business establishments and RR#2, serving 80 residences and one business. After 15 years of faithful service Mrs. Morris, now 65 years of age decided to retire effective June 7, 1985. Mrs. Elizabeth May Adams who had been sworn in as an assistant in 1970 was asked to take over the post office on a temporary basis. The new postmaster, Mrs. Marion Pinnell assumed her duties on July 2, 1985. On February 27, 1987 Mrs. Elizabeth Adams was again asked to take over the post office on a temporary basis when Mrs. Pinnell was released from her duties.

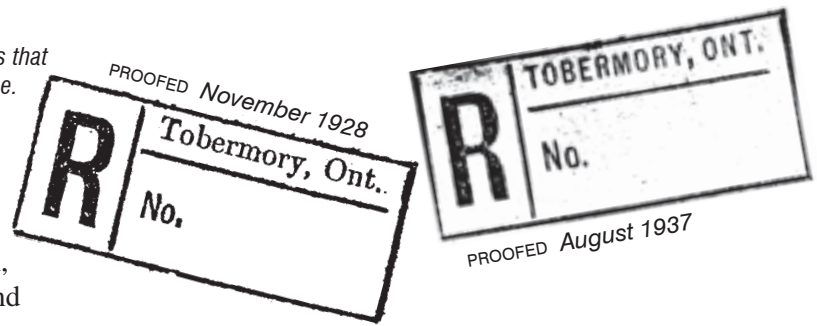
A competition was held in order to fill the postmaster's position. The result was that James (Jim) Thompson was selected and appointed postmaster on June 15, 1987. Mr. Thompson became seriously ill the following year and on November 1, 1998 was placed on disability. He passed away on June 26, 1999. Mrs. Charlotte Parsons who had worked as an assistant at the post office for more than 21 years was appointed Acting Postmaster on November 1, 1998. Mrs. Parsons retired on October 28, 1999.

Mrs. Nancy Smith who first joined the post office staff on October 20, 1992 was selected to be the new postmaster. She received her Acting appointment on October 29, 1999 and was promoted to full time postmaster on September 10, 2001. Her two post office assistants are Evelyn Gibbons and Bonnie Watson. The Tobermory post office is a full service office supervised by the postmaster of Owen Sound.

Tobermory has retained the charms of a fishing village and added the excitement found in a busy tourist centre. In order to accommodate the many tourists and guests a number of postal agencies have been established in the area.

Nine postal agencies in the Tobermory area were listed by Canada Post Corporation on September 30, 1993. Some of

Two of probably many registration boxes that have been used at Tobermory Post Office.

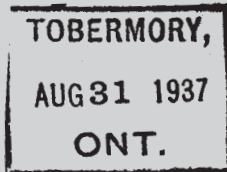


these have closed, some have been sold and some cancelled their postal agency authorization. Among the new postal agencies are the Blue Heron Co. Ltd. on Carleton Street in 1996, Verna's on Bay St. South, Peninsula Supply Co. on Bay Street, and Owen Sound Transportation Co. Ltd. on behalf of the ferry *Chi-Cheemaun*. A postal agency is authorized to sell stamps only and has no post office status.

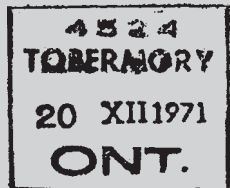
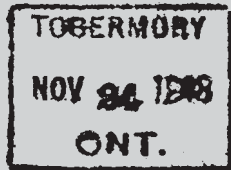
The Money Order Date-Stamped of Tobermory



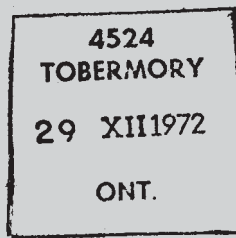
Robt. Lee's Proof Strikes of Canada illustrate both of these hammers. The one on the left may have been proofed as early as 1928. The 1933 hammer may well be an adaptation with dates added.



The proof strike on the left may have been altered to create the 1948 strike by removing the comma.



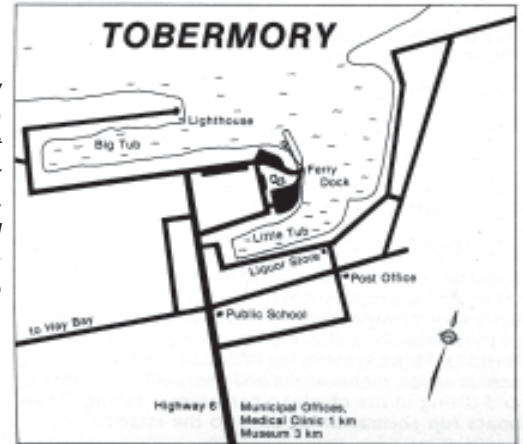
These two datestamps are very close to the end of the MOON era as the six-digit POCN series began April 1, 1973.



The life of a rubber datestamp is quite short unless great care is taken to keep them clean and away from heat. This list of known devices has many gaps in it creating great possibilities for new discoveries!

4524
4524

Map of Tobermory showing the location of post office at 16 Brock Street. The Chi-Cheemaun postal agency is on Eliza Street, behind the ferry dock.



TOBERMORY

The Postmasters and their Periods of Service

| | |
|---------------------------------|--|
| <i>Post Office established:</i> | September 1, 1881 |
| Alexander Green | Sep. 1, 1881 - Nov. 27, 1883 resigned |
| Donald M. MacDonald | Apr. 1, 1884 - Aug. 20, 1885 resigned |
| James Simpson | July 1, 1887 - Dec. 23, 1889 died |
| Capt. Wm. James Simpson | July 9, 1890 - Jan. 24, 1893 resigned |
| Mrs. Marie Jane Currie | Aug. 1, 1893 - Apr. 13, 1903 resigned |
| Mrs. Margaret Currie | Oct. 3, 1903 - Mar. 31, 1913 resigned |
| Andrew E. Belrose | Apr. 1, 1913 - June 22, 1948 died |
| Miss Hilda May Belrose | June 24, 1948 acting |
| Henry Cecil (Harry) Davis | Nov. 25, 1948 acting |
| Henry Cecil (Harry) Davis | Jan. 18, 1949 - Oct. 11, 1967 promoted |
| Mrs. Mary F. Davis | Oct. 12, 1967 acting |
| William Larry Scarr | Dec. 16, 1967 - Mar. 23, 1970 promoted |
| Mrs. Gladys Helena Morris | Mar. 24, 1970 - May 7, 1985 retired |
| Mrs. Elizabeth May Adams | May 7 1985 temporary |
| Mrs. Marion Pinnell | Jul 2, 1985 - Feb. 1987 released |
| Mrs. Elizabeth May Adams | Feb. 27, 1987 temporary |
| James (Jim) Thompson | June 15, 1987 - June 26, 1999 died |
| Mrs. Charlotte Parsons | Nov. 1, 1998 - Oct. 28, 1999 retired |
| Mrs. Nancy Smith | Oct. 29, 1999 acting |
| Mrs. Nancy Smith | Sep. 10, 2001 - |

Money Order Office No. 4524
Computer Office No. 395218 (Apr. 1, 1973)
Post Office Postal Code N0H 2R0

Thank You



*a proud sponsor and supporter of the
GREY, BRUCE, DUFFERIN & SIMCOE
Postal History Study Group*

From anywhere . . . to anyone

in **TOBERMORY** and the

surrounding area . . .



395218

31 XII 1974
TOBERMORY
O N

395218

III 28 1977
TOBERMORY.
ONT.

Western Georgian Bay Expedition
August 29 - September 3, 1988
TOBERMORY - WIARTON

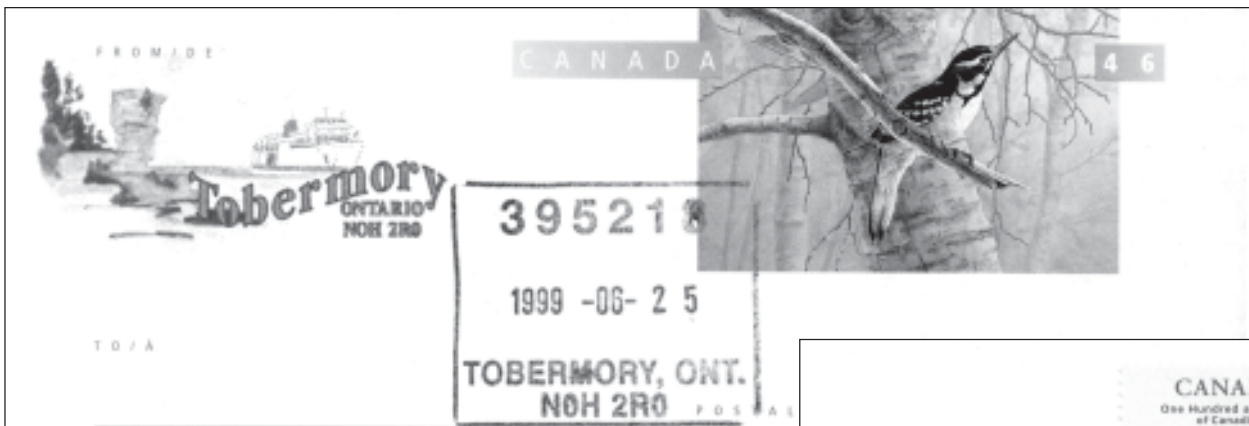


395218
29 VIII 1988
TOBERMORY, ONT.
NOH 2R0

CANADA 37
392871
31 VIII 1988
LION'S HEAD
O N



J. KNIERIM



395218
2002-08-01
TOBERMORY, ONT.
NOH 2R0



No two POCONS or RC# datestamps ever seem to be the same. To note the differences check the type size, type font, the line spacing, punctuation, the number itself, the postal code. Unlike the old steel hammers which were around for years, even generations, the rubber datestamp has a very short life.

McVicar

James Cockwell and his son-in-law William Grant were the first settlers in the Township of St. Edmunds. In 1872 they built a large sawmill and a shingle mill on the Crane River about 15 miles east of Bury (Tobermory). It was built on Lot 7, Concession 1 EBR. This was the first sawmill in St. Edmunds Township. During the same year that they built the sawmill they opened a road to Pine Tree Harbour a distance of ten miles. Lumber was transported by wagon to the harbour for shipment by steamer.

As other buildings were erected the fledgling hamlet became known as Crane River. In 1880 William McVicar and his brother Peter purchased the mill and its holdings. The McVicar family acquired the timber rights to large forested areas. In July 1881 the hamlet was evacuated when an unchecked forest fire threatened the area with destruction.

On January 1, 1883 Peter McVicar was elected the first reeve of the united townships of Lindsay and St. Edmunds. Some years earlier, in 1856-1857 when Peter McVicar lived in Carrick Township he served that township as reeve. The McVicar family were quite industrious and became well known throughout the peninsula. With the mills under their ownership the hamlet became known as McVicar's Mills. Peter McVicar, in 1891 asked the postal authorities in Ottawa to establish a post office and offered to house it in the mills main building.

< *Tobermory, whose main reason for existence in present times seems to be to draw tourists to the wonderful scenery with which the area is blessed. To that end a great amount of publicity takes place to spread the word. Much is done at tourist information centres with colourful brochures. Many are mailed and in a humble way even the ordinary mailings can be made attractive so as to promote the area. Tobermory has for a number of years utilized N° 8 and N°10 envelopes that have been imprinted with a local theme. In the same way a two-colour date-stamp was introduced picturing the flower pot island in August 2001 – a very popular site for visitors to the Five Fathom National Park. Both envelope and the datestamp are shown on the opposite page.*

The Western Georgian Bay Expedition is a privately produced cover that was carried from Tobermory to Wiarton by cedar-strip canoe in a five-day expedition. At each of the stops en route where a community had a post office the covers were cancelled with the current datestamp.



McVICAR ONT. / AP 11 / 11 – Easter Greetings to a friend at the Manse in Embro, Ontario – COURTESY J. Rossiter

He asked the Federal Member of Parliament to assist him by recommending to the Postmaster General that a post office be opened at McVicar Mills. This resulted in the name McVicar being approved as the name for a post office that opened on April 1, 1893 with Peter McVicar appointed postmaster. Eight years later Peter McVicar decided to retire. He resigned as postmaster and moved to Perth in Eastern Ontario. He had been in the lumbering business for almost twenty years.

A new postmaster, Thomas B. McBride, was appointed on April 1, 1901 McVicar became a way station on the old wagon road between Lion's Head and Tobermory. McVicar exchanged mails with the courier who had the contract for this route. After two-and-a-half years in office McBride resigned. William McVicar, Peter's brother, was appointed interim postmaster.

After 18 months, R. M. Hilditch was appointed postmaster and William McVicar resigned. Almost a year later Hilditch decided to move out of the area and sent his resignation to the postal authorities. William Lynch who operated Hidden Valley Lodge was appointed postmaster and moved the post office to his lodge. Lynch served for almost six years when he sold his business and resigned effective March 6, 1913. Due to a lack of business the post office closed on April 23, 1913.

Three years later the post office re-opened on January 1, 1916 with a new resident, Charles Pedwell being installed as postmaster. On July 31, 1918 the post office closed permanently and McVicar's residents received their mail via Rural Mail Delivery.

McVICAR

Postmasters and their years of service

| | |
|--------------------------------|---------------------------------------|
| <i>Post Office Established</i> | Apr. 1, 1893 |
| Peter McVicar | Apr. 1, 1893 - Feb. 18, 1901 resigned |
| Thomas B. McBride | Apr. 1, 1901 - Nov. 20, 1903 resigned |
| William McVicar | July 1, 1904 - Oct. 2, 1905 resigned |
| R. M. Hilditch | May 26, 1906 - May 2, 1907 resigned |
| William Lynch | Nov. 11, 1907 - Mar. 6, 1913 resigned |
| <i>Post Office Closed</i> | Apr. 23, 1913 |
| <i>Post Office Re-opened</i> | Jan. 1, 1916 |
| Charles Pedwell | Feb. 1, 1916 - July 31, 1918 |
| <i>Post Office Closed</i> | July 31, 1918 |

A number of N.P.O. hamlets and settlements in St. Edmunds Township are worth noting.

CAPE HURD

The *Cape Hurd Murders*, took place here in 1874 when three Indians were murdered. The settlement is located on the most westerly tip of the township. It forms the southwest corner of *Fathom Five National Park*. While the number of summer visitors are increasing the fact that the small community is only five miles from Tobermory will probably mean that it will never have a post office.

THE SETTLEMENT

Almost three miles south of Tobermory on the Bury Road is a settlement established by settlers in the early 1880's. The community became known simply as *The Settlement*. A church and a number of other buildings were built here. Being close to Tobermory where a post office had been established in 1881, a post office here was considered unwarranted.

JOHNSTON HARBOUR

Peter McVicar built a saw mill and a wharf here in 1881. (Peter McVicar became the postmaster of McVicar post office in 1901.) At one time Johnston Harbour had a boarding house for twenty men, a blacksmith shop, a school, an ice-house, a sawmill and a number of log cabins. The hamlet was located on the lower southwest coast of the township. Two schooners, the *Bert Barnes* and the *Davis* sailed between Johnston Harbour and Goderich, making the return trip in three days. By 1920 the hamlet was largely abandoned. Finally a forest fire in 1928 destroyed what was left of the settlement. In the 1950's a sawmill operated on the site. Today Johnston Harbour is remembered as the area where the murder of Helen Kendall took place in 1952.

COCKWELLS MILLS

Thomas Cockwell, a farmer and a lumberman built a sawmill on Lot 7, Concession 1 EBR. on the Crane River. For a period of time this was the only settlement north of Lion's Head. Lion's Head was twenty miles further south. Mr. Cockwell was born in England and came to Bruce County in 1873. He later served as a member of the Township Council. Although enquiries were made, a post office was never established.

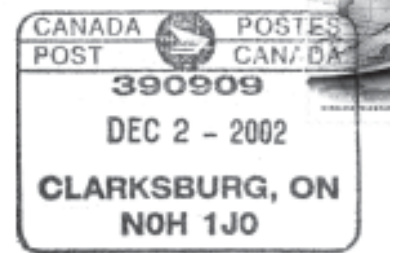
A number of other small communities, that are today chiefly tourist sites during the summer months, never grew to a sufficient size to warrant a post office. Some of these are Dorcas Bay, Pine Tree Harbour, Eagle Point, Indian Harbour, Warner Bay and Cameron Bay. ☒

[REF. 159]

New DATE-STAMPS appear in Grey and Bruce County

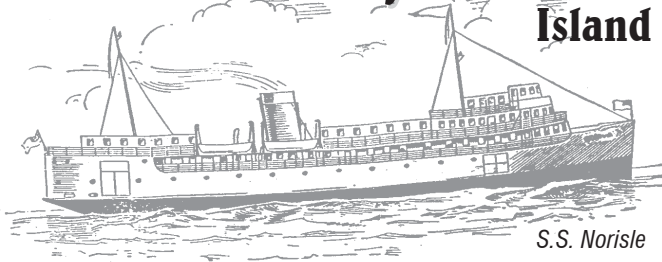
In recent weeks a number of new date-stamps have appeared in Grey County to entice you to visit your friendly rural post office. Experience has shown that a kind request to have a card or cover cancelled is always returned with a smile and friendly service.

The following offices have received new datestamps: Bognor, Chatsworth, Clarksburg, and Lions Head



FERRY MAIL SERVICE

Tobermory-Manitoulin Island



S.S. Norisle

by **James E. Kraemer**, FRPSC, FRPSL

[REF. 160]

Ferry service between Tobermory and South Baymouth on Manitoulin Island began in 1930. Some of the early ferries had a box on board marked, "Letters". Letters deposited in the box during a journey were posted from a terminal post office as a courtesy for those travelling by ferry. As far as can be ascertained no special stamp or marking indicating that the mail was posted on board was in use. The first ferry, the *S.S. Kagawong*, was a wooden hulled vessel that carried eight automobiles.

The *MS Normac*, a steel-hulled vessel started operating in 1932. The ferry was named after Captain Norman McKay of Owen Sound, president of the Owen Sound Transportation Company. It continued in service for thirty years until 1962. By the end of WW II in 1945, the demand for ferry service increased considerably resulting in the *S.S. Caribou* assisting the *Normac*. Both the *Caribou* and the *Normac* had room for 15 automo-



S.S. Caribou

biles and 50 passengers. The *S.S. Caribou* was owned by The Dominion Transportation Co. Ltd. while the *Normac* was owned by The Owen Sound Transportation Co. Ltd. In 1945 the Dominion Transportation Company took over the Owen Sound Transportation Company and re-named itself The Owen Sound Transportation Company Limited. The *Normac* was taken out of service in 1962 and eventually sold to Toronto interests. After a few years it inexplicably sank at its moorings at the Toronto waterfront while serving as Captain John's Restaurant. The *Caribou* had been scrapped in 1947.

From 1946 until 1974 ferry service was provided by a larger vessel, the *S.S. Norisle*. The ferry built in Colling-

wood, Ontario by the Collingwood Shipyards Ltd. was 214 feet in length. She could carry 52 automobiles and 200 passengers at a speed of 12-14 knots. After her ferry days were over the *S.S. Norisle* was sold in 1974 and towed to Manitowaning on Manitoulin Island where it serves as a Restaurant-Museum.

Starting in 1963 and ending in 1974 the *S.S. Norgoma* provided dual ferry service. The Collingwood Shipyards built the *Norgoma* in 1950. She was the last passenger ship built in Ontario. From 1950 until 1963 the vessel operated as a passenger and freight ship making five round trips a week from Owen Sound to Sault Ste. Marie Ontario. On each trip she made nine stops at communities along the North Channel. The vessel had sleeping accommodation for 100 passengers, a dining room for 50 and could carry 40 cars and a sizeable cargo. When the Trans-Canada highway was completed in 1963 the *Norgoma* transferred to ferry service

between Tobermory and South Baymouth on Manitoulin Island. The *Norgoma* is 190 feet



S.S. Norgoma

long x 36 feet wide. As a ferry she was fitted with an 800 hp diesel engine giving her a speed of 13.5 knots. In 1975 the *Norgoma* was taken to Sault Ste Marie and converted to a museum ship. She is known as *The Museum Ship Norgoma* and is located in the Roberta Bonar Park Marina. The vessel was purchased and is owned by the St. Marys River Marine Centre.

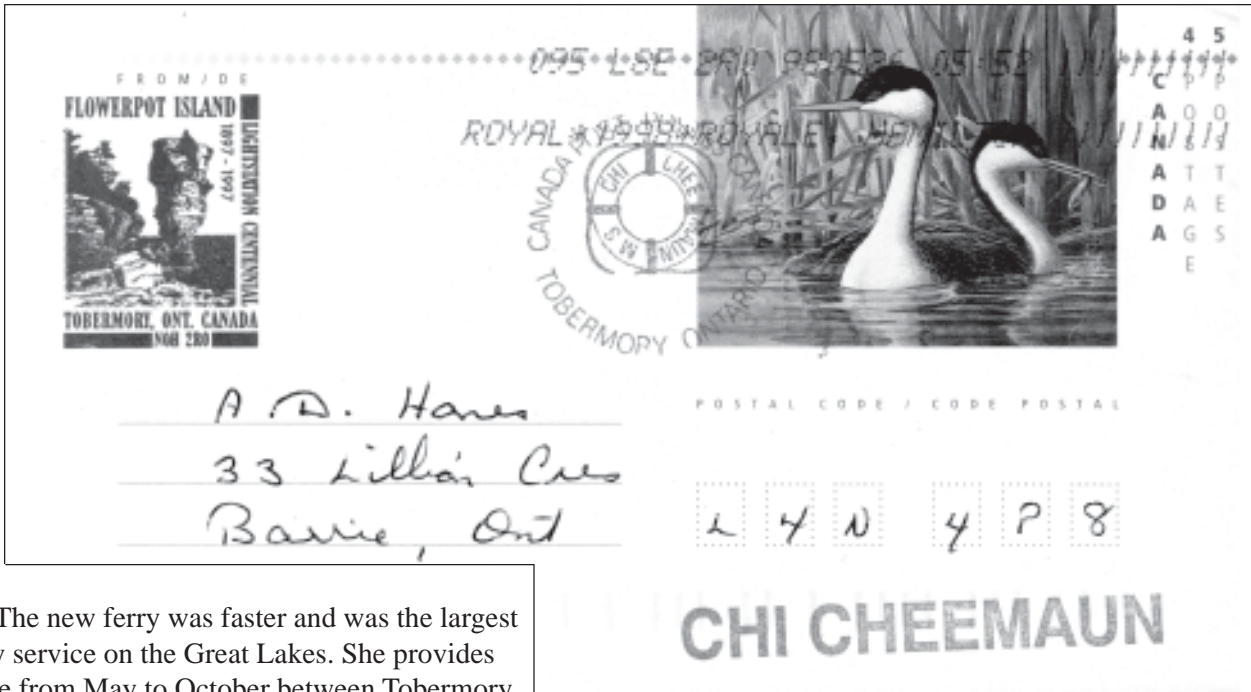
By the 1970's the demand for ferry service increased well beyond predicted expectations. The Ontario government took over the ferry service in 1972. The following year the government formed The Ontario Northland Marine Service to build up and operate the ferry service. They built and put into service in 1975 the *MS Chi-Cheemaun*. She was commissioned on September 29, 1975.

The *Chi-Cheemaun* which means, "the big canoe" in the Objibwa language, was built in the Collingwood



M.S. Chi-Cheemaun

1998 05 26
Tobermory
promotional
N° 8
envelope
mailed from
the MS Chi-
Cheemaun
and struck
in red with
cachet and
straight-line
stamp.



Shipyards. The new ferry was faster and was the largest ship in ferry service on the Great Lakes. She provides daily service from May to October between Tobermory and Manitoulin, the world's largest fresh water island. The *Chi-Cheemaun* can accommodate 343 automobiles plus 638 passengers. Cruising at 16 -17 knots it takes less than two hours to cross the lake. The 365-foot vessel (112 meters), has two 16-cylinder, 3520 hp turbo-diesel engines that drive the twin propellers. The name *Chi-Cheemaun* was selected from about 200 entries submitted in a contest sponsored by the Ontario Ministry of Industry and Tourism. The winner who submitted the name *Chi-Cheemaun* was Donald Keeshig from Cape Croker.

The Ontario Northland Marine Service operated the *Chi-Cheemaun* with the assistance of the Owen Sound Transportation Company. In 2002 the Owen Sound Transportation Company separated from the Ontario Northland Marine Service and became independent. It operates the *Chi-Cheemaun* ferry service and is accountable to the Ontario Ministry of Industry and Tourism. The ferry now sports new colours signifying that it is operated by the Owen Sound Transportation Co.

In the 1980's a smaller sister ship, the MS *Nindawayma*, meaning "little sister" in Ojibwa, began ferry service when the *Chi-Cheemaun*



was in for repair and/or refit. The MS *Nindawayma*, powered by two diesel engines, carried 400 passengers and 125 auto-mobles. She is 333 feet (102 meters) in length. The vessel was sold in 1992.

During the 1970's and 1980's the *Chi-Cheemaun* rubber-stamped mail posted on board. A straight-line

M.S. "CHI-CHEEMAUN"



Single-line cachet (black) and a dated "life buoy" cachet (always struck in black). Below we have a similar straight-line cachet (blue).

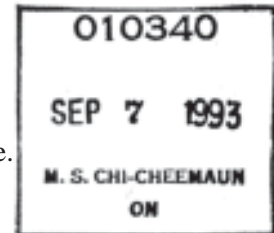
M.S. "CHI-CHEEMAUN"

impression reading, M.S. "CHI CHEEMAUN" and a second impression reading, "CHI CHEEMAUN" were used. They were 43 mm long x 3.5 mm high and respectively 63 mm in length with letters 7 mm high. A third smaller straight-line impression reading, **M.S. "CHI-CHEEMAUN"** measuring 43 mm in length with thick 3 mm high letters (blue) was also used during the same period.

On October 2, 1989 a postal outlet, RC# 010340 was established on board. It was in operation during the sailing season that was from the first weekend in May until mid-October. This postal service was withdrawn at the termination of the season on October 12, 1994. The Canada Post authorities arranged for a postal agency on board the *Chi-Cheemaun* and provided the ferry with a "life buoy" cachet for use in stamping and identification of mail posted on board. The cachet is still in use.

The Owen Sound Transportation Company Ltd. and the *Chi-Cheemaun* maintain a head office in Owen Sound and an operations office in Tobermory on Eliza Street.

Approximately 250,000 passengers are carried by the *Chi-Cheemaun* each season. ✉



AN ORIGINAL FIND

Dunblane / Dumblane

Saugeen Township
Bruce County

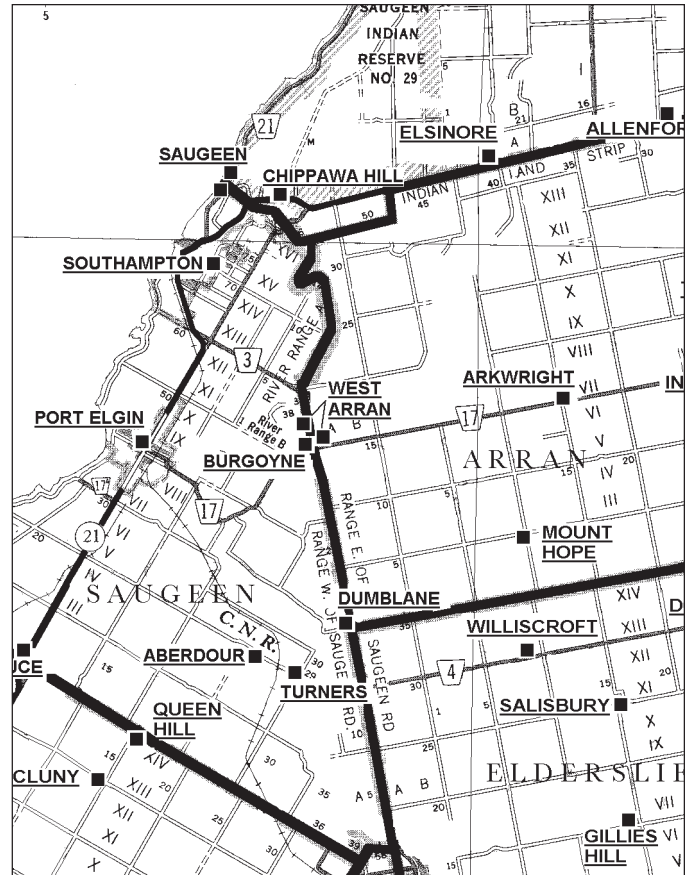
by *John Rossiter*

REF. 161]

Recently I've been trying to turn an accumulation of Bruce County covers into a collection. While working my way through a box of covers, I came to Dumblane, a post office in Saugeen Township. This office is long gone but at one time it was located about half way between Burgoyne and Paisley along the old Saugeen Road now referred to as Bruce County Rd. No. 3. What follows mainly concerns two covers poorly struck with what appeared to be a "DuNblane" hammer. The hammer used is a double broken circle, 25 mm in diameter and both covers are script dated – February and March 1873. I went through all of the reference material I have including maps. All texts and maps I could find show the spelling as "DuMblane" with an "M". I checked the Postal Archives on the web but drew a blank on both spellings – "DuNblane" and "DuMblane".

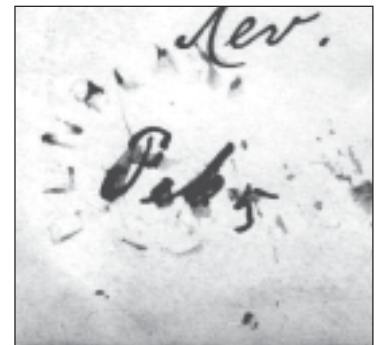
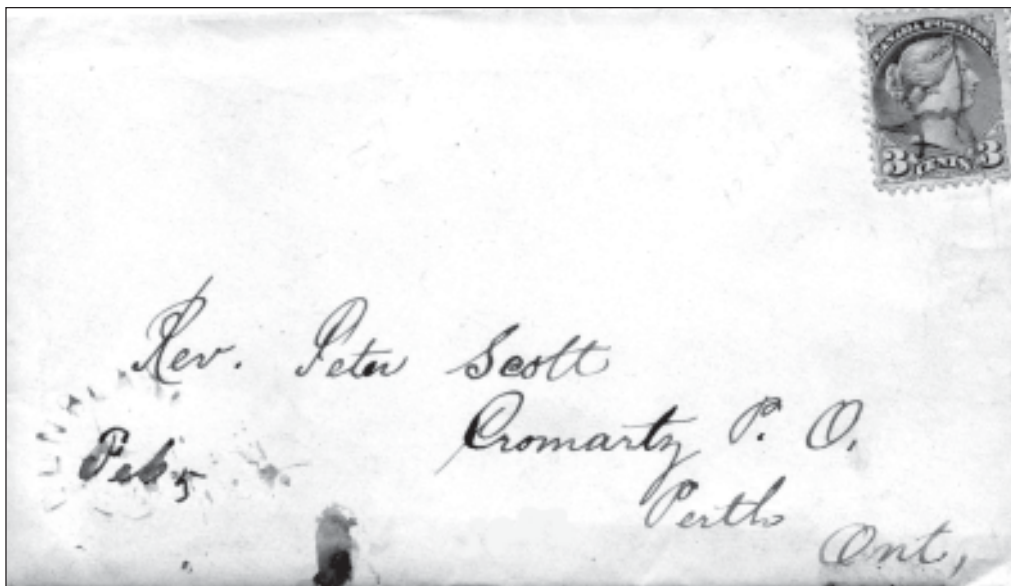
I then showed the covers to Bob Vogel who has younger eyes than mine. Bob agreed with me that the postmark on these covers was Dunblane (with an "N") especially when he scanned the covers and enlarged the postmarks. Bob further checked his records of post offices and the spelling recorded was DuMblane with an "M".

Bruce Graham makes no reference to a DuNblane hammer in his listing of *Bruce County Broken Circle Postmarks*. Therefore, we decided to send Bruce scans

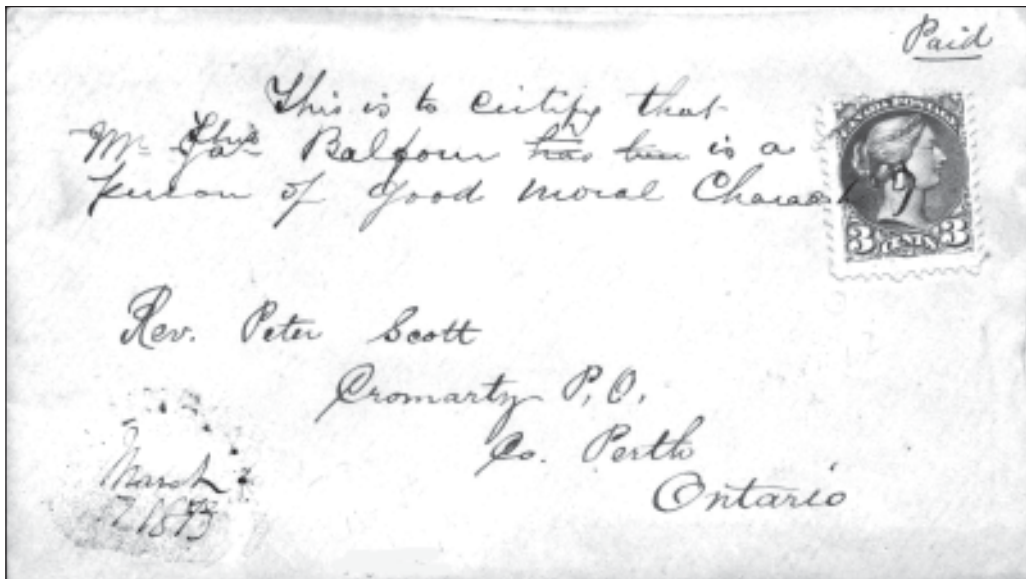


of these two covers for his opinion. Bruce in turn contacted Bob Smith the author of *Ontario Post Offices* which gives a listing of over 8,000 post offices for his review. It is the thanks to the detective work of both Bruce Graham and Bob Smith that we have much of the following information: -

- The Post Office opened on Feb. 1, 1856
- The Postmasters Report of 1856 shows the spelling as DuNblane with W. Wallace as Postmaster.
- The *Canadian Almanac* of Sept. 1, 1856, only 5 months after opening, lists the spelling as



DUNBLANE
Feb 5 (1873)
Unmistakably it is DuNblane.



DUNBLANE

Mar 17 (1873)

Two letters written to the same person at Cromarty P.O. in Perth County.

- DuMblane with W. Wallace as postmaster.
- The Postmastership Card (a handwritten one photocopied at the archives) is DuMblane with “M” written over something.
- All other postal guides Bob Smith has show the spelling after Sept 1, 1856 including Lovett’s *Canada Directory* of Sept. 30, 1857 as DuMblane.
- Bruce quotes from Floreen Carter’s *Place Names of Ontario* which confirms the above, but credits the Postmaster W. Wallace with renaming the hamlet DuMblane. The population in 1857 using the DuMblane post office was 100. There was no community in 1969 with only a church building remaining. Floreen Carter also notes that the present approved name is DuNblane. Recent texts and maps show the spelling as DuMblane including the M.T.C. *Map of Grey & Bruce Counties*

printed in February 1977. Bruce Graham did some further checking of Floreen Carter’s reference material along with other reference material supplied by Bob Smith and the only conclusion that can be reached is that one reference contradicts the other. DuNblane or DuMblane? Bruce did one further check on the “geonames” web site – National Resources Canada – Geomatics Canada – by typing in Ontario Postal Routes and it is listed as DuNblane. He then typed in DuMblane and it came up a blank. Bruce speculates that the postmaster may have been replaced for political reasons and if so he may have changed the name for that reason. (DUM instead of DUN?)

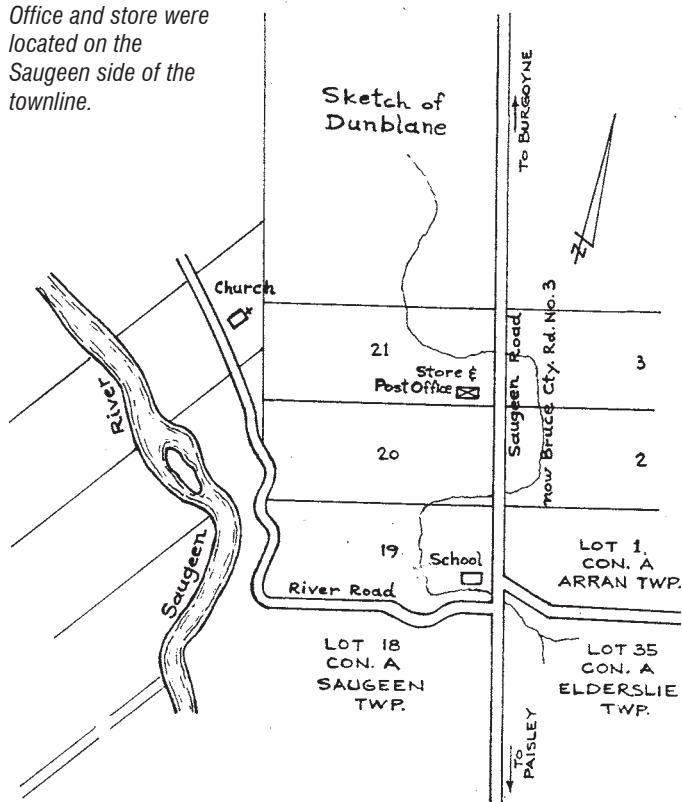
Fig’s 1 & 2 show both covers script dated – the earliest Feb. 5, 1873 and the second March 17, 1873.



DUMBLANE ONT. / 3 SP / 09

This post card mailed from DuMblane to Clavering via Paisley is struck with a 21.0 mm broken circle hammer.

DUNBLANE Post Office and store were located on the Saugeen side of the townline.



Both covers still have the letters enclosed and appear to be written by a brother and sister after returning home from a visit to their brother a Presbyterian Minister in Perth County. The letters tell of the trip home in extremely bad weather, wind & drifting snow, through Teeswater and on to Dunblane. The letters mention that many people are ill with severe colds and refer to the death of a neighbour's 2-year-old child. There is also a note of a curling match between Paisley, Saugeen, Port Elgin and Dunblane to be played on the river at Paisley. Dunblane beat the Paisley Rink.

Both covers are in reasonably decent condition, pen cancelled and unfortunately as noted above poorly struck. One cover has a small portion of a Paisley backstamp and the other has good backstamps of both Paisley and Guelph.

The DuNblane postmark was likely used from the office's inception in 1856 or shortly after and obviously was still in use in 1873 when these covers were mailed. When was the DuNblane postmark replaced? With the name change to DuMblane you would have thought a new hammer would have been provided long before 1873. Bruce Graham records a DuMblane postmark (22 mm) proofed on Dec. 6, 1883. If the original hammer was not replaced until 1883, then it is possible this double broken circle hammer was in use for up to 27 years. Hopefully earlier and better strikes of this original hammer will turn up.

Fig. 3 shows a post card mailed from DuMblane.



The former Dunblane School, U.S.S.#1 Saugeen-Arran, is now a residence.

Recently my wife, Gwen and I drove over to the location of Dunblane. All I could find was an old brick school built in 1903 which is now a private residence. The school at one time served students from the three townships of Saugeen, Arran & Elderslie. All three townships meet along the county road at Dunblane. The school shows the spelling as DuNblane as do road signs along the county road. I mentioned to my wife's sister who lives in Port Elgin that "all that was left of Dunblane was the old school." She asked "what about the church?" I replied that "no other buildings were standing." She then told me that it certainly was standing as she attended the church once a year, but it was not on the county road, but west on the "River Road" No. 1, Saugeen. So back my wife and I drove to the River Rd. which follows along the Saugeen River and sure enough there was this tiny little church not much bigger than a single car garage. The plaque on the church reads "Dunblane Presbyterian Church erected 1859 – annual

Dunblane Presbyterian Church, as seen in 2002.



service first Sunday in August at 2:30 pm.” Another plaque beside the church reads: - “Dunblane Presbyterian Church – this plaque is erected to The Glory of God and to the memory of these courageous settlers who in 1859 built a Cedar Log Church here in the Queen’s Bush. Later faithful members plastered & papered the inside walls and covered the exterior with board & batten.”

The old *Belden Atlas* of 1880 shows the DuNblane Post Office and store on the west side of the Saugeen Road (at the SE corner of Lot 21, Con. A, Saugeen Twp.) I could not find any remains of this Post Office and store, not even a foundation. It is probable that prior to 1880 the Post Office was located elsewhere usually in the home of the Postmaster. The atlas adds to the confusion of the spelling as the maps show the spelling as DuMblane but the index of land owners refers to their Post Office as DuNblane. In 1880 forty-five families in the adjoining townships show their address as DuNblane.

The grist mill and saw mill which originally stood on the east side of the county road in Elderslie Township are also long gone.

What is the correct spelling? My vote is for DuNblane. These townships were settled predominately by people

of Scots descent and it would seem likely they would name their little community after Dunblane in Scotland. We’ll probably never know if the DUM spelling came from poor handwriting, a legal name change or some other source. In any case the DuMblane spelling was carried on from late 1856 right up to the present including Post Office documents, maps, etc.

The following postmasters served at DuNblane/
DuMblane:

| | |
|--|--|
| W. Wallace | Feb. 1, 1856 until July 3, 1857 |
| John Fraser | Apr. 1, 1858 until June 30, 1872 |
| Donald Fraser | July 1, 1872 until Oct. 18, 1880 |
| Archibald Armstrong | Jan. 1, 1881 until Oct. 6, 1882 |
| John McFarlane | Jan. 1, 1883 until May 31, 1890 (closed) |
| Mrs. Isabella McNeil | Aug. 1, 1892 (post office reopened) |
| Post Office closed: Apr. 10, 1921 (officially closed, but was permitted to remain open until May 31, 1921) | |

Thank you to Bob Vogel, Bruce Graham and Bob Smith for their help in the preparation of this article. Thank you to Sybil Esplen for the loan of a book *Roots & Branches of Saugeen 1854 – 1984* compiled by the Saugeen History Hunters. This is one of many excellent books prepared by local people interested in the history of their township. ☒

Early **ARNOTT, Grey County** [REF. 162]

Robert C. Smith

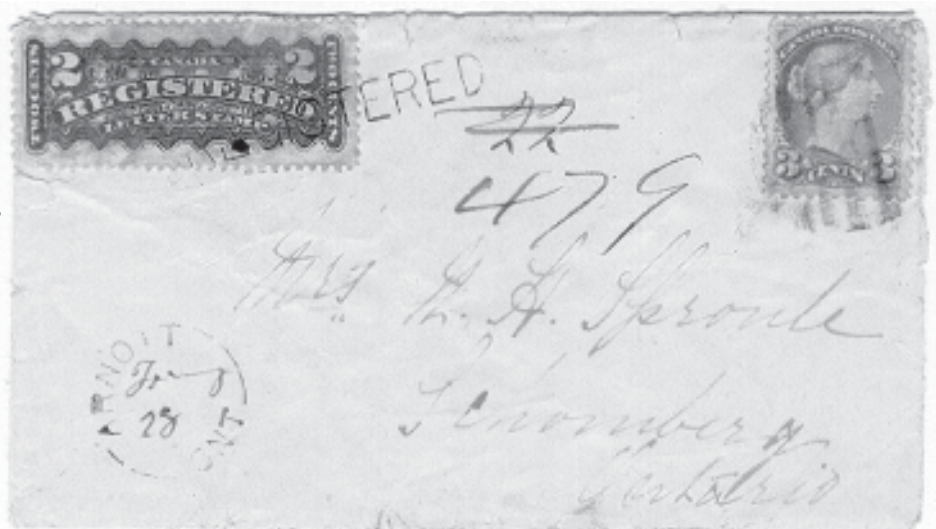
I recently acquired the interesting registered cover shown here. The 3¢ Small Queen stamp is cancelled by a large eight-barred obliterator, and the 2¢ Registered Letter Stamp by a straight-line REGISTERED hand-stamp. It is postmarked with a 20.5 mm ARNOTT / ONT broken circle, Scrimgeour type A2x, with manuscript date *Jan / 28* (1878) (arc lengths 10.5 mm, 11.5 mm), a marking that is not listed in Bruce Graham’s book on Ontario broken circles.

The cover was addressed to Schomberg, Ontario, and is backstamped with two nude impressions of the Arnott mark as well as two strikes of the REGISTERED / T. G. & B. broken circle dated JA 29 / 78 from a Toronto, Grey and Bruce Railway mail car, and one strike of a TORONTO / ONT broken circle receiving mark of the same date.

The Arnott post office was opened in Holland Township on April 1, 1868 under postmaster William G. Murray, who remained in office until 1901. It seems likely that this broken circle

postmark was the first device used at this office, which closed on May 31, 1917 upon the inauguration of Rural Mail Delivery to that part of Grey County.

Not only is the Arnott postmark to the best of my knowledge unique, but the registered R.P.O. RG-35 marking was given a rarity factor of 500* in Ludlow’s 1982 *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*. ☒



Conveying Her Majesty's Mails

ROSEMONT & SHELBURNE

James White

[REF. 163]

This article focuses on the details involved in the contract between a rural mail contractor and the Post Office Department of Canada. Specifically it is the contract between George Moffat of the Village of Rosemont (Simcoe/Dufferin Counties) and the Post Office to carry the mails between Shelburne and Rosemont in 1892.

Following is a transcript of that contract typeset according to the original document. Please note that all italicized lettering was hand-written or typewritten. Roman lettering signifies the printed form used by the Post Office department.

CONTRACT FOR THE CONVEYANCE OF HER MAJESTY'S MAILS.

This Agreement, entered into this *twenty-first* day of *November* in the year of our Lord one thousand eight hundred and *ninety-two* between *George Moffat* of the *Village of Rosemont*, in the County of *Simcoe* in the Province of *Ontario* and Dominion of Canada, *Farmer* (Hereinafter called the Contractor), his heirs, Executors and Administrators, of one part; and the Honourable *Sir Adolphe P. Caron, K.C.M.G., Q.C.* Postmaster General for Canada, acting for and on behalf of Her Majesty, Her Heirs and Successors, of the other part.

Witnesseth, that, for and in consideration of the sum of money hereinafter mentioned, the said Contractor engages, *commencing the first day of November A.D. 1892* to convey or caused to be conveyed, Her Majesty's Mails between

Rosemont and Shelburne

six times per week, each way in the manner and under the stipulations hereinafter set forth; serving on each and every trip or journey, all the Post Offices now established, or which may be established on the route, during the continuance of this contract.

The route pursued in the conveyance of the Mails to be via *Mulmur, Violet Hill and Primrose*.

POST OFFICE DEPARTMENT, CANADA.

Barrie Division.

Expires 30th September 1894.

ENTERED LETTER No. Book

CONTRACT FOR CONVEYING HER MAJESTY'S MAILS BETWEEN Rosemont AND Shelburne

Contractor *George Moffat*

Frequency *6* times per week.

Distance *12* miles.

Rate, \$20.00 per annum.

From *1st November* 1892

Supersedes

Letter. No. Book.

ON HER MAJESTY'S SERVICE



Mr Geo Moffat
Mail Contractor
Rosemont Ont

The computed distance is *twelve miles*. The mails to be conveyed in a vehicle or otherwise.

The times and arrival and departure to be as follows; subject, however, to a right of the Postmaster General of Canada, for the time being, to alter the same, should he deem it advisable so to do.

To leave Rosemont Post Office, once daily, Sundays, excepted, at such an hour as will enable the Courier to arrive at Shelburne in time for despatch of mails by morning train passing South.

To leave Shelburne Post Office at 10:42 A.M. or as soon as possible after the arrival of the morning mail train from Toronto, and travelling via Mulmur, Violet Hill and Primrose arrive at Rosemont with all due despatch.

The rate of travelling to be uniform, so far as the nature of the roads and the state of the weather will permit, at an average speed of *four miles* per hour, including stoppages.

The Mail Bags to be delivered into and taken from the Post Office, on and at each terminus of the route by the said Contractor or his servants; *five* minutes to be allowed for changing the Mail at each office on the route.

And the said Contractor further agrees to convey, without charge, the Postmaster General, Inspector or Agent of the Post Office department, who may, in the execution of his duty, travel in the vehicles used by the said Contractor, in the transport of the said Mails.

And the said Contractor further agrees to provide for the defence of the said Mails whilst *en route*, from the weather or other causes of injury, and from dangers of every kind; and (excepting at such times as they may be under examination by a Postmaster), to keep the bags constantly in his own custody or in the custody of the Couriers employed by him.

And the said Contractor further agrees to provide sober, steady and honest men as Mail Couriers, for the aforementioned service.

And the said Contractor further agrees that he, as well as every person employed by him in the aforementioned service, or who shall be entrusted with any duty connected therewith, under, by virtue, or in pursuance or execution of, this agreement shall, previously to entering upon the same, take and subscribe the oath or affirmation required by law to be taken and subscribed by all persons employed in the Post Office Department.

And the said Contractor further agrees to pay all charges for Tolls, Ferries, or otherwise, which are now established or which may hereafter be established on the route.

The said Contractor engages not to employ any man who has ever been discharged from the Post Office Service.

The said Contractor engages to provide each Courier or Driver employed in this service with a Post Horn, which he is to sound distinctly on approaching and leaving a Post Office, and occasionally along the road.

The said Contractor engages that the Couriers or Drivers employed in this service shall carry a Side Bag slung over their shoulders for the reception of Way Letters, and that they shall receive all letters offered to them by any individual on the route, and deliver the same to the Postmaster at the first Post Office at which they may arrive, stating to the said Postmaster where the said letters were received.

The said Contractor shall not have it in his power to transfer his interest in this Contract without the special and written approbation of the Postmaster General.

And to ensure the more faithful observance of the foregoing stipulations, and the diligent performance of the service, and because any failure therein would lessen the value of the said service, it is further covenanted and understood that any default or failure therein, or neglect or violation of the orders or regulations communicated by the Postmaster General to the said Contractor, for his government in the performance of ????? at the discretion of the Postmaster General for each ????? failure or offence.

And it is further agreed and understood that, should the said Contractor at any time fail to provide for conveyance of the said Mails, the Postmaster General may at the proper cost and charge of the said Contractor, hire sufficient means for the conveyance of the said Mails; and the expense thus incurred shall be deducted from the compensation hereinafter stipulated to be paid Quarterly to the said Contractor.

And it is further agreed that every such forfeiture or deduction aforementioned shall be retained by the Postmaster General out of the moneys which shall, first thereafter, become due and payable to the said Contractor, for and on account of this agreement, and the matters and things therein contained.

It is understood that this contract is to continue in force for a period not exceeding 30th September 1894 provided always that in case of repeated failures to deliver the Mail within the Contract time, or of frequent violations of any of the provisions or stipulations hereinbefore set forth and declared, the Postmaster General shall have the power to terminate the same,



CONTRACT

FOR THE

Conveyance of Her Majesty's Mails.

This Agreement, entered into this *Twenty first* day of *November* in the year of our Lord one thousand eight hundred and *ninety-two* between *George Moffat* of the Village of *Rosemont*, in the County of *Simcoe* in the Province of *Ontario*

and Dominion of Canada, *FARMER* (hereinafter called the Contractor), his Heirs, Executors and Administrators, of the one part; and the Honourable *Sir Adolphe P. Caron, K.C.M.G., Q.C.* Postmaster General for Canada, acting for and on behalf of Her Majesty, Her Heirs and Successors, of the other part.

Witnesseth, that, for and in consideration of the sum of money hereinafter mentioned, the said Contractor engages, COMMENCING the *First* day of *November* A.D. 1892 to convey or cause to be conveyed, Her Majesty's Mails between

Rosemont and Shelburne

six times per week, each way in the manner and under the stipulations hereinafter set forth; serving on each and every trip or journey, all the Post Offices now established, or which may be established on the route, during the continuance of this contract. The route pursued in the conveyance of the Mails to be via *Mulmur, Violet Hill and Primrose.*

The computed distance is *twelve miles.*

The Mails to be conveyed *in a vehicle or otherwise.*

and in such a case to consult his own convenience as to the notice to be given to the Contractor for the discontinuance of the service performed by him under this agreement.

The Postmaster General also reserved the right to annul this agreement, whenever in his opinion the public interest shall require it, by giving to the Contractor, in writing, three months' previous notice of his intention to put an end to the service.

The above service are to be performed, and the stipulations observed by the said Contractor, in consideration of the sum of

Five hundred and twenty dollars

BOND.

Know all Men by these Presents, that we George Moffat of the Village of Rosemont in the County of Simcoe, Province of Ontario and Dominion of Canada, Farmer; John Brown, Blacksmith and Albert Foucar, Tinsmith, each of the Village, County, Province and Dominion aforesaid

are held and firmly bound to the Honourable the Postmaster General of Canada, in the sum of **One thousand** Dollars of lawful money of Canada, to be paid to him and his successors in office, for which payment, well and truly to be made, we bind ourselves jointly and severally, our and each of our Heirs, Executors and Administrators, firmly by these presents, sealed with our seals.

Dated this *Twenty-first* day of *November* in the year of Our Lord one thousand eight hundred and *ninety-two*

Whereas, by the preceding agreement, bearing even date with the above written Obligation, made and entered into between the above bounden **George Moffat** therein and hereinafter called the Contractor, of the one part, and the Postmaster General of Canada, acting for and on behalf of Her Majesty the Queen, of the other part; the Contractor for the consideration therein mentioned, engages, commencing on the **First** day of **November** A. D. 18*92* to convey or cause to be conveyed Her Majesty's Mails from

Rosemont and Shelburne

six times per week each way in the manner therein provided;

Now the condition of the foregoing obligations is such, that if the above bounden Contractor, His Heirs, Executors and Administrators, shall and do well and faithfully and truly perform, fulfil and keep all and every of the articles, conditions, provisions and stipulations in the said agreement expressed and contained on the part of the said Contractor to be done, performed, fulfilled and kept, according to the words and true intent and meaning thereof, then the above Obligation shall be null and void; otherwise it shall be and remain in full force and virtue.

Signed, Sealed and Delivered }
in the presence of

Walter Stone
John Brown
Witnesses.

George Moffat Contractor
John Brown First Named Surety
Albert Foucar Second Named Surety

* I HERBY CERTIFY that the above mentioned sureties are jointly and severally good and sufficient for the amount of penalty in the foregoing bond.

William McNabb J.P.

*Note.—This Certificate should be signed by a Justice of the Peace.

of chapter 11 of the Revised Statutes of Canada, is hereby made subject to the express condition that no member of the House of Commons of Canada shall be admitted to any share or part of such Contract or to any benefit to arise therefrom.

Signed at sealed by the said Contractor, at Rosemont the day and year above written and by the said Postmaster General at Ottawa, this *twentyfirst* day of *December* in the year A.D. 1892.

Signed, Sealed and delivered
in the presence of

Walter Stone
John Brown
Witnesses to Contractor
George Moffat Contractor
W. H. White Postmaster General
EXAMINED:
David Spuy Post Office Inspector.

[Attached to this contract was a BOND provided by the Contractor "George Moffat, farmer; John Brown, blacksmith; and Albert Foucar, tinsmith, each of the Village, County, province and Dominion aforesaid". The Bond was for \$1000 with which they bound themselves jointly and severally, their heirs, executors, and administrators to perform and convey Her Majesty's Mails from Rosemont and Shelburne six times perweek each way in the manner prescribed above.]

Rosemont Post Office in the earlier part of the 20th century.



per annum to be paid by the Postmaster General or his order, in Quarterly payments of

One hundred and thirty dollars

each – such payments, subject to the deduction for any and every forfeiture hereinbefore mentioned, to be made on demand at Ottawa within thirty days after the termination of each Post Office Quarterly period.

The Post Office Quarterly periods are understood to be the 31st December, 31st March, 30th June, and 30th September.

This Contract, pursuant to the provisions of the 16th section

Editor

This is an appeal to all of our readers to put their thinking caps on. Our newsletter has been running for five years now for a total of thirty issues and two hundred and ninety-four pages of postal history of our four counties. I think that is quite commendable. Thank you to all of our contributors. We have only scratched the surface.

Our newsletter is laser printed rather than photocopied to enhance the illustrations and general quality. The toner for a laser printer is quite expensive costing \$225 + tax per cartridge. The yield is somewhere between 4000 and 4500 copies or 5¢-5.63¢ per page. That does not include other consumable parts on the printer. To cut costs we could go to photocopying but realizing that there would a loss in quality.



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 Box 2063, Stn A, Sudbury, ON P3A 4R8
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12-36

ATLAS of POST OFFICES
 in the Counties of
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from the Editor **\$4.00**
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This newsletter is the printed forum of the Grey, Bruce, Dufferin & Simcoe Postal History Study Group affiliated with the Postal History Society of Canada. It is currently published 6 times a year: January, March, May, July, September and November. Copy deadline is 3 weeks before the 1st of the above-mentioned months.

Membership costs \$10 per year (6 issues) and is payable to the editor

J. (Gus) Knierim
 RR1, 027416 30th Sideroad
 Thornbury, Ontario N0H 2P0
 PHONE/FAX: (519) 599-6975
 E-MAIL: knierim@bmts.com

I would like to recommend an increase in our membership dues to \$15.00 per six 10-page issues and at the same time offering a \$1.00 credit per *published* page to a limit of a free year's subscription if you submit 12 pages. This would become effective with the *May 2003* issue. If you renew at the \$15 rate (\$2.50 per issue) and then submit a 5-page article during the year your subscription would be extended by two issues. The cost of current subscriptions will only be increased at the end of that subscription.

I would like to hear from our membership regarding this commentary and am open to other suggestions.

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BARRIE DISTRICT STAMP CLUB – Club meets on the **SECOND WEDNESDAY** of the month, 7:30 p.m., at 101 Ardagh Road, Barrie.
 CONTACT *Marjorie Coakwell*, (705) 323-9072

COLLINGWOOD COIN & STAMP CLUB – Club meets on the **SECOND WEDNESDAY** of the month, 7:00 p.m., at the Wasaga Beach Library and the **FOURTH WEDNESDAY** of each month at the Collingwood Library, Second & Maple Sts., Collingwood.
 CONTACT *Stephen Morris*, (705) 429-4094; or *Horst Bolik* (705) 429-4061

KINCARDINE STAMP CLUB – Club meets on the **FIRST WEDNESDAY** of the month, 7:00 p.m., at Anglican Church, 415 Russell St., Kincardine.
 CONTACT *John Cortan*, (519) 395-5817

OWEN SOUND STAMP CLUB – Club meets on the **THIRD WEDNESDAY** of the month, 7:00 p.m., at St. George's Anglican Church, 149 4th Ave. East, Owen Sound.
 CONTACT *Robert Ford*, (519) 376-4788

SAUGEEN STAMP CLUB – Club meets on the **FIRST TUESDAY** of the month, 7:30 p.m., at the Hanover Library, 451 10th Ave., Hanover.
Peter Kritzy, (519) 364-4752; *Jim Measures* (519) 327-8265

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