A SOCIO-POSTAL HISTORY OF **Municipality of NORTHERN BRUCE PENINSULA**   [REF. 180]

James E. Kraemer, FRPSC, FRPSL   *Part V*

EASTNOR TOWNSHIP

Eastnor Township was named in 1855 by Sir Edmund W. Head, (1832–1894), Governor General of Canada in honour of John Sommers Cocks, Viscount Eastnor of Eastnor Castle, Herefordshire, England. Cocks was a close relative of Governor General Head's wife. It was in the same year that Lord William Bury, (1832–1894), Superintendent for the County of Bruce and Secretary to the Governor General of Canada, ordered a survey of the Bruce Peninsula.

TOWNSHIP of EASTNOR — Hope Knows No Defeat
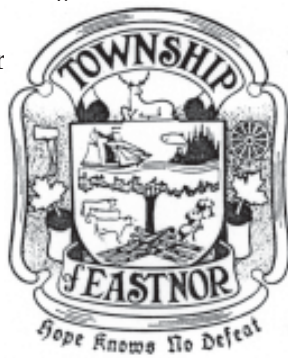
Charles Rankin the Chief Provincial Land Surveyor hired J. S. Dennis and H. C. Boulton to do the survey work. They laid out a centre survey line running north and south that later became known as the Bury Road. (In 1937 the Bury Road became Ontario Provincial Highway No. 6) Lots to the East and West were numbered from this survey line.

The township extends from Georgian Bay on the east side to Lake Huron on the west side. High dolomite cliffs on the east slope to the low-lying central region. The Eastnor swamp, a broad flat green tract of cedar and tamarack begins here and stretches westward. The western part with many offshore islets has many sandy beaches. Farming for the most part is marginal with an emphasis on pasture lands and beef production. From the early settlers in 1870 to date the township has moved from a timber industry to farming to a tourist economy.

The first settler Joseph Waugh came to Eastnor in 1866 but there were few settlers until the early 1870s. In 1869 Eastnor was united with the Township of Albemarle. In 1883 Eastnor assumed full status as a municipality.

The population in 1871 was recorded as 51. In 1971 there were 800 inhabitants. By 1993 the population had increased to 1,033. In addition there were several thousand summer residences.

One of the most devastating events to take place in Eastnor was the Great Fire of 1908. The fire started near the Lake Huron shore, south of Eastnor and spread over the township devouring the forest,
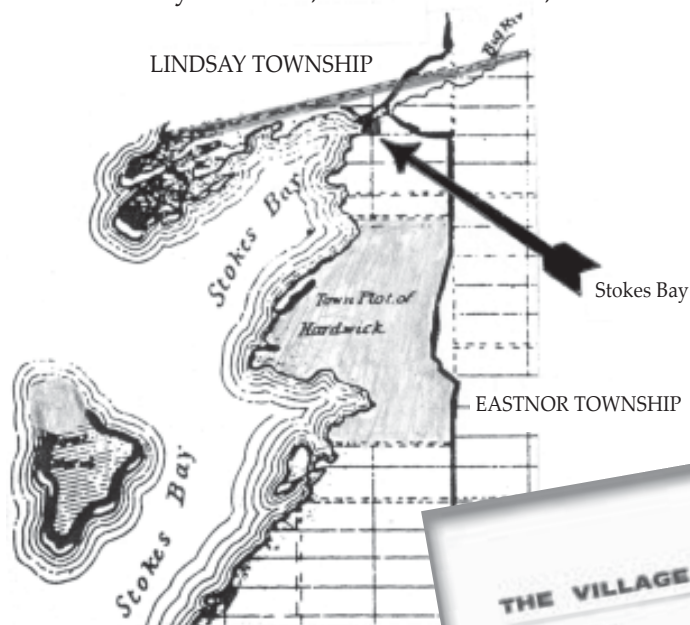
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fence posts, wooden culverts, telegraph poles, etc. Vast columns of acrid smoke hung over the township accompanied by a tremendous heat. The fire passed into Lindsay Township and only abated when it reached St. Edmunds Township.

Eastnor which contains 57,536 acres, 89.9 square miles or 233 square kilometres became part of the Municipality of Northern Bruce Peninsula on January 1, 1999. Officially the Township of Eastnor no longer exists.

Eastnor Township had seven post offices. The first post office was established at Lion's Head on August 1, 1875. Spry post office opened January 1, 1878. The post office at Pike Bay opened later on the same day, January 1, 1878. There were two Hope Bay post offices. They opened at different locations, at different periods. The post offices of Eastnor Township in the order they were established are as follows:

Lion's Head	Aug. 1, 1875 – open
Spry	Jan. 1, 1878 until Aug. 31, 1916
Pike Bay	Jan. 1, 1878 until April 1, 1986
Hope Bay	June 1, 1878
	name changed to Hope Ness Sept. 1, 1881
Stokes Bay	Sep. 1, 1878 – open
Hope Ness	Sep. 1, 1881 until Oct. 31, 1889
Hope Bay	Sep. 1, 1881 until July 2, 1954
Barrow Bay	Mar. 1, 1890 until Nov. 7, 1969

LINDSAY TOWNSHIP

Stokes Bay

Stokes Bay

Town Plot of Hardwick

Stokes Bay

Stokes Bay

EASTNOR TOWNSHIP

HARDWICK

When Lord Bury, in March 1855, ordered the survey of the townships in the Saugeen Peninsula, (now known as the Bruce Peninsula), the instructions were issued by the Department of Indian Affairs in Quebec City. They asked the surveyors to select one or two sites in the peninsula for town plots.

The surveyors, John Stoughton Dennis and H. C. Boulton perceived a town plot on the east side of the township, south of Hope Bay, mostly in Albemarle Township and named it Adair. In Eastnor Township they selected a town site of 2,025 acres, a few miles south of the inlet, Stokes Bay, but south of where the Stokes Bay post office would be located. They named the town plot Hardwick. It was surveyed in 1857 but like Adair the intended town never materialized. The origin of the name Hardwick is obscure but some geographers believe it was named in honour of England's Lord Chancellor, the Earl of Hardwicke, (1690–1764), known as one of England's greatest judges.

In May 1889 the survey of Hardwick was rescinded and the town site eventually reverted to farmland. As a consequence Hardwick never had a post office.

LION'S HEAD

Nestled on the shore of Isthmus Bay on the east side of the Bruce Peninsula is the pretty village of Lion's Head. The 168-feet-high limestone cliffs overlooking the natural harbour on the east escarpment are said to resemble the profile of a shaggy lion especially when viewed from the harbour. This natural phenomenon gave the village it's name The original name, "Point Hangcliff", was not popular and soon fell by the wayside.
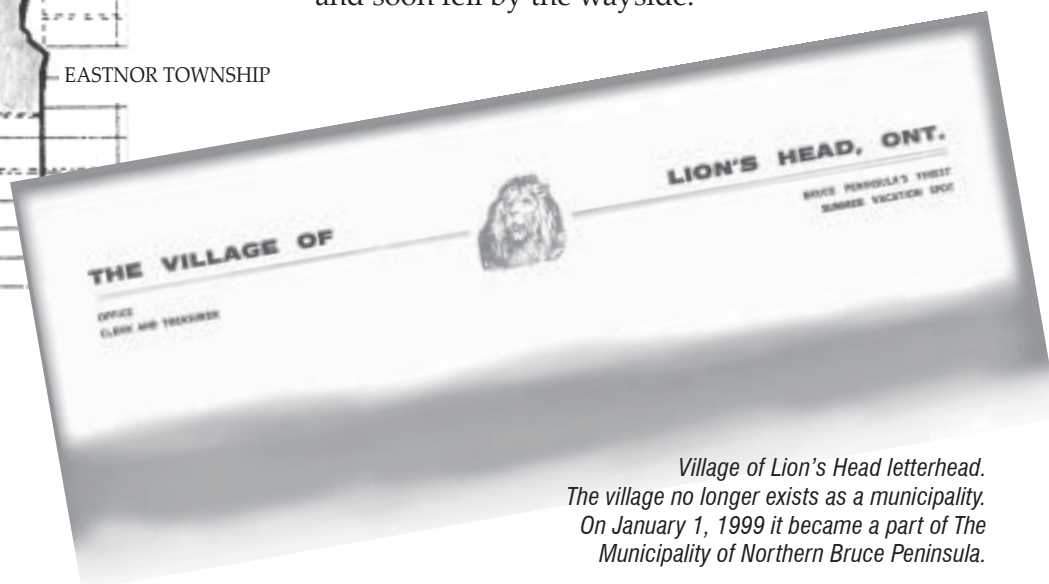

Village of Lion's Head letterhead.
The village no longer exists as a municipality.
On January 1, 1999 it became a part of The
Municipality of Northern Bruce Peninsula.

Frank W. Stuart, a lumberman, became a store-owner when he erected the first building in the area in 1874. He wrote to the postal authorities and asked that a post office be established in Lion's Head, offering space in his store. The authorities approved his request and established the Lion's Head post office on August 1, 1875. This was the first post office in Eastnor Township. Frank Stuart was appointed postmaster. The building housing the store and post office was located just north of William's Hotel between the United Missionary parsonage and Morgan Lemke's house.

The mail arrived once a week on Mondays after an all day trip from Wiarton. The mail contractor was John Shackleton who employed Mr. Trout as mail courier. Mr. Trout who lived in Wiarton travelled up the East road on horseback carrying the mail in a leather bag. After spending the night in Lion's Head he returned to Wiarton on Tuesday via the West road through Spry, Pike Bay and Mar. Ephrian Cross received the mail contract awarded by tender on July 15, 1881.

Mr. Lydia Hyatt of Wiarton was awarded the mail contract in 1883. The population of Lion's Head at this time was about 100. The mail service was increased to three trips per week with mail arriving in Lion's Head on Monday, Wednesday and Friday. Mr. Hyatt used a team and wagon but soon used a stage that carried passengers and freight as well as the mail.

Frank Stuart sold his store and resigned as postmaster on November 23, 1887. Michael John Norris who had just completed the erection of a new white frame building was
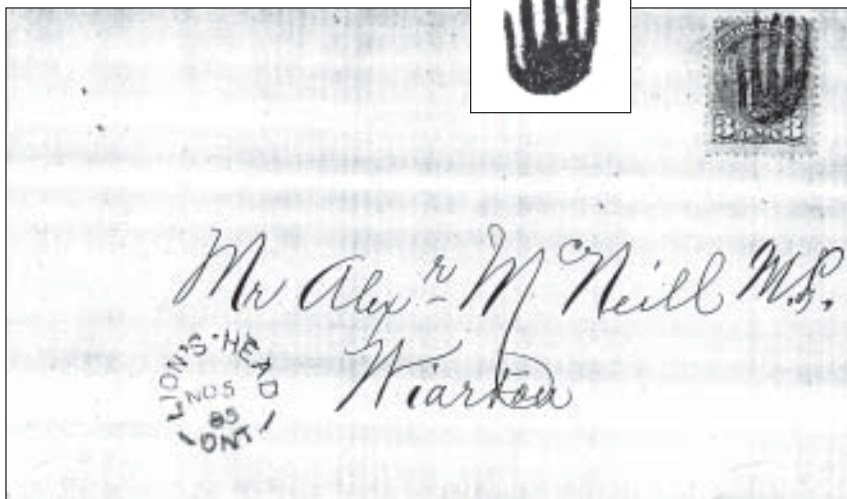
LION'S - HEAD ONT. / NO 5 / 85
First class letter rated 3¢ per ½ oz. Rate was in use from Feb. 1, 1875 until May 7, 1889. The "hand" obliterator or killer is not listed by Day & Smithies. This would be the SECOND BROKEN CIRCLE HAMMER *as listed below.*

LION'S HEAD BROKEN CIRCLE HAMMERS
as recorded by Bruce Graham in
Ontario Broken Circles

	PROOF DATE			
LIONS•HEAD ONT		A1 20.5 mm	arcs 4.0, 3.0 mm	JY 21 1879 / JY 26 1880
LION'S·HEAD ONT.		A1 21.0 mm	arcs 4.5, 5.0 mm	N0 5 1885 / AU 2 1887
LION'S-HEAD ONT.	AP 2 1894	A1 20.5 mm	arcs 3.5	AP 1896 / NO 1 1905
LION'S HEAD ONT.		A1 20.0 mm	arcs 5.5, 5.5	NO 22 1905 / NO 28 1956

Note: The second hammer is not listed by Bruce Graham, but is shown in Frank W. Campbell's, *Canada Post Offices 1755-1895. An example is also shown above.*
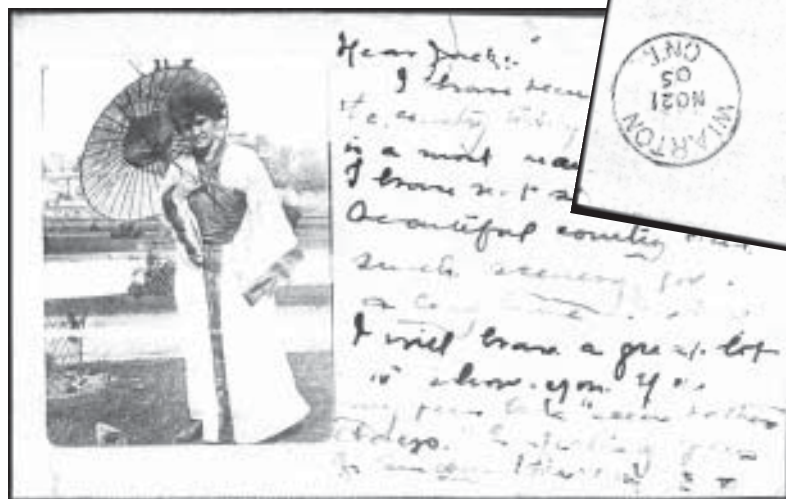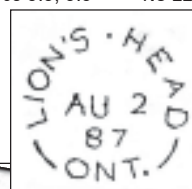
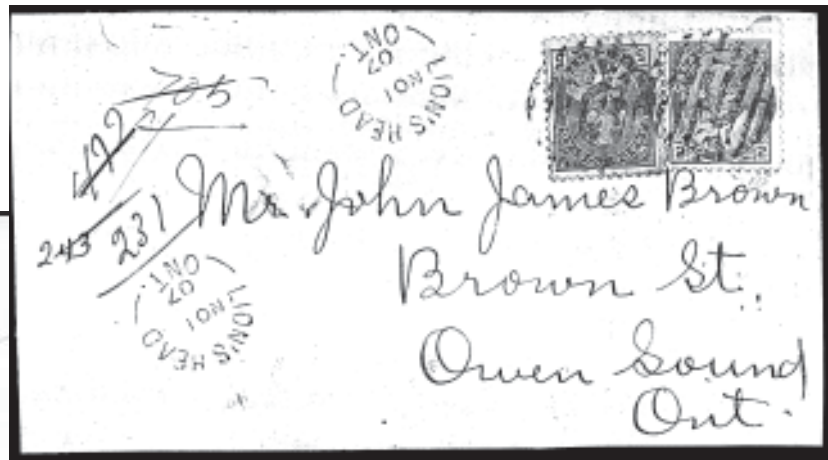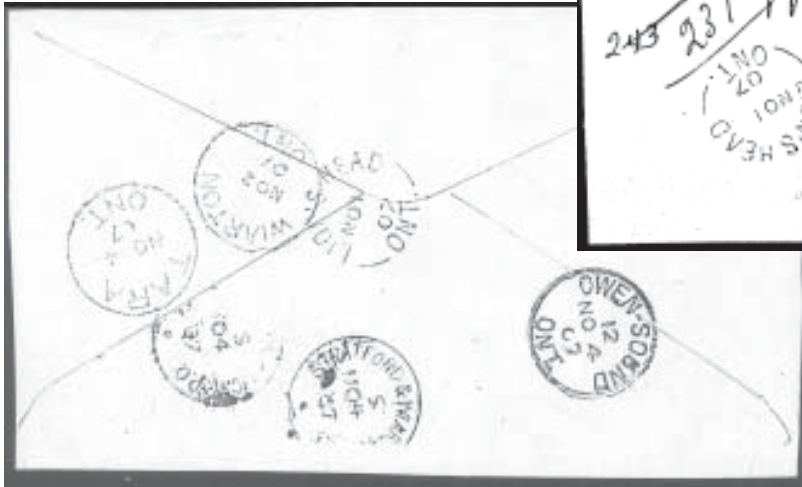**LION'S • HEAD ONT. / NO 21 / 05**
The domestic rate for a post card was 1¢ effective June 1871 until April 14, 1915. The reverse side of this card did not conform to the U.P.U. definition of a post card and was therefore rated at 2¢ – the domestic letter rate in effect from January 1, 1899 until April 14, 1915. (THIRD BROKEN CIRCLE HAMMER)

LION'S HEAD ONT. / NO 1 / 07
Registered letter paying 7¢ rate.
First class rate was 2¢ per oz., effective January 1, 1899
until July 14, 1920, plus 5¢ registration fee.
(FOURTH BROKEN CIRCLE HAMMER)

brother Edward helped her as postmaster's assistants. All three girls were teachers by profession.

Fire destroyed nearly a whole business block including the post office and the Norris store in early spring 1916. As a result of the fire Lion's Head asked the government to allow the village to incorporate. A special Act of Parliament was required since the village did not have a sufficient population. The date of incorporation was August 17, 1917. In a letter dated July 5, 1916 to the village of Lion's Head, the Acting Secretary to the Canadian Geographic Board, R. Douglas, asked that consideration be given to change the name from Lion's Head to Lionhead. The village decided to stay with the original name.

appointed postmaster on January 1, 1888. Mr. Norris came to Canada in 1871 from County Kerry, Ireland. His wife Mary Jane assisted him in the store and post office. Tenders were called for a new mail contract in 1888. The successful bidder was Charles Williams Sr. of Lion's Head. The contract was for $350.00 per annum. (For more information on the mail service associated with Lion's Head see the article entitled, "Lion's Head – A Mail Terminal".

The population of Lion's Head, the largest centre north of Wiarton, was listed as 400 in 1898. The residents of Ferndale, Swan Lake and the surrounding countryside came to Lion's Head for their mail. After serving 16 years as postmaster, Mr. Norris resigned on December 14, 1904. His daughter Mary (Mae) Norris succeeded him as postmaster. Her sisters Susan (Susie) and Sarah as well as her

The Norris family rebuilt the store on the same site at the northeast corner of Webster and Main Streets. The post office would remain at this location until 1927. Mary (Mae) Norris died May 11, 1927. She had been the postmaster for 22 years. Miss Sarah Norris, the late postmaster's assistant and her sister Miss Susan Norris kept the post

Lion's Head, c.1909.
The Norris building, built in 1887, was
destroyed by fire in 1916.
The post office was located here
throughout that period.
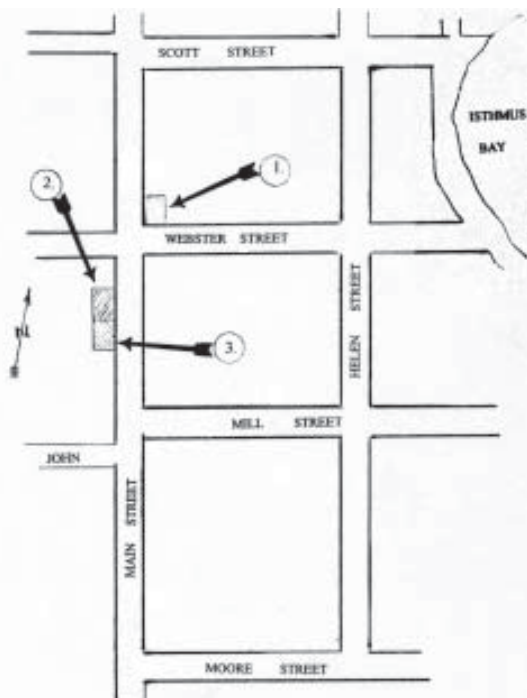
POST OFFICE

LION'S HEAD
Post Office locations

1. Post Office, 1887-1927 (Norris Building)
2. Post Office, 1927-1964 (Butchart Building)
3. Post Office, 1964 to present

Lion's Head post office, c.1919.
The M. J. Norris building was rebuilt after the 1916 fire on the same site.
The post office remained at this location until 1927.

office open. Revenue for the fiscal year 1925/1926 was $1,752.55. The postmaster received a salary of $726.00 per annum plus $100.00 rental allowance.

Effective June 6, 1927 the postal authorities put Mr. Ivan Butchart, the village treasurer and a returned soldier in temporary charge of the post office. The Post Office Department released an advertisement on June 27, 1927 stating that a Review Board would be held to select a postmaster. The five applicants for the position were, William

George Hummel's Royal Mail Stage. He was the mail contractor, July 1910 until 1919, covering the route Wiarton-Lion's Head.

John Edwards; John McLennan, a rural mail courier for seven years and a former postmaster at Stokes Bay for three years; Richard Ernest William Tackabury, who had a store 33 feet north of the post office's present location; Thomas Crawford and Ivan Butchart. The Review Board placed Mr. Butchart in first place and noted that he had been a Sergeant overseas with the 760th Bruce regiment. The 107th Pioneers and the 1st Canadian Engineers Battalion. Mr. Butchart and his wife Mary Elizabeth (Eliza) nee Harris had two small children. Butchart was confirmed postmaster on September 2, 1927 at a salary of $1,036.00 per annum.
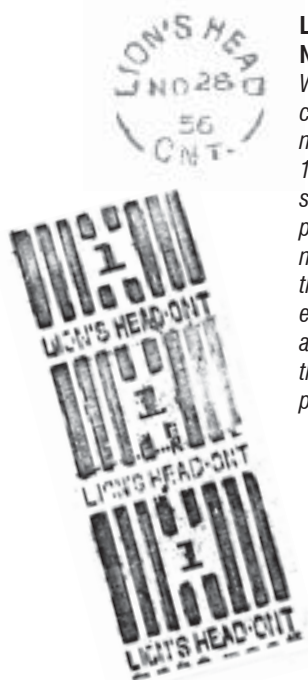
At the time that Mr. Butchart's appointment was announced, the Norris family advised the postal authorities that they were no longer willing to rent space to the Post Office Department. The post office moved across the street to Mr. Butchart's hardware store on May 21, 1928. Ruth McIver was sworn in as the postmaster's assistant. Miss McIver remained the chief assistant through the 1930s and the 1940s At times other assistants helped at the post office. Some of them were J. L. Tigert in 1933, Malcolm M. (Mack) Smith in 1936–43 and Mrs. Mary (Eliza) Butchart, the postmaster's wife in 1941 and 1944 to 1956. Savings Bank business was established at the Lion's Head post office on December 1, 1938.

Mr. Butchart in addition to his postal duties worked in his hardware store and maintained the harbour beacon at the wharf. He was also a plumber and a tinsmith and occasionally did other odd

LION'S HEAD ONT. / NO 28 / 56

Was the fourth broken circle hammer used for more than fifty years? This 1956 strike appears to be somewhat worn or is it possible that there was a new fifth hammer made in the late 1920s. Strikes as early as October 8, 1929 appear to be heavier than the 1907 strike shown on p.348.

LION'S HEAD • ONT
ROLLER CANCEL
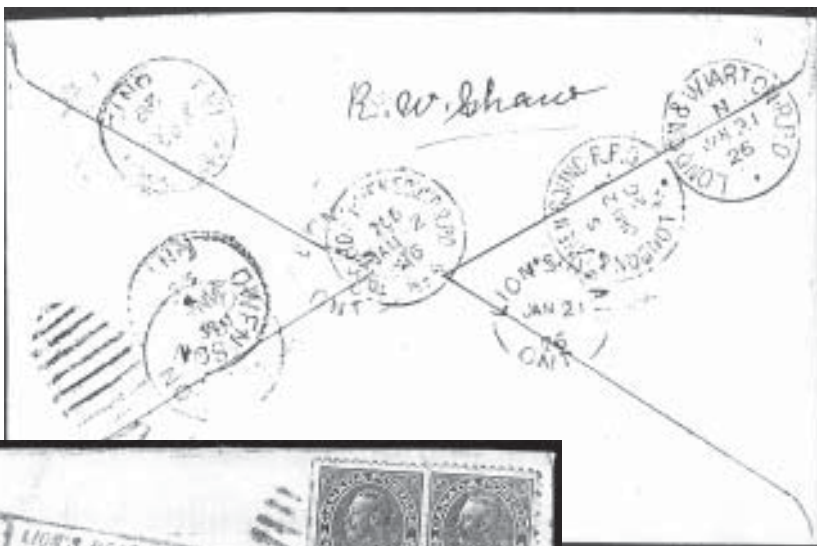
LION'S HEAD ONT. / JAN 21 / 26
Registered first class rated 13¢. 1st class rate was 2¢ per oz. plus 1¢ War Tax, in effect April 15, 1915 until Jan. 30, 1926. Registration cost 10¢ to $25.00 value, in effect August 1, 1924 until March 31, 1951.

Sgt. Ivan Butchart, postmaster 1927-1956 Lion's Head, Ontario

jobs. Lion's Head post office became Semi Staff Office #1477 on April 1, 1948.

On April 12, 1950 the building across the alley from the post office caught fire at 3.00 a.m. All materials except the empty safe and screen, but including the lock boxes, were removed from the building. The situation seemed hopeless and it appeared that the building housing the post office would be destroyed.

However, with considerable effort, the building was saved with about $250.00 damage. At 6.00 a.m. the postal equipment was re-installed and the post office as usual opened at 8.00 a.m.

Ivan Butchart died on Tuesday November 20, 1956 in his 65th year. His wife Mary Elizabeth (Eliza), who had been a part time assistant for 12 years, was appointed Acting Postmaster on November 21, 1956. On April 29, 1957, Mrs.

PROOF STRIKE
Duplex Hammer DON-884
Type II / B-11 / 23.5 mm dia.
LION'S HEAD ONT.
AM / NO 2 / 18

FE 2 / 33 EKD
JUL 23 /52 LKD

PROOF STRIKE
Duplex Hammer DON-885
Type II / S-7 / 23 mm dia.
LION'S HEAD ONT.
SP 3 / 53

OC 3 / 53 EKD
30 VII /01 LKD

Transfer of Accounting Post Office #3451
from Mr. Ivan Butchart to Mary E. Butchart,
November 28, 1956.

Butchart was confirmed postmaster with an annual salary of $2,880.00. Revenue which had been $1,889.21 in 1936/37, remained at $2,000 to $2,200 per annum until 1943/44 when revenue was $3,207.78. Revenue increased in the 1950s to $4.191.22 in 1951/52 and by 1961/62 it was $5,914.85. Mrs. Butchart decided to retire on March 23, 1963, her 69th birthday. Although her last official day in office was March 22 she assisted in the post office until it was transferred on July 26, 1963.

Upon receiving Mrs. Butchart's resignation postal authorities advertised the postmaster's position. There were three applications, Walter (Wally) James Petter, a returned soldier who had previously been an assistant to the postmaster for five years was selected and appointed acting postmaster on March 23, 1963. His wife, Clara I. Petter (nee McCutcheon) was appointed the postmaster's assistant. Wally Petter was confirmed as postmaster on July 23, 1963.

The population of Lion's Head from 1921 to 1963 remained fairly static at just over 400. Additionally there were several hundred seasonal residents during the summer vacation period. The new post office building that was under construction opened to the public on August 24, 1964.

Wally Petter decided to retire on his 65th birthday, September 23, 1978. His successor, Miss Catherine (Cathy) J. Nairn, assumed the office of postmaster on September 28, 1978. The post office, a Semi Staff office #392871, was re-classified from a Grade 3 office to a Grade 4 office effective May 1, 1980. The postmaster's salary was $15,518.00 per annum. Miss Nairn married Brent Greig on August 29, 1980 and became Mrs. Catherine Greig. She was reappointed postmaster under her married name in mid-September 1980. Mrs. Greig served her community as postmaster for 24 years. She resigned on September 5, 2002 and moved to Omemee, Ontario. Her successor and present postmaster is Mrs. Lori-Ann Shearer who has been with the Corporation since July 1985. Her assistants are Niki Forbes and Dawn Hepburn. Vicky Warder is a term employee.

Over the years the village of Lion's Head has seen many occupational changes. In the early days

Cheques from the Royal Bank of Canada and the Municipality of Eastnor.

when the timber boom held sway, it was very much a lumbering centre. As the timber industry vanished fishing became the principal occupation. Today tourism and a large cottage population are the chief activities that keep the local economy thriving.

### THE POSTMASTERS OF LION'S HEAD AND THEIR PERIODS OF SERVICE

Post office established	Aug. 1, 1875	
Frank W. Stuart	Aug. 1, 1875 – Nov. 23. 1887	RESIGNATION
Michael John Norris	Jan. 1, 1888 – Dec. 14, 1904	RESIGNATION
Miss Mary (Mae) Norris	Feb. 1, 1905 – May 11, 1927	DEATH
Miss Sarah Norris	May 22, 1905 – June 5, 1927	RESIGNATION
Ivan Butchart	June 6, 1927 – Sep. 1, 1927	ACTING
Ivan Butchart	Sep. 2, 1927 – Nov. 20, 1956	DEATH
Mrs. Mary Eliza Butchart	Nov. 21, 1956	ACTING
Mrs. Mary Eliza Butchart	Apr. 29, 1956 – Mar. 22, 1963	RETIREMENT
Walter James (Wally) Petter	Mar. 23, 1963	ACTING
Walter James (Wally) Petter	July 23, 1963 – Sep. 22, 1978	RETIREMENT
Mrs. Catharine J. Nairn	Sep. 23, 1978 – Sep. 11, 1980	MARRIAGE
Mrs. Catherine J. Greig	Sep. 12, 1980 – Sep. 4, 2002	RESIGNATION
Mrs. Lori-Ann Shearer	Sep. 5, 2002	

Post Office #80934 (noted in 1928)
Semi-Staff 1477:   April 1, 1948
Money Order Office Number: 3451
Semi-Staff POCON   #392871
Postal Code: N0H 1W0

PROOF STRIKE
MOOD hammer
18 / 8 / 28

PROOF STRIKE
MOTO datestamp

LIONS HEAD,
SEP 22 1942
ONT.
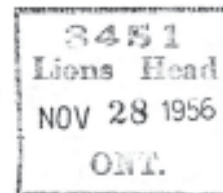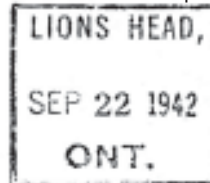
MOON datestamp
3451
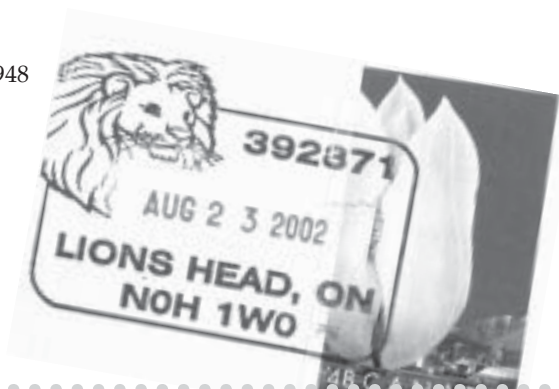Lions Head
NOV 28 1956
ONT.
PROOFED
Ap 52

MOON datestamp
3451
LION'S HEAD
DEC 31 1971
ONT.

POCON datestamp
392871
6 FEB 1976
LION'S HEAD
O N

Promotional POCON datestamp
392871
AUG 23 2002
LIONS HEAD, ON
N0H 1W0
first day of use

Truck used to carry the mail, similar to the one used by Jim Weaver, mail contractor R.R. 6, Wiarton-Lion's Head, 1912–1927.

delivery was sporadic and mostly came by water mail contracts were awarded even though there were few roads. Where roads and trails existed they were often impassable. With the opening of the post office in Lion's Head on August 1, 1875 tenders were called and contracts awarded to convey the mail from Wiarton to Lion's Head. Lion's Head which would become the only incorporated village in the Northern Bruce Peninsula, became the terminal point in the peninsula for mail distribution.

Lion's Head post office, October 2002.

LION'S HEAD –
A Mail Terminal

The men and women couriers who looked after the "Royal Mail" in the Bruce Peninsula served over the years, braving, floods, snowstorms, forest fires and other perils. The term,"Royal Mail", denoted loyalty and fidelity rarely seen in other occupations.

The early settlers moved into the peninsula in the early 1870s. Mail

LIONS HEAD ONT. / AM / 9 III / 76
Letter from the Lion's Head Bruce Trail Club struck with DON-885 duplex hammer.

View from Williams Hotel, Lion's Head.

PROOF STRIKE
December 6, 1932

Mail Service Contractors and Couriers and their periods of service

WIARTON - LION'S HEAD

John Shackleton	Aug. 1, 1875 until July 14, 1881

(A Mr. Trout was employed by Shackleton as the mail courier).

Ephriam Cross	July 15, 1881 until Aug. 31, 1883
Lydia Hyatt	Sept. 1, 1883 until Sept. 9, 1888
Charles Williams Sr.	Oct. 1, 1888 until June 30, 1894

Mr. Williams was the first contractor who was a resident of Lion's Head. Under his contract he received $350.00 per annum for three round trips per week. Mr. Williams would leave Wiarton Monday morning and go north over the West Road serving Mar, Pike Bay, Spry, and Lion's Head. On Tuesday he would make the return trip to Wiarton using the East Road serving Hope Ness, Hope Bay, and Colpoy's Bay. On Wednesday he would reverse the route coming up the East Road and returning the next day by the West Road. Mr. Williams supplemented his income by carrying passengers and freight. There was no Parcel Post or Rural Mail Delivery.

J .L. Buckland	July 1, 1894 until June 30, 1898
J. Owens	July 1, 1898 until April 4, 1907
Alexander C. Andrews	April 5, 1907 until May 5, 1909
Reginald Shouldice	May 6, 1909 until July 9, 1910
George E. Hummel	July 10, 1910 until June 30, 1919

On December 15, 1916 the Wiarton-Lion's Head courier route became Wiarton R.R. #6. Tenders were called and a new contract was awarded to George E. Hummel.

Alvin E. Stewart	July 1, 1919 until Mar. 9, 1920
James Weaver and	
J. Wesley Bray	Mar. 10, 1920 until Jan. 21, 1921
James Weaver	Jan. 22, 1921 until Oct. 31, 1927

In 1921 Jim Weaver was the first mail contractor in the area to use a motor vehicle – a Ford truck. The round trip was 48 miles.

George E. Hummel	Nov. 1, 1927 until April 30, 1931
Alfred Rouse	May 1, 1931 until Sept. 30, 1940

This was a new contract conveying the mail between Wiarton and Lion's Head using the Centre Road. The Centre Road running to Tobermory (today Highway #6) became a reality in the 1920s. The road became a necessity in order to facilitate the transfer of goods including the mail. The most difficult part of the road was building it through the Eastnor swamp. (A new rural route between Wiarton and Hope Bay was established and became Wiarton R.R. #6 replacing the former R.R. #6 that went from Wiarton to Lion's Head.) - *[see Hope Bay]*

Gordon Rouse	Oct. 1, 1936 until April 30, 1940
Karl C. Ribbel	May 1, 1940 until Mar. 31, 1963
Sheldon E. Ribbel	May 1, 1946 until Mar. 31, 1963

On April 1, 1963 the route was changed to, "Wiarton-Tobermory" and a new contract was awarded to Mr. Ribbel.

Sheldon E. Ribbel	April 1, 1963 until Feb. 11, 1984
Dale Robbins	Feb. 12, 1984 until Oct. 1, 1985
Brian Sneddon	Oct. 2, 1985 until present

LION'S HEAD
Rural Routes and Contractors to 1987

R.R. #1
Established	August 3, 1916
L. B. (Bert) Wilson	Aug. 3, 1916 until Mar. 31, 1919
Charles D. Shaw	April 1, 1919 until Mar. 31, 1920
Joseph (Joe) Lougheed	April 1, 1920 until June 30, 1924
Edward (Ed) Rouse	July 1, 1924 until June 30, 1932
Albert Foster	July 1, 1932 until Mar. 31, 1949
Ronald J. Lyons	April 1, 1949 -

2 Group boxes were erected January 23, 1963
Route was 30 miles long.

Sheldon Ribbell was mail contractor on the Wiarton-Lion's Head route using the Centre Road (1946-1963).

R.R. #2
Established	August 3, 1916
Clark Bridge	Aug. 3, 1916 until Mar. 31, 1918
Albert C. Bridge	Apr. 1, 1918 until Mar. 31, 1920
John A. McLennan	Apr. 1, 1920 until Apr. 15, 1927
Malcom (Mac) Smith	Apr. 16, 1927 until July 31, 1957
Thomas N. Shouldice	Aug. 1, 1957 until May 31, 1966
Mrs. Norman A. Greig	June 1, 1966 -

Route went through Stokes Bay and Spry. It was 31 miles long.

R.R. #3
Established	February 1, 1938
Herbert J. Hewton	Feb. 1, 1938 until May 31, 1949
James E. Shaw	June 1, 1949 until June 30, 1951
P. R. (Perce) Shouldice	July 1, 1951 until June 30, 1975
G. Mac Ivan West	July 1, 1975 -

Two group boxes were erected in 1963 and one added since.

R.R. #4
Established	May 15, 1946
Murdock Smith	May 15, 1946 until Dec. 31, 1957
Malcolm (Mac) Smith	Jan. 1, 1957 until Mar. 31, 1958
C.L. (Llewellyn) Williams	Apr. 1, 1958 until Dec. 31, 1966
R. B. (Bert) Tyndall	Jan. 1, 1967 -

LION'S HEAD - DYER'S BAY
Mail Service

Courier route established	December 1, 1881
Alexander T. Simpson	Dec. 1, 1881 until Sep. 30, 1883
Robert Curry	Oct. 1, 1883 until Sep. 29, 1887
W. Channon	Sep. 30, 1887 until Sep. 30, 1891
John McNair	Oct. 1, 1891 until Nov. 30, 1893
Joseph Channon	Dec. 1, 1893 until Aug. 11, 1894
A. E. Channon	Aug. 12, 1894 until Sep. 30, 1895
W. James Lougheed	Dec. 1, 1893 until Aug. 11, 1894
Robert Curry	Oct. 1, 1899 until Sep. 30, 1919
Charles Caudle	Oct. 1, 1919 until Sep. 30, 1930
Charles Tyndall	Oct. 1, 1931 until May 14, 1946

Dyers Bay post office was served by R.R. #1 Miller Lake beginning on May 15, 1946. Charles Caudle's wife was a daughter of Robert Curly.

Dyer's Bay – Cabot Head lighthouse from the sea.

Township of Eastnor

CANADA 46

392871

OCT - 7 2002

LIONS HEAD
ON

P.O. BOX 40
LION'S HEAD - ONTARIO
CANADA
N0H 1W0
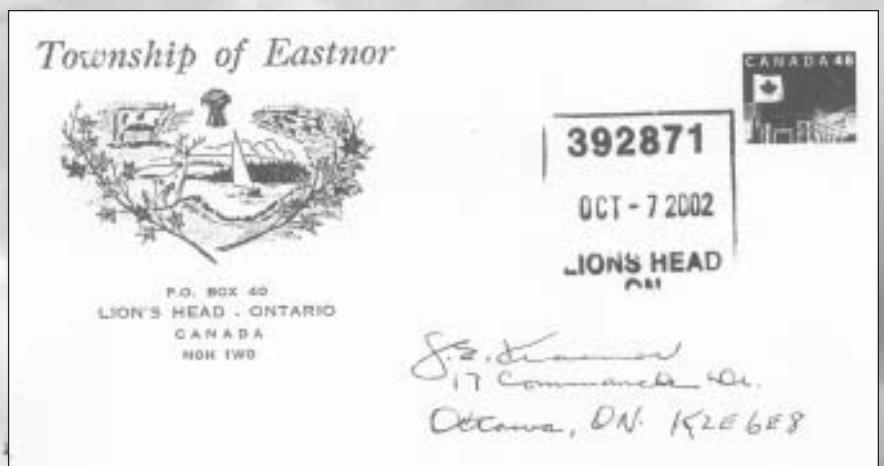
The Post Office at

GLEN CROSS

Mono Township
DUFFERIN COUNTY

George E. Prior

[REF. 181]

MAPCOURTESY OF
Eric Manchee,
Ontario Post Office Atlas

The community of Glen Cross is approximately seven miles northeast of Orangeville in Dufferin County's Mono Township. This road is also known as the Hockley Road, running east off Hwy. 10 and following the Nottawasaga River to the village of Hockley. The hamlet of Glen Cross is on the Third Line between Five and Ten Sideroad. According to Ron Winmill's research notes this booming community had a population of over 100 people in 1895 and reaching 200 in 1900. However by 1941 the population had declined to 10 and reaching 59 in 1961. At its peak the community could boast of a store, shingle mill, lath mill, two sawmills, as well as a flour mill. The community also had its own school and a Methodist church.

Postal services were first provided with the appointment of Joseph Jeffers and the opening of the first post office on May 1, 1887. Mr. Jeffers remained as postmaster until his resignation on April 10, 1908.

Alfred A. Still was appointed as the second postmaster on November 23, 1908 and served until December 5, 1914.

Robert F. Brown, son-in-law of Alfred Still succeeded Mr. Still with an appointment that took effect on December 28, 1014. For the next forty-four years he was the proprietor of the community's
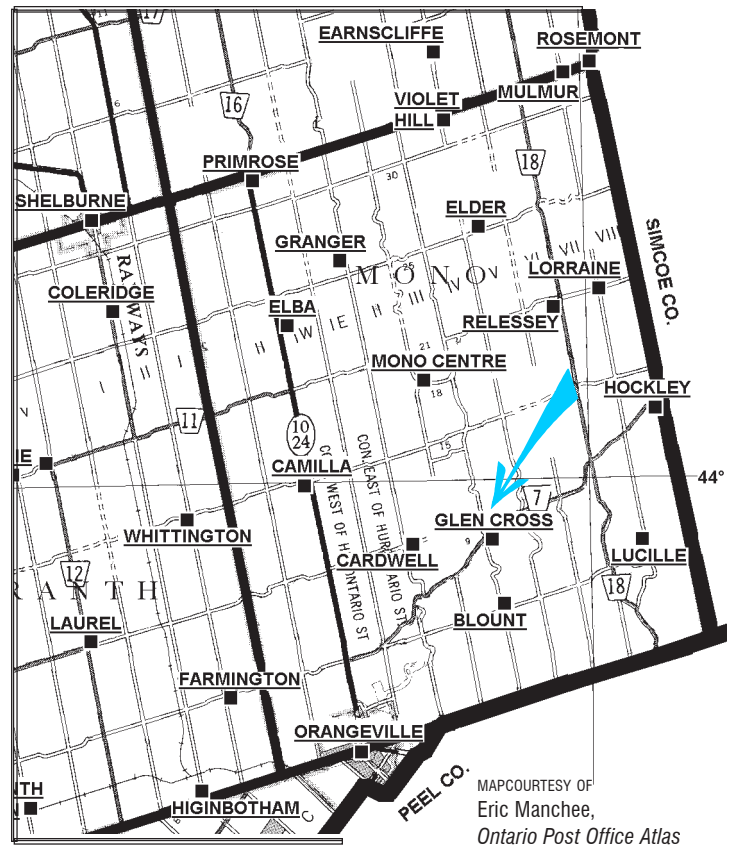
store and post office as well as being the rural route contractor for patrons living on the Third Line. In that era the mail was delivered by horse and cutter during the winter and with a buggy during the warmer seasons.

Mrs. Lois Murray followed Robert Brown as postmaster with her appointment which took effect on June 1, 1961. As was the case with the previous postmaster she, too, delivered the rural mail along the Third Line. The main difference was that she did it with a motor vehicle. Mrs. Murray was the last postmaster in this community serving until the closure of the post office on June 29, 1969.

One would be remiss not to mention Elgin Williams, one of many who brought the mail from Orangeville post office by horse and cutter and later by car to Glen Cross and other neighbouring Mono Township post offices.

GLEN-CROSS ONT. / AP 13 / 03

Bruce Graham lists only one Broken Circle hammer in Ontario Broken Circles. *This Glen-Cross hammer was proofed June 9, 1887 and has been reported used April 13, 1903 (EKD as shown here) and as late as October 13, 1954. Since the post office opened May 1, 1887 there is room for further discoveries such as possible manuscript endorsements.*
COVER COURTESY OF George Power

Postmaster Robert Brown with his wife (centre), and a postal patron, in front of the Glenn Cross General Store and Post Office, c.1952.

Glenn Cross Post Office, 1963.

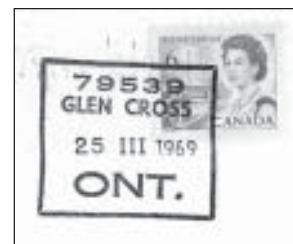Through hail, sleet and snow Postmistress Lois Murray delivers the Royal Mail.

Postmistress Lois Murray served as the last postmaster in Glenn Cross.

GLEN-CROSS ONT. / MR 26 / 30
cover courtesy of George Power

Glen Cross received a full circle hammer that was proofed April 10, 1956.

79539 / GLEN CROSS / 25 III 1969 / ONT.
Glen Cross was a non-accounting office and as such was assigned the moon 79539 as shown on this cover postmarked just three months prior to the office's closure.
cover courtesy of George

FLESHERTON STATION CEYLON: 1876–1900

Artemesia Township

County of Grey

John Rossiter

[REF. 182]

[The reader is also referred to the article "Artemesia Fleshertin Postal Affairs until 1900" which appeared in Issue 34, pp.325–330]

The decision by the Toronto, Grey & Bruce Railway in the early 1870s to locate approximately a mile and a half from Flesherton created the **Flesherton Station** post office which opened on April 1, 1876 with William Purdy as Postmaster. This location served as the railway station for the Village of Flesherton for many years and became the busiest place in the Township. It had previously been known as Virginia, and also Waltersville. However, no post office at this location ever existed with those names. It was the only shipping station for miles around, and in those early days horse-drawn vehicles lined up along the roads to ship their goods. It is also recorded that carloads of fresh fruit were sold from the tracks.

The first Flesherton Station split ring hammer was proofed on June 6, 1876 – 21 mm dia. Fig. 1 shows this hammer and is reproduced from the proof book. (This is another early hammer for which I require a cover.) So far, no strikes of this hammer have been reported to Bruce Graham.

In 1883, the Toronto, Grey & Bruce Railway was taken over by the CPR.

The cover shown in Fig. 2, is one of my two covers with the second Flesherton Station split ring hammer. This is a smaller hammer – 19 mm dia. There is no record of the date it was issued in the proof book, and I won't even hazard a guess. This cover, with a 3¢ S.Q., was

mailed on November 25, 1897 to Durham, and received there the same day.

The 21-mm and 19-mm split ring hammers are the only hammers recorded as used at the Flesherton Station post office.

On January 1, 1899 the Flesherton Station post office closed and re-opened as **Ceylon** post office. A number of sawmills had been constructed over the years along with a creamery. A grain elevator that had been constructed near the tracks burned in 1914.

The cover shown in Fig. 3 is the only Ceylon strike I have prior to 1900. There is no proof date recorded for this first Ceylon split ring hammer – 20-mm dia. This "Rennie" cover with a 2¢ "Numeral" was mailed May 1, 1899 to Toronto and was also received on the same day.

Ceylon's growth continued into the early 1900s, although the community was struck often by many fires devastating hotels and other business operations. This brief article is limited to the early years up to 1900. The Ceylon post office remained open until September 30, 1969.

POSTMASTERS – FLESHERTON STATION

William Purdy	April 1, 1876 to March 21, 1888
William Hogg	June 1, 1888 to 1893
T. Chislett	Nov. 1, 1893 to Jan. 1, 1899

POSTMASTERS – CEYLON

T. Chislett	Jan. 1, 1899 to Oct. 10, 1926

CREDITS
1) *Ontario Post Offices* by Robert C. Smith
2) *Grey County Broken Circle Postmarks* by W. Bruce Graham
3) *A New History of Grey County* by T. Arthur Davidson

PROOF STRIKE
JU 6 / 76
21.0 mm
arcs 1.5

Fig. 2
FLESHERTON STATION ONT / NO 25 / 97
A great advertising cover from this community posted to Durham, Ontario. It is struck with the second broken circle hammer issued to Flesherton Station.
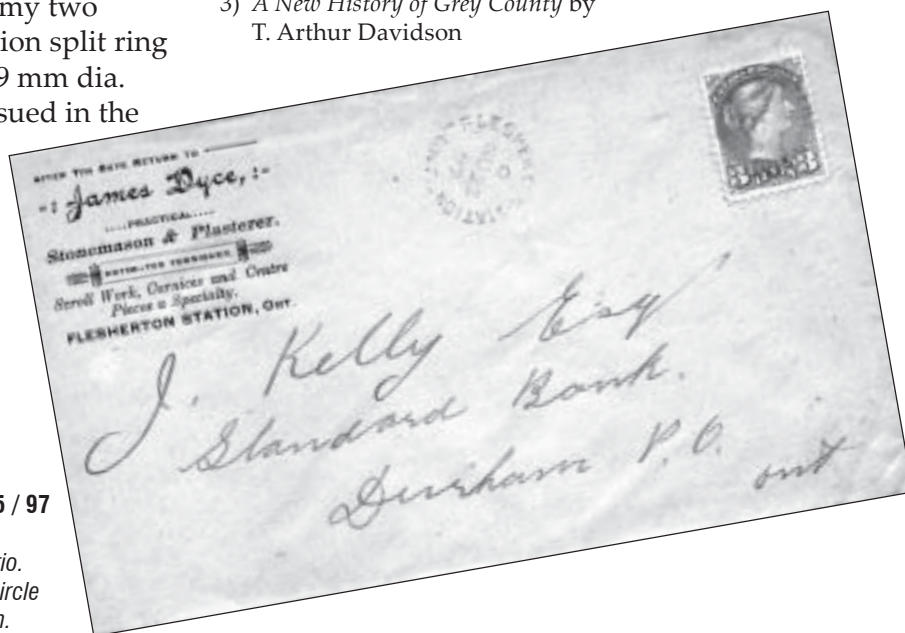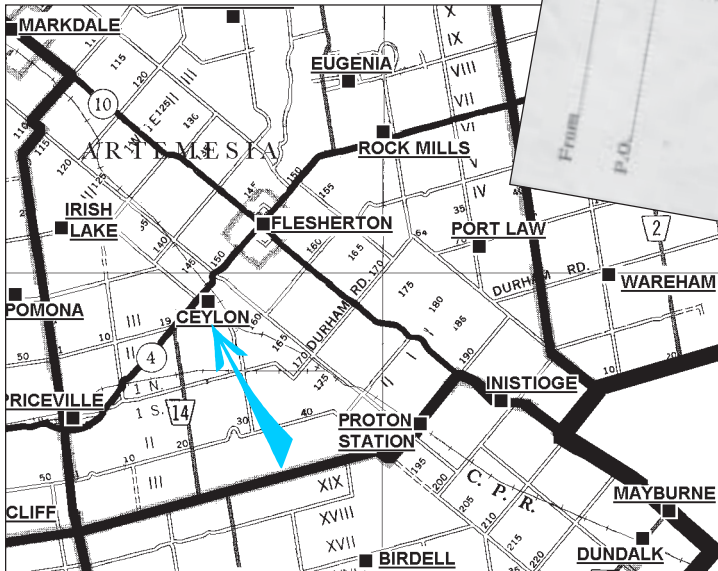
Fig. 3
CEYLON ONT / MY 1 / 99
First of two broken circle hammers issued to Ceylon – A1, 20 mm, arcs 5.0.

MAP COURTESY OF
Eric Manchee,
Ontario Post Office Atlas

Canadian Pacific passenger train arriving with the mail from Owen Sound, Chatsworth, Markdale and Ceylon, as seen on this mural that graces the side of a building on Dundalk's Main Street.

TOR. & OWEN • SOUND M.C. / SP 28 / 98
This advertising cover originates from Dundalk, just south of Flesherton Station. Both communities were served by the Canadian Pacific Railway. Since it was sent by railway to Flesherton it must have been routed through Flesherton Station on its way to the recipient, A. S. Van Dusen, Esq., Div. Court Clerk, Flesherton. At Flesherton it received the current squared circle hammer as seen on the back of the cover.
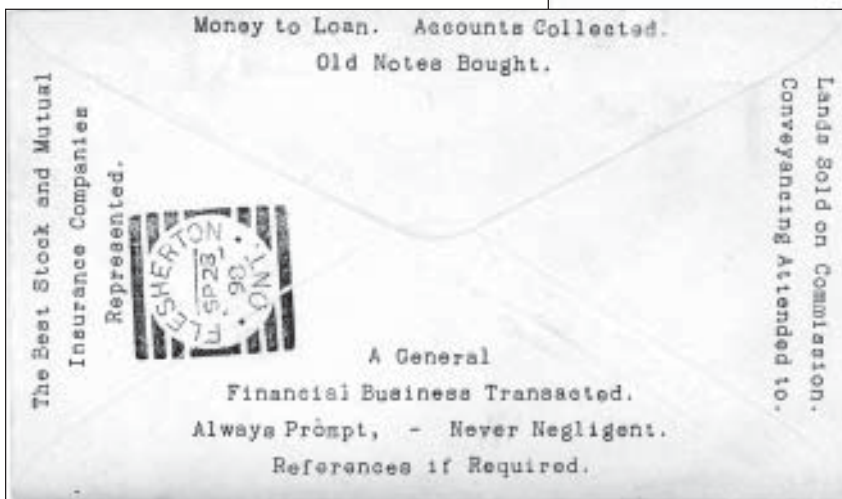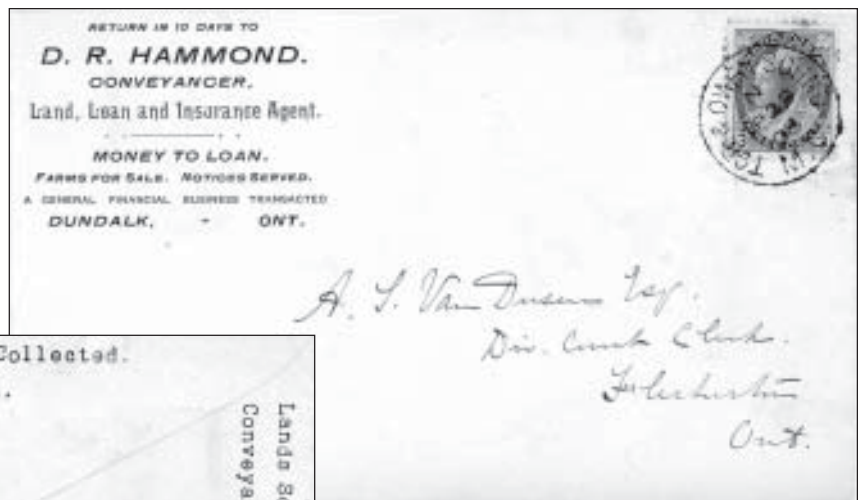
POST OFFICE BUILDINGS ON POST CARDS

Nº 15 in a Series

Banks

Robt. C. Smith

[REF. 183]

The Banks post office was on the premises of the General Store.

This unused "real photo" postcard is crudely labelled "*Banks P.O.*," and appears to be from the 1900–1910 era.

The post office at Banks was established on February 1, 1876 in Collingwood Township, Grey County. William Johnston was appointed postmaster in 1876, and the post office was in his house on the southeast quarter of Lot 16, Concession 5. Johnson started a store, and later the store and post office moved across the fourth line where it remained until the closure of the post office on March 1, 1915. In 1887 the population of this hamlet was given as 50, peaking at 200 in 1908. The village was home to an Anglican and a Presbyterian Church, a school, and a store. In the early years Banks also produced enough lumber to keep three sawmills busy.

William Johnston was postmaster until he resigned in 1902; he was followed by Alexander Park (1902–1905), William B. Gordon (1906–1908), and finally Ed. Galloway (1908–1914). It is difficult to say which of these four would have been in office when this photograph was taken. After Mr. Galloway resigned his postmastership on September 30, 1914, no one was appointed to replace him, and the office was formally closed on March 1, 1915. Although the post office closed, the store remained part of the community, under various owners, until the early 1960s.

There are various illegible small signs present on the building shown here, and various goods are situated on the porch; this probably means that a general store was located in the building which also served as the hamlet's post office.

A single broken circle postmark reading BANKS / ONT was proofed on AP 3 / 76, soon after the opening of the office. The only impression of this device recorded in Bruce Graham's book is on a post card dated AU 1 / 10; it is shown here, and is not a particularly impressive strike. The writer of the card comments ironically, "Here I am up in the large & flourishing city of Banks in Tp. of Collingwood."
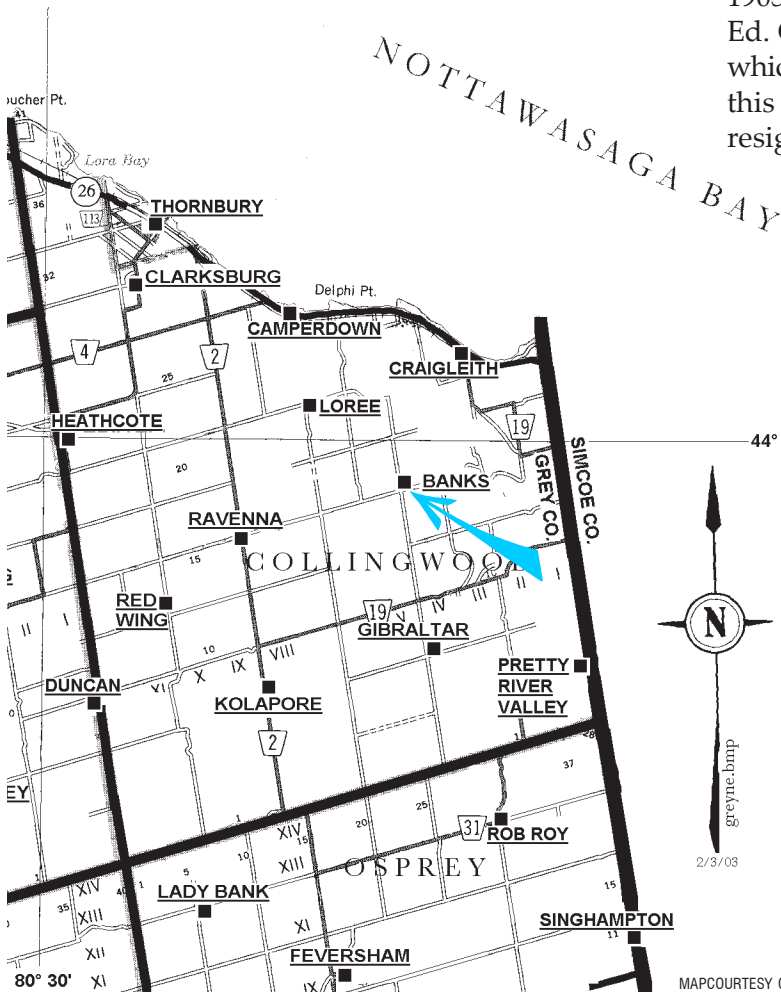
MAPCOURTESY OF Eric Manchee, *Ontario Post Office Atlas*

The road leading to Banks.

BANKS ONT. / AU 1 / 10
Post card mailed from Banks to Utopia (Simcoe County). This is the latest known use now recorded. The post office was open for almost 40 years which allows for many more discoveries to be made, especially in the early period.

THORNBURY ONT. / JA 12 / 98
An invoice mailed by J. E. Hutton from Thornbury to Mr. J. Skelton of Banks. The Banks receiver is the earliest known date for the Banks broken circle hammer.
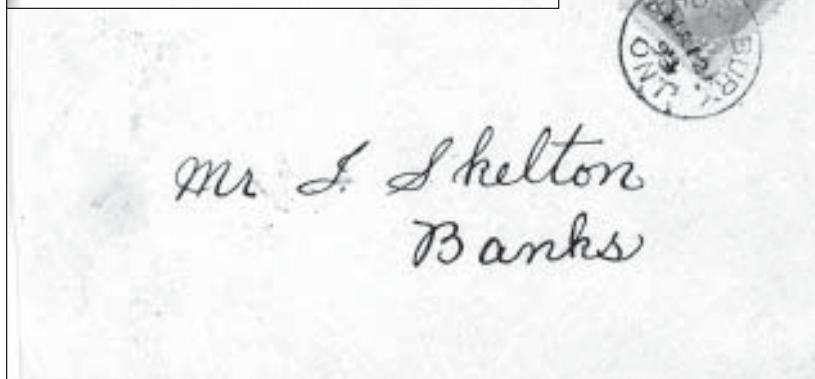
Joseph Skelton was one of a family of six that came with their parents to Prescott, Ontario, about 1824 from County Tyrone, Ireland. Joseph Skelton was listed in the agricultural census of 1851 as living on Lot 18, Concession 5 of Collingwood Township an area that is referred to as Banks.
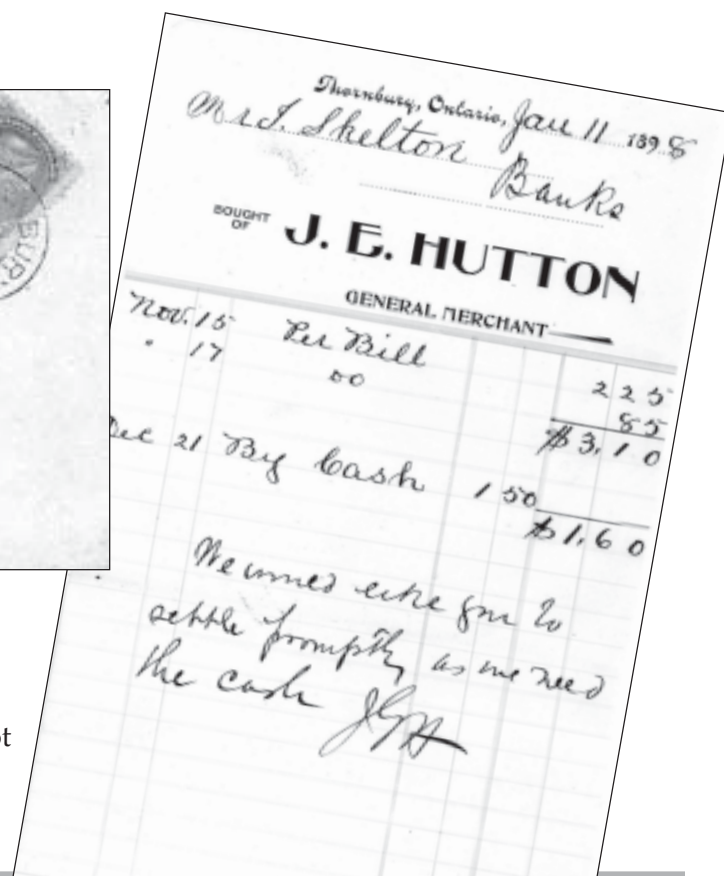
A Cover with ATTITUDE

PORT CREDIT SUB 5 / CLARKSBURG

Gus Knierim

[REF. 183]

Here is a redirected cover that seems to come with an attitude. Addressed to the Tax Department of the Township of Collingwood in the Town of Collingwood, the sender made the mistake of confusing the two municipalities. The Town of Collingwood is in Simcoe County whereas the Township of Collingwood is in Grey County, albeit adjoining each other. The message that is portrayed here is that the tax man taketh your last 5¢ stamp, including the shirt off your back. I can sympathize with the sender since this writer pays his ounce of flesh to the same authority now known as the Town of The Blue Mountains. The merger that created this new entity was between the Town of Thornbury and the Township of Collingwood. The merger of course was to save the citizen hard-earned money. Sad to say, the taxes have more than doubled in the past 5 years. Since this letter was written in 1967 postage has gone from just 5¢ to 49¢ and the cost of registration from 50¢ to $11.00.

Now to the cover. It was posted at Port Credit Sub. 5 which was established October 9, 1953 at Carl's Pharmacy where Carl Leonard Horowitz was the postmaster. Carl's Pharmacy is presently located at 1207 Hurontario Street, Mississauga. It appears that there is no postal franchise at this location. Port Credit Sub 5 became Mississauga Sub 11 on Jan. 1, 1971 and was open at least until 1986 according to Robert C. Smith's *Ontario Post Offices*. Port Credit Sub 5 was a non-accounting office with the assigned number of #81700. Mississauga Sub. 11 held the MOON #3585 until April 1, 1973 when it was renumbered as #333492 (POCON).

Another interesting point can be made. For the year ending March 31, 1973, Clarksburg post office declared $12,105 of revenue. In the same financial statement Mississauga Sub 11 operating from Carl's Pharmacy had revenue of $10,600.

Dated December 13, 1967 the letter was carried by the Train 107 Toronto & Capreol R.P.O. and arrived at Barrie on December 14. It was transferred to the Collingwood mail where it was received the same date. Noting the incorrect address it was redirected to Duntroon, just south of Collingwood. It appears that this second error was noted before the letter left Collingwood and it was correctly readdressed to Clarksburg arriving December 14. That is a lot of handling for one small letter.

PORT CREDIT SUB NO. 5 ONT. / PM / XII 13 / 67
Letter from a Port Credit Sub office to Clarksburg via Barrie, Collingwood, (Duntroon), Clarksburg.
Interesting that the stamps which overhang the cover and which are folded over at the top because of lack of space are all intact. With all that handling great care was still taken to deliver the pound of flesh!

PROOF STRIKE
cds Hammer
23-mm dia.
PORT CREDIT SUB NO. 5 ONT.
PM / 10 X / 53

PROOF STRIKE
cds Hammer
23.5-mm dia.
CLARKSBURG ONT.
PM / SP 27 / 47

cds Hammer
No. 3
23.5-mm dia.
CLARKSBURG ONT.
PROOFED
PM / SP 27 / 47

Clarksburg's Marsh Street c.1942. The Municipal Offices and Tax Department are in the white building with the awnings.
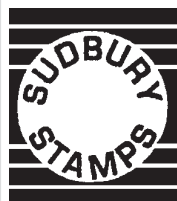
Share **your knowledge with other collectors of this Study Group by putting pen to hand and writing a small article for** your **GBD&S** *Georgian Courier!*

» **Newsletter** *is in need* **of some shorter articles, illustrations**