

# The Georgian Courier

THE GREY, BRUCE, DUFFERIN & SIMCOE POSTAL HISTORY STUDY GROUP

No. 48 • Vol. 10, No. 2

ISSN 1481-9511

November 2012



[REF. 249]

## ALLENFORD

*Site of the Floodwood Pow Wow*

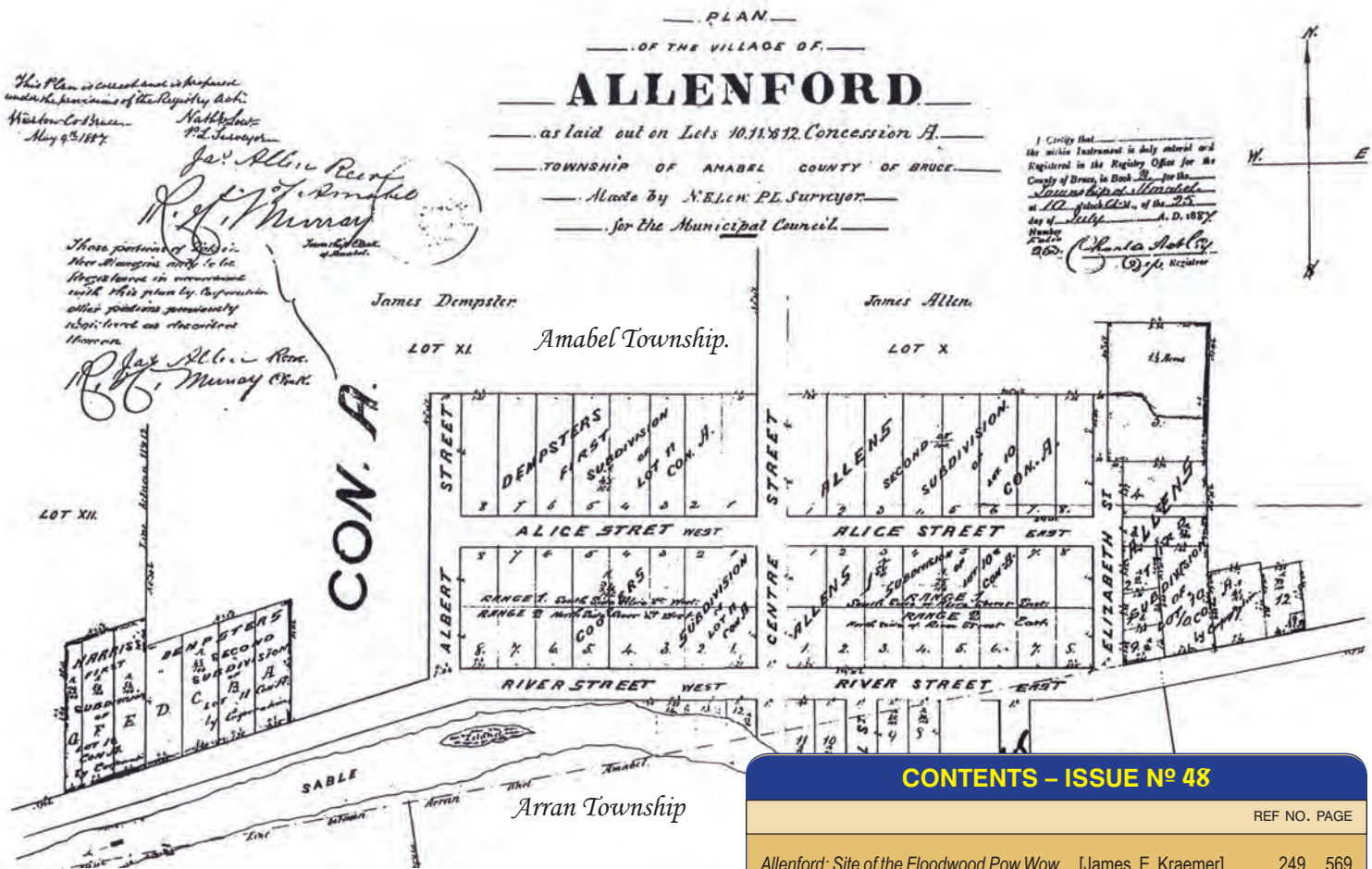
*The Late James E. Kraemer, FRPSC, FRPSL*

Allenford straddles Highway 21 formerly known the North Gravel Road when it was built and graveled in 1865-1866. The part of Allenford north of the highway is in Amabel Township, now the Town of South Bruce Peninsula, while the part south of the highway

is in Arran Township now part of the Municipality of Arran-Elderslie.

The village is on the banks of the Sauble River where the Indians crossed or forded the river. The Indians called it Floodwood Crossing. Its location was in Arran Township on Lots 28 and 29, Concession "A", south of the bend in the river. An Ontario Historical Site plaque, across from the Presbyterian church marks the place.

On October 13, 1854 a treaty was signed at Saugeen (Southampton) by the Saugeen and Newwash Bands of Ojibwa Indians ceding land to the government. A dispute arose over the treaty's interpretation. The Indians appointed four chiefs to go to Quebec City, the



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1887 Surveyor's Plan of the Village of Allenford. Two-thirds of the village is north of River Street (Highway 21) in Amabel Township, while one-third is south of the highway in Arran Township.



Allenford's MainStreet, c.1911.

COURTESY OF <http://allenfordontario.com/allenford-history/>

government seat, in order to present their case to the Governor-General. Due to bureaucratic regulations the Chiefs did not see the Governor-General. They returned home sullen and insulted. Indian honour was at stake so a war council was summoned. A conciliatory note from Lord Bury, Superintendent of Indian Affairs resulted in the Indians agreeing to meet halfway between Southampton and Owen Sound at Floodwood Crossing. The "Parley" known as the Floodwood Pow Wow, or today as "The Allenford Pow Wow" took place in July 1855. Good fellowship was restarted when the government representatives and the Indians did a ceremonial dance around the council fire. The government delegation agreed to the Indian's interpretation that Copways Road, an Indian pathway from Saugeen Village to Lake Huron, was the boundary and included increased frontage for the Indians on Lake Huron.

Allenford was named in honour of James Allen, the village's first settler. Mr. Allen was born on June 30, 1826, in County Fermanagh, Ireland. An outstanding citizen, he served as Township Reeve for 16 years and was a Justice of the Peace. James Allen died on April 4, 1895.

When the North Gravel Road was completed in 1866, John Sharpe, an early settler, started to bring the settler's

mail into this young thriving village. He left the mail at his brother George's general store on Lot 1 and 2 on the corner of River Street and Centre Street. George Sharpe contacted the post office authorities advising them that Allenford needed a post office and as an inducement offered to locate the office in his store. The Allenford post office was established in Sharpe's General Store on March 1, 1868. William Sharpe, believed to be a son of George Sharpe, was appointed postmaster.

The Dempster Hotel, Allenford's first hotel, was built in 1868. The village population reached 150 in 1875 when a second hotel, known as The Brinkman House opened.

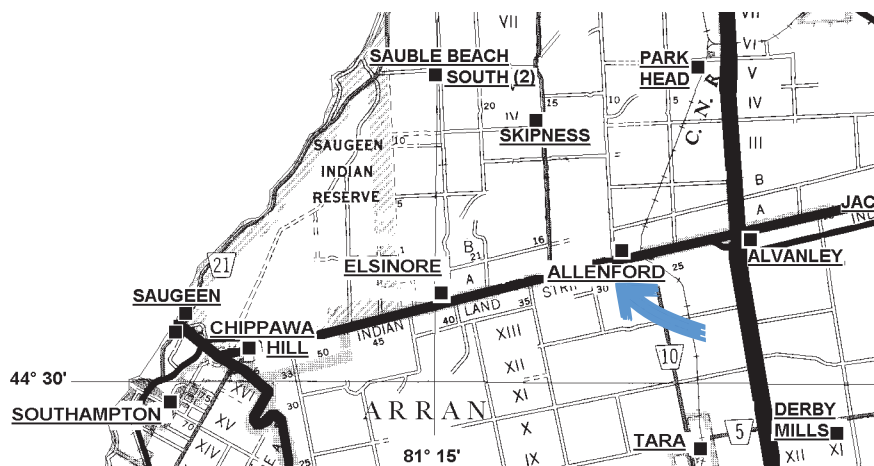
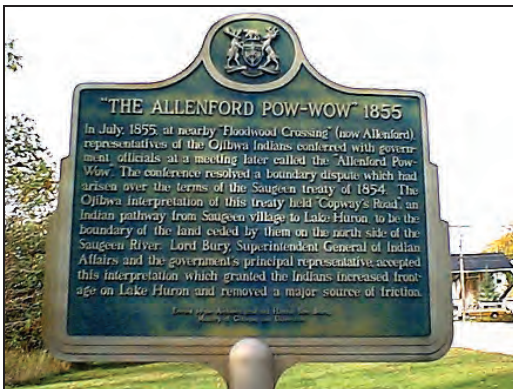
The first train on the Stratford & Lake Huron Railway passed through Allenford on its way to Warton in 1882. William Sharpe believed that after 35 years as postmaster it was time to retire. His resignation was effective on Saturday, January 10, 1903.

George Baker was appointed postmaster on February 4, 1903. Mr. Baker's wife, Sarah Ann Baker, nee Montgomery was named as his assistant. The post office was located in Mr. Baker's store on River Street where it remained for many years. On May 3, 1912, Postmaster Baker was accused of partisanship in the 1912 election. On the October 2, 1912, postal authorities received a declaration from lawyers, Starr, Spence and Cameron that stated the postmaster took no part in elections. Hugh Clark, M.P., was asked by postal authorities to name a lawyer to investigate the case. Mr. Baker was eventually exonerated. (It was common in the early 1900s to accuse a postmaster of trying to influence voters and ask for his dismissal. Politics played a major roll in the appointments and dismissals of postmasters.)

In 1916 Allenford was incorporated as a village. The village population numbered 350. Post office revenue

Historical plaque at Allenford, celebrating the July 1855 Floodwood Pow Wow.

COURTESY OF Bruce County Genealogical Society.





## ALLENFORD POST OFFICE

### ~ Proof Strikes ~

The various proof strike books published by J. Paul Hughes and Robt. A. Lee Philatelist record 8 different proof strikes for Allenford.

Postal history evidence indicates that there were a number of other postmarks in use

at the Allenford post office.

Shown below are the known proof strikes:



SECOND BROKEN CIRCLE  
PROOF STRIKE

22.0 mm diameter  
(arcs 7.0, 7.0 mm)

REPORTED USE:

Oct 8, 1871 - Dec. 11, 1876  
Since the post office opened  
Mar. 1, 1868, there is a  
very good chance that a  
broken circle with manu-  
script date was being used.



CIRCULAR DATE STAMP  
PROOF STRIKE

24.0 mm diameter

REPORTED USE:

mid to late 1890s

DUPLEX DATE STAMP  
PROOF STRIKE

22.5 mm diameter

REPORTED USE:

Feb. 24, 1920 - June 1, 1970  
Early in its life the B11 killer  
was damaged on the upper  
right

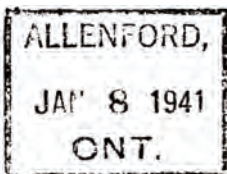


MONEY ORDER OFFICE DATE STAMP

• MOOD •

PROOF STRIKES

< 23.0 mm diameter  
25.0 mm diameter >



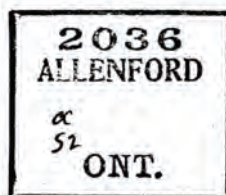
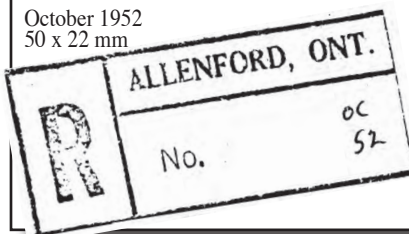
MONEY ORDER TRANSFER OFFICE

DATE STAMP (MOTO)

PROOF STRIKE

29 x 22 mm

REGISTRATION BOX PROOF STRIKE  
October 1952  
50 x 22 mm



MONEY ORDER OFFICE NUMBER

DATE STAMP (MOON)

PROOF STRIKE

29 x 25 mm



ALLENFORD / ONT / NO 13 / 76

Registered letter addressed to W. B. Lyons Esq., Green Point, Ont.,  
Co. Prince Edward. The letter is postmarked with Allendale's first broken  
circle dater. (type A1, 20.5 mm, arcs 9.0 and 8.5 mm respectively).

COURTESY OF John Rossiter.

increased steadily and leveled off at about \$1,000.00 per annum during the 1930 depression years. Mr. Baker's son, Ross and his wife Andrea, were sworn in as assistants in 1939. In 1941 Margaret Gowan became a post office assistant. For the fiscal year 1945-1946 revenue was \$1,349.94.

About 1941 small discrepancies showed up in the post office records. Postal authorities noted that the postmaster was in his 80th year and considered transferring the post office. Sensing that the postmaster might resign, more than a half dozen applications were received by the Department for the position. However the Postmaster-General, noting that Mr. Baker was a most loyal employee

directed on August 21, 1941, that Mr. Baker be given a one-year extension. Official records described Mr. Baker as a most conscientious and honest individual. Each year thereafter Mr. Baker made representations for another year's extension. The Postmaster-General, knowing that Mr. Baker's daughter-in-law, Mrs. Audrea Baker was an efficient assistant granted these requests. On July 20, 1949, Mr. George Baker passed away. He had been born in June 1862 and was therefore in his 88th year when he died. Mr. Baker had been a postmaster for 46 years. No doubt, this must have been, at least, an area record.

George Baker's son, Ross Aubrey Baker, was sworn in as acting postmaster on July 28, 1949. Although Ross Baker was a foreman at a plywood factory he helped his wife Audrea and his father with post office records for more than 15 years. Since he was not a returned soldier he could not be appointed permanently. There was considerable local support for Ross Baker to be confirmed as postmaster. Mr. D. B. Blue, M. P., supported Mr. Baker's permanent appointment which normally would take place a few months after a postmaster's appointment in an acting capacity. On December 19, 1951, Ross Baker advised the Post Office Department that if he were appointed postmaster on a permanent basis he would



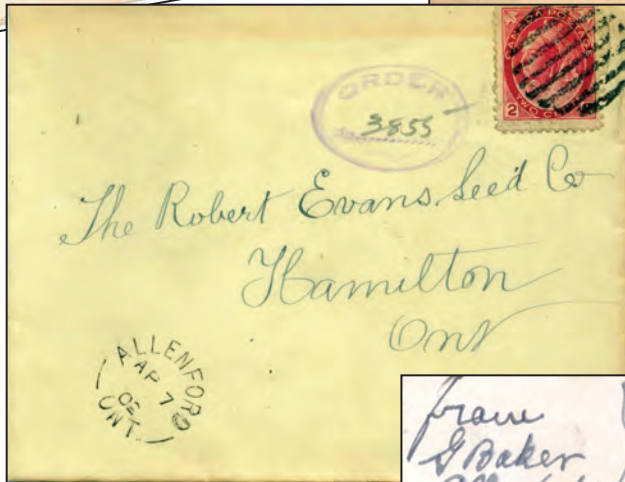
#### ALLENFORD / ONT / JA 21 / 92

Letter addressed to Alex McNeill, MD, Wiarton, Ont. The cover is postmarked with Allenford's third broken circle date stamp. It is a type A1, 20.5 mm, arcs 8.5 and 8.5 mm respectively). COURTESY OF J. Knierim



#### ALLENFORD / ONT. / JA 13 / 96

A Crown Agents letter posted from Allenford arrived in Toronto the same day. COURTESY OF J. Knierim



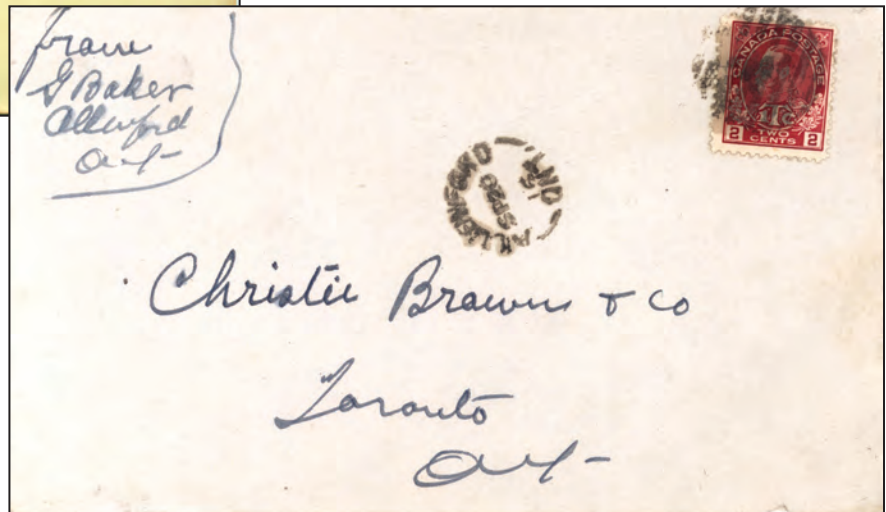
#### ALLENFORD / ONT. / AP 7 / 03

The Robert Evans Seed Co. at Hamilton, Ont. received an order in this envelope postmarked with the fourth broken circle device for Allenford – type A1 20.0 mm, arcs measuring 5.5 mm. These two covers are the earliest and latest reports for this datestamp. COURTESY OF John Rossiter

#### ALLENFORD / ONT. / SP 20 / 16

The sender is none other than Allenford's long-time postmaster George Baker who served from 1903 until his death in 1949.

COURTESY OF J. Knierim



build an extension on his present building to serve as an enlarged post office. Both Mr. Blue, the local M. P., and the post office officials expressed a desire to confirm Mr. Baker's permanent appointment, but he was not a veteran. The Department had also received a number of applications from veterans who were doubtful qualifiers. After serving more than three years as Acting Postmaster it was, "considered in the best interests of all to consider Ross Baker as Postmaster". Post office business continued to grow as shown in the following revenue reports.

1950-1951 Revenue was \$1,254.48 – P.O. in Group 13

1951-1952 Revenue was \$1,550.60 – P.O. in Group 14

1952-1953 Revenue was \$1,732.47 – P.O. in Group 18

The postmaster's salary varied according to group, increased from \$1,062 in 1950-1951 to \$2,425 in 1960-1961. In addition, a rental allowance of \$160.00 per annum was paid to the postmaster.

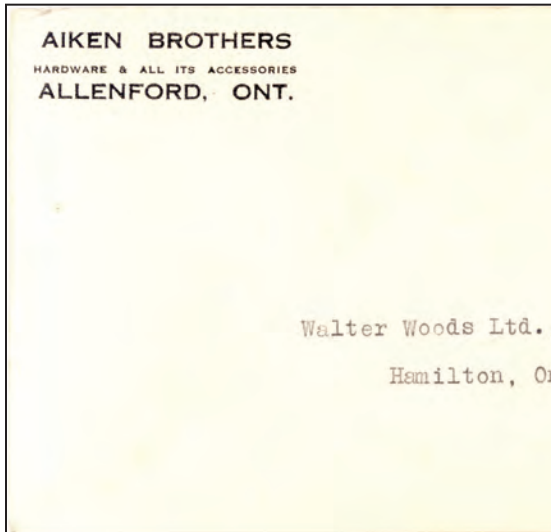
Since it was a requirement that postmasters retire on their 65th birthday, Ross Baker resigned on July 27, 1970, his birthday. Ross Whicher, M.P., advised the Post Office Department that he would like to see George Baker's daughter-in-law, Mrs. Audrea Baker receive the postmaster's appointment. A number of representations were made to the Post Office District Inspector, J. W. Stewart, of London, Ontario, that the post office be left as is, with Mrs. Audrea Baker as postmaster. The post office was



# ALLENFORD / ONT. / OC 2 / 17 (DON-19)

A very plain cover, postmarked with Allenford's only duplex canceller, nevertheless is very significant, insofar as it is the earliest reported strike, and the killer is still in as new condition. Later strikes all show the damaged B-11 killer, where the top right corner is badly damaged.

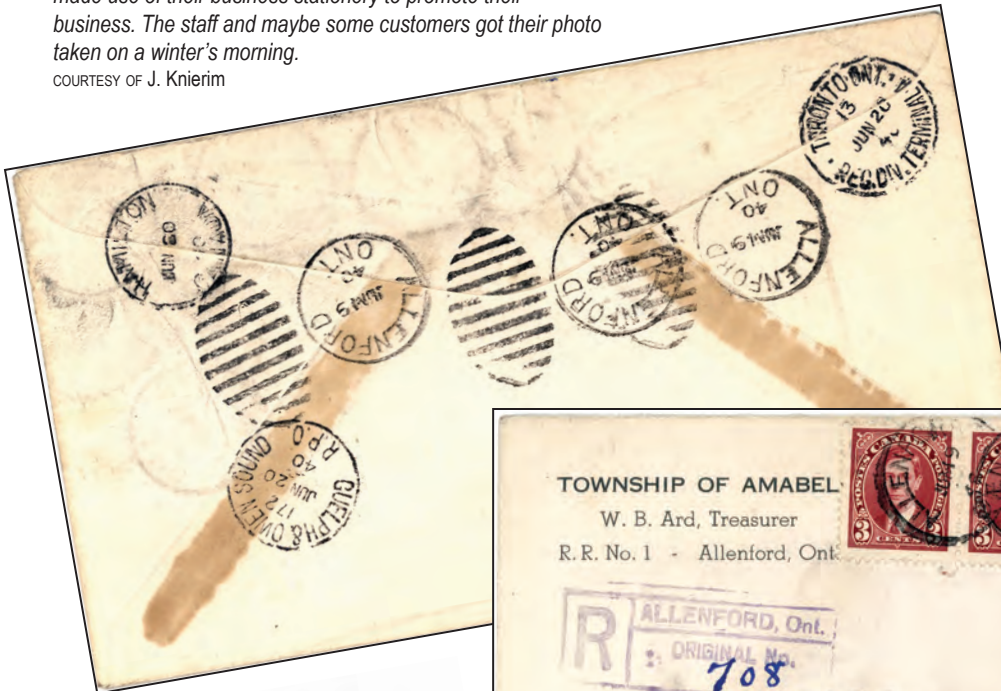
COURTESY OF John Rossiter



## ALLENFORD / ONT. / MR ? / 36

A small, local hardware store, operated by the Aiken Brothers made use of their business stationery to promote their business. The staff and maybe some customers got their photo taken on a winter's morning.

COURTESY OF J. Knierim



## ALLENFORD / ONT. / JUN 19 / 40

A registered letter from the township to Fred W. Bray in Hamilton, was routed via the CPR line out of Owen Sound to Toronto and onward to Hamilton. Mailed on Wednesday, June 19, it was carried on the Guelph & Owen Sound RPO (Train 172) on the following day, reaching Hamilton that same day. The damaged B11 killer strike on the reverse is very evident. This damage is reported as early as a DE 11 / 25 strike.

COURTESY OF J. Knierim

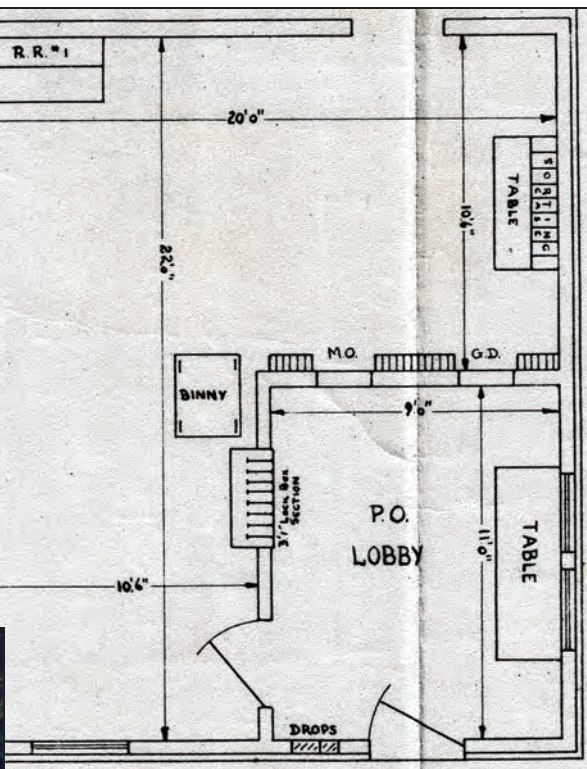


*Leslie A. Baker*  
Incoming Postmaster.  
Acting  
Postmaster 1949-1970





Allenford post office was located in the Lucky Dollar General Store operated by Mr. and Mrs. Henry Kelly. The post office was located here from July 1976 until 1978.

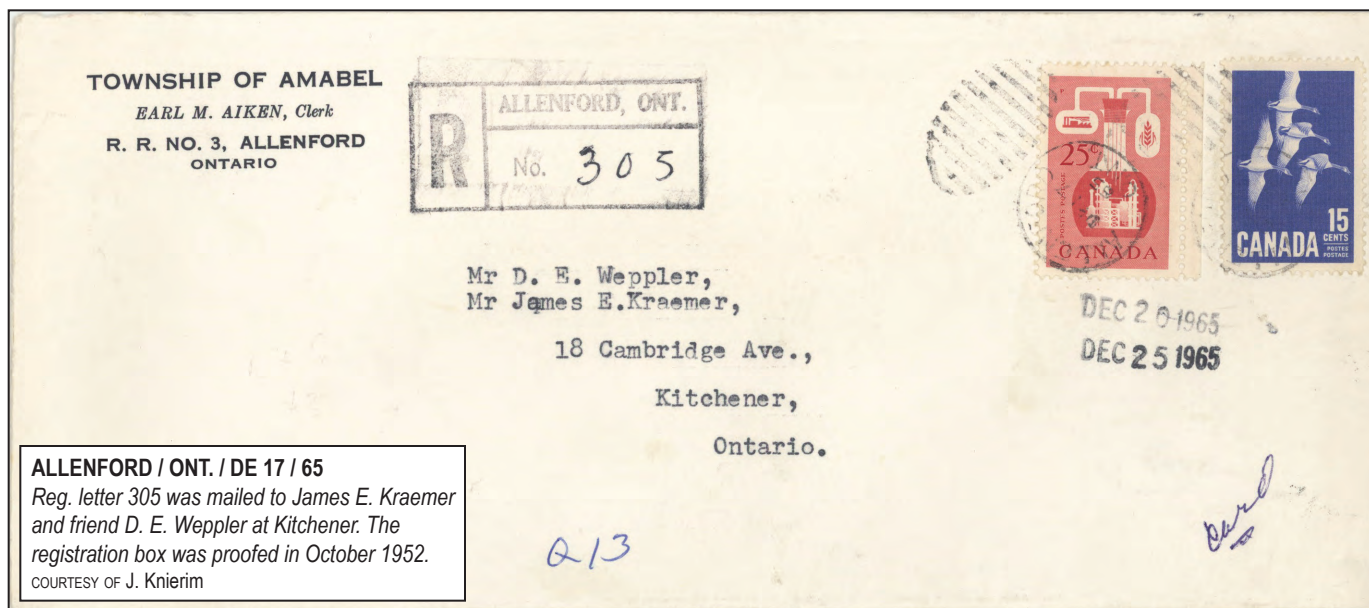


Postmaster Ross Baker lived in this house at the corner of Elizabeth Street and River Street, where the post office was in part of his residence. In 1951 he made a deal with the Post Office Department whereby he would enlarge the post office facilities by adding an addition to the house as per above floor plan. The post office remained in that addition until 2003 with the exception of 1976-1978 when Kelly's had moved it to their store. Kelly's later purchased this house and the post office returned.

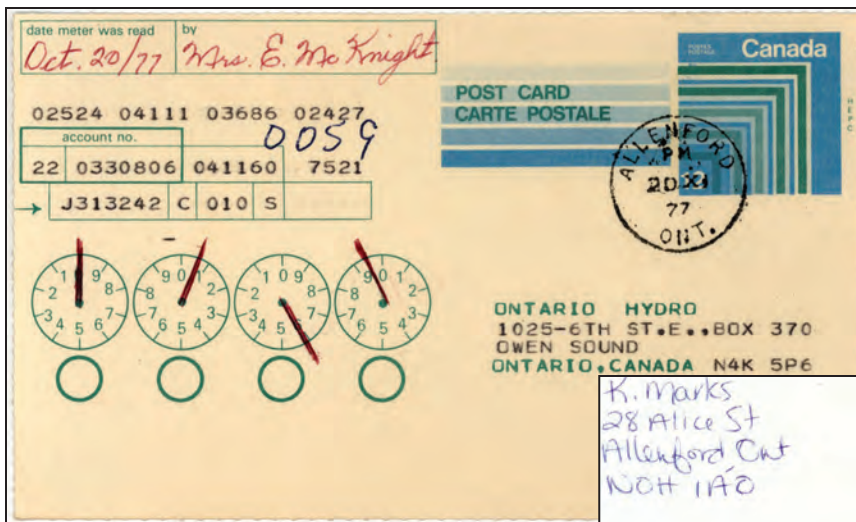
transferred to Audrea Baker on August 10, 1970. Six years later Audrea Baker retired on July 12, 1976 – the day before her 65th birthday. Her salary when she separated was \$6,142.76 per annum. She also received \$540.00 rental allowance.

On February 26, 1976 postal authorities advertised the

position of postmaster, level 4, with the closing date for applications, March 31, 1976. Five applications were received. Of the five, three were considered qualified and two not qualified. Robert Duncan Pringle, a veteran with overseas service, and whose house was located on the west end of River Street was notified that he had







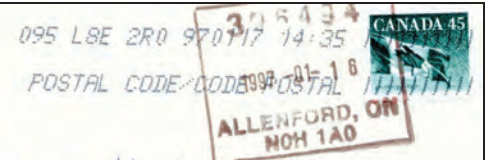
ALLENFORD / ONT. / PM / 20 X / 77

A Hydro Electric Power Commission meter reading card was mailed by Mrs. E. McKnight to Ontario Hydro's Owen Sound office. Proof date for this postmark is unknown. COURTESY OF J. Knierim

396494 / 1997-01-16 / ALLENFORD, ON / N0H 1A0

Another Ontario Hydro letter, this one is addressed to the Barrie office. There is no known proof date for this POCON-type postmark.

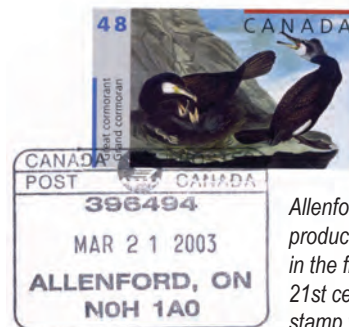
COURTESY OF John Rossiter



Ontario Hydro  
45 Sargent Dr.  
P.O. Box 6700  
Barrie, Ont.  
L4M 5N5



Allenford post office as it appeared in 2002, just one year before to moving to the Allenford Business Centre on highway 21. Post card was produced by Conestoga Press. COURTESY OF J. Knierim



Allenford had a locally produced "Wing" cancel in the first decade of the 21st century. The date stamp was produced by Conestoga Press.

received the appointment. He was further advised that the post office would be transferred to him in July 1976. However, Mr. Pringle decided as of July 12, 1976, the day that Audrea Baker retired, that he was giving up his appointment.

Mrs. Judith Michaela Kelly was appointed postmaster of Allenford on July 13, 1976. Mrs. Kelly and her husband Henry, operated a general store at the same location on River Street where George Baker had the post office in 1903.

Ross Aubrey Baker died in the spring of 1976. His wife, Audrea Baker who retired on July 12, 1976, as postmaster sold the residence and post office at 1 Elizabeth Street in July 1976 to Henry and Judith Kelly. The Kelly's moved the post office to their general store located on

the south, or Arran side, of Highway 21. It is near Thomas Street, formerly Centre Street. The address is 7732 Highway 21. The post office remained at this location until 1978 when the Kelly's sold the store and moved the post office to their residence at 1 Elizabeth Street.

On April 1, 1984 the status of the Allenford post office changed from Group 4 to Group 5 and on July 1, 1984 it changed again from Group 5 to Group 6. Judith Kelly retired on December 18, 1995. She had been postmaster for more than 17 years. Mrs. Debi Mills of Tara was appointed Acting Postmaster on December 20, 1993. Mrs. Mills moved the post office to the Allenford Business Centre at 7839 Highway 21, in 2003. The post office has 201 Customer Letter Boxes and is rated at the Revenue 6 level. Debi Mills was confirmed as postmaster on October 31, 1994.



In June 2006 the post office moved from Elizabeth Street where it had been located since 1953, to the nearby Allenford Business Centre at 7839 Highway 21.

## RR 3 Allenford

John M. Montgomery was awarded a four-year contract at \$497.70 per annum for this 16-mile rural route established December 1, 1914. Rural Route 3, serves the north-east area from Allenford toward Park Head. In December 1918 the contract was renewed for another four years. In 2006, Lyn Wright was the contractor for all three Allenford rural routes.

## Allenford's Courier Service

Before Railway Mail Service came to Allenford in 1882 the mail came by courier from Saugeen (Southampton), six trips per week. The mail routes, Allenford to Elsinore, French Bay and Park Head were incorporated into the rural routes when they were established in 1913-1914.

- Allenford to Elsinore became RR 1, to Chesley Lake area
- Allenford to French Bay became RR 2, to west of the town
- Allenford to Park Head area became RR 3

## RR 1 Allenford

A contract, Allenford to Elsinore, was awarded on February 4, 1913, to Jasper B. Sprung. Rated at 19 miles, the contract called for six trips per week. Mr. Sprung's contract ended on November 30, 1914. RR 1 Allenford was established on December 1, 1914, and John Montgomery was awarded a four-year contract on this date at his tendered price of \$477.70 per annum. The contract was renewed on March 31, 1917, for an additional four years. Contractors on this route were Israel Sprung, father of Jasper, James Knox, brothers Harold Fenton and Burt Fenton, William Carson and his wife Ida were the couriers from 1947 until 1954. David McCoy and Mrs. Eldon Tolton were the RR 1 couriers for the next 21 years.

## RR2 Allenford

This 28.5 mile rural route was established on October 1, 1914, with G. A. Walker the contractor. His four-year contract called for six trips per week at \$593.36 per annum. William Burton Crawford and wife Rachel were the mail couriers from 1927 to 1947 when they moved to the U.S.A. William Fenton and his wife Ada were the mail couriers from 1947 until 1954. David McCoy and Mrs. Eldon Tolton who had both RR 1 and RR 2 rural routes were couriers for 21 years. In 1982 Henry Kelly was awarded the mail courier contract. RR 2 serves the area west and north-west of Allenford, including the northern part of Arran Township.

## Allenford-Southampton .

Messrs Baux and Coleman were the mail couriers for the 10.5 mile route between Allenford and Southampton. The contract for \$246.51 per annum was terminated on January 1, 1913 when the mail came to Allenford by train.

## Allenford-Railway Station

When tenders were called to transport the mail between the Allenford post office and the railway station Baux and Coleman were the successful bidders. The contract called for 18 trips or week over a distance of .750 of a mile at the tendered price of \$140.85. The December 1, 1913 contract was extended to 1917.

The following list of Allenford's patrons is from Canada Post's 1984, "Householder and Non Letter Carrier Offices" report.

	Domestic	Business	Total
Allenford P.O.	130	20	150
Allenford RR 1	79	4	83
Allenford RR 2	105	15	120
Allenford RR 3	65	4	69

## THE POSTMASTERS OF ALLENFORD and their periods of Service

Post office established: **March 1, 1868**

William Sharpe	Mar. 1, 1868 until Jan. 10, 1903	RESIGNED
George Baker	Feb. 4, 1903 until July 20, 1949	DEATH
Ross Aubrey Baker	July 28, 1949	ACTING
Ross Aubrey Baker	Oct. 3, 1952 until Aug. 8, 1970	RESIGNED
Mrs. Audrea Grace Baker	Aug. 10, 1970 until July 12, 1976	RESIGNED
Mrs. Judith Michaela Kelly	July 13, 1976 until Dec. 18, 1993	RETIRED
Mrs. Debi Mills	Dec. 20, 1993	ACTING
Mrs. Debi Mills	Oct. 31, 1994 -	

Money Order Office **No. 2036**

Computer Office **No. 396494** (estab. April 1, 1973)

Postal Code **N0H 1A0**



# Wasaga Beach

SIMCOE COUNTY

promoting a modern postal operation

A. Dave Hanes

[REF. 250]



The Wasaga Beach post office is located at 818 Mosley Street. Until October 1, 1959, Wasaga Beach was a summer office. At that time it was upgraded to a year-round, semi-staff office (type 14). It is staffed by members of CPAA.

Postmistress Chantal Bedard greets her clients with a friendly smile. Ms Bedard was appointed postmaster at Wasaga Beach Nov. 19, 2008, having transferred to Wasaga from Perkinsfield.

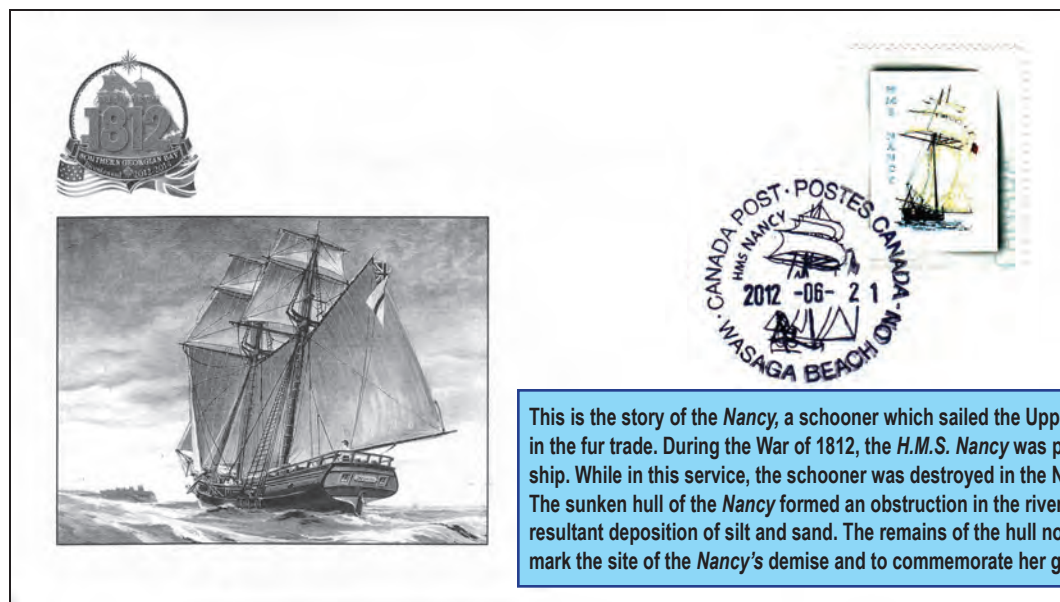
Wasaga Beach is located in Simcoe County and is nestled along the longest freshwater beach in the world. Situated at the southern end of Georgian Bay, approximately two hours north of Toronto, there is 14 kilometres of white sandy beach on the Nottawasaga Bay and the winding Nottawasaga River.

The Huron Indians originally occupied this area but were dispersed in 1650 by the Algonkians.

In the early 1800s, Upper Canada was drawn into a struggle between Great Britain and the United States. The

town evolved into a strategic location in the War of 1812 when the schooner *HMS Nancy* was sunk at her moorings in an effort by the Americans to cut the supply line to Fort Michilimackinac and points to the north and west.

Wasaga's unsuitable sandy soil contributed to the late settlement of the area. By the 1900s, families began to discover the beauty of the area, and it became a place for family picnics and holidays. This popularity continues today. The first post office was opened in 1923. The current main post office is located at 818 Mosley Street.



**WASAGA BEACH ON / 2012 -06- 21**

A special pictorial postmark, along with a special printing of Picture Postage, will surely promote the historical aspects of this tourist destination.

This is the story of the *Nancy*, a schooner which sailed the Upper Great Lakes as a private cargo vessel in the fur trade. During the War of 1812, the *H.M.S. Nancy* was pressed into service as a British supply ship. While in this service, the schooner was destroyed in the Nottawasaga River by American forces. The sunken hull of the *Nancy* formed an obstruction in the river and an island was established by the resultant deposition of silt and sand. The remains of the hull now rest in a museum on the island to mark the site of the *Nancy's* demise and to commemorate her gallant defense.



In many ways the modern era began with the introduction of the P.O.C.O.N. (Post Office Computer Organization Number) numbering system on April 1, 1973. Above are shown some of the date stamps used at Wasaga Beach. At left, we have a cover postmarked with a special marking promoting Customer Appreciation Day. Take note, that the steel cds hammer was still in use.

[REF. 251]

# Scarlet Hill

Mulmur Twp., Dufferin County

**SCARLET HILL** was established as a non-accounting post office in rural Mulmur Township on July 1, 1882, with Robert Lennox appointed as postmaster. He served until 1887. The L.A.C. Postmaster and Post Office files do not give a reason for the vacancy. He was followed on July 1, 1887, when Richard Lennox was appointed to the post. Postmaster Richard Lennox served for just a year, resigning July 10, 1888. On November 1, 1888, John Rowe took over. He resigned March 29 the following spring.

The 1887 Report of the Postmaster General enlightens us with a few more facts. Scarlet Hill reported revenue of \$104.66 out of which the postmaster received a salary of \$30.00. Robert Lennox, beside being post-

master, was also the courier bringing the mail from Banda to Scarlett Hill, a distance of 3½. He made this trip twice a week for which he received \$65.00 remuneration.

Scarlet Hill was in operation for almost 7 years. The revenue figures indicate that there was some postal business, and yet, no known postal history artifacts exist. Surely, there must be some cover or post card hidden away somewhere.





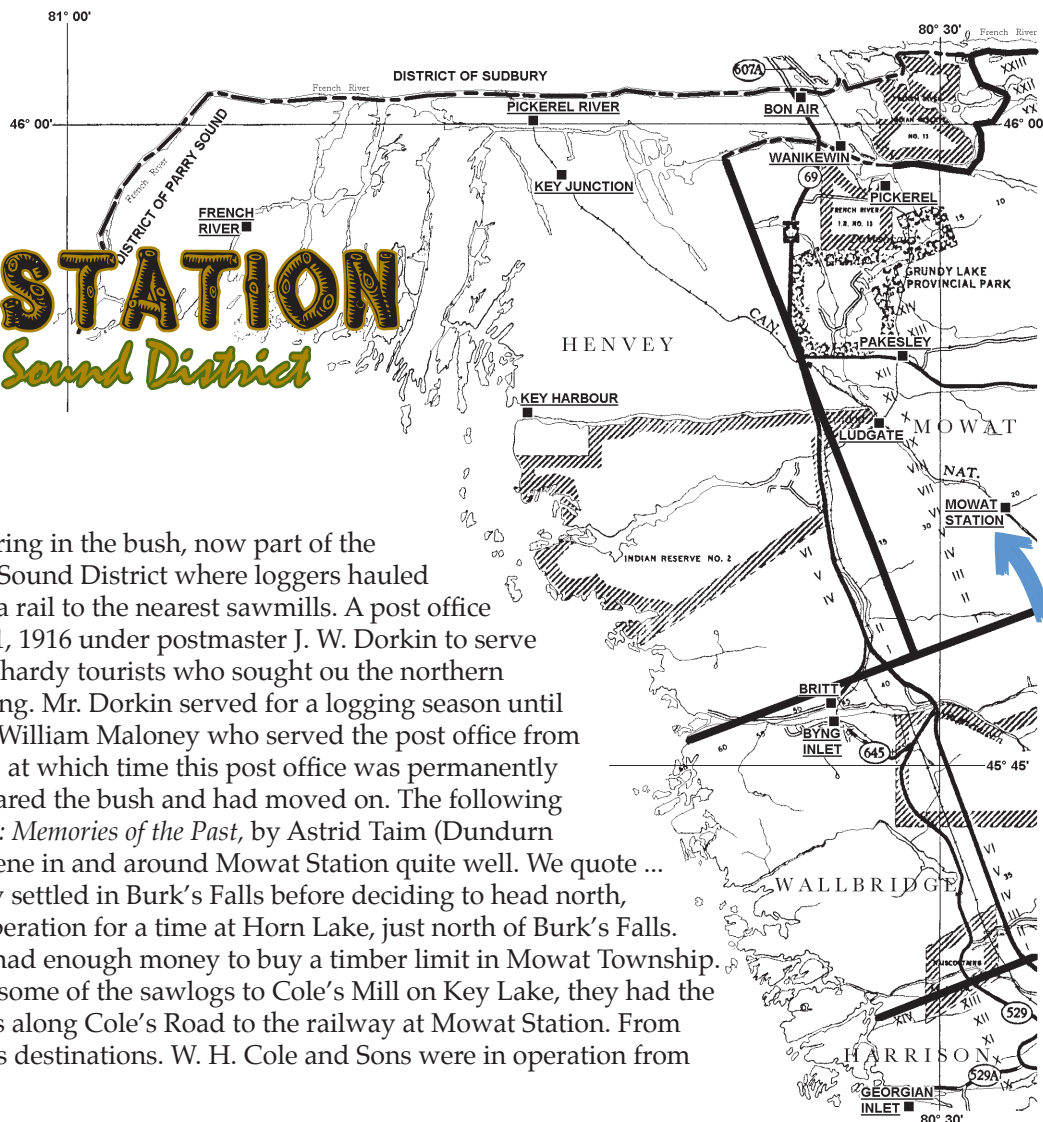
# MOWAT STATION

## Parry Sound District

Gus Knierim

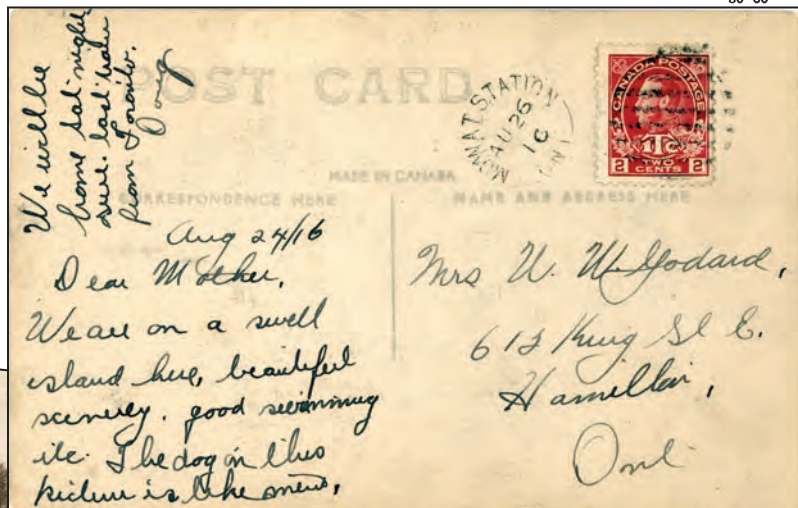
Mowat Station was but a clearing in the bush, now part of the Munorganized Central Parry Sound District where loggers hauled their timbers to be transported via rail to the nearest sawmills. A post office was established here on January 1, 1916 under postmaster J. W. Dorkin to serve the lumber trade as well as a few hardy tourists who sought out the northern wilderness and its abundant fishing. Mr. Dorkin served for a logging season until Aug 2, 1916. He was replaced by William Maloney who served the post office from July 2, 1917 until October 31, 1918, at which time this post office was permanently closed. The logging trade had cleared the bush and had moved on. The following passage from *Almaquin Chronicles: Memories of the Past*, by Astrid Taim (Dundurn Press Ltd., 2007) describes the scene in and around Mowat Station quite well. We quote ...

"Joseph Spears, who originally settled in Burk's Falls before deciding to head north, ran his own private lumbering operation for a time at Horn Lake, just north of Burk's Falls. But, by 1912, Lauder and Spears had enough money to buy a timber limit in Mowat Township. Having contracted the milling of some of the sawlogs to Cole's Mill on Key Lake, they had the lumber hauled by teams of horses along Cole's Road to the railway at Mowat Station. From here it was shipped out to various destinations. W. H. Cole and Sons were in operation from about 1912 to 1920.



BROKEN CIRCLE  
PROOF STRIKE  
20.0 mm diameter  
(arcs 5.0, 6.0 mm)

REPORTED USE:  
Aug. 26, 1916 - Aug. 4, 1917



### MOWAT STATION / ONT / AU 26 / 16

A post card written by Doug Goddard to his mother in Hamilton informing her of his return from what appears to be a vacation. The photo card shows Capt. E. H. Kelcey's summer house near Loring, where he was a successful merchant operating the local general store. Capt. E. H. Kelcey was postmaster at Loring from 1886 until 1913 at which time he was dismissed for political partisanship. It is postmarked with the earliest reported strike of the Mowat Station type A1 broken circle.

— ex Robt. C. Smith collection



"However, at the same time that lumberjacks were cutting logs for Lauder and Spears, the Victoria Harbour Lumber Company was also cutting white pine on its limits surrounding Dollars Lake. Lauder and Spears wanted the licence and, eventually the pair acquired it but at a great cost to them. Within just two years, however, their financial situation seemed to improve somewhat as a third partner, none other than civil engineer, Lucien B. Howland, took an interest in the company. Since all three men had dealings with the Wilberforce sawmill and were well-acquainted with each other, Lauder and Spears jumped at Howland's offer to finance the new company. The only condition was that Lucien Howland wanted to be a full partner.

"Finding the money was not a problem for Lucien as his father-in-law, Charles J. Pusey, was a railway contractor, building railways in eastern Ontario as well as in Mexico. However the end result was that instead of contracting to other local mills as Lauder and Spears intended, Howland decided instead to build a company sawmill. Joseph Spears found out about his partner's intentions quite by accident. One day late in the winter of 1916 as he was dealing with personal matters at Mowat Station, a whole trainload of sawmill machinery was shunted off at the railway siding. To his shock, he was informed by the station agent that the shipment was intended for the new sawmill of Lauder, Spears & Howland. The only problem was – there was no new sawmill



. Logging in Central Parry Sound District.  
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– at least not yet. Not long after the machinery arrived, the site for the new mill was literally blown up out of the bedrock and pine trees, and Lost Channel was born. It is said that the boilers and most of the machinery for this mill was hauled by horse-drawn sleighs over an ice road, nine kilometers from Mowat Station.

#### REFERENCE

*Almaquin Chronicles: Memories of the Past*, Astrid Taim.  
Dundurn Press Ltd., 2007

### HELP NEEDED!

We need your contribution – large or small ... photo, scan, anecdote, or article – to keep this Study Group and its newsletter going! Please share with your fellow members. Thank you!

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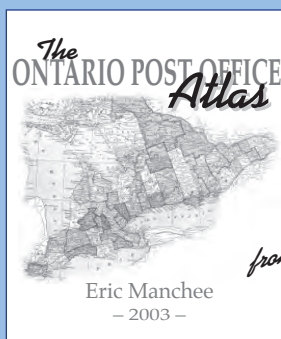
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The *Georgian Courier* and its predecessor, the *G.B.D. & S. Newsletter*, are the printed forum of the Grey, Bruce, Dufferin & Simcoe Postal History Study Group, affiliated with the **Postal History Society of Canada**. It is currently published 4 times a year: February, May, August, and November. Copy deadline is 3 weeks before the 1st day of the above-mentioned months.

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