

# The Georgian Courier

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

No. 51 • Vol. 11, No. 1

ISSN 1481-9511

August 2013



[REF. 257]

## The Post Office at INISTIUGE / PROTON

*Proton Township, County of Grey*

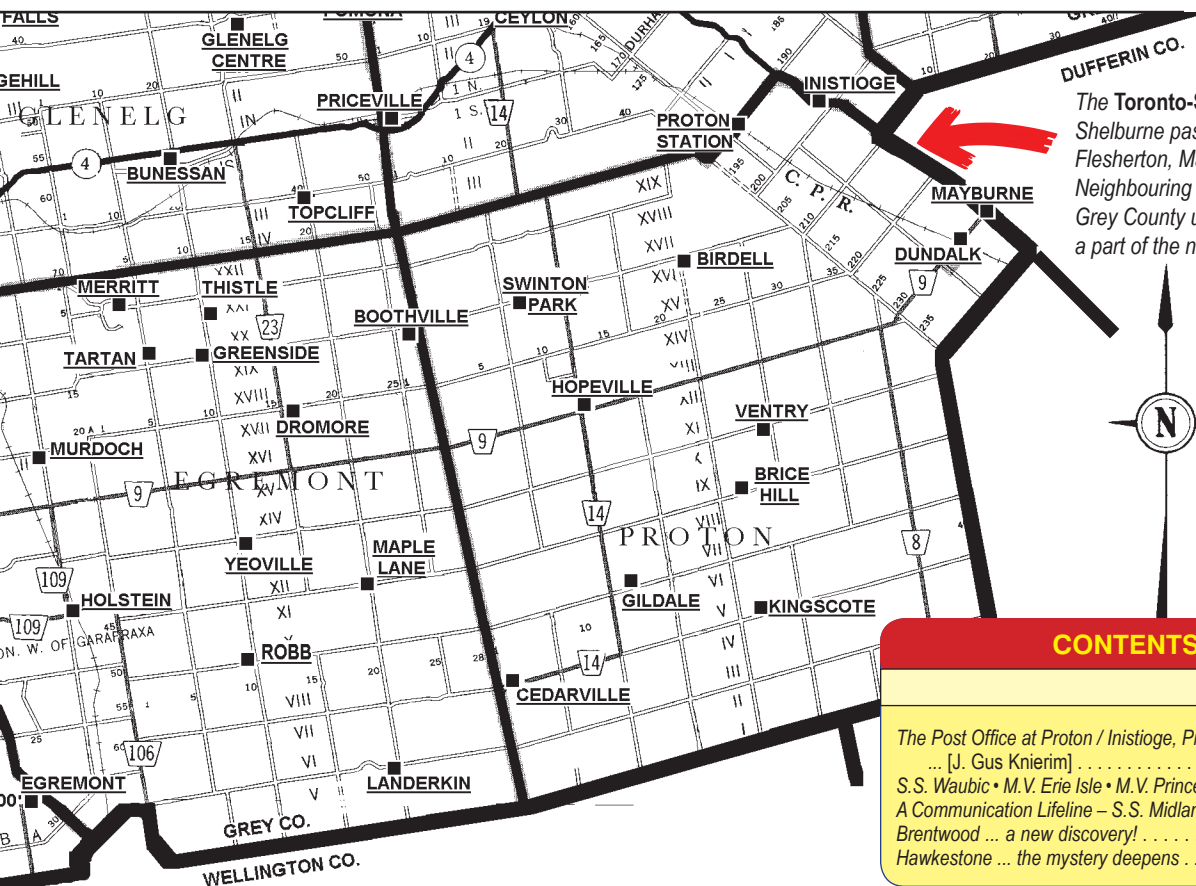
J. Gus Knierim

The Toronto-Sydenham Trail made an attempt in the late 1840s to open up Grey County and connect it to the southern parts of the province. By the mid-1850s the trail had been improved and it brought in settlers, many of whom originated in the British Isles. In the last issue of the *Georgian Courier*, Dundalk/Mayburne was discussed as a settlement along this road. Proton/Inistioge

shares that history as both communities ended up being relocated because the railroad did not stop there.

George Armstrong was the pioneer that one would credit in establishing Inistioge, a resting place on the Toronto-Sydenham trail, where weary travellers were able to rest and replenish their supplies. George Armstrong came to the area when he fled the potato famine in Ireland in the 1840s, naming his new home Inistioge after Inistioge, County Kilkenny, Ireland, his hometown.

It was the first settlement in what became Proton Township, predating the formation of Grey County (1852). As was often the case, the first post office in a township carried the township's name and Proton was no exception, even though to the locals it was Inistioge. It served both Proton and neighbouring Artemesia Township. In an 1854 *List of Post Offices*, as



The Toronto-Sydenham Road on its way from Shelburne passed through Mayburne, Inistioge, Flesherton, Markdale and on to Owen Sound. Neighbouring Melancthon Township was part of Grey County until 1881 at which time it became a part of the newly organized Dufferin County.

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**PROTON U.C | March 14 / 1853**

Prepaid stampless letter "To the Honble John Rolph, Commissioners Crown Lands, Quebec C.E., routed via MONO MILLS, U.C (March 15, 1853) with arrival at Quebec (March 21, 1853). The letter was sent by George Snider, Proton.

well as the 1860 *Canada Official Postal Guide*, it is listed as being in Proton Township; however, in the 1870 C.O.P.G. it is listed as being in Artemesia Township. Inistioge was on the county line between Proton and Artemesia. Initially Mr. Armstrong lived on the Proton side of the Toronto-Sydenham trail, but by 1865 he is listed as living on the east side (Conc. 1, Lot 198) of the Toronto-Sydenham road which was in Artemesia<sup>1</sup>. The community

grew and in the latter part of the 1800s could support a store, saw mill, cheese factory, a Methodist church and a school. The population rose to its maximum at 120 in 1895. By 1905 it had dropped back to 75.

A non-accounting post office was granted to the settlement opening on July 6, 1851 with George Armstrong becoming the first postmaster. Initially the mail was brought in from Collingwood, but once the railway line came through the area in the mid-1870s and a station was built at Proton Station in the mid-1880s, all mail was routed via Proton Station. Postmaster Henry Armstrong carried the mail three times per week from Proton



Station to Inistioge. For the 2½-mile trip he was paid \$91.00 for the year ending June 30, 1886. According to the 1890 *Report of the Postmaster General* the route now included the community of Wareham in Osprey Township and Wareham's postmaster John M. Burk made a tri-weekly mail run covering the seven miles for which he was paid \$140.00. Inistioge became a stop on that route.

John M. Burk resigned as postmaster in 1894 and may have also given up the mail run to Proton Station. The 1900 *RPMG* reports that J. T. Haney now held the contract until December 31, 1900 to carry the mail to and from Proton Station. The route had now been extended to 9½ miles. Thereafter J. Roome carried the mails.

In the 1903 *Report of the Postmaster General* we notice that the revenue for Inistioge had dropped to just \$16.00, which just covered the postmaster's salary.

The post office at Proton (1851-1865) surprisingly used a number of postmark devices in its short life as Proton. A manuscript postmark "Sept 1 51" has been reported. This was followed by a 25-mm type B2x with the inscription PROTON / U.C and a manuscript date. It is known reported used March 14, 1853 and possibly

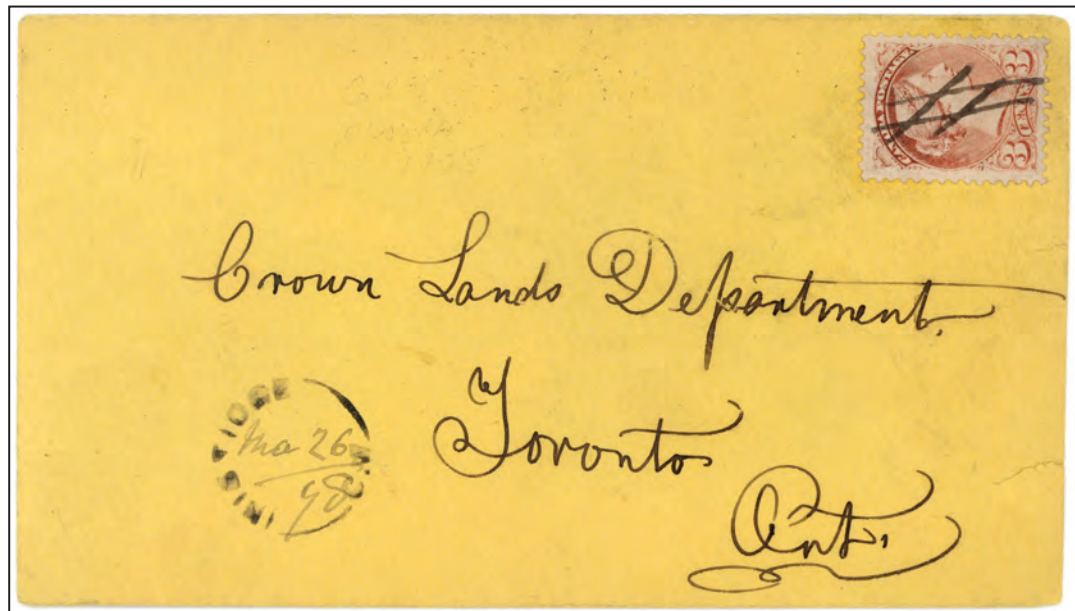
as late as 1861. In almost the same period we also have a 25-mm B2x PROTON / C.W known used between September 20, 1855 and August 10, 1859. Then, in around 1862 along comes a 21-mm type A2 postmarking device. Again no accurate reports nor illustrations.

Inistioge has a much simpler history when it comes to postmarks. In its almost 40 years of operation we have but just two devices. There was a Berri hammer, 21-mm type A2x (arcs 10.0 and 11.0 mm) ordered July 4, 1865, and it is known used between 1874 and 1878. On January 22, 1891, a 21.5-mm type A1 (arcs 6.0 mm) was proofed and came into use shortly thereafter – March 14, 1892 is the only reported used date.

George Armstrong served as a magistrate in Artemesia Township and was also the first postmaster of Proton/Inistioge, serving until his death at which time his son, Henry, who was farming on Lot 197, Concession 1, assumed the role of postmaster. Henry Armstrong served until December 14, 1904. The post office closed shortly thereafter; most of the community having moved on to Proton Station on the Canadian Pacific Railway line to Owen Sound. ☒



PROOF STRIKE  
Type A1 — 21.5 mm  
(arcs 6.0 mm)  
proofed  
January 22, 1891



**INISTIOGE / C.W / Ma 26 / 78**

*This letter to the Crown Lands Department would have been carried by railway to Toronto where it arrived the following day.*  
EX Robt. C. Smith collection



**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!**

# S.S. Waubic



G. Doug Murray

Living on an island and having an interest in history inspires a curiosity about ships and shipping. My particular focus is upon coastal vessels, particularly ferries, freighters and various service ships. One of those ships was the ferry *M.V. Prince Nova* which sailed between Wood Islands in south-eastern Prince Edward Island and Pictou, Nova Scotia, from June 1941 to 1958. It was owned by Northumberland Ferries Ltd. and measured 135 feet long by 25 feet wide with two Fairbanks-Morse diesel engines. Its capacity was only 14 cars. Northumberland Ferries Ltd. had been formed in 1939 but had difficulty finding ships due to wartime requisitioning of vessels by the navy. They managed to purchase an older vessel and the provenance of the *Prince Nova* includes some interesting twists and a transition from fresh to salt water.

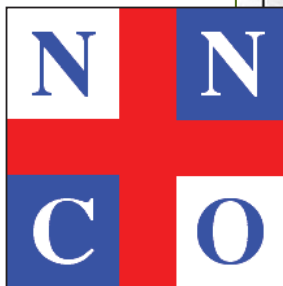
Tracking the ferry back in time, the *Charlottetown Guardian* newspaper of May 16, 1941 reported the arrival of the *M.V. Erie Isle* in Charlottetown on May 24 under Captain C. O. McGuire. It was subsequently renamed *Prince Nova* by Northumberland Ferries and made its first official crossing on June 28 under Captain John Dicks. It had been purchased from Captain J. Earl

McQueen of Amherstburg, Ontario. McQueen had used the ferry in Lake Erie between Kingsville, Leamington and Pelee Island. However, it suffered a serious fire at the dock in Kingsville in early 1938 and was rebuilt in Port Dalhousie including a transition from steam power to diesel engines. Prior to the fire the *Erie Isle* had been registered as the *S.S. Waubic* and the difference in appearance was quite dramatic. A shorter stack is expected with the change to diesel but the wheelhouse also appears to be lower. The covered deck extending to the stern expected on an excursion vessel disappeared with the change. The side hatch door to the cargo hold is larger and the change created a hump on the forward passenger deck. Cars were accommodated below deck. The changes make the former steamer quite unrecognizable as the *S.S. Waubic*.

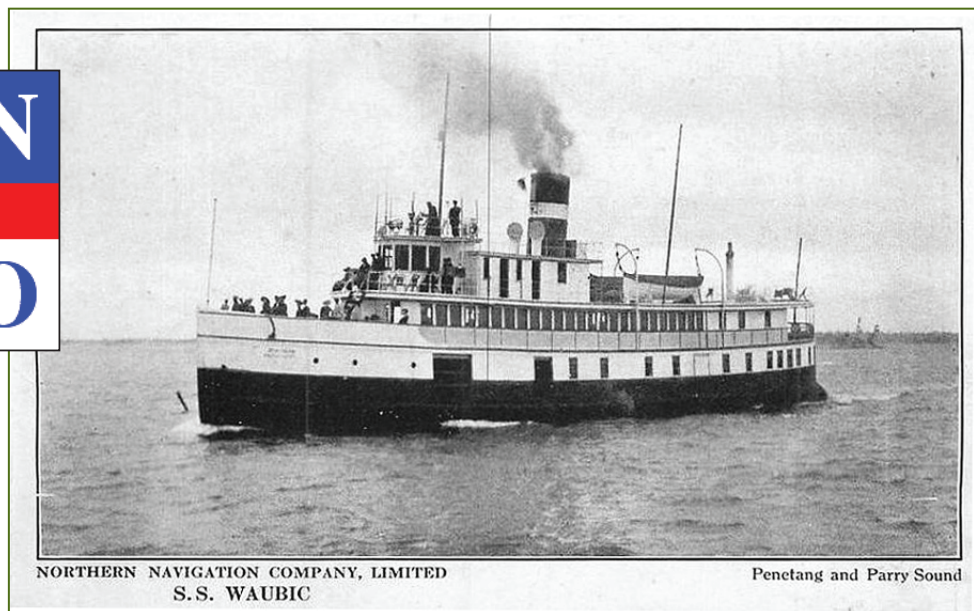
Prior to Captain McQueen, the *S.S. Waubic* had been owned by A. R. & V. C. Irvine from 1934 to 1937 on the route between Port Arthur and Silver Islet at the western end of Lake Superior, and before that from 1922 to 1934 by the Rockport Navigation Co. of Kingston for the 1000 Islands excursion trade to Cape Vincent, New York. Her origins however were in Georgian Bay.

The *S.S. Waubic* was built in 1909 by the Collingwood Shipbuilding Co. for the Northern Navigation Co. Ltd. She had a wood-sheathed hull to protect plating from shallow rocky bottoms in the harbours and inlets where she stopped between Midland, Penetanguishene and Parry Sound. One story relates to a windy day in Georgian Bay (not uncommon) when the ship was exiting Go Home Bay. Caught by the wind at the mouth of the channel, she was pushed by a strong west wind to one side onto some rocks and all passengers were disembarked on shore to lighten the weight. The strategy was successful and the event ended well with little damage to the ship. She provided a daily service, whereas her predecessor, the *S.S. City of Toronto*, sailed up to Parry

Insignia of the  
Northern  
Navigation  
Company, Ltd.



S.S. Waubic,  
Northern Navigation  
Company, Limited



NORTHERN NAVIGATION COMPANY, LIMITED  
S.S. WAUBIC

Penetang and Parry Sound





Georgian Bay and the 30,000 Islands Archipelago as seen on this 1947 Imperial Oil road map. Route of the S.S. Midland City indicated by dotted line.

Sound one day and back the next. Her schedule varied over the years but regular stops included Honey Harbour (originally Royal Honey Harbour – perhaps named after the Royal Hotel there), Whalen Island (later called Cognashene), Go Home and Sans Souci. The service was seasonal and each of those stops initially had summer post offices. Thus the *Waubic* picked up and delivered mail in addition to passengers and freight. Whalen Island contained a cottage community and they had a pier that would accommodate the large vessel. Go Home had been settled by members of the Madawaska Club in the late 1890s, all of whom were affiliated with the University of Toronto. There was a pier at their clubhouse, but when the wind was strong the ship would not attempt the right-angle turn into the narrow channel to the bay and the postmaster rowed about two-and-a-half miles out to exchange mails. The seasonal population in this remote area was composed largely of U. of T. professors, including for a time the postmaster. They were spread out along the shore on both sides of the channel and bay. There may have been other stops further up the route at Wah-Wah Taysee (another cottage community) and Manitou dock but no post offices were established at those locations at this time. The *Waubic* served on the route until 1921 when replaced by the S.S. *Midland City* the following season.

The *Waubic* / *Erie Isle* / *Prince Nova* caught fire at the dock in Pictou, Nova Scotia in July 1959, ending a half-century of service.





NOTE:

Post offices in the period –

- Go Home (so) 1899-c.1980
- Royal Honey Harbour (so) 1910-1912
- Honey Harbour 1912-open
- Whalen Island (so) 1919-1932  
(later called Whalen, 1932-1936,  
and Cognashene, 1936-1968)

REFERENCES:

Toronto Marine Historical Society – *The Scanner*

The Island Register database; *P.E.I.'s Coastal Vessels and Ferries*

Smith, Robert C.: *Ontario Post Offices*, volume II

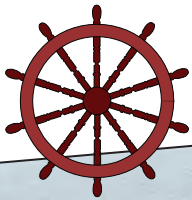
Thanks to Bill Bartlett, a member of the Madawaska Club, for providing details.



Go Home River, Muskoka and Georgian Bay Districts, was on the route of the S.S. Waubic. – J. W. Bald photo, c.1908.

S.S. Waubic at Royal Honey Harbour dock, c.1915, where she served the Midland to Parry Sound route from 1909 until 1922.

COURTESY OF Archives of Ontario, RG 2-71, COH-10, I0004102



Post card of Rockport Navigation Company's S.S. WAUBIC on the Kingston and Cape Vincent Ferry run. A Model T Ford is being loaded at the forward hatch. In service here from 1922 until 1934.

Pub. by Wm. Jubb Co., Inc., Syracuse, N.Y.

S.S. Waubic at Silver Islet, Ontario, where she served from 1934 until 1937.

COURTESY OF Thunder Bay Public Library





# A Communication Lifeline – S.S. MIDLAND CITY



Steamboat service had begun to serve this part of Georgian Bay in the late 1800s and as the area became popular with vacationers and tourists it was inevitable that regular scheduled service would follow. As the previous article indicates the *S.S. Waubic* and prior to that the *S.S. City of Toronto* had served the route from Midland to Parry Sound. In 1921 the service was expanded with the acquisition of the *S.S. Midland City*.

The *Midland City* was built in Glasgow, Scotland in 1870. She was 120 x 32 ft. at that time and operating under the name of *Maud* out of Kingston, Ontario. In 1895 she was enlarged and renamed the *America*. In 1920 she came to Georgian Bay as a steam side-wheeler and renamed the *S.S. Midland City* and operated by the Georgian Bay Tourist Company out of Midland. The ship was well staffed and luxurious by the day's standards and included a restaurant and staterooms for the wealthy. She even had space to transport two cars.

In 1933 she was converted to a propeller-driven motor ship.

In 1955 she was decommissioned. She had loyally served cottagers and tourists for 35 years and at the time of decommissioning she was the oldest commercial passenger vessel operating in North America.

Besides entertaining its guests the *Midland City* also brought goods and the mail to the many little summer-service post offices along the route. Most of these offices were set up as non-accounting offices with relatively little revenue.

ADVERTISERS IN THE GEORGIAN BAY SECTION 97

## Enjoy A 30,000 Island Cruise

M.S. "Midland City"

The short scenic route between Callander, North Bay and Southern Ontario—60 miles steamer between Parry Sound and Midland—90 miles on paved highway between Midland and Toronto.

### SPECIAL CAR RATE BETWEEN MIDLAND and PARRY SOUND \$1.00

Single Passenger Fare \$3.74

Cars carried leaving Midland daily, except Sun. and Wed., at 2.00 P.M. Leaving Parry Sound daily, except Mon. and Thurs., 6.00 A.M.

---

**120 MILE CRUISE**  
**\$9.90**

Includes Fare, Meals and Berth  
Leaves Midland daily, except Sun. & Wed. at 2.00 P.M.

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**44 MILE CRUISE**  
**\$1.25**

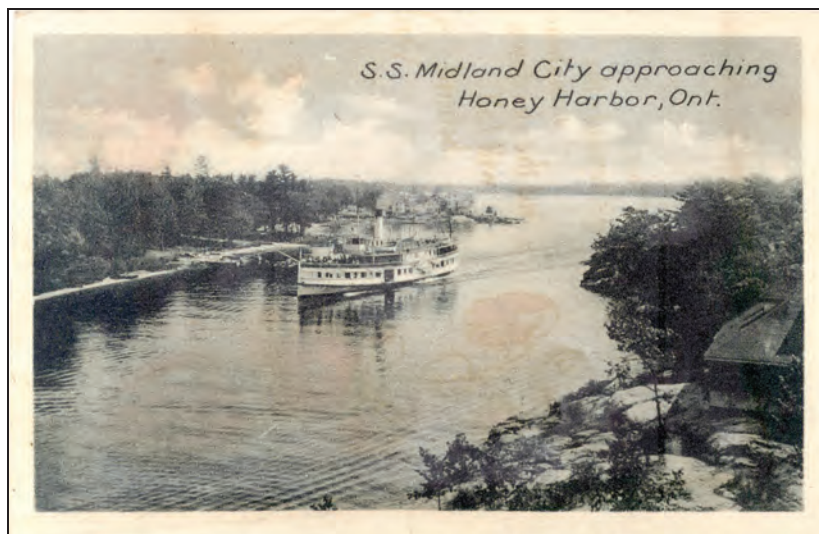
Leaves Midland Daily 2.00 P.M.  
Mondays and Fridays 8.30 A.M.

---

Tax included in fares.  
1947 SEASON  
JUNE 21st TO SEPT. 7th

**Georgian Bay Tourist Company of Midland, Ltd.**  
**MIDLAND - - - - - ONTARIO**

An advertisement published in the Ontario Motor League (CAA) Road Book 1947-48. With rates as shown here why would one not want to go to explore the area.



PROOF STRIKE  
19.5-mm  
(arcs 3.5, 2.5 mm)  
Type A1  
proofed July 9, 1910



PROOF STRIKE  
19.0-mm  
(arcs 5.0 mm)  
Type A1  
proofed April 10, 1912



Main building,  
Minnicoganashene,  
Georgian Bay, opened in the  
summer of 1902.  
The resort was served by a  
succession of steamers from  
1902 until 1938.



Card was mailed August 22,  
1910, and postmarked with the  
type A broken circle, 20.5 mm  
diameter, with arcs measuring  
5.0, 3.0 mm. This postmark was  
proofed October 3, 1916.  
NOTE: inverted date slugs.



Cottage on one of the many islands near Whalens  
Island. Postal service was established in 1919, ending  
in 1969. This card was mailed July 1, 1929 and was  
struck with the 20.0 mm type A1 broken circle postmark  
(arcs 4.5, 5.5 mm).

The card was written in a very neat German script to  
someone in Kitschener [sic].



PROOF STRIKE  
20.0-mm  
(arcs 4.5, 5.5 mm)  
Type A1  
proofed May 26, 1919

PROOF STRIKE  
21.0-mm  
(arcs 12.0, 13.0 mm)  
Type A1  
proofed March 3, 1932



## ROYAL HONEY HARBOUR

A non-accounting post office was established at this resort on July 12, 1910, with Phil Grise as postmaster. Revenue in 1911-1912 was \$245.00 out of which the postmaster received a salary of \$122.00 plus a \$13.00 rent allowance. The post office was renamed Honey Harbour on April 1, 1912. Mail was distributed from Penetanguishene and brought to the resort by steamer.

The Honey Harbour post office (#79988) was located at Lot 38, Concession 11, of Baxter Township (1950). In 1947 its status was changed to a summer office until September 30, 1967, at which time its status was again changed to a full accounting year-round office (#3219). In 1951 mail was routed daily via CNR train 603 and was distributed from Port Severn. The office is still open as a retail postal outlet.



## MINNICOGANASHENE

A non-accounting (#80809) was established here in Gibson Township on July 1, 1902 and functioned until June 8, 1938. Mail to this location was routed via CNR Train 103, Orillia & Midland R.P.O., and thereafter via steamer *S.S. Midland City*.



PROOF STRIKE  
23.5-mm  
CDS  
proofed March 27, 1936

## WHALEN ISLAND • WHALEN • COGNASHENE

Whalen Island post office was established at the end of World War I as a non-accounting post office with Miss Lena M. Gropp in charge. The office opened June 1, 1919, was renamed "Whalen" June 25, 1932, and again renamed to Cognashene June 20, 1936. In 1939 it declared revenue of \$198.19. It continued as a non-accounting office (#78797) until closure August 30, 1969. Throughout its history all postmasters were members of the Gropp family. As with the other settlements, mail was brought to Midland via CNR Train 103 and then carried via the steamer *Midland City*.

If anyone has information as to the mode of delivery after the *Midland City* was decommissioned in 1955, please contact the editor.

PROOF STRIKE  
23.0-mm  
CDS  
proofed June 4, 1960



## GO HOME

Go Home Bay was popular as described in the previous article. The post office opened June 15, 1899 and functioned until the late 1970s, possibly as late as 1980, as a non-accounting summer office. Revenue was substantial, reporting \$352.00 in 1925 and \$452.70 in 1939.

All of the aforementioned settlements and post offices are in the District of Muskoka. As we move north into Parry Sound District, more development took place at a later time.

**NOTE: Readers are referred to an article "Go Home: Township of Gibson" published in the *Georgian Courier* N°45 February, 2012 that focuses solely on this settlement.**

PROOF STRIKE  
20.0-mm  
(arcs 6.0, 5.0 mm)  
Type A1  
proofed April 6, 1919

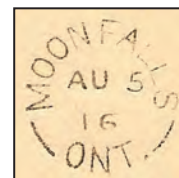


## FRANCEVILLE

This Gibson Township summer office operated for one season only, with Wilfrid France Jr. appointed as postmaster. It opened May 1 and closed October 31, 1919, and declared revenue of \$74.00 for that season. Although very short-lived there have been reports of mail being postmarked at the office.

## MOON FALLS • MOON RIVER (3)

We include Moon Falls in this article even though it was not directly served by the *S.S. Midland City*. However, James De Tonkey was contracted to carry the mail from Sans Souci to Moon Falls (Conger Township, Parry Sound District), a distance of 11 miles, three times week. For the 1914 season



20.0-mm  
(arcs 5.0 mm)  
Type A1  
[no known proofstrike]



### GO-HOME / ONT. / JY 9 / 24

A post card from Prof. Rosebrough to a friend in Windsor, Ontario, shows the *S.S. Midland City* approaching Honey Harbour. Card is postmarked with the 20.5 mm type A1 (arcs 7.0, 7.0 mm) dater.

S.S. Midland City at the Go Home docks.  
 Post office is located in the building at right.  
 Card was published by J. W. Bald of Midland, Ontario.



Moon Falls, Parry Sound [District], Ontario.



W. J. Mandelbaum's "Woryco Lodge" is located on Somerset Island near the mouth of the Moon River. On the 20-acre island rests Woryco, a 17-room cottage designed with both rustic charm and the latest amenities. This self-serve lodge is presently available for rent ... rates range between US\$485 and \$1,455 per night.



he was paid \$108.00. Dennis Sweet served as the only postmaster throughout the life of the post office which opened October 19, 1904 and closed May 11, 1918. The 1915 Report of the Postmaster General states that revenue was \$35.10 and the postmaster received a salary of \$50.00 for the year.

It appears the Moon Falls was reopened May 20, 1929, renamed Moon River (3) on June 22, 1929, and remaining open until September 4, 1976. The post office was classified as non-accounting (#80839) and after April 1, 1973 it was numbered 454516. No information is presently available by what route the post office, now located in Freeman Township, Muskoka District, received its mail.

### MOON RIVER (2)

A second Moon River office was supposedly opened June 27, 1925 and remaining open until 1926. There are no reports of use for the 21.0-mm type A1 broken circle with arcs measuring 6.5 and 9.0 mm, nor are we certain of its location.



### MANITOU DOCK

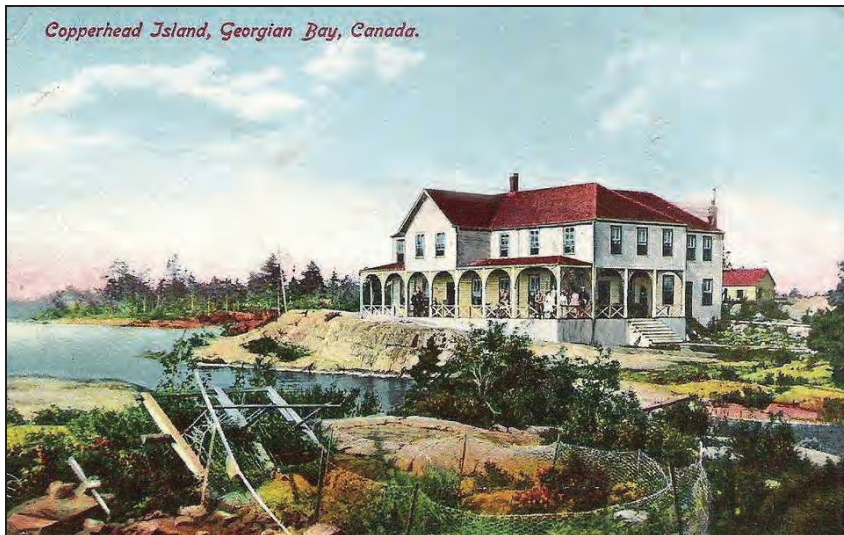
A non-accounting summer post office was opened July 4, 1932 and remained open until September 2, 1962 on Island 498 in the Georgian Bay District. It was quite small declaring just \$22.70 in revenue for the year ending March 31, 1939. The S.S. Midland City stopped here daily, except Sunday, around 2 p.m. Only one report of use of the broken circle dater has been made.

PROOF STRIKE  
 20.5-mm  
 (arcs 6.0, 5.5 mm)  
 Type A1  
 proofed June 20, 1932





Copperhead Island, Georgian Bay, Canada.



Copperhead Island resort. It is interesting to note that the major part of township development focuses on the area around Sans Souci and Copper Head Islands



PROOF STRIKE  
20.0-mm  
(arcs 5.5, 5.5 mm)  
Type A1  
proofed AP 23 / 14

## COPPER HEAD

The resort at Copper Head, just south of Sans Souci was granted a non-accounting post office opening July 1, 1914 with A. Campbell in charge of the post office. The office was closed in 1921, however it was not in operation during the 1919 summer season according to the Postmaster Files at Library Archives Canada. It is interesting to note none of the Reports of the Postmaster General for the years 1915-1921 indicate any revenue at all which

makes one wonder whether the post office was functioning. The office was equipped with a 20.0 mm type A1 (arcs 5.5, 5.5 mm) broken circle dater, but there have been no reports of postal usage.

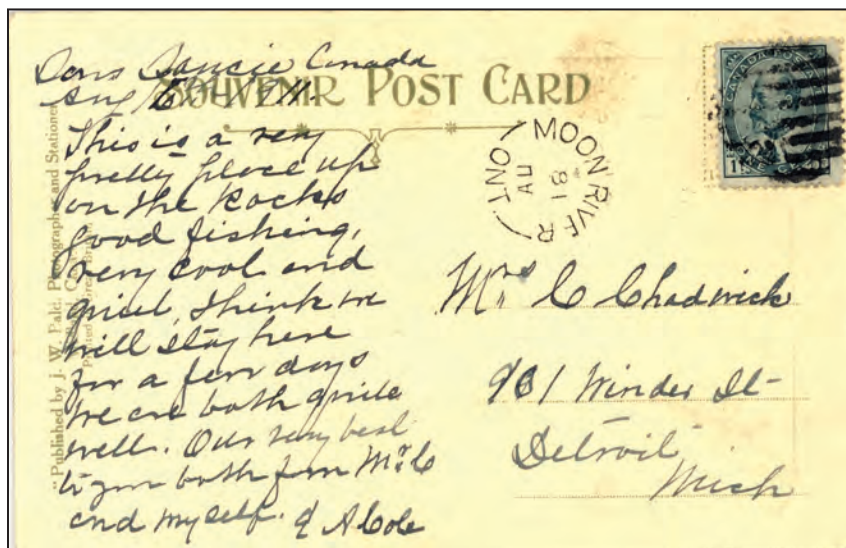
## MOON RIVER (1) • SANS SOUCI

The popular resort of Sans Souci started out as Moon River but was changed to its current name on August 1, 1911. A non-accounting post office by name of Moon

River was established November 1, 1893. In 1894 it was decided that the office could only be a winter seasonal operation. It continued as such until February 1, 1898, under the guidance of postmaster John Pearce.

On June 6, 1898 it was reopened as a summer office and remained as such until July 31, 1911 at which time we have the change of name.

Sans Souci kept the status of summer seasonal office until November 14, 1953 becoming a full year-round operation thereafter.



## MOON RIVER / ONT. / AU / 18 / [1911]

This J. W. Bald post card, printed by Valentine & Sons in England, was mailed from Moon River (1) which had been renamed "Sans Souci" on August 1, 1911. However, the new datestamp had not yet arrived – it was not proofed until the following day, August 19, 1911. This datestamp was proofed August 3, 1907, replacing an earlier one proofed November 29, 1893.

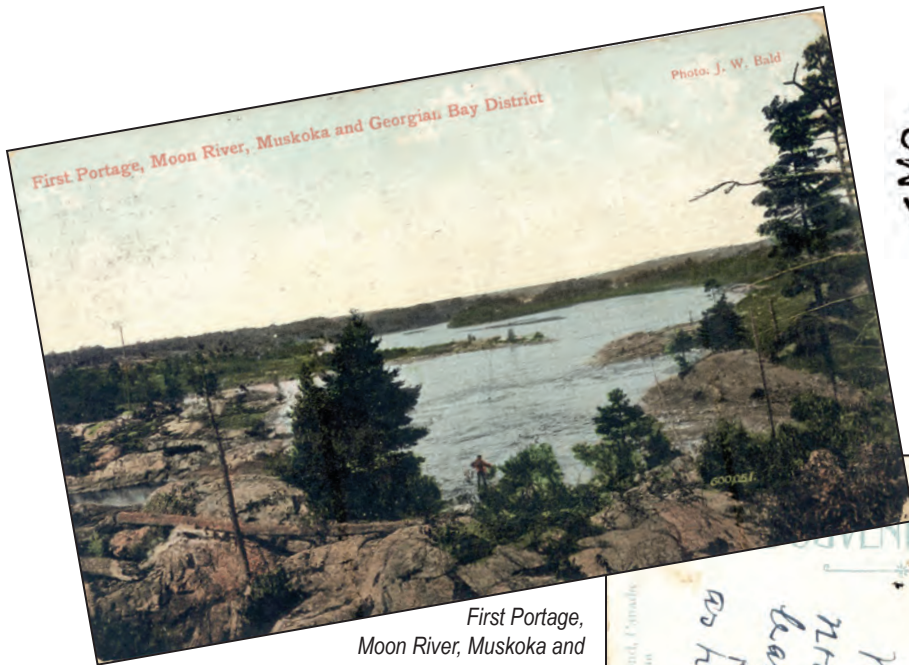
Garden Channel, Sans Souci,  
Georgian Bay, Canada



PROOF STRIKE  
21.5-mm (arcs 4.5 mm)  
Type A1  
proofed November 29, 1893







First Portage, Moon River, Muskoka and Georgian Bay District

Photo J. W. Bald

First Portage, Moon River, Muskoka and Georgian Bay District.



PROOF STRIKE  
21.5-mm  
(arcs 4.5 mm)  
Type A1  
proofed November 29, 1893

PROOF STRIKE  
20.5-mm  
(arcs 5.0, 7.0 mm)  
Type A1  
proofed August 3, 1907



**SANS SOUCI / ONT. / AU / 23 / [1911]**  
Postmarked just four days after the new Sans Souci dater had been proofed (August 19) and just 23 days after the name change from Moon River to Sans Souci.



PROOF STRIKE  
19.0-mm  
(arcs 5.5, 4.5 mm)  
Type A1  
proofed August 19, 1911

Sans Souci in the 30,000 Islands, Georgian Bay, Ontario, Canada

**SANS SOUCI / ONT. / AU / 31 / 1948**  
A photo post card produced Carl's Studios, Parry Sound, was sent to Miss Ethel Horner in Toronto. Sans Souci's type A1 broken circle dater was in use from 1911 until sometime in 1954. It was replaced by a 23-mm CDS-type datestamp.



PROOF STRIKE  
23.0-mm  
CDS  
proofed July 23, 1954



THE ISLAND HELENE  
SANS SOUCI P.O. POG 1LO  
GEORGIAN BAY, ONTARIO

SANS SOUCI / ONT. / 75 / 14 VII / AM

A letter to Mr. Norman Wells of Peterborough was enclosed in this fine stationery. The return address, printed on the flap, confirms the postal code for this now-closed post office.)

Mr. Norman Wells,  
P.O. BOX 943,  
Peterborough, Ont.,  
K9J 7A5



ter. However, it never moved beyond a non-accounting office (#82029) and in the 1939 *Report of the Postmaster General* it declared revenue of just \$148.56.

The post office, now numbered 454664, closed temporarily November 13, 1975. There is no evidence that it ever reopened.

Even though the changeover in name from Moon River to Sans Souci was on August 1, 1911, the new postmarking device did not get proofed until August 19, 1911. The old Moon River dater was still in use on August 18, 1911 as shown in this article.

This ends our exploratory journey into the isolated Georgian Bay settlements that were visited daily by the *M.V. Midland City*. She loyally performed these duties from 1921 until 1955 when she was scuttled.

Another chapter needs to be written that would explore how post offices in the area were served following the decommissioning of the *Midland City*. If any reader has information regarding this matter then the editor would be only too pleased to hear about it. ☒

## BRENTWOOD

[REF. 263]

... a new discovery!

**B**RENTWOOD post office operated from May 1, 1864 until November 30, 1926, after which date postal service was provided by RR2 New Lowell.

In its 62 years of operation it had at least four different postmarks – a type A2 and three type A1 broken circles. Just very recently we added the third type A1 postmark as a new discovery. It is shown here. Dimensions for this device are as follows: Diameter 20.5 mm, arcs 6.5 and 5.5 mm. Although it may easily be confused with the type A1 (proofed March 8, 1890); using a clear transparency overlay immediately shows the differences. It is the only report we have.

The third type A1 broken circle which was proofed July 2, 1926 had a very short life and no sightings have been reported.

Bruce Graham's book on Ontario broken circles was first published more than a dozen years ago, it continues to be updated using the PHSC website, and yet we are still discovering new postmarks. Keep searching! ☒

An unassuming common postal stationery with a newly discovered datestamp





# HAWKESTONE

... *the Mystery deepens!*

Newly discovered  
HAWKESTONE / ONT / MR 04 / 08



The Simcoe County community of Hawkestone has been a real challenge when studying the classic postmarks.

To begin with, Hawkestone used a 25-mm B2 postal dater that was ordered from Berri July 21, 1856. It has been reported in use from 1867 until 1881.

On January 6, 1880 a 22-mm type A4 (with "Canada" at the base) was brought into service. It is reported used from 1888 until 1892,



1880, type A4

unknown date, type A1

1894, type A1

In the *Georgian Courier* N° 38, Aug. 2005, p. 423, we are challenged with the knowledge of a well-used thumper, where no known usage or postmarks exist. Where are they? The specifics of the type A1 postmarks are: 20.0-mm diameter with arcs measuring 5.0 and 7.0 mm respectively. Hawkestone is now spelled with an "E".

On December 15, 1894 a 20.5-mm type A1 (arcs 3.0 mm) was proofed and has been reported used from 1895 until 1939.

However, in the *middle* of the above usage period we find that yet another type A1 was brought into use. It is illustrated on the above post card. This postmark has a diameter of 20.0 mm and arcs measuring 7.0 mm. The only reported use is March 4, 1908.

This latest March 4, 1908 strike was just discovered in September 2013.

The question remains how can two distinct postmark datestamps escape detection when we have a number of serious Simcoe County postal historians. Check your Hawkestone covers, surprises may be waiting to be discovered. ☒

### EDITOR'S NOTE:

**Members participation required to make this newsletter a viable proposition. All contributions, no matter how small, will add value to the research. It's the small things that count!**

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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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Cheques should be made payable to the editor J. (Gus) Knierim. We can also accept PayPal using the email address. Please add \$1.00 to defray PayPal charges. Thank you!

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