

The Georgian Courier

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

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The Early Years

[REF. 273]

BYNG INLET

Parry Sound District

W. Bruce Graham

Bying inlet is situated in Wallbridge Township, Parry Sound District at the mouth of the Magnetawan River on Georgian Bay. The post office opened on July 1, 1868, with Charles Little as postmaster.

One of the earliest industries in the Georgian Bay area was lumbering. The abundance of timber and the many rivers and streams leading to the bay at Byng Inlet made it an ideal location for sawmills. By 1871 there were two lumber companies which had sawmills at the town. By 1890 Byng Inlet cut more lumber than all the mills combined on Georgian Bay. The town grew quickly and by 1900 the population was 5000.

The Graves and Bigwood Company became the dominant sawmill operation by 1906 and lasted until resources dried up around 1927. The mill closed, and without any

other form of industry, the majority of the workers and their families left.

The steamers *Waubuno* and *Northern Belle* provided local service on the bay. The lumber merchants built their own steamer the *Magnetawan* at Byng Inlet in 1877 to compete for the local trade.

Until the arrival of the C.P.R. in 1908, lumber was transported by various ships, *The Lily Kerr*, *Minnie Hall*, *The Resolute*, *Julien V. O'Brien*, *Mohegan* and the tug *John Junior*.

Byng Inlet depended on steamers for mail delivery during the navigation season, the winter route was overland. (Fig. 1)

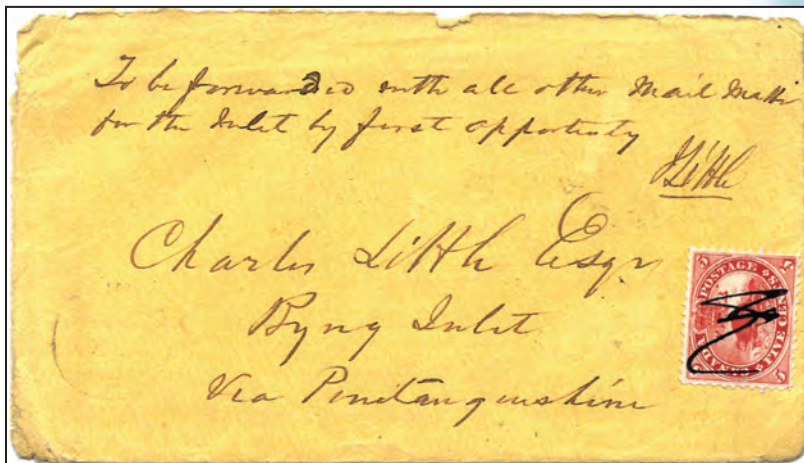


Fig. 1 – Winter Mail – Parry Sound District, 1868

A letter from Simcoe County that travelled via the GTR (postmarked JA 6 / 68) to Guelph, then by stage to Orillia and Penetanguishene (JAN 8 1868 back-stamp). It was then carried by winter mail couriers along the north shore of Georgian Bay to Byng Inlet.

Official mail service was established along the north shore of Georgian Bay between Pentanguishene and Sault Ste. Marie in 1846.



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A letter (shown on previous page) addressed to the soon-to-be postmaster Charles Little (the office did not open until July 1868) that travelled via the GTR (dated January 6, 1868, with the routing instructions “via Penetanguishene”), to Guelph, then by stage to Orillia and Penetanguishene. A further notation was added “To be forwarded with all the other mail mailings for the Inlet by first opportunity”. It was carried overland by winter mail couriers along the north shore of Georgian Bay to Byng Inlet.



The Waubuno

COURTESY OF Bowling Green State University (Historical Collections of the Great Lakes)



Fig. 2 –
BYNG-INLET / ONT / JY 18 / 75

A 3¢ Small Queen cover (Fig. 3) postmarked with the 29-mm private order stamp dated June 9, 1880. Carried by steamer to Waubaushene (July 10 backstamp), overland to Barrie and Orillia (July 11) and Collingwood the next day. The *Waubuno* was lost in a storm in 1879 and replaced by the *Northern Belle* owned and operated by the Georgian Bay Transit Company and carried this letter.

A 3¢ Small Queen cover (Fig. 2), postmarked July 18, 1875 (21.0 mm type A1 split ring postmark), it was addressed to E. R. Carpenter, Collingwood. He had a very extensive drug business and dealt in all sorts of trade goods specializing in coal oil. He was an agent for American Express. The Northwest Transportation Company, owned and operated by the Beatty family of Sarnia, served many of the lumbering camps on Georgian Bay. This letter was probably carried by their steamer *Waubuno* to Collingwood.

Fig. 3 –

A letter from BYNG INLET / ONT. / JUN. / 9 / 1880. Carried by steamer to Waubaushene (backstamped JU 11 / 1880), then to Orillia and Barrie the same day, and on to Collingwood where it was received JU 11 / 1880.



The Northern Belle

replaced the *Waubuno* following its loss in the storm of 1879.

ARCHIVES OF ONTARIO (ACC 10328, c 253,4-1)



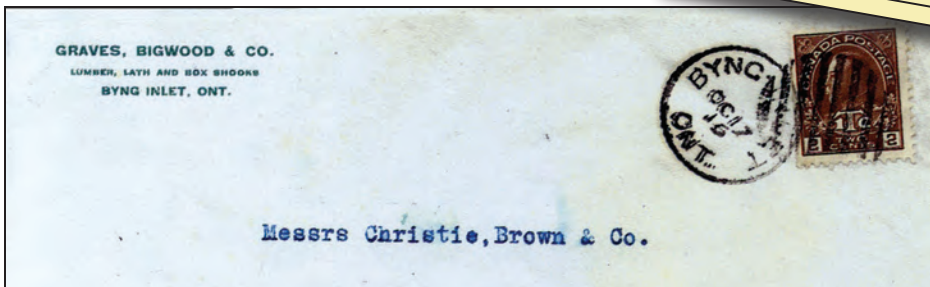
Fig. 4 – A letter from The Magnetawan Lumber Co. at Byng Inlet, postmarked **BYNG INLET / ONT. / AUG. / 08 / 1880**, and addressed to E. R. Carpenter, Collingwood, Ontario. Carpenter was the oldest established druggist in Collingwood. He came to Collingwood in 1858 and entered the employ of Paul, Richmond & Co., general merchants. In 1863 he started a drug business, in partnership with one Crowe, on the west side of Hurontario Street, Collingwood. He bought out the business in 1864. He later moved the business to the east side of Hurontario Street c. 1875.”
REFERENCE: Jubilee History of the Town of Collingwood, 1887.

A 3c Small Queen (Fig. 4) with the same addressee and postmark dated August 8, 1881. It has an ornate corner card for the Magnetawan Lumber Co., Byng Inlet. By the 1880s the mail contracts on Georgian Bay became very complicated with many routes and contractors involved.

A corner card advertising cover (Fig. 5) for the Graves, Bigwood & Co., mailed October 17, 1916, and a photocard view of the mill.

A view of a painting (Fig. 6) by Tom Thompson, entitled *Byng Inlet, Georgian Bay (1914-1915)*. He loved the woods and waters of Northern Ontario. The Byng Inlet that he arrived at in 1914 was a bustling lumber town, a school, two churches, a dance hall, billiard parlor, a jail, movie theatre, steamboat landing and a

Fig. 5 – **BYNG INLET / ONT. / OC 17 / 16**
Commercial stationery from the Graves, Bigwood & Co. mill at Byng Inlet.



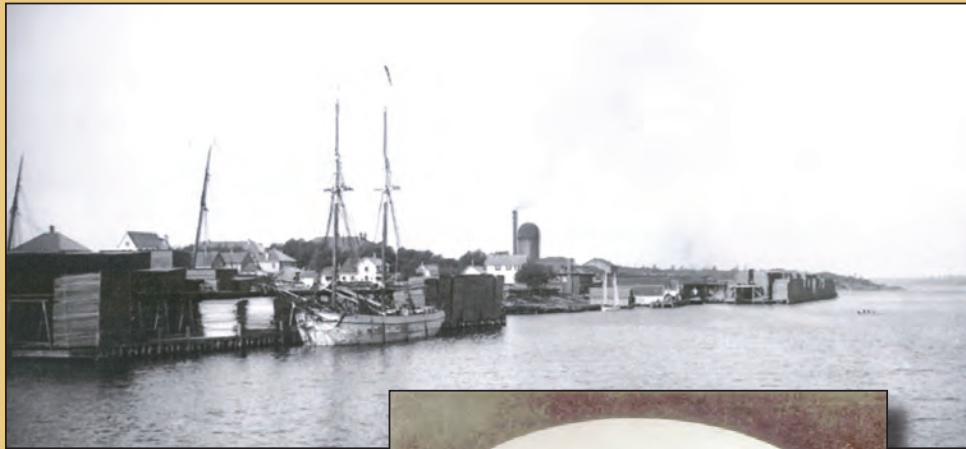
Georgian Bay Transportation Company poster advertising the services offered in 1879 by their steamers Northern Queen, Northern Belle, and the Waubuno, the year that the Waubuno sank.

Graves, Bigwood & Co.
mill at Byng Inlet.
COURTESY Parry Sound Public Library

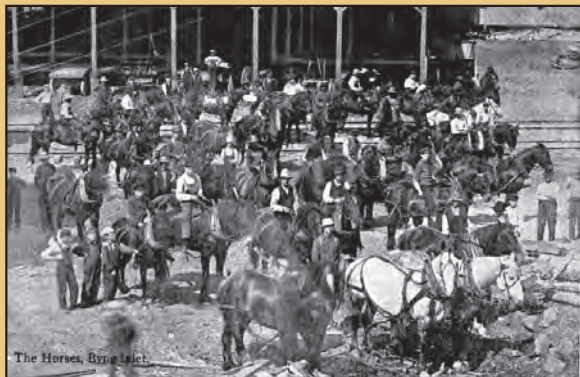


BYNG INLET

the early days



Byng Inlet – the view from across the Inlet.



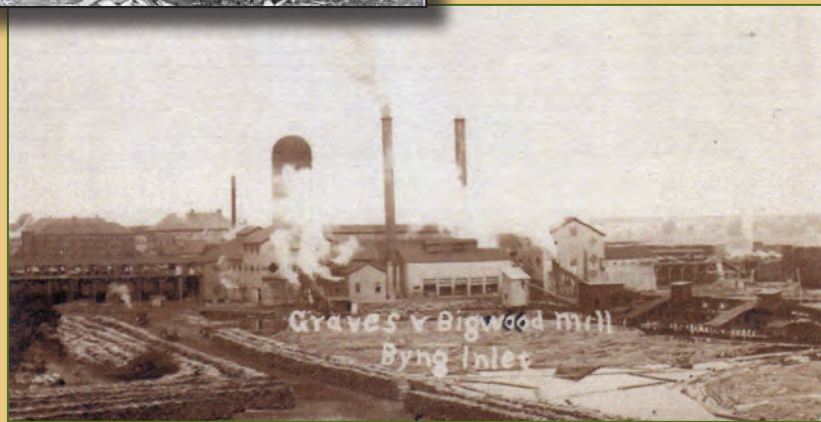
The Horses, Byng Inlet.

The horses at Byng Inlet were in great demand serving the needs of the mill interests.



The Magnolia and Lucknow, Byng Inlet tug boats that served the mill gathering the logs that came down the Magnetawan River.

COURTESY
Fred Holmes
collection



Graves & Bigwood mill
Byng Inlet

The Graves Bigwood sawmill was built and completed by 1902 and eventually became the largest mill of its kind in Canada. The mill and its facilities covered over one square mile of land consisting of: a large lumber yard, green lumber yard, planing mill, 11 wood-fired boilers for steam power, dock slips and a box factory. In the spring of 1912 the original mill burnt down. It was rebuilt that fall.



Mill Fire Byng Inlet Ont. Nov 4 20th 1912 Garry via N.S.



Fig. 6 –
Byng Inlet, Georgian Bay
by Tom Thompson,
1914-1915.

hotel. The mill, run by William E. Bigwood had grown to become the second largest sawmill in Canada and the busiest in Ontario. This is the only significant painting of the area Thomson completed. ☒

ACKNOWLEDGEMENTS

- nordicweb.ca
- *Northeastern Georgian Bay and its People*, William A. Campbell, 1984
- *Ontario Abandoned Places*, <http://www.ontarioabandonedplaces.com> created by OAP.
- *Wikipedia*, the free encyclopedia.
- *The Walrus*, November 1910.
- Photos, from the internet, Parry Sound Public Library, and Garry McLaughlin.

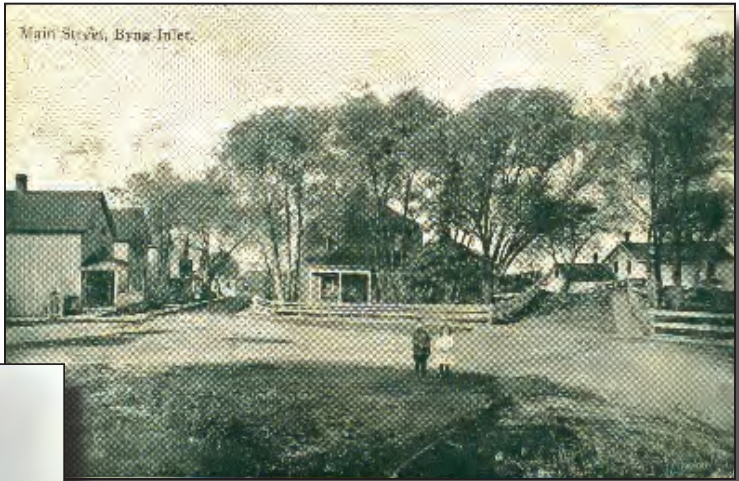
Postmasters that served BYNG INLET

Charles Little: July 1, 1868 until Jan. 16, 1872 – resigned
 W. H. Miller (M.D.): April 1, 1872 until 1873 – left the place
 Pulaski Clark: May 1, 1873 until Mar. 18, 1875 – resigned
 Charles H. Dill: July 1, 1875 until 1879 – left the place
 Pierre Potvin: July 1, 1879 until 1885 – transf. to Byng Inlet N.
 James White: April 1, 1885 until Sept. 20, 1893 – resigned

• OFFICE CLOSED AND REOPENED THE FOLLOWING YEAR •

James H. Brown: Apr. 1, 1894 until Sep. 26, 1896 – resigned
 Robt. Jordan: Nov. 1, 1896 until May 1, 1912 – resigned
 A. B. Pickard: June 19, 1912 until April 12, 1928 – died
 Frank R. Joy: Aug. 20, 1928 until Jan. 18, 1937 – resigned
 Mrs. Minnie Joy: Jan. 26, 1937 – acting postmaster
 Mrs. Minnie Joy: April 12, 1937 until Sep. 28, 1937 – resigned
 Miss Annie Posie: May 4, 1938 – acting postmaster
 Miss Annie Posie: May 10, 1938 until Oct. 10, 1941 – resigned
 Wm. Nicholas Horobetz: Oct. 11, 1941 – acting postmaster
 W. N. Horobetz: Nov. 9, 1941 until Oct. 16, 1942 – resigned
 Mrs. Jessie Bell Bennett: Nov. 9, 1942 – acting postmaster
 Mrs. J. B. Bennett: Nov. 10, 1942 until Nov. 3, 1943 – resigned
 Wm. N. Horobetz: Mar. 8, 1944 until Nov. 11, 1959 – died
 Mrs. Clara Horobetz: Nov. 12, 1959 – acting postmaster
 Mrs. Clara Horobetz: Jan. 1, 1960 until 1967 – remarried
 Mrs. Clara Lamore: 1967 until 1985 – resigned
 Mr. John (Steve) Lamore: 1985 until July 21, 2006

A post card view of the Main Street in Byng Inlet.



The Canadian Pacific Railway line reached Byng Inlet in 1908 on its way to Sudbury. Seen here is a busy scene at the CPR station. COURTESY Ontario Archives



A winter view of Byng Inlet's main street, 1895. PHOTO COURTESY OF Huronia Museum



Rosedale Street, Byng Inlet. COURTESY Ontario Archives



BYNG-INLET / ONT. / JU 17 / 11
a photo post card

The logging industry gave birth to this community which blossomed to 5,000 in the first decade of the 20th century
COURTESY OF J. Knierim



SHRIGLEY

Dufferin County

[REF. 274]

George Power, Gus Knierim

The small farming community of Shrigley, settled in the early 1860s, was located near the northerly boundary of Melancthon and Osprey Townships at a time when both were still part of Grey County. Melancthon Township became part of Dufferin County after proclamation on January 24, 1881.

A non-accounting post office was granted to the settlement on January 1, 1865, with William August appointed as postmaster. Mr. August was born in England in 1818 and emigrated to Canada in 1850. He served as postmaster until November 1, 1870. Upon resignation he moved to Lot 10, Conc. 3 of Melancthon Township to once again farm and to set up a post office called Auguston (ref. #268, *Georgian Courier* N° 52, p.629)

George Bailey succeeded Postmaster William August having been appointed July 1, 1871. He served until his death January 27, 1915. According to the 1880 *Historical Atlas of Grey*, George Bailey was a native of England arriving in Canada in 1859. He has a 100-acre farm on Lot 26, Conc. 10 of Melancthon Township.

The 1872 *Report of the Postmaster General* (p.121) states that the postmaster had a salary of \$10.00 based on revenue of \$17.68 for the year ending June 30, 1872. Revenue and salaries were very stable and only increased minimally in the following years. The 1886 *R.P.M.G.* shows that revenue had increased to \$34.95 and salary was \$15.50; and yet, another 14 years later and revenue is reported at \$75.01 and a salary of \$28.00 (1900 *R.P.M.G.*).

In the last full year of operation, prior to closure of the post office on March 31, 1915, a continuing service being provided by Rural Mail Delivery, Shrigley declared revenue of \$54.25 out of which a salary of \$43.50 was paid. Minimum salary for a postmaster in the 1914 *R.P.M.G.* was \$42.50 per annum.

The post office at Shrigley had a few necessary marking devices. Since the office opened in 1865 it was equipped with a 20.0 mm type A2 dater, "SHRIGLEY C.W". It was ordered from Berri September 30, 1864. There are no reports for this device. On October 23, 1890 a 21.0 mm type A1 (arcs measuring 5.0, 4.5 mm) was proofed. This device was used for cancelling and datestamping the mail until the office closed in 1915. The office was also equipped with a straightline "REGISTERED" and the common circular killer. There are no reports of any other markings.



PROOF STRIKE

Type A1

20.0 mm (arcs 5.0, 4.5)
proofed October 23, 1890

At the beginning Shrigley was served by a postal route originating in Maple Valley – a distance of 5½ miles. Service was provided once a week by the contractor, G. Sandilands. However, by the mid-1880s that route was no longer in service, instead Shrigley was now on a route originating in Dundalk and terminating in Maple Valley. Service was provided three times per week on the 12½-mile route by Benjamin Bowerman, who also served

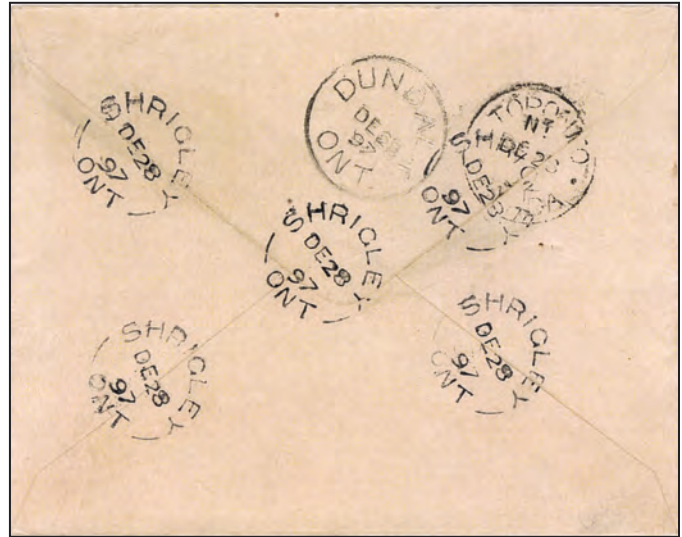


1876 –
Postal Route
Map of Central
Ontario, clearly
showing the
Maple Valley-
Shrigley route.



SHRIGLEY / ONT / DE 28 / 97

A registered letter to the Oleograph Co. of Toronto. Who in Shrigley would be writing a letter to a Toronto printing Co.? What were they selling?

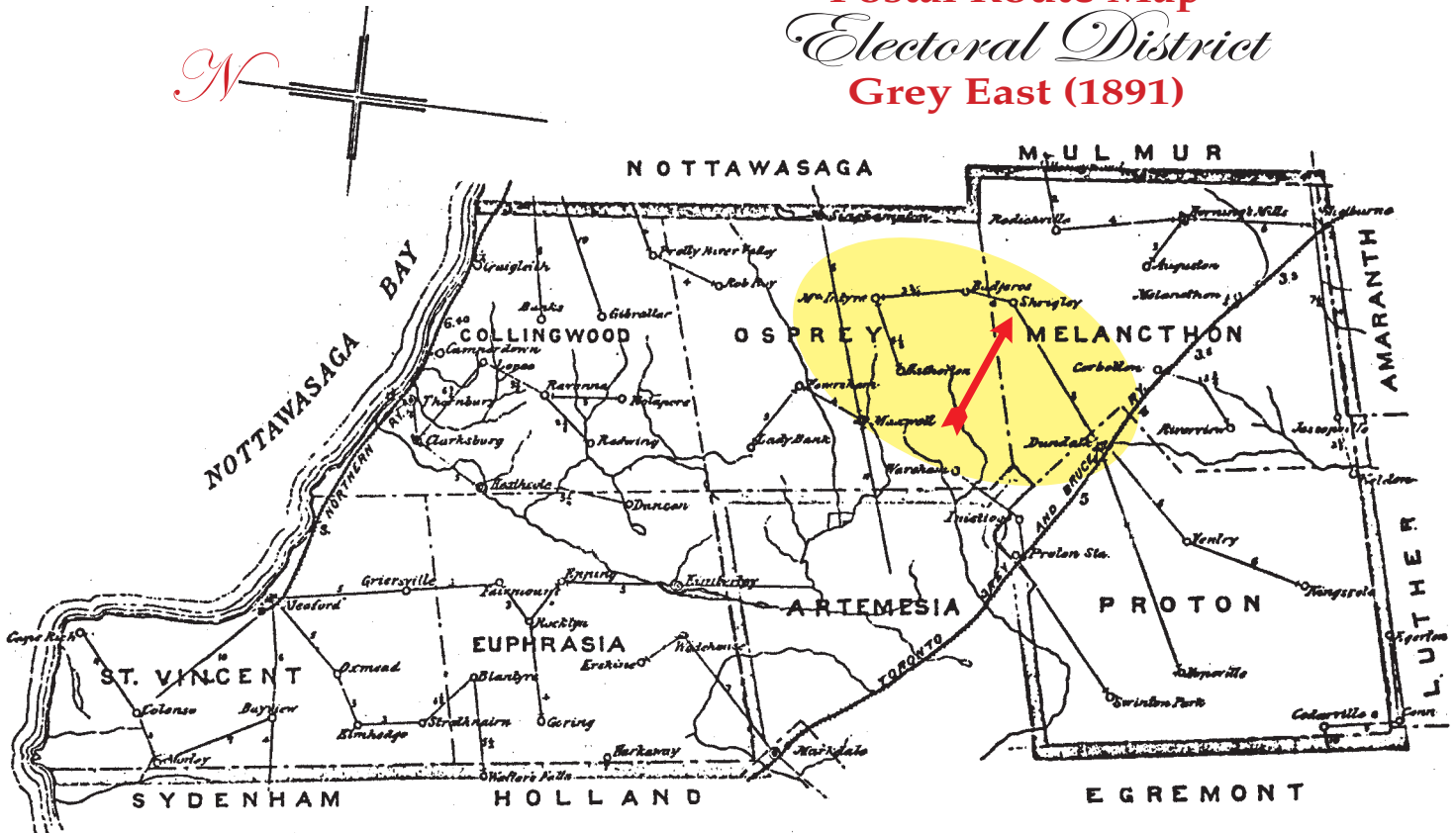


OLEOGRAPH, also called chromo-lithograph or chromo, colour lithograph produced by preparing a separate stone by hand for each colour to be used and printing one colour in register over another. The term is most often used in reference to commercial prints. Sometimes as many as 30 stones were used for a single print. The technique was pioneered in the 1830s but came into wide commercial use only in the 1860s. It was the most popular method of colour reproduction until the end of the 19th century, when more efficient techniques rendered it obsolete.

– Encyclopædia Britannica

Postal Route map from 1891 showing routes in the Grey East Electoral District. Shrigley is now on a route from Dundalk to McIntyre. Please take note of the unusual orientation.

Postal Route Map Electoral District Grey East (1891)



SHRIGLEY / ONT / OC 26 / 01

Registered letter to the Mail & Empire in Toronto. Postmaster George Bailey followed the regulations precisely making sure that all seams on a registered envelope were postmarked, as well as postmarking incoming mail.

COVER COURTESY OF Hugo Deshayes Philatelist Ltd.



Badjeros, ending at McIntyre, a distance of 13½ miles for which J. Ferguson held the contract until 1901. Service was now provided six times per week for a cost of \$247 in 1900.

For a short period 1901-1902, T. Potts had the honour of carrying the mail.

as postmaster at Maple Valley. He received \$200 per annum as a salary. The Post Office Department, ever mindful of the cost of moving the mail, awarded that route to J. McKenzie who covered the same route for \$170, a saving of \$30 per year, in 1890.

The following year (1891) the route was once again changed. Starting at Dundalk, it went to Shrigley,

From 1902 until 1906, F. W. Hibbert did the duty, followed by M. McIntyre from 1906 until end of service. Rural Mail Delivery service was introduced September 15, 1913.

Although Shrigley's postmaster, George Bailey, died January 27, 1915, the post office was not closed until March 31, 1915. ☒

SHRIGLEY / ONT / JU 30 / 13

An interesting message on this card send by a friend, who is on vacation in British Columbia, to Miss Jennett Hope at Shrigley P.O., Ont. Message has been transcribed as found on the card.

June 25, 1913

Dear friend we got here all wright. saw lots of nice sights along the way. How is Ellen is she in Toronto yet. has Mrs Martin gon to Heebies yet. Kamloops has cement sidewalks and lovely electric lights and lots of ottoes and the boats come in here and lots of trains day and night i tired of the noise.

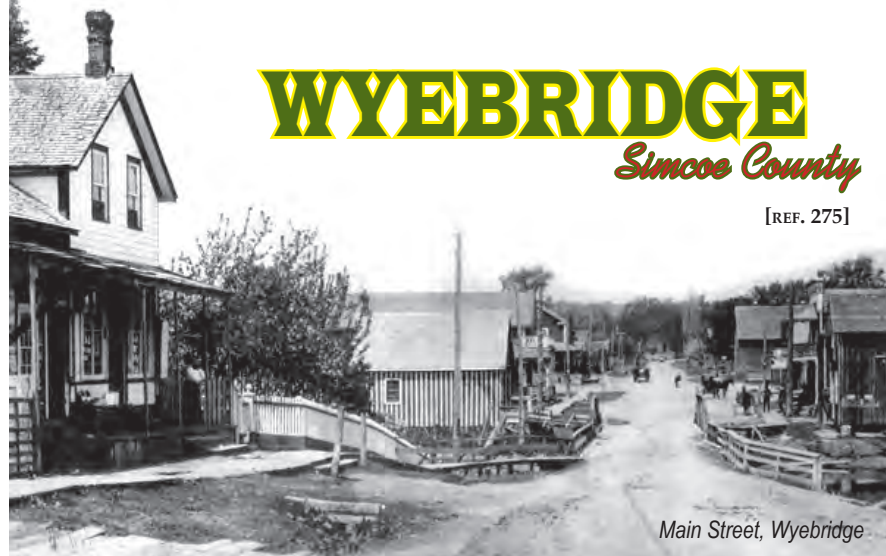
Best wishes Abby



WYEBRIDGE

Simcoe County

[REF. 275]



Dave Hanes, Gus Knierim

Having been settled in the 1850s, Wyebidge had grown sufficiently by 1861 that a non-accounting post office was warranted to serve the growing population. James Plewes, operator of the grist mill in Wyebidge, was appointed as the first postmaster on January 1, 1861, resigning ten years later in October 1870. In 1866 Plewes also

served as the Justice of the Peace. Early postmasters served their communities in many ways.

In that first decade revenue was quite low. Postmaster's commission was based on that. In 1865 his commission was just \$22.00 plus a stationery allowance of \$2.00. In Plewes' final year, 1870, the *Report of the Postmaster General* states that revenue for this non-accounting office had risen to \$110.90½ out of which his commission was \$36.04 plus the \$2.00 stationery allowance. The population expanded from 80 in 1866 to 200 in 1872.

On July 1, 1872, storekeeper Daniel McGregor was appointed postmaster. He served until November 15, 1875. In his final year as postmaster he was paid \$72.00 per annum on declared revenue of \$227.72. For the period this was substantial revenue for a non-accounting office.

Prior to the coming of the North Simcoe Railway in 1878, mail was brought in by stage from Barrie. Initially it was a tri-weekly service which was increased to a daily except Sunday service around 1868. Until 1866 it was T. Cundle who had the honour of being the contractor of the 32-mile route from Barrie to Penetanguishene. In 1865 he was paid \$395.00 per annum.

Macville or Wyebidge

In 1859, Angus Grant named the village Macville after his father-in-law, Michael MacDonald, a retired Hudson's Bay Company Officer. Very shortly after, when a bridge was constructed over the Wye River, the name was changed to "Wyebidge." As settlers began to arrive, they started to cut down the huge timber – mostly pine and elm. The Wye River was not the quiet stream it is today and was swift and deep enough to allow logs to be floated out to the mouth of the river through what is now called "Wye Marsh." From here they were either cut into lumber or loaded onto ships.

Wyebidge quickly grew from a tiny hamlet into a bustling village. Some of the early businesses were sawmills, flour mill, woolen mill, shoemaker, cheese factory, at times three hotels, pot and pearl ashery, two general stores, a tailor, harness maker, butcher, blacksmith, cooper shop (which specialized in making wooden sap buckets and barrels), and a post office. The village blacksmith would often double as a wheelwright and make or repair buggies, sleighs, cutters and wagons. Farmers from Elmvale, Medonte, Hillsdale, and all the way north to Lafontaine came to Wyebidge to have their wheat ground into flour.

Much of Wyebidge's early history is known due to the meticulous diaries kept by Amos Arksey, a loan agent and appraiser for the Canada Permanent Loan and Savings Company (roughly 1880-1900). Arksey would record not only events concerning his own family, but also community happenings and topics of discussion at the general store and church. His diaries are still in private hands.

Another well-known area pioneer was Cevila McRae. Mrs.

McRae and her husband Nelson, ran the general store (now the bright yellow building known as Mad Michael's), post office and telegraph office. They set up shop in 1866 and carried on the business until 1915, when Nelson passed away. Mrs. McRae carried on until 1919, when her son-in-law, Fred Lummis took over the enterprise.* The McRae store was the social centre of the community. When the telegraph, and later the telephone, were added to the store's equipment, it was here the people gathered to hear the news of the outside world. On election nights the store was always jammed with partisans of both stripes, and many hot political arguments went on while the returns were being received over the wires. Nelson McRae was at one time Reeve of Tiny Township.

As the settlement of Mundy's Bay (now Midland) grew, aided by the fact it had a fine harbour and railway, Wyebidge began to decline in importance.

Today the focal point of the community is still the "Bridge" area. Strolling through the village, you can find a number of businesses located in primarily original buildings, offering everything from furniture and gifts to fine restaurant fare and ice cream cones.

COURTESY OF **Bonnie Reynolds**

Wyebidge – a Nostalgic Look at Yesterday, pub. 1985
<http://www.tinycottager.org/articles/2007Spring/wyebidge.html>

ED. NOTE: This story appears to imply that the post office remained in the store, however, as our article shows there were two other postmasters before Fred Lummis became postmaster and the post office moved back to his store.

WYEBRIDGE / C.W / May / 29 / 69

Letter address to Alex Russell, Esq., Assistant Commissioner, Crown Lands Dept., Toronto, Ontario. Backstamped with a Barrie transit strike and a Toronto receiver all on the same day



EX-ROBT. C. SMITH COLLECTION

WYEBRIDGE / ONT. / MAR 18 / 72

Postmarked with the 21.0 mm type A1 (arcs 8.5, 9.0 mm) which has been reported in use between 1869 and 1875.



EX-ROBT. C. SMITH COLLECTION

The contract changed quite frequently in those early years and we see names such as T. Cundle, J. Weymouth, A. Ayerst, D. Van Every, G. Sidsworth, and C. E. Smith. As mentioned earlier, the North Simcoe Railway, later

a part of the Northern Railway Co. of Canada, which in turn was purchased by the Grand Trunk Railway, built its line from Colwell, just west of Barrie, to the port at Penetanguishene in 1878. Once service was begun on this line the mail contract was switched from the stage to the railway line.

The resulting change meant that the postmaster at Wyebridge now had to retrieve the mail from the Wyevale Station, a distance of five miles. In the year ending June 30, 1887, W. Edwards, a storekeeper, held the



WYEBRIDGE / ONT. / DE 12 / 03

Nelson McRae was a General Merchant and longest-serving postmaster at Wyebridge. Shown here is a registered cover addressed to Messrs W. H. Gillard & Co., Hamilton, Ont. Letter was routed via the ALL & PENETANG R.P.O. and on to Hamilton where it was received the same day.

Below left is a photo of the MAD Michaels Restaurant and Bakery, the former home of the McRae general store and post office.





1876 – Map of postal routes in Northern Simcoe County, clearly showing the stage route from Barrie to Penetanguishene, via Coulson, Craighurst, Waverley, and Wyebridge.

contract to despatch and retrieve the mail to and from Wyevale Station daily except Sundays. He was paid \$149 for that 12-month contract.

Nelson McRae, agent for the Montreal Telegraph Co., replaced McGregor on December 20, 1876 becoming Wyebridge's longest serving postmaster. He gained some notoriety, when on April 16, 1912, he was dismissed for "political partisanship" when Wilfred Laurier's Liberals were defeated and Robert Borden's Conservatives came into power. It was a time when many postmasters found themselves out of office.

It was also during McRae's time as postmaster that the office was upgraded to full accounting status. This took place sometime in 1897.

The 1903 *Report of the Postmaster General* shows revenue of \$191.03 out of which the postmaster received a salary of \$108.00. The office sold 132 money orders valued at \$1,678.24, and paid out 23 money orders worth \$226.19. There were also \$143.01 worth of

postal notes sold. In a money order office the postmaster also received a small commission for money orders sold, as well as compensation on money order business, postal note business, and savings bank business.

Following Nelson McRae's dismissal, the newly appointed postmaster was James Grigg (no doubt a Tory supporting the new government). He served for just one year and in turn was followed by Wallace N. Daniels who served until July 3, 1924. The postmaster files at

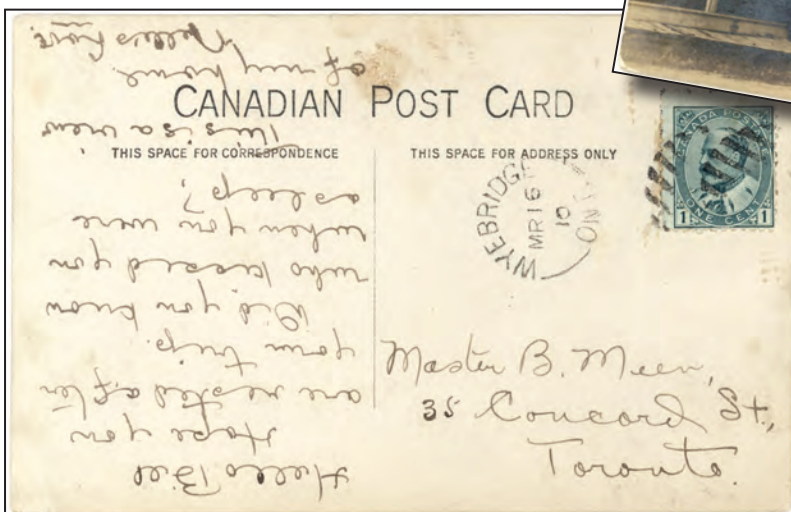
Library Archives Canada give no reason for him leaving office.

Fred H. Lummis, son-in-law of Nelson McRae, was appointed as the next postmaster on August 15, 1924.

Until the 1950s, Canadian National Railways operated the rail line connecting Allandale to Penetanguishene. In the latter days it was Mixed Train 397 that received



Ex-Robt. C. Smith collection



WYEBRIDGE / ONT. / MR 16 / 10

Private post card showing the residence of the writer and addressed to Master B. Meen, Toronto.

Hello Bill,
 Hope you are rested after your trip.
 Did you know who kissed you when you were asleep?
 This is a view of my home.
 Nelle's Love.



1926 – Map of postal routes in Northern Simcoe County, clearly showing the route from Wyevale Station to Wyebridge.

the mail bound for the communities along that line from Train 41 out of Toronto. That meant that mail for Wyebridge continued to be picked up at the Wyevale CNR Station until cessation of the mixed train service on that line in the mid-1950s. Thereafter mail was distributed from Barrie via trucking service.

There followed a number of postmasters/postmistresses, but unfortunately we have little information on what may have taken place during their tenure.

Wyebridge opened in 1861 and has operated for the past 153 years as a type 11 revenue office. In 1897 the office was upgraded to an accounting office, however the office number associated with such status was not established until the mid-1920s when Wyebridge was numbered as office 4982 in the postal system. Money Order Office Numbers (MOON) were replaced on April 1, 1973 with a new enhanced system, the Post Office Computer Organization Number (P.O.C.O.N.). Wyebridge's new number was 336505.

Over such a lengthy period there should have been numerous datestamps, rubber stamps, and instructional stamps, and yet there exist only two proofs, one of which is a registration box.

Here follows a tabulation of known proof strikes of postmarks and other postal markings:

WYEBRIDGE C.W A2x	20.0 (9.0, 8.0 mm)	Berri order Jan. 16/1861
WYEBRIDGE ONT A1	21.0 (8.5, 9.0 mm)	used 1869-1975
WYEBRIDGE ONT A1	22.0 (?? mm)	used 1878
WYEBRIDGE ONT A1	20.0 (6.0, 4.0 mm)	proofed Oct. 8, 1889
WYEBRIDGE ONT A1	21.0 (9.5, 8.5 mm)	used 1903-1976

There are no known cds proof strikes

There are no known MOOD, MOTO, or MOON proof strikes

Wyebridge	Straight-line MOON (for official documents)
WYEBRIDGE, ONT.	Registration Box (undated)



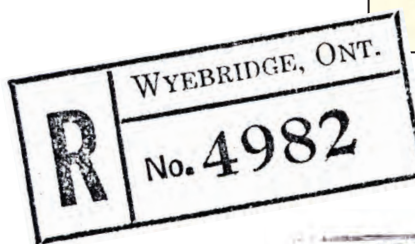
PROOF STRIKE
Berri type A2x
ordered
Jan. 16, 1861

*Latest reported use of the
October 8, 1889 datestamp*

POSTMASTERS OF WYEBRIDGE and their years of service

James Plewes	Jan. 1, 1861 until Oct. 1870 [R]
Daniel McGregor	July 1, 1872 until Nov. 15, 1875 [R]
Nelson McCrae	Dec. 20, 1876 until Apr. 16, 1912 [dismissal]
James Grigg	Apr. 22, 1912 until Mar. 24, 1913 [R]
Wallace N. Daniels	Apr. 10, 1913 until July 3, 1924
Fred H. Lummis	Aug. 15, 1924 until June 8, 1935 [R]
Frank Chadworthy Rawn	July 4, 1935 [ACTING]
Charles Albert Edward Hounsome	Aug. 1, 1935 until Mar. 31, 1968 [RETIREMENT]
Alexander Moreau	Apr. 1, 1968 until Jan. 21, 1977
Mrs. Mary Moreau	Jan. 25, 1977 until Dec. 1, 1977
Mrs. R. Ann Fagan	Dec. 1, 1977 until 1980 [ACTING]
Mrs. June Elizabeth Laurin	Aug. 6, 1980 until Aug. 21, 1981 [R]
Mrs. Mary Jane Laurin	Aug. 21, 1981 until 1984

[R] resignation



PROOF STRIKES
Undated Registration Box
undated Straightline MOON



Modern rectangular
POCON postmark from
Wyebridge (2000 -03- 18)



At the present time the Wyebridge post office is located in the postmaster's residence serving the community of 171 located on Hwy. 93, 7 km south of Midland.

336505 /
2012-05-17
WYEBRIDGE, ONT.
L0K 2E0

43-mm circular
POCON



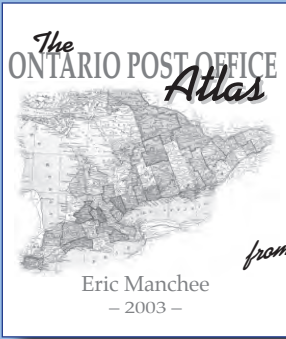
LETTER BILL to be used when there is no registered mail to be despatched.

336505 / 18 V 1984 / WYEBRIDGE / ON
initialled by Postmaster Mrs. Mary Jane Laurin.

Despatching Stamp 336505 18 V 1984 WYEBRIDGE ON	Canada Post / Postes Canada Letter Bill To be used when there is no registered mail to be despatched	Feuille d'avis À utiliser quand il n'y a pas d'envois recommandés à expédier	Receiving Stamp MIDLAND ONT 18 V 1984
Timbre du bureau de départ <i>mj</i>	From De <i>Wyebridge</i>	To À <i>Midland</i>	Timbre du bureau d'arrivée <i>JL</i>
Despatch- Expédié by par 33-086-170 (12-78)	Via Train - Train Flt. - Vol H.S. - S. Routier	File and Retain for one year	Classer et garder un an
		Received by	Reçu par

SOURCES

- Bonnie R. Reynolds, *Wyebridge, a Nostalgic Look at Yesterday*. 1985.
- *Various Reports of the Postmaster General*.
- *Canada Official Postal Guide*. 1897, 1898.
- *Ontario Distribution List*, 1926, 1944, 1951.




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Eric Manchee
- 2003 -



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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