

The Georgian Courier

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

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Bruce County

[REF. 283]

PINKERTON

Greenock Township

The Late James E. Kraemer

The picturesque village of Pinkerton lies around a bend on the Teeswater River in the mid-eastern section of the Township of Greenock now part of the Municipality of Brockton. The village is on the Elmwood-Tiverton road.

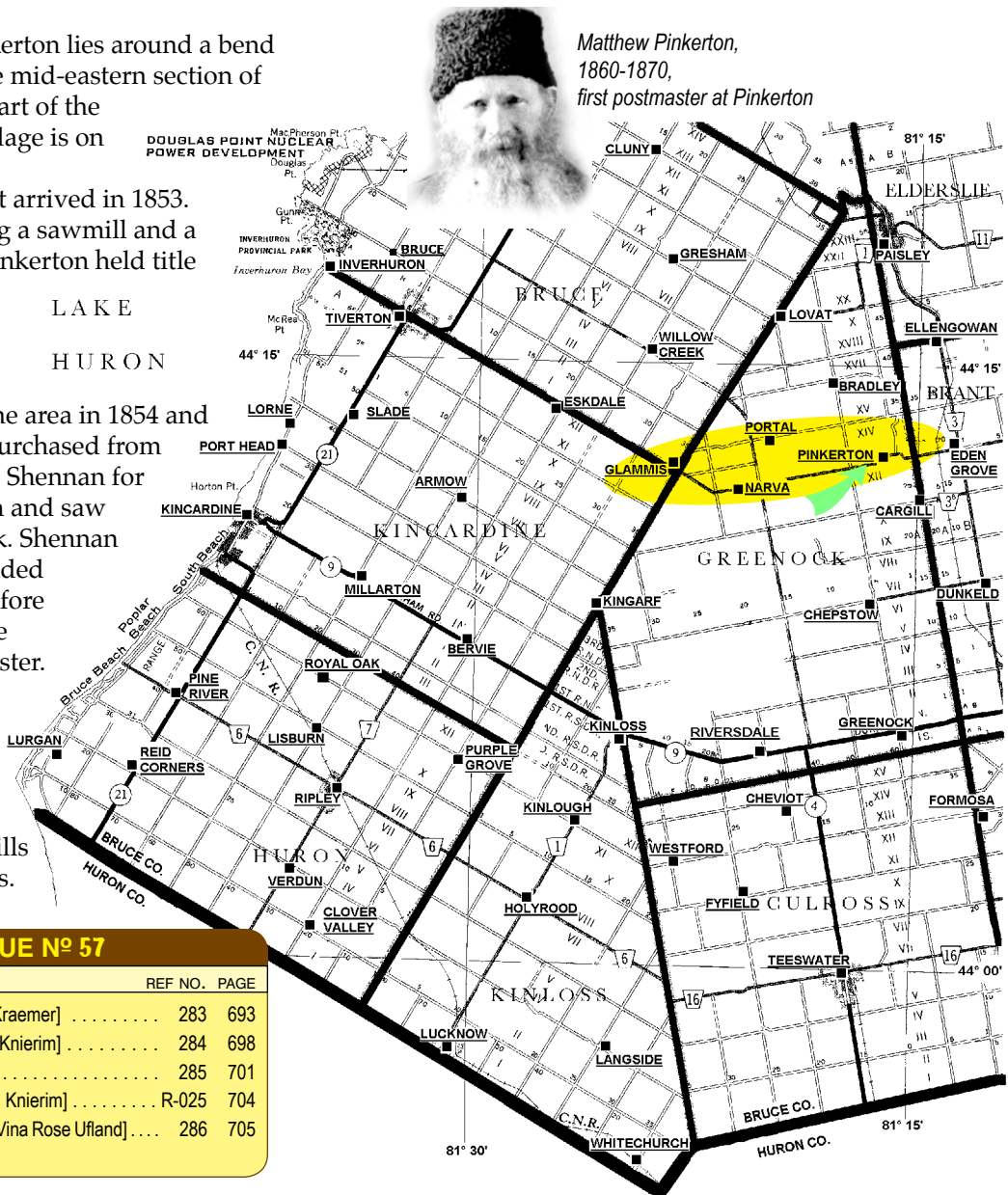
John Shennan, the first resident arrived in 1853. Before he could complete building a sawmill and a gristmill he learned that David Pinkerton held title to the land. David Pinkerton and his wife Mary Ann came to King Township in York County from Antrim County, Ireland, in 1824. The Pinkerton family moved to the area in 1854 and took over the lots that they had purchased from the Crown. David Pinkerton paid Shennan for the work he had done on the dam and saw mill and then completed the work. Shennan left Greenock Township and founded Balaclava in Carrick Township before moving on to Walkerton where he become that village's first postmaster.

David Pinkerton was elected a township councilor in 1859. The family of six sons and one daughter became well known land owners as well as owners of a considerable number of grist mills and other business establishments.

By this time the community was known as Pinkerton Mills.

Matthew Pinkerton, one of David's sons, contacted postal authorities concerning the establishment of a post office for Pinkerton. His request found favour at post office headquarters. As a result the Pinkerton post office

Matthew Pinkerton, 1860-1870, first postmaster at Pinkerton



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opened on July 1, 1860, as a non-accounting office, with Matthew Pinkerton appointed postmaster. It was named Pinkerton since the use of the name was already familiar in the area. However the Department did not include the appendage, "Mills" in the name. The post office was located on Lot 2, Concession 13.

After serving for six years Matthew Pinkerton resigned. Samuel A. King, a general merchant in dry goods and groceries was named postmaster effective October 1, 1868 and moved the post office to his store. Mr. King, who was born in Canada in 1841, moved to Bruce County in 1858. He built a new store in 1870 on the site where Cramm's store was later located. Mr. King sold the store in May 1885 to the Keyes brothers, James and Robert. Mr. King resigned and Robert Keyes was appointed postmaster. He held this position for six years, until July 1891, when the general store was sold. Robert W. Geary was the owner of the Geary & Company general store in a building erected in 1884 by his uncle Thomas Geary, a pioneer cabinet maker and furniture dealer. Robert Geary was appointed postmaster effective August 1, 1891.

Mr. Geary, after serving as postmaster for almost seven years, resigned. During his last year in office, the status of the post office was upgraded to full accounting (1897).

The post office moved back to its previous location. The new store owner, J. B. Campbell, became Pinkerton's new postmaster. Both the store and the post office prospered. In the fiscal year ending June 30, 1903 the post office declared revenue of \$413.70 out of which the postmaster received a salary of \$180.00. 157 Money orders were issued and 78 money orders were paid out. Mr. Campbell also operated a harness shop. He sold the store in May, 1912 to Albert Pinkerton. Mr. Pinkerton was a son of Henry Pinkerton and a nephew of Matthew Pinkerton, a former postmaster. Albert Pinkerton died in April 1918. His wife, the former Janet MacLennan managed the store and post office for a brief period until she was appointed postmaster. Mrs. Pinkerton operated the store and post

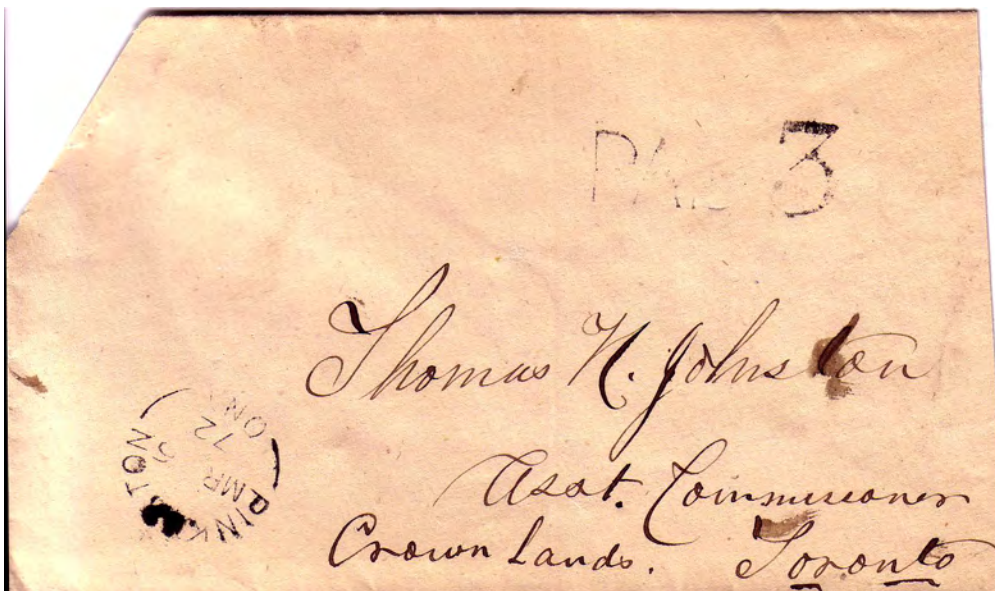


Pinkerton Library was the home of the post office from 1891 until 1918. The building was erected in 1884, it became the Pinkerton Public Library in 1918. In 2007 the post office enclosure was still present in the building.

office successfully for nearly seven years. She sold the business to the Cramm Brothers and resigned as postmaster effective January 5, 1925. During her years of service her oldest son Gordon, and her daughter Alberta, acted as assistants.

Herbert Leroy Cramm, better known as "Roy", was appointed postmaster on February 16, 1925. Since revenue was less than \$400.00 annually and therefore salary less than \$200.00, the position of postmaster could be filled by the Post Office Department rather than by the Civil Service Commission.

Mr. Cramm gave immediate priority to enlarging and remodeling the store. Before coming to Pinkerton, Roy Cramm was manager of the Wingham Creamery. Mrs. Marie Cramm, the postmaster's wife, was appointed Postmaster's Assistant. During 1928 and 1929 Mrs. Margaret Knox was employed in the post office as an assistant.



Pinkerton Post Office

was established July 1, 1860. A manuscript-dated cancelling device was ordered from Berri of the type A2x (C.W) to help postmaster Matthew Pinkerton perform his duties. There are no reported strikes of this postmark.

PINKERTON / ONT / MR 6 / 72

This is the earliest reported strike of a Pinkerton postmark. The 20.0 mm type A1 (arcs 7.0, 8.0 mm) has been reported used between 1872 and 1894.

— COURTESY John Rossiter



PINKERTON / ONT / JY 28 / 91

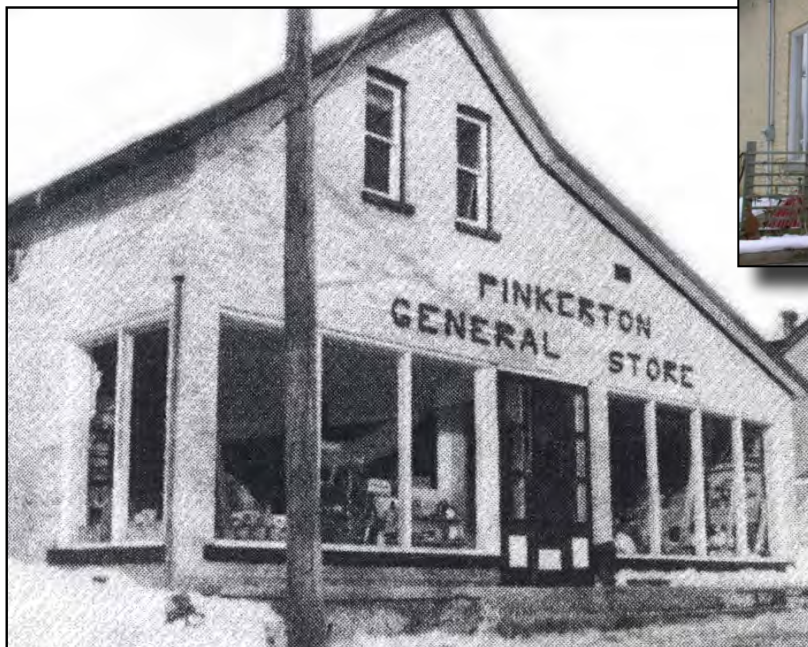
A registered cover to seed merchant, John S. Pearce & Co., London, Ontario, was postmarked with the first type A1 dater. There is no known proof strike of this device. The 8¢ franking on the letter pays for 3¢ postage and 5¢ registration fee.

— COURTESY John Rossiter

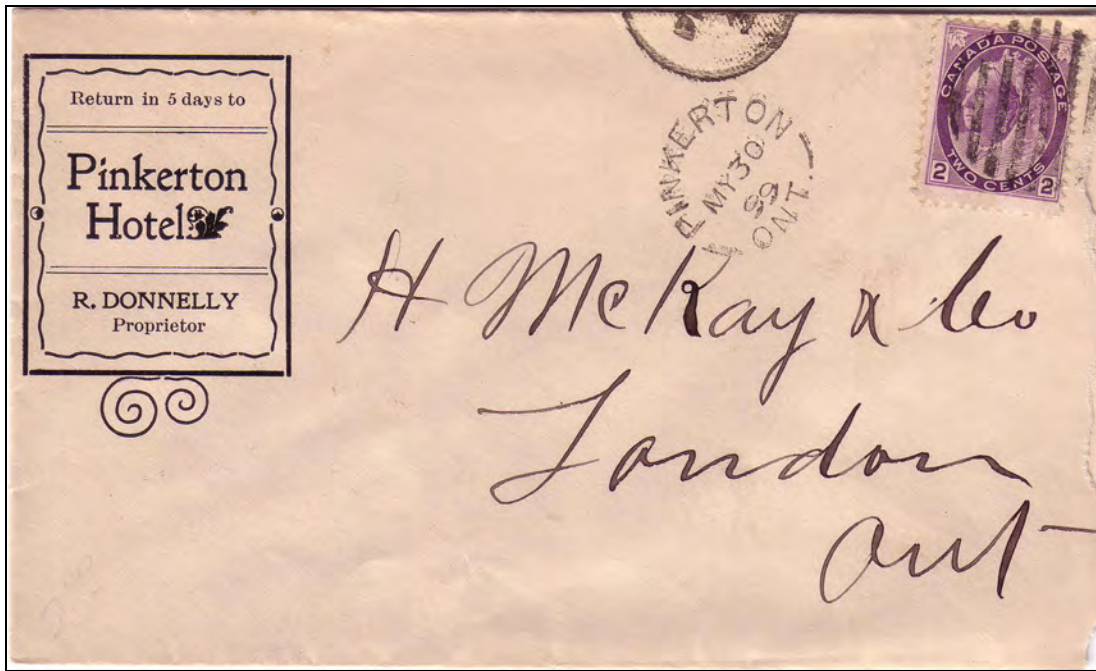
Early Sunday morning on July 21, 1929 Cramm's store was broken into. A rear store window had been forced open. The post office was robbed of \$10.53 in coins. No other items in the store and post office were taken. Mr. Cramm made good the loss since post office regulations called for post office funds to be put in a vault and not left in the open. Although suspects were questioned no one was arrested. During the 1930s and through the 1940s post office revenue at Pinkerton changed very little. For the fiscal year 1923-1924 revenue was \$386.45. For 1939-1940 revenue was \$391.35. Since 1897 the office was classified as full accounting and after 1925 this was reflected in its office number which was 4052.

By 1943 the postmasters salary reached \$465.22 including bonus indicating that postal revenue had also in-

creased. Perhaps this was the reason that the post office was robbed on the night of November 1, 1943. Thieves gained entry to the store by forcing the lock on the front door. Stamps to the value of \$285.91 plus postmaster's papers and other money in the vault which had also been forced open were stolen. The next day two suspects were apprehended in Brampton, Ontario, driving a stolen car. On December 29, 1943 Gordon W. Hunter and



Not much has changed at the Pinkerton General Store, shown above is a view of the store in 2007, albeit without a post office. At left we have the Pinkerton General Store, c. 1965, that hosted the post office from 1918 until 1969. It is also known that the post office was on this site between 1885 and 1891 at which time it moved to the library building.



PINKERTON / ONT. /
MY 30 / 99

R. Donnelly was the proprietor of the Pinkerton Hotel. Postmark is the 20.5 mm type A1 (arcs 4.5 mm) proofed August 2, 1894.

— COURTESY John Rossiter

PROOF STRIKE



Stewart Rowe pleaded guilty to robbery and received 3½ years and two years respectively to be served at Portsmouth Penitentiary.

In January 1951 Miss Margaret Knox resigned after almost twenty-four years as a post office assistant. Donald Cramm, the postmaster's son was sworn in as an assistant. Post offices operated under a strict set of regulations. They were inspected regularly and policy was rigidly enforced. This is illustrated by what we would call today a minor incident. On September 5, 1951 the postmaster of Pinkerton reported that he had lost his mail bag key. Postal authorities promptly fined him \$1.00 plus 42¢ to cover the cost of a replacement key.

Post office officials carried out a survey of the Pinkerton post office in December 1952. As a result it was decided to withdraw money order service and reduce the status of the post office to a non-accounting office #81619, effective January 15, 1953. At the last minute the change was deferred at the request of Donald B. Blue, M.P. for Bruce. Mr. Blue had received a petition signed by 116 patrons asking that money order service be retained. The store housing the post office was now known as Cramm's General Store.

An attempted robbery of the Pinkerton store and post office on the night of October 28, 1959 was thwarted by the postmaster. Roy Cramm, apprehended John L. Butler of Windsor, Ontario in the store. Two accomplices escaped through a rear window. Mr. Cramm carried a loaded gun and while keeping Butler under surveillance shot out the two rear tires of the robbers car so that the escapees would be unable to use the car. It was found that entrance to the building had been gained by forcing the front door. The safe had been prepared for explosives but had not been opened. There was no post office loss. Within a week Donald D. Antone and Ralph

Kuhn of Windsor were apprehended. Two weeks later on November 19, 1959 Butler was sentenced to 10 years in Kingston Penitentiary for robbery plus 10 years for break and entry at Cramm's General Store. In addition he received concurrent sentences of 10 years, 5 years and 2 years for other offences. Antone received a similar sentence. Kuhn pleaded not guilty and eventually the charges were dismissed.

After 40 years service as postmaster, Roy Cramm retired on May 18, 1965, his 67th birthday. Although the postmaster's remuneration had reached \$1480.00 by this time, revenue for the fiscal year 1963-1964 had only reached \$644.00. Donald J. Cramm, Roy's son who had assisted his father in running the post office for 14 years applied for the postmaster's position. At this time the business containing the post office was known as R. Cramm & Son.

Donald Cramm was appointed postmaster on May 18, 1965 and his wife Janet was sworn in as his assistant. The post office had 25 patrons plus 2 businesses to serve. Mail was received daily from Walkerton, except on Sunday, via Walkerton and Chesley highway service. In addition to its regular patrons Pinkerton post office served 50 patrons on R.R.1 Pinkerton. Mail for Glammis was distributed from Pinkerton.

Three years later postal authorities reviewed the need for a post office in Pinkerton. It was pointed out in a report dated November 20, 1968 that Pinkerton patrons could be served by R.R.1 Cargill. (Cargill is only 5.6 miles from Pinkerton.) Noting that the postmaster's annual salary was \$2,200.00 and the cost of operating R.R.1 Pinkerton was \$1596.88 annually the report recommended that Pinkerton post office be closed. On November 27, 1968, post office authorities in Ottawa approved the permanent closing of Eden Grove, Glammis, Greenock

and Pinkerton post offices plus the discontinuance of R.R.1 Pinkerton. An extension of 39.5 miles on R.R.1 Cargill would be required to serve 85 general delivery and 97 rural patrons six times per week. It was natural that objections would be raised. In their reply to letters of protest the Post Office authorities pointed out there were only 27 patrons at the Pinkerton post office and the minimum requirement to avoid closing was 30 patrons.

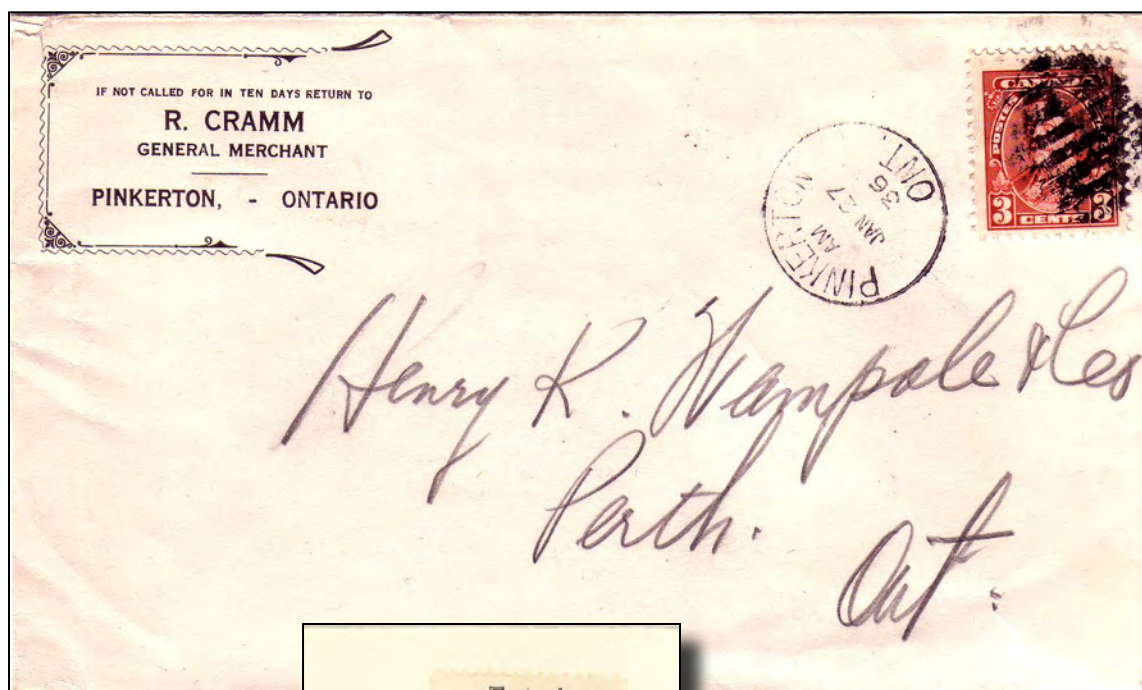
Pinkerton post office was permanently closed on February 28, 1969. The official reason given for closing was, "due to limited usefulness". The next day, March 1, 1969, patrons started receiving their mail via R.R.2 Cargill. R.R.1 Cargill was discontinued.

The village of Pinkerton suffered a major blow when the post office closed, but the two buildings that at various times housed the post office remain. The Pinkerton public library building and the general store building operate today as a popular antique shop. The Public Library building is on the south side of the main road across from the General Store building. ☒

POSTMASTERS OF PINKERTON and their periods of service

<i>Post office established:</i>	July 1, 1860
Matthew Pinkerton	July 1, 1860 until 24 Nov. 24, 1866 [R]
Samuel A. King	Oct. 1, 1868 until May 18, 1885 [R]
Robert Keyes	July 1, 1885 until July 11, 1891 [R]
Robert W. Geary	Aug. 1, 1891 until March 26, 1898 [R]
J. B. Campbell	May 1, 1898 until May 18, 1912 [R]
Albert Pinkerton	May 28, 1912 until April 1918 [DEATH]
Mrs. Janet Pinkerton	May 30, 1918 until Jan. 5, 1925 [R]
Herbert Leroy Cramm	Feb. 16, 1925 until May 17, 1965 [RETIREMENT]
Donald Joseph Cramm	May 18, 1965 until Feb. 28, 1969
<i>Post office closed:</i>	February 28, 1969

Non-accounting office #88788 (est. 1923)
 Money order office #4052
 Non-accounting office #81619 (est. Jan. 15, 1953 but deferred immediately)



PINKERTON / ONT. / MY 30 / 99
 Postmaster Roy Cramm had the occasion to use his ornate business stationery to mail a letter to the Wampole Co. in Perth, Ontario. Postmark is the 24.5-mm cds hammer that was proofed May 28, 1935. — COURTESY John Rossiter



4052 / PINKERTON / 11 X 1962 / ONT.

Accounting post offices were issued with special date stamps and Pinkerton was no exception. There are no reported proof strikes listed for Pinkerton in J. Paul Hughes' Proof Strikes of Canada, Volume XX, MOOD, MOTO, MOON AND POCON Proof Strikes of Ontario.



REFERENCES

- Gateman, Laura M., ed., *Greenock Township History, 1856-1981*.
- McLeod, Norman, *History of the County of Bruce*, Vol. 2.
- Morrey's Directory*, 1896.
- National Archives of Canada, Ottawa. RG-3 Series.
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Routing the Mail to Pinkerton Bruce County

[REF. 284]

J. Knierim

Settlers arrived in area of Bruce, Greenock and Kin-cardine Townships in southwest Bruce County in the early 1850s. By 1860 the numbers were sufficient enough to warrant the establishment of post offices. Tiverton, Glammis and Pinkerton all opened their post office on July 1, 1860.

Inverhuron-Dunkeld via Pinkerton

The Report of the Postmaster General for the year ending September 30, 1860 indicates that a postal route, Inverhuron-Dunkeld, was operational. The contract for the route was held by R. McLean who served the route once a week. For three months, ending September 30, 1860 he was paid \$27.00. Those three months would coincide with the opening dates of the mentioned post offices. That same report shows that the Pinkerton postmaster received 82¢ commission on his declared revenue – not exactly a booming business.

Tiverton-Pinkerton

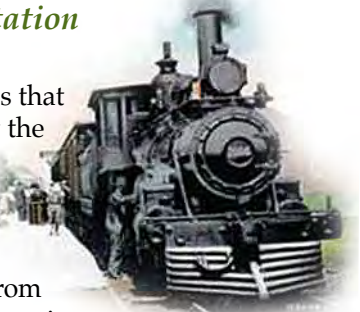
However, by 1866 postal needs had increased to the point where service was provided three times per week on the 16-mile route. J. Ross held the contract for the Tiverton-Pinkerton route at a cost of \$249.00 per annum. It should be noted that the route had been shortened and now originated in Tiverton and ended in Pinkerton. In the last three months leading up to the re-organization in the fall of 1869, M. Ross held the contract.

Glammis-Elora Road via Pinkerton

On October 1, 1869 (RPMG 1870) the postal service in the Pinkerton area was reorganized. No longer was the mail retrieved from Tiverton, instead a new route from Glammis to the Elora Road via Pinkerton was created. Mail now originated in Walkerton. This route, just 9½ miles long, was served daily except Sunday, by William Gorman for \$255.00 per annum. This contract expired on January 31, 1873. The Wellington, Grey & Bruce Railway came to the area in late 1872.

Glammis-Pinkerton Station (W.G.& B. Railway)

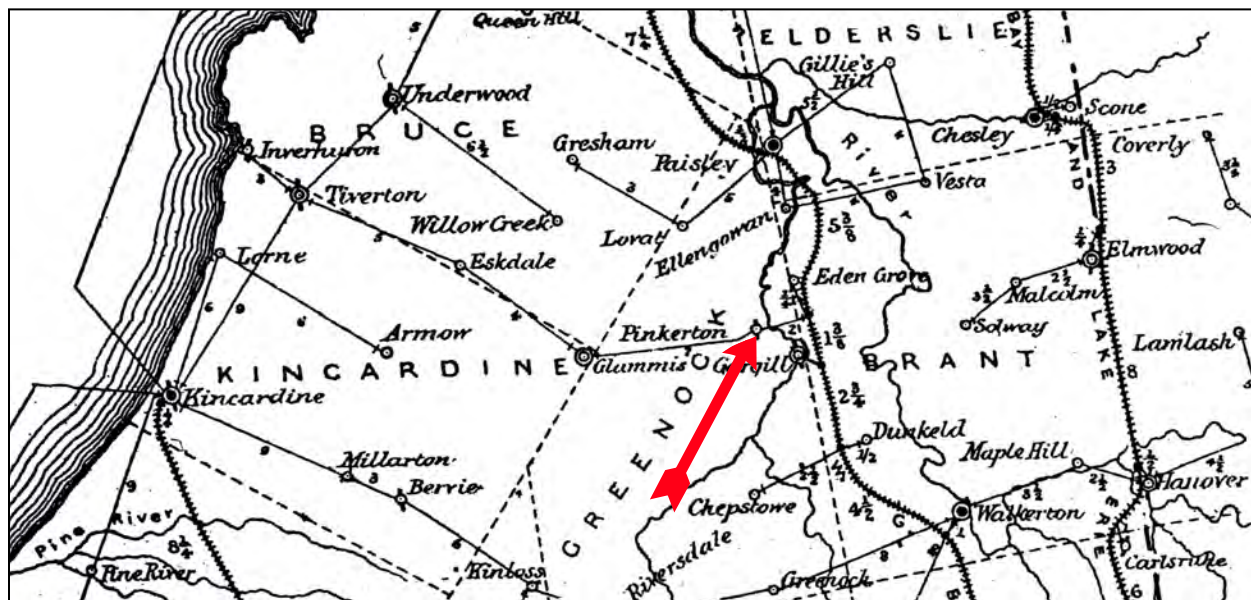
The 1875 RPMG indicates that W. G. McCormick was now the contractor of the Glammis, Pinkerton, and Pinkerton Station route. The Wellington, Grey & Bruce Railway was now serving the area from Walkerton and mail for Glammis and Pinkerton originated at the Pinkerton Station. The route was still 9½ miles in length and was served daily except Sunday at a cost of \$245.00 per annum.



Pinkerton-Pinkerton Station

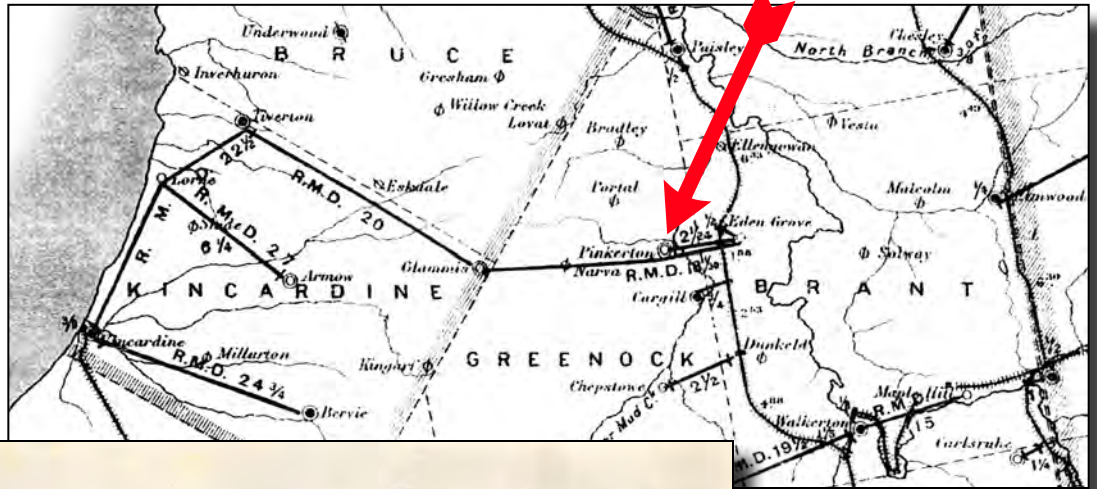
By the mid-1880s it was deemed feasible to separate the route into two routes. J. McKeeman provided daily, except Sunday, service on the 9-mile Glammis-Pinkerton Station route for \$300.00 per annum. J. Pinkerton served the smaller 2-mile route from Pinkerton Station to Pinkerton, daily except Sunday, for \$120.00 per annum. It appears that the mail volume had increased to the point where it was necessary to make these route changes.

The early 1890s economic recession in Canada may have contributed to the fact that the Glammis-Pinkerton



Postal Route map, 1883.

1921 map of Southern Bruce County showing the Rural Mail Delivery routes in force at the time.



Pinkerton Station on the C.N.R. line, formerly the Grand Trunk and the Wellington, Grey & Bruce Railway. Most of the mail destined for Pinkerton would have passed through this station.

COURTESY OF THE
Bruce County Museum and
Cultural Centre.
A992.022, J.H. Scougall

ACKNOWLEDGMENT.

This ACKNOWLEDGMENT to be returned by first Mail to POSTMASTER at Pinkerton

Stamp of Despatching Office.	Mail from <i>Pinkerton</i> For <i>W. G. & B. Ry South</i> Date <i>April 6th</i> 1895	Stamp of Receiving Office.
Received in good condition * <i>One</i> Registered articles, being the number entered in Letter Bill. * The number to be written in words. <i>Decided</i> P. M. or Clerk Receiving.		

23 B.—1,000,000-25-1-'94.

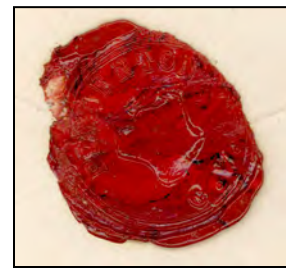
PINKERTON / ONT. / AP 6 / 95

An acknowledgement form for registered mail to be returned to the despatching postmaster by the receiving office. In this instance the receiving office was the mail car on the southbound Wellington, Grey & Bruce Railway. It is duly date stamped HARRISBURG & SOUTHAMPTON M.C. N°2 / S / AP 6 / 95

PINKERTON / ONT. / AP
27 / 99

Registered letter to Seed
Merchant, Robert Evans,
Hamilton, Ontario.

The envelope is correctly
franked for the period, and
also backstamped
according to regulations –
all seams are “sealed” with
a date stamp or postal seal.



Pinkerton “Crown” Seal

Station route was now costing the Post Office Department only \$268.00 instead of \$300.00 per annum for the same level of service. Similarly the Pinkerton-Pinkerton Station route was reduced to \$95.00 instead of the previous \$120.00 per annum.

The Advent of Rural Mail Delivery

Rural Mail Delivery (R.M.D.) service was introduced to the area in the years leading up to World War I. This resulted in many of the previous rural mail contracts being adjusted to suit the new method of delivery.

The 1913 *Report of the Postmaster General* shows that the Pinkerton contract to retrieve the mail from the station, a distance of 2½ miles, was held by A. Knox, who performed the duties daily except Sundays. He was paid \$132.18 for the year. At the same time, J. Groves served as contractor for the 18-11/30 miles Glammis-Pinkerton Station route. Duties called for a daily except Sunday run, and for the 12 months ending March 31, 1913 he was paid \$395.75. The route was abolished on September 30, 1913 and replaced by Rural Mail Delivery service.

As the highway system improved in later years many adjustments were made to the postal service in the area as mentioned Jim Kraemer’s article. ☒

REFERENCES

- *Report of the Postmaster General* for the years 1860, 1865, 1866, 1868, 1870, 1872, 1873, 1875, 1886, 1887, 1890, 1903, 1912, 1915.

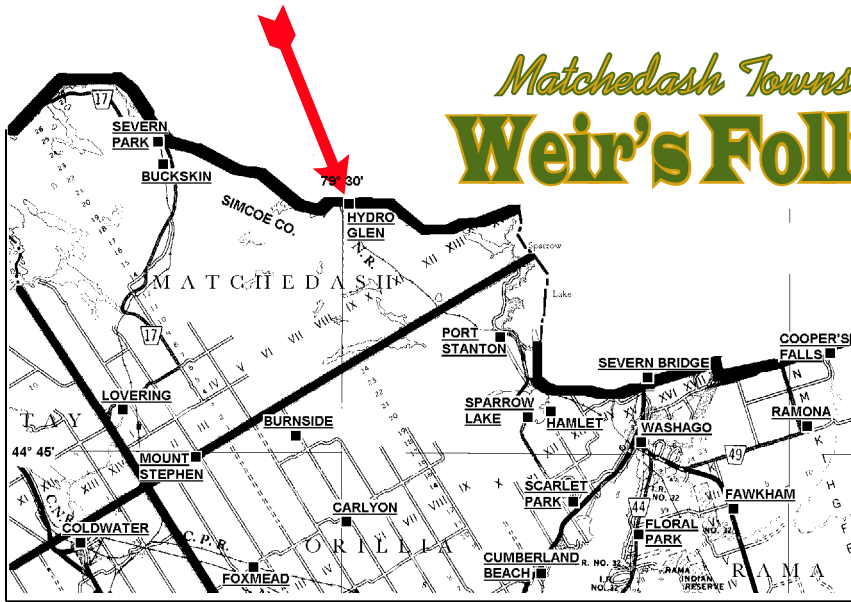


EDITOR’S NOTE:

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!

Matchedash Township Weir's Folly, Hydro Glen Simcoe County

Gus Knierim



On October 25, 1916, a 200-acre free land grant was given to George Smith the Elder of Hydro Glen, presumably as a gift for his service to his country. He built a lodge on the shore of the property, located just west of Hydro Glen on the north side of the Severn River.

In July of 1920, George Stuart Weir of Pittsburgh (1864-1940) and a group of friends traveled to the Sparrow Lake area for the first time. They stayed at Mr. Smith's lodge which was called Pair Point (sometimes written as Paer Point). He returned every year.

On June 24, 1922, George Smith the Elder passed away. George Weir purchased the property from his widow, Katherine, on August 6, 1923, for \$2800.00. George enjoyed sharing the extraordinary

view and the fantastic fishing with his family and friends. In 1928, he changed the name of the lodge to Weir's Folly (a *folly* is defined as "any foolish but expensive undertaking").

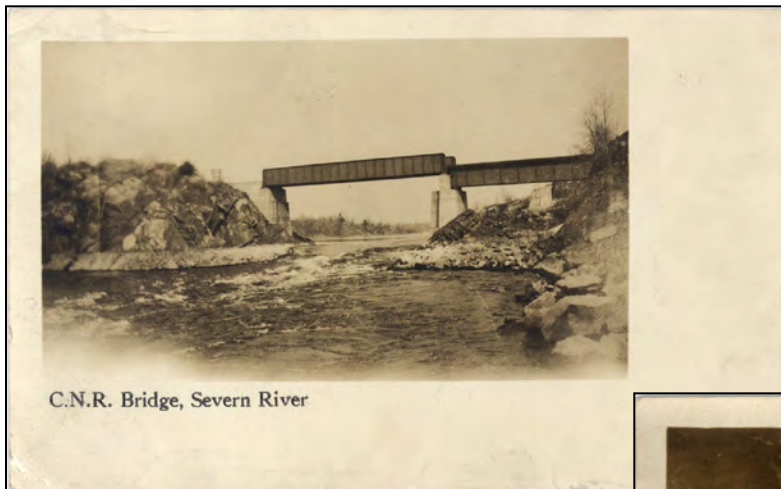
The lodge had enough rooms to host 40 guests at a



HYDRO GLEN / ONT. / JUL 18 / 31

A post card from Weir's Folly to a friend in Pittsburgh, Ohio. US-owned, the owners were generous to share their facility with many.





C.N.R. Bridge, Severn River

HYDRO GLEN / ONT. / JUL 23 / 31

The CNR-line from Toronto via Washago crosses the Severn at Hydro Glen on its way to Sudbury.

HYDRO GLEN / ONT. / JUL 18 / 31

A photo of the Severn River in the vicinity of Hydro Glen.



Severn River

All cards in this article, appear to be the product of the same photographer, possibly from the Pittsburgh area of the USA. The sepia-toned cards have a similar style and most of them have a caption thereon printed in black by letterpress. The font is badly mixed showing different font sizes and typefaces. Cards were all mailed from Hydro Glen in the summer of 1931.

time (George and his wife, Anna Shaw Weir, had their own, separate, cabin). Creature comforts included a bathhouse and a "4-holer" outhouse. A gazebo, boathouse, recreation (pool) hall, sliding board, ballfield complete with bleachers, gardens, and, of course, the river, provided all sorts of activities for the guests. The gardens served another purpose; along with a pigpen, chicken coop, and ice house, all the ingredients were on hand for a hearty meal after a day of fun. What, you may wonder, was the cost for all of this sun, fun, and food? \$2.00 per guest, per day – a price that included sleeping quarters, three big meals, church service transportation, Saturday night dances, and use of the boats! For nearly 20 years, Weir's Folly was a place where people could swim, boat, fish, and just relax in the idyllic setting. Although mainly a place for R & R, it wasn't without its perils. For example, George would drive to the lodge from Pittsburgh in the dead of winter (no small feat!) to cut huge blocks of ice from the river to store for the coming season. One year, he lost an entire team of horses when it fell through the ice!

For years, Jim Weir (1920-) George's nephew, and Jim's father, Wilson, would take 'Aunt Ann' and 'Uncle George' to the P&LE Railroad Station in Pittsburgh to board the train for Canada, and then pick them up at the station in the fall upon their return. The whistle stop where they disembarked was at the RR BRIDGE HYDRO GLEN. Their journey from Pittsburgh most likely included stops in Buffalo, Toronto and Washago, before the stop at Hydro Glen.

Jim made his first trip to Weir's Folly in July 1937 with his father Wilson and a group of friends.

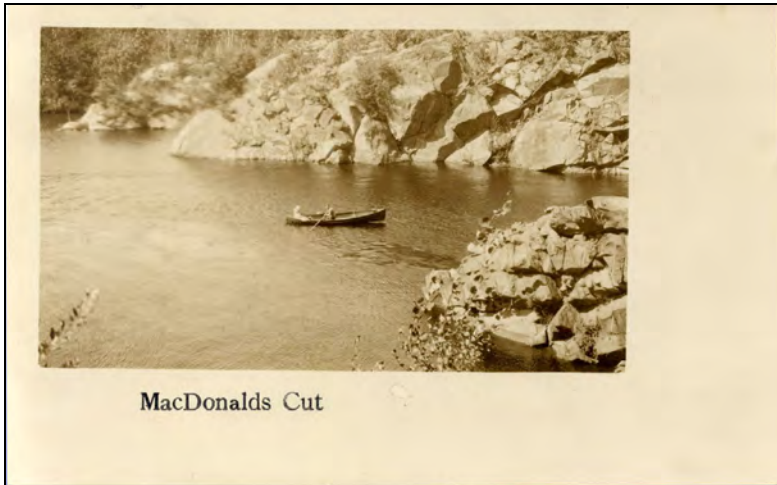
They set a new land speed record of 9½ hours! (It now takes 7 hours).

Soon after, in January 1940, George tragically passed

away in a fire at his home in Pittsburgh. It was an ironic death, as George was president of the Western PA Volunteer Fire Association and O'Hara Township chief, and had founded the Pleasant Valley Fire Department. At the time of his death, he had a fire truck in his garage that was being repaired in anticipation of yet another volunteer fire company he was organizing. Aunt Ann spent 10 months in the hospital recuperating from her many broken bones, after having jumped from a second story window to escape the fire. She lived a full life to the age of 93, although she never returned to Weirs Folly.

Afterwards, the lodge sat abandoned for nearly 20 years. George and his wife had no children of their own, and, except for Wilson, George's other siblings (Lou, John, and Daisy) were spread across the country and had no interest in the property. The Boy Scouts offered to purchase the land, but the offer was rejected. However, a deal was arranged through Wilson where the Scouts would use the property in return for paying the yearly taxes. This deal went on until the early 1950's.

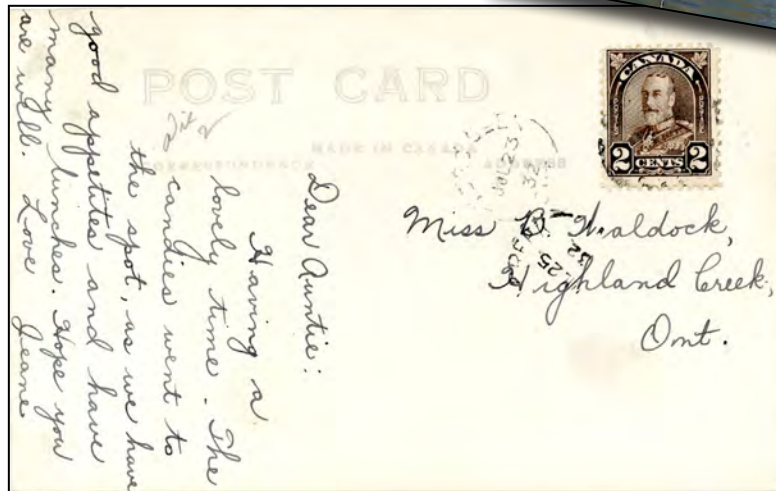
In 1959, Jim and Ruth moved their family from Charleston, West Virginia to Pittsburgh. The following year, Jim, Ruth, and three of their five children – Peg, George, and Will – traveled to Weir's Folly to see the property. Jane and Bob (Flame) stayed home, as they were too young for the trip. The Weirs stayed at Torpitton Sparrow Lake and traveled back and forth in a rented 10-hp boat.



MacDonal's Cut

HYDRO GLEN / ONT. / JUL 23 / 32

MacDonal's Cut on the Severn was approximately 1 km east of Hydro Glen.
Note the contemporary image of the Cut.



In the summer of 1961, Jim hired John Patterson to tear down what was left of the lodge and build the cottage as it is today. The workers were to be paid by the hour. Jim, miles away in Pittsburgh, was a bit skeptical of this, but Patterson was a fellow Scotsman, and he felt they could trust each other. Jim thought the rate of \$6.50 an hour was a pretty steep wage, until he was told that the \$6.50 an hour was for *three* workers!

Progress continued all summer long. The boards on the old lodge were turned "inside out" to create the present cottage. Jim had the marvelous idea of having a father/son week, with an ulterior motive. He and the other 10 fathers got all of the trim taped sanded and painted in 1½ hours. Of course, they used the labour of the 22 sons!

Over the years, Jim's family, along with his sister Jane Weir Hutchison (1919-1994) and her husband Bob "Hutch" Hutchison, have had many fun times here. Hutch and Jane stopped making the long journey in the early 1980s, and purchased their own place one hour from their Pittsburgh home in Ridgeview, PA. They sold their share of the cottage to Jim in 1988.

The fish stories, rattlesnakes, bonfires, horseshoe games, bad jokes, breath taking sunsets, water skiing, mosquitoes, great dinners, Rat Lake journeys, Adirondack-pie breakfasts, star-filled nights and wonderful memories carry on to this day.

This is the story, in words, of the creation of *Weir's Folly*. ☒

COURTESY OF <http://www.sparrowlake.ca/Scurmt/McCraw/weirs.htm>

The Post Office at **MAYFAIR** St. Vincent Township, Grey County

[REF. R-025]

Gus Knierim

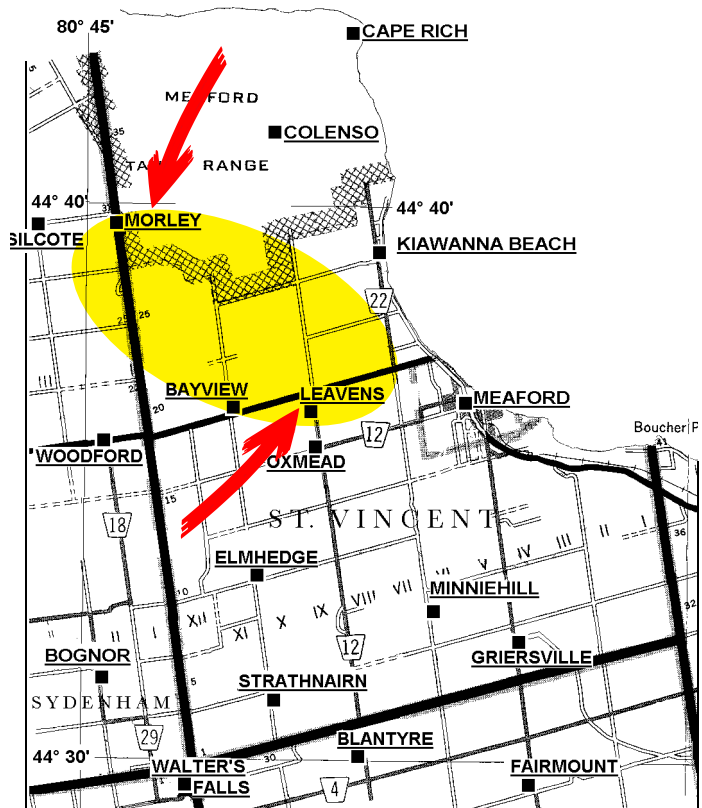
The post office had Mayfair has been very elusive for many years and it was even thought that perhaps it never opened. However an in-depth study of the *Report of the Postmaster-General* brings out some interesting facts about this St. Vincent post office.

A non-accounting post office was established at Mayfair on November 1, 1869, with Jason Boucher appointed as postmaster. Library and Archives Canada "Post Office and Postmaster" files indicate an opening date of September 1, 1869. This date is not supported by the 1870 RPMG which shows an opening date of November 1, 1869.

The post office closed April 1, 1870, after a rather dismal season when Mr. Boucher resigned. The gross revenue for the 5 months of operation was a mere \$1.32 out of which the postmaster received 40¢ commission. He was also paid a \$1.00 stationery allowance.

The 1870 *Report of the Postmaster General* indicates that Mayfair was served by the **Leavens-Mayfair-Morley** postal route. Morley Postmaster James Lemon had the honours of serving the 10½-mile route for which he was paid \$76.96 per annum. According to the RPMG, the route was shortened to 6¾ miles following the closure of the Mayfair post office. It should be noted that Bayview post office had not yet been established.

Although the search for this community has narrowed considerably, the actual location has yet to be discovered.



However, we do know that there was an actual postal operation by the name of Mayfair in St. Vincent between Leavens and Morley. ☒

REFERENCE

Report of the Postmaster General for the year ending June 30, 1870.

G.B.D.&S. Newsletter N°2, p.14 where the question was first raised.



The daily stagecoach between Owen Sound and Meaford began in 1855 and was of great importance until the railway expansion reached Meaford in 1872. The alternative route from Owen Sound to Meaford was by steamboat on Georgian Bay.

BOTHWELL CORNERS

Sydenham Township, Grey County

Vina Rose Ufland,
"History of Sydenham Township"

The Bothwell Corners post office was established on November 13, 1905, on Lot 27, Concession 1, Sydenham Township (Hwy. 26 and County Road 20), in the home of Mr. and Mrs. Thomas H. Cole. When this post office was in the process of being established there was some controversy whether it be named Coles Post Office or Bothwell Corners Post Office. The community had already been known as Bothwell Corners because of the large hotel built on the corner of the Bothwell property by John Bothwell, across the Meaford Highway (#26) from the Cole home. Hence the new post office became known as the Bothwell Corners post office.

Mr. and Mrs. Cole gave over a bedroom just off their

large farm kitchen to the post office business and their first telephone was hung on the wall of the post office room.

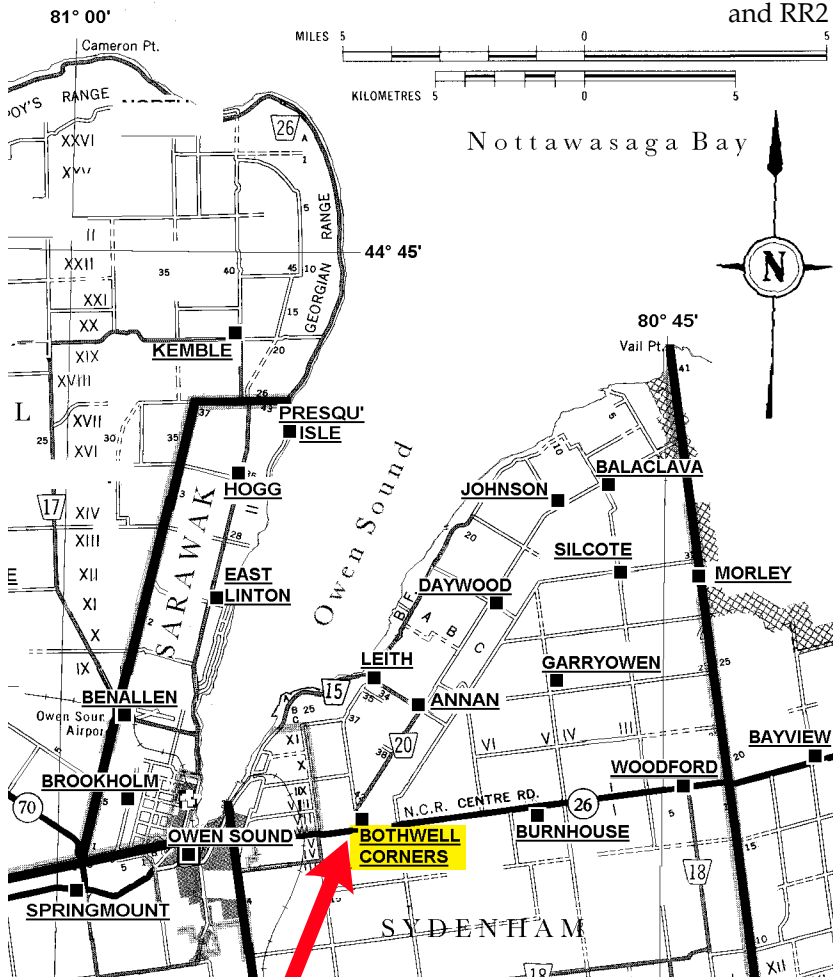
The in-coming mail was brought to the post office by the stage driver, a daily horse-drawn vehicle between Owen Sound and Meaford, and the out-going mail was taken by the same driver to other centres. Many a time Mrs. Cole gave the stage driver a hot drink with some fresh hot tea biscuits in the cold stormy weather.

The people of the community called at the post office for the mail and often the school children called for it on the way home from school. Saturday, when the farmers went to town to shop, was a busy day at the post office, although it was open any hour of the day and on into the late evening.

Mr. and Mrs. Cole had eight children. Mrs. Cole and the older children assisted Mr. Cole, who was the postmaster with the responsibilities of the post office.

The Bothwell Corners post office closed March 31, 1914. When the post office was established in 1905 everyone thought it was such an advantage and when it closed in 1914 for the beginning of rural mail delivery it was a much greater advantage.

Prior to the establishment of the post office, residents can recall going to Owen Sound Post Office about once a week when they went to shop and sometimes standing in long line-ups to get their week's mail. Residents of this community are mainly served by RR1 Owen Sound and RR2 Woodford.



COURTESY OF
History of Sydenham Township: Centennial project. 1967
 The book is out of print but may be found online at
<http://www.ourroots.ca/e/toc.aspx?id=4485>



Mrs. and Mr. Thomas H. Cole, Postmaster.

The contract for the 20 miles and 20 yards Meaford-Owen Sound route was held by F. Thomson who made 12 trips per week, calling at Bothwell Corners twice a day, on his way to Owen Sound and on his return to Meaford. He was paid \$600 per annum in the financial year ending March 31, 1912.

Bothwell post office was established as a non-accounting office. The 1912 *Report of the Postmaster General* shows gross revenue of \$40.00, with the postmaster Thomas Cole



BOTHWELL CORNERS / ONT / JAN 15 / 12

A Christmas card mailed by one Lillian to another Lillian in Port Law, Artemesia Township, Ontario. It is postmarked with the only known device for this community. The dimensions of the postmark are 20.0 mm (diameter) with arcs measuring 3.0 and 2.5 mm respectively.



receiving a salary of \$35.00 for his services. Mr. Cole was the only postmaster to ever serve at this post office.

As a small non-accounting office the Bothwell Corners post office was equipped with a circular 8-line "killer", as well as a 20-mm type A1 broken circle dater, arcs measuring 3.0 and 2.5 mm. Dated covers/post cards are uncommon as only two have been reported to date. ☒



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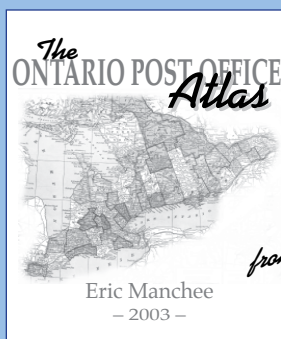
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