

corner was not "stuck down"; he lifted this and below was what looked like the corner design of another stamp. After much cogitation, George decided to soak the works, the longer it soaked the more apparent it was that there were two stamps; two 6 penny Alberts—one unused, one used and both of identical outline shapes. George's conclusion (and I agree) is that originally two sheets or part sheets of these stamps were stuck together, and the user (or seller) unknowingly cut both layers and used the stuck-together twins as a single stamp. Yup, stamps is where you find them — even under other stamps.

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post card, Holmes #1672. This last strike is on a card posted at St. John's on June 28, 1886 and addressed to St. John's so that it precludes the possibility of this strike being a naval cancel as no boats were necessary to deliver it within St. John's. This now means the we merely need the strike on the 2c card, Holmes #1671 to complete its use on all four cards that were used during the period of the use of the strike. We have to smile at the use of the word merely in the preceding sentence as of this moment Holmes #1671 is the only card that we do not have in used condition let alone with a "235" strike. Please, can't anyone tell us what the strike was used for.

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In Chinguacousy Township, Alloa was opened in 1863, at the corner of the 3rd line west and the 17th sideroad, and Salmonville, on the north bank of the Credit River in the 6th concession, in 1866. In 1890 Salmonville was changed to Terra Cotta, inspired by the red clay brick works in the vicinity.

At the beginning of the 1870's Sand Hill, which had begun in 1841 on the Albion Township side of the 6th line east, at the 27th sideroad, moved over to the southwest corner, in Chinguacousy, and the name was combined into the one word spelling Sandhill. Woodhill was opened in the same township in 1871, at the northwest corner

of Highway 7 and the 6th line east.

In 1869 the Toronto, Gray and Bruce Railway was built northwest from Bolton to Orangeville. Mono Road Station post office was opened where it crossed the 6th line east, in 1872. Gribbin appeared in Toronto Gore on the west side of the 9th line east, in lot 17, south of the northern boundary, in 1873. In 1891 Gribbin was replaced by Wildfield, to the north of the boundary road, in Albion Township. In the early 1900's Wildfield was moved back south into Toronto Gore.

Tormore, opened in 1861 in Albion on the west side of the present Highway 50, north of the boundary road, was moved south into Toronto Gore in 1874. Huttonsville came into being in 1873 south of the corner of the 5th line west and the 5th sideroad, in Chinguacousy. Its beginning was the building of mills on the Credit River in 1848. In 1855 J. P. Hutton bought and improved them.

Boston Mills was opened in 1880 in Chinguacousy, on the 2nd line west, in lot 33, north of the Credit River. In the same township was established Nortonville, in 1885, at the corner of the present Highway 7 and 3rd line east.

When the Credit Valley Railway built a line through the southern edge of Nassagawaga Township from Guelph Junction to Milton, David Christie brought a limestone quarry into being, on the Niagara Escarpment bordering this route. When the Canadian Pacific Railways took over the line, it asked permission to give the whistle-stop station there the name Christie. His father Charles Christie had come about 1830 from Kelso, in Scotland, so the post office established there on the 6th concession road in 1886 was called Kelso.

The only other addition to the post offices in these four townships before the introduction of rural mail delivery was Norval Station, in the early 1900's, where the Canadian National Railways line crosses the eastern boundary road of Esquesing Township, over a mile north of the village of Norval.

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THE EDITOR'S CHANGE OF ADDRESS**