

Postmarks of Post-Confederation Prince Edward Island



Synopsis

CIRCULAR dated postmarks whose hammers were issued after Confederation (1873). For some hammers issued pre-Confederation, see [H]. Not included are postmarks of Charlottetown, squared circles, duplexes (although some appear), registration handstamps, nor railway post office markings. The last may be included in subsequent versions. I have imposed a date limit of 1960 on the postmarks here, partially because I never went in for modern (post-1950) postal history, but mostly because I don't have much material in that period.

PEI is a small, relatively unpopulated, economically backward island. However, every little hamlet seems to have had a post office at one time or another; there were about 600 over its history. The number of open post offices peaked at about 400 in 1910. With rural free delivery, instituted all across Canada ca 1913–21, rural residents did not have to mosey on over to the local post office/grocery store/gossip centre to pick up their mail—it was delivered. As a result, the great post office extinction event occurred: by 1921, there were only about 125 open post offices [M 2, p 15] in the Island. With general economic stagnation, over the years, the population contracted somewhat, and together with a tight economy, the number of offices gradually declined—to 41—by 1990.

With so many offices until about 1913, the corresponding population catchment for each one was very

small. So we see that almost all post offices had little business, and so their postmarks are relatively rare. This is somewhat mitigated by the popularity of post cards in the early twentieth century, particularly in the period 1901–20. In fact, it used to be that a great source of P E I postmarks was the post card dealer (who focussed on the wrong side of the card). However, they seemed to have smartened up, and while there is still the odd bargain to be had, it isn't what it used to be.

Organization A problem that many (or anyway, at least two) collectors of P E I postmarks face is how to organize a collection. It can be arranged chronologically by date of opening, by date of postmark, by date of issuance of the hammer, alphabetically, by county, by lot number, or other properties, or a combination of these. I decided to first subdivide by period of date closure of the office:

- closed pre-1913 (1913 is somewhat arbitrary, it could have been 1911 or 1912);
- closed during 1913–21 (again, 1921 is somewhat arbitrary);
- lot number in the name (these offices are rather interesting);
- closed during 1922–1990;
- open as of 1990.

Within each group, they are arranged alphabetically by town name.

This subdivision is meant to reflect the variation in the population of post offices, particularly those affected by the post office extinction event. And the largest section by far is closure in 1913–21 (smallest is the lot numbers' section, almost as small as closure before 1913).

How common are they? This leads to the question of rarity factors (R F). In [M1], Doug Murray assigned letters A–E, varying from *office open and postmarks commonly seen* (A) to *fewer than ten examples known* (E), as well as special indicators for *no strikes known*. This was a good first attempt, but it had some drawbacks. The letter grade applied to the office, and not the specific postmark. Intermediate letter grades used (what was normal at the time) vague criteria such as *found in better collections*. This was published just as the internet era began, so it is not surprising that it was not easy to obtain data. His next book, [M2], gave letter grades for the individual postmarks, but again, there was no actual census data given to back them up. There were some revisions of the letter grades in articles subsequently.

What is needed is a census of the relatively scarce markings. This was done for Canadian squared circles [S Q], and for pre-provincial western Canadian markings [T W].

Poor strikes Better P E I postal history material is generally not easy to find, and because of limited availability, postmark collectors may have to be satisfied with mediocre strikes, or strikes on dark-coloured paper (such as stamps). This means that the postmarks may not be easily readable (you can of course restrict yourself to near-perfect strikes; for P E I, that would limit your collection to about ten covers). While there are on-line postmark identifiers, I find it easier to use software already on my computer.

The first step, after scanning, is to view the image at large size, say 200–600%. This requires only a modest scanner (scan at 400–1200 dpi), but a good and large monitor. Next, there are sophisticated shareware programmes that allow you to do various things, e.g., invert the image (and there are multiple variations on this), filter out colours (e.g., if the stamp is purple, although dark purple is problematic), adjusting contrast, trading colours, and various other features that should be experimented with. Some of the results can be seen in the images in the exhibit. It is surprising how often a weak free strike on whitish paper can be imaged to be near-perfect. On the other hand, a weak strike on a dark brown or black stamp will not be easy to deal with. Blurred strikes are often hopeless, but magnification sometimes works.

The postmarks The emphasis is on (single) broken circle datestamps, although a few circles are included. There is also emphasis on the period up to 1921. They come in various sizes; a (necessarily) incomplete set of proof strike illustrations is given in [HU, 120–34]. In 1879, Canada issued a number of broken circles with CANADA at base, and there were 15 in P E I [S, pp 117–8] (strikes are fairly scarce), Illustration 1.

(All postmarks illustrated in this section are at 100% size.)



Illustration 1 CANADA at base. See [s] for a complete list of these.

If a post office has a reasonably long lifetime, we can expect several different broken circle hammers. However, many offices (including quite short-lived ones) used two distinct hammers consecutively in the period 1900–05. (This can also be deduced from the listings in [M 2].) The earlier one has short stubby letters, which are typically somewhat widely spaced; the later one has slightly taller and thinner letters, which may be somewhat closer together. When placed side by side, the differences become clear, Illustration 2.

And some offices also used (in addition to their broken circle hammers) a solid circle, Illustration 3. These were also used consecutively with broken circles.

The periods of use of some of the individual postmarks have been taken from [M 2] (before I lost my copy), but that is an old publication, so quite likely out of date.



Illustration 2 Pairs of stubby and narrow lettering handstamps, early 1900s or so.



Illustration 3 Some circle postmarks, turn of the century.

Index

There is an index of postmarks (by office) at the [end](#).

References

- [HU] J Paul Hughes (editor), *Proof strikes of Canada, vol IV*. Robert A Lee pub (1990), Kelowna.
- [M 1] Douglas Murray, *The post offices on Prince Edward Island* Mailman Publishing, Charlottetown (1990). This gives as complete as possible list of post offices (for updates, see the next comment).
- [M 2] ———, *2000 postmarks of Prince Edward Island 1814–1995* Retrospect Publishing, Charlottetown (1996). This is the primary reference for postmarks of the Island (including post-Confederation); there are apparently updates on the site of the Postal History Society of Canada. Unfortunately, I lost my copy of the book, and have not been able to contact Doug to get another or the updates. In fact, if anyone has been able to contact him since 2019, please let me know (my email is rochelle2@sympatico.ca).
- [s Q] John Gordon (editor), *Squared circle cancellations of Canada* BNAPS handbook, fifth edition (2001).
- [s] BH Symonds, *The Canada postal act annd post offices 1878 and the `Canada' split ring proofs* Post-West pub (1982).
- [T W] Donald Thompson & Norman Wagner, *Emerging Saskatchewan—the postal history of territorial Assiniboia, 1882–1905*. Auxano Philatelic Services, Calgary (2009).

Freely downloadable from Richard's website:

- [H] David Handelman, *Pre-Confederation postal history of Prince Edward Island* www.rfrajola.com/DHPEI/DHPEI.pdf

[Version 1.1, July 2024](#). Index fixed. More offices added; reached 300 offices [this does not count any offices opened after 1950 or closed pre-Confederation; it also does not count any Charlottetown or Summerside suboffices]. List by lot number (just before the index).

Offices closed before 1913

In the exhibit:

Barretts Cross • 6 Bradford • 7 Cable Head • 8 County Line • 9 Hampshire • 10 Lansdowne
Hotel • 11 Locke Road • 12 Lower Rollo Bay • 13 Mill River • 14 Mill River East • 16 Montague
Bridge • 17 Montague Cross • 20 Murray Harbour South • 21 New Annan • 22 Union North • 24

Barretts Cross

Prince Co, LOT 19, open 1851-1886 (became Kensington)



Princetown to Charlottetown, 15 September 1885.
PRINCETOWN



Barrett's Cross to Charlottetown, 26 February 1884.

Bradford

Prince Co, LOT 28, open 1898-1912



Bradford to Charlottetown, 20 November 1902.

Cable Head

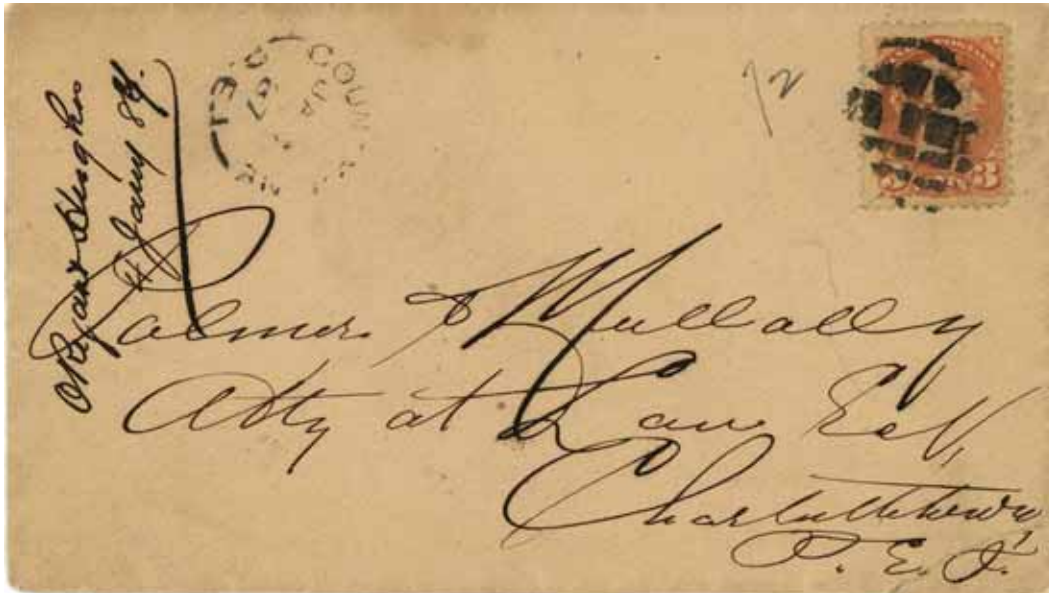
Kings Co, LOT 41, open 1873-1909



Cable-Head to Charlottetown, 15 September 1900.

County Line

Queens Co, LOT 67, open 1875-1 October 1887



County Line to Charlottetown, 7 January 1887.

Hampshire

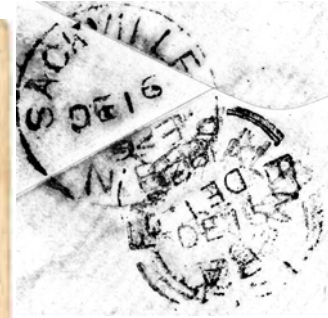
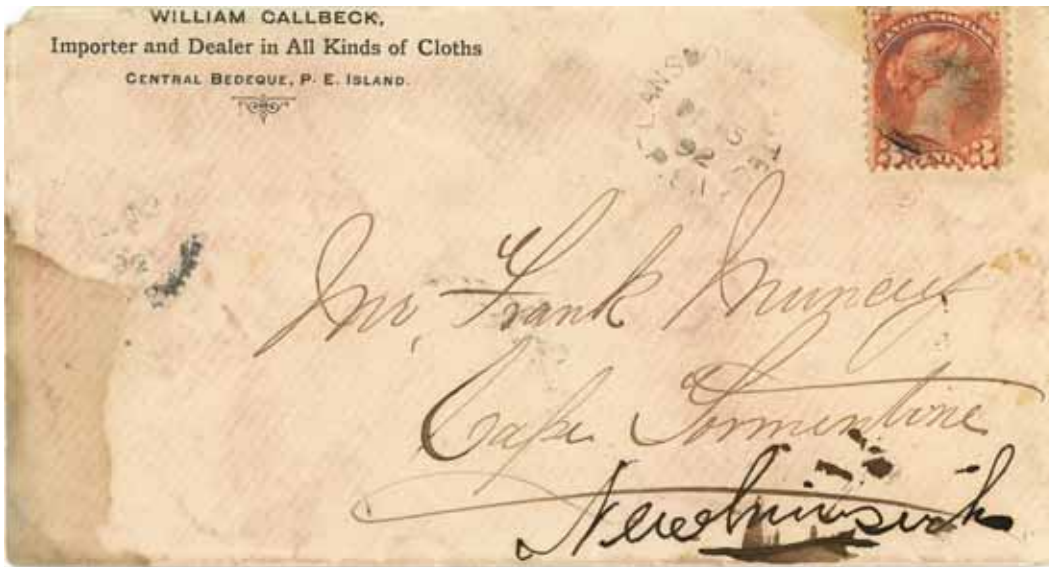
Queens Co, LOT 31, open 1897-1912



Hampshire to ?? (ME), 22 November 1910.

Lansdowne Hotel

Prince Co, LOT 28, open 1888–1905



Lansdowne Hotel to Cape Tormentine (NB), 15 December 1892. Known use 1890–9
EMERALD



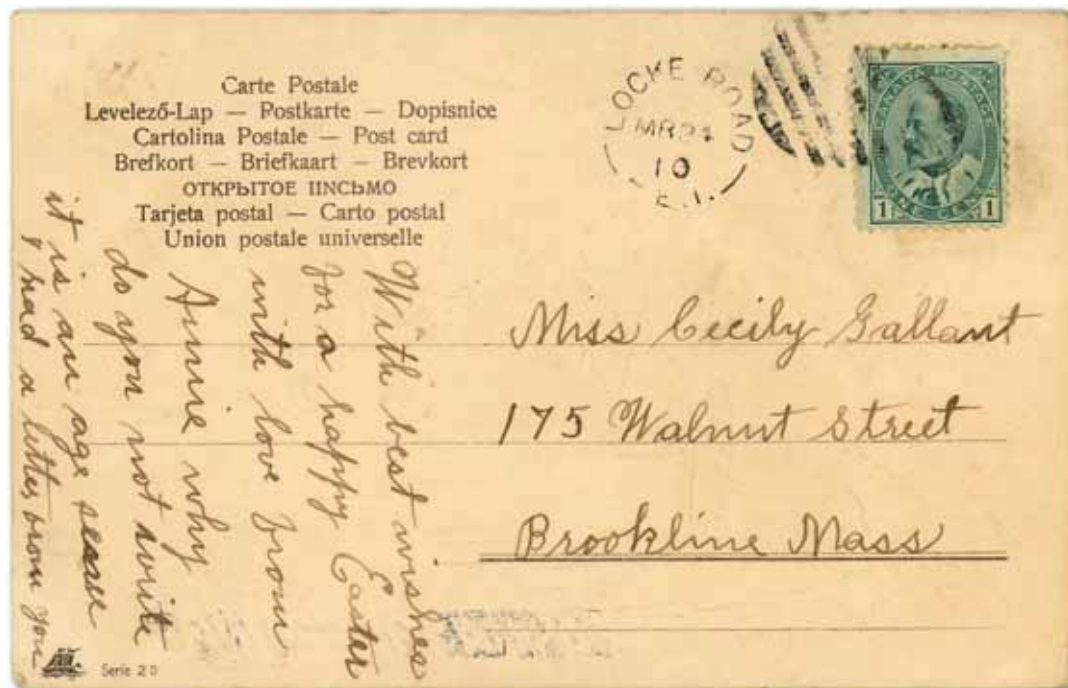
Lansdowne Hotel to Summerside, 27 October 1894. Registration 5¢ and domestic letter 3¢. Same hammer

Locke Road

Prince Co, LOT 7, open 1892-1911



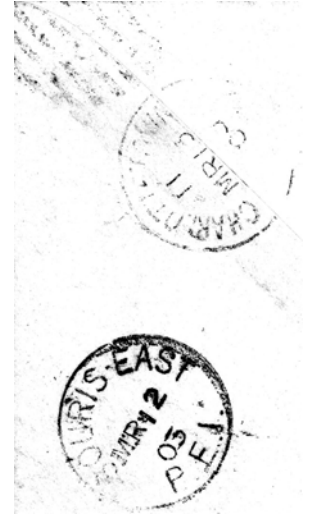
Locke Road to Brookline (MA), 12 January 1909.



Locke Road to Brookline (MA), 24 March 1910. Same hammer

Lower Rollo Bay

Kings Co, LOT 43, open 1888-1904



Lower Rollo Bay to Charlottetown, 12 March 1903.
SOURIS EAST circle

Mill River

Prince Co, LOT 5, open 1883-1912



Mill River to New York, 20 December 1895. Registration 5¢ and letter to us 3¢, paid by single stamp.



Mill River



Mill River to Summerside, 17 January 1899. Registration 5¢ and domestic letter 2¢.
ALBERTON circle

Mill River East

Prince Co, LOT 5, open 1904-1912



Mill River East to Manhattan (KS), 13 July 1907.



Victoria Park, Charlottetown.

Montague Bridge

Kings Co, LOT 59, open 1859–1906



Montague Bridge to Charlottetown, 13 May 1879.



Montague Bridge to Charlottetown, 25 April 1892. Known use 1890–6

Montague Bridge



Montague Bridge to Murray Harbour South, 25 August 1898. Circle.
MURRAY HARBOUR SOUTH



Montague Bridge to Charlottetown, 19 March 1901.

Montague Bridge



Montague Bridge to Charlottetown, 28 November 1902.

Montague Cross

Queens Co, Lot 59, open 1867-1904



Montague Cross to Charlottetown, 29 January 1899. CANADA at base

Murray Harbour South

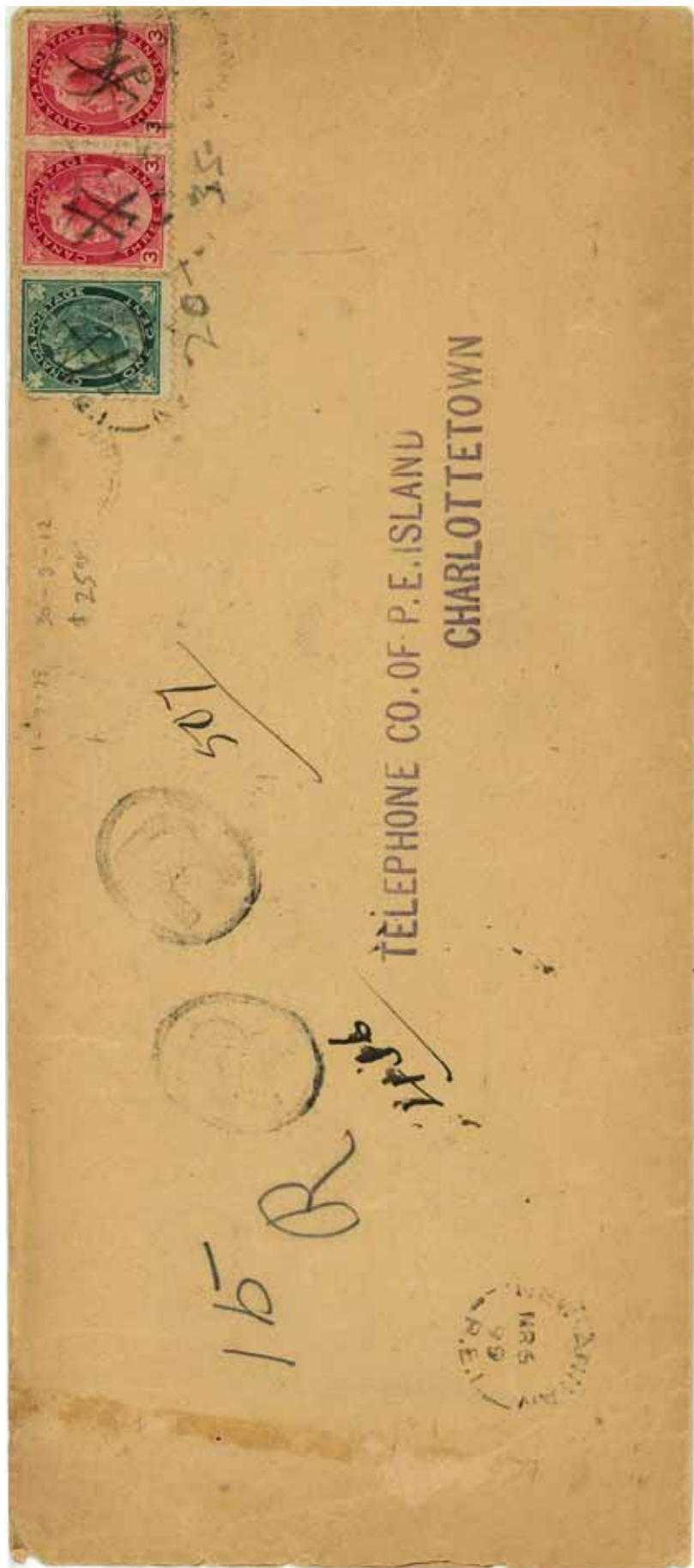
Kings Co, LOT 64, open 1856-1908



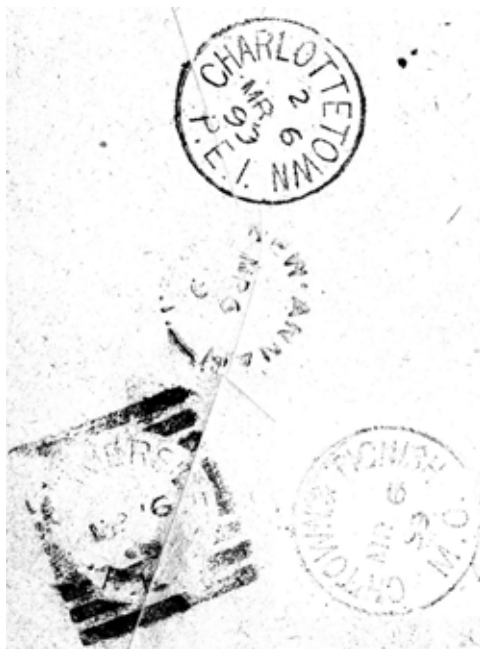
Murray Harbour South to Charlottetown, 23 March 1901. Circle
MONTAGUE BRIDGE

New Annan

Prince Co, 19, open 1878-1912



New Annan to Charlottetown, 6 March 1899. Registration 5¢ and domestic letter 2¢.



New Annan



New Annan to Charlottetown, March 1900.

Union North

Queens Co, LOT 33, open 1904-1911



Union North to Richmond Hill (NY), 18 November 1909.

Offices closing 1913–1921

Appearing in this exhibit:

Abrams Village • 26 Aitkins Ferry • 27 Appin Road • 28 Alberry Plains • 29 Alexandra • 30 Augustine Cove • 31 Avondale • 32 Bangor • 34 Bayfield • 35 Bay Fortune • 35 Blooming Point • 36 Bonwell • 37 Bothwell • 38 Brae • 39 Brockton • 40 Brookfield • 41 Brudenell • 42 Bungay • 43 Burton • 44 Cable Head West • 45 Cambridge Road • 46 Campbell's Cove • 47 Cape Wolfe • 48 Cardigan Bridge • 49 Carleton • 52 Cavendish • 53 Clarktown • 55 Commercial Cross • 56 Cove Head Road • 57 Cymbria • 58 Darlington • 59 Darnley • 60 De Sable • 61 Donaldston • 62 Dundas • 63 Dunstaffnage • 64 Earnscliffe • 65 Ebenezer • 66 Egmont Bay • 67 Elliott's Mills • 68 Enmore • 69 Fairfield • 71 Farmington • 72 Flat River • 73 Forest Hill • 75 Fortune Bridge • 76 Found's Mills • 77 Freeland • 79 Gambles Corner • 81 Garfield • 82 Gaspereaux • 83 Georgetown • 84 Gladstone • 86 Glenfinnan • 87 Glenwilliam • 88 Glynde River • 89 Graham's Road • 90 Grangemount • 91 Grand Tracadie • 92 Grandview • 93 Granville • 94 Greenfield • 95 Greenmount • 96 Haliburton • 97 Harrington • 99 Hartsville • 100 Hawthorne • 101 Head of St Peter's Bay • 102 Heatherdale • 103 Higgins Road • 104 Hope River • 105 Indian River • 106 Iris • 107 Kingsborough • 108 Kingston • 109 Lakeville • 111 Lauretta • 112 Leoville • 113 Linkletter • 114 Little Harbour • 115 Little Pierre Jacques • 116 Little Sands • 117 Long River • 118 Lower Freetown • 119 Maddock • 120 Martin • 121 Martinvale • 122 Milburn • 123 Mill Cove • 124 Milltown Cross • 125 Millview • 126 Miminegash • 127 Monticello • 128 Montrose • 129 Morell East • 130 Morell Rear • 131 Morell Station • 132 Mount Buchanan • 135 Mount Hope • 136 Mount Pleasant • 137 Mount Ryan • 138 Mount Vernon • 139 Muddy Creek • 140 Murray Harbour North • 142 Murray Harbour West • 143 New Dominion • 144 New Glasgow Mills • 145 New Haven • 146 New Perth • 147 New Perth West • 148 Newport • 149 North Carleton • 150 North Milton • 151 North Tryon • 152 Orwell • 153 Palmer Road • 155 Park Corner • 156 Peter's Road • 157 Pinette • 158 Point de Roche • 159 Point Prim • 160 Red Point • 161 Rock Barra • 163 Rollo Bay West • 164 Rosehill • 165 Rose Valley • 166 Ross Corner • 167 St Andrews • 168 St Anthony • 169 St Catharines • 170 St Margarets • 173 St Teresa • 174 St Timothy • 175 Searletown • 176 Seaview • 178 Selkirk Road • 179 Skinner's Pond • 180 Souris West • 181 South Granville • 182 South Lake • 183 Springfield • 184 Spring Valley • 185 Stanchel • 186 Sturgeon • 187 Ten Mile House • 188 Traveller's Rest • 189 Trilby • 190 Tryon • 191 Tyrone • 192 Upper Westmoreland • 193 Urbinville • 194 Valleyfield East • 195 Vernon River Bridge • 196 West Cape • 199 Western Covehead • 201 West Royalty • 202 Whim Road Cross • 203 White Sands • 204 Winsloe Road • 205 Winsloe Station • 206 Wood Island • 207 Woodville Mills • 208 York Point • 209

Abrams Village

Prince Co, LOT 15, open 1880-1918



Abrams Village to Halifax, 8 May 1900.
WELLINGTON STATION

Aitkins Ferry

Kings Co, LOT 59, open 1886-1916



Aitkins Ferry to Chippawa (NB), 12 February 1908. Known use 1907-14



Aitkins Ferry to Charlottetown, 7 August 1908.

Appin Road

Queens Co, LOT 30, open 1887-1913



Appin Road to Brockton (MA), 24 December 1907.
HAMPTON

Courtesy of Danny H

Alberry Plains

Queens Co, LOT 50, open 1890-1914



Alberry Plains to Albion (P E I), 10 March 1896.
VERNON RIVER

Alexandra

Queens Co, LOT 49, open 1884-1915



Alexandra to Chichester (NH), 21 July 1913. Year inverted.

Augustine Cove

Prince Co, LOT 28, open 1855-1913



Augustine Cove to Boston, forwarded, 14 August 1907. Known use 1893-1911



Alberton High School

Avondale

Queens Co, LOT 49, open 1901-1914



Avondale to Charlottetown, 28 February 1902.

Bangor

Kings Co, LOT 40, open 1884-1913



Bangor to Charlottetown, April Fool's Day 1902. :

Bayfield

Kings Co, LOT 46, open 1892-1914



Bayfield to Buttonville (Ont), 23 July 1910.

Bay Fortune

Kings Co, LOT 43, open 1880-1914 second opening



Bay Fortune to Toronto, 5 April 1900. Registration 5¢ plus domestic 2¢.
SOURIS-EAST circle

Blooming Point

Queens Co, Lot 36, open 1882-1913



Blooming Point to Boston, 3 August 1908.

TRACADIE CROSS

Bonwell

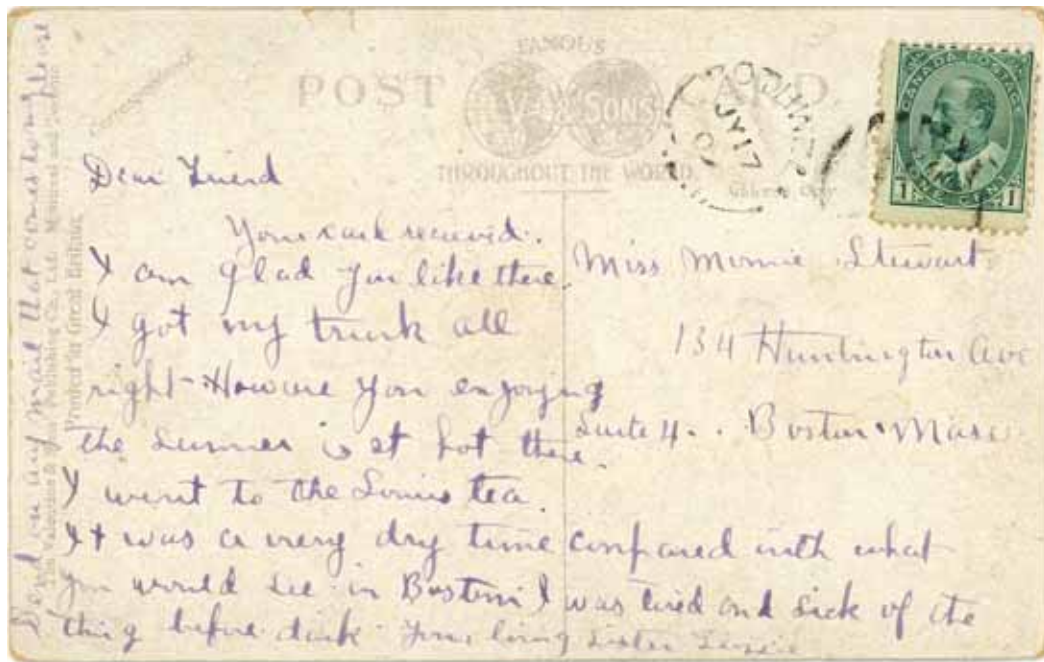
Queens Co, LOT 30, open 1891-1913



Bonwell to Concord (NH), 13 July 1911.

Bothwell

Kings Co, LOT 47, open 1864-1913



Bothwell to Boston, 17 July 1909.



s s Northumberland, Charlottetown.

Brae

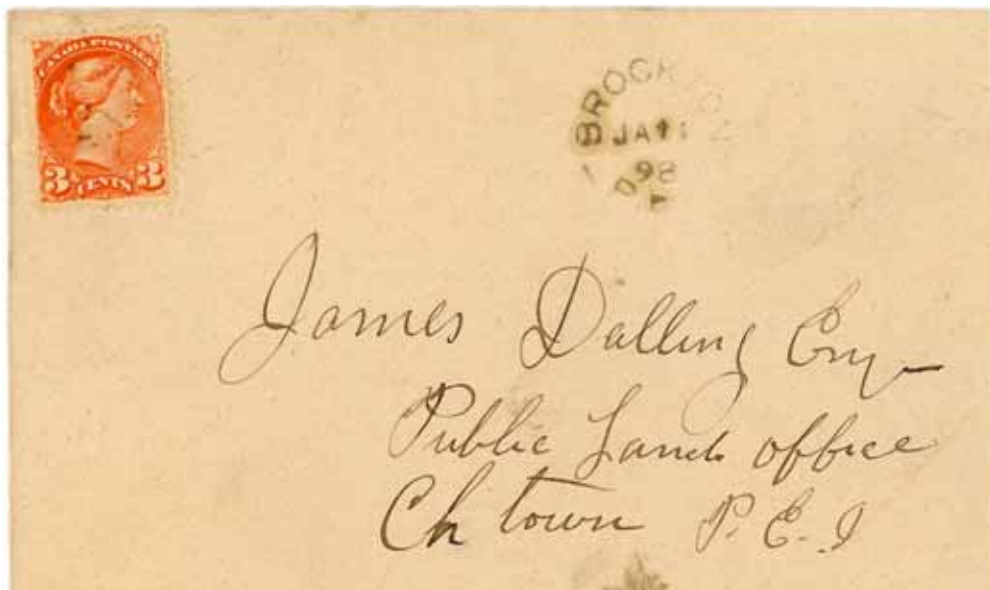
Prince Co, LOT 17, open 1870-1914



Brae to Bolton Centre (Que), 4 July 1893. Month error (given as June).
COLEMAN

Brockton

Prince Co, LOT 4, open 1892-1913



Brockton to Charlottetown, 11 January 1898.



Brockton to South Portland (ME), August 1906.

CLOSED 1913–21

Brookfield

Queens Co, LOT 24, open 1897–31 December 1914



18 May 1914. Known use 1906–14

Brudenell

Kings Co, LOT 52, open 1897-1914



Brudenell to East Boston, 10 July 1909.



Brudenell to Kingsborough (PEI), 1 December 1910.

Bungay

Queens Co, LOT 23, open 1897-1913



Bungay to Elliott's Mills (P E I), 7 January 1904.

Burton

Prince Co, LOT 7, open 1886-1913



Burton to Summerside, 17 January 1899.

Cable Head West

Kings Co, LOT 41, open 1893-1913

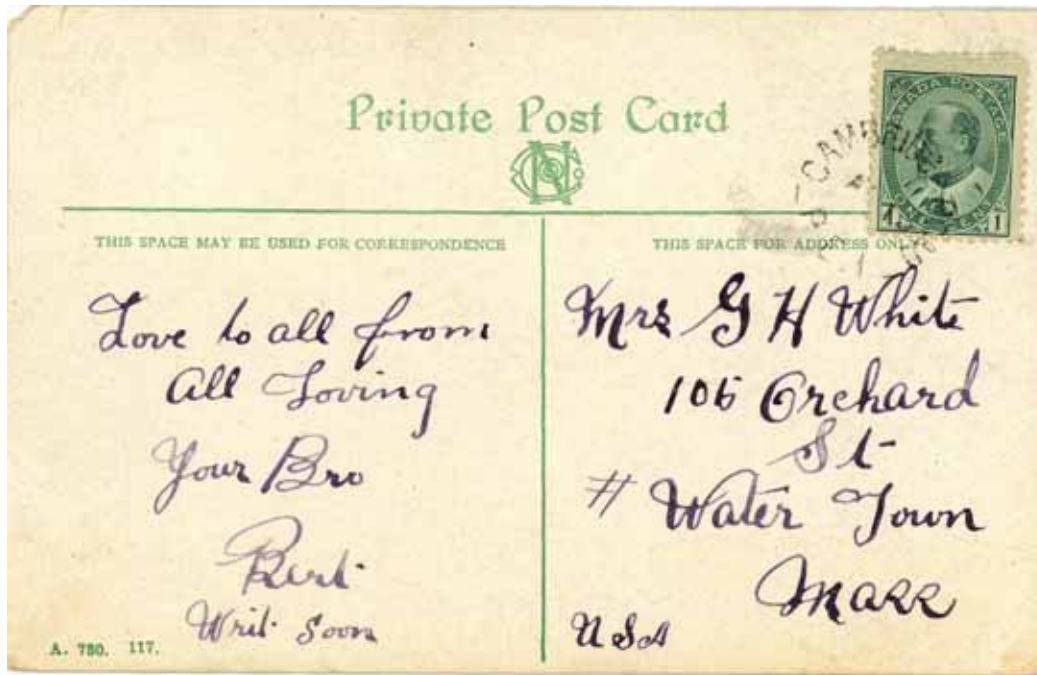


Cable-Head-West to Fanningbrook (P E I), April Fool's Day 1908. Known use 1905-9



Cambridge Road

Kings Co, LOT 63, open 1891-1914



Cambridge Road to Watertown (MA), ca 1905. Only known in 1907



Steamer Toronto.

Campbell's Cove

Kings Co, LOT 47, open 1896-1913



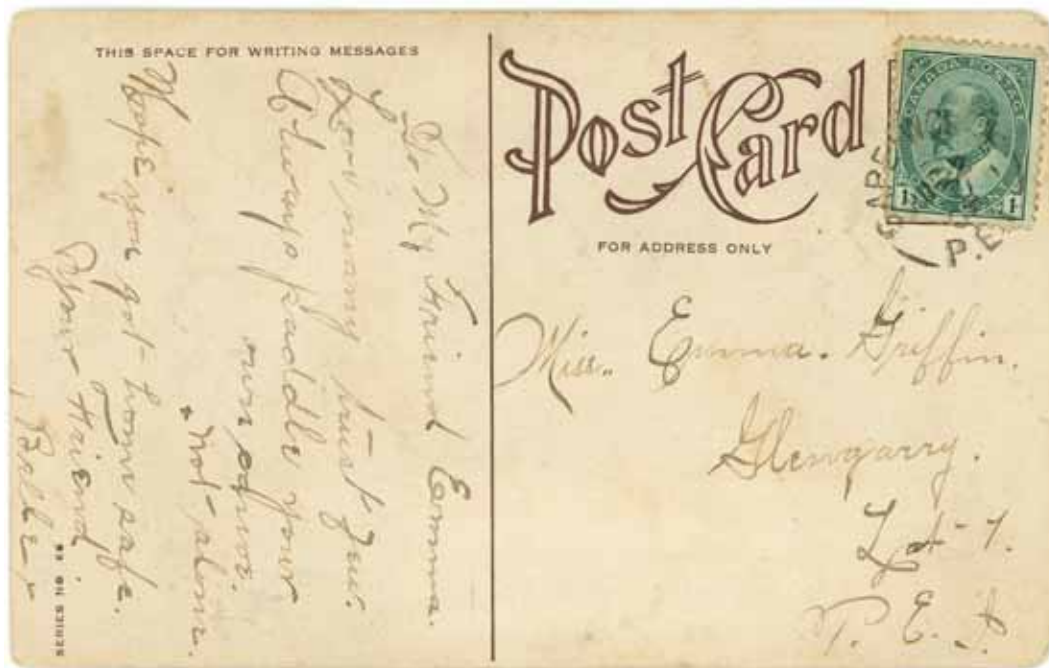
Campbell's Cove to Charlottetown, 14 November 1899.



Campbell's Cove to Charlottetown, 13 June 1901.

Cape Wolfe

Prince Co, LOT 7, open 1871-1913



Cape Wolfe to Glengarry Lot 7 (P E I), 22 January 1909.

Cardigan Bridge

Kings Co, LOT 53, open 1871-1916



Cardigan Bridge to Charlottetown, 20 October 1886. About a dozen strikes of the Charlottetown oval registered handstamp are known.



Cardigan Bridge to Charlottetown, 4 October 1901. Stubby lettering

Cardigan Bridge



Cardigan Bridge to New Perth (P E I), 28 October 1902. Thin lettering



Cardigan Bridge to Moncton, 12 November 1904.

Cardigan Bridge



Cardigan Bridge to Garden of Eden (N S), 16 June 1913.

Carleton

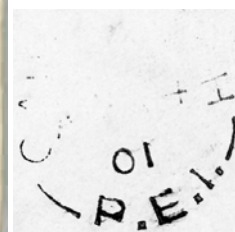
Prince Co, LOT 27, open 1870-1913



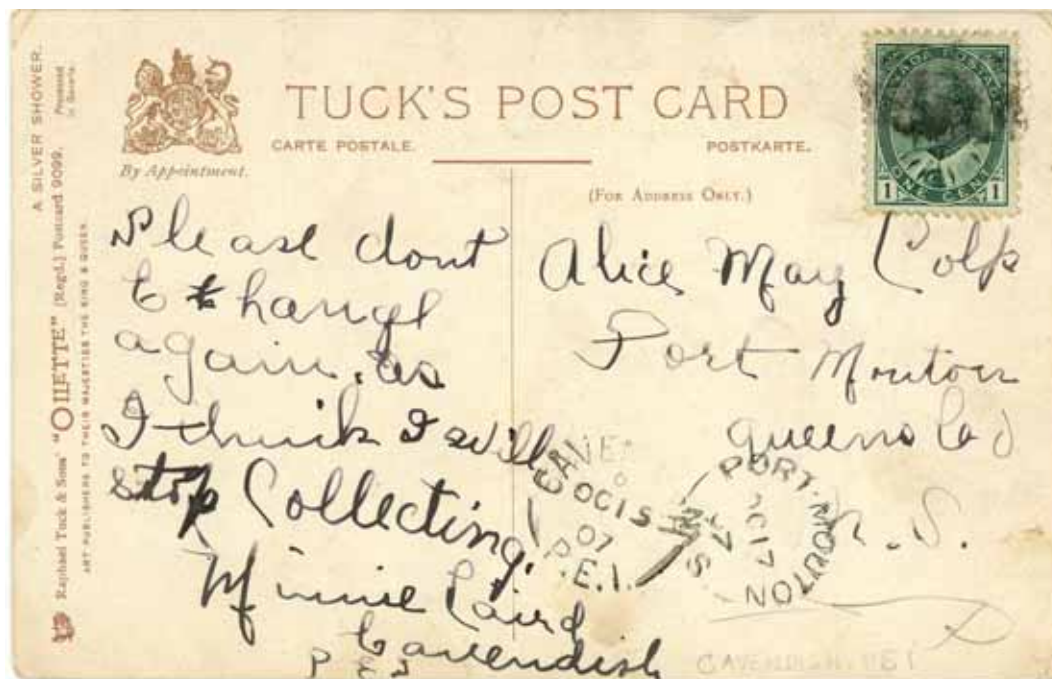
Carleton to Hamilton, 30 March 1903.
EMERALD

Cavendish

Queens Co, LOT 33, open 1833-1913



Cavendish to Charlottetown, 1900. Stubby lettering



Cavendish to Port Mouton (NS), 15 October 1907. Thin lettering

Cavendish was the home of Lucy Maud Montgomery, OBE (author of *Anne of Green Gables*), and Green Gables was modelled on Cavendish. She was also assistant postmaster there in the period 1900-10.

Cavendish



Cavendish to Summerside, 6 February 1909.

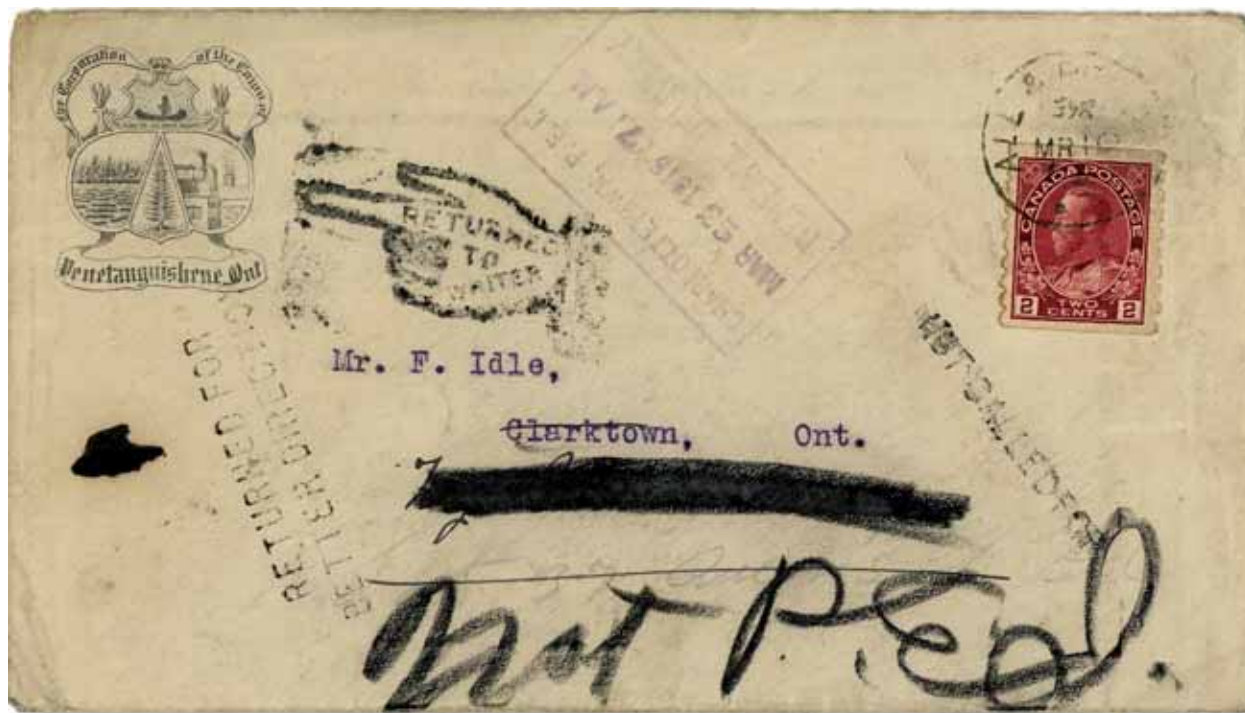
HUNTERS RIVER , a very common backstamp; SUMMERSIDE

Clarktown

Queens Co, LOT 37, open 1891-1915



Clarktown to Charlottetown, 10 January 1902.



From Penetang via R P O, addressed to Clarktown (Ont), an error for Clarkstown; forwarded to Clarktown (P E I), but returned to sender via Charlottetown General Delivery (poste restante), 23 March 1915.

Boxed Charlottetown handstamp has date inverted. Stamp is perf 8 coil.



Commercial Cross

Kings Co, LOT 59, open 1882-1913



Commercial Cross to Charlottetown, 11 April 1891.
MONTAGUE BRIDGE

Cove Head Road

Queens Co, LOT 36, open 1856-1913



Cove Head Road to Fanningbrook (P E I), March 1911. Only known strike from this office

Cymbria

Queens Co, LOT 24, open 1895-1913



Cymbria to North Milton (P E I), April Fool's Day, 1907.



Queen Street, Charlottetown

Darlington

Queens Co, LOT 31, open 1870-1913



Darlington to Kingston (P E I), 5 September 1909. Known use 1906-12

Darnley

Prince Co, LOT 18, open 1867-1914



Darnley to Worcester (MA), 28 June 1907. Known use 1907-13



New Hillsborough Bridge, Charlottetown

De Sable

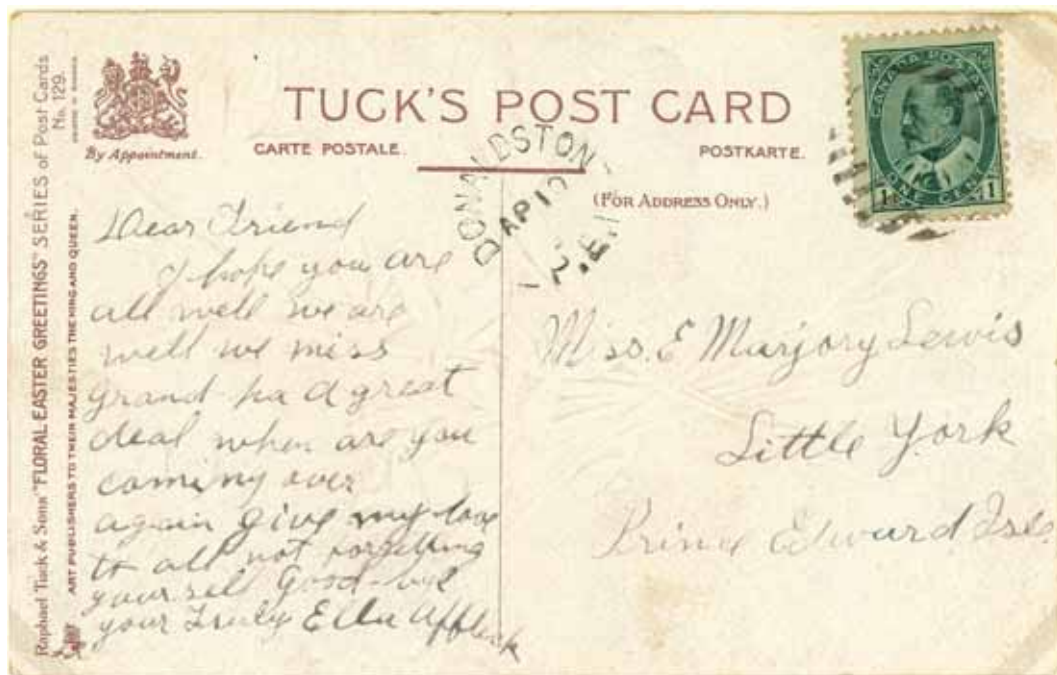
Prince Co, LOT 29, open 1852-1913



De Sable to London (Ont,) 28 January 1910.

Donaldston

Queens Co, Lot 35, open 1900-1913



Donaldston to Little York (P E I), 1900-13. Only known postmark for this office

Dundas

Kings Co, LOT 55, open 1868-1914



Dundas to Charlottetown, 5 July 1902. Stubby lettering
CARDIGAN BRIDGE



Dundas to Annandale (Lot 56), 14 April 1908. Small thin lettering

Dunstaffnage

Queens Co, Lot 35, open 1905-1913 (name changed from Lot 35)

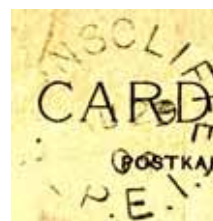
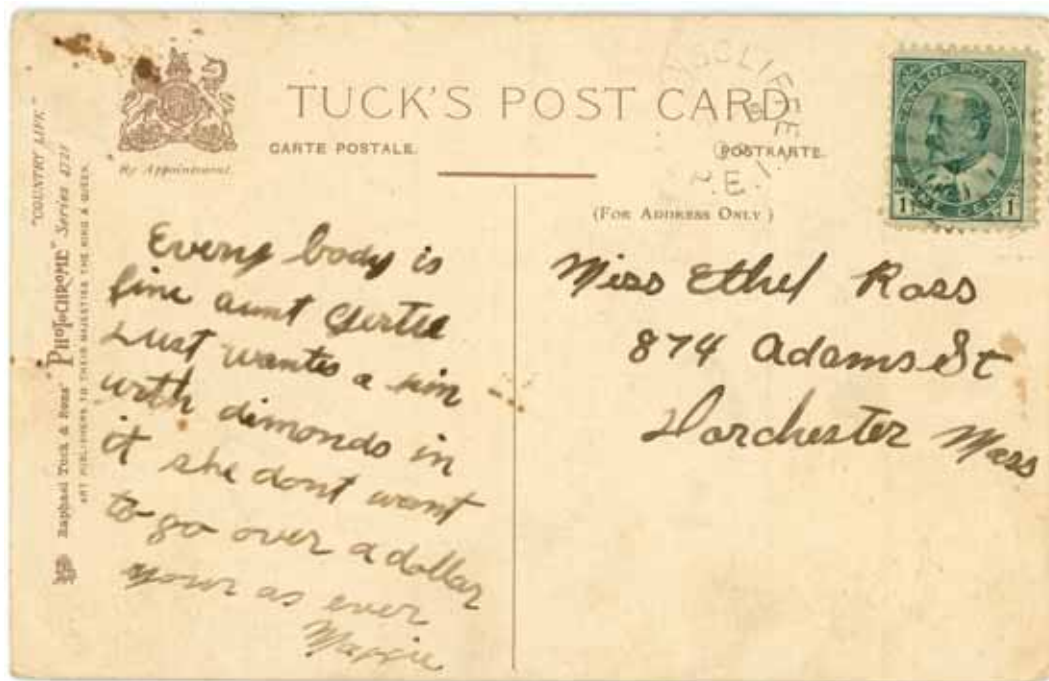


Dunstaffnage to Thorndyke (P E I), 27 November 1912.

Dunstaffnage named after a Scottish castle

Earnscliffe

Queens Co, LOT 23, open 1897-1913



Earnscliffe to Dorchester (MA), 1909.

Ebenezer

Queens Co, LOT 23, open 1897-1913



Ebenezer to Cymbria (P E I), 1908.



Egmont Bay

Prince Co, LOT 15, open 1857-1917



Egmont Bay to Charlottetown, 17 March 1898. Earliest of three known strikes. Registration 5¢, domestic 3¢. WELLINGTON STATION



Egmont Bay to Chelsea (MA), 1 June 1909.

Elliott's Mills

Queens Co, LOT 21, open 1875-1914



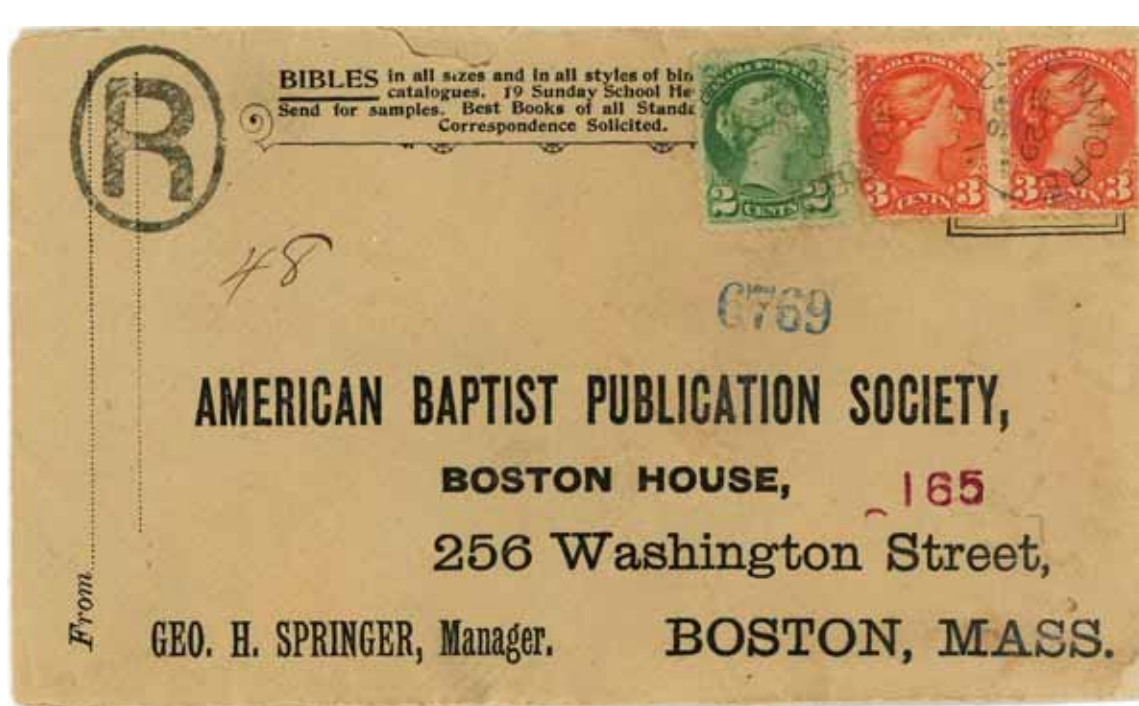
Elliott's Mills to Charlottetown, 11 August 1906, year reversed.



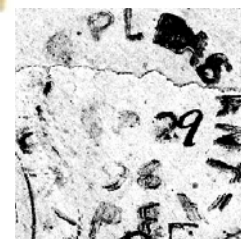
Elliott's Mills to Margate (P E I), 14 April 1908. Same hammer

Enmore

Prince Co, LOT 10, open 1895-1915



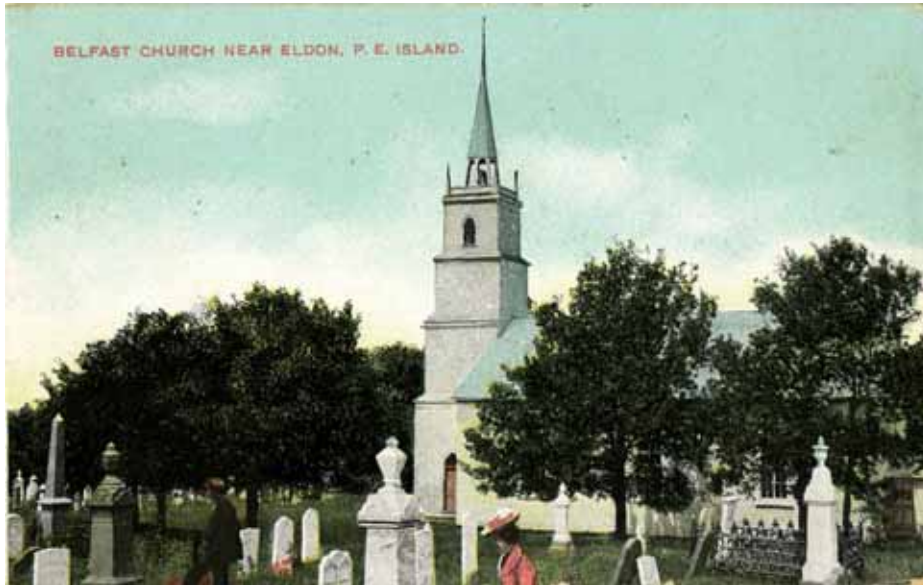
Enmore to Washington, 29 September 1896. Previous known use 1897-1910
MOUNT PLEASANT



Enmore



Enmore to Annandale (P E I), 11 August 1908.



Belfast Church near Eldon

Fairfield

Kings Co, LOT 47, open 1830-1913



Fairfield to Charlestown, 17 March 1898.

Farmington

Kings Co, LOT 56, open 1863-1913



Farmington to Summerside, 25 February 1898, year reversed. Only reported strike. Registration 5¢ plus domestic letter 3¢.

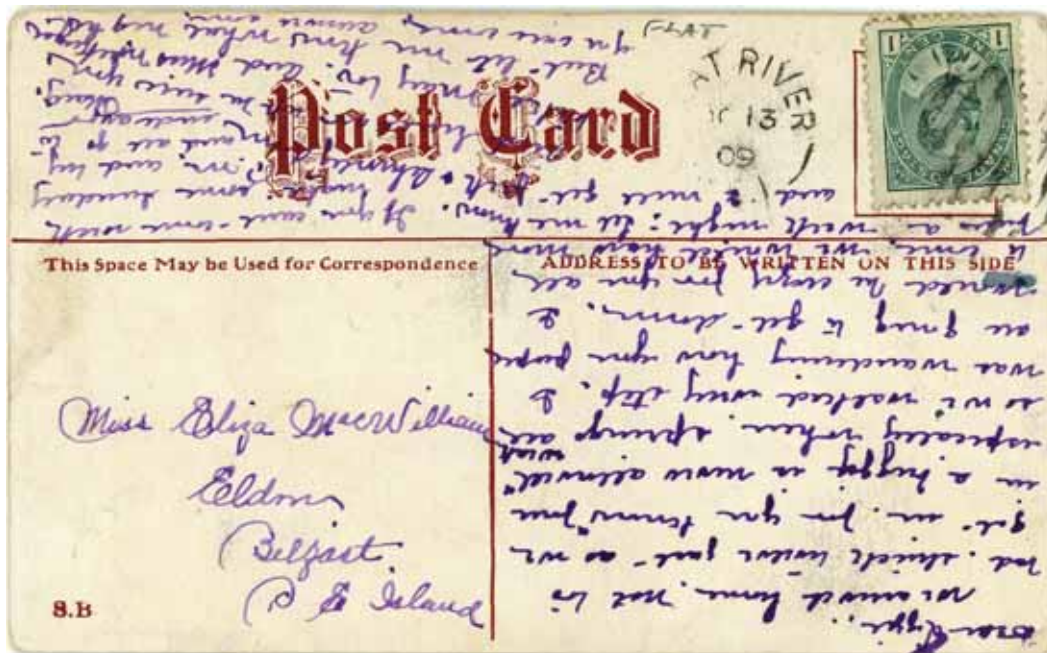
HEAD OF ST PETER'S BAY

Flat River

Queens Co, LOT 60, open 1860-1915

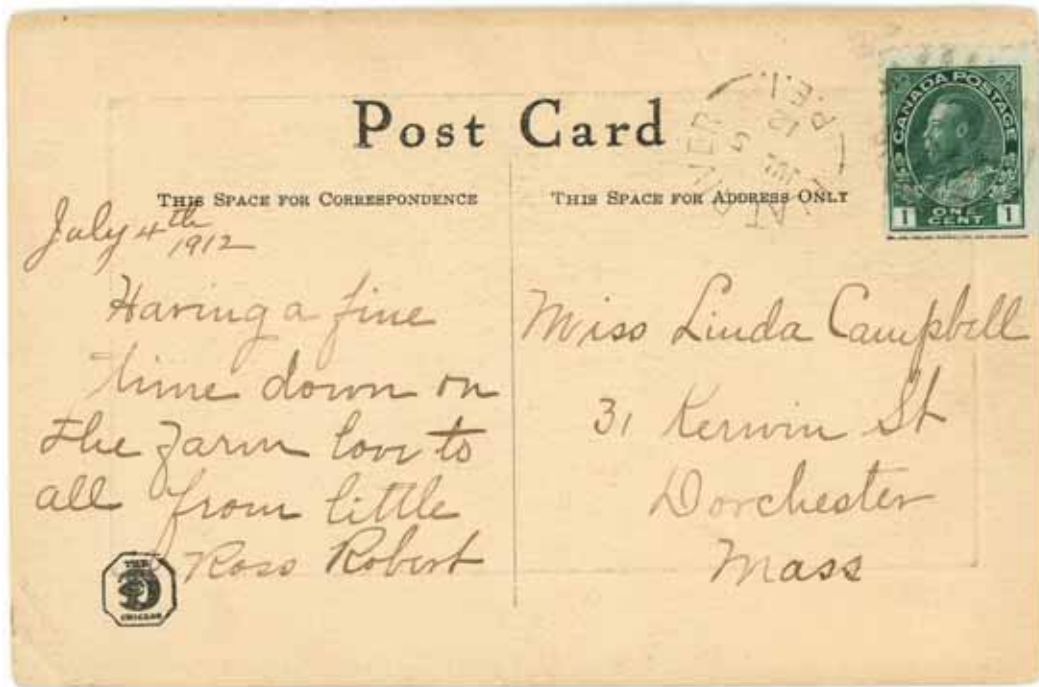


Flat River to Charlottetown, 3 June 1902. Stubby lettering



Flat River to Belfast (PEI), 13 October 1909. Narrow lettering

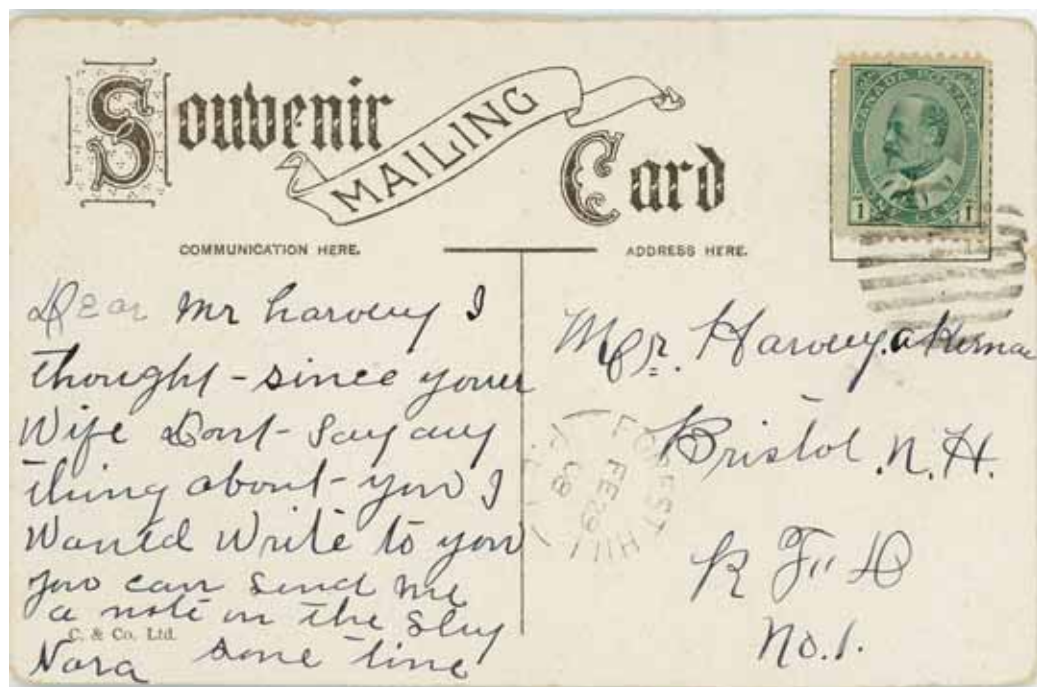
Flat River



Flat River to Dorchester (MA), 5 July 1912.

Forest Hill

Kings Co, LOT 41, open 1878-1913



Forest Hill to Bristol (NH), 1908. Known use 1903-13

Fortune Bridge

Kings Co, LOT 14, open 1889-1914



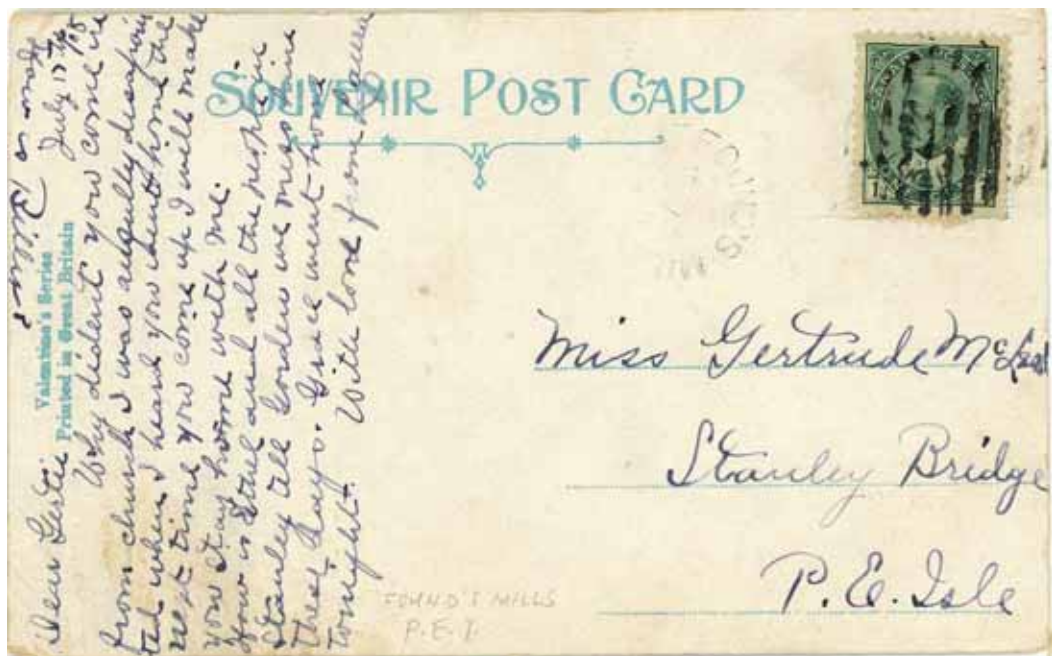
Fortune Bridge to Charlottetown, 30 September 1903.
SOURIS EAST



Fortune Bridge to Charlottetown, 19 March 1904.

Found's Mills

Queens Co, LOT 21, open 1895-1913



Found's Mills to Stanley Bridge (P E I), 1909? Known use 1909-13



Found's Mills to Brookfield (P E I), 4 April 1911.

Found's Mills



Found's Mills to Mount Herbert, forwarded to Millview (P E I), 14 July 1910.

Freeland

Prince Co, LOT 11, open 1886-1915



Freeland to Summerside, 11 April 1898.



Freeland to Mount Royal (P E I), 15 November 1911.

Freeland



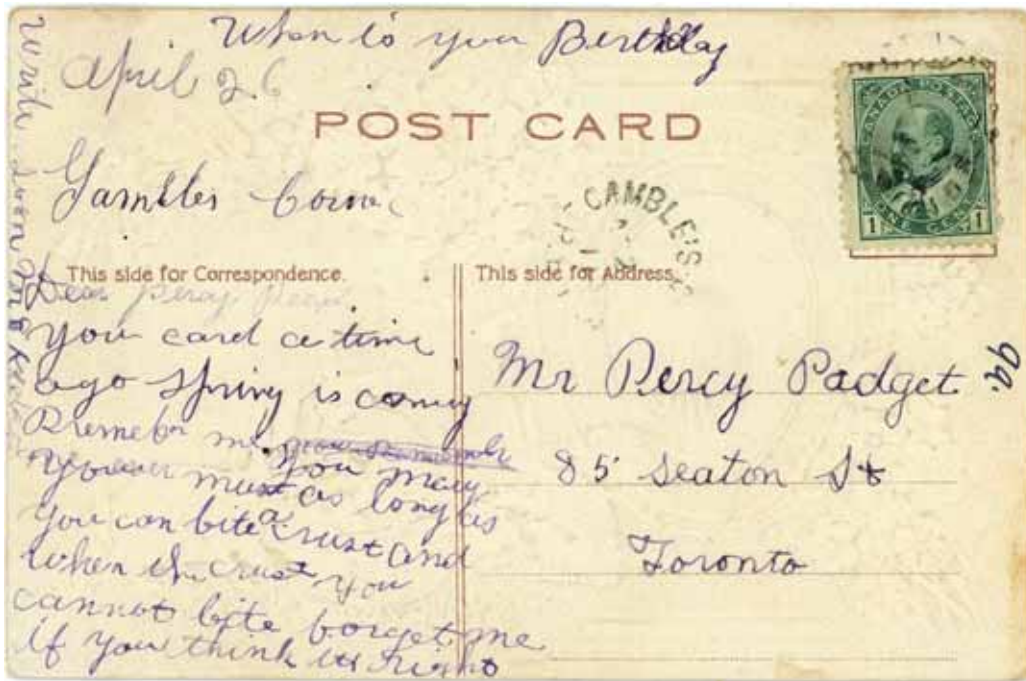
Freeland to Pownal (VT), 12 October 1912.



Prince of Wales College, Charlottetown

Gambles Corner

Prince Co, LOT 28, open 1896-1913



Gambles Corner to Toronto, 26 April 1911.

Garfield

Queens Co, Lot 58, open 1882-1915



Garfield to Valleyfield (P E I), 5 March 1886.

BELFAST double broken circle, MONTAGUE BRIDGE

Gaspereaux

Kings Co, LOT 61, open 1872-1913



Gaspereaux to Charlottetown, December 1899.

Georgetown

Kings Co, LOT 61, open 1872-1913



Georgetown to Charlottetown, 6 May 1876.



Georgetown to Markland (MA), 27 September 1878

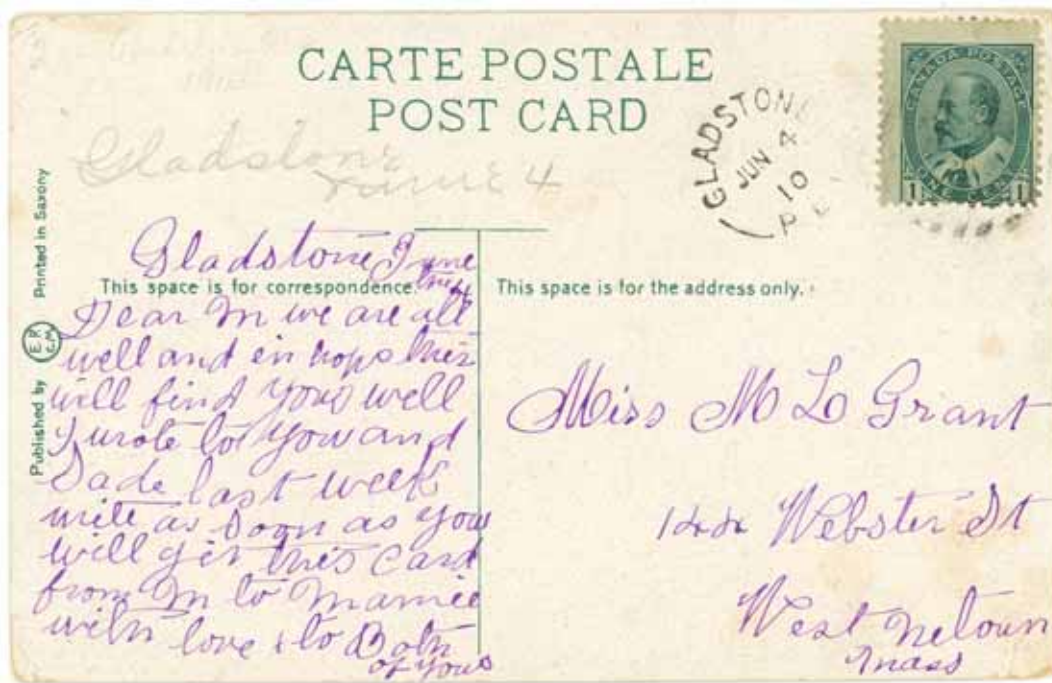
Georgetown



Georgetown to Charlottetown, 11 August 1917.

Gladstone

Kings Co, LOT 64, open 1907-1915



Gladstone to West Newton (MA), 4 June 1910.

Courtesy of Danny H



Gladstone to West Newton (MA), 20 November 1909.



Glenfinnan

Queens Co, LOT 35, open 1887-1913



Glenfinnan to Charlottetown, 5 December 1901.

Glenwilliam

Kings Co, LOT 63, open 1883-1914



Glenwilliam to Charlottetown, 8 November 1889. Registration fee had increased to 5¢ earlier in the year, and required at least one registered letter stamp (RLS); one acceptable form was with two 2¢ RLS stamps and a 1¢ stamp. So-called scarlet RLS were used, matching the rare use of red in PEI postmarks.

MONTAGUE BRIDGE

Glynde River

Queens Co, LOT 21, open APRIL FOOL'S DAY 1910-1914



Glynde River to Fall River (MA), 13 September 1910.



Fishing scene, P E I

Graham's Road

Queens Co, LOT 20, open 1860-1913



Graham's Road to Charlottetown, 8 December 1891.
EMERALD



Graham's Road to Summerside, 13 October 1900

Grangemount

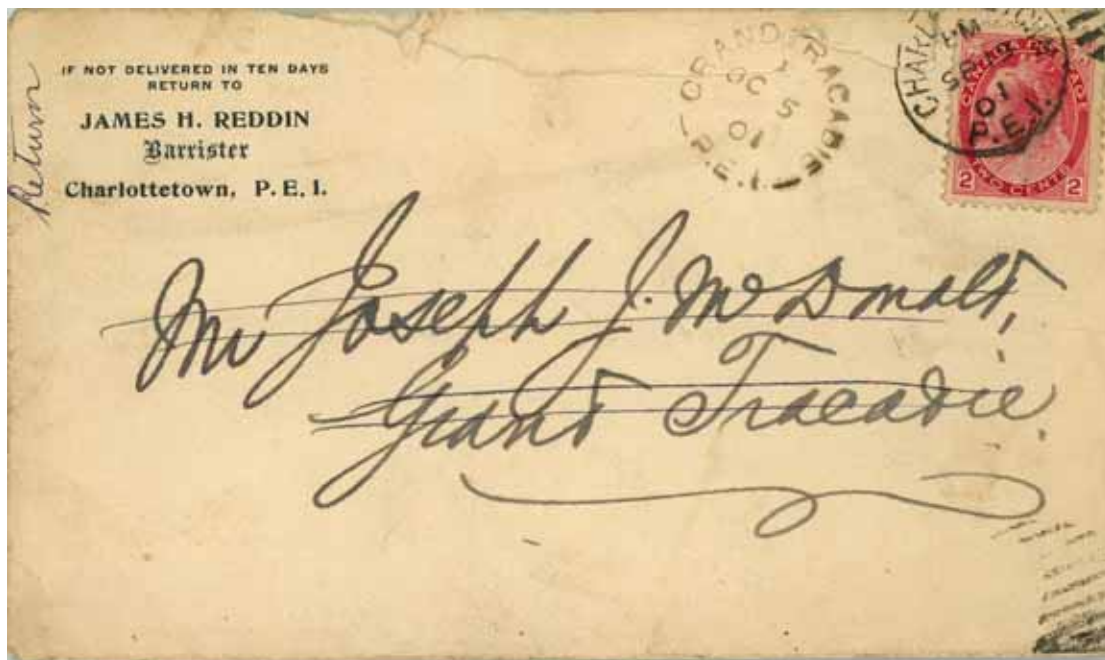
Prince Co, LOT 19, open 1 June 1910-30 November 1911



Pittsfield (MA) to Grangemount, 22 December 1910.

Grand Tracadie

Queens Co, LOT 35, open 1871-1915



Charlottetown to Grand Tracadie, returned to sender, 5 October 1891.
LITTLE YORK



Grand Tracadie to Charlottetown, 2 November 1902.

Grandview

Queens Co, LOT 57, open 1884-1915



Grandview to Charlottetown, 13 April 1886.

VERNON RIVER

Granville

Queens Co, LOT 21, open 1870-1916



Granville to Manchester (NH), 24 September 1909. Digits of year reversed.

Greenfield

Kings Co, LOT 51, open 1904-1913



Greenfield to Springfield (MA), 19 August 1909; year reversed.

Greenmount

Prince Co, LOT 2, open 1895-1914



Green Mount to Worcester (MA), 26 March 1910.



Queen Square Gardens, Charlottetown

Haliburton

Prince Co, LOT 7, open 1904-1913



Haliburton to Worcester (MA), 9 October 1907. Previous known use 1907-10



Haliburton to North Bainbridge (MA), 19 December 1911. Same hamper

Haliburton



Haliburton to Boston, 19 December 1912.



Haliburton to Boston, 30 September 1911.

Courtesy of Danny H

Harrington

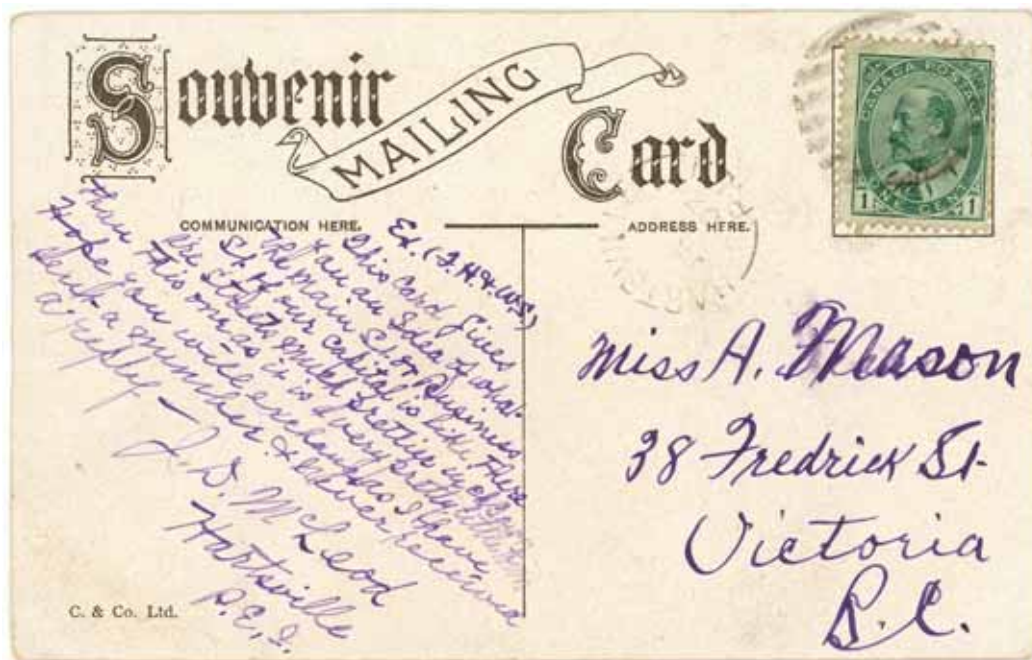
Queens Co, LOT 33, open 1883-1918



Harrington to Linwood (MA), 14 July 1910.

Hartsville

Queens Co, LOT 67, open 1872-1914



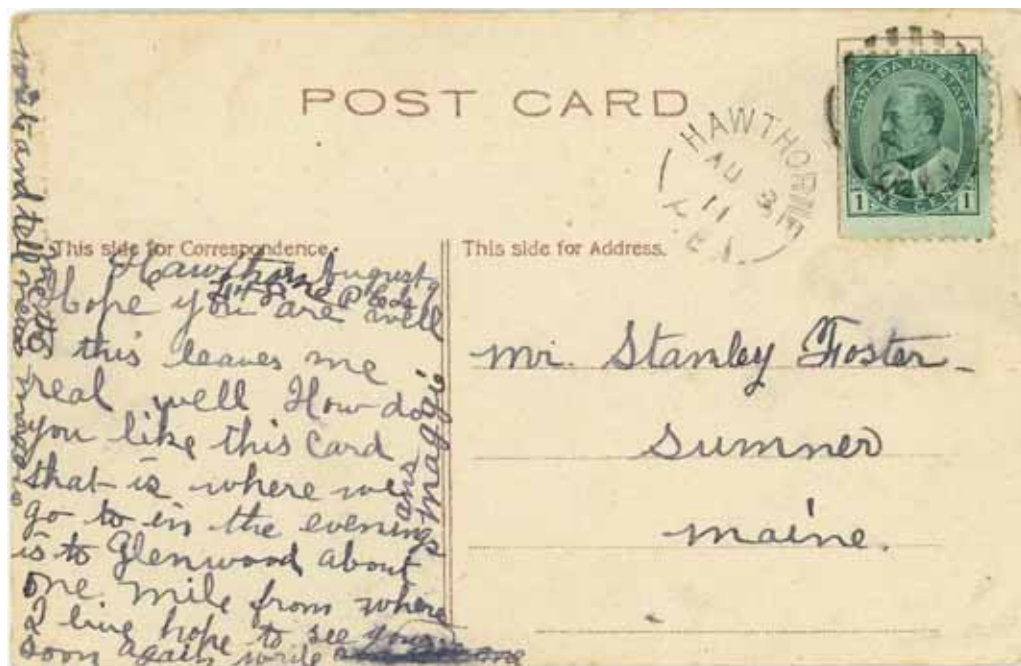
Hartsville to Victoria (B C), 8 July 1907.
DARLINGTON



Upper Queen Street, Charlottetown

Hawthorne

Prince Co, LOT 8, open 1904-1913



Hawthorne to Sumner (ME), 9 August 1911.

Head of St Peter's Bay

Kings Co, LOT 41, open 1852-1913



Head of St Peter's Bay to Charlottetown, 12 May 1900. Circle

Heatherdale

Kings Co, LOT 59, open 1891-1913



Heatherdale to Toronto, 1890s.



Heatherdale to Charlottetown, 2 November 1894 (inverted 4).

Higgins Road

Prince Co, LOT 13, open 1866-1914



Higgins Road to Charlottetown, forwarded to Alberton, 4 August 1894.

Hope River

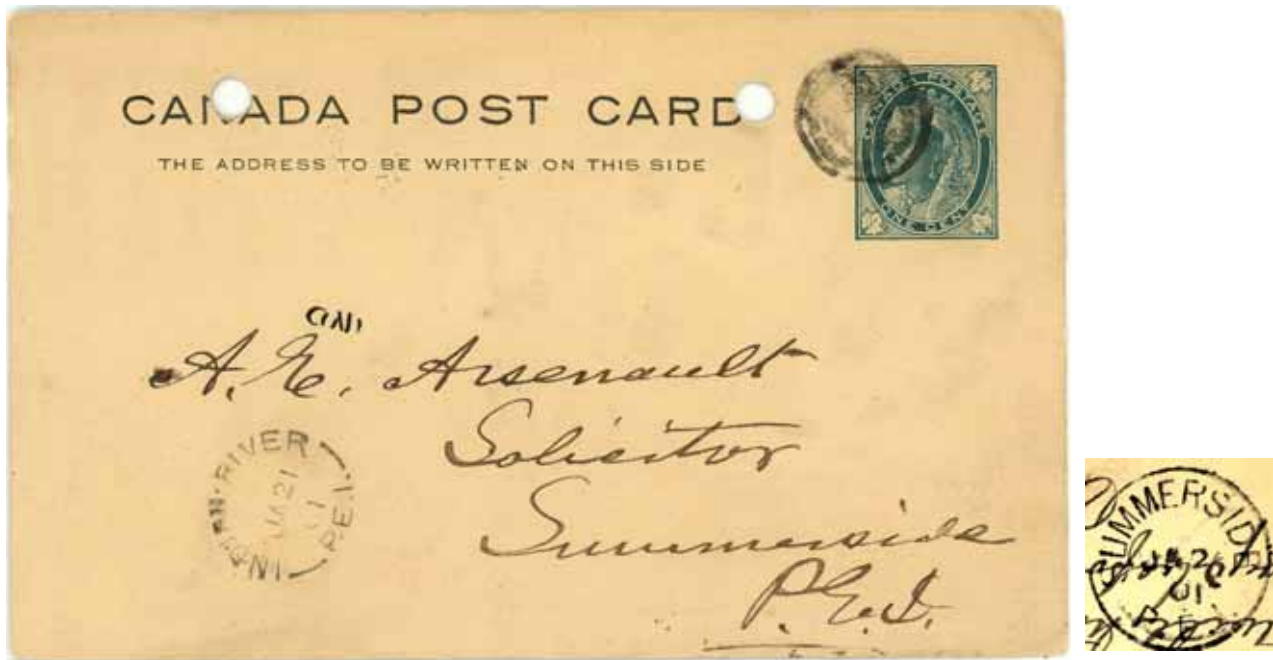
Queens Co, Lot 22, open 1855-1914



Hope River to Charlottetown, 7 November 1901; year indicia reversed.

Indian River

Prince Co, LOT 18, open 1855-1914

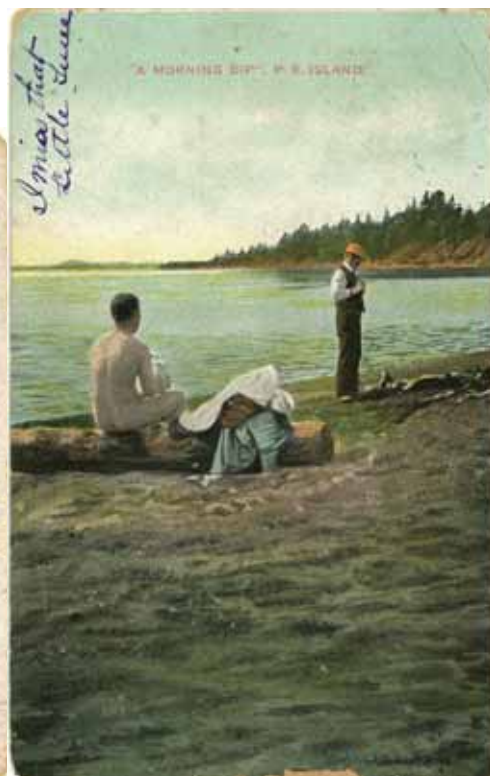


Indian River to Summerside, 21 January 1901.

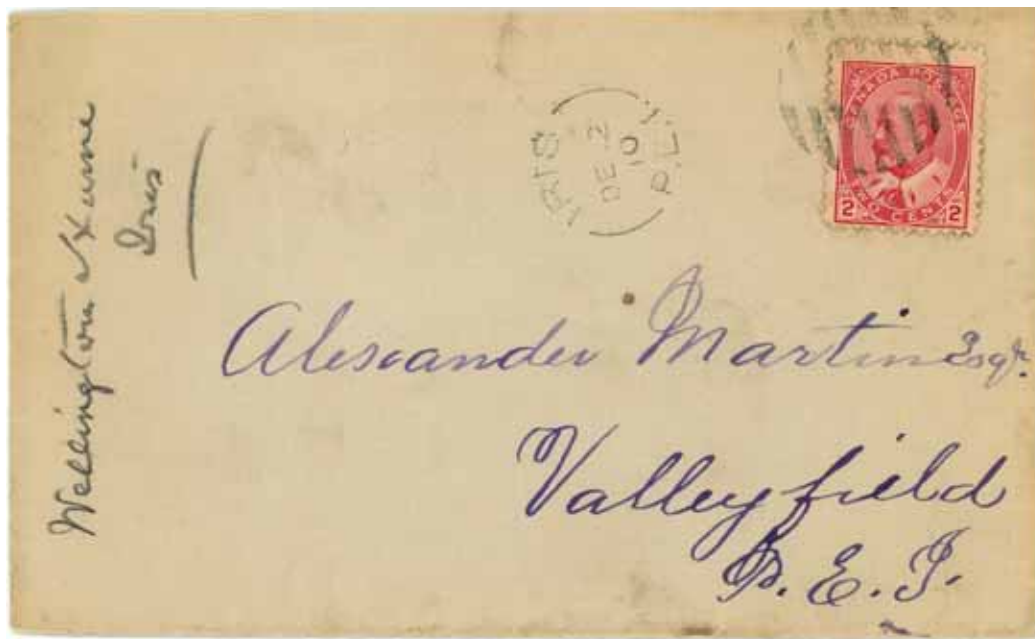
SUMMERSIDE circle

Iris

Queens Co, LOT 62, open 1885-1919



Iris to Moncton, 11 October 1910. Known use 1891-14



Iris to Valleyfield (P E I), 2 December 1910.

Kingsborough

Kings Co, LOT 47, open 1882-1913



Kingsborough to Brudenell (P E I), 11 August 1910.
BRUDENELL



Kingsborough to Charlottetown, 19 January 1909.

Kingston

Queens Co, LOT 31, open 1898-1915

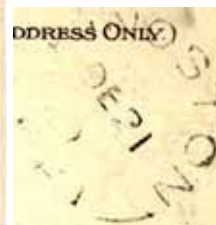
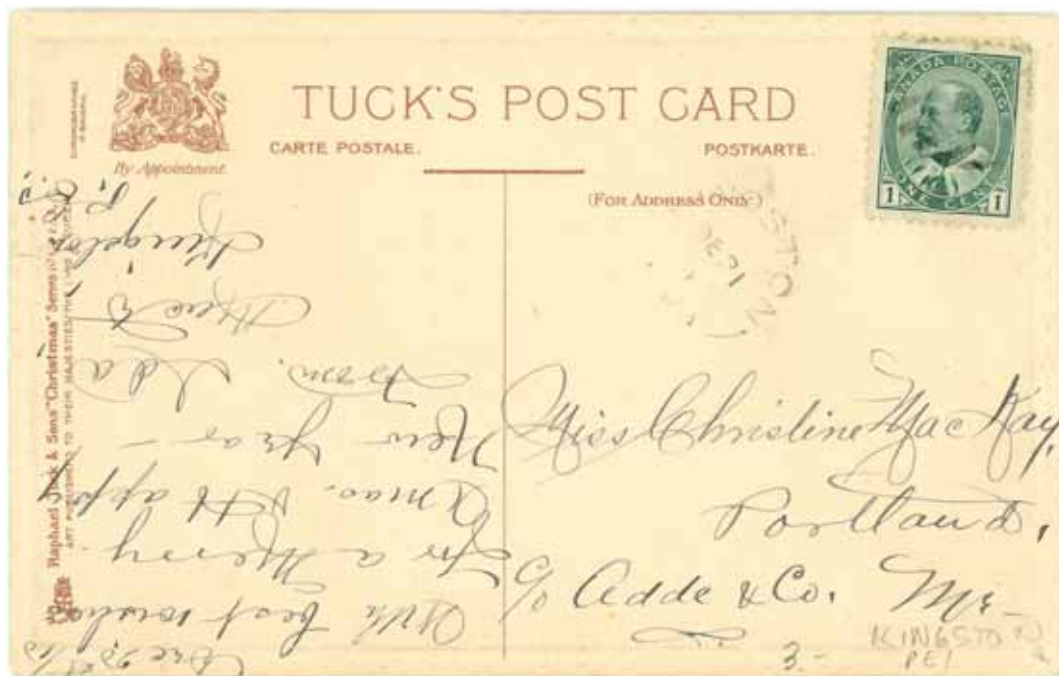


Kingston to Onset (MA), 30 July 1911.



Pleasant View Beach, Hampton, P.E.I.

Kingston



Kingston to Portland (ME), 21 December 1910.

Lakeville

Kings Co, LOT 47, open 1885-1913



Lakeville to Beverly (MA), 22nd August 1907. Known use 1888-1907

Lauretta

Prince Co, LOT 3, open 1897-1913



Lauretta to Newburyport (MA), 8 September 1908.

Leoville

Prince Co, LOT 1, open 1896-1914



Leoville to Ipswich (MA), 8 April 1911.

Linkletter

Prince Co, LOT 17, open 1896-1915



Linkletter to Lowell (MA), 30 October 1909.



Linkletter to Hamilton, 17 March 1914.

Little Harbour

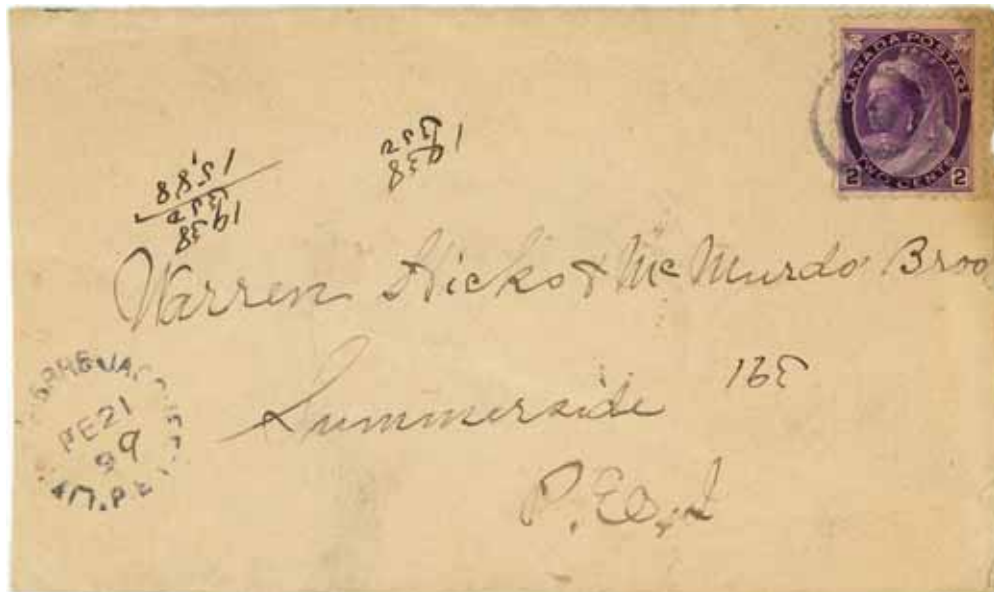
Kings Co, LOT 46, open 1872-1913



Little Harbour to North Hampton (MA), 1 August 1912.

Little Pierre Jacques

Prince Co, LOT 8, open 1884-1914



Little Pierre Jacques to Summerside, 21 February 1899.
COLEMAN ?

Little Sands

Kings Co, LOT 64, open 1859-1915



Little Sands to Montague Bridge (P E I), 18 October 1909.
MONTAGUE



Little Sands to Quincy (MA), 24 July 1913. The Minto, ice-bound to Charlottetown.



Long River

Queens Co, LOT 20, open 1872-1919



Long River to Charlottetown, 1901.

Lower Freetown

Prince Co, LOT 25, open 1867-1913



Lower Freetown to Summerside, 1901.
FREETOWN



Freetown to Summerside via Lower Freetown, 17-18 February 1899.
FREETOWN

Maddock

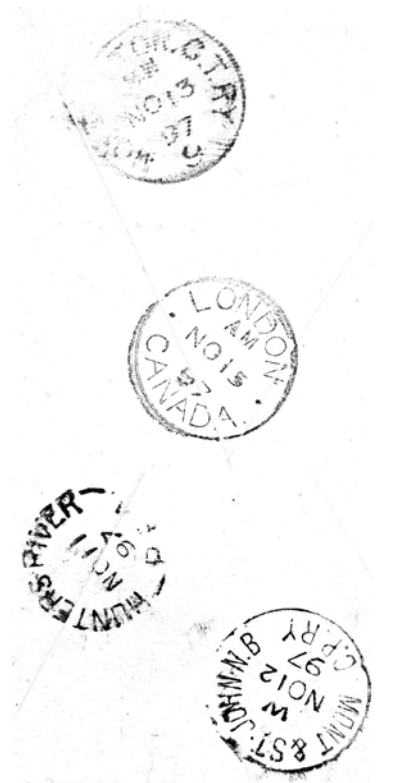
Prince Co, LOT 8, open 1876-1915



Maddock to Saint John, 1 December 1896.

Martin

Queens Co, LOT 23, open 1891-1914



Martin to London (Ont), 11 November 1897. Registered



Martin to Quebec, 10 November 1910.

Martinvale

Kings Co, LOT 53, open 1899-1914

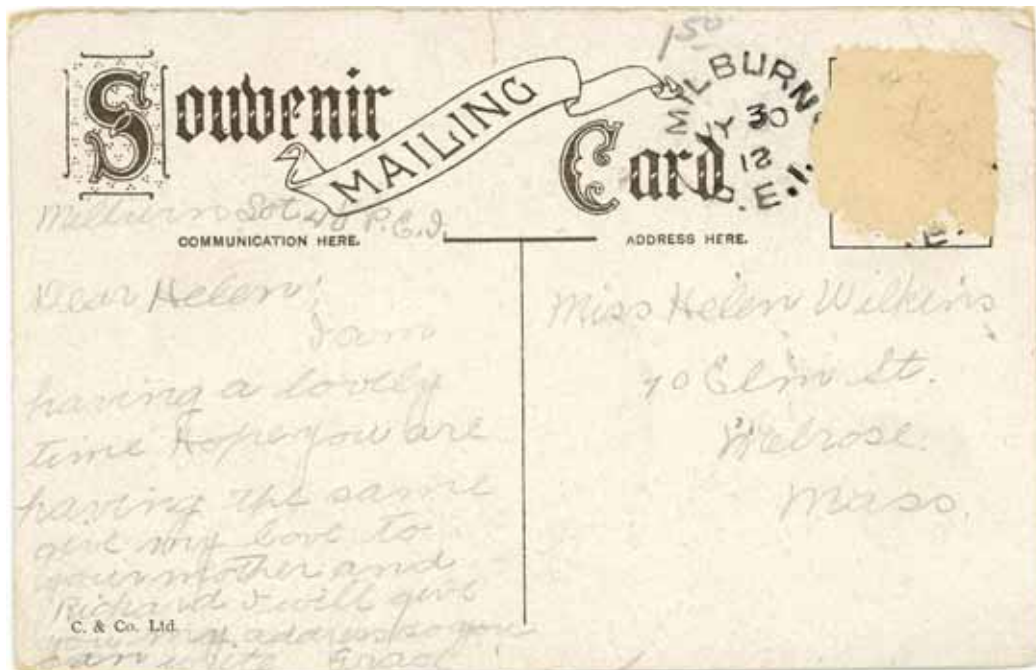


Cardigan Bridge to Martinvale, 26 December 1910.

CARDIGAN BRIDGE

Milburn

Kings Co, LOT 40, open 1882-1914



Milburn to Melrose (MA), 30 July 1912.

Mill Cove

Queens Co, LOT 35, open 1880-1913



Mill Cove to Charlottetown, 9 June 1903.

Milltown Cross

Kings Co, LOT 61, open 1885-1914



Milltown Cross to Charlottetown, 1 February 1890. Previously known 1894-5
MONTAGUE BRIDGE



Milltown Cross to St Louis, 1893. Late use of 5¢ registered letter stamp.

Millview

Queens Co, LOT 49, open 1876-1914



Millview to Charlottetown, 27 November 1902.

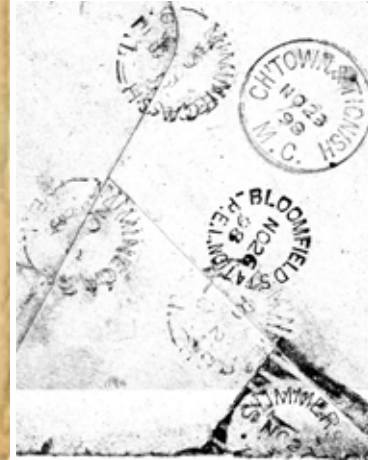


Millview to St Boniface (Man), 1911.



Miminegash

Prince Co, LOT 3, open 1861-1921



Miminegash to Summerside, 25 November 1898. Registration 5¢ plus domestic 3¢.
BLOOMFIELD STATION



Miminegash to Springfield (Lot 8), 1912.

Monticello

Kings Co, LOT 42, open 1888-1914



Monticello to Charlottetown, 13 March 1899.

Montrose

Prince Co, LOT 3, open 1871-1913



Montrose to Harding (MA), 3 August 1908.
ALBERTON



Courtesy of Danny H

Morell East

Kings Co, LOT 40, open 1901-1913



Morell East to Morell Rear, 9 December 1901.

Courtesy of Danny H

Morell Rear

Kings Co, LOT 39, open 1871-1916



Morell East to Emyvale (Lot 30), 25 May 1909.

Courtesy of Danny H

Morell Station

Kings Co, LOT 39, open 1884-1916



Morell Station to Charlottetown, 30 April 1900. Stubby lettering



Morell Station to Charlottetown, 16 November 1902. Thin lettering

Morell Station



Morell Station to Westport (MA), 12 July 1911.



Queen Square, Saint John.

Morell Station



Morell Station to Morell Rear, 18 January 1912.

Courtesy of Danny H

Mount Buchanan

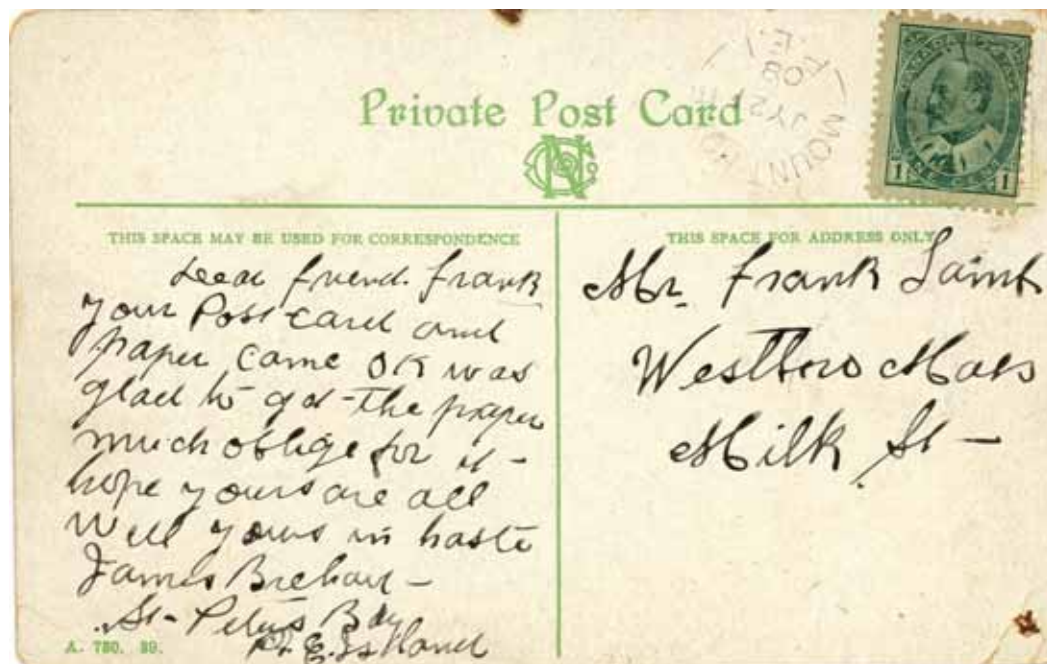
Queens Co, LOT 57, open 1889-1913



Mount Buchanan to Charlottetown, 12 April 1904.

Mount Hope

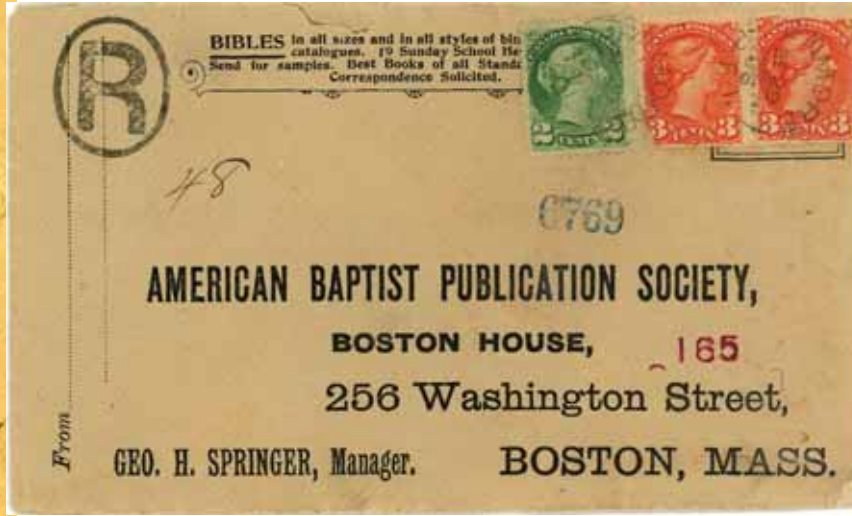
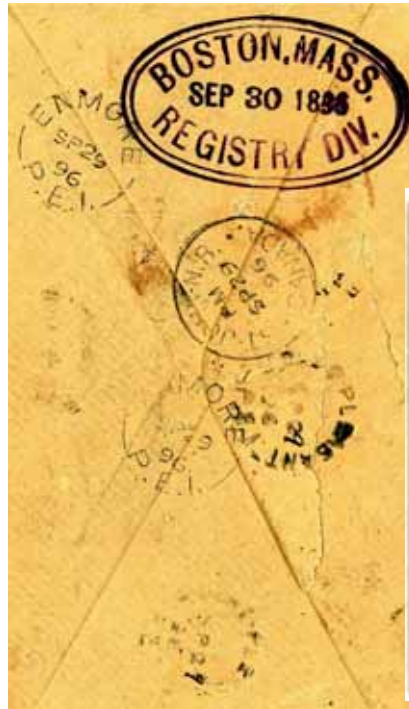
Kings Co, LOT 55, open 1890-1913



Mount Hope to Westboro (MA), 21 July 1908. Known use 1908-10

Mount Pleasant

Prince Co, LOT 12, open 1863-1913



Enmore to Washington via Saint John, 29 September 1896.
ENMORE

Mount Ryan

Queens Co, LOT 35, open 1892-1919



Mount Ryan to St Peter's Bay (P E I), 17 October 1907. Known use 1898-1916
HILLSBORO LOT 48 , known use 1907-10



Keppoch Shore, P E I.

Mount Vernon

Queens Co, LOT 60, open 1899-1918



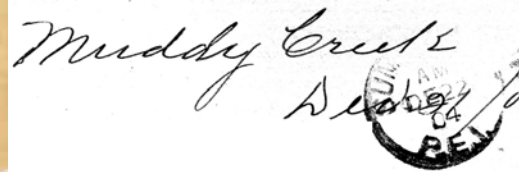
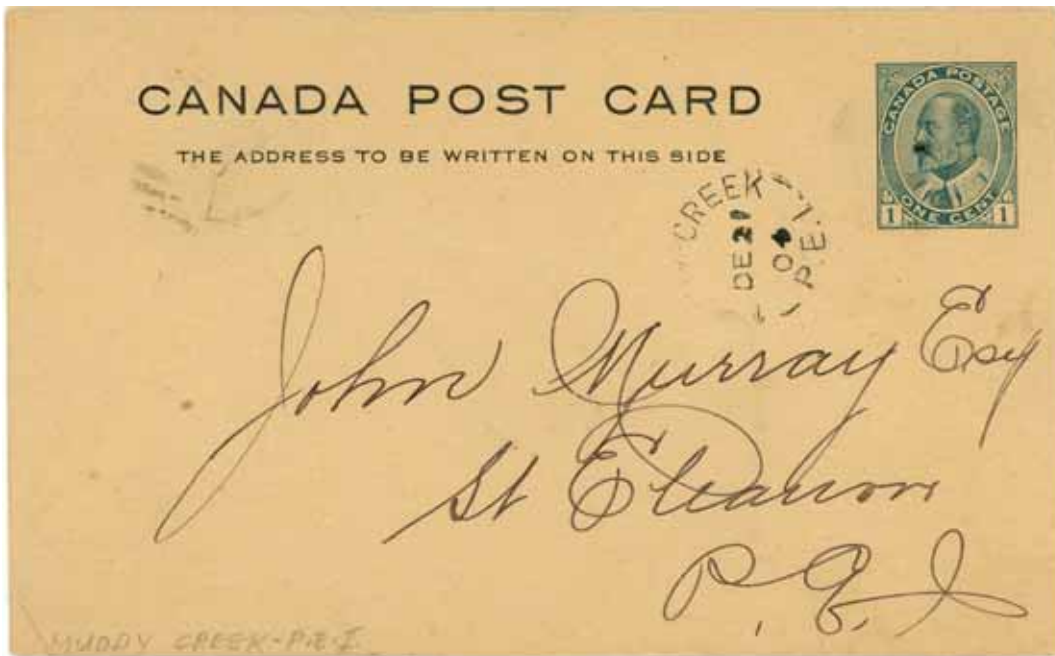
Mount Vernon to Arlington (MA), September 1908



Home of the trout, P. E. I.

Muddy Creek

Prince Co, LOT 17, open 1870-1917



Mount Hope to St Eleanor's (P E I), 21 December 1904.



Muddy Creek to Rockwood (ME), 28 November 1907.



Muddy Creek



Muddy Creek to Belmont (Lot 16), 3 August 1911.

Murray Harbour North

Kings Co, LOT 63, open 1856-1914



Murray Harbour North to Montague Bridge (P E I), 22 November 1909. Known use 1902-11

Murray Harbour West

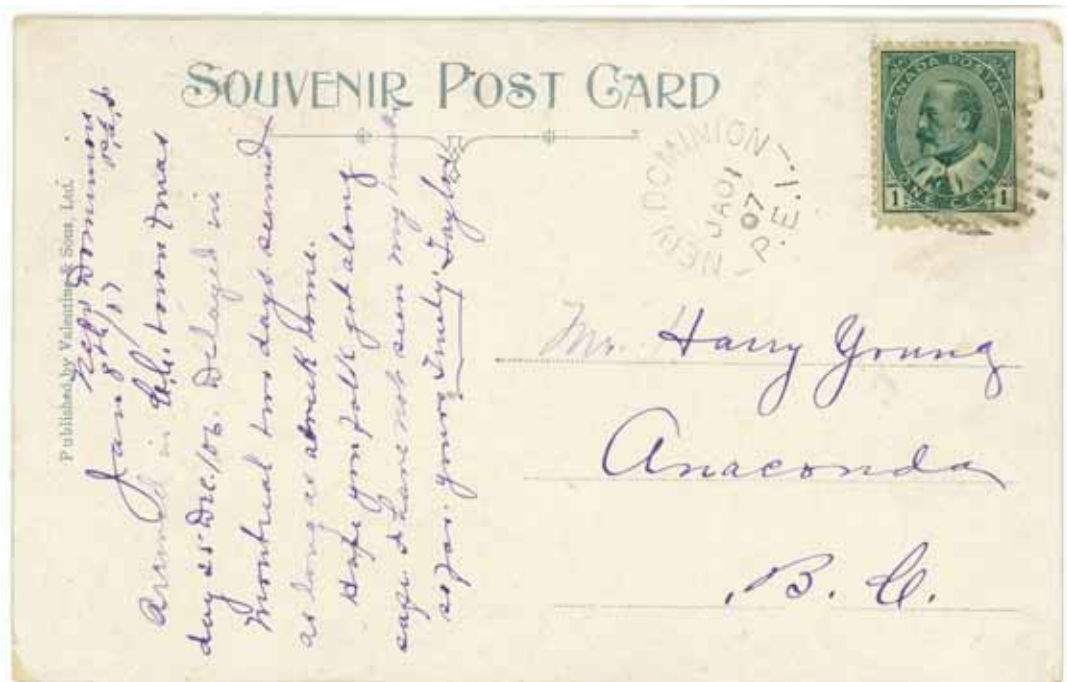
Kings Co, LOT 64, open 1905-1913



Murray Harbour West to Brookline (MA), April Fool's Day 1910.

New Dominion

Queens Co, LOT 65, open 1896-1913



New Dominion to Anaconda (BC), New Year's Day 1907.

New Glasgow Mills

Queens Co, LOT 23, open 1908-1913



New Glasgow Mills to St Eleanors (P E 1), 21 December 1912. Known use 1911-12

New Haven

Queens Co, LOT 31, open 1872-1913



New Haven to New York, 21 April 1899. Registered.

New Perth

Kings Co, LOT 52, open 1855-1914



New Perth to Charlottetown, 28 April 1904.

New Perth West

Kings Co, LOT 52, open 1904-1914



New Perth West to Charlottetown, 4 February 1913. Known use 1907-14

Newport

Kings Co, LOT 54, open 1884-1914



Launching Place (P E I) to Charlottetown via Georgetown and Newport, 19 August 1890.

LAUNCHING PLACE and GEORGETOWN

North Carleton

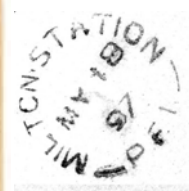
Prince Co, LOT 27, open 1884-1913



North Carleton to Hamilton, 24 March 1903.

North Milton

Queens Co, LOT 32, open 1882-1913

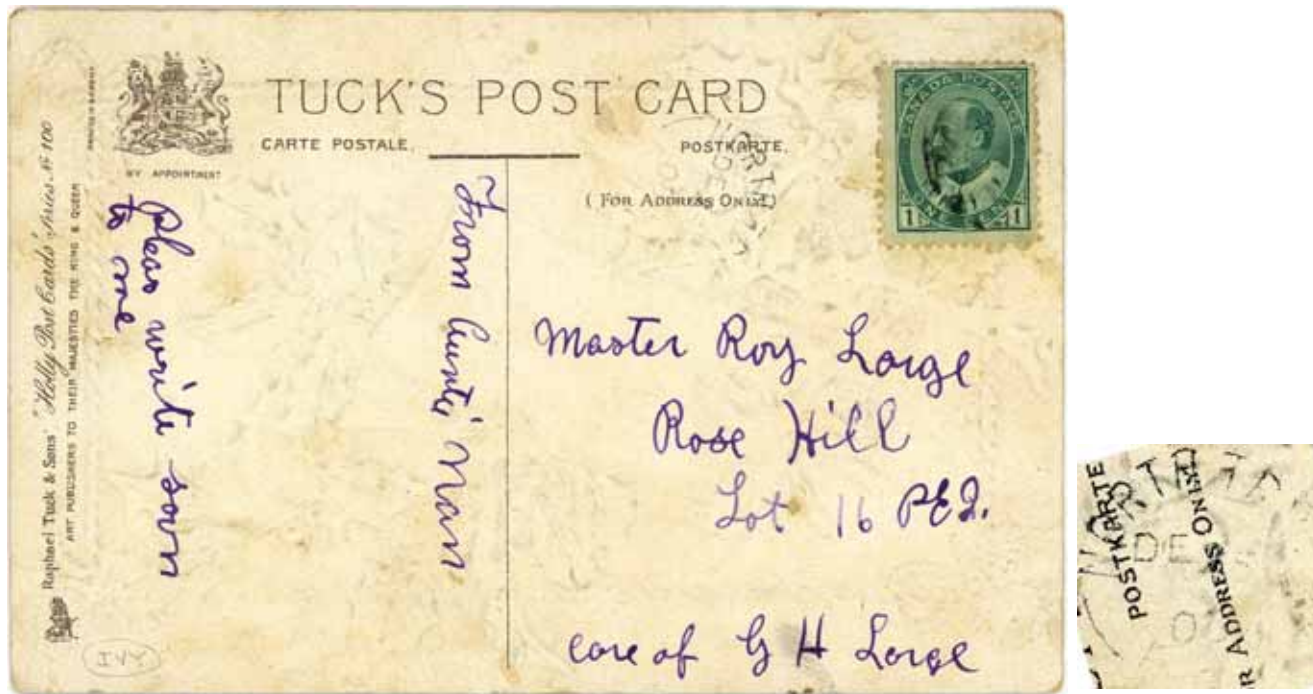


North Milton to Summerville (MA), May 1897.
MILTON STATION

Courtesy of Danny H

North Tryon

Prince Co, LOT 28, open 1872-1913



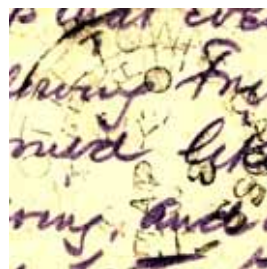
North Tryon to Rose Hill (Lot 16), December 1908.



North Tryon to Crapaud Corner (P.E.I.), 7 December 1909.

Orwell

Queens Co, LOT 50, open 1852-1915



Orwell to Prinetown (P E I), 28 April 1883. CANADA at base. Known use 1879-84



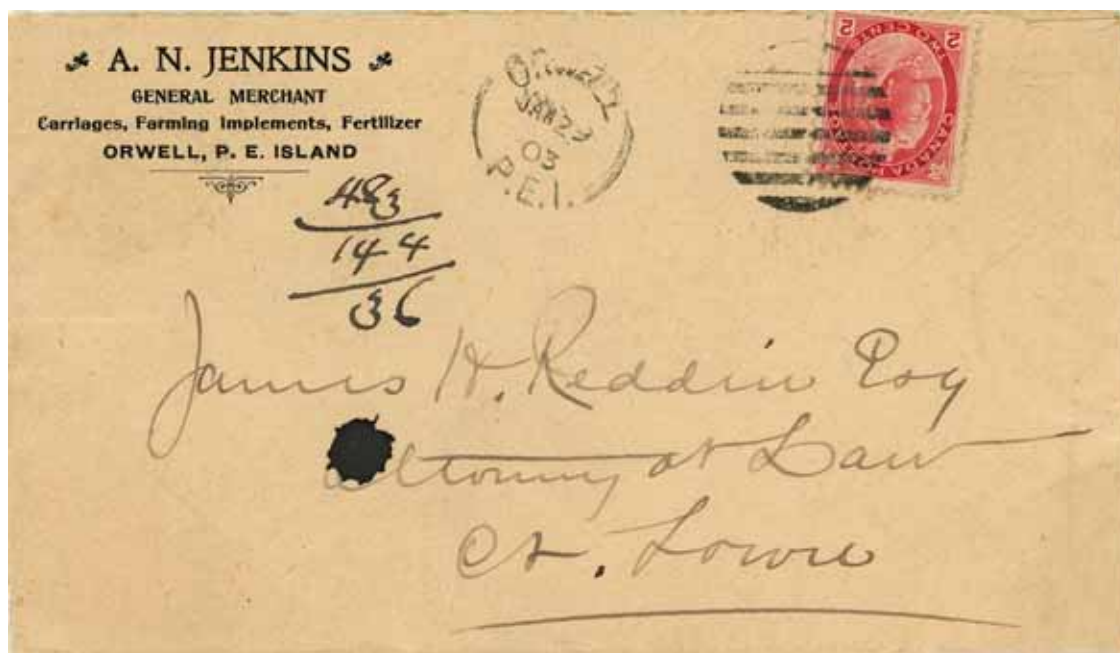
Orwell to Prinetown (P E I), 24 November 1884.

BARRETT'S CROSS , VERNON RIVER

Orwell



Orwell to Charlottetown, 7 February 1900.



Orwell to Charlottetown, 29 January 1903.

Palmer Road

Prince Co, LOT 2, open 1878-1913



Palmer Road to Yarmouth (ME), 8 April 1909.
ST LOUIS

Park Corner

Queens Co, LOT 20, open 1835-1913



Park Corner to Charlottetown, 4 May 1901.

Peter's Road

Kings Co, LOT 63, open 1867-1914



Peter's Road to Crossburn (NS), 7 January 1913.

Pinette

Queens Co, LOT 58, open 1877-1916



Belfast to South Pinet (Pinette), 5 April 1878. Printed matter rate (unsealed) BELFAST double broken circle, issued late 1840s and rare.



Pinette to Charlottetown, 26 June 1900.

Point de Roche

Queens Co, LOT 37, open 1900-1913



Point de Roche to Halifax, 14 August 1903.

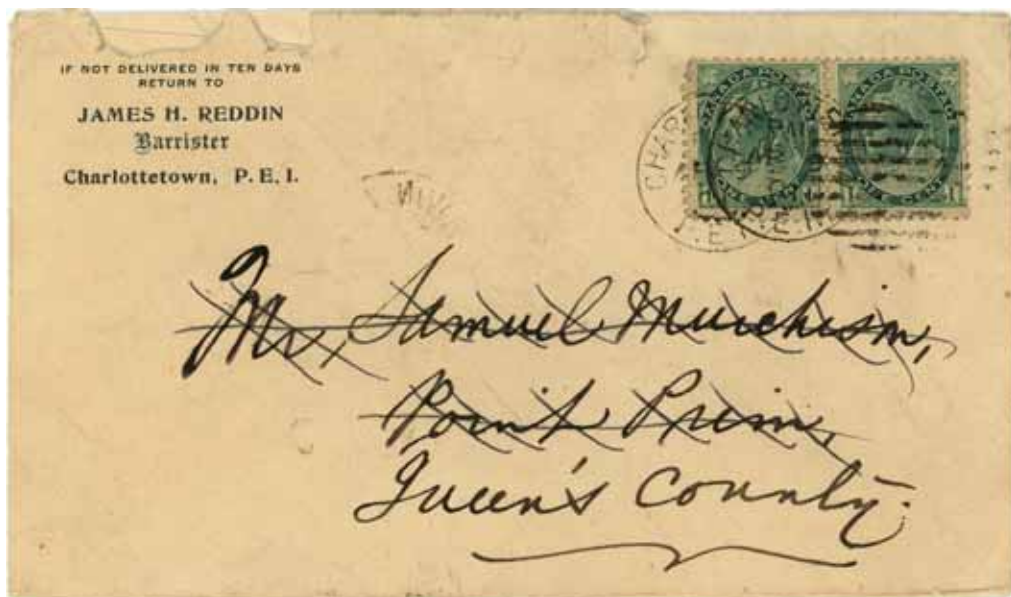
Point Prim

Queens Co, LOT 57, open 1879-1913



Charlottetown to Point Prim, forwarded, 12 April 1901.

BELFAST



Red Point

Kings Co, LOT 46, open 1858-1916



Red Point to Halifax, 10 July 1902. CANADA at base
SOURIS EAST

Red Point



Red Point to Kingsboro (Lot 47), 1911.



Rock Barra

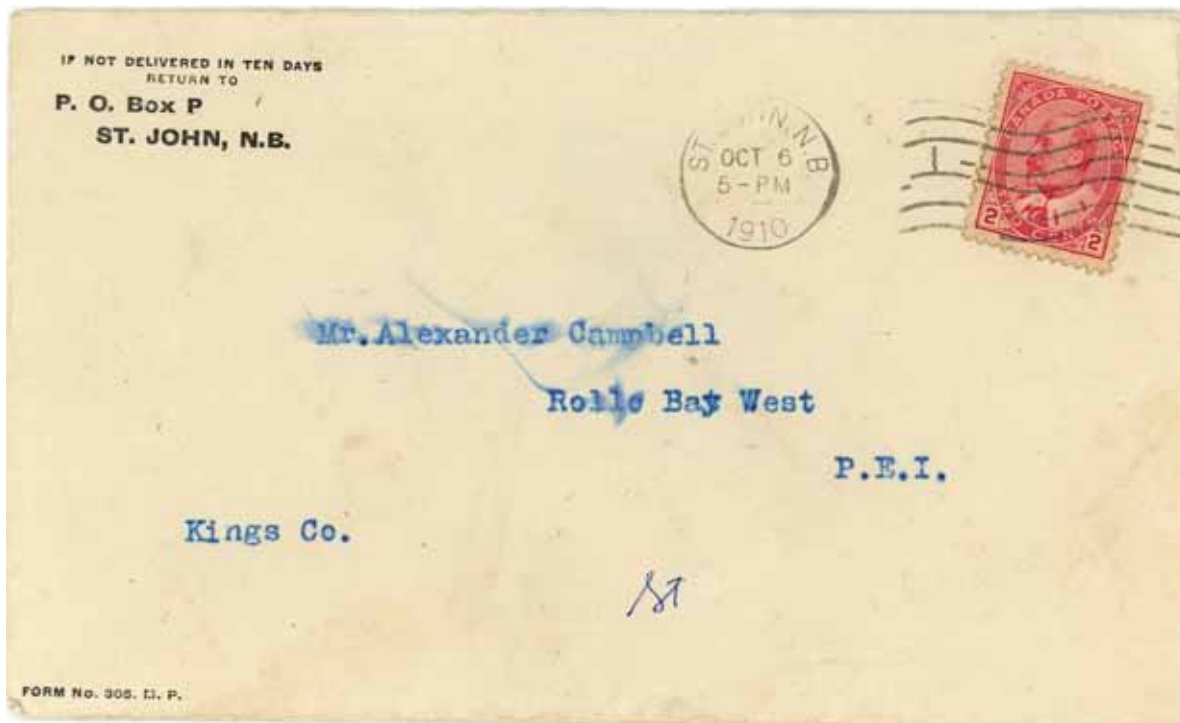
Kings Co, LOT 46, open 1876-1914



Rock Barra to Brookline (MA), 03 April 1909.

Rollo Bay West

Kings Co, LOT 43, open 1904-1914



Saint John to Rollo Bay West, 8 October 1910.

Rosehill

Prince Co, LOT 16, open 1901-1913



Rosehill to Brooklyn, 1909. Year inverted.

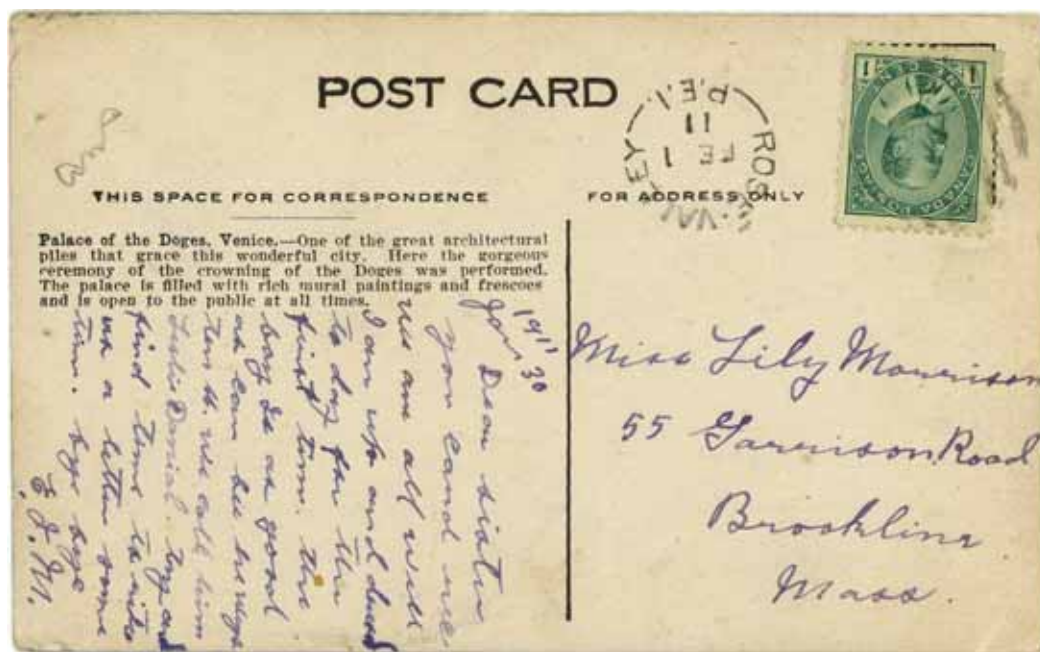


Albany to Charlottetown via Rosehill, 17 September 1910.

ALBANY and LOT 16

Rose Valley

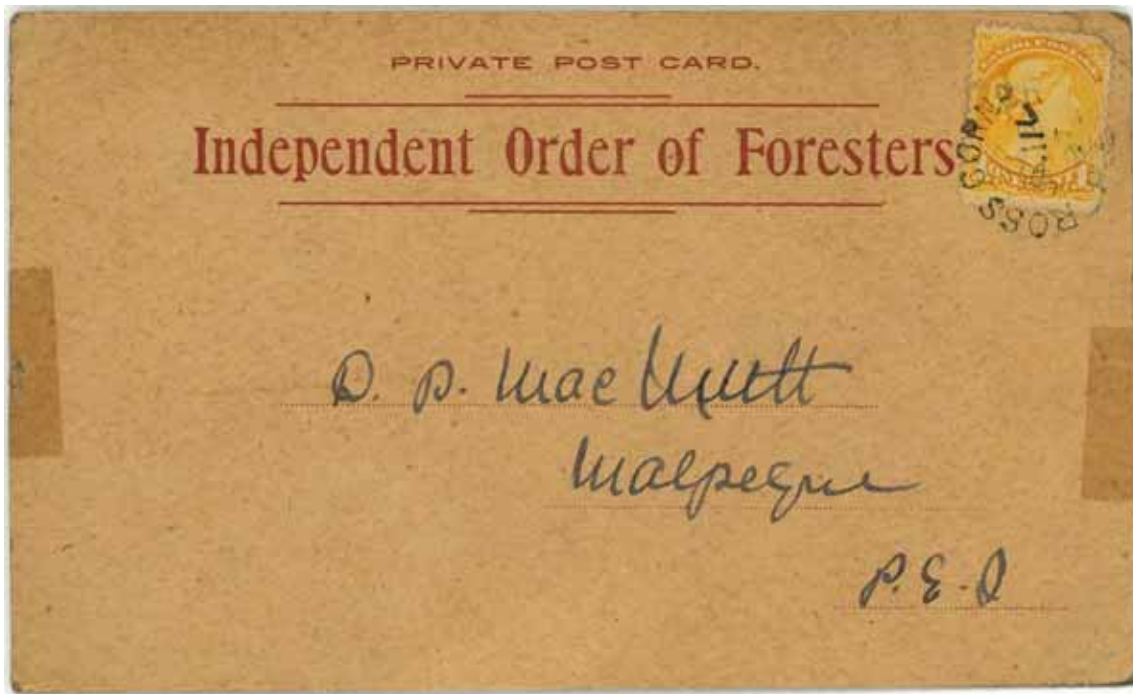
Queens Co, Lot 67, open 1871-1914



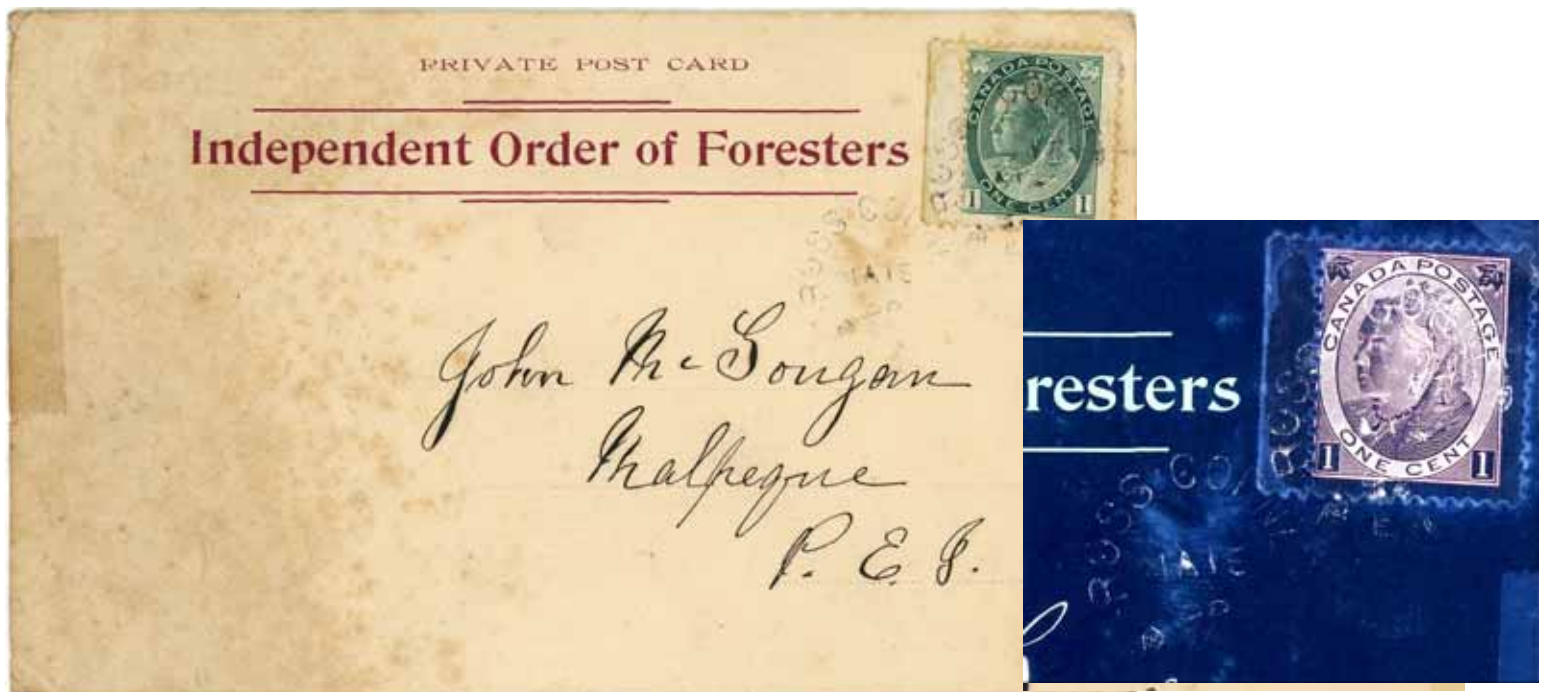
Rose Valley to Brookline (MA), 1 February 1911. Known use 1894-1911

Ross Corner

Prince Co, LOT 25, open 1894-1913



Ross Corner to Malpeque, 1897.



Ross Corner to Malpeque, 18 January 1898.

St Andrews

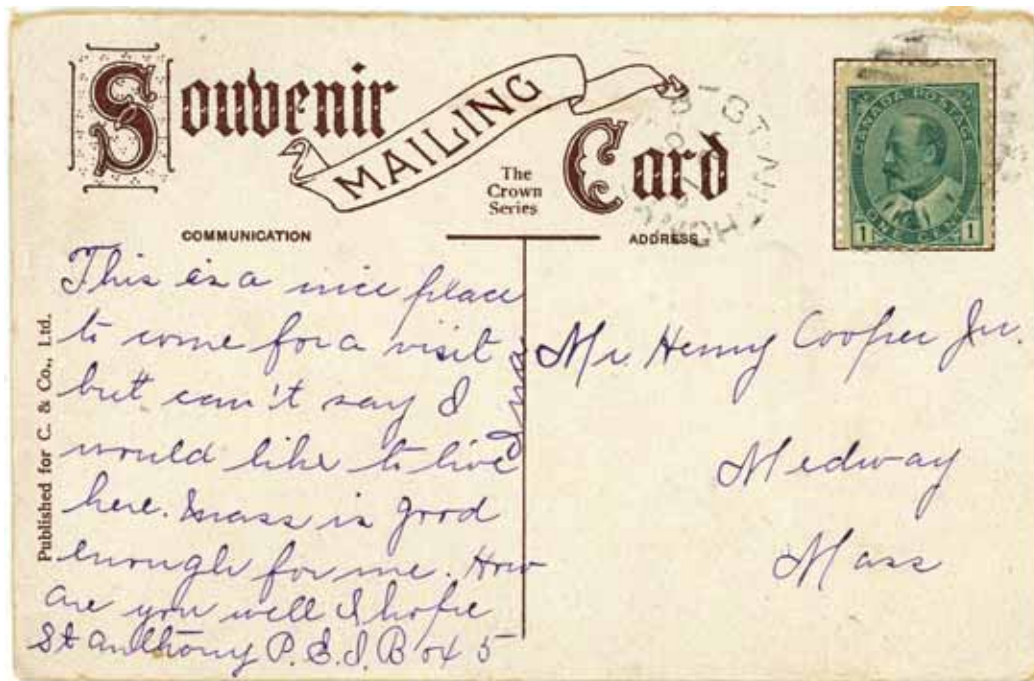
Kings Co, LOT 38, open 1871-1913



St Andrews to Charlottetown, 21 August 1902.

St Anthony

Prince Co, LOT 5, open 1894-1914



St Anthony to Medway (MA), 12 June 1909.



Charlottetown condensed milk factory

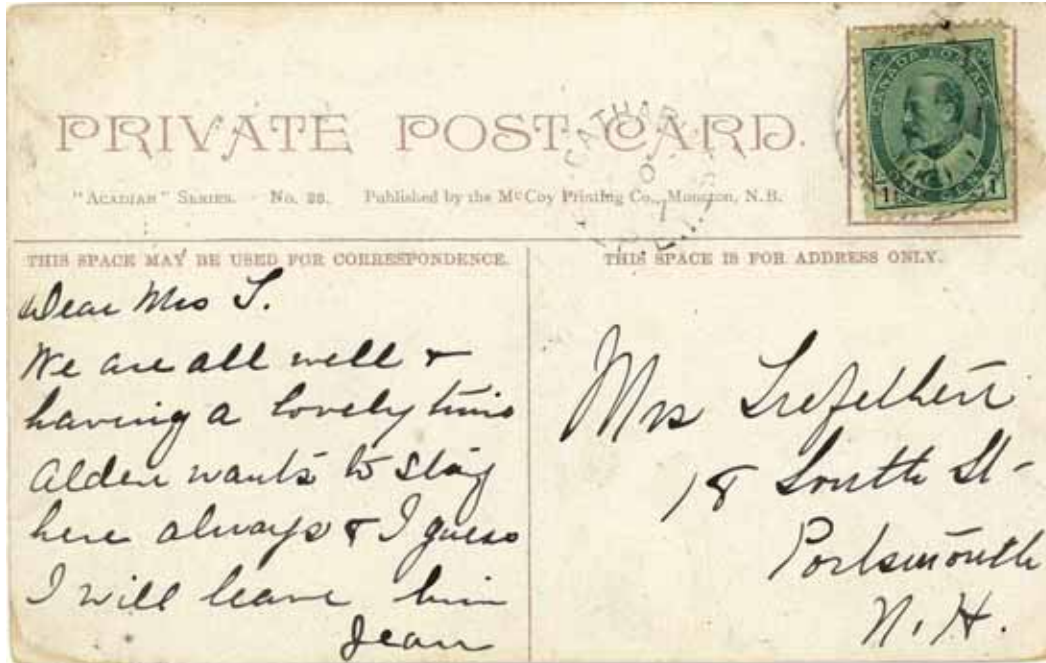
St Catharines

Queens Co, LOT 65, open 1892-1914; sometimes spelled St Catherines



St Catharines to York (UK), 1895. The over-inked postmarks are also of St Catharines.

St Catharines



St Catharines to Portsmouth (NH), 1907.



Victoria Row, Charlottetown

St Catharines



St Catharines to New Perth West (P E I), 27 January 1913.
NEW PERTH WEST

St Margarets

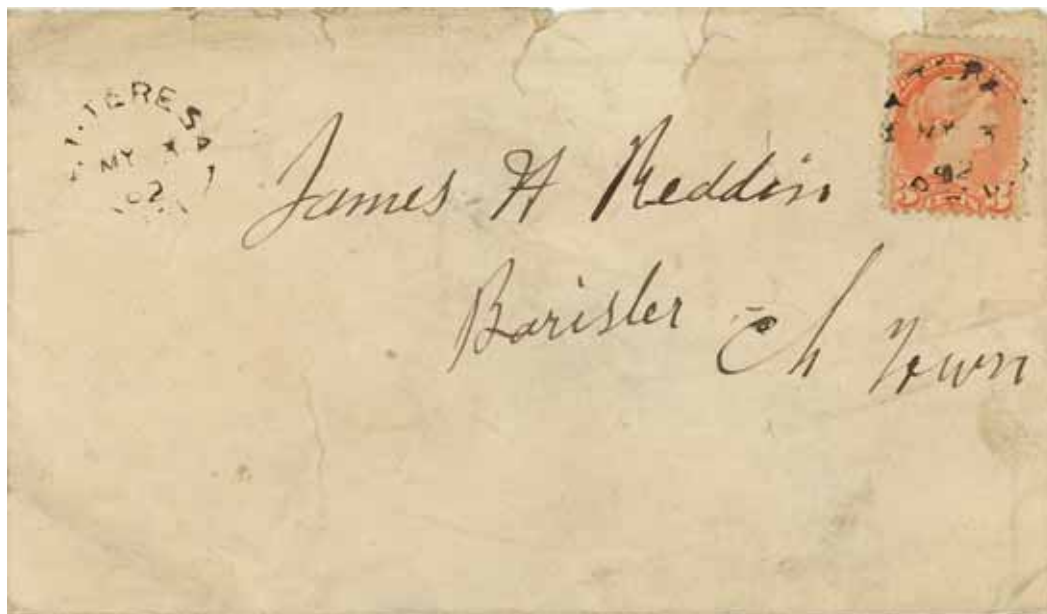
Kings Co, LOT 43, open 1827-1914



St Margarets to Charlottetown, 8 May 1900.

St Teresa

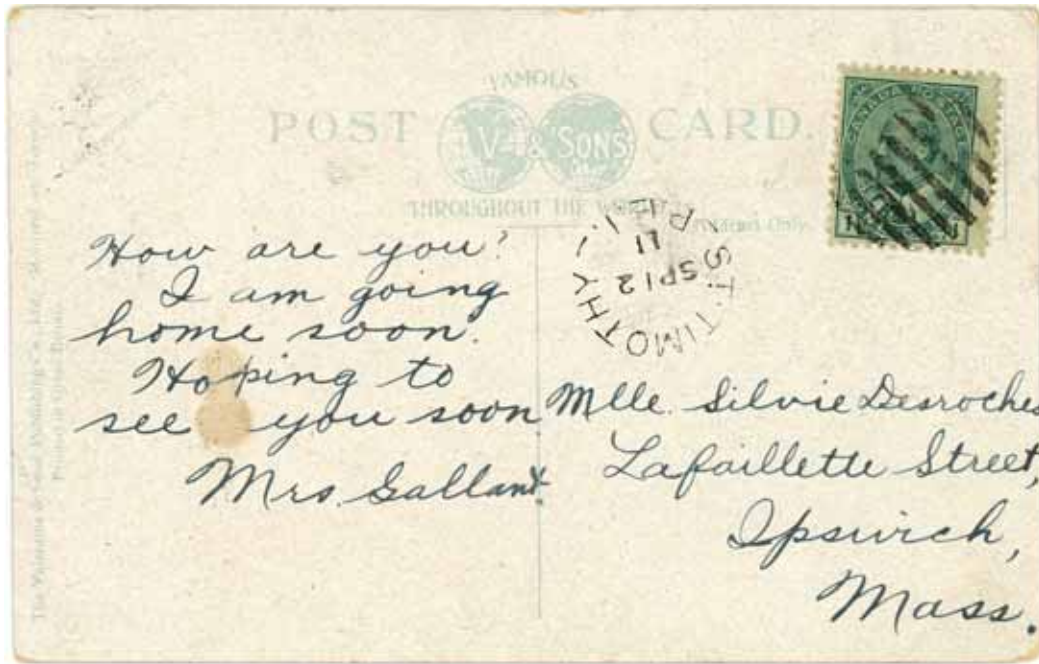
Kings Co, LOT 51, open 1891-1919



St Teresa to Charlottetown (MA), 4 May 1902.
GEORGETOWN

St Timothy

Prince Co, LOT 15, open 1894-1914



St Timothy to Ipswich (MA), 12 September 1911. Previously known 1900-07



Court House, Charlottetown.

Searletown

Prince Co, LOT 27, open 1856-1913



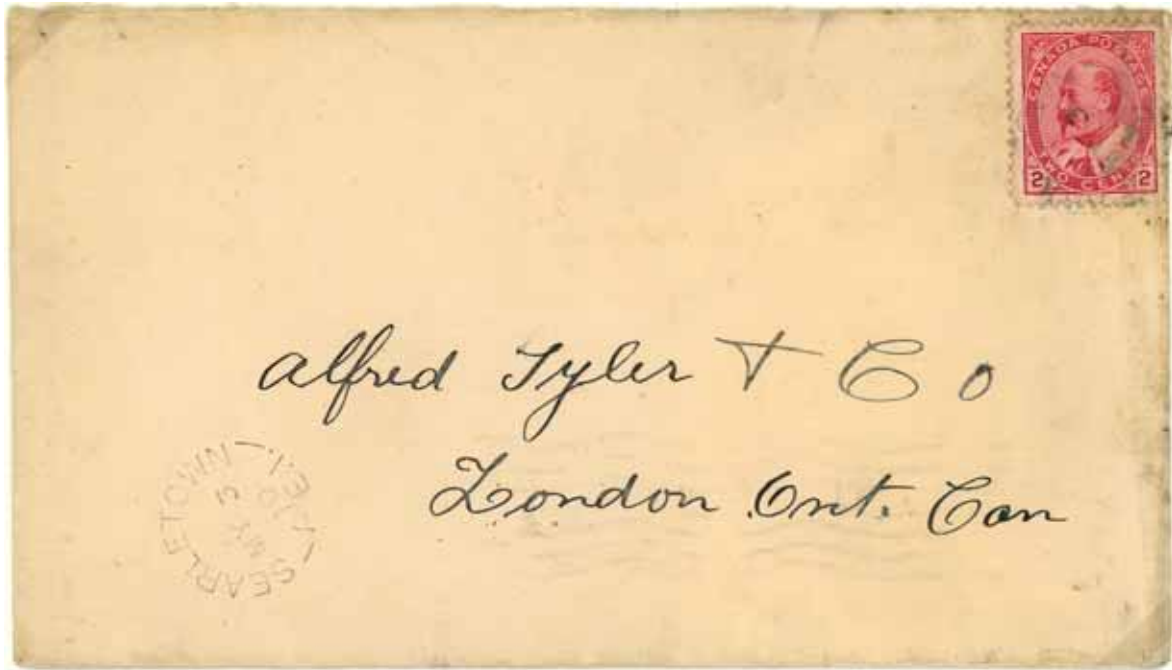
Searletown to Elliott's Mills, 26 September 1905.
ELLIOTT'S MILLS



Searletown to Minnisk (Man), 9 September 1907.



Searletown



Searletown to London (Ont), 3 May 1910.

Selkirk Road

Queens Co, LOT 60, open 1873-1918



Selkirk Road to Peter's Road (P E I), 2 May 1917.

Skinner's Pond

Prince Co, LOT 1, open 1857-1914



Skinner's Pond to Knowlton (Que), 2 January 1900. First reported strike
TIGNISH

Souris West

Kings Co, LOT 44, open 1867-1916



Souris West to Charlottetown, 24 November 1899.

SOURIS EAST circle

South Granville

Queens Co, LOT 21, open 1891-1913



South Granville to Charlottetown, 15 October 1901.

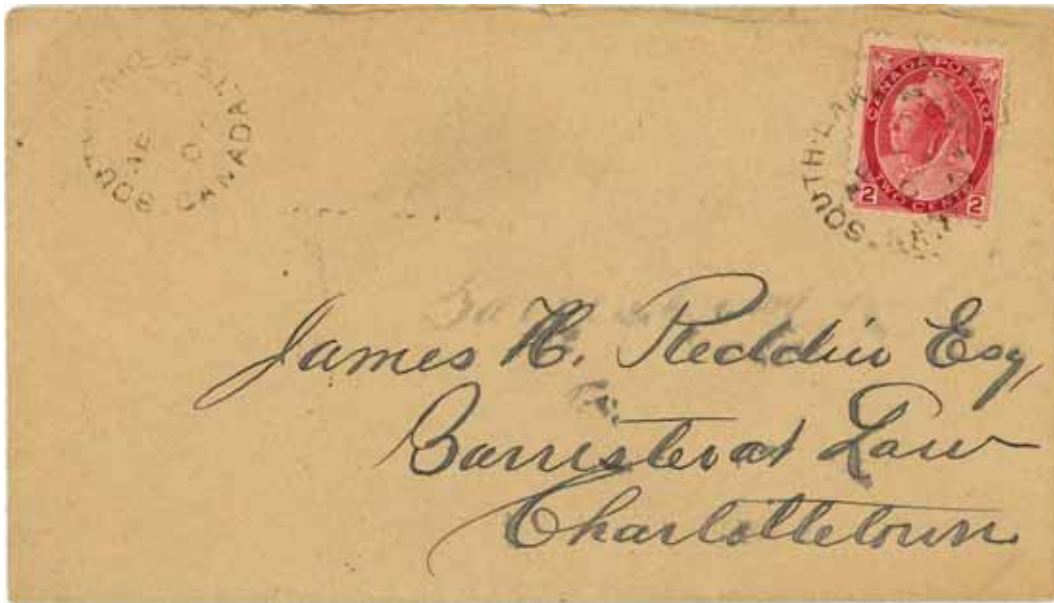


South Granville to Pepperell (MA), 13 August 1909, day inverted.



South Lake

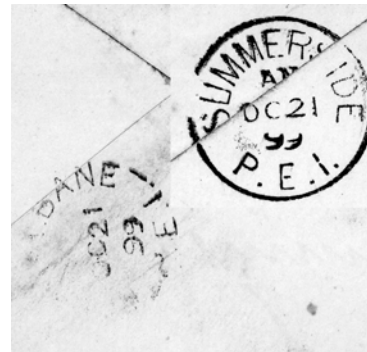
Kings Co, LOT 47, open 1879-1913



South Lake to Charlottetown, April 1901. CANADA at base

Springfield

Queens Co, LOT 67, open 1861-1914

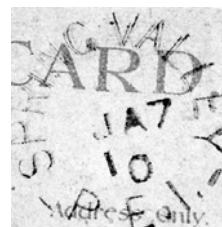
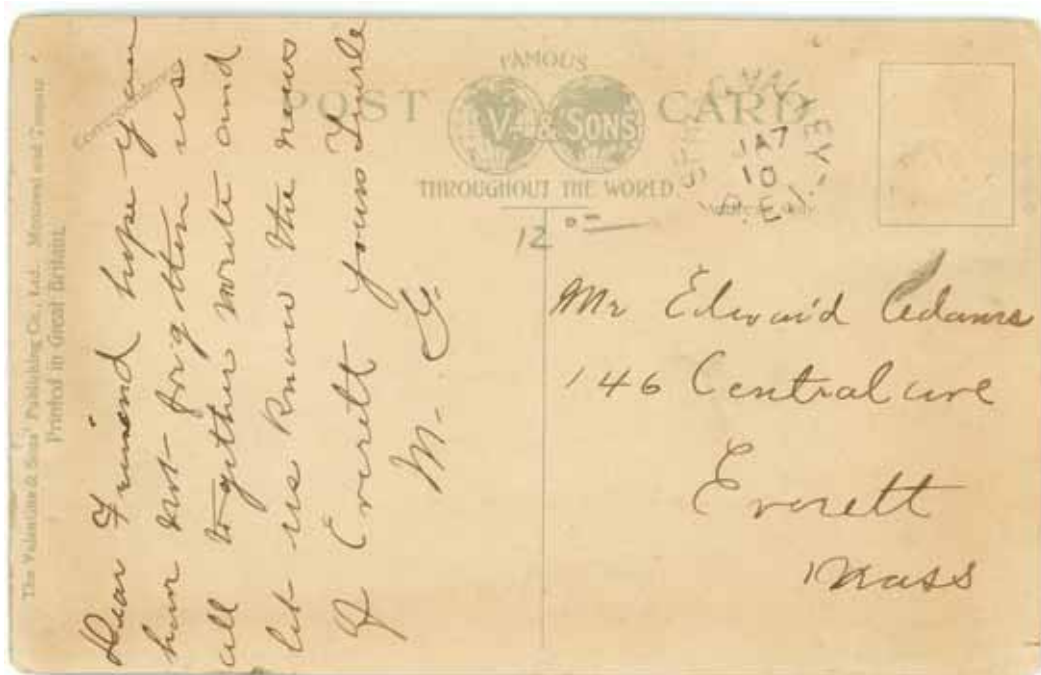


Springfield to Summerside, October 1899.

BREADALBANE

Spring Valley

Prince Co, LOT 18, open 1897-1913



Spring Valley to Everett (MA), 7 January 1910.

Stanchel

Queens Co, LOT 67, open 1896-1914



Stanchel to Charlottetown, 22 August 1906.
DARLINGTON



An Island home, PEI

Sturgeon

Kings Co, LOT 61, open 1857-1914



Sturgeon to Charlottetown, 3 January 1902.

Ten Mile House

Queens Co, Lot 35, open 1885-1913



Ten Mile House to Charlottetown, 9 March 1903.

Traveller's Rest

Prince Co, LOT 19, open 1827-1917



Traveller's Rest to Knowlton, 9 April 1894 [front].

T trilby

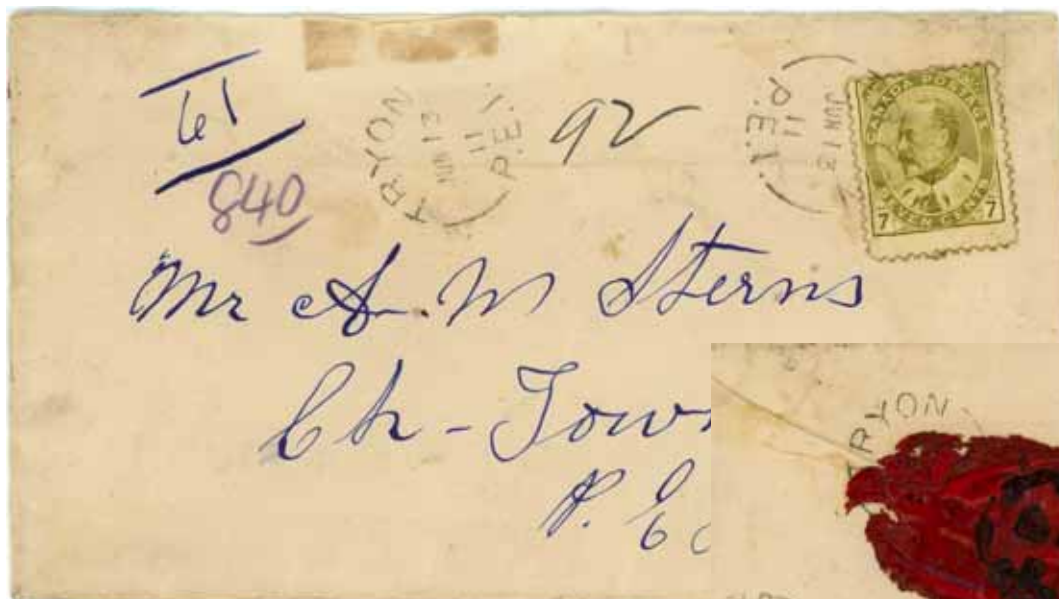
Queens Co, LOT 33, open 1894-1912



Trilby to Toronto, 27 April 1899.

Tryon

Prince Co, LOT 28, open 1864-1914



Tryon to Charlotetown, 13 June 1911. Struck into wax seal (three times).

ALBANY and EMERALD



Tryon to Central Bedeque (P E I), 29 December 1911.

Tyrone

Queens Co, LOT 31, open 1899-1913



Tyrone to South Melville (Lot 29), 29 October 1907. Only reported example; one other postmark is known from Tyrone, an 1899 manuscript.



Montague (P E I)

Upper Westmoreland

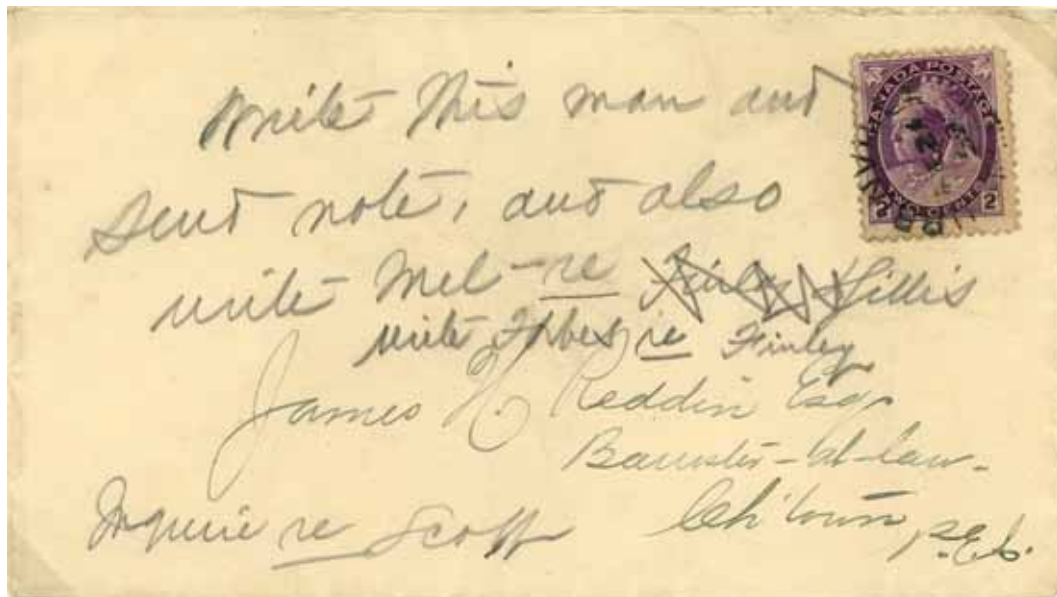
Queens Co, LOT 29, open 1891-1914



Upper Westmoreland to Milo (ME), 1912.

Urbinville

Prince Co, LOT 16, open 1896-1918



Urbinville to Charlottetown, 21 February 1899.

Valleyfield East

Queens Co, LOT 29, open 1891-1914



Valleyfield East to Hunter River (P E I), 14 September 1911. Mourning cover.

Vernon River Bridge

Queens Co, Lot 50, open 1866-1913



Vernon River Bridge to Charlottetown, 22 May 1895.



Vernon River Bridge to Charlottetown, 20 September 1899.

Vernon River Bridge



Vernon River Bridge to Charlottetown, 10 February 1902.



Vernon River Bridge to Hamilton, 10 April 1903. Same hammer

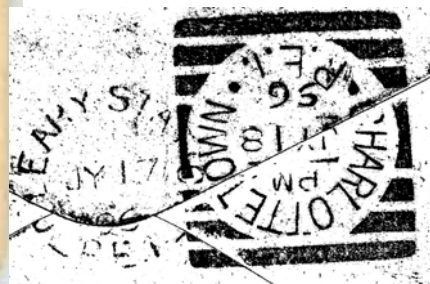
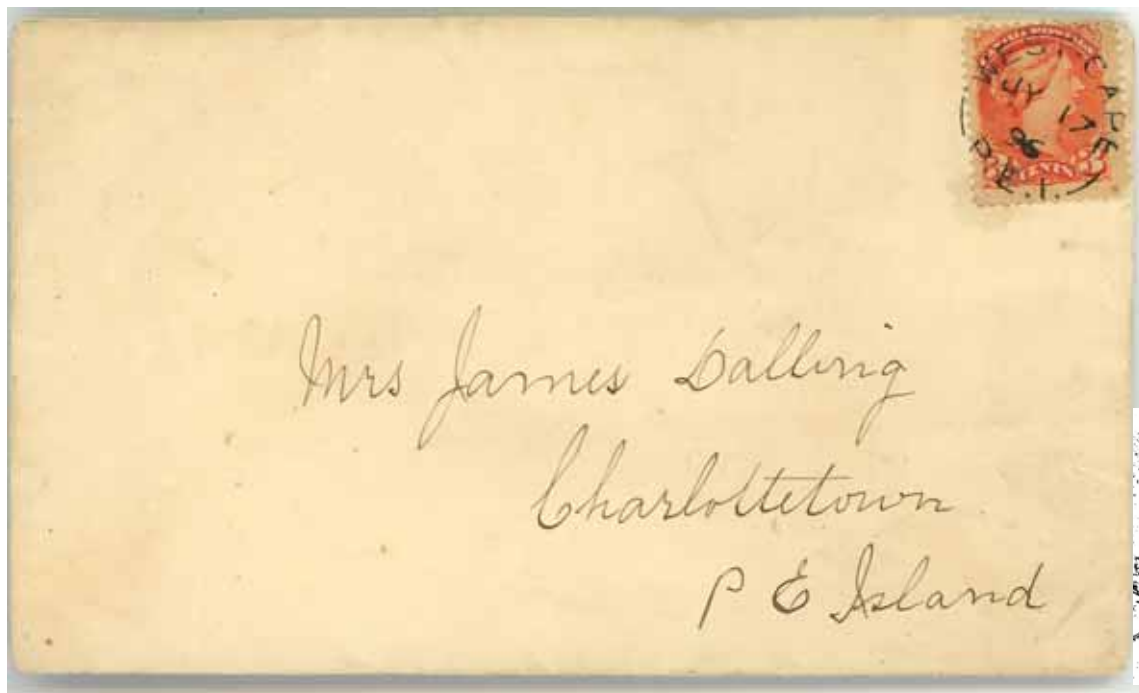
Vernon River Bridge



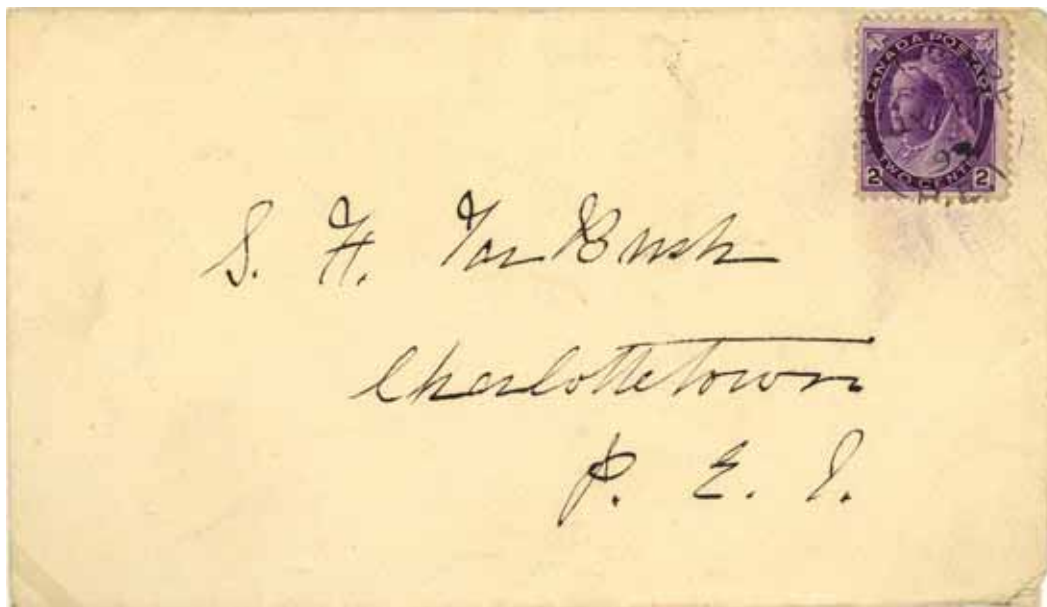
Vernon River Bridge to Kinross (P E I), 13 October 1908.

West Cape

Prince Co, LOT 7, open 1850-1913



West Cape to Charlottetown, 17 July 1896. Known use 1888-1910
O'LEARY STATION



West Cape to Charlottetown, 17 July 1899.

West Cape



West Cape to Waltham (MA), 4 July 1905.



West Cape to Upper Keswick (N B), 26 December 1911.

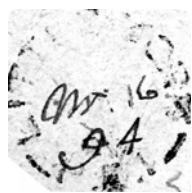
Western Covehead

Queens Co, LOT 34, open 1870-1913



Western Covehead to Philadelphia, 15 March 1894.

LITTLE YORK manuscript dated



West Royalty

Queens Co, ROYALTY, open 1908-1917



West Royalty to Woodville (MA), 5 March 1910.

Courtesy of Danny H

Whim Road Cross

Kings Co, LOT 59, open 1871-1913



Whim Road Cross to Newton Centre (MA), 3 January 1895.

White Sands

Kings Co, LOT 64, open 1880-1914



White Sands to Chartley (MA), 21 July 1910.

Winsloe Road

Queens Co, LOT 33, open 1875-1919



Winsloe Road to New York, 11 November 1899.

P. E. J.
Winsloe Road Nov 11 - 1899
Dear Sir I live in the Country
and there is no Insurance Agent
about here as I know of
Postmaster

Winsloe Station

Queens Co, Lot 33, open 1887-1916



Winsloe Station to Westmount (Montreal), 16 August 1913.

BRACKLEY BEACH

Wood Island

Queens Co, LOT 62, open 1855-1915



Wood Island to Oakville (Ont), 5 June 1914.

Woodville Mills

Kings Co, LOT 54, open 1895-1914



Woodville Mills to Weymouth Bridge (N S), 21 September 1908 (year inverted or reversed).

York Point

Queens Co, LOT 3, open 1903-1913



Cornwall (P E I) to York Point, 31 May 1910.
CORNWALL

Offices whose names contain a lot number

Appearing in this exhibit:

Abney Lot 64 • 211 Annandale Lot 56 • 212 Glenwood Lot 8 • 213 Hillsborough Lot 48 • 214 Lewes
Lot 60 • 215 Milo Lot 9 • 216 Southwest Lot 16 • 217 Lot 4 • 218 Lot 10 • 219 Lot 12 • 220 Lot
16 • 222 Lot 30 • 223 Lot 35 • 224 Lot 40 • 225 Lot 56 • 226

Abney Lot 64

Kings Co, LOT 64, open 1908–1963



Summerside to White Sands, forwarded to Murray Harbour, Abney Lot 64 datestamps 24 & 25 December 1914. SUMMERSIDE PEI duplex.

Annandale Lot 56

Kings Co, LOT 56, open 1923–1967



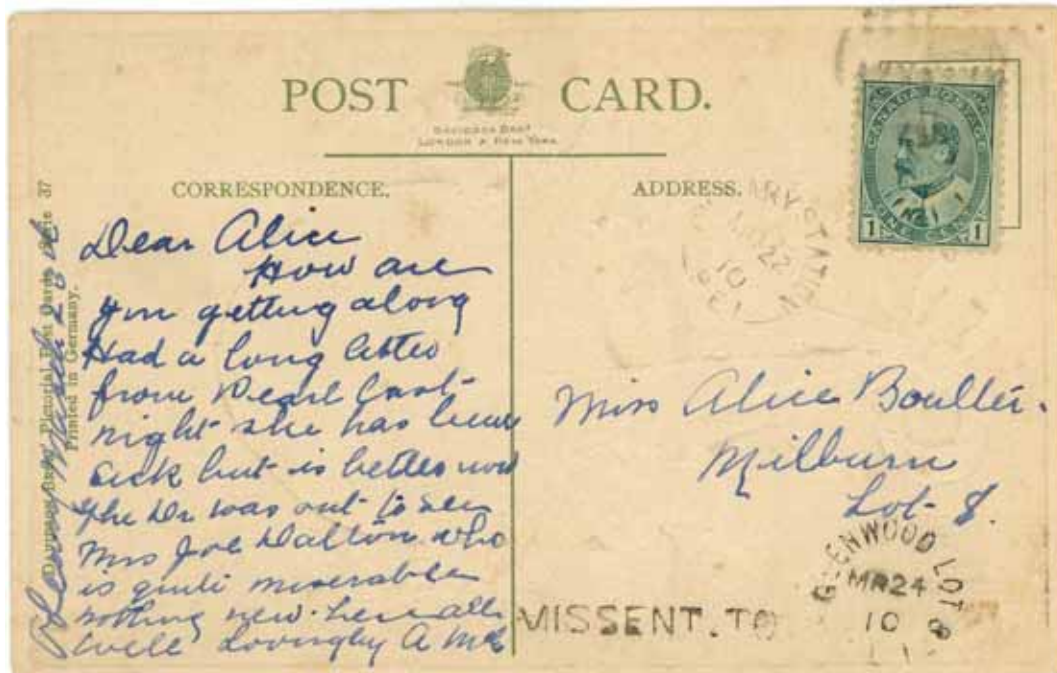
Annandale Lot 56 to London, 24 October 1935. Empire rate paid by stationery cut-out, not permitted in Canada.

Glenwood Lot 8

Prince Co, LOT 8, open 1904-1918

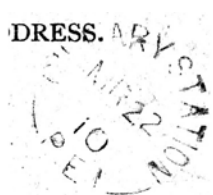
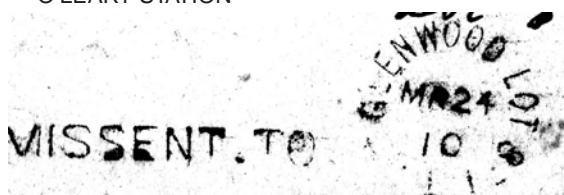


Glenwood Lot 8 to Milo Lot 9, 14 July 1910.



O'Leary Station to Milburn (Lot 8), missent to Glenwood Lot 8, 24 March 1910.

Courtesy of Danny H



Hillsborough Lot 48

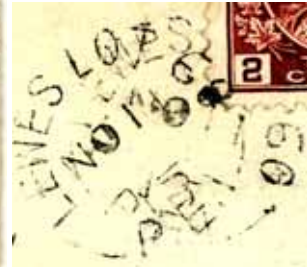
Queens Co, Lot 48, open 1907-1916



Hillsborough to Weston (MA), 22 April 1910. Known use 1907-10

Lewes Lot 60

Queens Co, Lot 60, open 1908–1918



Lewes Lot 60 to Valleyfield (P E I), 10 November 1915.
MONTAGUE circle

Courtesy of Danny H

Milo Lot 9

Prince Co, LOT 9, open 1908-1914

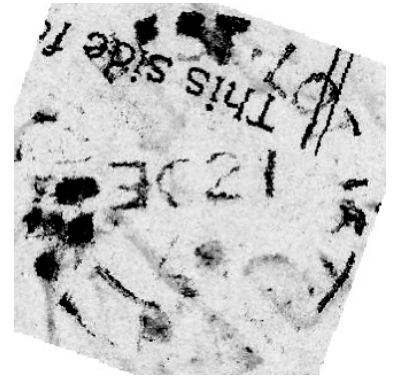


Milo Lot 9 to Glenwood Lot 9, 14 June 1910.

Courtesy of Danny H

Southwest Lot 16

Prince Co, LOT 16, open 1875-1932



Southwest Lot 16 to Marum (MA), 21 December 1907, month and year inverted.

Lot 4

Prince Co, LOT 4, open 1873-1914



Lot 4 to Charlottetown, 29 June 1897.



Lot 4 to Rockville (CT), 9 July 1908.

Lot 10

Prince Co, LOT 10, open 1871-1913



Lot 10 to Westchester (N s), 8 April 1909.



Lot 10 to Thompson Station (N s), 19 October 1909.

Lot 12

Prince Co, LOT 12, open 1855-1912; became Ellerslie Station, then Ellerslie



Lot 12 to the largest mail order seed company in Canada, Rennie's, Toronto, 28 March 1899. Known use 1887-1911



Lot 12 to Cambridge (ME), 19 May 1908.

Lot 12



Malvern (N S) to Retichers PO, missent to Lot 12, 27 June 1908. No post office name Reticher (or similar) existed; so Reticher must be the name of the of postmaster/way office keeper.

Lot 16

Prince Co, LOT 16, open 1838-1913



Lot 16 to Toronto, 1 May 1899.

MISCOUCHE

Lot 30

Prince Co, LOT 30, open 1867-1914



Lot 30 to Fall River (MA), 4 November 1902. Month inverted or reversed.

Lot 35

Queens Co, LOT 35, open 1855-1905; became Dunstaffnage



Lot 35 to Glace Bay (NS), 03 December 1902 (year inverted).

Lot 40

Kings Co, LOT 39, open 1887-1901



Lot 40 to Charlottetown, 15 April 1899.

Lot 40 post office was situated in Lot 39.

Lot 56

Prince Co, LOT 56, open 1855-1923; became Annandale Lot 56



Lot 56 to Charlottetown, 25 October 1897. Return address is Annandale Lot 56.



Lot 56 to Charlottetown, 14 September 1897.
CARDIGAN BRIDGE

Lot 56



Lot 56 to Liscombe (NS), 20 February 1908.

Offices closed 1922–1990

Appearing in this exhibit:

Albion • 229 Alma • 230 Armadale • 231 Baltic • 233 Bear River • 234 Beaton's Mills • 235 Bed-
eque • 238 Bedford Station • 240 Belle Creek • 242 Bideford • 244 Brackley Beach • 245 Bridgetown • 247
Bristol • 249 Caledonia • 250 Cape Traverse • 252 Carleton Siding • 255 Chelton • 257 Cherry Val-
ley • 258 Clyde River • 260 Conway Station • 262 Dundas Centre • 264 East Baltic • 265 Ebbsfleet • 267
Elmira • 268 Emerald • 269 Fredericton Station • 271 French River • 273 Hamilton • 274 Hamp-
ton • 275 Highbank • 277 Hopefield • 278 Howlan • 279 Iona • 280 Johnston's River • 281 Kelly's
Cross • 282 Kinross • 283 Launching Place • 285 Margate • 286 McNeill's Mills • 288 Midgell • 289
Milton Station • 291 New Glasgow • 292 New London • 294 Newtown Cross • 298 New Wiltshire • 299
Nine Mile Creek • 301 Northam • 302 North River • 304 O'Leary Station • 306 Orwell Cove • 308
Oyster Bed Bridge • 310 Peake Station • 311 Piusville • 312 Portage • 313 Port Hill • 315 Pownall • 316
Princetown • 318 Riverton • 320 Rustico • 321 Rusticoville • 322 St Eleanors • 323 St Mary's
Road • 326 Souris East • 328 Summerville • 329 Tracadie Cross • 330 Union Road • 332 Vernon
River • 333 Victoria • 335 West Devon • 336 Wheatley River • 339 Wilmot Valley • 340 Wood
Islands West • 341

Albion

Kings Co, LOT 59, open 1891-1946



Albion to Fergus (ON), 15 April 1906.

Alma

Prince Co, LOT 3, open 1876-1967



Alma to Fergus (ON), 21 July 1899. Registration 5¢ and 2¢ domestic.

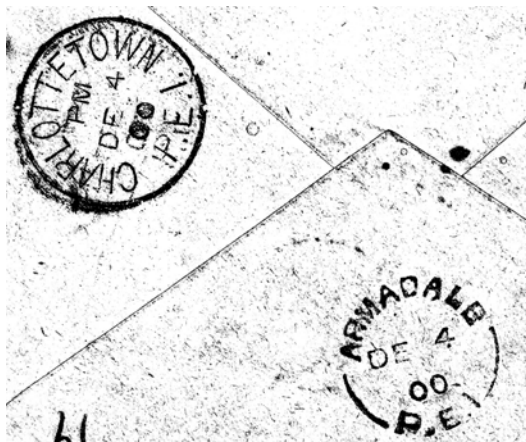


Alma to West Fitchburg (MA), 6 August 1907. Same hammer



Armadale

Kings Co, LOT 42, open 1876-1969



Monticello to Charlottetown via Armadale, 4 December 1900. Chubby lettering
MONTICELLO



Monticello to Charlottetown via Armadale, 4 December 1903. Taller, thin lettering.

Armadale



Armadale to Toronto, 18 January 1934.

Baltic

Prince Co, LOT 18, open 1891-1923



Baltic to Stanley Bridge, 5 July 1910.

Courtesy of Danny H

Bear River

Kings Co, LOT 43, open 1876-1968



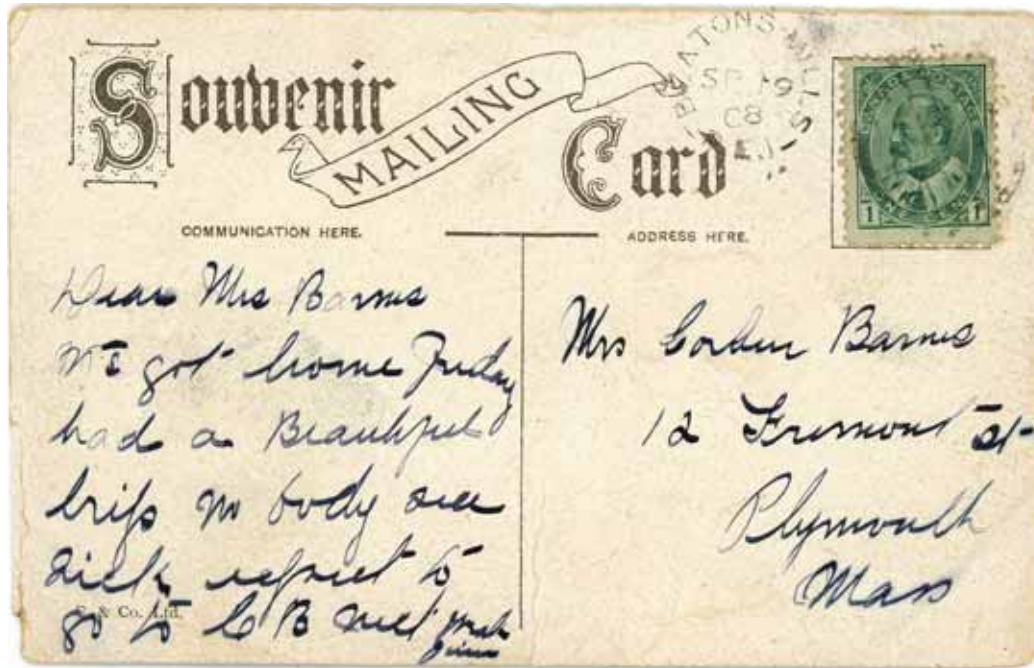
Bear River to Oakville, 10 February 1937.



Bear River to Toronto, 9 December 1938.

Beaton's Mills

Queens Co, LOT 60, open 1875–1966



Beaton's Mills to Plymouth (MA), 19 September 1908.

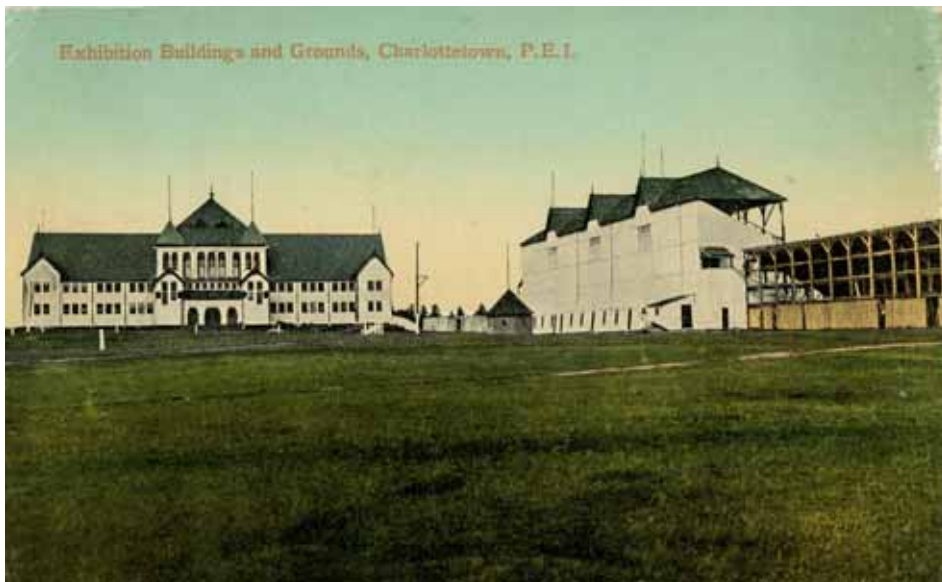


The Provincial Building (Parliament) in Charlottetown

Beaton's Mills



Beaton's Mills to Franklin (ME), 20 May 1916. Same hammer



Exhibition buildings, Charlottetown

Beaton's Mills



Beaton's Mills to Charlottetown, 1 November 1927. Thin lettering



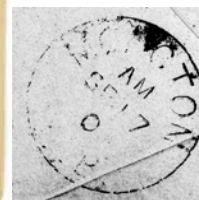
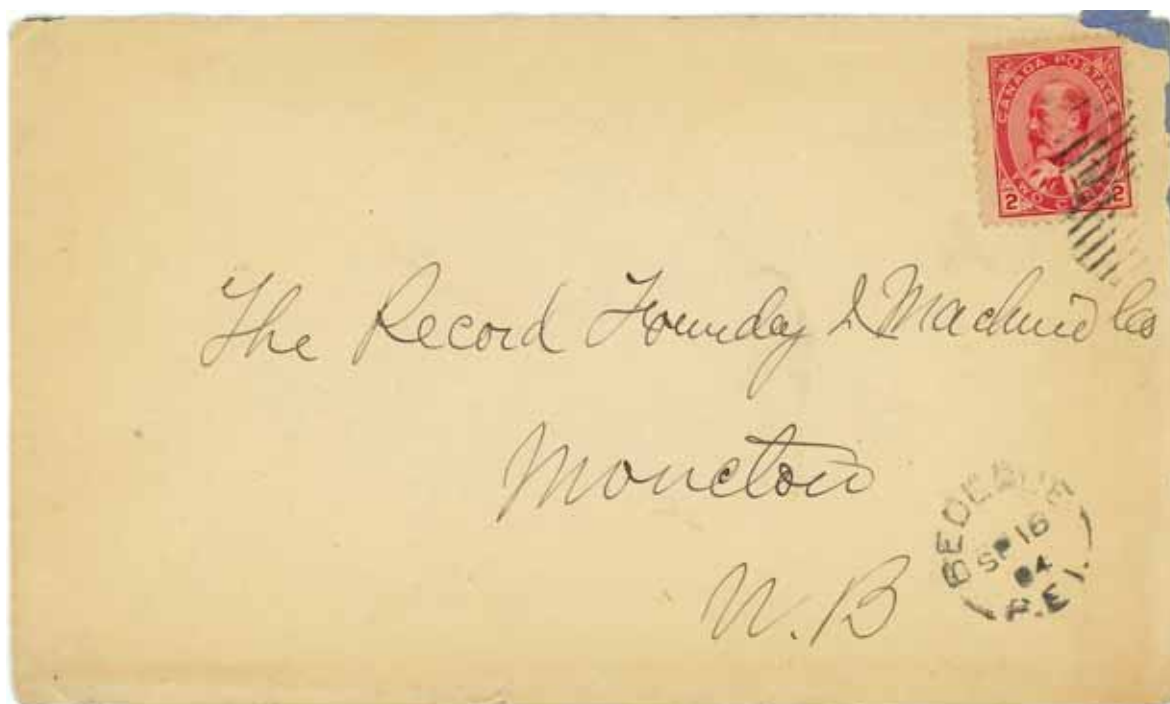
Beaton's Mills to Toronto, 3 November 1934.

Bedeque

Prince Co, LOT 26, open 1826-1984

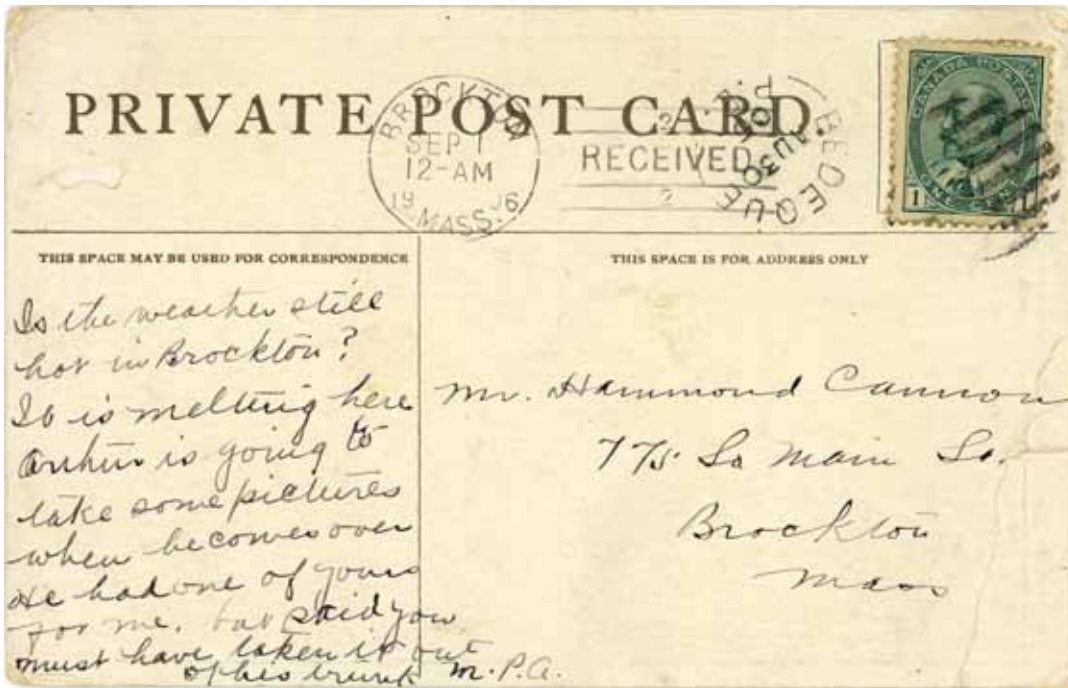


Bedeque to New York, 8 December 1997. Registration 5¢ and letter rate to U.S., 3¢. Stubby lettering

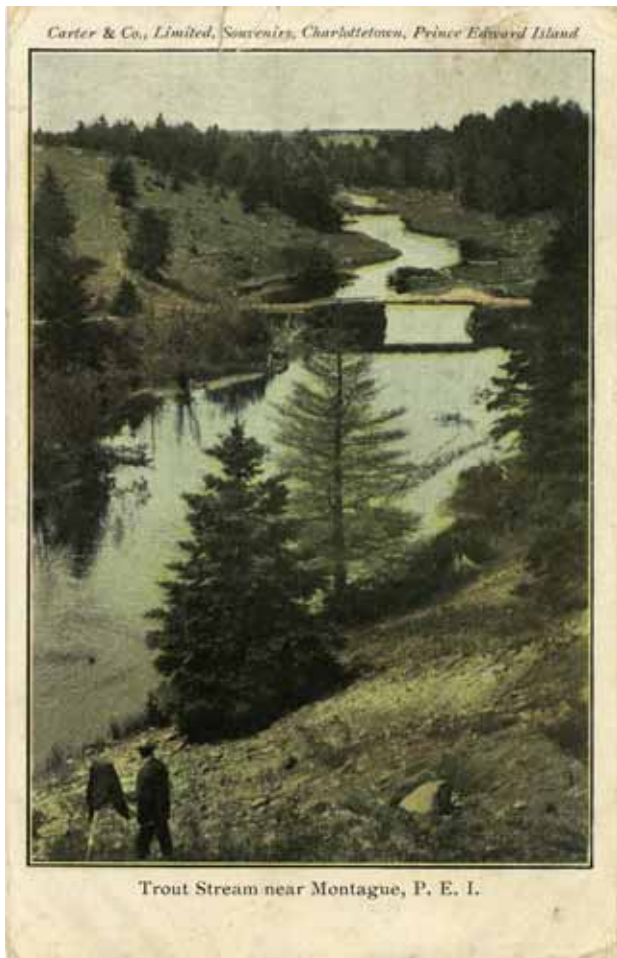


Bedeque to Moncton, 16 September 1904.

Bedeque



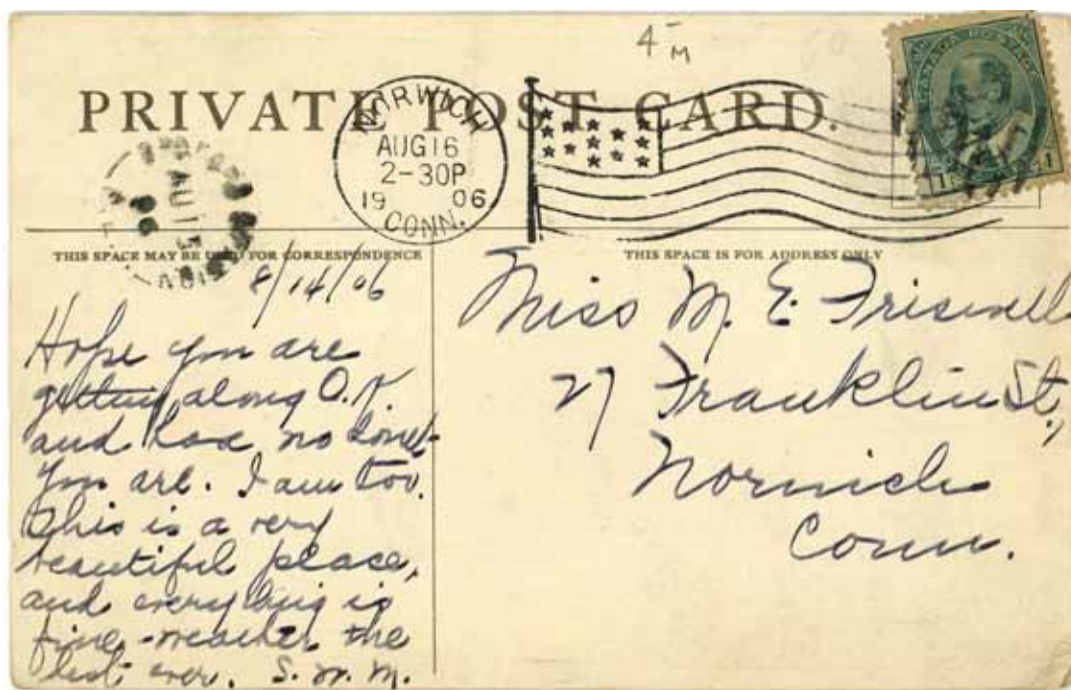
Bedeque to Brockton (MA), 30 August 1906. Thin lettering



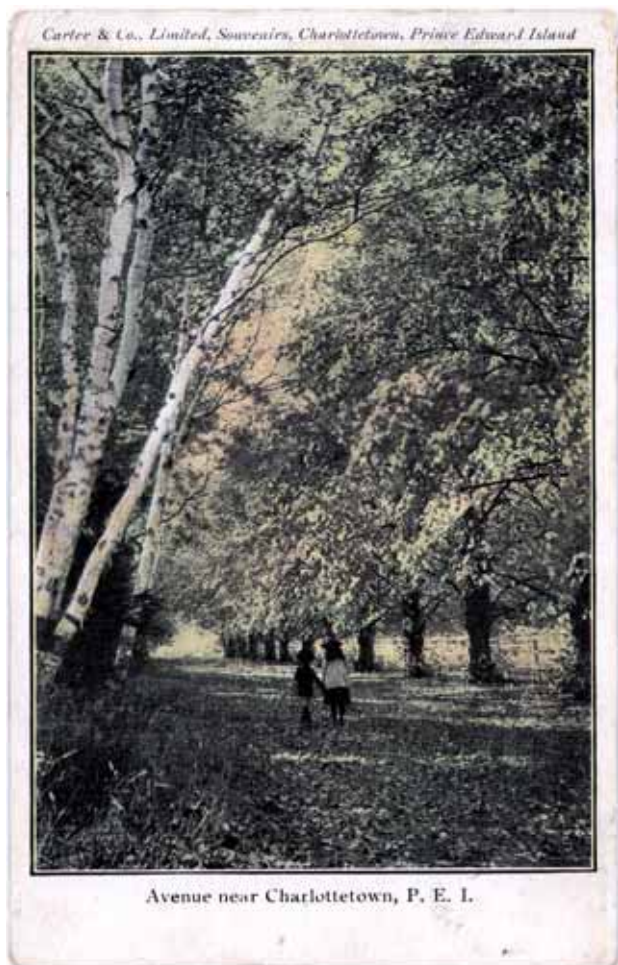
Trout stream near Montague

Bedford Station

Queens Co, LOT 35, open 1904-1969



Bedford Station to Norwich (CT), 15 August 1906.

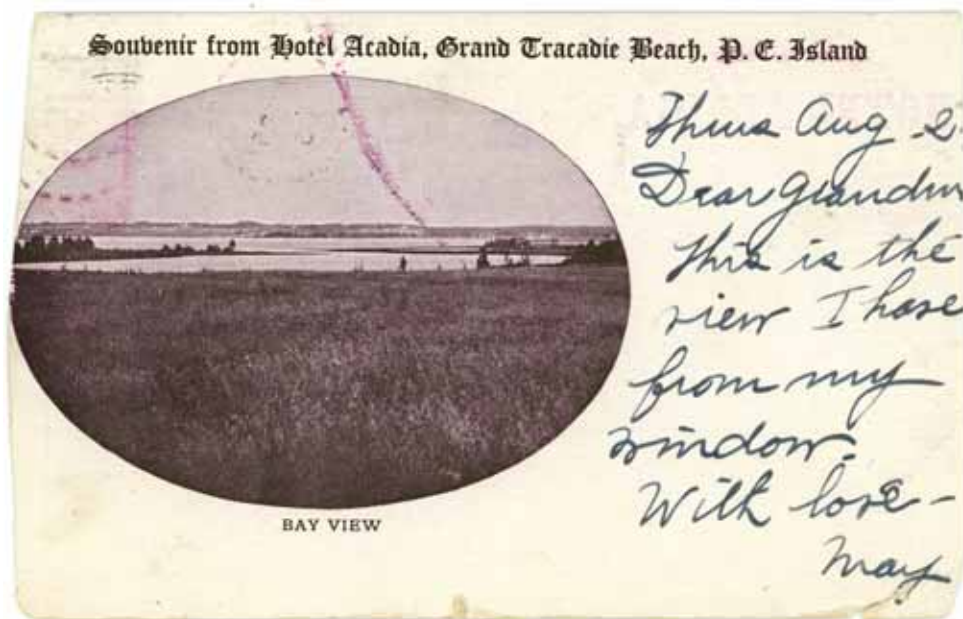


Avenue near Charlottetown

Bedford Station



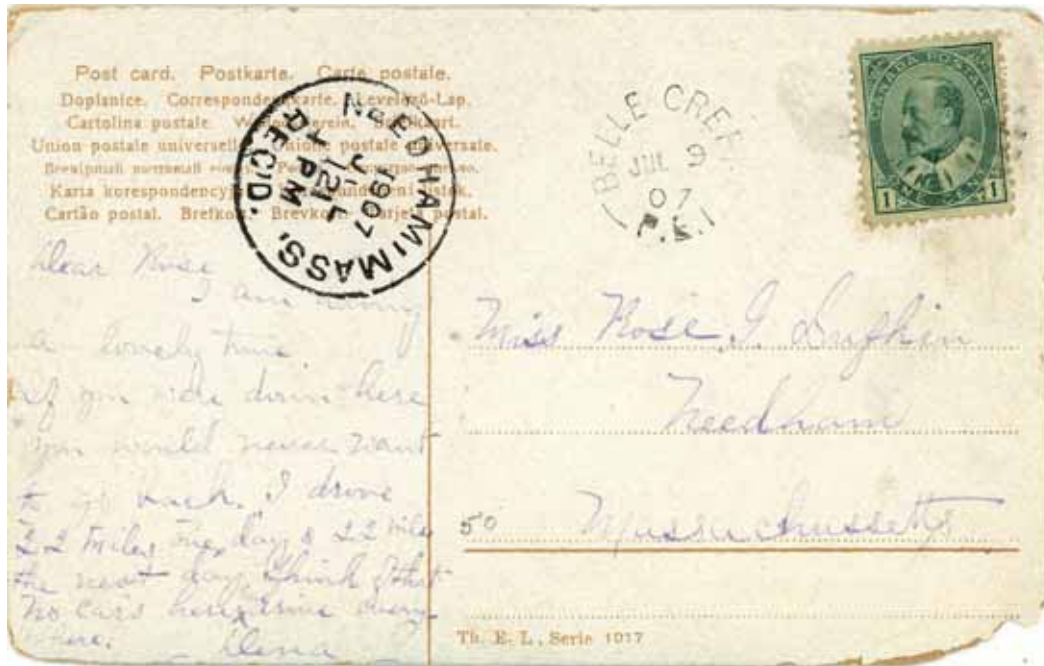
Bedford Station to Boston, 25 August 1905.



Hotel Acadia, Grand Tracadie Beach, P E I

Belle Creek

Queens Co, LOT 62, open 1867–1967 (became Belle River)



Belle Creek to Needham (MA), 9 July 1907.



Yachting in Charlottetown Harbour

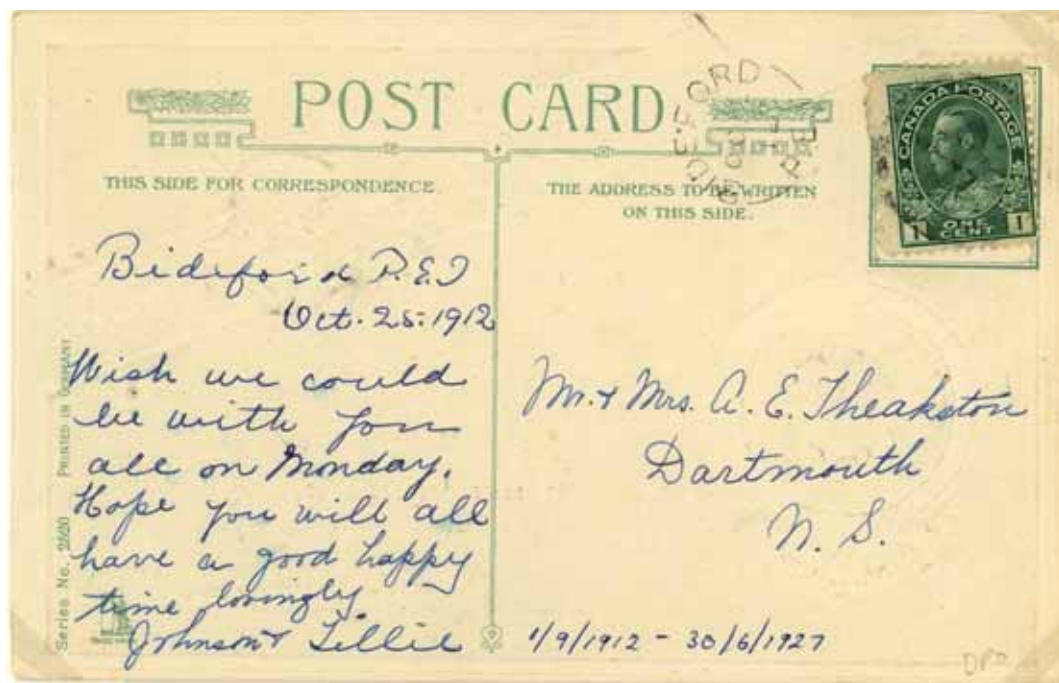
Belle Creek



Belle Creek to Toronto, 10 March 1940. MOOD.

Bideford

Prince Co, LOT 12, open 1 September 1912-1927



Bideford to Dartmouth (N S), 25 October 1912.

Brackley Beach

Queens Co, LOT 33, open 1889-1967



Brackley-Beach to Deer Park (Toronto), 18 August 1899.
OYSTER-BED-BRIDGE



Brackley-Beach to Toronto, 14 August 1908. Odd killer.

Courtesy of Danny H

Brackley Beach



Brackley-Beach to Ottawa, 26 June 1914. Different hammer (shorter sidebars, dot after *I* in P E I)



Brackley-Beach to Hagerstown (MD), 26 January 1932.

Bridgetown

Kings Co, LOT 55, open 1896–1925

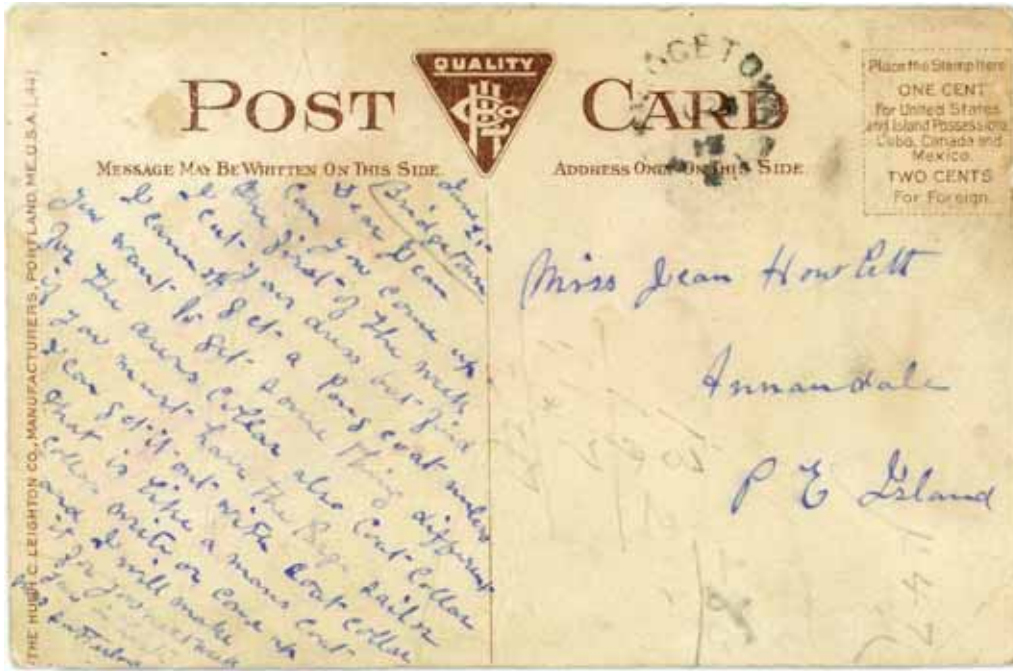


Bridgetown to Charlottetown, 18 August 1899.
CARDIGAN BRIDGE



Montague to Bridgetown, returned to sender, 16 January 1903. [front]

Bridgetown



Bridgetown to Annandale (P E I), 13 August 1913.



Walrus herd in the Arctic

Bristol

Kings Co, LOT 39, open 1901–1965



Bristol to Charlottetown, 15 January 1902.

Caledonia

Queens Co, LOT 60, open 1870–1929



Caledonia to Charlottetown, 8 January 1889. Registration 2¢ and domestic letter 3¢ (paid by scarlet shade of 3¢ small queen). ORWELL COVE ; both postmarks have CANADA at base.

Caledonia



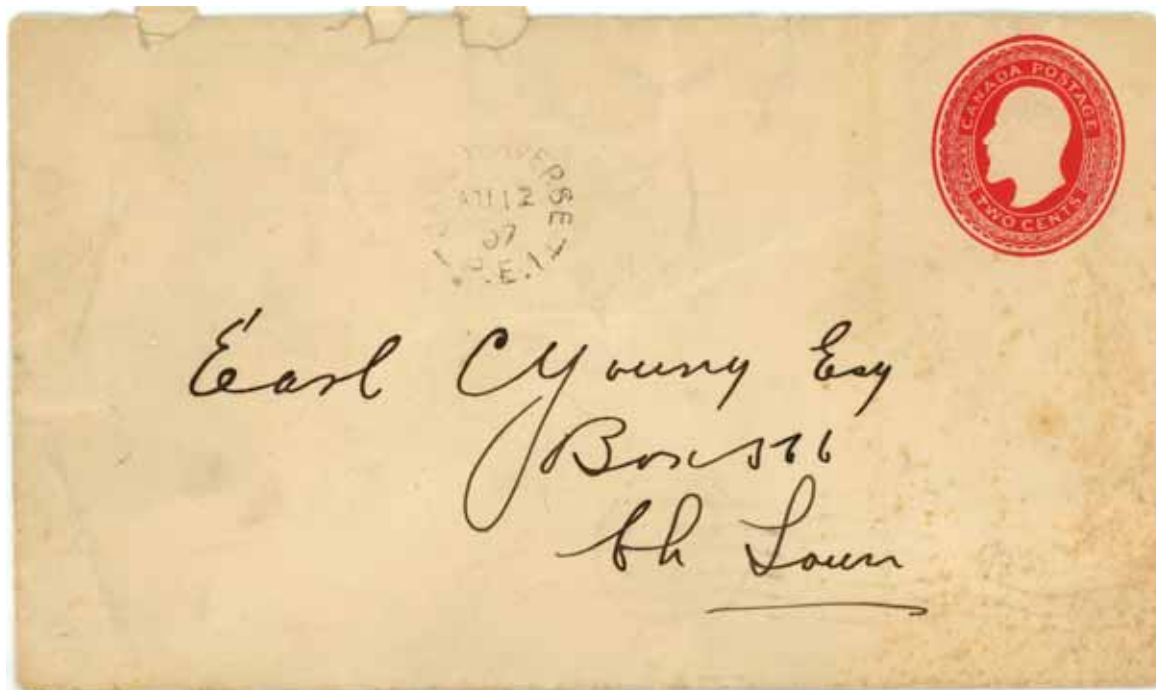
Caledonia to Quincy (MA), 5 September 1907.



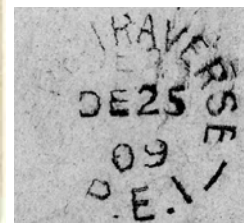
Harbour from west, Saint John

Cape Traverse

Prince Co, LOT 28, open 1905-1930



Cape Traverse to Charlottetown, 12 August 1907.



Cape Traverse to Bedeque (P E I), 25 December 1909.

Cape Traverse



Cape Traverse to Crapaud (P E I), 24 September 1909.



Baddeck, Cape Breton

Cape Traverse



Cape Traverse to Bedeque (P E I), 27 December 1911.



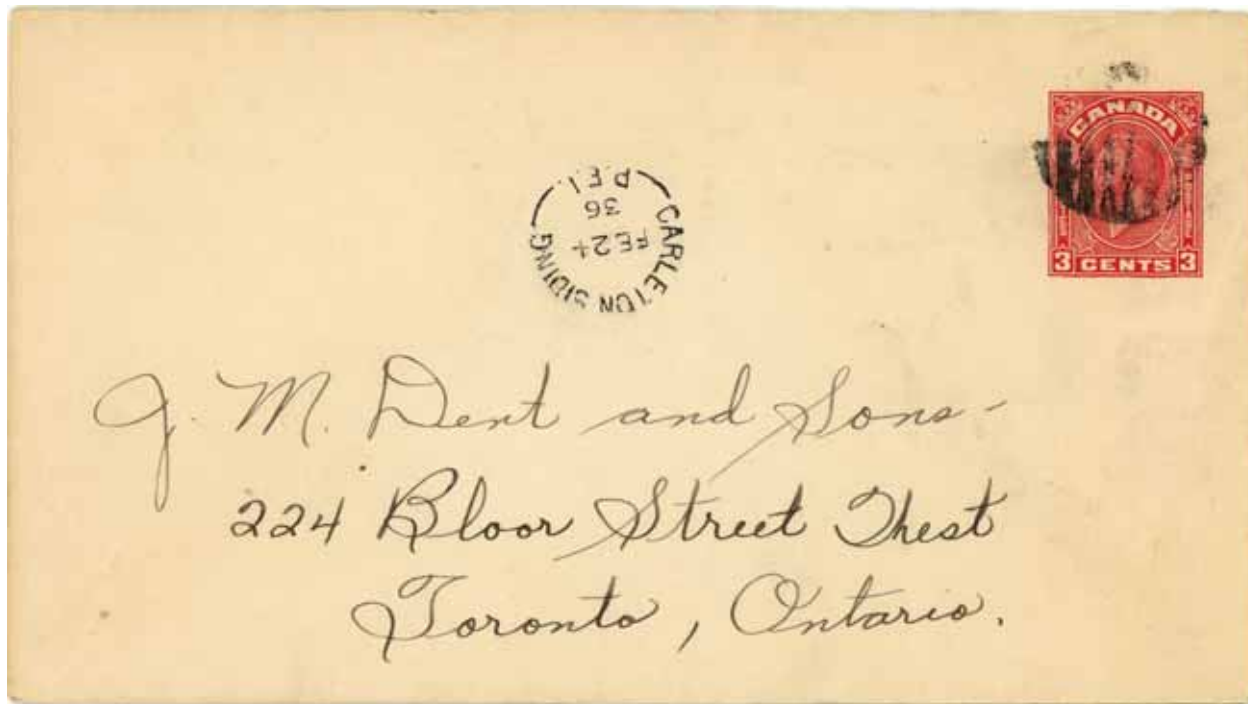
Cape Traverse to Bedeque, 21 March 1913.

Carleton Siding

Prince Co, LOT 27, open 1925-1972

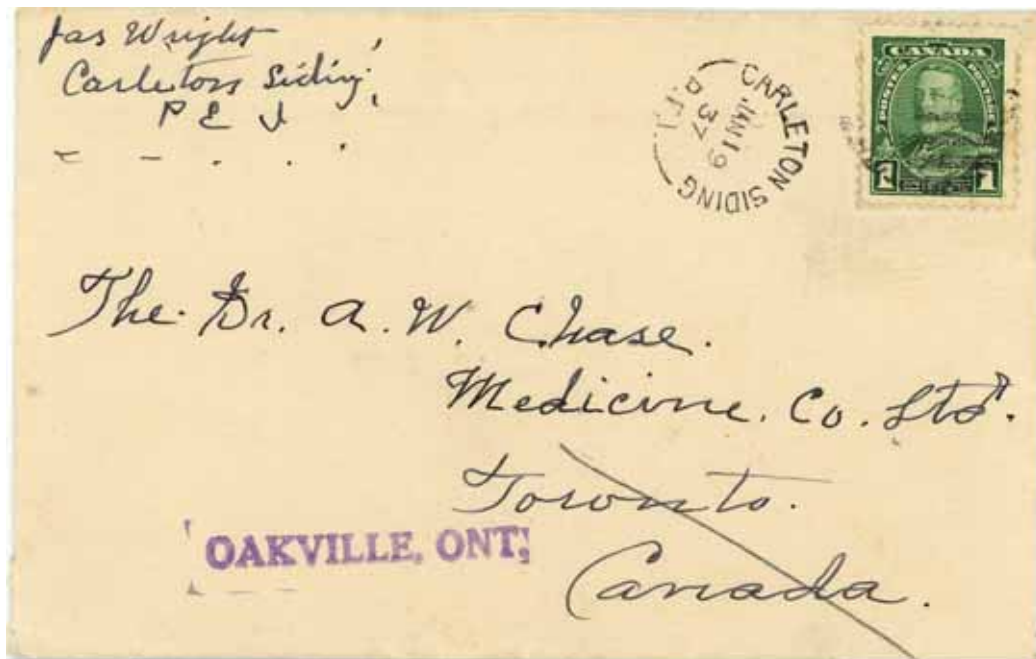


Carleton Siding to Toronto, 10 February 1934.



Carleton Siding to Toronto, 24 February 1936. Same hammer

Carleton Siding



Carleton Siding to Toronto, 19 January 1937.



Carleton Siding to Hamilton, 11 June 1946. Registration 10¢ and domestic airmail 7¢.

Chelton

Prince Co, LOT 27, open 1895-1924



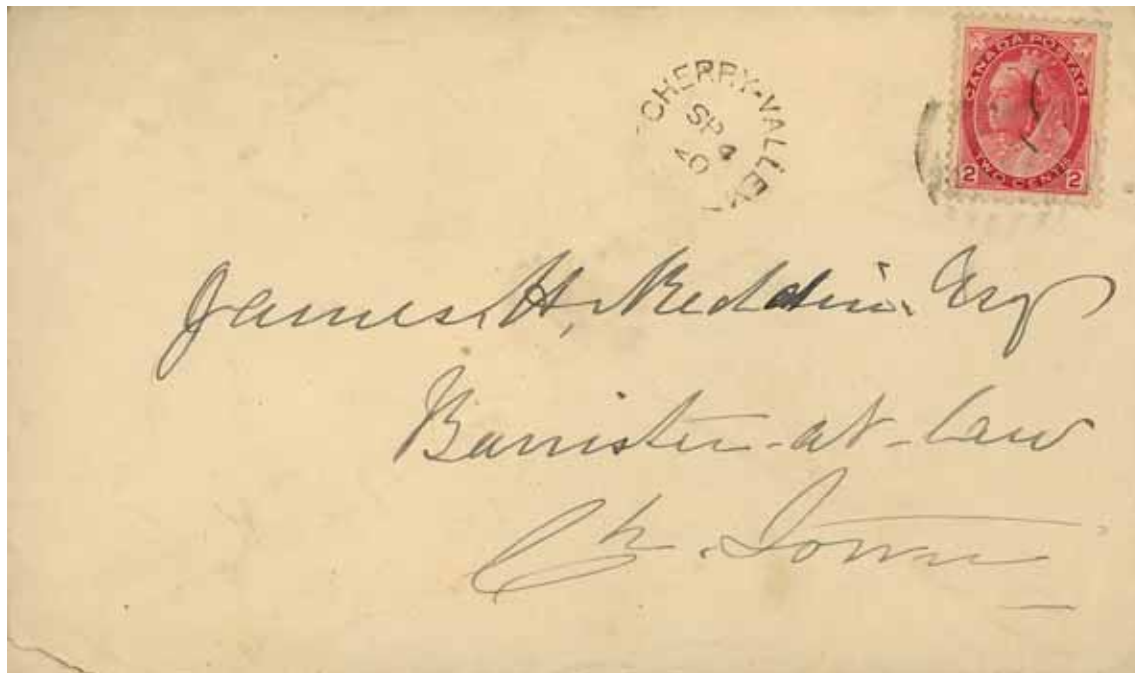
Chelton to Charlottetown, 17 September 1911.

Cherry Valley

Queens Co, LOT 50, open 1860–1967



Cherry Valley to Charlottetown, 7 March 1902.



Cherry Valley to Charlottetown, 4 February 1902, year indicia reversed. Same hammer

Cherry Valley



Cherry Valley to Charlottetown, 22 November 1927.



Cherry Valley to Toronto, 29 October 1933.
CARDIGAN BRIDGE

Clyde River

Queens Co, LOT 31, open 1886–1969



Clyde River to Charlottetown, 14 April 1900.



Clyde River to Oyster Bed Bridge (P E I), 2 December 1937. Different hammer

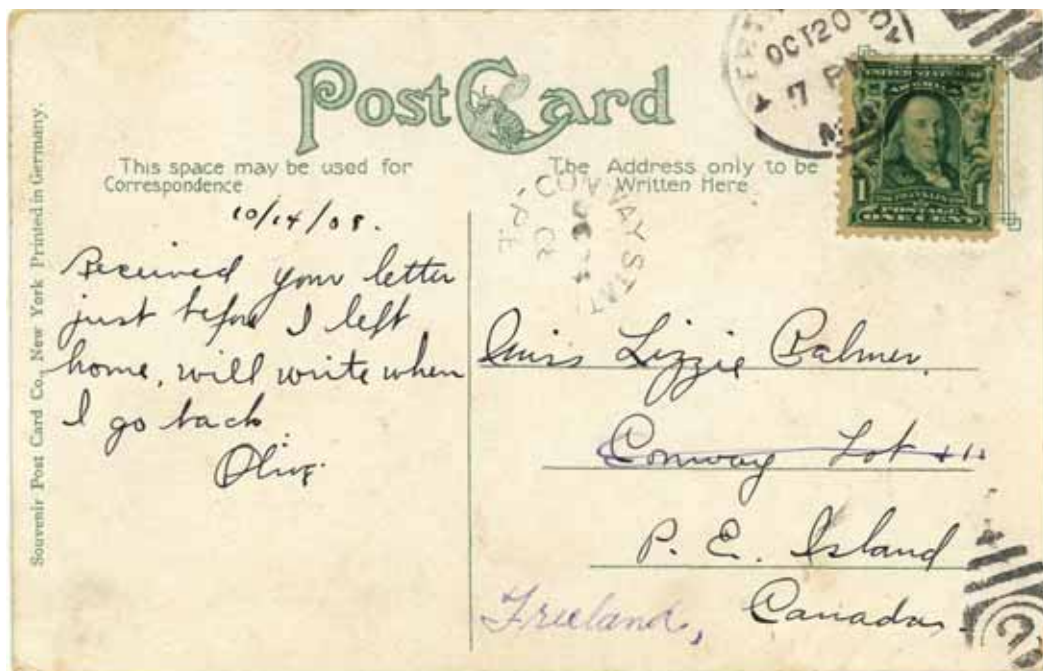
Clyde River



Clyde River to Hamilton, 5 June 1942. Circle

Conway Station

Prince Co, LOT 11, open 1895-1967



US to Conway Station, forwarded to Freeland, October 1908.



Conway Station to Toronto, 30 January 1934. Same hammer

Conway Station



Conway Station to Portland (ME), 7 September 1940. Circle



St Dunstan's, Charlottetown

Dundas Centre

Kings Co, LOT 55, open 1925-1969



Dundas Centre, 13 February 1935.

East Baltic

Kings Co, LOT 46, open 1877-1970



East Baltic to Montague (PEI), 22 December 1913. Stubby lettering



East Baltic to Charlottetown, 2 September 1927. Narrow lettering

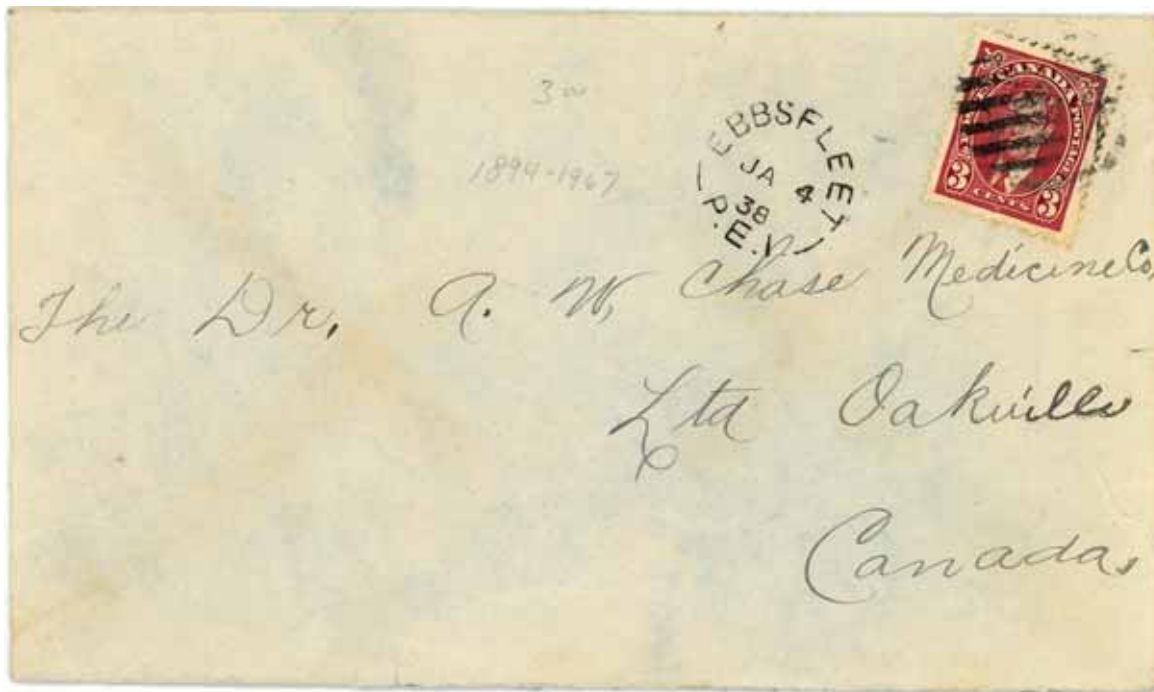
East Baltic



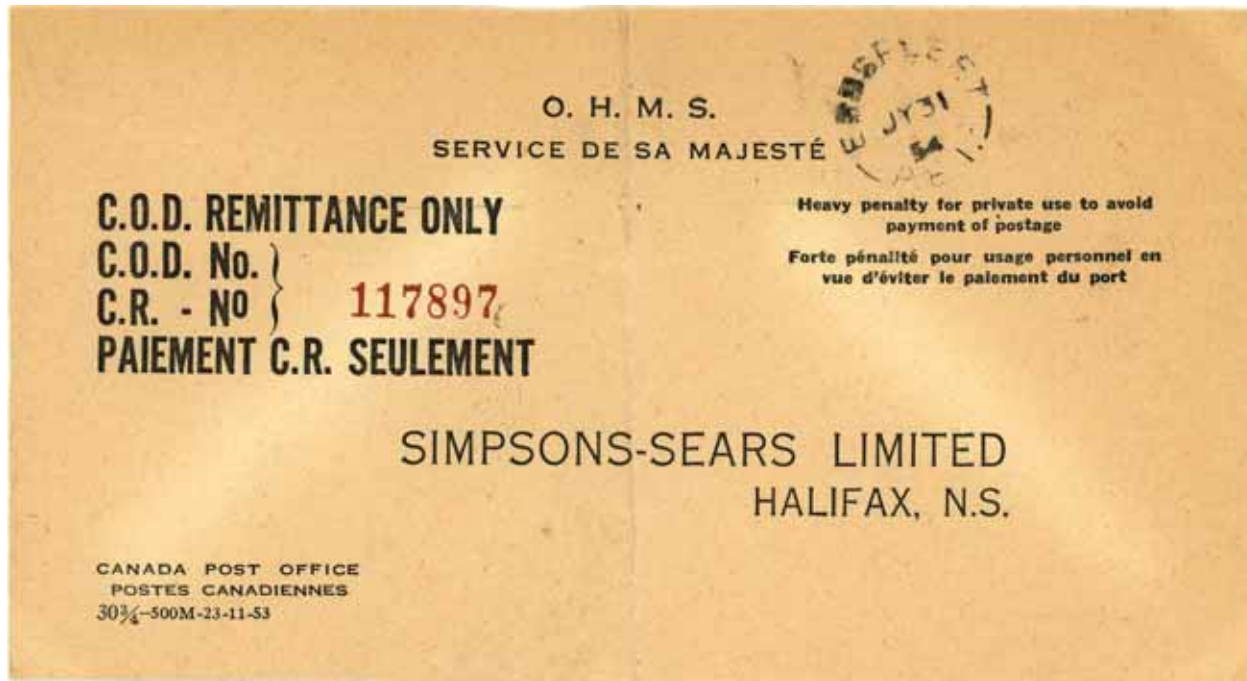
East Baltic to Toronto, 19 January 1935.

Ebbsfleet

Prince Co, LOT 2, open 1894-1967; had been Miminegash



Ebbsfleet to Oakville (ON), 4 January 1938.
ST LOUIS



Ebbsfleet to Halifax, 31 July 1954.
ST LOUIS circle

Elmira

Kings Co, LOT 46, open 1884-1990



Elmira to Hamilton, 21 April 1904. Stubby lettering
SOURIS EAST



By air, Elmira to Hamilton, 1 June 1949. Tight lettering

Emerald

Queens Co, LOT 67, open 1867-1970



Emerald to Ingersoll (Ont), 23 September 1895.



Emerald to Charlottetown, 27 June 1899. Same hammer

Emerald



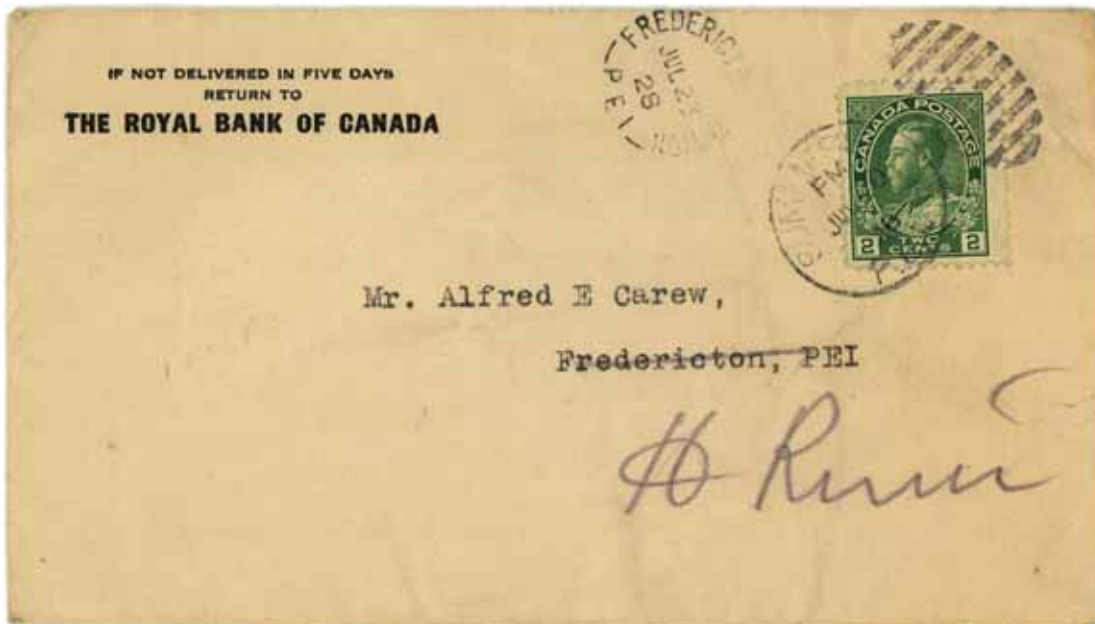
Emerald to Moncton (N B), 5 September 1904.

Fredericton Station

Queens Co, LOT 67, open 1875–1969



Fredericton Station to Charlottetown, 12 October 1899.



Summerside to Fredericton Station, forwarded to Hunter's River, 23 July 1928.

Fredericton Station



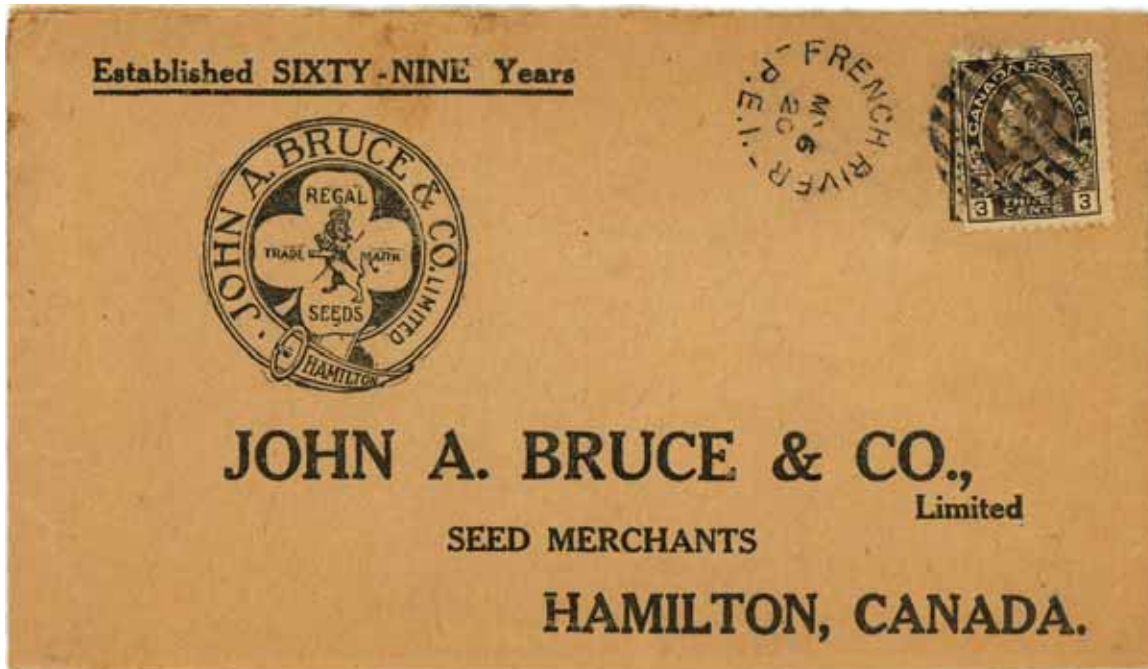
Long Reach (N S) to Elliott's Mills, missent to Fredericton Station, 21 July 1905.
ELLIOTT'S MILLS

French River

Queens Co, LOT 21, open 1869–1966



French River to Charlottetown, 16 August 1901.
FRENCH RIVER



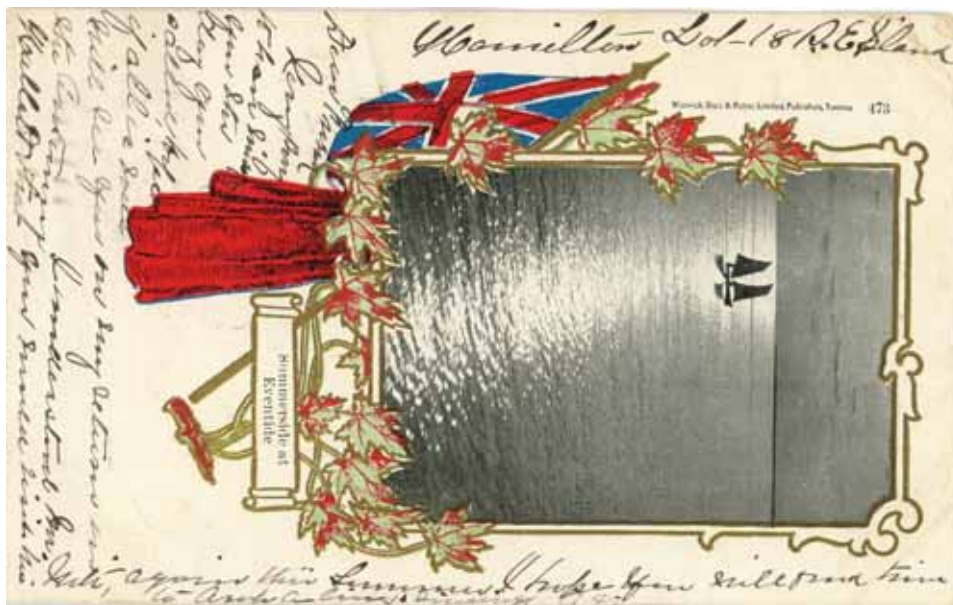
French River to Hamilton, 20 May 1920. Same hammer

Hamilton

Prince Co, LOT 18, open 1870-1934



Hamilton to Roxbury (Boston), 29 June 1905.



Summerside at eventide

Hampton

Queens Co, LOT 29, open 1875-1968

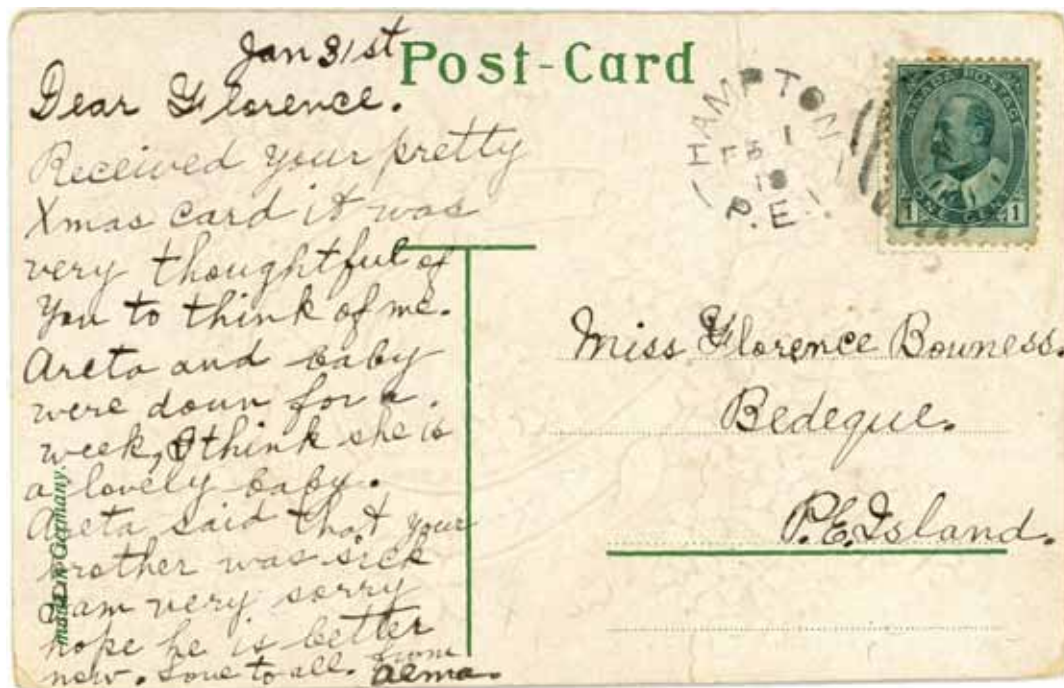


Hampton to Truro (N S), 19 August 1897.

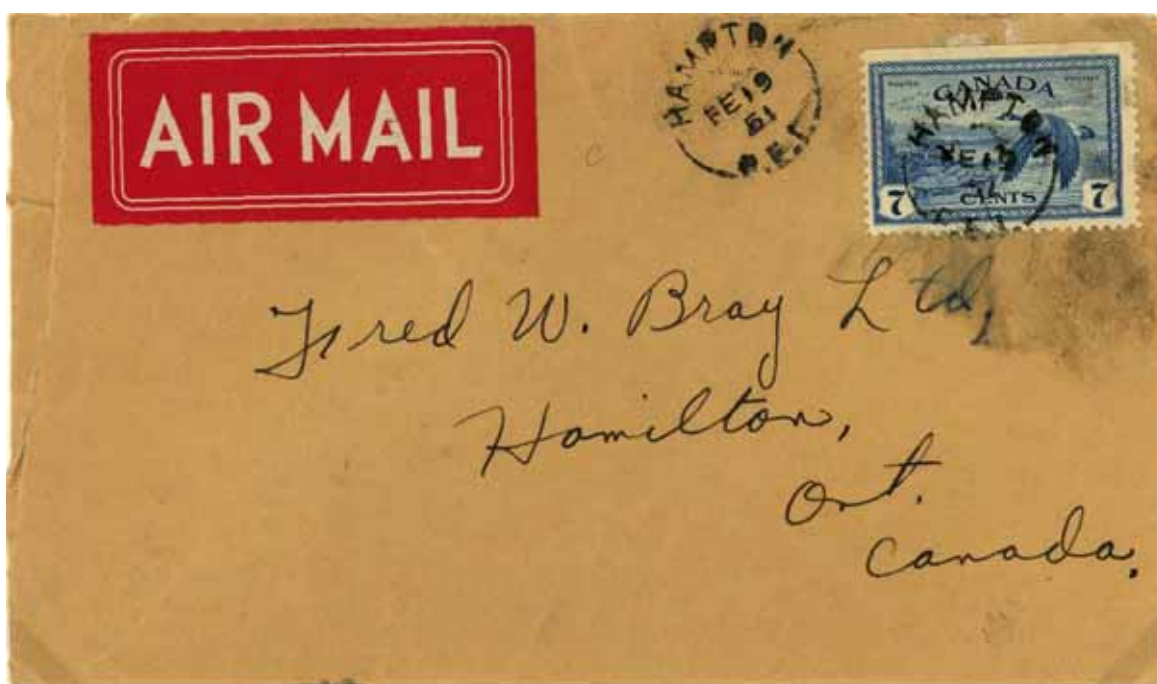


Hampton to Buffalo, 24 July 1908.

Hampton



Hampton to Bedeque (P E I), 1 February 1910.



Hampton to Hamilton by air, 19 February 1951.

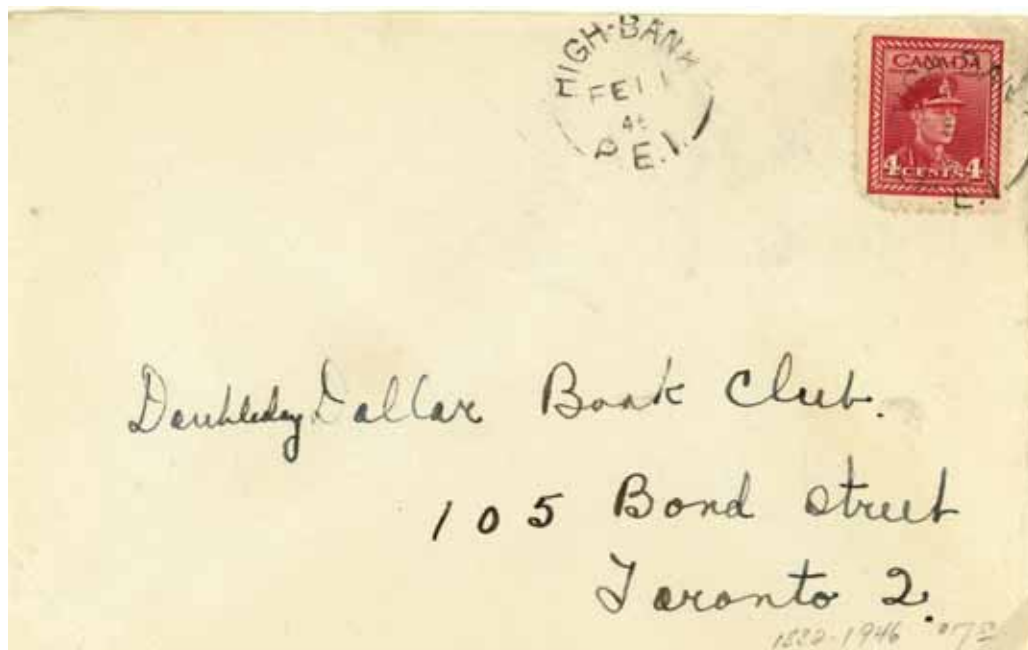
::

Highbank

Kings Co, LOT 64, open 1886-7 December 1946



Highbank to Toronto, 8 February 1934.



Highbank to Toronto, 11 February 1946.

Hopefield

Kings Co, LOT 64, open 1885-1969



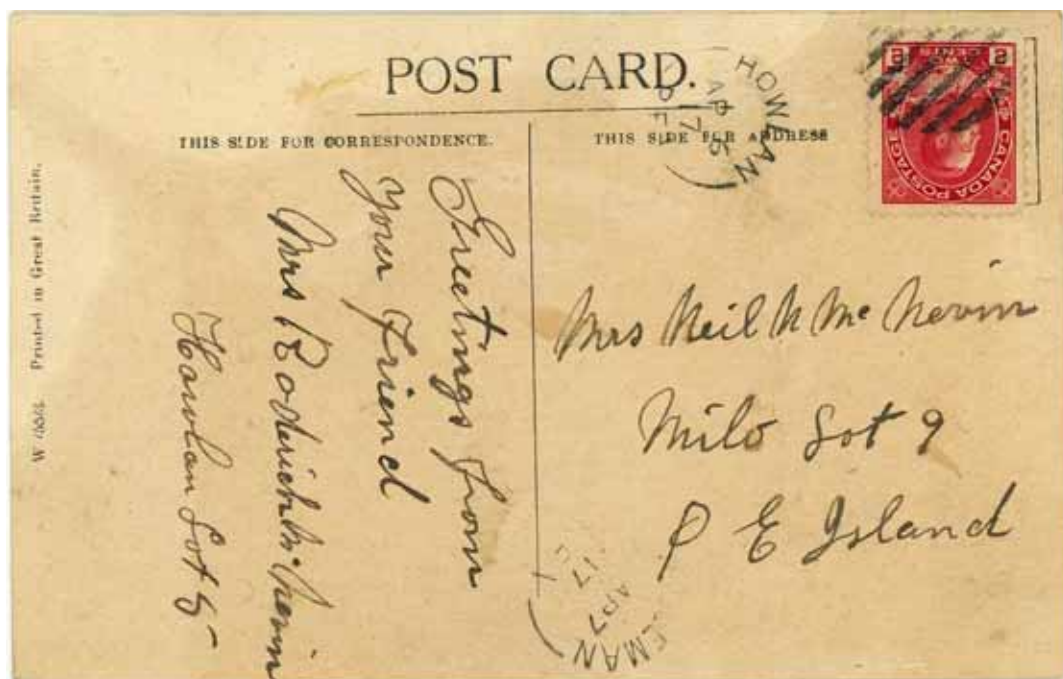
Hopefield to Toronto, 9 March 1939.

Howlan

Prince Co, LOT 5, open 1912-1969



Howlan to Springfield (Lot 8), 14 December 1914.



Howlan to Milo (Lot 9), 6 April 1917.

COLEMAN

Iona

Queens Co, LOT 57, open 1903–1967



Iona to Lexington (MA), 28 December 1923.

Johnston's River

Queens Co, LOT 35, open 1867-1966



Johnston's River to Saint John, 26 July 1928.

Kelly's Cross

Queens Co, LOT 29, open 1873-1969



Kelly's Cross to Halifax, 27 January 1898 [front].



Kelly's Cross to Oakville (Ont), 23 December 1935.

Kinross

Queens Co, Lot 57, open 1871-1969



Kinross to Toronto, 19 July 1931?.



Kinross to Toronto, 30 March 1935. Same hammer

Kinross



Kinross to Hamilton, 15 July 1941. Circle

Launching Place

Kings Co, LOT 55, open 1855-1946



Launching Place to Charlottetown, 12 August 1890. Registration 5¢ plus domestic letter 3¢. The registration fee had recently increased from 2¢ to 5¢ and required a registered letter stamp (RLS); however, small offices tended to lack the 5¢ RLS, so payment via two 2¢ RLS and a 1¢ stamp was acceptable.

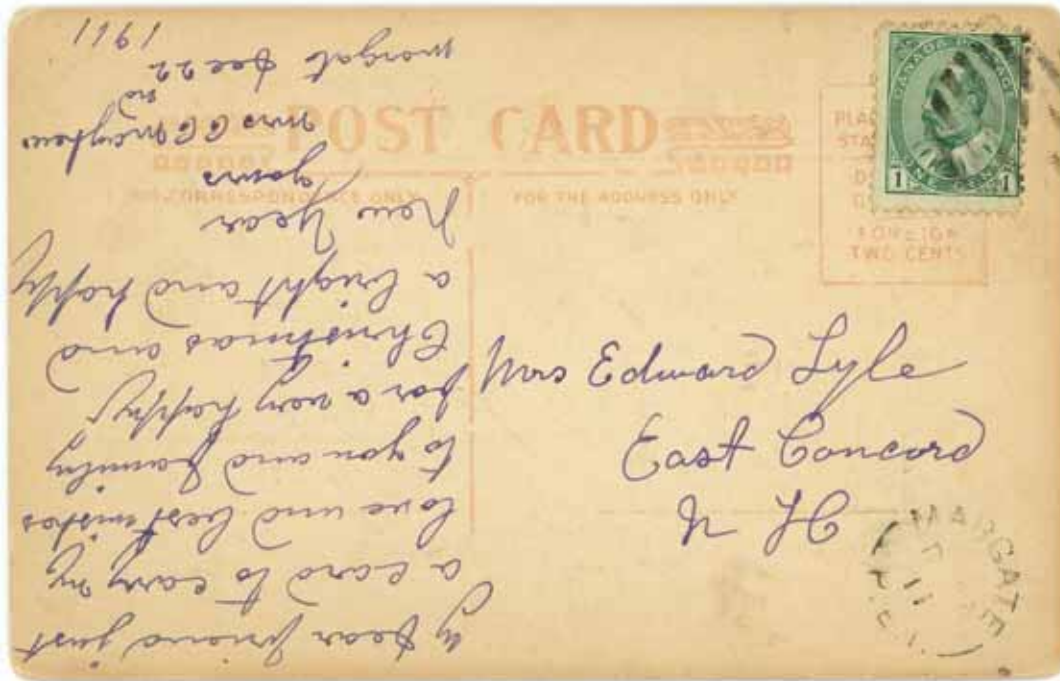
NEWPORT and GEORGETOWN

Margate

Prince Co, LOT 19, open 1870-1948

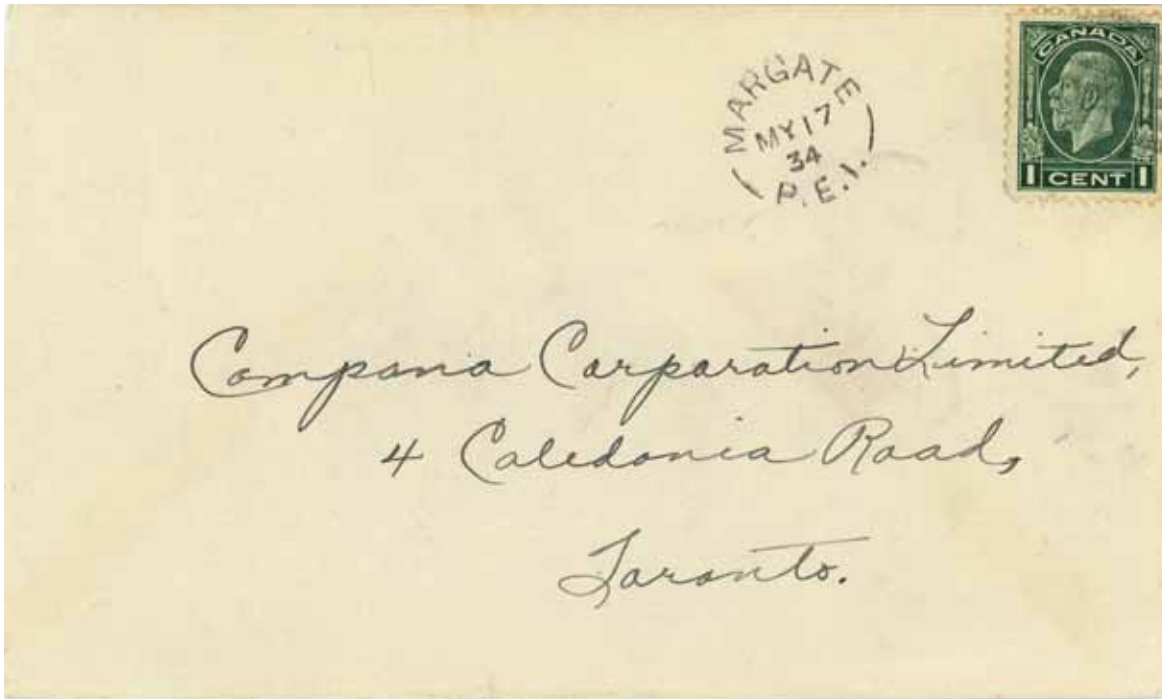


Margate to Charlottetown, 25 August 1902.



Margate to Toronto, 22 December 1911.

Margate



Margate to Toronto, printed matter, 17 May 1934.



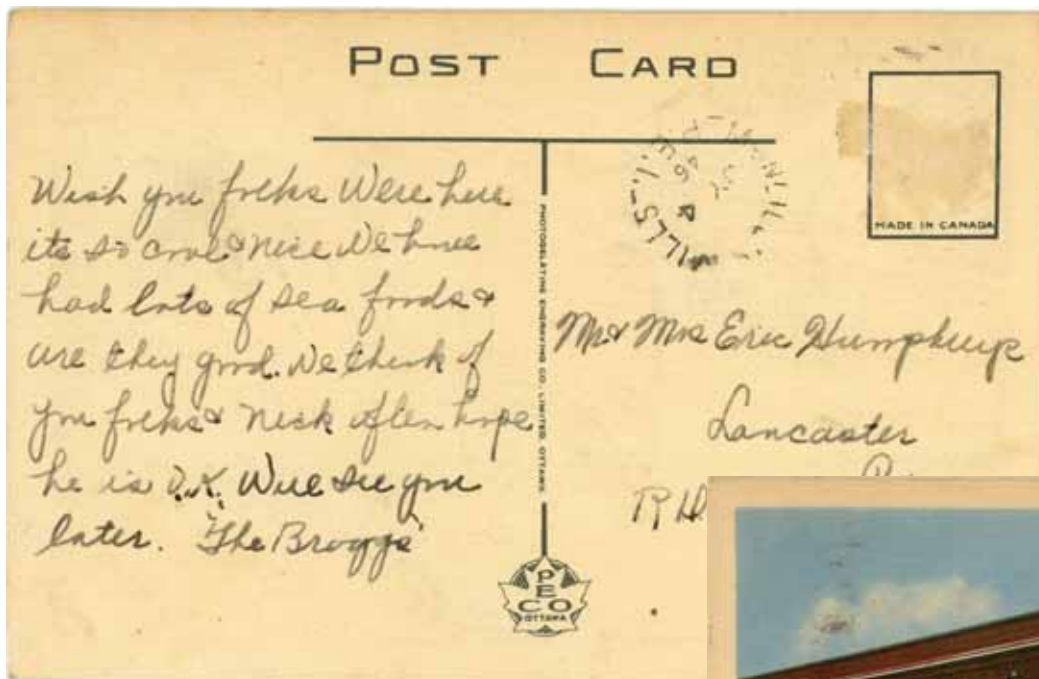
Margate to Hamilton, 12 June 1940.

McNeill's Mills

Prince Co, LOT 12, open 1896-1968



McNeill's Mills to West Devon (PEI), 12 June 1919.



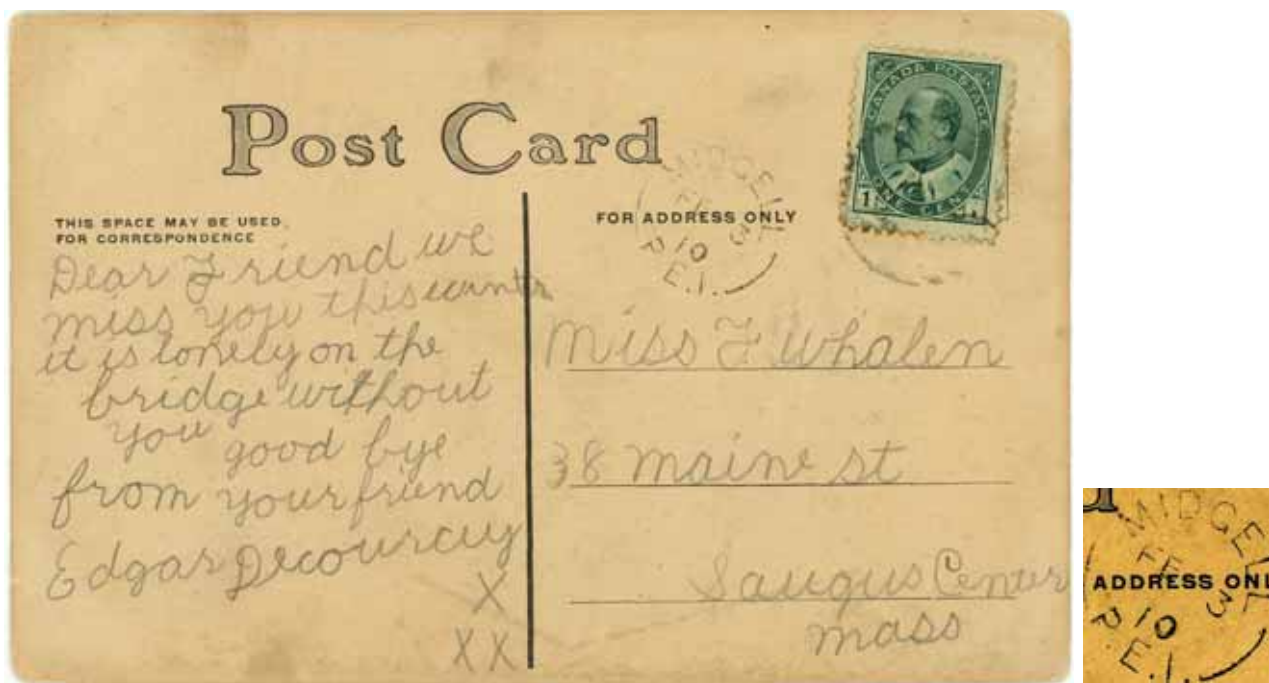
McNeill's Mills to Lancaster (PA), 4 July 1946.



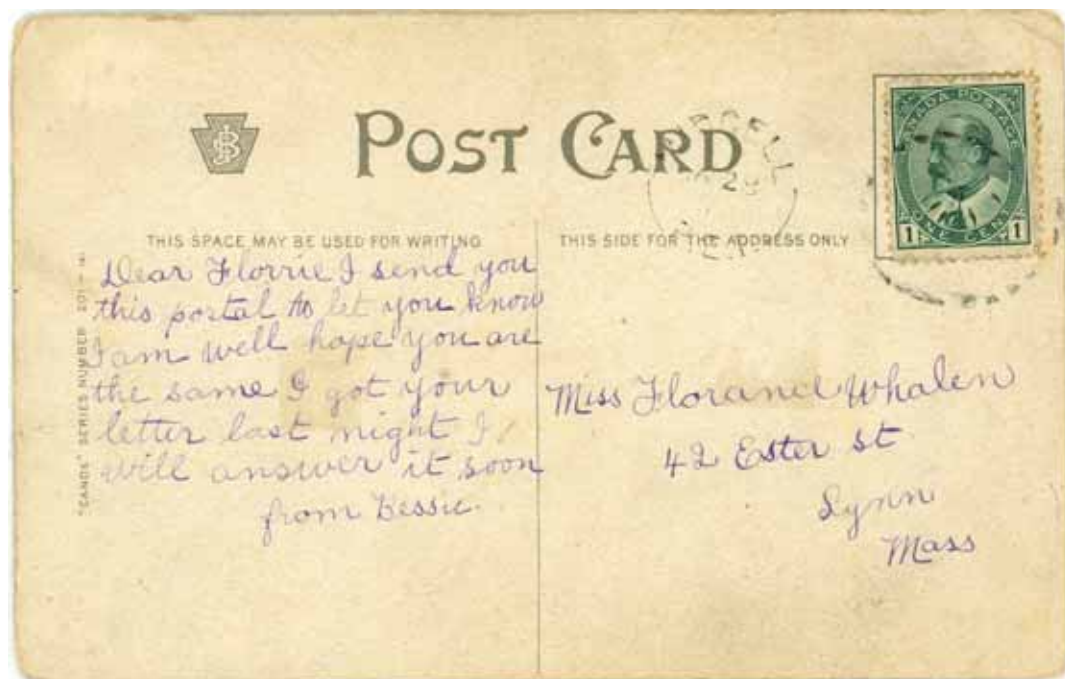
High School, Summerside, Prince Edward Island. --41.

Midgell

Kings Co, LOT 41, open 1879-1965



Midgell to Saugus Center (MA), 3 February 1910.



Midgell to Lynn (MA), 1911.

Midgell



Midgell to Toronto, 26 February 1935. Domestic rate shortpaid by 1¢ and charged double deficiency.

Milton Station

Queens Co, LOT 32, open 1878-1967



Milton Station to St Eleanors (P E I), 16 August 1921.
ST ELEANORS

New Glasgow

Queens Co, Lot 23, open 1834-1968



New Glasgow to St Eleanors (P E I), 5 April 1898. Stubby lettering
ST ELEANORS HUNTER'S RIVER



New Glasgow to Charlottetown, 31 January 1902. Thin lettering

New Glasgow



New Glasgow to St Eleanors (P E I), 11 February 1918.
ST ELEANORS HUNTER'S RIVER



New Glasgow to Toronto, 20 January 1934. Printed matter

New London

Queens Co, LOT 21, open 1835-1969



New London to Charlottetown, 16 May 1895.



New London to Kensington (P E I), 1 March 1909.

New London



New London to Charlottetown, 7 January 1918.

New London



New London to Toronto, 5 October 1934.



New London to Toronto, 23 February 1935.

Newtown Cross

Queens Co, LOT 57, open 1884-1965



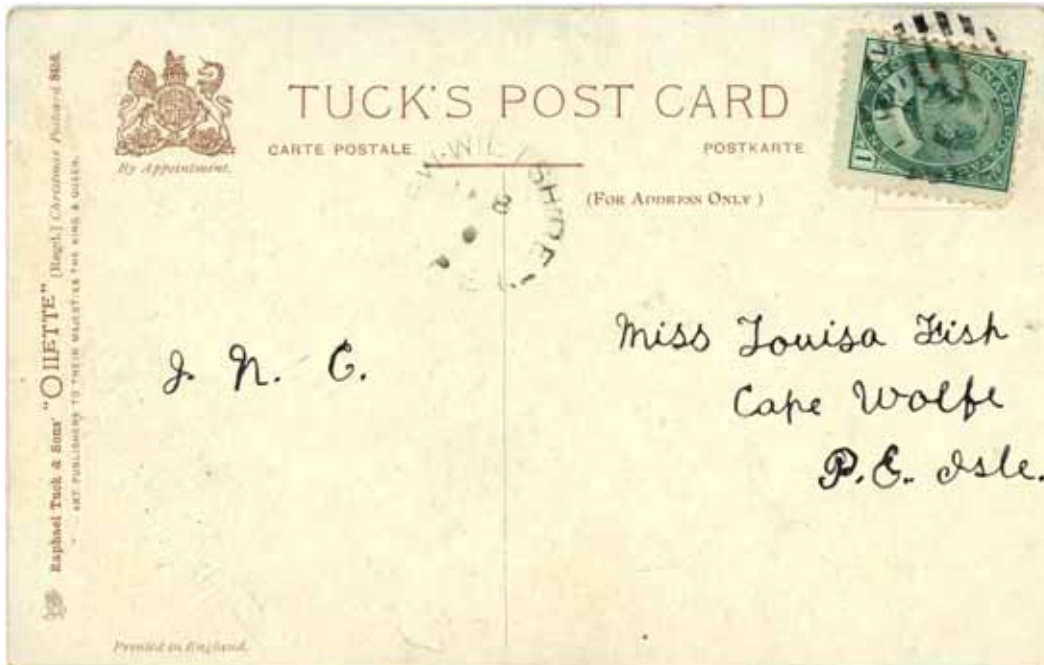
Newtown Cross to Hamilton, 14 June 1944.

New Wiltshire

Queens Co, LOT 31, open 1863-1967



New Wiltshire to Charlottetown, 31 October 1899.



New Wiltshire to Cape Wolfe (P E I), 1904-9.

New Wiltshire



New Wiltshire to New Richmond (P E I), 20 December 1911.

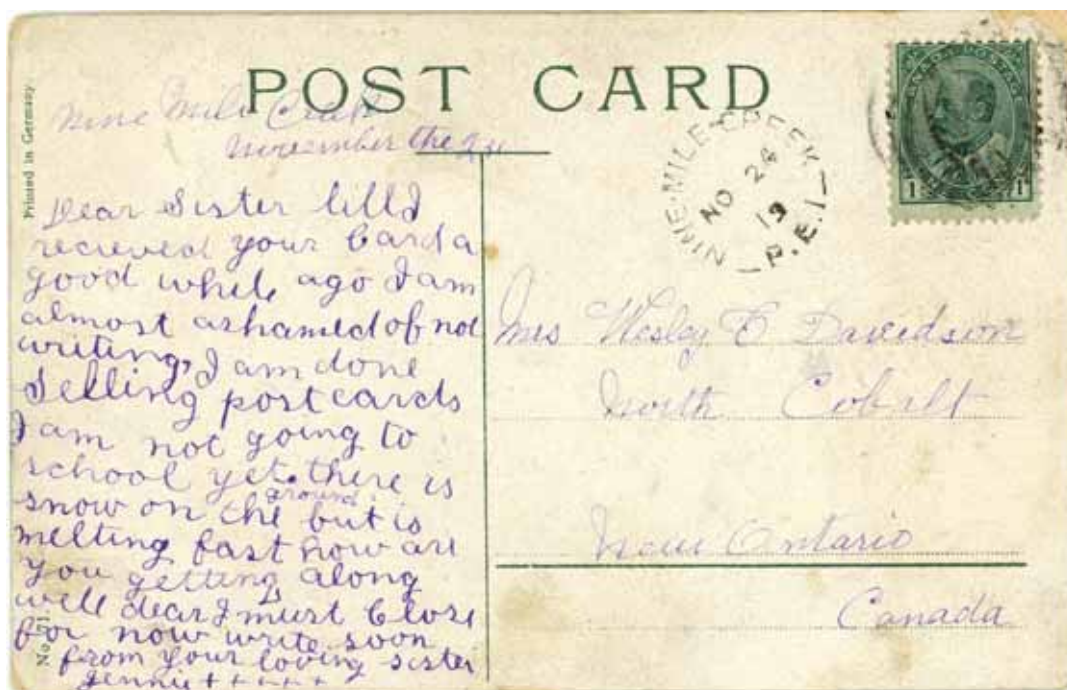


New Wiltshire to Whitman (MA), 23 September 1913.

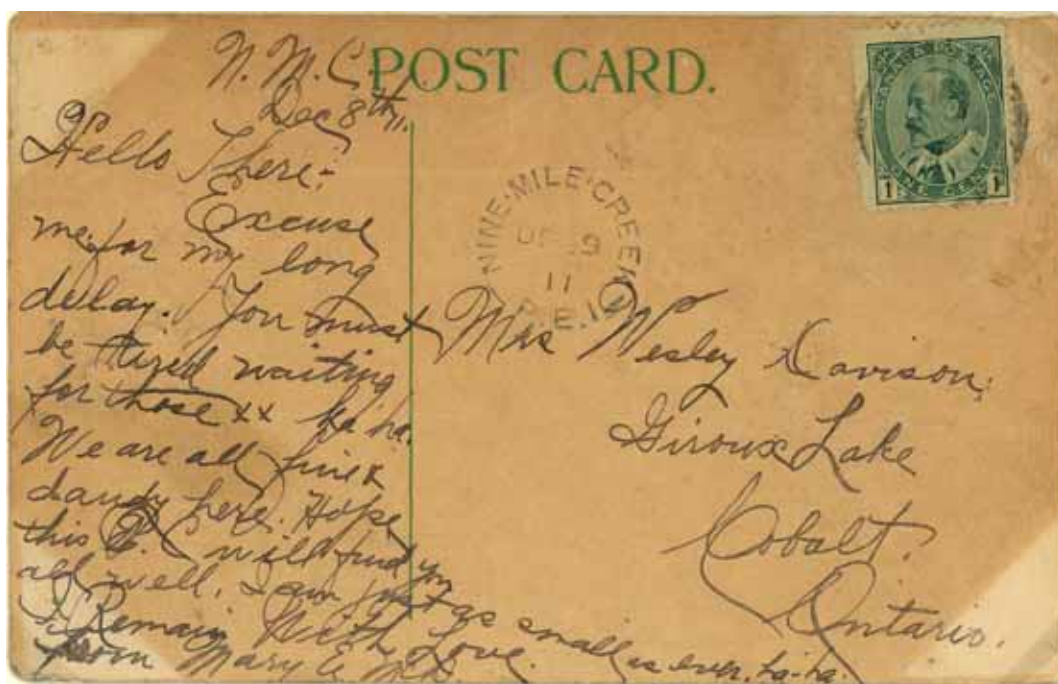


Nine Mile Creek

Queens Co, LOT 65, open 1867-1948



Nine Mile Creek to North Cobalt (Ont), 24 November 1909 (year error).



Nine Mile Creek to Cobalt (Ont), 9 December 1911.

Northam

Prince Co, LOT 13, open 1875-1969

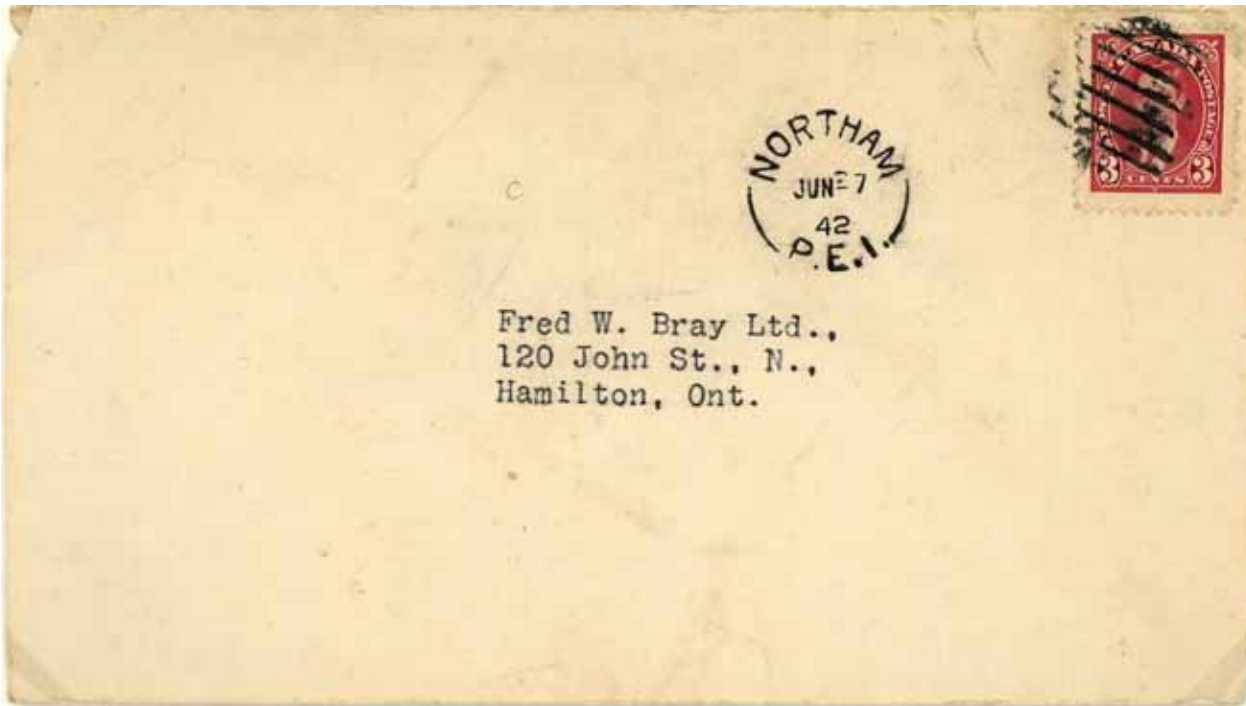


Northam to Toronto, 10 May 1896.

Northam



Northam to Montreal, 7 August 1938.



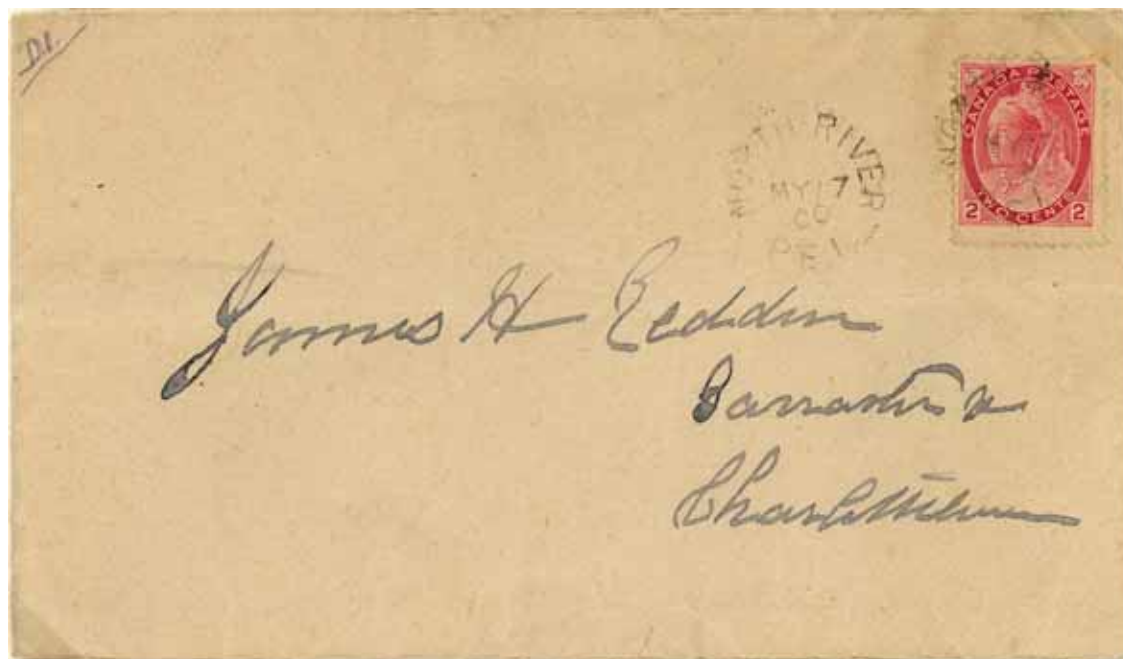
Northam to Hamilton, 7 August 1942.

North River

Queens Co, LOT 32, open 1872-1969



North River to Hamilton, 11 April 1900.



North River to Charlottetown, 17 May 1900.



North River



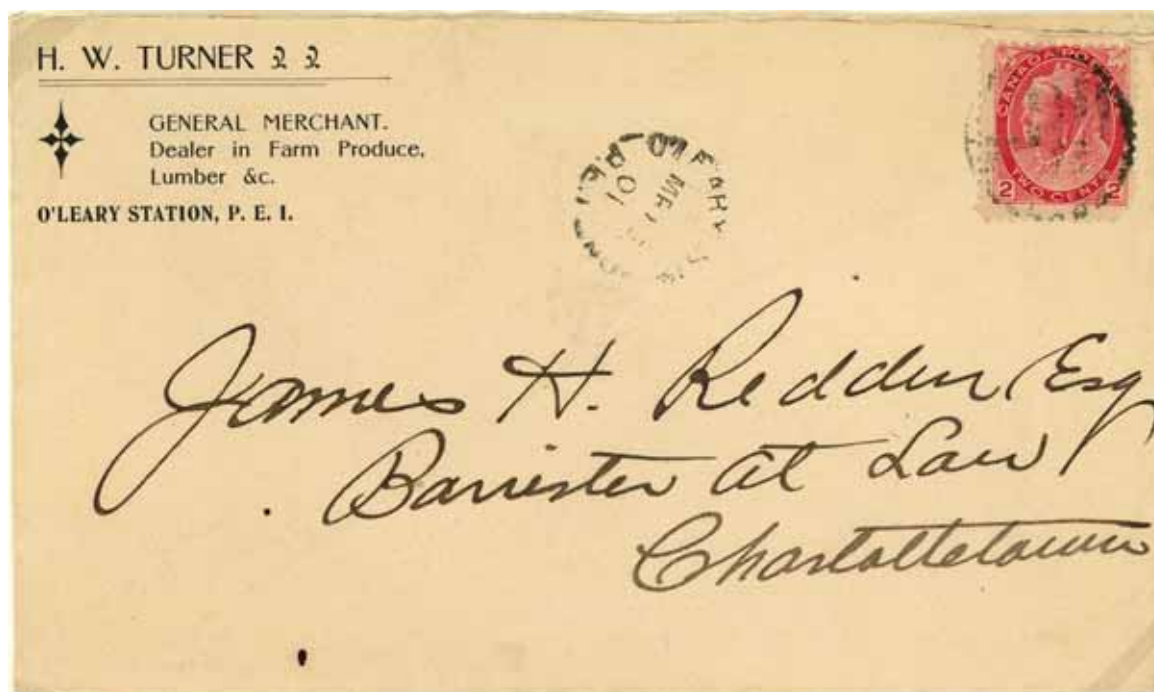
North River to Toronto, 3 November 1934.

O'Leary Station

Prince Co, LOT 6, open 1877-1967

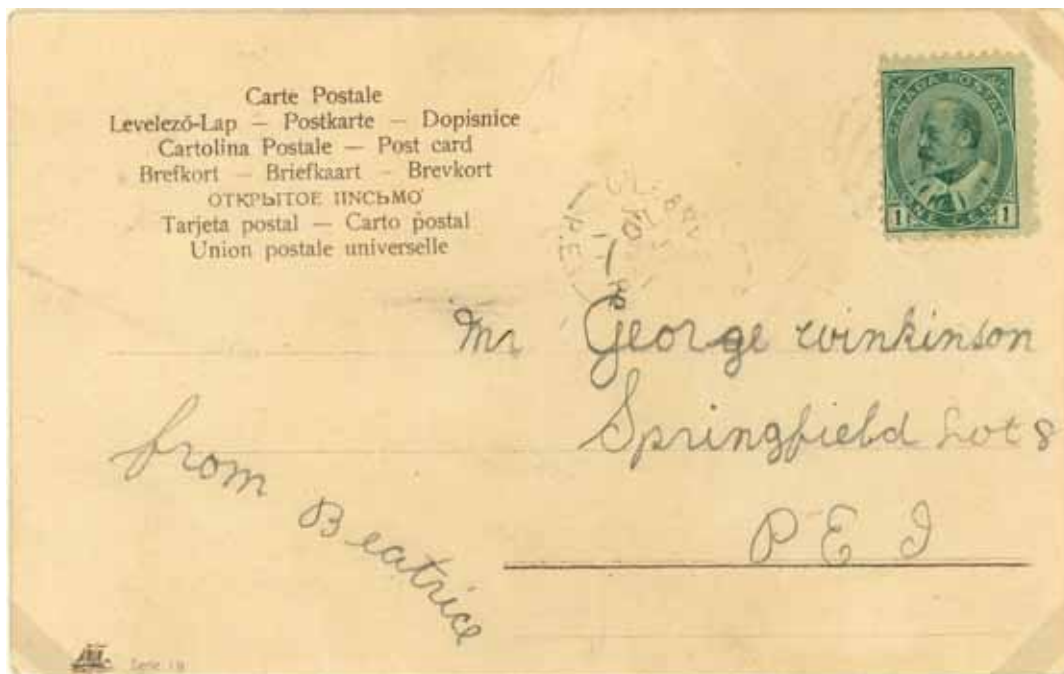


O'Leary Station to Green Lake County (WI), 1 March 1892.

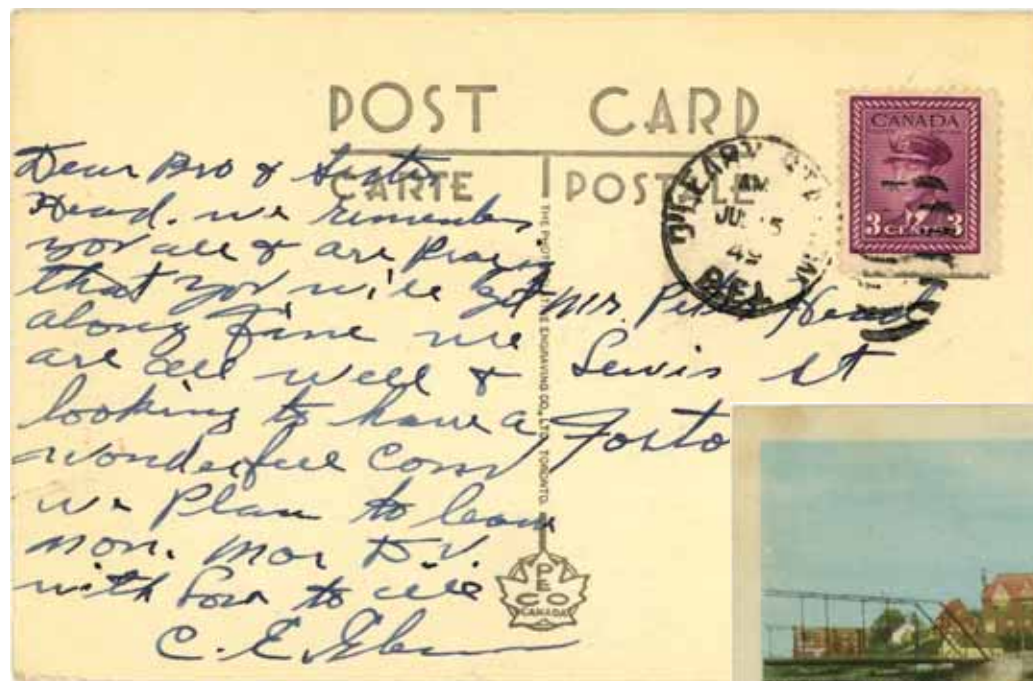


O'Leary Station to Charlottetown, 1 March 1901.

O'Leary Station



O'Leary Station to Springfield (Lot 8), June 1911.



O'Leary Station to Fostoria (OH), 15 July 1949. Duplex



Orwell Cove

Queens Co, LOT 50, open 1872-1954



Orwell Cove to Charlottetown, 6 March 1903.



Orwell Cove to Montague Bridge (P E I), 8 June 1903. Registration 5¢ and domestic letter 2¢.

Orwell Cove



Orwell Cove to Charlottetown, 24 August 1927.

Oyster Bed Bridge

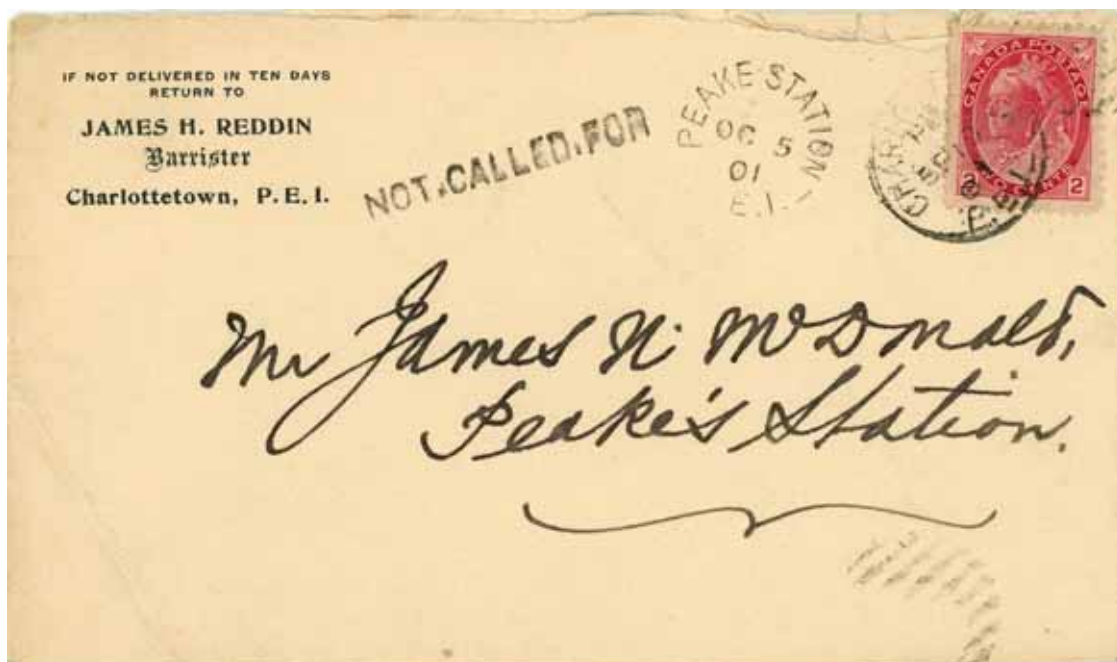
Queens Co, LOT 24, open 1875-1968



Oyster Bed Bridge to Charlottetown, 29 November 1897.
HUNTER'S RIVER

Peake Station

Kings Co, LOT 38, open 1878-1967

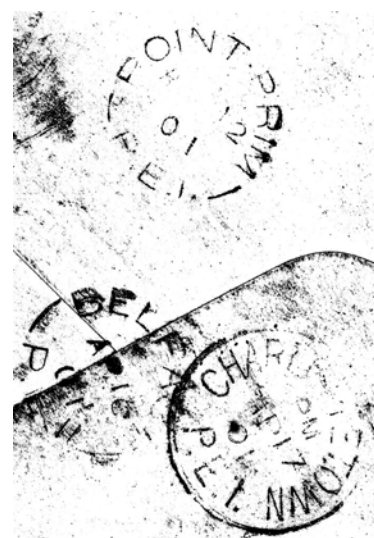


Charlottetown to Peake Station, 5 October 1901. NOT.CALLED.FOR



Peake Station to Charlottetown, 25 April 1902.

POINT PRIM, BELFAST



Piusville

Prince Co, LOT 4, open 1919–1966



Piusville to Charlottetown, 27 July 1927?. To a stamp dealer

Portage

Prince Co, LOT 10, open 1904-1983



Portage to Rumford Falls (ME), 9 June 1909.



Trout fishing, Dunk River, P E I

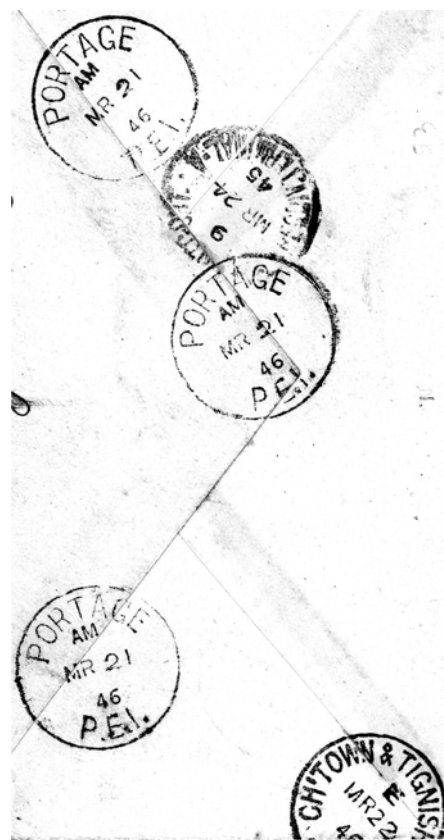
Portage



Portage to Hamilton, 9 June 1941. Circle



Portage to Toronto, 21 March 1946. Registration 10¢ and domestic letter 4¢.



Port Hill

Prince Co, LOT 13, open 1832–1969



Port Hill to Salem (Yarmouth Co, NS), 13 December 1900. Stubby lettering



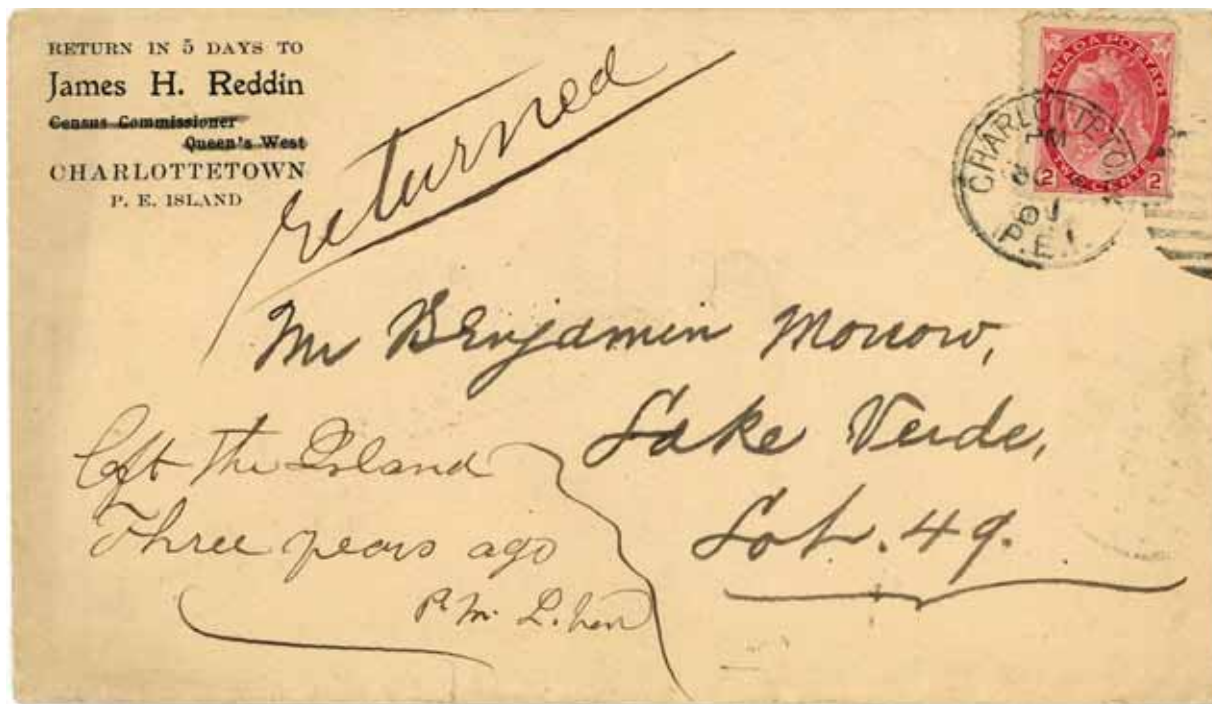
Port Hill to Hunter's River, 3 April 1912. Thin lettering

Pownall

Queens Co, LOT 49, open 1871-1940



Pownall to Waterville (ME), 23 October 1897. Postmark has one L. Registration 5¢ and letter rate to US 3¢.



Charlottetown to Lake Verde (Lot 49), returned to sender, 8 October 1901. Left the Island three years ago. Two L s.

Pownall



Pownall to Hamilton, 25 April 1903.

Princetown

Prince Co, LOT 18, open 1827-1945



Princetown to Charlottetown, 15 September 1885.
BARRETTS CROSS



Princetown to Boston, 1907. Entrance to Charlottetown Harbour →



Princetown



Princetown to Toronto, 30 October 1933.



Princetown to Montreal, 15 September 1907.

Riverton

Kings Co, LOT 52, open 1900–1932



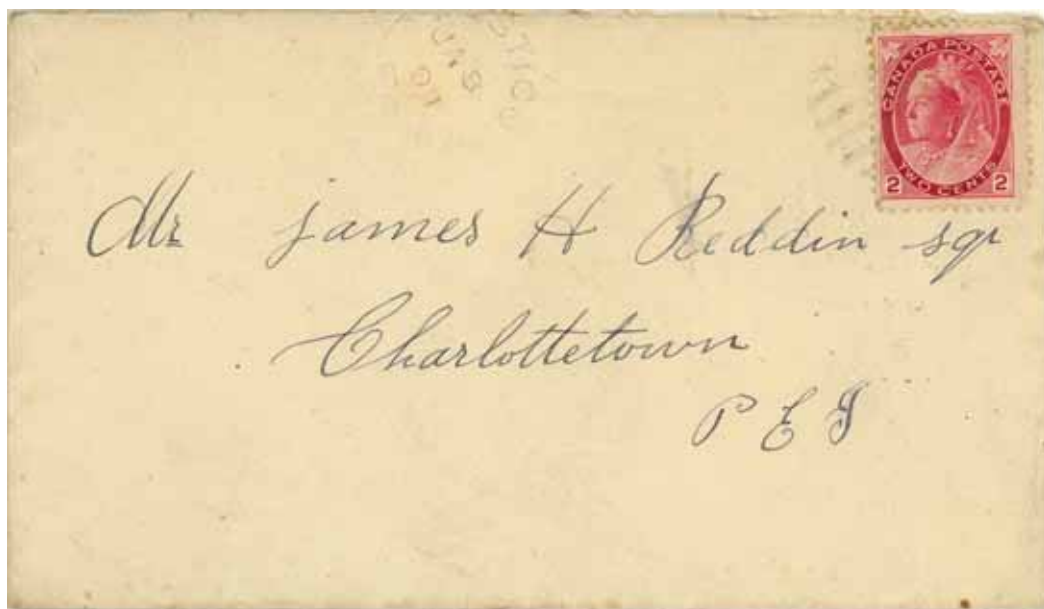
Riverton to Sacramento (CA), 31 January 1911.



Montague main street

Rustico

Queens Co, LOT 24, open 1852-1967



Rustico to Charlottetown, 8 January 1901.
HUNTER'S RIVER



Rustico to Boston, 32(!) August 1911.

Rusticville

Queens Co, LOT 24, open 1886-1947



Rusticville to Summerside, 6 February 1907.
HUNTER'S RIVER



Rusticville to St Eleanors (P E I), 23 December 1907.
HUNTER'S RIVER and ST ELEANORS

St Eleanors

Prince Co, LOT 17, open 1831-1962



St Eleanors to Charlottetown, 23 October 1899. Stubby lettering



St Eleanors to Rusticoville (P E I), 4 June 1902. Thin lettering
HUNTER'S RIVER

St Eleanors



Georgetown to Charlottetown, November 1902.

St Eleanors



St Eleanors to Wellfleet (MA), 24 July 1908.



Sea shore of PEI

St Mary's Road

Kings Co, LOT 62, open 1872-1969



St Mary's Road to Brockville (Ont), 19 February 1920.



St Mary's Road to Montague, 5 February 1924. [Front]

St Mary's Road



St Mary's Road to Charlottetown, 1 March 1928.



St Mary's Road to Toronto, 18 February 1937.

Souris East

Kings Co, LOT 45, open 1867-1967



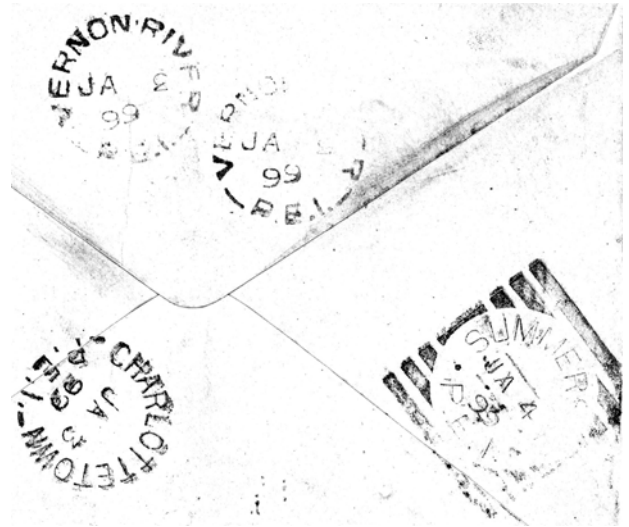
Souris East to Charlottetown, 14 March 1900. Circle



Souris East to Charlottetown, 20 September 1900. Duplex

Summerville

Kings Co, LOT 66, open 1867-1967



Summerville to Summerside, 3 January 1899. Registration 5¢ and domestic letter 2¢ (began 1 January 1899).
VERNON RIVER, day inverted



Summerville to Toronto, 2 August 1934.

Tracadie Cross

Queens Co, LOT 36, open 1871-1968



Tracadie Cross to Toronto, 7 March 1896.



Tracadie Cross to Toronto, 21 February 1935.

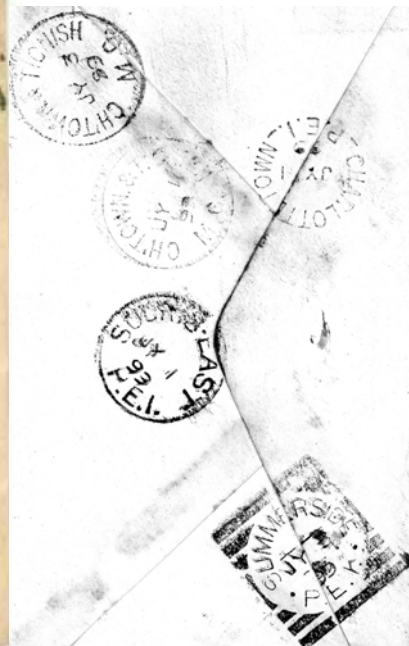
Tracadie Cross



Tracadie Cross to Hamilton, 22 April 1947. Registration 10¢ and domestic letter 4¢.

Union Road

Queens Co, LOT 33, open 1875-1968



Union Road to Summerside, 1 July 1899. Registration 5¢ and domestic letter 2¢.



Union Road to Winnipeg, 21 October 1958.

Vernon River

Queens Co, LOT 49, open 1827-1969



Vernon River to Charlottetown, 17 February 1896.



Vernon River to Charlottetown, 13 July 1901, inverted day.

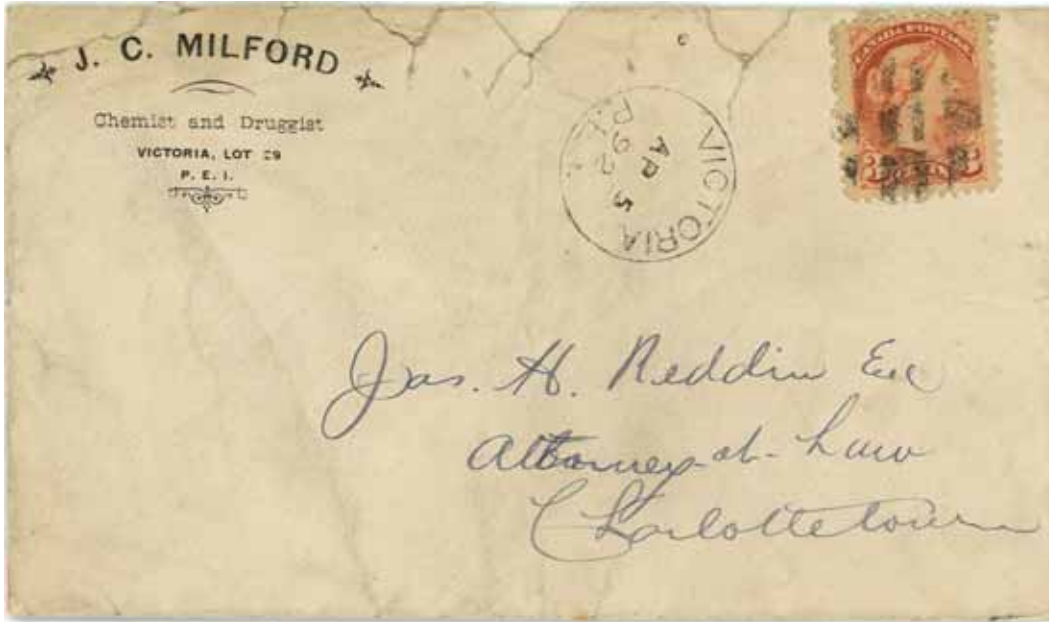
Vernon River



Vernon River Bridge to Charlottetown, 30 December 1902, inverted day.

Victoria

Queens Co, LOT 29, open 1870–1989



Victoria to Charlottetown, 5 April 1892. Circle

West Devon

Prince Co, LOT 10, open 1891-1968



West Devon to Summerside, 8 March 1899.

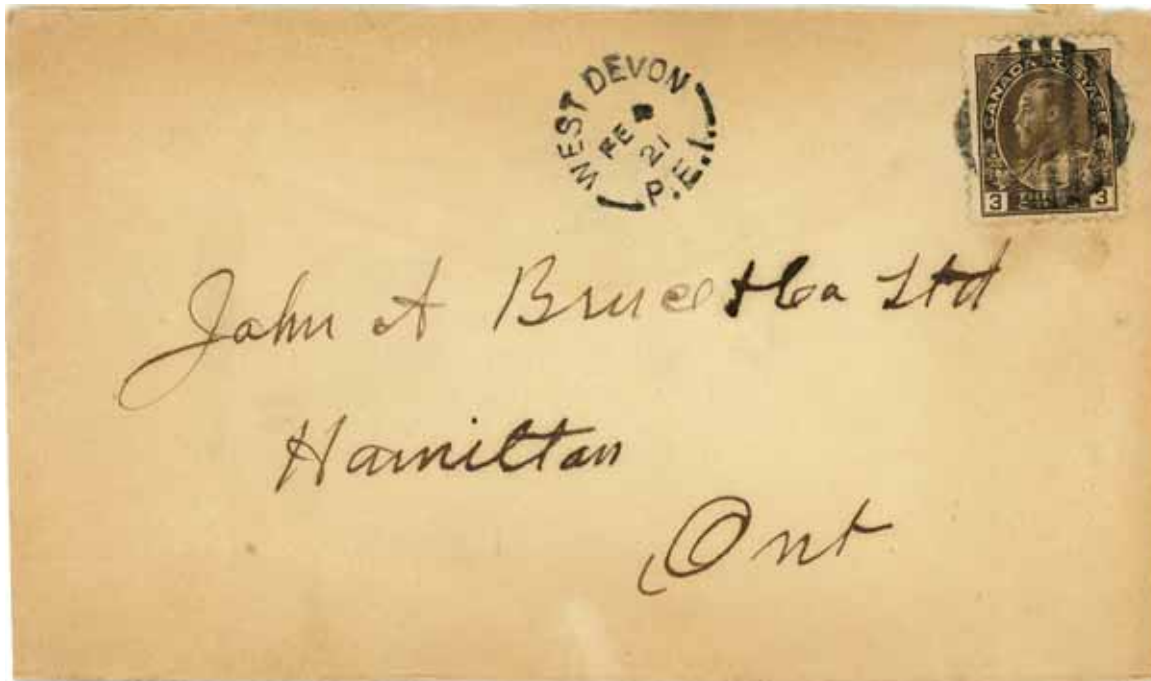


West Devon to Milo (Lot 9), 2 April 1915.

West Devon



West Devon to Portland (ME), 9 October 1917.



West Devon to Hamilton, 4 February 1921.

West Devon



West Devon to Oakville (Ont), 13 January 1937.

Wheatley River

Queens Co, LOT 24, open 1856–1952



Wheatley River to St Eleanors (P E I), 28 October 1910.
ST ELEANORS, HUNTER'S RIVER



Wheatley River to St Eleanors, 30 July 1921.

Wilmot Valley

Prince Co, LOT 25, open 1900–1969



Wilmot Valley to Hamilton, 1940.



Wilmot Valley to Hamilton, 20 May 1942.

Wood Islands West

Queens Co, LOT 62, open 1905–1932



Wood Islands West to New Ross (NS), 10 February 1913.

Offices open as of 1990

Appearing in this exhibit:

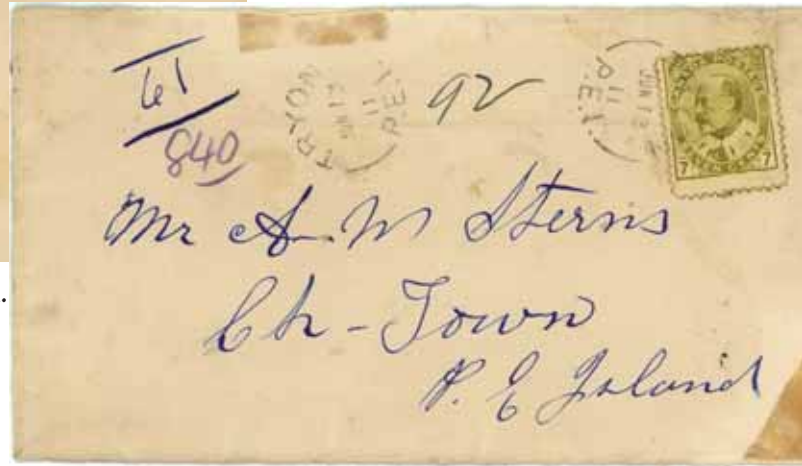
Albany • 343 Alberton • 344 Bloomfield Station • 348 Belfast • 350 Bonshaw • 351 Breadalbane • 352
Cardigan • 354 Central Bedeque • 355 Coleman • 357 Cornwall • 359 Crapaud • 361 Ellerslie • 363
Elmsdale • 364 Freetown • 367 Hunter's River • 368 Kensington • 370 Kinkora • 372 Little York • 374
Miscouche • 377 Montague • 381 Morell • 383 Mount Stewart • 384 Murray Harbour • 385 Murray
River • 386 North Rustico • 388 Port Borden • 389 Richmond • 390 St Louis • 391 St Peter's Bay • 393
Summerside • 394 Tignish • 397 Tyne Valley • 399 Vernon Bridge • 402 Wellington Station • 403
Winsloe • 405

Albany

Prince Co, LOT 27, open 1867-



Tryon to Charlottetown via Emerald and Albany, 13 June 1911.
TRYON and EMERALD



Alberton

Prince Co, LOT 4, open 1868–



Alberton to Charlottetown, 18 July 1882.



Alberton to Saint John (N B), 26 May 1887. Circle

Alberton

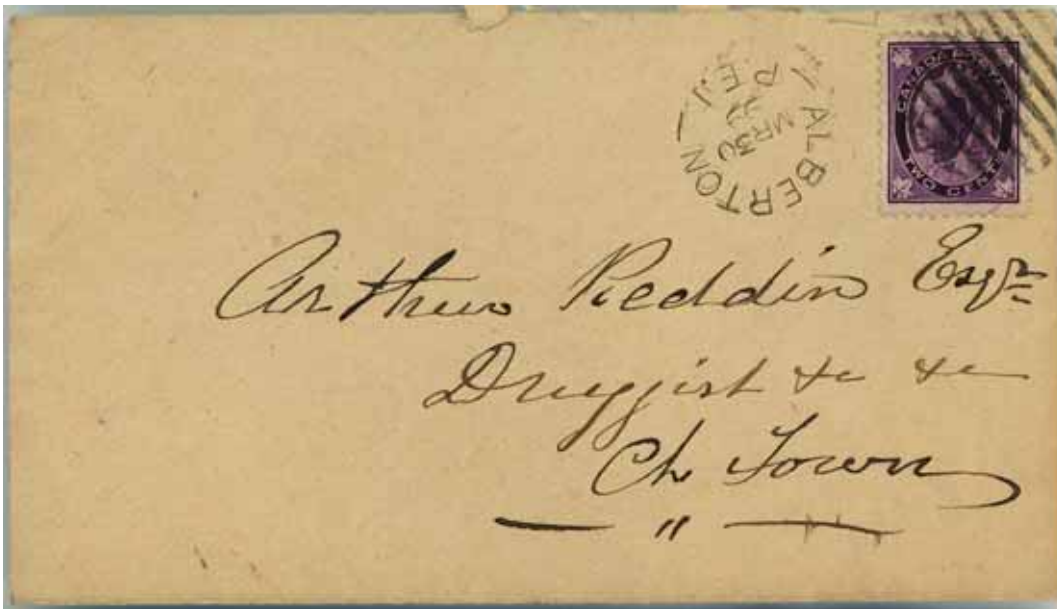


Alberton to Charlottetown, 16 January 1899.

Alberton



Alberton to Summerside, 1 August 1899.



Alberton to Charlottetown, 30 March 1899. Same hammer as above

Alberton



Alberton to Charlottetown, 16 May 1904.

Bloomfield Station

Prince Co, LOT 5, open 1885-



Bloomfield Station to Boston, 16 August 1907.



John Fell's high water running up (I have no idea what this means)

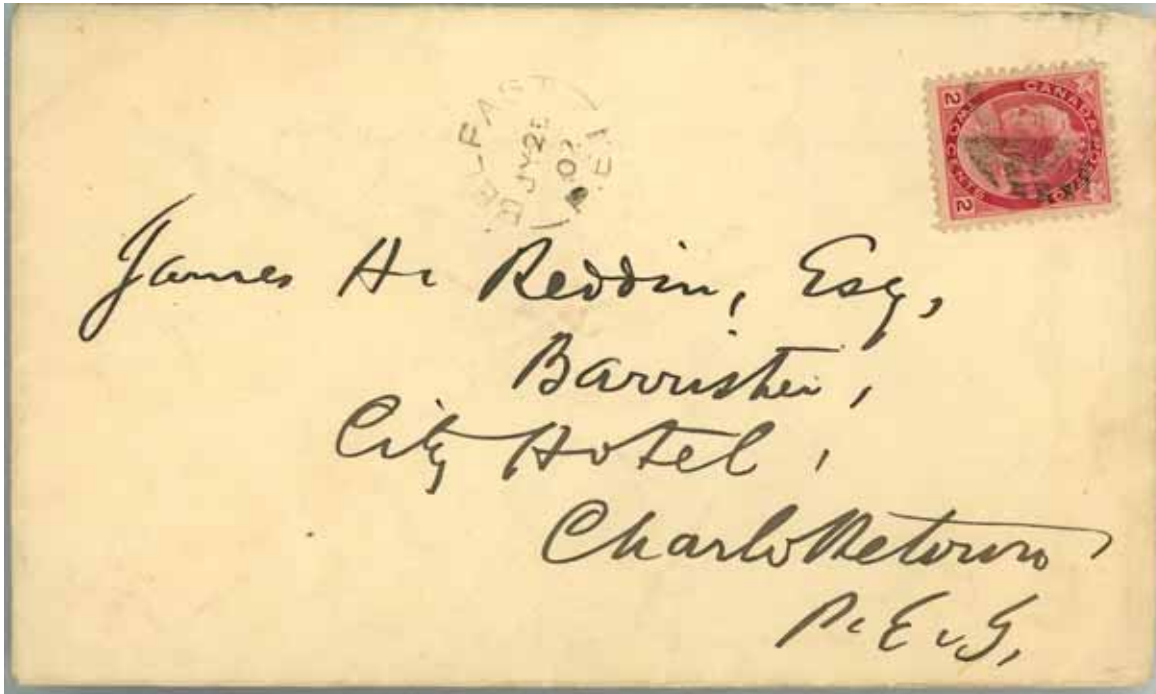
Bloomfield Station



Bloomfield Station to Alma (P E I), 26 July 1913.

Belfast

Queens Co, LOT 57, open 1832-



Belfast to Charlottetown, 25 July 1902. Stubby lettering



Belfast to Toronto, 9 March 1937. Unsealed letter (printed matter) rate. Relatively thin lettering

Bonshaw

Queens Co, LOT 30, open 1859–



Bonshaw to Charlottetown, 17 February 1900. Relatively large broken circle



Bonshaw to Charlottetown, 18 August 1927. Small broken circle

Breadalbane

Queens Co, LOT 67, open 1888—

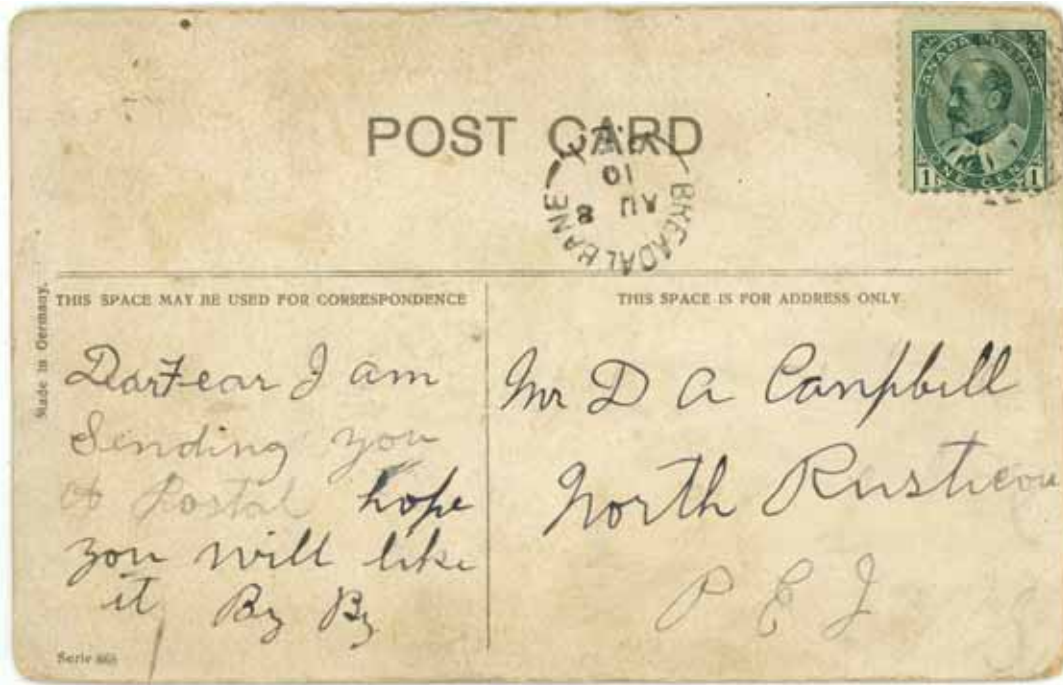


Breadalbane to Charlottetown, 28 April 1902.



Breadalbane to Charlottetown, 21 March 1904. Same hammer

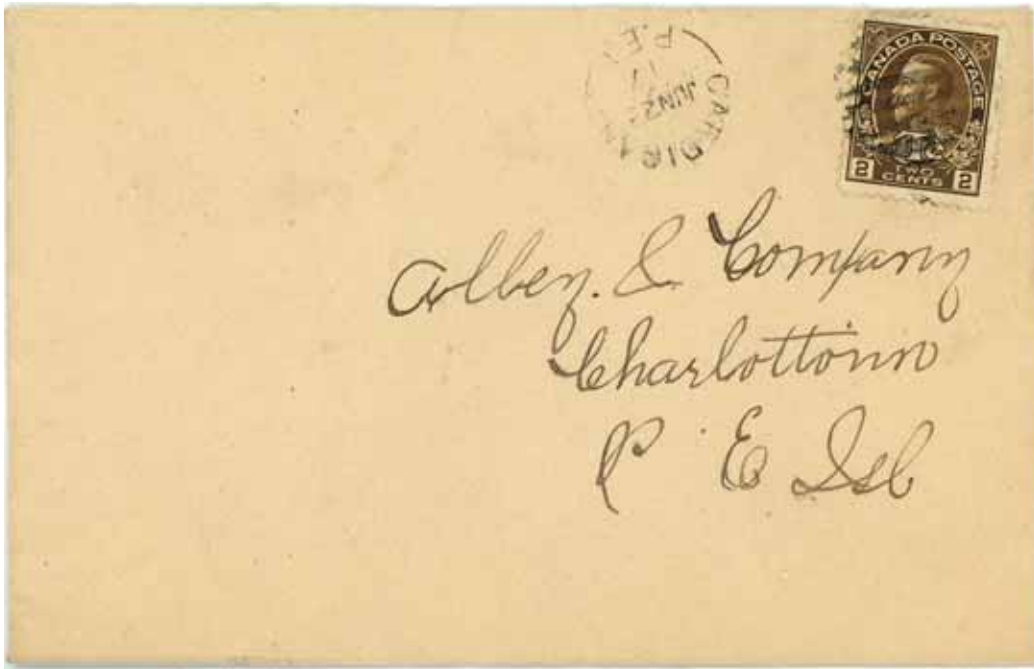
Breadalbane



Breadalbane to North Rustico (PEI), 8 August 1910. Smaller sidebars and tighter lettering

Cardigan

Kings Co, LOT 53, open 1916-



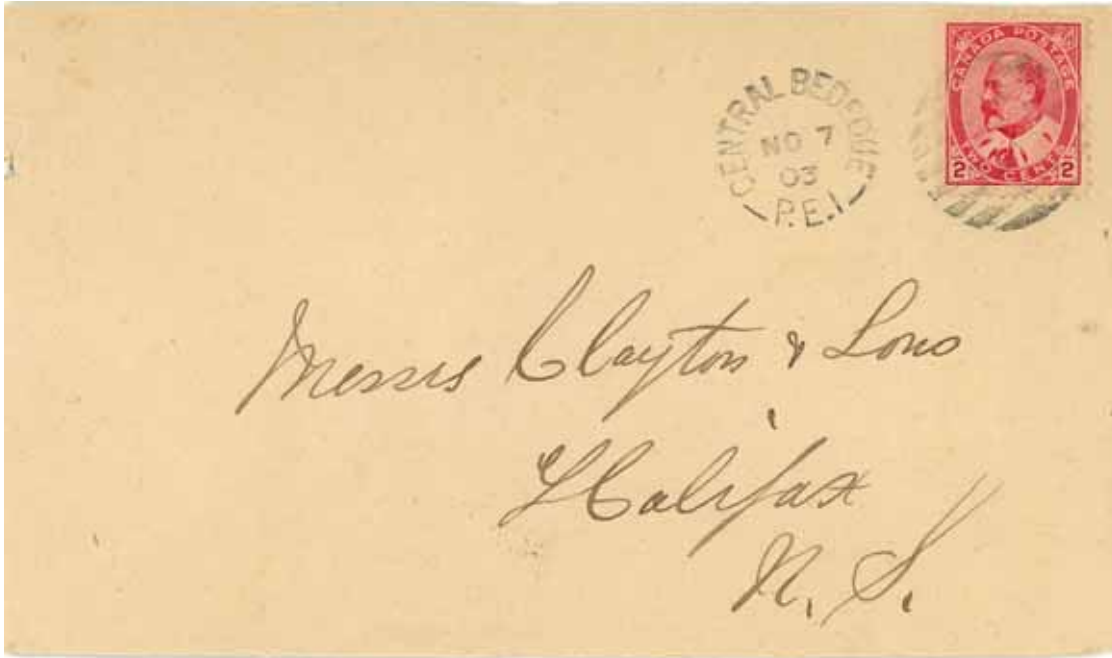
Cardigan to Charlottetown, 23 June 1917.



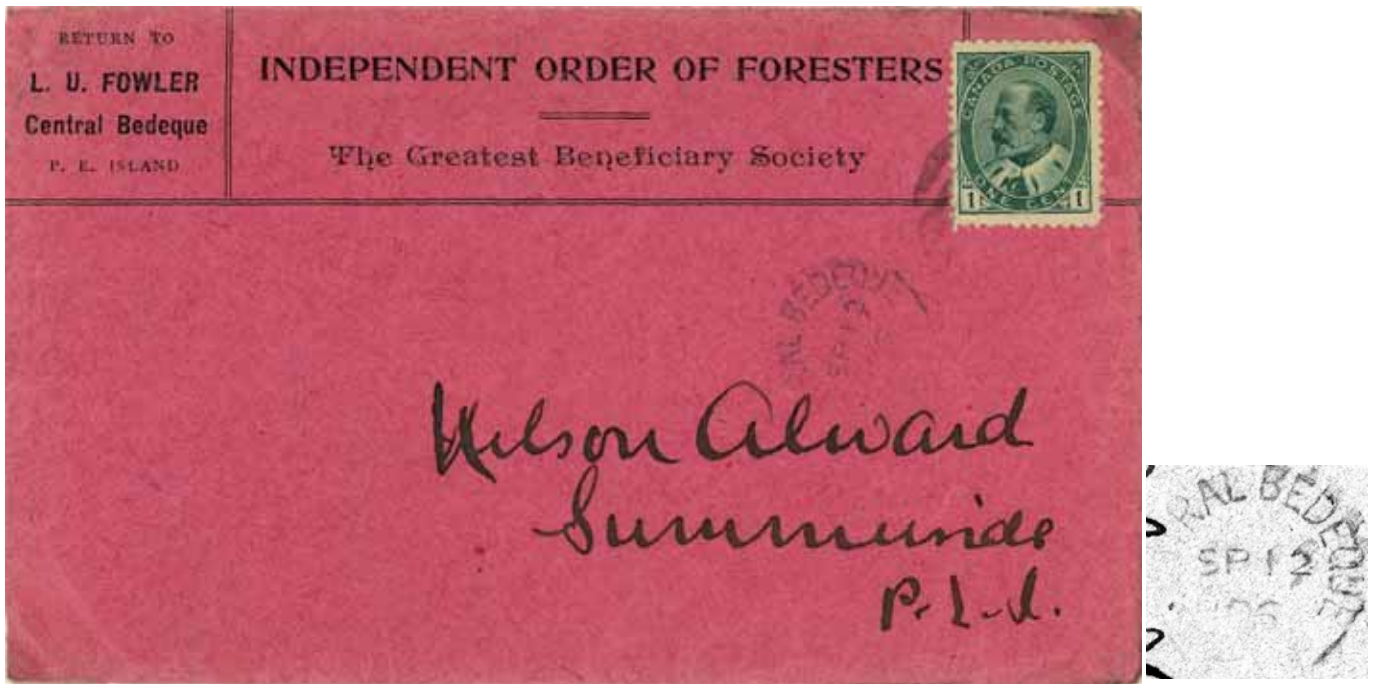
Cardigan to Charlottetown, 2 November 1917. Same hammer

Central Bedeque

Prince Co, LOT 26, open 1884-



Central Bedeque to Halifax, 7 November 1903.

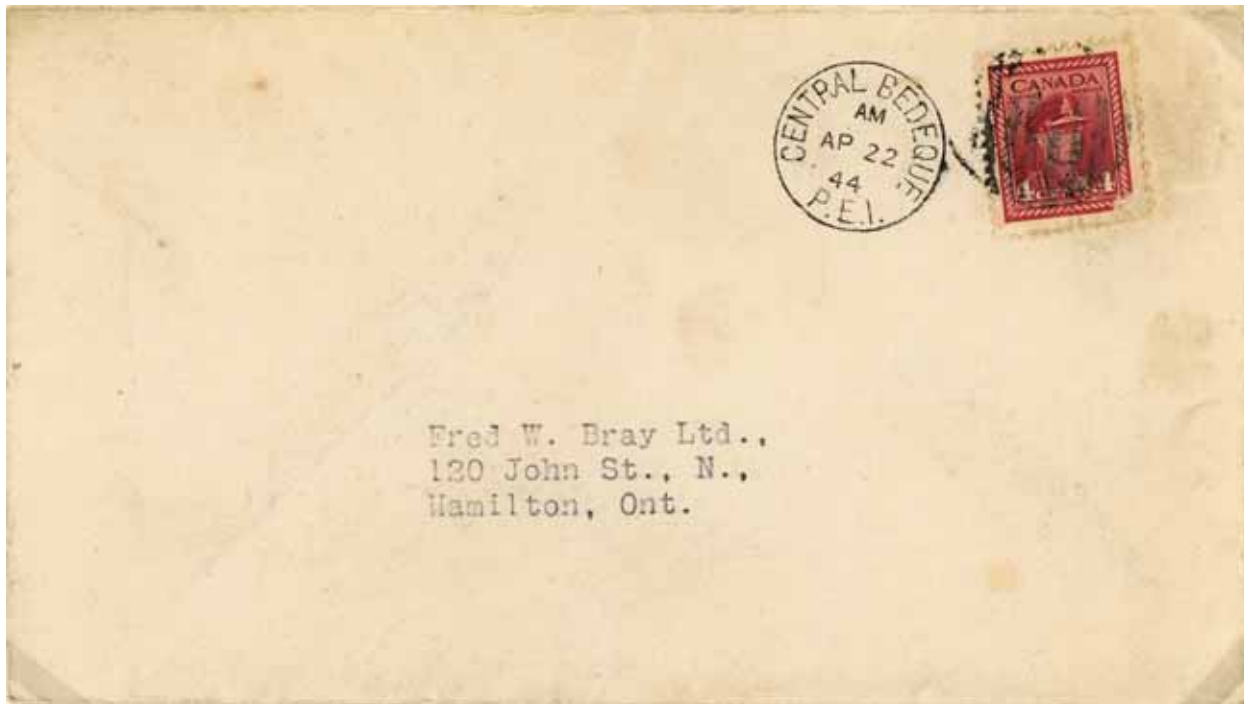


Central Bedeque to Summerside, 12 September 1906. Same hammer

Central Bedeque



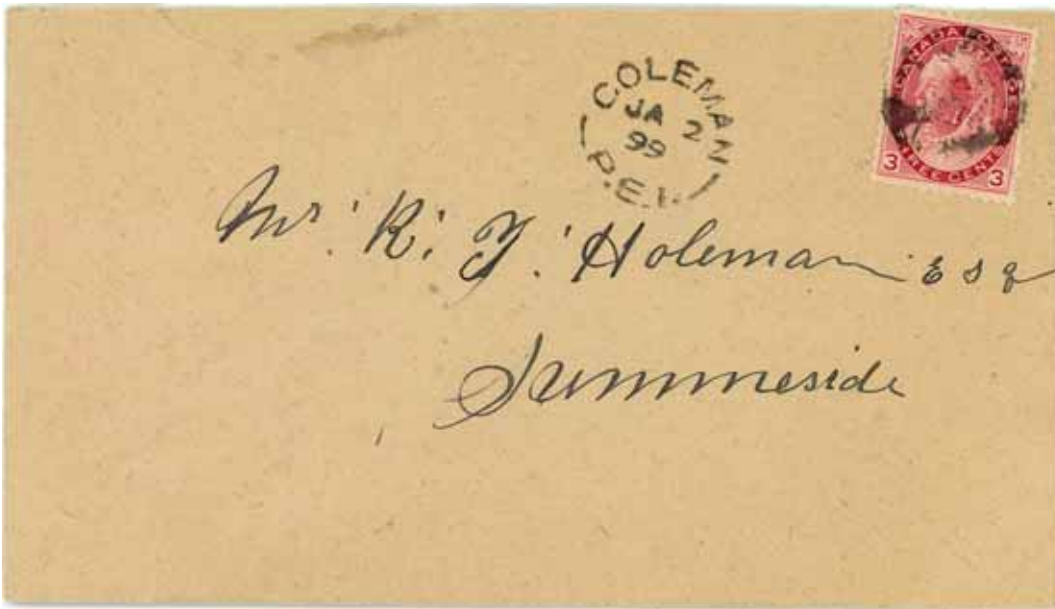
Central Bedeque to Charlottetown, 16 November 1927. Smaller lettering



Central Bedeque to Hamilton, 22 April 1944. Circle

Coleman

Prince Co, LOT 9, open 1886-



Coleman to Summerside, 2 January 1899. Stubby lettering



Coleman to Souris, 12 April 1905. Thin lettering

Coleman



Coleman to Charlottetown, 16 November 1927.



Coleman to Hamilton, 22 April 1944. Circle. By air, with 7¢ airmail stamp.

Cornwall

Queens Co, LOT 32, open 1859-



Coleman to Montague, 1910.



MONTAGUE

Cornwall



Cornwall to Ottawa, 25 July 1949.

Crapaud

Prince Co, LOT 29, open 1857-



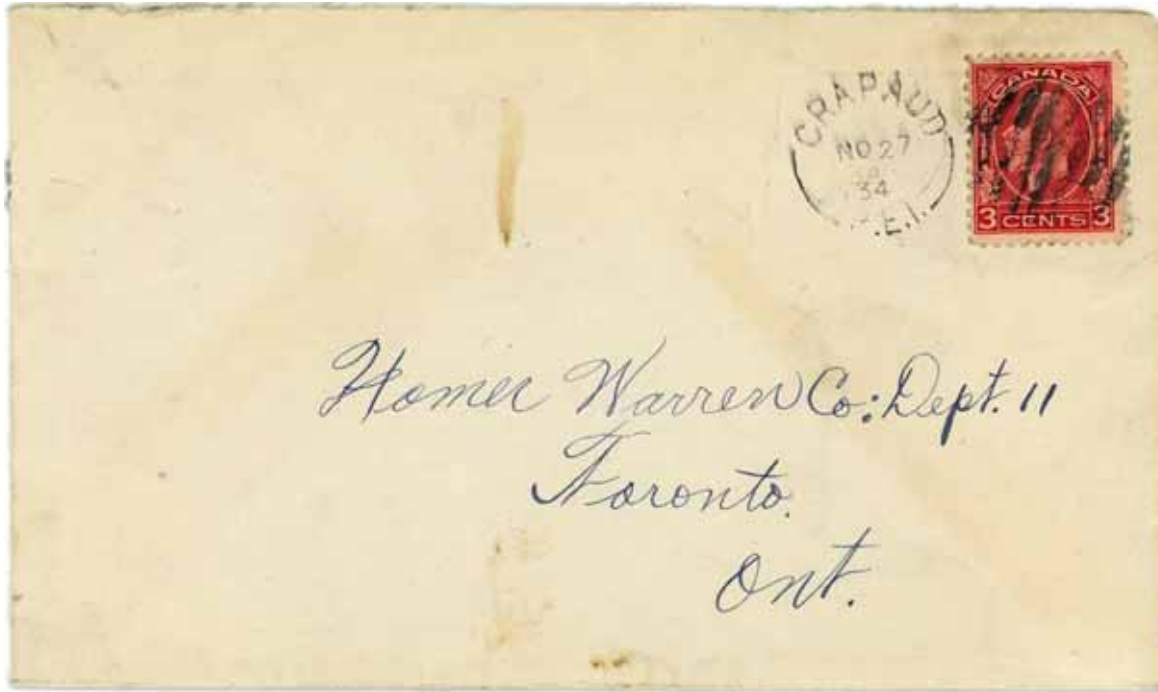
Crapaud to Charlottetown, 3 November 1906.



Mailed within Crapaud, 5 May 1910.

Crapaud means toad.

Crapaud



Crapaud to Toronto, 27 November 1934. Different hammer (long sidebars)

Ellerslie

Prince Co, LOT 12, open 1924-



Ellerslie to Toronto, 19 March 1935.

Elmsdale

Prince Co, LOT 4, open 1878-



Elmsdale to South Melville (Lot 29), 26 October 1907.
HAMPTON



Elmsdale to Northam (Lot 13), 20 December 1909.

Elmsdale

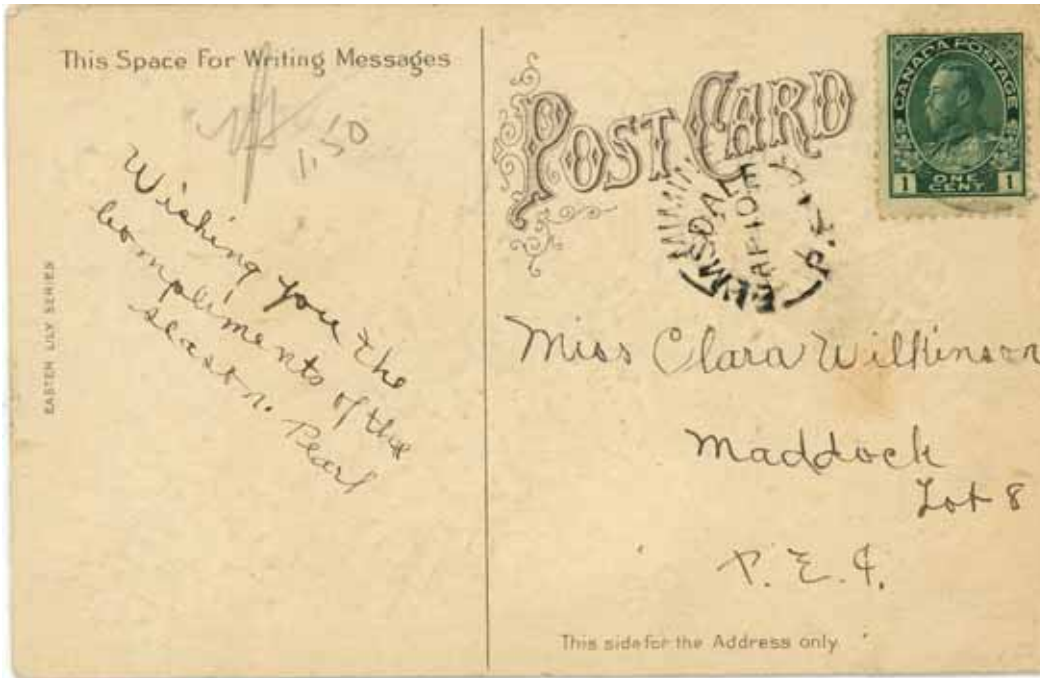


Elmsdale to Haverhill (MA), 17 July 1909.



Pownall Bay

Elmsdale



Elmsdale to Maddock (Lot 8), 10 April 1912.

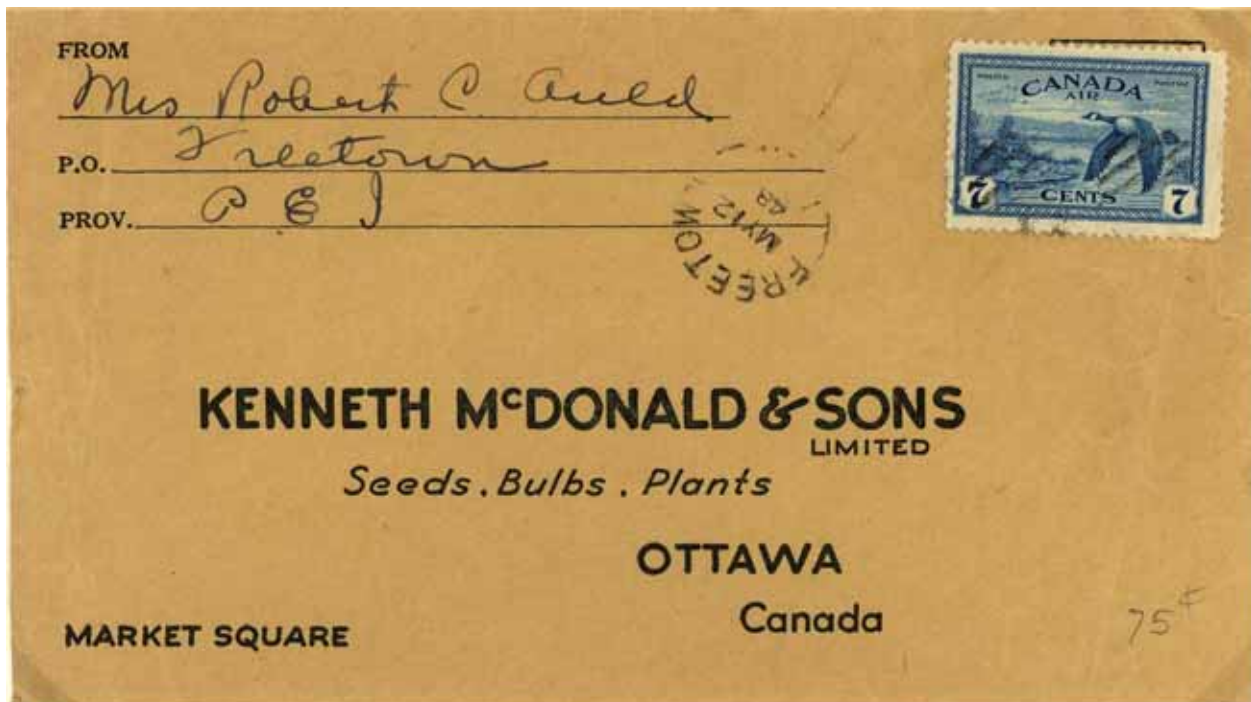
MIMINEGASH

Freetown

Prince Co, LOT 25, open 1854-



Freetown to Toronto, 4 May 1899.



Freetown to Ottawa by airmail, 12 May 1948.

Hunter's River

Queens Co, LOT 29, open 1875-



Hunter's River to Toronto, 28 March 1899. Stubby lettering



Hunter's River to Charlottetown, 6 March 1901.

Hunter's River



Hunter's River to Moncton, 18 October 1905.

Very frequently seen as a backstamp

Kensington

Prince Co, LOT 19, open 1886-



Kensington to Ayr (Ont), 11 August 1895.



Kensington to Toronto, 8 November 1898.

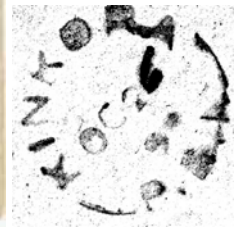
Kensington



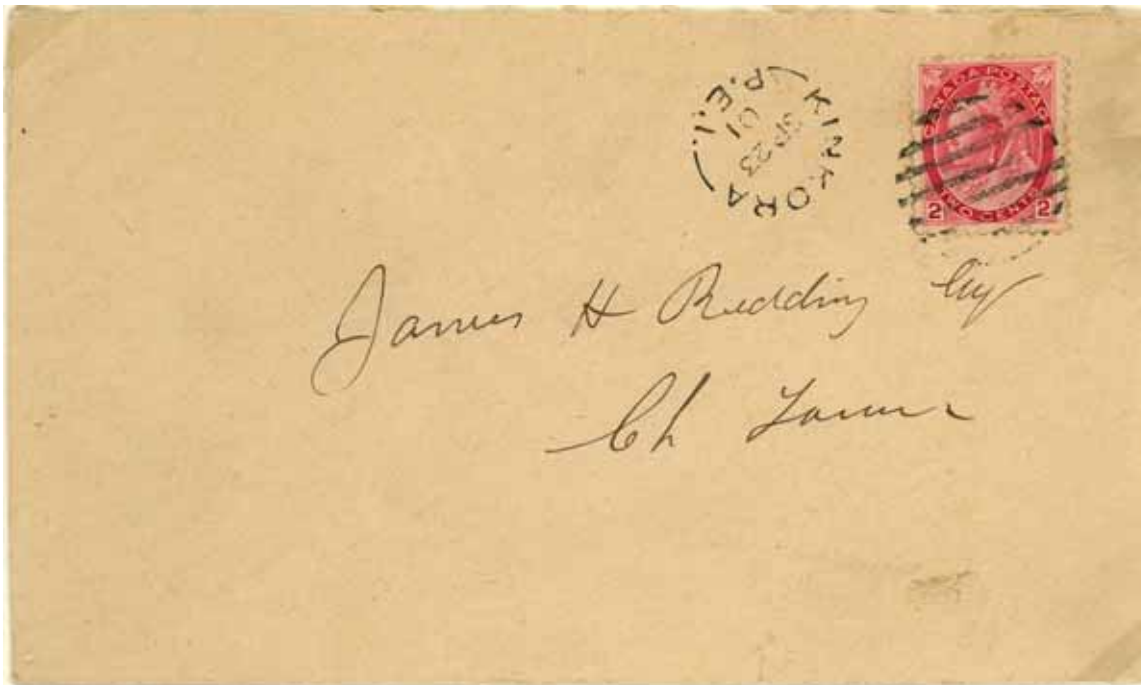
Kensington to Charlottetown, 27 August 1901. Circle

Kinkora

Prince Co, LOT 27, open 1887-

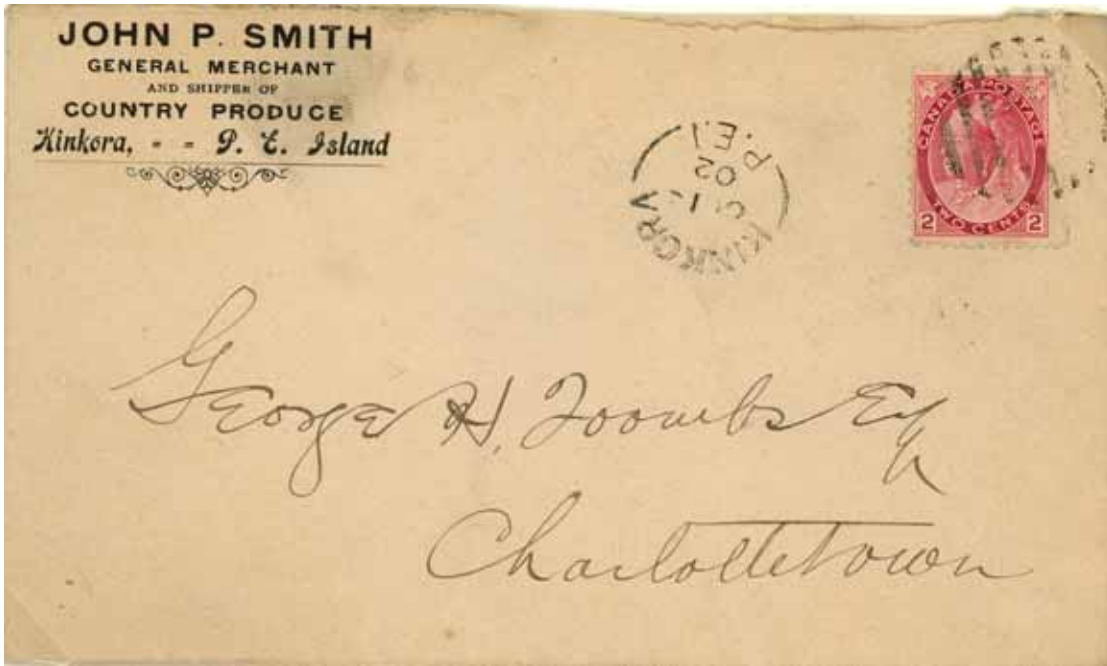


Kinkora to Charlottetown, 26 October 1899. Stubby lettering



Kinkora to Charlottetown, 23 September 1901. Same hammer

Kinkora



Circle. Kinkora to Charlottetown, 10 October 1902. Thin lettering

Little York

Queens Co, LOT 34, open 1872-

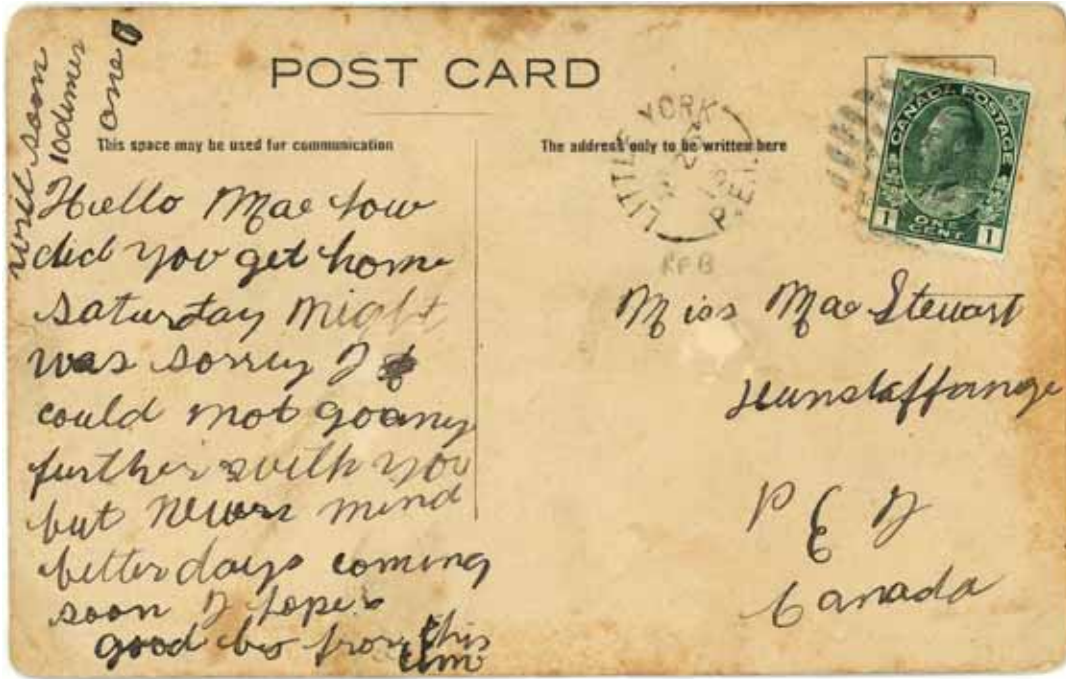


Little York to New Haven (CT), 3 July 1902. Stubby lettering



Little York to Charlottetown, 29 June 1910. Same hammer

Little York



Little York to Dunstaffnage (P E I), 26 April 1912. Small lettering



Little York to Toronto, 10 January 1934. Same hammer

Little York



Little York to Ottawa, 21 April 1947.

Miscouche

Prince Co, LOT 17, open 1866-



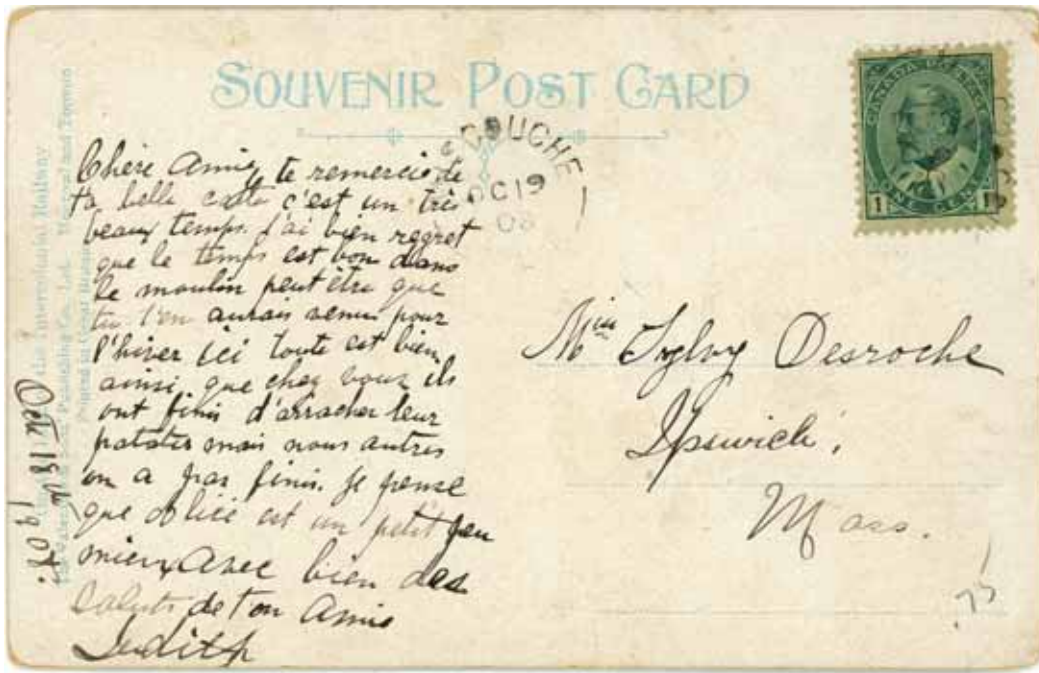
Miscouche to Toronto, 8 May 1899. Stubby lettering



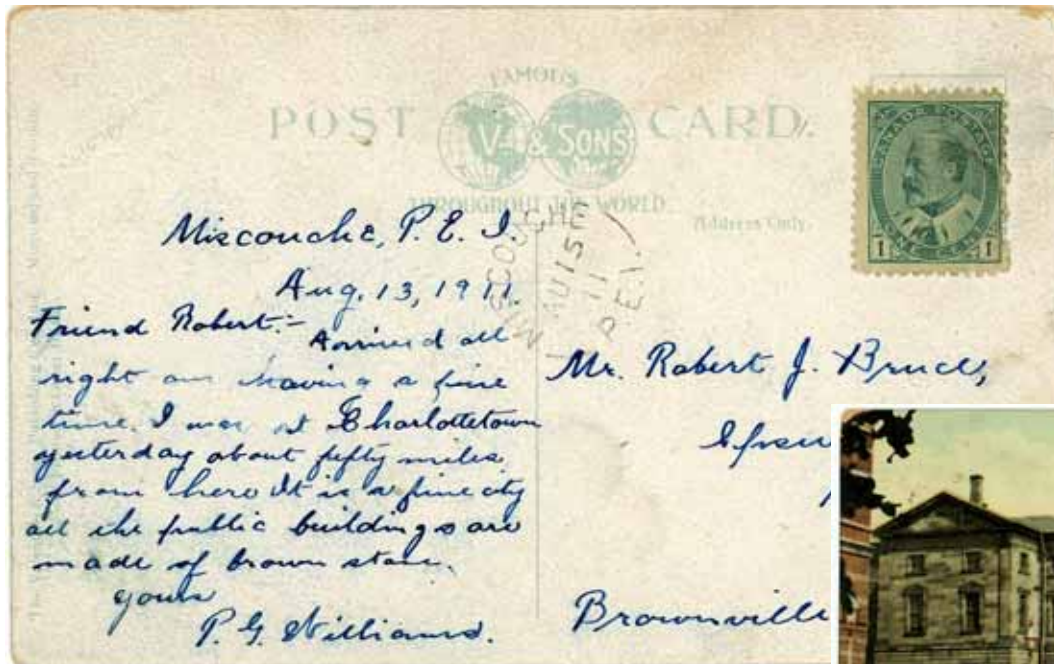
Miscouche to Charlottetown, 28 August 1906. Thin lettering



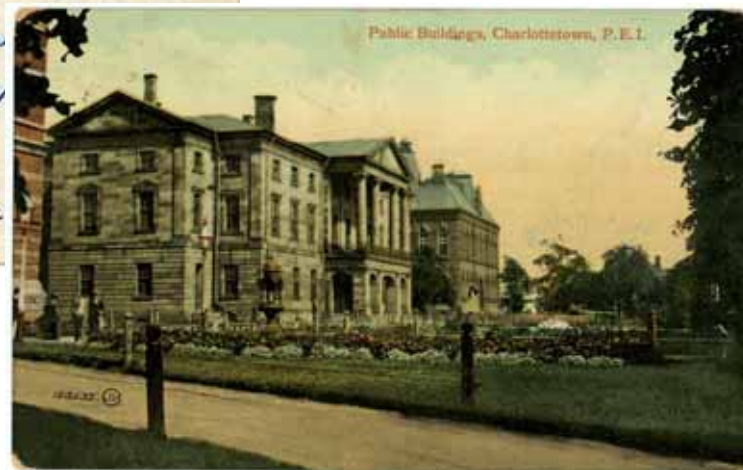
Miscouche



Miscouche to Ipswich (MA), 1 October 1908.



Miscouche to Ipswich (MA), 15 August 1908.



Miscouche



Miscouche to Byfield (MA), 7 April 1914.



Miscouche to Shediac (N B), 13 August 1915.

Montague

Kings Co, LOT 59, open 1906-

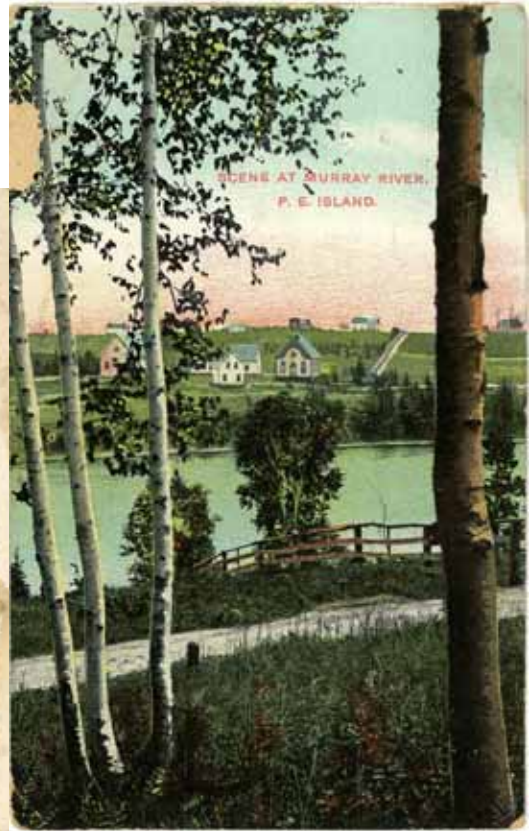


Montague to Pleasant Lake (N S), 25 March 1907. Loosely spaced lettering

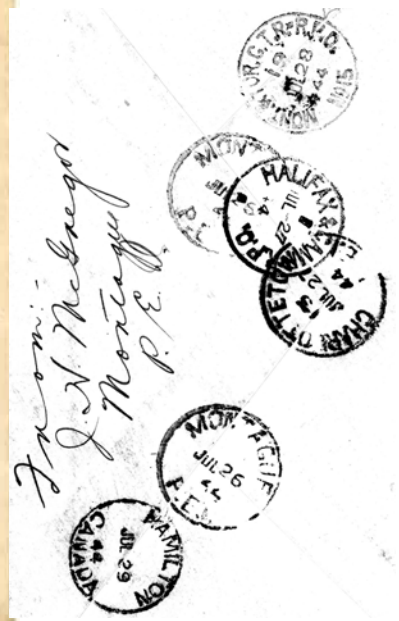


Montague to Spanish Bay (N S), 4 November 1908. Relatively tightly spaced

Montague



Montague to Cambridge (MA), 19 August 1910.



Montague to Hamilton, 26 July 1944. Circle. Registration 10¢ and domestic 4¢.

Morell

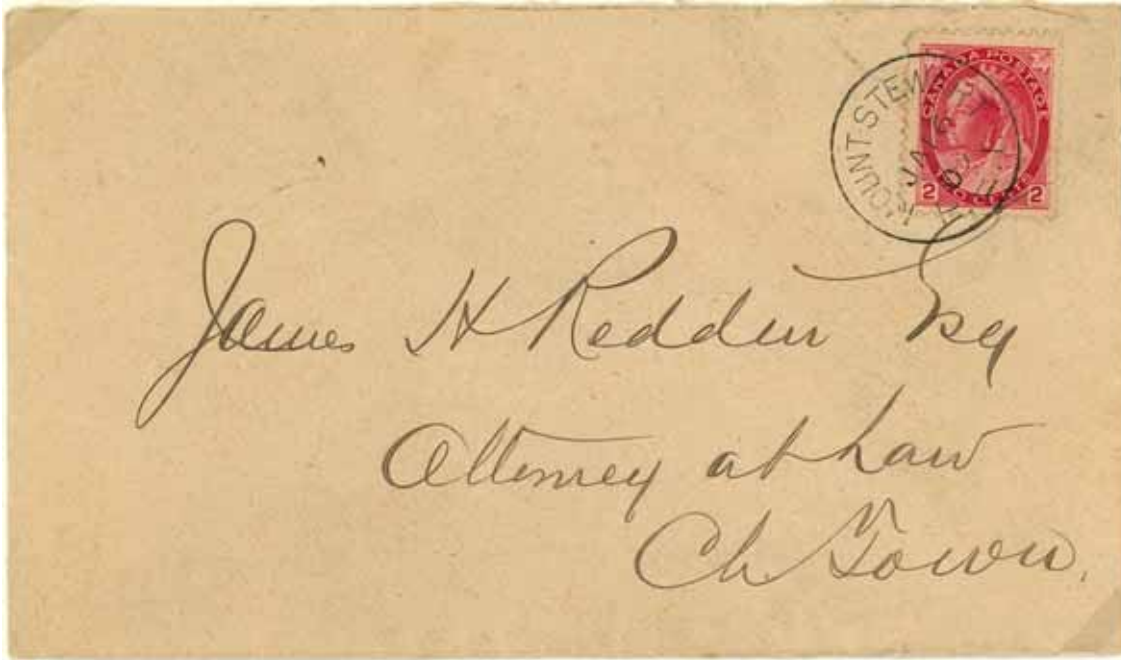
Kings Co, LOT 40, open 1916-



Morell to Charlottetown, 15 November 1917.

Mount Stewart

Queens Co, LOT 37, open 1867-



Mount Stewart to Charlottetown, 16 January 1900. Circle

Murray Harbour

Kings Co, LOT 64, open 1908-



Murray Harbour to Charlottetown, 1 November 1917.



Murray Harbour to Charlottetown, 2 March 1928. Same hammer

Murray River

Kings Co, LOT 63, open 1861-



Murray River to Halifax, 14 May 1900.
MONTAGUE BRIDGE circle



Murray River to Charlottetown, 21 June 1900. Same hammer

Murray River



Murray River to Montague Bridge (P E I), 16 May 1903.
MONTAGUE BRIDGE broken circle



Murray River to Charlottetown, 13 July 1918.

North Rustico

Queens Co, LOT 24, open 1855-



North Rustico to Freetown (P E I), 10 April 1911.

Port Borden

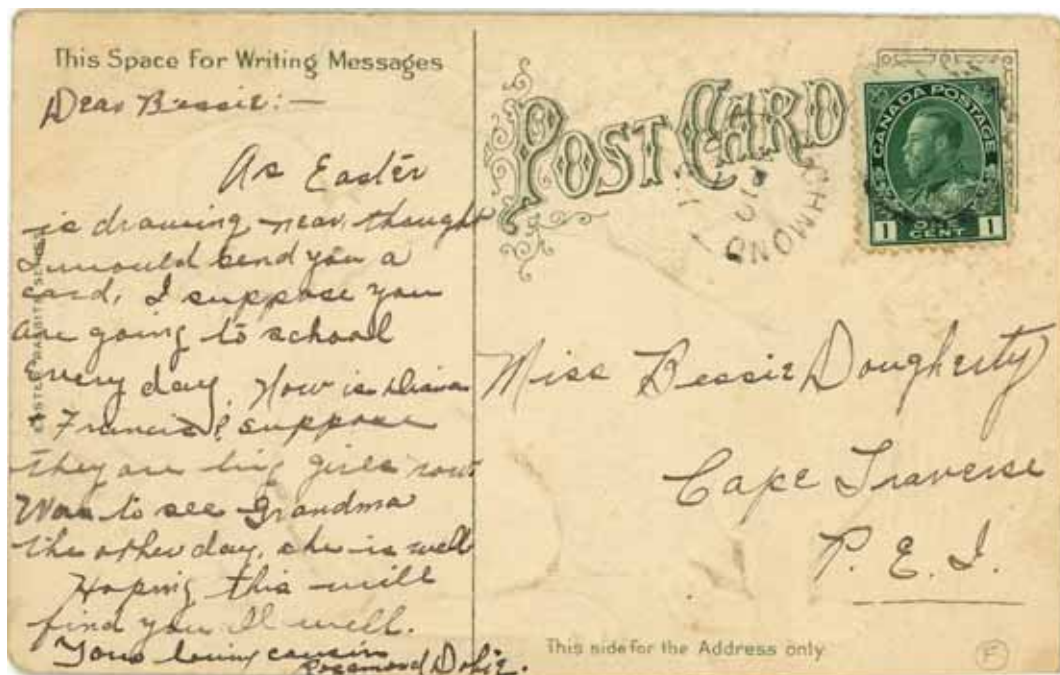
Prince Co, LOT 27, open 26 November 1917-



Port Borden to Lynden (Ont), 13 December 1917.
CAPE TRAVERSE

Richmond

Prince Co, LOT 14, open 1906-



Richmond to Cape Traverse (P E I), 10 April 1914.



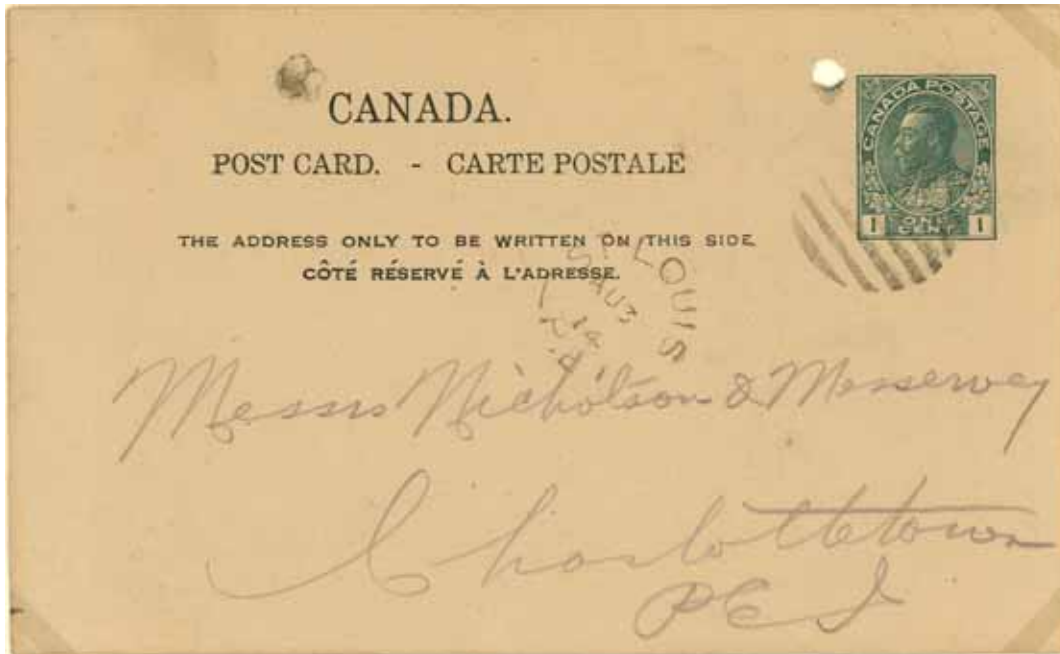
Richmond to Stratford (CT), 16 July 1930.

St Louis

Prince Co, LOT 2, open 1896-



St Louis to Hamilton, April 1903.



St Louis to Charlottetown, 3 August 1914. Same hammer

St Louis



St Louis to Oakville (Ont), 14 December 1937.

St Peter's Bay

Kings Co, LOT 41, open 1913-



St Peter's Bay to Charlottetown, 29 December 1917.

Summerside

Prince Co, LOT 17, open 1851–

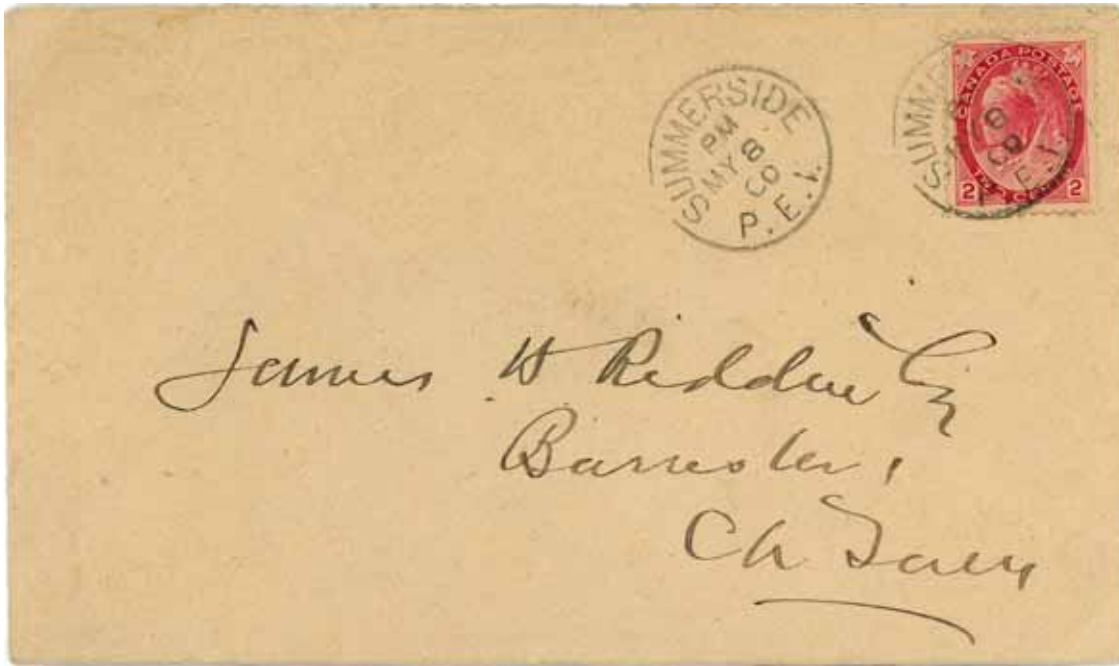


Summerside to Saint John, 22 May 1876.

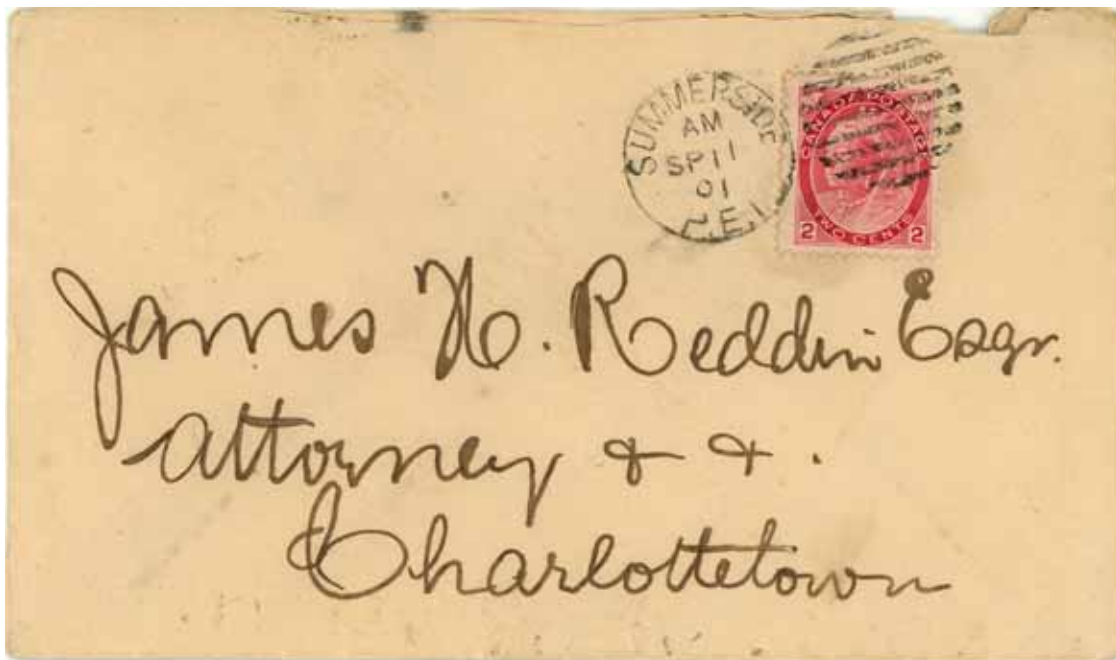


Summerside to London, 19 May 1877. Overpays 5¢ rate to U.K. Charlottetown on reverse

Summerside

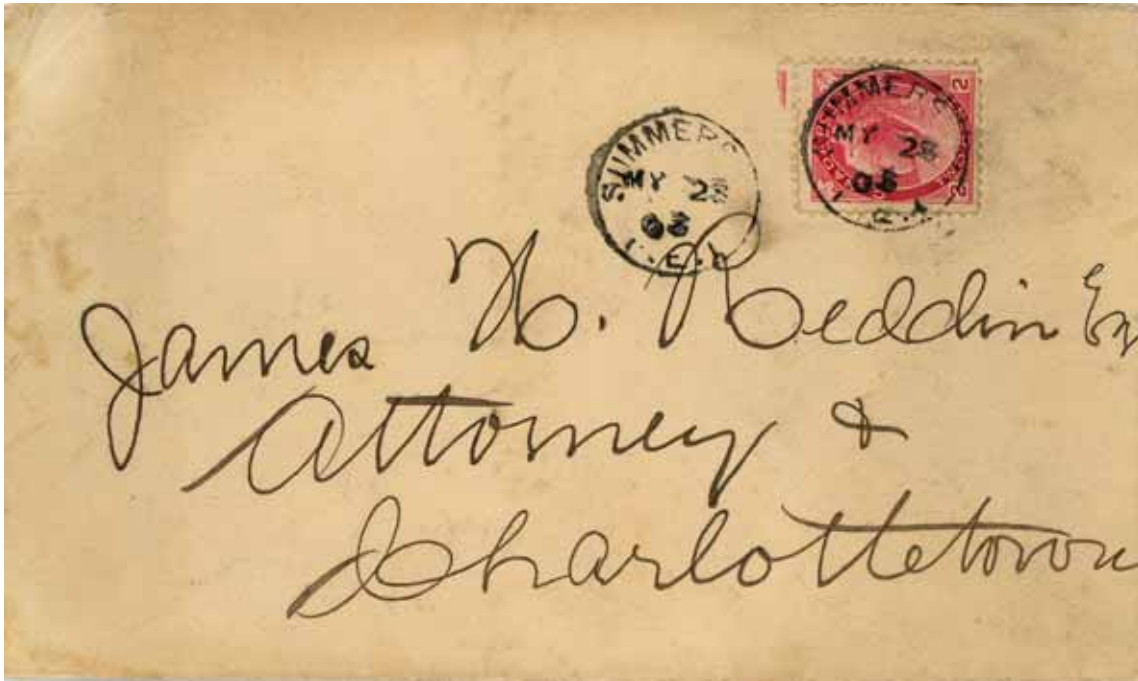


Summerside to Charlottetown, 8 May 1900. Circle



Summerside to Charlottetown, 11 September 1901. Duplex

Summerside



Summerside to Charlottetown, 28 May 1903. Small circle

Tignish

Prince Co, LOT 1, open 1841-

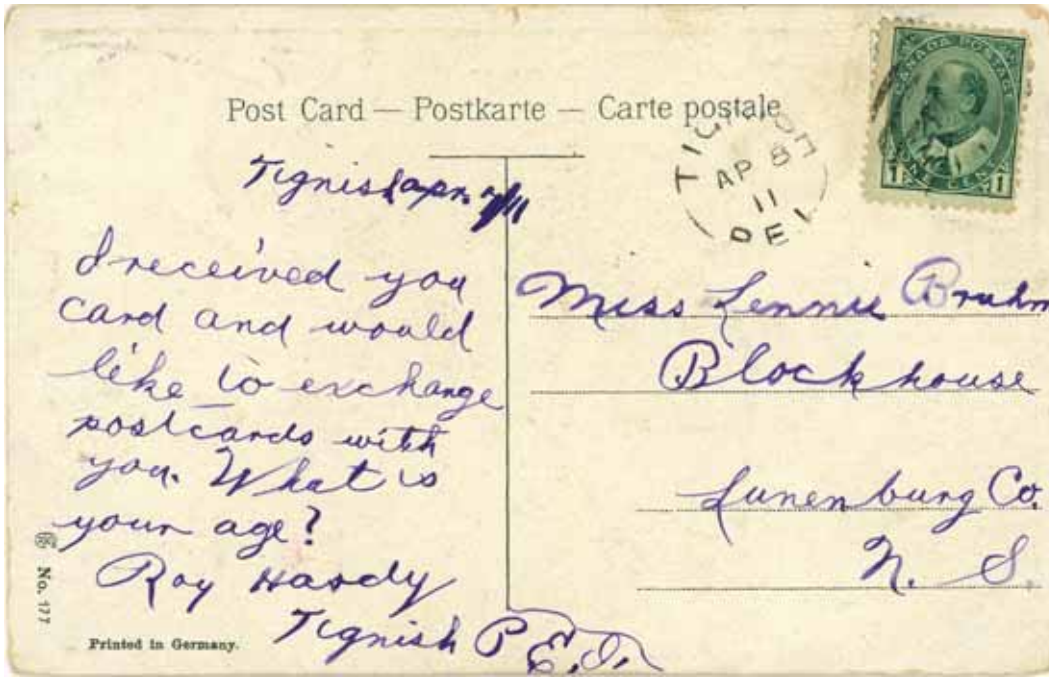


Tignish to Charlottetown, 29 January 1895. Circle



Tignish to Charlottetown, 26 July 1900. Broken circle

Tignish



Tignish to Charlottetown, 8 April 1911.



Tignish to Charlottetown, 9 November 1917. Duplex

Tyne Valley

Prince Co, LOT 13, open 1872-

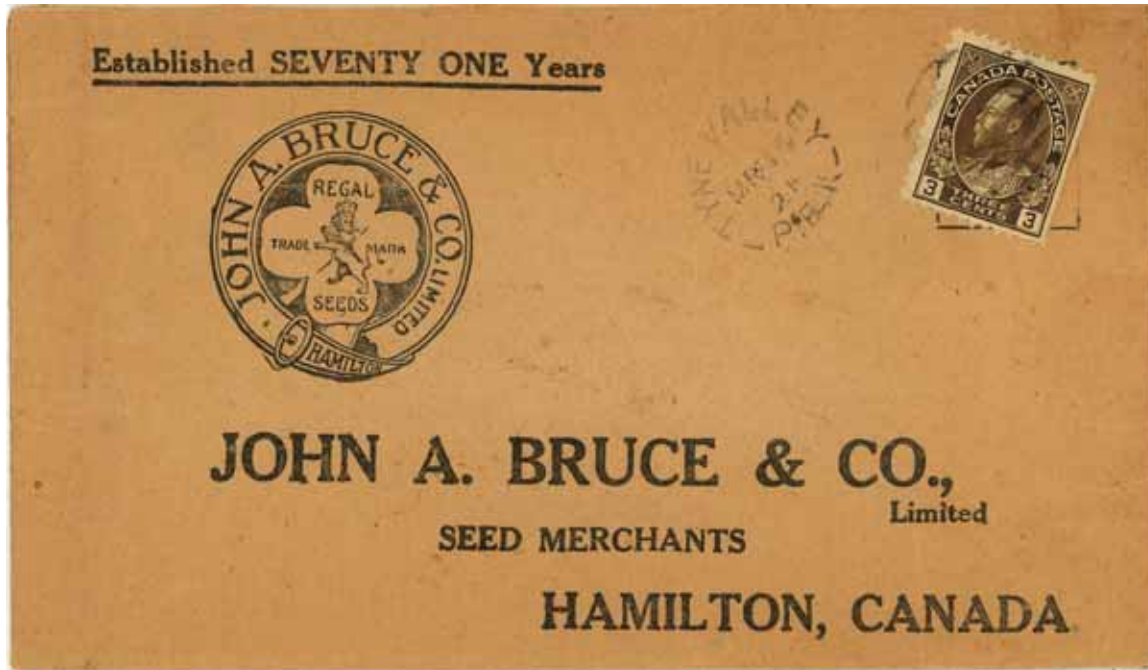


Tyne Valley to Summerside, 19 July 1899.



Tyne Valley to Summerside, 20 February 1911.

Tyne Valley



Tyne Valley to Hamilton, 16 March 1921.

Tyne Valley



Tyne Valley to Boston, 29 August 1930.



Scene Near Summerside, P. E. I.

Scene near Summerside

Vernon Bridge

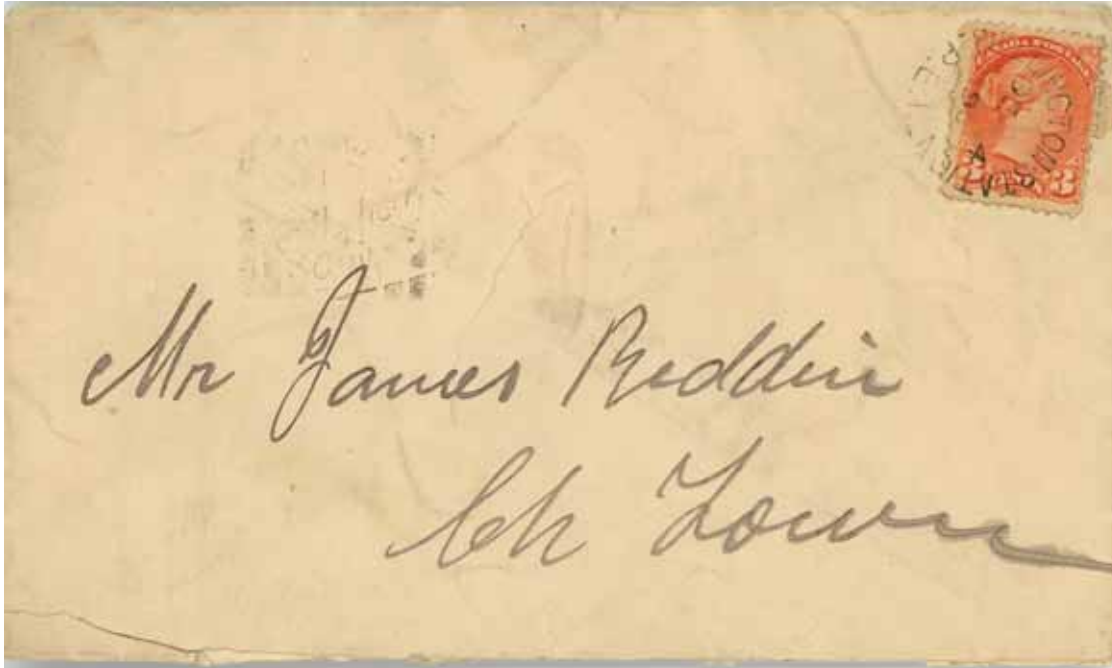
Queens Co, Lot 50, open 1913-



Vernon Bridge to Charlottetown, 14 August 1917.

Wellington Station

Prince Co, LOT 16, open 1883-



Wellington Station to Charlottetown, 4 December 1895.



Wellington Station to Charlottetown, 10 March 1899.

Wellington Station



Wellington Station to Quebec, 28 September 1910.

Winsloe

Queens Co, Lot 33, open 1916-



Winsloe to Oakville (Ont), 7 February 1940.

Index of PEI postmarks shown, by lot number

EVERY lot is represented by at least one office in the exhibit. *Area Lot 51* was the last one to be realized, and now has two representatives, Greenfield and St Teresa, found in a box in the attic. *Route Lot 66* contained just two post offices, but fortunately, one of them, Summerville, is not extremely rare.

The actual index for offices appears after this. As of July 2024, there are 300 offices represented, not counting Charlottetown or the railway post offices.

Lot 1

- Leoville • Skinner's Pond • Tignish

Lot 2

- Ebbsfleet • Greenmount • Palmer Road • St Louis

Lot 3

- Alma • Lauretta • Miminegash • Montrose • York Point

Lot 4

- Alberton • Brockton • Elmsdale • Lot 4 • Piusville

Lot 5

- Bloomfield Station • Howlan • Mill River • Mill River East • St Anthony

Lot 6

- O'Leary Station

Lot 7

- Burton • Cape Wolfe • Haliburton • Locke Road • West Cape

Lot 8

- Glenwood Lot 8 • Hawthorne • Little Pierre Jacques • Maddock

Lot 9

- Coleman • Milo Lot 9

Lot 10

- Enmore • Lot 10 • Portage • West Devon

Lot 11

- Conway Station • Freeland

Lot 12

- Bideford • Ellerslie • Lot 12 • McNeill's Mills • Mount Pleasant

Lot 13

- Higgins Road • Northam • Port Hill • Tyne Valley

Lot 14

- Fortune Bridge • Richmond

Lot 15

- Abrams Village • Egmont Bay • St Timothy

Lot 16

- Lot 16 • Rosehill • Southwest Lot 16 • Urbinville • Wellington Station

Lot 17

- Brae • Linkletter • Miscouche • Muddy Creek • St Eleanors • Summerside

Lot 18

- Baltic • Darnley • Hamilton • Indian River • Princetown • Spring Valley

Lot 19

- Barretts Cross • Grangemount • Kensington • Margate • Traveller's Rest

Lot 20

- Graham's Road • Long River • Park Corner • Seaview

Lot 21

- Elliott's Mills • Found's Mills • French River • Glynde River • Granville • New London • South Granville

Lot 22

- Hope River

Lot 23

- Bungay • Earnscliffe • Ebenezer • Martin • New Glasgow • New Glasgow Mills

Lot 24

- Brookfield • Cymbria • North Rustico • Oyster Bed Bridge • Rustico • Rusticoville • Wheatley River

Lot 25

- Freetown • Lower Freetown • Ross Corner • Wilmot Valley

Lot 26

- Bedeque • Central Bedeque

Lot 27

- Albany • Carleton • Carleton Siding • Chelton • Kinkora • North Carleton • Port Borden • Searletown

Lot 28

- Augustine Cove • Bradford • Cape Traverse • Gambles Corner • Lansdowne Hotel • North Tryon • Tryon

Lot 29

- Crapaud • De Sable • Hampton • Hunter's River • Kelly's Cross • Upper Westmoreland • Valleyfield East • Victoria

Lot 30

- Appin Road • Bonshaw • Bonwell • Lot 30

Lot 31

- Clyde River • Darlington • Hampshire • Kingston • New Haven • New Wiltshire • Tyrone

Lot 32

- Cornwall • Milton Station • North Milton • North River

Lot 33

- Brackley Beach • Cavendish • Harrington • Trilby • Union North • Union Road • Winsloe • Winsloe Road • Winsloe Station

Lot 34

- Little York • Western Covehead

Lot 35

- Bedford Station • Donaldston • Dunstaffnage • Glenfinnan • Grand Tracadie • Johnston's River • Lot 35 • Mill Cove • Mount Ryan • Ten Mile House

Lot 36

- Blooming Point • Cove Head Road • Tracadie Cross

Lot 37

- Clarktown • Mount Stewart • Point de Roche

Lot 38

- Peake Station • St Andrews

Lot 39

- Bristol • Lot 40 • Morell Rear • Morell Station

Index by lot

Lot 40

- Bangor • Milburn • Morell • Morell East

Lot 41

- Cable Head • Cable Head West • Forest Hill • Head of St Peter's Bay • Midgell • St Peter's Bay

Lot 42

- Armadale • Monticello

Lot 43

- Bay Fortune • Bear River • Lower Rollo Bay • Rollo Bay West • St Margarets

Lot 44

- Souris West

Lot 45

- Souris East

Lot 46

- Bayfield • East Baltic • Elmira • Little Harbour • Red Point • Rock Barra

Lot 47

- Bothwell • Campbell's Cove • Fairfield • Kingsborough • Lakeville • South Lake

Lot 48

- Hillsborough Lot 48

Lot 49

- Alexandra • Avondale • Millview • Pownall • Vernon River

Lot 50

- Alberry Plains • Cherry Valley • Orwell • Orwell Cove • Vernon Bridge • Vernon River Bridge

Lot 51

- Greenfield • St Teresa

Lot 52

- Brudenell • New Perth • New Perth West • Riverton

Lot 53

- Cardigan • Cardigan Bridge • Martinvale

Lot 54

- Newport • Woodville Mills

Lot 55

- Bridgetown • Dundas • Dundas Centre • Launching Place • Mount Hope

Lot 56

- Annandale Lot 56 • Farmington • Lot 56

Lot 57

- Belfast • Grandview • Iona • Kinross • Mount Buchanan • Newtown Cross • Point Prim

Lot 58

- Garfield • Pinette

Lot 59

- Aitkins Ferry • Albion • Commercial Cross • Heatherdale • Montague • Montague Bridge • Montague Cross • Whim Road Cross

Lot 60

- Beaton's Mills • Caledonia • Flat River • Lewes Lot 60 • Mount Vernon • Selkirk Road

Lot 61

- Gaspereaux • Georgetown • Milltown Cross • Sturgeon

Index by lot

Lot 62

- Belle Creek • Iris • St Mary's Road • Wood Island • Wood Islands West

Lot 63

- Cambridge Road • Glenwilliam • Murray Harbour North • Murray River • Peter's Road

Lot 64

- Abney Lot 64 • Gladstone • Highbank • Hopefield • Little Sands • Murray Harbour • Murray Harbour South • Murray Harbour West • White Sands

Lot 65

- New Dominion • Nine Mile Creek • St Catharines

Lot 66

- Summerville

Lot 67

- Breadalbane • County Line • Emerald • Fredericton Station • Hartsville • Rose Valley • Springfield
- Stanchel

Index of PEI postmarks

NOT included is Charlottetown, and only a few of Summerside are listed here; I also left out Souris, as it was giving me tsurris. You can probably figure out what the numbers in red signify.

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