

The Northerner

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Newsletter of the Northern Canada Study Group
NWT Yukon Labrador Early Manitoba, Northern Ontario, & BC
A Study Group of the Postal History Society of Canada

Editor: Gray Scrimgeour, #570 - 188 Douglas Street, Victoria, B.C. V8V 2P1
Phone: 250-385-6326 E-Mail address: gray@scrimgeour.ca
Treasurer and Mailing: Ian Mowat, 790 Cuaulta Crescent, Victoria, BC V9C 3H3
E-Mail address: c/o Robin E. Mowat: robinmowat@shaw.ca

Dues for 2009 due. If you haven't already, please send your dues to Ian Mowat (address above). Cheques or money orders made out to 'Ian Mowat' or PayPal to robinmowat@shaw.ca.

\$16.00 for the printed newsletter; \$6.00 for the electronic version only.

Warning. On eBay, a member recently purchased this piece with a GRANVILLE circle date stamp (c/s) postmark with the date 12 IX 07, tying a 2¢ Edward adhesive. However, the cds for Granville was not proofed until April 5, 1944. [See Item 966, p. 1272.] The stamp has a previous light, partial broken circle at the lower right. Comparing the cancel on the piece against proof strikes made of the Granville cds at the Dawson Museum and Archives several years ago (below) shows them to be identical. The hammer in the Dawson Museum has the same date in it, less the year indicia. A number of Yukon hammers (including this one) were in the Dawson post office for many years until they were given to the Museum a few decades ago. This faked strike probably was made before the hammer went to the Museum. There are others.



Red River Opening, 1907.

Writing on the picture side of this photoview, mailed in Winnipeg on May 2, 1907, says "The opening of the Red. April 22, 1907." It's a timely illustration, as the Red River is in flood right now in N. Dakota and MB.



Item 1619 (continued). Yellowknife Post Cards.

Here are the last two post cards from the series of Yellowknife cards submitted by Member #37. The first shows Latham Island, Yellowknife, N.W.T.



The final card shows the Ingraham Hotel in 1948.



Item 1620. Ottawa to Qu'Appelle, Assiniboia - May 1885.

This cover from Member # 81 is addressed to Private William Johnston Tupper (1862-1947), during the Riel uprising of 1885. William was the third son of Sir Charles Tupper (Prime Minister in 1896) and was in the Halifax Provisional Battalion. He was part of No. 4 Company. The address reads, "Private William J. Tupper, No. 4 Company Halifax Contingent, Qu'Appelle, N.W.T." The letter was sent free of postage (note the initials J.T. M.P at the lower left, possibly applied by Joseph Tupper, William's older brother). Handstruck in purple across the envelope is "Jas. J. Bremner, Lt. Col. / Comm'g Halifax Batt."



The cover originated in Ottawa on May 7, 1885. This is the date in both the HOUSE OF COMMONS / CANADA and OTTAWA / CANADA circle date stamps on the front. The envelope is stationery of the Rideau Club in Ottawa. The only backstamp was applied at Winnipeg on May 11, 1885.

The cover is not on the list of Soldier's Rate Covers in George Arfken's *Canada's Small Queens Era* because it was sent Free, not at the 2¢ soldier's rate. Arfken lists 21 soldier's rate covers, between April 24, 1885 and July 1885. One (mailed in May), franked with two 1¢ Small Queens, is addressed to Private Tupper. Six of the covers listed were sent east by Captain Henry Hechler (see the next Item).

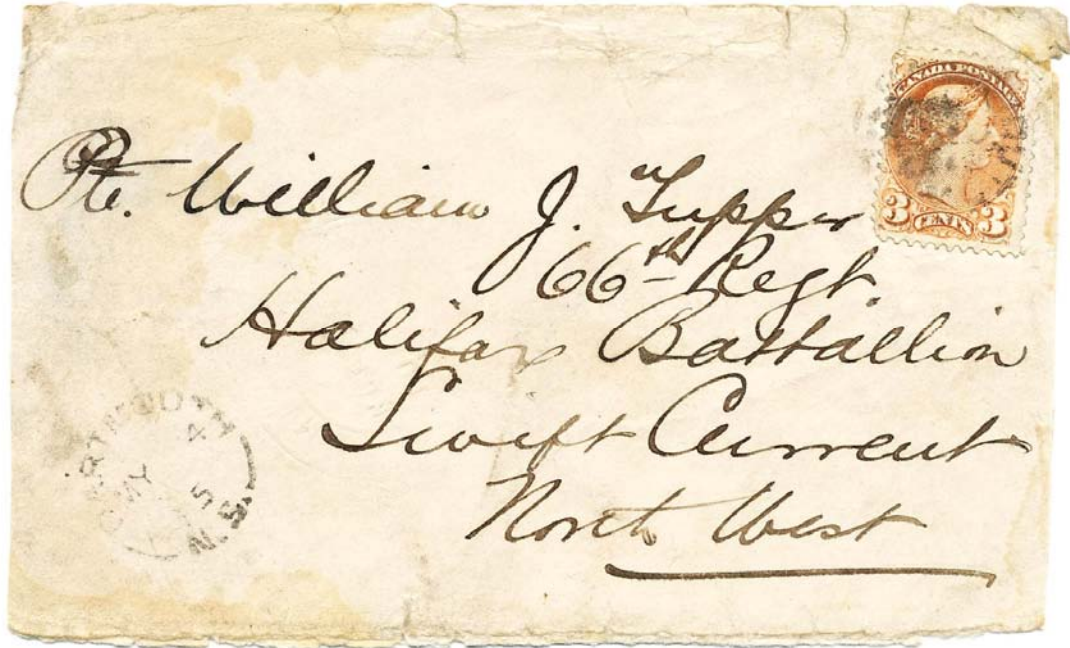
Much mail was sent daily from Winnipeg to Swift Current via the CPR. There was only one passenger train per week, but all freight trains carried mail. A military post office for sorting mail was established at Swift Current. Couriers took first-class mail to the troops in the Battleford region. This cover would have gone by CPR as far as Qu'Appelle Station.

Item 1621. Three More 1885 Rebellion Covers.

The next three scans are from Member #34. The first is another William Tupper cover, from Halifax to Swift Current. The second is from Swift Current to Halifax, and the third is from Winnipeg to Halifax; both are Hechler covers.

Another group member has been active with Riel material. Member #77 showed a Court-of-Honour exhibit entitled "The Riel Rebellions" at the March 2009 Edmonton National Show.

This is a fairly early cover, sent west from Dartmouth, NS on May 4, 1885. The only backstamp on the cover is Halifax, May 4. The cover was mailed at the 3¢ regular domestic rate, not at the 2¢ Soldier's Letter rate for which it qualified.



Here is a 3¢ postal stationery envelope overprinted by Captain Henry Hechler, mailed on May 28, 1885 at Swift Current, Assinboia to his wife in Halifax. The cover arrived at Halifax on June 5.



The final Riel cover is one of several 2¢ covers postmarked at Winnipeg on June 18, 1885 sent by Captain Henry Hechler. The cover reached Halifax on June 24. On the reverse, Hechler wrote, "From Capt. H. Hechler, 63rd Rifles." The addressee is Miss Louise Hechler in Halifax. The cover was certified by Major T.J. Walsh, Halifax Battalion at Saskatchewan Landing, N.W.T. Only soldiers, seamen, and noncommissioned officers were eligible for this lower rate. However, the post office apparently waived this restriction for several Riel-period covers so that officers such as Hechler could use the rare 2¢ rate. In *Canada's Small Queen's Era* (pp. 88-90), George Arfken lists 21 1885 Riel Rebellion covers mailed at the 2¢ rate. This cover is not listed. One sent by Hechler to his wife is illustrated by Arfken (Figure 5 on his page 92).

Most outbound Riel 1885 covers were postmarked at Winnipeg—a few at Swift Current. Arfken reports that letters, signed by the commanding officer, were carried to Swift Current by couriers on horseback and then taken by CPR to Winnipeg, where the Small Queen stamps were applied and cancelled.



Item 1622. Little Saskatchewan, N.W.T. – First Report.

A correspondent in Manitoba has sent this scan of an on-cover strike of LITTLE-SASKATCHEWAN, N.W.T. applied in October 1879. This is the first verified report of this postmark. Several years ago, I was told about a cover that bears a strike of Little Saskatchewan, N.W.T. but I have no date for it.



Item 1623. Two Covers from Bonanza, Yukon to England – 1903.

These two covers were sent from Bonanza, Yukon to Kent, England in 1903. The upper cover is a triple-weight envelope franked with a strip of three Numeral-Issue booklet stamps (the lower half of a pane). It was mailed at Bonanza on February 27, 1903, passed through Dawson the same day, and reached Dartford on March 30.



The lower cover is a double-weight envelope mailed at Bonanza on September 13, 1903 and received at Dartford on October 13. A pair of booklet stamps paid the postage. Booklets of stamps often were sold in the Yukon. They cost 25¢, and there are stories that a quarter was the lowest change available.



Item 1624. Post Card from Mexico to Manitoba – 1888.

This UPU card (owned by Member 37) was sent from Ensenada, Baja California, Mexico to Pilot Mound, Manitoba. It was written on October 25, 1888. The writer tells his brother to send mail to Ensenada, Lower California, Mexico Via San Diego. When I lived in San Diego in the 1960s, Ensenada was well known for the bull fights there.



Dear Robert
 Ensenada Oct 25-88
 day
 I wrote you the other concerning
 business in E. vicinity in doing
 so, I neglected to give proper address
 send all communications to us to
 Ensenada
 Lower California
 Mexico
 Via San Diego. Look to all
 Yours affectionate bro. Ted
 801
 MR4

Item 1625. Registered Cover from England to Montefiore, Manitoba – 1891.

Member 37 supplied these scans of an inbound registered cover from England, bound for Manitoba. It was mailed in Taunton, England on May 7, 1891. It reached Winnipeg on May 21 (where mail for all the Prairies was sorted) and Deloraine (near Montefiore) on May 23. It would have been in a closed mail bag from England to Winnipeg.



Item 1626. Rosswood, BC – A Gallery of Cards and Photos.

Rosswood is a small community about 25 miles north of Terrace, BC, on the northeast shore of Kitsumkalum Lake. It had a post office from September 1, 1912 to July 31, 1917. Mrs. Annie Ross was the first and third postmistress; the community is named after her. (Mrs. M. Freckmann was postmistress from July 1915 to November 1915). Annie Ross, a pioneer of the region, prospected and trapped at Rosswood to support her family. The local web site says, "Local knowledge has it that Rosswood was named after Annie Ross, a pioneer woman that came to this area in 1909. She located and applied for a pre-emption where Wesach Creek runs into Kalum Lake. She received her preemption in 1911 and in 1912, became Postmistress of the sub-post office that was named Rosswood. She was one of many people, mostly single men, who applied for land in the valley in the years before WW I. By the end of WW I the population of the new community had dwindled, the post office was closed, and since then there has been no postal service here." The postmark is listed at unreported.



Kitsumkalum Lake.

Photo from the BC Travel web site

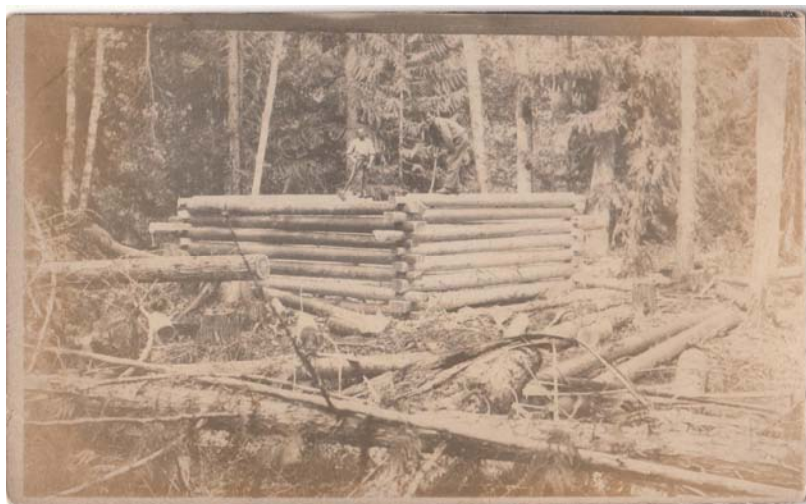
Member 37 has some cards and photographs from Rosswood. These must be quite scarce. What looked like a parade at Rosswood is shown in this AZO card.



Here's a photograph (not a post card); on the reverse it says, "For Mrs. Ross."



This is a view (a VELOX card) showing the construction of a cabin at Rosswood.



Here is a Cyko card that shows a cabin at Rosswood.



This photograph is identified as a bridge across the creek at Rosswood. It's pretty rudimentary!



Here are two group scenes at Rosswood. One shows a large gathering, and the other is a Cyko card showing a small picnic.



Item 1627. Craig Harbour, 1935.



This cover, although probably philatelic, is a little different. It was prepared in the Canal Zone, and probably sent inside another envelope to Craig Harbour. It appears to have been resealed at Craig Harbour on September 8, 1935 during the call of the *Nascopie*, and mistakenly sent to England. It was returned from there in October, and passed through New York (October 25 backstamp) on the way home to the Canal Zone.

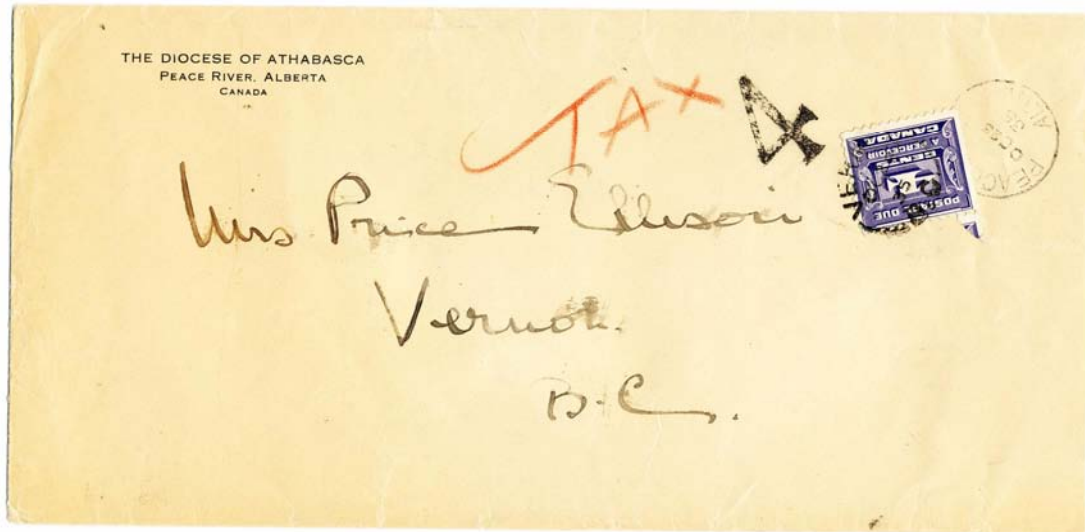
Item 1628. Dawson, N.W.T. – February 1899: Winter Mail.

Here is an example of winter mail from Dawson to South Dakota. This cover was posted on February 17, 1899. It reached Skagway on March 18 and Deadwood, S.D. on April 1. At this time in 1899, apparently the North-West Mounted Police were carrying all mail out of Dawson.



Item 1629. Mail from Bishop Sovereign to Vernon, B.C. - 1935.

There have been several articles in *The Northerner* about Arthur Sovereign, Bishop of Athabasca (see Items 1405, 1407, and 1408; pages 1952f). Bishop Sovereign married Ken Ellison's aunt Ellen Ellison in 1912. Here is a large cover with the corner card of The Diocese of Athabasca, Peace River, Alberta sent from Peace River on October 25, 1935 to Mrs. Price Ellison, in Vernon, BC (Ken's grandmother). The large envelope was mailed without stamps; it was rated 4¢ due (double the deficiency). The 4¢ postage due adhesive was tied by the Vernon broken circle on October 28.

**Item 1630. Fort Chimo, 1944.**

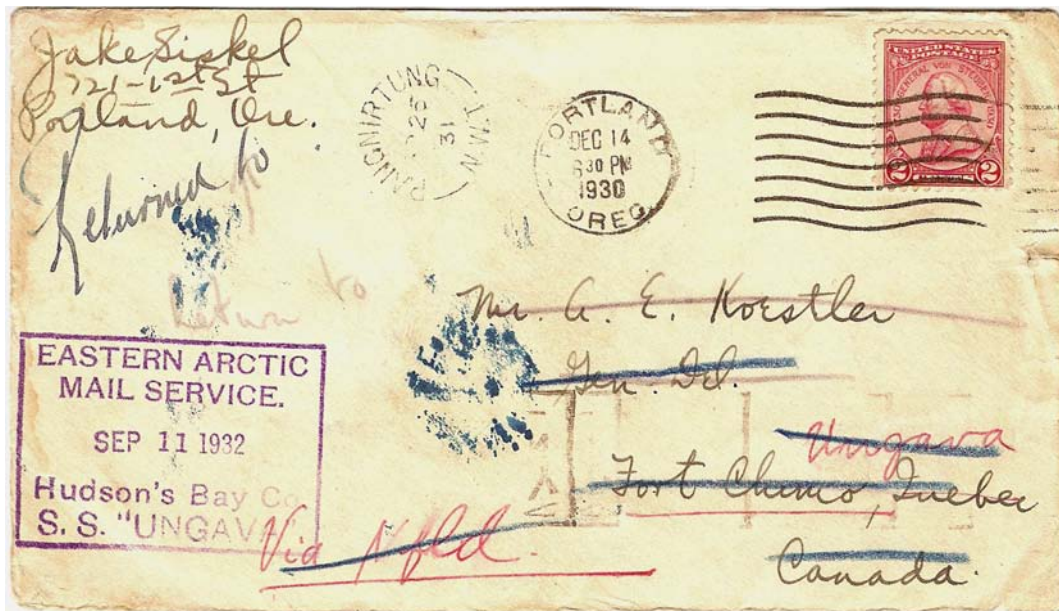
Member #9 sent this cover mailed at the Inuit community of Fort Chimo, Quebec on December 12, 1944. Fort Chimo (now called Kuujjuac), Quebec is on the Koksoak River, just south of where the river flows into Ungava Bay. In 1942, a US Air Force base was built at Fort Chimo. It was used by Ferry Command in emergencies. The base was turned over to Canada after World War II. The Eastern Arctic Patrol did not call at Fort Chimo very often. The *Nascopie* was there on September 1 and 2, 1941 and again on September 5 to 8, 1942. There were no further EAP calls until the *Regina Polaris* in 1948.



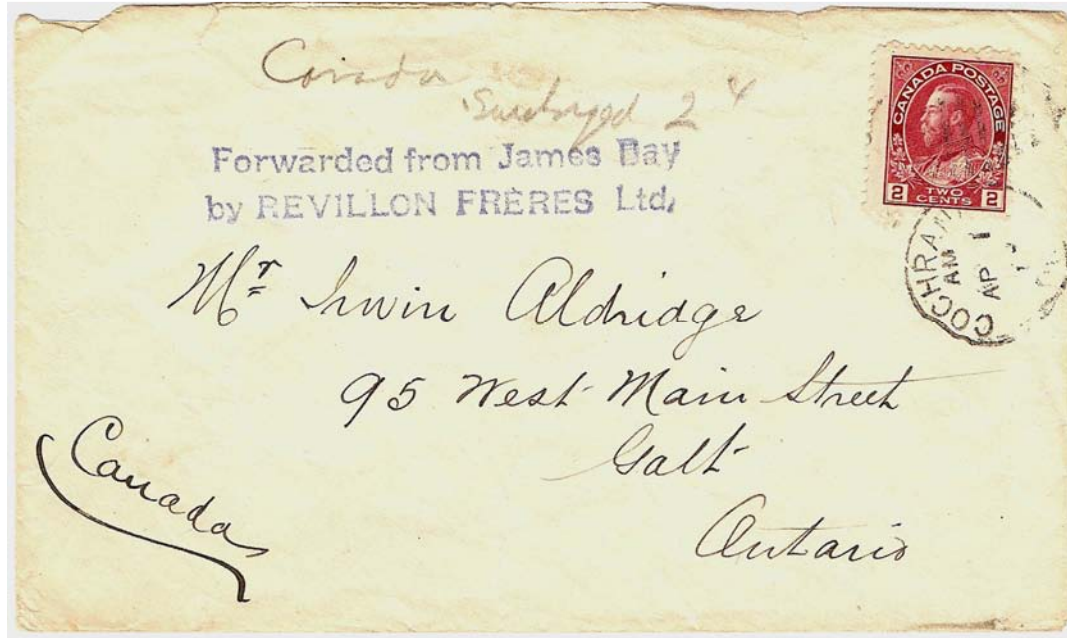
A post office was opened at Fort Chimo on September 1, 1941, and the name was changed on December 1, 1981. This cover was carried out by air. It was censored in Ottawa by Censor 530 (tape at left, identified on the reverse). Member 9 wonders if any member can add to the story of Fort Chimo.

Item 1631. Cover to Fort Chimo, 1930.

Member #3 owns this cover sent in 1930 from Portland, Oregon to Fort Chimo. It was forwarded to Montreal, where it was directed to the Newfoundland postal system and carried to Hebron, Labrador, where it was received on September 3, 1931. It then went to Port Burwell by coastal schooner and was then picked up by the Hudson's Bay Company steamer *Ungava* on September 21-22, 1931 and postmarked at the next stop on the trip, Pangnirtung, NWT on September 26, 1931. Perhaps the mail was checked at that point by the RCMP. It returned to Ottawa. The next and final marking is of the *Ungava* on September 11, 1932 (latest reported use of the Ungava box marking) while the ship was at Port Burwell. The cover may have been dropped off at Port Burwell earlier in the trip (July 14-15 or August 17-18) and taken over to Fort Chimo, where it was directed back to the sender.



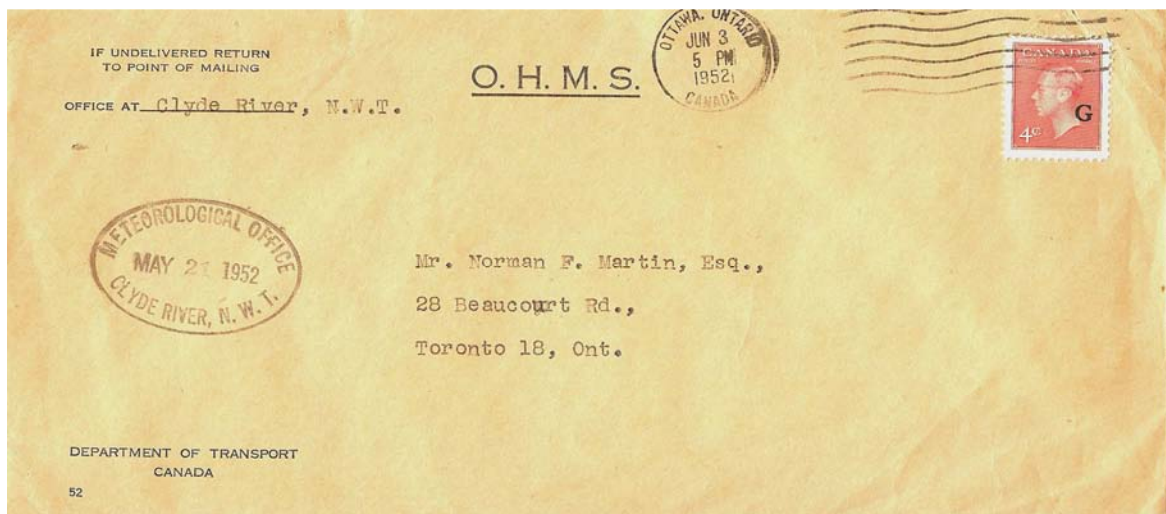
Item 1632. Port Harrison, Quebec – 1915



This cover from Member 3 is from the post manager for Revillon Freres at Port Harrison. It was carried by dog team to Cochrane, Ontario where it was placed into the mails on April 1, 1915. The straight-line cachet is in dark blue and may have been applied at the Revillon Freres post at Fort George on James Bay before being forwarded onward by dog team to the railway at Cochrane, Ontario. War Tax of one cent added to letters was brought in on April 15, 1915 so the item was then likely marked as 2 cents postage due (double the deficiency) at Galt upon its arrival there.

Item 1633. Clyde River – 1952.

This item from Member 3 is a long brown official cover sent on June 3, 1952 from the weather station at Clyde River, NWT on Baffin Island. It received the oval cachet at the left, and was placed in the mails through Ottawa, Ontario, where the headquarters for the Eastern Arctic Patrol, Railway Mail Service was located. There are no Eastern Arctic Patrol markings but the cover obviously was carried out by airplane because the weather station likely had regular resupply flights. There was no post office at Clyde River until August 1955.



Item 1634. Fort George, Quebec – 1937.

This cover owned by Member 3 was sent by Blanche Nesbitt, a teacher at St. Philip's Indian Residential School at Fort George (opened in 1933) to the Anglican Bishop of the Arctic. It was carried by dog team south from Fort George to Moosonee, Ontario where the northern terminus of the Ontario Northland Railway was completed in 1932. The Moosonee post office served the needs of residents all around James Bay. Regular air mail service did not begin for the communities around James and Hudson Bay until 1944, when Austin Airways established a base in Moosonee. The Fort George PO opened on February 8, 1960; its name was changed to Chisasibi on May 4, 1981.

**Item 1635. Operation Nanook – Dundas Harbour, 1946.**

Here is an airmail cover from Dundas Harbour, NWT mailed on August 20, 1946, carried out on the SS *Nascopie* on September 15, 1946. The questions are: who mailed it and why was it mailed before the arrival of the annual resupply of the RCMP post at Dundas Harbour (September 14/15)? Member 3 believes this cover was mailed by a member of the U.S. Task Force 68, also known as Operation Nanook.

On February 12, 1946, the U.S. Congress approved Public Law 296 directing the chief of the U.S. Weather Bureau to establish "an international meteorological reporting network in the Arctic regions of the Western Hemisphere." The Weather Bureau turned to the army and navy; together, the three agencies came up with a plan to build reporting stations that summer at Thule, Greenland and at the southern tip of Melville Island in the Canadian Arctic (Winter Harbour). The U.S. Atlantic Fleet commander, Admiral Marc A. Mitscher, selected a few ships, designated them Task Force 68, and appointed Captain Richard Cruzen as commander of "Operation Nanook." The nucleus of the "Nanook" force, Task Force (TF) 68, consisted

of *Norton Sound* (AV-11), *Atule* (SS-403), *Northwind* (WAG-282), *Alcana* (AK-157), *Bel-trami* (AK-162), and *Whitewood*. On 3 July, *Whitewood* departed Boston to rendezvous with *Northwind* off Greenland.



For the remainder of July and into August, *Whitewood* operated in the Canadian Arctic, off western Greenland. She transited the Davis Strait to the northern part of Baffin Bay in company with *Northwind* and *Atule* and conducted exercises en route. All ships in TF 68 except the two AK's eventually rendezvoused at Melville Bight, Baffin Bay, on 20 July. *Whitewood* and *Atule* subsequently accompanied *Norton Sound* to Thule harbor to recover a PBM Mariner forced down with engine trouble.

From 22 July to 5 August, all activities in "Nanook" centred around Thule. *Norton Sound* remained at anchor there, in North Star Bay, servicing her two PBM's. Meanwhile, *Whitewood* and *Atule* operated from North Star Bay as they conducted exercises and tests in the Smith Sound-Kane Basin area. On 5 August, *Norton Sound* and *Whitewood* headed for Dundas Harbour, Devon Island, to attempt air and surface operations there. Unfortunately, the ships found the harbour iced over, with a belt of pack ice extending out three miles down the coast. *Northwind* later joined the two ships in the vicinity of Dundas Harbour, searching for a suitable anchorage that could accommodate the ships and their attached aircraft. *Whitewood* succeeded in finding a small, ice-free anchorage at Tay Bay, off northwestern Bylot Island.

In the ensuing weeks, *Whitewood* reconnoitered the coastal areas in Lancaster, Eclipse, and Jones Sounds, and Prince Regent, Admiralty, and Navy Board Inlets. Operating on this duty in company with *Northwind*, *Whitewood* landed shore parties that set up positions ashore to obtain terrestrial navigation "fixes" to dovetail with the photographic coverage obtained from the ships and planes of the project's task force. Eventually, the summer Arctic weather deteriorated to the point where it hindered *Whitewood's* surveying efforts—especially her terrestrial fixes. Released from the expedition in early September, *Whitewood* received her sailing orders on 6 September and soon set her course for Boston. She arrived there on 19 September for repairs.

Item 1636. Wrigley, N.W.T. – Pilot Signed, 1931.

This air stage rated cover is signed by Major Archibald "Archie" McMullen, Canadian Airways pilot, a member of the Canada's Aviation Hall of Fame. It was sent from Wrigley, NWT on February 4, 1931. McMullen completed numerous inaugural airmail flights. In 1937 he joined Mackenzie Air Services and helped search for the missing Levanevsky party. In 1940, he served as a test pilot of repaired aircraft used in the British Commonwealth Air Training Plan. His experience on various aircraft types under punishing circumstances was put to use in Canada's north as a check pilot for Canadian Pacific Airlines. He oversaw the flying abilities of the line's pilots in the Edmonton district as well as those on air operations during construction of the DEW Line radar bases on the rim of the Arctic Ocean. The cover is also signed by the Wrigley Postmaster.

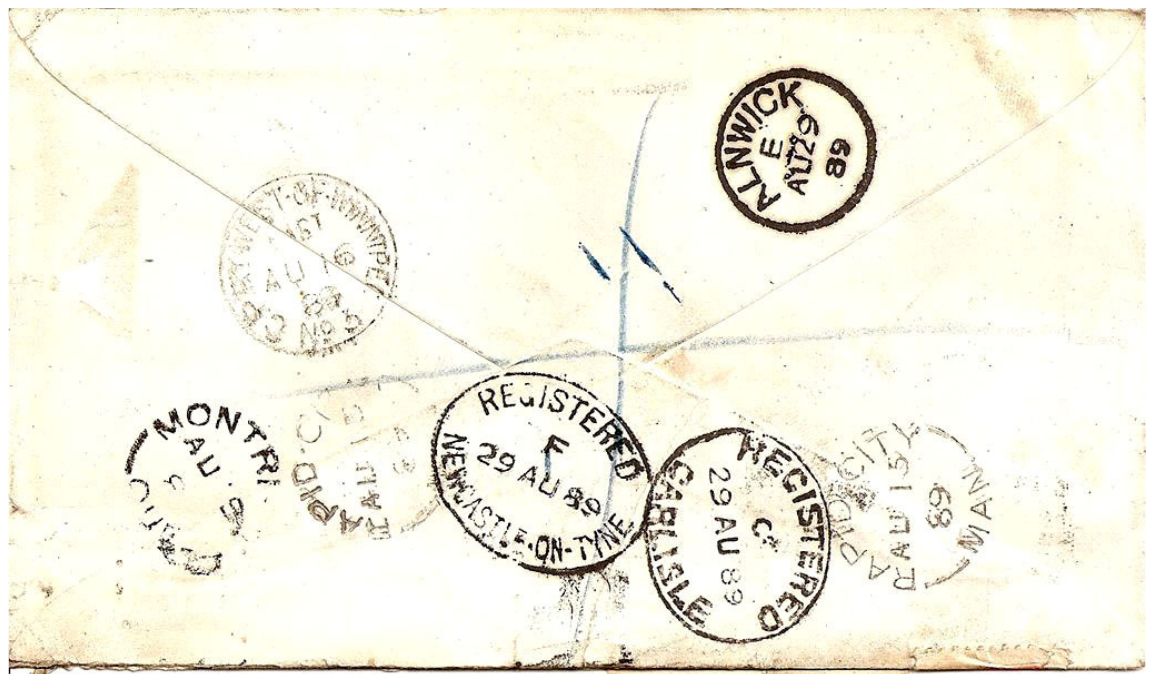
Item 1637. Beaulieu Yellowknife Mines Limited.

Here is an airmail cover on printed stationery from the Beaulieu Yellowknife Mines Limited, mailed at Yellowknife on September 25, 1947. The property was 46 miles east of Yellowknife, staked in the summer of 1939 by S. Hanson. Some exploration work was done on site until 1942, when WW II intervened. The property was optioned in 1945 and Beaulieu Yellowknife Mines was formed to develop the site for its gold potential. During the winter of 1946–47, a substantial freight was moved in by tractor (bulldozer) train from Yellowknife. Remaining materials were flown in over the summer by DC-3 aircraft from Yellowknife and Edmonton. An airstrip was built about 5 miles northwest of the camp. A shaft was completed in July 1947 with about 50 people working at the mine. Milling started on October 23, 1947 but stopped by the end of November because the value of the ore was poor. Only about 7.5 ounces of gold were recovered. This was more of a mining of investors than for gold. Interesting that the company had its own specially-printed airmail stationery. Member 3 hasn't seen any other mail from this short-lived operation.



Item 1638. Rapid City, Manitoba – Registered to England, 1889.

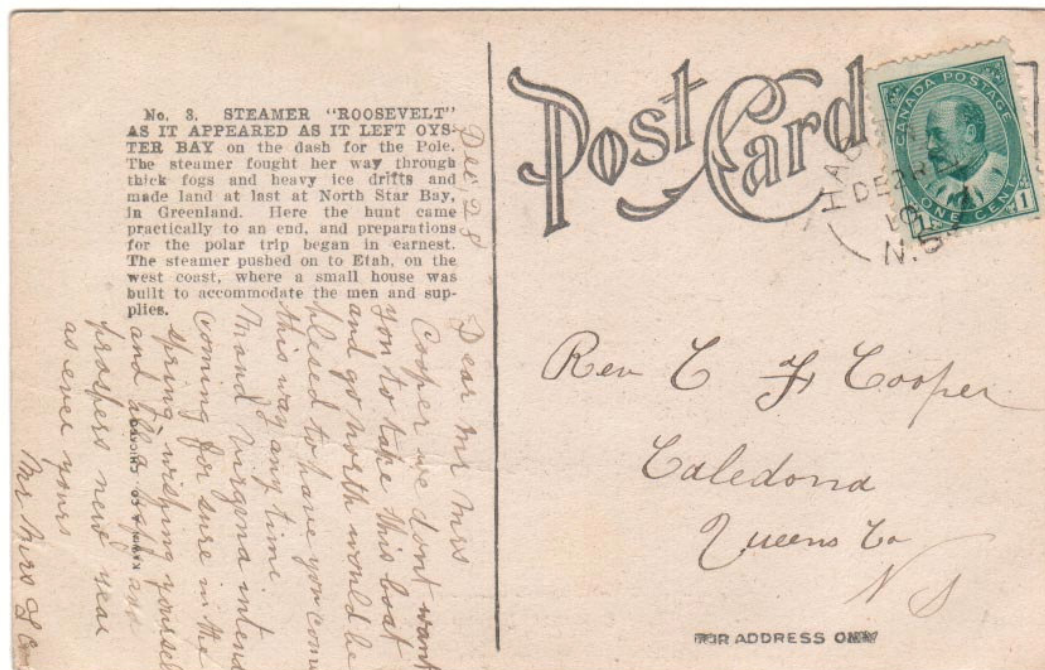
Member 88 recently obtained this unusual and scarce registered cover from Rapid City to England. It was mailed on August 15, 1889, was carried east on the CPR (backstamped August 16), and passed through Montreal on August 19. It reached its destination at Alnwick through Liverpool, Newcastle, and Carlyle on August 29.



The method of payment of the 5¢ postage and 5¢ registration fee on this cover is most unusual. The registration fee was overpaid by 1¢ by the use of three 2¢ Registered Letter Stamps. The extra cent was applied to the postage, and added to the 1¢ and 2¢ Small Queen Stamps to make the required 5¢. Harrison's *Canada's Registered Mail 1802-1909* does not list any other registered cover to Great Britain paid in this manner.

Item 1639. Roosevelt and Peary's Polar Expedition, 1908-1909.

Here's another card from Member 37. It shows Commander Robert E. Peary's ship *Roosevelt* "as it appeared as it left Oyster Bay", Long Island (home of President and Mrs. Theodore Roosevelt) just before leaving for the north. Peary's expedition left New York, with Robert Bartlett as captain of the *Roosevelt*, on July 6, 1908. At Oyster Bay, President Roosevelt—after whom the ship was named—came on board the ship. The *Roosevelt* departed from Oyster Bay on July 7, and a few days later Peary went by train to Sydney, Cape Breton to join the ship. The expedition party wintered at Cape Sheridan, Ellesmere Island, and Peary and a small party attempted to get to the North Pole in early 1909.



The card was mailed at Habitant, N.S. on December 28, 1910. The message includes the sentence, "We don't want to take this boat and go north."

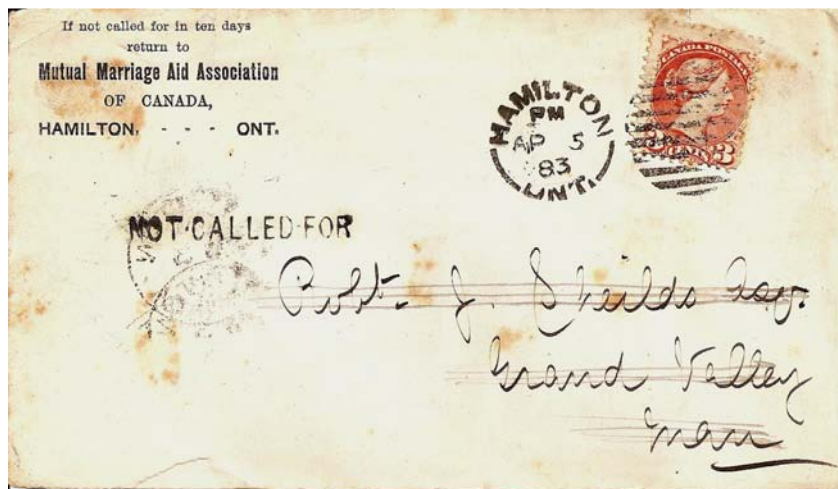
Item 1640. Chater and Grand Valley, Manitoba – 1883.

Member 88 has just bought the cover shown here. It was mailed at Hamilton, Ontario (April 5, 1883) to Grand Valley, Manitoba. Grand Valley was established, in part, by the McVicar brothers Dougald and John. As part of a group of settlers who arrived in the area in June 1879, they operated a warehouse that distributed freight to Tanners Crossing (Minnedosa) and Rapid City, and a ferry service across the Assiniboine River. Some of the freight arrived at Grand Valley via steam boats traversing the Assiniboine. Dougald McVicar successfully lobbied for a post office, and his wife was appointed the first postmistress.

By 1881, General Rosser was scouting the Grand Valley area looking for a suitable place for the C.P.R. to cross the Assiniboine River. Also, there was wild speculation over where the railway would establish a sizable distribution center. Realtors, local farmers, and businessmen were all hoping to get in on the action should Grand Valley be chosen. A serious flooding of the Assiniboine River in the spring of 1881 caused great harm to the inhabitants of Grand Valley, and at least partially influenced the C.P.R. to bypass the village in September 1881. The divisional railway headquarters were established on the other side of the river, and Brandon became the beneficiary of the railway largess. With no train station or siding, Grand Valley rapidly declined as a merchant centre and businesses moved to either Chater or Brandon. The Grand Valley PO had a short period of operation, opening July 1 1881 (in the NWT) and closing March 31 1883.

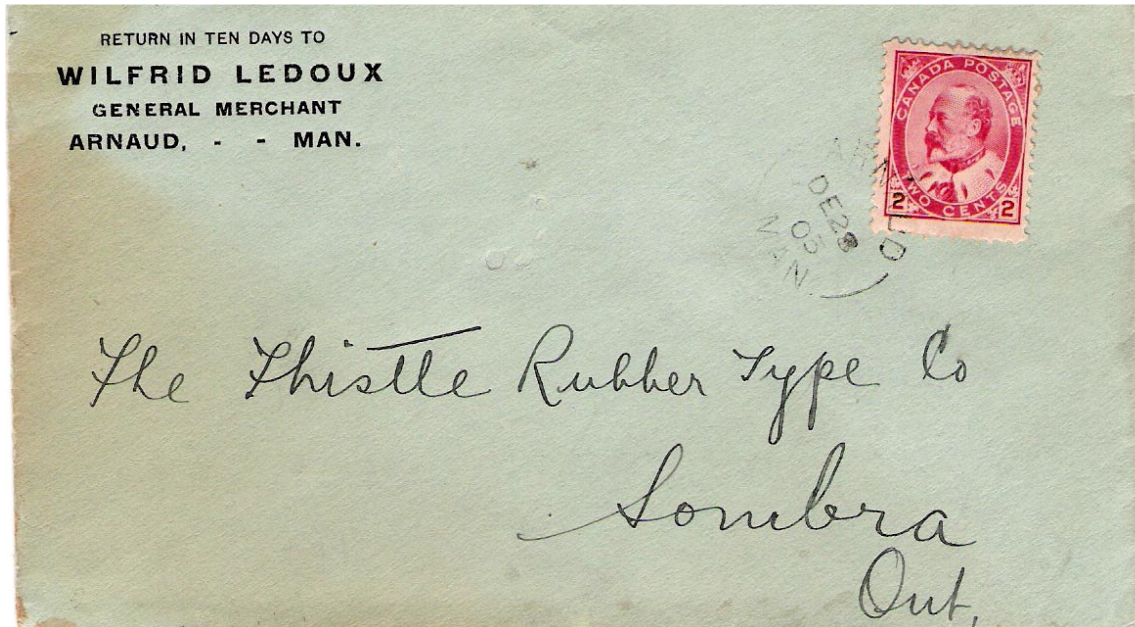
This cover is a unique illustration of the shifting sands of the early post office services to pioneers, and the influence of the railway. Chater, unlike Grand Valley, wasn't established when the C.P.R. went through in 1881. Chater grew along the rail line (a few miles east of Grand Valley) complete with siding in late 1881 or early 1882. By 1883, three grain elevators were operating at Chater. Obviously, the decision was made to close the Grand Valley post office and redirect the local mail to either Brandon or Chater. This sets up an amazing set of circumstances whereby Grand Valley is terminated on March 31, Chater opens on April 1, and the cover arrives at Chater on April 18 (manuscript postmark), before the new hammer (proofed June 9) arrived. Amazing!

Reference: *The Assiniboine Basin*, Kavanaugh

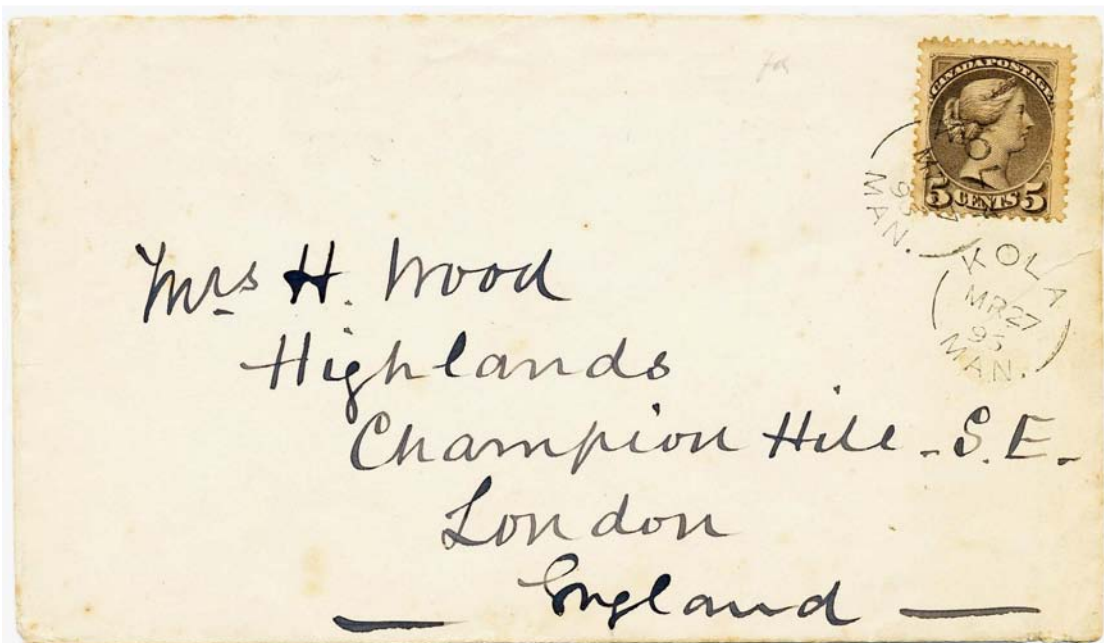


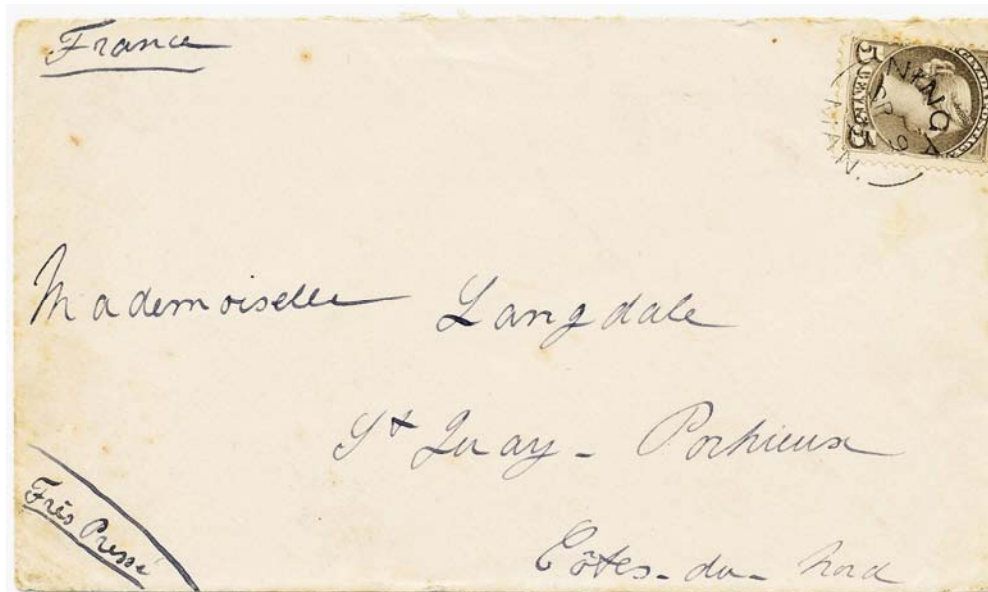
Item 1641. Arnaud, Manitoba – 1903.

The PO at Arnaud was open from 1879 to 1897, then closed until April 1, 1901. Here's the first report I have of the broken circle postmark used when the office reopened. This cover was mailed on December 28, 1903.

**Item 1642. Kola, Manitoba – 1896.**

Member 34 owns this cover from Kola, Manitoba to London, England. It was mailed on March 27, 1896, and passed through Elkhorn (squared circle) the following day. The April date in London is not clear. Kola is west of Virden and south of Elkhorn, near the Saskatchewan boundary. It had a post office from 1886 to 1910; an office opened there again 1962.



Item 1643. Ninga to France, 1896.

Here's another cover from Member 34, a 5¢ cover from Ninga, Manitoba to France. It is postmarked September 9, 1896 and has a manuscript "Trés Pressé" (very urgent) written in the lower left corner. The cover was received in Quay-Portrieux on September 26.

Item 1644. Whitehorse Airport Post Card.

Member 37 supplied this scan of a 1951 real photo post card showing the Whitehorse Airport.



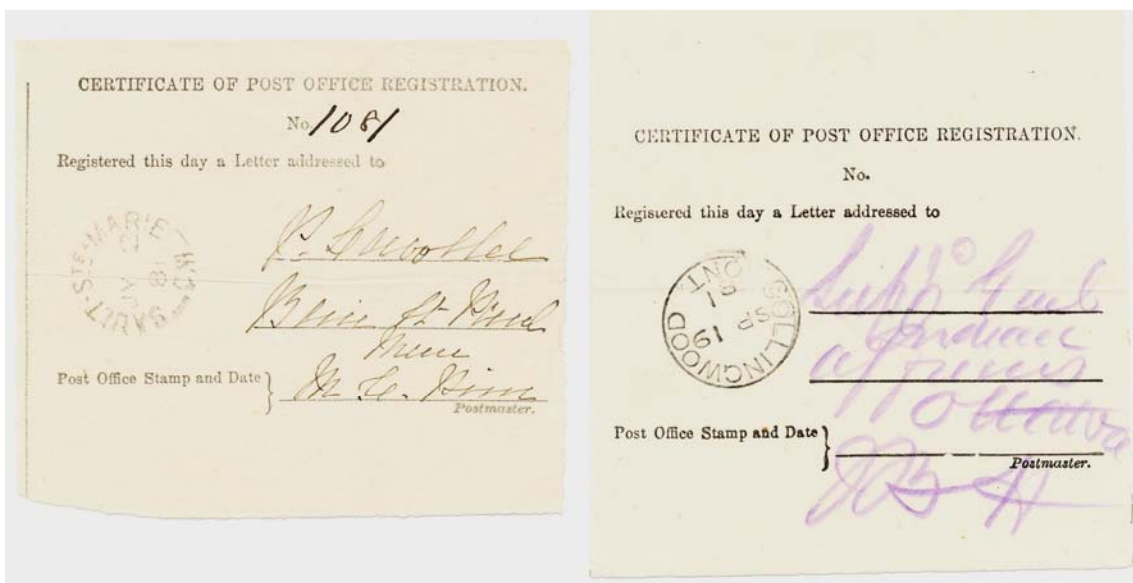
Item 1645. Dr. Robert Bell, Michipicoten River – 1881.

It's been a long time since I've been able to add a cover to my collection of material related to the exploration of Dr. Robert Bell of the Geological Survey of Canada. I recently purchased the cover shown below, mailed on July 26, 1881 by Bell at Michipicoten River, Ontario (north of Sault Ste. Marie) to his wife at the Soo.



Starting in 1869, Bell had mapped the land north of Lake Superior and Lake Huron. In 1870, he had explored between Michipicoten River and Lake Nipigon, and he continued working in this area in 1871 and 1872. In 1875, he went north from Lake Huron to James Bay. Bell continued his survey of the Lake Superior region in the summer of 1881, east and southeast of Michipicoten. He left Sault Ste. Marie on July 14, and returned there on September 14. He sent his canoes to Prince Arthur's Landing (Port Arthur), and went to Collingwood for provisions. From late September to November 28, he surveyed west to the Lake of the Woods.

These two registration receipts also document Bell's exploration in 1881. The receipt on the left is for a letter mailed by Bell at Sault Ste. Marie on July 2, 1881. The receipt at the right is for a registered letter he sent from Collingwood on September 19, 1881 to the Department of Indian Affairs in Ottawa.



Item 1648. 1951 Trappers Festival.

This real photo from Member #37 shows the end of a dogteam race at the 1951 Northern Manitoba's Trappers Festival in The Pas. This annual festival is said to be the oldest winter festival in western Canada.

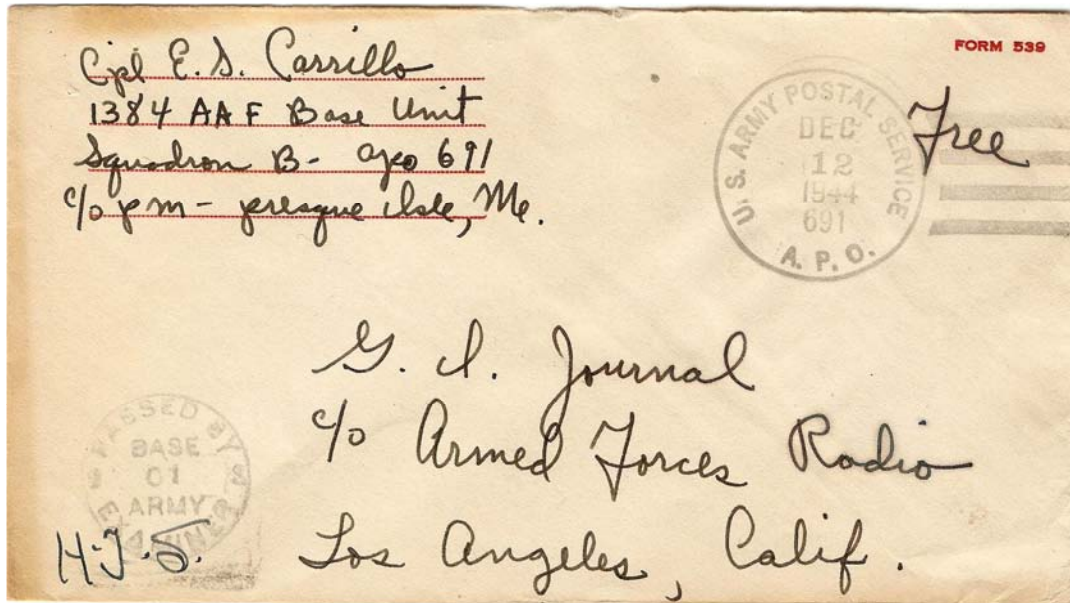
**Item 1649. To a US Soldier at Hopedale, 1957.**

This cover is addressed to a Master Sergeant at the 923rd Aircraft and Control and Warning Squadron at Hopedale, Labrador care of Army-Air Force Post Office 677 at Goose Bay. This facility was one of the Pinetree radar sites built on the Labrador coast. The cover was mailed on October 28, 1957 and was readdressed and returned to the home of a relative in Worcester, Massachusetts. The note on the back says that the recipient was killed in an auto accident on October 12, 1957. The cover owner contacted some of the personnel who served at the site during this period and one confirmed that the addressee was there and had been killed in an auto accident while on leave near Boston. This cover appears to have gone at least as far as Goose Bay and probably out to Hopedale and back before it was redirected. It has no APO 677 markings but there are officially sealed stickers on the back signed by "Anderson."



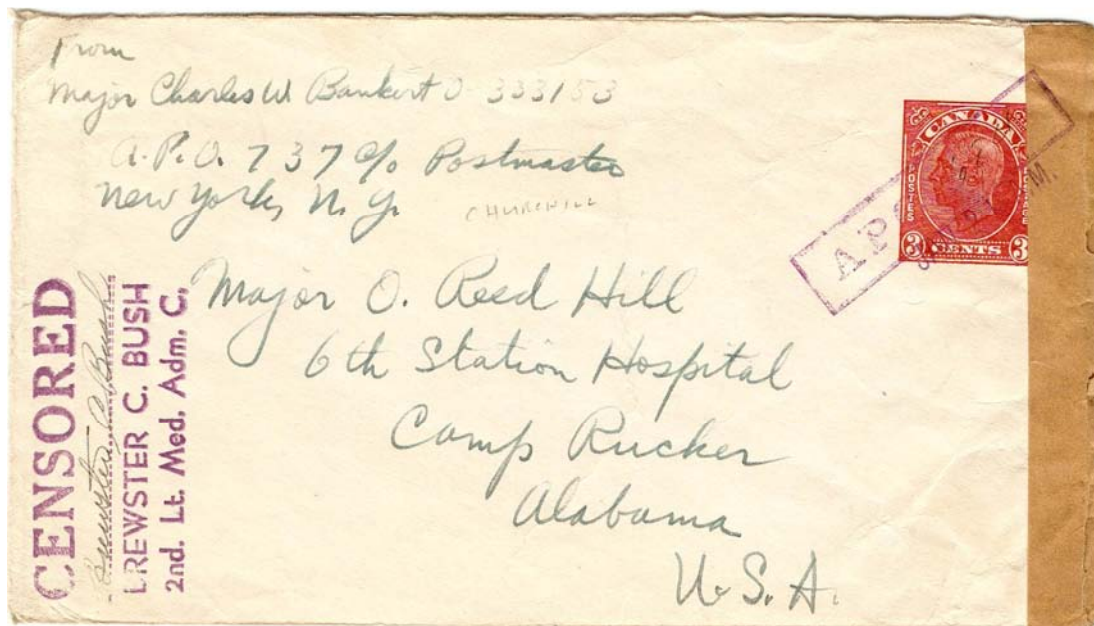
Item 1650. APO 691 – 1944.

This is the latest reported cover from APO 691, situated at Fort Chimo, Quebec: December 12, 1944.



Item 1651. APO 737 and APO 694.

This cover is from a Major at Churchill, Manitoba. Although the return address was APO 737 at Churchill, the sender used a Canadian postal stationary envelope. Either the item was placed on the train shortly before it left or perhaps it was mailed through the Canadian post office at Churchill. In any event, the cover was processed through APO 694 at The Pas, Manitoba, where it received a provisional date stamp where the number of the APO was handwritten in. The cover was censored by a second lieutenant. The provisional date stamp has 'JAN 21 A.M.' below the box where the number can be written, and likely indicates that the item was mailed on January 21, 1943. The earliest regular APO 694 date stamp Member 3 has seen is March 8, 1943.

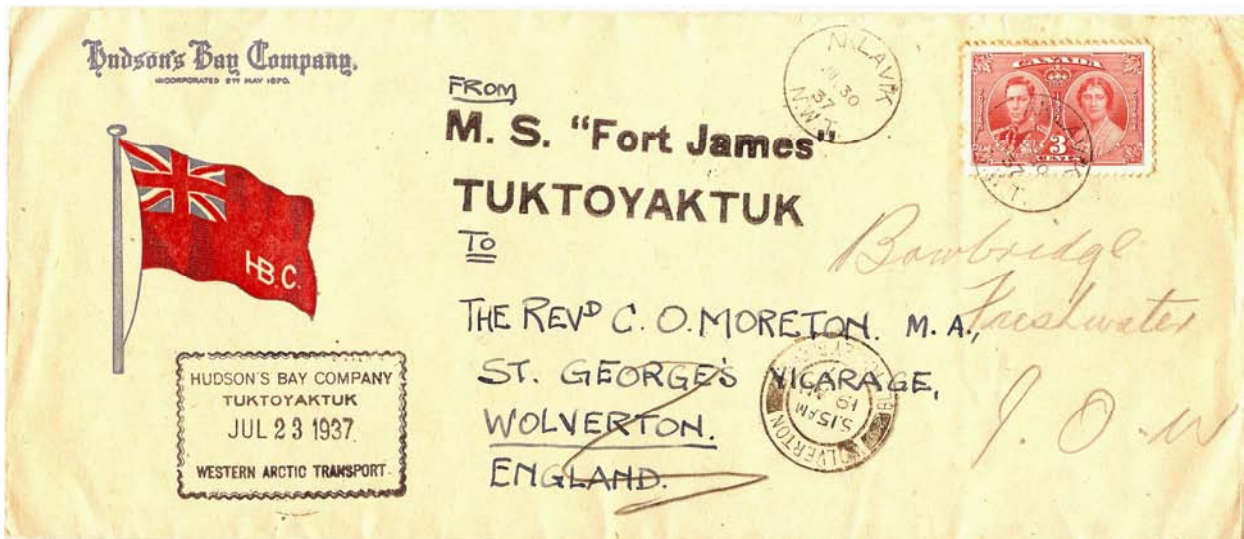


Item 1652. APO 677 Mailing Tag – 1957.

This tag has a scarce double ring circle APO 677 (Goose Bay, Labrador) date stamp from June 27, 1957. From the Beecher and Wawrukiewicz book on US domestic rates, it looks like a parcel post tag (note that there is no other service specified on the tag such as 'air mail'). Parcel post rates for mail sent from APOs were calculated from the Port of Embarkation to the addressee effective December 26, 1941 (pg. 163). In this case, it was from New York to Rapid City, South Dakota, which is about 1500 miles. This distance would place the parcel in the Zone 7 rate schedule (1400–1800 miles) which is 30¢ for the first pound and then 15.2¢ for each additional pound. With \$6.99 postage on this tag, the first pound would have been 30¢, leaving \$6.69 for the remaining weight to be divided by \$0.152 per pound which amounts to 44.013 pounds. So the total weight would have been about 45 lbs.

**Item 1653. Covers and a Letter from the Bishop of the Arctic, 1937.**

Here is a group of four covers from Archibald Lang Fleming (1883-1953), Anglican Bishop of the Arctic (1933-49) who was on a tour of the Arctic in 1937. The long cover (below) was mailed from Tuktoyaktuk and the Hudson's Bay Company ship Fort James. The Fort James sank later that summer on August 6 near Bernard Harbour but all the crew and passengers were saved by the nearby RCMP vessel, the St. Roch. The three short covers (next page) were from an airplane trip by the Bishop to Cambridge Bay and back to Edmonton with Canadian Airways pilot Arthur Ranken. Note that the Fort Smith cover was carried back to Edmonton courtesy of Canadian Airways as shown by the cachet on the back.



Here are the three #8 covers mailed to England by Bishop Fleming. They entered the mail stream at Coppermine (August 6), Cameron Bay (August 13), and Edmonton (August 13).



The letter sent in the long cover from Tuk is shown on the next page.



Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

WESTERN ARCTIC DISTRICT OFFICE

WINNIPEG, MAN.

ALL OFFICIAL CORRESPONDENCE
TO BE ADDRESSED
TO THE DISTRICT MANAGER
HUDSON'S BAY COMPANY
WESTERN ARCTIC DISTRICT OFFICE
HUDSON'S BAY HOUSE
WINNIPEG, MAN.

IN YOUR REPLY REFER TO NO. _____

Tuktogaktuk. N.W.T.

22-7-37.

My dear Vicar,

I have been along the Arctic Coast in a small motor boat with some Eskimos and am now on my way back to Oklaavik.

This is just a note to let you know I am thinking of you and trust you are all having a good summer.

The envelope in which this letter comes to you may be of interest to you. The motor schooner "Fort James" is a famous H.B.C. boat which made the North West passage and then sailed south to the Panama Canal then north along the Pacific coast, through the Bering Sea & Arctic ocean to these parts.

With all kindest wishes.

Yours very sincerely,

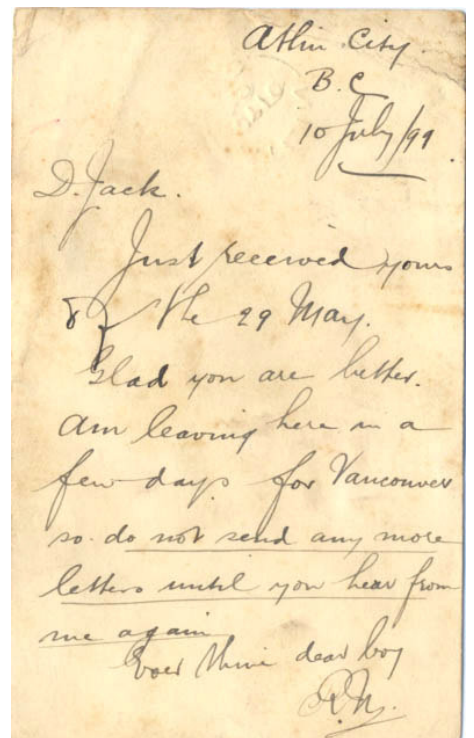
Archibald Fleming

Item 1654. Atlin and Telegraph Creek, B.C.

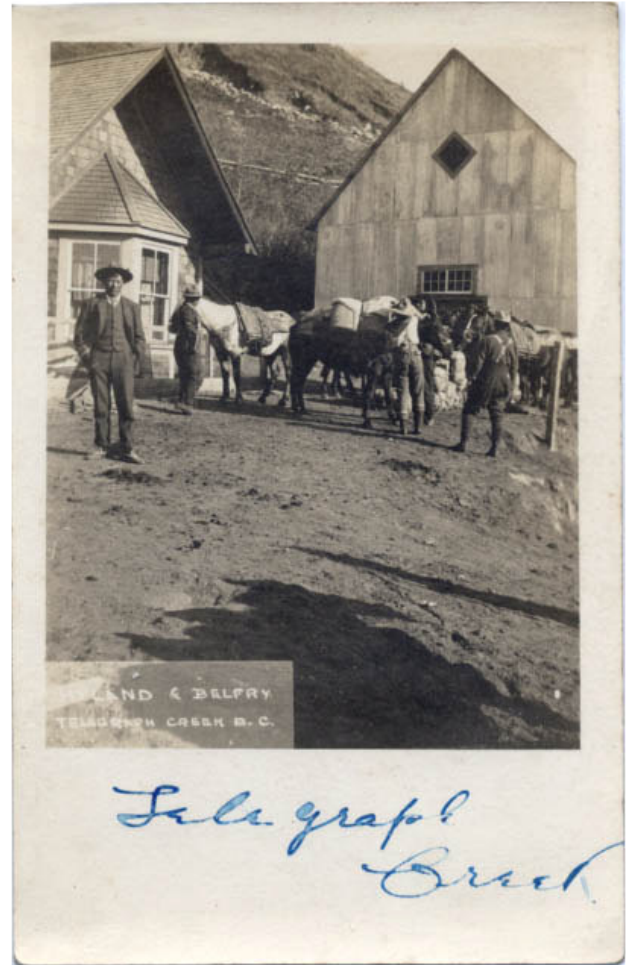
Member 47 has sent scans of four items from northern BC. The first two are from Atlin. First, there's a real photo post card of the Atlin post office. The card is unused and there is no indication of the name of the photographer.



Next is a postal stationery card written and mailed to Cardiff, Wales at Atlin on July 10, 1899, received on August 5, 1899. The card was uprated with a 1¢ Numeral stamp.



Here is a photoview of the Hyland & Belfry pack train at Telegraph Creek. The post card is unused, undated, and unidentified. These men had a series of trading posts in northern BC and southeast Yukon. If you Google them, you find that they also produced trade tokens. John Hyland and Robert Hyland are listed as traders at Telegraph Creek on the 1898 BC voters list. A number of places in northern BC are named for them (Hyland Post, river, creek, hill, lake, ranch and Mt. Hyland). Perhaps *Northerner* readers can add more detail about their operations.



This cover from Telegraph Creek to Austria has a large Wrangell CDS backstamp dated OCT 2, 1908. There is no receiving postmark. The cover is probably contrived, but it has a nice destination.

