

The Northerner

Number 76

January-February 2010

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

Wally Gutzman, Member 10. Waldemar (Wally) Gutzman passed away on January 6, 2010 in his 90th year. Wally had an M.A in mathematics and an M. Sc. in meteorology. During World War II, he served with RAF Ferry Command at Goose Bay, Labrador as a weather forecaster. He wrote several highly-used catalogues of Canadian picture post cards, and amassed a large collection of Labrador cards—some of which we have seen in *The Northerner*. His other collections included a wide variety of BNA postal history. We will miss his wit and wisdom.

Renewal for 2010. If you haven't done it already, it is time to send your dues for 2010. For those receiving the print version, please send \$16 to Ian Mowat (address above) with any cheques or money orders made out to 'Ian Mowat'. For those only receiving the newsletter online, please send \$6 to Ian or pay by PayPal by sending it to robinmowat@shaw.ca.

Ennadai Lake. Kevin O'Reilly has written an article about Ennadai Lake (pages 2406–2409).

The photo at the right is from the Royal Canadian Corps of Signals (RCCS) NWT and Yukon History Project website nwtandy.rcsigs.ca. There is a history of the signal station at Ennadai Lake on this web site.

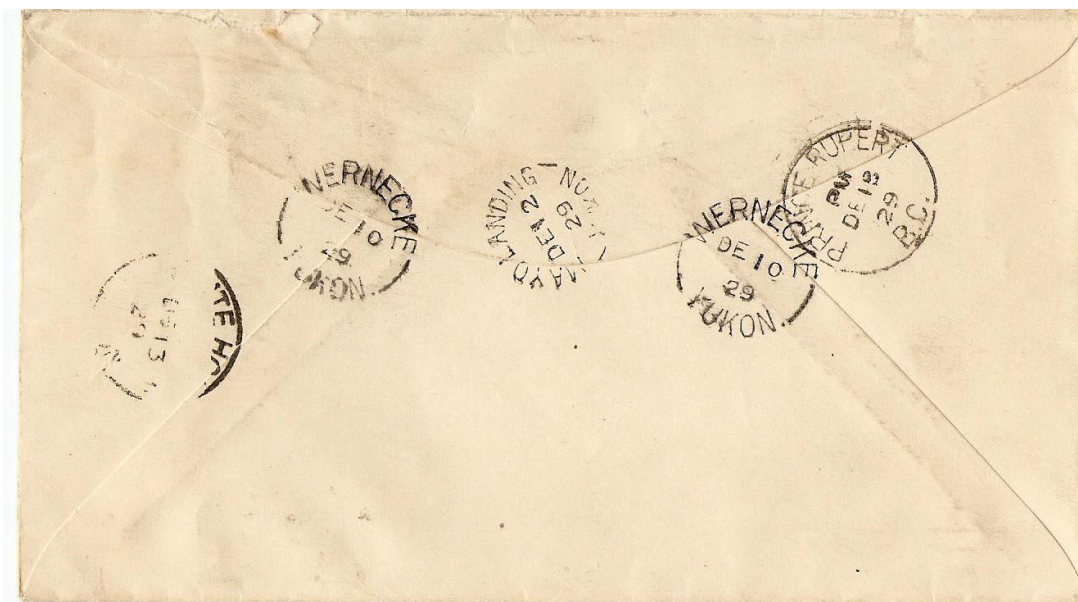


Photo courtesy Jack Girard

RCAF Norseman delivering mail & supplies to Ennadai Lake from Churchill, MB. At right, NCO IC Alec Burgess looking on. 1953

Item 1761. Two Registered Covers from Wernecke, Yukon.

Here, from Member 3, are two scarce registered covers from Wernecke, Yukon. This post office operated from November 1, 1926 to August 22, 1933 to serve a silver mine located about 4 miles west of Keno Hill. Weekly service between Wernecke and Keno Hill was established by Treadwell Yukon Mines at no cost to the Post Office Department. The first registered cover shown is to addressed to Prince Rupert, and transited through Mayo Landing a couple of days after being mailed at Wernecke.



The second cover is much more complicated. Its markings are as follows:

Wernecke, Yukon--November 16, 1929
 Mayo Landing, Yuko--November 18, 1929
 Vancouver, BC-December 20, 1929
 Baker, Oregon-December 23, 1929
 Baker, Oregon-December 26, 1930 (returned to sender)
 Whitehorse, Yukon-February 8, 1930
 Wernecke, Yukon-February 24, 1930
 Wernecke, Yukon-February 29, 1930 (re-sent using new address under the same cover)
 Mayo Landing, Yukon-March 3, 1930
 Portland, Oregon-March 15, 1930 (readdressed within Portland)
 Portland, Orgeon-March 17, 1930

This well travelled cover appears to be underpaid by at least one cent but it may have had a stamp removed in transit or upon return to Wernecke.

Perhaps the most interested thing about these two covers is that they were mailed about 24 days apart and are 34 numbers apart in terms of the registration number assigned in Wernecke. This would indicate that, on average, there was more than one registered item sent per day from this busy little office. The handwritten return addresses and recipient address all appear to be in the same handwriting of the Assistant Postmaster at Wernecke, R. A Lamphier (see his signature on the next page, taken from a Post Office Department form found in RG3, Volume 2167 courtesy of the Library and Archives of Canada). Perhaps the senders were not able to write the addresses in English or all registered mail was handled and addressed by the Assistant Postmaster?





Signature of Assistant Postmaster at Wernecke, R. A Lamphier

R. A. Lamphier
yes

Response to Item 1753. Early Mail Days in the Yukon. Col. Sam Steele.

Member 13 says that Sam Steele's dates of mail departure do not agree with the dates from the Archives—RG-3 (Item 155, p. 202). Besides the Mounted Police, there were at least some trips by American mail carriers passing through Dawson, which Steele ignored (like the November 19 and December 6 mails). The list in Item 155 provides mail dates in and out of Dawson from July 1898 to June 1899.

Item 1762. Schuyler Rumsey Auction 35.

Member 13 says that the recent Schuyler Rumsey Auction 35 in November 2009 had a cover (Lot 916) mailed at Pyramid, Alaska similar to the June 20, 1898 cover shown on page 47 in *Postal History of the Klondike Gold Rush*, our group's 1996 book. Here is the description in the auction catalogue:

Pyramid (Alaska), manuscript town name with bold "U.S. Post Office, Alaska, Jul 16, 1898" cds below on cover to Seattle, Wash., franked with 2¢ carmine canceled by target handstamp, Very Fine and rare, this may be the only postmark from Pyramid.

Estimated at \$150–200, it sold for \$650 plus costs. Pyramid Harbor was the port for the Dalton Trail that reached the main trail to Dawson at Fort Selkirk. The date stamp used with the manuscript 'Pyramid' was a provisional cds reading U.S. POST OFFICE / ALASKA.

This sale also had two Alaska Pacific Express covers. One was a local letter mailed in Portland, Oregon on April 18, 1898 (realized \$190). The other was mailed to San Francisco

at Skagway, Alaska on November 21, 1899 (realized \$2,800). There also was a Northern Pacific Express Co. cover from San Francisco to Juneau, Alaska docketed June 1887 (realized \$325) and another Northern Pacific Express cover from San Francisco to Juneau dated June 7 (apparently 1885; realized \$260).

Response to Item 1725. A Stamp Shortage in Dawson?

Member 13 also sent this response. See items 283, 368 and 535 in connection with the lack of stamps following the fire of October 14th. There is a letter from J.T. Lithgow to Deputy Minister James A. Smart dated Dawson City October 19, 1898 detailing the facts (Item 38 p. 41 in *Northerner* # 3).

Item 1763. George A. Carter in the Yukon.

Member 7 has recently been through material of a George A Carter, ex RNWMP just after the turn of the century. He was sent to the Yukon and seemed to be based in Whitehorse. A couple of years there were enough, so he applied to get out, which he did. He spent a couple of years there prospecting, unsuccessfully, and then went back in the RNWMP. Not long after this, he left the Yukon and joined the BC Police. For many later years he ended up in Vernon, where he travelled much of the Okanagan. Carter's His grandson brought the material into the Vernon museum—on loan—but with permission to copy material. There are photos and Carter's mining license issued at Conrad. Although none of this contains any postal history in the true sense, it fits in *The Northerner*. We'll start with three photographs.



The military funeral of Constable "Tiny" Burns, Dawson, Yukon 1902.
Photo by T.G. Matsumoto.

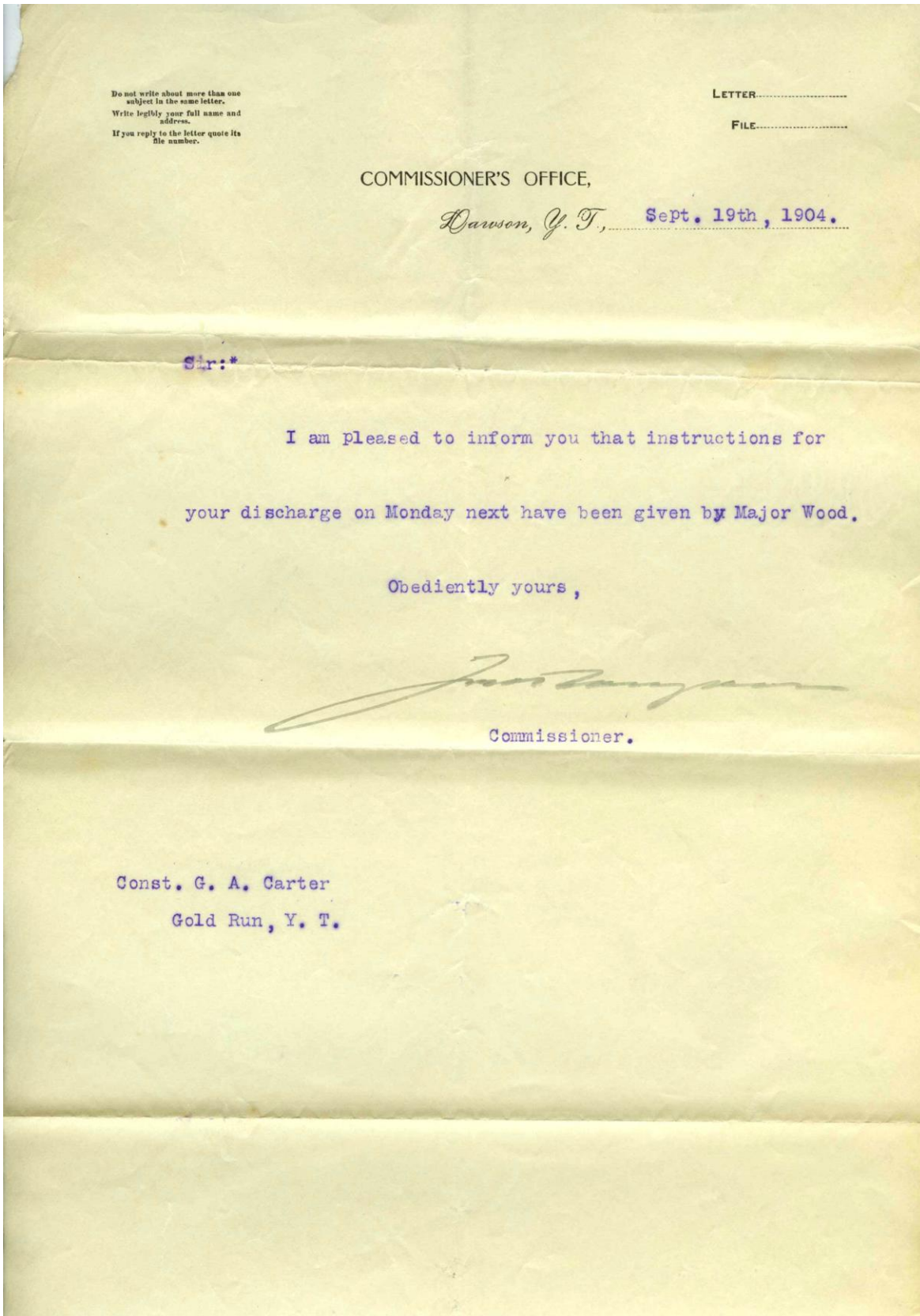


Presumably this is a RNWMP post in the Yukon.
There is no other information other than it is dated 1902.



Prisoners' escort (i.e., guard) RNWMP Barracks, Whitehorse, Yukon, 1907.

The first Carter document is his letter of discharge from the North-West Mounted Police, dated September 19m 1904 and signed by the Commissioner of the Yukon.



Here is George Carter's receipt for recording a mining claim. The receipt is dated July 4, 1907 at Conrad, and is signed by Percy Reid the Mining Recorder.

Form B. No. 9792

RECEIPT FOR FEE PAID BY APPLICANT FOR MINING LOCATION.

Department of the Interior
Mining Recorder's Office,
Agency _____

Office of Mining Recorder
 JUL 4 1907
 Y.T.
 CONRAD, VT.

190

RECORD OF A MINERAL CLAIM.

Certificate No. _____ "Isabel" Mineral Claim.

Located by Geo. A. Carter of Carcross

from whom I have this day received the sum of \$5.00, being the fee prescribed by the Mining Regulations for recording a mineral claim.

The claim is situated 15 miles west Robinson on Idaho Mountain, adjoins and lies north of "Juanita"

The direction of the line from No. 1 to No. 2 post is northwesterly

The distance in feet is 1500 and 1500 to west of location line

The claim was located on the 18th day of June 1907

Recorded this 4th day of July 1907.

Percy Reid
Mining Recorder.

(If any of the corners are indicated by witness posts the particulars as to such posts to be fully set out.)

Here is a letter—sent from Carcross and also dated July 4, 1907—from Mining Recorder Percy Reid. It is a short reply to Carter, who must have been enquiring about expired mining claims.

Do not write about more than one subject
in the same letter.
Write legibly your full name and address.
If you reply to this letter, quote its file
number.....

LETTER.....
FILE..... 76

Office of the Mining Recorder and Inspector,

CONRAD MINING DISTRICT,

Carcross, Y. T.,..... July 4th. 1907 190.....

Sir:-

In reply to your letter of July 2nd. instant I beg
to enclose Grant No. 9792 for the "Isabel Mineral Claim.

I have no such Claim as "Hutch" on my records.

I will forward you a list of claims shortly that
have expired.

Your obedient servant,



Mining Recorder.

Geo. A. Carter, Esq.,

WHITEHORSE ...

This letter to Carter was sent by sent by F.T. Congdon, Commissioner of the Yukon for a year (1903–1904, see page 2391). Congdon resigned to run for Parliament in 1904. He was not elected, but became an MP in a 1908 by-election.



A.B.O.

House of Commons

OTTAWA.

5th. March, 1909.

George A. Carter, Esq.,
Corporal R.N.W.M.P.,
Regina, Sask.

My Dear Sir:-

I am in receipt of yours of February 15th last, and thank you most heartily for your wishes and congratulations. I am sorry that bad luck in mining necessitated your return to the Police Force, although, of course, there are a good many worse places in the world than being in the Police Force.

I assure you I appreciate very highly the fact that after all these years, you should remember an old Yukoner, and take the trouble to write your congratulations.

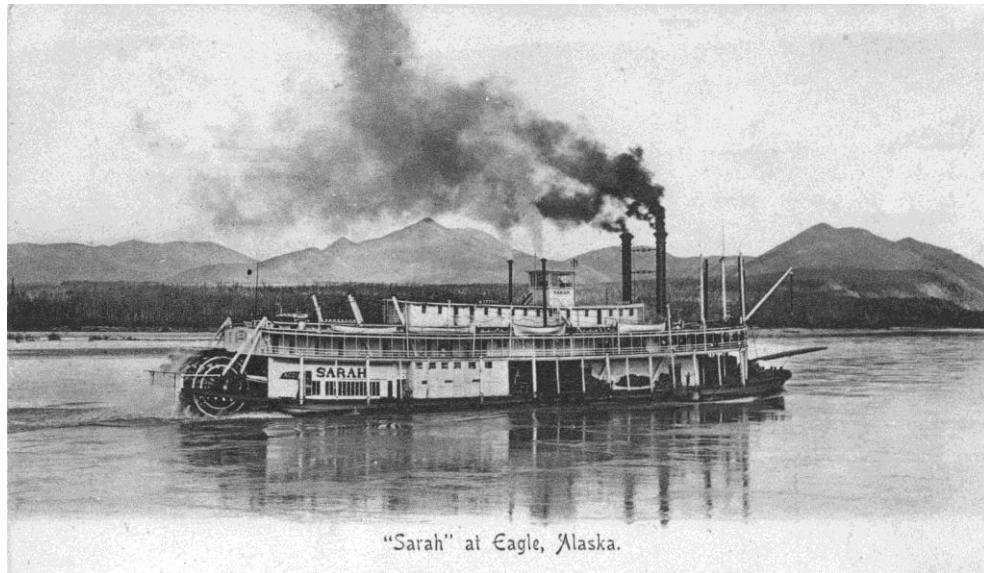
I sincerely hope that you will succeed in the Force, and if at any time I can be of any service to you, do not fail to let me know.

Very sincerely yours,

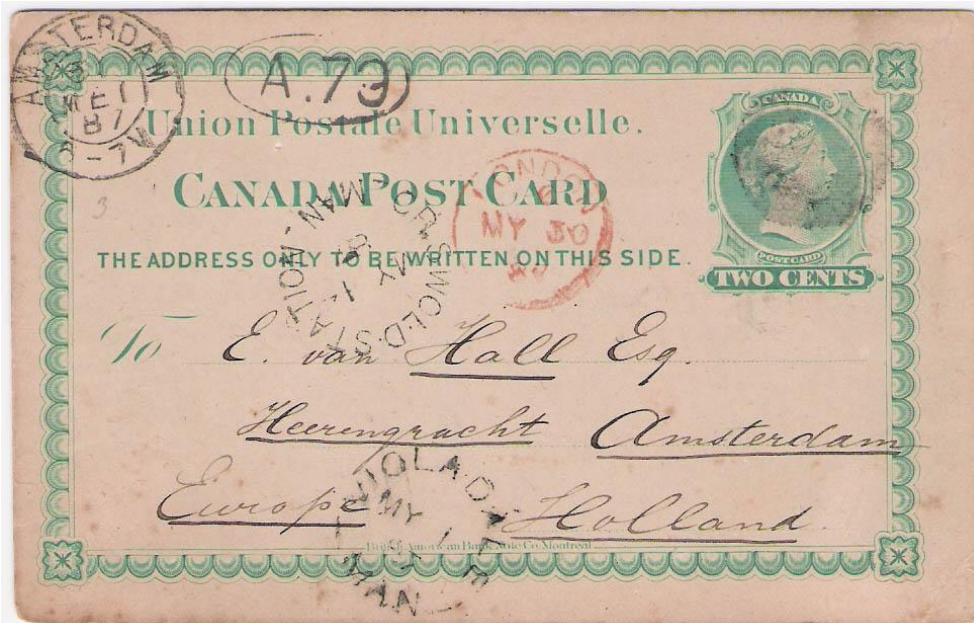
John Congdon

Item 1764. Picture Post Card of the *Sarah*.

Member 7 also sent this scan of a photoview of the sternwheeler *Sarah* on the Yukon at Eagle, Alaska, just below Dawson.

**Item 1765. Griswold Station, Manitoba, May 1887.**

Member 88 sent this scan of a UPU card to Holland with two nice Manitoba postmarks—Violadale (May 1, 1887) and Griswold Station (also May 1, 1887). The card also shows a London transit postmark (May 30) and an Amsterdam receiver (May 31).



Proof strike
1887

The proof impression books show that a broken circle hammer was proofed for Griswold Station on July 6, 1887 (upper right). Griswold Station opened June 1, 1884, and its name was changed to Griswold on August 1, 1890. The broken circle on this card is quite different (longer arcs) from the 1887 hammer—it's a previously-unreported earlier hammer. Member 88 also has a strike of the 'new' hammer dated November 9, 1888.

Item 1766. Wheat Map of Manitoba (1897).

Member 88 supplied this 1897 map of the Province of Manitoba. The numbers beside each town indicate the number of bushels of wheat marketed at that station for the season of 1897.

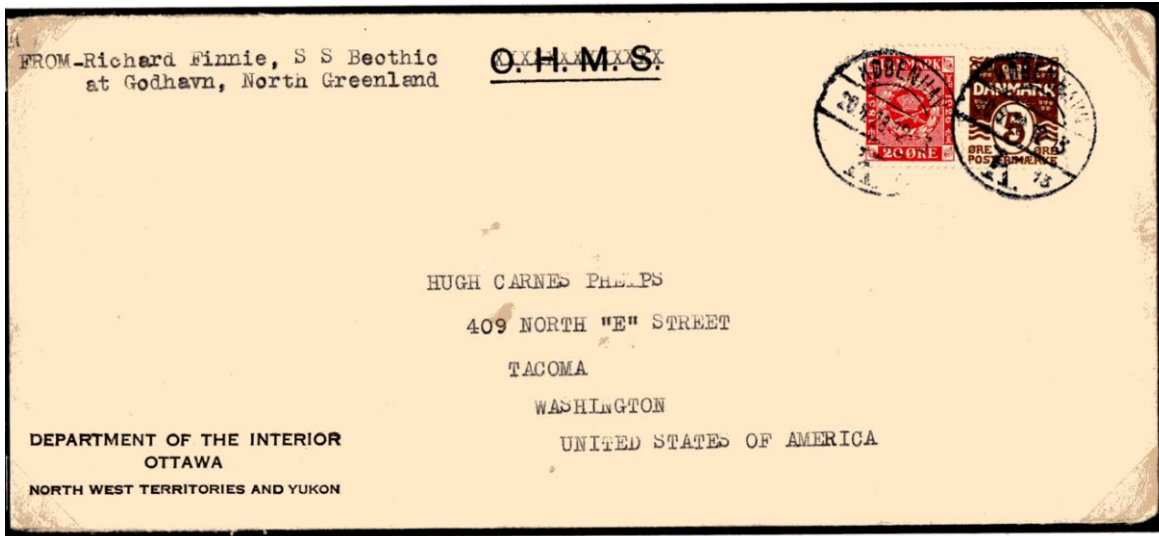


This government sketch map also shows the rail routes present in 1897, of course. Zoom in to see details.

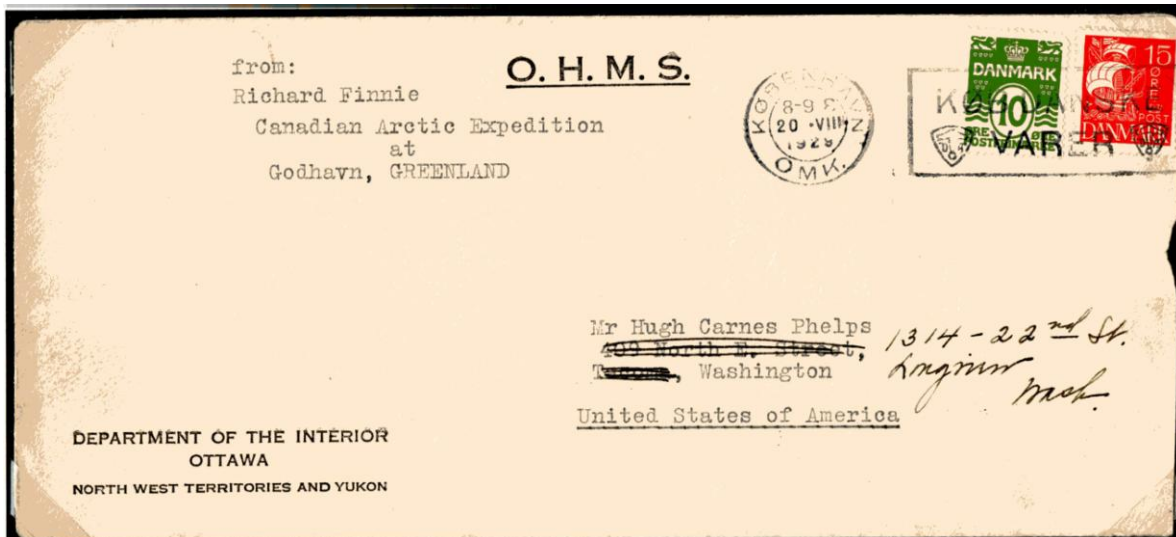
Item 1766. The *Beothic* Patrols of 1928 and 1929.

Member 13 has sent scans of covers sent in 1928 and 1929 by Richard Finnie, who was on board the Eastern Arctic Patrol steamer S.S. *Beothic*. He is sure there is not very much mail recorded from these voyages; he is correct. The *Beothic* was the ship used by the EAP for the six years from 1926 to 1931. Here are the 1928 and 1929 covers. The letter sent in 1928 is shown on the following page. Finnie was official historian and cinematographer for the 1928 and 1929 patrols.

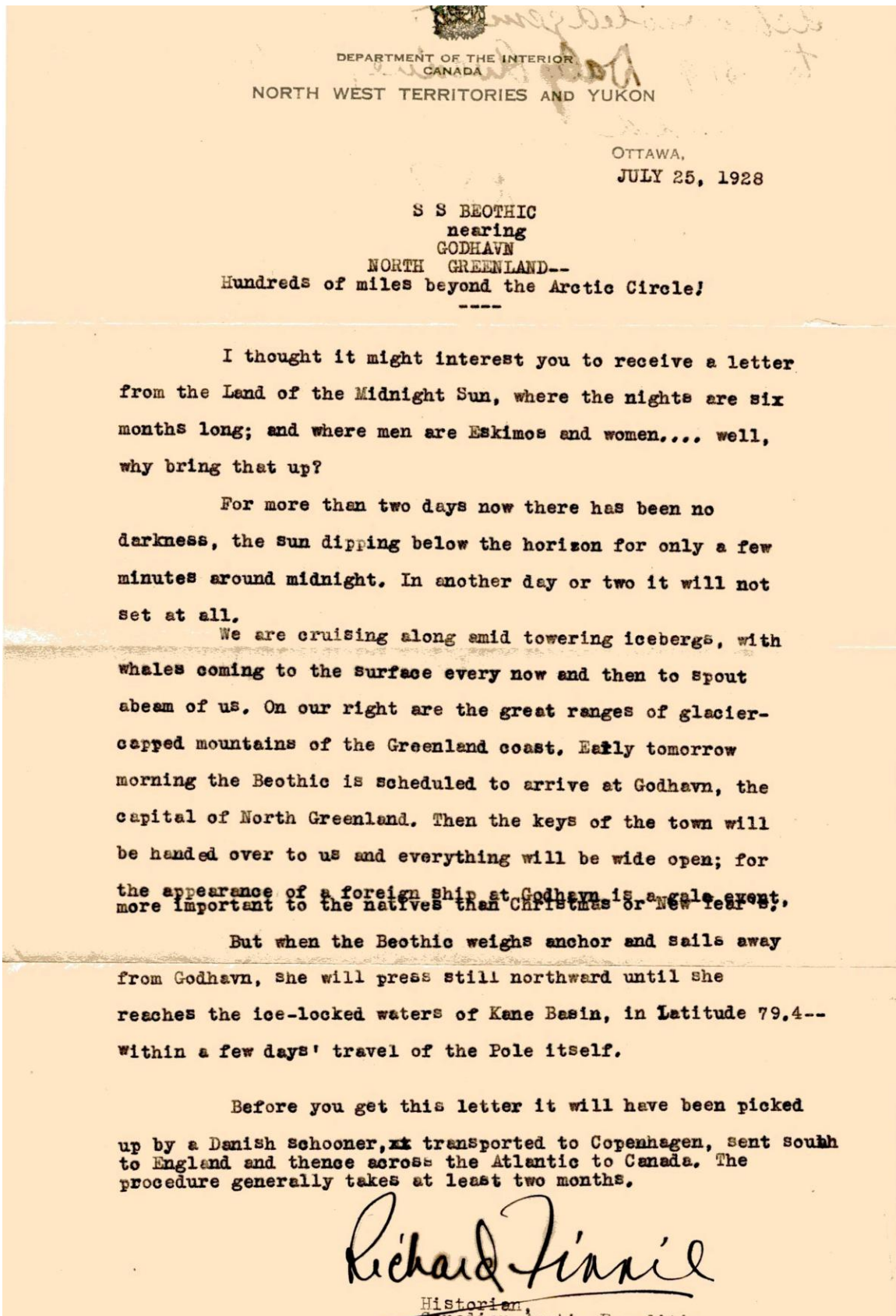
The 1928 cover was mailed to Washington, DC, entering the mail stream at Copenhagen on August 20, 1928.



The 1929 cover was also mailed to Washington, and it entered the mails at Copenhagen exactly one year later—on August 20 1929.



The letter written July 15, 1928 describes the route of the cover: Danish schooner from Greenland to Copenhagen, Denmark, where it entered the mails on August 28.



Item 1767. A Gallery of Yukon Post Cards.

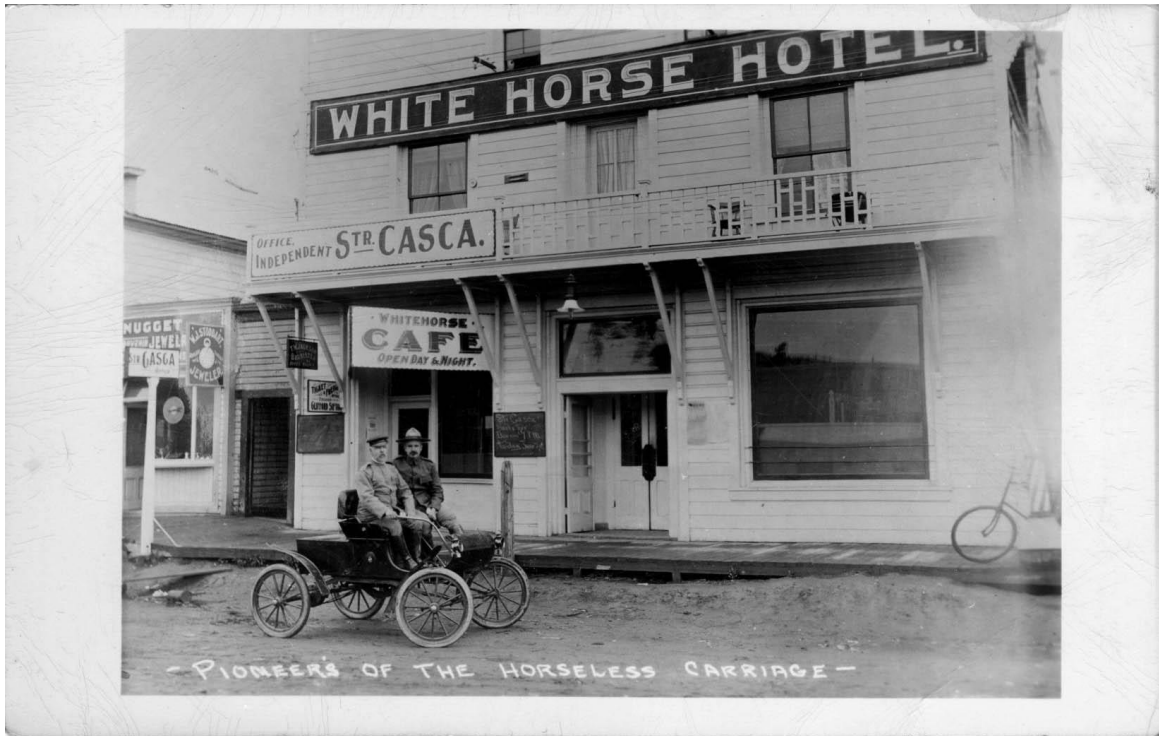
Here is a series of picture post cards from Member 7. I don't think any of these northern cards have been shown previously in *The Northerner*. The first is entitled "Looking South on Lake Marsh June 6, 1898." and numbered 2169. A reproduction but uncommon.



The next is titled "Potlatch Dance, Carcross. Yukon, Canada." It seems to be a reproduction also.



Here is "Pioneers of the Horseless Carriage" with the White Horse Hotel in the background. This is a reproduction by Yukon Photo Service.



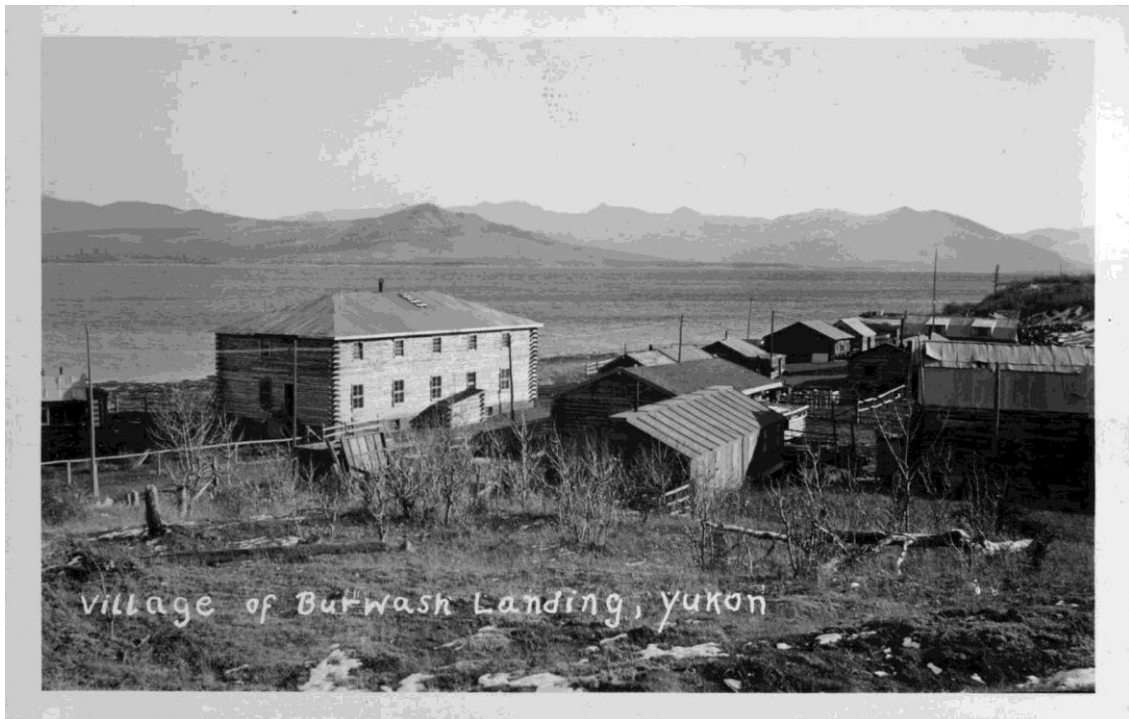
This is entitled "Village Church." It shows the Bompas Memorial church, a few miles downstream from Dawson. Vintage early 1930s.

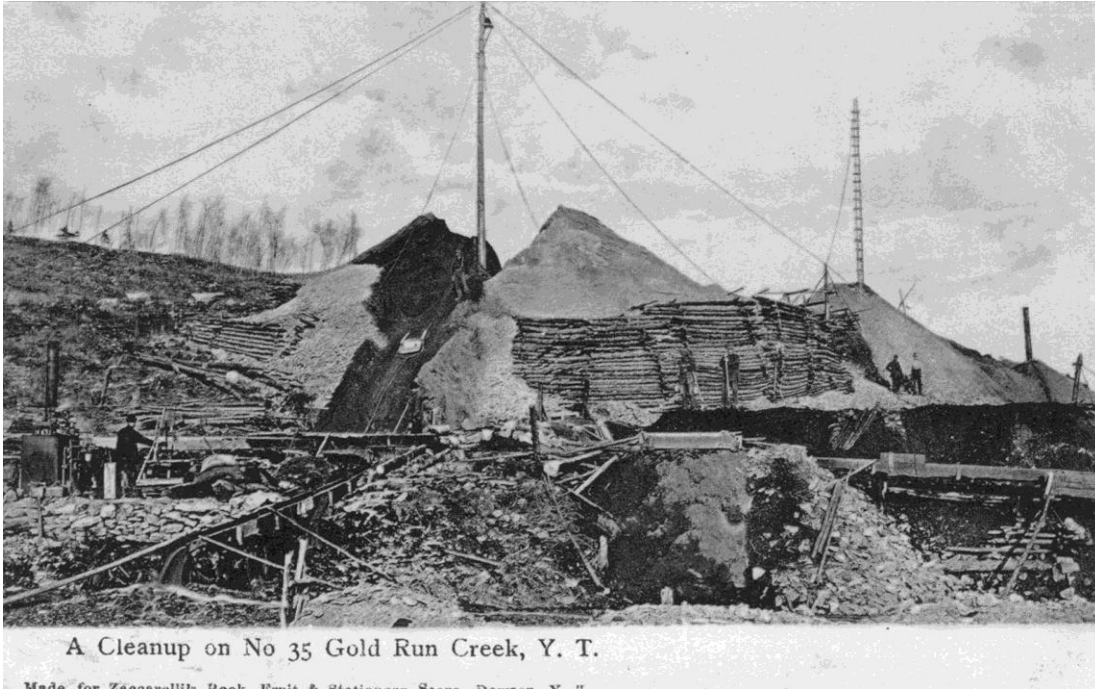


Placer Mining on Bonanza.



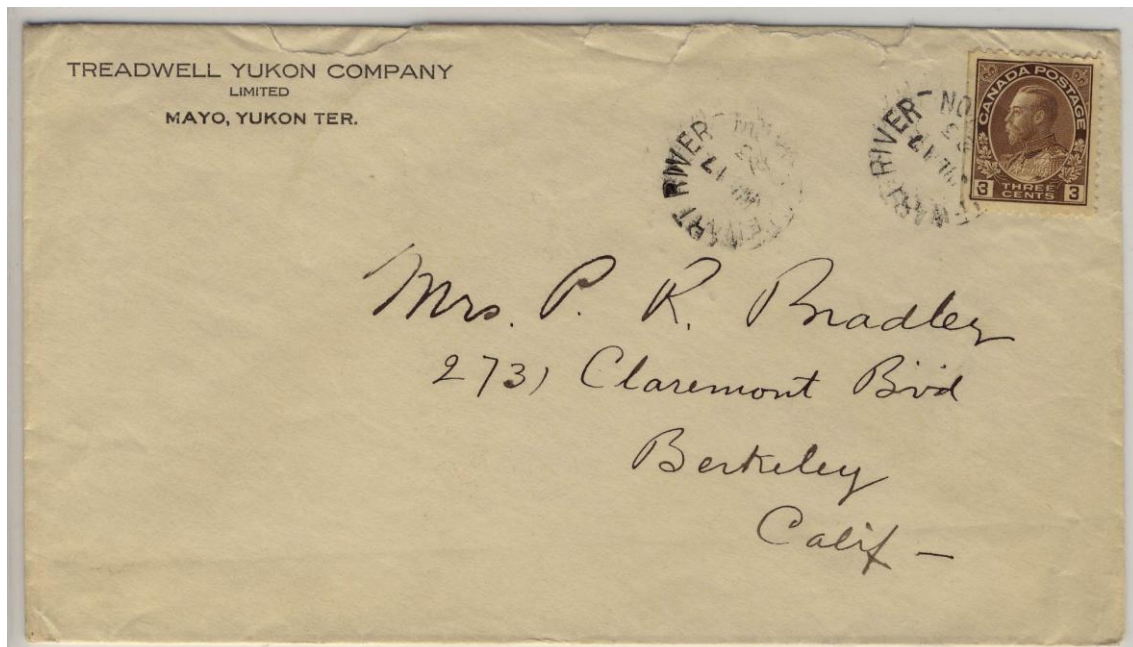
“Village of Burwash Landing, Yukon.” Was this taken perhaps during construction of the Alaska Highway?





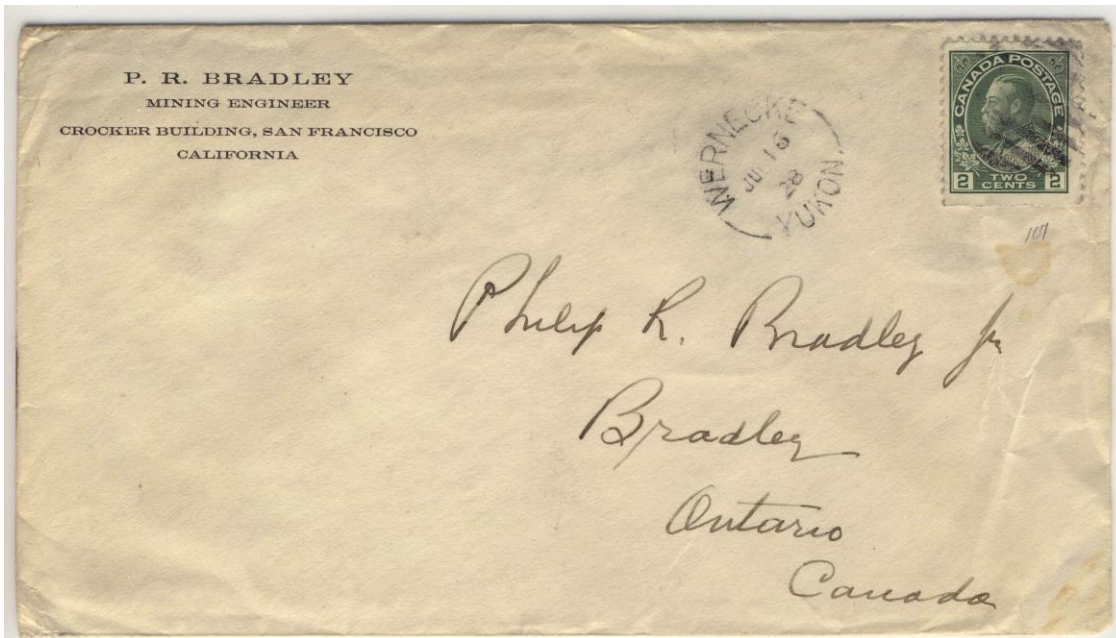
Item 1768. Stewart River, 1923.

Here's a July 17, 1923 cover from Wernecke addressed to Berkeley, California. Member 33 found this and the next cover recently. Note the corner card for the Treadwell Yukon Company.



Item 1769. Wernecke – 1928.

This cover from Wernecke (July 16, 1928) was mailed to Bradley, Ontario. The corner card has the name of the sender (also the addressee)—a mining engineer. This cover was addressed in the same handwriting as the cover in the previous item.

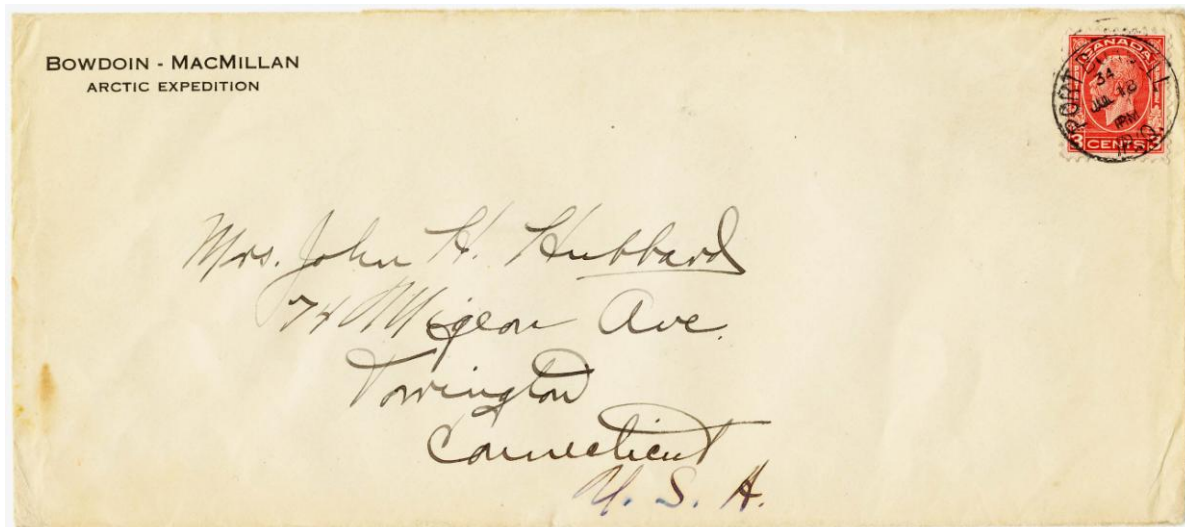
**Item 1770. “Peace River” Jim Cornwall – Christmas Card.**

Member #51 lent me this 1932 Christmas card to scan. It shows Jim Cornwall’s dog team at Athabasca Landing about 1929. The plane is a Fokker Super Universal owned by Western Canada Airways in 1929 and by Consolidated Mining & Smelting from 1929–1934.



Item 1771. CAPO 51 Covers.

I noticed two CAPO 51 covers on eBay in early January. One was a 6¢ US postal stationery envelope postmarked CAPO 51, AM/OC 20/43, censored by US Army censor 24312; addressed to Mrs. J.C. Brown, The Pas, Manitoba and sent by C.O.M.S Brown, J.C., Winnipeg Grenadiers. The other was unusual in that it had a U.S. Navy postmark, Aug. 13/1943/PM. Sent and censored by Capt. G.W. Hong, 1st RMRs, CAPO 51, Vancouver. Addressed to Miss Jean Hamilton, West Coast Hospital, Port Alberni, BC.

Item 1772. MacMillan Expedition, 1934.

Member #2 owns this long cover. Note the corner card reading, “Bowdoin – MacMillan Arctic Expedition.” The cover was mailed at Port Burwell, and is dated with a July 18, 1934 PORT BURWELL, P.Q.cds. Capt. Donald MacMillan was leader of this expedition, one of many annual trips he made to the Eastern Arctic in the schooner *Bowdoin*.

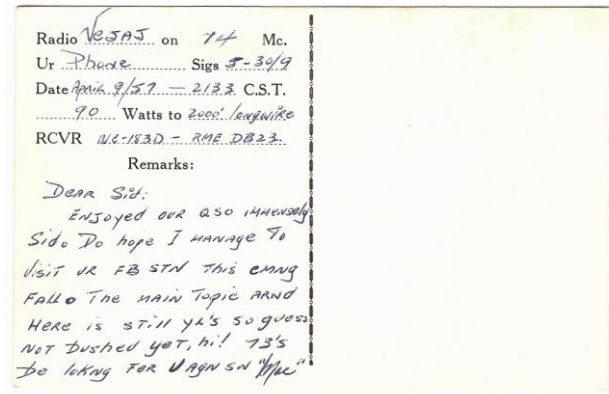
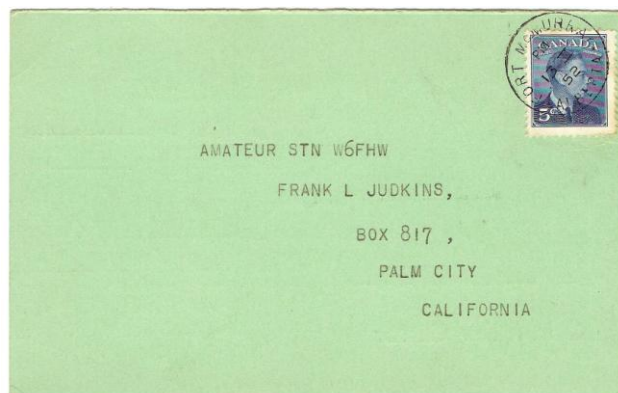
This photo below shows the *Bowdoin* at Port Burwell on August 1, 1934. [Photo by William R. Esson, from the Peary-MacMillan Arctic Museum web site.]



Item 1773. Ennadai Lake, N.W.T.—a Non-Post Office Point, by Kevin O'Reilly.

Ennadai Lake is located about 250 miles northwest of Churchill, Manitoba in the interior of the Keewatin or Kivalliq region of Nunavut. There were few human habitations between Great Slave Lake and Hudson Bay to provide weather information or radio contacts. In the summer of 1949, the Royal Canadian Signals Corps (RCCS) established a weather and radio station at Ennadai Lake, between its existing establishments at Fort Reliance and Baker Lake. Much of the construction material had been taken in during the previous winter on a cat train from Churchill. The station was operational by October 1949 with four buildings and six personnel. On September 18, 1954 the station was turned over to the Department of Transport. An unmanned automatic weather station began operations on December 1, 1979 and the radio and weather personnel were evacuated and the buildings abandoned. The station had played a large role in supplying the inland caribou Inuit with needed provisions and assistance during the famines in the 1950s, when these people were relocated to the Hudson Bay coast. The buildings are still standing and in relatively good shape according to recent photos and a site visit.

Mail from Ennadai Lake is relatively scarce given the small population. The earliest example is a ham radio card carried by plane to Fort McMurray, Alberta and mailed from there on March 13, 1952 during the period the station was operated by the RCCS (see Figure 1, top below). The other side of the card shows a photo of the four buildings at this remote station. A used but unmailed radio card is shown in Figure 2 (bottom below) documenting a radio contact on April 9, 1957.



When the Department of Transport took over operation of the station, it appears that mail and supplies were routed through Lynn Lake, which was established about 1954. A brown envelope that may have contained readings or records of some type and mailed through Lynn Lake on December 9, 1957 is shown in Figure 3. It is not clear why it bears 15 cents in official stamps. Perhaps the sender thought it was a triple-rated item at between 3 and 4 ounces but it should have been rated at 11 cents (5 cents for first ounce and 3 cents for each additional ounce). Note the straight line return address rubber stamp ENNADAI LAKE, N.W.T. at upper left.

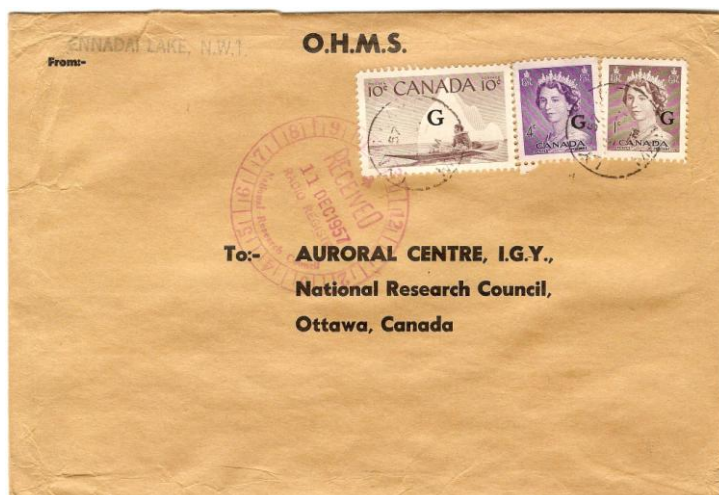


Figure 3

Four more OHMS envelopes are shown in Figure 4, with the top three mailed through Lynn Lake in 1964 and 1966 with the bottom one through La Ronge, Saskatchewan in 1969.

Figure 5 (next page) shows a nice long commercial cover mailed from the station on August 1, 1967, as shown by the circular cachet on the back (the only example seen by the author) and mailed through Lynn Lake six days later.

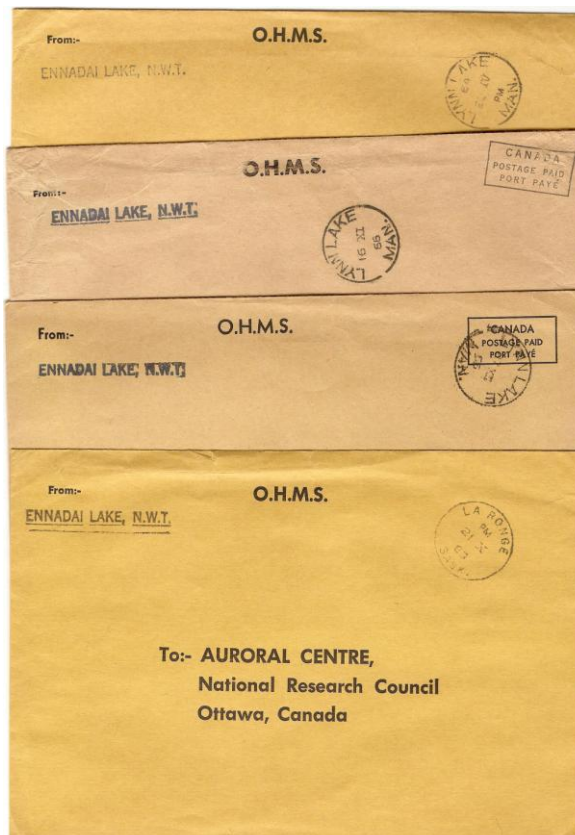


Figure 4

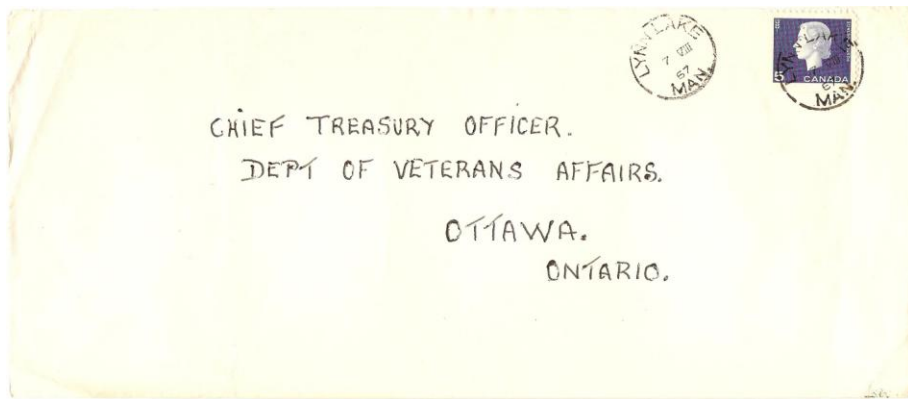


Figure 5

Figure 6 shows a self-addressed cover that bears a rectangular cachet from the radio station at upper left dated March 21, 1974. It was mailed through Lynn Lake three weeks later. The sender obviously had some time on his hands as shown by the beautiful hand-drawn map on the back of the cover. He indicates that the lowest temperature during 1974 was -54 F and that four men operate the station with once a month mail and supply flights from Lynn Lake.



Figure 6, front and back.

The last and latest item from Ennadai Lake shown in Figure 7 is a cover dated September 25, 1975 mailed through Lynn Lake nine days later. It contained an unused pink radio QSL card and a typed message indicating that the station was serviced by La Ronge Aviation from Lynn Lake and gives the names of the then current personnel.

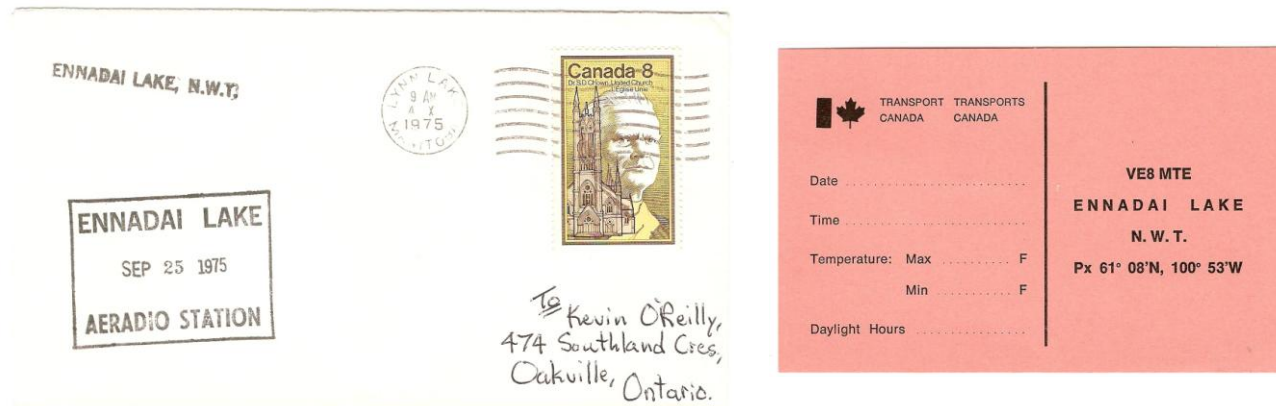


Figure 7 and contents

To round this story off, here is a photo of a supply plane at Ennadai Lake. The photo also shows Mike Carter, who sent the QSL card shown in Figure 1.



Photo: Courtesy of Bill Rogers

RCAF Norseman on resupply run to Ennadai Lake (c. 1952)
Mike Carter's head just blocking the "G" on the aircraft.

Any other reports of new markings or unusual items from Ennadai Lake would be appreciated.

Sources:

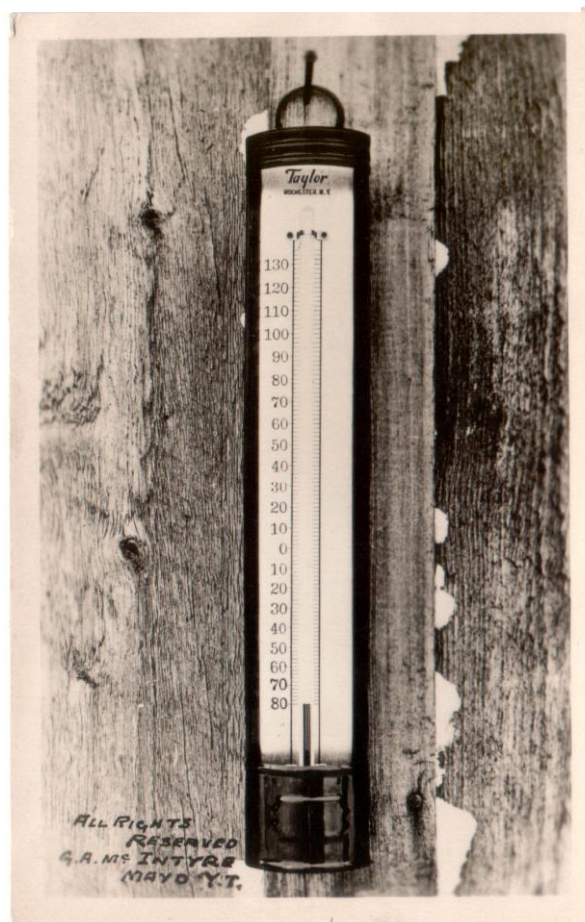
<http://nwtandy.rcsigs.ca/stations/ennadai.htm> Royal Canadian Corps of Signals NWT and Yukon History Project, Michael Martin, webmaster.

Item 1774. Some Northern Photoviews.

Member 37 has supplied this group of northern post cards. The first two are both Gowen Sutton cards. The upper card, entitled "The last stand of a victim of Brush Wolves" was postmarked at White Horse in 1936.



The lower card is untitled. It shows a thermometer at -80° . That doesn't need a title! The photographer presumably was G.A. McIntyre of Mayo, Y.T. The card was written in 1948.



This Gowen Sutton card showing the float with the "Yukon Queen" in the August 17, 1939 parade in Dawson is unused.



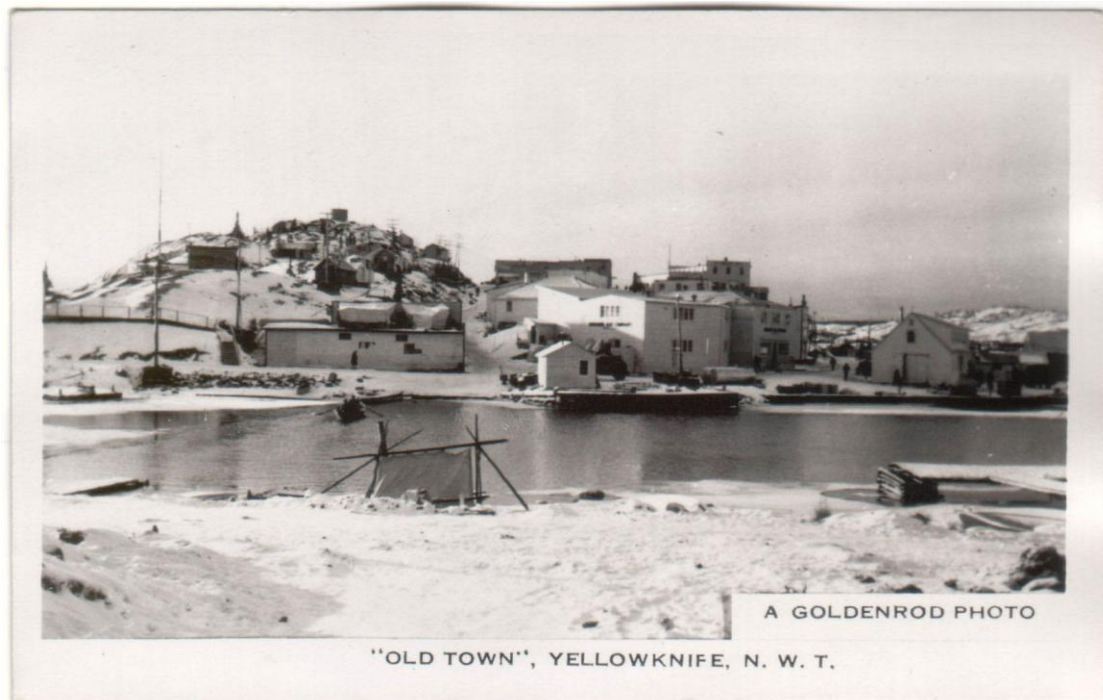
This card is entitled "Redcoats of the North & Mascot, Whitehorse, Yukon." It was mailed in 1955.



The last two post cards are photoviews of Yellowknife. The upper card is entitled "Winter Scene, Main Thoroughfare."



This Goldenrod Photo is called "Old Town", Yellowknife, N. W. T.



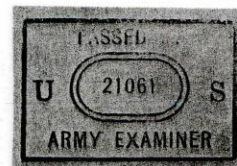
Response to Item 1746. APO 462 – Edmonton.

Bob McKain has sent this information from his database as a summary of censorship data for APO 462. He'd be glad to get updates at 57-vette@comcast.net .

Censor Markings Reported from APO 462 - Edmonton, Alberta

Opened March ??, 1943

Closed April 1, 1946



Provisional Type 462.1

Provisional Type 462.2

Race Track Type B.1
(various numbers)

Reported Dates of Usage

Type 462.1 10 Mar 1943 - 18 Aug 1943
Type 462.2 26 Mar 1943 - 10 Aug 1943
Type B.1 08 Apr 1943 - 18 Apr 1944

Type B.1 numbers reported:

04524 29 Feb 1944
04530 26 Jan 1944
04532 28 Oct 1943 - 14 Jan 1944 (Reported from APO 701 - 08 May 43)
(Reported from APO 476 - 11 Mar 44)
04536 06 Jul 1943 - 17 Aug 1943
04574 19 Jun 1943 - 29 Jun 1943
20341 15 Apr 1943 - 20 Jun 1943 (Reported from APO 976 - 28 Jul 44)
20452 31 Dec 1943 (Reported from APO 938 - 17 Mar 44 to 17 Jul 44)
21053 14 Apr 1944
21061 05 Oct 1943 - 14 Mar 1944
21062 04 Jan 1944
21063 08 Nov 1943 - 18 Apr 1944
21064 20 Oct 1943 - 29 Feb 1944
21073 04 Nov 1943
21075 06 Oct 1943
21081 26 Nov? 1943
21089 15 Nov 1943 - 29 Nov 1943
21090 26 Apr 1944 (Reported from APO 479 - 25 Jul 1943)
21118 22 Nov 1943 - 15 Mar 1944
24058 Reported - not seen
24059 08 Apr 1943 - 05 Jan 1944 (Reported from APO 938 - 23 Feb 44 to 15 Apr 44)
24085 Reported - not seen

Item 1775. Risvold Sale – Red River to Ottawa, 1868 and Norway House to York Factory, 1831.

The auction of Floyd E. Risvold's collection by Spink Shreves Galleries in New York on January 27 to 29, 2010 included some wonderful western and fur trade BNA material. The title of the sale was "American Expansion & the Journey West." The realization was over US\$7 million. See the catalogue and prices realized at: www.shreves.com/. The collection's basic theme was the history of the development of the US west, and there was a wide range of rare historical material. If you are at all interested in early North American postal history, I recommend that you spend a few hours perusing the catalogue.

This cover was a lot in the sale. It was franked with two 3¢ US stamps in Fort Garry, carried to Pembina, Dakota, and entered the US mail stream there. The postmark date is November 6, 1868. It was received in Ottawa, C.W. on November 21, 1868.



This is a very early advertising cover from the Red River Settlement, mailed by the colony's newspaper, *The Nor'Wester*. In the advertising, note the town name "Winnepeg" and the designation "Col'ny of Assiniboia, Brit. Nor'h America." 'Assiniboia' was the name of the Red River Settlement colony. I do not recall having seen an Assiniboia Colony corner card previously. Notice also the return address for mailing to *The Nor'Wester*: "Address via St. Paul & Pembina, Minnesota, U. S. A" .

The addressee is Henry Morgan, Secretary of States Office, Ottawa. Much of the well-known Morgan correspondence came on the scene in Ottawa about two decades ago. However, I suspect that Floyd Risvold bought this cover much earlier than that.

A letter from the Risvold sale is shown on the next page. It was written at Norway House by Chief Trader Donald Ross on June 30, 1831, and sent north to Chief Factor Alexander Christie at York Factory. The letter describes the arrangements that had been made for freighting goods from Fort Garry to some of the northern HBC forts. Risvold bought this letter at the De Volpi Sale (Lot 62) in 1982 at Maresch & Son in Toronto.

Norway House 30 June 1851

Dear Sir

The White Governor's Brigade have just arrived, and delivered the Carves - to all appearance in good condition - I have opened some of the Boxes & Cases - but could discover no signs of wet or damage. -

Jack Tom has agreed to steer the Boat down, tho' with some reluctance - and had I the means of furnishing another in his place - I certainly would do it - but Price Latham is the only man in this District capable of steering a Boat - and he is at present absent - making a trip to A. Lewis for Sluice. - I am aware that A. Lewis will leave none at Oxford House, unless you have written him on the subject - his own Brigade requiring all his active hands. - Jack Tom fell in with one of his brothers on the way up - who has since acted as his Boorman - and Stocker tells me that he is a very smart hand in the Boat, and to all appearance a better Steersman than his brother - so that with the assistance of the White Governor, who will steer in the dangerous places - I am in hope, they will get down in safety. -

I have given your people two new Sashkatchewen Boats in place of the two second hand ones brought here - they take back all the apirts they had from St. even to the head lines - as the Boats left here this spring have none - save two or three fathoms of Shaganappie in each. -

I shall make up cargoes of Leather Robes and Provisions for your Boats and despatch them tomorrow. - I do not expect the Athabasca Brigade before the 15th - and as I understand all Lewis' Boats are to come this far - they will be in good time for taking down these returns. -

With much esteem & respect
I remain

Alex Christie Esqre
D. & T.
York Factory

Dear Sir
Your mo. O. H. H. H.
Wm. Ross

The text of the letter reads:

Norway House 30 June 1831

Dear Sir

The White Governors Brigade have just arrived, and delivered the cargoes—to all appearance in good condition. I have opened some of the bales & cases – but could discover no signs of wet ore damage.

Jack Tom has agreed to steer the Boat down, tho' with some reluctance – and had I the means of furnishing another in his place, I certainly would do it, but Price Isham is the only man in the District capable of steering a Boat and he is at present absent, making a trip to R. River for flour. I am aware that ?? Lewes will leave none at Oxford House, unless you have written him on the subject – his own Brigade requiring all his active hands. Jack Tom fell in with one of his brothers on the way up, who has since acted as his Bowsman, and Stockton tells me that he is a very smart hand in the Boat, and to all appearance a better Steersman than his brother, so that with the assistance of the White Governor who will steer in the dangerous places, I am in hope, they will get down in safety.

I have given your people two new Saskatchewan Boats in place of the two second hand ones brought here. They take back all the agrêts [the standard equipment such as tarps, tools, poles, sails, etc.] they had from YF [York Factory] even to the head lines, as the Boats left here this spring have none, save two or three fathoms of Shaganapie in each.

I shall make up cargoes of Leather Robes and Provisions for your boats, and dispatch them tomorrow. I do not expect the Athabasca Brigade before the 12th and as I understand all Lewes' Boats are to come this far, they will be I good time for taking down these returns.

With much esteem & respect, I remain, Dear Sir,

Your mo. ob. & Hble Svnt, Don Ross

Alex Christie, Esq, York Factory. Received July 10, 1831.

Item 1776. Incoming 1949 Covers to Elsa , Yukon.

Member 3 writes, “The first mineral exploration took place around Elsa in 1914. A silver mill was moved to Elsa in 1932-33 to serve the nearby Calumet mine. With the outbreak of World War II and a change in US policy to not buy any foreign silver, Elsa closed in 1941. In 1947, Treadwell Yukon Company that had operated the Calumet mine, reorganized and called itself United Keno Hill Mines. Elsa, as the service centre in the valley, and the Calumet silver mine were reopened. A post office opened at Elsa on May 26, 1949.”

The two incoming covers (shown at the top of the next page) to a mine worker at Calumet went through the Elsa post office. The top incoming airmail cover from Austria was received and postmarked at Elsa two days after the post office opened, making it the earliest recorded postmark from this office. The bottom incoming registered airmail cover from the US was sent by the same sender and has a scarce and the latest recorded Mayo Landing MOTO transit marking on the back but no Elsa receiver.

Following these incoming covers are a couple more covers from a large lot of incoming and outgoing covers from 1949–1950 to and from Elsa and Calumet. These two are obviously outgoing airmail to Austria, which was 15¢ per quarter ounce at that time. There are two 10 groschen postage due stamps on the first of these covers (it's overpaid 1¢). The letter was addressed to a Poste Restante (General Delivery) office, and the pickup fee was 20 groschen. On the latter cover, there is a 90 centimes (equal to 360 groschen) postage due

marking (applied in Canada), but with 6 schillings (= 600 groschen) in due stamps. Friends in the Austrian Philatelic Society are trying to figure out the due rating. Any ideas?



That's it for this issue. See you in a couple of months. Gray