

The Northerner

Number 86

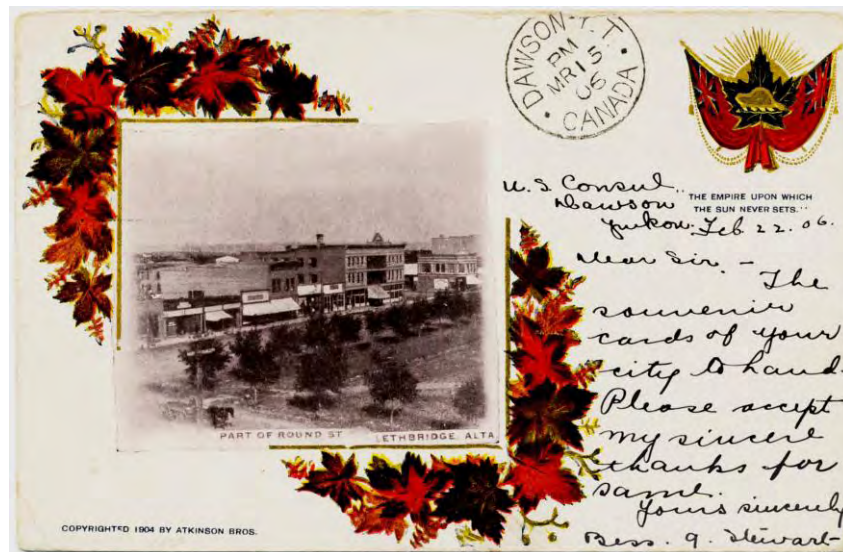
Fall 2012–Winter 2013

**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**

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Happy New Year to everyone. Through the fall, considerable material has accumulated for this issue of *The Northerner*. The cover pipeline has not dried up. Please continue to send me scans (300 dpi in colour, about 400 kB). Thanks! I have material from several members saved for Issue #87. The file size for #86 is large enough now.

Ken Ellison kindly supplied this attractive Atkinson Bros. picture post card from Lethbridge (February 22, 1906) to Dawson (March 15, 1906).



Keith Spencer sent this interesting note about R.W. Hale covers:

At the November 04, 1937 meeting of the Edmonton Stamp Club, Major R.W. Hale “gave a most interesting address on new and future air mail routes and information on modern air mail carrying. He also acted as Santa Claus to all members present (35) by giving each a first day first flight cover, Vice Regal Party, mailed aboard the *S.S. Distributor* post office. A hearty vote of appreciation was expressed”.

Item 1933. Stampless Northwest Company Cover to Cuthbert Grant, 1789.

Jacques and Christiane Faucher sent me this scan of a stampless cover they own. It is addressed to "Cuthbert Grant NW, Care of Mr. Frobisher, Montreal." It is dated 30 MR (1789) by a Quebec Bishop mark. *The Dictionary of Canadian Biography Online* says:

"GRANT, CUTHBERT, fur-trader; son of David Grant of Letheredie (Highlands), Scotland, and Margaret Grant; died 1799 at Kaministiquia (Thunder Bay, Ont.)" [His son (also called Cuthbert Grant) is more famous; kgs.] "Cuthbert Grant belonged to the Clan Grant of Strathspey, members of which were active in the Canadian fur trade during the 1770s, and Grant became one of the first Nor'Westers to enter the trade in the Athabasca country... Peter Pond sent him in 1785 or 1786 to establish a North West Company post at the mouth of the Slave River."

The *DCB* also says that Grant was in the Athabaska District in 1789 (the year the letter was mailed) at the Slave River post. Mr. Frobisher would probably be Joseph Frobisher, one of the Frobisher brothers who set up the North West Company. I do not know who J. Blackwood, the writer is. Possibly John Blackwood, the Quebec merchant who did a lot of business with the North West Company (also in the *DCB*).

There are several similar covers known addressed to Grant at this time. Allan Steinhart stocked one, and Lot 8 of the Charles De Volpi fur trade sale (Maresch 1982) is another. These covers to Grant are among the earliest covers in private hands to the far Northwest.



The Northerner

Item 1934. Stamps Fallen Off in Transit – 1899.

Tracy Cooper submitted this cover, and says that it is a bit of a mystery. It was mailed in Dawson on March 26, 1899 and it was RECEIVED AT VICTORIA IN DAMAGED CONDITION with the STAMPS FALLEN OFF IN TRANSIT. There is no backstamp. Tracy wonders "if anyone has any ideas. Perhaps there was a ship wreck or some problems with that mail." Several times, mail was damaged by water as it was being carried out from Dawson. Can anyone tell us what happened to this cover?

**Item 1935. The Old Log Church, White Horse, Yukon.**

John and Glenda Cheramy sent these two scans of unused picture post cards. This view shows the Old Log Church in Whitehorse.



Item 1936. Patsy Henderson.

This post card shows “Patsy Henderson, Lecturer of the Klondike.” It is a Gowen, Sutton card. Henderson was in on the discovery of the Klondike gold. He later was employed by the White Pass company to tell tourists about the gold rush and the discovery of the gold.

Item 1937. Carcross to New Westminster – 1930.

Another large batch of DeWolf Smith covers has come on the market recently. Collectors of BC postmarks are quite familiar with this correspondence over the years. This cover from Carcross was mailed January 19, 1930. Dr. W.A. DeWolf Smith was the doctor for the BC Penitentiary in New Westminster and had a practice covering the lower Fraser Valley. He was also a philatelist, and a high official in the Masons.



The Northerner

Item 1938. Airmail from Rae, N.W.T. – 1936.

Here is another recent eBay purchase, a Hudson's Bay Company envelope mailed at Rae on July 31, 1936. When the cover arrived, I was surprised by the cachet on the reverse: EXTRA AIR-MAIL DELIVERY / EDMONTON-McMURRAY / COURTESY OF CANADIAN AIRWAYS LTD. I have few covers bearing this handstamp. It's pale but readable.



I once started to collect information on this type of backstamp, but didn't complete the job. Would someone like to write a short article for *The Northerner* on this topic?

Item 1939. Great Britain to Dawson, 1904.

This picture post card was mailed to Dawson at Woodhall Spa (in Lincolnshire, England) on September 13, 1904, addressed to H.W. Betts. The message concludes, "I hope to be home on Oct. 6th." Does anyone know anything about H.W. Betts?

**Item 1940. Unidentified Scene.**

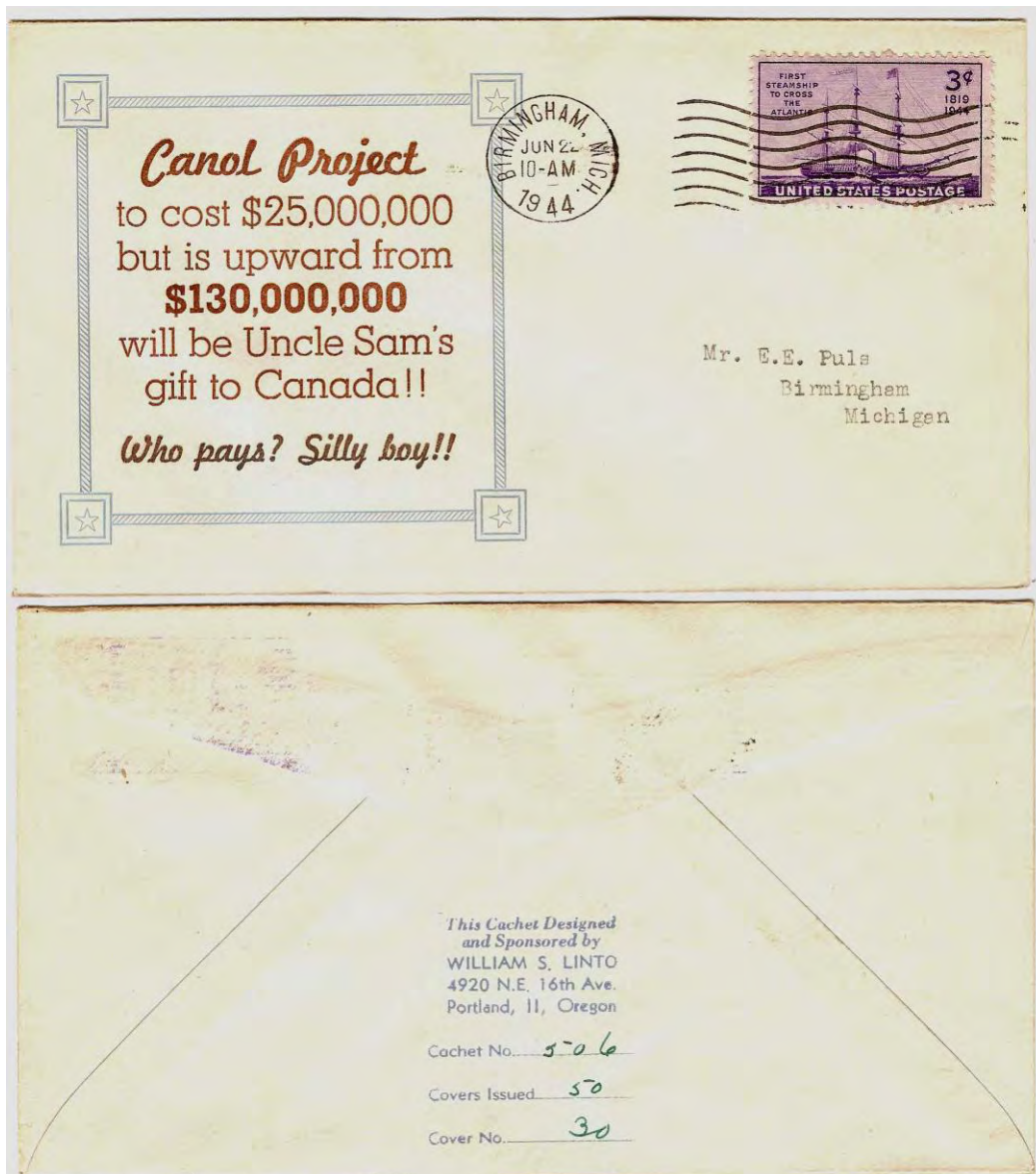
Don Kaye wonders if anyone can identify the location of this post card view. The store contains the Post Office. The lumber and hardware store dealt in McClary Stoves and Sherwin Williams Paints. I think there's an AGT (Alberta Govt. Telephone) sign also.



The Northerner

Item 1941. 1944 Canol Advertising Cover.

Kevin O'Reilly isn't not sure if this cover would really qualify as a patriotic cover because it appears to make light of the cost of the Canol Project. The original cost estimates were quite low and the development accompanying the pipeline from Norman Wells to Whitehorse mushroomed into a series of airfields, roads, and adjoining pipelines. The final cost was estimated at between \$130 million to \$300 million in 1942 US dollars. This cover was probably also spurred by the Truman Committee that investigated the hasty planning and expenditures for the Canol Project. Senator Truman became President Roosevelt's campaign partner and eventually went to the White House.



This cover appears to be number 30 of 50 made by cachet maker William S. Linto of Portland, Oregon. He made over 1,700 cachets on his personal printing press at home in his den. Linto recorded events, denounced politicians, glorified favorite generals, and excoriated perceived enemies of America. Covers were produced in limited quantities, usually around 25.

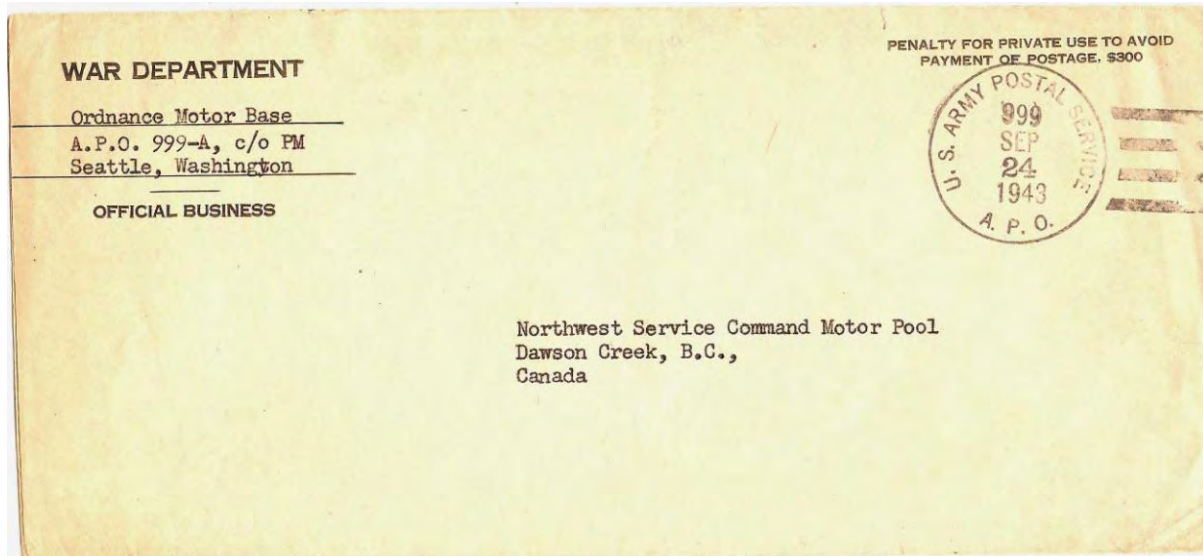
Item 1942. Registered Canol Cover – 1943.

Here is the earliest recorded registered cover from Canol, NWT. Kevin thinks there are probably about six known registered Canol covers. This one was sent by Bechtel-Price-Callahan, the main contractor and was processed through the Foreign Exchange Control Board in Edmonton.

**Item 1943. APO 999–A and the Canol Project, 1943.**

Kevin writes that the location and operation of the groups associated with APO 999 have not been documented well. Here (next page) is a cover with a return address of APO 999-A. APO 999 was located at Fort Smith, NWT and served the water transportation system for the Canol Project. Late in the summer of 1943, the water system was winding down and this cover appears to have been sent from group A or Waterways, Alberta according to Russ Carter's excellent *Numbered Army & Air Force Post Office Locations, Volume 1* published by the Military Postal History Society. This penalty envelope bears the latest recorded use of the APO 999 date stamp with the "999" inside the indicia settings and with A.P.O. at the bottom of the circle.

The Northerner



Latest recorded use of this style of the APO 999 date stamp.

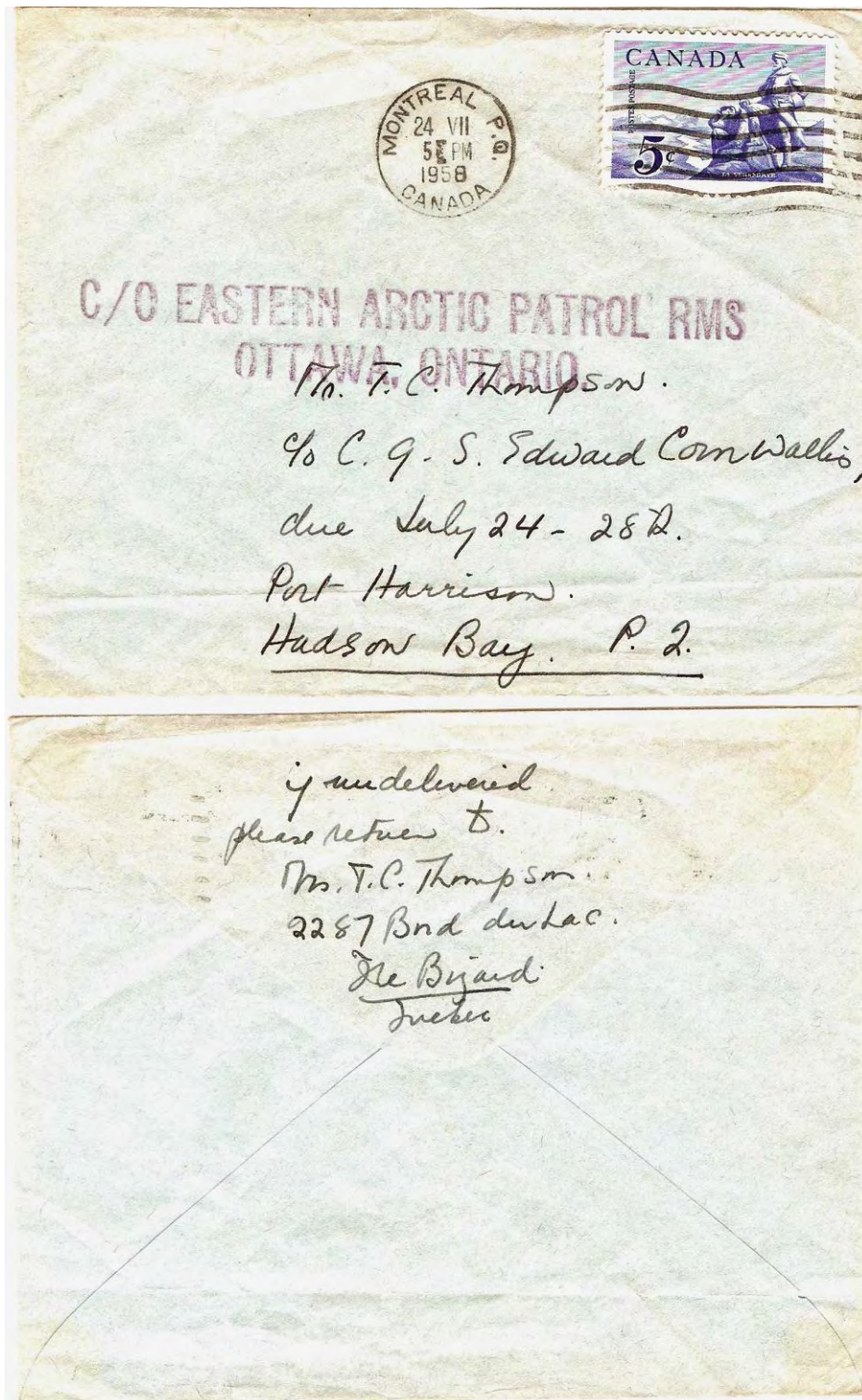
Item 1944. 1958 Eastern Arctic Patrol to Port Harrison.

This is a commercial cover (next page) mailed to someone on board the Coast Guard Ship *Edward Cornwallis* (built in 1949 by Canadian Vickers, Montreal and operated by the Coast Guard as a lighthouse supply and buoy ship until sold in 1986). The cover was mailed in Montreal and received the straight-line marking C/O EASTERN ARCTIC PATROL RMS/OTTAWA, ONTARIO. This marking is found in the Pritchard Andrews proof-impression books and was made January 26–28, 1952. The “RMS” stands for Railway Mail Service in Ottawa, which served as the mail centralization point for mail to the Eastern Arctic. This cover shows that the marking was actually used in Montreal. This cover provides an interesting example of mail forwarding for a passenger or crew member on a ship serving in Arctic waters. Mail for Port Harrison in northern Quebec was centralized via the Eastern Arctic Patrol, Railway Mail Service until later in 1958, when regular flights began between Moosonee and Port Harrison.



The *C.G.S. Cornwallis*.

Straight-line "c/o EASTERN ARCTIC PATROL" cover.



The Northerner

Item 1945. 1944 Whitehorse, Yukon Duplex.

Kevin O'Reilly writes that there are very few strikes of the second Whitehorse duplex, which was proofed on June 7, 1943. Perhaps its scarcity is due to the size of the hammer and the rush to get mail handled during World War II. Here is an example (March 10, 1944) on a nice illustrated Alaska Highway cover from a civilian working for the US Engineers Division at Whitehorse sent through the Canadian postal system rather than APO 702—perhaps to avoid censorship or because the Canadian postal system was faster. This date stamp has been reported used from December 3, 1943 to April 10, 1944.

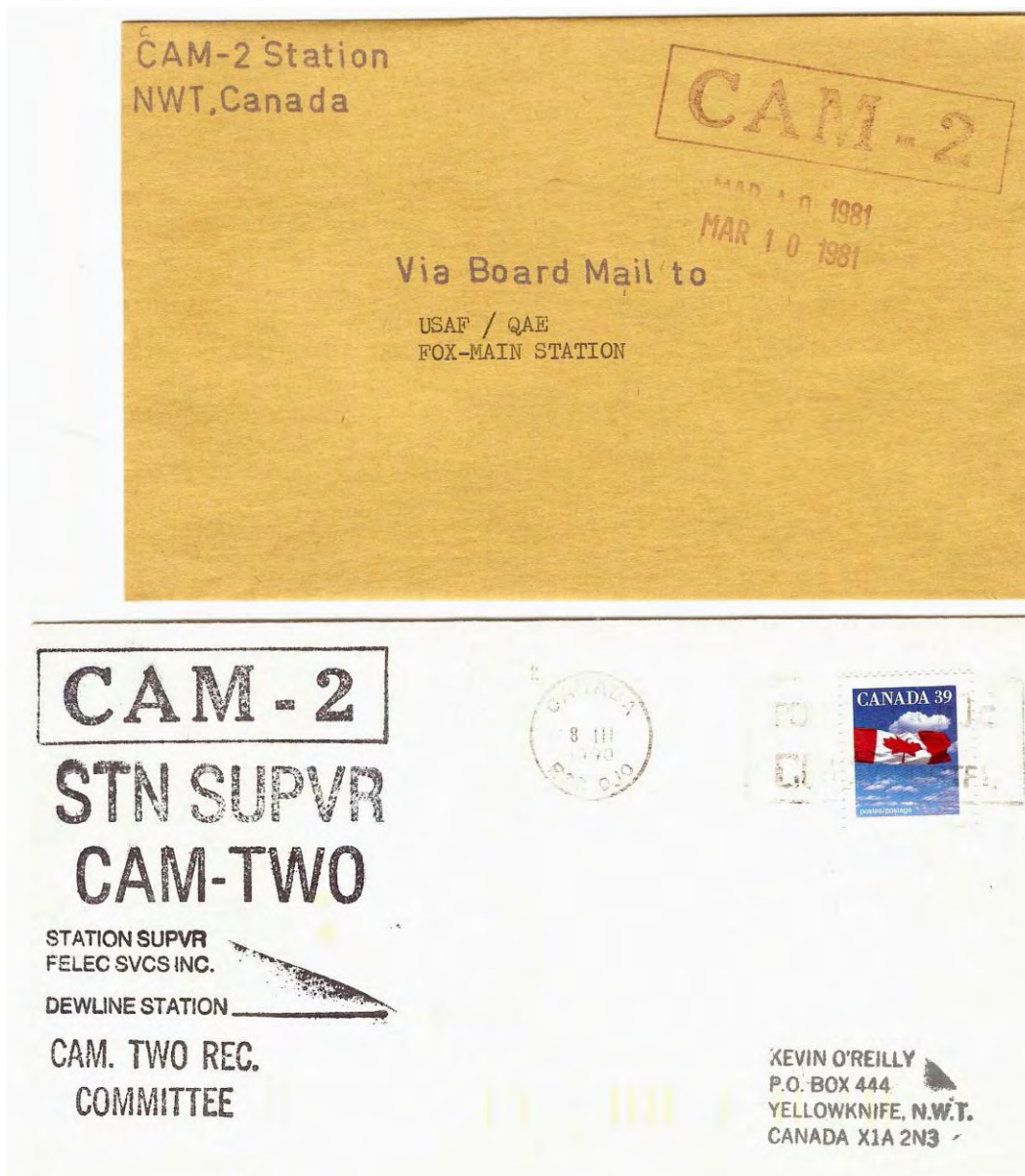
**Item 1946. Warman, Saskatchewan Post Office.**

Don Kaye supplied this scan of the Post Office in Warman, Saskatchewan.



Item 1947. 1981 Gladman Point, NWT Internal DEW Line Mail.

Kevin O'Reilly sent in these two covers. The top cover appears to be a piece of internal mail from the Gladman Point, NWT DEW Line site on King William Island. It looks like it was carried on a service flight to Fox Main station at Hall Beach in March 1981 for the "QAE" (does anybody know what "QAE" stands for?) of the United States Air Force. There are no receiving or other markings on this envelope. The bottom item is a philatelic cover sent under cover at the time that the DEW Line was being replaced by the North Warning System. It shows the same boxed cachet as on the internal mail. An unattended North Warning System site began operations at Gladman Point in October 1990. The DEW Line site there closed in 1992. The site was remediated by 2005 and nothing is left of the old DEW Line station. An interesting article or submission could probably be put together to catalogue or list all the DEW Line station markings.



The Northerner

Item 1948. Minto Bridge, Yukon – 1919.

Here are a couple of covers from the Mayo region of the Yukon. They both may have originated from the Minto Bridge area, about 8 miles north of Mayo. The covers are address to Dr. William Catto, who was originally from Scotland. He came over during the Klondike Gold Rush and served as a physician in Dawson from about 1900 to 1917. He invested in mining properties and apparently help grubstake various prospectors, including John Scott Stewart, who found gold in the Dublin Gulch area about 23 miles north of Minto Bridge. Catto was also involved in the ownership of the Lone Star gold mine near Dawson. The top cover has an annotation on it: "Cockfield's Plan", which may refer to the William Egbert Cockfield, who was in the area during the 1918 field season for the Geological Survey of Canada. The top cover was carried in winter along the stage route from Mayo Landing to Dawson. The Mayo Landing post office opened on June 19, 1914 and this cover has the new earliest reported broken circle for this office. The cover is double-rated for 2 oz at 2¢ for each ounce and 1¢ War Tax. The bottom cover is the latest reported broken circle marking for Minto Bridge. This post office opened November 1, 1910, closed April 15, 1918, and reopened June 1, 1918 before finally closing on June 30, 1921. This cover would have been taken down the wagon road to Mayo and then placed on paddle wheeler to Dawson. Postmarks from Minto Bridge are difficult to find.

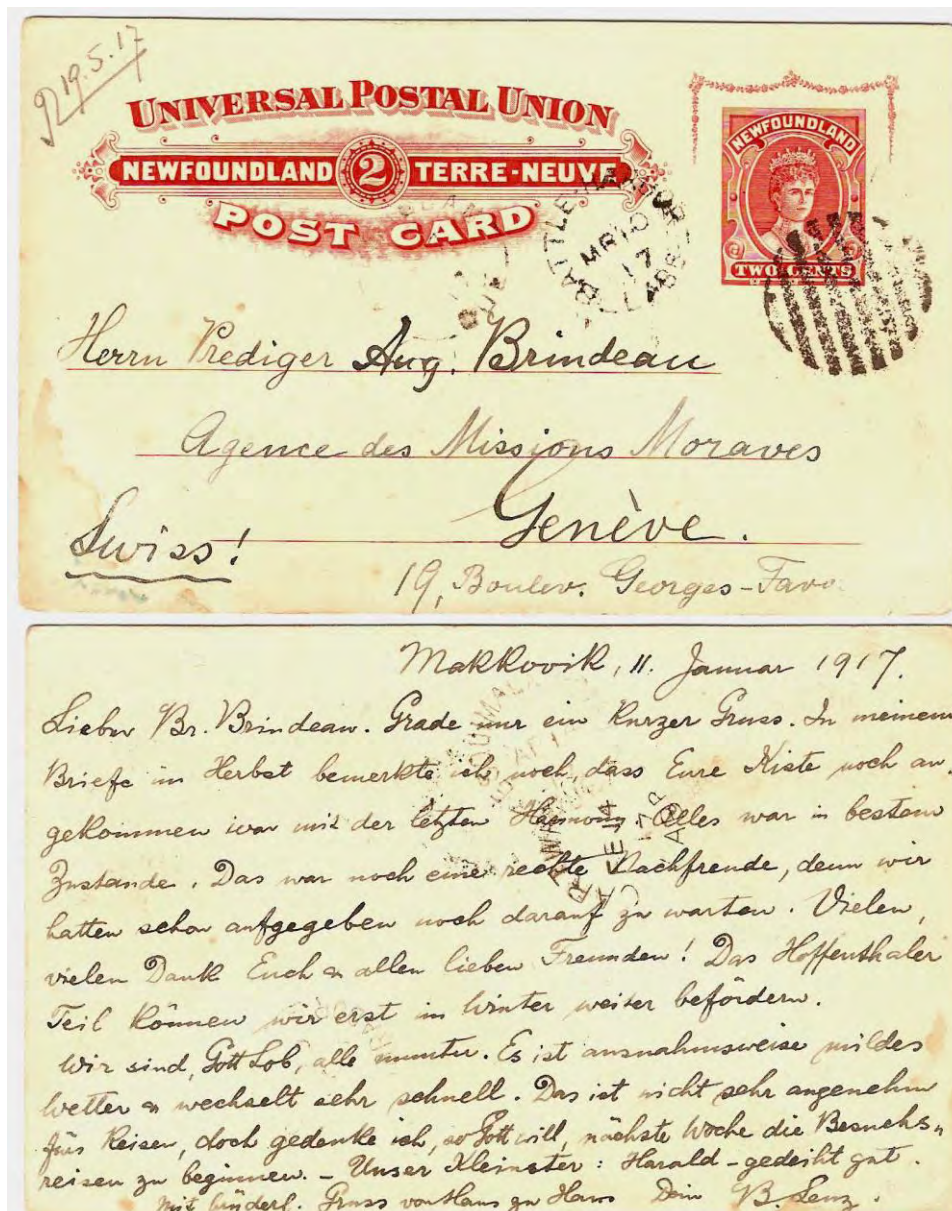


Item 1948. Makkovik, Labrador – 1917.

Here is a Newfoundland UPU post card to Switzerland sent by Moravian missionary Berthold Lenz (1873-1960) from Makkovik on January 11, 1917. Transit markings are as follows:

Rigolet, Labrador	February 10, 1914 (very weak)
Cartwright, Labrador	February 14, 1917
Battle Harbor, Labrador	March 10, 1917
Natashquan, Quebec	April 7, 1917
Esquimaux Point, Quebec	April 14, 1917

The card obviously was taken by dog team down the Labrador coast and probably to Quebec City, and it has docketing on the front indicating that it was received on May 19, 1917 in Geneva. It is interesting that there are no transit or receipt markings beyond Canada, perhaps a reflection of World War I conditions. Note that there is no despatch marking from Makkovik; a broken circle for this post office was proofed in October 1915 (earliest reported use is April 19, 1918).



The Northerner

Item 1949. Northwest River, Labrador – 1937.

This is a Ham Radio QSL card from Northwest River, Labrador enclosed in a cover that was mailed from Montreal. The message on the card indicates that the sender will send a more detailed response in April 1938 when flights resume. It is an example of interesting early air mail from the interior of Labrador sent out through Montreal from mining exploration activities.

Weaver Coal Company of Montreal approached the Newfoundland Government for a prospecting concession in western Labrador in 1936. A ten-year 22,000 square mile concession was granted by the Commission of Government to the newly formed Labrador Mining and Exploration Company. A base camp for the mineral exploration was established at Sandgirt Lake in the summer of 1937. The camp was maintained year-round until the summer of 1940. It was reactivated in 1942 (the radio station burned down in December 1942 but was replaced) and weather observations were also established. The Sandgirt Lake site was abandoned after 1948 and was flooded by the Smallwood Reservoir in the 1960s. Several rich iron ore deposits were located, including one at Knob Lake just inside the Quebec border that eventually went into production in 1954. Dominion Skyways was formed in 1934 to service the growing interest in mining in northern Quebec, Ontario and Labrador. In 1936, Newfoundland Skyways was set up as a subsidiary to allow for the import, without duty, of two Bellanca aircraft from the US. These two aircraft were registered in Newfoundland and operated out of a base at Moisie, Quebec on the North Shore of the St. Lawrence. In 1937, the operation was moved to Northwest River, Labrador with occasional flights to Sept Iles, Quebec for mail and staff rotations. Both airlines provided service for the Labrador Mining and Exploration Company from Sept Iles and Northwest River to Sandgirt Lake and prospecting sites in the Labrador interior.



NORTHWEST RIVER, LABRADOR						
Station	Date	QMT	MC.	QSA	R	T
	Dec. 23, 37.					
W. A. C.						
V O 6 D						
M A O R S C						A R O R S L
Xmtr	Stage CC	Watts Input	Rcvr			
Remarks <i>Will answer your report in April 1938</i>						
PSE QSL TNX		LUCK 73.		THOMAS C. CUNNINGHAM (VE2JK, MONTREAL)		
<i>mail helped.</i>						

Item 1950. A 1915 Yukon Motor Machine Gun Battery.



This cover appears to have been sent within the UK to a member of the Boyle Yukon Motor Machine Gun Company. It was censored and received by Trooper James Edelston while at Shornecliffe, England on July 1, 1915 (see the weak receiver on the back). Any assistance with the censor markings, routing, or other information on this World War I cover would be appreciated. Are other covers to or from the Boyle Yukon Motor Machine Gun Company known? A brief history of the unit follows assembled from a variety of internet references (any corrections appreciated). A list of the members of the unit in May 1915 is also presented below.

On August 4th, 1914, Britain declared war against Germany, which meant that Canada too was at war. Canadians by thousands were signing up to go overseas. Joseph Whiteside Boyle, a Dawson mining magnate, was determined the Yukon would not be left out of the action. He wired Sam Hughes, the Minister of Defense, saying he could assemble a 50-man machine-gun company from

The Northerner

the Yukon to assist in the war effort. On September 4, 1914, the offer was accepted. The Boyle Yukon Motor Machine Gun Company was established.

Within a week, 50 men had signed up. One of those who signed up was James Edelston, who had served with the Royal Canadian Mounted Police. He was the recipient of this cover. Since there was no money from the war effort to pay them, Boyle took each man on as an employee of his Klondike Mining Company. Then, on October 4, 1914, there was a rousing parade and send-off for the soldiers from the Yukon. The patriotic event took place at the Arctic Brotherhood Hall. The *Dawson Daily News* reported that the streets were black with people from the city and the creeks. Under a blaze of lights and with a band playing and the populace shouting, the boys of the Boyle Yukon detachment stood at attention on the Dawson wharf. When the last whistle blew, 50 Yukon soldiers stood on the deck of the *S.S. Lightning*, bound for Whitehorse, and then on to Victoria, where they were formally sworn into the Canadian army.

Joe Boyle was not among those on board. That very day, his Canadian dredge took on water and sank in its pond near Bear Creek. Boyle had to remain in the Klondike to take care of his massive and now problematic business enterprises.

There were many ordeals for the military contingent as well. By that time, they were listed as a machine gun section to the 2nd Canadian Mounted Rifles. They went overseas to the UK with that regiment in May 1915.

When these independent MG units arrived in the UK, resistance by the British Army led to their delay in sailing for France. When in the UK, the Yukon Battery was amalgamated for a short time with one of the other four units; the Borden Battery. The unit first known as the Boyle Mounted Machine Gun Detachment was attached to the Eaton MG Brigade but were not on establishment and had no guns or equipment for many months. Through the winter of 1915–16, they remained at Shorncliffe in the UK until 33 of their 50 originals who had not been selected for drafts to France were formed into a battery that later became divisional troops of the 4th Canadian Division in training at Bramshott.

By June 1916, the Yukon's total strength had dwindled to 34 men. It was then sent to the Canadian Machine School as a prelude to being attached to 4th Canadian Infantry Division. In August 1916, having received its complement of Armoured Autocars and other equipment, it was sent to France to join the 4th Division. On August 19, 1916, the Canadian Motor Machine Gun Brigade was created overseas, by a reorganization of these various MG units.

- A Battery was a redesignation of the 1st Battery of the Automobile MG Bde.
- B Battery was a redesignation of the 2nd Battery of the Automobile MG Bde.
- C Battery was a redesignation of Borden's Motor MG Battery (raised 1 Jul 1915 at Ottawa)
- D Battery was a redesignation of Eaton's Motor MG Battery (raised 1 Jul 1915 at Toronto)
- E Battery was a redesignation of Boyle's Yukon Motor MG Battery (raised 1915 in Yukon Territory)

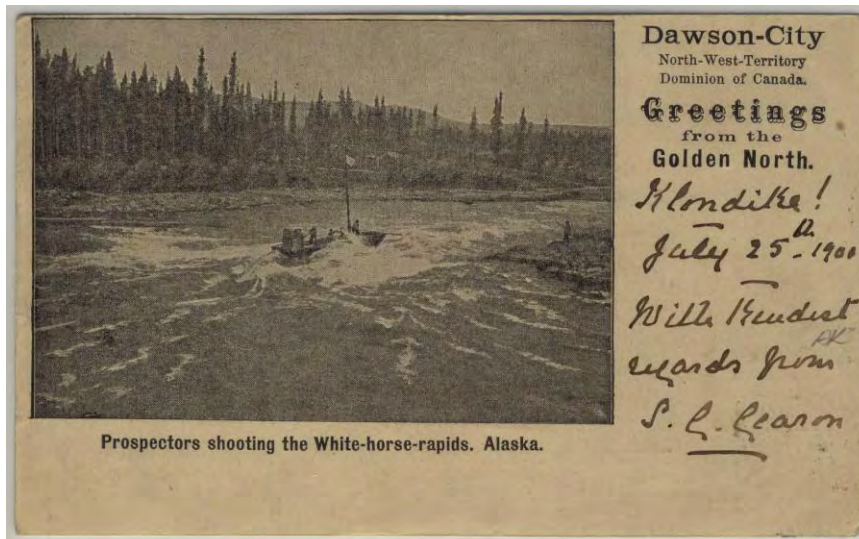
Each battery was divided into three sections, each section having two Colt machine guns, five motorcycles (three with sidecars), and a car. The battery was led by 4 officers and had 45 other ranks. It fought with 4th Division until December 3, 1916, when it finally joined the other motor machine gun batteries in what was known as 1st Canadian Motor Machine Gun Brigade (1stCMMGB). In 1917, the Canadian Motor Machine Gun Brigade transferred to the CMGC.

The Brigade fought as machine gunners in all of the major battles that Canadians participated in such as Vimy Ridge and Passchendaele among others. They also supported many different British formations.

On June 8, 1918, the Brigade was reorganized with the addition of new units and it was split into two brigades, the 1st and 2nd CMMGB. The Yukon Machine Gun Battery was moved to 2nd CMMGB and fought with that unit to the end of the war. Both brigades came into their own during the desperate German offensive of 1918, where they moved throughout the battlefield in their armoured Autocars providing machine gun support wherever required. On October 10, 1918, a 2nd Canadian Motor Machine Gun Brigade was formed, with "D" Battery of the 1st being transferred as a cadre. In August of 1919, just three of the 50 men returned to the Klondike. Both brigades were officially disbanded on November 15, 1920. Joe Boyle didn't return either. He spent his last days in England, where he died in 1923.

Item 1951. Another Example of the Yukon Pioneer Post Cards.

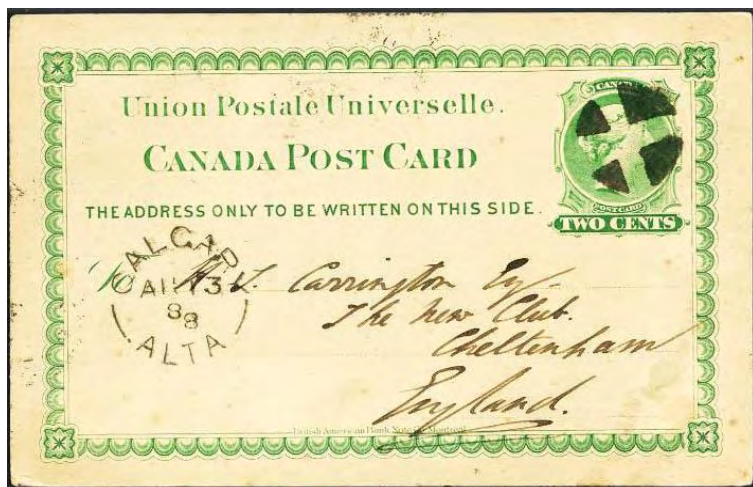
Tom Watkins submitted these scans of a pioneer picture post card, "Prospectors shooting the White-horse rapids. Alaska." These cards seldom show up, and individual examples deserve recording.



The Northerner

Item 1952. UPU Card from Calgary – 1888.

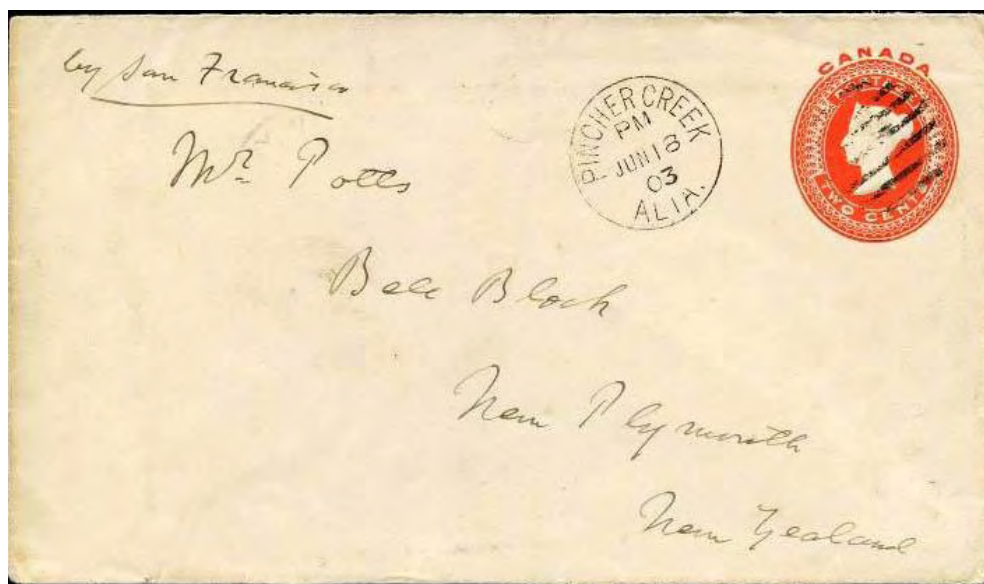
Bill Pawluk owns this scarce P4 postal card, mailed at Calgary on August 13, 1888. It is the only P4 UPU card he has seen mailed in territorial Alberta.



August 10th Letter d
e been down to Calga,
me back last Saturday.
Thanks very much for Punch
yuppie & letter will answer
letter as soon as possible.
Just about to begin hayin
then I think I shall go
on a hunting expedition
for a week or two.
Had a fearful lot of rain
this summer, which has
made the mosquito pretty
bad the little street
d-cs.
W. Black
Battle River
Alberta.

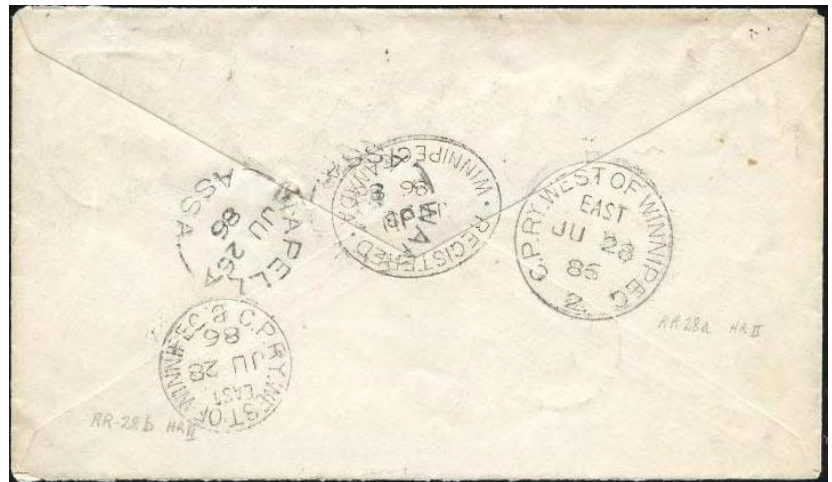
Item 1953. Pincher Creek to New Zealand, 1903.

Bill also owns this postal stationery envelope mailed from Pincher Creek, Alberta to New Plymouth, New Zealand on June 18, 1903. The envelope has a San Francisco transit mark dated June 24 and a receiving mark dated July 13. Mail from territorial Alberta to New Zealand is very scarce.



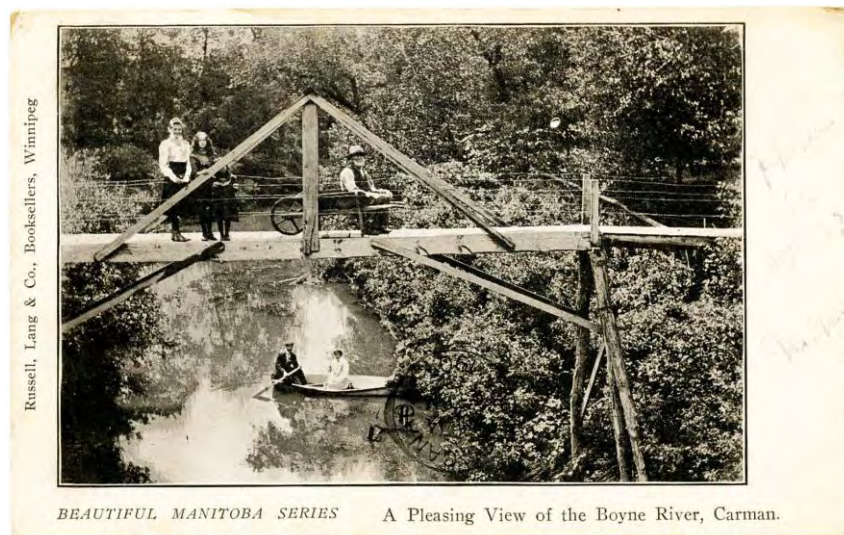
Item 1954. Wapella, Assiniboia Registered – 1886; Winnipeg Oval.

Here is another of Bill's western Canada covers. It was mailed to Winnipeg registered from Wapella on June 25, 1886. Note the REGISTERED / WINNIPEG oval JUN 28 on the reverse. According to the Horace Harrison's registration book, it is only the third such marking that he had seen on cover. All are backstamps.



Item 1955. Boyne River, Carman Picture Post Card – 1904.

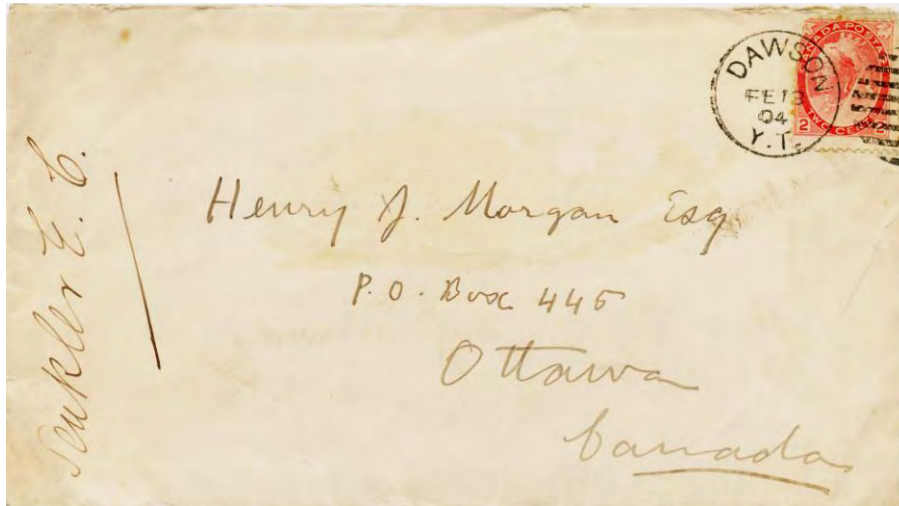
This early card, published by Russell, Lang & Co. of Winnipeg, was mailed in Winnipeg Aug. 1904.



The Northerner

Item 1956. Dawson to Henry Morgan, Ottawa – 1904.

Henry Morgan wrote the Who's-Who type books for Canada in the late 1800s and early 1900s. To obtain the information for his books, he corresponded with hundreds of people. Although I have seen many envelopes sent to Morgan, until now I do not recall seeing one from the Yukon. Morgan saved the incoming envelopes, and used them as filing folders for his correspondence with each person. This cover, mailed at Dawson on February 13, 1904 and received in Ottawa on March 10, was sent by E.C. Senkler. Note Morgan's docketing at the left.



Edmund Cumming Senkler was Gold Commissioner in Dawson from 1899 to 1910, and Acting Commissioner of the Yukon from 1908. Senkler, a lawyer, was also Legal Adviser to the Council of the Yukon. In 1910, he was appointed Stipendiary Magistrate for the North West Territories, based in The Pas.

(Photo from Library and Archives Canada.)

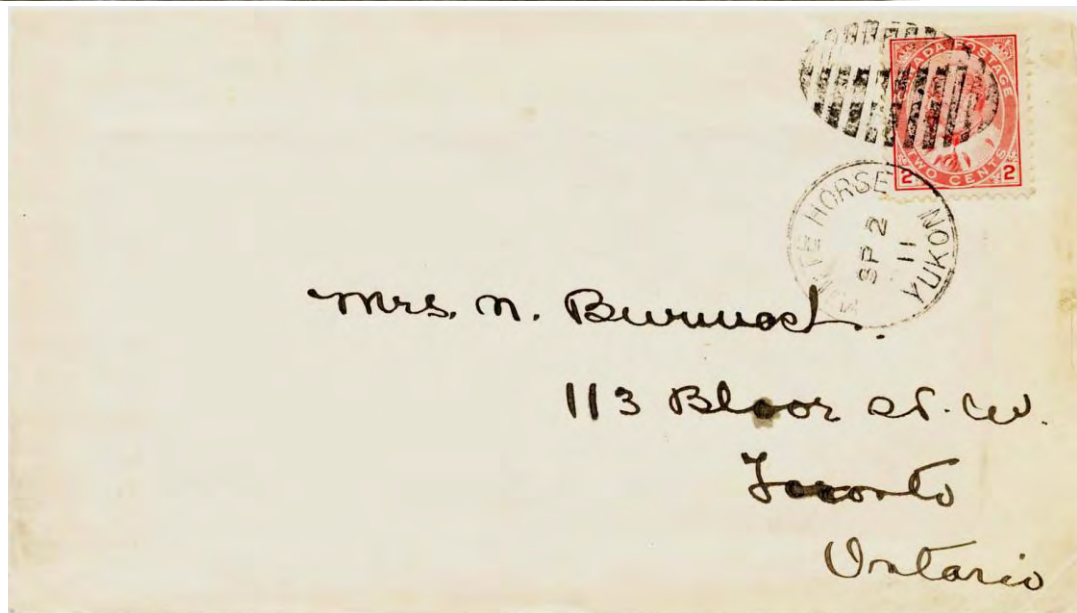
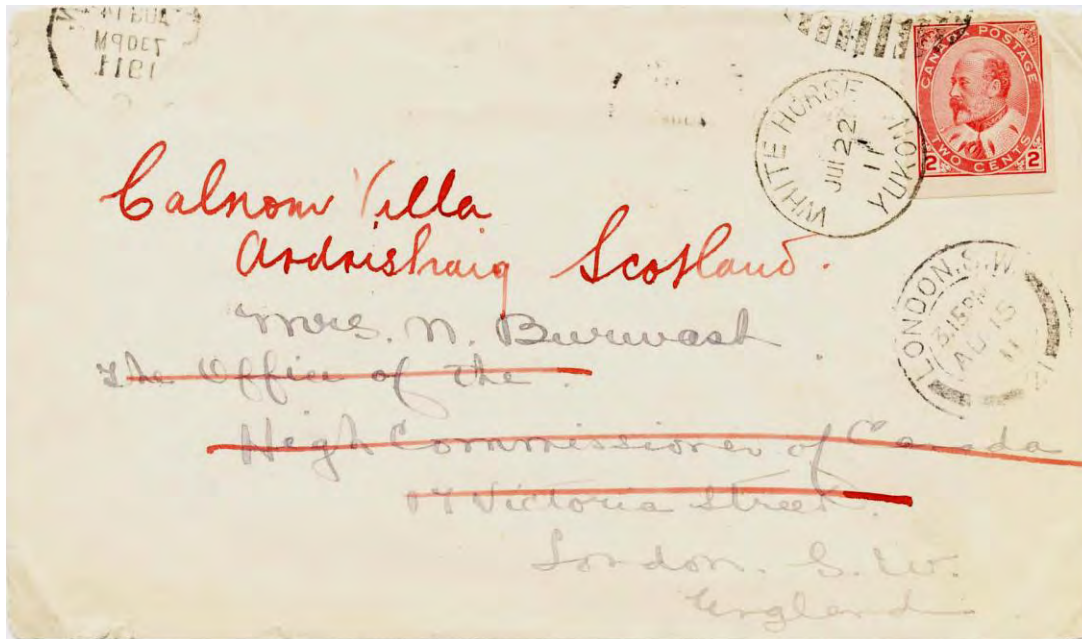
Item 1957. Three Burwash Covers from White Horse – 1903 and 1911.

Lachlin Taylor Burwash (1874–1940) was a mining engineer and later an explorer in the North for the federal government. In the Yukon, he was a mining recorder and then Yukon Mines Inspector. A nice cover from White Horse he apparently mailed is on p. 239 of our CAPEX book.



A number of Burwash covers have come onto eBay recently. The cover at the bottom of p. 2691 was purchased there. Posted in White Horse on July 27, 1903, it is in the same handwriting as that in the CAPEX book (presumably written by L.T. Burwash). It is addressed to Mrs. Dr. Burwash, 113 Bloor St. Ws., Toronto and was redirected there to Go Home, Ontario (a cottage area in the Muskoka region). L.T. Burwash's father was Rev. Nethanael Burwash (1839–1918), a Methodist minister and university administrator.

These two covers were both mailed in White Horse in 1911 to Mrs. N. Burwash, and both bear Edwardian booklet pane stamps. The upper cover was mailed on July 22, 1911 to Mrs. Burwash in London, England and readdressed there to Scotland (received August 16). The lower cover was mailed September 2, 1911 to Toronto. The handwriting is *not* the same as that of the 1903 cover.



The Northerner

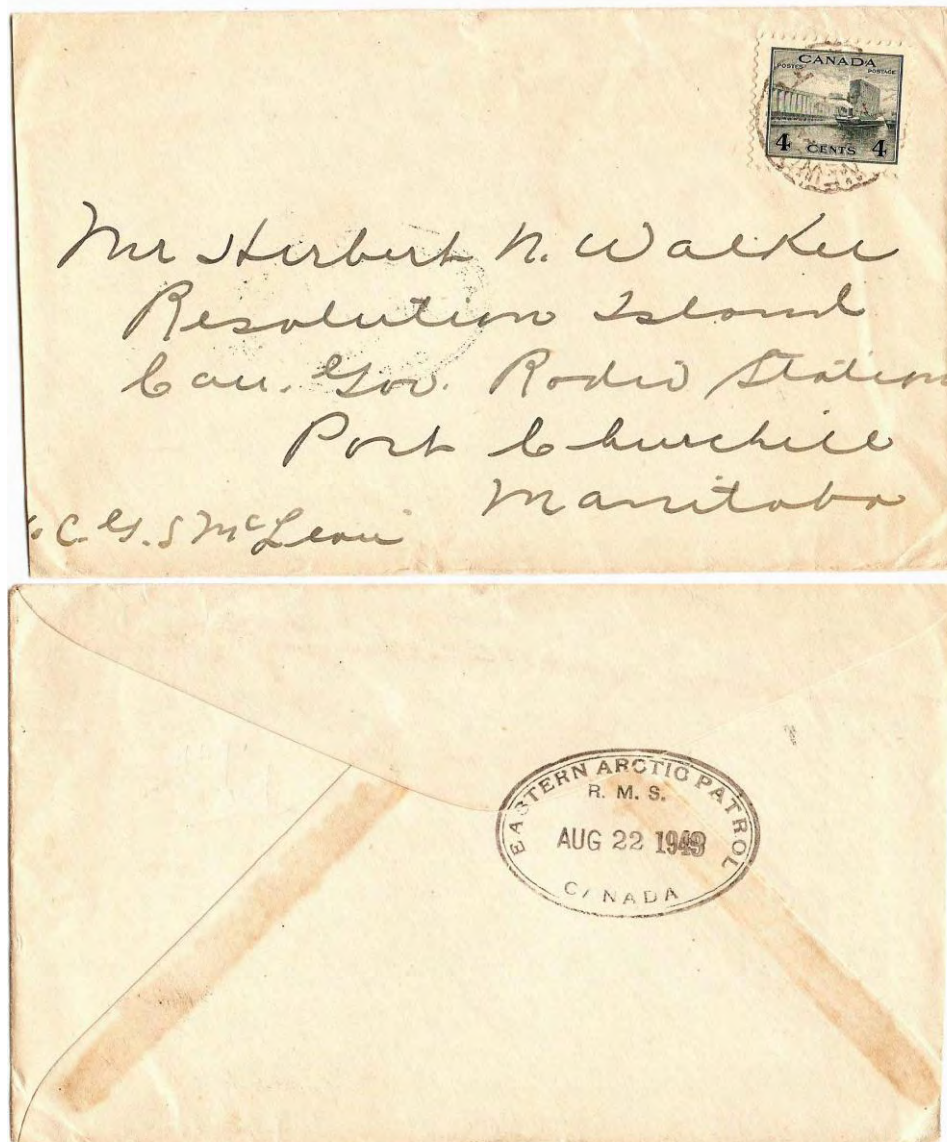
Item 1958. Hay River (Vale Island) Registered Cover – 1967.

Kevin O'Reilly writes that this is the earliest reported of three examples of an interesting registration marking from Hay River, NWT. Following a bad flood in the spring of 1963, it was decided to begin a new townsite for Hay River further up the river to try to avoid the extensive damage caused by that event. A post office opened at the new town site on April 12, 1967 and it too was called Hay River. The original post office called Hay River, in the old town at Vale Island, remained open until it was changed to a postal station on January 19, 1971. One of the key ways to tell whether a cover is from the old town or new town post office is from the return address (return addresses with post office boxes numbered less than 600 were located at the old town; post office boxes greater than 1000 were at the new town). The postal markings used at each of the offices also differed. Registered mail from the old town had this marking with a (V) in the box as this early cover dated April 18, 1967. The R3 registration box previously used at the old town site at Vale Island was transferred to the new town post office when it opened and continued in use until 1978 or 1979. If other members have this registration scarce marking with the (V) in it, it would be helpful to have them illustrated and recorded.



Item 1959. 1943 Resolution Island, NWT Incoming Cover.

Here is an interesting incoming cover to a remote radio station on Resolution Island, NWT. The stamp is cancelled with an indistinct circle date stamp that appears to be Newcastle, Ontario from 1943. The address shows the item was to be sent to Churchill, Manitoba to be carried care of the Canadian Government Ship *McLean*. The *N.B. McLean* was built in 1930 in Halifax and served as a resupply ship and aid to navigation until 1979, when it was taken out of service and eventually scrapped in Taiwan 10 years later. This ship served in the St. Lawrence River area and in Hudson Bay in the summers. This cover was likely sent to the Railway Mail Service in Ottawa for onward transmission, where it was sent north on board the *Nascopie* and dropped at Churchill on August 23, 1943 (see the oval Eastern Arctic Patrol backstamp), where it was picked up by the *McLean* and eventually delivered to Resolution Island.



The Northerner

Item 1960. APO 09434 Hopedale, Labrador – 1967.

This is an airmail cover (1¢ overpaid) from the US Pinetree radar site located at Hopedale, Labrador, owned by Kevin O'Reilly. The radar station opened in 1953. The Polevalut communications system also operated at this site beginning about 1959. A US Army and Air Force post office operated to serve the personnel stationed there. It started as a unit (#3) of APO 677 (Goose Bay) about 1954 until a separate number was assigned in 1959, as shown in the chart below:

Control and Warning Squadron	APO 677 Unit	New APO #	New APO Dates of Operation	Location
920 th	1	432	July 1, 1959-November 1961?	Resolution Island, NWT
922 nd	2	434	July 1, 1959-June 30, 1968	Cartwright, Labrador
923 rd	3	434	July 1, 1959-June 30, 1968	Hopedale, Labrador
924 th	4	439	July 1, 1959-September 15, 1970	Saglek, Labrador
926 th	5	440 228	July 1, 1959-August 15, 1960 July 1, 1960-August 24, 1963	Frobisher Bay, NWT

The APO numbering appears to have been based on the numerical listing order for the main unit stationed at each of the coastal Pinetree radar sites. The numbers '09' were added in front of the original APO numbers as of January 1, 1965 to assist with better sorting of military mail. The APO numbers were changed but the date stamps continued to be used with new indicia with the revised office number, as this cover shows. Covers from these APOs associated with the Pinetree radar sites are amongst the scarcest of all US APOs in Canada and Newfoundland. This is the first reported example from APO 09434.



Item 1961. Airmail from Wernecke – April 1928.

Recently, Tom Watkins bought this cover from Wernecke to Victoria dated April 30, 1928, franked with a 2¢ Admiral and bearing a Yukon Airways stamp on the reverse. There is a Keno Hill, Yukon transit postmark dated May 2, 1928. This was within the period during which the airline was flying, and this cover would have been carried by the *Queen of the Yukon*, which crashed shortly after, on May 5, 1928.

The addressee T.R. (Theodore Ruston) Wernecke was the son of Livingston Wernecke, who was the General Manager of Treadwell Yukon mining company. Information regarding L. Wernecke is available at:

<http://north-land.com/ypa/YPA%20Wernecke,%20Livingston-Guggenheims.pdf>

This cover is addressed to T.R. while he was apparently boarding/attending the University School in Victoria. This school later merged with St. Michael's to become St. Michael's University School, which is still around today. T.R. later attended the University of Washington and graduated in 1936. He died in Portland in 1996 at the age of 84.

