

# The Northerner

Number 66

December 2007

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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**New Format.** Welcome to the new format of *The Northerner*. The pages have been redesigned for viewing on computer screens and for printing on all continents. *The Northerner*, in part or whole, may be put onto the PHSC web site. There is also one change in the style of writeups. To retain anonymity, the only names and addresses in the newsletter are on the masthead.

This issue will be sent by snail mail to all members. All members for whom I have e-mail addresses will be notified when this and future issues are available online.

For new readers via the internet, *The Northerner* was started by Ian Mowat and myself in March 1994. At that time, I volunteered to edit and prepare the newsletter and Ian offered to look after the finances, the printing, and the mailing. From the beginning, the emphasis has been on research and the presentation of information that has not been previously published (or was published in a source that is difficult for most members to find). I gave each entry in the newsletter a number, and responses to each entry retained that number. As it says on the masthead, the discussion topics relate to the postal history of the Northwest Territories (including both the pre-1905 North-West Territories and the present territories), the Yukon, northern British Columbia, Manitoba to 1905, early Northern Ontario, and Labrador before 1949. The pre-1905 NWT includes the districts of Alberta, Assiniboia, Athabaska, Keewatin, and Saskatchewan.

In 1994, we started with a handful of charter members. By July 1994, the group had reached 32 members. By the end of the next year, we had reached 79 members and eventually topped 100. The membership now is just over 80.

This study group is sponsored by the Postal History Society of Canada (PHSC). Although not all our members are also members of PHSC, we recommend that they join. The group presented a joint exhibit in the Court of Honour at CAPEX 96 in Toronto—an exhibit that was preserved as a publication (now out of print). At that time, group members collaborated on a special issue of the *PHSC Journal* (Issue No. 85) devoted to the postal history of the Yukon, a major theme of the CAPEX international show. Copies of this special issue of the *PHSC Journal* are still available. Back issues of *The Northerner* are not available. With that introduction, I wish you all a Happy New Year for 2008; gs.

**Response to Item 1482. Winter Travel, Yukon.**

Last issue, I quoted two articles from the *Victoria Daily Colonist* about the winter Yukon mails of 1902 and 1903. Here is an earlier 1902 article from the November 23 *Colonist* that describes how the winter stage relays were organized.

**Winter Service to Klondike**

A special correspondent, writing from Dawson on November 3 says:

The White Pass has provided fourteen relays for its winter stage service overland between Dawson and White Horse and will change horses at every post. The posts are eighteen to twenty-five miles apart. Four horses will be driven to each rig. Once a week a limited Arctic overland flyer will go each way over the route with special traffic under contract, and other rigs will go by relay over the same route at less speed.

One hundred and sixty horses are used on the route, and are distributed at stations ready for the season. The first stages from each end will be dispatched next week. Light wheeled stages are provided for use should the snow not be deep enough for the coaches on runners at the first. The posts and distances from Dawson are as follows:

Indian river, 25 miles; Wounded Moose, 50 miles; Stewart Crossing, 75 miles; Stevens, 93 miles; Humes, 111 miles; Polly Crossing, 129 miles; Minto, 151 miles; Yukon Crossing, 173 miles; Carmack's, 193 miles; Montague, 217 miles; Hootchi, 238 miles; Nordenskiold, 259 miles; Little river, 280 miles; Takhinni Crossing, 300 miles; White Horse, 323 miles.

Road houses are located at each of the places enumerated, and quite a number of independent road houses along the route at other places. Supplies have been distributed at convenient river points, and are being hauled to inland posts by sleighs.

It is expected to make the trip from Dawson to White Horse this winter after a few weeks more, in three days. The fare will be \$125 to \$100.



White Pass Stage en Route to Dawson. Zaccarelli's card No. 331. Mailed at White Horse SP 7, 1905.

**Item 1507. Yukon Steamer *Casca*.**

From member 22, here's an undivided back card published by the Scenic Photo Publishing Co. of Seattle showing the steamer *Casca*.



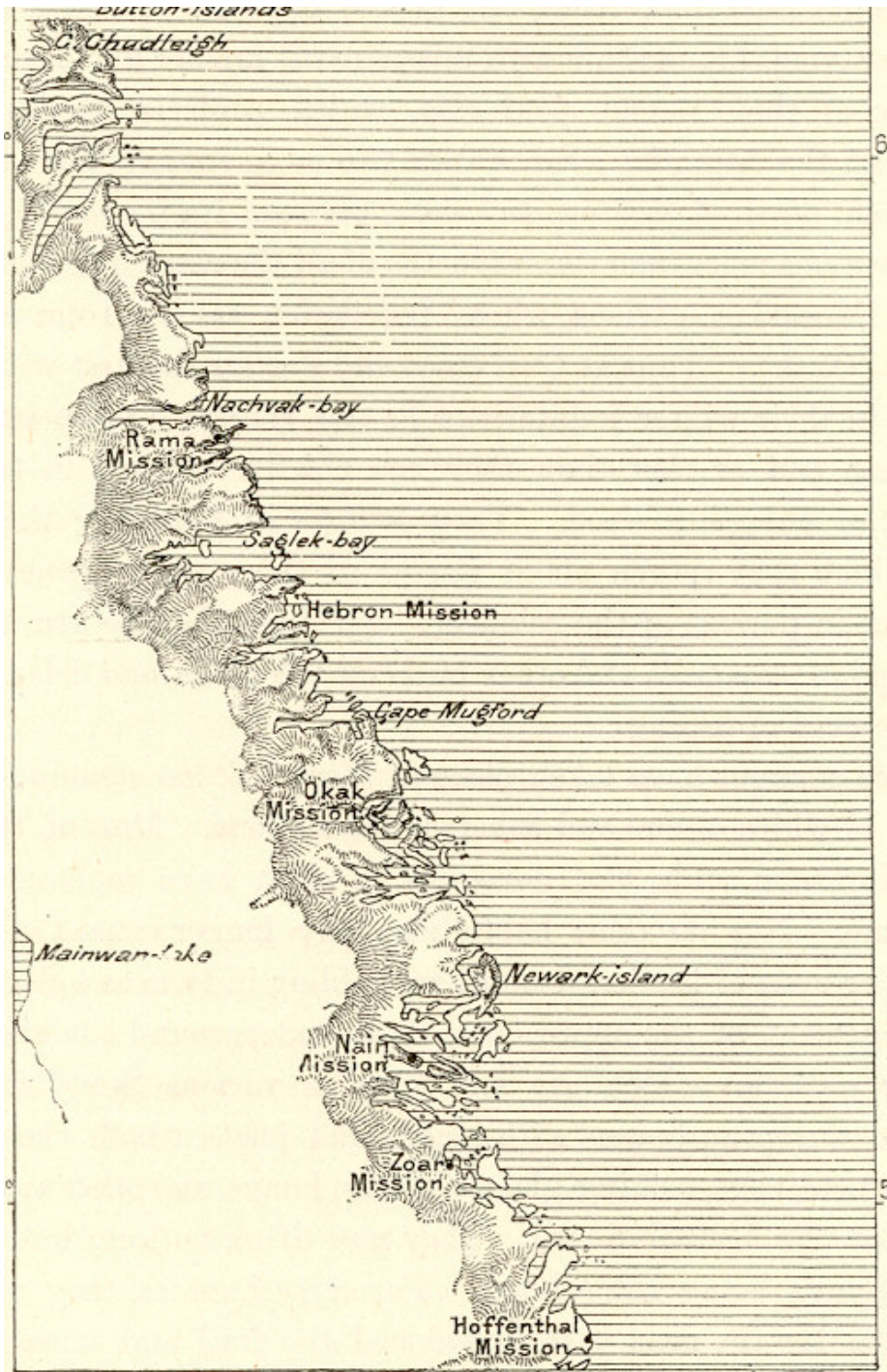
**Item 1508. Allan Portable Bath Apparatus.**

The same member submitted this cover, advertising the Allan Portable Bath Apparatus. It was mailed by the Managing Director for Newfoundland and Labrador, who was at Port Au Port (west coast of Newfoundland) at the time. The cover was mailed July 30, 1910. Has anyone seen this envelope used in Labrador?



**Item 1509. Labrador Missions – Early Map.**

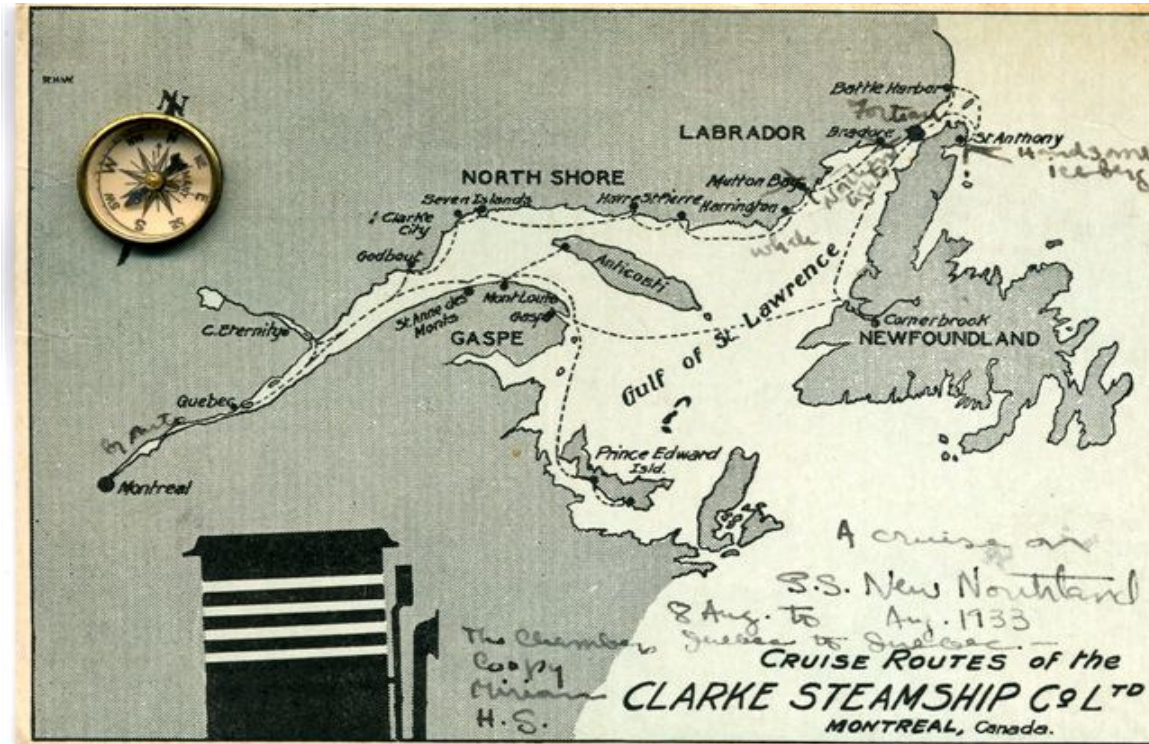
Here is a map showing the missions along the coast of Labrador. A member saw this on eBay, bid on it, but was not successful. He was able to get a scan for us, though.



Does anyone recognize the source of this map?

**Item 1510. Clarke Steamship Co. Ltd. Advertising Map.**

Here's another map sent in by the same member. It shows the cruise routes of the Clarke Steamship Co. Ltd., from Montreal to PEI, the North Shore of the St. Lawrence, Labrador, and Newfoundland. This advertising card was prepared by the World Devices Ltd., Montreal. A notation on the card says that the sender was on the S.S. *New Northland* in August 1933.



**Item 1511. RNWM Police Card.**

This card is an unused divided-back card printed by John Valentine & Sons. It shows Royal North West Mounted Policemen in different uniforms.



**Item 1512. Arctic Wings.**

Member 40 has obtained permission from the Oblates for us to reproduce pertinent excerpts from the book *Arctic Wings* by Father William A. Leising, O.M.I. published by Doubleday in 1959. I notice that there are numerous copies of this book available through Abe.Books.com at reasonable prices. The book is a true story about the Arctic and the missions undertaken by the Flying Missionary in the Frozen North, William A. Leising (March 31, 1913 - May 10, 2007), an Oblates of Mary Immaculate (O. M. I.) priest.

Here is a quote taken from Father Leising's obituary in the Amherst (NY) *Bee*:

Father Leising served as a missionary near Fort Smith in the Northwest Territories from 1940 to 1965. During that time, he worked as a dog-sled missionary at Fort Smith, helped build a church in Stony Rapids, Sask., and was chaplain for the gold and uranium mine companies at Yellowknife, capital of the Northwest Territories and at Port Radium on the eastern shore of Great Bear Lake.

He also flew airplanes into the Arctic Circle to retrieve people who needed medical attention. A book about Father Leising's flying adventures, "Arctic Wings" was published by Doubleday in 1959 and sold a million copies from 1960 to 1970, said his brother, Rev. Edmund, a missionary in Brazil since 1946.

Starting on p. 57, Leising relates being introduced to Mickey Ryan by Father Alphonse Mansoz at Fort Smith.

I learned more about Mickey Ryan from Father Mansoz as we returned to the mission. "He and his brother Patrick will go down in the history of this country as the Transportation Brothers," Father said. "They began first with dog teams, then horses, and carried the mail as regular as the sun three hundred and fifty miles from McMurray to Smith. Every four weeks they made a round trip, whether it was fifty below zero or even colder."

For years there was only a trail between Fitzgerald and Fort Smith around the rapids, and when everyone else lacked courage the Ryans tackled the problem with their characteristic determination and built a twenty-mile road over muskeg and sand. For the first eight miles they slashed down trees and brush and built a corduroy foundation over the spongy muskeg. Oxen and horses sank to their knees in the soft mushy tangle of roots, mud, and water, and they could carry only two hundred pounds apiece. The Ryan brothers had spent over two years building the road, which, when completed in the early twenties, became the portage that opened this North country...

That evening Father told me how Mickey Ryan started a fast messenger service between Edmonton and McMurray in 1925 with an old Hudson super-six car, known as "the speeder," equipped with flange rail wheels to ride the new railroad tracks.

"Remember the *Pelly Lake* you took to come north?" Father Mansoz asked. "It's a big tug of over fifty tons, quite a package to cart around. Well, Mr. Mickey Ryan pulled that boat out of the river here at Fort Smith and decided he could haul it up that eight per cent grade. Most people told him he was crazy, that it might get away from him and smash in a heap of firewood. Mickey had a good engineer with him, a man by the name of Joe Lacombe, who drove one of Ryans' two new Lynn tractors."

"On the morning of the big pull over a hundred people had gathered on the high bank to watch. Lacombe rode the first tractor, and another fellow drove the second. Mickey gave a shout and waved his arms. The exhausts spouted blue smoke, and slowly the cables tightened. Twenty men on each side of the boat broke the skids loose from the packed snow with sledge hammers, and very slowly the huge boat began to inch forward. Joe Lacombe was tense on his machine, his eyes on Mickey,

who was walking backward ahead of the tractor. Pas the halfway mark, just when everyone thought the boat was as good as up, the second tractor coughed and stalled! Mickey waved and called to Joe to keep it coming. The tractor threw out black smoke, dug its claws deeper into the hill, and the whole load came up right to the top of the hill.

"That is your Mickey Ryan . Quite a man, eh? Father said proudly."

Here's a cover from the Oblate Fathers in Edmonton (December 15, 1929) to Reverend Pere A. Laffont O.M.I., Fort Smith, N.W.T. [The typed address is weak.] A backstamp says that the cover was received in Fort Smith on December 27. It is commercial mail that was flown north during the period when Commercial Airways Ltd. was starting the first regular flights into the N.W.T.



Leising writes about the effect of the building of the Canol pipeline on the Mackenzie region, starting on p. 82.

On the morning of June 20, 1942, Fort Smith awoke in its usual drowsy manner, subbed its eyes, blinked, and looked startled at an invasion. Two thousand men had moved into town overnight!

Chipewyan Indians stood along the dusty streets as huge D-8 caterpillar tractors thundered past, towing boats, barges, and heavy oil rigs on mammoth trailers...

Four great projects had been proposed by the Joint Defense Board in 1942, and these were executed by the civilian and armed forces of both countries. [The Alaska Highway, the Caltel telegraph line along the highway, airfields to make the Northwest Staging Route, and ] the Canol pipeline and road from the oil at Norman Wells on the Mackenzie River to Whitehorse in the Yukon. The first three defense projects are still in use and have aided in the modern development of the Northwest. The pipeline has since been dismantled, but its secondary effect—the very fact that it broke into the isolation of the North with the modern air, river, and highway transportation—has changed not only the people but the face and pace of the entire country.

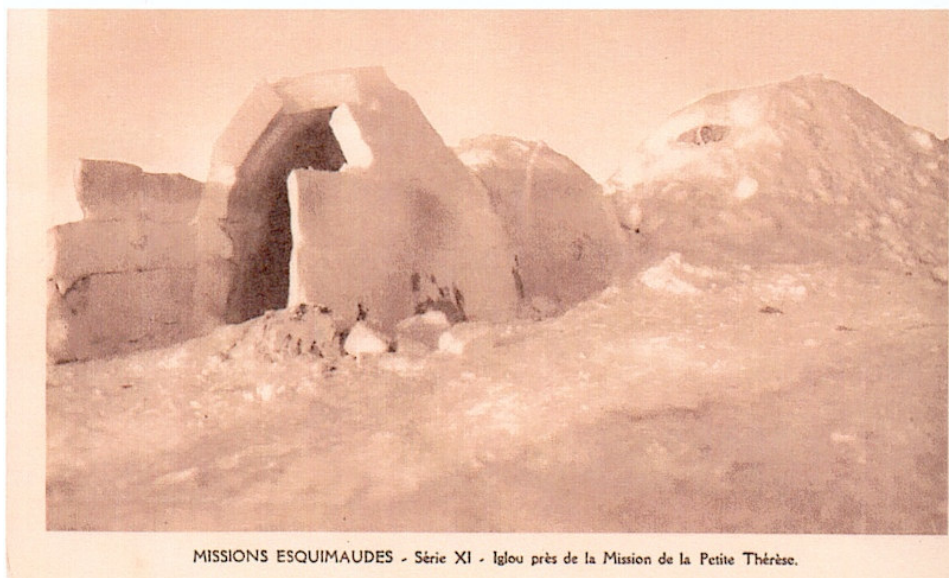
Many new stretches of the road were built in and about the settlements along the Mackenzie to facilitate local transportation, but only winter trails made connections with the Alcan Highway. At Fort Smith the portage roads were rebuilt and an extension was pushed a hundred miles north. The road was cut toward Hay River into the Wood Buffalo Park...

The North was now linked [by 1944] with the outside world. Mail service was established with regularity, and the people of Fort Smith began to blink their eyes and awaken to new sights and sounds. Fresh fruits and vegetables were now on sale at the local stores, and new faces appeared in town almost daily. We could see the great changes effected in our people by the war.

Here is an Oblate picture post card from the 1920s, showing "Mid Snow and Ice – 12. Carrying home the firewood." Sent in by Member 40.



And here's another Oblate card he sent. It shows an Igloo near the Little Theresa Mission.

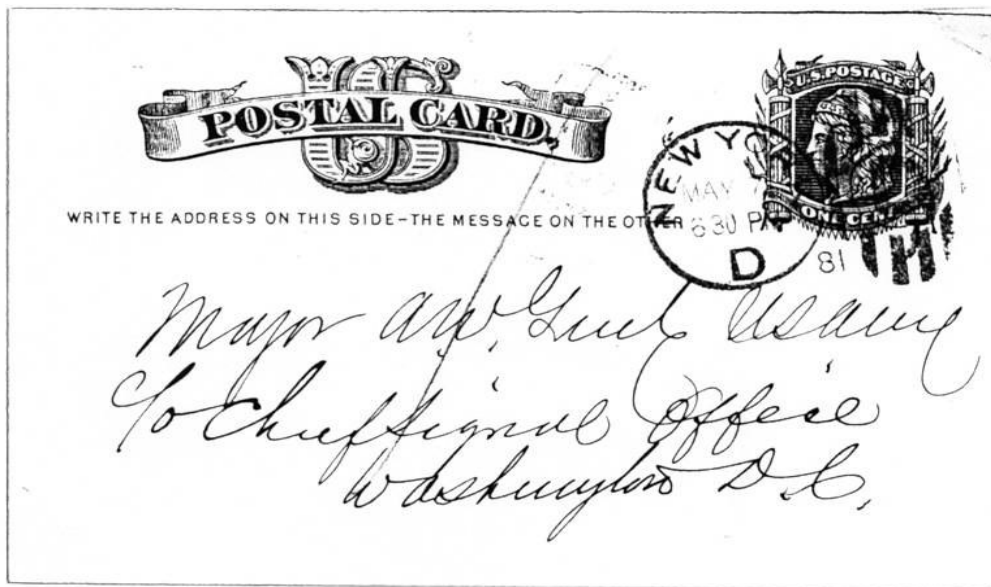


### Response to Item 1448. 1882 Greely Relief Expedition.

The most famous expedition for the 1882-1883 First International Polar year (IPY) was the 25-man party to Lady Franklin Bay, Ellesmere Island led by Lt. Adolphus Greely. Item 1448 (pp. 2018-2019) showed a postal card written on board the supply ship S.S. *Alhambra* on October 3, 1882 and mailed to Italy at Halifax that day. The writer probably had been on board the relief ship *Neptune*, which had tried to reach Greely's party in the summer of 1882. Member 17 has sent me copies of several pages of an exhibit he prepared with other IPY Lady Franklin Bay Expedition (LFBE) material (from 1881-1884).

No fresh supplies reached Fort Conger, and early in 1884 a relief ship for that only seven party members had survived (one of these died on the tip back to the US). The items shown here probably originally came in 1899 from Fort Conger (the station set up on Ellesmere Island in 1881 by Greely's party). Lt. Robert H. Peary was able to reach Fort Conger in 1899, and recovered the papers of the Greely party. The pieces shown here probably became available upon the death of Peary's daughter, who inherited much of her father's material.

This postal card, mailed at New York on May 7, 1881, is the only mail from the pre-departure preparation phase of the expedition. It was sent by expedition agent Major Charles Appleby to expedition leader Major A.W. Greely, U.S. Army working out of the Chief Signal Officer's office in the War Department in Washington.

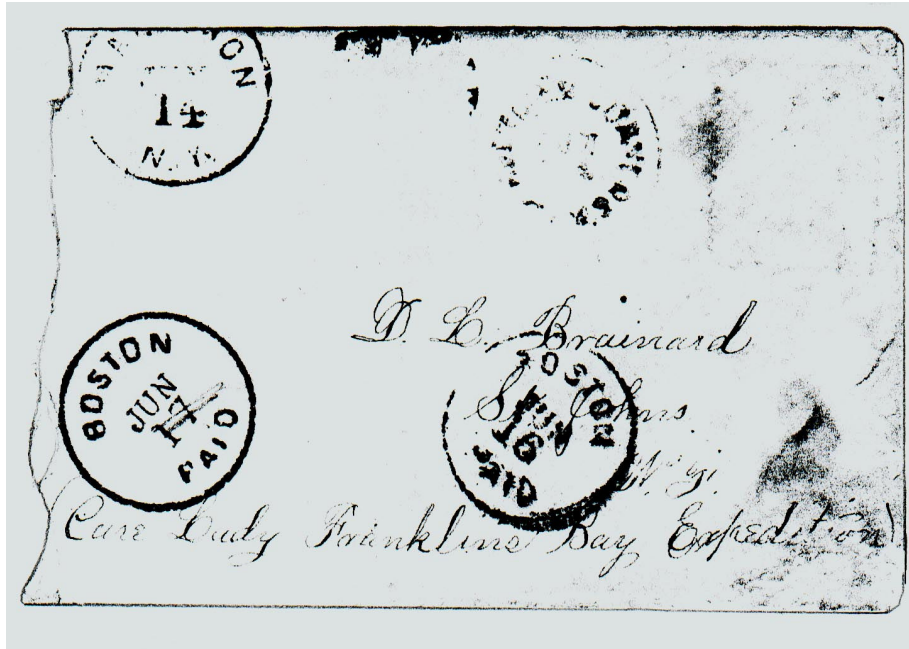


The card has a receiving postmark BOX DEPT. May 8, 1881. The message on the card enquires about procurement of journal books for use as diaries by expedition members.

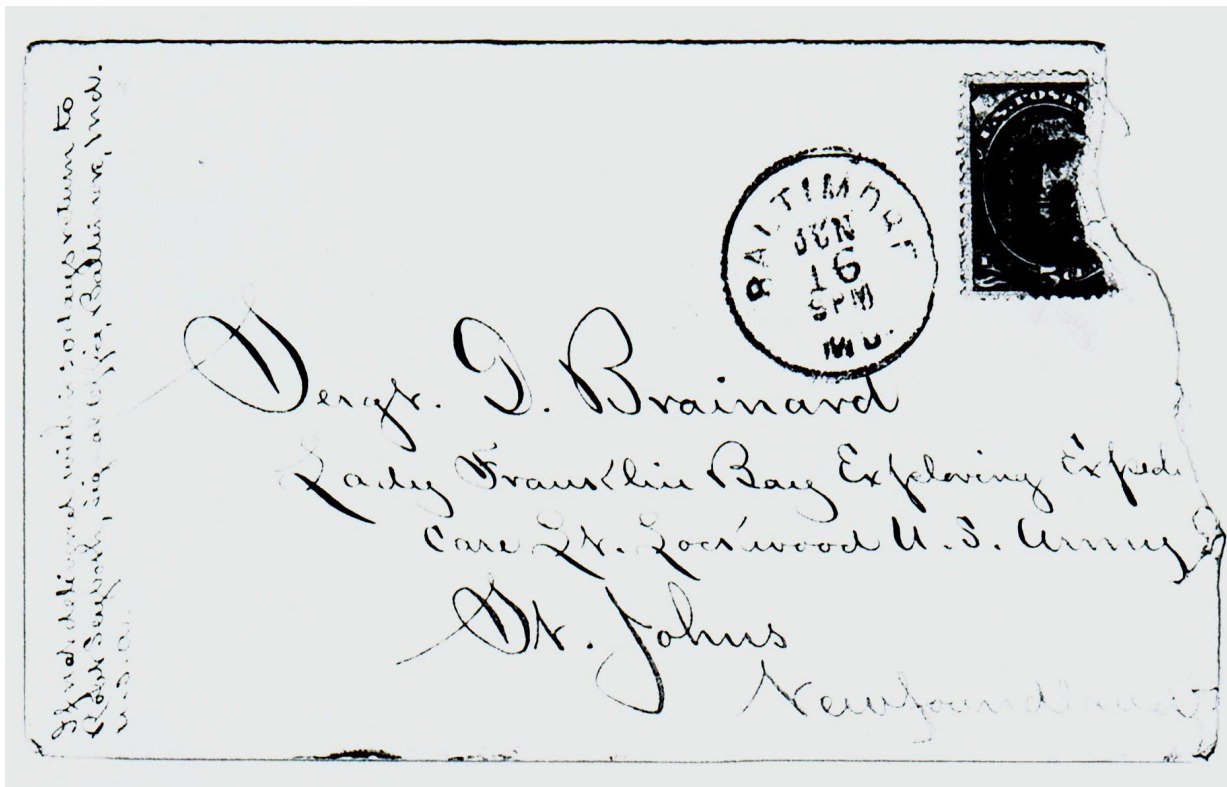
Next (on p. 2114) are the only two pieces of mail to reach the expedition at their first stop en route, St. John's, Newfoundland. Both were sent to the senior sergeant, D.L. Brainard. The upper cover was mailed at Marathon, New York on June 14, 1881 and received at St. John's on June 22. A stamp is missing from this envelope. Docketing on the cover says that it was replied to on June 28, just before the expedition departed from St. John's.

Below it is the second of the two known en-route covers. It was sent to Sergt. Brainard via his senior officer, Lt. Lockwood. It was mailed at Baltimore on June 16, 1881, transited Halifax on June 19, and reached St. John's on June 22.

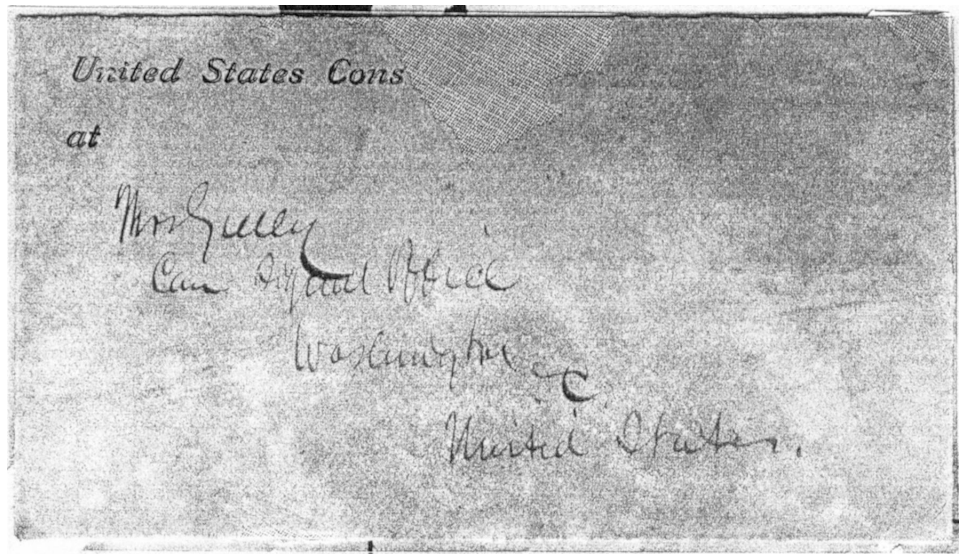
Marathon, NY to D.L. Brainard at St. John's, Newfoundland.



Baltimore to Sergt. D. Brainard at St. John's.



Our member also owns this cover written at Fort Conger by Greely to his wife. The enclosed letter says that the letter was being conveyed by Lt. Kislingbury, who had just be relived and was ordered back on the departing ship Proteus. The ship left, though, without seeing the approaching officer. Kislingbury returned to Greely with his mail. Kislingbury later died on the expedition.



The letter from Greely was enclosed in this Consular Service envelope. This is the only known mail from the Fort Conger expedition camp.

In this collection, there are also three covers written in the spring of 1882 by party members at their base camp to those on treks north. All three are addressed to Brainard. Greely had encouraged his colleagues to send morale-boosting letters to those on their long, arduous explorations. These letters are the first recorded traverse mail in polar expedition history.

#### Item 1513. Yukon Airways and Exploration Double-Weight Mail.

Member 33 has just bought this commercial cover front, a double-weight Yukon Airways item mailed to Teslin at White Horse March 23, 1929. Two 2¢ Admirals, two 2¢ semi-official stamps.



**Item 1514. Yukon Airways & Exploration Co. Air Mail Label.**

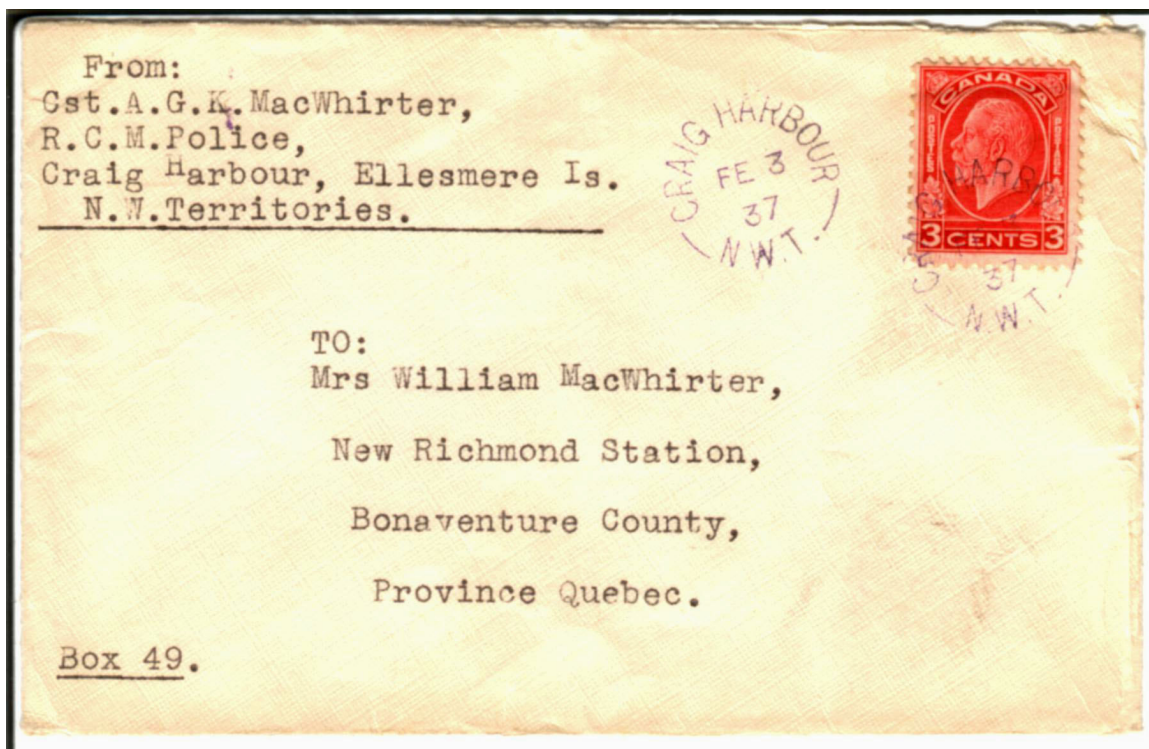
The same member also found this unused YA&E air mail label.



Bill Topping's book on this pioneer air mail company (p. 8) quotes the *PO Weekly Bulletin* of November 5, 1927 as saying that one of the conditions for having permission to carry air mail was to have VIA AIR MAIL prominently written on the address side of each cover or have the letter enclosed in a special cover furnished by YA&E Co. The envelope designed for the company was rejected by the POD. Labels (or stickers) 9½" by ½" were printed and used instead of envelopes.

**Item 1515. Craig Harbour, 1937 – Commercial Mail.**

Member 2 bought this Craig Harbour cover from the Selby auction by Charles Firby. It was posted to Quebec on February 3, 1937 by RCMP constable A.G.K. MacWhirter. The cover would have been held until the *Nascopie* arrived in the summer. This is commercial mail from a worker at Craig Harbour. Note the use of the broken circle date stamp, not the cds. The return address and the midwinter date also indicate that this cover was written at Craig Harbour by a resident.

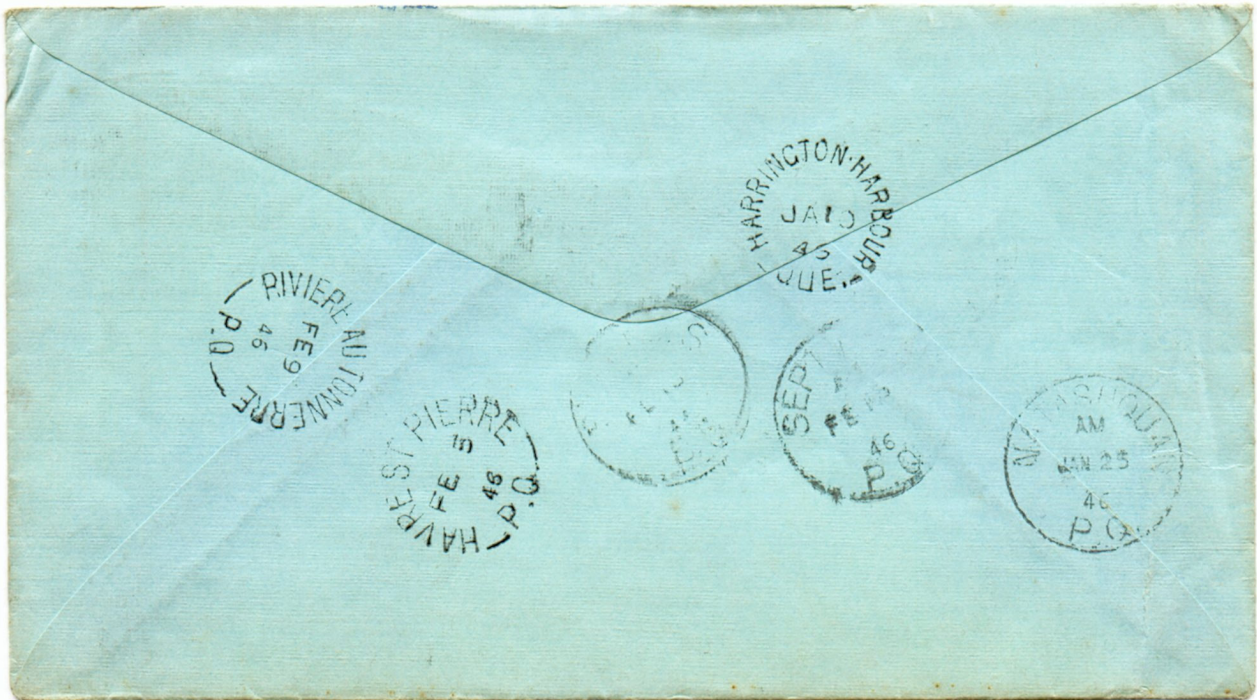
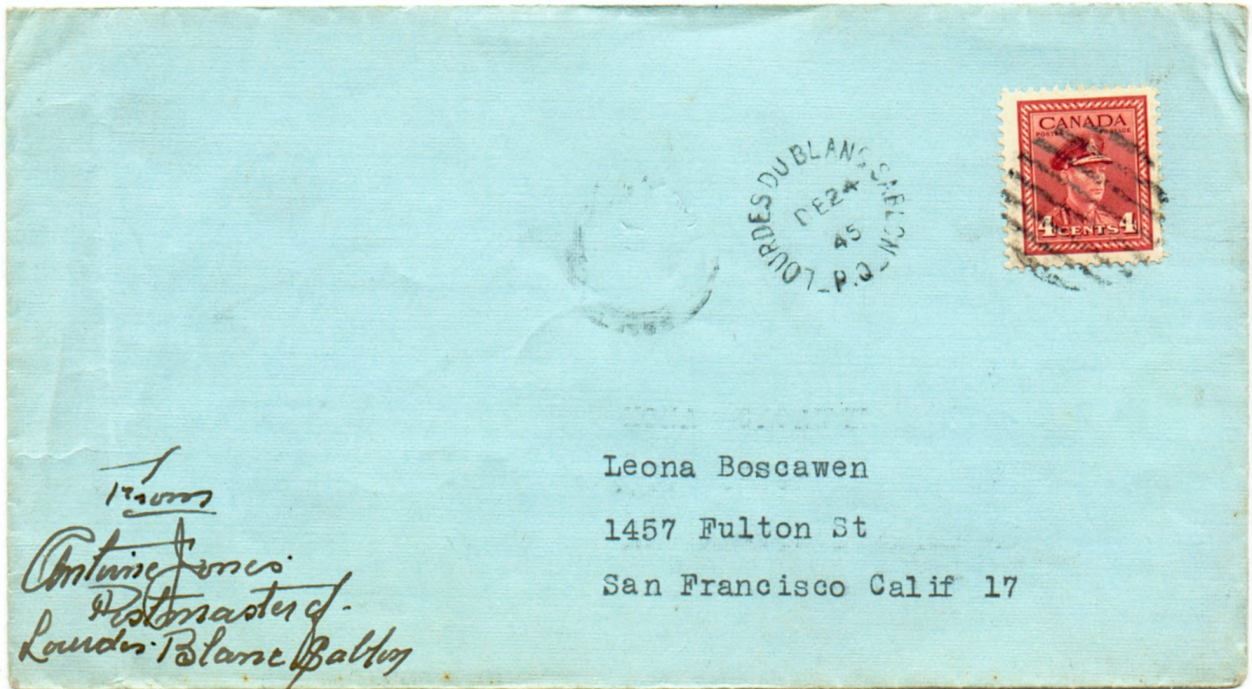
**Response to Item 1486. Census of C.P.C. No. 1 and C.A.P.O. 51 Covers.**

Member 7 adds this C.A.P.O. 51 cover: 8 Nov 1943 Cdn Fusiliers Lt W S Thompson C1 (1720) Free/Kiska. He suggests that we add these other Canadians that were in the Aleutians:

- 2 Aug 43 Cdn FSSF / Sgt Meiklejohn / Censor 029546¢ US postage
- 31 Ju 43 Cdn FSSF / Sgt R Powell / Censor 02909 Free
- 8 Aug 43 Cdn FSSF / Sgt Meiklejohn / Censor 029546¢ US postage
- 9 Aug 43 Cdn FSSF / " " " 02954 6¢ US postage
- 18 Aug 43 Cdn FSSF / " " " 02954 6¢ US postage. All APO 986.

**Item 1516. Lourdes du Blanc Sablon, 1945-1946 Winter Mail.**

Member 34 supplied this cover. It was mailed to California on December 24, 1945 at Lourdes du Blanc Sablon, Quebec (at the border with Labrador). It's autographed by Antoine Jones, the postmaster. In order, the postmarks on the reverse are Harrington Harbour (January 10, 1946), Natashquan (January 25), Havre St. Pierre (February 5), Riviere au Tonnerre (February 9), and Sept. Isles (February 15). I believe much of this part of the trip was by dog sled.



### Item 1517. Fort Garry Fancy Cancels – the Ms.

Here is a cover with three strikes of a Fort Garry M fancy cancel device. The cover was dated JY 11 or 14, 1872 with the FORT GARRY, MAN. broken circle. It was received in London, Ontario on JY 24. The 1¢ Small Queen stamps help show up the M cancels. Murray Campbell (*BNA Topics*, Vol. 23 No. 2, p. 32f, 1966) speculated that a Fort Garry mail clerk, John McDougall, used a carved M for the canceller. Lascelle says, "Presumably the "M" stands for Manitoba."



David Lascelle's book *Fancy Cancels on Canadian Stamps 1855 to 1950* lists two M cancels for Fort Garry: his 581 and 582 (580 and 581 in Day and Smythies). The strikes on this cover are Lascelle's 582. The clearest strike of Lascelle's 581 are shown on p. 58 of *Pioneer Mail in Western Canada* collected by Stewart Kenyon.

### Item 1518. Broken Circle Postmarks of the Territory of Alberta.

In the 1970s, Paul Hughes, Ferd Belanger, and I (with the help of many others) accumulated data on the broken circle postmarks of all of Canada. Bruce Graham completed the Ontario listings, which were published in 1999 by the PHSC in the book *Ontario Broken Circles*. Bob Smith has collected and published updates to this Ontario checklist. In December 2007, the PHSC started a web site that eventually will contain all of the broken circle lists. PHSC members will have free access to these lists. Related to our study area, there will be lists for Alberta Territory, Assiniboia, Athabaska, British Columbia, Manitoba, the North-West Territories (i.e., pre 1905) and the Northwest Territories (post 1905), Saskatchewan Territory, and Yukon. Newfoundland and Labrador listings will be prepared from data on index cards. The Province of Alberta will be added fairly soon, as will material from the Maritime provinces. The address for this new database web site is [www.postalhistorycanada.net](http://www.postalhistorycanada.net). This same site will carry *The Northerner*. The section with our newsletter will be open to all members of our study group.

For western and much of northern Canada, the broken circle lists do not yet have EKUs (earliest dates) and LKUs (latest dates). Collectors can help by sending me the earliest and latest dates for postmarks on the lists and by telling me about unrecorded hammers. Please check the lists, and see if you have any helpful dates. Here is the postmark list for Alberta Territory. This list contains some EKUs and LKUs, obtained from several collections. These dates are listed as they appear in the postmarks.

## BROKEN CIRCLE POSTMARKS OF THE TERRITORY OF ALBERTA (1882–1905)

Name	Proof date	Type	Diameter	Office opened	Office closed	EKU	LKU
AETNA	*	A1	21	NO 1 1900	SP 1 1905	MY 31/04	
AGRICOLA	OC 26 1892	A1	20	OC 1 1892	SP 1 1905	JY 15/01	
AIRDRIE				JUL 1 1900	SP 1 1905		
ALIX				JUN 1 1905	SP 1 1905		
ANDREW	*	A1	20	MR 1 1902	SP 1 1905	MR 9/04	
ANGUS-RIDGE	NO 30 1893	A1	20	NO 1 1893	SP 1 1905		
ANTHRACITE	JUN 2 1887	A1	20	JUN 1 1887	MR 7 1905		
ARTHURVALE	*	A1	20.5	JUN 10 1905	SP 1 1905		
ASKER				SP 1 1900	SP 1 1905		
ASTLEYVILLE				MY 1 1903	SP 1 1905		
ATHABASKA-LANDING	*	A1	21	JAN 22 1901	SP 1 1905	JUN 25/02	MY 25/05
BANFF	JUL 9 1886	A1	20	JUN 8 1888	SP 1 1905	MY 4/87	OC 23/89
BANKHEAD	*	A1	20	AU 1 1904	SP 1 1905	OC 6/04	
BARDO	*	A1		DE 1 1904	SP 1 1905		
BARNETT	NO 2 1891	A1	20	OC 1 1891	DE 1 1891		
BASSANO				DE 15 1903	SP 1 1905		
BATTLE RIVER				SP 1 1899	SP 1 1905		
BEARS-HILL	DE 23 1892	A1	20	DE 1 1892	AU 31 1902	FE 20/93	
BEAUMONT	*	A1	20	SP 1 1895	SP 1 1905	MY 4/99	
BEAVER-HILLS	JUN 30 1894	A1	20	JUN 1 1894	SP 1 1905		JA 4/05
BEAVER-LAKE	OC 3 1892	A1	20	SP 1 1892	SP 1 1905		AP 5/05
BEAZER	DE 19 1903	A1	20.5	DE 1 1903	SP 1 1905		
BELVEDERE				MY 1 1905	SP 1 1905		
BENTLEY	*	A1	21	AP 1 1900	SP 1 1905	MY 5/04	
BISMARCK				AU 1 1903	SP 1 1905		
BITTERN LAKE	*	A1	20.5	DE 1 1899	SP 1 1905	DE 25/03	
BLACKFALDS	*	A1	20	OC 1 1902	SP 1 1905	FE 23/03	AP 3/03
BLACKFOOT HILLS				AP 1 1905	SP 1 1905		
BLAIRMORE	*	A1	20	SP 1 1899	SP 1 1905	JAN 24/03	
BLIND-RIVER	JAN 16,1889	A1	20	JAN 1 1889	SP 1 1905		
BLUMENAU	FE 16 1905	A1	20	FE 1 1905	SP 1 1905		
BON ACCORD				SP 1 1901	SP 1 1905		
BONNIE GLEN				AU 1 1905	SP 1 1905		
BOWDEN	DE 23 1892	A1	20	DE 1 1892	SP 1 1905	MR 21/99	
BOW ISLAND				JUN 5 1905	SP 1 1905		
BRADBOURNE	*	A1	21	AP 1 1900	MR 1 1905	MR 1/03	
BRANT				MY 1 1905	SP 1 1905		
BREAGE				AP 1 1905	SP 1 1905		
BRICE	JUL 29 1893	A1	20.5	JUL 1 1893	MR 1 1901	JU 13/94	
BROOK	MY 19 1904	A1	21	MY 1 1904	SP 1 1905		
BROOKS STATION				DE 1 1904	SP 1 1905		
BROSSEAU				DE 1 1904	SP 1 1905		
BRUEDERHEIM	*	A1	21	SP 1 1895	SP 1 1905	OC 23/95	FE 24/05
BUFORD				OC 1 1903	SP 1 1905		
BULLOCKSVILLE				AU 15 1903	SP 1 1905		
BURNT LAKE				JUL 1 1901	SP 1 1905		
CALDWELL	*	A1	20	JUL 1 1900	SP 1 1905		
CALGARY, ALTA.	AU 2 1883	A1	21.5	OC 1 1883	SP 1 1905		
CALGARY, ALTA.	*	A1	22				
CALGARY, ALTA	*	A1	22.5				
CALMAR				AP 1 1900	SP 1 1905		
CAMROSE				MY 1 1905	SP 1 1905		
CANMORE	*	A1	22	OC 1 1884	SP 1 1905	FE 5/92	MY 28/04
CANYON				JUN 1 1900	SP 1 1905		
CARBON	OC 20 1904	A1	20	OC 1 1904	SP 1 1905		
CARDSTON	AU 2 1892	A1	19.5	JUL 1 1892	SP 1 1905	NO 5/94	JA 15/99
CARSTAIRS				SP 1 1900	SP 1 1905	AP 16/04	
CASH-CITY	JAN 9 1890	A1	20	DE 1 1889	MR 31 1891	FE 22/90	
CAYLEY				SP 1 1903	SP 1 1905		

CHEADLE				MY 1 1902	SP 1 1905		
CHESTERWOLD	NO 19 1903	A1	20	NO 1 1903	SP 1 1905		
CLARESHOLM	*	A1	21	DE 1 1902	SP 1 1905	MR 30/04	
CLOVER-BAR	*	A1	22	JUN 1 1884	SP 1 1905		MR 17/04
CLYDE				SP 1 1887	SP 1 1905		
COAL BANKS				AP 1 1904	SP 1 1905		
COCHRANE	SP 6 1887	A1	20	JUL 1 1887	SP 1 1905	JA 8/98	DE 22/03
COLEMAN	MY 19 1904	A1	20	MY 1 1904	SP 1 1905		
COLLES	OC 2 1893	A1	20	SP 1 1893	FE 1 1903		FE 23/99
CONJURING CREEK				AP 1 1900	SP 1 1905		
CONTENT	MY 19 1904	A1	20	MY 1 1904	SP 1 1905		
COOKING LAKE				AU 1 1905	SP 1 1905		
COUTTS	JUN 13 1893	A1	19.5	MY 1 1893	SP 1 1905		AP 3/02
COWLEY	*	A1	21	AP 1 1900	SP 1 1905	NO 11/01	MY 18/05
CRAIG				AU 1 1905	SP 1 1905		
CREE-HILL	DE 9 1890	A1	20.5	NO 1 1890	MR 31 1892		
CROSSFIELD	*	A1	21	AU 1 1902	SP 1 1905	AU 20/03	
CROWFOOT	OC 20 1904	A1	20	OC 1 1904	SP 1 1905		
CUT BANK				MY 1 1902	SP 1 1905		
DAVISBURG	AU 6 1888	A1	19.5	JUL 1 1888	SP 1 1905	AP 7/04	
DEL NORTE				MY 1 1905	SP 1 1905		
DESJARLAIS	DE 19 1903	A1	21	DE 1 1903	SP 1 1905		
DEWDNEY	JUL 3 1891	A1	20.5	AU 1 1891	MR 1 1897		
DE-WINTON	AP 19 1894	A1	20	AP 1 1894	SP 1 1905	JA 31/01	AP 1/04
DIANA	*	A1	21	JUL 1 1902	SP 1 1905	MR 25/03	
DIDSBURY	JAN 26 1895	A1	20.5	JAN 1 1895	SP 1 1905	AP 20/00	JUL 18/05
DINTON	AU 16 1904	A1	20	AU 1 1904	SP 1 1905		
DINWOODIE				OC 1 1903	SP 1 1905		
DOG POUND (1)				JAN 1 1900	MR 1 1900		
DOG POUND (2)				MR 1 1905	SP 1 1905		
DORA				JUN 1 1905	SP 1 1905		
DORENLEE	DE 19 1903	A1	21.5	DE 1 1903	SP 1 1905	SP 3/04	
DRY FORK				SP 1 1903	SP 1 1905		
DUAGH (1)				AP 1 1903	SP 1 1905		
DUHAMEL	NO 29 1893	A1	21	NO 1 1893	SP 1 1905	JY 15/99	MR 20/03
DUNBOW	*	A1	19	JUL 1 1885	JUN 30 1898		
EAGLE HILL				JUN 1 1903	SP 1 1905		
EARLING				MR 1 1904	SP 1 1905		
EARLVILLE	*	A1	20	FE 1 1904	SP 1 1905		
EAST CLOVER BAR	*	A1	20	JUN 1 1903	SP 1 1905	Au 5/04	
EDBERG				AP 1 1902	SP 1 1905		
EDENSVILLE	DE 19 1903	A1	20.5	DE 1 1903	SP 1 1905		
EDISON				JUL 1 1904	SP 1 1905		
EDMONTON, ALTA.	SP 2 1883	A1	21	DE 1 1882	SP 1 1905		
EDMONTON, N.W.T./CANADA	*	A4	21.5				
EDNA	JUN 30 1894	A1	19.5	JUN 1 1894	NO 1 1899	AP 23/96	OC 23/97
EDWAND				JUN 1 1904	SP 1 1905		
EDWELL	FE 23 1894	A1	20.5	FE 1 1894	SP 1 1905		
EGG LAKE	*	A1	21	SP 1 1897	SP 1 1905		
ELINOR				JUN 1 1905	SP 1 1905		
ELLERSLIE	*	A1	21.5	DE 1 1896	SP 1 1905		
EVARTS	*	A1	20.5	JUL 1 1903	SP 1 1905	AP 7/04	
EWELME	*	A1	20	MY 1 1905	SP 1 1905		
EWING				AU 15 1903	SP 1 1905		
EXCELSIOR				JAN 1 1905	SP 1 1905		
FAIRY BANK	*	A1	21	MY 1 1902	SP 1 1905	MY 13/04	
FALUN				DE 1 1904	SP 1 1905		
FERRY POINT				AP 1 1904	SP 1 1905		
FETLOCK	MY 2 1892	A1	20				
FISHBURN	NO 19 1894	A1	21	NO 1 1894	SP 1 1905	NO 5/96	FE 27/99
FORSHEE	NO 19 1903	A1	20	NO 1 1903	SP 1 1905		
FORT KIPP	MY 6 1886	A1	21	AP 1 1886	JUN 30 1898	FE 11/91	
FORT-McLEOD	OC 6 1883	A1	21	OC 1 1883	OC 1 1892	DE 12/84	MR 30/85
FORT SASKATCHEWAN,	FE 12 1878	A2	21	DE 1 1882	SP 1 1905	MY 7/84	

N.W.T.							
FORT-SASKATCHEWAN, ALTA	MY 12 1886	A1	20			SP 21/93	DE 27/01
FRANK	*	A1		AU 1 1901	SP 1 1905		
FRANKBURG				MY 1 1905	SP 1 1905		
GILLINGHAM (1)				MR 1 1896	JUN 10 1897		
GILLINGHAM (2)	*	A1	20	AU 1 1898	SP 1 1905	MR 1/99	
GILPIN				JUL 1 1904	SP 1 1905		
GLADYS	FE 3 1890	A1	20.5	JAN 1 1890	SP 1 1905	JA 8/01	
GLEICHEN	*	A1	20	SP 1 1884	SP 1 1905	JY 2/92	
GRASSY LAKE				AU 15 1902	SP 1 1905		
GREENLAW	JAN 23 1892	A1	19	DE 1 1891	MY 31 1903		
GRIERSON (1)	JUL 9 1890	A1	20	JUL 1 1890	AP 1 1896	AU 17/95	
GRIERSON (2)				DE 1 1898	SP 1 1905		
HARMATTAN	*	A1	21	MY 1 1900	SP 1 1905		
HARRISBORO	JUN 27,1890	A1	20.5	JUN 1 1890	MY 31 1895		
HASTINGS COULEE				AP 1 1905	SP 1 1905		
HAYNES	*	A1	21	OC 1 1900	SP 1 1905	FE 20/04	
HEATHER BRAE				MY 1 1903	SP 1 1905		
HIGHLAND PARK				JUL 1 1902	SP 1 1905		
HIGH RIVER	*	A1	22	FE 1 1884	SP 1 1905	AU ?/86	OC 22/95
HILL END				JUL 1 1902	SP 1 1905		
HILLSDOWN				JUN 1 1902	SP 1 1905		
HOLLBROKE	SP 9 1886	A1	20.5	AU 1 1886	JUN 6 1904	FE 11/92	
HORSE HILLS	*	A1	21	AP 1 1896	SP 1 1905	AP 18/02	
HUNKA				JUL 1 1902	SP 1 1905		
INDEPENDENCE	*	A1	20	AP 1 1903	SP 1 1905	JAN 18/04	
INGA				JAN 1 1904	SP 1 1905		
INNISFAIL	MR 9 1892	A1	20.5	AP 1 1892	SP 1 1905	FE 18/93	SP 13/95
IOWALTA				MR 1 1903	SP 1 1905		
ISLAND LAKE				JUN 1 1905	SP 1 1905		
JACKVILLE	MY 19 1904	A1	20	MY 1 1904	SP 1 1905		
JUMPING-POND	AU 2 1892	A1	20	JUL 1 1892	SP 1 1905		
JUMPING POUND	NO 26 1903	A1	20.5				
KANANASKIS	MY 30 1888	A1	20.5	AP 1 1888	SP 1 1905	NO 15/97	
KANSAS	*	A1	20	JUN 15 1903	SP 1 1905		
KIMBALL	*	A1		FE 1 1903	SP 1 1905		
KNEE-HIGH-VALLEY	JUL 26 1894	A1	21	JUL 1 1894	SP 1 1905	MR 26/04	
KNOLLTON				JUL 1 1905	SP 1 1905		
KOLOMEA	*	A1		SP 1 1904	SP 1 1905		To ALTA
KRAKOW	*	A1		FE 1 1904	SP 1 1905		To ALTA
LAC-LA-BICHE	JUL 31 1893	A1	20	JUL 1 1893	SP 1 1905	JA 25/95	
LACOMBE	NO 9 1891	A1	20	DE 1 1891	SP 1 1905	SP 11/92	AP 6/00
LACOMBE	*	A1	21			MR 13/03	
LAC STE. ANNE				MY 1 1903	SP 1 1905		JUN 5/05
LAGGAN	*	A1	20.5	MR 1 1901	SP 1 1905	JUL 10/01	OC 2/04
LAKE DE MAY	*	A1	19	JUL 14 1903	SP 1 1905	MR 19/04	
LAMERTON	AU 29 1893	A1	21	AU 1 1893	SP 1 1905	FE 25/96	
L'AMOUREUX	*	A1	19.5	AP 1 1896	SP 1 1905		
LANGDON	DE 19 1890	A1	20.5	DE 1 1890	SP 1 1905		SP 21/03
LEAVINGS	AU 16 1904	A1	20	AU 1 1904	SP 1 1905		
LEAVITT				JAN 1 1900	SP 1 1905		
LEDUC	JUN 13 1893	A1	21	MY 1 1893	SP 1 1905	DE 29/03	JA 7/05
LEGAL				MY 1 1900	SP 1 1905		
LETHBRIDGE, ALTA.	*	A1	20	OC 1 1885	SP 1 1905	AU 9/87	NO 10/99
LETHBRIDGE, ALTA.	JUN 13 1888	A1	20			DE 13/93	
LEWISVILLE	NO 30 1893	A1	20.5	NO 1 1893	SP 1 1905	JU 17/98	
LIBERAL				AU 15 1903	SP 1 1905		
LINEHAM	FE 25 1895	A1	21	FE 1 1895	SP 1 1905	FE 20/96	JY 15/05
LIVINGSTONE (1)	AP 19 1894	A1	20.5	MY 1 1894	MR 1 1896		
LIVINGSTONE (2)				AP 1 1896	SP 1 1905		
LOCHEND				JUN 1 1905	SP 1 1905		
LOGAN	SP 2 1892	A1	19.5	AU 1 1892	SP 1 1905		
LYNDON	JUL 31 1893	A1	21	JUL 1 1893	SP 1 1905	JU 5/97	JY 3/97
McLEOD				OC 1 1892	SP 1 1905		

MACEWAN	NO 19 1903	A1	20.5	NO 1 1903	SP 1 1905		
MAGRATH	*	A1	21	MR 1 1900	SP 1 1905	MR 23/03	
MANAWAN	JUN 30,1894	A1	20.5	JUN 1 1894	DE 2 1898		
MANFRED				FE 1 1904	SP 1 1905		
MANNVILLE				AP 1 1905	SP 1 1905		
MARKERVILLE				DE 1 1902	SP 1 1905		
MARTINS				JAN 1 1905	SP 1 1905		
MAYTON				MR 1 1902	SP 1 1905		
MEADOW-CREEK	*	A1	21	SP 1 1895	SP 1 1905	FE 22/96	
MEETING CREEK				JUN 1 1905	SP 1 1905		
MEWASSIN				MY 1 1903	SP 1 1905		
MIDNAPORE, ALTA.	*	A1	21.5	FE 1 1884	SP 1 1905	AP 10/86	MR 12/97
MIDNAPORE, ALTA	*	A1	21			AP 6/04	
MILLARVILLE	JUL 2 1892	A1	21	JUN 1 1892	SP 1 1905	JA 7/98	AP 14/99
MILLET	*	A1	20.5	AP 1 1896	SP 1 1905		MY 6/04
MILLWARD	*	A1	20	MY 1 1885	SP 1 1905	JU 10/05	
MILNERTON	NO 19 1903	A1	20.5	NO 1 1903	SP 1 1905		
MILFORD	FE 16 1889	A1	20				
MITFORD (1)	A1	20		MY 1 1889	AP 1 1899	AU 2/94	JA 8/98
MOLSTAD				AP 1 1904	SP 1 1905		
MONETA	JAN 23 1892	A1	19.5				
MORINVILLE	JAN 26 1893	A1	19	JAN 1 1893	SP 1 1905		AP 24/03
MORLEY	*	A1	19.5	OC 15 1888	SP 1 1905	MR 27/99	FE 27/01
MORNINGSIDE	*	A1	21	JAN 1 1901	SP 1 1905	MR 30/03	
MOSQUITO CREEK				JUL 1 1887	FE 28 1892		
MOUND				MR 1 1905	SP 1 1905		
MOUNTAIN MILL				OC 1 1899	SP 1 1905		
MOUNTAIN-VIEW	SP 29 1894	A1	21.5	SP 1 1894	SP 1 1905	FE 2/97	
MOUNT LAGGAN	*	A1	22	JUL 1 1884	JUL 31 1885	SP12/84	
MURRAY VALLEY				JUN 1 1903	SP 1 1905		
NAMAO	JUN 9 1892	A1	20	MY 1 1892	SP 1 1905		
NANTON	JUL 31 1893	A1	21	JUL 1 1893	SP 1 1905	OC 16/97	AU 19/05
NATIONAL PARK	JUL 26 1887	A1	21	AU 1 1887	JUN 8 1888	OC 2/87	
NEAPOLIS				MR 1 1903	SP 1 1905		
NEW-LUNNON	AU 29 1893	A1	21	AU 1 1893	SP 1 1905	JY 5/98	
NEW NORWAY				JUN 1 1903	SP 1 1905		
NEW OXLEY	*	A1	22	MY 1 1884	SP 1 1905	OC 28/99	
NEW SAREPTA				JUN 15 1905	SP 1 1905		
NOELTON	*	A1		JAN 1 1905	SP 1 1905		
NORTHERN	*	A1	20	MR 1 1898	DE 1 1904	MR 26/03(?)	
NORTH-FORK	FE 1 1892	A1	20.5	JAN 1 1892	MY 1 1894		
OIL CITY				JUN 1 1905	SP 1 1905		
OKOTOKS (1)	*	A1	20.5	FE 1 1884	AU 1 1891		
OKOTOKS (2)				MR 1 1897	SP 1 1905	AP 1/99	DE 4/02
OLDS	MY 2 1892	A1	20	AP 1 1892	SP 1 1905	NO 26/95	JU 29/03
OLSEN CREEK				MY 1 1905	SP 1 1905		
ONOWAY	MY 19 1904	A1	19.5	MY 1 1904	SP 1 1905		JUN 5/05
OXBOW, ALTA.	MY 2 1892	A1	20				
PAKAN	JUL 9 1887	A1	20	JUN 1 1887	SP 1 1905	AU 13/94	
PANIMA	MR 20 1894	A1	21	MR 1 1894	MR 31 1903		
PARTRIDGE HILL	OC 20 1904	A1	20	OC 1 1904	SP 1 1905		
PATIENCE	NO 19 1903	A1	21	NO 1 1903	SP 1 1905	FE 27/04	
PEKISKO	SP 6 1886	A1	20	AU 1 1886	SP 1 1905	FE 19/04	MR 8/04
PENHOLD	JAN 23 1892	A1	19.5	DE 1 1891	SP 1 1905	JA 27/00	
PINCHER-CREEK	*	A1	21	JUL 1 1884	SP 1 1905	AP 28/90	DE 5/01
PINE-CREEK (1)	JUL 6 1887	A1	20	AP 1 1887	AU 15 1896		
PINE LAKE	*	A1	21	DE 1 1895	SP 1 1905	DE 2/97	
PONOKA	*	A1	21	MY 1 1897	SP 1 1905	MR 26/03	AP 24/03
POPLAR-GROVE	MY 2 1891	A1	21	AP 1 1891	AP 1 1982		
POZERVILLE	NO 21 1903	A1	21	JAN 27 1904	SP 1 1905		
PRETTY HILL				JUN 1 1903	SP 1 1905		
PRIDDIS	JUN 30 1894	A1	20	JUN 1 1894	SP 1 1905		
QUARREL				MY 1 1905	SP 1 1905		
RAVEN	FE 18 1905	A1	21	FE 1 1905	SP 1 1905		
RAY				DE 1 1900	SP 1 1905		

RAYMOND	*	A1	20.5	AU 1 1902	SP 1 1905		
RED DEER	*	A1	21	DE 1 1884	SP 1 1905	JA 9/91	FE 7/91
RED LODGE	*	A1	20	AP 1 1896	SP 1 1905		MR 19/04
RED WILLOW	*	A1	20	AU 15 1903	SP 1 1905	OC 2/05	
RIMBEY	NO 21 1903	A1	21	NO 1 1903	SP 1 1905	AP 27/05	
RIVIERE QUI BARRE	*	A1	21.5	SP 1 1895	SP 1 1905	JAN 1 1904	
ROSALIND				JUN 1 1905	SP 1 1905		
ROSEBUD (1)				AP 1 1896	DE 1 1898		
ROSEBUD CREEK				MR 1 1901	SP 1 1905		
ROSENROLL (1)	*	A1	20	FE 1 1903	SP 1 1905	AP 24/03	
ROSS CREEK	*	A1	21	AU 1 1899	SP 1 1905	OC 13/99	
ROUND HILL				SP 1 1904	SP 1 1905		
ROUND UP				JUN 1 1903	SP 1 1905		
SACRED HEART				JUN 15 1903	SP 1 1905		
SADDLE-LAKE	JUL 31 1893	A1	21	JUL 1 1893	SP 1 1905	MR 24/94	OC 5/97
ST. ALBERT, N.W.T.	AU 5 1880	A2	22	DE 1 1882	SP 1 1905		
ST.-ALBERT, ALTA.	AU 20 1890	A1	21			MR 6/94	JY 5/98
ST.-ALBERT, ALTA.	*	A1	20			OC 1/03	JA 14/04
SARON	*	A1	19.5	JUN 1 1901	SP 1 1905	OC 1/04	
SHANDRO				JAN 1 1905	SP 1 1905		
SHEPARD (1)				MY 1 1903	SP 22 1903		
SHEPARD (2)				JAN 1 1905	SP 1 1905		
SILVERTON				JAN 1 1885	JUN 30 1886		
SION	MY 19 1904	A1	20	MY 1 1904	SP 1 1905		
SKAFSE	*	A1	20	MY 1 1903	SP 1 1905	MR 25/04	
SKARO				JUL 1 1904	SP 1 1905		
SODA LAKE	NO 21 1903	A1	20.5	NO 1 1903	SP 1 1905		
SOLHEIMA				JUL 1 1901	SP 1 1905		
SOLLMANN				JUL 1 1904	SP 1 1905		
SOUTH-EDMONTON	SP 2 1892	A1	19	AU 1 1892	OC 1 1899	DE 28/93	AU 17/96
SPRING-BANK	FE 28 1891	A1	21.5	JAN 1 1891	SP 1 1905		MR 23/04
SPRING COULEE				MY 1 1902	SP 1 1905		
SPRING LAKE				MR 1 1904	SP 1 1905		
SPRING POINT				SP 1 1904	SP 1 1905		
SPRUCE-GROVE	JUN 30,1894	A1	21	JUN 1 1894	SP 1 1905	MR 24/99	MR 11/04
STAND-OFF	*	A1		JAN 1 1896	SP 1 1905		
STAR	*	A1	20	NO 1 1899	SP 1 1905		
STAVELY				JUL 1 1903	SP 1 1905		
STEWARTWYN				AU 1 1905	SP 1 1905		
STIRLING	*	A1	21.5	MR 1 1900	SP 1 1905	AU 12/03	
STONY-PLAIN	JUL 8 1893	A1	21	JUN 1 1893	SP 1 1905	FE 27/96	JU 3/05
STRANGMUIR (1)	DE 2 1889	A1	20	NO 1 1889	JUL 31 1898	MR 15/92	
STRATHCONA	*	A1	20	OC 1 1899	SP 1 1905	NO 26/02	AU 31/05
STURGEONVILLE				SP 1 1904	SP 1 1905		
SUMMerview				AP 1 1904	SP 1 1905		
SUNNYSLOPE	DE 19 1903	A1	21.5	DE 1 1903	SP 1 1905		
TABER	AU 16 1904	A1	21	AU 1 1904	SP 1 1905		
TAPSCOT				AU 1 1905	SP 1 1905		
TAYLORVILLE				JUN 9 1900	SP 1 1905		
TELFORDVILLE				SP 1 1904	SP 1 1905		
THE LEAVINGS				FE 1 1884	MY 1 1884		
THREE HILLS				DE 1 1904	SP 1 1905		
TINDASTOL	JUL 2 1892	A1	21	JUN 1 1892	SP 1 1905		
TOFIELD	*	A1	19	MR 1 1898	SP 1 1905	AP 27/00	
TONGUE CREEK				JUN 5 1905	SP 1 1905		
TWIN BUTTE				JUN 1 1905	SP 1 1905		
URQUHART	*	A1	19	NO 1 1895	SP 1 1905	MY 22/99	
USONA				JUN 1 1905	SP 1 1905		
VEGREVILLE	*	A1	21	DE 1 1895	SP 1 1905		MR 9/04
VERMILION VALLEY				FE 1 1904	SP 1 1905		
VIKING				JUL 1 1904	SP 1 1905		
VILLENEUVE				JUL 1 1900	SP 1 1905		
WABAMUN				AU 1 1905	SP 1 1905		
WAGHORN	SP 5 1891	A1	21	AU 1 1891	OC 1 1902	FE 6/94	FE 7/99
WARWICK	NO 21 1903	A1	21	JAN 27 1904	SP 1 1905		

WAUGH				JUN 1 1905	SP 1 1905		
WEST-MACLEOD	SP 29 1894	A1	21	SP 1 1894	OC 18 1898		
WESTWARD HO				AP 1 1905	SP 1 1905		
WETASKAWIN	OC 23 1892	A1	20.5	DE 1 1892	SP 1 1905	AU 3/93	JA 4/00
WHITEBRUSH				FE 1 1904	SP 1 1905		
WHITE-FISH-LAKE	SP 29 1894	A1	20	SP 1 1894	SP 1 1905		
WHITE MUD				MY 1 1897	AP 30 1899		
WHITE-SAND	MY 2 1892	A1	20				
WHITFORD	*	A1	20	JUL 1 1897	SP 1 1905	MR 10/04	
WILLOWS				SP 5 1903	SP 1 1905		
WINTERBURN				MY 1 1904	SP 1 1905		
WOOD RIVER				AU 1 1903	SP 1 1905		
WOSTOK	*	A1	20	JAN 1 1899	SP 1 1905	FE 2/99	NO 13/03
YARROW	AP 26 1895	A1	21	AP 1 1895	SP 1 1905		
YARROW	FE 2 1905	A1	20				
YOUNGSTOWN	FE 18 1905	A1	20	FE 1 1905	SP 1 1905		

\* = No proof impression date is available.

Type A1 is the standard broken circle with either ALTA. or ALTA at the base of the mark.

Type A2 and Type A4 hammers had N.W.T. in their lettering. Their early and late dates are shown in the early N.W.T. list.

The diameters are measured in mm. Measurements of arcs for those POs having multiple hammers appear online.

Comments about name changes of post offices appear online.

EKU = Earliest known use.

LKU = Latest known use in the territory, which changed to provinces on September 1, 1905.

EKUs and LKUs are listed in the form in which they appear in the postmark.

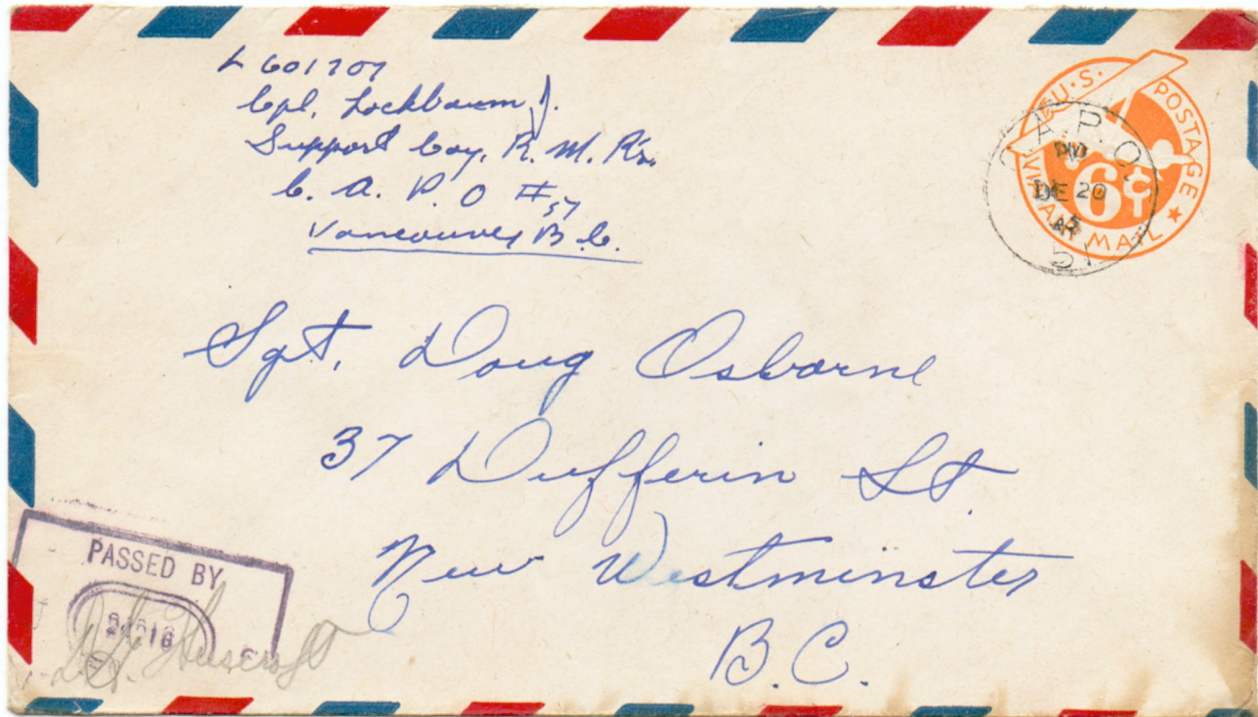
Please send updates to this list to Gray Scrimgeour.

### Responses to Item 1446. Canadian Forces in Alaska in World War II.

Here are two more, unrecorded CAPO 51 covers. The first (below) is damaged at the left. It was mailed on September 16, 1943 to New Westminster. Lt. "Sandy" Hay censored the cover, and applied mark 24316. It was sent by a Warrant Officer of the Rocky Mountain Rangers.



Here is another cover from the same correspondence, sent by Cpl. J. Lockbaum, Support Co., R.M. Rangers. It also bears the Censor 24316 mark. It was mailed on December 20, 1943.



This is quite a late CAPO 51 cover.

Member 17 writes in response to page 2092:

I see that my submission about WWII at Kiska calls the 1SSF with the plural "Forces" in one place. It should be First Special Service Force (singular). The 1SSF is part of the heritage of today's USA Special Forces. The green shoulder patch of all those in Special Forces is nearly identical to a red one then worn by those of the 1SSF. However, unlike the moniker of those into which it evolved, back then it was FORCE—not forces.

As to identifying by what source specific mail flew to or from the Aleutians during WWII (see page 2093), it would be very nice to know, but I doubt that is possible. I never have seen any markings on mail that would have done this. The contracts were awarded ad hoc in many cases and the mail was distributed according to whatever was going that way at that time. I even doubt accessing flight records would resolve this.

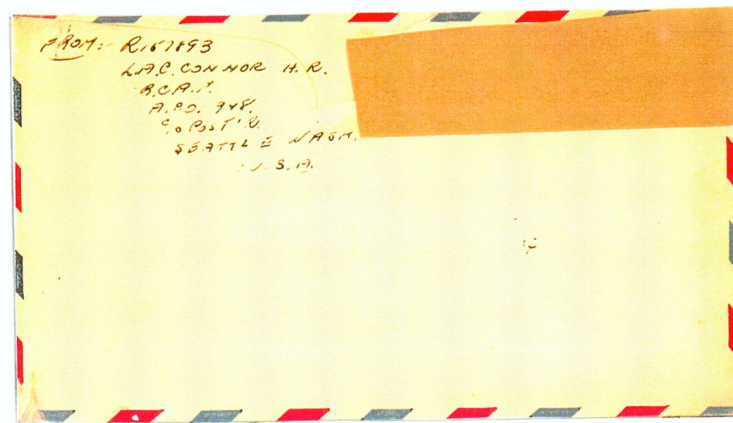
My rules of thumb for WWII air mail by USA assets are:

1. Some marked as air mail was not flown. Up to the US POD for whatever mode best would satisfy a requirement, despite whether the sender paid for air mail service.

2. A good deal of USA aircraft took mail on an ad hoc basis. The system (probably still today) is that an air crew was not supposed to leave an airfield without first checking to see if a mailbag needed transit to where it was going.

3. Some civilian (commercial) contract flights also took mail, but it probably was conveyed as cargo along with the other matter they were directed to carry. I don't even know if such flights signed for the mailbag (normally military crews did not).

Member 58 sent this coloured photocopy of a cover mailed by a Canadian member of the RCAF who was working at the Fort Glenn airfield, Umnak Island, Alaska on March 1, 1943. The cover was posted at A.P.O. 948, the US Navy establishment on Umnak Island, and was passed by the US Navy Censor (PASSED BY NAVAL CENSOR) as indicated by the circular handstamp.



The return address on the back reads From: R157893, L.A.C. Connor H.R., R.C.A.F., A.P.O. 948, c/o Post'r, Seattle, Wash., U.S.A.

This ends Issue 66 of *The Northerner*, the first to use colour. The work on this experimental issue has taught me that—to achieve good printouts—scans are *much* more desirable than photocopies. I'll keep working to try and improve quality, and perhaps include electronic indexing.

Best regards, Gray