

The Northerner

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

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Early Saskatchewan Post Cards. All the printed copies of the book sold quickly, and a good number of CDs also were sold. We broke even on costs. A file for viewing on computer and one for printing is available to members of the Northern Canada Study Group at the PHSC database web site. Also, there's a recording of an interview by Colin Grewar on CBK, Regina with Don Kaye and me about the book. Be sure and hear how Don started collecting picture post cards.

Post Card Views of the Qu'Appelle Valley. There's a web site showing early post cards of the Qu'Appelle Valley, Saskatchewan including 10 communities at:

<http://library2.usask.ca/postcardsquappelle/home.html>

The cards are from the collection of early Western Canadian postcards in the Special Collections Department of the University of Saskatchewan Library. This site was prepared in conjunction with the exhibition "*Qu'Appelle: Tales of Two Valleys*" produced by Saskatoon's Mendel Gallery for presentation in Kleinberg, Ontario; Saskatoon; and Regina.

From the main web site for Special Resources of the University of Saskatchewan Library (<http://library2.usask.ca/postcardsquappelle/home.html>) there are links to two other, smaller post card exhibits: *Postcard Views of Southeast Saskatchewan* and *Postcard Views of Indigenous People*.

CANOL, Northwest Territory, Canada: A Recent Discovery. Member John Pollard has a 2-page article in *La Posta*, Vol. 39, No. 3, June–July 2008 about a registered cover mailed at Canol on October 27, 1944.

Back Issues. All the back issues of The Northerner are now archived on the PHSC database web site. A 63-page Index for Issues 1 to 65 is there also.

The summer has gone quickly. Philatelic activities here in Victoria continued unabated during the summer months. All the clubs had regular meetings, all well attended. Our weekly Muffin Break meetings (Tuesday mornings at the Cedar Hill Rec Centre) had good attendance all summer. [Anyone visiting Victoria is welcome! We have had visitors from all over North America and the world.] eBay items for sale slacked off somewhat but the autumn items are now being offered. Regular shows and bourses are starting up for 2008–2009. It's time for you to send me scans of your summer Northern purchases.

Item 1565. Some Northern Post Cards.

We start this issue with some northern post cards supplied by Member No. 51. First is a Gowen Sutton card showing the Yukon Airways and Exploration Co. plane *Queen of the Yukon II* at Lake Bennet(t), Carcross. This plane started service for the airline on September 26, 1929. It crashed at Mayo Landing on November 2, 1929.



Next is the Steamer "Whitehorse" tied up for wood, another Gowen Sutton photoview.



Continuing with Yukon River steamboats, here is a view of the S.S. *Yukon* taken by Cann of Fairbanks, Alaska. The location is not given.



Here is a halftone card published by Landahl's Emporium, Dawson (No. 1592) showing the "N. C. Co. Steamer Connecting Dawson with St. Michael." The steamer is the *Hannah* and the card is an AHCo divided back.



This card showing a dog team is a VELOX but it bears no identification at all. It's a chilly looking photo.



The card below (mailed at White Horse on September 22, 1928) shows the White Pass Hotel, White Horse, Yukon. I presume H.G.M. indicates the photographer, but I can find no related listing in *Camera Workers*.



THE WHITE PASS HOTEL. WHITE HORSE. YUKON. H.G.M.

This Gowen Sutton card of the Federal Building, Whitehorse was posted on August 16, 1956. The message includes the comment, "White Horse now is 5,500 of a population."



Finally, here is a printed card showing the Atlin Inn from a series of Alaska and Yukon Scenes—White Pass & Yukon Route. It was printed in the U.S.A.



Item 1566. Early Days of Midnapore.

The Calgary *Herald* is reprinting articles from its first year, 1883–1884. Member #40 sent this commentary first published December 19, 1883. It is about Fish Creek and Midnapore, a separate community from Calgary in the 1880s but now part of Calgary.

Early Days of Midnapore**Fish Creek**

The neighbourhood so long known by the above name is to have a post office and a weekly mail service. An unfortunate circumstance in connection with this fact is the name with which the postal authorities have seen fit to adorn it. Henceforth it will glory in the classic name of Midnapore—a name imported from the East Indies [West Bengal, India; kgs]. However, the new name cannot retard its progress. Even since our last visit we saw signs of decided improvement.

Mr. Glenn is erecting a commodious stable. Mr. Shaw's house is about completed. This gentleman, after January 1st, will take charge of the mails at this office. Capt. Boynton's palatial residence is much too good for a bachelor. Mr. Robinson, farther up the Creek, has quite comfortable quarters. Mr. Beubeau has opened a coal mine and expects to begin delivering in a short time.

Mr. Votier has just threshed his grain and the large yield and superior quality have made him quite jubilant and have imparted fresh courage to the new settlers, whose spirits had been dampened by the reports of ice and snow abounding through the whole vicinity...

On reaching the creek, we drew up at a house on the roadside occupied by Mr. J. Owens, who has a comfortable building and has every facility for the entertainment of travellers. After baiting our steed, we set out to call on some of the settlers in the vicinity and our first stop was at Mr. La Cren's, who a few months ago arrived from England, settled on the Creek and is now erecting a fine large house from which a magnificent view of the mountains is obtained...

Passing on we found Mr. Joseph Moss and the Jacques Brothers. The former with about 50 acres breaking and the latter about 40 acres. Each of these parties have stacks of grain, which they were engaged in threshing, and we are able to anticipate a liberal yield, notwithstanding the grain was grown on spring breaking.

We must congratulate the settlers on the good taste displayed in the choice of location... In this neighbourhood wild fruits such as raspberries, strawberries and gooseberries are found in abundance. At Mrs. Robb's we enjoyed the first natural fruit we have seen in the country. The time will come when no settler's place will be complete without all such luxuries.

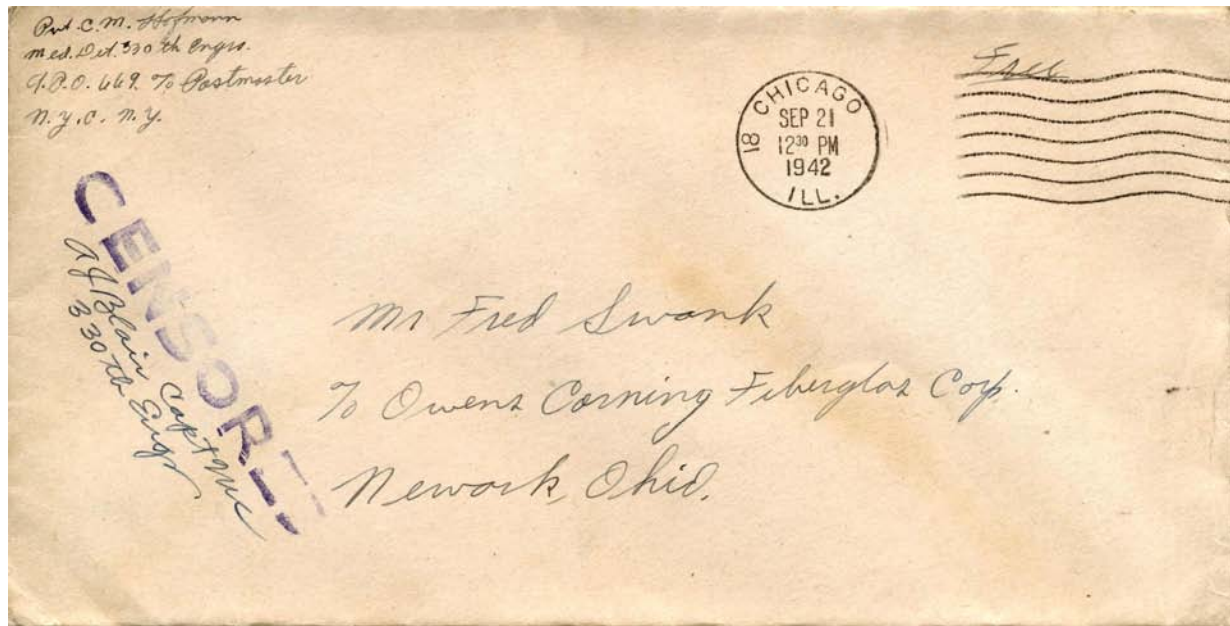
The Postmastership files of the Archives show that F.W. Shaw was the first postmaster of Midnapore, from the office's opening February 1, 1884 until his death in 1919.

Response to Item 1546. Klondike Advertising Covers.

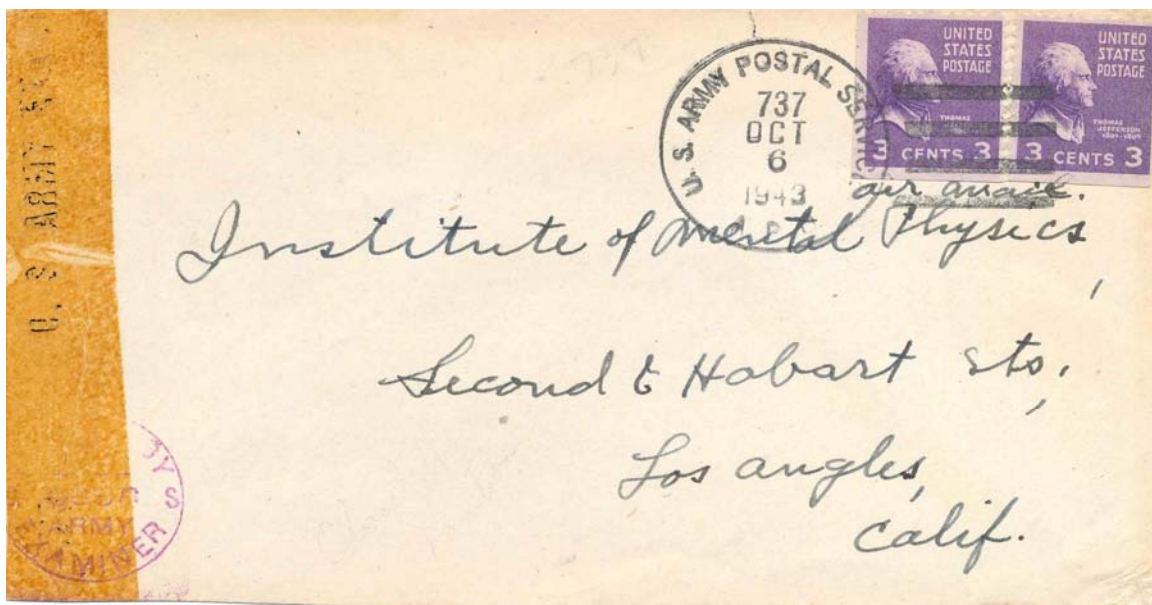
Member #78 has written to say that he has a Klondike advertising cover of this type from Bailey Bros. Co., Ltd, Booksellers and Stationers, Artists' Materials, Pictures Frames and Mouldings, Photographic Supplies – Vancouver and Kamloops. The Bailey Brothers (Charles S. Bailey and William Bailey) were also—until 1898—photographers, and produced a line of black-and-white post cards of British Columbia. C.S. Bailey moved from Vancouver to Kamloops in 1895. William Bailey was manager of the operations in Vancouver. Their brother-in-law Joseph Coupland was also a partner in the company.

Item 1567. APO 669, Fort Churchill – Unreported Censor.

US APO 669 was located at Fort Churchill, Manitoba. In 1942, US military members were there to build an airstrip. The office opened September 28, 1942. However, Member 89 gave me this scan of a cover from a US Army private sent from APO 669 to Newark, Ohio and postmarked at Chicago on September 21, 1942. The cover would have entered the Canadian mails and been taken from Churchill to Chicago by train. This cover bears the first reported censor mark for APO 669, and it is the first APO 669 cover going this route. Member 3 has an APO 660 cover carried by this route, but this is the first reported APO 669 going through Canadian mail services.

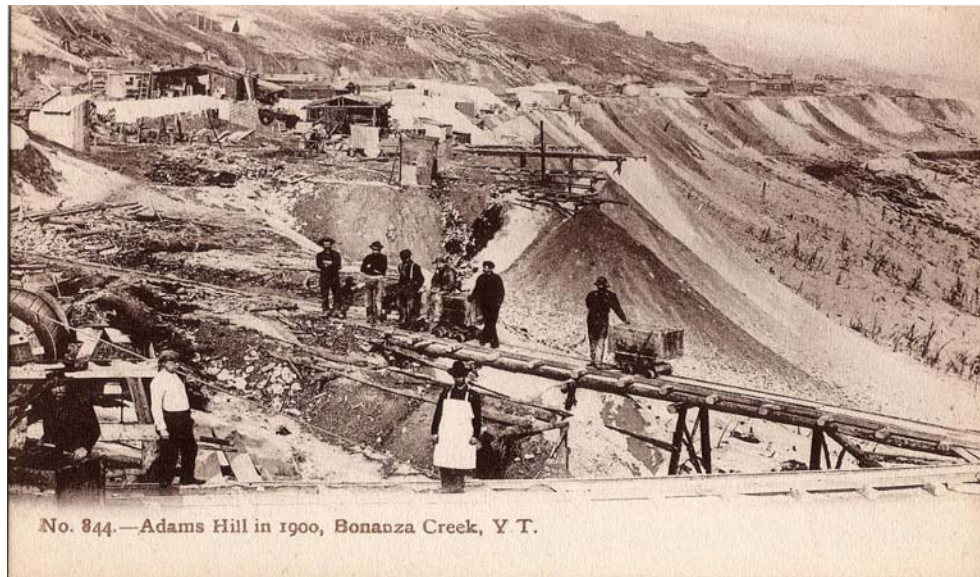
**Item 1568. APO 737, Churchill.**

Here's another wartime cover from Fort Churchill. It is postmarked with the APO 737 duplex, dated October 6, 1943. The Base censor number is 0858. Why is there no return address?



Item 1569. Adams Hill, Bonanza, Y.T.

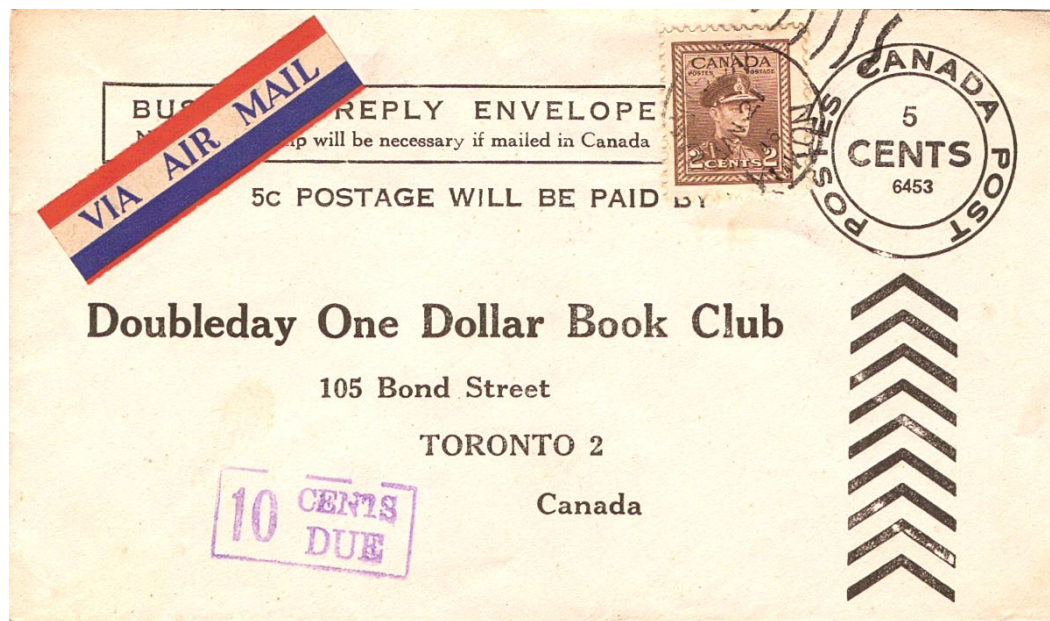
Member 37 supplied this scan of a scarce card (No. 844) published by Zaccarelli's Book Store, Dawson, Y.T. It shows Adams Hill in 1900. Printed by Valentine Brothers.

**Item 1570. Belle of the Yukon, 1898.**

Here is a "Belle of the Yukon, 1898." Notice the subtitle "Klondike & Dawson Gold Rush Days 1898." No photographer or publisher is noted. The card has a CYKO stamp box; this type of photo paper was used from 1904 to the 1920s. The card appears to be an early reprint of a gold-rush photograph.

Item 1571. Dawson to Toronto, 1946 – Business Reply.

Member #3 supplied this scan of a cover cancelled by the ninth Dawson duplex dated January 21, 1946. A 2¢ War Issue stamp was added to attempt to upgrade this Business Reply Envelope (first class mail) to airmail service. Business Reply Envelopes were sent to the business and the postage cost was tallied and charged to the business on each day of delivery as the first class mail rate. Airmail service using a Business Reply Envelope too but required the appropriate rating and wording on the stationary. This envelope was handled strictly as having prepaid the first class mail rate only with no credit toward airmail service. When the 2¢ stamp was added, it was still 5¢ short of the 7¢ airmail rate, so the cover was charged double the deficiency, 10¢. Why are there no postage due stamps on this item? It was likely part of a large stack or bundle of mail delivered to the Doubleday One Dollar Book Club, where the postage due would have appeared and been paid on a separate facing slip on top of the bundle rather than on each item.

**Item 1572. Canadian Pacific Airlines: Yukon Southern Etiquettes.**

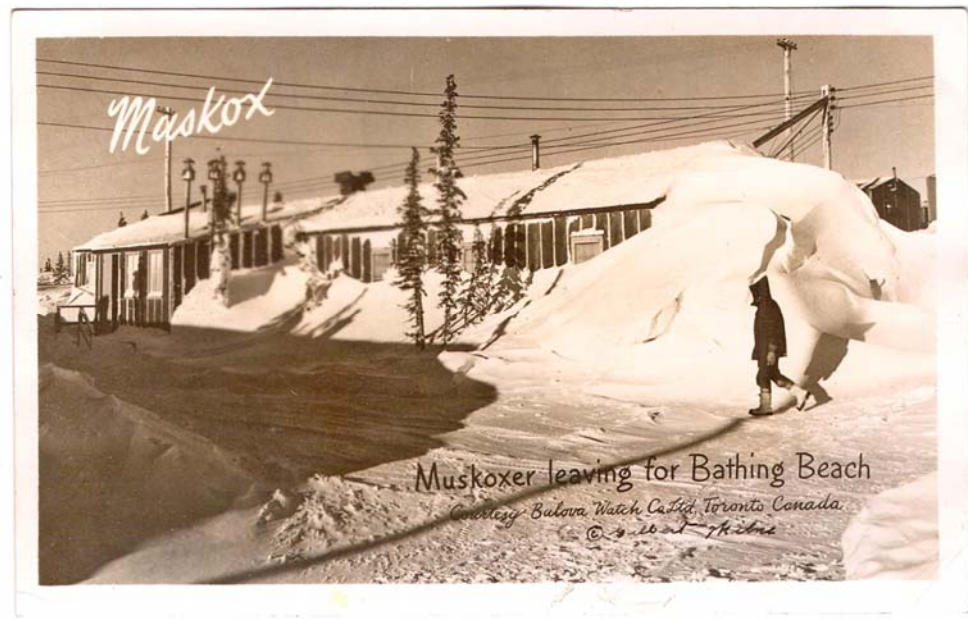
Member 3 also sent in these illustrations (next page) showing two airmail covers with a printed corner card for Canadian Pacific Air Lines in Edmonton. Both covers have a Yukon Southern airmail etiquette tied by the hub of the Edmonton slogan cancel dated July 17 (upper cover) and July 29, 1942. Canadian Pacific Air Lines was formed on May 16, 1942 by the merger of ten airlines including Yukon Southern Transport. Yukon Southern Transport operated in the Peace River, Yukon and Edmonton areas and had evolved from United Air Transport about 1939. Note that the two etiquettes have reversed colours. They appear to be gummed but have no signs of rouletting or other forms of separation.



Two different Yukon Southern Transport etiquettes used by CPAL in 1942

Item 1573. Operation Muskox Post Card.

Here is an interesting photoview card from Member #3, another one from Exercise Muskox. That's three different ones he has seen now. He wonders if there are more in the series.



Item 1574. Ptarmigan Mine.

Here is a picture post card of the Ptarmigan Mine, a small gold mine about 30 km northeast of Yellowknife. The property was staked by prospectors in 1936 and acquired by Cominco in 1938. The mine first produced between 1941 and 1942 but closed due to wartime restrictions. The old mine was demolished in 1969-1970. A new company, Tremanco Resources Limited, reopened the workings and production began in 1987. A new mill was built at the property and was operational in July 1989. Low gold prices forced the company to close the mines in 1997. This post card is a view of the first mine that operated in the early 1940s. Sutherland's Foto; D. Downing presumably was the photographer.

**Item 1575. Cover to Greenland, 1949.**

This cover owned by Member 3 (shown on the next page) is addressed to an engineer at the US weather station set up at Thule, Greenland in 1946. This cover is dated March 24, 1948 and it is addressed to the US Weather Bureau, Arctic Section in Washington, DC. The interesting part is on the back where a straightline marking is found showing that the item was received on March 25 and is to be forwarded from Washington to Thule. The Arctic Section, US Weather Bureau also handled mail for the weather stations in the Canadian High Arctic that were set up at Resolute Bay (planned for Winter Harbour, Melville Island but relocated due to ice conditions) in 1947, Isachsen, and Mould Bay in 1948. Mail for these Canadian locations was initially handled through the Arctic Section, US Weather Bureau until February 22, 1949, when Canadian mail was routed through the Eastern Arctic Patrol, Railway Mail Service, Ottawa. Member 3 has seen mail to US personnel routed through the US Weather Bureau as late as 1960. All of this to say that the marking on the back of this incoming cover to Thule begs the question as to whether similar markings may exist for incoming mail to the Canadian weather stations. Has anyone seen this marking on mail to the Canadian Arctic?



Item 1576. Registered Mail from Sachs Harbour, 1956.

This cover from Member 3 (shown on the next page) is a very early registered item from Sachs Harbour, dated July 16, 1956. It reached Edmonton September 15, and Houston September 17. The post office at Sachs Harbour opened on October 29, 1955. Mail was sent through the Eastern Arctic Patrol, Railway Mail Service, Ottawa until November 19, 1959, when the centralization point was moved to Edmonton. However, other opportunities were often used as seen on this outgoing cover routed directly through Edmonton.

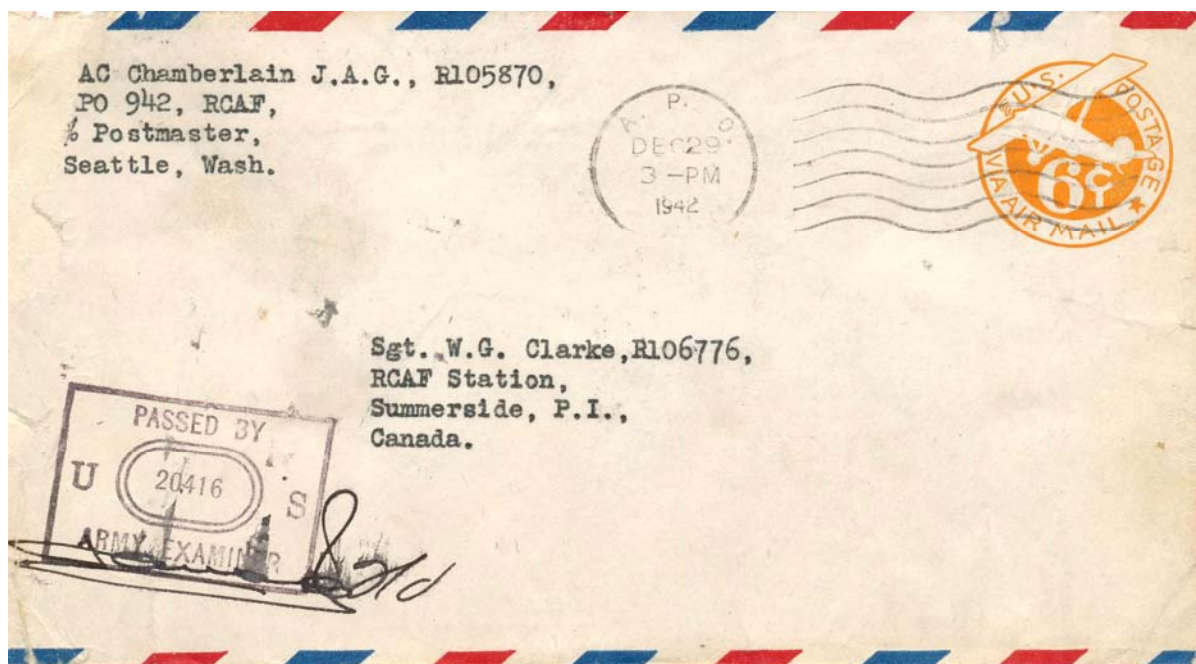


Item 1577. APO 440, Mingan.

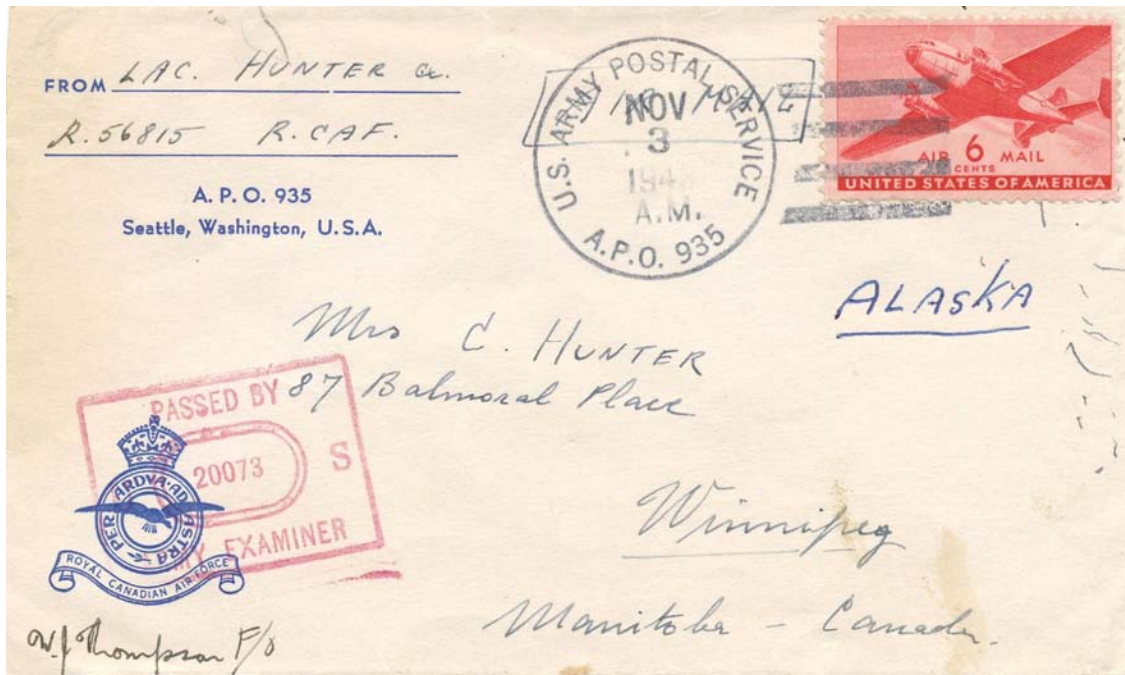
Here's a scarce US APO mailed in Canada, from Member 89: APO 440, Longe Pointe de Mingan, Quebec. The Canadian Legion cover was mailed February 2, 1945 and bears a racetrack censor mark 21142. The Toronto General Delivery handstamp shows that the cover was in Toronto by February 5.

**Responses to Item 1446. Canadian Air Force in Alaska.**

Here are two more US APO air mail covers from Member 89. The first is postmarked December 29, 1942 at Fort Richardson, Anchorage. It's from APO 942, with censor 20416. Going to Summerside, PEI, it arrived there on January 5, 1943.



Here's the other Alaska APO cover. It's addressed to Winnipeg, and bears an APO 935 postmark (Annette Island, Alaska) dated November 3, 1943. It was passed by Censor 20073. Note the APO 935 corner card on the envelope.



Item 1578. Alaska Highway Construction, 1943.

Member 89 also supplied this scan of an Alaska Highway construction cover from Whitehorse (April 26, 1943). It was sent by an employee of Dowell Construction of Seattle. This company had the largest private contract on the highway construction, building 627 miles between Watson lake and the Alaska border. The addressee was at the US Naval Training Station at Great Lakes, Illinois. O.G.U. stands for OUT GOING UNIT (recruits ready for permanent postings). There's also a 5-line handstamp reading DIRECTORY SERVICE GIVEN / AT GREAT LAKES ILL / ADVISE CORRESPONDENT / OR PUBLISHER OF YOUR / CORRECT ADDRESS. Received May 8, 1943. Perhaps the cover was forwarded to the addressee from Great Lakes.



Item 1579. Early Years of Postal Service in Rapid City.**By Darcy Hickson**

Rapid City, Manitoba celebrated its 125th anniversary this August. Member Darcy Hickson wrote this article for the *Tell-It-Gram* weekly paper for the celebration, and shares it with us.

As a collector of Rapid City postal history, I have been asked to provide a glimpse of early postal services in the town. Postal history is a widely studied topic, with people all across Canada networking through the Postal History Society of Canada. Local contributions for this article came courtesy of Sharon Westwood and Lorraine Hales, with Gray Scrimgeour and Bob Lane providing research assistance on 1880s mail and mail trains. Gray and Bob have spent years researching early Manitoba mail. (Bob Lane has fond memories of summers spent at his Uncle Tully McKenzie's farm.) Insight into early Rapid City was also provided by the wonderful community history books from Rapid City and Minnedosa, and written material by Martin Kavanagh and John Tyman.

In our modern age of cell phones, text messaging and e-mail, it is easy to underestimate the importance of mail delivery on the prairies at the end of the 1800s. For the early settlers, news from the folks back home would be eagerly anticipated, and a great reward for the personal sacrifice made to obtain the letter. Arriving before the introduction of telegraph and telephone service, the Rapid City Post Office played a very important role in the development of the community, and its very existence was used as a promotional tool to entice prospective settlers.

Pre-Rapid City mail

Interest in homesteading the Rapid City area began in 1873 when John Ralston applied for a tract of land for colonization. Due to Rapid City's close proximity to Indian trails and the Saskatchewan Trails heading westward to Fort Ellice and Carleton, early mail delivery in and out of the area was linked to ox-cart and stage-coach travel on these established trails, and the stopping houses placed along the way. Some of the earliest postmen were couriers of the Hudson's Bay Co., acting as private carriers with mail drops along the westerly trails. The North Trail ran west from Portage La Prairie to Westbourne and crossed the Little Saskatchewan River at Tanner's Crossing. Survey information cites the existence of stopping houses at Tanner's Crossing prior to 1873 and then in 1875, a North West Mounted Police post at Tanner's Crossing served as a mail station. In 1876 a mail route was organized between Winnipeg and Edmonton, with westbound mail all dispatched from Winnipeg and sent westward on the trails. The first official area post office was established at Tanner's Crossing on October 1, 1876. Called "Little Saskatchewan," the legendary John Tanner was the first postmaster. Mail arrived every three weeks, and Minnedosa history notes that "the mail was thrown in a red box and customers just helped themselves." I wonder what today's Privacy Commissioner would think of that? More research is required to determine if some of the early Rapid City settlers were able to source mail services at stopping houses closer than Tanner's Crossing. It has been suggested that John Ralston's home improvised as the earliest post office in the area, and the important correspondence he would be sending and receiving with Government authorities and prospective settlers in the United States lends credence to the notion. One point to ponder: what was the mail destination called for settlers who were residing in the area prior to the formal naming of the Town of Rapid City, and the establishment of the first post office? Has anyone seen correspondence sent to the earlier settlers in the Rapid City district? Anyone who has correspondence addressed to the members of the Ralston Settlement has a valuable postal history item in their possession.

From Prairie City to "Rapid City"

By 1878, a series of events leading to a formal post office began to take shape. On July 1, the townsfolk agreed to formally name the town "Rapid City," an impressive moniker compared to other considerations such as "Prairie City." The Dominion Steamship Co., having been granted

a tract of land in the area for settlement, placed advertising in Liverpool in 1878 that made special reference to the prosperous nature of the community, including the "founding of a town called Rapid City with a Flour Mill, Saw Mill, Blacksmith's Shop and General Store. At the Little Saskatchewan River are the Post Office and Government Land Office."

With the arrival of the Land Office at Little Saskatchewan, suddenly the progress of mail service would have to keep pace with a burgeoning need to move legal documents and important correspondence in and out of the area. Much of the early Rapid City and Minnedosa mail that I have collected reflects a legal or business oriented need.

Rapid City, NWT

On September 1, 1879 the postal authorities in Ottawa officially recognized a post office at Rapid City. Peter Ferguson, who had just opened the first general store a year earlier, was named postmaster. In 1879, the drop letter postage rate (same town delivery) was 1¢. A drop letter rate for a registered letter required 3¢ postage plus a 2¢ registered letter stamp. The city-to-city letter rate within Canada and the United States was 3¢.

The first postal handstamp or "hammer" issued for Rapid City received a proof impression at the manufacturer in Ottawa on October 8, 1879 (see Proof #2). The markings left on correspondence would be RAPID·CITY· N.W.T CANADA, reflecting the fact that Rapid City was outside the original "postage stamp" boundaries of Manitoba as set forth in 1870.



Proof #1



Proof #2



Proof #3



Proof #4

The RAPID·CITY·N.W.T., CANADA postmark is very rare in postal history circles. If you have old Rapid City, N.W.T. correspondence; *don't throw it out!* The Postal History Society of Canada notes that there are only 18 reported usages (i.e., collectable N.W.T. items) that have survived over the years. The earliest reported usage is December 1880, and the latest reported usage is September 1882. Several of the earliest examples of Rapid City, N.W.T. postmarks are on mail from Ontario addressed to the Brandon area. This mail arrived at Rapid City from the east, where it received a transit cancel, and then it went southward to Brandon, Souris, etc.

One observation about the opening of the post office in 1879; the post office opened before the arrival of the handstamp. We know this because the hammer was still in the hands of the manufacturer a month after the post office officially opened. Any mail processed before the hammer arrived would carry the postmaster's manuscript (handwriting) for dating the mail, as postal regulations required that all mail had to be clearly marked. Manuscript markings would also be used as a backstop in emergencies when the postal hammer was under repair. Manuscript postmarked mail is very collectable due to its rarity. For those of you who might be inspired to look through your old boxes of treasures for a rare postmark, be sure to look on the back of your envelopes... receiving postmarks placed on the backside of envelopes were a common practice for mail that arrived in Rapid City from elsewhere.

The small RAPID·CITY, N.W.T. proof impression (see Proof #1) is an oddity that no one can explain. A series of these small hammers was manufactured for many Territories towns from 1879 to 1881, but they were never used on mail. One suggestion is that they were impressed into wax used to seal mail bags. Any other notions are cheerfully accepted.

In July 1881, the "postage stamp" boundaries of Manitoba were widened to include Rapid City. This required the replacement of the original hammer with a new split circle RAPID·CITY, MAN. hammer (see Proof #3) in October 1882. By this time, D.A. Hopper had replaced Peter Ferguson as postmaster.

In 1889 George Stone would take over as postmaster and he would oversee the arrival and use of the first full circle RAPID·CITY, MAN. hammer (see Proof #4) in February 1892. This full circle hammer would receive some back up support with the issuance of new, smaller diameter full circle hammers in October 1909, July 1923, and March 1951. Sharon Westwood thinks that she is still using the hammer issued in 1951... just image the number of pieces of mail that hammer has marked over the years!

Stage Coaches, Steamboats, and Railways

By the early 1880s, mail movement in the region was quickly leaving the ox-cart trails behind, and faster, more reliable schedules became the norm. The Dominion Government organized pony express routes featuring semi-weekly mail service. In 1882, mail was traveling by steamboat to Currie's Landing, east of Brandon. An organized stage route was collecting the Rapid City mail there and providing weekly mail service.

The arrival of train service in western Manitoba provided a great boost to the quality of postal delivery in Rapid City. While Rapid City would be eventually serviced by both CPR and CNR, neither operated Railway Post Office cars (RPOs) out of Rapid City. The CPR line which arrived in 1886 would have been the preferred line to get mail in and out of town quickly, but with either railway, the mail would have traveled in baggage cars. Delivery times improved dramatically with combined stage coach and train service: for example, I have a registered letter mailed at Rapid City on January 8, 1883 which sports a January 10 receiving post mark at the Winnipeg post office. Also a letter mailed at Ingersoll, Ontario in May of 1883 took only 6 days to arrive at Rapid City. There are many examples of next-day service between Brandon and Rapid City in the 1880s and '90s.

The Canada Post Era



Due to space constraints, a full history of the mail service is not achievable. Sadly, a glossing over of the postal history of the Rapid City Post Office through the tenure of postmasters John Donoon, Henry Clay, John Whyte, Arthur Hartwell, Harry Robinson, Georgina Robinson, and Lorraine Hales is required. One significant event during the tenure of Harry Robinson was the construction of the current post office on Main Street in 1961.

The long and storied history of the rural mail route also deserves to be told, with its dedicated service to rural Rapid City customers since 1924. James Dodds was awarded the first delivery contract and the rural mail tradition has been carried on by people like Frank and Harold (Timer) Hyndman, Robert Sharpe, and others.

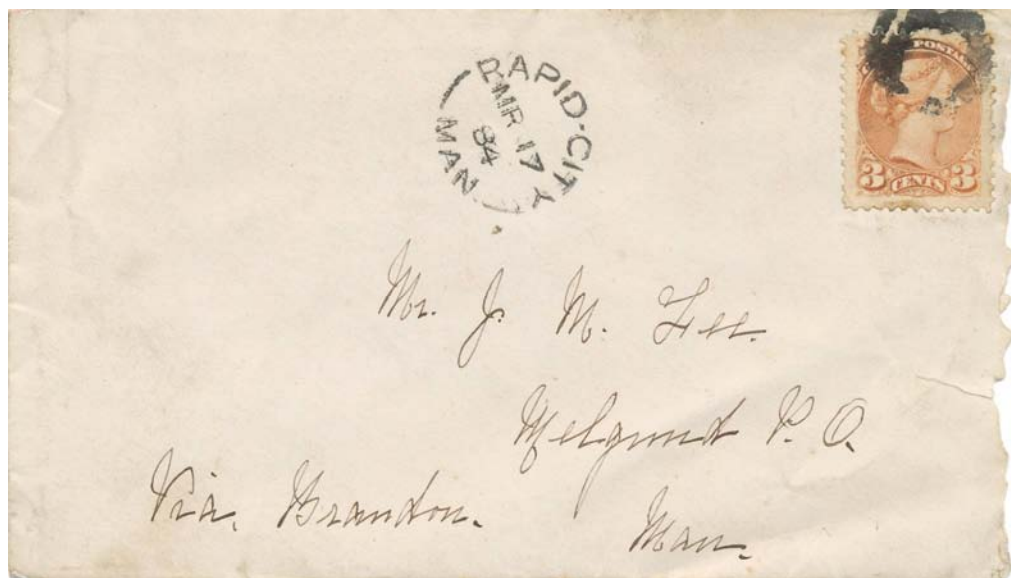
In this Canada Post era, postmaster Sharon Westwood oversees 1 part time and 1 casual employee as they distribute local mail to over 340 town and rural customers. Counter service is available Monday to Friday and Saturday mornings. Mail leaves the post office every night by truck. Postal rates are slightly higher than in 1879... normal mailing rates have increased from 3¢ to 52¢, and registered mail has gone from 5¢ to \$7.25 plus applicable postage. Sharon notes that the Christmas rush is nothing like it was 10 years ago, but Christmas is still a high volume time for mail processing. Just as the first Rapid City Post Office linked people together in 1879, today's Canada Post Office plays a significant role in the social and business life of the community.

Item 1580. Rapid City Postmarks of the 1880s.

My only item originating in Rapid City during the period the NWT hammer was used is this registered front (only) addressed to Winnipeg. The RAPID-CITY (NWT) / CANADA postmark has a manuscript date of Sep 82, possibly with a 24 struck.

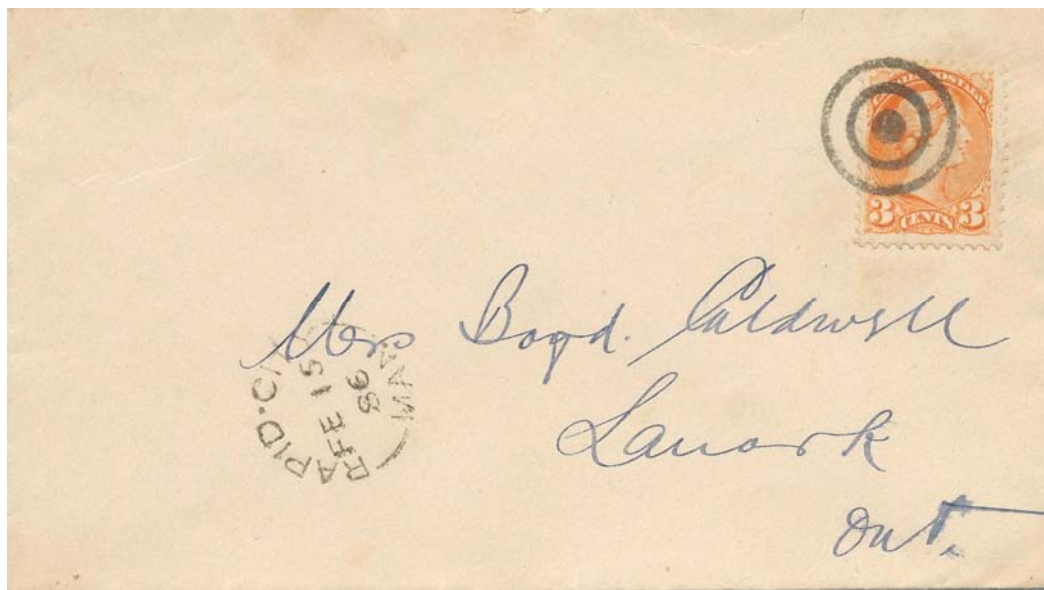


My earliest MAN. postmark is shown below, MR 17, 1884 on a cover addressed to Melgund, Manitoba via Brandon. It has no backstamps. This cover is from the well-known Fee correspondence.

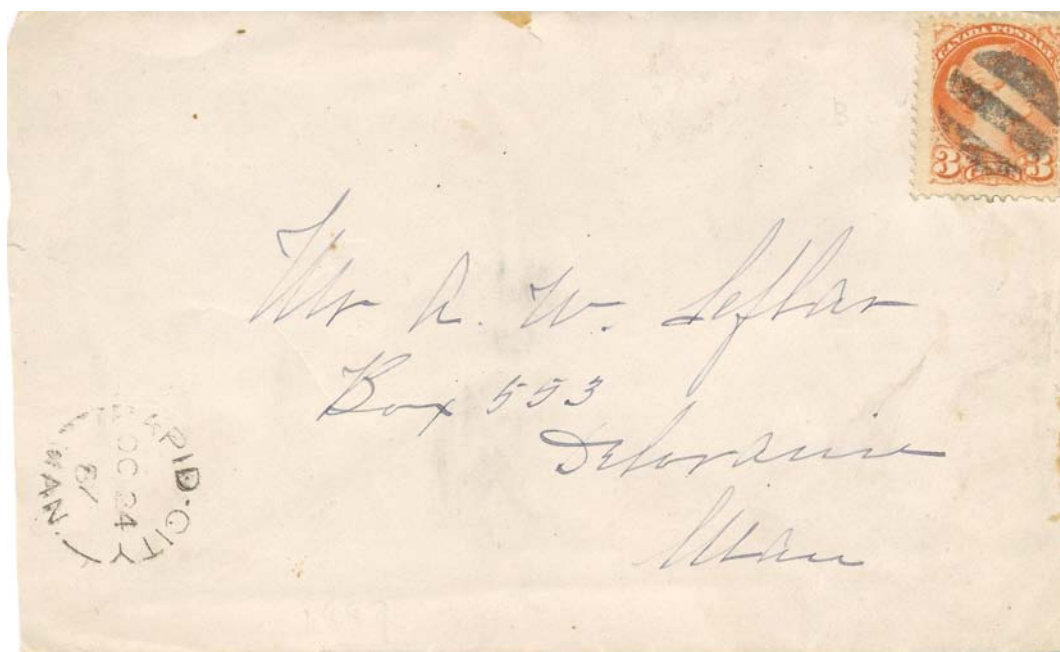


Notice the cancelling postmarks on these two covers—both corks. The cancel on the upper item has a cross, while the cancel on the lower item is a rather nondescript circle.

My next Rapid City cover was posted on February 15, 1886. It is addressed to Lanark, Ontario, where it was received on February 20. The only transit mark was applied at Perth, Ontario on February 19. A 3-ring target cancelled the stamp.



Next comes a cover mailed on October 24, 1887. It was addressed to Deloraine, Manitoba and was received there on October 25. The cancel is a striped cork.



Finally, here is a cover postmarked January 16, 1888. It was sent to the same addressee in Deloraine. It has two backstamps: Brandon AM / January 16 and Deloraine January 17. Notice that there is a different segmented cork cancel.



Item 1581. Crystal City, Manitoba.

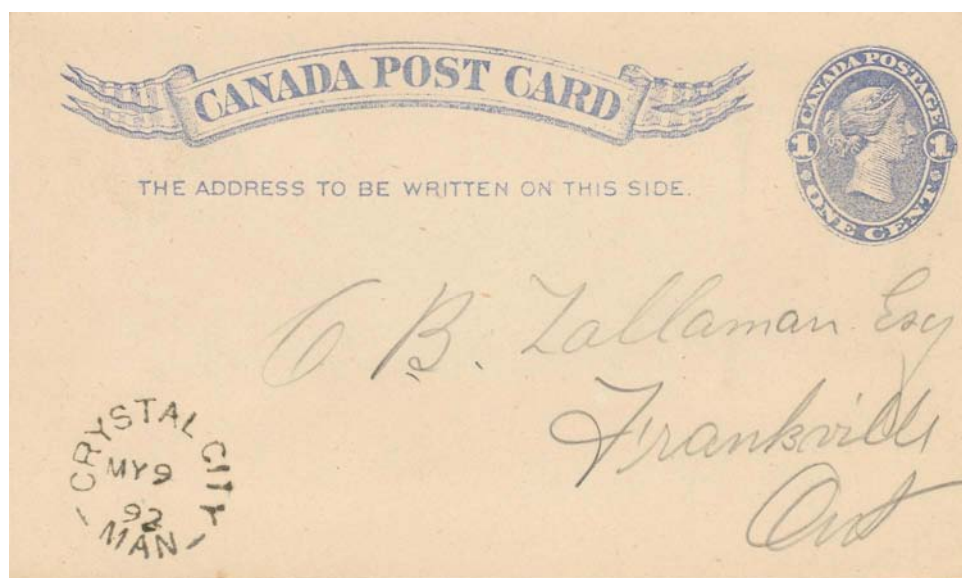
Crystal City, Manitoba opened on October 1, 1879—one month after Rapid City opened. Therefore it too had a 3-part hammer (Crystal City, Man./Canada), proofed December 6, 1879. Crystal City is about 90 miles southwest of Winnipeg, near the US border. Early literature suggested that this 3-part hammer read Crystal City, N.W.T./Canada but this was an error. Here is a card mailed to Toronto on September 15, 1884.



Here's a cover posted on July 12, 1889, also postmarked with the CRYSTAL-CITY, MAN/CANADA hammer. It was mailed to Clinton, Ontario by R. Rollins, General Merchant. Robert Rollins was postmaster from 1881 to 1891. For some reason, he was dismissed in February 1891. [There was a federal election in March 1891. Possibly related to the dismissal?] Segmented corks cancelled both these items.



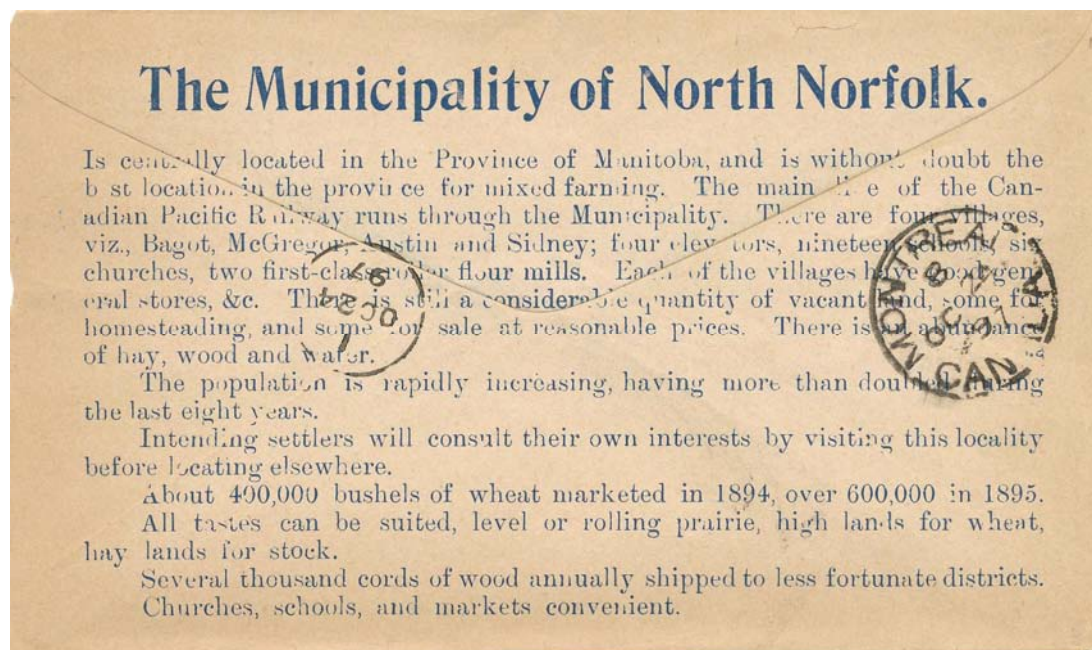
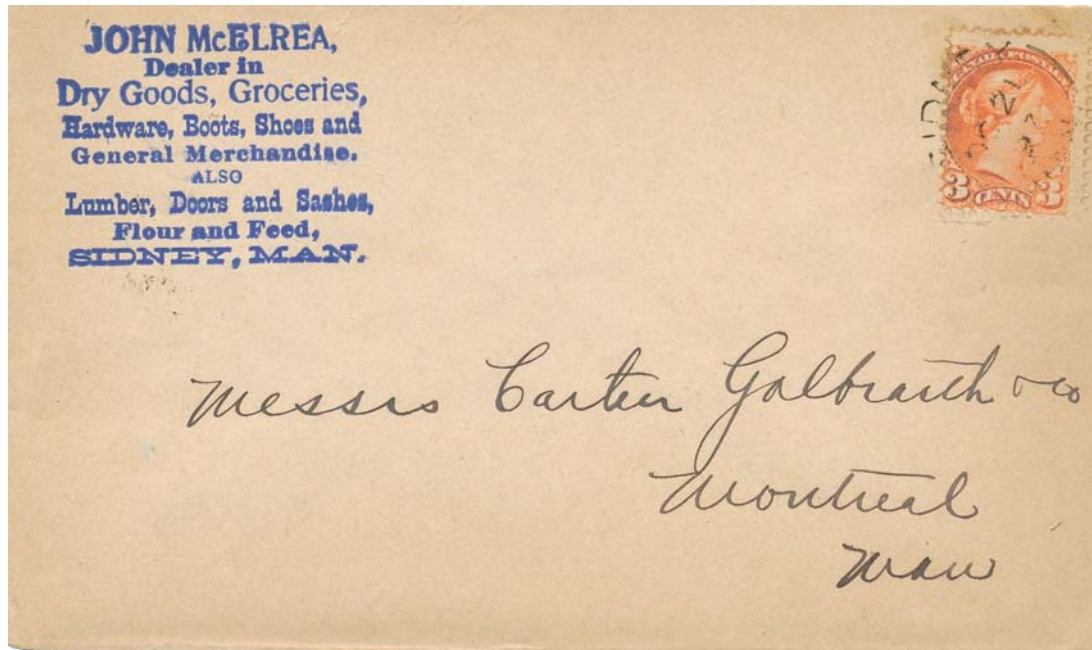
A new CRYSTAL CITY, MAN hammer was proofed February 28, 1891. Here's a strike dated May 9, 1892 on a postal card sent to Frankville, Ontario. The message ("Syrup has just arrived, All OK. Will write you before long.") sounds like some maple syrup was sent from Ontario.



Item 1582. Sidney, Manitoba – 1897.

A post office opened at Sidney on March 1, 1882. Thomas Babb was postmaster from the opening until he died in 1909. A broken circle hammer was proofed on May 5, 1882. On October 21, 1897, it was used to cancel the 3¢ Small Queen on this cover addressed to Montreal, "Man." The cover was backstamped at Montreal, Quebec on October 24. There's a Montreal carrier mark on the reverse also.

The corner card on this cover shows it was sent by John McElrea, General Merchant. The back has all-over advertising for the Municipality of North Norfolk.



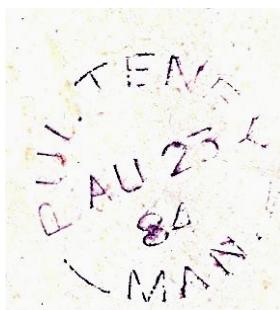
Sidney is on the Canadian Pacific Railway mainline, 37 miles west of Portage La Prairie.

Response to Item 695. Fire at Pulteney, Manitoba in 1883.

Item 695 described a letter in Record Group 3 at the Archives. The letter reports on the effects of a fire on April 26-27, 1883 at the Pulteney, Manitoba (west of Brandon) post office. The office's date stamp was amongst the property destroyed.

The report included these comments: "Mr. Fortier the Postmaster, does not purpose rebuilding on the old site, but instead will establish his place of business at Alexander Station, on the Canadian Pacific Railway, on Section 8, Township 10, Range 21 West, about two miles West of the former site on Section 10 of the same Township, where all the business of that section of country is transacted, and he asks to be allowed to remove the Pulteney Post Office to Alexander Station."

L.M. Fortier was postmaster when the office opened on September 1, 1882. According to the postmastership files, he resigned on October 13, 1883. C.T. Weatherley became temporary PM on October 14, 1883 and permanent PM on July 1, 1884; he resigned December 13, 1885. J.F. Walker became temporary PM on December 14, 1885 and permanent PM on April 4, 1887. He remained as postmaster until April 20, 1912.



A broken circle postmark PULTENEY, MAN. (22 mm diameter, with 7,6 mm arcs) was proofed on October 4, 1882. This presumably was the hammer destroyed in the fire. A replacement hammer reading PULTENAY, MAN. (21 mm with 6,3 mm arcs) was proofed on June 19, 1883. [Was it ever used?] Member #88 has a cover addressed to Pulteney bearing the receiving mark (21 mm with 5,2.5 mm arcs) shown at the left, dated August 23, 1884. Note that the spelling has been corrected to PULTENEY.

The office name was changed to Alexander Station on November 1, 1885 and to Alexander on April 1, 1892. Oddly, although it lists the name change to Alexander Station and then Alexander, the Alexander postmastership card indicates (in error) that the PO remained at the same geographic location until 1912.

Member 88 comments, "The fire story is a great piece of local history. I think the local sentiment was the post office was moved to Alexander because of the closeness to Kemnay, and better service location at Alexander. When you lose your post office with a fire, it is good incentive to look for a better spot!"

Item 1583. Special Delivery Airmail from Whitehorse APO 702.

Here—from Member #3—is special delivery airmail cover from APO 702 Whitehorse franked with a special delivery stamp. It was censored, with the race track marking 21113. Mailed in Whitehorse on April 18 and delivered to Tulsa two days later (better than today's service!).



Response to Page 2154, Item 1486. CAPO 51 Cover to Leaside.

Member #81 was the successful bidder for the CAPO 51 cover described last issue. It was mailed on PM / OC 26 / 1943 to Leaside, Ontario. Now he has to decide which collection to put it in: mail to Toronto, or Leaside.

**Item 1584. Envelope from Wilfred Grenfell, 1914.**

Member 3 sent this scan of a cover sent by Wilfred Grenfell and mailed on board the Labrador TPO on August 14, 1908. The cover was received in St. John's on August 26 and redirected at Brooklyn. It is an overpaid cover to the US, as the rate dropped from 5¢ to 2¢ per half ounce on March 1, 1908. It is printed on Royal National Mission to Deep Sea Fisherman stationery with the organization's flag on the back flap. This was the organization that sponsored Grenfell's work until he formed the International Grenfell Association in 1914.



Item 1585. Muskwa, British Columbia.

At Fort Nelson, three rivers—the Muskwa, the Prophet, and the Sikanni Chief—come together to form the Fort Nelson River, which flows into the Liard. Fort Nelson (190 miles NNW of Fort St. John) had a fur-trading post from 1805 to 1941. Despite this, it did not have a post office until November 1, 1937. The community changed drastically during World War II. An airport was built as a point on the Northwest Air Staging Route (to send aircraft to Russia on a lend-lease basis), and Fort Nelson became a major stop on the new Alaska Highway.

The first regular flights to Fort Nelson were performed by United Air Transport (Grant McConachie's company) in July 1937. United Air Transport obtained a contract then to carry air mail weekly between Edmonton and Whitehorse. They used ski or float planes, as there were no airports between Fort St. John and Whitehorse. A small airport was built at Fort Nelson in 1939. The Alaska Highway was planned to go from Edmonton through Grande Prairie, Dawson Creek, Fort St. John, Fort Nelson, Watson Lake, and Whitehorse. Although work on the highway officially started in March 1942, the Canadian government had started expanding the airport at Fort Nelson in February 1941.

A post office named Muskwa was opened on April 16, 1942 with James William Millar as postmaster. Miller resigned on August 23, 1943. The office was located near the Fort Nelson airport. Wilfred Stanley Jacobs took over as acting PM on September 1, 1943. On May 2, 1947, the Muskwa PO became Fort Nelson (2), which became Otter Park in 1958. (A second PO named Muskwa was open between 1953 and 1958.)

United Air Transport became Yukon Southern Transport in March 1939. Yukon Southern was purchased by the CPR in 1941, and combined with nine other small airlines to form Canadian Pacific Airlines (CPA) in 1942. The frequency of flights into Fort Nelson increased. The 1943 Mail Distribution List shows daily air mail service from Muskwa, with the plane to Edmonton scheduled to leave at 10 a.m.

Here are some covers from Muskwa. For many years, I had only one MUskwa cover, but for some reason, a number have come on the market recently. The datestamp used throughout this first period was a circle date stamp proofed on April 14, 1942. Here's an airmail special delivery cover (Canadian National corner card) posted on OC 7/43 and received in Toronto on Oct. 10.



The next cover was mailed at Muskwa on October 19, 1943. It's a patriotic cover addressed to Chicago, sent by a worker at the P.R.A. Camp. The Public Roads Administration was made up of civilian workers who were improving the Alaska Highway after the soldiers had hastily completed the route.



The cover shown below was mailed to St. Paul on November 13, 1943. It was shortpaid 3¢ for airmail, and charged double deficiency upon arrival.



Next is a special delivery air cover to Great Falls, Montana. The three airmail stamps overpay the fee, however the delivery time was short. The cover was mailed on September 4, 1944 and was received in Great Falls at 1 p.m. the following day. The stamps are folded over the top of the envelope.



This Alaska Highway air mail cover was mailed at Muskwa on August 14, 1945. It was sent to Walhachin, BC (west of Kamloops).

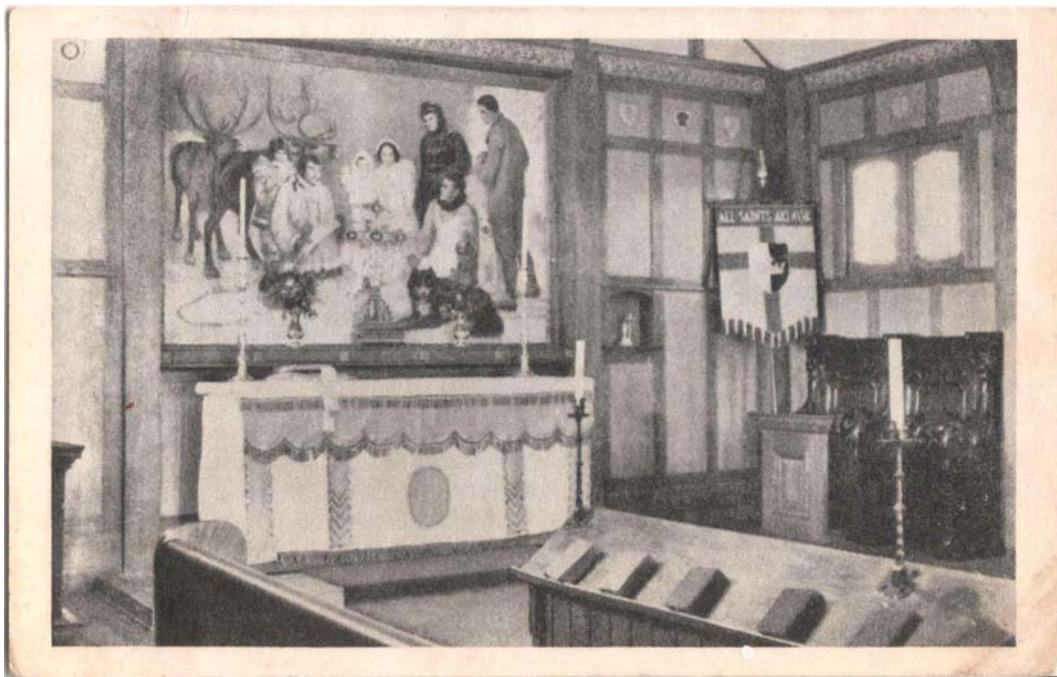


U.S. Army Post Office 918 was supposedly at Muskwa from March 9, 1942 until it was transferred to Watson Lake, Yukon on July 10, 1942 (see pages 1681 and 1730 in *The Northerner*). Here is a philatelic cover showing a strike of the APO 918 postmark dated April 13, 1942. The cover was sent unsealed, so probably did not go by air.



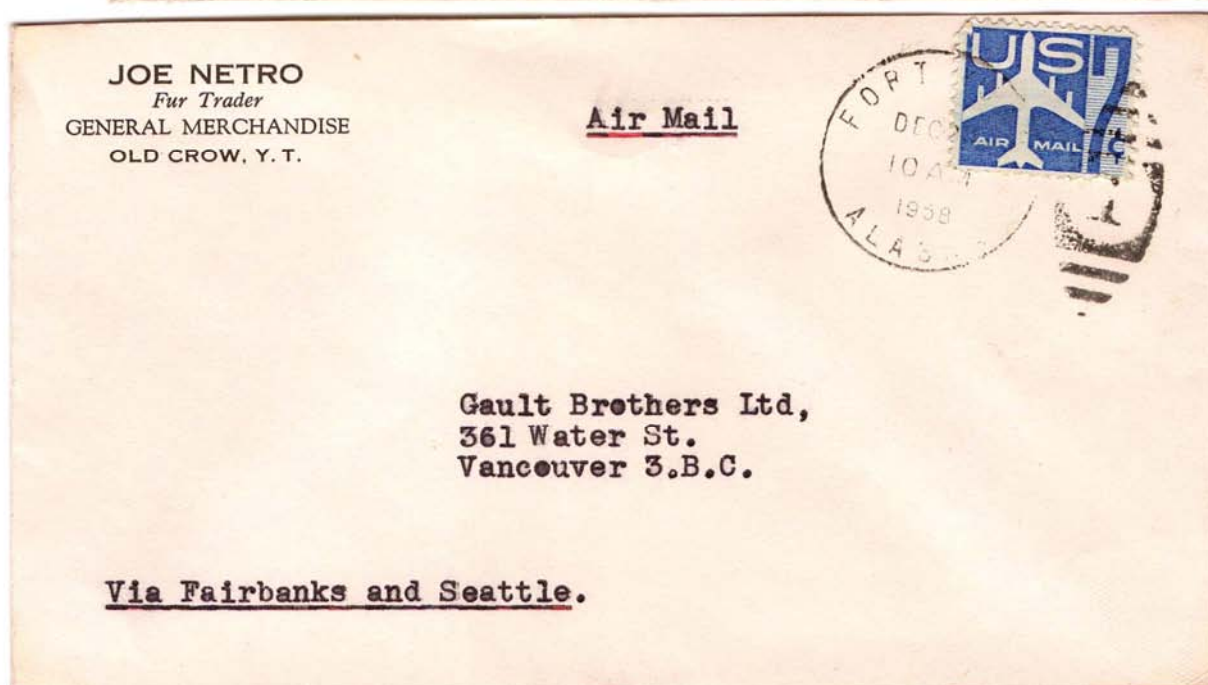
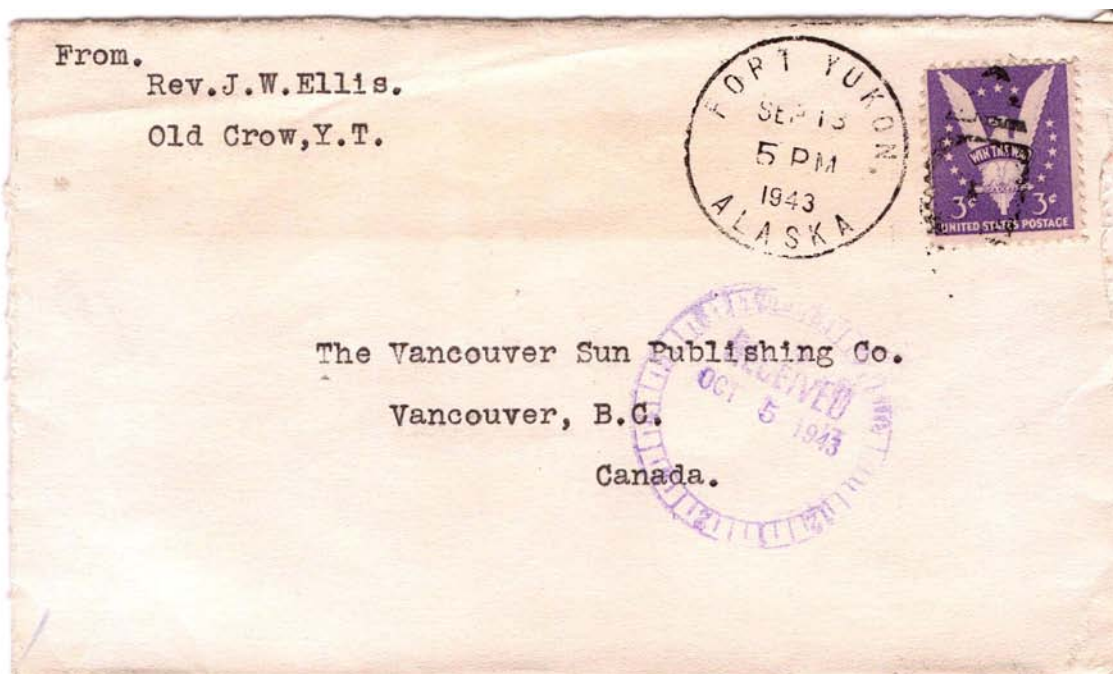
Item 1586. Interior of All Saint's Cathedral, Aklavik, N.W.T.

Here's a card from Member #37. The written comment states, "The alter (sic) cloth here is hand made by Eskimos and is all made of fur. it sure is wonderful and worth a lot of money I bet."



Item 1587. Old Crow, Yukon – 1943 and 1958.

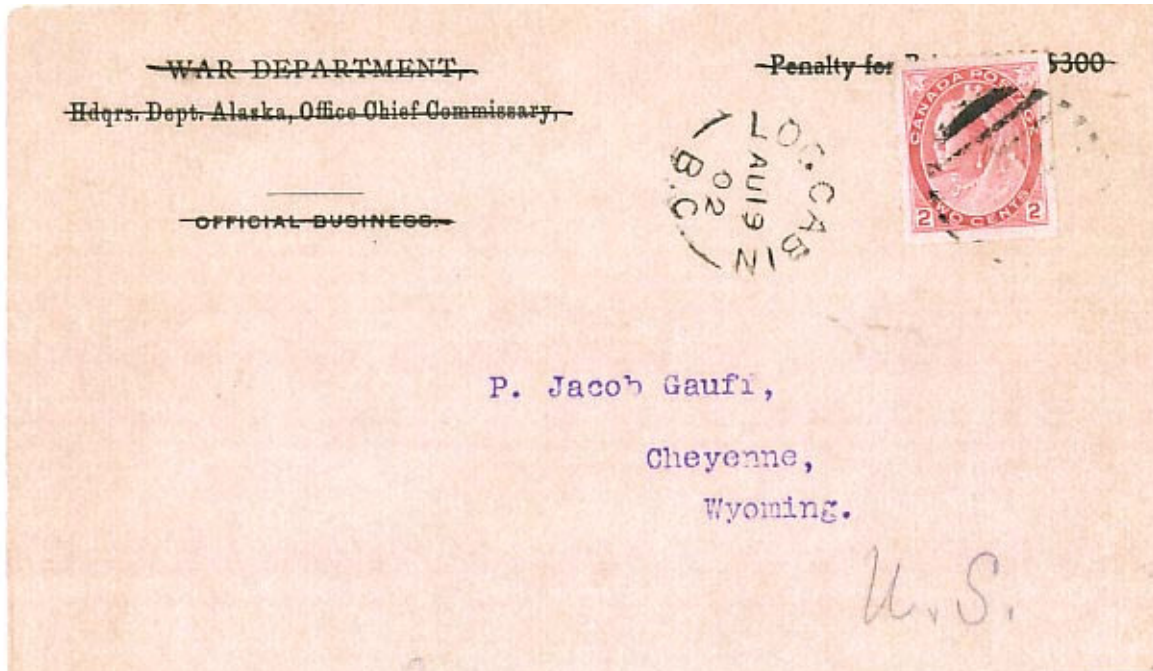
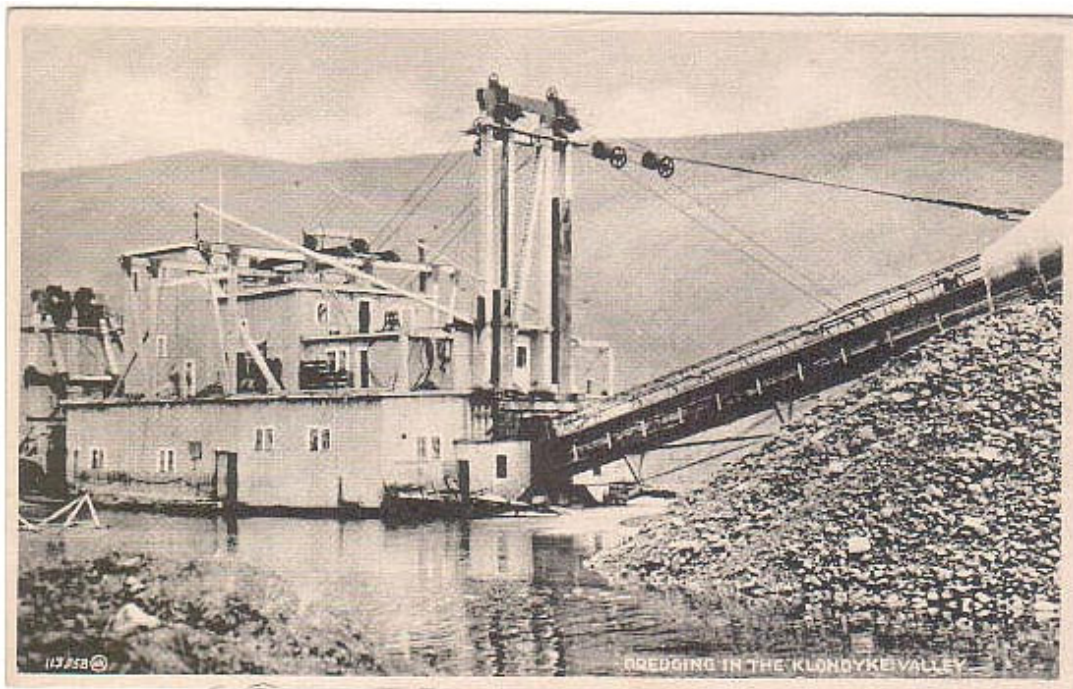
Here, from Member #3, are two covers from Old Crow, Yukon routed through Fort Yukon, Alaska before the Canadian post office opened at Old Crow on February 25, 1959. The top cover likely is from the Anglican missionary at Old Crow. It's interesting to note that the same Fort Yukon date stamp was used on both covers even though they are 15 years apart.



For a discussion of Old Crow mail, see p. 151 of Woodall's *The Postal History of the Yukon Territory Canada*. Old Crow is 300 miles north of Dawson. It was served as a favour by a US airmail route until a Canadian PO was opened in 1959.

Item 1588. Log Cabin Cover, 1902.

Although Log Cabin, BC is listed with a rarity factor of E (10 or less), our group accounted for at least a dozen strikes at CAPEX time in 1996. It is scarce, and very desirable. Most LOG CABIN postmarks are on picture post cards. Member #45 has just bought the cover shown below—probably the nicest known item from Log Cabin. It's dated August 19, 1902, franked with a 2¢ Numeral booklet-pane stamp. This cover was owned by the late Gilbert Kennedy, former Northern Canada group member. He had bought it from a Daniel Eaton auction in the 1990s.

**Item 1589. Dredging in the Klondyke Valley.**

This card from Member #37 is a Valentine halftone numbered 113258.

Item 1590. Swift Water Willie's Cabin.

Here's another card from Member #37 that I haven't seen before. It's Valentine number 601908, Swift Water Willie Cabin on Quartz Creek, Y.T.

**Item 1591. Service's Camp, Whitehorse Rapids.**

To conclude Issue 69, here's another card from Member 37. It's a photoview entitled "Service's Camp, Whitehorse Rapids." Service worked for the Canadian Bank of Commerce in White Horse before he was transferred to Dawson in 1909. Any information on the views shown in these last two cards would be appreciated.



That's it for #69. Next issue will have an illustration of AUDREY, ASSA (a first report) and whatever else you can send me. The next issue is already started.