



Canadian Military Mail Study Group

NEWSLETTER

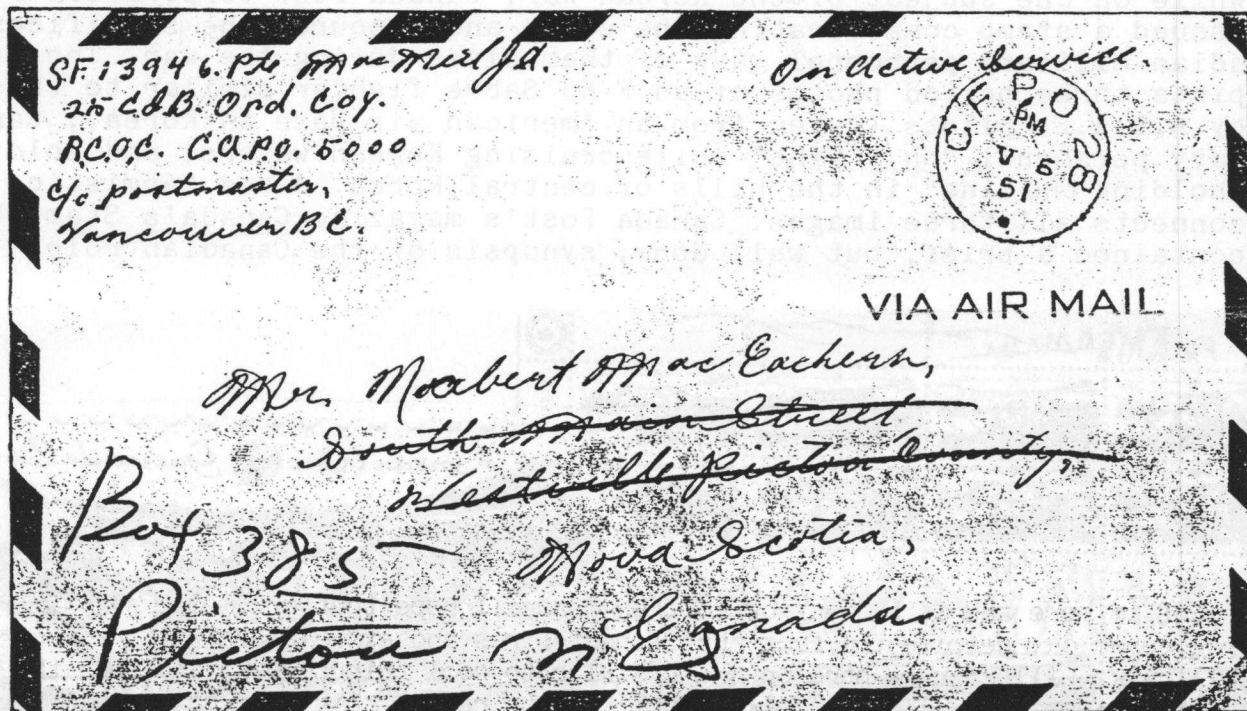
AUGUST 2003

NEWSLETTER NO. 161

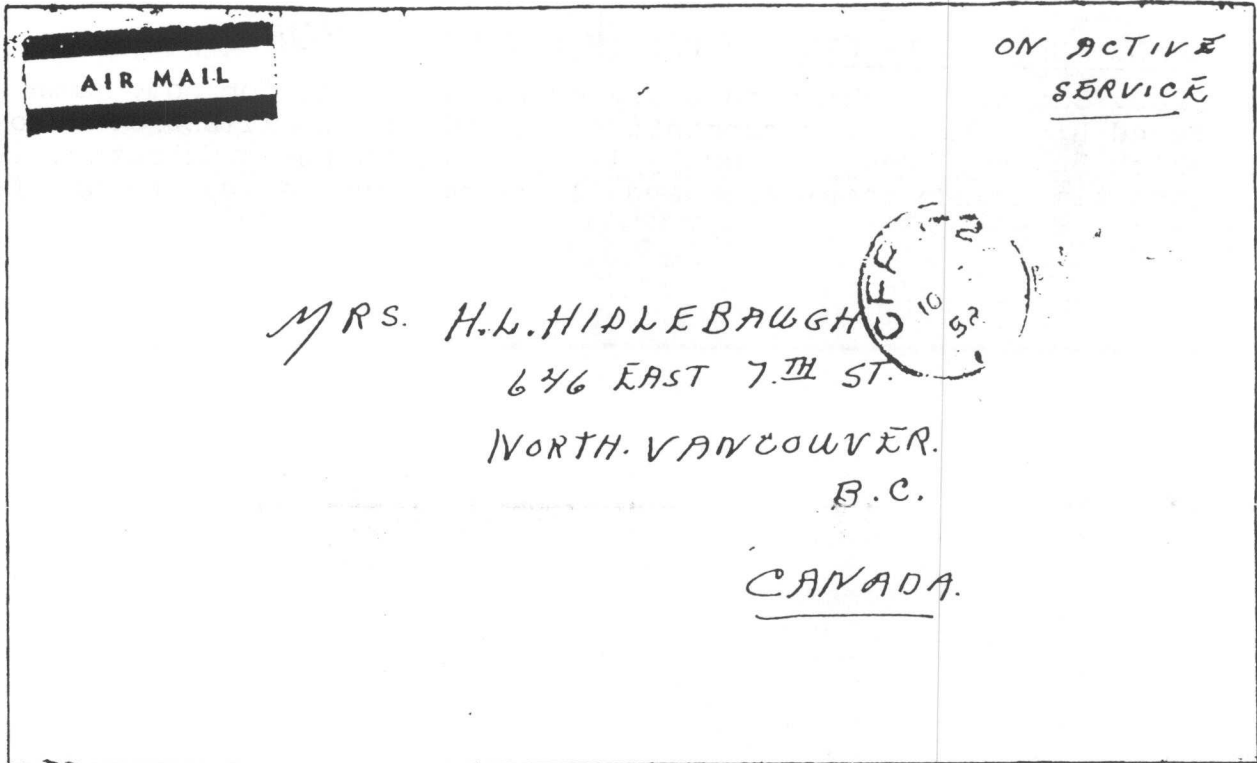
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KOREA RE-VISITED, CFPO 27-28

In light of the Korean War's recent fiftieth anniversary, it is appropriate to feature a few covers (albeit somewhat common) from that conflict. The first is rather interesting in that it was used on the first day of the hammer's use (CFPO 28: Kure, Japan) from a member of the 25th Canadian Infantry Brigade Ordnance Company. The following cover was mailed by a private soldier in "C" Company, First Battalion, P.P.C.L.I., to his wife in North Vancouver. The CFPO 27 was located at Yongson. I believe that these came from one of Bob Lee's auctions years ago and he kindly supplied the copies for our files.

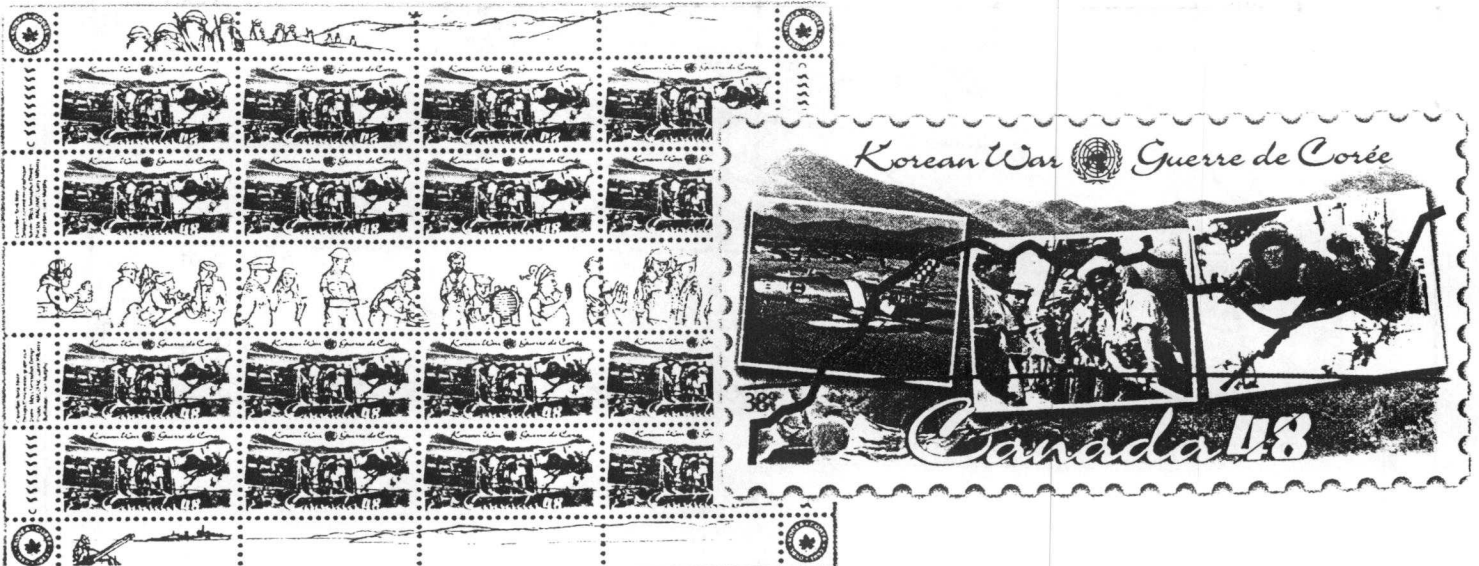


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CANADA'S KOREAN WAR 2003 COMMEMORATIVE STAMP

While on the subject of the Korean War, Canada Post Corporation recently issued a stamp commemorating the event and honoured the sacrifices Canadian military personnel gave of themselves during the war. The stamp depicts three period photos of an F-86 Sabre fighter similar to those flown by R.C.A.F. pilots (taken from an American air base in Korea); Canadian navy personnel "on a line" while cruising Korean waters; and soldiers "holding the line" in the hills of central Korea. A red "Armistice Line" connects all three images. Canada Post's magazine Canada's Stamp Details contained a brief, but well done, synopsis of the Canadian role.



SMALL "CROWN OVER CIRCLE" CENSOR SUMMARY--By C.D. Sayles

[Doug has been working on these censor markings for some time and he offered his summary for reprinting, as well as an illustration of #319 which has not been previously illustrated in the newsletter. It has been some time since completion and if any members can update his findings, please send copies to the Editor. Thanks Doug! Ed.]

SMALL "CROWN OVER CIRCLE" CENSOR HANDSTAMP
SUMMARY of REPORTED USAGE

Censor No.	Location Used	Identified Units Using	No. Rep	ERD Report Ref.	LRD Report Ref.	Notes
301	British Guiana	V.G.C., #34 Coy	2	20 Mar 44 TBD	5 Jun 44 NL pg 306	
302	Bermuda	B Force Coy Pictou Highlanders	2		Apr 45 TBD	Ref NL pg 307 - #302 illustrated on a cover which cannot be dated
304	Bahamas (Nassau)	N Force Coy Pictou Highlanders	3		5 Jun 45 TBD	Ref NL pg 308 - #304 illust on undated cover (WGR). Similar one in CDS collection
307	Labrador Goose Bay	W Force 1 st AA Battery, RCA 10 AA, RCA	4	8 Mar 44 NL pg 306	8 Jun 44 NL pg 529	Also 24 May 44 (NL pg 306) 13 Mar 44 (NL pg 529)
308	Gaspe, P.Q. Fort Ramsay	RCA 105 th Coastal Battery ?	2	7 Dec 43 NL pg 306	22 Dec 43 NL pg 529	
310	Edmonton, Alta. MPO 1314	Army Mountain Warfare School ?	2	18 Jan 44 NL pg 129	20 Apr 44 NL pg 308	
312	Labrador Goose Bay	W Force 1 st AA Battery, RCA	3	19 Feb 44 NL pg 529	29 Apr 44 NL pg 529	Also 22 Apr 44 (NL pg 529)
313	Labrador Goose Bay	W Force 125 AA Battery, RCA	2	16 Feb 44 NL pg 530	18 Mar 44 NL pg 530	
315	Labrador Goose Bay	W Force RCE	1	19 Feb 44 NL pg 530		
316	Kingston, Jamaica Up Park Camp	Y Force Brockville Rifles	4	16 Oct 44 TBD	23 Nov 44 TBD	Also 16 Nov 44 (CDS collect.) ? May ? (Prob 45) (CDS)
317	Kingston, Jamaica Up Park Camp		0			Reported as seen by JD Hannon NL pg 531
319	Labrador Goose Bay	W Force 30 Lt AA Battery, RCA	1		14 Apr 45 TBD	
320	Labrador Goose Bay	W Force	5	30 Oct 44 NL pg 308	20 Dec 44 NL pg 308	Also 2 Sep 44 (NL pg 530) 4 Nov 44 (NL pg 530) 4 Nov 44 (CDS collect.)
321	Labrador Goose Bay	W Force RCASC, RCEME	4	30 Oct 44 TBD	7 Apr 45 NL pg 531	Also 31 Mar 45 (CDS collect.) 20 Dec 44 (NL pg 307)
322	Labrador Goose Bay	W Force	0			Reported as seen by J Frith NL pg 531
324	Labrador Goose Bay	W Force Area Headquarters	2	18 Dec 44 NL pg 531	4 Jun 45 NL pg 531	
325	Kingston, Jamaica Up Park Camp	Y Force	1	6 Dec 44 NL pg 306		Reported only - no illustration

CD Sayles

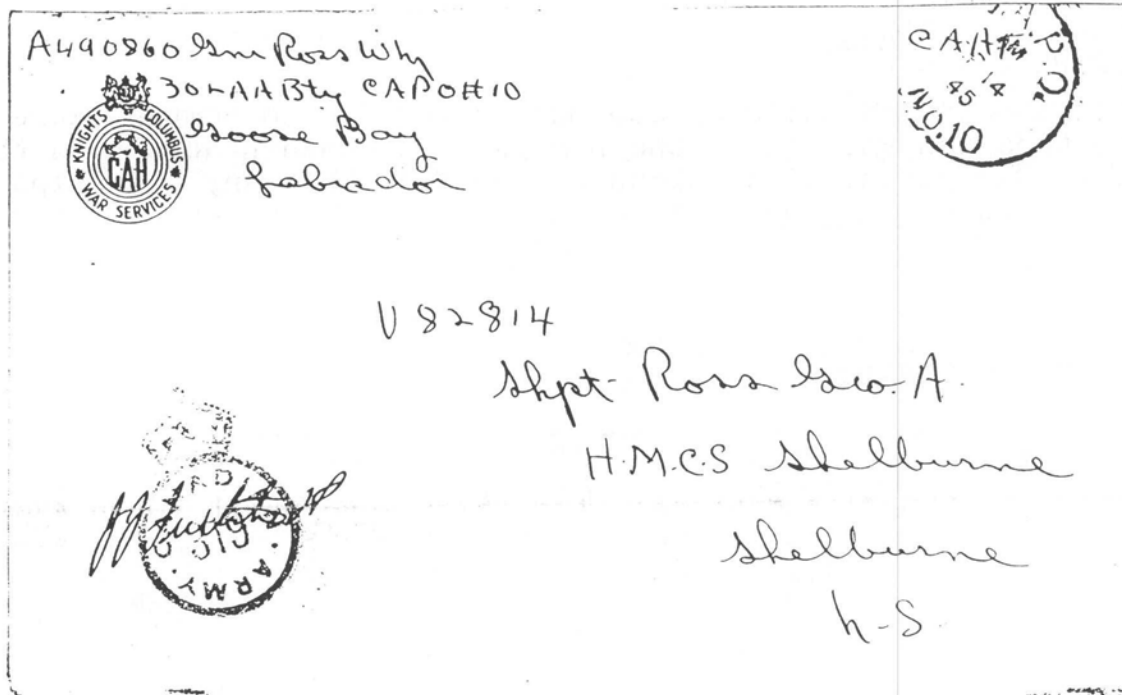
31 Jan 2001

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GREAT LAKES NAVAL STATION: THE ANSWER?

[Members will recall Doug Sayles' cover from NL#159, p.674. Doug Lingard may have solved the mystery. He sent in an auction sheet describing the "Great Lakes, Illinois Naval Station" naval-related U.S. material which sounds quite convincing. Why the Texas address and R.C.A.F. designation? Any more thoughts? Ed.]

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◆ FINANCIAL REPORT

[Looking back several issues it occurred to me that there have been very few financial reports for the membership. We've basically gone on until the funds have "run out", and I see no changes in the near future. I'm not an accountant, so please bear with the rather simplistic number crunching below:

Cash on hand (as of 30/06/03)	\$845.22
BNAPS study group stipend (15/07/03)	\$145.00
	<u>\$990.22</u>
Credit from NL#160 printing/postage	\$ 20.96
	<u>\$1011.18</u> balance in bank

Balance reflects cash on hand before NL#161 is printed/posted. It usually costs approximately \$120-\$130 for each newsletter issue, so we still have some funds on hand before the next call for dues. Ed.]



NEW BOOKS

- 1) Maurice Hampson, #12108-53rd St., NW, Edmonton, AB T5W 3L9 has written to let us know that he has recently published his Vol.V of The Royal Canadian Naval Postal History, 1939-1945. It's 76 pages and updates all categories shown in Volumes 1-2. Priced at \$25.95 + \$2.15 postage in Canada (write first for postage costs internationally). He also noted that all of his previous volumes are still available.
- 2) Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO USA 80921-3554 has also written to inform us that his World War II Mail From Switzerland to Great Britain, Canada and the U.S. postal history hand-book (over 230 illus., revised/updated from published articles, new appendices/bibliography, postal rate overview, spiral bound etc.) is now available for US\$25 postage paid in the U.S./Canada. Charles' study is an indepth examination of the mails between the above countries and is recommended.

CANADIAN NATIONAL "PRINCE" SHIPS TO THE R.C.N.--By Wilf Whitehouse

In 1928 Canadian National Steamships decided to compete more vigorously with Canadian Pacific on the passenger steamship routes on the West Coast. During the discussions it was felt that any new ships would replace the Prince George and Prince Rupert which had been serving the Vancouver-Alaska run since 1910; first under the Grand Trunk Pacific and later taken over by Canadian National.

In 1929 a contract was given to Cammell, Laird & Co. of Birkenhead, England, for the building of three passenger vessels. These were to be 385 feet long with a displacement of roughly 6800 tons, powered by geared turbines capable of 22 knots and a cruising range of 7000 miles at economy speed, but half that distance at full speed.

Unknown to Canadian National, the ships were built to an Admiralty requirement in order that they could be converted to warships if required. Thus they were very much overpowered which, of course, stood them in good stead when acquired in 1940 by the Royal Canadian Navy.

The first ship completed was Prince Henry which arrived at Vancouver in June 1930 and assigned to the Vancouver-Alaska route; joining the Prince George and Prince Rupert (Fig.1).

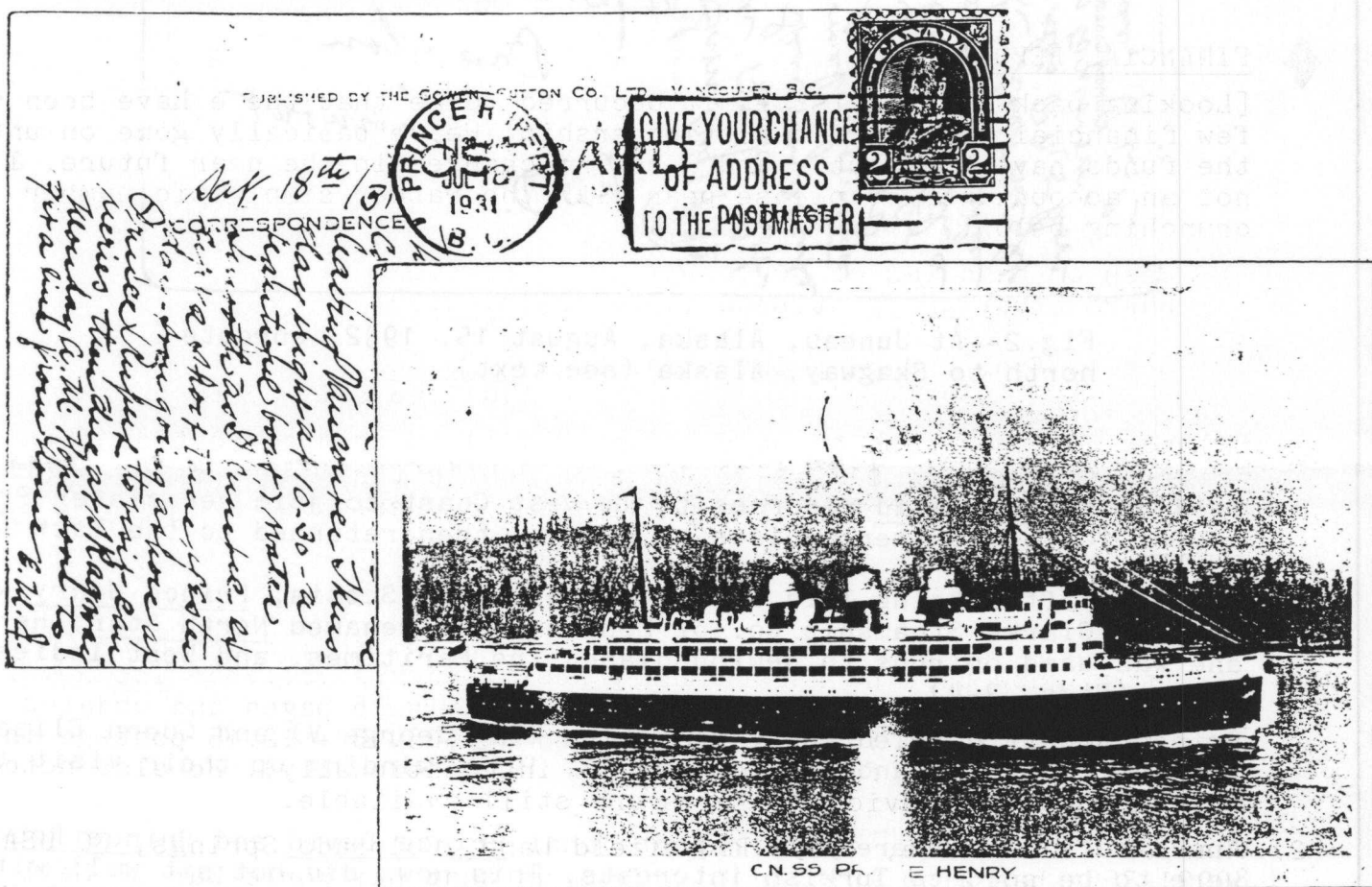


Fig.1--Both sides of a postcard mailed at Prince Rupert, BC with the ship heading north to Alaska, July 1931

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Prince David and Prince Robert arrived at Vancouver soon after and commenced operations on the Vancouver-Vancouver Island daily triangle route in August 1930.

It was soon evident that the economic difficulties of the Depression made it impossible for these three ships to pay their running expenses, let alone turn a profit. In 1932 Prince Henry and Prince David were sent to the East Coast where their fine accommodation made them ideal for West Indies cruises. Prince Robert, on the West Coast, was assigned to summer cruises to Alaska (Fig.2).

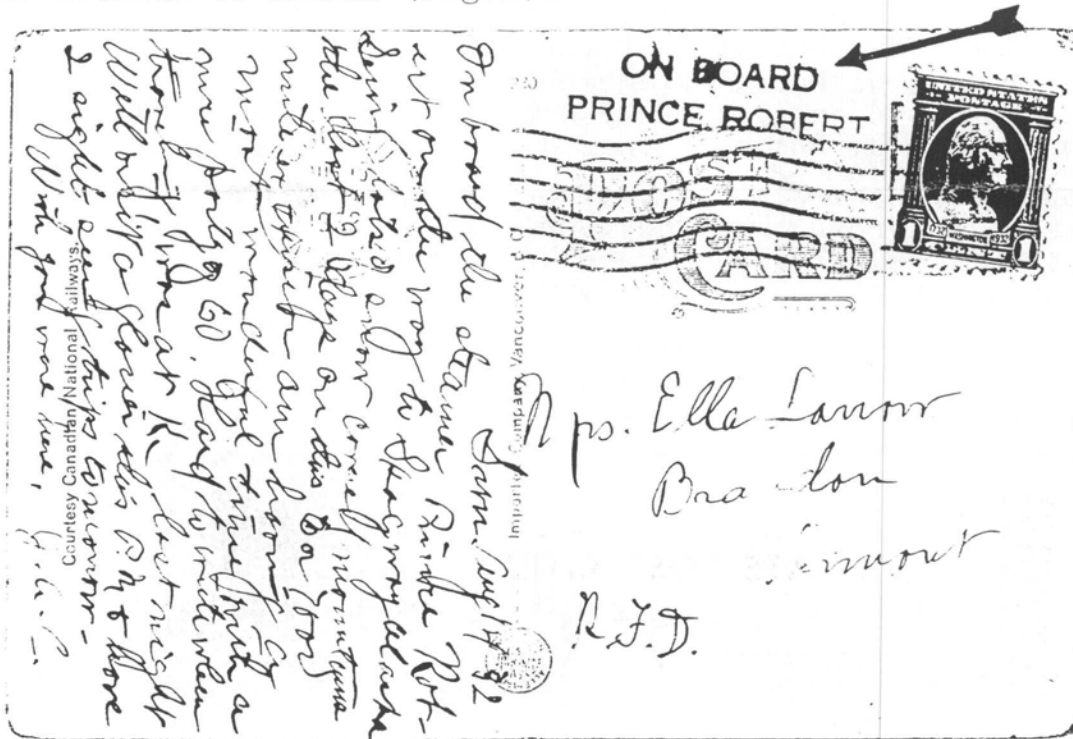


Fig.2--At Juneau, Alaska, August 15, 1932, enroute north to Skagway, Alaska (see text)

In 1936 Prince David returned to the West Coast to join her sister Prince Robert for the summer cruises to Alaska, then returned to the East Coast.

In 1937, after being laid up at Halifax, Nova Scotia, Prince Henry was sold to Clarke Steamship Co. of Montreal and renamed North Star. Here she was used on runs to Newfoundland, the Maritimes, and West Indies ports (Figs. 3-4).

Prince Robert carried their Majesties King George VI and Queen Elizabeth from Victoria to Vancouver on May 31, 1939; winding up their visit to the West Coast.

About this time there were reports that Prince David and Prince Robert were to be sold to Turkish interests. This news did not sit well with Vice-Admiral P.W. Nelles, R.C.N. who, as Chief of the Naval Staff, knew that in the event of war these vessels could be quickly converted into Armed Merchant Cruisers for the R.C.N. Fortunately he was successful in stopping the sale and shortly afterward the ships were being surveyed for naval use.

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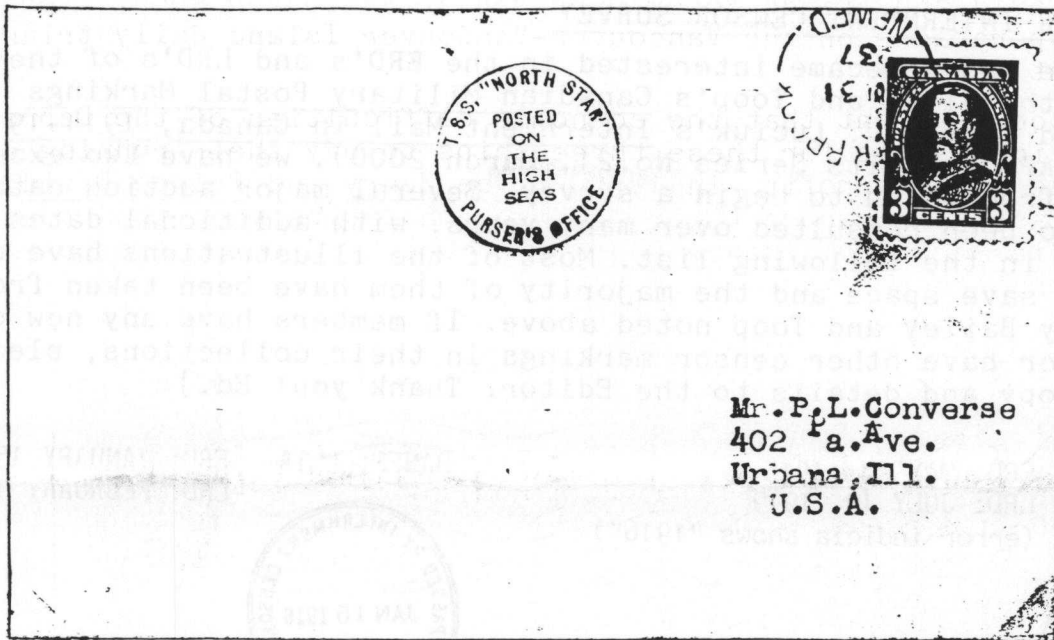


Fig.3--At Cornerbrook, Newfoundland, July 31, 1937

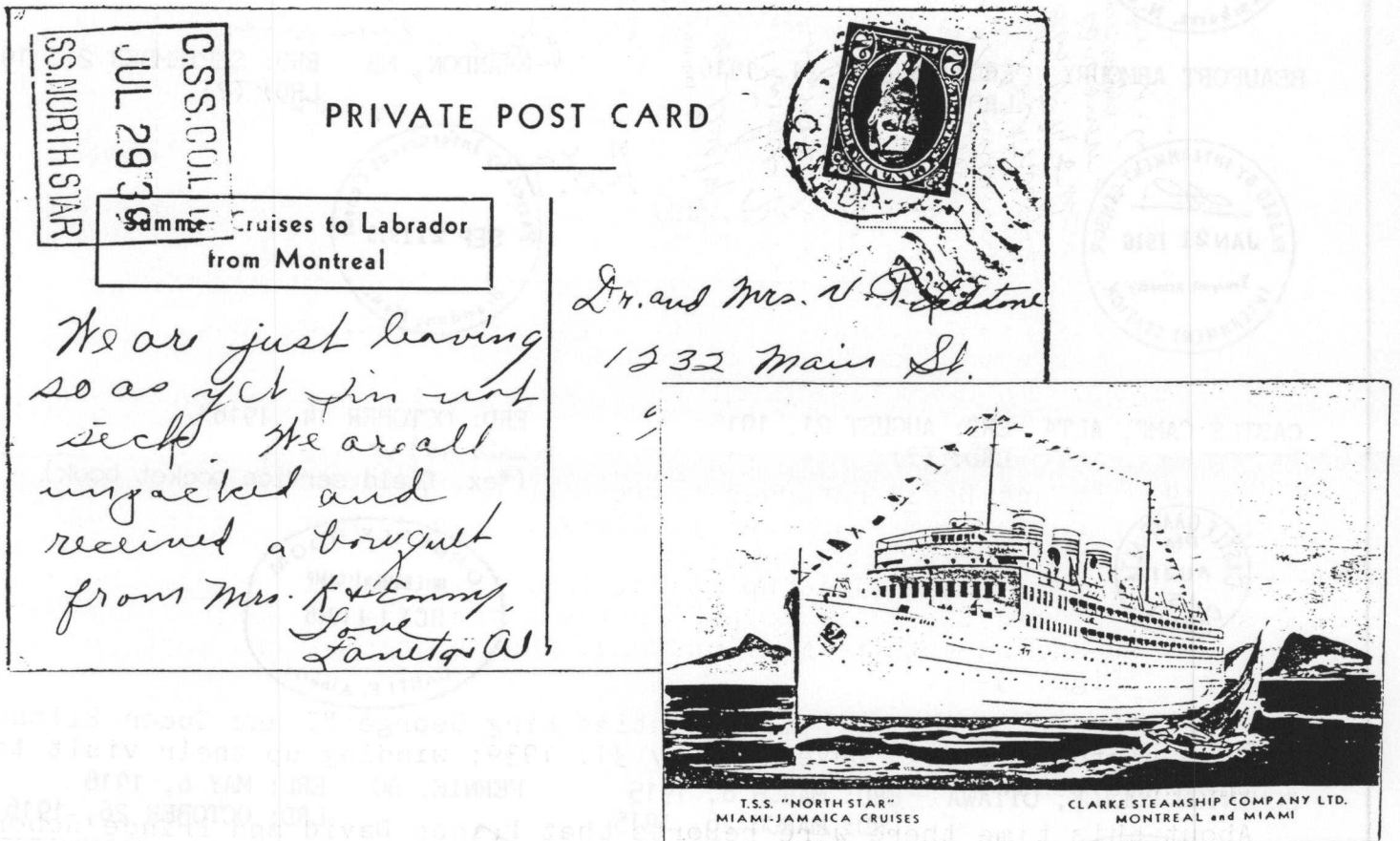


Fig.4--At Halifax, N.S., prior to sailing, July 29, 1939

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GREAT WAR INTERNMENT CENSOR SURVEY

[Some time ago I became interested in the ERD's and LRD's of these markings. With Bailey and Toop's Canadian Military Postal Markings (Vol.I, 1996) and Steven C. Luciuk's Internment Mail in Canada, 1914-1919 & 1939-1946 (BNAPS Exhibits Series No.21, March 2000), we have two excellent sources from which to begin a survey. Several major auction catalogues have also been consulted over many years, with additional dates of usage included in the following list. Most of the illustrations have been reduced to save space and the majority of them have been taken from the volume by Bailey and Toop noted above. If members have any new dates to report, or have other censor markings in their collections, please send a photocopy and details to the Editor. Thank you! Ed.]

AMHERST, NS ERD: MAY 21, 1915
LRD: JULY 19, 1919
(error indicia shows "1916")



BANFF, ALTA ERD: JANUARY 15, 1916
LRD: FEBRUARY 11, 1916



BEAUFORT ARMOURY ERD: JANUARY 21, 1916
LRD: (?)



BRANDON, MB ERD: SEPTEMBER 21, 1915
LRD: (?)



CASTLE CAMP, ALTA ERD: AUGUST 21, 1915
LRD: (?)



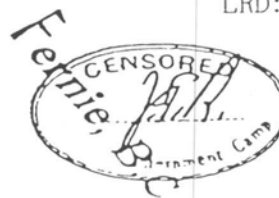
ERD: OCTOBER 14, 1916*
LRD: (?)
(*ex. field service pocket book)



DOMINION POLICE, OTTAWA ERD: MARCH 8, 1915
LRD: MARCH 26, 1915



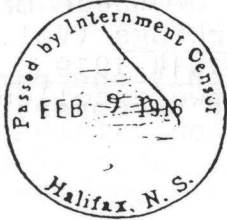
FERNIE, BC ERD: MAY 6, 1916
LRD: OCTOBER 26, 1916



[Cont'd.]

HALIFAX, NS ERD: JUNE 12, 1915
LRD: FEBRUARY 9, 1916

INTELLIGENCE OFFICE, HALIFAX
ERD: (?)
LRD: (?)



KAPUSKASING, ON ERD: MAY 25, 1917
LRD: OCTOBER 29, 1919

KAPUSKASING, ON (WIDE SPACING)
ERD: NOVEMBER 27, 1917
LRD: AUGUST 7, 1918



KINGSTON, ON ERD: APRIL 12, 1915
LRD: APRIL 27, 1917

KINGSTON, ON ERD: SEPTEMBER 5, 1916
LRD: NOVEMBER 11, 1916



FORT HENRY, KINGSTON, ON ERD: MARCH 16, 1916
LRD: OCTOBER 31, 1916

LETHBRIDGE, ALTA ERD: JULY 13, 1915
LRD: MAY 30, 1916

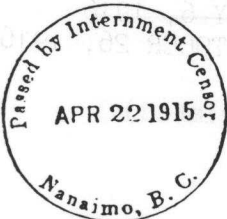


MORRISEY, BC ERD: JUNE 15, 1917
LRD: JANUARY 21, 1918



NANAIMO, BC ERD: APRIL 22, 1915
LRD: (?)

OTTAWA INTERNMENT, OTTAWA ERD: NOV.24, 1915
(Officer Commanding) LRD: (?)

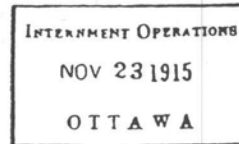


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OTTAWA, ON ERD: JULY 22, 1915
LRD: MAY 17, 1917



OTTAWA INTERNMENT, OTTAWA ERD: JUL.21/15^x
(rectangle) LRD: NOV.23/15



(^xonly one record-
ed on cover)

SPIRIT LAKE, QC ERD: JANUARY 14, 1916
LRD: (?)

TORONTO, ON ERD: JUNE 1, 1915
LRD: (?)



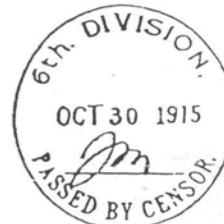
VALCARTIER, QC ERD: JULY 9, 1915*
LRD: JULY 19, 1915
(*this probably should
be "July 19" as only
one strike has been
reported)

VERNON, BC ERD: AUGUST 31, 1915
LRD: MAY 27, 1916



VERNON, BC ERD: JULY 14, 1916
(triangle) LRD: OCTOBER 7, 1919

6TH DIVISION ERD: APRIL 21, 1915
LRD: OCTOBER 30, 1915



MILITARY DISTRICT NO.6 ERD: SEPTEMBER 1, 1916
LRD: (?)

M.D. NO.11 WORK PT. ERD: (?)
LRD: (?)



+NANAIMO, BC ERD: MARCH 22, 1915
(scalloped) LRD: (?)
(*may not be internment-operations related)

HMCS NIPIGON'S DEMISE AND HMCS IROQUOIS' RETURN

[These newspaper clippings (StarPhoenix, July 28, 2003) may be of some interest to members. Ed.]

Old warship now a reef

RIMOUSKI, Que. (CNS) — It was the last St. Lawrence-class destroyer in the Canadian navy to be built and the last to be decommissioned, but on Saturday, the HMCS Nipigon became the first artificial reef ever sunk in Quebec.

In a dramatic operation about eight kilometres out from the village of St. Luc sur Mer, near Rimouski, the skeleton of the stripped and scrubbed warship was sent to the bottom of the St. Lawrence where the river runs into the gulf.

Its final resting place is about a kilometre from the Empress of Ireland, another wreck that attracts scuba divers from around the world.

Before it was decommissioned in 1998,



— CanWest News Photo

The HMCS Nipigon sinks in the St. Lawrence Saturday

The Nipigon was one of a mighty fleet of Canadian-built military destroyers.

It was decommissioned in July 1998, and sold to the Societe des recifs artificiels de l'Estuaire du Quebec, a group of local diving enthusiasts who spearheaded the artificial reef project. In September of 2001 for \$182,000. The ship has spent

the last two years on a wharf in Rimouski being prepared to meet the rigorous environmental standard for sinking.

It had to be thoroughly cleaned of leftover oil and fuel, its communications tower was removed so it wouldn't endanger boats, and holes were opened in its hull to allow divers easy access.

HMCS Iroquois back from Middle East

ST. JOHN'S, Nfld. (CP) — Ecstatic family members waved Canadian flags, while others cried as HMCS Iroquois returned home Saturday from the war on terrorism.

Hundreds of people watched the arrival of the destroyer in St. John's — its first time in Canadian waters since leaving Halifax six months ago for its mission in the Gulf of Oman.

The warship was to leave Newfoundland on Sunday for its home base Halifax.

While in the Middle East, the destroyer kept an eye out for suspected terrorists trying to flee the region.

Capt. Paul Maddison, who took over command of the Iroquois in June 2002, said 1,200 vessels were stopped by his crew and 44 were inspected.

He said the threat of terrorism is an ongoing concern in the area and believes the American-led coalition has had a positive impact.

* * * * *

NO.6 RCAF DUNNVILLE MUSEUM OPENS

[Mike Street kindly sent along the following clipping from The Hamilton Spectator. The No.6 Service Flying Training School utilized MP0 205, in use from April 28, 1942 until November 30, 1944. It is nice to see that a museum will continue to educate future generations about the service and sacrifices of those associated with the Flying Training School. Thanks Mike. Ed.]

Museum opening strips away 60 years for veteran pilot

By TONY FITZGERALD
The Hamilton Spectator
DUNNVILLE

The sound of three Harvards landing at Dunnville Airport took Cec Brown back some 60 years.

Brown was a Royal Canadian Air Force flight instructor at the No. 6 Service Flying Training School.

It's estimated more than 20,000 people were trained or stationed in Dunnville between 1940 and 1945.

Some, like Brown, returned there Saturday for the opening of No. 6 RCAF Dunnville Museum.

"It's a very nice facility," said Brown, who joined veterans Carm Daw, James Bird and Haldimand Mayor Lorraine Bergstrand to officially open the museum.

"A lot of work must have gone into this, but it will be worth it. Young people should know about all of this. It was certainly an important part of our lives."

The first group of 50 graduates received their wings Feb. 10, 1941. A total of 2,436 pilots received their wings from the training centre.

"It wasn't a pleasure trip, that's for sure," said Brown.

"It was very interesting then because you didn't know what you were getting next as students. You never knew what the clown in the front was going to do.

"One fellow froze at the controls and we were heading towards the ground. I had a hell of a time getting him off the controls. We clipped some trees getting back up."

Back then the training school was massive, with six hangars, barracks, mess halls, a fire hall, hospital and a motor transport section.

Canadians were joined by young men from Australia, New Zealand and the United States for 10 weeks of training before heading overseas to fight.

But Brown's days weren't completely occupied with training the would-be Billy Bishops.

There were evenings when he poked a finger in the taxman's eye.

"One of the biggest problems we had back then was we didn't pay income tax if you had so many flying hours. So the ground officers, who didn't take up flying, talked us into taking them up flying after dinner every night so they wouldn't have to pay income tax.

"That got to be a little much after a full day of instructing. In all, we trained a great bunch of men."

Brown, who accumulated more than 650 hours flying time in a Harvard, gave up the planes when he went to England and joined long-time friend, Dave Goldberg of Hamilton, in 403 Squadron and made 150 trips in Spitfires.

Hundreds of visitors followed Brown and other veterans through the bright blue doors leading to the museum.

Inside were uniforms, caps, helmets, pictures, instruments, books and hundreds of other interesting pieces of memorabilia.

Don Oatman, president of the No. 6 Service Flying Training School association, said the museum is a place where all veterans — including the 47 men who died at Dunnville training school — can be remembered by future generations.

On Dec. 1, 1944, the station was officially closed.

It was sold to Cold Springs for a turkey farm, but in 1998 was sold to three local businessmen who reintroduced the airport.

The association has plans to restore a Harvard and place it as a monument in front of the flag memorial, dedicated to the 47 men killed.

ft Fitzgerald@thespec.com or 905-526-2467.

* * * * *

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Dear CMMSG Members:

August is here and it's time for another issue! I hope that our members' summer has progressed ok, despite the fact that forest fires and extreme heat plagued some. The fall rains will soon be here on the prairies to cool things down, and then the collecting "season" will be in full swing. Lots to report this time so I shall begin....

LONDON BNAPEX 2003

I am very pleased to report that Doug Sayles has kindly volunteered to conduct a programme for our annual convention meeting in London, Ontario. One of Doug's many "pet projects" is the story surrounding William Maitland-Dougall, a very interesting individual! Why not attend the study group meeting and find out more details? Douglas Lingard, VP of Study Groups, has informed us that the meeting is scheduled for:

FRIDAY, SEPTEMBER 26, 10:30-11:30 AM in the DUKE OF EDINBURGH ROOM

Thank you very much Doug for the programme and thanks too are extended to Mike Street for chairing the meeting! Sorry I cannot make it this time. Nominations will be open for the Chairman/Treasurer position which is currently vacant.

KUDOS TO EXHIBITORS

Several members did quite well with their non-military exhibits at both the Edmonton Spring National and ORAPEX shows. Congratulations! I am pleased to report that our member, Dave Hanes, was the recipient of the "E.R. Toop Award" for the best military postal history exhibit at ORAPEX. Dave's four-frame exhibit, entitled "Postal History of the RCAF, Including RFC and CAF, 1917-1968", also received a Vermeil medal. Well done Dave! Good luck to our members exhibiting at BNAPEX and throughout the fall and winter shows.

MEMBERS WRITE: It was nice to hear from John Daynes, Editor of the FPHS Newsletter, who confirmed Chuck LaBlonde's information regarding the encircled "64" from NL#159, p.673. Although a British marking, John remarked that there was no reason it could not have been used by a Canadian officer at the Base Censor Station. David Collyer, from Australia, commented upon the postal arrangements of the Australian forces in Iraq. Some very interesting information and mail from this effort will be difficult to obtain.

C.R. (RON) McGUIRE NOW "O.T.B."

Congratulations are also belatedly extended to our member C.R. (Ron) McGuire, FRPSC, OTB for his induction into the BNAPS' Order of the Beaver for service to the society and to philately in general. Members will know of Ron's great interest in Canadians in Hong Kong and "Force C" during the Second World War, along with other military postal history areas. Hopefully members saw his ORAPEX presentation on Force C.

SMALL ADS

WANTED: Letters to/from William Maitland-Dougall in period 1910-1917. Send photocopy/price required to C.D. Sayles, 25 Howard Blvd., Waterdown, ON LOR 2H4 or email: saylesd@aecl.ca (9/18)

Enjoy the rest of the summer and the upcoming fall. Do enjoy yourself at BNAPEX 2003 and I hope that all members find that special something this coming season.
