



## Canadian Military Mail Study Group

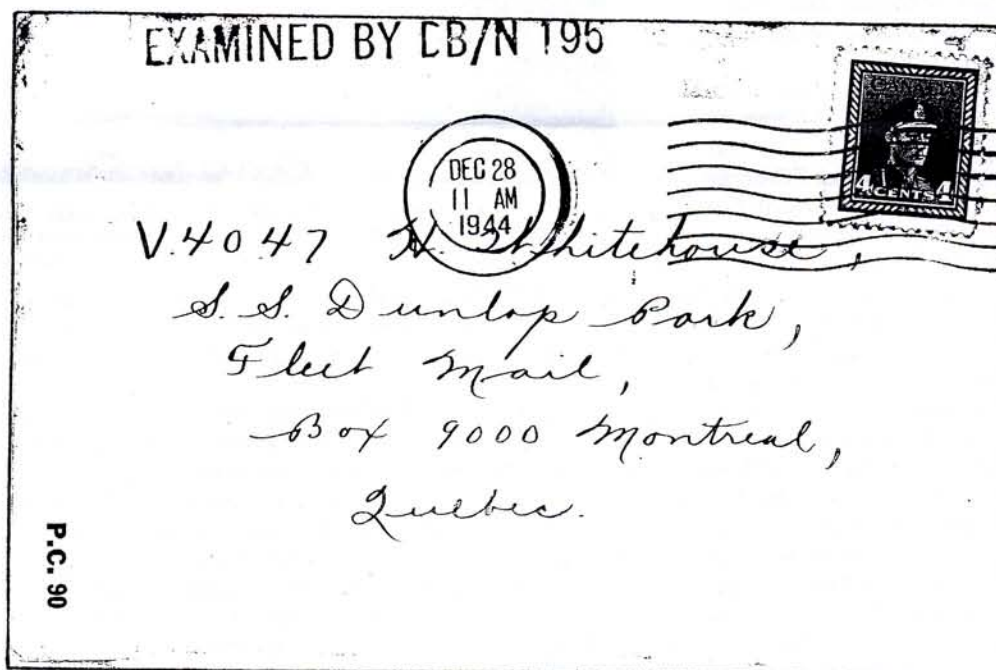
### NEWSLETTER

MAY 2006

NEWSLETTER NO. 175  
Page 861

P.O. BOX 9000 RE-VISITED--By Mike Street

/Mike sent along the cover below addressed to "V.4047 H. Whitehouse, S.S. Dunlop Park, Fleet Mail, Box 9000, Montreal". Members will recall Colin Pomfret's previous article on P.O. Box 9000 and the related mail to the Canadian Merchant Marine Post Office (NL# 164, March 2004, pp.729-732). Mike talked with Colin about the cover below and the addressee was most likely with the Royal Canadian Navy (because of the service number). Perhaps he was an R. C.N. gunner aboard the ship?



Perhaps Wilf Whitehouse can shed more light on the above. Any relation Wilf? Ed./

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"LIKE A FALLING LEAF"--By Ross Melanson

## LIKE A FALLING LEAF - *the 1954 plane collision over Moose Jaw*

At 10:02 a.m. on Thursday, April 8, 1954, a Royal Canadian Air Force Harvard trainer collided with a Trans-Canada Air Lines North Star passenger plane in the clear skies over Moose Jaw, Saskatchewan. Wreckage and debris scattered over a three-mile radius in the city's northeast end. One of the North Star's engines landed very near the City's Main Street and its fuselage crashed into a house on Third Avenue North East, missing Ross Public School and the 360 students inside by only 166 yards. In the end, 37 people died as a result of this mid-air collision.

At 9:52 that morning, the pilot of Trans-Canada Air Lines' Flight 9 reported that they were flying over Regina. Though the Vancouver-bound plane was 7 ½ hours behind schedule due to inclement weather, there was nothing in this last dispatch which gave cause for concern. At 9:57 a.m., a Royal Canadian Air Force Harvard took off from the runway at the Air Forces Base south of Moose Jaw. This plane was on a cross country, solo, navigation exercise.

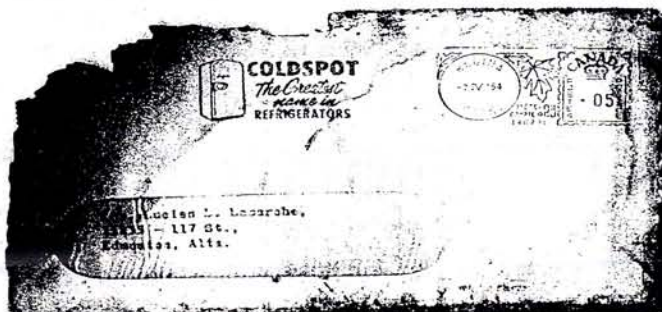
The collision of these aircraft proved fatal for the RCAF training pilot Thomas Andrew Thorrat, the 31 passengers and four TCA crew members on board the North Star and one Moose Jaw citizen on the ground, Mrs. Martha Hadwen.

When the fuselage of the North Star passenger plane directly struck the residence of Gordon and Betty Hume at 1324 Third Avenue North East, the fuel of the plane combined with over 250 gallons of fuel oil in the basement and ignited. The house was immediately engulfed in flames and its only occupant, Martha Hadwen, did not survive.

The collision was witnessed by many of the citizens of Moose Jaw. William E. North, who was one of the eyewitnesses that day stated, "The big plane had been headed west and when I saw it, it was starting to nose towards the earth and flames and smoke seemed to be coming from around the tail end. I also noticed a smaller plane, which I took to be a Harvard. It was travelling in a northeasterly direction and appeared to be lower than the big plane. It was rolling over like a falling leaf. There was another explosion on the big plane just as it dropped out of sight."

Initially, 14 representatives of the Moose Jaw Fire Department were dispatched to deal with that fire. The Fire Chief, upon arriving at the scene and seeing the magnitude of the devastation, issued orders that all off-shift personnel report for duty. In the end, there were 44 firefighters working at the scene of the disaster.

Immediately following the tragedy, officials of the Moose Jaw Canadian Red Cross Society offered assistance to all local civic officers and families directly affected by the disaster. The Society executed such diverse tasks as offering coffee to Airmen standing guard at the disaster scene (a service provided for three nights), acting as a contact centre for families of those on the TCA flight, and providing the official headquarters for all information relevant to the identification of victims.



This is one of many letters which were recovered from the wreckage. There were over 1,000 pounds of mail aboard the TCA plane. This letter was donated by Denise Ross, daughter of Mrs. Lucien Lamarche.

visit the "Like a Falling Leaf" online exhibit at [www.virtualmuseum.ca](http://www.virtualmuseum.ca)

(Cont'd.)



## LIKE A FALLING LEAF - *the 1954 plane collision over Moose Jaw*

The community of Moose Jaw grieved for this tragedy. On April 12, over 1,000 political dignitaries and citizens attended a memorial service held at Zion United Church. Premier T C Douglas addressed all those present. That same afternoon another memorial service was held at St. Joseph's Church. On April 13, over 500 people attended the funeral of Martha Hadwen at the Alliance Tabernacle. Full military honours were accorded to Acting Pilot Officer Thomas Andrew Thorrat on that same day at St. Andrew's United Church.

In the days and weeks following the collision, three separate investigations into its origins ensued. These detailed investigations, which were conducted by the Royal Canadian Air Force, Trans-Canada Air Lines, and the Department of Transport, all came to the conclusion that no responsibility for the accident could be determined. Based on the character, accomplishments, and reputation of the pilots involved, suicide and sabotage were ruled out. The only reasonable explanation for the accident was that the pilots of both aircraft either did not see the oncoming aircraft or did not see the impending collision until it was too late to take successful evasive action.

The Community of Moose Jaw has not forgotten this tragedy and it is understood as a significant event in the social history of the city. Its significance has also been preserved through an exhibition and through publication on the internet. At 10:02 a.m. on April 8, 2004, exactly 50 years after this tragedy, the Moose Jaw Museum & Art Gallery officially opened an exhibition regarding this significant historical event.

essay written by Ross Melanson



The wing of the Trans-Canada Air Lines' North Star can be seen in the foreground and Ross School can be seen in the background.  
Photo credit: Lloyd Carr.

### The following people lost their lives:

ADAMSON, Cynthia	MATHESON, Donald M.
ADAMSON, Rodney	McLEAN, W.H.
BAUGH, Rupert Don	McVEY, Alex (Sandy)
BELL, I. M.	NELSON, Carol (Lila)
BELZBERG, Abraham	NELSON, Caroline (Carey)
BLANK, Oscar A.	NELSON, Dorothy
BROOKS, W. J.	PENNER, Louis H.
CAMERON, F. Egbert	PIRIE, Mary
CRAIG, M. Allan	QUINNEY, Marjorie
CROSSEN, J.	REID, Marjorie
EDWARDS, Alice	REID, T. M.
FINNEY, June	REID-HUNTER, T. W.
GEORGE, Harry F.	SMART, Andrew M.
GILLET, G. H.	STANTON, George
GOODALL, George R.	SWEENEY, Jean
GOODALL, John	SWEENEY, George, W.
GUTHRIE, Douglas	THORRAT, Thomas Andrew
HADWEN, Martha	WILSON, David
HUTTON, Charles Gordon	

The Moose Jaw Museum & Art Gallery gratefully acknowledges funding assistance from the City of Moose Jaw, the Saskatchewan Arts Board, Saskatchewan Lotteries and SaskCulture Inc. through the Museums Association of Saskatchewan, the Museums Assistance Program of the Department of Canadian Heritage, and Assistance to Art Museums and Public Galleries from the Canada Council for the Arts.

Organized by the Moose Jaw Museum & Art Gallery

(Cont'd.)

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/Jack Rogers recently visited the Moose Jaw Museum and Art Gallery and was informed the museum plans on creating a special display centred around the 1954 tragedy. It will be accompanied by several covers from its holdings. Jack kindly passed along the preceding illustrated sheet for our information. Ed./

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TYPE 2 CENSOR STAMP UPDATE (GREAT WAR)--By Colin Pomfret

Colin writes: "Many issues ago I asked the membership for help with the following list of TYPE 2 censor markings. Perhaps it is time to put some of the results in the Newsletter and also try to get some more input.

I am sure that #2415 and #2416 are both for the Mounted Troops, the first for the Cavalry Squadron and the second for the Cyclist Company.

TYPE 2 CENSOR STAMPS ALLOCATED TO THE  
FIRST CANADIAN DIVISION ON  
ARRIVAL IN FRANCE IN JANUARY 1915

#2399	1	DIVISION H.Q.	*	#2418	1	BRIGADE C.F.A.	
2400	1	BRIGADE H.Q.	**	2419		"	***
2401	2	"	*	2420	3	"	
2402	3	"	*	2421	1	DIV. AMMO COL.	
2403	1	BATTALION		2422			
2404	2	"	*	2423		CDN ENG. H.Q.	
2405	3	"	*	2424	1	FLD COY	
2406	4	"	**	2425	2	"	
2407	5	"	*	2425	3	"	*
2408	7	"		2427		SIGNAL COY	
2409	8	"	*	2428	1	COY C.A.S.C.	
2410	10	"	***	2429	2	"	
2411	13	"		2430	3	"	*
2412	14	"	*	2431	4	"	
2413	15	"	***	2432	1	FIELD AMB.	*
2414	16	"	*	2433	2	"	
2415		MOUNTED TROOPS	*	2434	3	"	
2416				2435			
2417		C.F.A. H.Q.		!			
				2437		BASE DEPOT	

(\* = reports)

In the last newsletter (#172, Nov. 2005, pp. 827-830), I have re-thought the Third Division Railheads. I am sure the RX3 is right for the C.E.F. It does not make any sense to have the First and Second Divisions using RP1 and RP2 and the Third and Fourth Divisions continuing to use the "RX's" in Phase 2. /Thanks Colin. Now, can our members contribute more to the above? The TYPE 2's, as members will know, are the square markings primarily used at the Western Front, the M.E.F., and the E.E.F. If we can expand on the work done by Colin, John Frith, Frank Daniel, and others, a significant reference source will result. Contributions through the Editor will be appreciated! Ed./

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THE VERNON ARMY CAMP--By Ron Candy

/Ron Candy is the Director/Curator of the Vernon Museum. Ken Ellison kindly sent along the November 2001 issue of Target, the newsletter of the Okanagan Military Museum Society, and a portion of the article is repro-

**THE VERNON ARMY CAMP**

The history of the Vernon camp can be traced back to 1908 when the C Squadron of the Okanagan Mounted Rifles Regiment (OMR) was authorized for Vernon. Initial enrollment consisted of 88 men plus a military band. In 1910, a cavalry regiment called the 30<sup>th</sup> B.C. Horse Command was formed and based in Vernon. It was made up from squadrons from all over the Okanagan Valley.

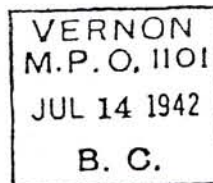
In 1911, the City of Vernon leased lands on Mission Hill to the Department of National Defense for the establishment of a military camp named Camp Vernon. In 1913, the first militia summer camp was held there and the Federal Government constructed an armoury building near the militia camp (still standing). In 1914, the local troops were sent to Willow Camp in Victoria and amalgamated with a squadron there to become the British Columbia Horse.

In 1915, Camp Vernon was a training and recruitment centre for approximately 3500 men. By 1916, more than 7000 men were training at the camp while the city of Vernon had a population of barely 3000. Needless to say, the military presence was dominant in Vernon then. In 1919, Vernon bought, for the purpose of an airport and airstrip, about 130 acres of land on Mission Hill directly east of where Camp Vernon had located its "tent city". The airfield was used by the public up until the beginning of World War II when the D.N.D. purchased the airport property in order to build huts on that area. By war's end the camp contained some 205 buildings.

During World War II, Camp Vernon had become an infantry base training centre. In 1942 the camp was increased to include a small arms school and battle drill school, the first of its kind in Canada. Exercises using live ammunition provided battle school conditions for the 24,000 men who went through the course. (The unique nature of the school later helped to create the U.S. Army Ranger School at Fort Benning, Georgia). At the height of training there were 5000 men on the camp.

After World War II, Camp Vernon continued its role of providing training for military personnel but many structures at the camp were considered surplus and were either moved or dismantled. The "Soviet threat" and the resulting cold war put a halt to the dismantling of the camp and a decision was made in 1948 to adapt the Canadian Technical Training Corps into the Army Cadet program. The plan was to extend the already 10-day training schedule for cadets

that involved signals training, sports, rifle shooting and drill and extend the training to six weeks. In the summer of 1949, the Western Command Trades Training Camp was opened at the Vernon camp and was attended by 1130 cadets. The resulting success of the summer training in 1949 resulted in the establishment of the Vernon Army Cadet Camp. During the past fifty years, over 63,000 cadets have passed through the camp.



duced above. The illustrations are from Bailey and Toop's Canadian Military Postal Markings. The June 2001 Target contained the following article (Cont'd.)



# THE CONSTRUCTION OF CAMP VERNON IN THE SECOND WORLD WAR--By Howard Hisdal

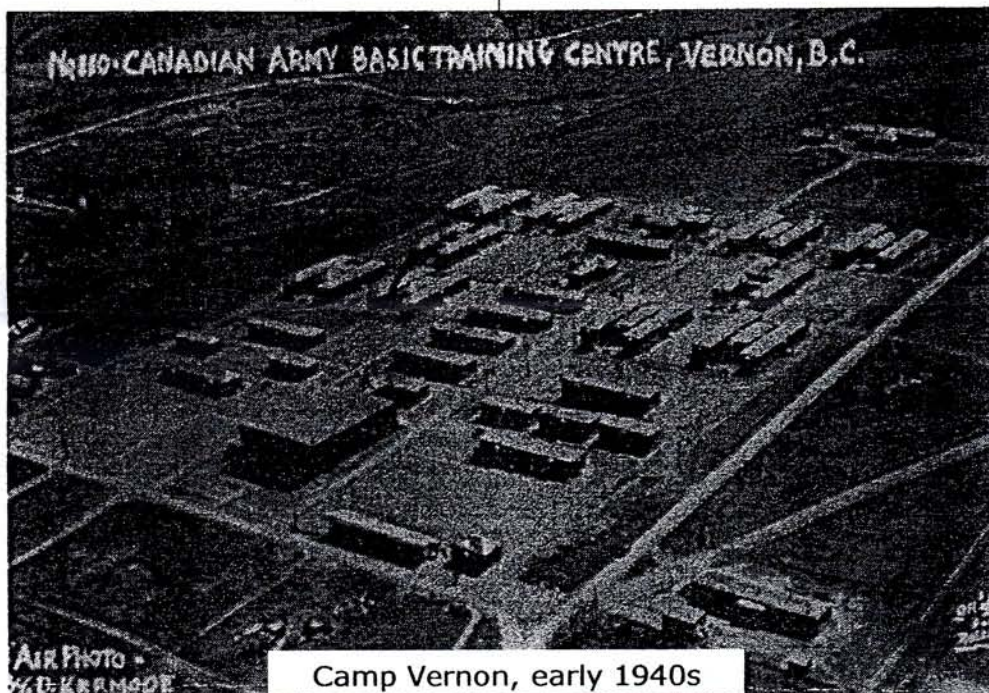
During the First World War the Mission Hill area of the Commonage just south of Vernon was used as a Central Mobilization Camp to train the second, third, and subsequent contingents of British Columbian troops, perhaps some 20,000 men trained there in all. The Okanagan Military Museum has a panoramic photograph of about 10,000 soldiers being reviewed by the Governor General, The Duke of Connaught, in 1915. The training was done in the summer months and the troops were housed under canvas. A rifle range was constructed on the slope of Mount Middleton; it had a curved design and was soon abandoned. The gully just south of the present camp was used to hold boxing matches for entertainment. A complex trench system, with a first and second trench line, was dug just above the camp. There is photographic evidence of all these activities in the Vernon Archives.

Between the wars the camp area reverted to just occasional use by the British Columbia Dragoons and other militia units. In May 1939 there was a BC militia camp there with over 2,000 soldiers. The city council of Vernon encouraged militia activity by running out water and electricity lines for the use of the tented camps. Nothing much happened for the first year of the Second World War in the Okanagan. The BCDs were not mobilized and their Commanding Officer, Lcol G.C. Os- well, was tasked to recruit men for the regiments that were mobilized. The wishful thinking of the newspaper columnists was that trade sanctions and the German people would bring down Hitler and the Nazi government. It was thought that Canada's contribution should be in air and naval forces. The hope was that it

would not be necessary to commit Canadian troops to ground combat in Europe. For the first year Canada attempted to fight the war on a strict budget.

By May of 1940 hopes of an easy solution were dashed with the German invasion of Norway, Denmark, Holland, Belgium and France. By June the British Army had escaped from Dunkirk without its heavy equipment and France fell. In the Okanagan the BCD's refused to break up their spring training camp until they were mobilized. Mayor Harry Bowman supported their demand to go active. On 18 July 1940 the 5th Motor Cycle Regiment, Canadian Active Service Force, was created out of the regiment, it eventually,

(after training in Victoria, Camp Borden, and after 1942, England) saw action in 1944 and 1945 as a Sherman tank regiment. A militia BCD regiment remained in the valley to become the armoured car unit in the 39<sup>th</sup> Reserve Brigade. On 25 July 1940 Sergeant Major K.



Camp Vernon, early 1940s

Elliot of the Royal Canadian Engineers arrived in Vernon. His mission was to build three kitchens on the present main camp-site to feed 250 men each. He hired ten local carpenters and started work. In three weeks the kitchens were running. Sgt.Maj. Elliot next built a cookhouse and showers north of the airport (the present baseball diamonds). His labour force had expanded to 22 men and he had hired Fred Simmons as his civilian foreman. On 29 August Elliot received orders to build a full permanent camp. He moved the 5<sup>th</sup> Motorcycle Regiment west of the highway and set to with a will. Elliot hired E. Trueman, a civil engineer, and expanded his labour force to 560 men. He bought all the lumber from the sawmills within a fifty-

(Cont'd.)



**CONSTRUCTION OF CAMP...cont'd.**

mile radius, about 1.5 million board feet. The lumber was stored and cut to length on the camp-site. He rented a bulldozer to level the site. He started the construction of 40 buildings to be finished in five weeks. Sewer and water lines were dug to a depth of four and a half to six feet to be below the frost line. The mayor arranged for the billeting of the workers who came from all over the valley. The cost of the camp construction was estimated to be \$250,000 at the time. Sgt. Maj. Elliot was the only military personnel involved. He told the people of Vernon to stay clear of the site and let the work proceed at top speed. A 50 bed hospital, drill hall, 4 mess halls, 17 H-hut barracks, officer and NCO quarters, 2 lecture halls and numerous stores buildings were constructed.

Vernon Training Centre Number 110 became operational on 4 October 1940 with the arrival of LCol A.C. Sutton D.S.O. and the 36 officers and 204 men of the permanent staff. Colonel Sutton, a brigadier on the Siberian Expeditionary Force of 1919, looked about him and said: "They have done marvelous work." A few days later the first 1000 men arrived to be trained.

Sgt. Maj. Elliot continued the work. The drill hall took several months to finish and the roads were graveled to combat the heavy fall rains, but, essentially, the main camp was built in five weeks in 1940. In 1942 the camp was expanded to accommodate the reserve brigade of the 6<sup>th</sup> Canadian Infantry division. Of this expansion little is left except the drill halls of the battalions. An Infantry Battle School was developed at Cold Stream Ranch for advanced training of infantry battle drills. At its peak Camp Vernon had about 5,000 men. Some of the staff was billeted in the town. The training area extended south to Okanagan Centre, north almost to O'Keefe Ranch, and east to Cold Stream Ranch. There were live fire exercises everywhere and amphibious landings in Cousins Bay. The obstacles at the battle school were crossed under bren gun fire. There were only a few fatal vehicle accidents. On the domestic front there were hundreds of military weddings as young men contemplated life and death.

Camp Vernon served the nation well and since 1950 has been used mainly for cadet training. The core of the camp, built in five weeks by one sergeant major is still standing sixty years later.

cle related to the construction of Camp Vernon during the Second World War. Howard Hisdal is a Director of the Vernon Museum as well. Thanks are extended to Ms. Teresa Boehmer who, on behalf of Mr. Vince Bezeau (Vice President of the Okanagan Military Museum Society), contributed the June 2001 article as well as provided permission for both articles' reprinting. For more information on the O.M.M.S. members may view its website: [www.okmilmuseum.ca](http://www.okmilmuseum.ca) or email: [omms@uniserve.com](mailto:omms@uniserve.com) (.) Ed./

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NEWSLETTER #174 COMMENTS ETC.--  
By W.G. Robinson

Bill recently wrote in about NL #174 (March 2006): "...I thought I should comment on the 'MPO 405 Lachine' article. I don't know where Doug Sayles was looking for proofs, but enclosed below is a copy of p.272 of Bailey/Toop which shows three MPO 405 hammers proofed on May 2; July 20, 1942; and August 7, 1943 respectively. The example shown is obviously from the first hammer.

Also, the CFPO 32 strike on p. 854 appears to have the numbers retouched. It seems to be the proper hammer--from the distinctive elongated loop in the 'P', but someone appears to have emphasized the number." /Thanks Bill. Mea culpa on the latter! I checked the master copy and it appears that I did pencil over some of the numbers to highlight them when reproducing. I neglected to declare this in the copy. The Bailey & Toop #M13-194 must be the proof in question and not #M13-195 in Doug's article. Ed./



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TRANS-PACIFIC WARTIME SERVICE UPDATE--By David Collyer

/David writes: "Referring to my previous article (NL#173, Jan. 2006, pp. 839-840), Ted Proud's book History of the Australian Military Postal Service, 1914-1950, has a section on the R.A.A.F. postal arrangements in Canada. I will quote a section from p.531:

'Canada

As in the United Kingdom, complaints were continually received about the poor distribution of mail to Empire Air trainees serving in Canada during 1941. Though lack of air transport from Australia to Canada may have been partly to blame, it was obvious also that the arrangements in the Dominion were also at fault.

The matter had received the attention of the R.A.A.F. Liaison Officer in Ottawa (Air Vice Marshal S.J. Goble) in June, 1941, and subsequently a special section was set up in the Canadian Military Post Office at Ottawa to deal with R.A.A.F. mails. An improvement was immediately apparent and in July it was reported that one shipment of mail had been sorted, readdressed and forwarded within 36 hours.

During 1942, R.A.A.F. postal clerks were sent to Ottawa to assist the Royal Canadian Air Force to sort Australian mails. It had been the practice before this to rely upon R.C.A.F. records for redirecting mails, but the procedure was cumbersome. Accordingly, a card was devised so that each member could record upon it any changes in his address and forward it to the base post office.

Towards the middle of 1942 the United States Army became established in Australia. The United States Army Postal Service was provided with space on American service aircraft flying between Melbourne and San Francisco. Lieutenant Colonel Stevens, who was in charge of American postal arrangements in Australia, agreed to allot space for 50lbs. of mail for Empire Air trainees in Canada.

The first despatch of mails using this service left Melbourne for San Francisco on 1 July 1942, reaching Ottawa on 31 July. Transit average was 13 to 22 days, compared with two to three months by the sea route.

On 5 July, 1943, the airgraph service was extended to Canada and the first messages were delivered to trainees on 17 July. In December, 1943, 24,152 letters were received in Canada by air from Australia and on one occasion the transit time was four days only. Efforts were made to arrange a return service, but aircraft space was not available.

In 1944, R.A.A.F. personnel in Canada were allowed to send ordinary letters to Australia free of postage. On 11 September 1945, air-letters were accepted between Canada and Australia, at a rate of 7d'." Ed./

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NEW BOOK: MAIL CENSORSHIP AND POSTAL HISTORY, 1935-1948

/Author Peter M. Jangaard (278 Milsom St., Halifax, NS, B3N 2B9; email: jangaard@eastlink.ca) has written a very interesting chronicle consisting of wartime covers based upon the work and travels of his father, Nils Jangaard. The family history, which includes many censored covers to/from Norway, Portugal, Spain, the United States, Canada, and others, includes historical photos and documents related to Nils Jangaard's work with the

(Cont'd.)



Norwegian Government in Exile in London and his role as Norwegian Vice-Consul in Halifax. In 1944 he was transferred to Washington, D.C. as Commercial Counselor (Fisheries Attache). Correspondence to and from occupied Norway (often via Lisbon, Portugal) presents a very interesting array of covers for the postal historian. Although primarily related to the study of civil-censored mail, military enthusiasts will find this volume quite interesting as well. Some interesting cancels and covers include those from "Little Norway", and Toronto/Muskoka where Norwegian pilots were trained. Some ships' mail is also included within the book. Excerpts seen were well done and most interesting. The book is comb-bound, 8½x11", self-published. ISBN 0-9689965-2-3. Copies of the book are available on a CD as a PDF file for C\$25.00. For other details contact the author at the preceding address/email.Ed./

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58TH FRONTIER FORCE RIFLES, INDIAN ARMY: A  
CANADIAN CONNECTION--By D. Mario

One of the most interesting facets of Canadian military mail is the fact that Canadians, or those having Canadian connections, served in a variety of theatres, campaigns, and forces. Illustrated on p. 870a is one such example from the Great War.

According to John Firebrace, F.P.O. No.14 was used by the 20th Indian Brigade and, at the time of November 29, 1916, was located in and around the Suez Canal area in Egypt. Note the backstamped civilian Port Said postmark of November 30, 1916 and a rather faint Egyptian Expeditionary Force device used on the same date.

Specialist Robert Toombs kindly assisted with some more information from Edward Proud and noted that F.P.O. No.14 was connected with the 20th (Garhwal) Brigade, 7th (Meerut) Division. The Brigade was previously located in France and, in November 1915, was transferred to Egypt. There it was attached to the No.3 Section, Suez Canal Defences from December 31, 1915 to January 25, 1917.

Coincidentally, some BNAPS members may recognize the addressee's surname. I through caution to the wind and contacted fellow-BNAPSer Ian McTaggart Cowan to verify any possible family connection and if he could add anything to the story. Ian immediately responded and kindly passed on the following information:

"The letter was written by Lt. Daniel Mackenzie of the 58th Frontier Force Rifles of the Indian Army. It was sent to my mother, his sister, Laura Alice Mackenzie to our Vancouver address at the corner of Nicola Street and Beach Drive.

At that time my uncle was in Palestine and area where his regiment was part of the occupational force....Incidentally that house was taken down when the Vancouver Swimming Pool was constructed on the site".

The cover took thirty-one days' transit, arriving in Vancouver bearing the customary 2¢ Admiral stamp postmarked on December 29. Ian remarked that he does not know of any other surviving mail from his mother's correspondence but study group members are advised to keep their eyes open! Thanks are extended to Bob and Ian for their assistance with this interesting item.

REFERENCES: Firebrace, John. British Empire Campaigns And Occupations

(Cont'd.)



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In The Near East, 1914-1924: A Postal History. London: Christie's Robson Lowe, 1991.

Proud, Edward B. History Of The Indian Army Postal Service, 1914-1931. Vol. II. Norfolk, U.K.: Proud-Bailey Co., Ltd.

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Dear CMMSG Members:

Doug and I hope that members are doing well. Once again it is hoped that this issue is of some interest. Thanks once again to contributors who keep these newsletters going! This issue includes a colour page and, while the item could have been a bit more colourful, it will assist in showing markings which may not have been clear in black and white.

Congratulations to Dave Hanes on his Silver-Bronze Medal and APS Medal of Excellence (Post-1980) for his ORAPEX exhibit entitled "Canada's Peace Efforts: 1956 To Date" (six frames).

Ken Ellison sent in a related article from Legion Magazine (March/April 2006) concerning Mike Street's submission on the Quarantine Station at Grosse Isle in 1848 (NL#172, Nov.2005, pp.831-832). I was not aware that both during and after the Second World War, Grosse Isle was the location of a Defence Research Board establishment that conducted biological warfare experiments. Members wishing a copy of the article can forward a SASE to the Editor. Thanks Ken. John Boileau's article is entitled "The Dead of Grosse Ile".

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#### SMALL ADS

WANTED: WWII FPO covers. Condition not important but must be used during months of: FPO 434 or other 4 CIB usage: JA'42;JU'42;FE'44;MR'44;MY'45; FPO 435 or 5 CIB usage: OC'41;NO'41;OC'43;FE'44;JY'44;AP'45;FPO 436 or 6 CIB usage: AP'41;OC'41;FE'42;MY'42;OC'44;JA'45;MR'45;MY'45. Buy or trade. Kim Dodwell, Middle House, Cruckmeole, Hanwood, Shrewsbury SY5 8JN, U.K. (4/10)

WANTED: Canada Air Letters with postage paid by adhesive stamps mailed to Canadian Armed Forces personnel overseas (except Britain and Ireland) between September 1945 and December 1952. Please send with price to Mike Street, 73 Hatton Dr., Ancaster, ON L9G 2H5 or advise by email: [mikestreet@hwcnc.org](mailto:mikestreet@hwcnc.org) (4/10)

FOR SALE: Big Military Section on our website: [www.canadacovers.ca](http://www.canadacovers.ca) (1/4)

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"NEWS JUST IN": Members may be interested in the recent (February) issue of War Times which includes articles on a P.O.W. cover to the Red Cross Committee in Switzerland; a "damaged by water" cover; and an updated chart on blackout cancels. Contact Editor Gary Coates, #714-6500 Montevideo Rd., Mississauga, ON L5N 3T6 or [gcoates2464@rogers.com](mailto:gcoates2464@rogers.com) (.) The Civil Censorship Study Group will soon have available a new book entitled British Empire Civil Censorship Devices WWII--North and South America. Canada and Newfoundland are included. Information will be forthcoming within future pages. Until next time, have a wonderful spring and early summer!

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