



# Canadian Military Mail Study Group

## NEWSLETTER

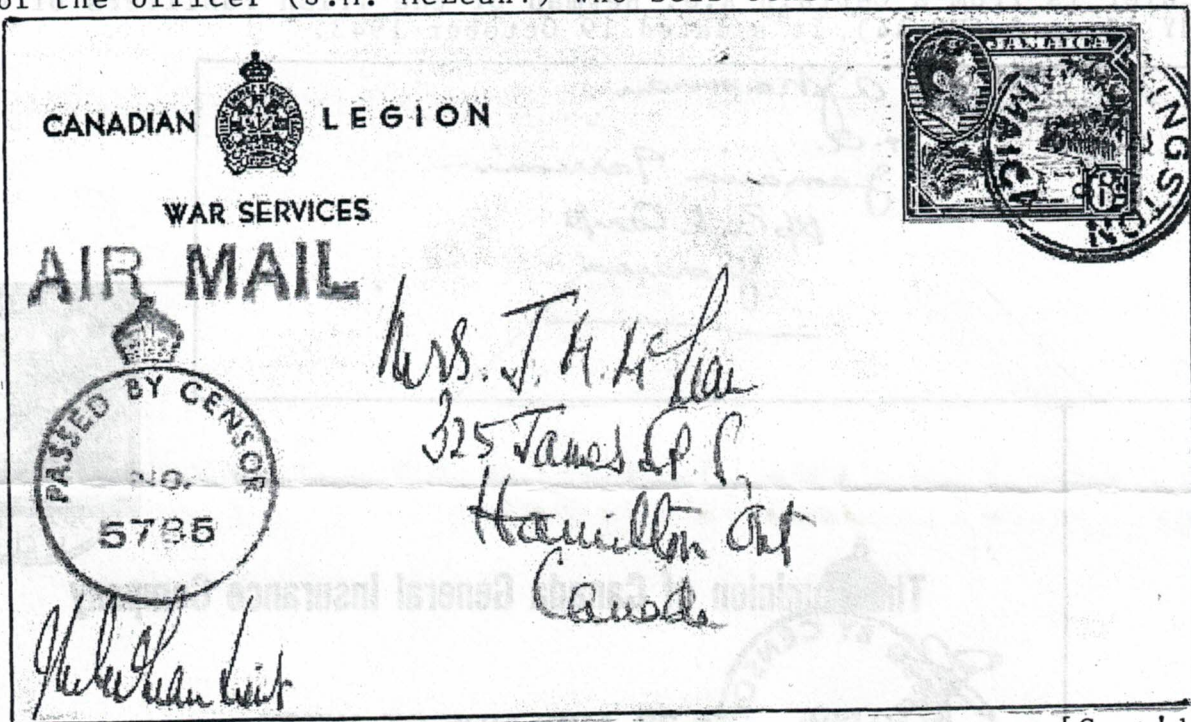
NOVEMBER 2021

NEWSLETTER NO. 247  
Page 1731

"Y-FORCE" IN JAMAICA AND THE DAYNES CENSOR TYPE A-500--By John Cranmer

I wonder if members have any information about this censor cachet [Daynes Type A-500.Ed.] on a cover from Y-Force in Jamaica?

The cover is from the Argyll and Sutherland Highlanders when they were in Jamaica [10 SP 41 to 20 MY 43.Ed.]. I cannot find any references to this in the literature I have or online. The signature of the officer (J.M. McLean?) who self-censored this letter ap-



[Cont'd.]

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- CHAIRMAN: H.M. (MIKE) STREET, OTB, FCPS, UNIT 105, 1136 MARITIME WAY, KANATA, ON K2K OM1 (mikestreet1@gmail.com)
- EDITOR/TREASURER: DEAN MARIO, P.O. BOX 342, STATION MAIN, SASKATOON, SK S7K 3L3 (northcote1885@yahoo.ca)

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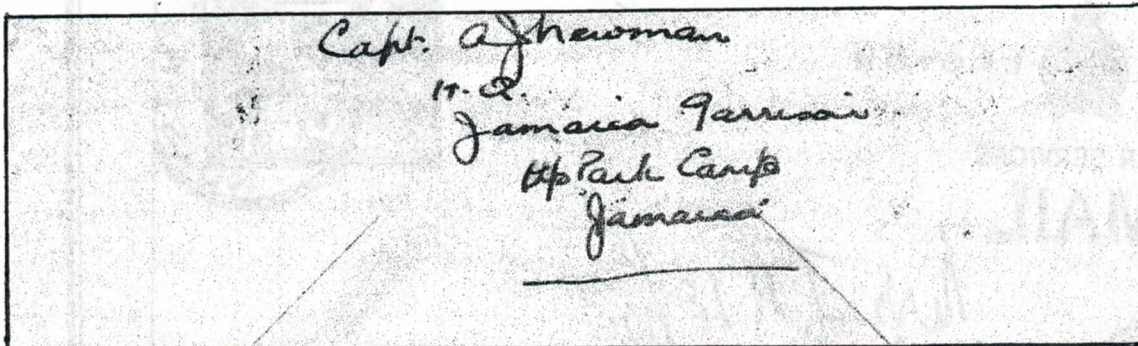
pears to be over the cachet. The circle is 31mm in diameter. The "KING-STON" postmark is dated 24 December 1942.

I have found a reference to what appears to be the same cachet in Sutcliffe's book on the Military Mail in Jamaica (p.40), although he describes it as "20mm diameter" while the above example is 31mm. That 20mm must be an error as the lettering is 2.5mm high as Sutcliffe says. He gives a list of seven numbers (not including this 5785 example) used in Jamaica from June 1942 to March 1944. That is the only reference I have found to the use of this cachet in Jamaica so far.

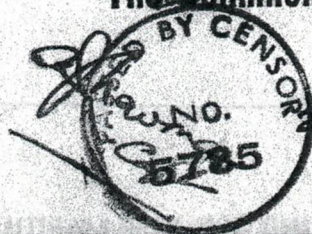
I now think that the British left a "box" of censor cachets when they departed and the Argylls and later the Irish used them just because they were to readily hand.

Is this worth a mention in the Newsletter to see if there are more examples out there used by the Winnipeg Grenadiers or the Brockville Rifles which Sutcliffe does not mention or the use of other censor numbers?

[As luck would have it, I put John's query to Hal Kellett who (among other areas) specializes in Y-Force. He kindly provided illustrations of the cover below with a similar Daynes A-500 censor marking and number. The cover is from a Captain A.J. Newman of the Irish Fusiliers of Canada (13 MY 43 to 6 AUG 44). It's dated 19 October 1943.



The Dominion of Canada General Insurance Company



46-28 ADELAIDE ST. WEST

GUARANTEE DEPARTMENT

TORONTO 2, CANADA

Hal also kindly provided me with a copy of Thomas Foster's "Postal History of the Canadian Forces in Jamaica, 1940-46" and I will quote two

[Cont'd.]

relevant paragraphs for members:

All the Corps troops in the island remained British, but the Canadians were augmented by local troops of the British West Indies Regiment and the West India Regiment. Units of the United States Army, Air Force, Navy and Marines also served in the island for a considerable periods [sic].

The Canadians took over the British base at Up Park Camp, near the village of Cross Roads on the outskirts of Kingston and the cantonment at Newcastle in the Blue Mountains. They did not possess army postal services of their own and these facilities were provided by Corps Troops and the Jamaica Post Office.

I've found a bit of personal information related to Lt. J.M. McLean, the cover's sender, from author H.M. Jackson. McLean was "an outspoken Hamilton [Ontario] lawyer" (p.48) and had left the Argylls through transfer on 14 June 1943 upon his arrival back in Canada. He would later return to the regiment post-war as Captain J.M. McLean, Quartermaster, 31 October 1949 to 1 February 1952. He was then promoted to major and became Second-in-Command of the regiment 22 January 1953 (p.324).

John's explanation of the leftover box of devices seems plausible. What do members think?

#### References

Daynes, J.A., Ed. World War Two Censor Marks. FPHS, Essex, U.K., 1986, p.25.

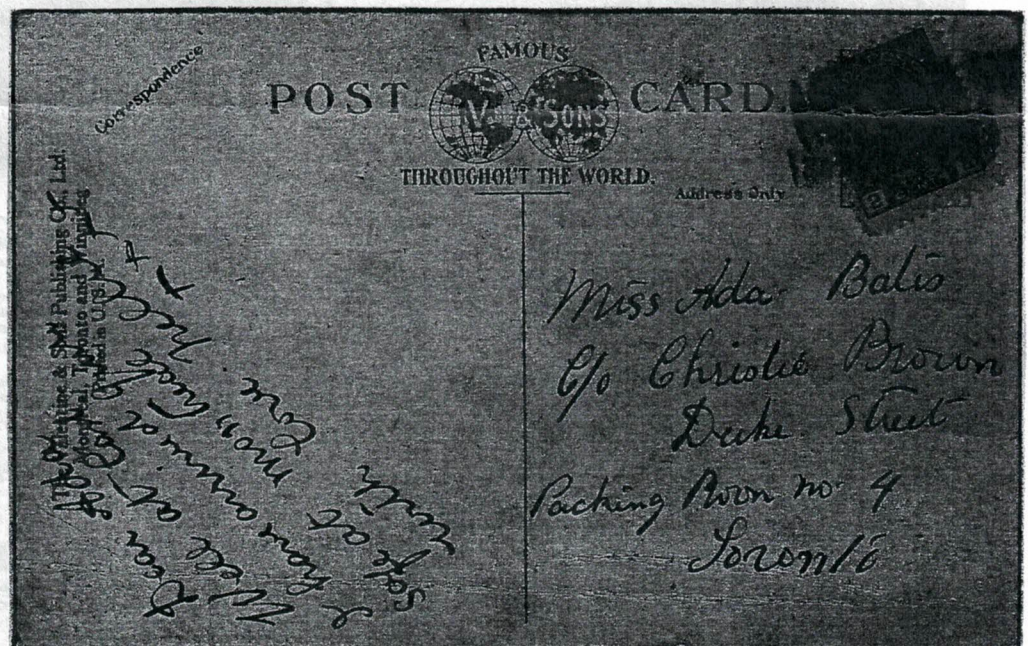
Foster, T. "Postal History of the Canadian Forces in Jamaica, 1940-46". Maple Leaves, Oct. 1975, Vol.15 (No.11), p.306.

Jackson, H.M. Lt.-Col., Ed. The Argyll and Sutherland Highlanders of Canada (Princess Louise's), 1928-1953. Montreal: privately printed, 1953, pp. 48, 324. Ed.]

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GREAT WAR KILLER  
CANCELS-FOLLOW-UP--  
By Neil Ritchie

I have another example along similar lines to that shown in NL#246, Sept. 2021, p.1723. The message reads: "Dear Ada [:] Well at last I have arrived quite safe at Montreal with love Nellie XXXX".



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# ADDRESSES ON THE MOVE...

IN SPITE OF ALL WAR HAZARDS

# 31,500,000 LETTERS

## REACHED YOUR MEN OVERSEAS LAST YEAR

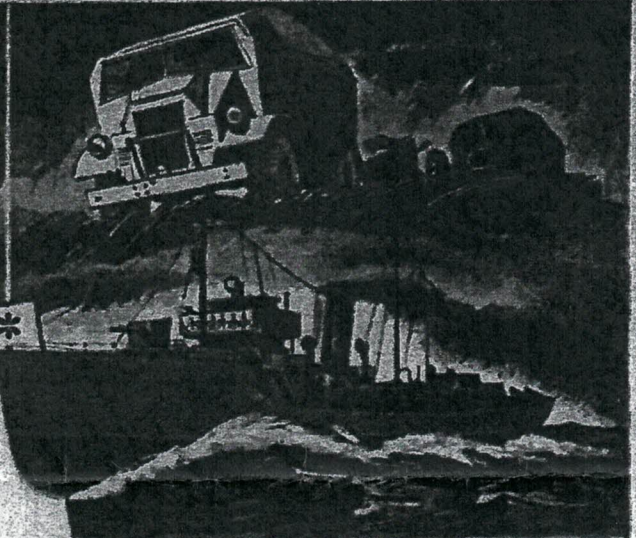
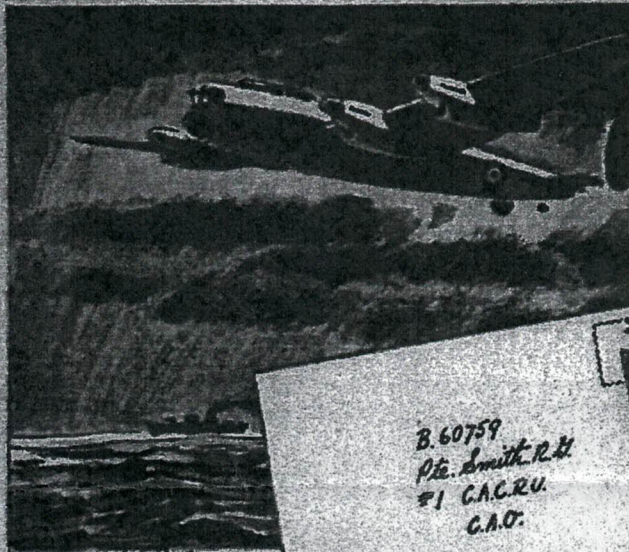
Do you remember the "Change of Address" form which you filled out when you moved your civilian home? After that was filed at your local Post Office, every letter sent to your old address had to be redirected to the new one, and that went on until your correspondents were familiar with your new location.

Probably you didn't move very often, but each time you did, the Post Office gave rediractory service. And if you will think about that for a moment, you will begin to see what a stupendous task confronts the Canadian Postal Corps in handling the military mails, when thousands of men are being moved almost daily!

Yet, in spite of the need of tracing men from reinforcement units to their locations on fighting fronts... in spite of the need of tracing them through hospitalization... or while on leave... when their unit is moved... in spite of delays in air mail service caused by adverse flying conditions... of delays in surface transportation

caused by enemy action... in spite of every war hazard you can think of... your Post Office and the Canadian Postal Corps delivered 31,500,000 letters to men overseas in 1943!

It is inevitable that, in tracing men who have been moved, or wounded, some delays occur. It is inevitable that enemy action holds up delivery in some cases. But everything that human ingenuity and effort can do to give you a service that means speedier delivery of the letters your men are waiting for, is being well and thoroughly done, and will be done. New methods of speeding mail deliveries are being put into effect, new possibilities are being studied. Think of your own friends who have been posted to new locations overseas, and realize the task of tracing them when their mail arrives at their former address! You can help your Post Office and the Canadian Postal Corps to give even better service if you will take a moment to make sure that your mail is correctly prepared.



B. 60759  
Pte. Smith, R. Lt.  
#1 C.A.C.R.U.  
C.A.O.



- DO THESE SIMPLE THINGS**
1. Always be sure each letter or parcel (properly packed) is fully and correctly addressed.
  2. Use light-weight paper for regular Air Mail, or use the Armed Forces Air Letter Form. Airgraph letters take a little longer because they must be processed in Canada and overseas.
  3. To men in hospital, mark your letter "In Hospital", if you are advised to this effect.
  4. Never put into parcels perishable food, or any substances that can be damaged by extremes of temperature.



**CANADA POST OFFICE**

Issued by the authority of  
HON. W. P. MULLOCK, K.C., M.P., POSTMASTER GENERAL.

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BNAPEX 2021 STUDY GROUP ZOOM REPORT--By Mike Street, OTB, FCPS

The BNAPEX 2021 Virtual Zoom meeting of the Canadian Military Mail Study Group took place on 3 September 2021.

A total of 28 members connected to the Zoom meeting. Members were advised that Newsletter 246 has been mailed and most members have received it. Items discussed were the proposal to publish a second Canadian Military Mail Anthology. A lot of new information has come to light in the 30 years since the first Anthology, and Members were encouraged to submit suggestions for articles, whether short or long. Please contact Mike Street or Dean Mario for questions, thoughts or suggestions for articles, and especially to volunteer to do one, or two or even three articles yourself.

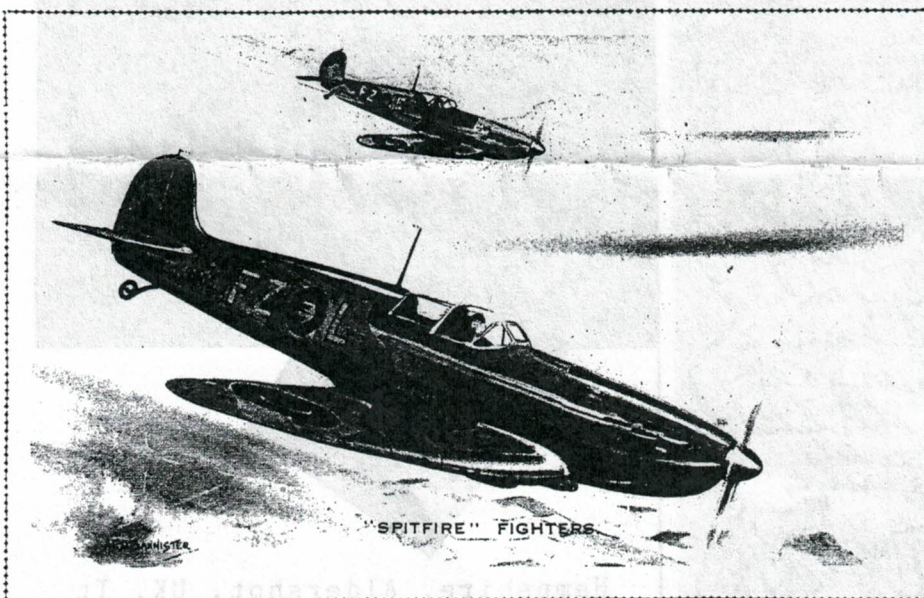
Several members are looking into an update of the WWII DB/N censor numbers. Wayne Schnarr continues to look for WWI censored covers.

Military exhibits on display at the convention are: "Canada Postage Meters at War: Canada World War II Patriotic Postage Meter Slogans 1939 - 1946" by Steven Friedenthal and "Canada's C-Force in Hong Kong & its Forerunner: From a Social Philately Approach" by Sam Chiu. **Both exhibits will remain online until 1 November 2021.**

The meeting's main presentation was Peter McCarthy's "HMCS", which told in great detail the story of Motor Torpedo Boats, Motor Launches and Landing Craft. Peter introduced his presentation with a Clarke Steamship cover dated 23/2/1940 from the *North Star*, a steamer on the Labrador run..What caught Peter's eye was that it carried a "From H.M.C. Ship / PASSED BY CENSOR". Peter's research revealed that the *North Star* had been requisitioned by the Royal Canadian Navy. After a refit it became *HMCS Prince Henry*. Members should note that Peter's exhibit "The Small Boats" is also available **online until 1 November 2021** on the BNAPEX 2021 Virtual Website.

We are looking forward to our next Zoom meeting.

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A SECOND WORLD WAR "SPITFIRE" SEASONS' GREETINGS--By Robert Henderson

[Cont'd.]

CHRISTMAS  
GREETINGS

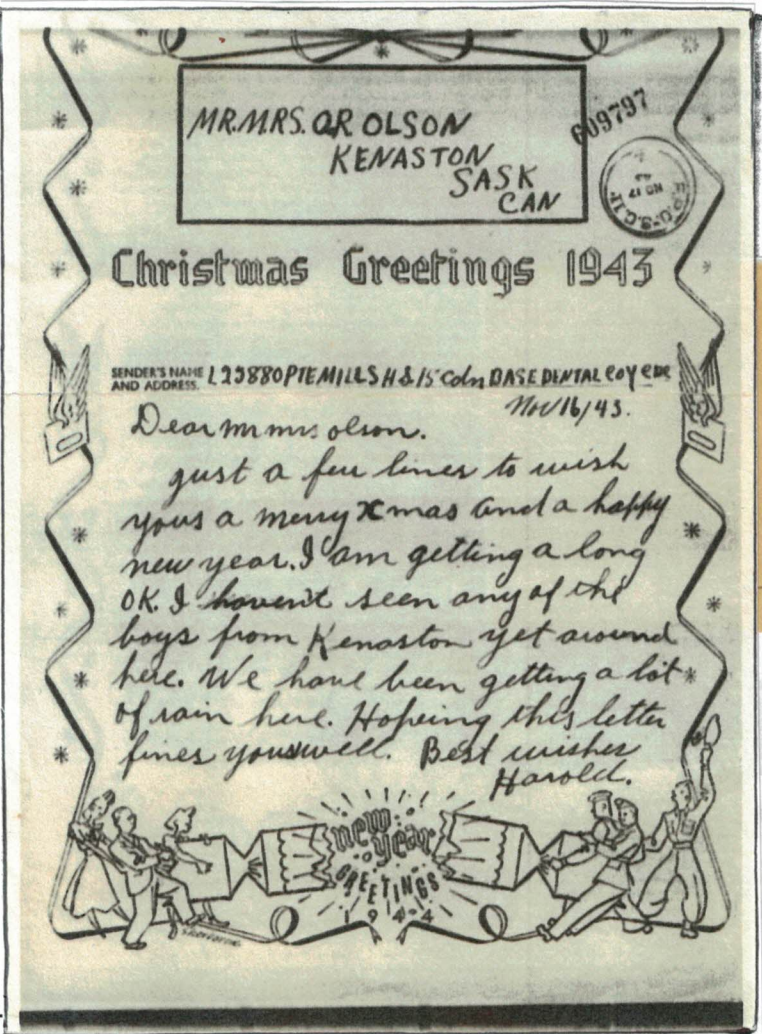
Dear Bill & Marie.  
 Received letter thanks a million. I hope this finds you all fine as it sure does me. Here's hoping we will be together next X-mas. How is the big boy. I guess he is looking forward to Santa. Wishing you all the best for a merry X-mas & happy New Year  
 Maurice

With the SEASON'S GREETINGS and all GOOD WISHES for CHRISTMAS and the NEW YEAR

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1943 CHRISTMAS AIRGRAPH--By Dean Mario

This airgraph was sent from a member of 15 Canadian Base Dental Company. The FPO S.C.11 is dated 17 NO 43 from D. Group, Canadian Reinforcement Units at



Hampshire, Aldershot, UK. It arrived in time for Christmas at Kenaston, Sask. on 16 December--almost a month in transit!

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ENGINEER LT.-COMMANDER SCHAAF, P.O.W. IN CAMP 44 (GRANDE LIGNE, QC),  
 MARCH 1946--By Robert Henderson

P.O.W. Camp 44 at Grande Ligne, Quebec had a capacity for 750 Officers and Other Ranks, and was open from 28 June 1943 to May 1946. Here is a Form I.O. 20 postcard dated 22 March 1946, and postmarked with the CDS

Sender: <u>Eckhardt SchAAF</u> No. <u>38899</u> Rank: <u>Leutnant (Inf)</u> Service <u>N. CANADA</u> Internment Camp <u>"44"</u> BASE POST OFFICE - OTTAWA, CANADA	<b>PRISONER OF WAR MAIL</b>	<b>FREE</b>
	<u>Germany</u>	FRANC. DE PORT MBE 23 46 44
	<u>Fran</u>	
	<u>Lotte SchAAF</u>	
	<u>Drangstedt 93</u>	
	<u>über (23) Wesermünde</u>	
	FORM I.O. 20 M.F.M. 317 1300M-10-44 (5693-4 F-5334) H.Q. 1772-89-2055 K.P. 18371	

(SALUTATION) (ANREDE) Mein Liebling!

(DATE) 22. III. 1946.  
 (DATUM)

*Wie beurteilst Du eigentlich meine Berufsaussicht als Ingenieur? Ich bin zu allen Variationen auf diesem Gebiet bereit u. glaube auch mich überall einarbeiten zu können, wenn mit Hilfe von persönlichen Beziehungen ein Weg sich zeigen würde. Und dies Letzte ist es, was auch Dir eines Tages mal zufällig begegnen könnte. Dann bitte ich Dich, mir vorausschauend zu helfen u. eine Möglichkeit zu schaffen. Sage dies doch bitte auch Vater. B.B. würde ich sehr gerne zu „Seebeck“ w'nde gehen (Direktor Severin u. Ob. Ingenieurleute dort maßgebend). Leider ist über Heimkehr noch nichts bekannt. Wie geht es Dir u. Deiner großen Familie? Bitte grüße alle von mir. — Und Dir u. Töchterchen sendet einen recht recht lieben Kuß!*

(SIGNATURE ONLY) Peter  
 (NUR UNTERSCHRIFT)

from Camp 44 23 March 1946 [proofed 12 February 1943.Ed.]. [Bob also provided an excellent source online related to these British Interrogation Reports: [uboatarchive.net/BritishInterrogationReports.htm](http://uboatarchive.net/BritishInterrogationReports.htm)(.) The site notes that the "U.S. Navy's POW handling, interrogation techniques and procedures were modeled on those of the U.K. The U.K. operated an interrogation centre known as the 'C.S.D.I.C.' (Combined Services Detailed Interrogation Centre) at Cock Fosters Camp for the joint use of the Royal Navy, the R.A.F., and the Army. The Army had the responsibility for guarding the camp and care of the POWs. Record U131 was provided by the generous assistance of Tony Cooper."Ed.]

### POW Interrogation Report:

The Engineer Officer of "U 131" was Kapitänleutnant (Ing.) (Engineer Lieutenant-Commander) Eckehardt Schaaf, of the 1933 term. He is married and has a wife living in Kiel. In 1937 he served in the cruiser "Emden," in which ship he visited Falmouth, the only occasion on which he had been in England before his capture. On the outbreak of war he was at the Naval School at Wesermünde and later served in various surface ships, but he said that he was glad to join the U-Boat service, as he realised he would be his own master there. He did not give the impression of disliking the English and was extremely "correct" in his behavior. He was lacking in charm. He said that he hoped to visit England after the war to continue his engineering studies.

### V. SINKING OF "U 131"

H.M.S. "Stork," Senior Officer's ship of the escort of Convoy H.G.76, reported that at 0625 on 17th December, 1941, aircraft sighted a U-Boat on the starboard quarter; this was quickly corrected to 190° convoy 22 miles (on the port beam). "Stork" proceeded towards the position at full speed and ordered the three fastest escorts and the nearest, to do likewise; there ships were "Blankney," "Exmoor," "Stanley" and "Pentstemon."

"Blankney" arrived first, followed by "Stork" at the position indicated by the circling aircraft. "Blankney" passed to "Stork" in quick succession; "Several non-sub echoes here," "Rattle effect" (twice), "Oil" and "No contact"; she then dropped a pattern of depth charges. "Stork" was unable to confirm any of these reports except the first mentioned. "Exmoor," "Blankney" and "Stork" were then formed in line abreast 1-2 miles apart and commenced a sweep on a course of 270° "Stork's" appreciation being that as the U-Boat had been shadowing the convoy on a westerly course, she would probably continue west, even though forced to dive.

Meanwhile "Pentstemon," coming up astern with "Stanley," obtained a contact, which was classified as "submarine." Echoes were indifferent but the contact was attacked at 1106-1/2 with a pattern of ten depth charges, in which six "Lights" were set to 150 feet and four "Heavies" to 385 feet. Contact was not regained after the attack.

At 1133 "Stanley" and "Pentstemon" were ordered to rejoin "Stork" if not in contact - which they did.

Having swept 12 miles to the westward, "Stork" carried out two turns to port, thereby altering the direction of sweep to 090° and transferring it to cover fresh ground to the southward. The order of ships was then (from north to south) "Pentstemon," "Stanley," "Blankney," "Stork," "Exmoor" in line abreast 1-2 miles apart, course 090°.

According to prisoners' accounts of operations up to this time "U 131" had been proceeding submerged since the break of day, but had surfaced for a quick look around at the very moment when a British aircraft was within visual range. This was at 0925. Baumann deduced correctly that the aircraft would draw British warships to his position, if he had been sighted, and he dived to 250 ft., after, it was stated, he had sighted approaching warships.

At 1108, as one prisoner stated, a number of depth charges exploded around the U-Boat. Three were particularly close and damage within the U-Boat was severe. A considerable quantity of water entered aft and, according to one prisoner, the U-Boat lay at an angle of nearly 40° and began to sink. A number of gauges in the control room were smashed and the electric motors damaged, although they did not become entirely useless. Oil from a leaking tank began to pour into the Diesel room. The hydrophones, which had been working at irregular intervals only, now went completely dead. The lights were not extinguished.

Prisoners alleged that "U 131" had sunk to a depth of over 600 ft. before she could be got under control. This statement must be taken with reserve; survivors are always inclined to exaggerate the depth to which they sink during attack. Steel plates were cracking, as if they would give way at any moment. Paint was peeling in blisters from the inside of the hull; locker doors were warped and jammed shut by the tremendous pressure. When all seemed lost Baumann managed to get some trim on the U-Boat and he ordered the tanks to be blown. "U 131" reached surface with only eight kilograms (17.5 lb.) of air pressure left.

Prisoners were of the opinion that, had they been able to remain a further half an hour submerged, they would certainly have escaped. As it was, they broke surface when "Stanley" was still near enough to sight them and she immediately reported to "Stork"; "Submarine on the surface bearing 060°." "Stork" altered course by Blue Pendant to 060° and ordered ships to proceed at utmost speed. In the ensuing rush the two Hunt class destroyers drew ahead, followed by "Stanley," then "Stork," with "Pentstemon" only just astern.

At 1307 "Audacity's" relief fighter, to whom the U-Boat's position had been given, dived to attack the U-Boat.

"U 131," unable to submerge again, had been straining her engines beyond all safety limits to produce her maximum possible surface speed, which prisoners alleged was over 20 knots. She was steering away from the distant destroyers and had hoped to escape out of sight without being seen. She saw the aircraft coming and manned her 2 cm. and 3.7 cm. guns. According to prisoners, they got the range of the aircraft and bullets from the 2 cm. gun struck the cockpit, probably killing the pilot. At the same moment a 3.7 cm. shell scored a direct hit and tore off one wing. The aircraft plunged into the sea.

The renewed lease of life which "U 131" had brought for herself by this success was short. Her best speed, even if she could maintain it, was not enough to out distance the destroyers and, at seven miles range, "Exmoor," "Blankney" and "Stanley" opened fire, the former making particularly excellent shooting. "Stork" opened fire about five minutes later.

Baumann now recognized that his position was hopeless. His one effective gun at such range was trained forward and could not be brought to bear without a disastrous alteration of course. Accordingly, he ordered a signal to be sent to Vice-Admiral U-Boats, reporting the circumstances.

By this time shells were straddling "U 131" and Baumann therefore ordered the vents to be opened and the crew to abandon ship. When interrogated, Baumann stated that his ship was not actually struck by shells and that she was sunk by scuttling and not by explosive charges. All prisoners stated that although the shooting was very good, "U 131" was not hit.

"Stork" reported that "U 131" fired a few rounds at "Blankney" (a fact not confirmed by prisoners), but sank at 1330 on 17th December, 1941, in position 34° 30' N. and 13° 45' W. "U 131's" entire crew was picked up.

The body of the British pilot was recovered by "Stork" and buried at sea the following day.

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HAVE YOU SEEN ANOTHER EXAMPLE OF THIS MARKING?--By Mike Street, OTB, FCPS

One of the most enjoyable parts of the recent BNAPEX 2021 virtual convention was viewing the exhibits. Not only could you see the images full screen, you could even enlarge an image up to six times! Which leads me to the cancellation shown on this cover. It was illustrated in Steven Friedenthal's exhibit titled "Canada Postage Meters at War: Canada World War II Patriotic Postage Meter Slogans 1939-1946".



The main text in the cancellation reads "R.C.A.F. OVERSEAS/10 MAR 1942/ HEADQUARTERS". Even at six times enlargement, however, I cannot read the top line. I think it is "RETURN", but can't be certain. It is not listed or shown in Doug Sayles' The BNAPS Catalogue of Canadian Military Mail Markings, Volume 2-The World War 2 Era 1936-1945.

Do you by any chance have an example of this cancel? Please contact me by regular mail or email. My coordinates are on the front page of every issue of the CMMSG Newsletter.

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POST-SECOND WORLD WAR POSTCARD FROM RCAF "CARNIVAL"--By Mike Street, OTB, FCPS

On page 1478 of the CMMSG NL#225 (Dec.2016), I showed a postcard that had been mailed back to Canada on 7 October 1954 by an entertainer in "Canadian Concert Party #6". A major part of the significance of this card was that it was mailed without postage, with an "On Active Service" endorsement by a civilian. Recently I spotted the card below on eBay and was pleased to find that it too was from a military entertainment unit, this time from Cpl. Winnie Kermath of the "RCAF Carnival" in January 1946. I've not been able to find any online references to the RCAF

[Cont'd.]

Carnival, even in Halladay, L. 'Ladies and Gentlemen, Soldiers and Artists': Canadian Military Entertainers, 1939-1946 (unpublished Master's thesis, University of Calgary, Calgary, AB, 2000). I was able to find a mention in the Montreal Gazette of Winnie Kermath as an entertainer at a Montreal memorial for Great War Canadian Army Medical Corps Veterans in 1948.

The text on the card reads:

"W. 318245  
Cpl. Kermath,  
RCAF Carnival,  
RCAF Headquarters Overseas.

Mr. V. Sheldon,  
c/o Chas. Warnock & Co., Ltd.  
485 McGill Street,  
Montreal, Que.  
Canada

Brussels, Jan. 22/46.

Dear Vernon,

Received your Xmas card and the one from the office. Notice a lot of new names on the office card. Guess I wouldn't know some of the staff now.

We are spending a few days in Brussels- some town! Expect to leave for Paris tomorrow night. We are going then on six days leave. This is my second trip to the Continent, and I've enjoyed it very much. Have seen many places since I left Montreal.

Regards to everyone.

Sincerely, Winnie"

BRUXELLES - Grand Place - Marché aux Fleurs BRUSSELS - Groot Markt - Bloemenmarkt BRUSSELS - Market Place - FlowerMarket	W. 318245 Cpl. KERMATH, RCAF CARNIVAL, RCAF HEADQUARTERS OVERSEAS.	R.C.A.F.
<i>Brussels, Jan. 22/46.</i>		
<p><i>Dear Vernon,</i>  <i>Received your Xmas Card</i>  <i>and the one from the office.</i>  <i>Notice a lot of new names on</i>  <i>the office card. Guess I</i>  <i>wouldn't know some of the</i>  <i>staff now.</i>  <i>We are spending a few</i>  <i>days in Brussels - some town!</i>  <i>Expect to leave for Paris</i>  <i>tomorrow night. We are</i>  <i>going there on six days</i>  <i>leave. This is my second</i>  <i>trip to the Continent, and</i>  <i>I've enjoyed it very much.</i>  <i>Have seen many places since</i>  <i>I left Montreal.</i>  <i>Regards to everyone.</i>  <i>Sincerely, Winnie,</i></p>	<p><i>Mr. V. Sheldon,</i>  <i>c/o Chas. Warnock &amp; Co., Ltd.,</i>  <i>485 McGill Street,</i>  <i>Montreal, Que.</i>  <i>Canada.</i></p>	

[Cont'd.]

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[In E.B. Proud (Ed.) History of British Army Postal Service, Vol. III, 1927-1963 (Heathfield, E.Sussex: Proud-Bailey Co., Ltd., 1982), pp. 487-488, FPO 870 (APO S.717) was located in Brussels, Belgium from 12-8-44 to 5-2-46. The RCAF (as the army and navy) had many entertainment units which performed in Canada and overseas during the Second World War: "All Clear", "The Blackouts", "Flying High", "The Joe Boys", "Swing-time", "The Tarmacs", and "W.Debs". See Ted Barris, Alex Barris, Days of Victory--Canadians Remember: 1939-1945 (Toronto, ON: Macmillan Canada, 1995), passim.Ed.]

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Dear Study Group Members: Mike and I extend our very best seasons' greetings for the holidays and a wonderful New Year and 2022! Ideas are flowing in related to the proposed CMMSG Anthology II--what do members wish to see included? It is not too early to begin thinking of an article/or articles and it would be wonderful if EVERY member would contribute. See p.1730 in our last issue for details.

A warm welcome is extended to **Harold "Dewey" Jones** who collects Great War FPOs. We still have a few members who have not submitted their dues. A **RED "X"** indicates this will be your last issue unless we receive payment (if you have sent payment, please inform Mike or myself). Thank you.

In "today's world", words/print matters (wasn't it always thus?). My apologies for not knowing the difference between ".com" and ".ca". Mike has contacted members with the correction in my new email address which should end in ".ca".

Thanks again to our contributors. We have a few articles "on deck" but could always use more! Thanks are also extended to the intrepid Peter McCarthy who, as the BNAPS Study Group Centreline columnist, has promoted our group in TOPICS for many years. He is seeking retirement from that position and we thank him for his dedication.

Congratulations to these 2021 BNAPEX Virtual Convention award recipients: \***Sam Chiu**, Gold, CMMSG Military Award; \***Peter J. McCarthy**, Silver-Bronze (single frame); **Jon Johnson**, V.G. Greene Award for Best Article in Topics; **A. David Hanes**, E.R. "Ritch" Toop Memorial Award for Best Military Literature (\*non-CMMSG members). Details at <https://bnaps.org> for exhibit/literature titles. Until 2022, keep well!

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## SMALL ADS

Looking for something? Have something for sale? Why not try our small ads? Buy/Sell/Trade. Still only \$1 per issue (Canadian stamps @ face ok). Copy and payment to the Editor please.

WILL TRADE: Non-Ontario military for Ontario. References: I handled the estates of Toop, Ellison (partial), Sayles, Burgers, Pomfret, Frith. Visit me at CAPEX 22 (Toronto, 9-12 June)! Hank Narbonne, OTB, FRPSC, FPHSC, 136 Morphy St., Carleton Place, ON K7C 2B4; (613) 257-5453; (1-800) 247-5619 (1/20)

WANTED: Great War covers/cards/Xmas cards etc. connected with Saskatchewan regiments; the P.P.C.L.I.; and R.N.W.M.P. Cavalry Drafts. Contact the Editor at [northcote1885@yahoo.ca](mailto:northcote1885@yahoo.ca) (1/5)

WANTED: Seeking WWII covers/cards from/to Bermuda "B" Force and Bahamas "N" Force. Particulars/scans/photocopies/price to the Editor at [northcote1885@yahoo.ca](mailto:northcote1885@yahoo.ca) (4/5)

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