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NEWSLETTER OF THE ORANGE COIN & STAMP CLUB FOR 28th JANUARY 2025

#267

2025 is our 60th Year

The Club lost foundation member, Ray Norman, on Monday 20th January 2025. Ray had been told a few weeks before he had in inoperable bone and blood cancer, and had moved into palliative care.

Ray Norman is shown, above, on the left, rummaging through a World mixture box of stamps at Phil and Win. Morehouse's table at our 2023 Spring Fair.

Our new web-site is https://orangecoinsandstamps.org/

THIS NEXT ORANGE COIN & STAMP MONTHLY MEETING IS ON THIS TUESDAY 28th January 2025 at 7.30.

Our current monthly meeting is at the Orange Cultural Centre at 7.30 on this **Tuesday 28th January 2025.**

Tony Read should announce details of the Club T-shirts and the proposed "Christmas in February" get-together" outing.

The next night meeting after that is on Tuesday night, 7.30pm 25th February 2025.

Our next monthly coin & stamp mini-fair is in the Orange Cultural Centre is on **Saturday 1st February 2025** from 9 to 'middayish'.

Our meetings and the monthly fair are held in the Orange Cultural Centre building Sale St, Orange. It's the building that used to be a school. It's on the right hand side as you enter the Woolworths Car Park. The building is sort of opposite Harris Farm Market, but entrance is from the mini-park on the Sale St frontage.

HAVE YOU PAID YOUR 2024-25 CLUB MEMBERSHIP YET?

At the Club's September meeting the membership fees for 2024-25 was set at $15.00,

You can pay at our night meetings or at the Saturday morning mini-fairs (1st Saturday of the month 9-12). Otherwise you need to contact our treasurer, Howard Lyons.

Members who become un-financial may soon find their newsletter discontinued

OUR ORANGE 2024 SPRING FAIR DEALERS - PLEASE KEEP SUPPORTING THEM AT OUR 2024

- **Wynyard Coin Centre (M.R. Roberts)**, 3 Barrack St, Sydney, 2000 Ph (02) 9299 2047. Fax (02)9290 3710 www.wynyardcoins.com.au

- **Orange Stamps & Coins** (Howard Lyons), PO Box 9288, Orange, 2800; Mobile 0427 107 554 Phone/fax (02) 6362 2368, E-mail: howard.lyons@bigpond.com Buying and Selling – Stamps, Coins, Banknotes, Accessories, etc.

- **Phil & Win Morehouse**, Bankstown. NSW 2200 Ph: (02)9707 4087, Email – wmorehouse@netspace.net.au. World-wide stamps bought and sold

VALE RAY NORMAN: A FOUNDATION MEMBER

It is sad to relate that Ray Norman passed away on 20th January. Ray had been diagnosed with a serious & terminal cancer only 3 weeks ago. He had been feeling unwell for a while. He was admitted to Orange Hospital and then moved to palliative care. His funeral was held on 29th January 2025 attended by Club members and members of the other clubs with which he was associated: - Orange U3A, Orange Historical Society and the National Trust.

Ray was a foundation member of the Club in 1966. He left for a time to concentrate on other things, but re-joined the Club in 2001.

Ray was our stamp auctioneer at Club meetings. He always provided stamp and coin displays at our shows and at many Club meetings. He was a collector of many things, including fine bone china. He also collected and displayed the stamps of Thailand, where he was a frequent visitor. In fact he was an inveterate traveller and had visited over 40 countries

Ray will be missed.

DATES FOR 2025

Orange Coin & Stamp Club 28th January 2025 night meeting, 7.30pm at the Orange Cultural Centre.

Orange Coin & Stamp Club mini-fair, Saturday morning 1st February 2025, 9-12, at the Orange Cultural Centre.

Nanango Stamp Fair, Saturday 1st February 2025 at Nanango State High School, 9-3, e-mail: jerseycowsmoo@gmail.com

Campbelltown District Philatelic Society meeting, 12th February 2025, 7pm. Sir Thomas More Church Hall, 43 Acacia Avenue, Ruse 2569. Bill Richards: Australian Military stamps.

Orange Coin & Stamp Club 25th February 2025 night meeting, 7.30pm at the Orange Cultural Centre.

Orange Coin & Stamp Club mini-fair, Saturday morning 1st March 2025, 9-12, at the Orange Cultural Centre.

Campbelltown District Philatelic Society meeting, 12th March 2025, 7pm. Sir Thomas More Church Hall, 43 Acacia Avenue, Ruse 2569. Jim Feltham: Norfolk Island

Gladstone & District Philatelic Society's Stamp Fair, 29th & 30th March 2025 at Yaralla Sports Club, Wood & Bell Streets, Gladstone Qld 4680.

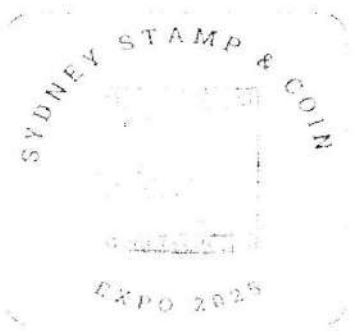
Sydney Stamp & Coin Expo, 20th-23rd March 2025 at the Wentworth Park Sporting Complex, Wentworth Park, Ultimo NSW

Orange Coin & Stamp Club 25th March 2025 night meeting, 7.30pm at the Orange Cultural Centre.

Petersham Stamp, Coin & Banknote Fair, Sunday 30th March 2025, Petersham Town Hall, 107 Crystal Street, Petersham,

Orange Coin & Stamp Club mini-fair, Saturday morning 5th April 2025, 9-12, at the Orange Cultural Centre.

Wagga Club's 2-day Stamp & Coin Fair, 17th & 18th May 2025, from 9am, at Sturt Public School, White Avenue, Kooringal, 2650



Sydney Stamp & Coin Expo 2025
20 to 23 March 2025
Wentworth Park Sporting Complex
(ground floor level)
Wentworth Park Road
Ultimo NSW 2007
Thursday 20th March from 10 AM to 6 PM
Friday 21st March from 9 AM to 6 PM
Saturday 22nd March from 9 AM to 5 PM
Sunday 23rd March from 9 AM to 3 PM

Dear Stamps and Coins Collectors,

Join us for Sydney's premier event celebrating the world of philately and numismatics! The Sydney Stamp & Coin Expo 2025 brings together enthusiasts, collectors, and experts from around Australia and New Zealand for a four-day showcase of stamps, coins, and memorabilia. Whether you're a seasoned collector or just starting out, this expo offers something for everyone - exhibitions, and a vibrant marketplace. Connect with fellow hobbyists in the heart of Sydney.

We are looking for your entry in many collectable classes (including The Australasian Challenge)
Prospectus & Entry Form are on the website at
https://www.sydney2025.com.au
Closing Date: Thursday, 21 November 2024 (might be extended)
Geoffrey Lewis *(SSCE25 President)*

*We are also looking for **VOLUNTEERS***
(see back of this page for more info about volunteering for the stamp shows...)

Thanks to Community Radio 2MCE Bathurst 92.3 and Orange 94.7 for mentioning our 2024 Spring Fair.

BLAST FROM THE PAST NO 31 *WITH "Simpy"*

The following items have been sourced from various Australian Post Office Stamp Bulletins.

March 1973: Metric Conversion stamps in cartoon format "decorated" the cover being four x 7cent values released on 7 March 1973.

June 1974: The feature article related to three new Australian Paining definitive stamps - $1 Sergeant of Light Horse" by George Lambert, $2 "Red Gums of the Far North" by Hans Heysen and $4 "Shearing the Rams" by Tom Roberts. The stamps were issued on 24 April 1974.

June 1975: A set of four Scientific Development stamps were issued on 14 May 1975 comprising 11 cent Atomic absorption spectrophotometry, 24 cent Radio Astronomy, 33 cent Immunology and 48 cent Oceanography.

September 1977: Collectors' Sets and "Specimen" Stamps Part One: 1913-28 was the subject of an informative five-page article.

There was also a four-page coloured item on the printing process known as Photogravure.

December 1977: Part Two of "Collectors' Sets and "Specimen" Stamps covered three and a half pages.

Stamp quantities delivered during 1976/77 ranged from a high of 451,340,000 for the4 18c flower – *Helichrysum thomsoni* to a low of 100,000 for the 12c *Rehabilitation* stamp.

The Christmas Island Christmas stamps released on 20 October 1977 comprised a sheet of 12 x 10 cent stamps depicting "THE TWELVE DAYS OF CHRISTMAS".

A Girl Guides State Muster was held at The Rock from 9-15 May 1977 and a special temporary postmarker was provided and a total of 3,175 articles (159 were registered) were cancelled.

A special postmarker was used at the MCG in March 1977for the centenary test cricket match between Australia and England. Of the 101,332 articles cancelled only 56 were registered and therefore registered covers are quite rare.

March 1979: The Centenary of the birth of artist Norman Lindsay was to be commemorated with the release of a pre-stamped envelope on 22 February 1979. First day of issue covers with a purple pictorial postmark are difficult to source.

January 1980: A single page article gave details of the 20c Matthew Flinders stamp to commemorate Australia Day.

February 1980: The inside cover provided a calendar of new Australian issues for 1980 with a new release every month Dogs of Australia, Waltzing Matilda, Moscow Olympic Games and Community Welfare.

October-December 1994: This was a huge 60-page edition with the first 13 pages devoted to Zoos Endangered Species new issue of seven stamps and a mini sheet plus details of Zoos of Australia Heritage Book, Zoo PSE's and Zootober – Stamp Collecting Month.

The 1994 Annual Collection cost $49.95 and the Executive Edition $79.95. There was also a 1995 Collector's Diary for $12.95.

A brief article explained the necessity of the production of khaki-greenish paper Emu Frama stamps.

The back page detailed two new products for stamp collectors: 1. Collector's Choice Australia Accessories Kit comprising catalogue, magnifying glass, perforation gauge, and tweezers for the special price of $16.95, a saving of $5.00. 2. Collector's Choice Australia Album Pack comprising a special folder, five mixed stock sheets, packet of 100 used Australian stamps and a $2.00 discount voucher. Special price $19.95 a saving of $5.00.

BRITAINS RECOURSE TO TOKEN COINAGE IN THE LATE 18th and EARLY NINETEENTH CENTURIES

TONY READ'S 1st TALK TO THE NOVEMBER 2024 CLUB MEETING

In the 1790's in England (and the rest of Great Britain) a lot of new companies were opening up as part of the Industrial Revolution. Many were coal mines in the north, producing coal for the new steam engines.

Small value coins were very scarce, so the companies paid wages in tokens, especially in the period 1786 to 1797, that they saw the need to strike coins themselves.

The growing payrolls of factories were nearly impossible to meet for employers with no supply of coins. At the same time, the population growth rate of Great Britain between 1750 and 1800 nearly quadrupled. The situation was only made worse by the outflow of British silver coins via Gresham's law, the preponderance of counterfeit copper coins in circulation, and the Royal Mint's sporadic production of non-gold coins from the late 17th century to the late 18th century.

Most of the tokens struck were in copper with a halfpenny value. Although not coins, they were accepted in a local area, around the enterprise. They are collectively called Conder tokens. Conder tokens are named after James Conder who was an early collector and cataloguer of these tokens.

Thomas Williams, the "copper king" of Parys Mountain

In 1768, one of the largest veins of copper in the world was found at Parys Mountain on the island of Anglesey in the northwest of Wales. In 1785, Thomas Williams (the "Copper King"), acting as a representative of the Parys Mine Company, met with the master of the British mint to propose that regal copper coins be struck using a counterfeit-deterrent method of edge lettering, and offering this technology to the mint free of charge. The stipulation was that the

supply of the copper for these new coins would come from the Parys Mine Company. The British Mint master did not entertain the offer.

The earliest and most common token issue, despite the knock-back from the Royal Mint, is that of the Anglesey token. These were made from copper from the Parys mine, on Anglesey. The obverse showed the bust of a Druid as imagined by the 18th Century artist.

A halfpenny token issued by the Parys Mine Company of Anglesey in 1788. The hooded druid design was used for many years, and was the first of hundreds of token designs.

Most other tokens had a local flavour, like the portrait of John of Gaunt, the Duke of Lancaster on the Lancaster token, or lady Godiva on the tokens of Coventry.

1792 Coventry penny showed Lady Godiva

1790 John of Gaunt Lancaster half-penny token

Leith, Scotland (Edinburgh's port) halfpenny token of 1796

As the Cart-wheel pennies and twopences from the new Birmingham Mint started to be struck in quantity in 1797, a lot of need for these company tokens went away.

Almost every English county is represented and nearly every English city and market town has a merchant or shopkeeper issuing their own coins and for ten years it was a truly a coinage 'of the people, by the people, for the people'.

Another currency crisis developed during the Napoleonic Wars at the start of the Nineteenth Century. The copper coin shortage had been more or less solved, but a silver famine developed. One solution was to countermark Spanish silver dollars for currency in England and the issue of bank tokens in silver. Quite a few tokens were produced in silver, usually to the value of sixpence or a shilling and were issued to businesses and municipalities.

Silver three shilling bank token of 1811

Silver shilling token from Scarborough in Yorkshire of 1811

TOKENS SHOWN BY TONY READ AT THE NOVEMBER 2024 MEETING

Scotland half-penny	"LEITH"	1796
Great Britain	"COVENTRY'	1792
Sheffield	"England Expects Every Man to do his Duty	1812
Birmingham Mint	1d Copper token	1811
Great Britain	Silver sixpence	1811
Great Britain	Silver shilling	1811
Lancaster	Copper half-penny token	1794

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THE 1954 AUSTRALIAN ANTARCTIC EXPEDITION LABELS

Tony Read's 2nd talk to the November 2024 meeting

First printing

The four labels, above, were stickers issued for the Australian expedition to Antarctica in January 1954 to establish the first Australian base on the continent.

These labels were purchased in large numbers by collectors, who affixed them to the back (and front) of envelopes, as well as the special postcards that were sent aboard the *Kirsta Dan*. These were postmarked at the Mawson Post Office when it opened on 15th February 1954.

It was a grim struggle to set up the Mawson base, with hurricane winds and the *Kirst Dan* temporarily stuck in the ice. 400 tons of stores were manually unloaded by the 10 expeditioners.

The Australian flag was raised on 13th February 1954

The Mawson Post Office was kept very busy cancelling covers

This cover has labels from the 2nd printing

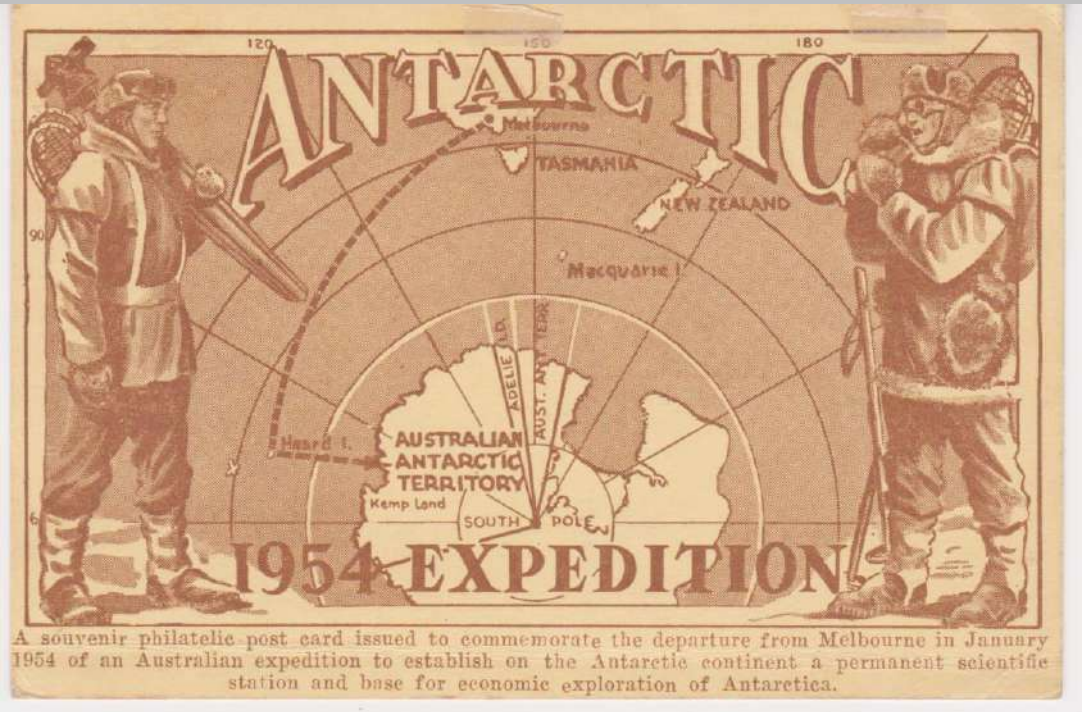
These labels were sold for 6d per set of four. They were printed in sheets of 20 (5 rows x 4) on white un-watermarked paper. The first printing was in yellow (Antarctic map), red (ship), purple (penguins) and green (aeroplane). These printings were either perforated or imperforate.

The colours were thought to be unsuitable (especially the yellow) and they were reprinted in red (Antarctic map), green (ship), blue (penguins), and purple (aeroplane). These printings were rouletted.

A souvenir sheet was printed with the four in a bock and an inscription in red: -

The *1954 Antarctic labels* were produced by Bill Hornadge. Huge quantities of the second printing were produced for overseas collectors. The printings went straight to Seymour Friedlander Zenith Stamps and Broadway approvals in the United States. They were, at that time, the World's largest junior stamp approval businesses. It was reported that there were hundreds of thousands of these sets printed, but Hornadge kept no records. Neither did the printer.

In the 1950's and the early 1960's Australia had very severe import controls. That meant money couldn't be sent out of the country to buy stamps for Hornadge's *Seven Seas Stamps*. All their stock for junior approvals had to be acquired by bartering. The printing and selling these cinderellas was found to be a very useful way of providing barter credit to purchase stamps. Probably 95% of these Antarctic labels were exported, leaving, maybe 5%, for domestic consumption. They were considered by Hornadge to be only suitable for the junior approval line as "stock fillers".



Tony Read showed one of his 1954 Antarctic souvenir cards with 2nd printing examples (above) at the November 2024 meeting.

Tony Read also passed around two labels from the first printing, snipped out from an old album

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EARLY AIR MAILS FROM THE UNITED STATES TO SOUTH AMERICA and CENSORED MAIL OF WORLD WAR II

At the November 2025 meeting Derek Dolstra showed four, World War II, censored, ship and air mail covers posted from South America to the United States, with one to the United Kingdom. He said that they suggested the possibility for developing a larger display on early South American air-mails.

Air services from the United States to the Caribbean started as early as 1927.
In order to counteract the German-controlled Columbian airline, SCADTA, who wanted landing rights in the America's Panama Canal Zone, the United States Post Office called tenders to deliver mail from Key West to Havana that had to start before October 1927. Key West is at the southernmost tip of Florida.

A group of three companies won the contract (FAM 5) headed by Juan Trippe. They then had to buy some sea planes. The three companies merged in early 1928 to form Pan American Airways. The flight was only about 120km.

Earlier, in July 1928 Pan American had three foreign air mail contracts for services to Central America. It had the F.A.M. 5 contract from Miami to Panama in the Canal Zone. They said that if they were awarded that they would seek an extension to the western coast of the South American continent.

With the FAM 6 Air Mail contract signed, Trippe, Lindbergh and spouses flew a Fokker & two S-38s on PAA's first official flight to Puerto Rica

They inaugurated a flight to Miami to San Juan in Puerto Rica, by way of Belize and Managua in January 1929. It was a 2-day, 56-hour flight with an overnight stop for the 3,000km

In January 31, 1929, the US Postmaster General issued need for a contract for Foreign Air Mail Route No. 9, which would extend from Panama extending down the West Coast of South America to Santiago, Chile, with an option for the Postmaster General to offer extension services from Santiago across the lower belt of the Andes Mountains to Buenos Aires, Argentina, and beyond to Montevideo, Uruguay

Pan American, meantime, had acquired a number of other airlines like *West Indian Aerial Express* and *Compania Mexicana de Aviacion*. Their Ultimate goal was a service to Buenos Aires in Argentina. Another airline, owned by the Grace shipping company, was a major competitor. A compromise was achieved when the two airlines merged in January 1929 to form Pan American - Grace Airways Inc (called Panagra). Each side put in 50% of the capital.

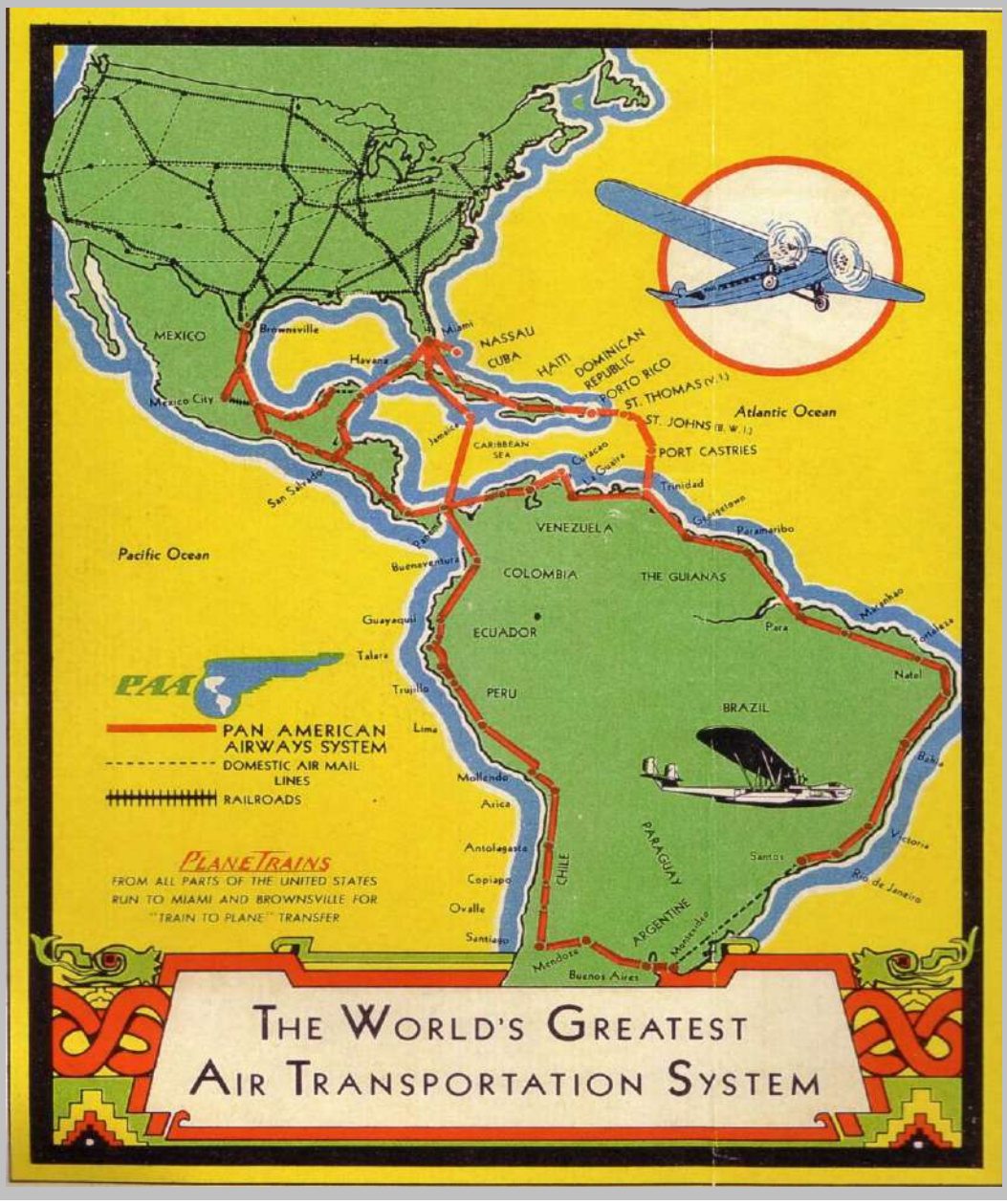
On July 12, 1929, Pan American Grace inaugurated its first service over FAM Route 9. However, until the end of 1929, Pan American operated the route as far south as Guayaquil, Ecuador, which included the use of PAA aircraft and personnel

Another company, however, the New York, Rio and Buenos Aires Line had the support of the U S Post Office, for the mail contract. Pan American bought out their assets in September 1930 and had control of the route to Buenos Aries.

On October 12, 1929, only 13 months after its first history-making first flight, Panagra inaugurated successful commercial flight across the Andes Mountains. Pan American Grace's Ford Trimotor airliner departed Buenos Aires, Argentina, and headed toward Chile. The venerable Ford flew over the flat pampas and then landed at Mendoza, Argentina, where it re-fuelled and prepared for the next leg of the trip.

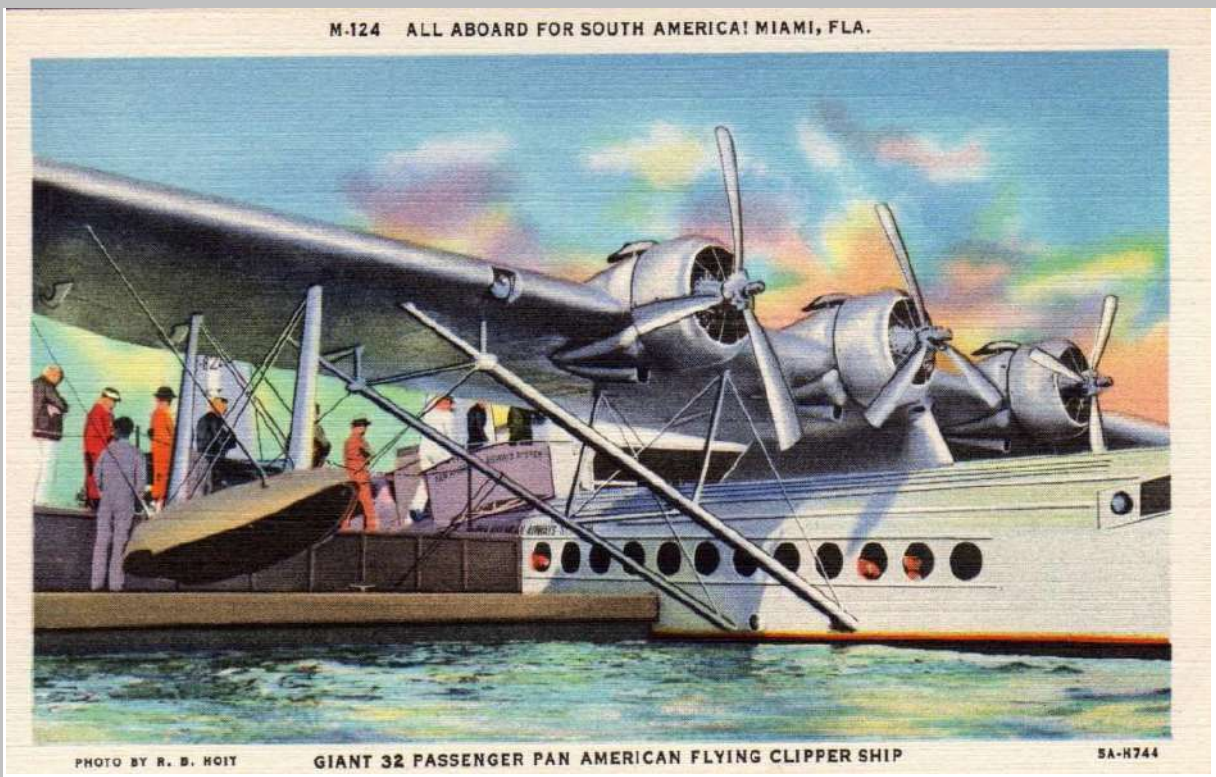
Back in the air, the Ford Trimotor crossed the Cordillera of the Andes and then through Uspallata Pass where it crossed at an unheard of altitude of 18,000 feet. Having left the Argentine capital city eight and one-half hours earlier, the aircraft landed at Santiago's Los Cerrillos Airport.

Meanwhile, Pan American used their flying boats to run a service the 9,000km from Miami to Brazil along the east coast of South America. Pan American's *Sikorsky S-42s* and *Consolidated Commodores* planes plied the airways around the coast of South America, connecting Miami with cities like Caracas, Rio de Janeiro, and Buenos Aires.



1930's route map shows the Panagra route down the west coast and Pan American route down the east coast. It was still a Ford Tri-motor across the Andes until 1939.

In 1939, a passenger traveling from the United States to Buenos Aires would board a Pan Am Sikorsky S-42 flying boat at Miami and fly to Colon, Panama in the Canal Zone. They would stay overnight and then board a Panagra Douglas DC-2 or DC-3 and fly to Buenos Aires with overnight stops in Guayaquil, Arica and Santiago. It took just 4 days to get to Buenos Aries. Flying at night was not allowed. This was one day faster than the Pan American's flying boat service to Brazil.



Panagra Airways DC3 loading at Panama. Most of the payload was air mail. Passengers paid US$550 ($14,000 in today's money)

Not a lot changed when the United States declared War on Germany and Japan in December 1941. The South American countries, population remained neutral. But in some of the countries, German and Japanese citizens were interned.

Yet Pan American in mid-1941 were still advertising *Flying Clipper Cruises* to Rio de Janeiro:-

OFFICES IN U. S. A.
Boston Miami
Brownsville New York
Chicago San Francisco
El Paso Seattle
Los Angeles Washington

AERO GRAM
PAN AMERICAN AIRWAYS SYSTEM

Use The FLYING CLIPPER SHIPS For PASSENGERS MAIL & EXPRESS

WEST INDIES • MEXICO • CENTRAL & SOUTH AMERICA • HAWAII • PHILIPPINES • CHINA

WOULD YOU LIKE TO FLY TO RIO?

With—a two-weeks' vacation—with all expenses paid—for less than it costs you to drive your own car!

•

Here's a real vacation opportunity and a bargain of a lifetime.

•

Pan American Airways will operate

16 SPECIAL FLYING CLIPPER CRUISES

to

RIO DE JANEIRO

first of their kind in the world!
Starting August 16th

12,000 wonder-filled miles, dipping in and out of ten countries—

—traveling only in daylight hours.

—stopping at the new modern Pan American Airway Inns at night.

—escorted tours at points ashore.

—with all expenses included in the lowest air fare ever offered!

14 DAYS—with 3 Days in Rio $665.00

21 DAYS—with 10 Days in Rio $695.00

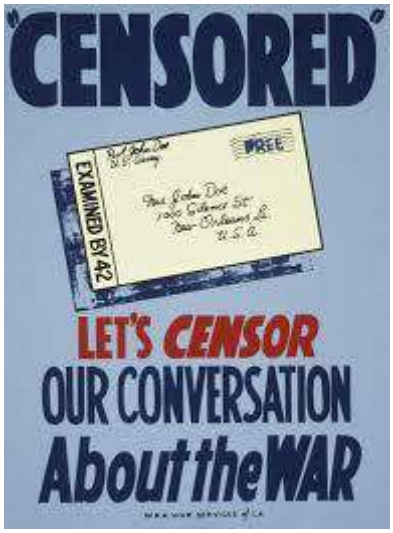
See Cuba . . . mystic Haiti . . . old Santo Domingo . . . Puerto Rico . . . the lovely West Indies . . . nearly a whole day for pleasure prowling in Trinidad . . . then the picturesque Guianas . . . across the equator and the Amazon, down Brazil's amazing coast . . . to glamorous, exciting Rio de Janeiro—"most beautiful city in the world"! and back again after 3 or 10 days.

Never has there been a trip like this. And all within the time and **cost** limits of an ordinary "go nowhere" vacation.

Interested?

Just check the attached, addressed, stamped postcard and we will gladly send you a beautifully illustrated pamphlet, describing these wonder cruises in full detail—and without obligation, of course.

On December 8, 1941, the United Sates Secretary of War ordered corps area Army Commanders to inaugurate censorship of telephone and telegraph wires crossing international borders No statutory authority to open and censor enemy alien mail existed in the opening days of the war because the First War Powers Act, authorizing a censorship program, was not in effect until December 18. Executive Order 8985, signed by Roosevelt on December 19, authorized creation of the Office of Censorship. From this day on every letter that crossed international or U.S. territorial borders from December 1941 to August 1945 was subject to being opened and scoured for details.



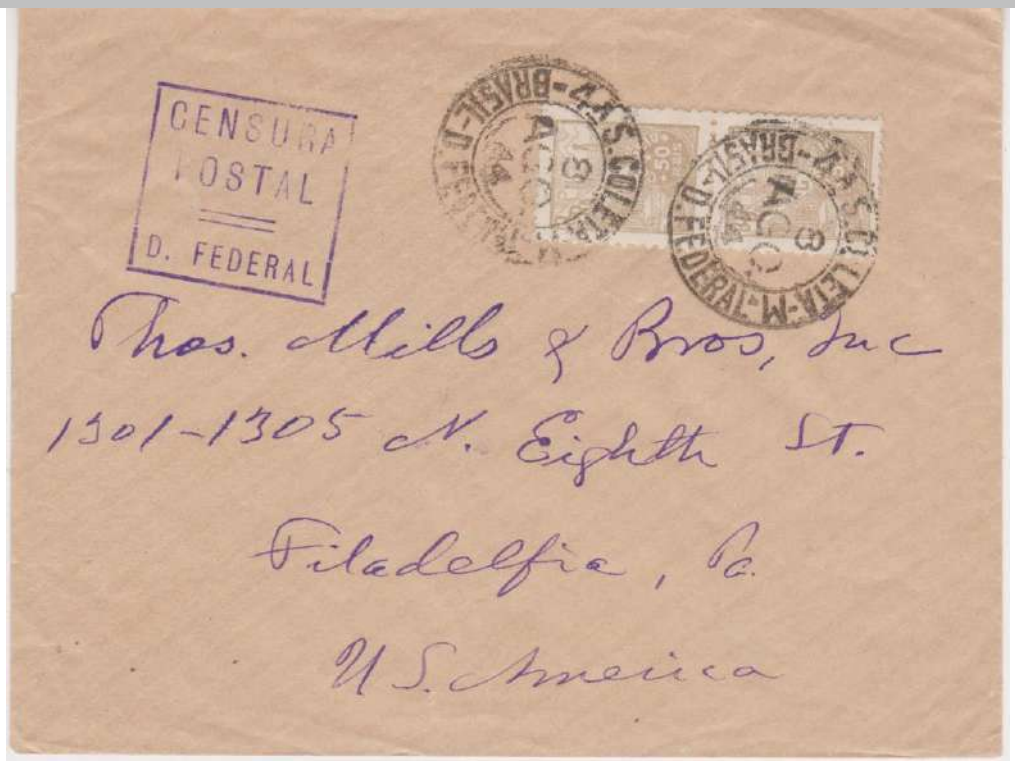
In the period before America declared War in December 1941, and after September 1939, when Britain and the Commonwealth had declared War on Germany, the FBI had been surreptitiously opening any foreign mail that was deemed “a potential threat to the United States” or allied shipping in its ports.

Also the United States encouraged South American countries to have a The Latin American internment program. . As the result of U.S. arrangements and financial support, thousands of civilians of German, Italian or Japanese ethnicity, legal residents in Central and South America as well as countries of the Caribbean, were swept into local detention centres and held without hearings or legal recourse. Conditions in which they were detained varied widely, but many were truly miserable.

The U.S. military ran some of the sites, such as Camp Empire, in Balboa, Panama Canal Zone, while the U.S. funded others, like Isle of Pines, Cuba. (Latin American Detention Facilities.) Some countries used local prisons and penitentiaries, while in others, prisoners with wealth and connections were housed in hotels, or, as in Ecuador, were simply asked to move away from the coast to more inland areas.

In a few examples, the percent of German citizens believed expelled from Costa Rica was around 25%, in Guatemala 30%, in Colombia 20%, and more than half the Germans in Honduras.

Censored, registered air mail cover from Lima to Baltimore, posted sometime before 22nd April 1942. Postmarked Lima on 24th April 1942. It shows a U.S. censors "EXAMINED BY / 4062" tape. Travelled on Panagra and arrived Miami on 27th April, where censored. Left next day and arrived Baltimore 29th April. The back shows Peruvian Customs hand-stamps of 22nd April indicating it was opened and checked for currency export



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Censored, stampless cover posted from Coleta in Brazil to Thomas Mills & Bros in Philadelphia was posted on 3rd August 1944. The back flap was unsealed and could be freely examined by the Brazilian Federal government censor. His 'triangle-in-circle" hand-stamp on the back shows a 10th August 1944 date. Carried on a Pan-American flight to Miami.

Cover posted from Sao Paulo to Surrey in England on 5th November 1942. It would have travelled from Sao Paulo to Miami on a Pan-American flight, then to New York, and then on the wartime trans-Atlantic flying boat to England via Bermuda, the Azores, Lisbon and Southampton. It arrived on 10th December 1942. The plane had a six-hour stopover in Bermuda for the British censors to examine the contents and tape up the cut.

Censored cover posted from Ponta Verde in Tarde, Brazil Philadelphia on 9th July 1945. Cover shows the Brazilian censor's tape and the "triangel-in-circle" censors handstamp of 12th July 1945. That may have been enough for the U.S. censor, as the war with Germany had finished in May and the War against Japan was nearly over.

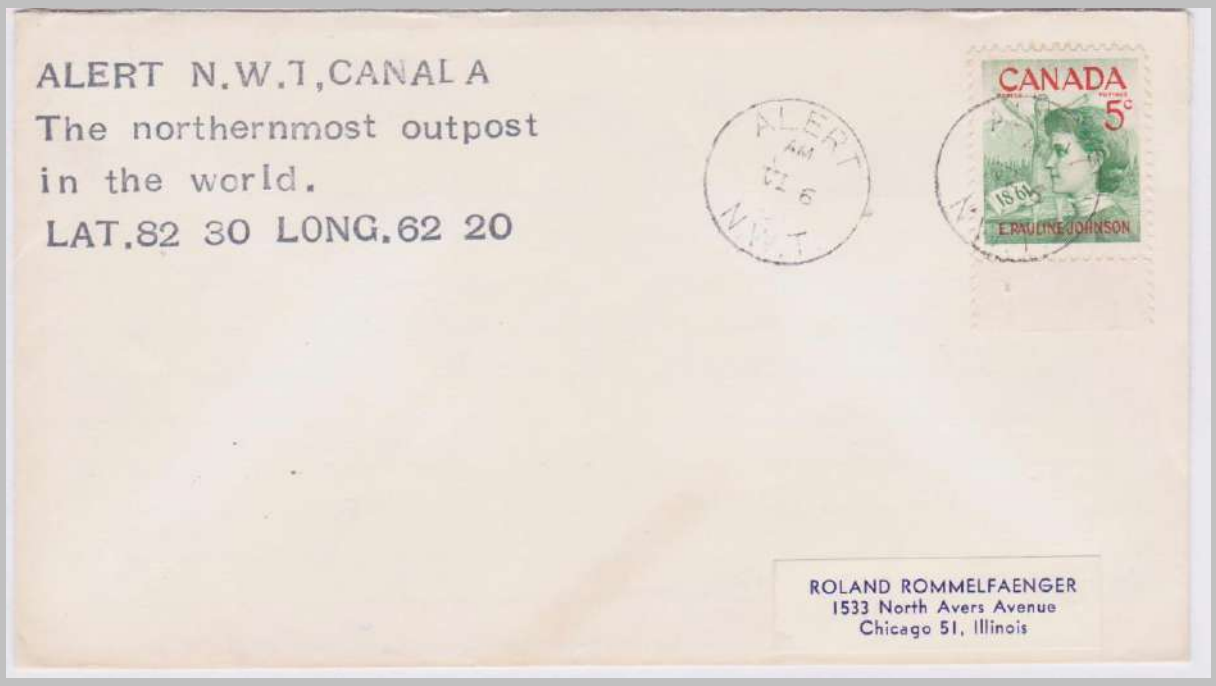
CANADIAN ARCTIC POSTMARKS

Colin Richardson's 9-page November 2024 Club meeting & 2024 Spring Fair display

The Canadian Arctic consists of parts of three Territories: - Yukon, Northwest and Nunavut. These last two separated in 1999. Prior to that, they were combined as Northwest Territory.
Covers from Arctic Canada are sometimes expedition-related.
The map, below, shows the location of the 16 covers.

1. ALERT, ELLESMERE ISLAND, NUNAVUT

   Alert, in the Qikiqtaaluk region of Nunavut, is the most northernmost continuously inhabited place in the World. It is 817km from the North Pole. It has a military intelligence station, an atmospheric observatory and a weather station. The cover is postmarked 6th June, probably in the year of issue of the 1961 stamp.



2A. Resolute, Cornwallis Island, Nunavut

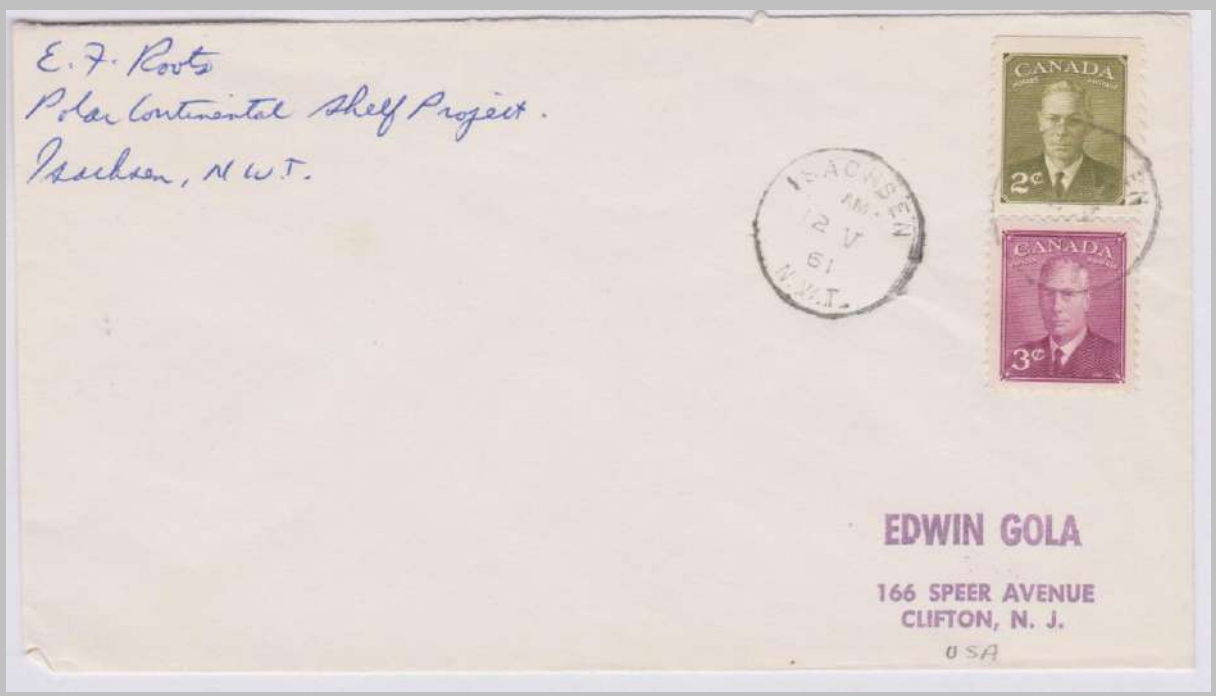
Resolute, in the Qikiqtaaluk region of Nunavut, with a population of 183, is one of the northernmost communities in Canada. It is also one the World's coldest towns. The cover originates from the Canadian International Geophysical Year base at Lake Hazen (2 on the map) just south of Alert. It is frozen 10 months of the year. Postmarked 19th June 1958.

3. Eureka, Ellesmere Island, Nunavut

   Eureka, in the Qikiqtaaluk region of Nunavut, is a research station on Slidre Fiord, Ellesmere Island. It has an airport, a weather station and a Polar Environment Atmospheric Research Station. Winter temperatures may reach -55ºC. Postmark date is 17 April 1982.

4. Isachsen, Ellef Ringnes Island, Nunavut

   Isachsen, in the Sverdrup Islands of Nunavut, was a weather and Arctic Research Station from 1948 to 1978, when it closed. Postmarked 12th May 1961.

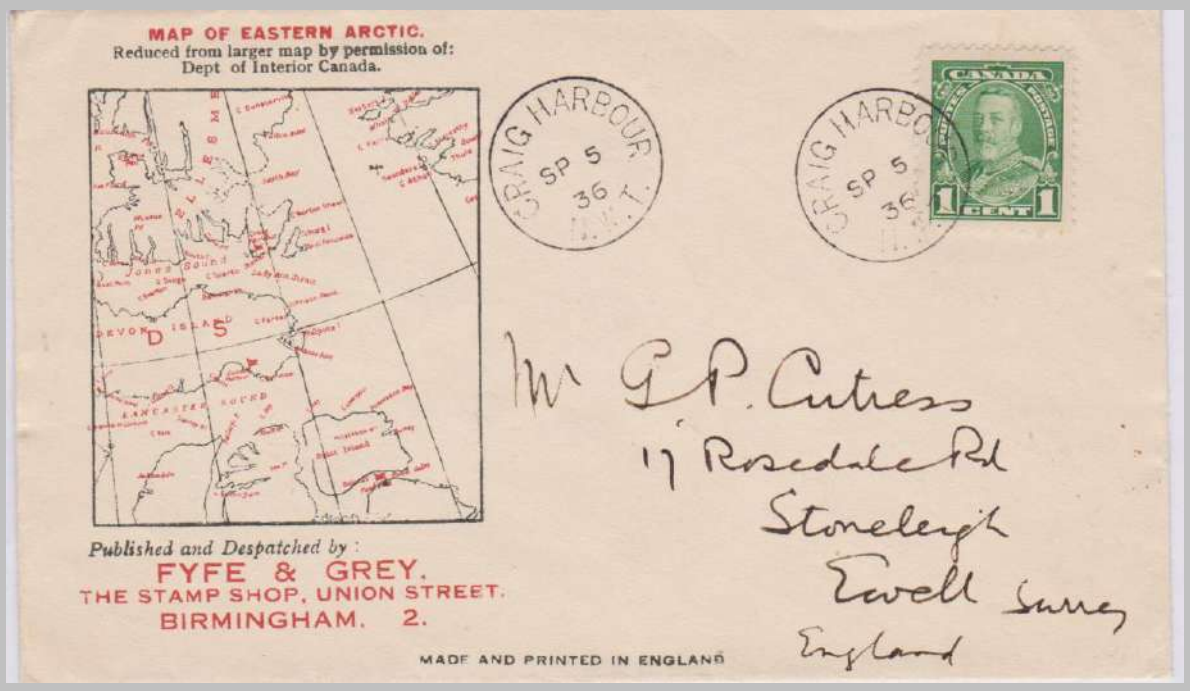


5. Grise Fiord, Ellesmere Island, Nunavut

Grise Fiord, in the Qikiqtaaluk region of Nunavut, is an Inuit community. On the southern tip of Ellesmere Island it is the largest community on the island with a population of 144. Postmarked 26th July 1979.

6. Craig Harbour, Ellesmere Island, Nunavut

Craig Harbour, in the Qikiqtaaluk region of Nunavut, is an abandoned settlement on the southeast of Ellesmere Island. It was founded in 1922 by the Royal Canadian Mounted Police. It closed in the late-1930's. It re-opened for a short time in 1951. Postmark date is 5th September 1936.



7. Mould Bay, Prince Patrick Bay, Northwest Territories

   Mould Bay was a weather station and airport built in 1948. The weather station was automated in 1997, and thereafter, only visited occasionally from 2012 onwards. It is now uninhabited. Postmark date is 14th February 1979.

8. Nanisivik, Baffin Island, Nunavut

   Nanisivik in the Qikiqtaaluk region of Nunavut, was a, now abandoned company town built in 1975 to support silver-lead mining and mineral processing operations. It was closed in 2002. It had an airport until 2010, and has a seaport & dock, still used by the Canadian Coast Guard for training. The cover shown was linked with the ice-breaking vessel "*D' Iverville*". Postmarked 20th August 1979.

9. Igloolik, Igloolik Island, Nunavut

Igloolik, in the Qikiqtaaluk region of Nunavut, is an Inuit community, offshore from the Melville Peninsula. It has been inhabited for thousands of years. Despite the name it refers to sod houses, not ice houses. Population 2,049. The cover is linked with the Canadian Survey ship "Baffin" doing hydrographic & oceanographic research. It is signed by the ship's master, R. Gould. Postmarked on board 28th August 1976 and at Igloolik on 6th September 1975.

10. Hall Beach, Melville Island, Nunavut

Hall Beach, known since 2020 as Sanirijak, in the in the Qikiqtaaluk region of Nunavut, is an Inuit town with a population of 891. It was established in 1957 as a Distant Early Warning site. It is also an airport. Temperatures may reach -55ºC. Postmarked 25th September 1979, after being postmarked on the reverse on Canadian Coastguard ship "Norman McLeod Rogers" on 8th September 1979.

11. Frobisher Bay, Baffin Island, Nunavut

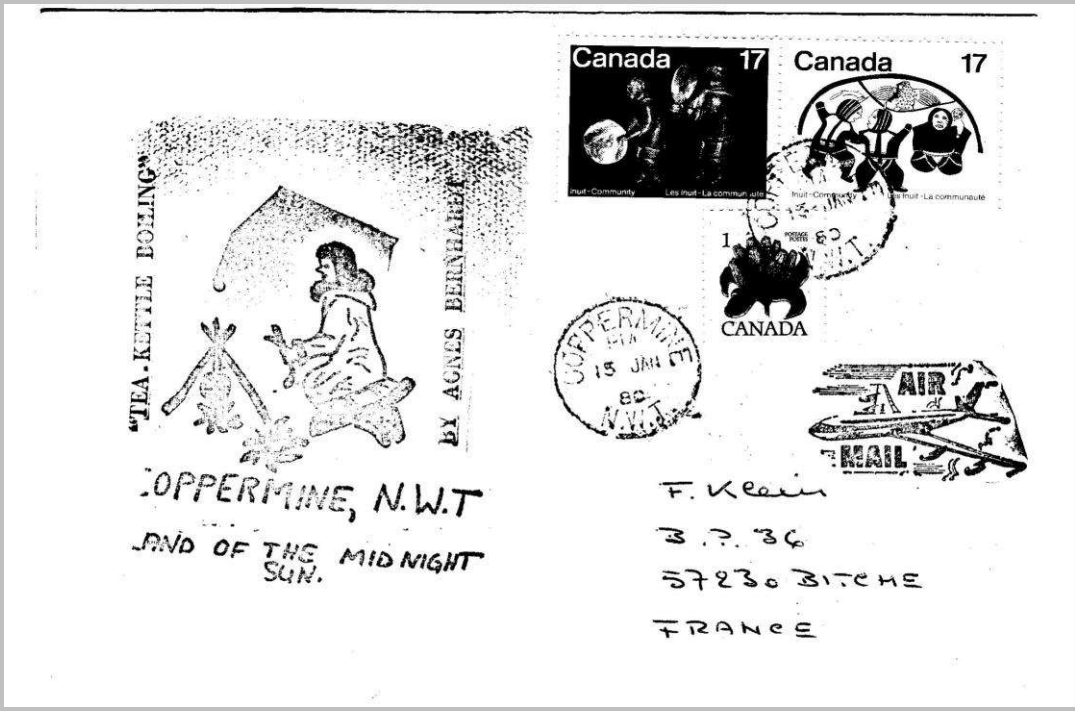
Frobisher Bay was renamed Iqaluit in 1987. It is the capital of and largest city in Nunavut. It has a population of 7,429. It was founded in 1942 as an airbase, although it was used as a camping and fishing spot by Inuit peoples for thousands of years. From 1949 to 1963 it was a Defence Early Warning facility. First day cover of *Sir Martin Frobisher* stamp, postmarked 23rd August 1963.

12. Repulse Bay, Melville Peninsula, Nunavut

Repulse Bay, renamed Naujaat in 2015, in the Kivalik region of Nunavut, is an Inuit town at the end of the Melville Peninsula on Hudson Bay. It has been continuously inhabited for hundreds of years – since the 18th and 19th Centuries when whalers based themselves here. Postmarked 9th April 1974.

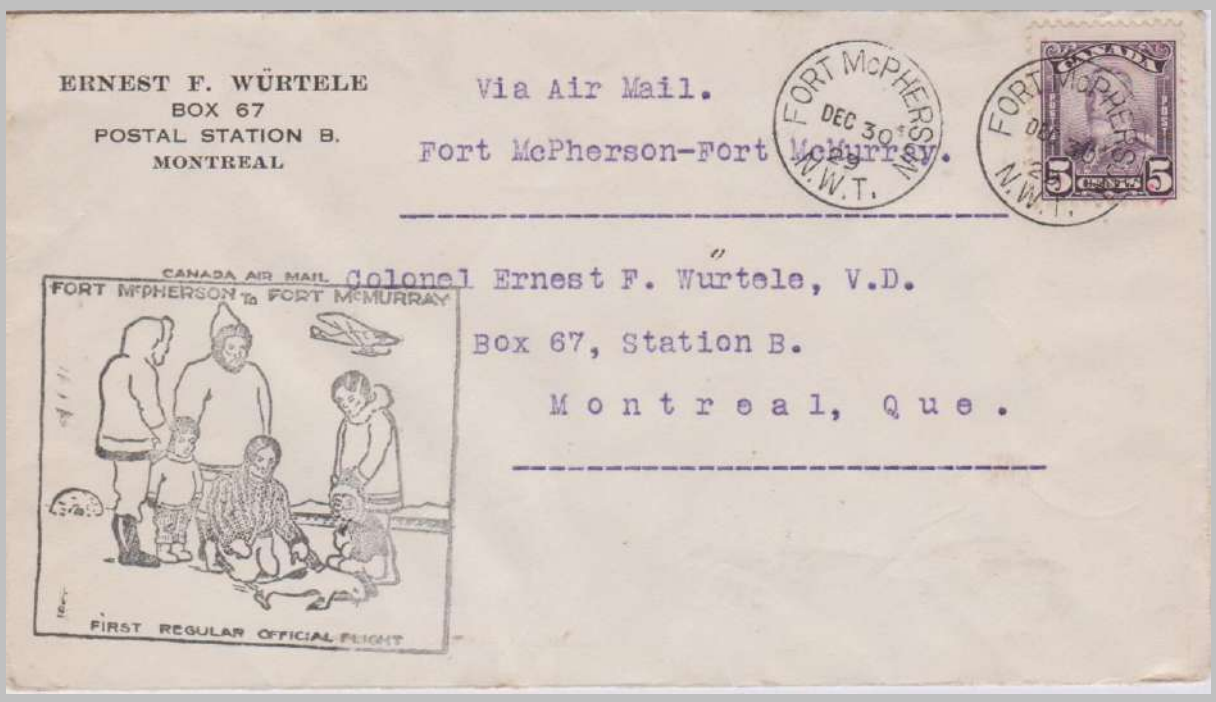
13. Coppermine, Nunavut

Coppermine, renamed Kugluktuk in 1996, in the Kitikmeot region of Nunavut, is on the Coppermine River. It was a population of largely Inuit, together with Dene, of 1,382, is the westernmost community in Nunavut. It is near the border with Northwest Territories. Postmarked 15th January 1980.



14. Fort McPherson

Fort McPherson in the Inuvik region of Northwest Territories is mostly a Gwich'in peoples' town on the east bank of the Peel River. Originally a site of a Hudson's Bay Company trading post, it now has a population of 647. The cover, postmarked 30th December 1939 was carried on the 1st official air-mail flight to Fort McMurray, Alberta.



15 & 16. Aklavik, Northwest Territories and Herschel Island, Yukon

The cover originates from Herschel Island in the Yukon, an uninhabited island in the Beaufort Sea. It was historically inhabited by the Inuvialuit peoples, but now they are more caretakers than residents. The last permanent resident left in 1987. The cover is postmarked Herschel Island on 2nd May 1930, then in Aklavik, Northwest Territories on 3rd August 1930. Aklavik, population 630, was a larger town once, but repeated flooding reduced the population.

17. Tuktoyuktuk, Northwest Territories

Tuktoyuktuk, in the Inuvik region of Northwest Territories is an Inuviatuit community on the MacKenzie River on the shores of the Arctic Ocean. Under British colonisation it was called Port Brabant, but was renamed in 1950. It has been a base for oil & gas exploration since the 1970's. The cover, blow (reduced) was carried on the MV "Canmar Kigoriak", an ice-breaker used I offshore oil exploration. It is signed by the master & postmarked 7th July 1980.