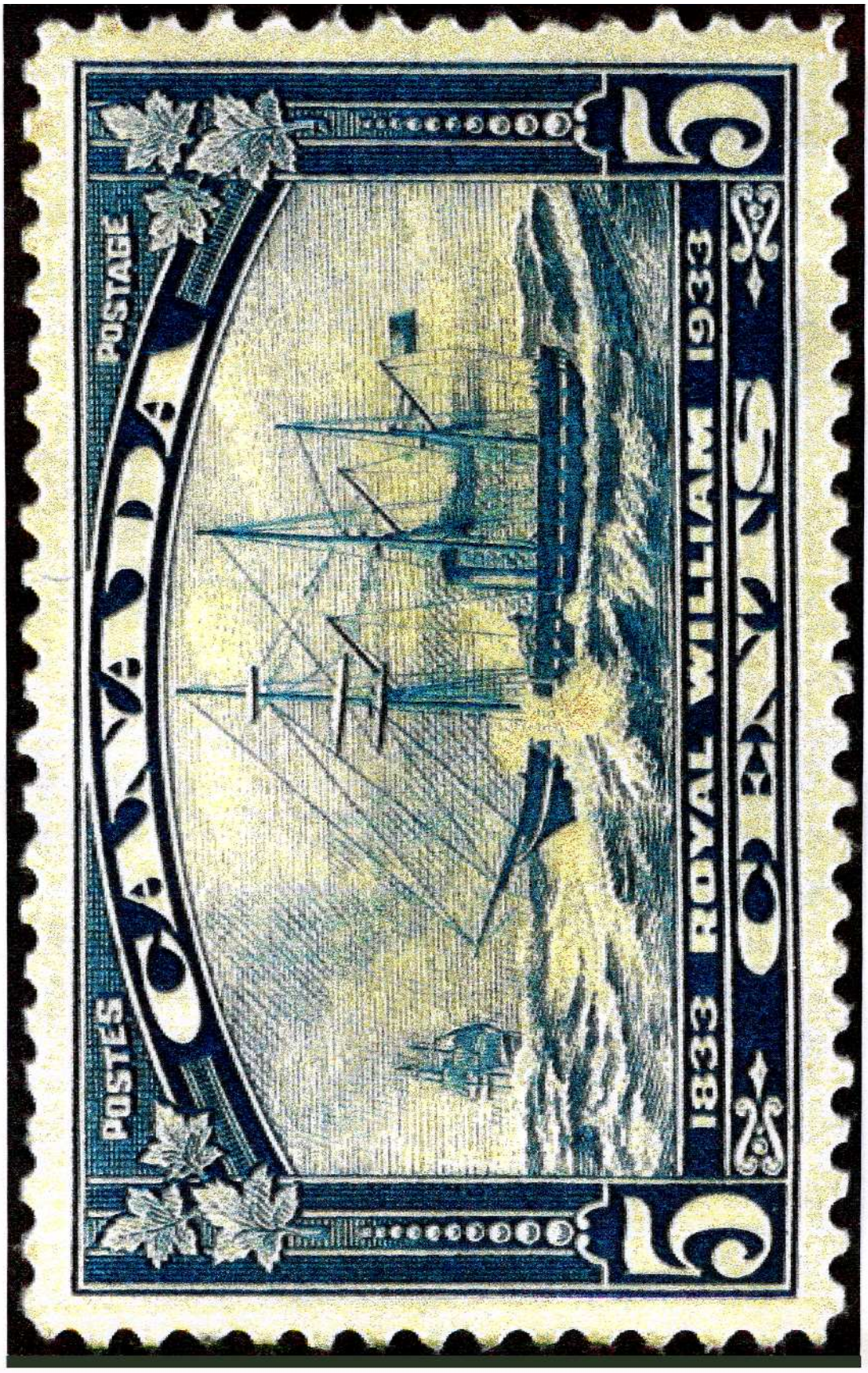
The final battle that confronted the great ship *Constitution* shown on this stamp was time. Few ships emerge the victor in this battle but the *Constitution* had a friend who turned the tide. The unusual story is on page 182.



This beautiful and intriguing Canadian stamp greatly stirs one's imagination with the glory of early steamship navigation. For those of us who have a flair for the sea, we long to see first hand the great ships that battled the waves when steam was new and still considered by many people less reliable than sails. Unfortunately, the hardy *Royal William* seen on this stamp disappeared without a trace. Her sad story is found on adjacent page 181.

NAUTILUS NOTES

The submarine, *Nautilus,* shown on this stamp, was an atomic-powered submarine. It made the first transpolar crossing in 1958, traveling under the polar ice cap. The *Nautilus* used atomic energy to make steam which in turn powered the vessel. In view of this fact, the *Nautilus* was probably the first *steam* submarine. Also, as there are few detours under water, the *Nautilus* probably pioneered the shortest sea route between the Pacific Ocean and the North Atlantic. The *Nautilus* was named after its fictional archetype in the classic tale, *Twenty Thousand Leagues Under the Sea,* by Jules Verne. (USA #1128, ISSUED 1959)

NICKEL NUISANCE

Discovery of nickel in Ontario, Canada was an accident. While blasting for the Canadian Pacific Railway near Sudbury, Ontario, in 1883, Tom Flanagan struck copper. While this was indeed an important discovery, the copper ore was heavily laced with a nuisance metal -- nickel. At that time, there was not much call for nickel so it was more of a hindrance than a help. Ongoing research, however, into the use of nickel eventually resulted in its value being more than that of copper. (CDN #996, ISSUED 1983)

NO WAY TO TREAT A LADY

The *Royal William,* first steamship to cross the Atlantic entirely under her own power (1833), was considered a "jinxed" ship. She was built in Quebec with the idea of running her from that port to Halifax. However, a trade depression forced her owners to pursue other alternatives. Further, an epidemic of cholera on the ship certainly did not help matters. When things got back to normal, she was put to use as a tug, but was not effective in this capacity. The only thing left was to get rid of her. Believing that a better price for the ship would be obtained in Europe, the owners sent her across the Atlantic. She made it under her own steam, which earned her an honored place in history. It is apparent, however, that few people cared. She was sold for 10,000 pounds and eventually used as a transport by the Portuguese Navy. She then became a warship in the Spanish Navy. Within seven short years after her historic voyage, the *Royal William* was condemned. Somehow she ended up in Bordeaux, France, where her engines were removed and thereafter she drifted off into history. (CDN #204, ISSUED 1933)

OHIO, THE COMMON-LAW STATE

Ohio was granted statehood in February 1803. During that month, Congress approved Ohio's official boundaries and soon after, the state's first government representatives were present in Washington, D.C. One detail, however, was overlooked -- Congress had not get around to voting on a formal resolution to admit Ohio into the Union. For the next 150 years, the Buckeye State fulfilled its duties as a fully fledged member of the Union. Ohio members of Congress voted on the many crucial issues that faced the United States over this period. These issues ranged through declarations of war, abolishment of slavery, prohibition and women's suffrage. Legally, however, Ohio was not allowed to do so. All these years they had been living "common-law" -- enjoying the fruits of statehood, but without legal sanction. In 1953 the Ohio representative, George H. Bender, introduced a bill to Congress to correct the situation. In his own words Bender stated: *The State Constitution Convention presented the Constitution of Ohio to Congress on February 19, 1803 and Congress chose to ignore it.* The resolution, of course, passed both houses and was signed into law by President Eisenhower on August 7, 1953. (USA #1018, ISSUED 1953)

PADDLE WHEELER WOES

The *SS Adriatic,* which graces this very early U.S. stamp, was the last transatlantic paddle steamer to be built. Launched in April 1856, the ship made two Atlantic voyages between New York and Liverpool, England. Her 40-foot paddle wheels, however, failed to set any records. In 1871 (two years after the stamp was issued), she was reduced to an ordinary sailing ship and later ended-up as a store ship in South Africa. In 1885 she was blown ashore and spent the rest of her days as a lonely derelict. (USA #117, ISSUED 1869)

PARDONED BY A POEM

Constructed of well-seasoned oak, red cedar and hard pine, the *Constitution* was one of the first frigates built for the United States Navy. The bolts that fastened her timbers and the copper sheathing affixed to her hull were made by none other than the great patriot, Paul Revere. The *Constitution* carried 50 guns and a crew of 450 men. Her final price tag in the year 1797 was $302,718.84. In the War of 1812, the *Constitution* proved that she was worth every cent of her cost. Numerous victories gave the great ship a legendary reputation. In one battle, tradition has it that the British, upon seeing their shots failed to penetrate the ship's staunch oak sides, dubbed her *Old Ironsides.* By 1828 the rigors of the sea and numerous battles took their toll on the old ship and she was condemned as unseaworthy. In that year, it was recommended that she be broken up -- and she definitely would have been were it

not for the pen of Oliver Wendell Holmes who is honored on a stamp (USA #1288), shown here, issued in 1968. Holmes wrote and published a poem entitled *Old Ironsides*. This poem so aroused public sentiment that the great lady was pardoned certain destruction. (USA #951, ISSUED 1947)

PATRIOT GIANT

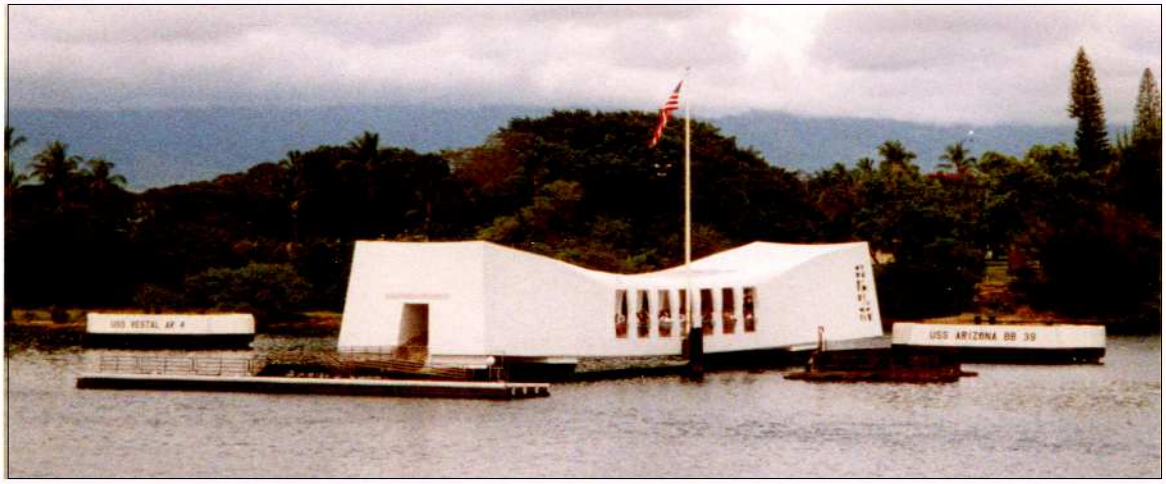
Peter Francisco, who is honored on this stamp, joined the Continental Army at the age of 15 and fought in seven major battles, including Yorktown. He is noted as being a giant, but his height and weight are difficult to find, if indeed they are known. He apparently carried a five-foot broadsword. In the Battle of Guilford Courthouse, North Carolina, he slew eleven redcoats. Then at Ward's Tavern in Virginia, he stood off nine dragoons. The illustrated stamp shows Francisco carrying a cannon on his shoulder. The cannon is said to have weighed 1,000 pounds! This feat of strength apparently occurred at the Battle of Camden. Camden was the scene of two major American *defeats*. (USA #1562, ISSUED 1975)

PEARL OF SORROW

This stamp recalls the Japanese attack on Pearl Harbor in 1941. Certainly, volumes have been written on the Pearl Harbor attack. There are reasonable and sound answers as to *why* it took place, however, we are still left to wonder as to *how* it was possible. Specifically, how did the Japanese manage to send a massive striking force from Japan to Hawaii without prior detection by the United States? Further, why was the entire Pearl Harbor base in such a state of unreadiness when the attack occurred? We must remember that most of the rest of the world was at war in 1941, providing sound reason for the base to be on the alert. Historians note that the mind-set of the forces at Pearl Harbor in 1941 was that the base was just too big and strong to be subjected to attack. In some ways, this thinking reminds us of the *Titanic*, which was thought to be unsinkable. Unlike the *Titanic*, however, Pearl Harbor did get two very distinct warnings that something was amiss on the fateful morning of December 7, 1941. First, a midget Japanese submarine, which was part of the attack, was spotted in the Pearl Harbor area at 3:42 a.m., *four hours and thirteen minutes before the actual main attack started at 7:55 a.m.* This same submarine, or perhaps a different Japanese vessel, was destroyed with gunfire and depth charges at 6:45 a.m. The United States, therefore, fired the first shots in the conflict. Also, around 6:45 a.m., an Army radar unit reported the approach of first one plane and then many planes. Even at this point, there was still plenty of time to prepare the base for a possible attack. Unfortunately, communication delays on the submarine report rendered the message

useless and the radar images were assumed to be American planes. At 7:55 a.m., the first bombs struck Ford Island, which is in the center of the harbor. With virtually no resistance, the Japanese quickly and decisively reduced America's proud Pacific Fleet to a shambles. Certainly, the first sighting of the midget submarine should have prompted questions on the location of the vessel's mother ship. This suspicion alone should have justified top priority communications -- ironically, there was probably enough time for hand-delivery. With regard to the radar warnings, subsequent inaction is somewhat justified. At that time, radar technology was in its infancy with questionable credibility. Also, given the "blips" were real, the assumption that American plans were being detected was reasonable. When the actual attack occurred, one might question as to why there was not more activity in the harbor at that late hour (7:55 a.m.). Normally, crewmen would be up and on duty much earlier. Indeed many crewmen (especially those on the *USS Arizona*) were still in their bunks. As it happened, December 7, 1941, was a Sunday and, as it were, everyone was a little "laid-back." Those crewmen on the *USS Arizona* had been given special permission to sleep-in as a reward for the ship's band taking second place in competitions the previous night. When we look at the whole ordeal in retrospect, we see that there are many minor excuses for a major blunder. One feels compelled to look for more solid justification, such as communications sabotage, willful compliance with the enemy or blatant negligence -- but such was not the case, history has proven otherwise. There was certainly a lesson -- the Boy Scouts' motto, *Be Prepared.* In addition, there was a major breakthrough -- America's involvement in World War II. On December 8, 1942, Imperial Japan issued a postage stamp (JAPAN #B7), enlargement shown, commemorating the successful attack. The stamp design was obtained directly from a photograph taken during the attack by a Japanese pilot. The inscription at the top of the stamp reads, *Great Imperial Japan Makes a Surprise Attack.* The circular emblem at the top center of the stamp is the emblem of the Emperor of Japan. The inscription at the bottom reads, *First Anniversary - Greater East Asia War.*

Today, the battle site is a memorial to the lost ships and their crews. The following presentation shows some of the memorial's major features.



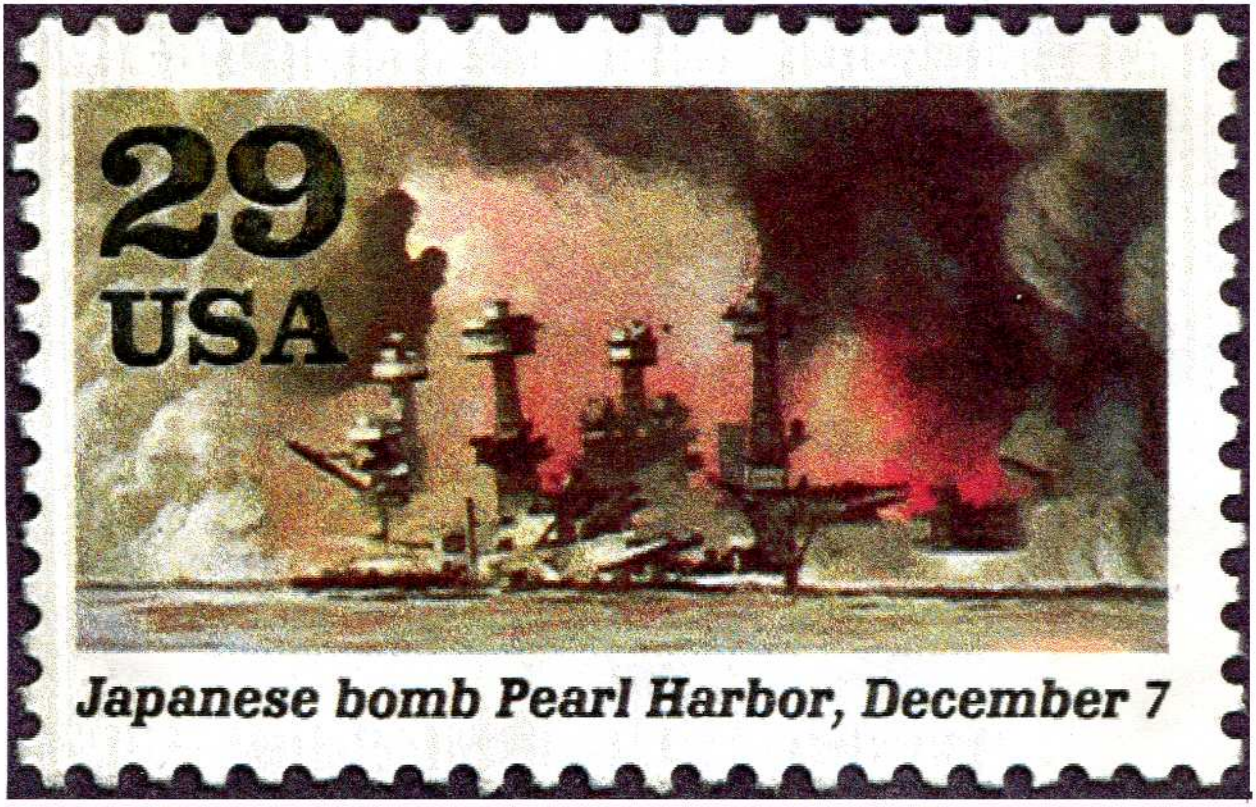
A memorial building straddles the sunken *USS Arizona.* Floating markers indicate the ship's bow and stern. Within the building, a plaque shows the names of the 1,177 servicemen onboard the ship who were killed (or missing). Of this number, only seventy-five bodies were recovered. The remaining 1,102 men are still entombed in the sunken battleship.

The largest portion of the *USS Arizona* that breaks the surface of the water is the base of gun turret No. 2 as seen in this photograph which was taken from the memorial building.

The *USS Arizona's* massive anchor (19,585 pounds) was recovered and placed ashore in the museum complex.

The *USS Utah* Memorial is a white pier (showing the ship's name) overlooking a part of the capsized ship as seen in this photograph. Fifty-eight crewmen are entombed in the ship.

In all, 2,409 service people and civilians were killed in the attack on Pearl Harbor and 1,178 were wounded. While America emerged the victor over Japan we cannot say, *all's well that ends well.* The price paid at Pearl Harbor and all other battles was far too high. (USA #2559i, ISSUED 1991)



PELICAN POLITICS

The flag of the State of Louisiana reflects a very unusual, yet highly appropriate, message for a flag. Pictured on this flag is a mother pelican feeding her young. According to legend, in the time of famine, a mother pelican will pluck the flesh from her own breast to feed her starving fledglings. The flag, therefore, shows the extent to which the state will go to protect and "nourish" its people. The following illustration is a detail from the title page of the King James version of the Bible, printed in London in 1611. It shows a pelican feeding its young in the legendary way. (USA #1650, ISSUED 1976)

PETTICOAT PATRIOTISM

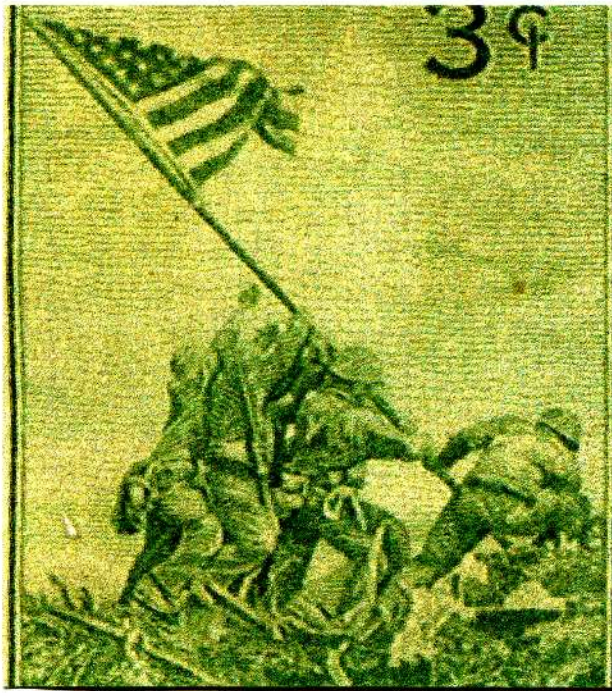
In 1846, Americans in California hastily put together a flag to rally their cause for independence from Mexico. We are told that a lady's white petticoat was used for the upper portion of the flag, and a red petticoat for the stripe on the lower section. William Todd, a cousin of Mary Todd Lincoln, did the original artwork of a red star, a brown grizzly bear and the words **CALIFORNIA REPUBLIC**. The grizzly bear was depicted as an honor to this magnificent creature that roamed throughout the region and also to warn the Mexicans of the rebels' determination. The bear flag became the official state emblem of California in 1911. Unfortunately, the flag is all that remains of the grizzly in California. The species became extinct in that state during the early part of the 20th century. (USA #1663, ISSUED 1976)

PIPING IN OLD GLORY

A famous World War II photograph was used for the design of this stamp. We see six marines placing a U.S. flag on the island of Iwo Jima. One might wonder why it took six men to put up a single pole. Actually, four men attempted the task but ran into difficulties so two more men came forward to help them. There is really no mystery. The flag pole was a piece of iron pipe which the men had to ram into the rocky volcanic terrain on the island. However, the photograph is actually of a second flag raising. A flag had been pre-

viously raised but it was decided that the flag used was not large enough. A photographer, Joe Rosenthal, saw a group of marines with a long iron pipe and another marine with a folded flag. Rosenthal readied his camera and took the famous photograph for which he won a Pulitzer prize. While the stamp design is as reasonably close to the actual photograph as can be expected, there is one minor omission. The design fails to show a part of the marine's helmet/head on the far side of the flag pole. The following illustrations show the stamp detail (left) and the actual photograph. (USA #929, ISSUED 1945)

NOTE: This is in error. The missing details are shown on the stamp, but very difficult to see.



POCAHONTAS POPPYCOCK

This stamp honors the Indian maiden, Pocahontas, who is said to have saved the life of Captain John Smith at Jamestown in 1607. As the story goes, the girl's father, Chief Powhatan, was about to kill (execute) Smith with a stone club. Pocahontas placed her head upon Smith's head and begged her father to spare the Englishman. The chief relented and after this event, it is said Pocahontas and Smith became romantically involved. While this story is highly questionable, the Indian maiden did exist. Her real name, however, was *Matoaka*. The name *Pocahontas* was a nickname, meaning "playful one." At the time of the Jamestown landing, Pocahontas was twelve years old. She apparently entertained the colonists by cartwheeling around nude. At that time, Smith was 27 years old. When he returned to England in 1609, Pocahontas does not appear to have been grief-stricken. A few months later, she married an Indian named Kocoum. Whatever happened to Kocoum is not known. We know, however, that Pocahontas went on to marry John Rolfe, an Englishman, in 1614. Two years later, Rolfe took his bride to England where she became the toast of London's high society. Some time between 1614 and 1617, Smith visited Pocahontas at a country estate in England. This meeting became the source of endless speculation supporting the couple's original romantic involvement. (USA #330, ISSUED 1907)

POINSETTIA POINTS

Poinsettia plants, as shown on this stamp, were named after Joel Roberts Poinsett, minister to Mexico (1825-29) and secretary of war (1837-41). On his return to the United States from Mexico, Poinsett brought back a colorful shrub which had greatly impressed him. He developed and improved the shrub on his South Carolina plantation. The plant eventually became known by its current name to honor its developer. Previously the plant had been called *painted leaf* and *Mexican fire plant*, now it is officially *Poinsettia pulcherrima*. It is interesting to note that the beautiful "petals" on a poinsettia are not petals. They are the leaves of the plant which turn red, white or pink to appear like petals. Further, Poinsett was also responsible for a new Spanish word. The Mexicans coined the word, *poinsetismo*, which means officious and intrusive behavior -- often demonstrated by Poinsett. (USA #2166, ISSUED 1985)

PONDERING THE POLE

Debate continues as to whether or not Robert Peary's expedition was the first to reach the North Pole. Nevertheless, given it was the first, if the question involves Robert Peary *personally* (i.e., was he the first known person to stand on the pole), the answer is, no. During the rigorous journey Peary had lost eight of his toes (due to frost bite) and had to ride in a dog sled. As the team got closer to the calculated destination, Peary sent ahead his assistant, Matthew Henson, and the Eskimos in his party to break a trail. Peary gave them strict instructions to stop short of the Pole. They did not obey their leader's instructions and gave a cheer as they stood at the top of the earth. Discounting Peary's claim, who was the first to reach the North Pole via land? An American by the name of Ralph Plaisted and eight other snowmobile explorers get the credit. The group reached the pole in April 1968. The following newspaper article gives an account of the Plaisted expedition and findings regarding Peary's claim. (USA #2223, ISSUED 1986)

14 The Province Monday, January 2, 1989

Explorers unsung, unrewarded

RALPH PLAISTED
knew Peary didn't make it

News Services

WYOMING, Minn. — For 20 years, Ralph Plaisted and his fellow explorers lived with a truth the rest of the world learned only recently.

Plaisted and eight other do-it-yourself snowmobile explorers, not the legendary U.S. navigator Robert E. Peary, were the first to cross shifting sea ice and reach the North Pole by surface, .

"We knew Peary didn't do it. All the members of our expedition knew it," said Plaisted, who led his group to the top of the world and back in April 1968.

"He said he went to the North Pole in 37 days and came back over the same trail in 16. We knew that couldn't happen because the roads we built were gone in a few hours," said Plaisted.

"Up there, there are 5½ million square miles (14.25 million square km) of ocean and it's moving constantly."

Proof that Peary never reached the pole came when Baltimore astronomer Dennis Rawlins unearthed Peary's navigational observations from the day he claimed to have been at the pole.

The notes, sealed for 50 years, didn't jibe with real observations. Rawlins proved the closest Peary got to the pole was 195 km.

Although Peary perpetrated a hoax, Plaisted, Rawlins and others all say he was a great navigator with a noble goal and shouldn't be judged too harshly.

Plaisted, now 61, retired from the insurance business in 1971. He moved with his wife to a remote lake in Saskatchewan, where they run a small fishing camp.

"He (Peary) became wealthy from books and lecture fees but I didn't," said Plaisted.

"I've been called and told they're going to change the history books," Plaisted said, laughing. "I said that and 50 cents will get me a cup of coffee."

POWER PLAY

While it is generally accepted that the *Savannah* was the first steamship to cross the Atlantic Ocean, this accomplishment must be taken with a "pinch of salt." Indeed, the *Savannah* was a steamship and indeed she did cross the Atlantic. However, implying that the journey was a *steam crossing* is a little far-fetched. The *Savannah* was actually a sailing ship equipped with auxiliary steam engines for use when the wind failed. On her 29-day Atlantic crossing in 1819, her engines were used for only eighty-five (85) hours, or 12.2% of the total time! Even if the captain wanted to make more use of the engines he could not do so because he did not have enough coal. In other words, 85 hours worth of coal was all the ship carried. As there was certainly no place to stop for more coal, the journey had to be made for the most part (87.8%) under sail. As to the illustrated stamp, it is amusing that the ship's name was not included in the stamp statement. The only place the name appears is on the ship's center mast flag. It is so small that it is invisible to the naked eye. (USA #923, ISSUED 1944)

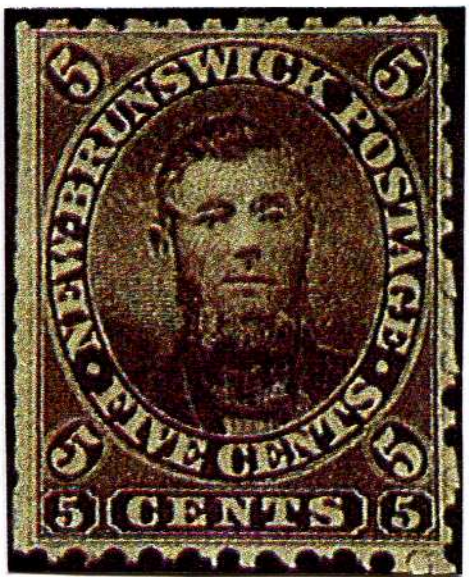
PRICE OF INDEPENDENCE

In 1816, the state legislature of Pennsylvania decided to unload one of its real estate holdings in Philadelphia. A bill was approved to sell what is now known as Independence Square along with its buildings, including Independence Hall. Luckily the bill stated that Philadelphia was to be given the first option for purchase. Realizing the historical significance of the site, Philadelphia's city fathers scraped up the sale price of $70,000. Independence Hall is now one of the nations most visited shrines. (USA #1044, ISSUED 1956)

PRICE OF VANITY

One of the greatest honors a country can bestow on a citizen is to feature the person on a postage stamp. The fact that millions of stamps are issued and are seen by millions of people makes this form of recognition very special. Furthermore, stamps, like diamonds are "forever." Either the sheer number or rarity value guarantees their continued existence. Both Canada and the United States have similar rules relative to honoring people on postage stamps. Canada does not honor living persons except for British Royalty. The United States does not honor living persons at all. Also, except for presidents, a person must be dead for at least ten years before he or she is honored on a U.S. stamp. In 1860, Charles Connell, the postmaster general of New Brunswick, placed his own portrait on a new five-cent postage stamp *rather than that of Queen Victoria.* This denomination was the most widely used at the time. A few days before the release of the printed stamps, copies were sent to the stamp council for approval. Exactly how this occurred if Connell was aware of the rule is unclear. Nevertheless, the council was enraged. It ordered Connell to destroy the stamps and the plates used to produce them. It also appears he was ordered to reimburse the provincial treasury for all the costs involved with the production of the stamps.

On this point, however, it is possible Connell volunteer the reimbursement. Connell immediately destroyed the plates and the stamps in inventory, but he had already given out a number of the stamps to family and friends. His daughters, Alice and Ella, individually received a sheet of 100 stamps each. It is apparent Connell's vanity had caused him much stress. After his death in 1873, and probably the subsequent deaths of his daughters, a letter came to light that had been written from Alice to Ella. The letter read in part: *My dear Ella: I have been asked many times if had any of the stamps, and if I had, would I sell one of them. As you know, I had a whole sheet as you have. But I do not think we should make money out of something that caused our dear father so much mental anguish. I have burned mine, I pray that you will burn yours.* The current catalogue value for a perfect Connell stamp is $12,000. (NB #5, ISSUED 1860)



PRIMARY PRIME MINISTER

Although Sir John A. Macdonald is officially designated as Canada's first prime minister, in a technical sense this designation is not correct. In 1848 (19 years prior to Confederation), responsible government was fully recognized in Canada. The first person called to form a ministry was Sir Louis-Hippolyte LaFontaine. It may therefore be reasoned that LaFontaine was the first prime minister of Canada. During his term, LaFontaine demonstrated the power of responsible government in many ways. There is no doubt he acted with independence and authority in governing Canada. LaFontaine's portrait is shown on the right side of the illustrated stamp. (CDN #148, ISSUED 1927)

RELATIVE RIVALS

Vasco Núñez de Balboa (1475-1517/19?), the great Spanish explorer, first arrived in Central America in 1501. He settled in Hispaniola, or what is now Haiti and the Dominican Republic. Here he attempted farming but became hopelessly in debt. With creditors hounding him, he made his escape by hiding in a cask

that was loaded on a ship destined for a settlement on the Colombian coast. A natural leader, Balboa soon gained control of the settlement and subsequently undertook an expedition to the Pacific Ocean for which he is principally noted. King Ferdinand was duly impressed with Balboa's achievements and made the explorer governor of the South Sea and of Panama and Coiba. Balboa's successes and favor with the king inflamed the new governor of Catilla del Ora, Pedro Arias de Avila (also Pedrarias Dávila), who had authority over Balboa. Avila contrived to discredit Balboa. He slyly arranged the marriage of one of his daughters to the explorer, which delayed further explorations of the Pacific. Balboa was then charged with treason by his father-in-law and beheaded. (USA #397, ISSUED 1913)

REVERSE REFLECTIONS

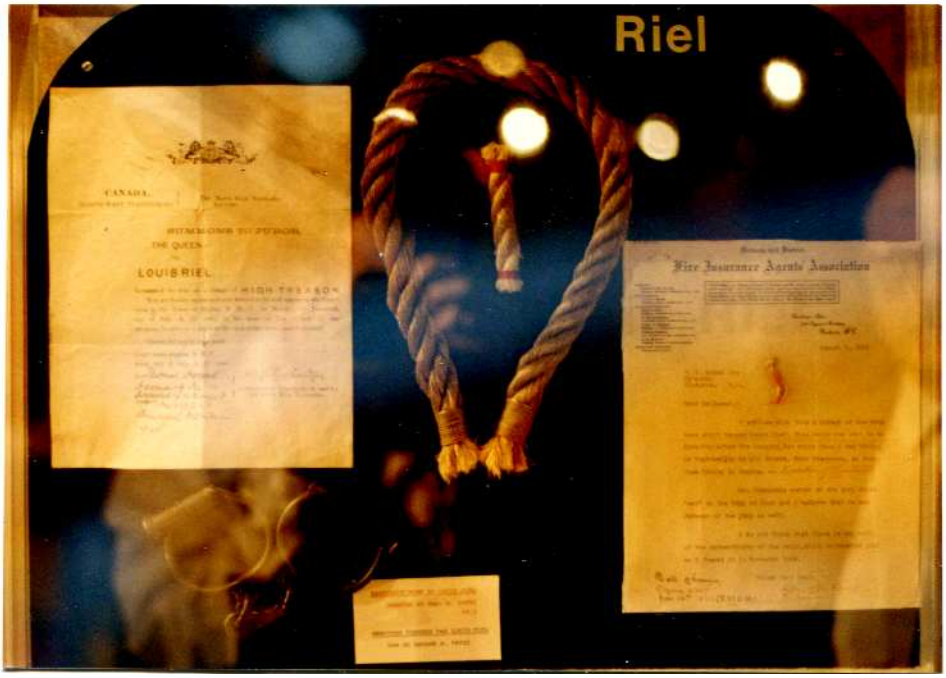
This Canadian stamp is highly unique in that it honors a Canadian citizen who was hanged for treason. Louis Riel, whose painful eyes stare at us from eternity, claims this dubious distinction. Riel fought for the rights of the Métis people in Assiniboia (now Manitoba) against what was termed "westward expansion." In 1869 he and his rebel forces seized Fort Garry. A provisional government was established with Riel as its president. The government went so far as to commission the design (as follows) of a Republic of Canada postage stamp.

Subsequent negotiations with the Canadian Federal Government resulted in an agreement to establish the province of Manitoba. In the meantime, the Riel forces put down a revolt (February 1870) led by Thomas Scott, an Ontario Orangeman. Scott was tried and executed (March 3, 1870) under the authority of Riel's provisional government. This action aroused profound resentment in Ontario. A Canadian government force was therefore sent immediately to maintain order in the territory. Fearing for his life, Riel fled. The following year, he offered the services of a Métis force to the Manitoba government which was being threatened with a Fenian raid. In 1873 Riel was elected to the Federal parliament as a member for the Manitoba district of Provencher. He took the oath of office but did not sit in parliament. In 1874, he was expelled from the House of Commons but was quickly re-elected. During his second term, however, he was officially banished from Canada for five years. He did not, however, leave the country. It is known that between 1876 and 1878, Riel was committed as a mental patient for about one year to the asylums of Longue Ponte and Beauport in Quebec. He then moved to the United States. He settled in Montana and became an American citizen. In June 1884 he was invited by Métis and other settlers in Saskatchewan to lead a protest against the Canadian government's indifference to Western grievances. A four-man delega-

tion that included Gabriel Dumont rode to Montana to deliver the message and bring Riel back to Canada. Riel agreed to the appointment and for a time carried out peaceful political agitation for his people. However, he apparently became impatient with progress and established a rebel provisional government at Batoche, Saskatchewan in March 1885. Dumont joined the new government as adjutant general. A Canadian government force under General Middleton was sent to put down the rebellion. As part of his attack plan, Middleton commissioned the steamship *Northcote*. This ship is honored on a Canadian stamp (CDN #700), as follows, issued in 1976.

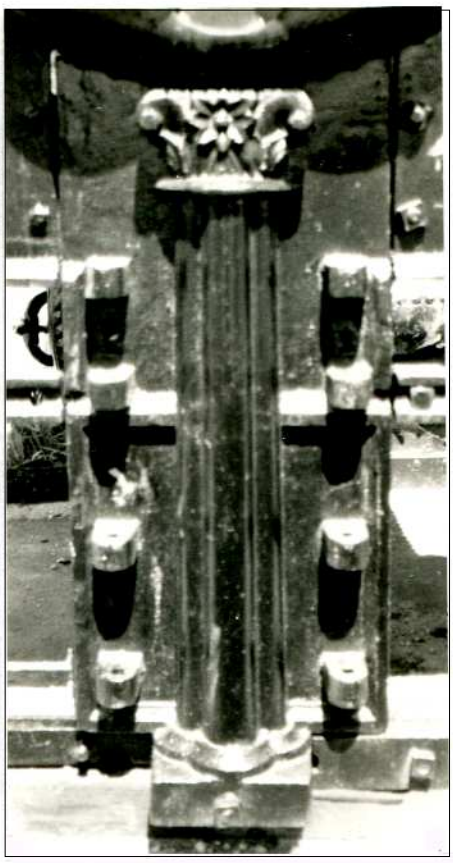
The ship was fitted for battle using planks ripped from Gabriel Dumont's unattended house and barn. She was the first and only ship to see action in Canada's infamous prairie navy. The complete military plan called for both a river assault led by Major H. Smith and a land assault led by General Middleton. Due to a mix up in timing, the *Northcote* arrived at the front lines too early and was bombarded with Métis rifle fire from the river banks. The fighting was so intense that the ship's pilot vacated the lofty wheelhouse leaving the ship to drift unguided with the river current. In an attempt to stop the vessel, the Métis lowered a ferry cable which ripped off both smokestacks. When out of harm's way, the ship was hastily repaired and Major Smith ordered a return to battle. The crew of the ship, however, refused to cooperate. The following day the crew was willing to try again but the ship was too low on fuel. On the way to a fueling station the ship ran aground and it took several hours to get her back into safe water. At the fueling station, Major Smith commissioned and fitted yet another ship, the *Marquis*. Both ships then headed upriver to confront the enemy. After sailing a few miles, the steering apparatus on the *Marquis* was damaged so the *Northcote* had to take the new recruit in tow. The two ships continued on at a painfully slow pace. When the ships finally arrived at the front line, it was too late -- the Métis had been defeated the day before by Middleton's land force. Riel was arrested and sent to Saskatoon aboard the *Northcote*. He was then escorted overland to Regina where he was tried on the charge of treason. In the following photograph, he is seen standing in the court room dock addressing the jury.

Riel was convicted and hanged on November 16, 1885. Justification for his execution was debated for many years. Then, in the 1960's, it was decided Riel was actually a patriot. Consequently, a stamp showing his likeness was issued in 1970 as a belated apology to the Métis people. The Royal Canadian Mounted Police Museum in Regina, Saskatchewan has an interesting display on Riel. A glass case contains documents, a pair of handcuffs and two sections of rope are presented as shown in the following photograph.



The document on the upper left is a summons to jurors to attend Riel's trial. The handcuffs are those worn by Riel when he was arrested. There is no notation related to the rope, although it may be assumed that it is a representation of the type of rope used to execute Riel. The document on the extreme right is a letter dated August 7, 1931, with a short strand of rope affixed. This letter, which is addressed to A. N. Mouat, Victoria, British Columbia, states: *I enclose with this a strand of the true rope that hanged Louis Riel. This relic was sent to me directly after the hanging at which time I was living in Montreal by my old friend, Fred Champness, at that time living in Regina. Mr. Champness served on the jury which 'sat' on the body of Riel and I believe that he was foreman of the jury as well. I do not believe that there is any doubt of the authenticity of the relic which is 'mounted' just as I framed it in November 1885.* (The signature on the letter is not clear.) Riel was buried in Winnipeg, Manitoba. A modest but impressive tombstone marks his final resting place. Gabriel Dumont fled to Montana. He remained in the United States for several years, living in various areas. He was eventually granted amnesty and he returned to Batoche, Saskatchewan in 1893. He died in 1906 at age 68. Dumont is also honored on a Canadian stamp (CDN #1049), as follows, issued in 1985.

The *Northcoat* ended her services on a beach at Cumberland House, Saskatchewan in 1886. Here she became a derelict, scavenged for lumber and any other useful material. Children from the nearby town played on the old hulk and the towspeople became concerned with safety. The old ship was therefore put to the torch around 1920, leaving nothing but her giant boilers rusting on the river bank. The boilers were removed to a local park about 1970 where they are now prominently displayed with appropriate information and photographs of the ship in better days. The following photographs show the display.



The ornamentation on the iron pedestals (right photograph) is noteworthy. It is a little reminder that when the ship was built, beauty was considered along with functionality. A little Victorian "flair" even found a place in the boiler room. Although it has been over 115 years since Riel's death, debate still rages on the justification for his execution. The following article appeared in a Vancouver, British Columbia newspaper in August 1989. (CDN #515, ISSUED 1970)

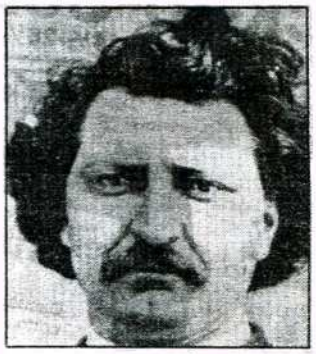
Riel look at history of a rebel

By Claire Hoy

OTTAWA — Wouldn't life be wonderful if we just wiped history clean?

This is precisely what the aboriginal caucus of the Conservative Party moved to do last weekend.

They asked the party to recognize Louis Riel as a Father of Confederation and want an all-party resolution honoring the man who was hanged for treason in Regina in 1885 on orders from Tory Prime Minister John A. Macdonald.



LOUIS RIEL
rewrite history

Riel led a group of Indians and Metis in the ill-fated North-West Rebellion north of Saskatoon.

Earlier, he had been responsible for hanging Ontario Orangeman Thomas Scott, at the more successful Red River uprising.

Riel has long been seen as a spiritual leader of the Metis and a hero to French Canadians.

But in order to glamorize him, one must overlook the fact that he was a cold-blooded killer — and an American citizen — whose case was heard all the way up to the British Privy Council.

Even Riel agreed that his rebels had warred against Canada.

None of this has stopped many people from pretending ever since that Riel is a martyr, murdered by Ontario's anglo elite because he was Metis, French-speaking and a devout Roman Catholic.

Indeed, at the time, Quebec's Liberal legislature passed a resolution offering sympathy for Riel.

There have since been numerous private member's bills in the Commons over the years demanding a posthumous pardon.

Even in Macdonald's time, it would have been politically expedient to pardon Riel. But Macdonald stood on the side of the law.

It would be out of character for Brian Mulroney to do the same.

After all, what does history matter when matched up against future electoral possibilities?

ROAD RAMBLINGS

This stamp depicts a painting by A. Y. Jackson. It shows a stretch of the Alaska Highway. What we see is a section of the road between Dawson Creek, British Colombia and Fairbanks, Alaska. The road section is part of what was more than fifteen hundred miles of gravel road frantically built in less than two years during World War II. The urgency in constructing the road was occasioned by the U.S. and Canadian military. The road was required to transport military supplies to Alaska which, it was thought, was threatened with invasion by Japanese forces. (CDN # 461, ISSUED 1967)

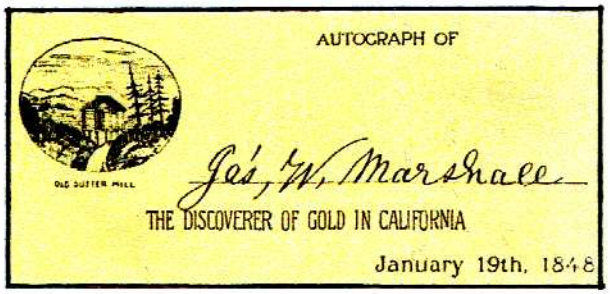
ROCKETS IN RETROSPECT

When the Nazi rocket wizard, Wernher von Braun, was asked by American scientists where he got his ideas for the V-2 rocket, von Braun replied, *Don't you know about your own rocket pioneer? Dr. Goddard was ahead of us all.* Tragically, it became apparent that an overlooked American rocketry genius had unwittingly become the father of German World War II rocketry. How did it happen? In 1919, Goddard published a paper entitled, *A Method of Reaching Extreme Altitudes.* This publication was the first of many reports by Goddard on his findings. Unfortunately, few scientists in the United States were impressed with Goddard's work. As a matter of fact, most U.S. professionals considered Goddard, "Moon Mad," and paid little or no attention to his work. German scientists, however, were much more receptive and eagerly awaited Goddard's continuing research results. As Goddard was not taken very seriously in his own country, it appears there were few restrictions on his publicized reports. In time, he provided German scientists with some of the necessary scientific data to produce the dreaded V-2 Rocket. Much later, it was through Goddard's contributions that the American Saturn 5 rocket was created, making the Moon landing possible. (USA #C69, ISSUED 1964)

RUSH REVISIONS

This stamp credits James W. Marshall with discovering gold at Sutter's Mill. However, one of the mill workers, Stephen Staat, says Charles R. Bennett picked up the gold first, not Marshall. It has been established that Bennett had actually been out to the same area (American River) three years earlier (1845) with General John Frémont. Bennett found a small nugget at that time that he showed to Frémont. Frémont paid little attention to the incident, not realizing its significance. Bennett was later hired by John Sutter to assist Marshall in the construction of a mill. Nevertheless, while Marshall got the credit, he was not one of the chosen few who made a fortune in the gold fields. In time, it appears he was reduced to peddling little autograph cards, as follows, proclaiming his past glory. Curiously, Marshall shows the date January 19, 1848,

on the card for the gold discovery date. Historical records indicate that the actual date was January 24, 1848.



Marshall eventually went insane and in 1855 died in poverty. The following photograph shows an aging James Marshall.

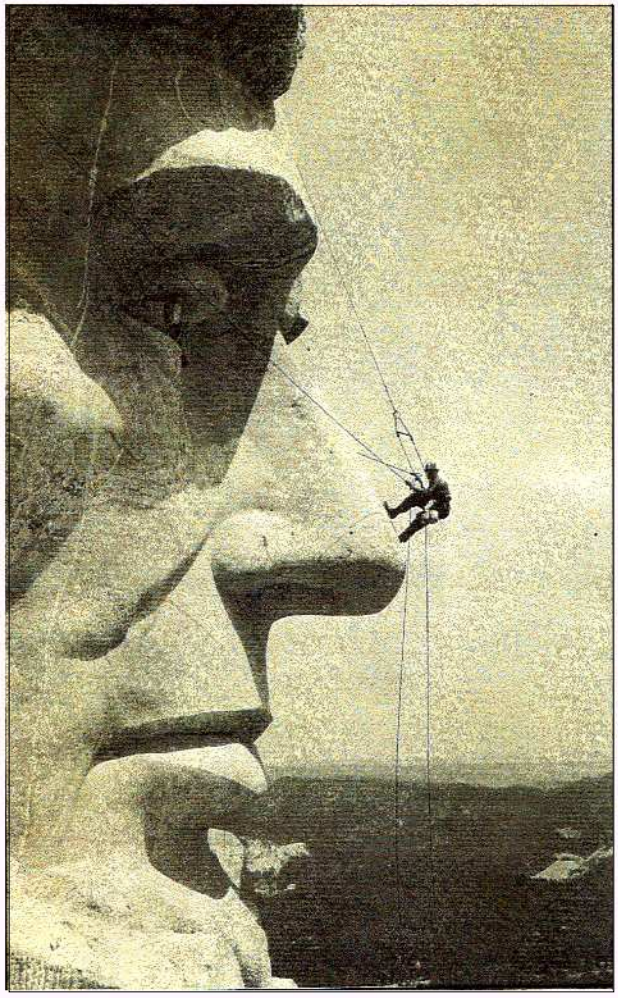
Charles Bennett, on the other hand, did not do too badly. He found enough gold to build the first hotel in Salem, Oregon. It is apparent, however, that the hotel business was to quite for him as he later joined the Oregon Mounted Rifles. He was killed in the Yakima Indian War in 1855. The two men shown on the stamp are reasonably assumed to be Marshall and Bennett. An enlargement of the stamp detail follows.

Remarkably, the big winners in the 1848 gold rush were the merchants who sold supplies and clothing to the gold seekers. The two men who probably made the most money were Sam Brennan and Levi Strauss. Brennan, a Mormon merchant, sold tools and food to the miners. He drummed up business in San Francisco by parading around with a bottle of gold dust shouting "Gold! Gold! Gold from the American River." Strauss manufactured highly durable clothing which to this day is still sold under the *Levi Strauss* brand name. (USA #954, ISSUED 1948)

RUSHMORE ABOUT-FACE

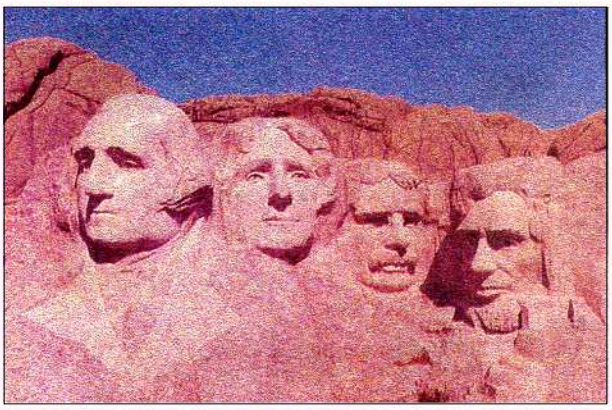
The sheer magnitude of the South Dakota Mount Rushmore Memorial carvings is difficult to comprehend without a reference point. The following photograph of Lincoln's profile with a worker scaling

the carving's nose provides an insight. Each of the heads carved in the granite mountain side is about sixty feet high.



The carvings were initially created by Gutzon de la Mothe Borglum. He headed the project from its inception in about 1925 until 1938. In that year, he named his son, Lincoln (b. 1912) to finish the sculptures. Gutzon died in March 1941, about eight months before the project was fully completed. Remarkably, none of the 360 men who worked on the carvings were permanently injured or killed. Considering that about 90% of the mountain side granite was removed with dynamite, the safety record was indeed noteworthy. While the monument images of Washington, Jefferson and Lincoln were fully accepted, that of Theodore Roosevelt caused considerable debate. However, the fact that Roosevelt had spent a couple of years in the Dakota Territory as a cowboy earned him final acceptance. Whatever one's political convictions, there can be no doubt that the Mount Rushmore Memorial carvings are one of the world's finest examples (if not the finest) of colossal art forms. The history of the mountain is interesting. Mount Rushmore got its name from Charles E. Rushmore, a New York attorney, long before the memorial was created. Rushmore just happened to be in the area and he inquired of his guide the name of the mountain. As it had no name, the guide told the lawyer, ... *from now on we'll call it Rushmore*. The idea of carving faces in the cliffs was conceived by Doane Robinson, a South Dakota historian. Robinson, however, envisioned the faces of three Western heroes: Kit Carson, Jim Bridges and John Coulter. Robinson reasoned that the work would improve tourism in the area. Gutzon Borglum was contacted on the project and it was Borglum himself who proposed carving the faces of four great American presidents. As to the postage stamp itself, many people consider it a disappointment. The monument should have been depicted horizontally instead of vertically. The stamp was designed after a photograph taken by a University of South Dakota law student. At the time, this student was employed as publicity director for the State School of Mines. The woman and boy in the photograph were the student's wife, Phyllis and son, Donald. In the photograph, the pair are looking at a plaque showing the details of the carvings. The stamp designer changed their stance and other details in the foreground. Another stamp (USA #C88) issued in 1974, as follows, also shows the monument.

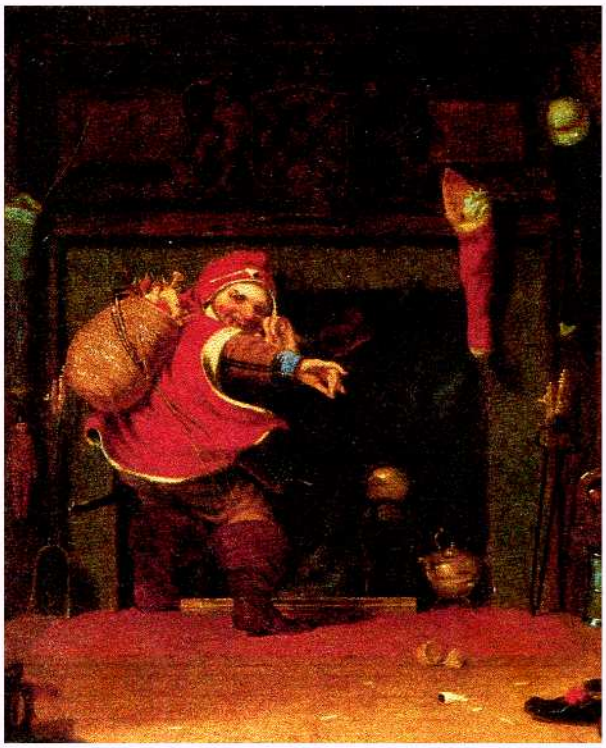
While this stamp is positioned horizontally, it fails miserably in conveying the beauty and grandeur of the work as seen in the following photograph. (USA #1011, ISSUED I952)



SANTA NOTIONS

The traditional American concept of Santa Claus, as seen on this stamp, is based, to a large extent on a cartoon. The cartoon (c. 1880), which is shown in the following illustration, was created by the American cartoonist, Thomas Nast (1840-1902).

Before Nast was born, however, the American artist Robert Walter Wier (1803-1889), tried his hand at depicting Santa. Wier created the following painting in about 1837.



Nast's cartoons appeared in many newspapers and other publications. As a result, his Santa Claus was widely publicized. Wier's painting, on the other hand, being a work of art, received only marginal exposure in comparison. We might muse that if the table had been turned, the American Santa may have ended up as Wier envisioned. (USA #1472, ISSUED 1972)

SAYING IT LIKE IT IS

The Canadian province of Prince Edward Island is Canada's smallest province. In area, its 5,660 square kilometers is about 0.1% of the total area of Canada. In population, it ranks tenth out of the ten provinces with 0.54% of the country's total population. This Canadian postage stamp shows the Prince Edward Island coat-of-arms along with the provincial flower, the petite Lady's Slipper. Prince Edward Island certainly does not hide the fact that it is small. Its coat-of-arms, which shows three small trees beside a very large tree, carries the motto, *Parva Sub Ingenti* -- The Small Under the Protection of the Great. (CDN #424, ISSUED 1965)

SHIP OF SCHEMES

William Dawson Lawrence built the massive 3,800 ton windjammer, *Wm. D. Lawrence*, shown on this stamp. Lawrence constructed the vessel right in his own front yard! Starting in early 1873, seventy-five men worked for 18 months building the ship, the largest ocean vessel ever built in Nova Scotia to that time. Lawrence had undertaken the project in a gamble that a ship's size could be doubled without doubling its operating costs. He went $27,000 in debt and mortgaged his home to meet the ship's $107,000 cost. On a proud day in October 1874 the great ship was christened with apple cider and launched. Many believed the ship was unsailable; but Lawrence proved them all wrong as his dream slipped into the water, "like a rowboat." Was the ship economical to sail? On her first voyage, with Lawrence as a passenger, she was gone for two years. She returned home with enough gold to pay all of her owner's debts and in time made him a very rich man. (CDN #670, 1975)

SHIP SHOT

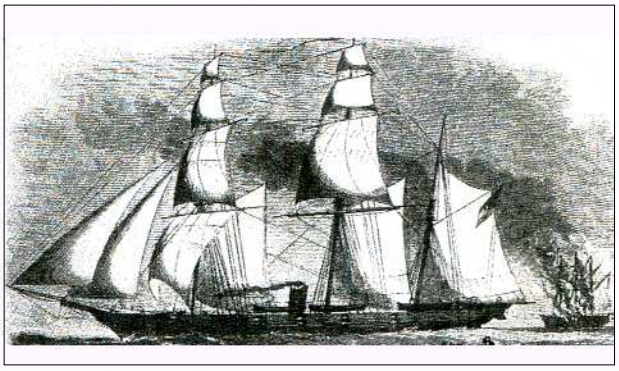
The ship shown on this New Brunswick stamp is the paddle steamer, *Washington*. It was owned by the Ocean Steam Navigation Company of the United States of America. It has no significance with regard to New Brunswick. The use of a ship for the 12 1/2 cent stamp design was probably because this denomination was the packet rate from Canada to the United Kingdom. Here again, however, there is no connection with a U.S. ship, except the possibility that the *Washington* was used to carry New Brunswick mail to the United Kingdom. (NB #10, ISSUED 1860)

SILVER FOX

The discovery of the Cobalt Silver Mine shown on this stamp was brought about by a fox. A blacksmith, Fred LaRose, threw his hammer at a passing fox. Fred missed the fox and his hammer hit a rock. A chunk of the rock was chipped off revealing silver. (CDN #765, ISSUED 1968)

SNEAKY SEMMES

Raphael Semmes was captain of the Confederate warship *Alabama*. Under Semmes' command, this famous ship sank, burned or captured 66 Union ships between 1862 and 1864. The estimated value of property destroyed by the *Alabama* was $6,500,000 -- a tidy sum in the mid 1800's. One naturally attributes Semmes' success to superior seamanship coupled with a superior battleship. This assumption, however, is totally incorrect. How did he do it? Semmes flew British colors, thereby fooling Union ships as to his actual identity. He would get very close to his prey and then hoist his Confederate ensign and make a surprise attack. His crewmen were chiefly English which aided him in his deception if there were any verbal communications. Ironically, even the ship itself was conceived in deception. It was built at Birkenhead, England. Had the British known the ship was to be used by Confederate military forces, they would have been obligated not to provide the vessel under their neutrality agreement with the United States. When the ship was completed, the United States minister, Charles Francis Adams, became suspicious of the ship's purpose and notified the British government. The government ordered the *Alabama* not to sail. However, the ship had already left port on the pretense, and further deception, of making a trial trip. She sailed to the Azores where she took on military provisions and was given to the command of Captain Semmes. The provisions were obtained from two British vessels, under yet another deceptive arrangement. The *Alabama* finally met her match on June 19, 1864. However, you will not find her remains in North American waters. She rests at the bottom of the English Channel! Union warships spotted the Alabama in the harbor of Cherbourg, France, where she had been taken for repairs. When she sailed out into the English Channel, she was confronted by the *Kearsarge* under Captain John A. Winslow. Within one hour the *Alabama* was destroyed and sank. Her carnage, however, did not end with her. Under the Geneva Tribunal of Arbitration (1872), it was determined that Great Britain had failed in its obligation of neutrality. Consequently, Britain was obliged to pay the United States $15,500,000 for damages inflicted by the *Alabama* and other Confederate ships. As to the famous Captain Semmes, an English yacht rescued him and took him to England. Semmes then returned to the South and continued his struggle in the lost Confederate cause. After the war, he practiced law in Mobile, Alabama until his death in 1877 at age 68. (USA #2975i, ISSUED 1995)



The *Alabama*

SOUND REASONING

Reginald Aubrey Fessenden, who is honored on this stamp, was the world's first disc jockey. Fessenden invented AM radio transmission about one year before Marconi's epic transatlantic wireless message in 1901. At that time, Fessenden had successfully transmitted radio waves carrying his voice over a distance of one mile. On Christmas eve 1906, he made the first public radio broadcast. His audience was radio operators on ships off the Massachusetts coast. Fessenden introduced his program and sang a Christmas

carol. He then played his violin for his listeners followed by transmitted music from a phonograph The first "disk" to hit the air was Hendel's *Largo*. (CDN #1135, ISSUED 1987)

STAMP OF APPROVAL

This stamp marked the 25th Anniversary of the Panama Canal. Remarkably, some of the credit for the construction of this canal may be attributed to a Nicaragua postage stamp. The unusual story starts with the attempt by the French to build the canal in 1879. They commenced construction, but lack of planning, disease among the workers and the inability to raise the necessary funds terminated the project. The venture laid dormant until a young French engineer, Philippe Jean Bunau-Varilla, decided to rekindle interest in the unfinished canal. Unable to spark any interest in France, Bunau-Varilla went to the United States to seek support. To his surprise, he found that the U.S. was already planning to build an ocean-linking canal, but through Nicaragua rather than Panama. This alternate location was chosen because, in part, the route would incorporate Lake Nicaragua and thereby significantly reduce construction costs. Convinced that the best route was still through Panama, Banau-Varilla started a one-man lobby to change the U.S. plans. He obtained several hundred Nicaragua postage stamps (NICARAGUA #125), issued in 1899, as follows, that show Mount Momotombo, a small volcano, in full eruption.

Banau-Varilla sent one of the stamps with a letter to each U.S. Congressman questioning the wisdom of building a canal through an area that was filled with active volcanoes. The impressive little stamp turned the table. A vote for funds for the Nicaragua crossing was defeated and two years later the Panama project was approved. The canal was completed in 1914, but its construction was no simple undertaking. During the eight year building project, 43,000 laborers removed 200 million cubic yards of earth. The harsh climate disease and accidents claimed over 4,000 lives. When all was said and done, the total cost exceeded $300 million. (USA #856, ISSUED 1939)

STAR SPECULATING

A seventeen-year-old student, Robert G. Heft, designed the U.S. 50-Star flag shown on this stamp as part of a project for his American history class. At the time (1958), there were only 48 states in the union, however, Alaska was only a few months from statehood and Hawaii statehood was in process. Heft submitted his design to his congressman who congratulated him on his work but quickly pointed out that there were only 49 states in the union, (by this time, Alaska had gained statehood). Heft, certainly aware of this condition, calmly asked that his design be retained and recorded for future reference. On July 4, 1960, Heft's flag was hoisted over the nation's capitol signifying its official adoption and marking Hawaii's admittance to the union as the 50th state. (USA #1153, ISSUED 1960)

SUBMERGED ISSUES

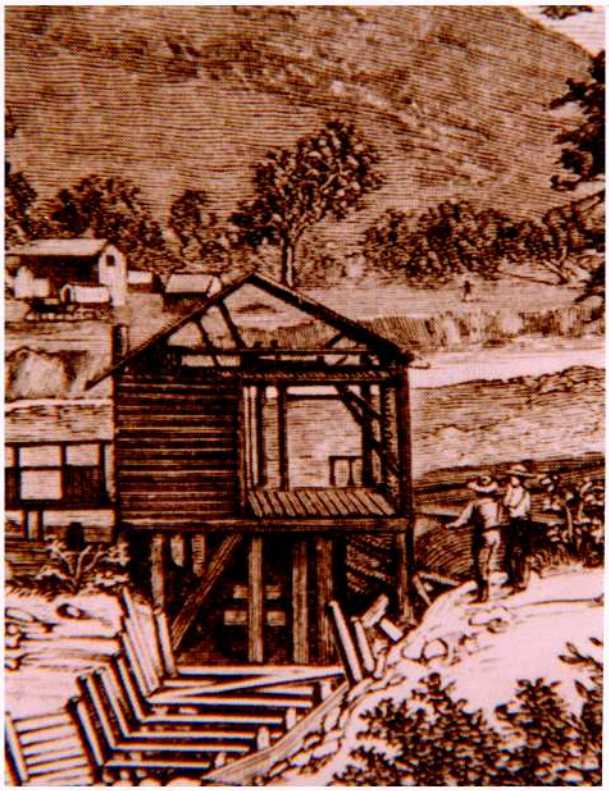
The reference, *Hamilton/Scourge 1813,* shown on this stamp is misleading. The reference is intended to indicate the discovery of two (2) different ships that sank in Lake Ontario in 1813. Complications arise because both ships had previous names. The figurehead shown on the stamp is that of the *Hamilton* which was originally an American schooner named the *Diana*. The vessel was purchased by the American Navy in the fall of 1812. It was renamed *Hamilton* and refitted for the war with Britain that commenced that year (War of 1812). The following shows the figurehead as it is seen in the original photograph from which the stamp was designed.

The *Scourge* was originally a Canadian merchant vessel called the *Lord Nelson*. The ship was captured by the Americans just prior to the outbreak of hostilities in 1812. It was renamed *Scourge* and refitted for war. The figurehead on this ship is a carving of Lord Horatio Nelson, the famous *British* admiral. One might note that Nelson is shown with two arms. Nelson lost his right arm in combat some 15 years before the ship was constructed. Nevertheless, apparently the Americans had no reservations in leaving the Nelson motif. The new ship name, *Scourge*, was certainly appropriate. The following illustrations show two different views of the Lord Nelson carving.

Both ships, therefore, were American vessels. The correct identification for each would be *Hamilton/Diana* and *Scourge/Lord Nelson*. It would have been far more appropriate for the stamp to have shown both of the ship's figureheads with the notation *Hamilton* and the *Scourge*. Both ships were in company on Lake Ontario when they sank in a storm on August 8, 1813. (CDN #1141, ISSUED 1987)

SUTTER'S MUTTERS

When gold was discovered on John A. Sutter's land in 1848 it was the worst news of his entire life. His efforts to suppress the news were to no avail and he died a broken man. Sutter settled in California in 1839. At that time, this territory was under Mexican rule. Sutter persuaded the Mexican governor to grant him some 50,000 acres east of San Francisco Bay. With much determination and foresight, Sutter built a huge farming, ranching and trading empire. In 1846, California was seized from Mexico by the United States, putting in question Sutter's Mexican land grant. With the discovery of gold on Sutter's land, gold seekers overran his farms and ranches. Virtually all of Sutter's employees deserted him to search for gold. Sutter was effectively left alone to contend with 12,000 head of cattle, 2,000 horses and mules, 10,000 sheet, 1,000 hogs and hundred of acres of land under cultivation (expected harvest of 40,000 bushels of wheat). Sutter's final years were spent pleading with the U.S. Congress to reimburse him for land claimed by the prospectors. As to the design of the stamp, Sutter would also have a few complaints in this regard. It appears the stamp design was taken from the following drawing (left). However, the stamp designer left out the buildings and covered wagon in the background, making the site appear to be more remote than it actually was. An enlargement of the stamp detail is on the right. (USA #954, ISSUED 1948)



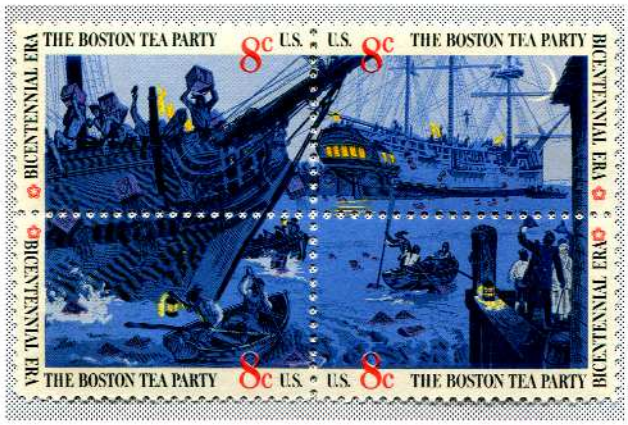
TALON'S TROVE

During the early French settlement of Canada, Jean-Baptiste Talon, a newly appointed intendant, took a census. He quickly came to the conclusion that the colony was in urgent need of a rare commodity -- women. Through Talon's efforts, over one thousand carefully selected young women were imported to become wives of the lonely colonists. Talon also made sure marriages got off to a good start. This Canadian stamp honoring Talon shows him bestowing upon a married couple a bull, cow, hog, sow, rooster, hen, two barrels of salt meat and eleven crowns. (CDN #398, ISSUED 1962)

TARNISHED VIRGINS

The United States purchased the Virgin Islands from Denmark in 1917 to serve as a naval base for defense of the Panama Canal. The Islands received their name from Christopher Columbus when he first landed there in 1493. He named them after the Virgins of St. Ursula, a religious order of nuns. St. Ursula is the patron saint of sailors. It is said that the numerous islets jutting out from the sea reminded the great explorer of nuns kneeling in prayer. In time, the Virgin Islands acquired the infamous distinction of being the largest slave market in the world. However, slaves on the islands were given more benefits there than most other places. One such benefit was the edict of 1831 whereby a slave had the right to become legally white. In 1848, a slave revolt on St. Croix led to emancipation. (USA #802, ISSUED 1937)

TEA PARTY PARTICULARS



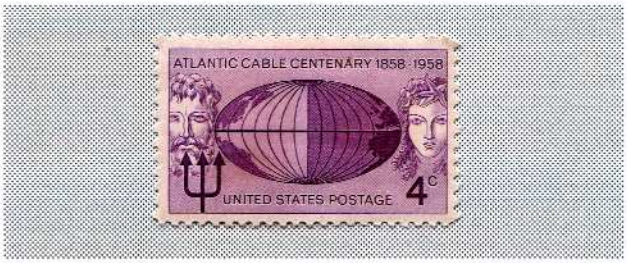
The Boston Tea Party stamps, while excellent artistry, give the impression that the event took place in the dead of night and that it involved a relatively small group of participants and onlookers. The following excerpt from Encyclopedia Americana changes that perception: *On December 16, 1773, a crowd of several thousand people assembled in the Faneuil Hall - Old South Church area and shouted encouragement to about 60 men disguised as Mohawk Indians, who boarded the three ships at Griffin's wharf. With the aid of the ship's crew, and protected by the huge crowd, the "Indians" tossed 342 chests of tea, valued at 18,000 pounds, into Boston Bay.* We see, therefore, that the event was exceedingly well manned and attended. It was also undoubtedly well publicized. As to the actual time of day, the raid started shortly after 6:00 p.m., and by 9:00 p.m. the crowd began to disperse. With regard to the number of active participants, we now know that

there were 150 members, not just 60 as the Encyclopedia states. Of the 150 members, 110 have been allegedly identified. Their ages range from 14 years to 57 years. History books tell us that it was a tax on tea imposed by the British that generally sparked the revolt. While the tea tax was certainly a factor, it was probably not the main issue. There were just too many people from too many walks of life supporting the revolt. The main issue was likely the British Tea Act that was passed to prevent the British East India Company from going bankrupt. The act authorized the Company to sell a huge surplus of tea (about 7 years supply) in the colonies, duty free, through the Company's own consignees. The act infuriated the colonial tea merchants. They were faced with greatly increased competition which could undersell the product by the cost of the duty. Certainly, jobs were on the line and the merchants feared for their livelihood. There was also a very distasteful personal issue. The colonial governor, Thomas Hutchinson, seeing an opportunity for financial gain, commissioned two of his sons as East India Company consignees. This action was akin to rubbing salt in the wound. Also, we might reason that the event likely attracted many people who were just plain fed up with the British. As such, any cause to vent their hostilities was fine. To this group we might also add young thrill seekers -- teenagers and young men, who probably never even understood the issues nor drank tea. We can see, therefore, that the Boston Tea Party was almost everybody's, "cup of tea." There was the tax issue, the duty issue, the governor issue, the British issue, and an exciting adventure for those that did not have an issue. As a side note, the Boston Tea Party resulted in an actual tea product, *Boston Harbour Tea,* which can be purchased to this day from Davison Newman & Company Limited of London, England. The back of the tea tin carries the following message:

This Tea is from the same London blending House which in the Year of Our Lord, 1773 had the Misfortune to suffer a Grievous Wrong in that certain Persons did Place a quantity of its Finest Produce in Boston Harbour.

(USA #1480-83, ISSUED 1973)

TELLTALE TELEGRAM



The first transatlantic telegraph message was sent in August 1858 by Queen Victoria to President James Buchanan one week after the cable laying had been completed. The message from Her Majesty stated: *The Queen desires to congratulate the President upon the successful completion of the great international work, in which the Queen has taken the greatest interest.* Sending the message was the easy part; receiving it quite a different story. It took two hours of repeated transmission to get the message through. About three weeks later, the line went totally silent. An investigation revealed that the cable insulator had rotted away because the cable had been carelessly left in the sun during the manufacturing process. It would be another eight years before Victoria's royal "taps" could once again rule the cold Atlantic. (USA #1112, ISSUED 1958)

TERRITORIAL TRICKERY

This stamp commemorated Idaho statehood. It is commonly believed that the word "Idaho" is a Shoshonean Indian word meaning, *Gem of the Mountains.* This belief is incorrect. The word does not mean anything in any language. A group of miners thought-up the word and its translation in 1860. They offered it to the United States Congress as a good name for the Idaho territory. Congress liked the name but then found out the word was a fabrication so they declined the offer. The word, however, "caught-on" in the territory so it was offered to Congress again in 1863. By this time, it appears Congress had forgotten about the previous attempt and approved the name. (USA #896, ISSUED 1940)

THOMSON MYSTERY

The outstanding art of Thomas John Thomson (1877-1917) has graced several Canadian postage stamps. The title of the above work is, *The West Wind.* Perhaps his most famous painting, *Jack Pine,* is seen on a Canadian stamp (CDN #462), as follows, issued in 1967.

His colorful paintings, *April in Algonquin Park* and *Autumn Birches,* were featured on Canadian stamps (CDN #733 & 734), as follows, issued in 1977.

Thomson lived alone and spent a great deal of time in Ontario's Algonquin Park. He worked as a guide in this park. The park also provided him the inspirations for many of his wonderful paintings. Thomson's death at age 39 has become one of Canada's mysteries. He apparently went fishing on Canoe Lake on or about July 8, 1917, and disappeared. His empty canoe was found on the lake a day or two after his disappearance. Six days later, his body surfaced. He had a brutal gash on one temple and a fishing line was wrapped around one of his ankles. His death was ruled accidental drowning. One theory holds that he had used the fishing line to support a sprained ankle. He stood up in his canoe, slipped, hit his head on something and fell overboard. Another theory is that he killed himself in view of the pressure he was under to marry a pregnant girlfriend. The final and possibly more practical theory is that he was murdered. The use of fishing line for a sprained ankle would be hardly practical. It is also doubtful that a floating canoe would cause a "brutal gash." (CDN #1271, ISSUED 1990)

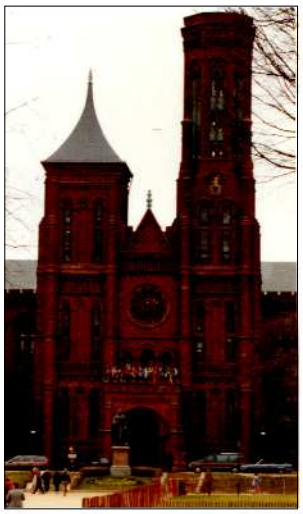
THOMAS JOHN THOMSON

TOPPING THE SMITHSONIAN

This postage stamp appears to have a design error -- the pointed roof structure on the left main tower (facing) is missing. The following stamps (USA #1838 and #3059) issued in 1980 and 1996 respectively, show the tower as it presently looks.

Remarkably, the omission on the first stamp is not an error. That is the way the building has appeared for most of the 154 years it has been in existence. As it happened, back in 1865, workmen unknowingly inserted a stove pipe into the brick lining of the building rather than into a flue. A disastrous fire subsequently destroyed the second floor of the building and the upper floors of the towers. In reconstructing the damaged areas, it appears the institution had financial problems. As a result, the left tower was not topped-up with its distinctive original pointed roof. The tower stayed that way for over one hundred years. Finally, in 1972, the pointed roof was replaced.

The following photographs show the two main towers before and after the roof restoration on the left tower. Also shown is a letter from the Smithsonian Institution which provides the details on the institution's low priority top problem. (USA #943, ISSUED 1946)



Office of Architectural History & Historic Preservation
Castle Collection
SMITHSONIAN INSTITUTION
Washington, D.C. 20560

Mr. Christopher L. Murphy
Pyramid Publications Inc.
Dept. 291
720 Sixth Street
New Westminster, British Columbia
Canada BC V3L 3C5

March 28, 1995

Dear Mr. Murphy,

Thank you for your letter of March 4, 1995, it is always nice to receive such positive feedback on the Smithsonian's programs and people.

Regarding your inquiry about the pointed roof on the smaller north tower of the Smithsonian Building, it was a restoration rather than an addition to the building. A disastrous fire destroyed the upper floors of the building, including the towers, in the mid-nineteenth century. Workmen, rearranging some paintings on an unusually cold January day in 1865, unknowingly inserted a stove pipe into the brick lining of the building, rather than into a flue; smoke and embers collected for a number of days in the space under the roof, and the resulting fire was burning fiercely before it was discovered. The fire utterly destroyed the second floor of the building and the upper floors of the towers. The distinctive pointed roof of the north tower was not replaced during the reconstruction following the fire, presumably to save money. It remained flat-roofed for over 100 years until 1972, when it was restored to its original appearance.

I hope this answers your question adequately. If there is anything further you would like to know about the building, please don't hesitate to inquire.

Sincerely,

Richard Stamm, Keeper,
OAHP Castle Collection

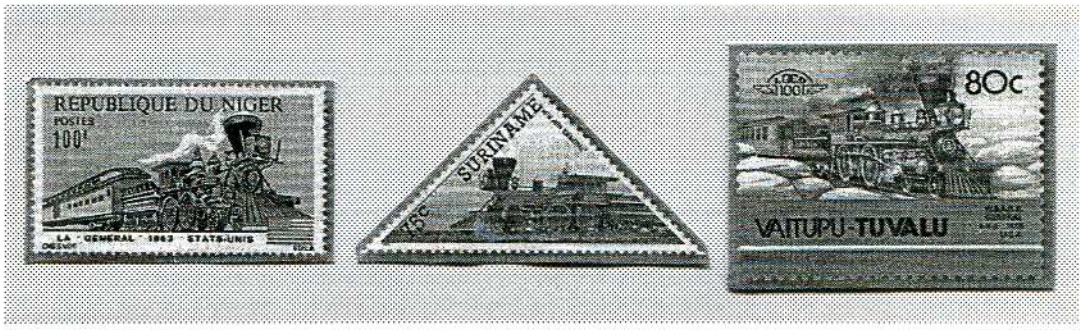
TOWER TALES

The Devils Tower, shown on this stamp, has a few devilish stories. The name itself is a unique English translation of the literal translation of the Indian name for the tower. The Indian word translates into "the bad gods' tower." As a "bad god" would be a devil, we therefore end up with "Devils Tower." The first recorded person to climb the tower was William Rogers, a local rancher. Rogers, with the assistance of Willard Ripley, another rancher, made a unique ladder to get to the top. They drove wooden pegs into a continuous vertical crack between two of the "columns" of the tower. The exposed end of the pegs was braced with a wooden rail. The climb was widely publicized and witnessed by about 1,000 people. When Rogers reached the summit he unfurled an American flag and flew it on a 12-foot flag pole. The question, of course, is how did the flag pole get to the top before Rogers? It is obvious either Rogers or his helper made a previous ascent with the flag pole. What the people were witnessing, then, was the second climb. During the afternoon of this event, a gust of wind tore the flag loose and it drifted down to the ground. The event promoters thought quickly. They tore up the flag and sold the pieces for souvenirs. In 1941, a parachutist named George Hopkins, parachuted from an airplane and landed atop the tower. The stunt was performed without the consent or knowledge of National Park Service officials. A 1,000-foot rope was dropped from the plane to enable Hopkins to descend from the tower. Unfortunately, the rope landed on the side of the tower and Hopkins was unable to retrieve it. Evidently, angry officials considered a rope descent too dangerous so did not furnish another rope. They considered various rescue methods, including a blimp and a helicopter. In the meantime, food and blankets were dropped to aid the stranded parachutist. Eventually, the officials settled on using seven experienced mountain climbers to do the job. Hopkins, thereupon, who by this time had spent several days on the Devils' dome, was soon gently escorted to the base. Over 7,000 people witnessed the heroic rescue operation. Science fiction enthusiasts will recall the Devils Tower in Steven Spielberg's movie, *Close Encounters of the Third Kind.* (USA #1084, ISSUED 1956)

TRIALS AND TRIBULATIONS OF THE *GENERAL*

A famous locomotive, commonly known as the *General*, is featured on this stamp. The stamp designer has chosen to call the locomotive *Hudson's General* which is not totally appropriate. The engine was designed by Thomas Rogers, a partner in the firm Rogers, Ketchum & Grosvenor in Paterson, New Jersey. William Hudson was just the shop superintendent in this firm. If the engine should carry anyone's name it should be Rogers' name (i.e., *Rogers' General*). The two dates shown on the stamp (1855, 1870) signify, as it were, the birth and rebirth of the locomotive. In this respect, however, there is yet another discrepancy. The date 1891 should be included as will be revealed in the following account of the locomotive's history. The *General* was built in 1855 for the State of Georgia's Western & Atlantic Railroad. During the American Civil War, the engine was commandeered by the Confederate government to transport supplies to troops on the northeast battlefields. Involvement of the *General*

in what has been termed, *The Great Locomotive Chase*, earned the engine a special place in American history. On April 12, 1862, James Andrews, a Union spy, and nineteen Union soldiers dressed as civilians, disconnected the train's wood tender and three box cars. The raiders then stole the engine and several passenger cars. This feat they accomplished while the crew and passengers were away having breakfast at a local hotel. The Union objective was to disrupt Confederate supply lines by damaging railroad tracks and destroying railway bridges. As the *General* steamed out, the noise alerted the conductor, William Fuller, who, along with two of his men, chased the locomotive on foot. After a considerable distance, the exhausted trio gave up the chase. Luckily, however, they were able to commandeer the *Texas,* another Confederate locomotive, and continue the chase. They were joined by a complement of Confederate soldiers who were either on the train or were drafted on the way. By this time, the Union raiders had damaged some tracks but rain had dampened their efforts to burn any bridges. With the *Texas* now in hot pursuit, the great chase began. What has been considered by one writer as, "the boldest adventure of the war," ended with a Confederate win. The raiders were captured and the *General* recovered. Seven of the raiders, including Andrews, were hanged as spies. The *General* continued to serve the Confederate cause until September 1864 when it became apparent that Atlanta would fall to Union forces. To avoid having locomotives fall into Union hands, General John Bell Hood ordered that the *General,* along with five other engines, be burned. For the next six years, the *General's* charred hulk marred the Atlanta countryside. In 1870 the badly damaged *General* was given back to the Western & Atlantic Railroad which restored and later updated the old engine. In 1889, the *General,* together with the *Texas,* was pulled from service and condemned. Three years later (1891), both rusting engines caught the eye of a newspaper reporter who publicized their unfortunate plight. Both engines were subsequently restored. The *General* went on to become a featured locomotive at the World Columbian Exposition in 1893. Other honors followed, including the featured U.S. postage stamp and stamps issued by three other countries; Niger, Surinam and Tulvalu. These foreign stamps (Niger #314, issued 1975; Surinam #722, issued 1985; Tuvalu #35, issued 1985-87) are illustrated below.



The *General* presently resides in the Kennesaw Civil War Museum, Georgia, silently reflecting the lost Confederate cause. (USA #2843, ISSUED 1994).

TRULY MEMORIAL

Canada's national Memorial Chamber, shown on this stamp, is highly unique. Displayed within the chamber are four books that contain the hand-written names of Canadian soldiers killed in both World Wars, the South African War, the Sudan Campaign and the Korean conflict. The chamber's magnificent, *Altar of Remembrance,* was a gift from Great Britain. The marble slab on which the altar rests was donated by the Belgian government and the colored stones used for the floor came from the battlefields of France and Flanders. (CDN #241, ISSUED 1938)

TRUTH AND CONSEQUENCE

This stamp commemorated the discovery of Hudson Bay. The bay is named after Henry Hudson who undertook explorations in the area in 1611. On June 11 of that year, mutiny broke out aboard Hudson's ship, *Discovery*. Hudson, his teenage son, John, and seven other men were set adrift in a small open boat. The following detail from a painting by J. Collier shows a part of the tragic scene.

Official historical accounts of the incident tell us the actual fate of the castaways has never been determined. There is, however, a little twist in the records that may hold the answer. During the winter of 1611, Nicolas de Vignau, an Indian interpreter, claims he was in the lower area of Hudson Bay, or what is now James Bay. He found out that the Indians had killed all but one of a group of starving, shipwrecked Englishmen. He went on to state that he saw their scalps The remaining member of the group, a youth, had been taken prisoner. Vignau reported this information to Samuel Champlain, Commandant of New France, in Montreal, the following year (1612). On March 13, 1613, Champlain and a company of men went with Vignau to investigate his findings. They traveled up the Ottawa River and when the reached Allumette Island (less than on third of the journey) they met Indians who were old acquaintances of Champlain. The Indians warned Champlain of hazardous rapids and hostile Indians ahead. When Champlain question them on Vignau's findings they turned on the interpreter and angrily denied his story. Caught between the angry natives and a stunned commandant, Vignau chose what he thought would be the best way out of the situation. He confessed to Champlain that he never made the trip to Hudson Bay as he had previously claimed. Champlain would later call Vignau, *the most impudent liar that*

has been seen for a long time. On the way back to Montreal, Champlain left Vignau, "in God's keeping," at the Lachine Rapids. While it is a little late now, Champlain should have perhaps considered Vignau's motive for lying and the Indians reason for denying. In the first instance, there was no motive. In the second instance, there is one important consideration. The Indians Champlain and the party met were middlemen in the fur trade. They did not want the French to venture further north and establish direct dealings with the natives in that area. Moreover, We might also observe that Vignau was certainly unaware of Henry Hudson's plight. Hudson is not named in Vignau's account, so if his story was untrue, its fabrication was a remarkable coincidence. As to the stamp, the scene definitely *does not* depict Hudson, his son and the other men being set adrift. The stamp title states, **HUDSON BAY DISCOVERED.** Further, the official Canada Post description reads: *In 1610, Henry Hudson led the way through the dangerous Hudson Strait into Hudson Bay, a major pathway to the North American hinterland.* The mutiny took place in 1611. The fact that the stamp designers, Frederick Hagan and J. F. Britton, decided on a scene that one immediately associates with Hudson's demise rather than his discovery is just another coincidence. While the scene is very appropriate, it can definitely be taken two ways. (CDN #1107, ISSUED 1986)

UGLY DUCKLING

The ship, *St. Roch,* shown on this stamp, sailed the Northwest Passage from west to east and then returned by the same general route (1940-42). She was, therefore, the first ship to undertake the journey both ways. The west to east journey was a "first" itself. In his report on this famous voyage of the *St. Roch*, Commander Henry Larsen stated that at times the sea was so rough one could touch the water from the crow's nest. Affectionately called the "Ugly Duckling," the *St. Roch* is unique in the world of famous ships, and will likely be so for a long time -- there are not too many calls for cruises through the Northwest Passage. Also to her credit, when the *St. Roch* sailed from Vancouver via the Panama Canal to Halifax (1950), she became the first ship to have sailed completely around the North American continent. Thankfully, the little ship has been lovingly preserved. She presently resides in a special building at the Vancouver Maritime Museum complex, British Columbia, Canada. The following photograph shows her present home. (CDN #777, ISSUED 1978)

UNCLE TOM'S GABBIN'

Josiah Henson (1789-1883) is the hero in the novel, *Uncle Tom's Cabin*, by Harriet Beecher Stowe. Henson was an escaped slave from the United States who co-founded a settlement in Dresden, Ontario for ex-slaves. During his travels, Henson met Harriet Beecher Stowe and related his story to her. Stowe based her novel on Henson's experiences. In the upper right hand corner of the stamp, the North Star is seen, indicating the required direction of the travelers who are shown the stamp background. The scene is reminiscent of the Biblical "Star of Bethlehem" account. When the stamp was unveiled, Marion Lambkin, a direct descendant of Josiah Henson, was present. The following photograph appeared in *The Phylaxis* magazine, fourth quarter, 1983. Seen in the photograph with Lambkin are Maurice Bossy, a Member of Parliament for Lower Kent County, Ontario in which Dresden is situated, and Andre Quellet, Federal Minister, responsible for the Canada Post Corporation. (CDN #997, ISSUED 1983)

UNFALTERING FAITH

After some years in Canada, Jeanne Mance (1606-1673), the first secular nurse in North America, slipped on ice and injured her hand. The hand would not heal and started to wither. She returned to France for medical attention but was informed there was no cure for her condition. A short time later she visited the tomb of Monsignor Olier, a former parish priest who had assisted her with administrative matters many years earlier in France. Jeanne placed an urn containing Monsignor Olier's heart on her bandaged hand and was miraculously cured. Mance founded the Hôtel Dieu, (a hospital) in Montreal. (CDN #615, ISSUED 1973)

WASHINGTON WASHOUT

The selection of Washington as the U.S. national capital was not as well planned and agreed to by all Americans as we might be led to believe. Congress originally met in the Old City Hall in Philadelphia. At that time (1783), the nation was flat broke, without credit and heavily in debt for back-pay to soldiers who fought in the American Revolution. To make matters worse, a number of violent intrusions on congress by citizens had occurred. On one occasion, a large angry mob of soldiers virtually invaded the city to present their grievances. Many members of congress, both infuriated with and frightened by the demonstration, reasoned that another location was necessary to minimize intrusions. George Washington chose the new site, appropriately named after him, which at that time was a bog. After several years of planning, office buildings were erected. By the year 1800, the new capital was open for business. Few government officials, however, were pleased with the new isolated location. Members of Congress refused to build homes in the city and citizen groups pressed for a more accessible spot. Even Abigale Adams, the new First Lady, lamented, *We have not the least convenience*. Lacking cultural institutions and personal conveniences, Washington became known as the "capital of miserable huts." Further, the Potomac River paid regular visits, making already muddy streets muddier. Living conditions were so bad that foreign ambassadors stationed in the capital applied for, and collected, "hardship pay" from their governments. How did this tarnished image get turned around? It was a classic case of, "You don't know what you've got 'till it's gone." When the British invaded Washington in 1814, the Americans were virtually incensed to think that anyone would destroy their capital's buildings. An immense and patriotic rebuilding effort commenced and the age-old ingredients of love and pride worked a miracle. (USA #992, ISSUED 1950)

WELL WISHING

The first producing oil well in the United States was drilled by Edwin Laurentine Drake. The well was situated near Titusville, Pennsylvania. On August 27, 1859, Drake struck oil at a depth of 69 feet. The strike, however, was not realized until the following day. As it happened, Drake had hired a blacksmith called Uncle Billy to drill a well for him. Uncle Billy was down to 69 feet and knocked off for the day. The following morning, a Sunday, and day of rest, he went over to the well just for a look. He found the pipe brimming with oil. The adjacent photograph shows Drake's well. Government references and other references to Drake call him "Colonel" Drake. This title, however, was not official, it was assumed by Drake. Unfortunately, Drake's poor business sense led him to become impoverished, despite his discovery and holdings. In 1873, the citizens of Titusville, Pennsylvania took up a collection to relieve his poverty and three years later he was granted an annuity by the state of Pennsylvania. (USA #1134, ISSUED 1959)

WEST POINT'S NORTH AND SOUTH

President Thomas Jefferson signed legislation in 1802 that established the United States Military Academy at West Point, New York. The purpose of the institution, of course, was to train officers for the defense of the United States. The War of 1812 with Britain underscored the vital importance of West Point in the provision of highly skilled officers. Ironically and tragically, after this conflict, West Point trained officers who ended up fighting each other in a devastating civil war. Of the American Civil War's sixty major battles, West Point graduates commanded both Union and Confederate forces in fifty-five engagements. The West Pointers had learned their profession well, which resulted in a long, bitter conflict. While the Civil War was a great tragedy for the country as a whole, it was a particular set back for the West Point Academy. No one in their wildest dreams had envisioned that the institutions special military training would be used in an internal conflict. (USA #789, ISSUED 1937)

WHAT'S GOOD FOR THE GOOSE...

While the Girl Scout movement was born on U.S. soil, it was conceived in Great Britain. Juliette Gordon Low, the founder of the organization, lived in Savannah, Georgia. Her maiden name was Gordon. She met and married a wealthy Englishman, William Mackay Low, and moved with her husband to England. Juliette became a popular London party giver. In 1911, Colonel Robert Baden-Powell, originator of the British Boy Scouts, and his sister, Agnes, were guests at one of Juliette's parties. Baden-Powell had just recently influenced his sister to form the British Girl Guides and the two of them imbued Juliette with the scouting zeal. A few weeks later, Juliette became a London Girl Guide leader. The following year, she took the idea to America and formed a group of Girl Guides consisting of eighteen girls. The next year the name of the organization was officially changed to Girl Scouts and within fifteen years its number grew to 140,000. (USA #974, ISSUED 1948)

WHITE HOUSE WHITE WASH

The design of the first White House, originally referred to as the "Executive Mansion," and even the "President's Palace," was selected by way of a public contest in 1792. The contest was won by James Hoban who proceeded accordingly and built the mansion. Another competitor in the contest was Thomas Jefferson, the future U.S. president, who entered the contest under an assumed name (he was secretary of state at the time). This little caper was not discovered until 1930 when some researchers found the evidence in one of Jefferson's personal notebooks. We can only wonder how Jefferson planned to handle the situation if he had won the contest. (USA #990, ISSUED 1950)

WHO'S TO BLAME FOR THE STRANGE NAME?

The word *Canada* may have originated from one of three sources: The first (and most likely) source is the word, *kanata*, which is an Indian word for "village" or "community." The second source is the Spanish expression, *aca nada*, which in English means, "here is nothing." This expression was used by the Spanish when they were unable to find gold in the New World. The last source is the expression, *can a day*, which refers to the allotment of one can of spruce beer a day for the French settlers. (CDN #145, ISSUED 1927)

WHO'S WHOM ON THE MOON?

There is no doubt that the person shown on the illustrated stamp is Neil Armstrong. Nevertheless, there is no way to specifically identify the figure as Armstrong. Consequently, the U.S. Postal Service regulation with regard to honoring living persons on stamps was not technically breached. Some writers point out, however, that Armstrong is specifically identified with the stamp wording, **FIRST MAN ON THE MOON**. Armstrong was the first man on the moon, so the figure must be him. However, the U.S. Postal Service has a loophole. The word "man" can also be taken as "mankind," a word that represents all human beings. With this interpretation, the figure on the stamp could be any human who walked on the surface of the moon in 1969. As there were two men who met this condition, it cannot be said beyond a doubt which man is shown on the postage stamp. Nevertheless, the stamp does have a very rare distinction -- the master die which produced the plates for printing the stamp traveled to the moon and back with the astronauts. In 1989, the twentieth anniversary of the moon landing was commemorated on another U.S. Stamp (USA #2419), as follows.

On this stamp, we see two astronauts whom we definitely know are Neil Armstrong and Edwin Aldrin Jr. Again, however, there is no way to positively identify either individual. In 1994, on the twenty-fifth anniversary of the landing, two stamps (USA #2841a and #2842) of different sizes, as follows, were issued.

As with the previous stamps, positive identification of the astronauts is impossible. All we can do is provide identification in accordance with the scene circumstances. Neil Armstrong's name, however, is shown on the souvenir sheet (USA #2841), as follows, associated with the smaller stamp.

At least with Charles Lindbergh, whose historic solo transatlantic flight is commemorated on a U.S. stamp, an indirect reference is made to Lindbergh's name on the stamp. Certainly the moon landing should have been given more personal profile. The event was the

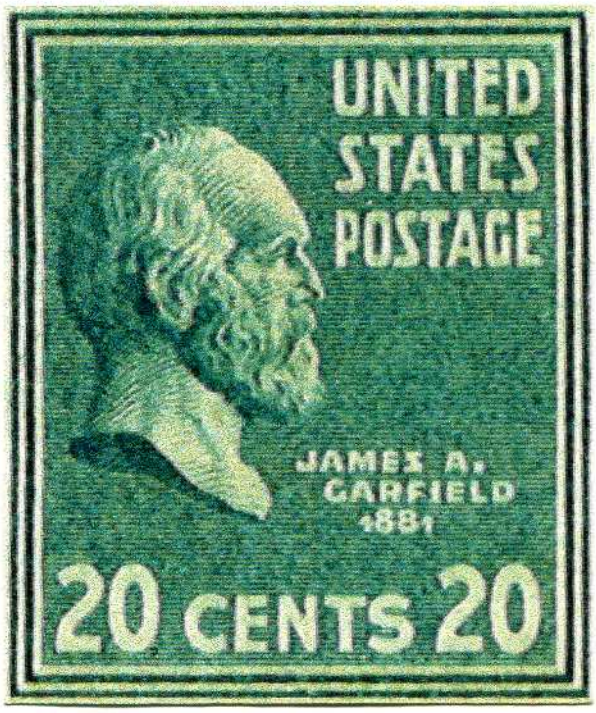
story of the century and those of us who personally witnessed it were virtually glued to our television sets. Thankfully, nothing went wrong but one could not help wondering what would have happened had the mission failed. In 1999, it was revealed that President Richard Nixon had a speech prepared for this eventuality. The speech was written by William Safire who was Nixon's speech writer. The following is the message Nixon would have delivered to the nation if things had gone terribly wrong.

> Fate has ordained that the men who went to the moon to explore in peace will stay on the moon to rest in peace.
>
> These brave men, Neil Armstrong and Edwin Aldrin, know that there is no hope for their recovery. But they also know that there is hope for mankind in their sacrifice...
>
> In their exploration, they stirred the people of the world to feel as one; in their sacrifice, they bind more tightly the brotherhood of man...for every human being who looks up at the moon in the nights to come will know that there is some corner of another world that is forever mankind.

Few people would disagree that we would view the moon in a different light had this speech been given. (USA #C76, ISSUED 1969)

WHO REALLY KILLED PRESIDENT GARFIELD?

While President James Garfield was indeed shot on July 2, 1881, he did not die as a *direct result* of a bullet wound. The bullet penetrated the president and lodged about four inches to the right of his spinal cord in a bed of tissue. Here it was basically harmless and could have remained there until appropriate medical decisions were made. Unfortunately, the doctor that attended Garfield, plus fifteen other doctors in all, were too eager to remove the bullet. The attending physician, William Bliss, pushed his unwashed finger in the wound and then used a non-sterilized instrument to probe around. During this process, he dug a false passage in the tissue that confused other physicians. Bliss concluded that the bullet had penetrated the president's liver, which was totally incorrect. The army surgeon general was later brought in and he also probed the wound with his finger. He pushed further and further, going as far as the president's ribs. Next, the navy surgeon general was consulted. In his examination, he followed the same routine, pushing his finger so far into the wound that he punctured the president's liver. Subsequently, other doctors poked and probed the wound with fingers and unclean instruments. The president withstood his "treatment" for over two months, during which time infection set in, caused by both the doctors and the bullet itself. Other complications followed and the final result was a massive heart attack that claimed the president on September 19, 1881. Ironically, as Garfield suffered the attack, the doctors' diagnosis of the symptoms was that a blood vessel had ruptured in his stomach. The assassin, Charles J. Guiteau, who was apparently a disappointed office seeker, was tried for murder and hanged on June 30, 1882. (USA #825, ISSUED 1938)



YACHT YEARNING

The magnificent racing yacht shown on this stamp was built in 1893 for the Prince of Wales who later became King Edward VII. Christened *Britannia,* the vessel had a long and glorious racing career. Her first major victory was in beating the America's Cup defender in 1894. Upon the death of Edward VII in 1910, the yacht passed to King George V who took her to remarkable racing heights. In total, *Britannia* took 231 first prizes between 1893 and 1934 (41 years). George V was apparently very attached to *Britannia.* In his will he stipulated that when he died, so must his yacht. Shortly after the King's death in 1936, *Britannia* was scuttled off the Isle of Wight and now rests quietly as do her royal skippers. (CDN #216, ISSUED 1935)

YELLOWKNIFE STRIFE

Certainly, few people would be able to sort out the design of this stamp. What is shown is an old gold pan holding little models of gold mine head frame buildings. It symbolizes the growth of gold mining in the city of Yellowknife. Ironically, the name *Yellowknife*, which certainly has a golden ring, has nothing to do with gold. It is derived from the Indians who once inhabited the area. They were observed using copper-bladed knives and were consequently called the Copper Indians. Copper, being somewhat yellowish, resulted in the name evolving to Yellowknife Indians or *Yellowknives*. The Yellowknives were driven from the area by the Dog-Rib Indians in 1830. It appears the ghosts of the Yellowknives remained, resulting in the city name over 100 years later. (CDN #1009, ISSUED 1984)