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1952-1977



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THE FLAG POLE

March 1988

Newsletter of the BNAPS Flag Cancel Study Group

INTERIM EDITOR'S LAST MESSAGE

Thanks! That's about all I can say to everyone who has been so supportive in helping to reactivate this study group. Although I would like to thank just about everyone of you in print, that is impossible to do. However, a special thanks is in order to all of you who have returned your survey forms and especially to those of you who also included photocopies of new early and late dates, to Alan Steinhart for not only buying a two year membership but also giving us an extra \$9.00, to Doug Warren and Larry Paige for providing two interesting articles in this edition, to Hank Narrabone who has provided me with many of the early and late dates, to Ron McGuire for letting me borrow his collections of Royal Train and Flag Cancels in order to record his holdings, to David Sessions for helping me put together the revised listings that have appeared in the Flag Pole and to Connie Tompkins, who has typed these four issues and has put up with what must seem like never ending changes and corrections.

If you continue to give our new editor, Tom Almond, the same kind of support that you have given me, we will have a very successful publication. Since Tom is looking for material, please send him anything of interest such as photocopies of interesting covers, articles, questions, ads, etc. His address is 2 Filbert Drive, Tilehurst, Reading, RG3 5D2, England. If it is easier for you to send anything to him in care of me, I will be pleased to forward it on to him. Also, please continue to send me any new early and late date information for the 1917 and more modern cancels.

In this closing message, your interim editor must apologize to the many of you who have written to me, or included a note in the survey returns and are waiting for a response. When our chairman once introduced me to Lew Ludlow, Lew's first words were "Do I owe you a letter?". At that time it seemed like a rather strange response; however, I now know exactly why he said it. Since Tom will now be editing the newsletter, he will be assuming a great deal of the effort that is required to keep the study group going. I can then get caught up on the back log of correspondence that requires action and in future keep current with my responses.

BNAPEX 88

Don't forget BNAPEX 88 which is being held in Larry Paige's back yard at Virginia Beach Virginia on September 8-10. Rumours are that the maximum number of frames per exhibit will be restricted to 4 so as to encourage new exhibitors. Lets make sure that there are some and that flag cancels are well represented at Larry's show. If you haven't started your exhibit, start now!

ARTICLES IN THIS ISSUE

Overall, you should find this the best issue yet as it contains something for the classical, foreign and modern era flag cancel collector. Doug Warren has written a very informative article on the Bickerdike German Imperial Flag Cancels. Since the Bickerdikes were Canadian cancelling machines, it seems appropriate to cover these cancels in the Flag Pole. Most of us have a few of these cancels and will be interested in Doug's attempt to identify the scarcer ones. If you are interested in them, why not contact Doug directly? Perhaps Geof Newman might also like to do an article on the Bickerdike Flag Cancels that were used in one of the other foreign countries? The "yearless" Type 1 Flag Cancels are an interesting variety for specialists. The article by Larry Paige is the first one ever published to actually describe what happened between December 31st and January 9th. Should you have any "yearless" varieties in your collection, please send Larry a photocopy. His correct address is 1145 Shillelagh Rd., Chesapeake Va. 23323. If you collect Royal Train Cancels, you should find my article and the photocopy of David Sessions fine article interesting. Since the Graham Noble publication has failed to surfaced, your scribe has attempted to document the different time markings and tried to associate them with different locations along the route.

FLAG CANCEL SURVEY RETURNS

Generally, the returns have supported the values assigned to the different cancels. Some WWII Flag Cancels seem to fall into the RARE category with only 3-5 being reported. No new WWII Hub/Die combinations have surfaced, although there are a number of new early and late dates. As you are aware, I have been waiting for the Ed Richardson collection to be auctioned off before revising any listing again. If it is not sold by late summer, an update of the WWI listings will be sent to Tom for inclusion in the December 1988 Flag Pole. Also, once the back log of correspondence is taken care of, I will begin to update Ed's listing of Modern Flag Cancels that appeared in the June 1978 edition of the Canadian Flag Cancellation Bulletin. This listing should be ready for Tom to begin publishing over 2 or 3 installments starting about December 1988.

ORAPEX 88

This show is turning into a mini BNAPS/ PHS of Canada event. There is no formal program for our meeting, although it is hoped that a photocopy of the Paige exhibit, or better still slides of his exhibit, will be available by then. Why not throw your traders in a box and bring them along? If you would like to exhibit, the judges will be Mike Street, Denis Hamel and Michael Millar. Accordingly, any specialized material should get a fair review. The prospectus is available from me.

Saturday April 30th

- 12:00 BNAPS Fancy Cancel Study Group (new)
- 1:00 BNAPS Revenue Study Group
- 2:00 BNAPS Flag Cancel Study Group
- 3:00 Machine Cancel Study Group
- 3:45 Klussendorf Machine Cancels

Sunday May 1st

- 12:00 EIRE Philatelic Association
- 1:00 BNAPS Perfin Study Group
- 2:00 Canadian Aerophilatelic Society
- 3:00 BNAPS Military Mail Study Group

SIGNIFICANCE OF CANADIAN FLAG CANCELLATIONS
FROM A NATIONAL PERSPECTIVE

By
Doug Lingard

Has anyone ever thought about the importance of the flag cancellations that were used in Canada? These cancels were used on all of the very early cancelling machines employed by the Canadian Post Office, which themselves were the first attempt by the Post Office to mechanize its operations. Some of the technological advances that had been available since the industrial revolution were now finally being used by the Post Office. In addition, the Bickerdike marketing breakthrough in the overseas countries was quite remarkable from a national perspective. Here was a young Canadian company selling its Canadian designed and built cancelling machine in a world-wide market. How many other Canadian companies were able to sell their machinery internationally at the turn of the century, especially in the industrialized countries of Europe? Around 1930, the Post Office began using another cancelling machine, known as the Perfect, which was designed and manufactured by Machine Works Limited, Montreal. The purchase of these Perfect cancelling machines was somewhat surprising, since the cancelling machine market was being dominated by larger international companies by that time. Most of the 1937 and WWII Flag Cancels and a few of the 1953 Flag Cancels were used on these Canadian built Perfect machines.

Now let's consider the importance of the flag cancels themselves. The various 1897 Diamond Jubilee Flag Cancels are probably the most attractive cancels ever used in Canada and certainly rate with the most attractive cancels used in any country. These cancels were a perfect complement to the Jubilee stamps and may have been the first commemorative cancels used anywhere. Later, Canada used flag cancels to promote the great 1901 Exposition, again during WWI to encourage people to support the war effort by buying War Savings Certificates and Victory Bonds, and in 1941 to encourage citizens to enlist in the armed services. Also, they were used to celebrate very important events such as the 1927 Diamond Jubilee of Confederation, the 1937 and 1953 Coronations and the great 1939 Royal Tour which was organized to rally the country behind Britain for the upcoming war effort.

Until recently, the use of flag cancels seems to have normally been restricted to events of national importance. Many of these cancels were used on Canadian designed and manufactured equipment (an oddity itself). Also, no other country has used flag cancels on a similar scale to promote national efforts or to celebrate national events as we have in Canada. Few other areas of Canadian philately can claim this kind of importance, distinction or tradition. In future, lets ensure that this importance stands out in any exhibits we prepare or any articles we publish. Perhaps others might then take flag cancel collecting and exhibiting more seriously.

Actually, the above rambling article more or less describes why I and possibly a few others collect Canadian Flag Cancels.

**TYPE 1 MONTREAL FLAG CANCELS
NO YEARDATE VARIETY
DETAILED STUDY OF THE DIE "E" CANCEL**

By
Larry Paige

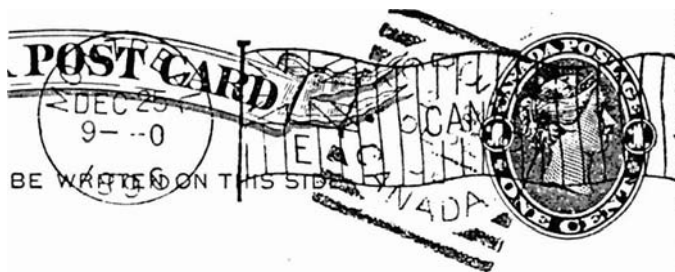
With the coming of the new year 1897, it was realized by the Montreal Post Office that the yeardate "1896" was stationary in the bottom half of the new Imperial Cancellling Machine dater hubs. Since the manufacturer had not supplied new 1897 dater hubs, someone of authority at the Post Office made the decision to use the old 1896 dater hubs without a yeardate.

The bottom halves of the dater hubs were switched and used without the yeardate for just over one week from late in the day of **December 31, 1896**, until **January 9, 1897**. This use without yeardate is recorded for all dies A-F. Outside of this brief ten day period of use, the dater hubs were generally used with the same flag cancelling dies. However, during this period that the yeardates were removed, the dater hubs were interchanged with different flag cancelling dies. The examples in this article show a detailed study of the use of the no yeardate dater hub varieties that were used with the "E" Flag Cancel. For some reason over the years, I seem to have accumulated more of these "E" die varieties than any of the other dies A,B,C,D, or F.

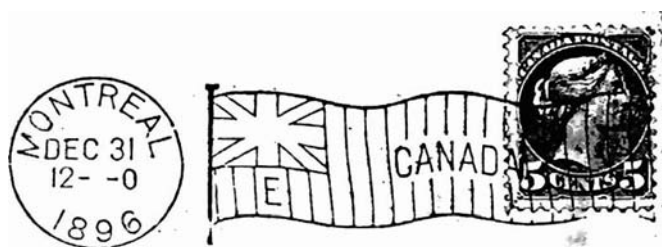
Perhaps other collectors may be able to do the same kind of study with some of the other flag cancelling dies. I can confirm that all six dies A-F were used without a yeardate as I have one of each die in my collection. I would like to hear from other collectors who may have different die "E" Flag Cancel and dater hub combinations than those shown in the illustrations. Also, I am seeking examples of other December 31 die "E" Flag Cancels with and without the yearless dater hub.

Illustrations

DEC 25, 1896



DEC 31, 1896



December 25, 1896, showing use of the die "E" Flag Cancel during the last few days of 1896 as a receiving mark on the front of a Government Post Card instead of the message side.

December 31, 1896, 12-0, is probably the latest recorded use before the yeardate 1896 was removed.

JAN 2

JAN 6, 189



BE WRITTEN ON THIS SIDE.

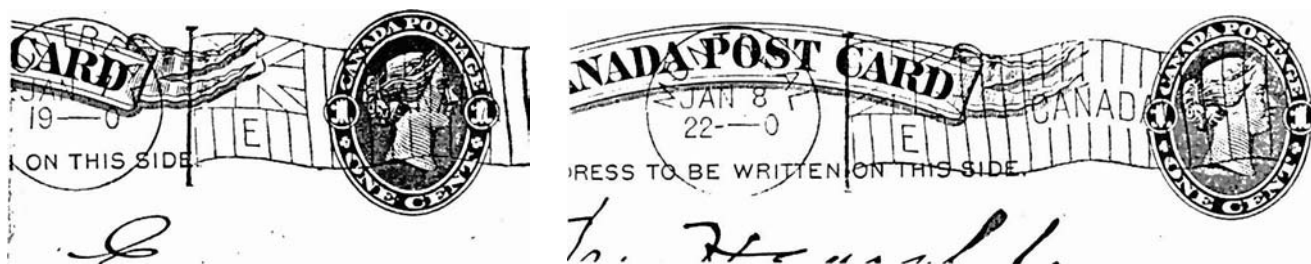
H. F.

January 2, as used without the year date 1896 in conjunction with the dater hub that was generally used with the die "F" Flag Cancel.

January 6, "189", with the "6" of 1896 appearing mutilated and removed. The dater hub is the one generally used with the die "A" Flag Cancel.

JAN 7

JAN 8



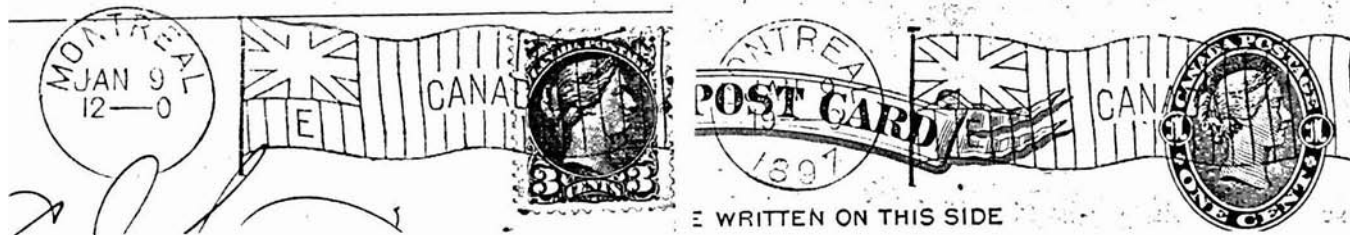
January 7, as used with the dater hub generally used with the die "D" Flag Cancel.

January 8, again used with the dater hub generally used with the die "D" Flag Cancel.

JAN 9

JAN 9 1897

DEROME, LIBRAIRIE ST-JOSEPH.



BE WRITTEN ON THIS SIDE

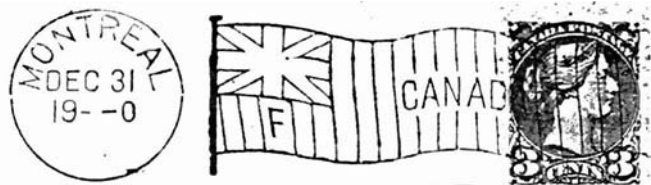
January 9, 12-0, once again as used with the dater hub generally used with the die "D" Flag Cancel. Probably the latest recorded use before the 1897 year date was inserted.

January 9, 1897, 19-0, showing what is probably the earliest recorded use of the new 1897 dater hubs.

It is very unusual to find both the old dater hub and the new dater hub used the same day. These examples show a seven hour difference which would seem to indicate that the new dater hubs arrived sometime during the afternoon or early evening on January 9.

JAN 4

DEC 31



ur Es 1.

William S

January 4, showing the dater hub that was normally used with the die "E" Flag Cancel being used in conjunction with the die "A" Flag Cancel.

December 31, showing use of the die "E" dater hub with the die "F" Flag Cancel.

TREASURER'S INTERIM REPORT

As of January 31st, we had 21 paid up members and \$147.57 in the bank in Canada and \$32.00 allocated to Tom Almond in England. Fortunately, the study group will not need the services of our bankruptcy expert and chairman, Bob Heasman, and will have sufficient funds to publish 4 Flag Poles in 1988/89. A financial statement covering our first year of operations will appear in the next issue of the Flag Pole.

ANNOUNCEMENTS

Jeffrey Switt is starting a BNAPS Machine Slogan Postmark Study Group. They plan on issuing a quarterly newsletter. Membership fees are \$12.00 Canadian or \$9.00 U. S. If you are interested in slogan cancels, suggest that you drop Jeff a line at 3962 Belford Ave., Fort Worth, TX 76103.

Fred Langford has a 1918 Trois Rivieres 38-1 on post card and would like to trade it for a 1-1, 6-1, 8-23, or 9-2. If you are not interested in the 38-1, Fred has some other "goodies" available to trade for these. His address is PO Box 802, Pasadena CA 91102.

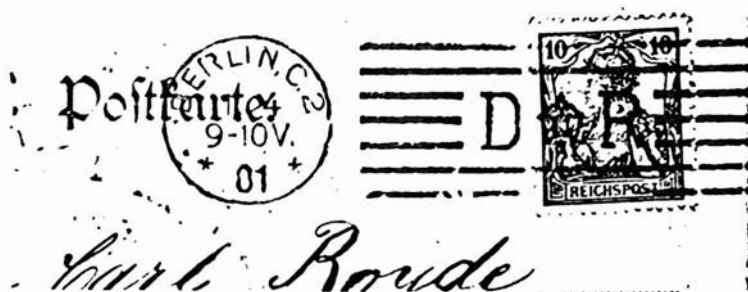
Doug Lingard has available for trade or sale a few spare 67 BYPEX, 81 BNAPEX and 1st Postal Museum Flag Cancels @ \$2 each or 3 for \$5 and 1973-78, 82/83 and 85 Klussendorf ORAPEX Flag Cancels @ \$1.50 each or 4 for \$5. Most are on show covers. Will also trade these on a one for one basis for other modern Canadian Flag Cancels other than QUEPEX 75, BNAPEX 77 and 1984/5 Cornwall.

IMPERIAL GERMAN FLAG CANCELS

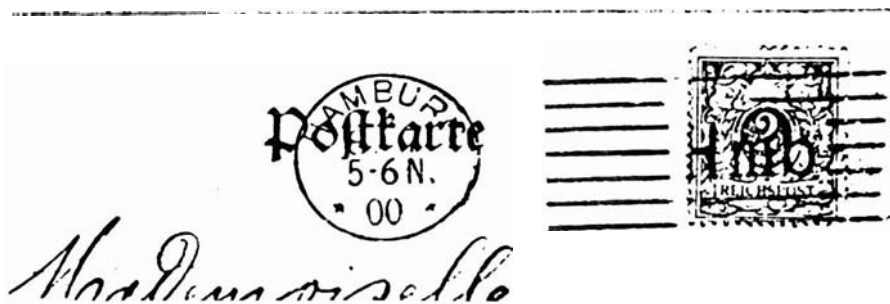
By
Douglas Warren

The patriotic Bickerdike Flag Canceles were used in Canada from late 1896 through early 1902. Although they were used in only 4 cities, there are some 49 different major varieties of these cancels for collectors to add to their collections.

While the Bickerdike cancelling machines and Flag Canceles were being phased out in Canada, The Canadian Postal Supply Company found a new market for these machines in Germany. However, the first German Bickerdike machines did not use a flag cancel but used straight line cancels as illustrated below:



An example of the Bickerdike "D crown R" line cancel that was used in Berlin and Hamburg.



The Bickerdike "Hmb" line cancel that was used in Hamburg.

Actually, the first German Bickerdike machine to use a flag cancel was installed at Berlin in July 1901. This introduced another beautiful patriotic type flag cancel featuring the Crown and Posthorn, which was to be used in 21 cities where 36 different flag cancel varieties appeared over the next 13 years. Also, from about April 1906 until January 1907, a flag cancel showing a "DR" in scroll was used in a Columbia machine at Hamburg. This Columbia Flag Cancel is probably the most common of all German Flag Canceles.

The dies which were made for these cancels all contain the same basic components; however, certain differences in the engraving are apparent. The cross in the crown is white in several of the Berlin cancels as well as in both of the Leipzig cancels. The cross is black in all other cancels. The ribbon under the crown may be unadorned and have long "fingers" or may have a beaded band and trimmed flanges. Hamburg's first die has a knob or ball on the staff whereas a spear is on the staff of the second die. Other differences exist. The four types of dials which were used with these flag cancels are identified as follows:



The first comprehensive study and listing of these cancels appears to have been published in 1965 by Dr. Depiereux of Germany. However, several of his conclusions were not wholly accepted by some United States collectors. The Coln *1a and Leipzig *13a dial differences which he listed, may have been due to slippage. He also listed a Leipzig *13c dial which needs further investigation as too little information is available to verify that it is not a garbled *13a.

Valuation and scarcity??? Boy, that's difficult to evaluate but will make a stab based on contacts that I have had. Until recently, there has been little contact between collectors of these cancels. However, now that Machine Cancel collecting and Postal History is gaining interest, both here in the United States and in Germany, the situation is changing. Anyway, a very rough estimate in United States dollars is as follows for fine impressions on fine covers or cards:

- A - \$8 to \$25
- B - \$26 to \$75
- C - \$76 and over

No valuation has been given to No. 34 Postmuseum. It is not thought that this cancel was used on regular mails but only for demonstration purposes. One offering of this cancel at an European auction is reported to have realized 3000 DM, although later, another such item with a starting bid of 6000 DM is said to have gone unsold.

New finds are still being made. The re-engraved die of Chemnitz was noted in 1981. The Altona cancel was discovered in 1984 and the second Berlin C2A die was reported in 1985. Hopefully, there will be more "finds" in the near future. It's great fun searching for these elusive cancels!!!

Should members wish to report their holdings of these cancels or correspond with me, my address is 1457 Shore Acres Drive, Lakeland Fl. 33801.



A lovely example of the Berlin *2E cancel.



A fine example of the second Hamburg Bickerdike Flag Cancel showing the spear at the end of the staff.

GERMAN IMPERIAL BICKERDIKE FLAG CANCELS

No.	Top of Dial	Bottom of Dial	Dial Type	Period of Use	Valuation
	Altona	*(ELBE)1h	C	1908	C
	Baden-Baden	*1*	D	1912-13	B
	Berlin, C.	2A	A	1901-03	B
	Berlin, C. (dif. die)	2A	A	1903-05	C
5	Berlin, C.	*2E	C	1901-02	B
6	Berlin, SW.12	*01*, *02*	B	1901-02	C
7	Berlin, S.W.	*12*	C	1902-06	C
8	Berlin, SW.19	*01*, *02*	B	1901-02	B
9	Berlin, S.W.	*19*	C	1902-08	B
10	Berlin, S.W.	*68*	C	1906-07	C
11	Berlin, W.8	*01*, *02*	B	1901-02	B
12	Braunschweig	*1o	C	1903-04	A
13	Bremen	*1*	C	1903-06	A
14	Bremen (dif. die)	*1*	C	1907-09	C
15	Bremerhaven	*g*	C	1910-13	C
16	Breslau	*1*	C	1903-04	C
17	Chemnitz	*1*	C	1903-06	A
17a *	Chemnitz	*1*	C	1907-12	A
18	Coln	*1a	C	1903-15	B
19	Coln	*(RHEIN)1*	C	1903	C
20 **	Cottbus 1	*(BAZAR)*	C	1901 (1912)	C
21	Dusseldorf	*6u	C	1903-07	B
22	Dusseldorf	*1u	C	1903-08	C
23	Erfurt	*1s	C	1903-07	B
24	Frankfurt	*(MAIN)1a	C	1903-08	A
25	Halle	*(Saale)2h	C	1903-06	A
26	Hamburg	*1x	C	1903-05	A
27	Hamburg (dif. die)	*1x	C	1905-06	A
28	Karlsruhe	*(BADEN)*	C	1902-04	B
29	Karlsruhe (dif. die)	*(BADEN)*	C	1909-10	C
30	Leipzig, 13	*01A, *02A	B	1901-02	A
31	Leipzig	*13a	C	1902-08	A
32	Lubeck	*1q	C	1903-06	A
33	Mannheim	*1*	C	1903-07	A
34 ***	Postmuseum	*01M	B	1901	-
35	Strassburg	*(ELS)1s	C	1903-08	B
36	Waldenburg	*(Schlesien)*	C	1909	C

* Ribbon left of crown apparently re-engraved.

** Used as favour cancel in 1912 - not for cancelling postage.

*** No evidence used for cancelling postage for regular mail - appears used for demonstration purposed only and is totally philatelic.

1939 ROYAL TRAIN FLAG CANCELS

By
Doug Lingard

In 1939, King George VI and Queen Elizabeth toured Canada in order to unite and rally the country for the upcoming war effort. This tour was by far the greatest one ever organized in Canada. Millions of Canadians and hundreds of thousands of Americans travelled for up to several hundred miles to just catch a glimpse of the Royal Couple while they were in Canada. One just has to mention the tour to anyone who was around in 1939 and if they were near the route, you will probably discover that they remember lining up to see the Royal Couple or the Royal Train.

During most of the tour, the Royal Couple resided on the Royal Train. A second train, known as the Pilot Train, ran ahead of the Royal Train and contained the non-official participants such as railway officials, the press and the Royal Train Post Office. In some cases, the press on the Pilot Train did not witness the ceremonies at the smaller stops as the Pilot Train was running about a half hour or so ahead of the Royal Train and did not wait for it at the smaller stops. For instance, one newspaper account mentions that the press on the Pilot Train did not see the Royal Couple between Toronto and Winnipeg. Although Lanctot, in The Royal Tour 1939, mentions that the post office was on the Royal Train, other earlier writers indicated that the post office was on the Pilot Train. Since a number of flag cancel time markings seem to be a little earlier than the Royal Train's arrival at some of the locations, it seems that the post office was indeed on the Pilot Train.

The arrival and departure times given in this article are for the Royal Train itself; however, the times should approximate the times that the Pilot Train was at each location. The actual times for each stop have been taken from Lanctot's book and newspaper accounts of the tour. However, there may be a few errors as some of the times were given in local times eg. Mountain Standard Time, while others were converted to Eastern Daylight Savings Time in some of the newspaper articles. Also it appears that some of the communities in eastern Canada remained on Eastern Standard Time while others had converted to EDST. All times shown in this article are believed to be local times. In any case, the times should not be out by more than one hour in either direction and should someone have more accurate information on the time of a particular stop please advise me.

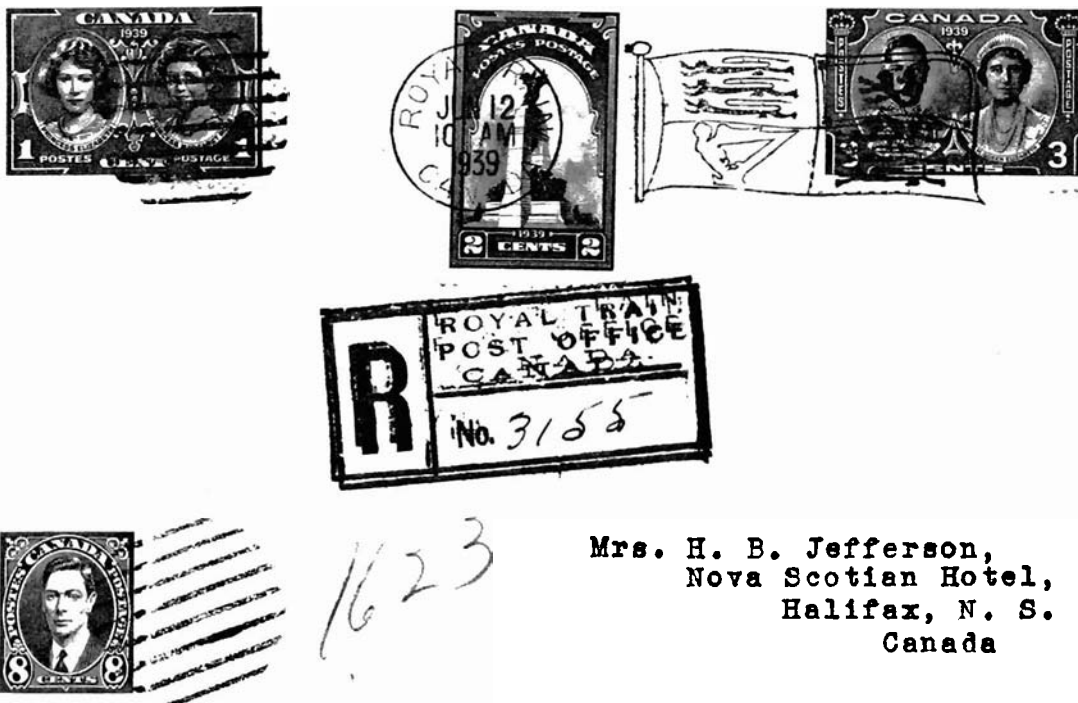
It appears that at some of the shorter stops, such as those in Southern Ontario on June 6th, the Royal Train postal officials may have picked up covers at various stops and cancelled them enroute or at the end of the day. Although there were a number of stops, all of the covers seen so far have a 10 AM, 4 PM, or 10 PM time marking. Also, if only a few covers were posted at some of the smaller stops, one would suspect that the Royal Train postal officials would have used the Royal Train hand cancel to cancel these covers rather than starting up the cancelling machine.

It is understood that when the tour visited Victoria B.C., a Royal Train Post Office may have been set up in the Empress Hotel. However, I have May 30th flag and hand cancels that appear to have been used at Vancouver. Also, I have a cover to a Victoria address with a 10 AM flag cancel and a Victoria receiver with

a 6 PM marking. Can anyone confirm if it was a Royal Train Post Office or a temporary Victoria Post Office that was established at the Empress? There is no reference to a post office being established at the Empress, in any of the contemporary accounts of the tour that I have read.

Jamieson mentions in the September 14th, 1940 edition of Weekly Philatelic Gossip that collectors were able to send their covers to the Canadian Philatelic Agency in Ottawa for periodic onward transmission to the Royal Train. One would think that the time markings on these covers received from Ottawa would be more common than the time markings on the local covers received enroute. The Ottawa dispatches would probably contain several hundred or possibly thousands of covers per dispatch. Overall, many of the dates and time markings are quite scarce and your scribe is still looking for an example dated May 26th. The valuation provided for each time mark is for philatelic items and is my personal guesstimate of their approximate values. They are based on the examples in the David Sessions exhibit and Ron McGuire's and my collections. Non-philatelic covers, such as covers with the Royal Train lettering, are very scarce and rate a premium over the values shown in this article. As with the other listings appearing in the Flag Pole, valuations will be adjusted after the surveys are returned. Also, if anyone can help in establishing more accurate valuations, that assistance would be most appreciated. A (L) indicates that an example is in my collection while a (S) indicates that an example is in the Sessions exhibit; however, many of the items shown with an (L) are also in both the Sessions and McGuire collections.

The survey form covers both the flag and hand cancels incase someone would like to prepare a listing of these cancels also. Any volunteers? Also photocopies of any new flag cancel time markings would be most appreciated.



Mrs. H. B. Jefferson,
 Nova Scotian Hotel,
 Halifax, N. S.
 Canada

An item showing the killer cancel that was used in the USA on a registered cover cancelled with the English Flag Cancel at 10 AM June 12th. On June 12th, the French Flag Cancel appears to have been used at all other times.

1939 ROYAL TRAIN FLAG CANCEL LISTING

ENGLISH CANCELS

Date	Train Location	Time Marks	Value
May			
15	At Montreal - (CPR Angus Yards)	3 9 10 11 am and 5 7 8 10 11 pm	\$ 2
16	At Montreal	7 pm (L)	40
17	Montreal - (Jamieson reports train left for Quebec in the afternoon)	10:30 am (L)	20
18	Quebec - Departure 9:32 am Trois Rivières - A 11:45 am, D about noon Montreal - A 2:15 pm D 11:00 pm Train spent night at Caledonia Springs	? ? 5 pm (L) ?	20
19	Ottawa - Arrival 11:00 am	11 am (L)	3
20	At Ottawa	1 pm (L)	25
21	Ottawa - Departure 2:35 pm en route Kingston - A 7:44 pm D 9:19 pm Train spent night near Coburg	11 am (L) 5 pm (S) ? ?	25 25
22	Toronto - A 10:30 am D 7:45 pm Toronto Error MAI instead of MAY	10 am (L) 11 am (S)	20 75
23	White River - A 10:30 am D 11:30 am Schreiber -15 minute stop at about 1:30 pm Port Arthur - Arrival 5:00 pm Fort William - Departure 6:30 pm (Their Majesties drove from Port Arthur to Fort William) Ignace - stopped about 10 pm	? ? 5 pm (L) ? ?	20
24	Crossed into Manitoba at 8:00 am Winnipeg - A 10:30 am D 7:11 pm Portage La Prairie - A 8:30 pm D 8:50 pm Brandon - A 10:10 pm D 10:34 pm Train spent night at Broadview, Sask.	11 am (L) 3 pm (L) 7 pm (L) ? ? 11 pm* (L)	5 25

* Either en route or after train arrived at Broadview.

ENGLISH CANCELS

Date	Train Location	Time Marks	Value
May			
25	Regina - A 1:30 pm D about 8:40 pm	5 pm	20
	Moose Jaw - A 9:15 pm D 9:45 pm	?	
	En route cancel	11 pm (L)	25
26	Medicine Hat - A 10:16 am D 10:31' am	?	
	Calgary - A 3:00 pm D about 5:00 pm	?	
	Banff - Arrival 7:30 pm	?	
27	At Banff	11 am ^L (S) 5 pm (L)	25
28	At Banff	10 am	25
	Train left Banff at 10:30 am as Royal Couple drove to Field. Train departed Field at 12:26 pm	?	
	En route	3 pm (L)	25
	Revelstoke - A 5:20 pm D 5:50 pm (unofficial stop)	?	
	En route	6 pm	25
	Kamloops - A 10:00 pm D 10:31 pm	?	
29	Vancouver - Arrival 10:00 am	10 am (L)	12
30	Train and probably cancelling machine remained at Vancouver while Royal Couple visited Victoria	10 am (L)	10
31	Royal Couple returned to Vancouver at 1:50 pm. Train probably left Vancouver about 3:00 pm to pick up Royal Couple who motored to New Westminster	3 pm* (L)	15
	New Westminster - Departure 3:46	?	
	Chilliwack - A 5:24 pm D 5:42 pm	6 pm (L)	25
June			
1	Jasper - Arrival 11:00 am	1 pm (L) 5 pm (S)	25
	Jasper - Departure 9:31 am	9 am (S)	25
	Edmonton - A 3:25 pm D 10:10 pm	3 pm (L)	7
	Train spent night 7 miles east of Edmonton		
	Wainwright - Brief stop about 9 am	?	
	Unity - Brief stop about 11 am	?	
	Bigger - Brief stop (time not mentioned, estimated 12:30 pm)	?	
	Saskatoon - A 2:19 pm D 4:03 pm	1 pm (L)	10
	Train spent night at Melville	?	

* Vancouver addressee, but could have been cancelled at New Westminster.

ENGLISH CANCELS

Date	Train Location	Time Marks	Value
June			
4	Crossed into Manitoba at 7:00 am		
	Portage La Prairie - A 9:55 am		
	D about 10:45 am	10 am (L)	20
	Winnipeg - A about noon D 12:57 pm	4 pm (L)* (enroute marking?)	20
	Reddit - Brief stop about 5:00 pm.	?	
	Sioux Lookout - A about 8:20 pm		
	D 8:47 pm	9 pm	25
5	Hornpayne - Service stop at 9:40 am	?	
	Fire River - Service stop at 11:30 am	?	
	Capreol - (probably about 5:30 pm)	?	
	Sudbury Junction - A 6:30 pm D about 9 pm	?	
	En route	10 pm (L)	40
	South Perry - Arrived 12:38 am for evening	?	
6	South Perry - Departure 6:45 am	?	
	Washago - Service stop at 8:50 am	?	
	Zephyr - Service stop at 10:15 am	?	
	Toronto - Short stop at lunch time	10 am (S)	7
	Guelph - Short stop at about 2:00 pm	?	
	Kitchener - A 3:00 pm D about 3:15 pm	10 am(L) 4 pm (L)**	7
	Stratford - A 4:04 pm D about 4:15 pm	4 pm	7
	Chatham - A 7:00 pm D about 7:15 pm	10 pm (L)	7
	Windsor - A about 8:20 pm D about 9 pm	10 pm (L)	7
	London - Arrived about midnight and spent night near station	10 pm (L)	7
7	London - D about 11 am	10 am	7
	Ingersol - short stop at about 11:25 am	?	
	Woodstock - A 11:50 am D 12:03 pm	?	
	Brantford - A 12:44 pm D about 1:00 pm	10 am (L)	7
	Hamilton - A about 1:45 pm D about 3:05 pm	1 pm (L)	7
	St. Catherines - A 4:00 pm D about 4:10	?	
	Royal Couple motored from St. Catherines to Niagara Falls		
	Niagara Falls - Train D for USA 9:32 pm	4 pm (L) 8 pm (L)	7
8, 9,			
10 & 11 In the USA			

* Winnipeg addressee, probably received at Winnipeg but cancelled later.

** Appears that time markings may have been changed from 10 am to 4 pm while cancelling Kitchener mail.

ENGLISH CANCELS

Date	Train Location	Time Marks	Value
June			
12	Delson, PQ - A about 8 am D 10:05 am (only English time marking for June)	10 am (L)	25
13	Newcastle, NB - A 9:18 am (Royal Couple drove to Fredericton and then took a lighter train to Saint John. Royal Couple rejoined the Royal Train at Saint John.)	8 am (L)	25
	Royal Trains appear to have stopped at Moncton around 1:00 pm enroute to Saint John	1 pm (L)	20
	Saint John - Royal Couple arrived at 4:30 pm in lighter train from Fredericton D 6:32 pm (on Royal Train)	5 pm (L)	7
	Moncton - A 9:09 pm D 9:51 pm	?	
	Train spent night near Cape Tormentime	11 pm (L)	20
14	Cape Tormentime - Royal Couple departed at 10:01 am for PEI. During the day the train was moved to New Glasgow	8 am (L)	20
	New Glasgow - Royal Couple arrived about 8:00 pm after motoring from Pictou on return from PEI. Departed on Royal Train at 8:25 pm	5 pm (L)	15
	Train spent night near Valley	11 pm (L)	20
15	Valley - Departure 8:35 am	?	
	Truro - A 8:40 am D 9:20 am	6 pm* (L)	5
	Halifax - A 12:05 pm	6 pm (L)	5
	Royal Couple departed on the Empress of Britain at 7:32 pm		

* Cover appears to have been received at Truro, but not cancelled until train reached Halifax.

FRENCH CANCELS

Date	Train Location	Time Marks	Value
Mai			
15	At Montreal - (CPR Angus Yards)	3 am (purple)* 3 am 1 pm	\$150 3
16	At Montreal	?	
17	At Montreal - According to Jamieson train left for Quebec in the afternoon At Quebec	9 am(L) 10:30 am(L) 1 pm (L) 4 pm (L) 7 pm (L)	12 15
18	At Montreal	1 pm (L) 9 pm (L)	20
Juin			
12	Delson - A about 8 am D 10:05	10 am (L)	12
	St. John's - A 10:30 am D 10:50 am	?	
	Sherbrooke - A 12:50 pm D 1:39 pm	1 pm (L)	10
	Levis - A 5:41 pm D 5:55 pm	5 pm (L)	10
	L'Islet - A 8:06 pm D 8:16 pm	8 pm (L)	15
	Riviere du Loup - A 9:32 pm D 9:58 pm	?	
	Enroute	11 pm (L)	25

* I understand that there are 30-40 known examples in purple ink.

REMEMBER CAPEX 87?



Thanks to Larry Paige, we have a picture taken at the dinner organized by Geof Newman. From left to right: Wally Gutzman, our chairman Bob Heasman, Bruce McCallum, Fred Langford, David Sessions, Ray McLean and Larry Paige.

In June many collectors have been visiting Toronto for the CAPEX stamp exhibition. In 1939, the King and Queen visited Canada, described here by David Sessions.

Royal Tour

Saturday, May 6, 1939. Brilliant sunshine warmed the thousands of people who lined the streets of London to cheer King George VI and Queen Elizabeth as they made their way to Waterloo Station en route to Portsmouth. Red and white scarves and rosettes could be seen in the crowds as Lancashire and Yorkshire were in Town, in the shape of Salford and Halifax, for the Rugby League Cup (Halifax won 20-3).

At Portsmouth an estimated 250,000 people lined the route to the Dockyard as the Royal Party, Queen Mary and the Princesses Elizabeth and Margaret there to say farewell, processed to the liner *Empress of Australia* that was to take the King and Queen on the first leg of their momentous tour of Canada.

Despite the usual clockwork efficiency of such occasions there had been much confusion behind the scenes. HMS *Repulse* was originally scheduled to carry the King and Queen but events in Europe led the authorities to commission the liner instead. Also, it had been intended to set out on May 8 but naval experts recommended an earlier start as weather was proving unusually tricky in the Atlantic. The tour proper was due to start on May 15 at Quebec.

Escort for the *Empress of Australia* was provided by HMS *Glasgow* and HMS *Southampton*. The battle cruiser *Repulse* provided additional support until May 10 when it turned back, carrying mail from the liner. The mail had been placed in a wooden barrel which was tossed overboard attached to a lifebuoy by several fathoms of line. Despite a half gale *Repulse* picked up the barrel of mail without any trouble. A cover posted on embarkation day and taken to Canada on the *Empress of Australia* is illustrated but I have yet to identify any items sent back to England via the barrel.

On May 11 the weather experts' fears proved valid as thick fog brought the convoy to a full stop. The delay was to continue until May 15. Fog was not the only hazard, a number of ice floes were in the vicinity

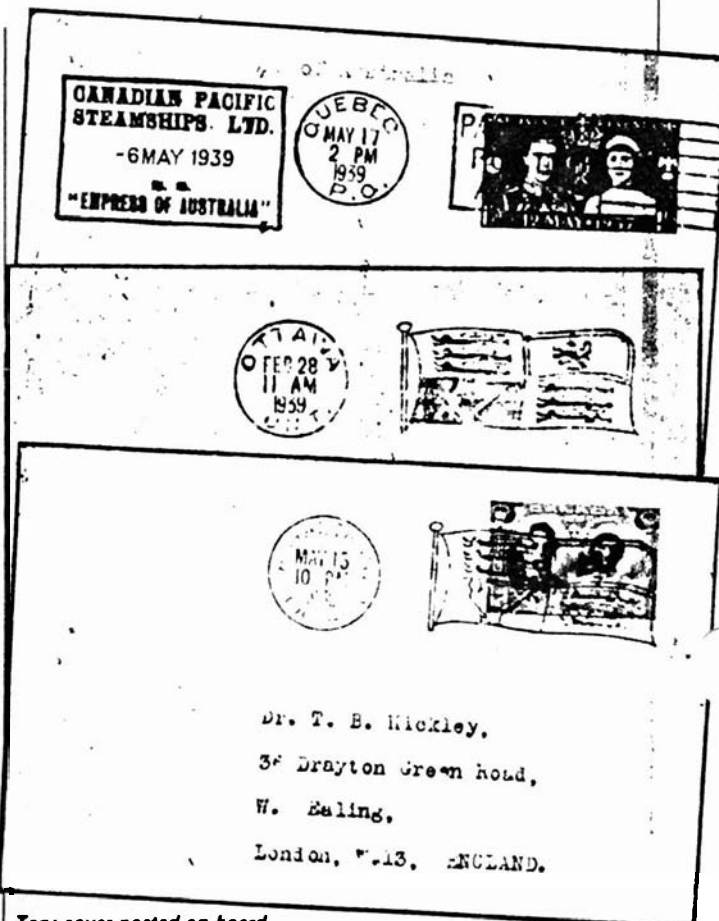
of the convoy, being unusually far south for the time of year.

Mild consternation must have been the order of the day in Canada. Here we were on the first projected day of the tour and the principals were still at sea! The whole minutely planned operation had to be rethought; one of the problems being a special issue of three stamps, scheduled for May 15, to commemorate the tour. Unusually the authorities had advertised first day posting facilities for the day, on board the Royal Train that was to take Their Majesties across the entire North American continent and back again. They may well have wished they hadn't as the public responded to the tune of some 150,000 covers requiring cancellation on the first day.

The decision here was that the issue of stamps should not be delayed and that the promised first day cancellations should be provided by the waiting Royal Train Post Office. The earliest timed cancels are 3am on May 15 and it is apparent that Postmaster G. W. Ross and his two assistants were kept busy all day.

Actually there were two trains involved in this particular tour. One was to carry the King and Queen, their immediate entourage, the Prime Minister of Canada and some senior officials. This 12-car train was to be preceded by the pilot train which carried the press corps, other officials and the Railway Post Office. The RPO was equipped with one cancelling machine and two handstamps for cancelling the mail. The handstamps produced large circular cancellations, one in English, the other in French. The machine was supplied with two cancelling dies, in the shape of a flag, with accompanying daters, one in English, the other in French. Both French and English cancellations were impressed on the first day but, during the tour itself, the French cancellations were supposed to be employed only whilst the train was passing through predominantly French-speaking territory. Apart from the first day, therefore they are less common than the English cancels.

In producing the flag dies



Top: cover posted on board *'Empress of Australia'* on embarkation day.
Centre: essay for flag die — note intaglio harp in lower left quadrant.
Bottom: Royal Train (flag) cancellation, on first day of issue of the commemorative stamps (cover bears the 3c value).

several essays were prepared and rejected; these are very scarce and desirable items. One such is illustrated; it will be seen that the harp in the lower left quadrant is intaglio and creates a rather unbalanced appearance. Three examples are known, though, of course, there may be others hidden away.

It was originally intended that cancellations should be made with purple ink and, indeed, registration markings will be found in purple. When cancelling started, at 3am on May 15, it was soon apparent that the ink was unsatisfactory for the purpose, particularly in the case of the machine cancel-

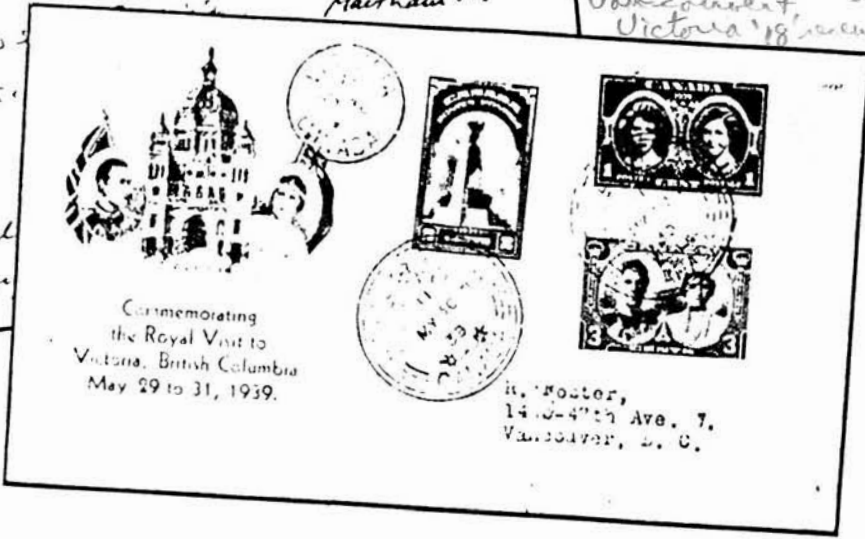
lations. The decision was made to scrap the first batch of covers and replace them with black ink cancels. This was duly done although such action could not be taken with regard to registered mail so a few items of registered mail exist bearing the flag cancellation in purple. These too are very desirable items. No unregistered mail should exist with the purple cancellation but a few cards are known; these seem to be favour items prepared for officials.

Arrival at Quebec

Having extricated herself from the fogbound icefield, which involved covering only 170 miles in three and a half days, the *Empress of Australia* sailed towards the mouth of the St Lawrence River. Aeroplanes were catapulted from the decks of the escorting cruisers *Southampton* and *Glasgow* to carry

Mrs Michael Adlane
 47 Westmount Gardens
 Harbham St.

Left: variety — French date in English cancellation.
 Below: cover posted in lobby of Royal Empress Hotel, Victoria BC.
 Not correct
 Cancel has '11'
 trademark line
 Vancouver
 Victoria '18



special stamps. The rescheduling of the tour was achieved in the early stages, largely by cutting the proposed four days in Ottawa down to two and a half. This allowed the rest of the tour to proceed according to plan and minimised disruption.

The blue and silver liveried train left Quebec in the morning of May 18 and, stopping only at Three Rivers en route, arrived at Montreal at 2.15pm. The official banquet took place at the Windsor Hotel that evening and afterwards the entourage boarded the train and moved out of Montreal towards Ottawa, halting for the night at Caledonia Springs some 67 miles east of Ottawa. Overnight stops were often made between towns to avoid a large gathering which would interfere with the travellers' sleep.

If the postmarking rules were strictly followed, all cancellations on May 17 and 18 would have been French ones, as the train was in the French-speaking province of Quebec. They should have been switched to English markings on May 19 when the train moved into Ontario; it arrived at Ottawa at 11am. As so often happens, the reality is somewhat different. English markings have been reported for May 17 and 18 as well as French, whilst French markings have been reported for May 19 as well as English. I have not seen an example of the latter but I have seen a cover with English markings timed at 5pm on May 18, ie before the Royal Party sat down to dinner in Montreal! French markings were not seen again until the train crossed back into Canada from America.

Serious collectors of Royal Tour material naturally seek an example for each day of the tour, thus mapping out the itinerary. Where applicable, both English and French markings are collected and, possibly,

out a survey of ice conditions in the river itself. Canadian destroyers *Skeena* and *Saguenay* greeted the incoming liner and, the King having taken the salute, the cruisers wheeled round and led the way up the North Channel of the St Lawrence. Anchor was dropped at Orleans, below Quebec, in the small hours of Wednesday morning (May 17) to allow a rescheduled arrival at Wolfe's Cove at 10.30am on that day.

So, before the King and Queen even set foot in Canada, the avid collector will have seen the opportunity to acquire covers posted on board RMS *Empress of Australia*, HMS *Glasgow*, HMS *Southampton*, the Canadian destroyers *Skeena* and *Saguenay*, not to mention first day covers of the specially-issued stamps, cancelled with English and French flags and English and French handstamps. Such first day covers are far more common than covers posted during the trip. During the Canadian portion of the tour some 318,000 items of post were despatched from the Royal Train, of which about 150,000 were first day covers.

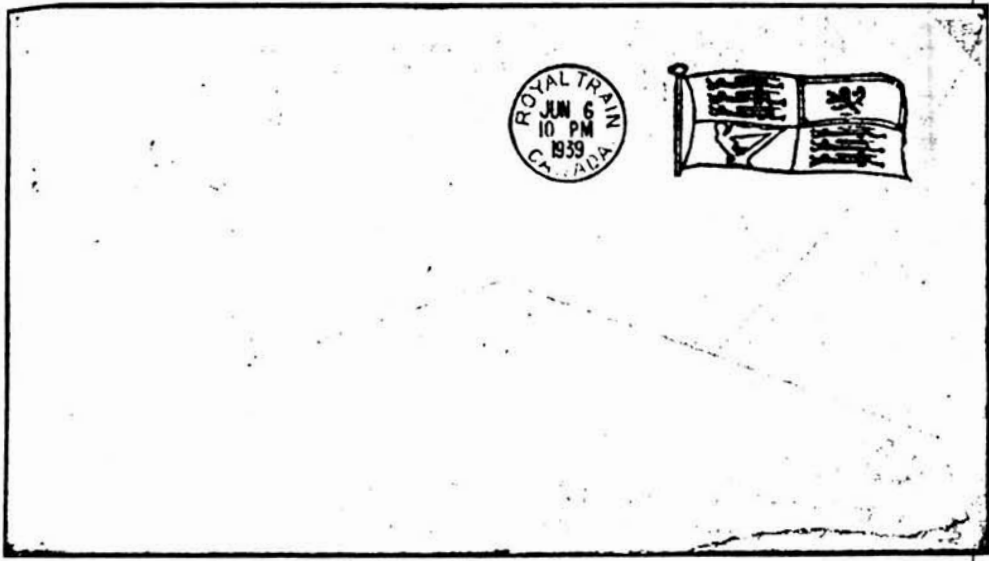
At 10.30am on May 17 Their Majesties disembarked at Wolfe's Cove, the first time a reigning monarch had set foot in Canada. It was at this very spot on September 12, 1759 that the first boat of the English attacking force, carrying Gen-

eral Wolfe himself and 24 volunteers, landed below the Plains of Abraham. The ensuing battle saw Wolfe's forces defeat the French under General Montcalm, both generals losing their lives in the process. It is a little ironic then that the royal party was greeted by a guard of honour mounted by the Regiment of the French Canadian Corps!

Great importance was placed on this tour by the Canadian people. Its significance is demonstrated by the fact that, for the first time in Canada's history, all the members of the Privy Council were assembled under one roof, that of the Chateau Frontenac, to greet the King and Queen. Among them, at 95 years of age, was Sir

William Mulock. He will be best known to students of Canadian philately as the Postmaster General at the end of the last century who was largely responsible for securing the one penny 'Empire Rate' whereby letters to all parts of the then British Empire could be sent at a cost of 1d (2 cents Canadian). The rate came into force on Christmas Day 1898 and to mark the event Canada issued its first bi-coloured stamp, the famous 'Map' stamp, often referred to as the world's first Christmas stamp.

Thus the tour proper started on May 17, 1939, so covers dated this day are true first day covers of the tour as opposed to those of May 15 which relate to the first day of issue of the



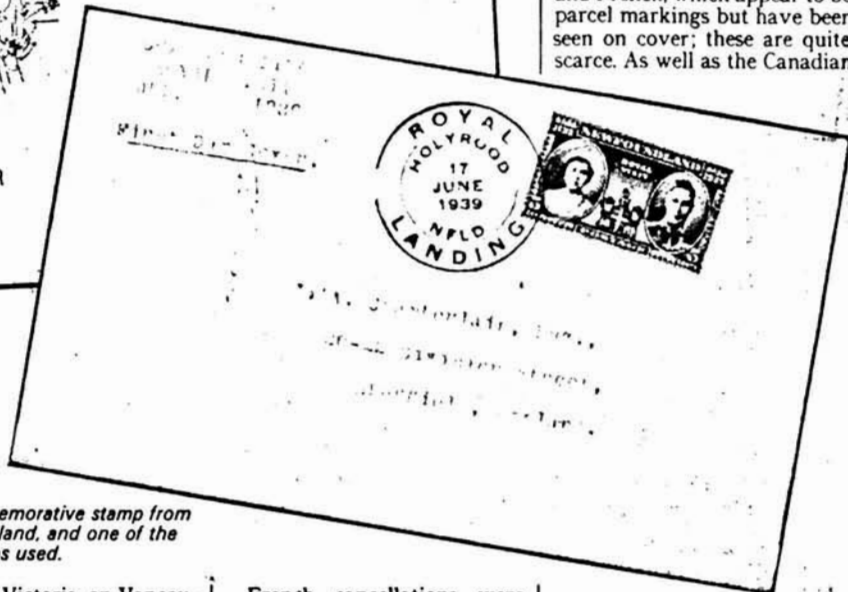
Royal Train cancellation used as a receiving mark on cover addressed to the Royal Train.



Hand and machine cancellations from the United States.



THEIR MAJESTIES' CANADIAN TOUR
and Visit to United States
May 15 to June 15, 1939.



The commemorative stamp from Newfoundland, and one of the handstamps used.

both handstamp and machine cancel. Covers bearing the set of three stamps are often found with both hand and machine markings as the machine cancel would not cover all three stamps. A nice variation here is to find a cover with English machine and French handstamp, or vice versa.

Major variety

Having arrived in Ottawa on May 19 the train departed on May 21 and headed west, crossing the Rockies on May 27 and 28 to arrive in Vancouver, British Columbia, on May 29. Philatelically speaking, the only important event during this period took place on May 22. The French date slug, ie Mai 22, was put into the English dater then in use in the cancelling machine, making a most unusual and desirable hybrid. My example is timed at 11am and I have seen another timed at 3pm so the error was not spotted immediately. However, it is still a very scarce item. Whilst the error is unusual it is understandable; what is not so understandable is how the reverse is also reported on the same day, the English month in the French dater, bearing in mind that the French dater should not have been in use at all on this day. I have not seen an example of this latter version of the error. Though odd, I find it difficult to believe that such errors were philatelically inspired.

Having reached Vancouver, on the west coast, the train ran out of land. The Royal Party

crossed to Victoria, on Vancouver Island, by ferry. However, the philatelists of that fair city were not to be denied their opportunity for Royal train cancels. The cancelling devices were taken across and a temporary post office was set up in the lobby of the Royal Empress Hotel, where the King and Queen stayed, so that the Royal Train cancels could be provided while they were there. The journey back began on May 31.

On the return journey a diversion was made into the United States. The crossing was made at Niagara at 9.30pm on Wednesday, June 7 and, at that point, the US postal officials took over from Major Ross and his assistants. The US post office used its own handstamp; the same machine was used as in Canada but a new, American, die was inserted.

During the stay in the USA just over 98,000 items of mail were serviced between June 8 and 11. The train crossed back into Canada early in the morning of June 12 and it is understood that some two dozen covers were cancelled before the travelling post office was handed back to the Canadian authorities. Thus a US cover dated June 12 becomes another sought-after item.

French cancellations were used on June 12 as the train made its way back through Quebec, heading towards the Maritime Provinces. The tour of the mainland, including Prince Edward Island, ended on June 15 and the latest markings are 6pm on that day.

The Royal Party were due to return home on the *Empress of Britain* and they embarked on the evening of June 15 before spending the next day resting at anchor in Conception Bay. On June 17 the King and Queen landed at Holyrood, Newfoundland, and spent the day visiting Britain's oldest colony. A stamp was issued for the one day visit and two special handstamps were used, one at St John's, the capital, the other to commemorate the Holyrood landing.

The return home

The entourage embarked on the *Empress of Britain* via a Newfoundland ferry boat and HMS *Glasgow*, on the evening of June 17, to commence an uneventful crossing which saw them disembark at Southampton at 2.50pm on Thursday, June 22.

A cover posted on board the *Empress of Britain* will obviously be required to round off a

collection based on the Royal Tour but there are a few other items which can be added. Whilst mail from the train is quite plentiful, mail addressed to the train is far less so; covers with a nice Royal Train flag or handstamp as a receiving mark are keenly sought. Registered covers with English and French registration marks need to be added. Then there are oval and boxed handstamps, in English and French, which appear to be parcel markings but have been seen on cover; these are quite scarce. As well as the Canadian

escort ships with their own covers, the US escort ships, one of which the Royal Party boarded, had their own handstamps.

Apart from the major error in the dater of the machine cancel on May 22, already mentioned, there were on at least two occasions minor transpositions of indicia in the Royal Train handstamps.

When all the philatelic possibilities have been exhausted, one can consider the multitude of specially cacheted covers prepared for the tour, commemorative labels, actual menus from the train, Royal Train stationery, the list seems endless. I even have an aluminium ornament, designed to be fixed onto a car bumper, which matches in design one of the many covers produced — it mounts up quite nicely!

Although it must be admitted that much of the 1939 Royal Tour material is philatelic in origin, there is fun to be had in putting a collection together which can perhaps best be classed as social history. As always with such enterprises there are items which are extremely difficult to find; my own collection is far from complete. But isn't that the fun of it?

ROYAL TRAIN FLAG CANCEL SURVEY

Date Probable Location Time Marking and Quantity

ENGLISH

May 15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

June 1
2
3
4
5
6
7
12
13
14
15

FRENCH

Mai 15
16
17
18
19
Juin 12

ROYAL TRAIN HAND CANCEL SURVEY

Date	Probable Location	Time Marking and Quantity
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 ENGLISH

May 15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

June 1

2

3

4

5

6

7

12

13

14

15

 FRENCH

Mai 15

16

17

18

19

Juin 12

 OTHER ROYAL TRAIN MARKINGS

Date and Description: