

# THE FLAG POLE



The Newsletter of the BNAPS Flag Cancel Study Group

---

Volume 6 Number 4, March 1993

Editor: Bob Thorne, 6 Milford Crescent, Brampton, Ont. L6S 3E4

Chairman: John Robertson, 10 Pergola Road, Rexdale, Ont. M9W 5K5

---

## CHAIRMAN'S MESSAGE

June 1993 will complete 6 years of the Flag Pole with an issue every 3 months being produced by 3 different editors, Doug Lingard, Tom Almond and now, of course, Bob Thorne.

The information we have produced is, in my opinion, well worth while and we are getting fairly close to an end of publishing new information. Once our book is ready it may become difficult to produce a Flag Pole so often - but we will have to wait as the future is not here yet. One member has suggested that, in time, we amalgamate with the Slogan Study group; as he pointed out that they really are all machine cancels and whether they are slogans or flags does not make much difference. I personally collect both anyway but feel a greater love towards the flags.

Letters to the editor on this very controversial subject are invited.

In January we had the Philex show in Toronto. Bob and I had the pleasure of seeing, once again, Larry Paige and Jeff Switt. One member acquired a marvellous example of one of the rarest possible flag cancels on cover, which no doubt you will see in the Flag Pole fairly soon.

This issue is larger than anything we have produced in quite a while. Keep the input coming in especially updates on articles in this issue, we need our book to be correct and the only way to make sure that this is so, is to receive corrections from you our members.

ROYAL TRAIN  
VANCOUVER - QUEBEC

An unusual card has been reported and it may help us unravel one of the mysteries regarding Royal Train cancellations.

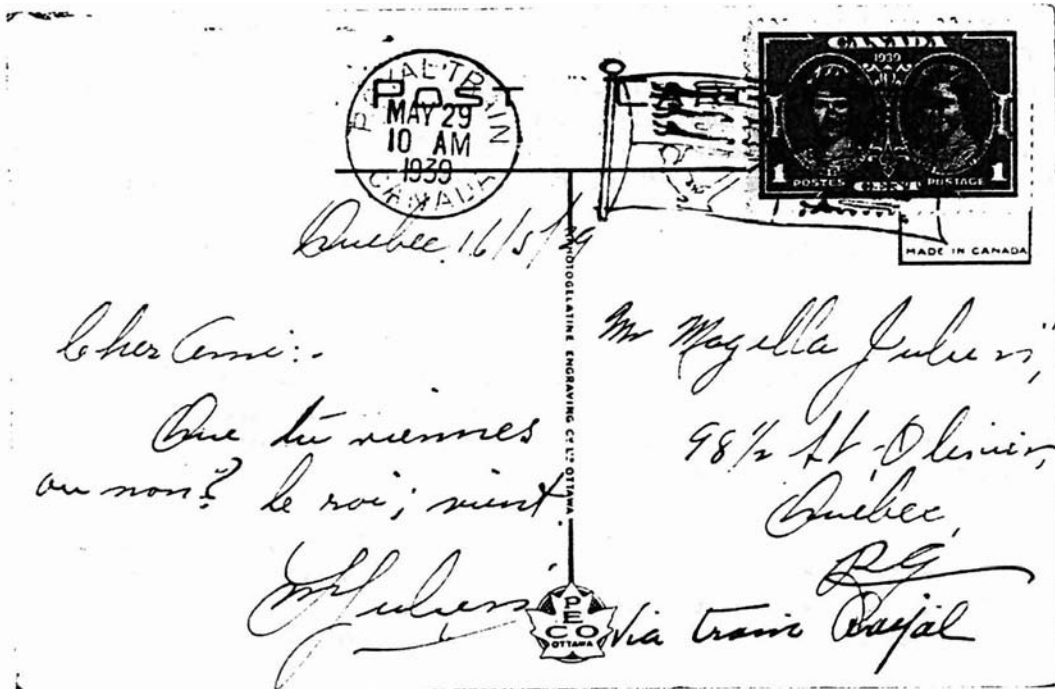
The illustrated card has a machine cancellation dated 10 AM May 29, 1939. This date is known to be Vancouver since the Train spent the whole day there. However, the card is dated 16/5/39 from Quebec.

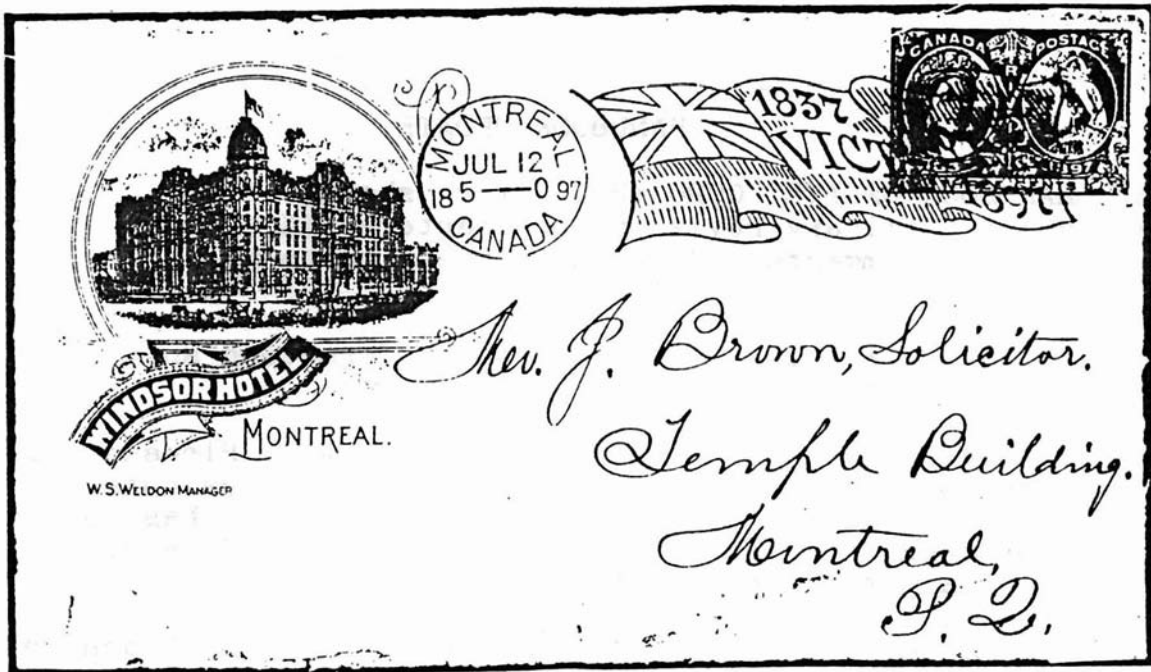
So far there is no reported strike for "Mai 16" from the French flag.

Perhaps some local Quebec City mail designated to be cancelled using the French Flag Die was set aside, pending the arrival of the Royal Couple. They did not actually arrive until May 17.

Further speculation could be when the postal crew had some time to tidy up in Vancouver, the Royals spent the 29th in Vancouver 30th in Victoria. During this period the mail from Quebec was found and cancelled with the English Die dated May 29.

Do any members have Covers or Cards dated May 29th that appear to be from Quebec City? If so this could help explain the lack of May 16 French Flags.





From the collection of new member Colin Banfield we can illustrate a magnificent strike (unfortunately a front) of New Type 4-2 (Old Type 4-1).

July 12 is a new late date for this Flag.

The piece appears to be commercial use. This creates a completely different picture for the MONTREAL-VICTORIA flags. Were they really used on a commercial basis until July 12?

If so, they certainly have eluded collectors, as the ONLY reported strikes from Montreal after July 10 are purported to be philatelic. Colin also sent some other pretty classic covers that will be illustrated in the future.

Note: Lot 427 in Bob Lee's Feb 13/93 Auction has the same Flag, dated July 9, on the same corner card addressed to the US. The hand writing appears similar.



Also from the classic period we illustrate Type 7-1 Hamilton LKD Mar 1, 1898 but a later time mark (23-S) than previously reported and Type 8-4 Montreal EKD Apr 15, 1898 with time mark 19-0 earlier than previous reported. Both items now reside in the Larry Paige collection.

## HANDBOOK UPDATE

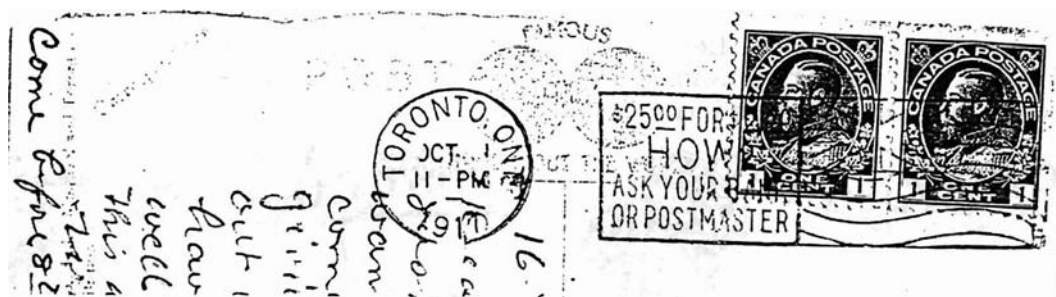
Our HANDBOOK UPDATE GURU (HUG for short), Doug Lingard, has passed a preliminary revision for Chapters IX to XIII on to your Chairman for comments. John gave these on to me for my opinion.

Doug is doing a super job with the information supplied. The Handbook will become a reality.

Pages 5,6,7 and 8 list dates for Enlist Now. Please review all items in your collections and report any dates outside those listed directly to Doug. If you know anyone who has holdings of Enlist Now ask them to review their material and report dates to Doug. We want the HANDBOOK to be definitive.

He has elected to assign different numbers to some Flags in order to maintain consistency. The following changes are proposed:

- |         |      |                   |             |
|---------|------|-------------------|-------------|
| TYPE 29 | - 1  | Gananoque         | (Was 29-2)  |
|         | - 1a | Gananoque (error) | (Was 29-3)  |
|         | - 2  | Vancouver         | (Was 29-1)  |
| TYPE 35 | - 1  | Saskatoon         |             |
|         | - 2  | Brandon           | (Was 35-10) |
|         | - 3  | Brockville        | (Was 35-2)  |
|         | - 4  | Fredericton       | (Was 35-3)  |
|         | - 5  | Medicine Hat      | (Was 35-4)  |
|         | - 6  | Moncton           | (Was 35-5)  |
|         | - 7  | Nelson            | (Was 35-6)  |
|         | - 8  | North Bay         | (Was 35-7)  |
|         | - 9  | Stratford         | (Was 35-8)  |
|         | - 10 | Winnipeg          | (Was 35-9)  |



John Robertson has done it again folks. He looked through a Post Card box at an antique show and came up with Type 28-4 Toronto Oct 1, 1917 a new late date.

**WORLD WAR II "ENLIST NOW" FLAG CANCELS**

	Location	Flag Die	Receipt Date	EKD	LKD	Value	Remarks and Usage
53-1	Brandon	F	41-08-12	42-08-12	42-05-30(L)	\$ 15	Ag 12/18, Sp 1, Oc 9/12, No 20, Dec 7/8, Ja 3, Ja 23, Fe 13, Mr 3/7, My 2/6, My 30
53-2	Calgary Hub I	I	41-08-04	41-08-04(L)	42-03-05(L)	5	Ag 4/9, Sp 17/22, Sp 30/Oc 3, Oc 18, Oc 31/No 4, Mr 2/5 "A" and "L" in CALGARY almost touching
-2A	Hub II	I	*	41-08-19(L)	42-07-23(L)	3	Ag 19/24, Sp 2/8, No 14, De 18/20, Ja 2/6, Ja 16/22, My 26, Ju 6/10, Jun 22/Jy 23 Taller "C" in CALGARY
-2B	Hub III	I		42-02-02(L)	42-05-07(L)	8	Fe 2, Fe 16/17, Ap 2/8, My 2/7 Smaller and rounder "G" in Calgary
53-3	Charlottetown	D	41-08-12	41-08-12	42-04-11(L)	12	Ag 12/19, Sp 11/17, Oc 21, No 27/28, De 4, Fe 3/7, Ap 11 Richardson's LKD of Ag 17, 1942 appears to be a reporting error
53-4	Edmonton	J	41-08-10	41-08-14(L)	42-07-04(L)	5	Ag 14/16, Sp 3/6, Sp 20/27, Oc 15/20, No 4/6, No 27/Dec 3, Ja 3/6, Ja 27/31, Mr 2, Ap 8, Ju 20/Jy 4
53-5	Halifax Hub I	C	41-08-04	41-08-04(L)	42-07-05(L)	3	Ag 4/10, Sp 4/6, No 22/28, De 26/Ja 8, Fe 2/5, Mr 12/19, Ap 15/21, My 27, Ju 22/Jy 5
-5A		C		41-09-01(L)	41-10-30(L)	8	Sp 1/3, Oc 25/30
53-6	Hamilton (Universal) Unbroken Hub I Stage I Break Stage II Break	B	41-08-14	41-08-14(L) 41-09-06(L) 41-10-28(L)	41-08-20(L) 41-10-09 42-03-06(L)	10 5 2	Ag 14/20 Narrow "R" in ONTARIO Sp 6/12, Oc 1/9 Oc 28/No 5, No 21/28, De 15/22, Ja 14/19, Fe 5/6, Mr 6
-6A	Stage II Hub II	B		42-01-13(L)	42-06-12(L)	2	Ja 13, Fe 10, Mr 25/Ap 1, Ap 18/25, My 14/20, Ju 6/12 Wide "R" in Ontario
-6B	Hub II	M	42-06-22	42-06-22(L)	42-07-04(L)	5	Ju 22/Jy 4 New cancelling die
53-7	Kitchener Hub I	E	41-08-19	41-08-19(L)	42-02-03	4	Ag 19/26, Sp 12/17, Oc 7/10, No 4/10, De 3/8, De 31/Ja 7, Ja 27/Fe 3 Wide "ONT"
7A	Hub II	E		42-03-18(L)	42-06-18(L)	5	Mr 18/25, Ap 16/22, My 19/26, Ju 12/18 Narrow "ONT"
53-8	Lethbridge	I	41-08-11	41-08-15(S)	42-06-16	10	Ag 15/16, Ag 25, Sp 12, Sp 25, Oc 11, No 22, De 10, De 23, Ja 12, Ja 26/28, Fe 9, Fe 28, Mr 16/29, Ap 15, My 13, My 29/Ju 2, Ju 16 Richardson's LKD of Ag 14, 1942 appears to be a reporting error

Location	Flag Die	Receipt Date	EKD	LKD	Value	Remarks and Usage
53-9 London Hub I	E	41-08-01 *	41-08-01	42-07-04(L)	2	Ag 1/8, Ag 27/Sp 3, Sp 20/26, Oc 16/23, No 13/18, De 10/17, Ja 9/16, Fe 5/11, Mr 28/Ap 4, Ap 25, Ap 30 (PM)/My 3, Ju 22/Jy 4
-9A Hub II	E		42-04-27(L)	42-04-30(L)	8	Ap 27/30 Wider "ONT"
53-10 Moncton Hub I	D	41-08-20	41-08-20(L)	42-04-21(L)	10	Ag 20/23, Ja 14/16, Mr 9/13, Ap 20/21 Narrow "C" in MONCTON
-10A Hub II	D		41-09-19(S)	42-04-24	10	Sp 19/26, Oc 29/31, De 10/12, Ap 21/24 Wide "C" in MONCTON
53-11 Moose Jaw	G	41-08-11	41-08-11(L)	42-06-15(L)	12	Ag 11/17, Sp 12/16, Oc 11/13, Oc 29, De 22/23, Ja 8/10, Ja 30, Fe 21, Mr 5/10, Ap 1, Apr 20, My 3/6, My 22/25, Ju 12/15
53-12 New Westminster	K	41-08-24	41-08-25	42-06-16(L)	12	Ag 25/28, Sp 15/18, Oc 13/18, No 7/10, Ja 16/19, Fe 9, Mr 19/21, Ap 28/29, Ju 10/16
53-13 North Battleford	H	41-08-11	41-08-11	42-06-19	25	Ag 11/17, Oc 6, No 14, De 8, Ja 13, Fe 6, Ap 9, My 6, Ju 19
53-14 North Bay	D	43-03-03	43-03-02	43-04-01(L)	25	Mr 2, 4, 6, 8/11, 15, 20, 26/27, Ap 1 Probably used during the whole month
53-15 Ottawa (Universal) Hub I	A	41-07-30	41-07-29(L)	41-12-14(L)	4	Jy 29/Ag 7, Ag 12/16, Aug 25/Sp 2, Sp 9/14, No 30, De 8/14 ONTARIO Hub
-15A Hub II	A	*	41-12-22(L)	42-07-06(L)	2	De 22/Ja 4, Ja 19/25, Mr 8/15, Ap 20/My 3, Ju 1/Jy 6, "ONT" Hub
53-16 Prince Albert	J	41-08-19	41-08-25	42-06-05	20	Ag 25, Oc 28, No 14, No 22, De 11, Ja 16, Fe 11, Mr 11, Ap 16/18, My 2, My 22/23, Ju 5
53-17 Regina Terminal A Hub I	G	41-08-04 *	41-08-05(L)	42-07-06(L)	5	Ag 5/9, Ag 19/22, Sp 8/9, Sp 22/23, Oc 4/8, Oc 20/25, No 27, De 14/16, De 30/Ja 3, Ja 16/22, Fe 4, Mr 17/19, Ap 6/10, Ap 25/28, Ju 25/Jy 6
17A Hub II	G		42-02-25	?	25	Only two reports, both dated Fe 25 "SASK" Dater Hub
53-18 Saint John Hub I	D	41-08-04	41-08-05(L)	41-11-22(L)	6	Ag 5/8, Sp 2/7, Oc 1/5, Oc 14, No 18/22 Wide "N.B."
-18A Hub II	D	*	41-11-10	42-04-02	6	Nov 10/17, De 24, Ja 22/29, Mr 23/Ap 2 Medium Width "N.B."
-18B Hub III	D	*	41-12-29(L)	42-07-04	6	Dec 29, Ap 28/My 4, Jun 24/Jy 4 Very Narrow "N.B."

Location	Flag Die	Receipt Date	EKD	LKD	Value	Remarks and Usage
53-19 Saskatoon Hub I	H	41-08-02	41-09-12(L)	41-12-26(L)	6	Sp 12/17, Oc 23/26, No 24/28, De 19/26 Wide "SASK."
-19A Hub II	H	*	42-03-08	42-07-04(L)	6	Mr 8, Mr 17/24, Ap 20/29, My 28/Ju 5, Ju 29/Jy 4 Narrower "SASK"
53-20 Sydney	C	41-08-12	41-08-12(L)	42-06-19	15	Ag 12/17, Sp 11/13, Oc 4/7, De 1, Ja 15, Mr 23/27, Ap 27/28, Ju 6, Ju 19
53-21 Toronto (Universal)						
Unbroken Hub I	B	41-07-30	41-07-30(L)	41-08-12(L)	5	Jy 30/Ag 12 Narrower "R" in Ontario
Stage II Break		*	41-12-27(L)	42-07-02(L)	2	De 27/Ja 12, Ja 21/Fe 4, Fe 13/25, Ap 2/16, My 22/Ju 4, Ju 15/Jy 2
-21A Unbroken Hub II	B		41-08-22(L)	41-08-25(L)	12	Ag 22/25 Wide "R" in ONTARIO
Stage I Break			41-08-26(L)	41-10-16(L)	4	Au 26/Sp 4, Sp 15/27, Oc 10/16
Stage II Break			41-10-17	42-07-06(L)	2	Oc 17/24, No 6/20, No 29/Del2, Mr 8/23, Ap 27/My 9, Jy 4/6
53-22 Truro	C	41-08-20	41-08-21	42-06-14(L)	10	Ag 21, Sp 21/24, Oc 16/20, De 11/22, Ja 21/26, Fe 19, Mr 3/10, My 5/12, Ju 12/14
53-23 Vancouver (Perfect)						
Hub I	K	41-08-04	41-08-04(L)	42-05-07(L)	3	Ag 4/16, Ag 31/Sp 5, No 5, De 11/13, My 4/7 Wide "B.C."
-23A Hub II	K		41-09-06(L)	42-04-05(L)	5	Sp 6, Sp 21/27, No 12/17, Mr 28/Ap 5 Medium "B.C" and no " " after "C"
-23B Hub III	K		41-10-20(L)	41-10-25	8	Oc 20/25 Medium "B.C." with " " after "C"
-23C Hub IV	K		42-01-21(L)	42-02-22(L)	5	Ja 21/Fe 2, Fe 16/22 Narrow "B.C." (Formerly 53-23A)
-23D Hub V (Universal)	O	42-06-22	42-06-22(L)	42-07-04(L)	8	Ju 22/Jy 4 BRITISH COLUMBIA (Formerly 53-23B)
53-24 Victoria	K	41-08-11	41-08-18(L)	42-07-06(L)	3	Ag 18/22, Sp 7/13, Sp 28/Oc11, Oc 29/No 3, No 22/29, De 16/17, Ja 5/12, Fe 5/6, Mr 8/13, Ap 9/23, Ju 3/8, Ju 22/Jy 6
53-25 Windsor (Perfect)						
Hub I	E	41-08-11	41-08-11(L)	42-04-14(L)	3	Ag 11/16, Sp 4/11, Sp 29/Oc 6, Oc 25/30, No 20/28, De 19/23, Ja 17/24, Mr 3/15, Ap 10/14 "ONT." Hub
-25A Hub II (Universal)	N	42-06-22	42-06-24(L)	42-07-05(L)	10	Ju 24/Jy 5 ONTARIO Hub
52-26 Winnipeg Hub I	F	41-08-02	41-08-05(L)	42-04-27(L)	5	Ag 5/9, Sp 8/Oc 5, No 24/28, Ap 15/27 Narrow "MAN."
-26A Hub II	F		41-10-15(L)	42-01-13(L)	6	Oc 15/17, No 3/11, Ja 13 Wide "MAN."
-26B Hub III	F		41-12-18(L)	42-05-15(L)	7	De 18/26, My 13/15 Very Narrow "MAN." (Formerly 53-26A)
-26C Hub IV	F	*	42-01-31(L)	42-07-06	4	Ja 31/Fe 6, Fe 22/24, Mr 19/27, Ju 22/Jy 6 Wide "MAN." with narrower "W" in WINNIPEG than Hub II

**WORLD WAR II "ENLIST NOW" BILINGUAL FLAG CANCELS**

Location	Flag Die	Receipt Date	EKD	LKD	Value	Remarks and Usage
54-1 Montreal Hub I	L	41-08-01	41-08-01(L)	41-12-19(L)	3	Ag 1/8, No 6/17, De 13/19 Bottom of "O" broken and foot of "L" partially damaged
-1A Hub II	L		41-09-02	42-05-28(L)	3	Sp 2/10, Ja 16/20, My 20/28 Very Narrow "P.Q."
-1B Hub III	L		41-10-02(L)	42-07-04	5	Oc 2/14, Ju 29/Jy 4 Round "O", medium width "P.Q."
-1C Hub IV	L		42-01-12(L)	42-01-15(L)	8	Ja 12/15 Very narrow "P.Q." but larger "O" and different "R" than Hub II
-1D Hub V	L		42-03-17	42-03-27(L)	6	Mr 17/27 Very wide "P" in "P.Q."
-1E Hub VI	L		42-04-21(L)	42-04-27(L)	6	Ap 21/27 Bottom of "O" broken, middle bar of "E" longer than in Hub I and foot of "L" not damaged
-1F Hub VII	L	*	42-06-22(L)	42-06-27(L)	8	Ju 22/27 Short footed "L"
54-2 Quebec Hub I	L	41-08-12	41-08-12(L)	42-06-04(L)	3	Ag 12/18, Sp 13/19, Oc 17/23, No 29, Ja 23/Fe 2, Ap 2/8, My 2/9, Ju 2/4
-2A Hub II	L		41-12-23(L)	41-12-29(L)	10	De 23/29 Smaller letters.
-2B Hub I	P	42-06-22	42-06-22(L)	42-07-05(L)	12	Ju 22/Jy 5 New Flag Die
54-3 Trois Rivieres	L	41-08-20	41-08-20(L)	42-06-17(L)	10	Ag 20/21, Sp 22/26, Oc 28/31, De 3/5, De 31/Ja 7, Mr 9/16, Ap 11/14, My 11/18, Ju 11/17

\* Hub/Flag Die Combination used for second Proof Book Impressions dated 42-06-22 (excepted Ottawa, which is dated 42-06-19).



## THE PERFECT CANCELLING MACHINE FLAG CANCELS

By Doug Lingard

In the December edition of the *FLAG POLE* Dan Rosenblat wrote an article identifying those cities that used Universal and Perfect 1953 CORONATION Flag cancelling dies. However, Dan made one error in indicating that Saskatoon used a Pitney-Bowes or Universal cancelling die. In fact, it used a Perfect cancelling die.

Over the years a number of collectors have asked me how to distinguish a Perfect from a Universal cancel. There are at least two methods that can be used. I would like to share the two methods that I use with other study group members.

Firstly, the Perfect machine dater hubs generally appear to be somewhat more "crude" than those used in the Universal machines. In other words, the lettering in the Universal dater hubs normally appears neater than the lettering in the Perfect dater hubs, especially after the Perfect machines started to age.

Secondly, with Universal cancels, the space between the dater hub and the obliterator is always wider (12-13 mm) compared to the space on the Perfect cancels (7-8 mm).

### PERFECT CANCEL



Narrower space between hub and die.  
Cruder lettering in dater hub.

### UNIVERSAL CANCEL



Wider space between hub and die.  
Neater lettering in dater hub.

The story of the Perfect Cancelling Machine itself is quite interesting. It appears to have evolved from the experimental Lamoureux repeater cancelling machine that was tested in Montreal during the mid 1920's. However, it was significantly different from the Lamoureux machine so that Lamoureux could not take legal action against his former associated, a man named George H. Robert who sold the Perfect machine (rather than the Lamoureux) to the Canadian government. A Montreal company, Machine Works Limited, eventually manufactured 132 of these machines between about 1928 and 1935.

One of the reasons that the post office used to justify purchasing these machines rather than the less expensive U.S. built Universal machines, was due to a situation that occurred during World War I. The Canadian post office tried to purchase some patriotic slogans (probably the WWI Flag Cancels) but the International Postal Supply Company would not sell them any. This refusal was probably due to the fact that the

United States was a neutral country in the spring of 1917 and the International company did not want to do anything that could have been perceived as helping the Canadian war effort. Also, it would seem that this refusal was the main reason that the post office switched from International to Universal machines in 1919. Although a few smaller offices continued to use Internationals after 1919, these were paid for by the local postmaster and not by the post office itself.

In 1938 or 1939, the post office started to replace the Perfects at Toronto with Universals leased from Pitney-Bowes. The spare Perfects were sent to other cities that required additional machines. Since Pitney Bowes had storage and repair facilities in Toronto, it was obviously cheaper to have them install and maintain their machines at Toronto than if Universals had been shipped to other cities across Canada. However, by the spring of 1942, a number of major cities required additional cancelling machines and we see the arrival of new Universals at such sites as Windsor, Winnipeg and Vancouver.

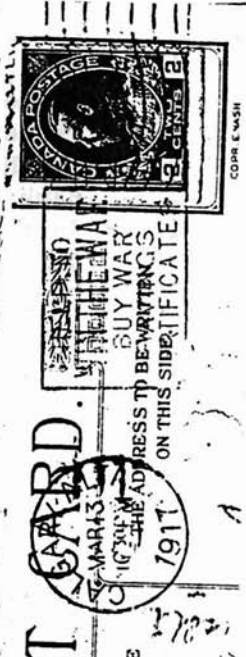
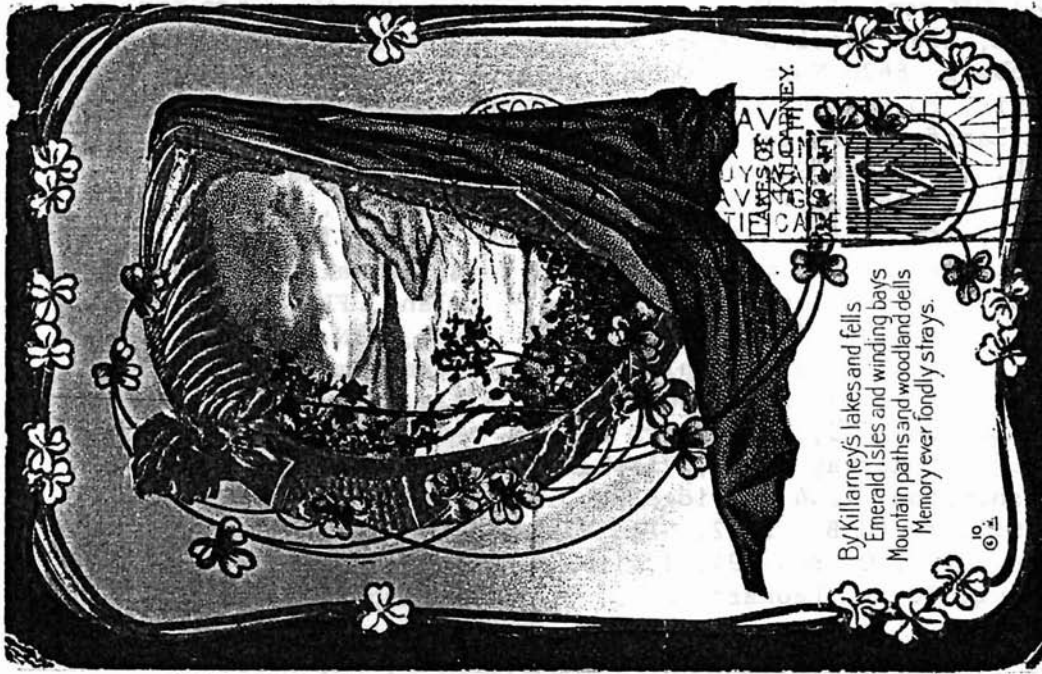
In 1955 or 1956, almost all of the Perfect machines that were still in use across Canada, were replaced by new Universals. The old Perfects and their spare parts were returned to Montreal where the machines were cannibalized for parts. Thirty or so good machines were kept as backup units at the Montreal post office for use during busy periods like the Christmas mailing period. Another 20 or so were sent to smaller sites near Montreal and maintained by the post office engineering facility at Montreal. By the late 1960's, most of the Perfects at these smaller sites had been replaced with more modern machines. One of the last documents in the Perfect files at the Archives is a purchase order for 37 Perfect 1970 year dates. These were for the 34 remaining machines at Montreal and one each at Brandon, Dorval (AMF) and Ste. Therese de Blainville. The reference to a machine at Point aux Trembles was crossed off indicating that this machine had recently been or was to be replaced. Other than the Quebec units, it seems that only the Brandon backup Perfect and one at Tisdale Sask. (in use until 1966 or 1967), were still being used in the 1960's.

The latest Perfect cancel that I have noted is from the machine that was used at the Airport Mail Facility in Dorval. It is dated March 3, 1971. If anyone has an example of a later usage, I would appreciate a photocopy. It would seem likely that when the large mail processing plants opened in Montreal in the early 1970's, the Perfect backup machines, if they were still in service at that time, would no longer have been required and would have been turned over to Crown Assets for disposal. For several years, I have been trying to determine what happened to the last 37 machines. However, there is no one left at Canada Post who remembers when or how the post office disposed of these units.



The latest known Perfect Cancel?

A lovely item that arrived in time for St. Patrick's day this year. The Card (reproduced to the best of my ability) is from the collection of Preston Pope, a new member of the group. He sent me a GREEN copy of the card so I could read the ST. PATRICK's day 1917 receiving mark from Stratford Flag 35-8. It is a shame that the EKD for Stratford is now March 14, rather than the 17th of Ireland er,uh March. The message side has Calgary 23-1, March 13. What a wonderful card, if only you all could see it in GREEN.



Charles King sent in two interesting items. Charlottetown 71-2 dated June 5th, not reported by Richardson and Halifax 71-5 hubless a very collectable variety. Try and see if you can find other hubless varieties. They are much sought after in the classic 1896-1902 era.



My second issue contains a mystery (Royal Train), an almost Earth Shattering Discovery (Type 4, July 12), a couple of potential controversies (Flag Pole Future & New WWI Numbers), input from 2 new and 5 other members. Boy! this job can be fun.