

THE FLAG POLE

BNAPS '94 REPORT

The Newsletter of the BNAPS Flag Cancel Study Group

Volume 8 Number 3, December 1994

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CHAIRMAN'S MESSAGE

This issue of "FLAG POLE" could be somewhat late and your chairman is to blame, as Carol and I have been in Sunny Texas for the last two and a half weeks. A great vacation but nothing of BNA philatelic interest to report, although I did quite a lot of looking at postcards, etc.

BNAPS '94 in Burlington, Vermont was a great success and we had good attendance at our Flag Meeting. The following were present: Wally Gutzman, Doug Lingard, Geoff Newman, Larry Paige, Bill Robinson, Bill Rockett, Dan Rosenblat, Gary Anemaet, Peter McCarthy, John Milks, Elwood Poore, Gus Quattrocchi, your editor and my self.

Our guest speaker was Larry Paige (Bill Rockett presented Larry with a special Flag Collection following his talk). Doug Lingard gave us an update of how he is progressing with the new Flag Book.

I wish all of you a Happy New Year and may your philatelic finds all fill holes in your collections.

EDITOR'S REMARKS

Vermont was fun. If you have an opportunity to buy someone a sandwich, do it. You never know what rewards will be forthcoming (Thanks Peter both items are in my collection).

Great to meet a couple of guests who became members at our meeting, Gus Quattrocchi and Woody Poore. Also pleased to welcome a couple new members from BC to our group, Phil Briand and an old correspondent, Cec Coutts.

Please try and send in your questionnaire on early material as requested in the September 'FLAG POLE' to:

David Sessions, 99 Offington Ave., Worthing, W. Sussex England, BN14 9PR.

Even a nil report helps to evaluate the rarity of these cancels.

SHORT '1'

Reports from Chairman John and two other members on this variety have been forwarded to the editor. I am reproducing David Sessions note with minor modifications. It bodes well for our group that David, a senior flag collector, and Mike Rixon, a relative new collector, can contribute to the same study.

David Sessions' note:

Following Jeff Switt's note on the Short '1' at Toronto in 1901 (Sept. 'FLAGPOLE' p2), I have had a look at my collection and files and can offer a few more dates to flush out the movements of the dater in question.

Original report Jan. 2 to Feb. 1 with 8-22 (Die F); it was not with Die F on Feb 25.

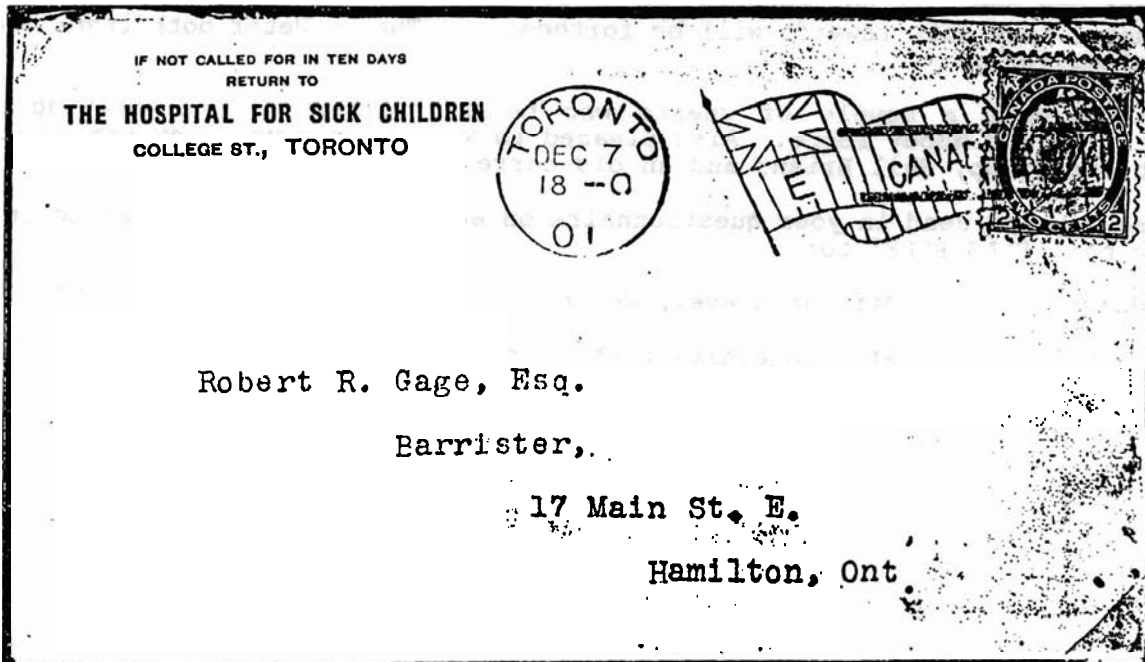
Original report May 3 with 10-1 (Die A); it was not with die A on 6 May.

Original report May 15 with 12-1 (Die D); add 16 and 22 May.

Original report May 29 to Jun. 5 with 11-2 (Die C); it was not with Die C on 6 July. I can confirm 29 May and it was possible still with 11-2 on 22 June but my photostat is not clear enough to be 100% sure.

It was possibly with 12-2 (Die E) on 31 August, though again I cannot be positive as the hub break is hidden by advertising on the photostat. However, I can say that it was with 8-21 (Die E) on 4 and 7 December; the 'tail' at the 9 o'clock break in the dater is still clear at this later date as will be seen on the accompanying photostat. That dater sure did get around in 1901!

Of course, it is quite possible that many of the daters experienced such bed hopping, it's just that the easy recognition points that Jeff identified enable us to trace this one quite easily. I fear few of us would have the time, patience or indeed the inclination to follow the paths of all the Bickerdike daters at Toronto and Montreal!

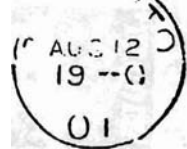


SHORT '1' DIES AND PERIODS OF USE

FLAG	DATE-REPORTER
8-22	Jan. 2-JS, 5-BT Feb. 1-BT (25 not this die per DS)
8-20	Mar. 23-BT Apr. 16-BT
10-1	May 3-DL (6 not this die per DS)
12-1	May 15-BT, 16-DS, 17-JR, 22-DS
11-2	May 25-JR
10-1	May 27-JR
11-2	May 29-BT Jun. 5-BT, 6-MR, 17-MR, 22-MR
???	Jul. WAITING FOR YOUR REPORT !!!
12-2	Aug. 6-JR, 12-MR, 31-DS
8-21	Sep. 19-JR Oct. YOUR INPUT NEEDED HERE !!! Nov. WHO WILL HAVE THE FIRST NOVEMBER SIGHTING ??? Dec. 4-DS, 7-DS

REPORTERS : Jeff Switt(JS), John Robertson(JR), Michael Rixon(MR), David Sessions(DS), Doug Lingard exhibit(DL), Bob Thorne(BT), YOU!!!

It is rather interesting that we now can record seven different dies with the short 1 Dater hub variety. There could still be another five waiting for someone to discover. If you can expand our knowledge on the variety please send in your reports.



The card was sent by a gentleman in Germany to the manager of the Java Bank in Java, on 7 April 1897, with a request that he forward it to an addressee in Yokohama who, in turn, should send it to San Francisco, from whence it should go to Montreal and back to the sender in Germany. Addresses for each stage were given and the object was to get the card round the world in 100 days.

The Montreal address was the Bank of Canada, where it was received on 21 June and despatched the same day. Obviously the sender could not have contrived to get his card to the Montreal P.O. on 21 June, the generally accepted first day of commercial use of the lovely Type 4 flags, so we have an extremely philatelic card proving commercial use!

The arrival mark at Montreal P.O. is dater X (formerly with F-1 Die A) and is timed at 8-0 (8:00 AM). The despatching mark is an F-4 flag (Die 2 Dater Z) timed at 14-0 the same day. I have a commercial cover, with this (regular) combination of dater and Flag, showing the same time and date which I have always regarded as the earliest commercial use. I do not have the regular combination of Flag Die 1, Dater Y, timed at 11-0 on 21 June, but do have an unaddressed Windsor Hotel envelope (illustrated); Doug Lingard has a similar item. These may well be test pieces/souvenirs, run off as the new dies were being fitted.



However , it is the arrival mark that is interesting. We know that F-1 Dies A, E and F were withdrawn to make way for the incoming F-4 Dies. We also know (see para. 1) that F-1 Die E was still in situ at 5:00 AM on 21 June; the card under discussion shows that Dater X was being used for back stamping purposes at 8:00 AM. This suggests that F-1 Die A had been removed but, i Suggest, F-4 Die 3 had not yet been fitted. If new dies were being fitted to three of the six machines, it seems unlikely that one of them would have been removed for back stamping, far rather one of the 'old' dies, If, however, one is in the throes of making changes, it makes sense to use a machine from which a die has been removed, before fitting the new doe in. Of, course it's speculation on my part, humans are not always logical! However, it does add strength to the argument that F-4's were fitted in the morning of 21 June.

Unfortunately, all this speculation is pulled up short by a cover in Larry Paige's fabulous collection, addressed to H.E. Waite (one of the directors of the Imperial Mail Marking Machine Co.), dated 20 June, timed at 5-0 95:00 AM), carrying an 'abnormal' combination of F-4 Die 3 and Dater Y, properly back stamped at Boston!

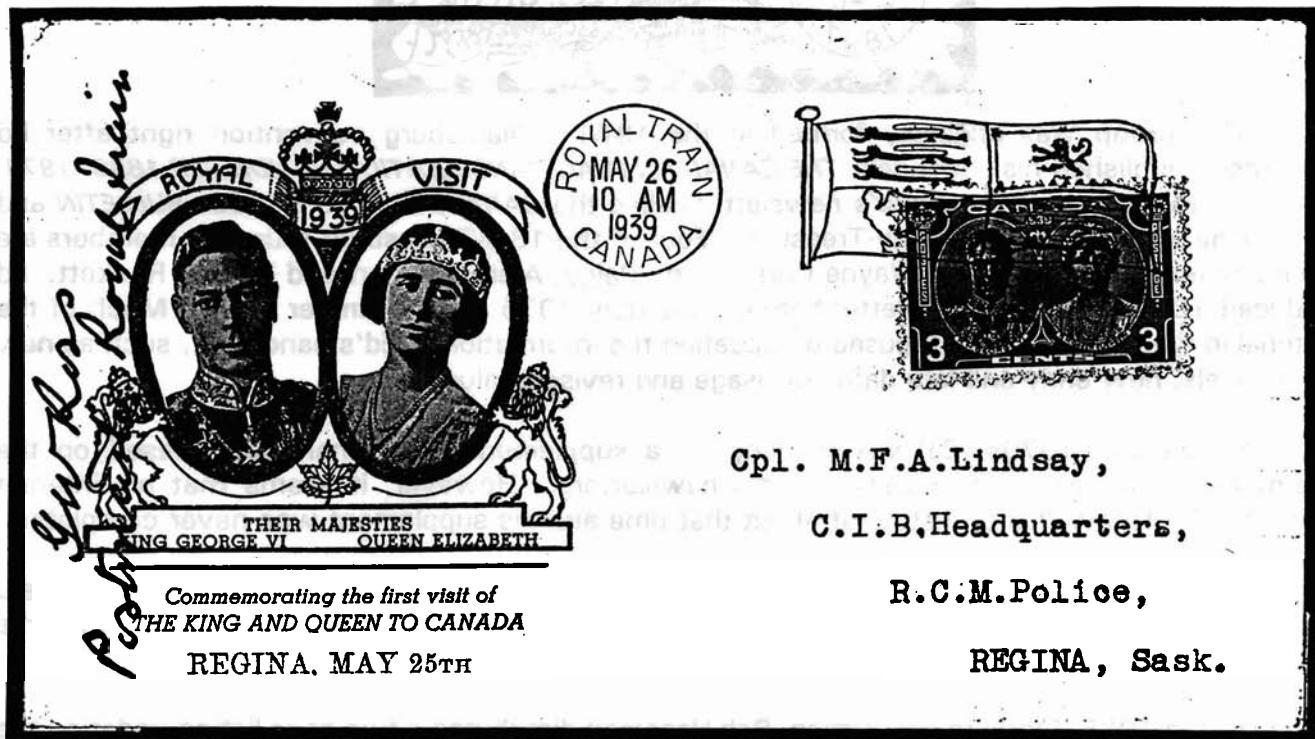
Oh yes, there is one bit of good news in all this - the 'ROUND -THE-WORLD' card made it in 85 days.



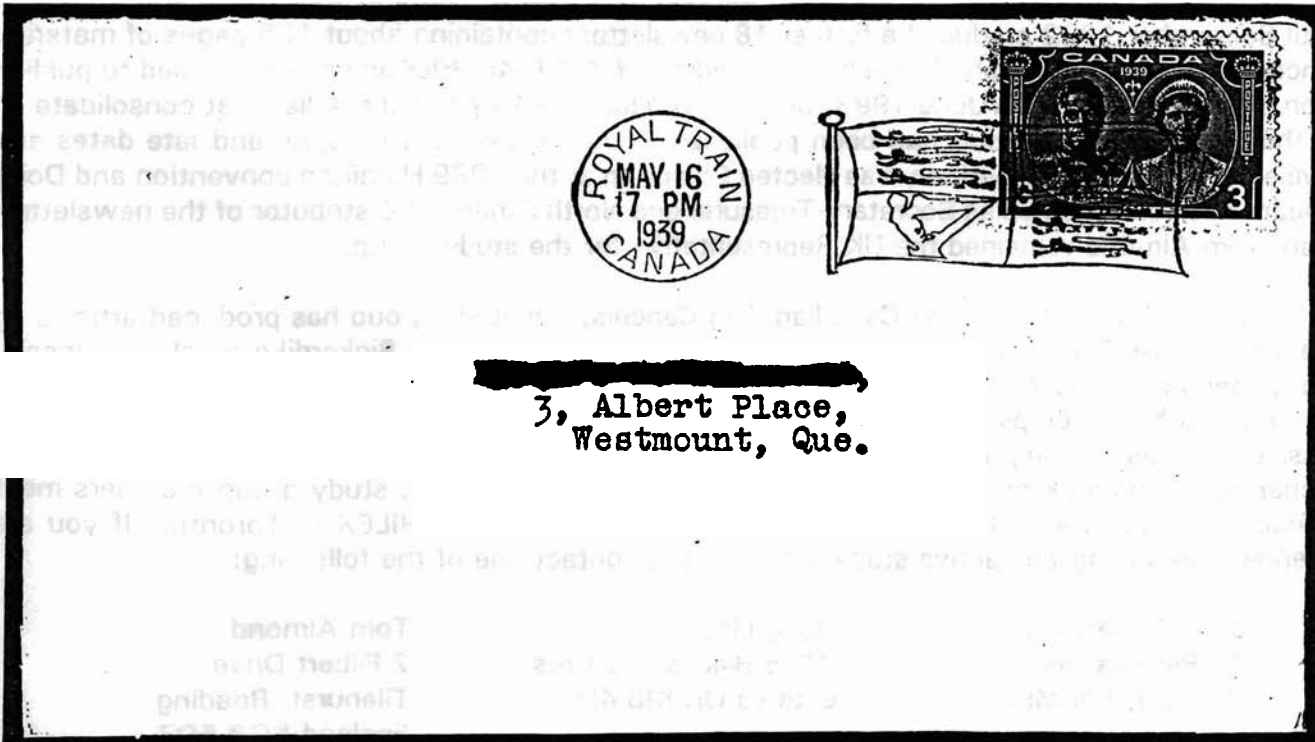
1939 ROYAL TRAIN FLAG CANCELS

By Doug Lingard

Two elusive Royal Train time markings (May 26 at 4 PM and 8 PM) were shown in the March 1994 edition of the *Flag Pole*. Below is another May 26 example cancelled at 10 AM, while the train was at Medicine Hat. It is from a RCMP officer who accompanied the train from Regina and is one of only two examples reported from Medicine Hat.



Flag cancels from May 16 are elusive as well. Apparently the Royal Trains spent the day at the CPR Angus yards in Montreal. A few people seem to have brought covers to the train and had them cancelled with the English Flag Cancel. A few examples are known with the 7 PM time marking and one with the 10 PM time marking.



THE FLAG CANCEL STUDY GROUP - BNAPS



This group was originally formed at the 1974 Williamsburg convention right after Ed Richardson published his handbook, *THE CANADIAN FLAG CANCELLATION HANDBOOK 1896-1973*. Ed agreed to edit the study group's newsletter called the *CANADIAN FLAG CANCEL BULLETIN* and Larry Paige was elected Secretary-Treasurer. Four of the 13 Williamsburg founding members are still members today. They are Wayne Curtis, Larry Paige, Alan Steinhart and Wilmer Rockett. Ed produced 13 issues of his newsletter between January 1975 and November 1978. Much of the material in these newsletters focused on updating the information in Ed's handbook, such as new flag cancels, new early and late dates of usage and revised values.

In the late 1970s, Ed was working on a supplement to his handbook based on the information that had been published in his newsletters. However, it seems that his interest switched to Military Postal History at about that time and his supplement was never completed.

In 1980/81 Larry Paige tried to restart the study group and assumed the editor's duties. However, he did not receive much support from the members and was able to produce only three issues of the newsletter.

At the 1986 Dearborn convention, Bob Heasman distributed a two page listing updating the early and late dates of the 1896-1902 Flag Cancels. Those members present agreed to work together to reactivate the study group. Doug Lingard assumed the lead role and agreed to produce a few issues of the newsletter until the study group was on its feet again. Doug produced the first issue of the new newsletter, called *THE FLAG POLE*, for CAPEX '87 and a further three issues, which contained 60 pages of wide ranging material on the 1917-19, 1927, ROYAL TRAIN, ENLIST NOW, and the German Bickerdike Flag Cancels. Tom Almond took over as editor in June 1988 and from then until September 1992 produced a further 18 newsletters containing about 125 pages of material. Since December 1992, Bob Thorne has been editor of *THE FLAG POLE* and has continued to publish it on a quarterly basis. In June 1993, Bob also produced a 14 page check list that consolidate all of the new information that had been published in the newsletters on early and late dates and revised values. John Robertson was elected Chairman at the 1989 Hamilton convention and Doug Lingard has continued on as Secretary-Treasurer and North American Distributor of the newsletter. Also, Tom Almond remained the UK Representative for the study group.

In addition to articles on Canadian Flag Cancels, the study group has produced articles on the 1939 Royal Train Cancels and the early Canadian Imperial and Bickerdike machine cancels. Many members collect these as well. Members trade material, share information on all of these cancels and have completed surveys to establish rarity factors and values for some of the more elusive cancels. Doug Lingard, with the help of other members, is presently updating the Richardson handbook and hopes to have it finished in 1995. Also, study group members meet frequently at philatelic shows such as ORAPEX in Ottawa and PHILEX in Toronto. If you are interested in joining this active study group please contact one of the following:

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