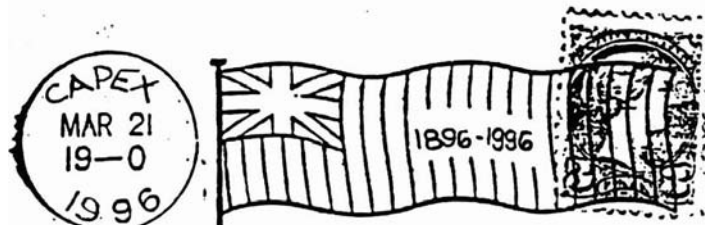


THE FLAG POLE



The Newsletter of the BNAPS Flag Cancel Study Group

Volume 9 Number 3, March 1996

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CHAIRMAN'S MESSAGE

CAPEX 96 commences on June 8th, a Saturday and we will have a dinner that evening. I am assured by the CAPEX committee that our flag cancel will be used, we have submitted two different designs and at this date Canada Post have not decided which one they will use.

We need a guest speaker at BNAPS' 96 in Texas, Please contact me A.S.A.P.

In this issue our Editor will be presenting some ideas as to whether we should convert our FLAG group into a MACHINE study group.

EDITOR'S REMARKS

March 10, 1896 the first MACHINE cancellation in Canada.

March 21, 1896 the first FLAG cancellation in Canada.

March 1996 represents the 100TH ANNIVERSARY of both machines and flags.

Yes, this is a lead in to the complex question that has faced study groups. What happens when the basic subject matter has been covered and there are few new areas to write up.

Do you stop publishing a newsletter and let a group die?

Do you continue to rehash the past material. There is always an earlier date to be found and of course you can always get into fly spec philately. Which interests only a handful of collectors?

Do you go away from the core subject and write up surrounding material which most collectors have some interest in?

At CAPEX '87 Bob Heasman came up to me (I was working as an information booth for the show committee) and told me about a new study group being put together and they had just published its first newsletter. Bob gave me a copy. I told him I had little interest in Flags but did play with Slogans and knew a gentleman who was into Flags (John Robertson). This is how both John and I became aquatinted with the Flag Group.

John took the newsletter and quickly became a member. I did not join until 1989 after the Slogan group started and the Flag group was my second study group. So now you know my secret as Doug has said all along I am a Slogan collector who happens to collect Flags, mostly because Flags are pretty Slogans.

Early Flags, and Royal Trains are not Slogans. So, I cannot be a true slogan collector, I must be a Machine collector. I suspect most of you out there reading this are Machine collectors. Read the articles in the Flag Pole, many of them refer to the early use of machines around flags including the lead article in this issue (Bob illustrates Hamilton M4 to support his theory).

The joy of machine study is further illustrated in major works from members of our Group the late Ed Richardson illustrates machines in "The Flag Cancellation Handbook 1896-1973"; David Sessions' "The Early Rapid Cancelling Machines of Canada" is a major study of Canada's early machines; Geoff Newman's "The Bickerdike Machine Papers" is an in-depth study of the Bickerdike Machine; Doug Lingard's "Canadian Flag Cancels 1896-1919" shows all the early machines.

What about the more modern machines. In the 1920's the Universal and Columbia machines were in vogue only to be replaced by the Perfect machines in the 1930's. A combined Pitney-Bowes Universal machine was next and variations continued well into the 1960's when some IPS machines were introduced. Then on to the modern era with High-speed Toshiba machines at major centres during the 1970's, the Klussendorf rage of the 1980's and today's modern spray-ons.

Study groups have been around for Klussendorf and IPS machines, Geoff tried to support a machine study group but none of these are active. The original flag group died only to be resurrected in 1987. Can this happen again?

I propose merging the Flag and Slogan groups into a MACHINE study group with a common newsletter with short articles on whichever machines are of interest at the time with the focus on the changeover periods. Lengthy articles could be published as handbooks in a form similar to the Flag Checklist on a periodic basis as submitted or serialised over a number of issues.

With this in mind I present an introductory article on the changeover from International to Universal Machines during World War I and include an updated Flag checklist with this newsletter.

Please send your opinion to me or to Chairman John. Give us your opinion at CAPEX.

HAMILTON, CONVERSION FROM TYPE 7 TO TYPE 8

Bob Heasman

Ed Richardson's handbook¹ went a long way to correcting the reporting errors of Mc Cready's earlier publication². Unfortunately, he did not catch them all. The transition from flag type 7 to 8 at Hamilton is a case in point and it is hoped the following comments will be of some assistance in resolving the problem.

First some background. The last two Bickerdike machines of the Canadian Postal Supply Company contract³ were installed at Hamilton in mid December, 1897. Their obliterators were type 7 flags with "A" and "B" indicia letters. Mc Cready had reported a third flag, die letter "C", in his first edition and had repeated the error in the 1956 revised edition - but with a question mark. Richardson, correctly, eliminated the report. It is well documented that dissatisfaction with the obliterating quality of these dies gave rise to the addition of two heavy bars, thereby converting them to our type 8. The conversion process began with the Toronto flag dies in February, 1898, to be followed by Hamilton some three weeks later.

Mc Cready's listing included earliest known uses (EKU's), a practice expanded by Richardson to include latest known uses (LKU's). Relevant transition dates at Hamilton were recorded by Richardson as follows:

	<u>Die A</u>	<u>Die B</u>
Latest known use as type 7	March 2, 1898	March 9, 1898
Earliest known use as type 8	March 3, 1898*	March 13, 1898

* noted as having been reported by Mc Cready, but not otherwise verified.

In issue No. 2 of the 'Canadian Flag Cancel Bulletin' (predecessor to The Flag Pole) of which he was the editor, Ed reported a new LKU for the Hamilton type 7 A flag of March 11, 1898, thereby making the previously reported March 3, type 8 EKU an impossibility. Apparently without any substantiation, he simply changed '3' to '13' with the cryptic comment "Obviously the March 3 date of Mc Cready was in error". Unfortunately, his simplistic approach did not solve the problem. By 1982, the March 13, EKU, for both dies, was being questioned by David Sessions⁴. Nevertheless, the most recent EKU/LKU update (Vol.5. No.4 of this newsletter) still reflects that date. Thus we continue to list as type 8 EKU's, a date known to be arbitrary (die A) and one first reported in 1945 but still unconfirmed some 40 years later (die B).



Fig. 1

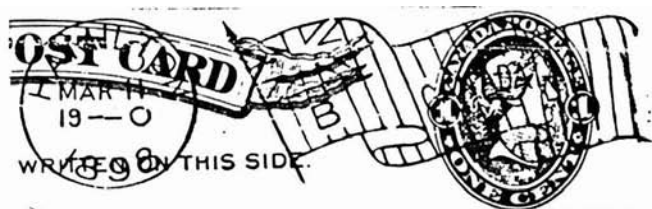
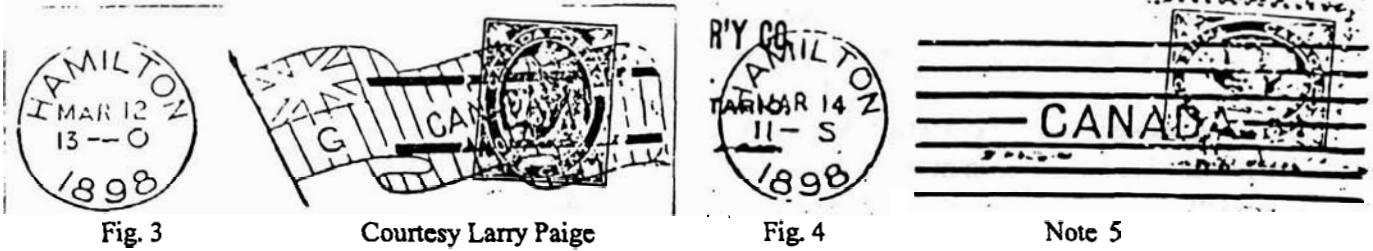


Fig. 2

Die A was still in use as type 7 at 23-S on March 11, while unaltered die B was used until at least 19-0 that evening (figs. 1&2). It is possible, but not certain, that these reports will not be extended. I charted the time markings of some 200 Hamilton covers of this period and the results strongly suggest the bulk of the mails had been processed by 19-0. Isolated mid-evening time marks culminate with a flurry of activity at 23-S, probably the work of a single machine wrapping up the day. It is suggested the flag dies were removed for conversion at the end of the day, or perhaps first thing the following morning, a Saturday.

The above noted study indicated a Saturday mail volume only slightly less than that of a week day, but

processing was distributed more evenly through the day, with the peak occurring at 14-0, (perhaps a reflection of business office closings at noon or 1PM). Given the more even flow, it seems likely that a single machine would be sufficient to handle the Saturday mails. For the purpose, the type 8, die G, flag was transferred from Toronto and is first noted at 13-0 on the 12th (fig.3).



March 13 was a Sunday and is, of course, the date giving rise to these comments. Of the 200 covers charted, 150 were dated prior to 1901, and of those, only two bore Sunday dates one of which was December 25, 1898, the first day of Empire Penny Postage and probably a special case. The evidence strongly suggests that Sunday volumes were insufficient to justify machine runs, and that the small numbers were hand cancelled as in the not so distant past. That both machines were supposedly in use on March 13, 1898, stretches the bounds of credibility. If there was, indeed, a machine run, covers should have been cancelled with the elusive die G flag, yet to the best of my knowledge none has been reported for the 13th.

March 14 was a normal work day, so both machines should be back in service. Do we find the new type 8 dies (supposedly available from the 13th)? No. Instead, an entirely new obliterator of straight lines without identifying letter (type M 4) joins flag 8 G, and is in use by 11-S (fig. 4).

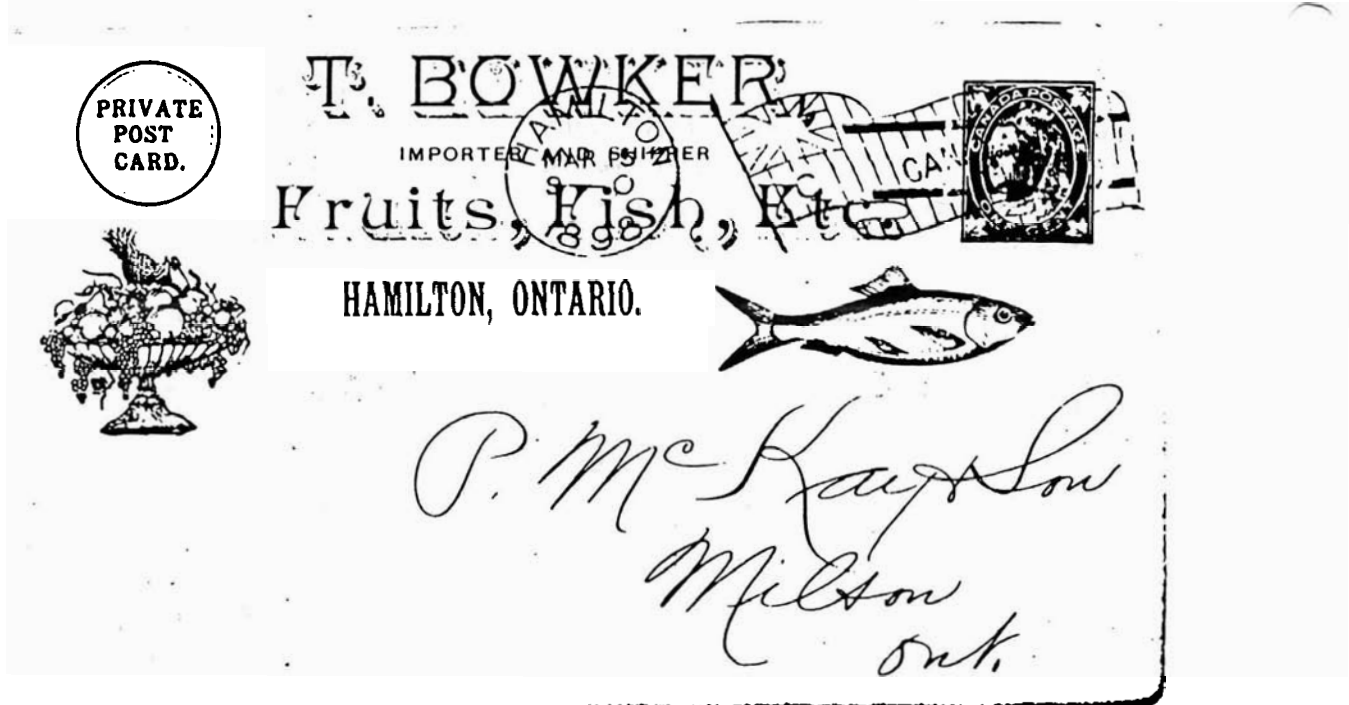
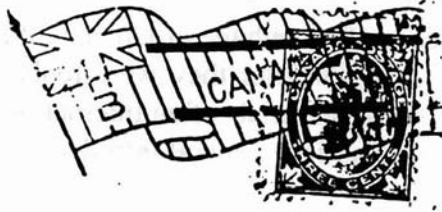


Fig. 5

Both replacement dies were still in use on the morning of the 15th, with flag G noted at 9-0 (fig.5), and M4 at 11-S (see lot 323 of R.A. Lee sale #72, June 5, 1993). Later that day we have, at last, the first confirmed use of a newly converted type 8 flag, die letter B, at 18-0. (fig. 6).



Fig. 6



Courtesy Doug Lingard

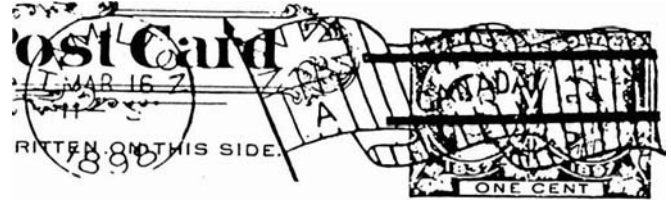


Fig. 7

The above chronology nicely fits a scenario whereby the type 7 obliterators were delivered to Toronto on Saturday, and to the machinist either later that day or, more likely on Monday. The converted dies were then returned to Hamilton on Tuesday, and available for use later in the day. In 1898, transit time between Toronto and Hamilton by train was approximately 3 hours. (I have assumed the conversion would have been carried out by the same Toronto firm as had previously converted the Toronto flags).

On the basis of the foregoing, it is submitted that March 15 should now be adopted as the corrected ECU for flag 8, die B. It is most likely that die A was also used on the 15th, but until an earlier report is forthcoming, March 16 (11-S) (fig. 7), is here put forward as a new, verified, ECU.

Reader comments would be appreciated. Take another look at your Hamilton type 8 flags - you may have an ECU you didn't know you owned!

Footnotes

1. The Canadian Flag Cancellation Handbook 1896 - 1973, E.A. Richardson, BNAPS, 1973.
2. Canadian Flag Cancellations, A.L. Mc Cready, Cobden, Ont., 1945, revised and reprinted, 1956.
3. For a full discussion of the leasing agreement, see chapter 4 of "The Bickerdike Machine Papers", Newman and Mc Lean, Unitrade Press, 1986. Of the sixteen machines to be supplied, fourteen had already been placed (at Montreal, Toronto, and Ottawa) prior to December, 1897.
4. The Early Rapid Cancelling Machines of Canada, David F. Sessions, Unitrade Press, 1982. At page 51 he comments "Confirmation of use of both A and B on 13 March is sought by the author, who is particularly doubtful about die A's use on that day."
5. Toronto, Hamilton & Buffalo R'y corner card, Ex Shapiro, present whereabouts not known. (Unless otherwise credited, all other illustrations are from the writer's collection).

THE 1919 CONVERSION FROM INTERNATIONAL TO UNIVERSAL CANCELING MACHINES

BY DANIEL G. ROSENBLAT

Machine postal cancels were introduced in Canada in 1896 with the installation of an Imperial Mail Marking Machine Co. device at Montreal, but sixteen months later they were replaced by machines manufacture by the Bickerdike Co. Early in 1902, very successful trials of an International Postal Supply Co. machine resulted in the replacement of the Bickerdikes and the general introduction of International machines in Canada.

The Internationals were placed at nine major offices, HALIFAX, HAMILTON, LONDON,, MONTREAL, OTTAWA, QUEBEC, ST. JOHN, TORONTO and WINNIPEG. Just how many machines were involved is not certain, since MONTREAL and TORONTO at least had more than one machine each. In 1904 a further International machine was, rather oddly, added at PETERBOROUGH, not a major office, and in 1906 at VANCOUVER, the first office to be so equipped west of WINNIPEG.

By 1907, after five years of service, the International machines had performed so well that their use was much extended by placing them in thirty-seven additional offices, with sixteen more added between 1908 and 1918.

In addition to these International machines, the Post Office had, apparently on an experimental basis, been renting some machines made by the Universal Co. Two such machines were placed in service in 1912, one at OTTAWA and one at PETERBOROUGH, six more in 1913 at BRANTFORD, KINGSTON, MONTREAL, MOOSE JAW and NIAGARA FALLS, plus SASKATOON and OWEN SOUND in 1914. With the exception of MONTREAL, OTTAWA and SASKATOON, these replaced earlier International machines. MONTREAL and OTTAWA had both types and SASKATOON's Universal was a first machine issue.

Between 1902 and 1911 these machines had used nothing but wavy line obliterators. However, in 1912 the Post Office revived the policy of permitting commercial sponsorship of advertising slogans that had been pioneered by the six dies of the CANADA'S EXPOSITION at Toronto in 1901. The 1912-16 expanding slogan use was all of a proprietary nature, with dies used only at the office where the event took place, but in 1917 the Dominion Finance Department sponsored the first of the W.W. I flag slogans, urging the purchase of government securities to finance the war effort. Similar dies were, for the first time, used at several offices simultaneously.

There appears to have been some connection between the issuing of these flag slogans and the very abrupt conversion from International machines to Universals that took place shortly after the end of the war in mid 1919. A story has circulated that the International Co., headquartered in the United States, had in some fashion balked at the use in their machines of Canadian made dies pertaining to the war, as being a violation of U.S. neutrality.

However, since the first W.W. I flags were issued in February of 1917, two months before the U.S. gave up its neutrality and entered the war, these objections--if they existed--must have been overcome. If they were in fact ever expressed, it is possible that the Canadian Post Office never forgave the International Co. for having raised them, and took its revenge shortly after the war ended by replacing all International machines with other types, excepting only four in small offices, which may have been postmaster owned, and therefore beyond Ottawa's control.

Regrettably, the Postal Archives have no data pertaining to this 1919 conversion, so although the timing and scope of the event can be determined quite accurately, the rationale for it remains in the area of conjecture. Since other machines could not accept International dies, all slogan dies in use at the time of the conversion became obsolete, and those slogans which the sponsor wished to continue required new dies. The major sponsor affected by this was the Government Finance Department, which had paid for the March issue of over fifty International dies of slogan 895, which read BUY WAR SAVINGS STAMPS AND HELP RECONSTRUCTION.

This department must have felt that the slogan advertising was of sufficient importance to warrant paying for replacement dies, which were issued in June of 1919, and the details of this replacement policy are very interesting.

In early 1919 sixty two offices had one or more machine cancelers, fifty three had International machines, nine had experimental Universals and OTTAWA and MONTREAL had both types. When the rental arrangements for International machines were abruptly canceled at forty nine of the fifty three offices using them, the replacement arrangement that followed was quite odd.

The conversion appears to have begun in mid June, and was not completed until late in August. While the majority of the offices, thirty eight in all, were converted to Universal machines, nine were converted to Columbia machines. No Columbia machines had been used in Canada prior to mid 1919, and there is some reason to believe that the U.S. manufactured Columbia Co. machines were not available for rental, but had to be purchased outright, something that the Canadian Post Office did not undertake on a major scale until its 1927 first contract with the Montreal based Machine Works Co., for Perfect machines.

It is therefore quite strange that not only were nine offices converted to Columbias, but also that COLLINGWOOD and WELLAND both began using Columbias in mid 1919, not having had prior machines of any type. The use of Columbias at these eleven offices was rather short lived, the majority of them having been converted to other types by the mid-1920's.

Slogan use by Columbia machines, other than the government sponsored slogan 895 and the later 1919 use of the Victory Bonds slogans, was very limited. P.O. documentation indicates that this was probably because dies for the Columbia machines, for technical or patent related reasons, could not be manufactured by the Canadian firm of Pritchard & Andrews. They had to be ordered from the Columbia Co. in the U.S., and were reportedly much more expensive than Canadian made dies, so that non-government sponsors were reluctant to order them.

What is also a strange facet of the conversion is that of the nine offices with experimental Universal machines in early 1919, five had been issued Universal dies of slogan 895 in early 1919, but in each case were issued new Universal dies of this slogan in mid-1919. This could imply that they were issued new Universal machines at the same time that the International using offices converted to Universals, and that these newer models could not accept the Universal dies used in early 1919, and therefore required new dies. However, this is only conjecture, and it would be surprising that a newer model of the same machine type could not accept the same dies that had been used in the older models..

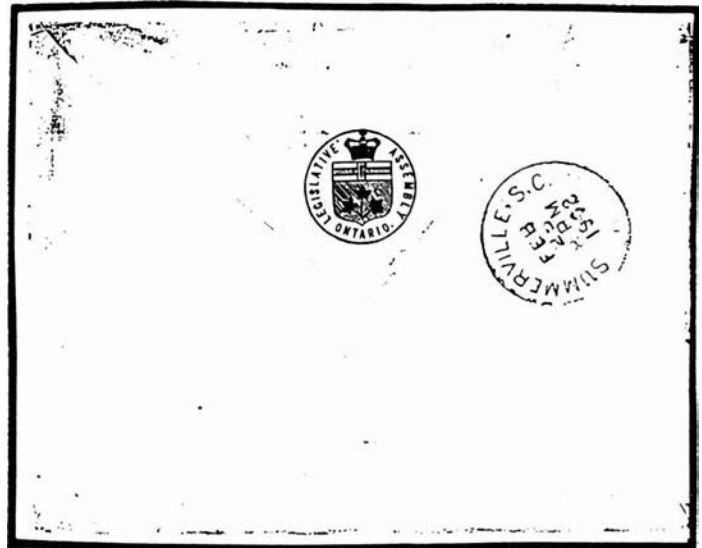
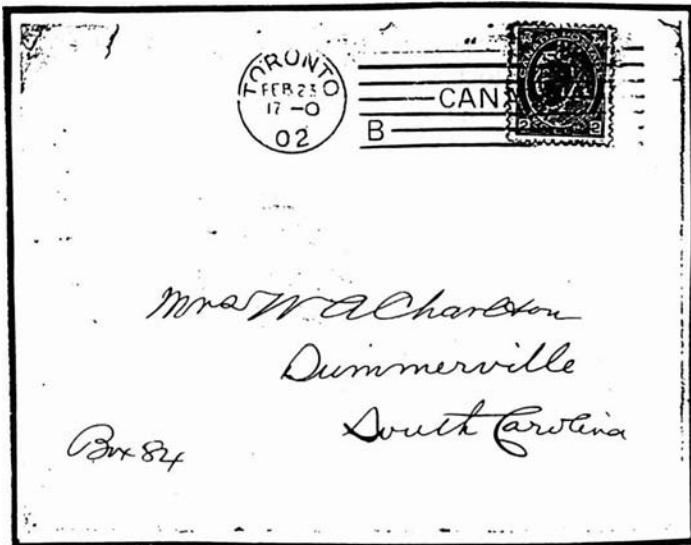
PICTON was the only office that had not previously had a machine to be issued a Universal machine in mid-1919, so coupled with the two offices that had received first issue of Columbia machines in mid-1919, this increased the number of machine equipped offices from the sixty-three in early 1919 to sixty six by late 1919.

LOCAL STAMP COLLECTORS MEETING TURNS VIOLENT

By Sally Flagstaff
Perth Enquirer Staff

April 1st... Recently this reporter attended a joint meeting of the Perth Stamp Club and the regional group of the British North America Philatelic Society. The highlight of this event, was a "show and tell" where those in attendance showed examples of their stamps and tried to explain the significance of their prized items.

Those who were not stamp collectors had trouble staying awake until an Ottawa member, Doug Lingard, showed what is a very rare machine cancel from Toronto. Some collectors at the meeting collect not only stamps, but the markings which cancel the stamps as well. Lingard explained that the type of machine cancel he had was used in Toronto for only a couple of days (Feb 3rd and 4th) in 1902. The cancelling die which produced this cancel was placed in one of six cancelling machines, known as Bickerdike cancelling machines, that were being used at Toronto. Within a couple of days of receiving these new M-6 cancelling dies, all six of the Toronto Bickerdike machines were replaced by a faster International cancelling machine. Lingard mentioned that one of Perth's own residents, Geof Newman, also had an example of this same cancel dated Feb 20th, a few weeks after the post office stopped using the Bickerdike machines.



The unique Legislative Assembly Bickerdike M-6 machine cancel dated Feb 23 with Feb 25 receiver.

The photo shows that Lingard's example is dated Feb 23rd. Mr. Newman, who has written a book on these Bickerdike cancelling machines, explained to the group that it appeared the machine with the "B" cancelling die had been reemployed for a few days later on in February. There was little interest in Lingard's new findings until he showed the back of the envelope. It contained the logo of the Legislative Assembly (LA) in Toronto. Lingard explained that every other LA envelope he has seen had been mailed and cancelled in the LA post office. He stated "Obviously, the LA post office tried out this cancelling machine for a day or so, did not like it and returned it to the main Toronto post office". He indicated that he was showing the only known example of this LA Bickerdike machine cancel. Newman started to dispute his allegations and then checked his reference notes. After a few seconds, he began trembling and informed the audience that he had a cancel dated February 23rd from the new International machine that was in use at the main Toronto post office. According to Newman, "It would seem very unlikely that the main Toronto post office would be using both the new International and the old Bickerdike machines on the same day". Lingard replied, "Well, this is conclusive proof that my cancel is indeed from the LA post office". He explained "Post office staff obviously tested the "B" machine on the 20th in the main post office to ensure it was working OK and then moved it over to the LA post office where it was in use on the 23rd". Newman's mouth opened to refute these allegations but nothing came out. After a few moments of silence with all eyes on Newman, he agreed that this cancel was surely from the LA post office. He then asked Lingard if he would sell him this **unique** cancel, since Lingard does not collect these unattractive looking machine cancels himself, but specializes in the beautiful flag cancels of Canada. Lingard replied that he did not want to sell his **unique** item but he would trade it for a nice Montreal 1-1 or 6-1 flag cancel, if Newman had one on an attractive advertising cover, or on a cover going to any overseas destination other than the United Kingdom.

Newman suddenly became violent and yelled "I must have this cancel for my Bickerdike machine cancel collection and no, I don't have any of those damn flag cancels you want". He then offered Lingard \$500 for this cancel. Lingard laughed and stated that in view of what early rare machine cancels are selling for today, it was worth much more than that. He also stated "In any case, I will not sell it for cash, but I will trade it for a flag cancel I can use". After hearing this comment, Newman lost his Irish temper and charged forward to try and take the cover from his old friend. However, those in attendance intervened and were able to finally subdue Newman. Lingard afraid for his safety, put on his coat to return to Ottawa. However, friends told him that Newman would soon be OK again, that he acts like this whenever he is upset or can't get his way, but that in view of Newman's age, Lingard did not have to fear for his safety.

Just at that moment, two of Perth's finest arrived at the scene, Constables Mr. Krag Columbia and Ms. Perfect Hey-Dolphin. They explained to Newman that if he did not quickly regain his composure, he would be spending the night in a cell in one of Perth's finest hotels. Newman apologized to Lingard for his outburst as the constables left. The constables were overheard wondering why two grown men would fight over a silly old machine cancel. Perfect apparently said to Krag, "Now if that had been a 12 penny black, I could understand why the violence erupted, but for a Bickerdike M-6 cancel? There must be something seriously wrong with that Newman character and we had better start keeping a close watch on him."

During dinner, the violence erupted once again. The Enquiry's roving photographer, Ron Kitchen, got a shot of Newman with his fist clinched threatening Lingard. This time, however, the bouncers, Geary Barr-Fyke and Barry Doremus, arrived on the scene and escorted Newman to the door. As he was leaving, he screamed at Lingard "You are going to be sorry for not selling me your **unique** LA Bickerdike cancel. As soon as I get home, I will be calling my friends in Montreal. They will be paying you a visit and retrieving that cover which belongs in my Bickerdike machine cancel collection". The following day, this reporter did some investigative journalism and discovered that Newman still has a number of philatelic friends in Montreal. However, it is understood that these are not the ones that will be receiving the "contract" to visit Lingard's home.



A picture taken by Ron Kitchen showing Newman threatening Lingard in the restaurant. Waitress initially threatened to pour the jug of cold water (upper left) over Newman before calling the bouncers.

Before finishing this story on how violence erupted in the philatelic community, I checked out some details with Lingard. During our conversation, he explained that after receiving the threats of violence from his former friend, Newman, he immediately telephoned another collector in Victoria to see if he would like this **unique** cancel. He was concerned for the safety of his family should Newman's friends from Montreal pay his home a visit. Since Newman is no longer speaking to him as a result of this incident, Lingard asked me to inform Newman that the cover has been sent to Victoria where it should be safe from the Montreal mob. He was initially going to send it off to England, but since it would have to pass through Montreal on the way to England, he thought it would be safer sending it to Victoria.

Also, Lingard informed me that the Victoria collector, Bob Heasman, will be including this **unique** cancel in his exhibit at CAPEX '96 next June in Toronto. If any reader would like to actually see the cancel that caused all of this turmoil, they can view it in the Toronto Convention Centre from June 8-16. It is understood however, that since this is one of Canada's rarest machine cancels, there will be armed guards surrounding the cover to ensure that it returns to Victoria and not Perth.

THE LAST PAGE

FOR SALE

Chairman John offers postage paid Canadian funds.

23-13 Vancouver	Jun 6 1917 postcard	\$ 6.00
	Aug 18 1917 postcard	\$ 6.00
24-1 Hamilton	Apr 15 1917 postcard	\$10.00
35-9 Winnipeg	Jul 7 1917 postcard weak impression	\$ 3.00
37-3 Halifax	Nov 4 1918 postcard 2 stamps faint	\$15.00
50-2 Charlottetown	May 10 1937	\$ 7.00
50-3 Edmonton	May 10 1937	\$ 4.00
50-5 Fredericton	May 10 1937	\$ 7.00
53-2 Truro	Oct 16 1941 this is a beauty	\$ 8.00

BOOK REVIEW:

PROOF STRIKES OF CANADA
VOLUME XXXV
'SLOGAN PROOF STRIKES OF CANADA'

Edited by Mr. J. Paul Hughes
Published by Robert A. Lee Philatelist Ltd.

This is an interesting attempt to show the slogan die impressions from the original proof books in the Canadian Postal Archives collections, National Archives of Canada.

There are examples of many of the slogan hubs used from the late International period up to the Klussendorf era. The organization is generally alphabetical keeping with the Proux listing. There is duplication of many impressions; since the proof books often show a proof taken at Ottawa as well as one from the using office.

The book permits one to see the slogan hubs but gives no information regarding the years used or the using offices.

The most interesting aspect is the inclusion of some fascinating FLAG proofs. I illustrate some of the impressions for readers comments.

