

THE FLAG POLE



The Newsletter of the BNAPS Flag⁺Cancel Study Group

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CHAIRMAN'S MESSAGE

This is written at the Philex Show, where I hope to meet many of our Flag Study Circle members. Having spoken to some of you it appears that we are going to get some articles for Flag Pole, so get those letters into Tom right away. We also need a new Secretary-Treasurer. Doug Lingard has done this job for 12 years now, but his other duties with BNAPS are taking all his time and he needs a replacement. Please contact me if you are willing to help us.

There is a new BNAPS Study Group for Pre-Cancels, if you collect these contact:-
Andy Ellwood Box 40001, 2565 Bank St, Ottawa, K1V 0W8.

EDITOR'S REMARKS

I enjoyed the previous edition of FLAG POLE, but this edition looks like it will be a bit light. I depend on you all to provide a supply of material to ensure that publication continues in the future. Clear illustrations of scarce or unusual items, particularly those that raise questions, will be most welcome.

ENLIST NOW ~~EARLY AND LATE DATES~~

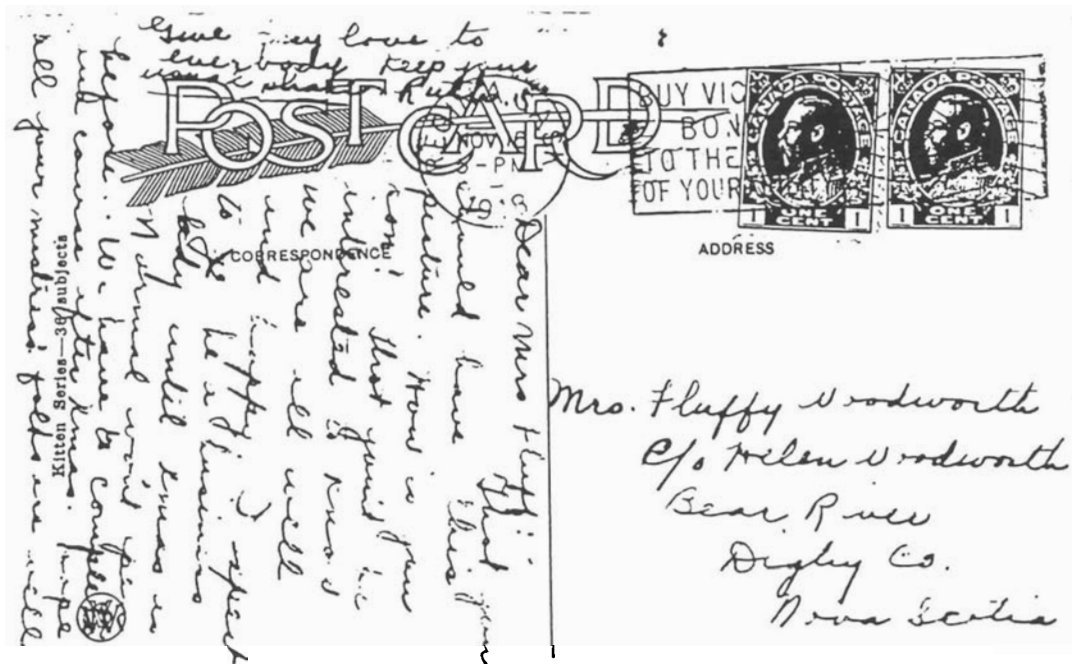
Some time ago I checked through the Enlist Now collection of the late Len Harris and I confirmed the following new dates, which I have not seen published before.

Calgary III	42/02/20	Edmonton	41/11/26
Lethbridge	41/09/11	Lethbridge	42/03/31
Moncton	41/12/13	Moncton	42/01/19
New Westminster	42/03/18	North Battleford	41/12/10
Prince Albert	41/16/09	Saint John	41/09/08
St John	42/04/03	Victoria	41/10/28
Windsor *	42/07/01	Winnipeg II	41/11/13

* I am puzzled by the comment at the bottom of page 6 of Flag Pole 9/4 that Windsor switched to a PB machine on May 1, so had no further use for this die. In fact Doug Lingard's listing in Flag Pole "World War II Enlist Now Flag Cancels" indicates that the Universal hub was used until 42/07/05. I also have a copy used on 42/07/01.

New Study Group member Bram Costin of Toronto submitted a photocopy of a slip with the signature of the Royal Train Postmaster Mr Ross and a strike of the French Train Royal Flag dated 7pm Mai 15. This appears to be the first report of this date. Unfortunately the slip is too dark to reproduce in THE FLAG POLE. I would be pleased to show it if a lighter print could be provided for publication.

Our Chairman has provided the first three items below and the Editor has provided the fourth



1. A new LKD for Regina 37-7 of 16/11/18, two days later than previous latest report



2. A newly reported Train Royal Time Mark of 10pm for Mai 15

ON BOARD THE ROYAL TRAIN, MAY 1959.

This is just a line to let you know that the
Royal Train is going along nicely.

The stamp and cancellation will be a real
Souvenir for your stamp collection.

Best wishes.



Mr Bell

On Board the Royal Train. This little insert came from a May 15th cover signed by the Post Master Mr Ross. It raises interesting questions. Who was Mr Bell? If the train was "going along nicely" he must have been on it in an official capacity. If the cover was cancelled with a May 15th date, maybe they used this dater up to May 17th as the train did not leave Quebec City until May 17th.

*Wm Strickler
5 Cherry St
Gloversville,
Y.Y.*



This shows the scarce use of Purple Ink on a Mai 15 cover with Time Mark 3. This ink was soon replaced because it proved to be unsatisfactory

On 22nd May the Royal Train was in Toronto and both the French and English cancellations were used. The cover below shows "May" used in place of "Mai" in the "Train Royal" C.D.S. The flag is that normally used with the French Dater. The flags can be differentiated by the fact that the boss on the flagpole is smaller in the French version than in the English version.



The card below shows proof strikes of various cancellations applied when the Train was in Edmonton.



SECRETARY-TREASURER'S MESSAGE

As our Chairman has indicated, your Secretary-Treasurer would like to hand over these duties to someone else. For the past 13 years he has been Secretary-Treasurer and has also edited several issues and part issues of *The Flag Pole*. Basically, the role of the Secretary-Treasurer is to maintain the membership list, collect dues every couple of years (depending on the frequency of the newsletter), either photocopy issues of the newsletter or have them photocopied, and mail them out. If you would like to take over these duties, please contact either our Chairman or myself at 2425 Blackstone Crescent, Ottawa, ON K1B 4H3 or e-mail me at lingardd@istar.ca

CLARIFICATION TO TOM'S REPORT ON ENLIST NOW EARLY AND LATE DATES

Newer flag cancel collectors may be a bit confused by the heading that was used to describe these new reported dates. Back in the December 1987, March 1993, and June 1996 editions of the *Flag Pole*, there were extensive write-ups on the 16 different ENLIST NOW cancelling dies that were rotated between various cities and the different dater hubs used in those cities employing these cancelling dies. For instance, one cancelling die was rotated between London, Windsor and Kitchener. Tom's new dates from the Len Harris collection, extend some of these shorter periods of use when the cancelling dies were rotated through the cities and are not absolute new early or late dates of use for the particular city. For instance, the Lethbridge cancelling die has been reported used between August 12, 1941 and June 17, 1942 and Tom's new date of September 11 for use at Lethbridge extends the time period that this cancelling die was used at Lethbridge during September.

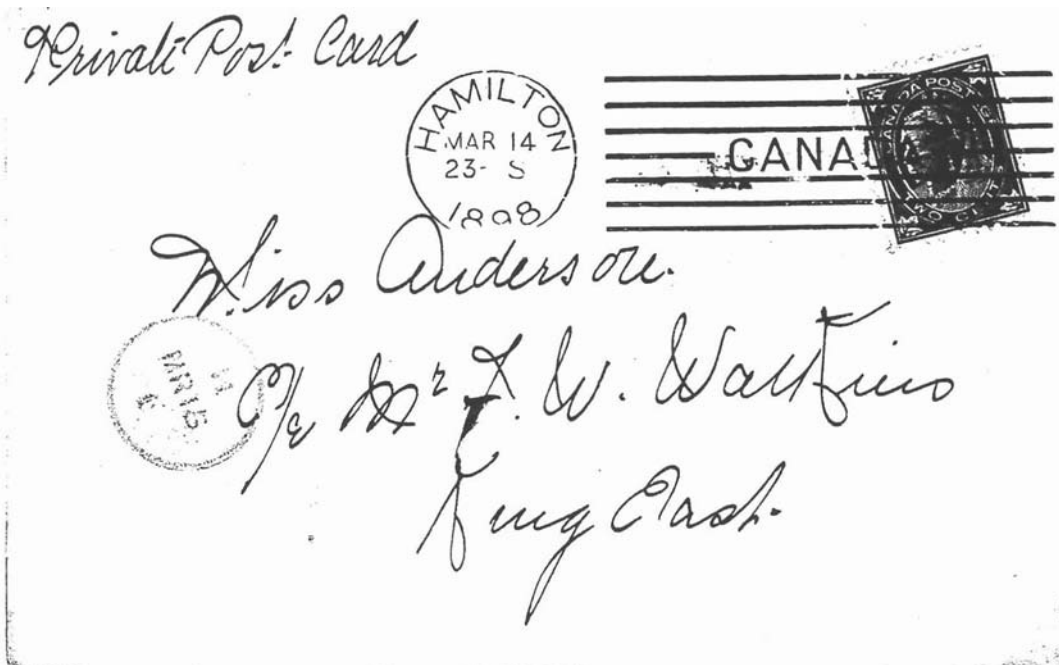
Also, Tom refers to a statement made by the late Dan Rosenblat indicating that Windsor switched to a PB (Pitney Bowes or Universal Machine) on May 1 so had no further use of the die that had been used in the old Perfect machine. This is correct in that when Windsor re-employed the ENLIST NOW cancelling die on June 22 until about July 6, it received and used a new Universal cancelling die for its new Universal cancelling machine and had no further need for the old Perfect cancelling die that had been used at Windsor up until about April 14



The Perfect machine cancel on the left has an 8 mm spacing between the dater hub and cancelling die while the Universal (or as some collectors call it the Pitney Bowes cancelling machine since Pitney Bowes had acquired the Universal Stamping Machine Company and was now selling their machines) cancel on the right has a 10 mm spacing between the dater hub and cancelling die. This is probably the easiest way to tell a Perfect machine cancel from an Universal machine cancel. Also, the top of the Ss in the two cancels are different.

WHAT A PAGE!

Geoff Newman was kind enough to provide photocopies of two of his Hamilton goodies. The top item is the rare 8-3 Flag Cancel that was used at Hamilton between March 12 and 15, 1898 when the Hamilton Type 7 cancelling dies were removed from service to have the double bars added. During this period, the M4 straight line machine cancel (most flag cancel collectors consider these machine cancels to be "ugly ducklings" compared to the attractive flag cancels) was used there as well.



Note that the above items, both dated March 14, show the use of different dater hubs but have the same time marking. This is pretty conclusive proof that the 8-3 and M4 were used in different machines and were used concurrently at Hamilton. The next page is from Geoff as well.

THE BICKERDIKE
MAIL MARKING MACHINE
in HAMILTON, ONTARIO.

In the original agreement for the Bickerdike machines, between J. Brooks Young and the Post Office, there is no mention of machines for Hamilton. According to the agreement the intention was to have eight machines installed in Toronto. Although eight cancelling devices, (dater-hub and flag-obliterators) were delivered to Toronto only six machines went into service there.

" Yesterday afternoon a new system of stamping letters was introduced at the Hamilton Post Office, two of the post stamping machines being put in operation."
The Hamilton Spectator, December 16, 1897.



ex J. Brooks Young

A machine trial impression and the *only* known example of a Hamilton Bickerdike cancellation on the first day of use.

UNUSUAL USAGES

The ½¢ unaddressed “to every householder rate” is one of the more elusive small queen rates since most of these covers contained “junk mail” and were thrown away. Also, the vast majority of these covers do not have a return address.



Above, the first reported usage of the experimental Bickerdike “K” flag cancel on one of these covers. Does anyone have a Type 1 or other flag cancel cancelling a ½¢ small queen singly used on cover or card, or is this the only surviving usage of a flag cancel on a ½¢ rated small queen cover? Below is an M3(c) Imperial line cancel on another ½¢ “householder” rated cover franked with a ½¢ numeral.



St. Catharines, Ont.
Montreal