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Manuscripts should be double spaced - typewritten if possible, but legible handwriting is quite acceptable. Literature for review should be addressed to the Editor.

Opinions expressed are those of the writers and do not necessarily represent those of the Society or BNA TOPICS.

THE EDITOR'S PAGE

by MIKE STREET

Wouldn't you know it? The first issue of TOPICS to be ready on time in several years, and no way to get it to the members. (No, we are not hiding behind the recent mail strike. Copies of the July/August issue were mailed, in the USA, on August 1, to the Chairman of the Board, the President, and the Chairman of the Editorial Board.)

Insult was added to injury when the strike ended. First there was an embargo on third class mail. The July/August copies were finally accepted by the Post Office on August 21, and even then it took another week for delivery to Ancaster and Dundas—a whole seven (7) miles away!

Because of the strike, we'll give the Post Office the benefit of the doubt on the last issue. For this and all future issues, though, I would like to hear from any readers who think their issues take too long to arrive. Drop me a card or note, to the address opposite, giving your membership number, your city, month of the issue, and the EXACT date of its arrival. This applies to members overseas as well.

* * *

Unfortunately for Editors, a postal strike doesn't change deadlines. It just makes it that much harder to meet them. Due to the delays mentioned above, it is now deadline time for this issue, before there has been time to get any reaction to the last one, which was the first issue for the new TOPICS crew.

There were a few mistakes, we know—and these will become fewer—but what we would really like to know is what you, the member, think about TOPICS. Do you like what you see? Comments, criticism and suggestions are welcome. TOPICS cannot be what you want it to be if you don't make your views known.

* * *

Following the President's column in the last issue there was a small ad asking for writers, etc. (It is on the last page of this issue.) There is a need for people who fit into any of the categories listed in the ad, but there is one area which is a bit more urgent than the others.

In both issues we've done so far, we've had a problem in getting good photographic prints from black and white negatives. It is very difficult to get the quality required from a commercial processor. Any member who has an active darkroom and who would be willing to help out with a few prints from time to time, is asked to contact me as soon as possible. The closer you live to Ancaster, the better, but beggars cannot (and will not) be choosers. Can you help?

* * *

Readers will note that this issue is a bit shorter than the last one. The main reason for this is lack of material—we cannot print what we do not have. We are hard at work building up a bank of articles from different sources, but other input is needed.

The common response to a request for a contribution to TOPICS is "I'm no good at writing articles!" Another response is "I don't have anything that people want to read about." In some cases, these responses are just excuses, but most people who use them really mean what they say.

To those who say that they don't know how to write, my reply is "Give me the information, the facts, in the best form you can. Leave the rest to the editing process." Did you know that most major newspapers and magazines have what is called a 'rewrite' desk? True. People who work at this desk will redo a story or article which is poorly written, and will write a story just from the information a reporter phones in.

To those who think that what they are doing will not be of interest to others, I usually reply "You may be right, but it interests you, so why shouldn't it interest someone else?" Part of my job is to decide what will be of the greatest interest to the most members, but without items from the members these decisions will not be required too often.

I don't intend to harp on this subject issue after issue. This is an open invitation to you to make a contribution to your magazine. As I said last time, TOPICS will be what you, the members, make it through your efforts.

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THE PRESIDENT'S CORNER

by Jim Lehr



Last issue we discussed the new team of Editor, Advertising Manager and Printer for TOPICS. We also have a new Editorial Board composed of Clarence Stillions (Chairman), Bob Carr, Derek Hayter and Mike Street. We are still looking for another member from the West.

With Clarence's appointment to this job, the position of Membership Chairman became vacant. A long time member, Norman Brassler, has agreed to become the new Membership Chairman.

Doris Hollingshead has run our Book Department for a number of years, including the recent dry spell when she had few books to sell. With a new job, and other responsibilities, she has finally had to relinquish this job. She leaves with much appreciation from us all for a job well done.

We have appointed Bill Pawluk of Winnipeg as Book Department Manager, reporting to the President. The new Brandom/Vilter revenue book and the new Squared Circle Handbook are now available from Bill. In addition to these, we are working on several additional books. Incidentally, because all our publication and postage costs occur in Canada we have started to price our new books in Canadian funds.

By the time this issue is printed and mailed, the Ottawa Convention will be part of our past. If I didn't get a chance to talk with you there, or if you have comments, suggestions or complaints, do drop me a note. A quick response is promised.

Regional Groups and Study Groups have long been the backbone of BNAPS. The Edmonton and Calgary groups have maintained a large active membership for many years, while the recently formed (1977) Northern California Chapter has a membership of over 30. The Middle Atlantic Chapter is fairly new but growing fast. If you are not near any of these groups, why not start your own group! Just contact our Second V.P., Bob Pratt, who is responsible for regional groups.

Many of my most rewarding experiences, to say nothing of the additions to my knowledge and collections, have come from my many years in the Revenue and RPO Study Groups. There is NO better way to keep on top

of your fields of interest than through these groups. Many of them are both large and active. The Revenue Group has about 200 members and a monthly newsletter. RPO's have over 70 members and publish a newsletter bi-monthly. I'm told that the newly formed Perfin Group already has about 50 members, and that Squared Circles, Flag Cancels, Military Mail and others are also active and growing. If you are interested in these areas of collecting, or want to consider forming a new Study Group in your field, write to Larry Paige, the Study Group Coordinator. Listed below is Larry's address, as well as those of the contacts for the Study Groups which are active:

STUDY GROUP COORDINATOR

Larry R. Paige
1145 Shillelagh Road
Chesapeake, Va. 23323

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LETTERS

At the last annual meeting (Texas) I made two suggestions:

1) Every Issue of TOPICS should list where the next convention is to be held, with details re hotel, date, etc. Further, note for several years thereafter the location where the convention is to be held, with dates, hotel and other details to be put in as soon as they are known. On more than one occasion I have had to phone Toronto to find where & when the next convention was to be held. People plan travel twelve months and more in advance, planning to meet friends and relatives, and in many cases they could include a BNAPS convention if they know about it in time.

Also members should know what years have been booked, and what years are open, so members who would like to have a convention in their home town could put in a bid. You could mention that conventions are alternated between Canada and the USA.

2) In every issue we should have a list of all the chairmen of the study groups. To read TOPICS, you would not know we have study groups. With a list in every issue, I am sure our study groups would find many members writing, asking to join. We should also show the fees charged for each group. Study groups listings should be included in the index.

Stuart A. Clark
Winnipeg, Manitoba

A coming events column is in the works, and BNAPS dates and locations will be prominent. Current thinking is to list only shows in Canada and the USA which will have a good showing of BNA exhibits, and/or a bourse with a high percentage of dealers who have a good stock of BNA material. Members will have to inform us IN TIME of these events. FIP sanctioned Internationals would also be included.

See the President's Corner in this issue for study group information. (It was also in the May/June issue which crossed your letter in the aftermath of the strike.) I intend to run the list regularly, but have not figured out the best way to do so yet.

-Ed

Regarding the letter by Peter De Groot in the March-April '81 TOPICS. I am in accord.

When I was waiting to have my application approved, I received copies of TOPICS which I read cover to cover, over and over, because it had articles on almost everything I was interested in finding out about BNA. Then I received a copy of Richardson's BNA Philately. If that book doesn't start more people to diversify on Canadian issues I'll be quite surprised.

Yes. Let us have more articles from past issues. Revive that feeling I had when I joined BNAPS. The fire is in need of stoking again, I think TOPICS should be one of the tools to fuel it.

John S. Kessel
Snohomish, Washington

On accepting the Editor's position, one of my first requests was for a complete set of back issues. The idea was exactly what you and Mr. De Groot advocate—reprinting articles of value from early issues. I have mentioned this to several people and all have been enthusiastic. I would like to hear from any member who has a specific suggestion along these lines.

-Ed

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CANADA POST OFFICE

DOMESTIC RATES AND POSTMARKS

by Charles P. de Volpi

MISSENT LETTERS

ARTICLE XI of Instructions to Post Masters -

When letters arrive at your office, MISSENT by accident, as happens, you will mark upon them on the face -- "MIS-SENT TO" (here insert the name of your office) and you will mail



Fig. 1—Dated Three Rivers, February 17, 1797, but Post Master Samuel Sills has noted on back "Rec'd into my office 31 March, 1797". Sent in error to Montreal and there marked "MISSENT TO MONTREAL & FORW'D, April 3".

them on the first post to the office where they originally should have been sent. The Column of "Forwarded Postage" in the book of mails sent is intended to enable you to take credit for the postage on MISSENT letters - for as you must in the first instance charge yourself with the postage on those letters, you are, of course, entitled to take credit for the same, when you transmit the letters to another post office.

ARTICLE XII

As a general rule, it should be understood that a letter is not liable to additional postage for being sent by one office through another office, and there remailed, except the distance from the office where it was originally mailed to its ultimate destination shall warrant it; neither if sent out of its proper route by the mistake of a postmaster, is a letter to be rated with additional postage for the distance it may have unnecessarily travelled; - but when the person addressed has changed his residence and the letter in consequence is redirected, it is liable to an entire new change of postage from the place where it is redirected to its ultimate destination, over and above the original rate.

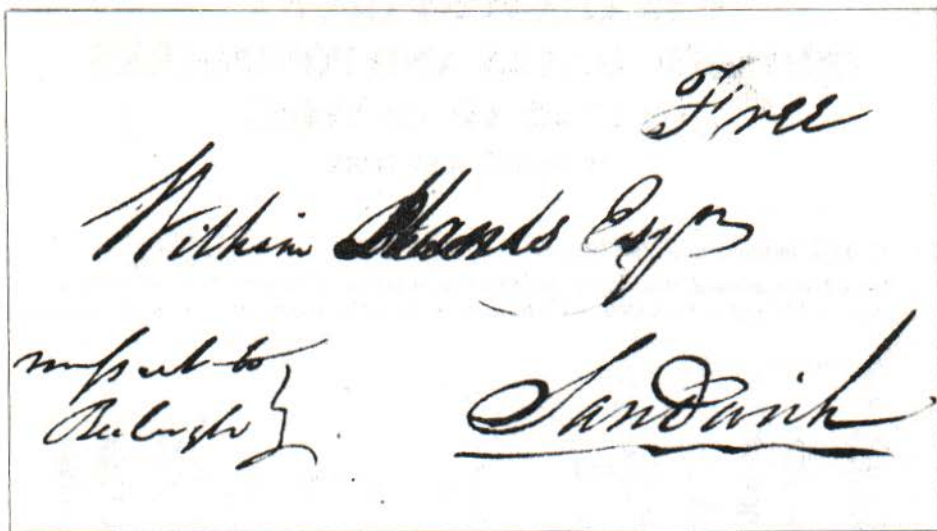


Fig. 2—From Amherstburgh U.C. to Sandwich U.C., January 26, 1828 - MISSENT to Raleigh U.C.
—"Free" addressed to Post Master.

Section 299 of the Post Office Act of 1867 added a stipulation to those in force, -

A Postmaster should also notify his Inspector of the error omitted, and state the post office, or Railway clerk at fault.

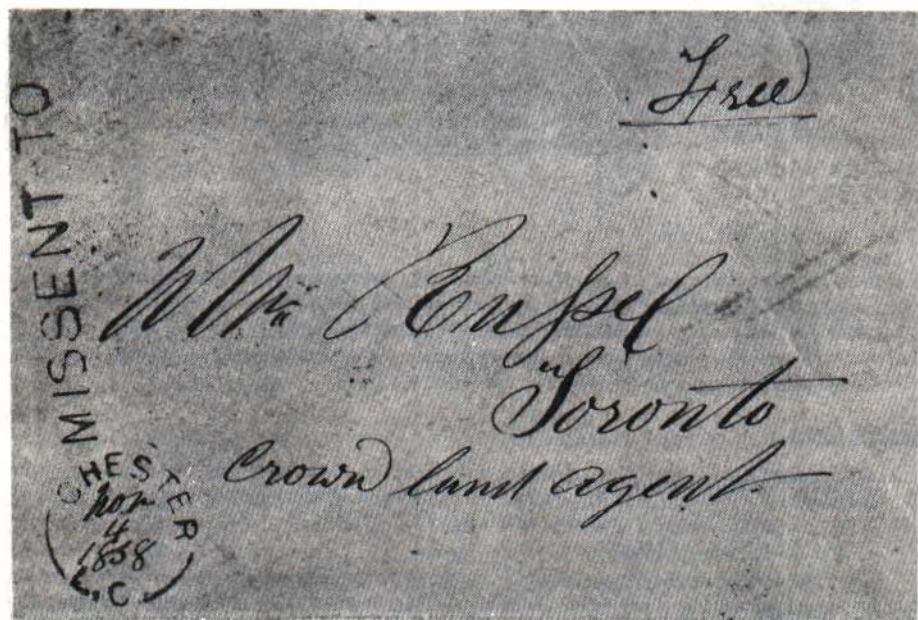


Fig. 3—From Lachute L.C., November 2, 1858 to Toronto - MISSENT TO Chester L.C.



Fig. 4—From Ottawa, January 2, 1866 to Milton U.C.—MISSENT-TO Quebec



Fig. 5—From Victoria B.C., February 22, 1877—To Clinton, Ont.
MISSENT-TO New Westminster, B.C.

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Revenue Study Group

Editor - Wilmer Rockett



Figure 1

CUSTOM DUTY STAMPS

by D. A. Cooper

The Current Custom Duty Stamps were printed in sheets of 100 and issued in 1935 by the British American Bank Note Co. for the prepayment of Customs Duties on Advertising matter arriving in Canada via mail. This company also produced the postage stamps for 1930-4.

A visual examination of the stamps shows they were line perfed eleven and printed in the following colours: 1¢—green; 2¢—orange vermilion; 5¢—brown; 10¢—blue.

As these were first issued in 1935 and there seems to be no recent record of any extra printings, and their last date of usage is still in the future, this issue may be the longest run of unchanged stamps, either postage or revenues. The first stamps used for this purpose were issued in 1912 (figure 1) and were in English only. The center is a crown in a diamond. These stamps were in use until 1935 when the present stamps were first issued (figure 2). It may be noted that Canadian stamps have never been demonetized and therefore the first issue is still usable.

All stamps appear to be engraved and recess printed. They were printed without inscriptions. There were three printings of the earlier issue—the first with a width of 31 mm and colours of 1¢—green, 2¢—carmine, 5¢—brown and 10¢—blue; the second resembled the first but for two colour changes, 1¢—yellow green and 2¢—dull red; the third, printed in 1922, maintained the latter colours but were 32–32.5 mm wide. All were perforated 12 and printed by the



Figure 2

same company as the 1935 series. It is not known if the plates still exist.

The use of these stamps in the past twenty years has dropped off greatly. The stamps are to be affixed to the back of the envelope or parcel, as Postal Regulations allow only postage stamps on the face. When the envelope arrives at the Postal Sorting Station, a Customs Officer will verify that sufficient Customs Duty stamps have been affixed in accordance with the scale in D49-2. The stamps are to be cancelled by means of a Customs Duty stamp.

The rate of duty applicable from the USA and other MOST FAVOURED NATIONS is 2¢ for the first ounce, through various rates up to 8.75¢ per pound, but not less than 24.4 P.C. under proposed tariff item 17800-1 and 17800-2.

For instance, the minimum rate from the U.S. to Canada at the time of writing is 15¢ postage. You can add a 2¢ Customs Duty stamp on the reverse and send it to Canada duty prepaid. If forwarded to Canada in bulk, duty paid, then remailed, the postage would be 17¢ for first class and 15¢ for second class postage.

I sincerely doubt that more than 2% of present Customs Officers, Brokers and users of Customs and Postage services have seen these stamps used properly.

If you have any interest in the various issues of Canadian Revenues you should join the Canadian Revenue Group of BNAPS. All BNAPS members are eligible. We issue 10 Newsletters each year. Write to:

W. Rockett, 2030 Overlook Ave.
Willow Grove, Pa. U.S.A. 19090

"A PERFORATED INSIGNIA CODING SYSTEM" ©

by Gary Tomasson & Jon Johnson

INTRODUCTION

With the discovery of a large quantity of fake five hole 'OH/MS' perfin in circulation on the market, the authors found it necessary to develop some means of distinguishing the original five dies of the perforating machine from all the different fakes. It is the authors' intention to explain the development of their coding system, why it works and how it can be used for other perforated insignia if the need arises.

PERFORATING MACHINES

The majority of collectors are aware of the philatelic field of perfin (taken from the words **perforated insignia**), but a great many are not aware that the term 'perfin' refers to the holes in the stamp and not to the stamp itself. These perforated insignia, formed by a series of holes, are produced by metal pins cutting the stamp as the pins are pushed into matching metal holes which act to guide the pins. This, of course, is exactly how a paper punch works. The set of pins and holes which make up one complete design is called a die.

In Canada, under the regulations of the Post Office, perforating machines have either one, four, five or ten dies. The most common machine in use was the Cummins Perforator Company Model 52, a five die perforating machine; followed by the Cummins Model 53, a ten die machine. Both of these models of perforators were manufactured in the United States.



(1) *The Cummins Perforator Company Model 52 perforator was the most popular machine in Canada. The Federal Department of Finance used this type of machine to perforate their five hole 'OH/MS' insignia.*



(2) *The Post Office purchased a Cummins Model 53 perforating machine to perforate stamps for use by the Federal Government. This ten die model machine is still used today by the Canadian National Railway.*

The development of a coding system has been greatly assisted by the fact that, regardless of whether a perforating machine has four or five or ten dies, no two dies are exactly the same. This becomes apparent when one learns how a perforating machine is built. A multiple die perforating machine starts from a template which has the required insignia drilled through it. The template is placed on top of two metal bars that have been fastener together. Using the template as a guide, holes are drilled through the two metal bars, thus forming one die. The template is then moved about one inch away from the first die, and the holes are drilled again, creating a second die. This

process is repeated until the required number of dies are completed. Metal pins are then placed into one of the bars and both bars are welded into the perforating machine.

This is a very simplified overview of the manufacture of a perforating machine, but the reader can imagine that it would be impossible to drill all the holes in each die in exactly the same position as in any previous die. How close are the dies? A few perforating machines' dies can be identified by the naked eye, but this is not the case with the dies of the five hole 'OH/MS' Cummins Model 52 machine. Some differences can be noticed between the dies with a ten power magnifying glass, but it is not until the dies are magnified twenty-five times that one can distinctly start to measure the variances between the original five dies.

DEVELOPING A CODING SYSTEM

The authors had no great desire to sit and measure holes to a hundredth of a millimeter. However, the large number of fake five hole 'OH/MS' perfin on the market forced them to measure the original five dies of the five hole 'OH/MS', and all the different fakes that could be found. Because of the large numbers of dies involved, an identification code became necessary.



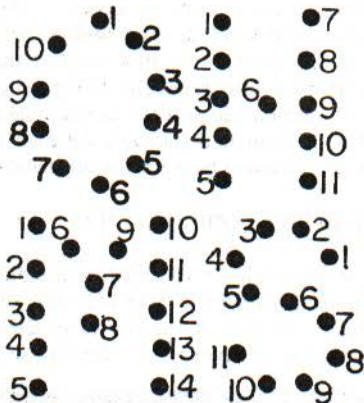
(3) The original five dies of the five hole 'OH/MS' as produced by the Cummins Model 52 perforator. It should be noted that the master is on the lefthand side when the face of the stamp is up. When the face of the stamp is down the master die is on the righthand side.

In the search for an adequate coding system for the perfin dies, and fakes, the authors created many different identification systems. With benefit of hindsight, all were either too large, too small or generally totally ridiculous for the situation. Two main points did however become apparent, the first being that one of the 'OH/MS' five hole dies would have to be designated as a master against which all other dies could be measured. The second point was that all the holes in the dies would have to be individually numbered.

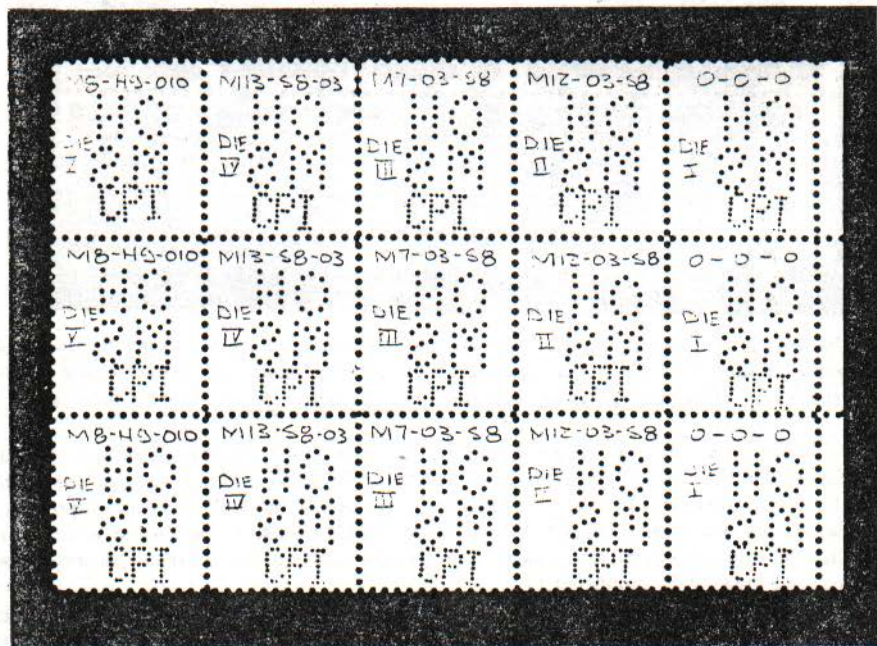
The identification for each hole is in two parts. The first part is the letter that the hole is in, and the second part is a sequential number. This was found to be much more informative than assigning only numbers to each hole consecutively. The problem of a master die was solved by arbitrarily naming the first die on the lefthand side of the machine. This leads to the problem of identifying a perfin made by the master die.

If the reader can find two se-tenant copies of the five hole 'OH/MS' perfin, one which the perfin on the right (looking at the face of the stamps) has a missing hole at S9, then there is a good chance that the perfin on the left is Die I (master) and the one on the right is Die II, of the original perforating machine. A word of caution—use of the 1937 King George VI issue stamps when looking for this master die provides a better percentage chance that the dies will be from genuine perfins.

When comparing a die with the master, one step remains. This is the orientation of the two dies. To solve this problem, the authors established what they have called 'key holes'. Their key holes (H7 and O1 on the five hole 'OH/MS' die) are used to orient the die being examined to the master so that differences between the two can be measured. This is done with both stamps face down, by placing H7 of both perfins exactly together and then superimposing holes O1. If the hole O1 of the perfin being checked does not match up with the master, then the error is located at either ninety of two hundred and seventy degrees with respect to the master. At this point we are ready to measure the error and calculate the code number.



(4) The holes are numbered first with the letter of the hole and then a sequential number. The sequential number starts at the top lefthand corner, or at the top of a circle and goes around clockwise.



(5) To find the master die of the five hole 'OH/MS', one should look for two se-tenant perfins, with the lefthand (from the back) die having a missing hole at S9.

becomes the third number. This gives a 'Key Hole Code' of O10-M14-H1.

Using this method, the 'Key Hole Codes' for the five dies of the genuine five hole 'OH/MS' perfin are: Die I (master), O-O-O ; Die II, M12-O3-S8; Die III, M7-O3-S8; Die IV, M13-S8-O3; Die V, M8-H9-O10.

This coding method gives users the possibility of 27,900 to 39,375 different codes for the five hole 'OH/MS' perfin. In the examination of the dies the hole sizes are recorded but this is not a part of the code number.

OTHER PERFORATED INSIGNIA

Other perforated insignia have been studied from the point of view of using the 'Key Code Hole' system. The four hole 'OH/MS' has been numbered and the Key Holes of H6 and O1 have been used.

The key hole system has been used for other reasons besides identifying fakes. The system was used in confirming that the perforated insignia 'SL/ACo' used by Sun Life Assurance Company of Montreal and 'WT/&Co' used by William Tyrrell and Company of Toronto were each produced from a four die perforating machine.

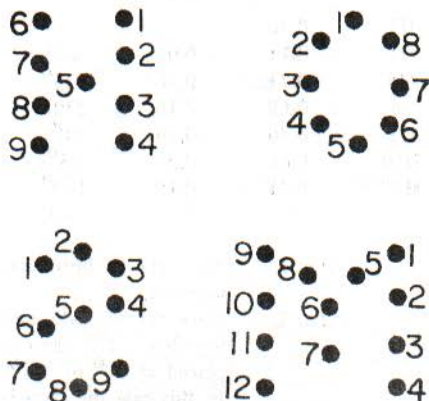
When dealing with different perforated insignia it is important to follow some basic conventions, namely:

- a) When numbering the holes you start at the top left hand corner and number downward. If it is a circle then start at the highest point and number clockwise.
- b) The master die should be the first die on the lefthand side (and top if applicable).
- c) Use key holes that are well separated and if possible at the top of the insignia.
- d) When assigning the key hole code, try not to use holes from the same letter. If more than one hole has the same error use the hole with the earliest letter and the lowest number first.

CONCLUSION

The Key Hole Code system gives the philatelic specialist some means of measuring and proving the different dies of the perforating machine that can be found. Some collectors may question whether perfins or perforated insignia are philatelic. The answer, of course, is that they are philatelic. To be more specific, they are a part of the postal history of Canada mainly because the Post Office had regulations governing their use on postage stamps and the Post Office itself perforated stamps.

With more and more interest being taken in the field of perforated insignia, experienced collectors will have to be able to identify the good from the bad, as is the case in many branches of philately. It is hoped that the Key Hole Coding system will solve this problem for perforated insignia.



(7) The four hole 'OH/MS' that was used by the Federal Government has been numbered and the key holes of H6 and O1 have been assigned.

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AN EARLY 3¢ SMALL QUEEN COVER

by George Arfken (3099)

On January 17, 1870 the cover illustrated was mailed at Goderich, Ontario. The relatively new Indian red Small Queen, paying the 3¢ domestic rate, was canceled and tied by the Goderich 2-ring 21 cancellation. Addressed to A. Hale Esq., Clinton, some 20 km distant, the cover arrived in Clinton the same day and was backstamped with a CLINTON U.C. JA 17 70 receiving mark.

This cover was once in the Vincent G. Greene collection, as evidenced by a neat Vincent G. Greene stamped on the rear—in green ink, of course. Later, as part of the William L. Simpson Small Queen Collection, it was auctioned by Stanley Gibbons, New York, on November 18, 1980. The description in the auction catalog included the sentence "The earliest known usage of the 3¢ Indian red." Since the first printing of the 3¢ Small Queens was the

Indian red, Gibbons' statement implies that this cover is the earliest known 3¢ Small Queen cover.

But is this really the earliest existing 3¢ Small Queen cover? January 17, 1870 was only five days after the 'consensus' date of issue, January 12. A lot of 3¢ covers could have been posted in five days. Clearly there is no way to prove that this "earliest known usage" is indeed the earliest. However, the claim could be disproved. What can be done is to challenge and/or plead with any collector having an earlier dated 3¢ Small Queen cover to arrange (with the Editor) to have it photographed and to share it in BNA Topics with his or her fellow collectors, and thus document the earlier date.

Allan Steinhart believes that he has sold a January 16, 1870 cover but does not recall when or to whom. How about it? If his recollection is correct, where is the cover?



NEW MILITARY CAMP POSTMARKS

by Fernand Bélanger (2940)

In 1908, Quebec City celebrated the Tercentenary of its founding. During these festivities people from England, the United States and from all over Canada came to attend. There were thousands of civilians but also a great number of soldiers who participated by assisting the police in maintaining order and also by joining in their marches and other related activities.

The celebration lasted from the 19th to the 30th of July. During this time the Post Office Department put into operation four temporary post offices meant to be used by both civilians and the soldiers. In Volume 1 of the Pritchard and Andrews proof books (page 14) there is a group of 4 strikes (fig. 1) proofed on 6 and 9 of July, 1908. The words Tercentenary Celebrations are written in manuscript in the center of the group.



1. Proof Book Specimens

To shed more light on these events, and to find out if any of the post offices had been used exclusively by the soldiers, I checked through the newspaper *Le Soleil* and recorded the pertinent information. I will treat each of the 4 places individually.

QUEBEC (CARRÉ DE SALABERRY)

There is only one mention of this place. It says . . . "There will be a complete city of tents for soldiers at the de Salaberry Square." It was noted that soldiers who were members of the 5th Company of the Commissary Service of the Canadian army, as well as 60 men from the first Ottawa contingent were present. These soldiers

left Quebec City at the end of celebrations. I believe these soldiers stayed at the de Salaberry Square due to their small number and to the small size of the site.

QUEBEC (PARC SAVARD)

" . . . In Parc Savard there will be 2 Divisions with a total of approximately 8,000 soldiers." The soldiers of the first division were from Western Ontario (Sarnia, London, Hamilton and Toronto) and they stayed in the western part of the camp. The second division included voluntarily enlisted men from the Royal Hussars of St. Jean, the 7th Hussars of Bury, the 11th Hussars of Richmond, the 6th Duke of Connaught, the 13th Scottish Dragoons and the 17th Regiment, all of whom camped in the eastern part.

The first division, the cavalry, was under the command of Colonel Turner, while Colonel Gordon of Kingston was the commandant of the second division, most of whom were part of the artillery.

CAMP LEVIS

" . . . the 3rd division, under the command of General Buchon, will stay at St. Joseph-de-Levis (Camp Levis). There will be 3 brigades, 2 from the province of Quebec and one from the Maritimes. There will be 3,000 men in the camp." This camp was on the other side of the St. Lawrence River. To provide transportation, the ferry company assigned the boat the "James" for the exclusive use of the soldiers.

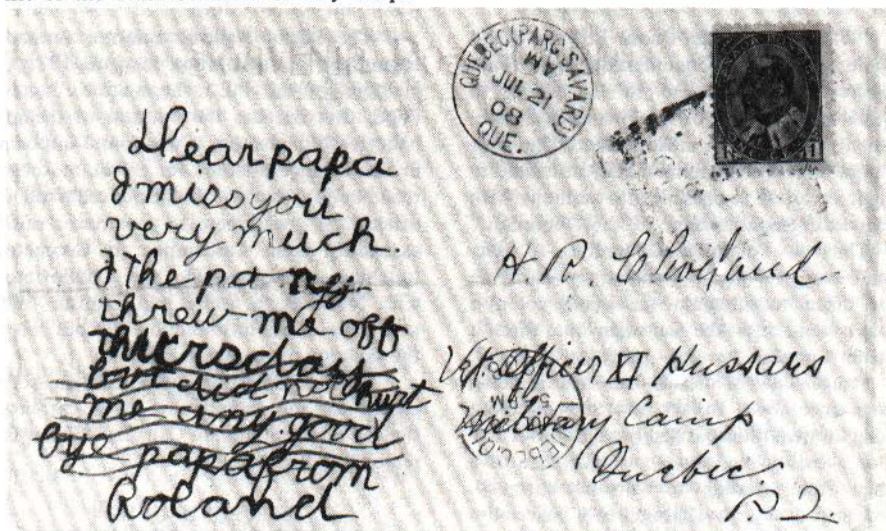
QUEBEC (VILLE DES TENTES)

"The travellers will have all the best comfort in the City of Tents." The city was situated on the Plains of Abraham. This place was the best site from which to celebrate the Tercentenary, because the processions passed close to it and from there it was also possible to see all the ships anchored in front of Quebec City.

In light of the available information, I think we can say without any doubt that 3 of the 4 proof cancels were used at temporary Military camps, while the one for Quebec (Ville des Tentes) was used at a civilian camp. Illus-

trated is a postcard showing the Parc Savard cancel. Note that the postcard was sent to a soldier of the 11th Hussars and was inscribed "Military Camp". With this proof, I think these 3 temporary military camps should be added to the list of the other Canadian military camps.

I would appreciate hearing from other collectors who might have covers bearing the following cancels: Quebec (Carré de Salaberry), Camp Lévis (July 1908), and also Quebec (Ville des Tentés). Such additional information would confirm their use.



2. Postcard backstamped at Parc Savard camp

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WHEN PRINCE EDWARD ISLAND JOINED CONFEDERATION

by Max Rosenthal

"When in July last Prince Edward Island became part of the Confederation, the Chief Inspector was despatched to the Island to enquire into the state of the Post Office establishment there, and to make such arrangements as might appear to be immediately necessary to bring it as closely as possible into harmony with the general postal system of the Dominion."

Thus did Postmaster-General D. A. MacDonald write in his 1874 annual report of the steps taken to integrate the island colony's postal system into the Canadian one, after it became Canada's seventh province in 1873.

Prince Edward Island had had its own stamps since 1861. In fact, just the year before joining Confederation, it had brought out a new set of a half-dozen values, to take care of a change from sterling to decimal currency. Since there was only a period of a year and a half of use for them, a fair number of remainders were left. They were demonetized, and all, including pence issues, were sold in 1874 for \$1,100, although their original face value was over \$90,000. There is no mention of this in the Postmaster-General's report!

He did report, though, that "It was found, from the Chief Inspector's report, that there were 180 Post Offices in operation on the Island, served by about 98 miles of mail route by land and water. The annual mileage of mail travel over these routes was 226,000.

"The Postal Revenue of Prince Edward Island was estimated at \$12,000 per annum, of which about one half was collected in the Charlottetown Post Office, and the expenditure for the maintenance of the postal service was about \$26,000, with a considerable addition to this amount of expenditure impending on the Island Railway approaching completion, and for engagements entered into for steam service, and also for improvements required in the organization and general system.

"All the Offices in Prince Edward Island have been reconstituted regular Post Offices. A large portion of the Offices in New Brunswick and Nova Scotia are what is termed Way Offices, only in part performing the functions of a Post Office."

The Island Railway referred to had its beginnings in a resolution in April 1871 by a Member of the P.E.I. Legislature, James C. Pope, that because the business of the island had greatly increased, it was found impossible, in the absence of stone for gravel, to keep the roads in good repair. He introduced a bill authorizing the government to construct a railway, extending from Cascumpec to Georgetown, touching at Summerside and Charlottetown, with branches to Souris and Tignish. Within two days of its introduction the bill received the sanction of the Assembly.

It was during this session that an Act was passed for the assimilation of its currency to that of the Dominion of Canada, which was the reason for the stamp issue of 1872.

P.E.I. POSTS IN 1874

In his annual report for 1875 the Postmaster-General gave the number of post offices in the new Province as 179. This is one less than given for the time when it joined Confederation, but that may have simply been a rounding off of the number, since in the list of post offices closed during 1874 there are none from P.E.I. Obviously, there were no new ones established that year, because the island had already been well supplied with them during the colonial period.

Also reported for 1874 were the number of miles of mail routes, 38,087; the number of letters and postcards, 39,358,500; the number of newspapers, 29 million; and the number of parcels, 102,800. In July 1874 only three of P.E.I.'s post offices were important enough to sell money orders.

Under "ferriages" were listed one trip between Charlottetown and Georgetown, and four between Charlottetown and Hillsborough River. In "Memories Of Long Ago", published by the Irwin Company, Charlottetown, 1950, Benjamin Bremner wrote that until the completion of the Hillsborough Bridge he had "a faint recollection of when I was a child of crossing on a side-wheel paddle boat, the motive power of which came from a pair of horses going round

and round on a kind of treadmill. Following this antiquated ferry was the steamer 'Ino', and later the 'Ora' and, later still, the 'Hillsboro' and 'Elphin'. These boats left every half-hour from each side and, on market days, every 20 minutes."

There were three routes where the mails were carried on steamships and sailing vessels: between Charlottetown and Crapaud there were one or two trips a week; between Charlottetown, Pictou, Nova Scotia and Shediac, New Brunswick three a week; from Georgetown to Pictou, "as required" at first, then once a week. R. R. Hodgson was the contractor most of the time.

THE ESTABLISHMENT OF WINTER COMMUNICATIONS

In his book "Our Island Story", published by Irwin Co., Charlottetown, 1927, W. L. Cotton wrote, "Upwards of 200 years have elapsed since communication over the ice on the Straits of Northumberland, in winter, was begun. The first successful attempt to do so was made in the month of February in the year 1775. It was made at the instance of Governor Patterson, between Woods Island and Pictou Island. In the course of many subsequent winters, mails were transported to and from the mainland on this Eastern route under the auspices of a Mr. Smith. According to the reports published by the newspapers of the time, Mr. Smith crossed the ice of the Straits frequently, between Woods Island and Pictou, until the year 1827.

"During the year 1827 several trips over the ice between Cape Traverse and Cape Tormentine were made by a Mr. McRae. It was stated that he crossed the Strait on foot. As this route was shorter and less hazardous than that of the Wood Islands and Pictou route, Lieutenant-Governor Ready and others entrusted Mr. McRae with dispatches to the Imperial Government and other correspondence. He drove from Charlottetown to Cape Traverse. There he awaited fine weather and favorable ice. Then, crossing the ice on foot, he proceeded to Amherst, delivered the dispatches and other letters entrusted to him to the mail couriers going to Halifax, obtained letters in Amherst and brought them back to Prince Edward Island. His success caused the postal officials to transfer the carriage of the mails to the Capes route. In

the course of the winter of the year 1828, and in subsequent winters, a man named Campbell, with a crew of men from the vicinity, crossed the Capes route with greater dispatch and regularity than had been attained on the Eastern route."

According to Lorne C. Callbeck, in "Sagas of the Strait", an article which appeared in the April 1959 Atlantic Advocate, "Out of these increasing numbers of crossings, a particular type of boat was evolving. Known as ice-boats, they were small and sturdy with iron-shod runners on either side of the keel. The ice-boats were about 17 feet long, four feet wide, and were shaped like a tough Norwegian skiff, with the bow slanting upwards for easy deflection of the ice. The boats were sheathed with tin to withstand the pounding and grinding of the ice, and were powered by sails or oars.

"The boats were equipped with long leather straps, attached by chains along each gunwale and fitted with a harness to place over the shoulders and around the waists of the crew. Passengers paid only two dollars for the trip if they assisted in hauling Her Majesty's mail. But some gentlemen passengers preferred to remain in the boat during the entire crossing, in which case they paid the full fare of five dollars. Actually, they too were often pressed into service during rough weather."

STEAMSHIP SERVICE

In the Dalhousie Review of July 1949 Frank MacKinnon carried on the story. "In 1840 the Assembly noted that the British government had let a contract to Samuel Cunard for a steamship service between Pictou, Miramichi and Quebec, and requested that the arrangement be changed to enable the boat to call at Charlottetown both ways. A reply indicated that Mr. Cunard had refused to do this, but that he would provide another boat if the local assembly would pay for it. The first step was taken in 1842 with the formation of the P.E.I. Navigation Company to commence operations across Northumberland Strait. The local government lent a hand by purchasing 100 shares in the company, provided the latter would run between Pictou, Charlottetown and Miramichi and call at Bedeque and Georgetown once a fortnight. The arrangement worked well for a time, but it was expensive, particularly during the severe months of winter navigation difficulties, and the company lost heavily. For

the next 30 years the service was irregular and beset with problems of cost and government assistance."

Ice boats continued to cross the nine miles from Cape Traverse to Cape Tormentine during the winter, once a week until 1861, when semi-weekly trips were begun. Afterwards the mails went from Charlottetown three times a week, and three boats were available.

During the negotiations which led to the Island's entry into Confederation, opponents of the union objected that it would be unable to participate effectively in the federation because of its isolation. As a result, the agreement of 1873 included a clause that the federal government would be responsible for.

"Efficient Steam Service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion."

As MacKinnon notes, "Trouble began almost immediately, and for 15 years the Dominion government did almost nothing about it."

The Postmaster-General's Report of 1875 lists payment to Muttart and Irving for carrying the mail between Cape Tormentine and Cape Traverse "by boat and vehicle", with the footnote "The mails are conveyed in an ice-boat".

The only service thus continued to be by irregular crossings of private vessels in summer and ice-boats in winter. In 1875 and 1876 the Federal government provided an old wooden steamer, the ALBERT, which proved unsuitable, and from then to 1886 the NORTHERN LIGHT, which was not built for heavy work, and was often laid up.

The ice boats were used for nearly a century after their beginnings, and toward the end of their service as many as 12 of them were in use to carry the mails and passengers. In his Atlantic Advocate article, Callback mentions, "In mid-winter it was necessary to supplement the steamer service with the old ice-boat service operated by the hardy breed of men from Cape Traverse. And hardy they were, too. Captain Lewis Muttart made his last trip in 1897 at the age of 83.

"In 1917, the first car ferry ice-breaker, the PRINCE EDWARD ISLAND, began duty, and the days of the heroic couriers faded away into history."

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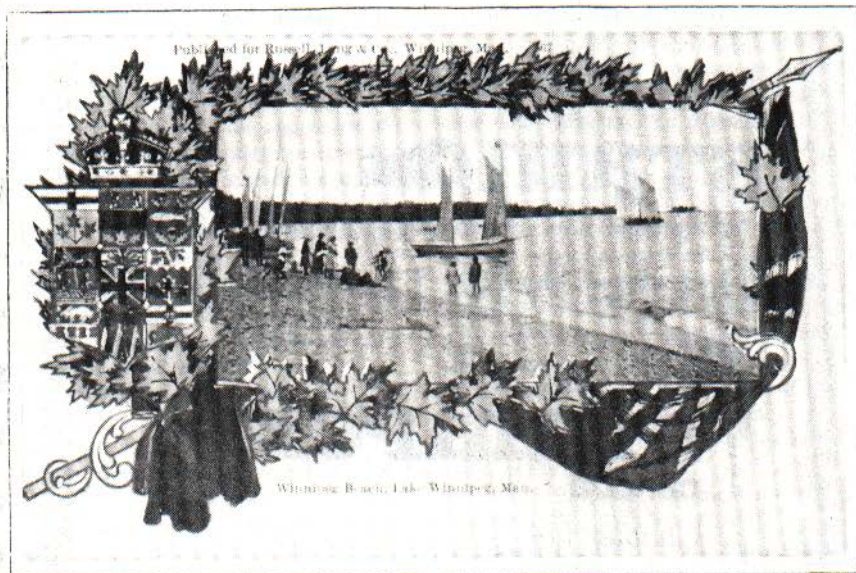
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PATRIOTIC POSTCARD SERIES

by W. L. Gutzman



CREST AND VIEW FRAMED BY MAPLE LEAVES - WBR 9

This was another early series, with usage as early as November 5, 1904. A black and white view is framed by green and red, or green and gold, maple leaves in various shades, with the Canada Coat-of-Arms at left. The red, white and blue Union Jack is draped along the right side and base of the view.

Publishers were Warwick Bros. and Rutter, Limited, Toronto. The publisher's name generally appears either on the face of the card or on the address side. In a few cases, the distributor's name appears instead, on the face.

The backs of these cards show great variation in both design and colour, and no attempt is made to classify them. The early ones were undivided. In late 1905 they became divided, although some of the former show usage in 1906. The words "Canadian Souvenir Post Card" appeared in all cases, sometimes in red, sometimes in green and often in blue in the standard intricate WBR design.

139 Sandwich St. West, Windsor, Ont.

(also 3080)

140 Ferry Landing, Windsor, Ont.

141 Victoria Avenue, Windsor, Ont.

144 Armouries, Windsor, Ont.

145 Bathing House, Stanley Island, Cornwall, Ont.

148 Mountain near Cranbrook, B.C.

166 A Summer Afternoon At Lorne Park.

191 Victoria Park, Truro, N.S.

192 I.C.R. Station & Tracks, Truro, N.S.

193 Academy, Truro, N.S.

199 Court House, Rossland, B.C.

207 Across the Bay from Penetanguishene, Ontario

211 Canoeing on the Severn, Orillia, Ont.

217 Road to Piper's Dam, Goderich, Ont.

222 Cariboo Freight Wagons Leaving Ashcroft, B.C.

223 Empress Leaving for China and Japan.

229 On the Inlet, Vancouver, B.C.

252 Welland House, St. Catharines, Ont.

253 Main Street West, Kamloops, B.C.

282 Harbor View, Owen Sound, Ont.

283 King's Royal Hotel, Owen Sound, Ont.

284 Collieries, Lethbridge, N.W.T.

286 Government House, Ottawa, Ont.

317 Yarmouth, N.S.

327 Royal Victoria Hospital, Montreal

- 374 Queen's University, Kingston, Ont.
 394 Public Gardens, Halifax, N.S.
 395 Victoria Hospital, London, Ont.
 416 Lou. F. Scholtes Amateur Champion Sculler of the World
 440 Liverpool, N.S. by Moonlight.
 475 Macdonald Park, Kingston
 497 Thousand Islands, near Gananoque, Ont.
 498 St. Louis Gate, Quebec.
 528 McGill University, Montreal, Que.
 531 Columbia River, Revelstoke, B.C.
 535 Kingston Harbour.
 536 St. Louis Square, Montreal, Que.
 562 Bird's eye view of Dalhousie, N.B.
 566 St. Mary's Cathedral, Kingston, Ont.
 567 Winnipeg Beach, Lake Winnipeg, Man.
 570 Woodstock College.
 574 Drill Hall, Brantford, Ont. — also Armouries, Brantford.
 576 Bankers Regatta, Halifax, N.S.
 593 Grand River, Brantford, Canada
 594 Grand River, Brantford, Ont.
 604 Grand Trunk Depot, Barrie, Ont.
 611 Pretty River, Collingwood, Ont.
 633 Sturgeon Point, near Lindsay, Ont.
 649 View in Guelph, Ont.
 671 Macdonald Institute and Hall, Guelph, Ont.
 813 Kiltie's Band, Belleville, Ont.
- 814 "The Quinte", Belleville, Ont.
 852 Public School, Listowel. (also 852, Type 5).
 863 St. Ninian's Cathedral, Antigonish, N.S.
 866 Fort Cumberland near Amherst, N.S.
 886 Chapel-Convent Sisters C.N.D., Richmond, Que.
 932 Berlin and Waterloo Hospital.
 936 Thousand Islands, near Brockville, Ont.
 937 Market Building, Charlottetown, P.E.I.
 962 Thousand Islands, near Brockville, Ont.
 980 Yonge Street Wharf, Toronto
 992 Waterfront, Annapolis Royal, N.S.
 3018 Annapolis Royal, N.S. from Laquille.
 3025 Pulp Mill No. 2 Sault Ste Marie Ont.
 3039(W) Digging Out Snow Plow, N.S.
 3044 Point Prim Light, Digby, N.S.
 3045 View From The Hill, Digby, N.S.
 3051 Waiting For The Opening of Navigation, Sault Ste. Marie.
 3062 Irish Guard Band.
 3063 The Armouries, Windsor, Ont.
 3080 Sandwich Street West, Windsor, Canada
 3151 St. James Church & Presbytery, Eganville, Ont.
 3173 General Hospital, Brockville, Ont.
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CS Bk 69, 25¢ booklet containing one pane of
3 x 1¢ + 1 x 6¢ + 2 x 8¢

This booklet is, without a doubt, the most complex booklet ever issued by the Canada Post Office. There are well over 100 different booklets which can be collected. They are printed on basically three different UV grades of paper - non fluorescent (plain), low fluorescent (white) and a medium fluorescent paper (called hibrite in the Canada Specialized catalogue, but in no way as intense as the hibrite sheet stamps of the Centennial issue).

There are two types of Ottawa tagging in these booklets. The initial tagged panes were printed with OP4 migrating phosphor, while the later printings (1973) had the OP2 non-migrating phosphor. The OP4 migrating phosphor tagged panes were always sealed with a black or grey gum strip, while the OP2 non-migrating phosphor booklets had a clear sealing strip. The OP2 tagging bars can be found ending on the selvage above the pane or running completely through the selvage, depending on the location of the pane on the printing cylinder.

NON FLUORESCENT (PLAIN) PAPER BOOKLETS

The booklet panes on plain paper appear only in the 10 different brown covers. They are OP2 Ottawa tagged, with the tagging bars either ending on the selvage above the pane or running completely through it. The booklets are sealed with a clear gum line and counting marks are found on the "1910 vehicle" booklet.

The plain paper panes also appear untagged in the 10 different brown covers, with a grey sealing strip and counting marks occurring on the "1910 vehicle" booklet. This variety is unlisted in catalogues.

LOW FLUORESCENT (WHITE) PAPER BOOKLETS

Booklet panes on low fluorescent paper appear in the two different covers in black

("Free dispenser..." and "Pre-stamped...") and are sealed with a black gum line. Counting marks can be found on either cover. The low fluorescent panes also appear in the 10 different brown covers, with a grey sealing strip and with counting marks occurring on either the "1910 vehicle" booklet or the "motorcycle" booklet as shown in figure 1. The counting mark on the "1910 vehicle" is generally found near the top of the cover on the fold, while on the "motorcycle" booklet the counting mark is found near the bottom of the cover on the fold.



1. Counting marks on "motorcycle" and
"1910 vehicle" booklets

The low fluorescent panes come Ottawa tagged with OP4 migrating phosphor bars which go completely through the selvage above the pane. These tagged panes can be found in the "Free dispenser..." and "Pre-stamped..." black covers with a black sealing strip. Counting marks appear to be found only on the "Pre-stamped..." cover. We would appreciate hearing from anyone who has a counting mark on the "Free dispenser..." cover in this tagged booklet.

The low fluorescent panes also come Ottawa tagged with OP2 non-migrating phosphor, with phosphor bars either ending on the selvage or running completely through it. This paper variety set is unlisted in catalogues. These tagged panes are found in the 10 different

brown covers, and seem to be the rarest set of all the 25¢ sets in brown. The degree of paper fluorescence is slightly lower than the corresponding untagged panes. The booklets have a clear sealing strip and the counting mark seems to only occur on the "1910 vehicle" booklet.

MEDIUM FLUORESCENT PAPER BOOKLETS

The untagged medium fluorescent paper panes appear in the "Free dispenser..." and "Pre-stamped..." black covers with black sealing strips, with counting marks on the "Pre-stamped..." covers. The medium fluorescent untagged panes also occur in the 10 different brown covers with grey sealing strips and counting marks on the "1910 vehicle" booklet or the "motorcycle" booklet (figure 1), and in the 10 different brown covers with a clear sealing strip and counting marks on the "1910 vehicle" booklet.

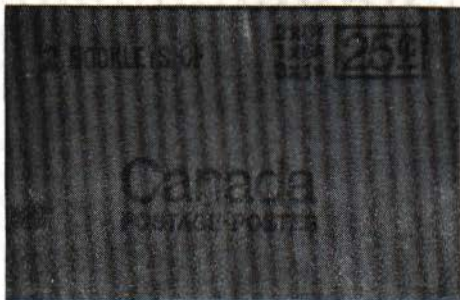
The OP4 migrating phosphor tagged panes appear in the "Free dispenser..." and "Pre-stamped..." black covers with black sealing strips and counting marks on the "Pre-stamped..." cover. These panes also occur in the 10 different brown covers with grey sealing strips and the counting mark on the "1910 vehicle" booklet cover. The OP4 tagging bars run completely through the selvage.

The medium fluorescent panes also come Ottawa tagged with OP2 non-migrating phosphor, with the tagging bars either ending on the selvage above the pane or running completely through it. The booklets have a clear sealing strip and the counting marks seem to occur only on the "1910 vehicle" booklet.

VARIETIES

A very scarce variety occurred in the 25¢ wicket booklets (CS Bk 69b) in which the back cover of one booklet was glued to the front cover of another booklet. On the front cover of the top booklet is stamped in black ink "2 BOOKLETS OF" (figure 2). Research was being conducted on new 50¢ vending machines, and booklets were made up in this manner by the manufacturer. They were dispensed through three vending machines in Toronto for a very short period of time in early 1972. The Post Office seems to be confused as to how many of these booklets were actually prepared. In the Philatelic Bulletin(1) the Post Office stated that 3200 sets of booklets were prepared. However,

in a personal letter from the Post Office concerning these booklets, they state that between five and six hundred sets were made up. Perhaps further study will clear up this discrepancy. The example shown in figure 2 has a counting mark copy of CS Bk 69b (with back cover inscription reading "Pre-stamped envelopes" glued to the front cover of a copy of CS Bk 69b (with back cover inscription reading "Free dispenser..."). The two booklets have black sealing strips and the stamps are on medium fluorescent paper. We have also seen examples where the "Free Dispenser..." booklet is on top and the "Pre-stamped..." booklet is on the bottom.



2. Scarce "2 Booklets Of" variety

There are a large number of varieties occurring in the 25¢ booklets which result from improper inking of the printing plates. These include missing or broken frame lines, partially missing numbers, and missing portions of the design(2). These varieties arising from poor inking of the printing plate are most common in the 69cii booklets (medium fluorescent paper, 10 designs in brown, OP2 Ottawa tagged and clear sealing strips). Figure 3 shows an example of one of these booklets where the 8¢ Queen (R3/1) is missing an eye, while in figure 4 the 6¢ black stamp appears as a poorly printed image (R2/1) with substantial portions of the design missing. In the 69cii booklets, the top row of 1¢ stamps appears as poorly printed



3. "Missing Eye", due to poor inking



4. Portions of design missing

images (due to improper inking of the printing plate) while the 1¢ stamp (R2/2) appears as a properly printed stamp. Although examples of poor inking are most prevalent on the 69cii booklets, numerous examples can be found on virtually all the different types of 25¢ booklets.

Some major horizontal shifts in the central vertical perforations can be found in the 25¢ booklets (this series of articles considers a major shift to occur when the perforations run through the printed portion of the stamp). The 25¢ wicket booklets (CS Bk 69b) have been found with the vertical perforations shifted to the left into the design of the stamp. The stamps are untagged on medium fluorescent paper with a black sealing strip.

The 25¢ booklets in sets of 10 different cover designs (CS Bk 69cii) can be found with the vertical perforations shifted to the right. The shift is into the design of the stamp but the extent of the shift varies. The booklets have a clear sealing strip and the stamps are printed on medium fluorescent paper and are Ottawa tag-



5. Perforation shift variety

ged. This variety is illustrated in figure 5.

In some instances, an abnormally large space or an abnormally small space between horizontal perforations (the perforations are so close that in some cases they are doubled) can be found along the right or left edge of the panes. These varieties probably result from improper alignment of the perforating drum between successive sweeps during the manufacturing of the booklets.

A constant plate variety can be found in the 10 designs in brown booklets. It takes the form of an ink spot in the sky above the mountains on the 1¢ stamp (R2/2) and has previously been referred to as "The airplane in the sky"(3). This variety seems to occur on 69i, 69bi, 69cii and 69d, among any of the ten individual brown covers. We have not seen this variety occurring in the 25¢ black wicket booklets. This would indicate that the flaw occurred on the printing plate sometime after the 25¢ wicket booklets had been printed (and while the 25¢ brown sets were being printed).

One of the most outstanding varieties we have seen results from a pane of Bk 69cii being attached upside down onto the cover. In normal booklets, the pane is attached via selvedge to the inside of the front cover and the face of the

pane is seen when the cover is opened, along with a "Free dispenser . . ." or "Pre-stamped . . ." inscription in grey on the inside of the front cover. But in the variety, the pane selvedge is attached to the back cover and upside down, so that when the front cover is opened, the gum side of the pane is seen. When the booklet is opened from the back, the front of the pane is seen (covering the grey inscription on the front cover). The inside of the back cover shows an offset of the pane of stamps indicating that the pane was indeed attached improperly during the manufacturing. Figure 6 shows a normal booklet and the variety.

We have also seen offsets occurring in these 25¢ booklets (particularly in 69cii) with

as much as CANADA and the value being offset onto the gum side of the pane.

We would be interested in hearing about any further Centennial booklet varieties not discussed in this series of articles. Please contact us at: Centennial Definitives Study Group, 2250 Lawrence Ave. East, # 406, Scarborough, Ontario, M1P 2P9.

REFERENCES:

1. Canada Post Office Philatelic Bulletin, volume 1, number 3.
2. Ken W. Pugh, Canada The 1967-73 Definitive Issue, page 61.
3. Ken W. Pugh, *ibid*, page 61.



6. Offset at bottom of pane

TABLE I

Summary of the paper varieties of the 25¢ black wicket booklets (with back cover inscriptions) "Free dispenser . . ." or "Pre-stamped . . ."

PAPER	TAGGING	COUNTING MARK
low fluorescent	none	Free dispenser . . .
		Pre-stamped . . .
low fluorescent	OP4	Pre-stamped . . .
medium fluorescent	none	Pre-stamped . . .
medium fluorescent	OP4	Pre-stamped . . .

TABLE II

Summary of the paper varieties of the 25¢ sets (ten different designs in brown)

PAPER	SEALING STRIP	TAGGING	COUNTING MARK
non fluorescent	black	none	1910 vehicle
non fluorescent	clear	OP2 ending on selvage	1910 vehicle
non fluorescent	clear	OP2 completely tagged selvage	1910 vehicle
low fluorescent	black	none	motorcyle or 1910 vehicle
low fluorescent	black	OP4 completely tagged selvage	1910 vehicle
low fluorescent	clear	OP2 ending on selvage	1910 vehicle
low fluorescent	clear	OP2 completely tagged selvage	1910 vehicle
medium fluorescent	black	none	motorcycle or 1910 vehicle
medium fluorescent	clear	none	1910 vehicle
medium fluorescent	black	OP4 completely tagged selvage	1910 vehicle
medium fluorescent	clear	OP2 ending on selvage	1910 vehicle
medium fluorescent	clear	OP2 completely tagged selvage	1910 vehicle

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THE FLAG CANCEL STUDY GROUP

TYPE 3 MONTREAL

by Larry R. Paige

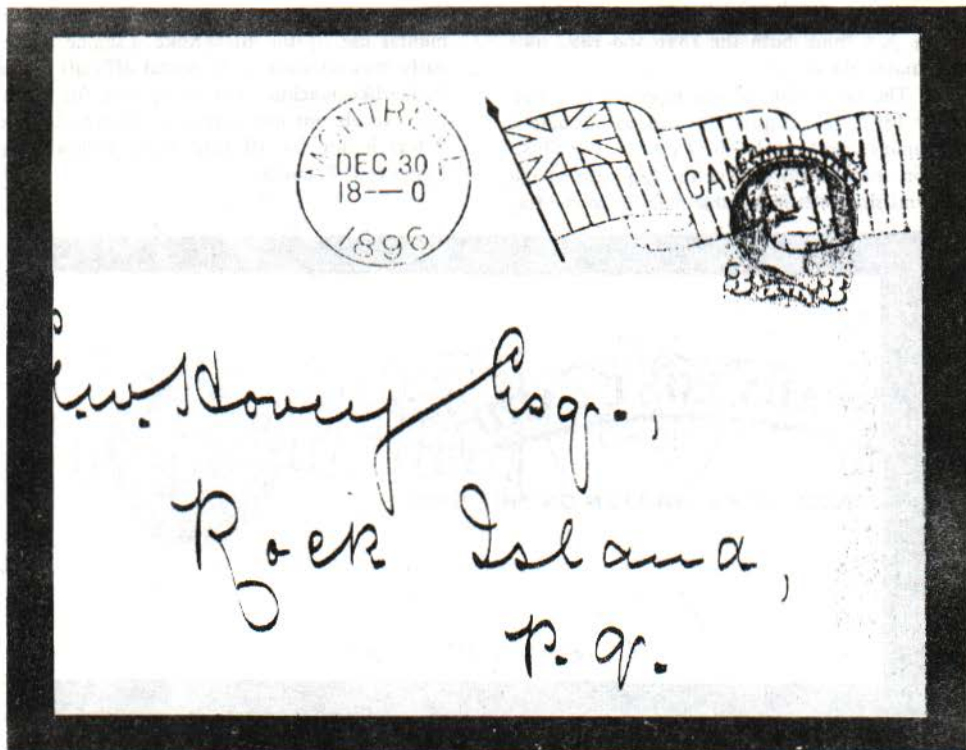
The Type 3 flag cancel was a product of the first experimental Bickerdike cancelling machine to be put into service at the Montreal Post Office. The new Bickerdike machine was possibly installed during late November 1896. The earliest use reported is 2 December 1896.

Use of Type 3 on the Bickerdike machine seems to have been very sporadic. The reason for this is the subject of much speculation. The only dates I have actually seen are the early date of 2 December 1896, the 30 December 1896 example in my own collection, as well as the late date of 3 January 1897 in my collection. I have also seen a xerox copy owned by a California collector. One reason I think that the Type 3 is so scarce is that possibly, the Bickerdike being a new machine, postal employees

may have been a little shy of the introduction of new equipment. This is quite a normal thing even today. I have over the years seen only 5 examples of the Type 3 flag cancel, and would welcome reports from collectors owning this very scarce cancel.

The new Bickerdike machine appears to be almost identical to the Imperial machine. Though the Imperial cancelling machines were a tremendous advance over handstamping, they were very slow. The Bickerdike appeared to be much quieter and could be operated with greater speed and efficiency.

The Type 3 is very much different from the Type 7 used at Montreal. The letters in CANADA are larger than in the Type 7, measuring 3 mm or less. It is possible that the



1. Type 3 Montreal Flag Cancel



2. Latest known use of Type 3 Montreal.
Note missing part of cancel at upper right

Type 3 may be hidden in collections as a Type 7, but this can be detected by the date of use. The valuation of this flag cancel is that the 1896 uses are worth \$30.00, with the 1897 date valued at \$100.00. I personally think both 1896 and 1897 uses are very, very scarce. The Type 3 is a top priority on most collectors want lists. Whatever the reason for the scarcity of the Type 3, I think both the 1896 and 1897 uses are undervalued.

The latest date of use reported is 3 January 1897. This is quite unusual, as this date is a Sunday night, at 19-0 (7 p.m.). The illustration shows a portion at the top right of the flag missing. Was it possible damage to the flag

die? If so, this could be the reason for service of this die being discontinued.

The experimental Bickerdike machine was in use at the same time as the Imperial machine with the Type 1 flag cancel, in the no yeardate stage of the dater dial. The illustration shows a Type 1 flag with exactly the same date and time as the late use of the Type 3. The experimental use of the Bickerdike machine apparently was satisfactory to postal officials as the Bickerdike machine was to be used for future flag cancels put into service at Montreal. Type 5 was in use by 10 July 1897, followed by Types 6, 7, 8, and 9.



3. Type 1 Montreal used at exactly the same time
as the latest known Type 3

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