

## THE FLAG POLE



### The Newsletter of the BNAPS Flag Cancel Study Group

---

Volume 5 Number 2, September 1991

Editor Tom Almond, 2 Filbert Drive, Tilehurst, Reading,  
England, RG3 5DZ.

Chairman John Robertson, 10 Pergola Road, Rexdale, ON, M9W 5K5

---

#### EDITOR'S REMARKS

I would like to welcome a new member to our group:

50. Michael Rixton, 4277 St Jacques, Montreal, PQ H4C 1J4.

Michael joined BNAPS this summer and in addition to collecting flag cancels, he is interested in Semi-official Airmails, together with stamps, cancels and postal history before the Admiral period.

In this issue we present an excellent article by Larry Paige and Doug Lingard updating the Type 4 Flags and some interesting Royal Train Material. The next issue will feature examples of the Victorian and Georgian flags. I already have some material to hand. But could always use more. So send me a photostat of your pride and joy.

#### CHAIRMAN'S MESSAGE

I suggest that we all "talk" flags at our local clubs and put in a couple of frames at our next club show. Also it is most important that you send Tom or myself, photostats of anything unusual.

## **TREASURER'S REPORT**

Doug Lingard distributed a financial statement at BNAPEX which indicated that the study group had a surplus of \$143.22 for the 24 months ending May 31 1991. Since the study group had \$455.29 in the bank, members will once again get a dues-free holiday until March 1992. This assumes that Doug and Tom continue to obtain cheap photocopying. Any member not at BNAPEX can obtain a copy of the group's financial statement by writing to Doug directly.

### **BNAPEX Study Group Meeting**

Thirteen members, including David Sessions and Charles King from Great Britain, attended the meeting at Vancouver. John Robertson, Doug Lingard and Tom Almond were acclaimed as Chairman, Treasure/Secretary/NA Distributor and Editor. This resulted from Doug failing to obtain any victims to stand against them.

Doug gave a status report on the new handbook and indicated that he and Larry Paige had now updated the Imperial flags (Types 1-4) and that he and Fred Hollenbeck had updated the 1953 Coronation flags. Also Doug pointed out that he had updated the WWI and Western Exhibition Flags, the 1927 flags, the Royal Train flags and the WWII "Enlist Now" flags. These revisions have all appeared in previous issues of The Flag Pole.

Doug agreed to have the information on the WWI and WWII flags in handbook format for next year's meeting in Chicago and the information on the 1927, Royal train and 1953 Coronation flags will be ready in 1993. He also has the information that Fred Hollenbeck collected on the 1937 Coronation flags and hopes to have this information published in December's copy of the Flag Pole.

David Sessions and Larry Paige agreed to update the Bickerdike flags (Types 5-12) and the Type 13 along with the early Imperial and Bickerdike machine cancels. Since these machines are important to studies of the early flag cancels, they will be include as an appendix to the handbook.

With a bit of luck the new handbook should be available in late 1993 or early 1994.

There followed discussions on whether the Type 1 "K" Ensign was actually the first Bickerdike flag cancel. Most attendees agreed that, if this were the case, it would answer many of the questions surrounding the use of the "K" obliterator. Most felt initially that it was highly improbable that the "K" was a Bickerdike Die. But, after considering the facts, most thought that it was probably, or at least possibly, a Bickerdike cancel. Bob Heasman agreed to try and do some computer analysis on the dater hub and cancelling die, to determine if there were any differences in the size of the "K" die and the other Ensign dies or the Type 3 die. He also planned to do a similar analysis on the "K" dater hub and the other Bickerdike and Type 3 Bickerdike dater hubs.

REVISIONS  
to the  
CANADIAN FLAG CANCELLATION HANDBOOK  
by  
Larry Paige and Doug Lingard

**Type 4 - IMPERIAL DIAMOND JUBILEE FLAG - Montreal and Ottawa only**

Since the Richardson Handbook was published in 1973, three additional Montreal hub/cancelling die combinations have surfaced which has necessitated a renumbering of these cancels. Also, values have had to be increased significantly, to reflect today's values and the popularity of these attractive cancels. Although several of these combinations do not appear to have been used to cancel commercial mail and are known only on philatelic covers, they are nevertheless quite scarce on cover and are highly sought after by most collectors. For example, in about 1979, a well known Toronto dealer had a half dozen or so philatelic examples of the new 4-4 (Montreal Ensign "F" dater hub used with the Ottawa obliterator) and quickly sold these for about \$300 each. Since there are so many collectors seeking these very scarce philatelic items, serious collectors should be prepared to pay at least the values shown in this listing if they hope to obtain one. The market could probably absorb another ten examples of each of the higher priced philatelic flag cancels without a significant drop in value.

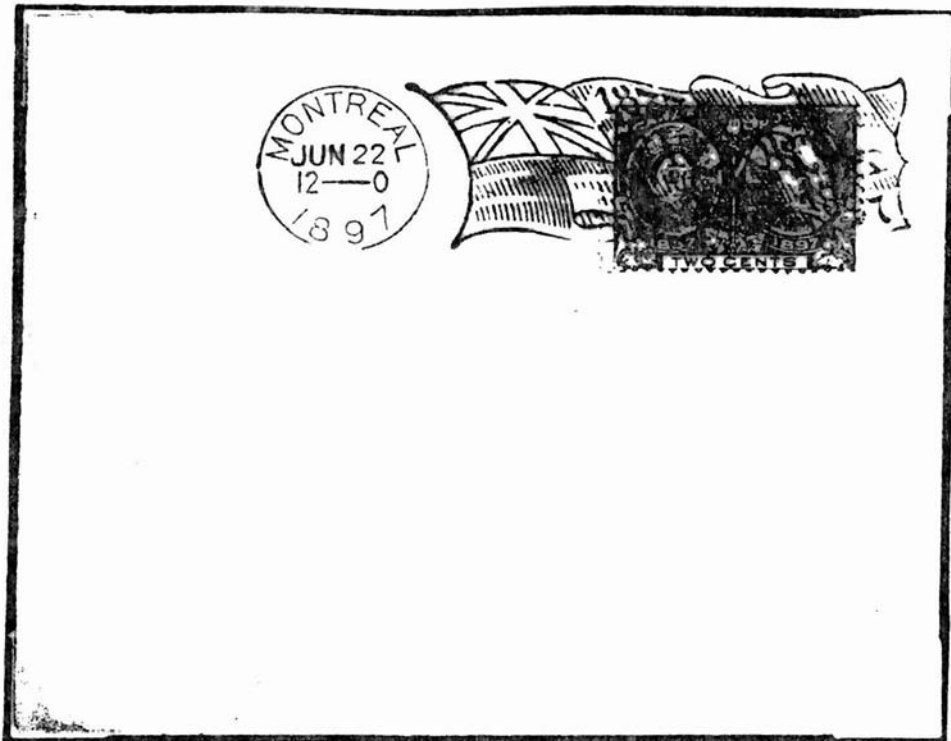
**New Findings**

About eight examples (four covers and four on piece) of the Montreal 5 stroke cancelling die used with the "B" Ensign dater hub (new 4-1) have surfaced. These appear to be all commercial usages and are dated during the evening of June 25th and morning of June 29th.



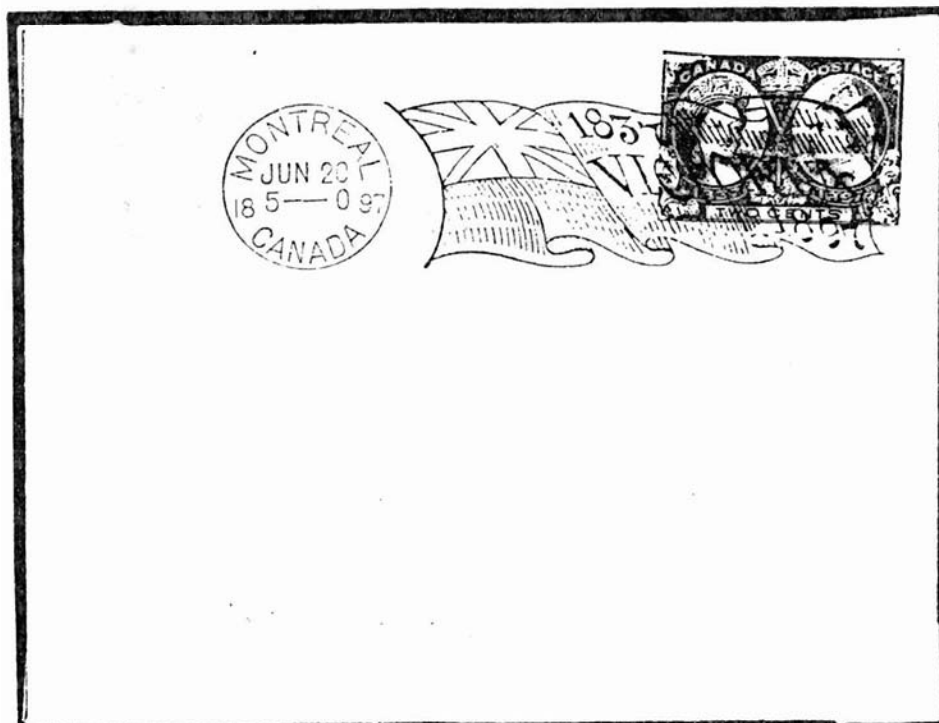
The rare Montreal 4-1 flag cancel

Most of the Montreal 6 stroke/"F" Ensign dater hub combination items are actually examples of the Ottawa six stroke cancelling die rather than the Montreal 6 stroke cancelling die. Only one example of the Montreal 6 stroke cancelling die as used with the "F" Ensign dater hub (new 4-3) is known to be in collectors' hands. Since this cover is addressed but not back stamped and dated the same time (12-0 on June 22) as the Ottawa variety (new 4-4), the owner feels that it could be a philatelic item as well. However, as David Sessions saw a complete set of Jubilees on separate covers cancelled with the Montreal six stroke obliterator (new 4-3) in the Postal Museum's exhibit at CAPEX '78, it is indeed possible that other examples are resting in old flag cancel and Jubilee collections. Although several sets of Jubilee stamps on piece are known cancelled with the new 4-4 cancel (Ottawa obliterator), fewer than ten examples on cover are thought to be in collectors' hands.



The Ottawa 6 stroke die as used with the Montreal Ensign "F" dater hub. Note the break in the top line of the flag which occurred after July 20th. Accordingly, the impression was either made in Ottawa long after the June 22 date, or when the Ottawa die was returned to the Imperial office in Montreal.

The new 4-8 with the 7 stroke/Y dater hub is now thought to have been used with only June 20 and 22 dates. We know of only six examples of this rare philatelic cancel, including the three examples recently sold at auction.

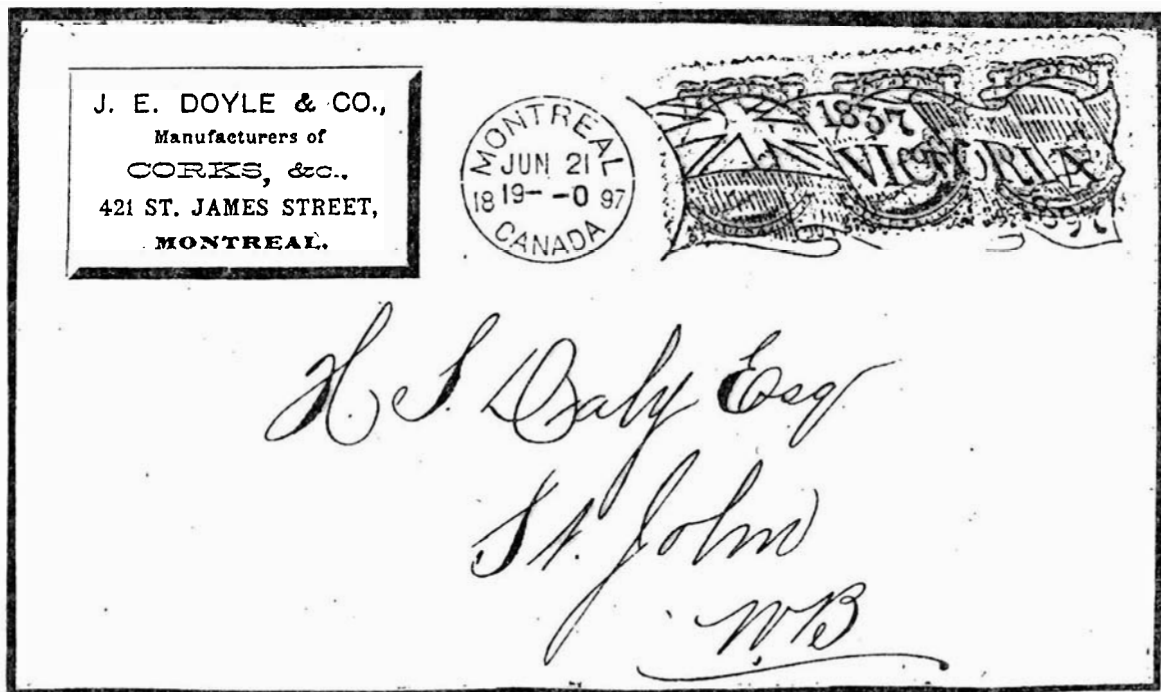


The elusive 4-8 flag cancel.

A few philatelic 6 stroke/Y dater hub items (new 4-5) are also now known. Some of these are on cards with a July 12th date, which is after the Imperial machines were removed from service at the Montreal post office.



A rather interesting example of the new 4-5 flag cancel with the 6 stroke/Y dater hub combination. Since some think this Boston cancel was used on an Imperial machine, was the piece prepared for an Imperial advertisement or brochure?



First day of use of the 4-6 with the 6 stroke cancelling die and Z dater hub

### Type 4 Dater Hubs

There are actually three different types of dater hubs as shown below.



X dater hub  
Used with Ensign cancels.



Y dater hub  
Serf on the 7.



Z dater hub  
No serf on the 7.

#### MONTREAL

New	Old	Description.	EKD	LKD	Valuation*	
					GPC	Cover
4-1	-	5 stroke - hub X(B) **	1897-06-25	& 1897-06-29		\$1000
4-2	4-1	5 stroke - hub Y	1897-06-21	- 1897-07-10	\$40	60
4-3	4-2	6 stroke (Mont) - hub X(F)	1897-06-22	(Phil?) ***		500
4-4	-	6 stroke (Ott) - hub X(F)	1897-06-22	(Phil)		250
4-5	-	6 stroke (Mont) - hub Y	1897-06-20,	22 & 1897-07-12 (Phil)	75	100
4-6	4-3	6 stroke - hub Z	1897-06-21	- 1897-07-10	50	70
4-7	4-4	7 stroke - hub X(A)	1897-06-21	- 1897-07-10	30	50
4-8	4-5	7 stroke - hub Y	1897-06-20	& 1897-06-22 (Phil)		300

#### OTTAWA

4-9	4-6	6 stroke - hub Z	1897-06-21	- 1897-08-07	40	60
-----	-----	------------------	------------	--------------	----	----

\* Values are for complete clear impressions on commercially used covers or cards. Partial and philatelic examples sell at a discount, unless only known used philatelically.

\*\* Letters A, B and F refer to the dater hubs that were used with the Ensign flag cancels with the corresponding indicia.

\*\*\* Phil indicates that the dater hub/cancelling die combination has not been reported commercially used.

The above listing is thought to be accurate and corrects a number of reporting errors that appeared in the Richardson handbook. However, should members have examples outside of the earliest and latest dates, please send a photocopy of them to Doug Lingard, as we would like to ensure that the information which will appear in the new handbook is as accurate as possible. Also, would any member who has an example of the new 4-1, 4-3, 4-4, 4-5 or 4-8 cancels, please send a photocopy to Doug as well, so that we can determine how many of these cancels actually exist.

ROYAL TRAIN CANCELLATIONS  
Fred Hollenbeck

This letter sheet from the Royal Train shows the signatures of the Postmaster and his two assistants. Presumably the date of the cancellations is not significant. The cover shows the first reported Purple Flag with a French Registry mark also in purple.

POST YOUR MAIL EARLY AND ENSURE EARLY HANDLING

Post Office,  
ROYAL TRAIN POST OFFICE

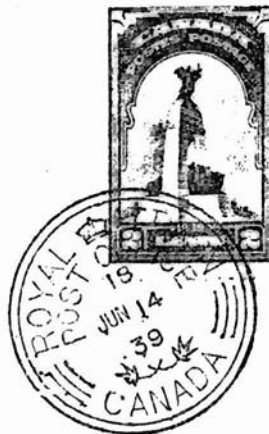
No. ....  
IN ANY FURTHER CORRESPONDENCE  
ON THIS SUBJECT PLEASE QUOTE  
ABOVE NUMBER



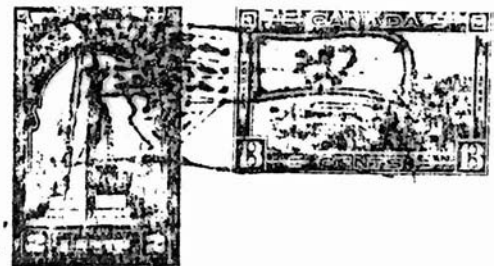
*F. W. Luss*  
Postmaster  
Royal Train



*Ass. Postmaster*  
Ass. Postmaster  
Royal Train

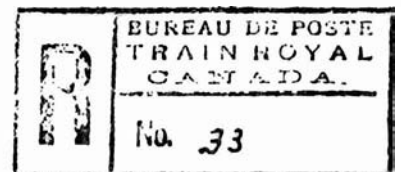


*Ass. Maître de poste*  
Ass. Maître de poste  
Train royal



*356*

*F. Kuhlman*  
*No. 51*  
*M. G. L. Sack*  
*Canada*



# ROYAL TRAIN CANCELLATIONS - CONTINUED

The two covers below were prepared by Crosby, a US Naval Cachet maker. The King and Queen travelled on the USS Potomac from Washington to Mt Vernon.

U. S. S. Potomac  
Presidential Yacht  
His Majesty  
King George VI  
Visiting On Board



ENROUTE  
MT. VERNON



VIOLET  
CACHET

United States of America  
Welcomes



RAILWAY  
MAIL  
SERVICE



ROYAL TRAIN R. P. O. U. S. A. JUNE 1939



GOLD  
CACHET

Rita Marie Landman  
307 S Street, N.E.  
Washington, D.C.

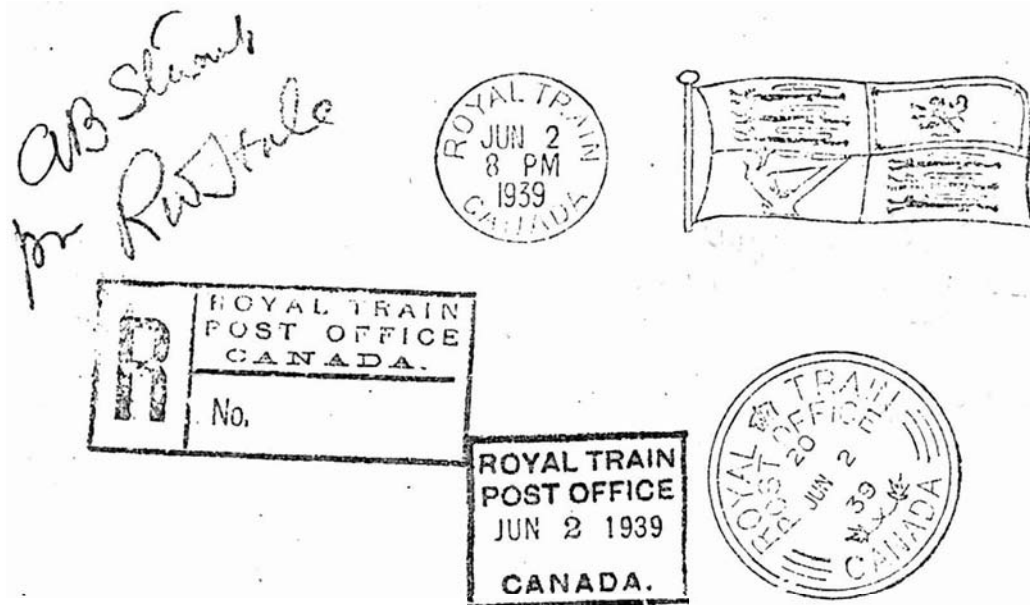
THEIR MAJESTIES THE KING AND QUEEN AND T. R. H.  
THE PRINCESSES ELIZABETH AND MARGARET ROSE.



## MORE ROYAL TRAIN CANCELLATIONS

Tom Almond

The unaddressed #8 card that is illustrated below carries black strikes of the RT flag and 2 ring canceller, together with a purple boxed handstamp and a purple registration mark. The purpose of the piece is unclear. Are these proof strikes? What is the significance of the names written in pencil?



## ADDRESS CHANGES

4. Bob Heasman is now semi-retired and once again back into philately. His new address is:  
880 Douglas Street, Suite 620, Victoria, BC V8W 2B7.
10. Alan Steinhart's new address is:  
35 Church Street, Suite 305, Toronto ON M5E 1T3.

## SALE AND EXCHANGE

Doug Lingard has copies of the Bousfield and Toffoli 72pp book on the 1939 Tour "Royal Spring for sale post paid at C\$13 or US\$13 to non-Canadian residents. Write to him for a copy.

Fred Langford has a Trois Rivières 38-1 that he would like to exchange for a 1-1, 1-8, 6-1 or a 9-2.

Since there is a spare page, here is our financial statement.

BNAPS Flag Cancel Study Group  
Statement of Revenue and Expenses  
For the 24 Months Ending May 31, 1991

Revenues

Prepaid 1989-90 Membership Dues	\$ 65.20
1989-90 Membership Dues received in 1989-90	84.89
1989-90 BNAPS Subsidy for the <i>Flag Pole</i> and new members	166.00
1990-91 BNAPS Subsidy for the <i>Flag Pole</i> and new members	82.00
1989-90 Bank Interest	29.79
1990-91 Bank Interest	<u>28.88</u>
 Total 1989-90/1990-91 Revenues	 456.76

Expenses

<i>Flag Pole</i> 1989-90 North American distribution costs	85.28
<i>Flag Pole</i> 1990-91 North American distribution costs	86.64
Treasurer's office expenses	32.46
Editor's net expenses	70.40
Contribution to member towards survey costs (\$25 US)	34.26
Bank service charges	<u>4.50</u>

Total 1989-90/1990-91 Expenses 313.54

Net 1989-90/1990-91 Surplus 143.22

Add:

Deferred 1990-91 membership dues to be used for 1992-93 membership fees	77.41
Surplus from prior years	<u>268.26</u>

Total Funds on Hand as of May 31, 1991 488.89

Funds on Hand Consist of:

Cash on Hand (Tom Almond)	\$ 33.60
Bank Balance	<u>455.29</u>
Total	<u>488.89</u>

It would appear that the study group has sufficient funds to provide any member who was a member as at May 31, 1991 with a free 1991-92 membership. Those members who prepaid their 1990-91 memberships will have the amount applied towards their 1992-93 membership dues.



Prepared by  
Doug Lingard (Treasurer)  
August 3, 1991