

PART 2: The First Years of the Dominion Inspection Service — 1875 to 1881.

It was not until several years after Confederation that the federal government exercised its prerogatives under the BNA Act to pass new weights and measures legislation for the entire Dominion. The first of these laws was passed by Parliament in 1873, but did not take effect until 1875.

The provisions of this first Act and the amended Act of 1877 proved to be difficult and expensive to enforce. This led to the suspension of the statutes in 1879 and the complete reorganization of the inspection service. The terms of the new 1879 legislation led to the 1880 issuance of the red, non-denominated weights and measures stamp (van Dam's FWM33). This stamp was not intended to represent or account for inspection fees paid but rather to indicate that such fees were not paid.

However, this red stamp had a very short lifetime as its use was terminated in 1881. This termination resulted from the inability of inspecting officers to collect the fees due on certificates bearing this stamp. This inability had led to a significant reduction in the amount of fees collected.

Implementation of Dominion Legislation

A revamping and streamlining of the system of weights and measures in use in Canada and the introduction of a uniform, nation-wide inspection service was initiated by the federal government in 1873 with the passage of the first Weights and Measures Act of the new Dominion.[1] Actual implementation of the new law was postponed by the Act itself until new official standards and inspection equipment could be procured. This took some time and it was not until December 18th, 1874, that the new "Dominion" standards and units of measurement were proclaimed as law on and after July 1st, 1875.[2]

This marked the nation-wide introduction of the Imperial Gallon and Bushel in place of the old Wine, Winchester, and French measures. The new Dominion legislation also continued the use of the "short ton" with its attendant weights of 5, 10, 20, 30, 50, and 60 pounds. The use of non-Dominion standards and units in commercial transactions was to be tolerated only until 1880 and only in cases where a specific contract had been made amongst those concerned.[1]

However, the 96 projected divisions of the new inspection service did not begin operations until 1876/78.[3] The exact dates on which these divisions commenced their work, along with a listing of their respective "Deputy Inspectors", will be detailed in Part 3 of this series. Unlike most of their predecessors, these new deputy inspectors were salaried officers of the central government. Rather than keep the fees collected by them, they were required to make monthly remittances to Ottawa of all such monies.[1]

With respect to the payment of the inspection fees by the public the Act specified:

Such fees shall be paid at the time of the inspection, stamping or verification, to the Deputy Inspector, who shall affix to the certificate given by him an adhesive stamp or stamps to the amount of such duty, and shall at the time of affixing the same, write or mark thereon, in such a manner as may be

directed by Departmental regulations, the date at which it is affixed; and no certificate shall be valid or avail for any purpose whatsoever, unless the requisite stamps have been duly affixed thereto and cancelled.

and:

The device on such adhesive stamp shall express the value thereof, that is to say: the sum at which it shall be reckoned in payment of the duty hereby imposed.[1]

While the use of the stamps did not begin until mid-1876, their preparation began about a year earlier. This is indicated by a June 28th, 1875, letter to BABN from the Inland Revenue Department:

I enclose the card with design for stamps for weights & measures. Either of the Queen's head would do, but I confess to some prejudice in favour of some well designed crown especially in view of the account lately received from your house by which I learn for the first time how costly it is to make a slight alteration in the engraving plates of stamps. The crown would not be necessarily changed and some years hence this might mean a saving of several thousand dollars.[4]

The original 1876 instructions to inspectors regarding the stamps and their use read:

L.— O.7. is an indenture with particulars of verification of Weights and Measures, on which are affixed the stamps required to cover the amount of fees charged for verification, with their numbers, &c., as shown on sample sheet, the particulars of test to be carefully entered on the endorsement in duplicate, as shown on back of sample sheet.

M.— O.7B, is the form of indenture for Balances &c., without endorsement.

R.— Regulations as to the supply and use of Weights and Measures stamps in accordance with the provisions of the "Weights and Measures Act," 36 Vic., cap. 47.

Supply of Stamps.— Adhesive stamps will be supplied by the Department on requisition being made by Deputy Inspector of Weights and Measures, who will be careful to make requisition sufficiently in advance to insure having at all times a supply on hand to meet the demands of his Division.

The stamps for Weights and Measures inspection are of the following denominations

J.1 value 5 cents	J.6 value 50 cents
J.2 " 10 "	J.7 " \$1.00
J.3 " 15 "	J.8 " 1.50
J.4 " 20 "	J.9 " 2.00
J.5 " 30 "	

T.— Use of Stamps.— After filling up an indenture of verification and after the fees for such verification have been paid, a stamp or stamps, representing the amount of fees chargeable for such verification, will be securely affixed by the Deputy Inspector of W. & M. to the space left blank for that purpose on each indenture of verification, form O.7 or O7B.; each indenture will then be delivered to the party owning the Weights and Measures or Balances.

U.— The cancellation of the stamps is to be effected by the Deputy Inspector of W. & M. immediately after affixing them to the indenture of verification, writing across the blank space in the middle of each stamp his initials and the date as shown in the samples.[5]

Further details were given in an October 31st, 1876, circular:

*Instructions as to the Issue of Indentures
and Affixing Stamps thereto.*

1. An Indenture must be issued for each weigh bridge, platform scale or steelyard, such indenture to include the weights belonging to the scale to which it refers. It is usual for manufacturers of scales to designate them by a progressive number. When this is done, and when such number is engraved or impressed upon an essential part of the apparatus, no other stamp will be necessary, as the progressive number can then be inserted in the indenture and will be a sufficient identification.

2. A separate indenture will also be issued for any set of weights, measures or weighing machine when verified for manufacturers or dealers, or when demanded by the owners; but, when verified for traders, who use the weights, &c., after they are verified, a number of them may be included in the same indenture. Care must always be taken, however, that no more are grouped together than can be represented by the stamps for which there is room on the space set apart for them.

3. It is not necessary (as some Deputy Inspectors have imagined) to apply a stamp for each article. But the total value of the stamps attached to the indentures must exactly represent the fees chargeable on the articles covered by the indenture. This being kept in view, the largest available stamps are to be used.

4. In all cases the state of weights, measures and weighing machines, when first presented for verification, is to be entered in the Registers, and the fees are then to be collected. If they do not pass for verification, the words "withdrawn for re-adjustment" are to be written opposite, and when the same weights, &c., are again presented, if then found correct, the indenture may — until 30th June, 1877, be issued without additional charge, reference being made to the progressive number under which they were first submitted, by writing such number across the columns which would otherwise be occupied by the denomination of the stamps used.

5. After the 30th June, 1877, the fees must be collected every time the articles are verified, whether they pass or not.[6]

An amendment to the instructions was issued at some

unknown time thereafter, on or prior to December 1st, 1876:

Amended Instructions for Stamping Indentures

(Books O.7 and O.7B.)

On receipt of the fees due hereon, the stamps will be attached in this space, and must be cancelled by the Deputy Inspector writing across the white space on each, the date on which they were attached, with his initials, and the holder of the certificate will observe that it is of no value unless the stamps mentioned in the text are attached to it. The larger denominations of stamps are to be used as much as possible, the smaller only for small fees, or to make up amounts which can not be made by the larger ones. On no account are the stamps to overlap each other.

*The endorse on form O.7 must in all cases be filled in.
Attach this slip to your book of instructions.[7]*

As will be discussed in a future part of this work, an additional "Indenture" of verification (form O.7c) was added in 1877 to be used exclusively for measures. This left O.7, now renumbered O.7a, to be used solely for weights.

However, all of these indentures will be shown to have had a short lifetime as they were soon thereafter replaced by a new "Certificate of Inspection" (form O.6). This new form combined all of the three previous indentures into a single documents and was part of a complete revision of all of the forms used in the weights and measures inspection service.

**Enforcement Problems Lead to Modifications
and Eventual Suspension of the Act**

The Act of 1873 required "every trader, manufacturer, carrier, public weigher, gauger, measurer or other person, who.... offers for sale or uses for any purpose.... any weight or measure, or weighing machine..." to have them inspected within "the time appointed under this Act for the first inspection." [1] The net effect of this phrasing was to require the immediate inspection of all weights and measures at times and places convenient to the inspecting officer. This applied to items in use as well as all those held in stock by manufacturers and dealers. The inspection of stocks held by the manufacturers and dealers was new to Canada as it was not part of the previous provincial statutes. This new requirement was embodied in the notice that accompanied the first instructions given to the Deputy Inspectors. Included in the instructions themselves was the requirement that all of the owners of the weights, measures, etc. were to present their equipment to the office of the Deputy Inspector:

As you are now furnished with the Standards for use in your office, you are to proceed at once with the duties of Inspection; you will, therefore, notify the parties who are subject to the law — 36 Vic., cap. 47 — that you are prepared to inspect their Weights, Measures and Balances as they are brought to your office, naming the day on which you desire to have them presented.

These notices should not be issued simultaneously, but in succession, selecting the chief traders for the first and continuing them [sic] to others as may be justified by the progress made.

The place named in the notice as the place of inspection will, of course, be either your head office or such place as may be selected under section 23 of the Act.

A supply of the blank form of notice to be used is issued herewith. In filling in the blanks you will take care not to notify for inspection more than can be completed within the time available.

When the day named by you is unsuitable to the parties notified, you may make such other appointments, not involving any unreasonable delay, as may be naturally agreed upon, but you are not thereby to prolong or increase the cost of your tour of inspection.

INSPECTION OF WEIGHTS AND MEASURES

Act 36 Vic., Cap. 47

.....1876

To.....

Take notice that on I shall be prepared to inspect and verify the Weights, Measures and Balances used or kept for sale by you, on your presenting them at.....

I beg to direct your attention to the 27th section of the Act above cited, and which, for your convenience is printed with this notice; and to inform you that if after the day above mentioned, you continue to use or sell Weights, Measures or Balances in violation of the provisions of the said Act, proceedings will be taken against you as required by law.

.....
Deputy Inspector of Weights and Measures
Division of[8]

The provision that the owners of weights and measures were required to bring their apparatus to the inspectors proved to be unworkable with respect to stocks held for sale by dealers and manufacturers. It also proved to be cumbersome with regards to the large scales used in certain industries. Thus the requirement was revoked in these cases by a November 28th, 1876, circular:

Adverting to circular No. 133, I am now further to instruct you that in the performance of your duties you are not, until further directed, to insist upon the inspection of Weights and Measures or Weighing Machines that are in the possession of dealers in such articles but not actually unpacked or exposed for sale.*

You will notify such dealers in your division of the above order, as may be interested therein, and at the same time inform them that you are to inspect and verify such portion of their stocks as they may from time to time desire.[9]

In 1877 modifications were made to the Act in order to retroactively sanction the November 1876 directive. In introducing the changes in the House on April 19th, 1877, the Minister of Inland Revenue commented:

By the present law, the necessity of having weights and measures inspected applied universally, and this had given rise to so great an inconvenience that the Government had been

obliged to virtually suspend in part the execution of this regulation. For instance, the wholesale dealer was obliged to unpack large cases of weights and measures to have them stamped; and hay and platform scales could only be adjusted when set up; and the operation of the law, obliging wholesale dealers to have them all stamped and re-verified every year, was considered an injustice which could not be tolerated.[10]

Further in this regard the [Third] Report on Weights and Measures, dated March 10th, 1877, noted:

The twenty-seventh section of the Act is so worded that the dealer in and the importer of weights, measures and weighing machines, as also the manufacturer of such articles is prohibited, not only from selling, but from having in possession any such articles unless they are inspected. This would have occasioned much annoyance and cost if it had been enforced; but, under the instructions of the Minister, the Inspectors were directed (see Appendix IV) not to enforce that part of the law, and it has accordingly remained in abeyance. pending the decision of Parliament as to its amendment.[12]

The amended Act of 1877 was assented to on April 28th and stated:

Every trader, manufacturer, carrier, public weigher, gauger, measurer, surveyor, or other person, who ... uses, for any purpose of buying, selling or charging for the carriage of goods ... any weight or measure, weighing machine which has not been duly inspected and stamped according to this Act ... shall be guilty of an offense...

But the manufacturer or a dealer in weights, measures or weighing-machines, who has in his possession for sale, any weight, measure or weighing-machine, shall not be bound to have the same inspected and stamped according to this Act, so long as the same remain in his manufactory or warehouse...

Any trader, not being a manufacturer or dealer in weights, measures, or weighing-machines, having in his possession such weights, measures or weighing-machines unstamped, shall be liable to penalty of fifty dollars...[13]

However, the unforeseen effect of the above and other sections of the 1877 Act was to remove the legislative authority for the inspection of stock sold by manufacturers and dealers. The second of the paragraphs did not explicitly require the inspection of new stock sold while the first paragraph made only those individuals who used weights and measures liable for inspection. Likewise, as manufacturers and dealers were now exempted from all penalties provided for the possession or use of unstamped goods the government could not enforce the implied requirements of the second paragraph.

These gaps in the legislation led to the widespread sale of uninspected items and a transfer of responsibility onto the purchasers of the weights and measures. These events and their attendant problems were discussed in the Fourth Report on Weights and Measures, covering the fiscal year ending June 30th, 1877, and dated December 31st, 1877:

*. Circular 133 of October 6th, 1876, read: "Until further notice you are not to enforce the inspection of ordinary tape lines, foot rules, iron squares, or other similar measures commonly used by mechanics in the ordinary pursuit of their business." [11]

[Weights, measures, and weighing machines] are exempt from inspection so long as they remain in the manufacturer's manufactory, or in the trader's warehouse. But the act of selling them brings them under the operation of the law, and it is not quite clear that they can [not] be lawfully sold until inspected. However that may be, many traders and manufacturers do sell uninspected weights and measures, and it has been found that many so sold are inaccurate and purchasers of them are put to much trouble and expense in consequence. This difficulty will probably right itself in course of time when the buyers of such articles come to understand the importance of purchasing only reliable articles, and the vendors will gradually fall into the practice of having their goods verified and stamped as an additional recommendation to their customers.[14]

However, it appears that the anticipated, voluntary compliance did not occur. This led to a partial suspension of the Act in November of 1878 and its complete suspension in March of 1879. The **Sixth Report on Weights and Measures**, covering the fiscal year 1878/79 and dated December 29th, 1879, noted:

Suspension of Act in 1878

As the inspection of weights and measures was delayed in 1878, pending proposed alterations in the law, and was not resumed during the fiscal year, any comparison that might be made, either as to the work done or fees collected, would have no value.[15]

The Inland Revenue Report for that same 1878/79 fiscal year noted in reference to the inspection of weights and measures:

As during the year important changes were made in the manner of administering this service, and as the work of inspection was stayed during the last six months of the year, it is useless to institute comparisons with the preceding year's transactions.[16]

The partial suspension of the work was achieved by a November 2nd, 1878, circular:

I am directed by the Hon. the Minister of Inland Revenue to cancel Circular No.171 of the 1st October ults. The said circular is therefore cancelled, and you will govern yourself accordingly.[17]

Circular 171 read:

Your attention is re-directed to Circular No.121 the terms of which you are now to carry out with firmness.

You are to notify forthwith all such parties who have failed to present their Weights and Measures and Weighing Machines for inspection, that if they do not comply with the requirements of the law within one month from the date of such notice, you will be compelled to proceed to their premises and seize (under section 27 of the Weights and Measures Act) all such unstamped Weights and Measures and Weighing Machines as may be found therein...[18]

Circular 121 was issued on August 18th, 1876, and its contents were essentially the same as circular 171.[19] These two circulars

appear to refer to the stocks sold by manufacturers and dealers.

The circular which ordered the complete suspension of the inspection work has not yet been discovered. However, the index in a National Archives' ledger containing Inland Revenue circulars and memos from this period contains the following entry:

Suspend Work. W&M 179 [20]

This entry refers to a circular 179 which evidently ordered the complete suspension of the inspection work. The date of this circular is not specified in the index but examination of nearby circulars in the ledger itself suggests a date of February or March of 1879. Circular 178 was dated February 8th, 1879, while circular 180 was dated March 28th, 1879. A date in the second half of March appears probable as Lussey, as part of a 1986/87 series of articles in **BNA Topics**, gives examples of weights and measures stamps used on February 24th and March 17th of 1879.[21]

The necessary alterations to the legislation were made in a 1879 consolidation of the previous Acts. This consolidation explicitly required the inspection of all weights and measures prior to their removal from a manufacturer or dealer and provided penalties for non-compliance.[22,23]

Another major alteration was to eliminate the position of "Deputy Inspector" as part of an amalgamation of the 96 inspection districts into larger divisions. Each of the new divisions was to be supervised by an "Inspector" with the help, if required, of one or more "Assistant Inspectors".[22] The number of inspection offices was thus reduced from 96 to 21 and the number of inspecting officers from 96 to 62. The amalgamations and staff reduction were expressly intended to reduce the excessive expenses of the inspection service.[24] Since its inception its expenses been almost double the amount of fees collected, specifically:

Fiscal Year	Expenses	Fees Collected	
1876/77	\$70,140.74	\$50,375.45	
1877/78	\$70,719.68	\$29,838.60	[25]

Several of the old deputy inspectors had collected less than \$100 in fees during 1877/78, as compared to their annual salary of \$500. One officer collected a mere fifty cents and four collected no fees at all.[26] Despite the suspension of the Act in early 1879 all of these deputy inspectors continued to receive their full salary up to June 30th of that year.[27]

The new Act officially took effect on July 1st, 1879. However, the new inspectors and their assistants were not appointed until August 14th and did not begin their inspecting work until various times over the remainder of 1879 and even as late as April of 1880. A complete listing of the new districts, their inspecting officers and their operational dates will be given in the fourth part of this series.

The RED STAMP SYSTEM is Introduced

Following the implementation of the Act of 1879 manufacturers were once again required to pay for the initial verification of their goods. Not surprisingly, they complained of the expense involved. In response to these complaints the government provided relief in the form of the "Red Stamp System."

The concerns of the manufacturers along with an overview of the new system were embodied in the Weights and Measures report of 1879/80:

Several manufacturers made complaints as to the payment of verification fees stating that they had to pay them in advance of the time at which they could collect them from their customers, and that, as a rule, they could not add them to the price of their goods. It was decided to grant the relief the manufacturers asked for. This was effected by what has been technically known as the "red stamp system." That is, instead of collecting the verification fees from the manufacturer, the certificates are stamped, in red, "Fees unpaid." The articles verified under this arrangement are then allowed to go into use, but when met with in use by the Inspectors, it becomes their duty to reverify them at once and collect the fees.

It was foreseen that the privilege thus granted would result in the loss of considerable revenue, and that a very large proportion of the fees accruing would never be collected. But it was considered that the main object of the law — the inspection of the articles and the prevention of the use of unjust or fraudulent weights, measures and weighing machines — would be accomplished.[28]

The January 6th, 1880, Order in Council which authorized the Red Stamp System specified:

1st. For the first verification and stamping of weights, measures and weighing machines at the place where they are manufactured, the fees may be paid at once or payment may be postponed, at the option of the manufacturer, on the following conditions:

(a) The article shall bear the name of the maker and a consecutive "shop number" or other marks whereby it may be designated for identification with the certificate of verification;

(b) The verification and stamping may take place before the articles are packed for removal, and at that state of completion at which they are finally adjusted by the manufacturer or at such future time as may be convenient;

(c) If the manufacturer pays the fees at once, the ordinary black stamp expressing the amount of such fees is to be affixed to the certificate of verification, and such certificate must be packed with, or otherwise attached to the article to which it relates so as to accompany it;

(d) If the manufacturer elects to postpone the payment of the fees, a special red stamp is to be attached to the certificate of verification, upon which the amount of fees will not be stated, but the amount will be stated in the certificate as usual. This certificate must also be packed with or attached to the article to which it relates so as to accompany it;

(e) When articles verified and stamped as above provided are packed, the packages containing them must bear on the outside:—

(1) A duplicate of the "shop number," or other mark by which the article contained in it is identified.

(2) The words "fees paid" or "fees unpaid" as the case may be.

3rd. Such articles as are accompanied by a certificate bearing a red stamp, or which are not accompanied by any certificate

wherein they are identified, will be subject to re-verification and to the payment of fees on the first occasion on which they are found in use for trade purposes by an Inspector or Inspector's assistant.[29]

The two documents quoted immediately above clearly show that existing examples of the red, non-denominated stamp with manuscript amounts added and/or pre-1880 dates are philatelic **fakes**. The red stamp did not represent any amount of fees paid but rather that the fees were not paid. Furthermore, the regulations specifically required that the amount not paid was not to be "stated" on the red stamp. Stating the fee on the red stamp would have been a contravention of the Act which decreed that each adhesive stamp was to bear "*the sum at which it shall be reckoned in payment of the duty hereby imposed.*"[22] The red stamp represented a non-payment rather than a payment of the "duty".

The January 1880 Order provides no details as to the cancellation used on the red stamps. Unfortunately, the departmental circular to inspectors regarding the Red Stamp System has not yet been found and thus a probable source of information on the cancellation procedures remains to be discovered. However, general regulations required that all weights and measures stamps be cancelled with the date of the stamping and the initials of the inspecting officer. Thus the red stamps were possibly cancelled in a same manner as other weights and measures stamps. The application of a special mark to the red stamps, over and above the usual cancel, is indicated by an April 20th, 1881, internal government report in which Alfred Brunel — the Commissioner of Inland Revenue and chief administrator of the weights and measures inspection service — noted:

On the 2nd of January 1880 an Order in Council was passed regulating the manner in which Weights & Measures and Weighing Machines manufactured in Canada might be dealt with with reference to the inspection and stamping.

Among the provisions of this Order it is provided that "if the manufacturer elects to postpone the payment of fees, a special 'Red Stamp' is to be attached to the certificate of verification upon which the amount of fees will not be stated but the amount will be stated in the certificate as usual. This certificate must also be packed with or attached to the article to which it relates so as to accompany it."

The Red Stamp used bears in pursuance of the provisions of the same Order the words "Fees Unpaid"...[30]

Later in the same report, Brunel again referred to the red stamp as "*bearing the words 'fees unpaid'*". However, the basic design of the red stamp does not include the words "*Fees Unpaid*" or other, similar inscription. This generates two possible scenarios:

1. The words "*Fees Unpaid*" were added by the Inland Revenue Department prior to the shipping of the red stamps to inspectors, or;
2. The words "*Fees Unpaid*" were added by the inspecting officer at or before the time of the stamp's use.

In the second scenario the added inscription may have formed part of the cancel applied to the stamp. This may have been done

either in manuscript or by rubber stamp.

The non-payment of the verification fees by way of the red stamp system appears, as would be expected, to have been very popular. This popularity proved to be detrimental to the finances of the inspection service. The Weights and Measures report for 1879/80 noted:

The loss of revenue under this system has been even greater than was foreseen, and there has been hardly any cases so far in which the fees on the "red stamp" certificates have been collected. Practically, therefore, both the manufacturer of the articles and his customers have escaped payment. It has thus become necessary to consider whether some other method can be devised, whereby the object aimed at may be attained without loss to the revenue.[28]

Not only did manufacturers benefit from the use of the red stamp but some inspectors mistakenly extended the privilege to dealers as well. The April 20th, 1881, internal report quoted previously also noted:

Early in the present month it was ascertained that some of the Inspectors were verifying and stamping goods sold by traders and allowing them to be sent out under, what is known in the Department as, the "Red Stamp system," that is, without payment of the fees. This practice is only permissible under the Order above quoted with reference to goods sent out by manufacturers.

On the 5th April a letter was addressed to Inspector Whitton of Montreal asking him whether he had extended the privilege of the "red stamp", fees "unpaid" system to dealers in Weights & Measures in that city to which on the following day he replied that he had and that certain dealers had availed themselves largely of the privilege.

On the 8th April a letter was written to Mr. Whitton informing him that the Order in Council on page 26th of the regulations did not justify him in the course he had adopted in reference to the red stamp system of inspection and that, in future, that system must be entirely confined to the verification of Weights, Measures etc. at the place where they are manufactured.[30]

The decline in revenue led to the repeal of the red stamp regulations in May of 1881, effective sometime in June. The solution to the difficulties was mentioned in the Weights and Measures Report for 1880/81:

Since my last report, regulations have been made, under which the "red stamp system" therein referred to has been done away with. The Order-in-Council and the regulations made thereunder on this subject, will be found at the end of this report. It is believed that by this change a large sum in fees, hitherto lost to the revenues will in future be collected.[31]

The use of the red stamps was revoked by a May 19th, 1881, Order in Council.[32] This Order, along with further instructions regarding the new deferred payment system were sent to inspectors on May 30th, 1881.[33]

Under this deferred payment system the regular fee stamps were used and the inspector kept a record of all items inspected along with the fees due thereon. The manufacturer was then

required to make payments at the end of every quarter of all fees accrued during that quarter. Thus, the actual period of deferment varied in length as the delay for each individual item was *"granted from the date of verification to the end of the current quarter."*[33]

A Final Comment on the Red, Non-Denominated Stamp

It is evident from the foregoing discussion that:

1. A substantial number of the red, non-denominated stamps were used.
2. The stamps so used were inscribed in manuscript or by other means with the words *"Fees Unpaid"*.
3. They were possibly cancelled in the same manner as the denominated weights and measures stamps.

The complete absence of any red stamps:

1. Bearing the words *"Fees Unpaid"*;
2. Cancelled in the same manner as other weights and measures stamps with dates in 1880 or 1881;
3. Bearing serial numbers less than 15000 (as noted by Lussey [21]) with the exception of a solitary, evidently specimen-cancelled example discovered by Angst;[34]

strongly suggests that no genuinely used red stamps have survived the ravages of time and that all of the red stamps currently known — with the exception of the one discovered by Angst — have originated from remainder stocks held by the Inland Revenue Department after 1881.

It can only be speculated as to what was the fate of the genuinely used red stamps. It is possible that the Inland Revenue Department, by means of an as yet undiscovered circular, had directed their officers to seize and destroy all certificates bearing the red stamp as goods came up for re-verification. However, this is only speculation and the complete absence of genuinely used examples is the major remaining mystery of the red, non-denominated weights and measures stamp.