

Kingston Stamp Club Chapter 49 of the Royal Philatelic Society of Canada

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Upcoming Schedule of Club Dates for 2009

January 12	Meeting Night
January 26	Auction Night
February 9	Meeting Night
February 23	Auction Night
March 9	Meeting Night
March 23	Auction Night
April 6	Meeting Night
April 27	Auction Night

1) President's Message

Welcome to 2009, we hope this is a great year for you and your family.

As we start this year, your Executive met on January 7th and reviewed progress to date. Your club is doing well and we are looking forward to another great year.

Seawaypex is an exciting opportunity for our club and we are already starting to review our strategy.

Mel Campbell has agreed to take on the position of Festival Coordinator. This position has overall responsibility of the festival and the Executive will work with him along with your support to ensure our continued successful event.

Richard Weigand

Richard Weigand, President
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2) Editor's Comments

I have used the holiday season to research the Bickerdike Machine Cancellor and hope you enjoy this fascinating story. Also, this time was used to start research on the German Colonies that will be serialized starting with the next issue. If you want a stamp or topic researched, please feel free to contact me. I will enjoy the challenge!

Editor – Richard Weigand

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3) New Members

By Don Mann, Membership Chairman

Membership continues to grow steadily each year and this one is no exception. If you do not receive this newsletter, please let me know, as this means you have not paid your dues!

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4) Canadian Aerophilately – An Introduction by Chris Hargreaves

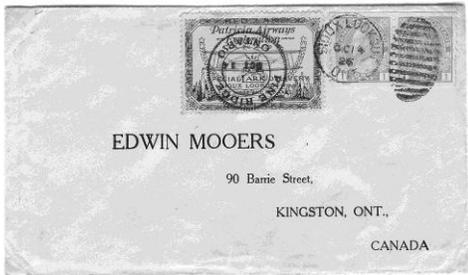
Chris was our guest speaker at our November 24th meeting and spoke to us about the fascinating world of Aero philately.



Chris started collecting aerophilatelic covers about sixteen years ago from covers purchased at one of our Kingston Stamp Festivals. Chris is not only a club member but also the editor of *The Canadian Aero philatelist*, and now President of the Canadian Aerophilatelist Society.

The world's first official airmail flight occurred between Allahabad and Naini on Feb 18, 1911. This is related to the Grand Empire Exhibition in India in 1911 where demonstration flights were also made each day. Letters were flown with the fee paid as a donation to the local church and approx 6,500 letters were carried!

There are several ways to collect these fascinating covers, particularly: a) First Flight Covers, b) any cover related to aviation, and/or c) Route and Rate Covers.



This cover was flown on October 14, 1926 from Pine Ridge, (near Red Lake goldfields in Northern Ontario) by Patricia Airways and Exploration Limited to Sioux Lookout. From this location this cover was sent by train to Kingston. This is an early example of the semi-official air mail services. This is the earliest recorded cover sent by air service to Kingston!

Editor: This cover is from Chris's collection and we thank him for this image to include with our newsletter.

There may be earlier covers, as there were many mail carrying flights in different parts of the world before 1926.

First Flight Covers were frequently produced in Canada in the 1920 to 1930 era, now known as "The Golden Age of Aerophilately". The goal of the institution of air travel was to deliver mail faster than the railroad service could provide.

Route and Rate Covers are a very special area to collect as they often involve considerable research.

Another popular collectible are the Semi Official Air Mail stamps issued by the various early aircraft companies. The Post Master General allowed flights to carry mail to northern Canadian gold fields under a Semi Official basis i.e.: the postage fees were paid up front as in ordinary mail but the post office took no responsibility for delivery.

We look forward to the next Aerophilatelic topic that will be presented on January 26, 2009. If members bring in any interesting or puzzling airmail covers, Chris will tell some of the stories behind them.

Editor - If you want a copy of this exhibit pictured above, please see me.

5) Bickerdike Machine Cancellers
By Richard Weigand

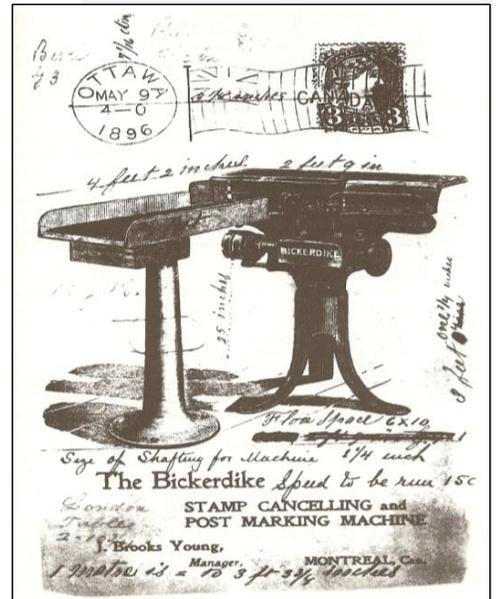
The Need for Cancelling Machines



The first stamp issued in the US was in 1847 with the adoption of the use of postage stamps rather than marking "Paid" on the envelopes or packages. This method of recording payment moved away from "Postmaster's Provisionals" [whereby Postmasters provided their own markings] to adhesive labels, and became the single most important change in US Postal Administration. The Postal Administration Law was passed by Congress on March 3, 1847 and the first adhesive stamp issue was issued on July 1, 1847. This stamp is the five cent Benjamin Franklin right portrait on blue paper, red brown imperforate, using unwatermarked paper.



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The first stamp issued under the Province of Canada in 1851 is the Beaver 3pence on red laid paper, imperforate, unwatermarked.



There was a slow and growing volume of mail around the country and around the world starting from the early years of using adhesive stamps as immigration increased and more citizens became literate. By the 1880's the volume of mail had increased that the need for a more automated cancelling machine became evident and so our story begins.

Imperial Mail Marking Machine and the Bickerdike Mail Marking Machines

Martin Van Buren Ethridge of Everett, Mass and Henry Waite of Newton, Mass are credited with the co- invention of the first mail cancelling machine that became known as the "Imperial Mail Marking Machine". On October 22, 1896 the Imperial Mail Marking Co ("IMM") was established with Frank Doyle joining the company and seven Imperial Machines were already in service in both the US and Canada.

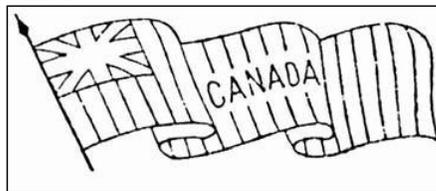
Many US Patents were granted for this ingenious device that ran on electricity and cancelled letters better and faster than the postal clerk. Two other postal marking companies sprang up shortly thereafter with various enhancements on this initial design created by the "IMM".

The Canadian agent of "IMM" was John Brooks Young. He moved from Boston to Montreal in mid 1880's to offer this machine to various post offices working for "IMM". The Canadian office was located at 67 St Sulpice Street, Montreal. Martin Van Buren Ethridge was a freelance inventor and he developed an improved model which received a Canadian Patent on Oct 28, 1896 and became known later on as the "Bickerdike Mail Marking Machine". This machine was marketed by John Brooks Young initially to the Canadian Postal Authorities and eventually to European Postal Authorities as well. The first use of the name "Bickerdike Mail Marking Machine" appears in a letter dated January 15, 1897 in John Brooks Young's letter to the Postmaster General. While no documentation exists between Young and Bickerdike, it is reasonable to assume that, due to the financial investment along with the political connections, his name was used on this machine. The Canadian Postal Supply Co Limited was granted letters patent in Montreal, Quebec on June 01, 1897.



The Imperial Connection

The cancelling of stamps by machine began in Canada in March 1896 with the installation of an "Imperial Cancelling Machine" at the Montreal Post Office. These machines were so well built and successful that by June of 1896 there were six machines in operation with five in Montreal and one in Ottawa. The Bickerdike Machines replaced the Imperial Machines under a five year leasing arrangement starting in 1897 to 1902. In 1902 the Post Office awarded the contract to the International Post Supply Company to provide replacements for the Bickerdike machines.



At the

request of Robert Bickerdike, a new cancelling machine with the Type 3 Flag Cancel was tested in the Montreal Post Office from December 2-8 and again from December 28 to January 3, 1897. Postmaster William Bullock inspected the machines during their test run in December 1896. The test was successful and Bickerdike machines eventually replaced the Imperial machines in Montreal and Ottawa. These machines were made by Robert Gardner of "Gardner and Son", Montreal, Canada. Sixteen machines were ordered for delivery to Ottawa (2), Hamilton (2), Toronto (6) and Montreal (6) effective July 01, 1898.

Dixie

The Federal riding of the western half of the Island of Montreal was known as Dorval and Cote de Liesse (nicknamed Dixie) and included in the polling registration are the names "Harrison Young, Duncan Mc Eachern and Robert Bickerdike".

Robert Bickerdike was one of the nation's most prominent businessmen during the last quarter of the 19th century. Born in Kingston, Ontario, his childhood years were spent on his father's farm in St Louis de Gonzague, Quebec, and as a young man he moved to Montreal. Robert Bickerdike made his fortune exporting cattle to the United Kingdom. In 1897 as Chairman of the Harbour Commission, active in politics and social causes, he wrote to the Postmaster General William Bullock to discuss this new canceller machine. In 1900 he was elected as a Liberal Member of Parliament for the downtown riding of St Antoine, which he continued to represent until World War I. Bickerdike's home "Elmcroft" stands today at 47th Avenue and St Joseph Street, one block away from the St Lawrence River.

Dr Duncan McEachern was a well known veterinarian and was well known in the business circle in Montreal. On October 5, 1897 his daughter Jeannie married Harrison Brooks Young. In later years Mrs Jeannie Young became a shareholder in the Canadian Postal Supply Co. Harrison Brooks Young was the son of John Brooks Young.

Canada's Golden Age of Machine Cancels

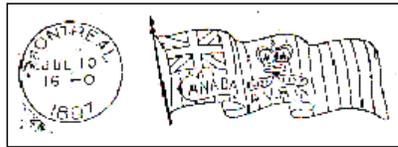
This five year period 1892-1902 is referred to as "Canada's Golden Age of Machine Cancels". It is generally agreed that in these five years we have the most beautiful examples of Canadian machine-made cancellations.

Postal slogans are generally collected in two forms – either the whole envelope or as a cut-out that consists of two components – the slogan and the dater hub or dial, as it is referred to in the United States. In the interests of saving space, cut-outs will be used in this presentation.

The first machine slogans appeared in Montreal and Ottawa in 1897 to commemorate Queen Victoria's Diamond Jubilee. The suggestion for this type of cancellation was made by John Brooks Young through his drawings and letters (January 22 and February 3rd) to the Postmaster General. Two companies produced their own dies as noted below. This cancel was used between the dates of June 21 and August 7, 1897.

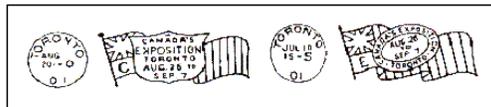


The Imperial Mail Marking Machine Co. version of the Jubilee flag, the photo is courtesy of *Canadian Flag Cancels 1896-1919* by Doug Lingard.



One of two Jubilee Flag designs produced by the Canadian Postal Supply Co. Ltd. on their "Bickerdike" machine; photo courtesy of *Canadian Flag Cancels 1896-1919* by Doug Lingard.

Additional Bickerdike slogans were used at Toronto in 1901 to advertise Canada's Exposition held in that city. Two of the dies are shown.



Canada's Exposition of 1901 at Toronto; photos courtesy of *The Early Rapid Cancelling Machines of Canada* by David F. Sessions.

The Imperial and Bickerdike machines were replaced in 1902 by those of the International Postal Supply Company. For a period of nearly ten years, no slogans were produced on International machines. Rather a bland wavy-line obliterator or killer was used with the dater hub.



By 1912 at least 57 cities were now using International Postal Supply cancellers. Finally, in that year, the first International Postal Supply Canceller slogan appeared in, of all places, the small town of Lethbridge, Alberta.

The year at the bottom of the hub distinguishes this machine from Universal Postal Supply Co. The concept of slogan advertising seemed to be very well received and most of the larger cities got on the bandwagon, ordering slogans that advertised local exhibitions and fairs.

The national government, too got in on the act with slogans designed to help the war effort. It was during this period that the very collectable "flag" slogans made their appearance.

By mid-1919 there was a major transition from International machines to those of the Universal Stamping Machine Company.

A few Universal and Columbia machines had been tried out earlier and worked very successfully.

The European Connection

The Bickerdike Cancellor Machine was patented in the United Kingdom on June 26, 1897. Germany on August 12, 1899 and France on December 10, 1896.

The Universal Postal Union Congress of 1897 was held in Corcoran Art Gallery, Washington, D.C. between May 5 and June 15. John Brooks Young travelled to this congress and spent his time cultivating relationships with various postal administrators to determine their level of interest in an automated mail canceller machine. He brought along a Bickerdike mail canceller to demonstrate the efficiencies of this new type of machine. The overwhelming response to this machine was very gratifying and started him thinking of expanding the machine sales to Europe.

John Brooks Young moved to London in August 1897 to start the sale of these machines in Europe, and never returned to Canada. It appears he turned over the Canadian business to his son Harrison Young.

UPU Memo July 1898, "Machines for stamping letter-post articles for dispatch and arrival are, as far as we are aware, made and used to any great extent in the United States of America and Canada only."

A total of fifteen postal administrations were provided detailed information, etc., and a total of twelve tested or employed at least one Bickerdike machine. We will study the installations in England and Germany in particular.

England

On July 5, 1897 John Brooks Young wrote the Secretary of the General Post Office, London, England, Sir Spencer Walpole, advising that he could provide four machines for testing as soon as possible. John Brooks Young received a favourable reply and on August 26th made his first appearance at the London Post Office to expand on the relationship. The four machines were delivered to the London Post Office on September 22, 1897, and three successful trials began shortly thereafter. The results of the October 19th trial shows that 3,939 letters were cancelled in thirty minutes and 208 were missed. This compared very favourably to a postal clerk stamping letters; they could not compete with the machine's speed and accuracy. There were also other machines being tested and the final outcome is that several types of stamping machines were used by the General Post Office for cancelling mail.

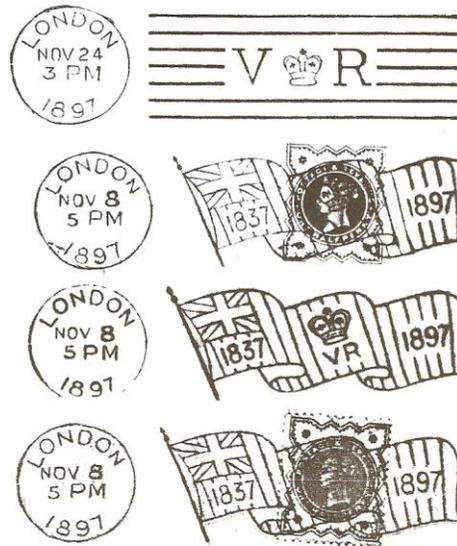


Figure 10-2 — From Young's notebook

Germany

The German Post Office tested thirteen different postal machines during the years 1866 to 1914. One group of machines was the Bickerdike Mail Marking Machines. Letters from John Brooks Young to the Imperial German Post Office, Berlin, resulted in a machine installed in the Berlin Post Office in May, 1898.

Speed trials in Berlin resulted in the cancellers handling 5,000 to 7,500 letters per hour outperforming the manual postal clerk by a wide margin. A second machine was installed in Berlin the following month and both machines worked successfully for five years. A total of eight machines were installed in Germany.

Subsequent machines for the European market (estimated at 35, mostly to German Post Offices), were made under patent by *Deutsche Waffen und Munitionsfabriken, Berlin-Karlsruhe*. The Bickerdike Cancellers in Germany were the most successful European installations.

Imperial Flag Cancellers

The Imperial Flag postmarks used on the Bickerdike machines are some of the most attractive markings on letters and postcards. Mail went all over Germany and to the German Colonies.



Editor: This image was provided by Jerry Miller, with thanks.

Wavy Line Cancels

In 1904 most cities moved to the Wavy Line Cancellation which had the city/cancellation information on the left and the wavy lines to the right to cancel the stamp.

Farewell

The last Bickerdike canceller pulled off line happened in Essen in November 1915.

Bibliography

<http://bnatopics.org> – good background information about the early Bickerdike cancels

<http://www.ebay.com> – images of envelopes used in this article.

The Bickerdike Machine Papers by Geoffrey R Newman Printed and Distributed exclusively by The Unitrade Press – Toronto PP 146. (I have this book if you are interested in learning more of this fascinating story).

Vorläufer – Whole No 152, September 2008 Article Titled "Experimental Machine Postmarks on Mail to the German Colonies" by Jerry H Miller (jhmnarp@aol.com). This publication is the voice of the German Colonies Collectors Group a Study Group of the Germany Philatelic Society. If you are interested in learning more about this fascinating study group you can contact me as I am a member or John Kevin Doyle at doyle-stamps@attnet (Editor, Publisher) and I or J Manville at jadeco@charter.net (Membership). [Editor – If you have an interest in the German Colonies this is a very good study group to join - \$16 per year for four 30 to 36 page magazines. This publication has added a great deal of knowledge to my understanding of the German Colonies.]

Canadian Philatelist November/December 2008 Page 343 to 345 Article Titled; Toward an International Post Card, by George Arkfen. This is a good background article on the creation and use of the International Post Card and has many illustrations. Please note Figure II is cancelled using the Bickerdike canceller.

A Description of United States Postage Stamps 1847-1947 by the Post Office Department, Washington DC 162 pages. Page 1 Introduction.

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6) Kingston's Early Mail Delivery Article

Enclosed with this newsletter is an article that was printed in May 9, 1928 issue of the "The Whig Standard" titled Kingston's Mail Was at One Time Delivered by a Single Mail Carrier named Lindsay.

Editor:

I hope you enjoy this article. How times have changed!

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7) Care and Preservation of Philatelic Material - Tagging and Chemical Additives

During the early 1960's, an electronic machine was developed in Ottawa, Canada, for the automated processing of mail. Known as SEFACAN, it was installed in the Winnipeg post office in 1962. In order for this machine to operate it was necessary to use a phosphorescent taggant on the stamps. The stamps for use in Winnipeg were overprinted in one of two ways: with a 4-millimeter phosphorescent band set vertically in the center of the stamp, and with 4-millimeter phosphorescent bars set vertically and centred over the vertical perforations of the stamp. Short wave ultraviolet radiation caused the phosphorescent tagging to glow, and this glow was detected by the machine, which activated automatic facing and cancelling mechanisms for the handling of the mail.

By 1966, the Pitney-Bowes Corporation had developed a new machine, known as the MK-II facer-canceller. It worked on a reflected light principle. A light beam reflected from the moving letter into the machine's electric eye sensors activated the mechanism. The machine was installed in several Canadian post offices in the late 1960's.

A third facer-canceller detection system was developed and installed in the Ottawa post office. It operated on a Central (Ottawa) phosphor tag recognition system. For this system, two 3-millimeter phosphor bars set vertically on the perforations on each side of the stamp were used. The phosphor glows when exposed to short wave ultraviolet radiation, but only while it is exposed.

During 1973, all existing machines were converted to this system. The stamps, produced by lithography, were tagged with a type of phosphor known as OP-2. A similar phosphor, but with a slightly different formula and known as OP-4 was used on stamps produced by gravure. General Electric Chemical Products of Cleveland, Ohio, produced both phosphors. The OP-2 taggant did not migrate, but the OP-4 migrated to such an extent that it traveled through layers of paper. It was completely unsatisfactory, since the storage life of the stamps was reduced, and the phosphor transferred itself from tagged to untagged stamps.

Due to the hazards encountered by using the OP-4 taggant, its production was suspended. By 1973 Canada Post began using a modified OP-4 taggant, where the phosphor was formulated with an alcohol reduced acrylic resin. This reduced the migration problem very significantly. The phosphor tagging ink, supplied to

the security printers by Canada Fine Color Ltd., consisted of 20% General Electric Phosphor pigment plus a resin solution made up of about a dozen other components.

The U. S. post office began experimenting with mail processing equipment as far back as 1957. In the 1960's, they began using automated equipment that required the postage stamps to be coated or tagged with a phosphorescent material, zinc-ortho-silicate, suspended in a varnish. The varnish created a number of problems. It dulls the brightness of the inks as well as the paper. The varnish also acts as a barrier to the cancellation ink, making it easier to wash off cancellations.

Soon the idea of phosphor materials led to the development of phosphor papers. No longer was it necessary to print tagged bars on stamps. The result was stamps that again looked sharp and bright.

In 1957, Great Britain started to use p-hydroxyl diphenyl dispersed in cured urea-formaldehyde polymer resin for tagging stamps. This did not prove very satisfactory since dampness and moisture caused swelling. The result was that the British post office then used Lettalite B-1 pigment, as above, but dispersed it in carbazole-3-sulfonic acid for printing the tagging bars on their stamps.

Some of the materials used in the United States during the early 1960's for tagging were Activated Zinc Sulphide (ZnS) or zinc sulphide in small amounts of copper (ZnS[Cu]). The principal tagging agent was a pigment using zinc silicate activated with small amounts of copper (Zn₂SiO₄[Cu]).

All of these were developed by Sylvania Electric Products Company. From 1963 to 1978, U. S. airmail stamps were tagged with a calcium silicate pigment activated by manganese.

Under ultraviolet light, some stamps will fluoresce blue. Generally, this is due to optical bleaching agents in the stamp paper. When zinc silicate is added to the paper, stamps will fluoresce from tan to white. Germany used an optical bleaching agent, Lumogen, manufactured by BSAF of Ludwigshafen, Germany. Under ultraviolet light, these stamps fluoresce a bright gold colour.

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