

THE BNA PERFORATOR

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Second Quarter, 2005

Hi collectors. I'm afraid I've been a bit tardy with getting this issue out to you but work and family just kept me from being able to sit down long enough to put this cover page together. The hard part had already been done in the form of a lovely article by Conrad Tremblay on the White Pass & Yukon Route as well as a couple of pages of lovely perfin multiples.

Just a reminder of the BNAPEX show in Edmonton, September 2 - 4, Jon Johnson will chair the Perfins Study Group meeting on Sunday morning.

Barry Senior

FROM PREVIOUS PERFORATORS

Copies of previous Perforators can be obtained from the Secretary at the cost of 5 cents/page, plus mailing. Proceeds go into the club funds.

Vol I No. 1 (Jan 1980) explained the purpose and methodology of a survey taken by Jon Johnson the then Study Group Chairman, to obtain the information necessary to publish the "Canadian Stamps with Perforated Initials" handbook.

Vol I No. 2 contained an article by J. Johnson about Railway perfins, an announcement of a new pattern, S5, discovered by Dave Hanes on a Newfoundland stamp, a glossary of perfin terminology, and the roster of members who joined at that time, at a cost of \$2.00 per annum.

Vol 1, No. 3 listed new perfins that had been discovered at that time since 1973, it also showed a new Small Queen discovered with the pattern S.L / A Co. Dave Hanes listed the four patterns known at that time on Newfoundland stamps. Michael Dicketts wrote about perfin covers, and there was a list of other perfin societies.

Vol I No. 4 continued with the list of new discoveries at that time and Dave Hanes wrote about the W J Gage perfins. There was also a listing of all known locations of Canadian perforators. Six were still in use, four active, two sporadic.

Vol 1 No. 5 continued the new listings, and had an article by David Stump on "How Perfins Are Made". There were comments on the earlier published glossary, and reports of a perfin on a Large Queen and the discovery by Allen Burger of pattern C16. Summaries of the "Letter A" perfins questionnaires were attached to this issue.

Vol. I No. 6 discussed the definition of an "Official Perfin", written by Jon Johnson. Copies of the "Letter B" perfin questionnaires were attached to this issue.

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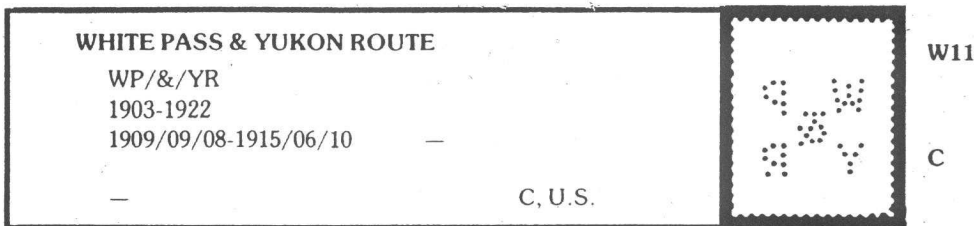
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WHITE PASS & YUKON ROUTE.

Question asked by Michael Dicketts: Is it a Canadian user punching U.S. stamps or vice versa?

That question was first asked in the July 2000 issue of "The BNA Perforator" No. 110 and in the U.S. Bulletin No. 113.

This WP/&YR perforator was used at least until 1918. To confirm this, I do own a War Tax stamp issued in Canada 07/-/1918, the MR5 issue.



The user's name:

Looking at the time table (illustration A) reproduced in the Canada's Gazetteer & Shipper's Directory published in 1973, the user's name is "White Pass & Yukon Route" starting from Seattle, WA passing by Victoria or Vancouver B.C. to Skagway, Alaska by Steamers and then by train to Whitehorse, Yukon. See also illustration B the official legal-size envelope and the postcard with the user's name.

The user's location:

At the head of the time table (ill. A), plus the user's name, you have the name of the president, the location of their head office: Seattle, Washington and their Canadian office - Vancouver, British Columbia

Location of the perforator:

Seattle is the head office where finance and transport is controlled. They would perforate stamps for their own use and also perforate Canadian stamps to be used by their Vancouver office, and for the post office in the different steamers in service to Skagway (illustration C).

The illustration C shows the same pattern used in the U.S. and Canadian stamps. They were the lot 1397 at Lee's auction. It is also interesting to see a couple of R.P.O. from the steamers (oval shapes).

The railway table also gives us the name of the president (in 1973): Mr. A.P. Friesen operating from his office located at the Joseph Vance Bridge in Seattle. The same table gives the name of their main office in Canada - Vancouver, B.C. from where the CN and CP steamers (B.C. coast service) operate the service to Skagway, Alaska during the navigation season, a distance of 1043 miles. From there, the railroad track passing by the White Pass, Alaska, 20 miles away, to White Horse, Yukon, stopping 17 times for passengers, supplies and the mail, trip takes an average of 7 hours, the return trip taking 8h15, a distance of 111 miles (illustration A).

WHITE PASS and YUKON ROUTE

SKAGWAY

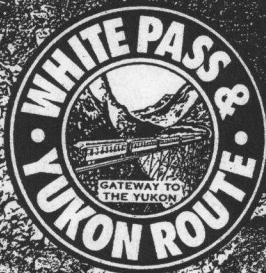
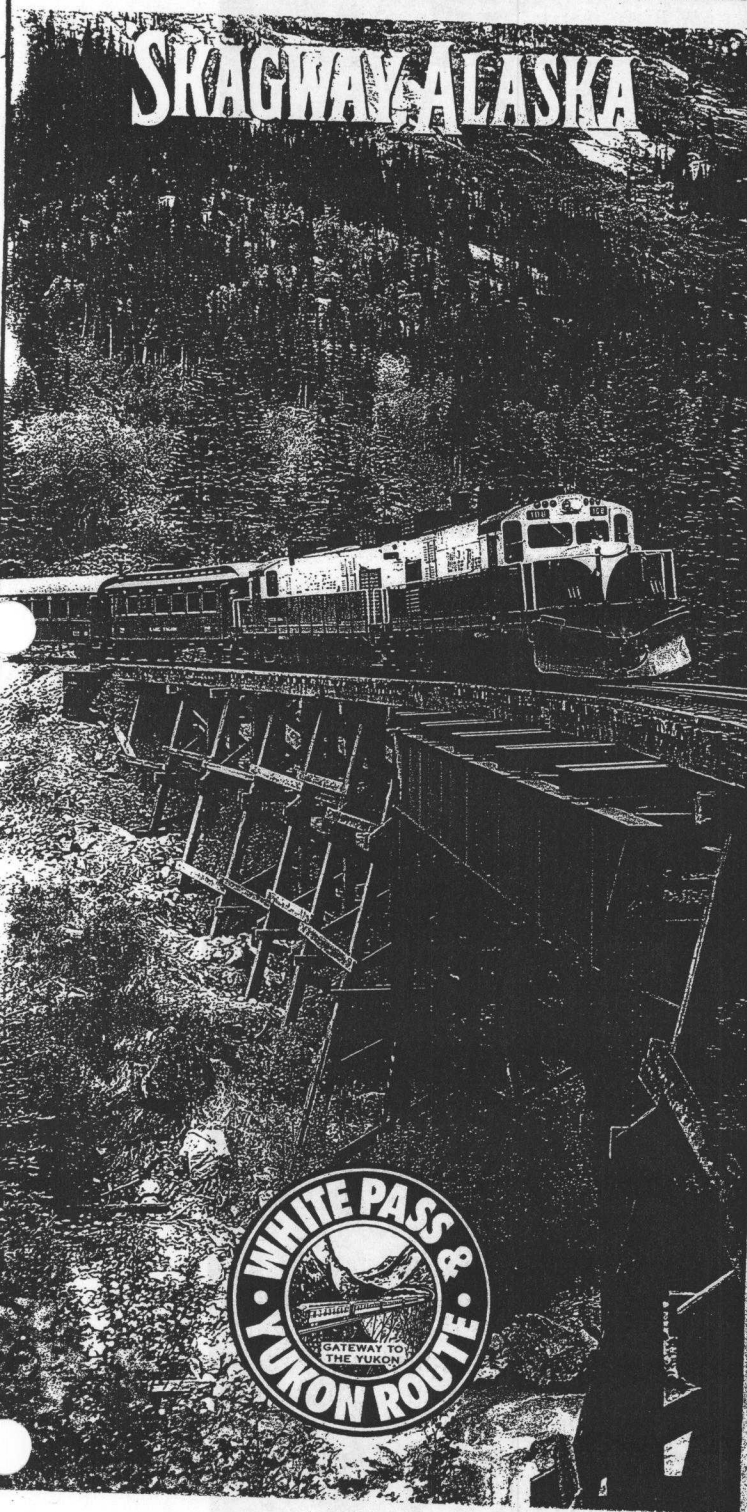
Ride the "Scenic Railway of the World" along the Klondike Gold Rush trail!

FULL & HALF-DAY TRIPS

White Pass Summit: 3 hr/40 mile rt • Lake Bennett Adventure: 8 hr/80 mile rt
 Bus & Rail Tours between Whitehorse and Skagway

Illustration A

SKAGWAY, ALASKA



WHITE PASS & YUKON ROUTE

A. P. Friesen, *President*
 Joseph Vance Bldg.,
 Seattle, Wash. 98101 U.S.A.
 and
 570 West Hastings St.,
 Vancouver 2, B.C.

1	M	Table No. 914 Pacific Local Time	2
*1000	0	Lv... Skagway, Alaska, A	*1000
	20	Ar... White Pass	
	40	Lv... White Pass, Alaska, A	
	25	..... Meadows, B.C.	
	28	..... Fraser	
	33	..... Log Cabin	
1330	41	..... Bennett	1345
	46	..... Pavey	
	52	..... Pennington, B.C.	
	59	..... Watson, Yukon	
1400	67	..... Carcross	1410
	75	..... Lansdowne	
	79	..... Lorne	
	80	..... Robinson	
	95	..... Cowley	
	103	..... Macrae	
	105	..... Utah	
*1700	111	A. Whitehorse, Yukon, B.C.	*0815

OCEAN STEAMER SERVICE TO SKAGWAY

Canadian Pacific (B.C. Coast Service), and Canadian National (B.C. Coast Service) operate steamers from Vancouver, B.C., to Skagway, Alaska during season of navigation. (see page 200)

The distance from Vancouver to Skagway is 1043 miles.

From Whitehorse, facilities of CP Air are available.



September 1st the steamer leaves Juneau, Alaska -
 September 20, 1907 a R.P.O. oval cancel -
 September 22 a machine cancel on the card addressed to P.E.I.

Question: what happened between September 1 and September 20 when the postcard was re-routed?

Illustration C

CANADIAN PACIFIC B.C. COAST STEAMSHIPS

<p>ALASKA CRUISES "PRINCESS PATRICIA"</p> <p> Ly Sitka Ly Kodiak Ly Wrangell Ly Ketchikan Ly Juneau Ly Prince Rupert Ly Alert Bay Ly Vancouver </p>	<p>Round trip 15 day passenger cruises during June, July and August—consult agents for dates and particulars.</p>	<p>VICTORIA - SEATTLE Princess Marquise One round trip daily including Sundays See circular for schedule</p> <p>VANCOUVER - NANAIMO Frequent Daily service See circular for schedule</p> <p>Frequent ferry service via B.C. Government Ferries also available between Vancouver, Nanaimo and Victoria Consult local Canadian Pacific agents</p>
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CANADIAN NATIONAL B.C. COAST STEAMSHIPS

1-DAY CRUISES ON THE S.S. "PRINCE GEORGE" (Radar Equipped)

NORTHBOUND Round Trip Leaves Vancouver	PORTS OF CALL	SOUTHBOUND Round Trip Leaves Skagway
<p>Round trip passenger cruises during June, July, August and September—consult agents for dates and particulars.</p>	<p> Ly Vancouver Ly Alert Bay Ly Prince Rupert Ly Ketchikan Ly Juneau Ly Wrangell Ar Skagway </p>	<p>Round trip passenger cruises during June, July, August and September—consult agents for dates and particulars.</p>

A question brings another one.

Was the rail division of the White Pass & Yukon Route sold to the Canadian National Railway in the 1950's?

I found in my perfin collection two stamps with a CNR perfin, both cancelled White Horse, YK.

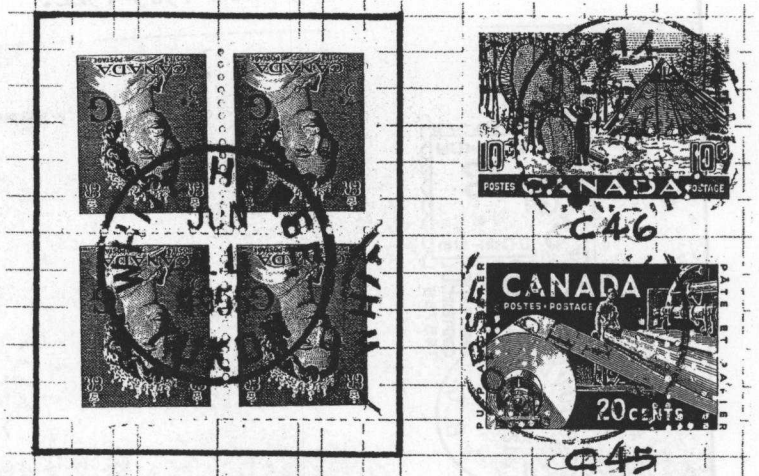
Did the CNR have an office or was these two stamps used by a CNR employee for their own private usage?

The perfect cancel is shown on the block of 4 and it is the same cancel on the two single stamps:

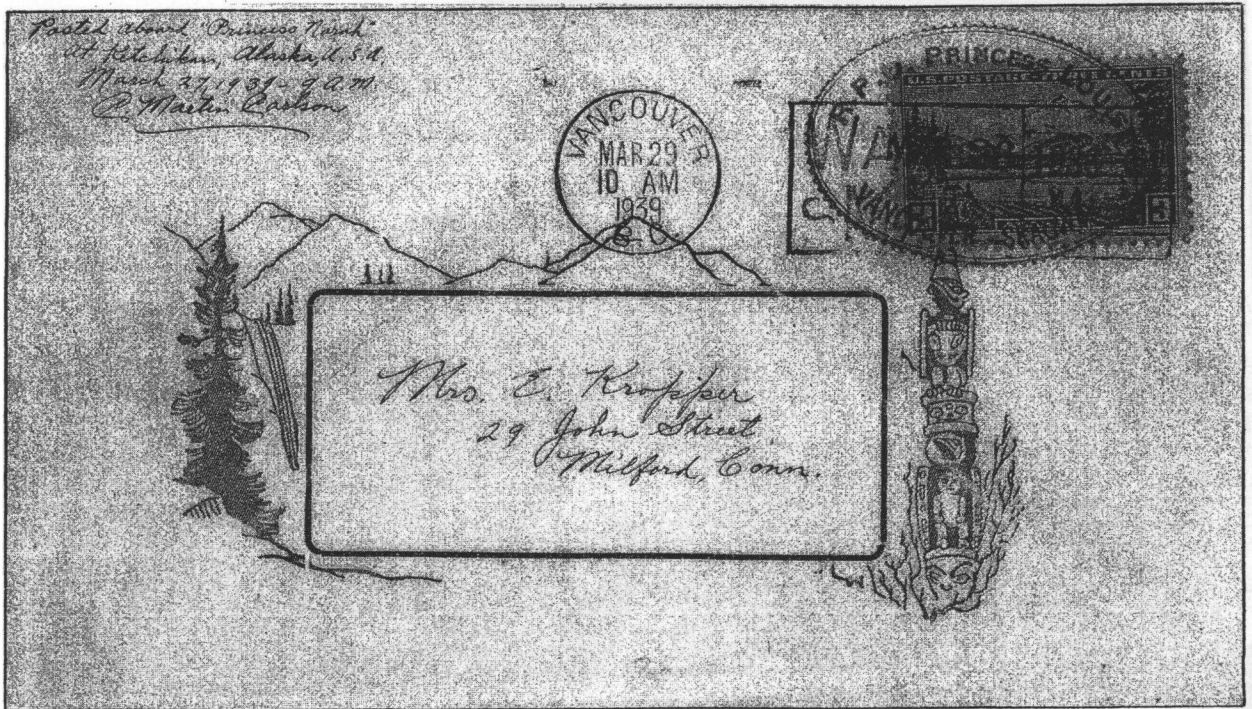
No. 301 has a CNR perfin pattern from the CNR office in Montreal (C46) cancelled in 1955.

No. 362 has a C45 pattern from Winnipeg, MB office, cancelled 1959.

Do you have in your collection a CNR perfin with a White Horse cancel?



A R.P.O. cancel from the Princess Louise going from Vancouver to Skagway.



WHITE PASS & YUKON ROUTE

THE STAMP ISSUE SPAN WAS FROM 1903-1922.



& CO. LTD.
 ALBA.

WHITE PASS & YUKON ROUTE

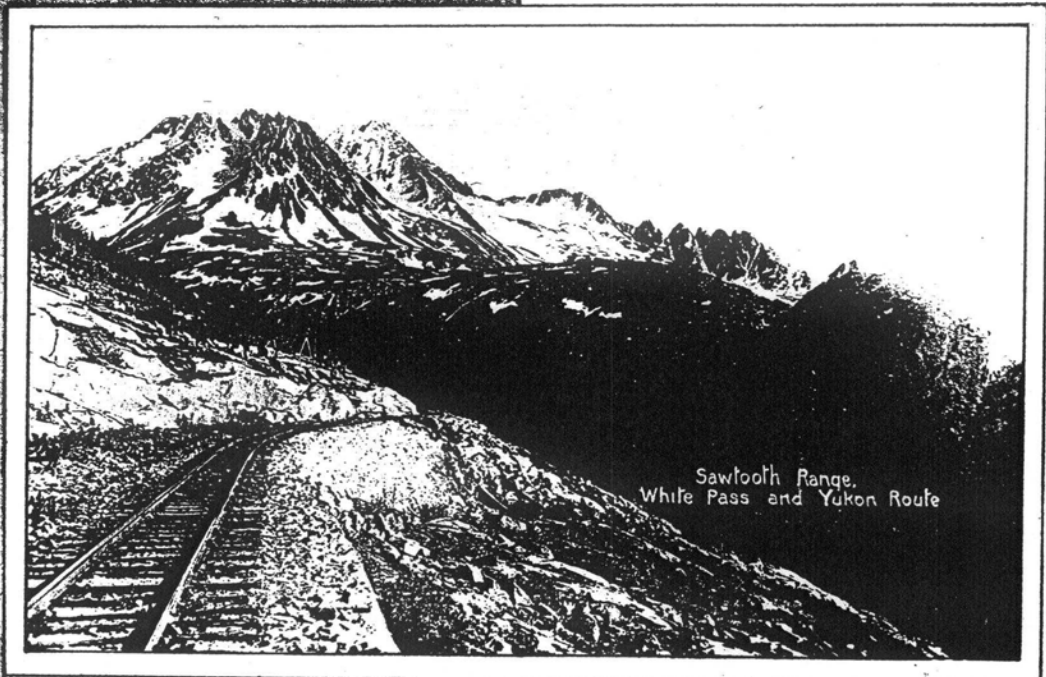
ENVELOPE SHOWING CORNER CARD AND COMPANY SEAL IN THE SLOGAN MARKING.



W.11



W.171



Sawtooth Range,
 White Pass and Yukon Route

Caribou swimming across the Yukon river near White Pass.

An interesting article published in "The Northerner", newsletter of "The Canada Study Group", with the reproduction Of 2 train passes.

Item 931. W.P. & Y. and B.Y. Navigation Passes.

Hugh Delaney sent in copies of two passes. The upper one, for the White Pass and Yukon Route, was signed by his uncle, H.J. Tierney. The other was for travel on a riverboat of the British Yukon Navigation Co. Ltd. Hugh worked on the biggest steamer, the S.S. *Klondike*. Hugh was the mess boy - all the vegetables he peeled for nearly 200 passengers and crew, plus all the meat he hauled up from the refrigeration hold to the cook in the galley! The last he worked on the boats was 1951. While employed by the White Pass in the accounting department, he was seconded onto the tugboat *Loon* operated by Emile Forrest to go down river and help bring the *Casca* into port for repairs. While returning to Whitehorse from Dawson City, pushing a barge with ore from the Keno Hill Mines, there was an explosion that destroyed one of the arms that operated the sternwheeler, and with the captain at the helm in a narrow part of the river, he turned the ship with the barge attached, the barge took a chunk out of one shoreline and the sternwheeler took a chunk out of the other shoreline. He drifted without use of the sternwheel into a bayou. No one was injured. The steamer *Whitehorse* was sent to take the passengers off the *Casca* and bring them to Whitehorse. Hugh says, "We hooked the tugboat to the side where the arm had been wrecked, and with power in the left arm and the tugboat on the right side, we brought the *Casca* back to Whitehorse for repairs."



WHITE PASS & YUKON ROUTE
RAIL DIVISION

Trip Pass No. 1202
Subject to conditions on back

PASS Wm. Chikora
Account Sectionman

From Whitehorse, Y. T. to Bennett, B. C.

Date Issued } 17 Dec 1945

Good for one Trip only. Until } 30 Dec 1945

Address

Requested by

A. Knutsen

Valid when countersigned by:

J. G. BLANCHARD, L. ZWERGEL,
G. L. BUDD, V. I. HAHN, ORR, J. TIERNEY

Countersigned by:

President & General Manager

BRITISH YUKON NAVIGATION CO., Ltd.

Meals & Berth Inc. Trip Pass No. 744

Subject to Conditions on back

PASS Mr. A. H. Martens

Account Complimentary

From WHITEHORSE to DAWSON Y T

Date Issued } JUNE 28/47

Good for one Trip only. Until } JULY 28/47

Address Whitehorse

Requested by CJR

Valid when countersigned by:

E. B. Barteau
Countersigned by:

President & General Manager

Location of the cities mentioned before:

WHITEHORSE - WHITE PASS - SKAGWAY and JUNEAU, capital of Alaska.



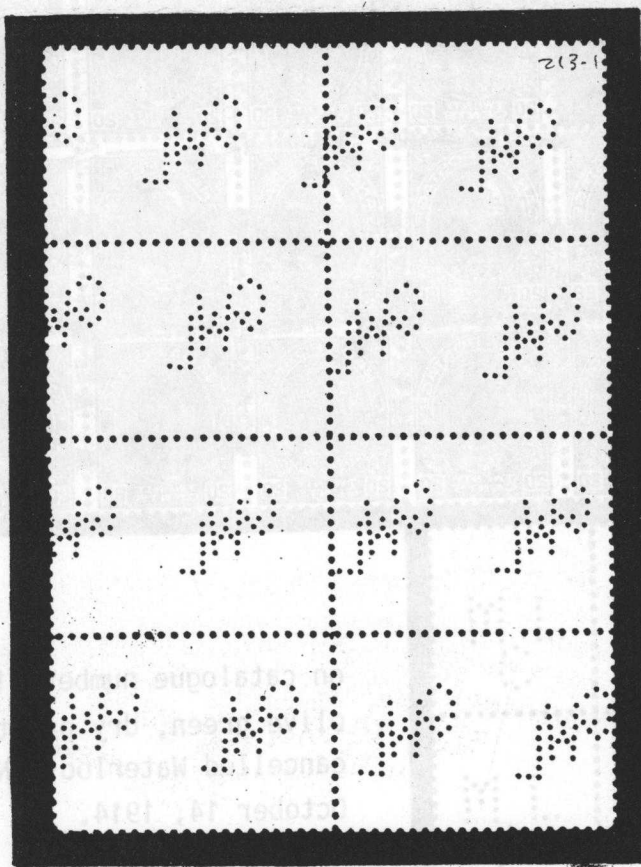
Route for the WP&YR steamships going to Skagway.

The route is indicated by the dotted line. See bottom right.

WE ALL REMEMBER:

- In 1867 - The Russians handed over to the United States the north west region of North America named Alaska.
This territory became a U.S. State in 1958 with Juneau, the capital.
- In 1870 - The North West Territories were created.
- In 1898 - The Yukon was separated from the North West Territories. It was the time when the gold rush started and also the time when the construction of what is now known as the "Scenic Railway of The World", the White Pass & Yukon Route.
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Following are three superb blocks perfinned.



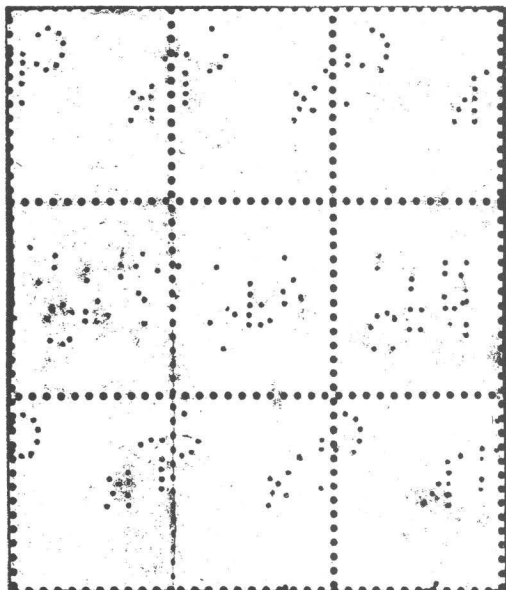
A nice block block of 8
perfinned G17 pos.1

THE GREAT-WEST LIFE ASSURANCE CO.

on No. 213 3¢ King George V and
Queen Mary.

A beautiful and rare block.

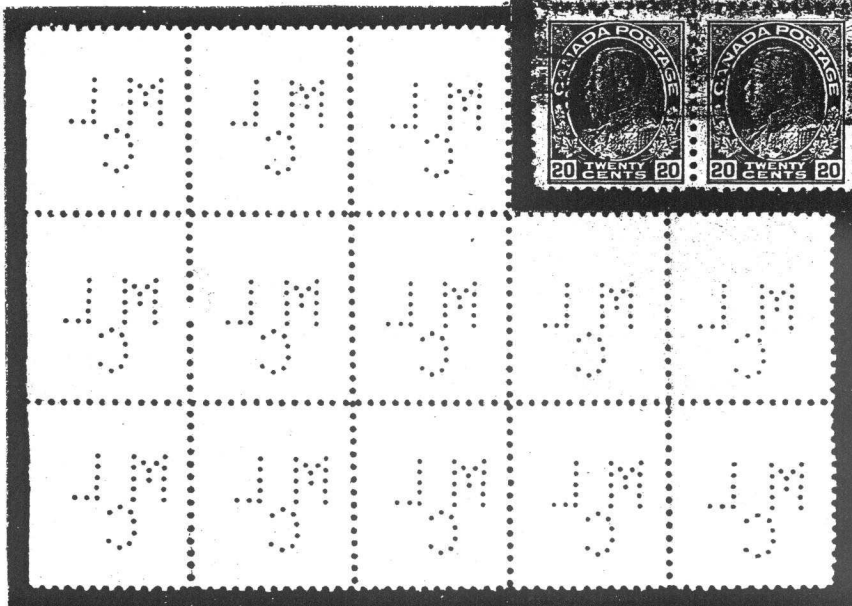
Not easy to see the pattern but it's there!



Block of 9 - FX89-2X, the center row has the pattern in pos. 4 (A multi-position perfin)

The three-leaf Excise Tax, 1934-1948
5¢ green with the perfin
C51 CNR Montreal, P.Q.

A block of 14 showing
the 5 dies of the perorator
M12 ML/C- perfin factor "F"
Mutual Life Assurance Co.
of Canada



on catalogue number 119
olive green, dry printing
cancelled Waterloo, ON
October 14, 1914.