

THE BNA PERFORATOR

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Editor's Post

Jim Graham


I am sad to report that Steve Koning has relinquished his role as Secretary/Treasurer of the Perfins Study Group to take time to deal with a significant medical challenge. Steve is a mainstay of the Study group having served in many capacities over the years. He has been of particular personal supportive to me in producing The Perforator. I know we all wish him well.

I do need to deal with a mistake in the membership list in Issue #132. "Walter Mark" is in reality Ross V. Mark, BNAPS #2049. My apologies. Secondly, I did not make the trip to the Perfins Club annual meeting in Madison Wisconsin as work commitments got in the way. Next year's event is in Tucson Arizona which is a long way from Nova Scotia and odds are good I won't be attending that one either. Ah well, maybe 2013!

Contributions to The Perforator have picked up and this is encouraging. Jim Black has provided some interesting information on some of the companies which perforated Canadian stamps and John Jamieson and Michael Behm have answered Steve Koning's request for more examples of Admiral perfins with lathework. Finally we begin a series on the perfins of the Edwardian era contributed by Russell Sampson. All of this is most heartening and hopefully the trend will continue.

Company Histories


Jim Black

M7		W. S. McLAUGHLIN COMPANY		
		WINNIPEG MB	-	-
D		McL	-	CA
		See Addendum F.		
104, 104viii, 105, 106, 106i, 106vii, 106ix, 107, 108, 109c, 135, 142, MR4, Inland War Tax				

I have found a W.B. McLaughlin & Co. with its head office in Minneapolis, and branch offices in Winnipeg, Saskatoon and Calgary. This firm specialized in the consignment business acting as a commission merchant for handling grain obtained by its representatives throughout the prairies. I've found no dates or any further data.

Of note there was a Howard Douglas McLaughlin born at St. John, New Brunswick in 1878, and educated at Fredericton before leaving home in 1898 to work for his brother Walter as a grain merchant at Minneapolis, Minnesota. Howard came to Winnipeg in 1902 and established the firm of McLaughlin and Ellis, which later became the McLaughlin Line Elevators Company. They owned and operated 25 elevators in Manitoba and another 20 elevators in the USA under the name of the American Grain Company, in which he was assistant secretary. A member of the Winnipeg Grain Exchange from 1903 to 1928, he sold his interest in McLaughlin Line Elevators in 1928.


Neither this pattern nor one attributed to the American Grain Company are known on USA issues. Back issues of the Perforator are silent on the M7 pattern. It would be interesting to know how the original determination of the initials "W. S." for this pattern was made— maybe there is a cover out there somewhere.

R10		R. TUCK & SONS COMPANY		
		NEW YORK NY	-	-
B		RT&/SCo	-	CA US
		-		
89, 90, 110				

Raphael Tuck left East Prussia for London in 1865. Ernestine and their seven children soon followed. In 1866 he opened a small shop selling prints and frames. In 1869 the firm moved to larger premises, and Raphael was joined by his sons Adolph and Gustave. This time the firm's products included lithographs, chromolithographs and all kinds of printed novelties. In 1871, the firm produced its first Christmas cards. In 1879, young Adolph offered prizes totalling 500 guineas for card designs. Thousands were submitted and viewed and the winners selected were by the Royal Academy. As a result of the contest the firm's name became known world-wide. In 1881, the firm's name became officially *Raphael Tuck and Sons*, and Raphael & Ernestine retired, leaving the firm in the hands of the boys. In 1885, the firm was formed into a limited private company. In 1895, a new contest was held for new ideas, this time directed toward amateur writers and painters. About 10,000 entries were received, again judged by the Royal Academy. In 1898, the firm's first numbered card series was produced - 12 lithographed vignette views of London. In 1900, the firm opened its New York office. In 1901 the firm became a public company. On the Board of Directors besides the Tuck family was Sir Arthur Conan Doyle. In 1910 Adolph was created a Baronet of the UK, Sir Adolph Tuck. Offices were opened in Paris, Montreal and Berlin; however, during WWII, the German government seized the firm's German assets. As well, a prize of the firm, their London offices known as '*Raphael House*' was completely destroyed in the Blitz bombings of 1940. Adolph's son Reginald (Sir Reginald) died in 1954 leaving his son Bruce to inherit the title and the business. Bruce retired from the company in 1959, and the firm changed hands several times after that.




This is the pattern the Tuck Company used on British stamps from 1890 until 1939.

L9		LINDSTOM SMITH & COMPANY		
		BOSTON MA	-	N/A
A		LS/C	-	CA US
		-		


The company started around 1900. It manufactured and sold electric vibrators of various sizes and shapes for massaging purposes, along with other electric specialities. It produced a fair-sized book called 'Health and Body' which was widely circulated. It outlined information about the products produced and gave a detailed a description of use for each on its applications. In 1921, the firm was taken over by National Stamp Works. This firm established a division (Lindstrom-Smith Division) to continue making and selling the former companies products.




No issues have been identified in the latest survey.

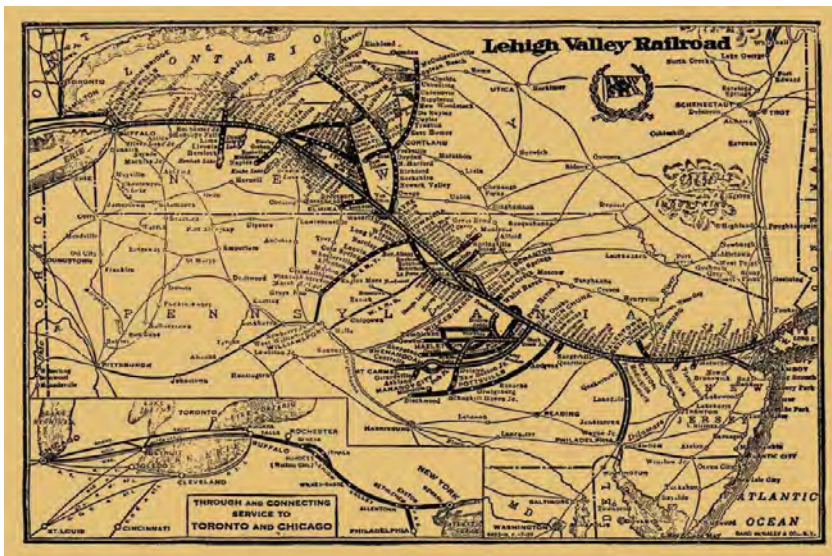
L10		THE LEHIGH VALLEY COAL COMPANY		
		WILKES-BARRE PA	-	N/A
A		LVC/C(o)	-	CA US
		-		
90, 106				

The Lehigh Valley Coal Co. was a subsidiary of the Lehigh Valley Railroad Co. which was founded by it in 1875. The product mined was anthracite coal. It became a private company in 1911 after federal anti-trust laws forced the LVRR to remove itself from ownership. However, the board of the LVCC had LVRR representatives as the main stock holdings of the company were in the hands of LVRR. The main property holdings of the LVCC in Wilkes Barre were taken over by the Jeddo Coal Company in 1942.

L11		LEHIGH VALLEY COAL SALES COMPANY		
		SYRACUSE NY	-	N/A
A		LVC/C(o)	-	CA US
		-		

L12		LEHIGH VALLEY COAL SALES COMPANY		
		NEW YORK NY	-	N/A
A		LVC/C(o)	-	CA US
		-		

The Lehigh Valley Coal Sales Co. was created in 1912 by the LVRR, the Lehigh Valley Coal Company and 2 other partners. The offices were in West Pottsville, PA. The LVCS was created to purchase coal supplies and properties, and to manage all holdings. The coal purchased was held by the LVCS before transportation of same was undertaken. This arrangement was challenged in the courts, and subsequently the Coal Sales Company became a private company. The LVCS grew over the years, with affiliated offices being opened in several cities including Chicago, Pottsville NJ, and New York. In 1942, Pagnotti Enterprises took over the main company holdings. Some of the affiliated offices established its own private companies using the LVCS name. A couple of these still operate today. No issues have been identified for either pattern in the latest survey.



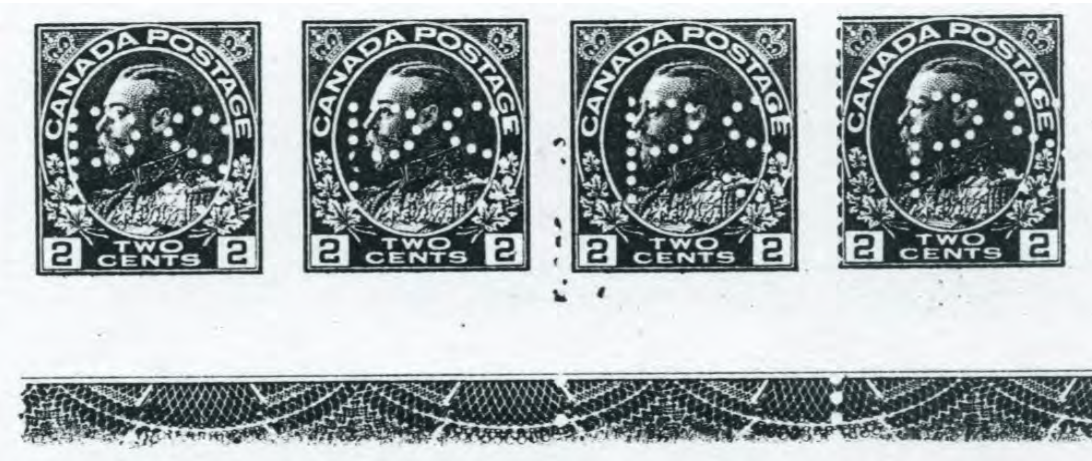
Admiral Lathework & Perfins

Both Michael Behm and John Jamieson were kind enough to supply information and scans of Admiral issues with both lathework and perforated initials. Michael's are from his own collection and John's contribution are those that he have passed through his hands or has known about over the years. For those not familiar with lathework the following explanation is taken from the Royal Philatelic Society of Canada's website.

"Late in 1916, for reasons that remain unclear, the Canadian Bank Note Company, which at this time was still technically a subsidiary of the American Bank Note Company, began engraving stamps with an engine-turned pattern called lathework in the selvedge or margins of the stamp sheets. It is possible that the practice was introduced to give an immediate indication of the quality of the printing of the sheets when they were inspected. The elaborate working is easily seen in fine detail, and would have been representative of the likely standard of the whole sheet. Another explanation refers to the lathework as "hold down strips," and ink in the recesses of the design prevented the paper from lifting from the cylindrical printing plate before the first row of stamps was printed. The first instance of this practice appeared on plates 31 and 32 of the one-cent brown War Tax issue, which was engraved on 25 November 1916. The practice ceased in 1924.

Four basic types of lathework exist, along with five minor variations and are simply named A, B, C and D."

<http://www.rpsc.org/Library/admiral/admiral.htm>



Courtesy John Jamieson
Province of Saskatchewan
P14 #107 Position 1



Lathework C



Courtesy John Jamieson
Grand Trunk Railway, Montreal
G14 #104 Position 1



Lathework B



Courtesy of Mike Behm
#104 [used]
Great West Life, Montreal
[G17] Position 1



Lathework B



Courtesy of Mike Behm
#107 – Position 5 [used]
International Harvester of
Canada, Regina [C30]



Lathework D



Courtesy of Mike Behm
#104 – Position 1
Grand Trunk Railway, Montreal [G14]



Lathework B



Courtesy of John Jamieson
#118 – Position 1 [used]
Province of Saskatchewan, [P14]

Lathework D



Courtesy of John Jamieson
#118 – Position 1 [used]
Province of Saskatchewan, [P15]



Lathework D



Courtesy of John Jamieson
 MR 2 Position 1
 Burroughs Adding Machine, Detroit MI [B1]



Lathework B



Courtesy of Mike Behm



#109 or #109i
 Bank of Montreal [B11] in Position 1

Lathework D



Courtesy of Mike Behm



Clearly #109 but imperforate
 Canadian National Railway, Vancouver [C43]
 Position 1

Lathework D

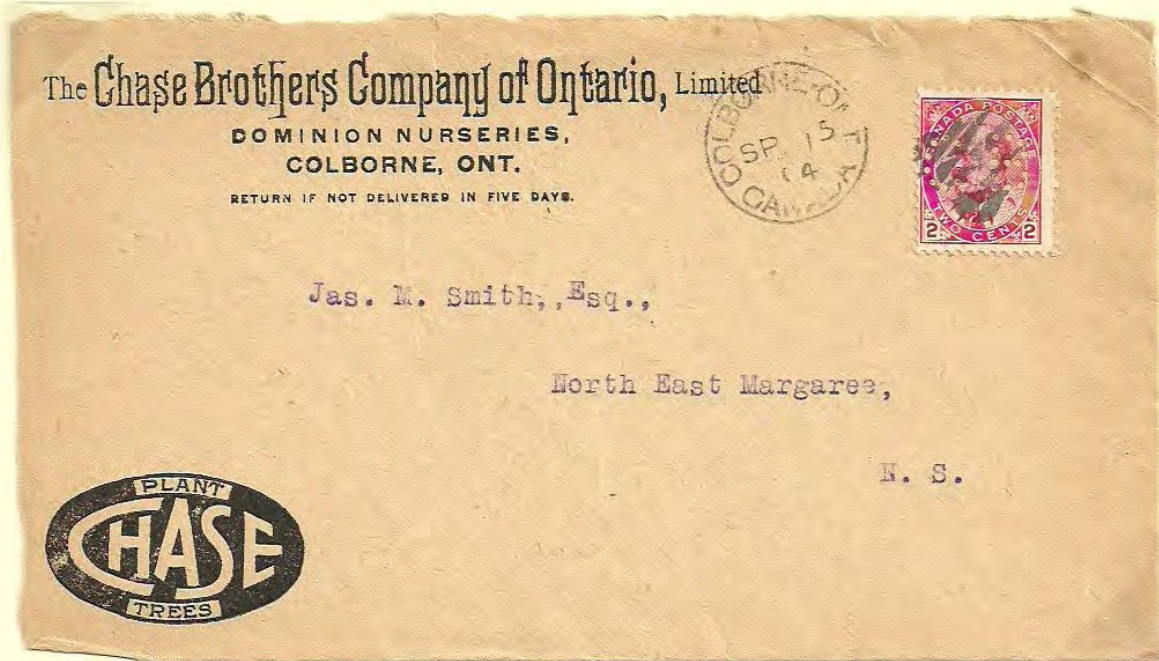
A Selection of Canadian Perfins on the Edward VII Issue

Stamps with perforated initials (perfins) were used in Canada from the end of the 19th century to the end of the 20th. They were intended to dissuade employees from stealing or selling company postage. The first perfin appeared on Canadian postage in 1887 and by the middle of the 20th Century meter mail had almost completely replaced their use. On Victorian era stamps a total of 21 perfin types have been reported. During the Edwardian period (1903 to 1911) a total of 116 perfin types have been reported, 67 of which are shown here. The study of Edwardian perfins provides a window into the postal and commercial history of early 20th century Canada.

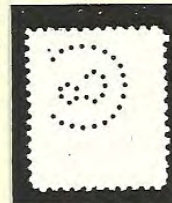
The perfin number, rarity factor (A = rare) and reported dates of usage are from Johnson and Tomasson "Canadian Stamps with Perforated Initials". **Red** dots indicate significant items.



- **Alphonse Racine & Co. (A4)**, Montreal, Quebec, RF = D. Alphonse Racine was a Montreal wholesaler in fabrics. The company eventually merged with Greenshields Ltd., of Montreal, which was also a user of perfin postage (G6). This is the only reported example of an A4 on a Scott #90b (booklet). There are no known dated examples of this perfin. • (Below) **Chase Brothers Company (C5)**, RF = C. In 1857, Ethan, Lewis and Martin Chase started a tree nursery in Rochester, NY and eventually opened an office in Colborne, Ontario. It is now known as Chase-Pitkin Nurseries. This is the earliest recorded usage of the C5.



- **Codville Co. Ltd. (C10)**, RF = G. The Codville Company was a wholesale grocery in Winnipeg, Manitoba, with offices in the historic Lyon Building on McDermont Avenue. The company is now defunct. Dated perfins of this type have been found from 1915 to 1945. This perfin type is scarce on Edwardian issues with this stamp the only reported example on a 7-cent.

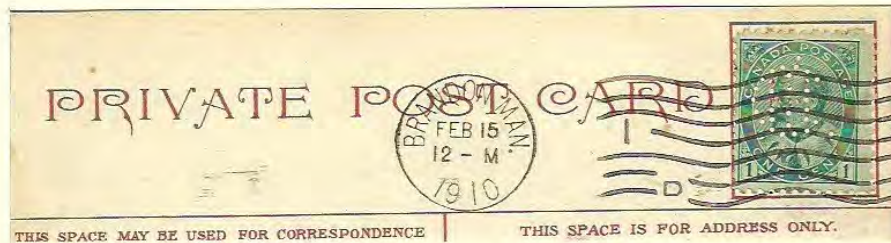


The International Harvester Company of Canada started business in 1903 in Hamilton Ontario. The company's first products were harvesting, seeding, tillage and threshing machines. The company quickly established branch offices across Canada. Their mailrooms used an elaborate system of perfin for their company postage. Code holes located around the perimeter of the perfin design indicated the office's city of origin. A total of nineteen cities have been reported, with sixteen found on the Edward VII issues.

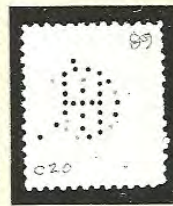


• (Left) International Harvester Company of Canada (C18), Yorkton Saskatchewan, RF = E. This perfin was in use from about 1915 to 1945. This design is scarce on Edward VII issue and this stamp is the only reported example on a 2-cent.

• (Right) (C19), Estevan Saskatchewan, RF = E. This perfin was in use from about 1911 to 1955. This is the only reported example on a 1-cent.



• (Above and to the Right) International Harvester Company of Canada (C20), Brandon, Manitoba, RF = F, reported usage from about 1910 to 1954. This cover is the earliest reported usage of the C20. At left is the postcard image of the Baptist College of Brandon.



(Right) (C22), Calgary Alberta, RF = F, reported usage from about 1910 to 1946.



(Left) (C23), Edmonton Alberta, RF = F, reported usage from about 1922 to 1941.

(Right) (C25), Hamilton, RF = G, reported usage from 1909 to 1962.





(C25) Hamilton was the early headquarters of the company.



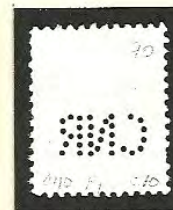
(Left) (C28), Montreal, RF = H, reported usage from 1909 to 1955.

(Right) (C29), Ottawa, RF = F, reported usage from 1910 to 1947.



International Harvester Company of Canada (C30), Regina, Saskatchewan, RF = F, reported usage from 1909 to 1940.

(Right) **James Coristine & Co. (C37), Montreal, Quebec, RF = F.** Coristine was a noted Montreal furrier. This perfin was used during the Edwardian period to about 1922.



(Above) **Canadian Northern Railway (C40), Toronto, Ontario, RF = F.** Incorporated in 1899 the railway started in Manitoba and by 1915 their tracks extended to Edmonton and Vancouver. At the same time the service reached Toronto and Montreal. The railway was eventually taken over by the Canadian Government in 1918 and the perfin experienced continued use with the Canadian National Railway. The usage of the C40 has been reported from 1903 to 1928.





Canadian General Electric Co. Ltd. (C14), RF = F. CGE was incorporated in 1892 and is now known as GE Canada. This perforating machine was located in Toronto and was used from about 1905 to 1938.

• **Canadian General Electric Co. Ltd. (C15), RF = H.** A second perforating machine was in operation in Toronto for about the same period (about 1915 to 1953). The example at right is a scarce block of four of the 5-cent. The 1-cent is the earliest recorded usage (SEP 15 1911). The perfins were made with a five die Cummins Model #52. Below are two C14 (CGE) covers. The Canada Foundry Company was an early subsidiary of CGE and built railway engines, ship engines and turbines. The company later became Canadian Allis-Chalmers.



The Lower C14 cover is a rare special delivery cover addressed to the Honorable F. (Frank) Cochrane of Sudbury, Ontario, the first provincial minister (1905 – 1911) from the northern part of Ontario.

The B14 Pattern Examined

Jim Graham

In the last issue I offered some thoughts on the B14 pattern stemming from the 2 distinctly different patterns in the last edition of the Handbook. Examination of over 500 MR4's led me to believe I had identified the 10 different dies in a 10 die machine. Michael Behm suggested a strip of 9 Admirals existed and in fact this strip did turn up in Steve Koning's collection and he kindly sent along front and back scans. As you can see the perforations are not well centered on the strip and there are more than a few holes missing in the individual dies.




I have had a busy summer and Fall [the first related to work and the second to relocating our household to a couple of hundred kilometers from our previous residence]. As a consequence I have not had the opportunity to compare this strip closely with the 10 patterns shown in the last issue. Clearly this strip will be a huge help in plating the patterns but perhaps will not have all of the answers. Hopefully by February I will have unpacked my perfin and will be able to provide some definitive information. I am happy to correspond with any member who wants to weigh in on this subject and my contact information is at the bottom of the last page.

Canadian Pacific on Belgian Issues


For the second time I am referencing Jon Johnson's September 1994 article on Canadian Pacific Railway perfin on foreign issues. Jon provided the following information on Belgium.

The cover was listed in a November 2010 auction and was described as follows:
 "1411 || Belgique || Document Affranchi / Stamped Document || 1914.02.10; Antwerpen -> Dresden (Allemagne); enveloppe, entête Canadian Pacific Railway; affr. n° 125 (25 ct bleu perforé CP.R.) p Albert 1er, pelens || Prix départ / Starting price : 5 €,"

Cat #	Initials	Company
C104	C.P.R.	Canadian Pacific Railway, Amsterdam
C105	C.P.R.	unconfirmed



C104

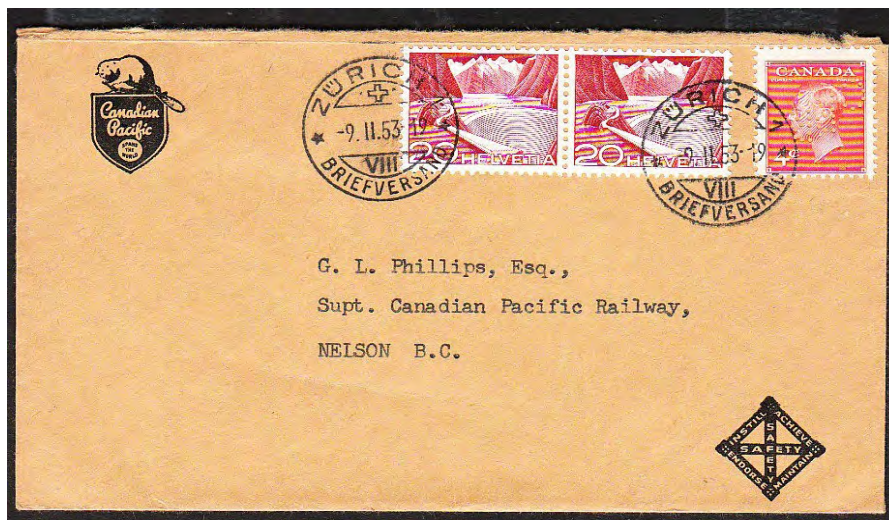


C105



The resolution is not very good but to my eye the perfin pattern appears to match the C105 pattern shown in Jon's article. The SC#105 was cancelled 12:00, July 19 1914 in Antwerp, the cover confirming both the pattern as belonging to Canadian Pacific Railway and the office location as Antwerp. Maybe the cover found a Canadian home! Many thanks to Perfin Society member Peter Maybury of South Africa for bringing this cover to my attention.

And, speaking of this related to Canadian Pacific, this cover was sold on at an on line auction earlier in October.



Again the resolution and contrast is not great but the #306 is perf'd with the C51 pattern in Position 1. As the auction house asked—"how did this happen?" Anyone have a thought on this?

Treasurer's Report:

Dear members: As Steve Koning related in the last Treasurer's report, printing and mailing costs are ever climbing and are putting a strain on our treasury. If you do have an email address and are currently receiving your copy of The Perforator through the regular mail we are making an appeal to you to switch from snail mail to email. We realize that some of our more senior members do not have computers and by no means do we wish to inconvenience them. It will a pleasure to continue to mail you a copy. Still there are about 40 members on the Study Group mailing list, and to print and mail a copy of a "normal" issue is approaching \$8.00. At this pace our existing funds will not last long. Some of the printed copies are "institutional" in nature and we wonder if it might be somewhat easier for these recipients to make the switch.

Please give our request careful consideration and If you are able to become an email recipient simply email Barry Senior at the email address below. Thank-you.

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