

THE BNA PERFORATOR

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Editor's Post

Our Treasurer, Barry Senior, reports that as of April 22 the Study group has over \$2150 in our bank account which is a very healthy amount indeed. This balance is in large part due to the generosity of the late Steve Koning and his wife Amelie. Steve's collection has been auctioned through the very capable Bob Szymanski with 5% of the sales forwarded to our Group. Costs for this issue were \$48.62 for postage and \$82.23 for printing for a total of \$130.95.

You may recall our offer to forward copies of the Perforator to members of the Perfins Club, the Perfins Society and the South Pacific Perfins Club by email. The hope was [and still is] that we might expand interest in collecting Canadian perfins. The result is that I now have 13 names on a separate distribution list; this initiative did not meet with as much success as I would have hoped but it is a start.

Also disappointing was the response I received to the question posed in my last Editor's Post — who among the Study Group is still collecting and what are their specific interests. No response at all!

I will be attending BNAPEX in Charlottetown at the end of August. If anyone else is attending it would be wonderful to meet for a coffee

and a chat. Also I am always looking for new material for my Perfins with Nova Scotia Connections - if you have something you are willing to part with please let me know; I am certain we can come to some accommodation.

Study Group members know well the dangers associated with collecting the 5 hole OHMS [O8] and some rarer 4 OHMS [O9 and O10] issues. This issue has the first installment of Gary Tomasson's exhibit *"Identification of 5-hole OH/MS Stamps"*. The exhibit was shown twice and received a Vermeil in both the Edmonton National show and Vancouver's VANPEX show in 2004. Our thanks to Gary for sharing this with the Study Group.

Eagle-eyed readers will note that I have changed both the font style and size for this issue. Previous issues used Calibri 10 and this issue uses Century Schoolbook 11. If anyone has comments on this change or suggestions on a more appropriate font I would encourage them to share their thoughts. [Gary's exhibit is the exception as it is presented exactly as he prepared it.]

Lastly my thanks to Ron Whyte, Barry Senior, Kyle Taylor and Neil Donen, and Jack Brandt for their contributions to this issue of The Perforator.

Have a Happy Summer!!!

Secretary Treasurer

Barry Senior

4 Whiteway Place

Clareville NL A5A 2B5

barry.senior@nf.sympatico.ca

Editor

Jim Graham

12006 Highway 1

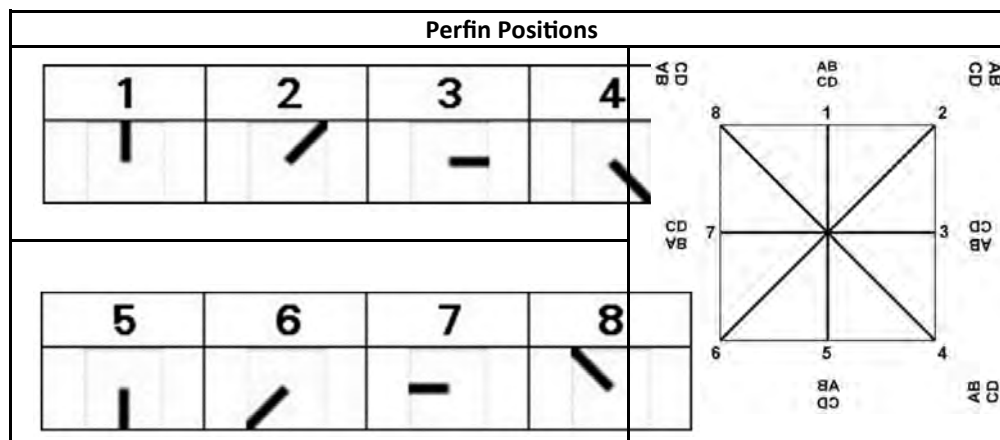
RR3 Lawrencetown NS B0S 1M0

jdgraham2@gmail.com

1935 Silver Jubilee Perfin Update

Kyle Taylor & Neil Donen

Further to the article by Neil Donen in the February issue of the BNA Perforator (Whole number 137), we have been able to identify some additional positions found with the 1935 Silver Jubilee issue. These are listed below.



CSPI Code	Design	Name of Organization (City)	Duty Value	Additional Position
C10	C(Co)	Codville Company Ltd	1c	1
G8	GM/Co	Gordon Mackay & Co. (Toronto)	10c	5
G19	GWL	Great West Life Assurance (Halifax)	2c	5
I6	C (HI)	International Harvester (Yorkton, SK)	1c	3
I6	C (HI)	International Harvester (Yorkton, SK)	5c	1
I18	C(HI)	International Harvester (Regina, SK)	1c	1
M4	M (c/C)	McClary Manufacturing Co. (London, ON)	5c	1
M17	MLC/Co	Metropolitan Life Insurance Co (Ottawa ON)	2c	3
P5	PD	Parke, Davis & Co. (Montreal)	1c	6
S2	.S.	Swift Canadian Co. Ltd. (Moose Jaw, SK)	5c	5
S4	S	Swift Canadian Co. Ltd. (Moncton, NB)	5c	3
S21	SUN/LIFE	Sun Life Assurance Co (Montreal QC)	1c	2
W3	W/B/R	Warwick Bros. & Rutter (Toronto ON)	5c	3
W15	WT/Co.	Wm Tyrrell & Co (Toronto ON)	3c	7
W16	WU	Western Union Telegraph Co. (St. John, NB)	3c	1

My article on plating the dies of the C18 perforator prompted feedback from Study Group member Ron Whyte and non-member Jack Brandt of Calgary.

Jack has a #174 which confirms dies 4 and 5, and has 2 other “types” which he suspects are dies 2 and 3. (Jack does not have a computer so unfortunately no scans are available.) He also suggests that the die with the short “T” is likely die 1. I think what will be needed to solve this mystery are scans of multiple dies of C18 on large stamps and/or horizontal pairs or more of low value definitive. Please have look through your collection and see if you can help. If you cannot scan what you have you can mail them to me and once scanned I will return them “post haste”.

Proposed Delisting of Certain Newfoundland Perfins

Barry Senior

When Russ Deveau completed the Newfoundland Perfin Survey in 1995 he tried with limited success to verify several questionable items on the list. The main problem was that Russ inherited the survey sheets that had been completed some 8 years earlier and had no current contact info for many of the respondents.

Since that time much has been added to the knowledge base of Newfoundland perfins but there are still several items that are questionable and have never been confirmed.



The A4 perforator of the Anglo-Newfoundland Development Company is last known to have been used in May of 1938. Three stamps on the current inventory were issued after that date and to the best of my knowledge only 1 of each was reported. They are 257, 260 and 261.



The A11 perforator of Ayre & Sons Ltd. has a latest known date of April 1932. The following stamps were all issued after that date: 183, 186, 188, 195, 212, 215, 226, 236, 247, 256 & 269. With the exception of 186 and 226 having 2 reports each all others were only reported 1 time.

A11

I believe these were simply typos on the part of the respondent or in some cases a matter confusing the 2 AYRE patterns as nearly all of the Ayre items in question are common with the A12 perfin.



A12

I am proposing that without evidence that these items do exist that they be deleted from the list of known Newfoundland perfins. Please respond to the editor or myself if you can provide a scan or photocopy of any of these items. My contact information is on the first age of this issue.

March and April 2013 changes to the 5th Edition of the Canadian Stamp with Perforated Initials. There were no changes for May.

5.A.3	A11	Add stamp # 140
	A12	Add stamp # 154 & # 156
5.B.3	B13	Add stamp # 181
5.C.1 1	C29	Add stamp # 365
5.E.1	E2	Add stamps # 172 & # FX62
5.G.4	G16	Add stamp # 235
5.G.5	G17	Add stamps # C8 & # FX67
	G18	Add stamps # 106b , # 114v & # 149
5.G.6	G22	Add stamps # 225 & # MR1
5.I.1	I4	Add stamp # 318
5.I.3	I6	Add stamp # 112c
	I7	Add stamps # 316 & # 374
5.I.4	I9	Add stamps # 215 & # 252
5.I.9	I19	Add stamp # 241a
5.I.10	I22	Add stamp # 360
5.K.1	K1	Add stamp # 165
5.M.3	M13	Add stamp # NL187
D.8	DR	Add stamp # OST 5

5.J.1	J1	Add stamp # FX8
5.L.1	L1	Add stamp # 889
		Add stamp # CL40°Philatelic
		Add CL40 photo at bottom of L1
5.L.4	L12	Delete "?" and add stamp # 167
		Add stamp under L12
5.S.6	S20	Change initials of the perforator from S.TC to ST.C
5.S.7	S24	Add "THE" in front of Studebaker Corporation
5.W.4	W13	Delete "Inland WT"
D.2 CANC'L cancellation used on Manitoba law stamps of various issues but more commonly after 1892.		<p>This item is added after Cancelled and before Customs House.</p> <div data-bbox="388 1682 803 1862" data-label="Image"> </div> <div data-bbox="820 1688 1278 1866" data-label="Image"> </div> <p>This item increases the page numbers of D to D.9</p>

Page	Letter	Additions, Deletions and Comments
ii		Add to the bottom of the TABLE OF CONTENTS Addendum I – PRECANCELS via Precancel Numbers 2013 03 01 Page I.6
4.3		Under CATALOGUE NUMBER, The Standard Canada Precancel Catalogue 5 th Edition, style: 1-104 (preceding P-) shown now becomes The Standard Canada Precancel Catalogue 5th Edition. The precancel number is composed of the Town Name or Bar, Style letter (X or Y) or number (1 to 15) and the Scott Stamp Number [Hamilton 4-105]. The Town Name (Hamilton) is only shown on the first precancel number (Hamilton 4-105, 4-107) and not repeated on subsequent precancel numbers if there is no change in the Town Name. Capital "I" means inverted, capital "D" stands for double and capital T" means triple. For a complete list of the precancel number system, see "The Standard Canada Precancel Catalogue 5th Edition book.
5.B.1	B1	Change 1-89, 1-89i, 1-104 to [Windsor 1-89, 1-89I, 1-104]
	B2	Change 5-231 to [Windsor 5-231]
5.B4	B15	Change 10-231, 10-232, 10-305 to [Montreal 10-231, 10-232]
	B16	Change 10-231, 10-232, 10-305 to [Montreal 10-305]
5.C.3	C10	Change 1-149, 1-195, 3-195, X-284 to [Bar X-284], [Brandon 1-149, 1-195, 3-195, 4-217]
5.C.4	C13	Change 3-85, 3-104, 3-105, 3-106, FX36, FX39 to FX36, FX39, [Brockville 3-83, 3-104, 3-105]
	C14	Change 1-149, 3-110, 4-149, 7-105, 10-112, 10-119 to [Brandon 1-149, 4-149], [Toronto 3-110, 7-105, 10-112, 10-119]
5.C.5	C15	Change 3-108, 3-110, 7-105, 7-112, 7-112a, 10-105, 10-107, 10-109, 10-112, 10-112a, 10-117, 10-119, 10-120, 10-122 to [Toronto 3-108, 3-110, 7-105, 7-112, 7-112a, 10-105, 10-107, 10-109, 10-112, 10-112a, 10-117, 10-119, 10-120, 10-122]
5.C.8	C25	Change 12-141, 15-231, 15-249, to [Toronto 12-141, 15-231, 15-249]
5.C.9	C26	Change X-339, X-401, X-402, X-403, X-404, X-405 to [Bar X-339, X-401, X-402, X-403, X-404, X-405]
5.C.1 1	C29	Change 15-231 to [Toronto 15-231]
5.C.1 2	C33	Change 12-141] to [Toronto 12-141]
	C34	Change X339 to [Bar X339, X403], [Montreal 10-284]
5.C.1 3	C35	Change 8-231, 8-249 to [Winnipeg 8-231, 8-249]
	C36	Change X-338 to [Bar X-338]
5.C.1 6	C46	Change 1-105, 1-105d, 1-107, 1-107e, 1-109, 1-109c, 1-112, 1-118, 1-119, 1-120a, 4-86, 4-105, 4-105d, 4-107, 4-109, 4-112, 4-112a, 4-118, 4-119, 4-120, 4-120a, 4-122, 4-149, V-105, V-112 to [Bar V-105, V-112], [Hamilton 1-105, 1-105d, 1-107, 1-109, 1-109c, 1-112, 1-118, 1-119, 1-120a, 4-86, 4-105, 4-105d, 4-107, 4-109, 4-112, 4-112a, 4-118, 4-119, 4-120, 4-120a, 4-122, 4-149]
5.D.1	D4	Change 4-104 to [Hamilton 4-104]
5.E.1	E2	Change 8-195, 10-193, 10-201, 10-219, 10-231 to [Montreal 8-195, 10-219, 10-231]
5.G.2	G8	Change 3-89, 3-89i, 3-90, 4-89, 4-89i, 5-90, 5-90i, 7-110i, 7-120i to [Toronto 3-89, 3-89-I, 3-90, 3-112, 4-89-I, 5-90, 5-90-I, 7-110-I, 7-117-I, 7-120]
5.G.3	G11	Change 1-104, 3-104, 3-104d, 3-104i, 3-195 to [Windsor 1-104, 1-104-I, 3-104, 3-104-D, 3-104-I, 3-195]

5.I.3	I5	Change 1-105, 1-149, 1-163, 1-163i to [North Battleford 1-105, 1-149, 1-163]
5.I.3	I6	Change 1-195, 1-217, 2-217 to [Yorkton 1-195, 2-217]
	I7	Change 1-104 to [Estevan 1-104]
5.I.4	I8	Change 1-90, 1-149, 1-163, 3-195, 4-217, 4-231 to [Brandon 1-90, 1-149, 1-163, 3-195, 4-217, 4-231]
	I10	Change 1-104, 1-104i, 1-107, 4-231 to [Brockville 1-107] [Calgary 1-104-I, 1-107, 4-231]
5.I.5	I11	Change 3-104, 3-104i, 3-105, 3-105d to [Edmonton 1-104-I, 3-104, 3-104-I, 3-105]
	I12	Change 1-104, 1-104i, 1-106, 1-106c, 1-106iii, 3-104i to [Quebec 1-104, 1-104-I, 1-106, 1-106-I, 3-104-I]
5.I.6	I13	Change 1-90, 1-90i, 1-105, 1-106, 1-106i, 1-106c, 4-105, 4-149, 4-149i to [Hamilton 1-90, 1-90-I, 1-105, 1-106, 1-106-I, 4-105, 4-149]
	I14	Change 8-231 to [Winnipeg 8-231]
5.I.7	I15	Change 1-90, 1-90i, 1-104, 1-104i, 1-105, 1-105i, 1-105d, 1-106, 1-106i, 1-106c, 1-107, 1-107a, 1-107i, 1-108, 1-112, 1-117, 3-118 to [London 1-90, 1-90-I, 1-104, 1-104-I, 1-105, 1-105-I, 1-105d, 1-106, 1-106-I, 1-107, 1-107-I, 1-108, 1-112, 1-117, 3-118]
5.I.8	I16	Change 2-104i, 2-106i, 4-89, 4-104, 4-104D, 4-104i, 4-104Id, 4-105, 4-105i, 4-106, 4-106c, 5-104i, 5-104id, 5-105i, 5-105iD, 10-218 to [Montreal 2-104-I, 2-106-I, 4-89, 4-104, 4-104-D, 4-104-I, 4-104-ID, 4-105, 4-106, 4-106-I, 5-104-I, 5-104-ID, 5-105-I, 10-218]
	I17	Change , 1-106, 1-106i, 1-106c, 3-105, 3-106, 3-106c, 3-195, 3-195d to [Ottawa 1-106, 1-106-I, 3-105, 3-106, 3-106-I, 3-195, 3-195-D]
5.I.9	I18	Change 1-89, 1-89i, 2-105, 2-105i, 2-163, 2-163i, 4-217 to [Regina 1-89, 1-89-I, 2-105, 2-163, 4-217]
	I19	Change 4-217, 4-231 to [Saint John 4-217, 4-231] .
	I20	Change 2-217 to [Saskatoon 2-217]
5.I.10	I21	Change 6-195, 6-196, 7-217, 8-217, 8-218, 8-231 to [Winnipeg 6-195, 6-196, 7-217, 8-217, 8-218, 8-231]
	I22	Change 6-231, 6-232, 6-233 to [Vancouver 6-231, 6-232, 6-233]
5.J.1	J2	Change 3-163, 3-195, 4-195, 4-217, 5-217, 5-231, 5-249 to [Windsor 3-163, 3-195, 4-195, 4-217, 5-217, 5-231, 5-249]
	J3	Change 10-111, 11-122 to [Toronto 10-111, 11-122]
5.J.2	J10	Change 4-118 to [Montreal 4-118]
5.L.1	L1	Change Y-787 to [Bar Y-787]
5.M.2	M9	Change 1-104, 1-108, 1-119i to [Ottawa 1-104, 1-108, 1-119-I]
5.M.3	M12	Change 9-217, 9-219, 10-218 to [Montreal 9-217, 10-218, 10-219]
5.N.1	N1	Change 7-104, 7-104i to [Toronto 7-104, 7-104-I]
	N3	Change 3-104, 3-105, 3-105iii, 3-107, 3-110, 3-112, 3-112iv, 3-116, 3-117, 3-118, 3-118i, 3-119, 3-119iv, 3-122, 3-150, 3-151, 3-163, 3-163i, 3-195, 4-195, 4-217, 5-217 to [Ottawa 1-119, 1-119-I, 1-MR4-I, 3-104, 3-105, 3-107, 3-110, 3-112, 3-116, 3-117, 3-118, 3-119, 3-122, 3-150, 3-163, 3-195, 4-195, 4-217, 5-217]
5.P.2	P7	Change 1-104i, 1-104x, 1-106, 1-106vii, 1-113, 1-113i, 1-116, 1-116i, 1-MR4, 2-MR4, 2-MR4D, 2-MR4T, 4-195, 4-217, 5-217, 5-231, 5-249 to [Walkerville 1-104, 1-104-I, 1-106, 1-113, 1-113-I, 1-116, 1-116-I, 1-MR4, 2-MR4, 2-MR4-D, 2-MR4-T], [Windsor 4-195, 4-217, 5-217, 5-231, 5-249]

5.P.5	P19	Change 4-231, 4-249] to [Regina 4-231, 4-249]
5.S.1	S1	Change 10-105, 11-105, X-326 to [Bar X-326], [Toronto 10-105, 11-105]
	S2	Change 1-162, 3-217, 3-231, 3-249 to [Moose Jaw 1-162, 3-217, 3-231, 3-249]
5.S.6	S20	Change 4-90a, 4-90i, 4-104, 4-104i to [Montreal 4-90, 4-90-I, 4-104]
5.W.1	W3	Change 7-112ai to [Toronto 7-112a-I]
5.W.3	W9	Change 3-112, 10-105, 10-105i, 10-105d, 10-110, 10-112, 10-112a, 10-112iv, 10-118, 10-119, 10-120, 10-122, 11-105-I, 11-110, 11-118, 11-119 to [Toronto 3-112, 10-105, 10-105d, 10-110, 10-112, 10-112a, 10-118, 10-119, 10-120, 10-122, 11-105-I, 11-110, 11-118, 11-119]
5.W.4	W13	Change 3-104-i, 5-104, 5-104-i, 5-104iii, 5-106, 5-106-i, 5-MR3, 5-MR3-I, 5-MR4, 5-MR4-I, 6-104, 7-106 to FWT8, [Toronto 3-104, 3-104-I, 5-104, 5-104-I, 5-106, 5-106-I, 5-MR3, 5-MR3-I, 5-MR4, 5-MR4-I, 6-104, 7-106]
5.W.5	W14	Change 1-104, 1-104-I to [Vancouver 1-104, 1-104-I]
5.W.6	W18	Change 3-104, 5-104, 5-104-I, X-252 to [Bar X-252], [Toronto 3-104, 5-104, 5-104-I]
	I.1	Added Addendum I – PRECANCELS via Precancel Numbers 2013 03 01 Page I.6

SYNOPSIS IDENTIFICATION OF 5-hole OH/MS STAMPS

Gary Tomasson

This exhibit outlines the development of an original coding system that will identify genuine and fake 5-hole OHMS stamps. Along with a unique worksheet, which provides a step-by-step procedure to identify genuine and fake 5-hole OHMS stamps, is a copy of the destruction record of the Department of Finance 5-hole perforating machine. This is the first time the destruction record of the Canadian Post Office has been made public.

The genuine block of 15 stamps is one of only two known blocks of 15. The other highlight, on the genuine side of the exhibit, is a genuine Die II before the pin fell out or was broken off. This damage to the die has not been dated; however, I do know it happened very early in the life of the perforator as there are very few Admiral Stamps recorded.

In the exhibit there are 24 unique fake stamps plus, for the first time, the identification of six fake 5-hole perforating machines along with 29 fake stamps that were a product of these machines. One fake still has some hinge on the back of the stamp that was perforated. The fake strip of four is the largest block of fake stamps recorded.

On the last page of the exhibit is one of only two known Royal Visit covers with 5-hole perforated stamps. Based on Postal records neither the Department of Finance nor the Financial Branch of the Post Office was perforating stamps on May 15th, 1939. Therefore, one must assume the stamps were perforated as a favour.

IDENTIFICATION OF 5-hole OH/MS STAMPS

With the discovery of fake 5-hole OH/MS (the / indicates the OH is above the MS) stamps, it was necessary to develop a means of identifying original dies of the 5-hole perforating machine from forgeries. This exhibit explains the development of a coding system, how it works and gives examples of original 5-hole dies and some known forgery types.

ORIGIN OF THE 5-hole OH/MS STAMPS

Approval

On May 23rd, 1923, the Department of Finance in Ottawa received Post Office approval to perforate 5-hole OH/MS stamps. The earliest reported usage is March 26th, 1926. Post Office records show the perforating machine was transferred to the Post Office in May, 1939 to perforate stamps before the 10 die Cummins Model #53 arrived to perforate OH/MS stamps.



Cummins Perforator Company Model 52 was used by the Department of Finance for 5-hole OH/MS stamps.

THE PERFORATING MACHINE

Overview

No two dies are exactly the same. A perforating machine starts from a template that has the required insignia drilled through it. The template is placed on top of two metal bars, fastened together, and holes are drilled through the metal bars forming one die. The template is then moved about one inch away and the holes are drilled again, creating a second die. This process is repeated until all dies are completed. Metal pins are placed into one of the bars and both bars are welded onto the perforating machine.

This is a simplified overview of a perforating machine. It's impossible to drill all the holes in each die exactly the same as in any previous die. A few dies can be identified by the naked eye, but not the dies of the OH/MS machine. Some differences can be seen using a 10x glass; however, with a 25x magnifier it is possible to measure the variances between the dies. With this knowledge a coding system can be developed.

POST OFFICE 5-hole OH/MS DOCUMENT

A Proof

OH OH OH OH OH
MS MS MS MS MS

OH OH OH OH OH
MS MS MS MS MS

CUMMINS PERF. MACH
N^o 52

Cummins Perforator Co.
Chicago

This page represents the maximum width that could be accommodated in this machine, approx. 5 inches.
Machine pins destroyed 2-4-51, and had not been used for stamps for as long as any person could remember.

SH SH SH SH SH
MS MS MS MS MS

SH SH SH SH SH
MS MS MS MS MS

A copy of this document was found in the "Post Office Department - Financial Branch - Distribution Of Postage Stamps Perforated O.H.M.S. to Gov't Depts. Under authority of Treasury Board Minute T. 170926 B. of 28th Mar, 1939, from 26-6-37".

CUMMINS PERF. MACH
No 52

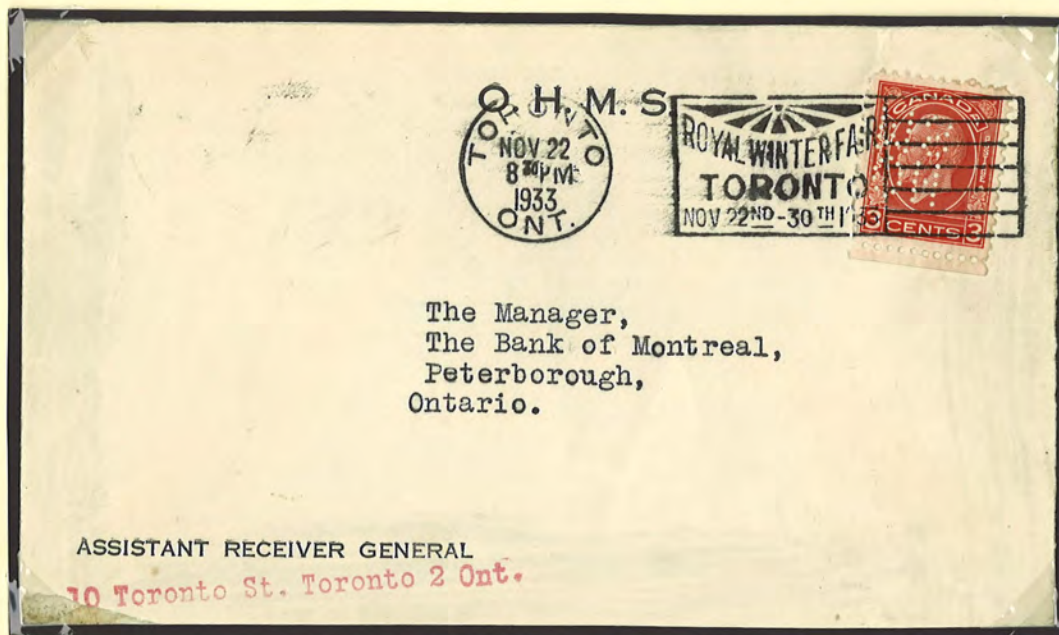
Cummins Perforator Co. Chicago
This page represents the maximum width that could be accommodated in this machine approx. 5 inches. Machine pins destroyed 2-4-51, and had not being used for stamps for as long as any person could remember.

DEPARTMENT OF FINANCE

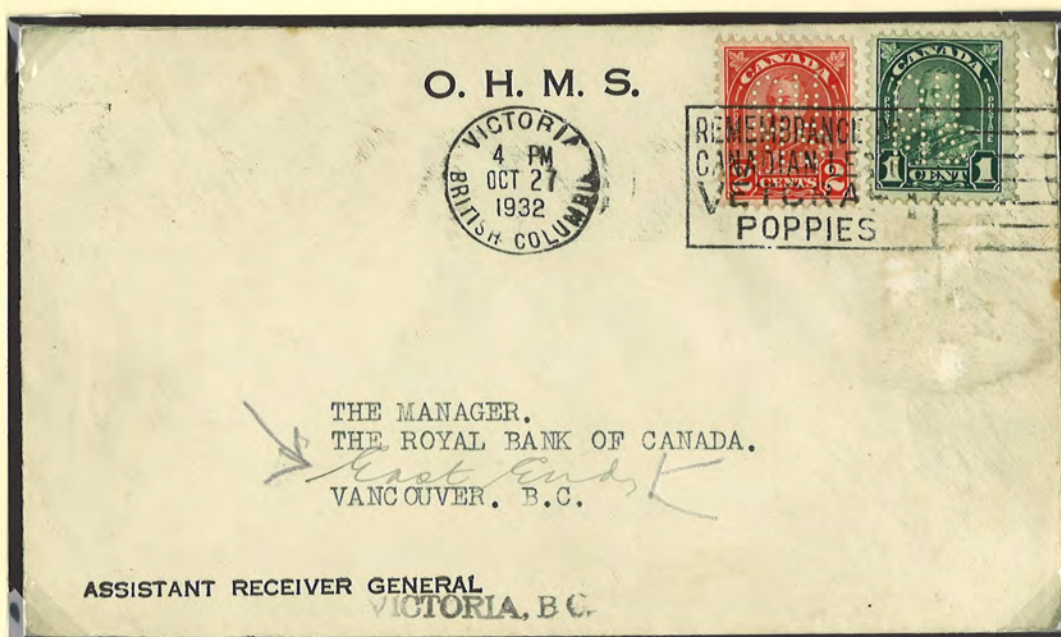
OH/MS Stamps

Outside of Ottawa, the Department of Finance stamps were only used in the nine Assistant Receiver General offices until 1935 when the Department became the Bank of Canada.

3¢ deep red, die II stamp was perforated with Die IV.



2¢ deep red, die II stamp was perforated with Die IV. 1¢ deep green, die I stamp was perforated with Die III.



5-hole OH/MS PERFORATIONS

Master Proofs

When looking for a master die, the 1937 King George VI issued stamps provide the best chance of finding a genuine 5-hole stamp.

Die I

Die II

Die III

Die IV

Die V



Die I

Die II

Die III

Die IV

Die V



Wrappers generally have no shrinkage whereas stamps will have some shrinkage when soaked off paper.

THE CODES FOR THE OH/MS DIES

Master codes

All 5-hole OH/MS stamps are measured against Die I (deemed master die) who's Code is 0-0-0.

The measurements and codes for the original dies, per worksheet coding, are shown below.

Die I



0-0-0

Die I



0-0-0

Die II



M12-O3-S8

Die II



M12-O3-S8

HOLE NO.	SIZE (mm)	MEASUREMENTS	
		(mm)	(°)
H7	0.70	-	-
O1	0.70	-	-
M5	0.68	0.10	320
S8	0.69	0.11	340
O10	0.70	0.10	240
O3	0.68	0.11	80
M12	0.70	0.15	260
M6	0.69	0.11	240

Die III



M7-O3-S8

Die III



M7-O3-S8

HOLE NO.	SIZE (mm)	MEASUREMENTS	
		(mm)	(°)
H7	0.70	-	-
O1	0.68	-	-
M5	0.70	-	-
S8	0.65	0.10	45
M14	0.70	0.08	150
O5	0.71	0.10	325
M7	0.71	0.10	330
O3	0.68	0.10	120

Die IV



M13-S8-O3

Die IV



M13-S8-O3

HOLE NO.	SIZE (mm)	MEASUREMENTS	
		(mm)	(°)
H7	0.66	-	-
O1	0.69	-	-
M5	0.66	0.10	75
S8	0.69	0.13	100
M13	0.70	0.13	100
S10	0.69	0.13	100
O3	0.70	0.10	90

Die V



M8-H9-O10

Die V



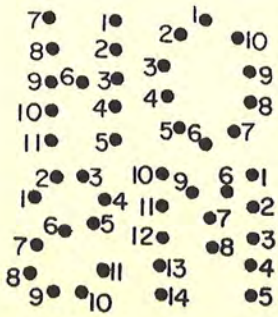





M8-H9-O10

HOLE NO.	SIZE (mm)	MEASUREMENTS	
		(mm)	(°)
H7	0.69	-	-
O1	0.70	-	-
M5	0.70	0.06	320
S8	0.70	0.10	10
M8	0.70	0.15	280
H9	0.69	0.13	270
O10	0.69	0.12	210

KEY HOLE CODE SYSTEM

Worksheet

Before coding, overlay all stamps on the five known genuine dies to identify if the stamps are genuine or fake. Below is a worksheet for a Die II stamp. This worksheet is done for all stamps.

WORKSHEET				
DATE –				CODE – M12 - 03 – S8 GENUINE DIE II
HOLE NO.	SIZE (mm)	MEASUREMENTS (mm) (°)		<p>Constantly check holes H7 and O1 to make sure that the dies have not moved. M5 and S8 are also constant holes which are measured on all dies. Once the measurements are complete the "Code" is assigned.</p>
H7	0.70	-	-	
O1	0.70	-	-	
M5	0.68	0.10	320	
S8	0.69	0.11	340	
O10	0.70	0.10	240	
O3	0.68	0.11	80	
M12	0.70	0.15	260	
M6	0.69	0.11	240	
				
<div style="display: flex; justify-content: space-around; align-items: center;">      </div>				
<p>GENERAL DISCRPTION AND COMMENTS –</p> <p>Step 1: Place H7 of both dies together.</p> <p>Step 2: Place O1 of both dies together. The error is placed at 90° & 270°. In this case there is no error.</p> <p>Step 3: H7 is checked to ensure it has not moved. The hole's diameter measurement is 0.70 mm.</p> <p>Step 4: Study the holes in the "H" and measure the largest error in the holes. Here all errors are small.</p> <p>Step 5: Study the holes in the "O" and measure the largest error as 0.10 mm at 240° for O10. The size is 0.70 mm. Also 0.11 mm at 80° for O3 with a size of 0.68 mm.</p> <p>Step 6: Measure the error at M5 as 0.10 mm at 320°. The hole diameter size is 0.68 mm.</p> <p>Step 7: The rest of the letter "M" is studied. The largest error is 0.15 mm at 260° for M12. The size is 0.70 mm. Also 0.11 mm at 240° for M6 with a size of 0.69 mm.</p> <p>Step 8: S8, the other constant hole, is measured with an error of 0.11 mm at 340° and the hole diameter size of 0.69 mm.</p> <p>Step 9: The rest of letter "S" is studied for errors. Here all errors are small.</p> <p>The largest error is 0.15 mm found at M12. Thus, M12 is the first number of the code. The second largest error is 0.11 mm found at S11, O3 and M6. It is assumed that once a letter is used in the code, it cannot be used again. Also, if two numbers have the same size of error, the hole in the earliest letter (sequence O, H, M, and S) is used. If the letters are the same, the lowest number is used. This gives a Key Hole Code of M12-O3-S8 and, therefore, all the stamps are genuine Die II.</p>				

FAKE 1 DIE MACHINE

Flat "O" Code - M3-09-H11

Both dies in the 2¢ Fathers of Confederation and the other three stamps are the same die which would indicate that the fakes were made by a single die perforating machine. To the eye, the "O" looks flat at the bottom. Stamps are mint and were found on the west coast of Canada.

Fake Mint



M3-09-H11

Fake Mint



M3-09-H11

Fake Mint



M3-09-H11

Fake Mint



M3-09-H11

3¢ Red



Note the small amount of hinge that "O9" and "O10" cuts through.

HOLE NO.	SIZE (mm)	MEASUREMENTS	
		(mm)	(°)
H7	0.72	-	-
O1	0.70	0.19	270
M5	0.70	0.34	250
S8	0.70	0.15	270
H6	0.72	0.30	0
H11	0.72	0.36	340
O9	0.72	0.42	275
M3	0.72	0.50	260
S4	0.71	0.32	280

GENUINE DIE II WITH & WITHOUT S9

Examples

Genuine Die II without the missing hole.

Note: the extra holes are caused by a partial strike of the die.



Genuine Die II with the missing hole. The "S9" pin fell out and was not replaced, or the pin was broken.

Perfin Covers of the Long Coronation Issue

Barry Senior

The Newfoundland Perfin Survey published in Volume 16, Number 1, March 26, 1995 was a compilation of perfin information gathered from 113 collectors at the time. That survey included only one cover with a perfin of the Long Coronation issue. That cover, Fig. 1, was obtained in 1997 with the purchase of a major Newfoundland perfin collection. It is franked with the 7¢ value and paid the Airmail Letter rate



I attended the Novapex 2012 show in Dartmouth last September and was fortunate to come across the cover shown in Fig. 2. It was in the stock of well known postal history dealer J.C. Michaud. This cover, franked with the 1¢ value, paid the 3rd Class Letter rate and is an extremely scarce rate perfined or otherwise. It is a very nice addition to my collection to say the least.



Shortly after that I received an email from a collector friend in the US who had come across the cover in Fig. 3 at a local stamp show. Since it was a Newfoundland perfin cover he purchased it with the hope that I would be able to use it, otherwise it would find a new home in his collection. Imagine my surprise when I saw that it was a third Long Coronation cover and my second in less than 2 months. As I collect rate covers this one fits well with my first #235 as it is going to the USA, also in 1944.



I think one of the things that keeps me attracted to collecting perfin is that you never know when something new will come along. It took nearly 20 years for the second and third Long Coronation covers to surface. Are there any others out there?

Jack Brandt's Mystery Cover

Jim Graham

This cover appeared in the November issue of the Perfin Club's Bulletin as part of an article entitled *Some Mysteries to Ponder* contributed by Jack Brandt of Calgary. Jack says he won the cover in a local auction. The cover is postmarked Guysborough Nova Scotia, August 10th 1893 and Jack goes on: "Note the stamp on the cover has some extra holes in it and the cancel actually ties the stamp through one of the holes in it. The extra holes [in the top left hand corner of the stamp—Ed.] are probably a case of a double perforation that is supposed to be on the outside of the stamp. However in this case the machine shifted and some of the holes were punched inside the stamp...". Gary Tomasson, Jon Johnson and I all responded wondering if the holes could be part of a mis-perf'd Intercolonial Railway I/CR [I1]. There are not very many perfins that turn up with Nova Scotia cancels and I was really hoping it was a partial of the I1 pattern. There was active interest in a railway from New Glasgow to the Atlantic Coast from about 1870 until just before WW1, exactly the time frame the I1 pattern was in usage.



At least 4 separate companies were incorporated over this time period with this railway as their purpose; however none were part of the Intercolonial system and although significant portions of a rail line were completed, no trains ever operated. Nonetheless it was conceivable that the Intercolonial was looking into the possibilities and had sent staff to the area for a little investigation. A closer inspection of the extra holes, the lack of the familiar corner card Intercolonial Railway Co identification on the envelope and the obvious private usage dashed my hopes. In subsequent correspondence with Jack he confirmed that the holes are just a perforation error. More's the pity!!!