

The History of Canada's OHMS Official Perforated Postage Stamps

1939-1949

J.D. Graham

The Beginning

Prior to all Federal government departments using OHMS perforated postage, each controlled its own postage usage in its own way. Most used regular postage on preprinted envelopes (Figure 1) while three, the Militia Department (Figures 2 & 3), the

Department of National Defence (Figures 4 & 5) and the Department of Finance (Figure 6), used perforated postage. The story of OHMS official postage does not begin with the Post Office Department. Rather it begins in an unidentified Indian Affairs Branch office of the Department of Mines and Resources and as the result of a routine audit of this office conducted by the

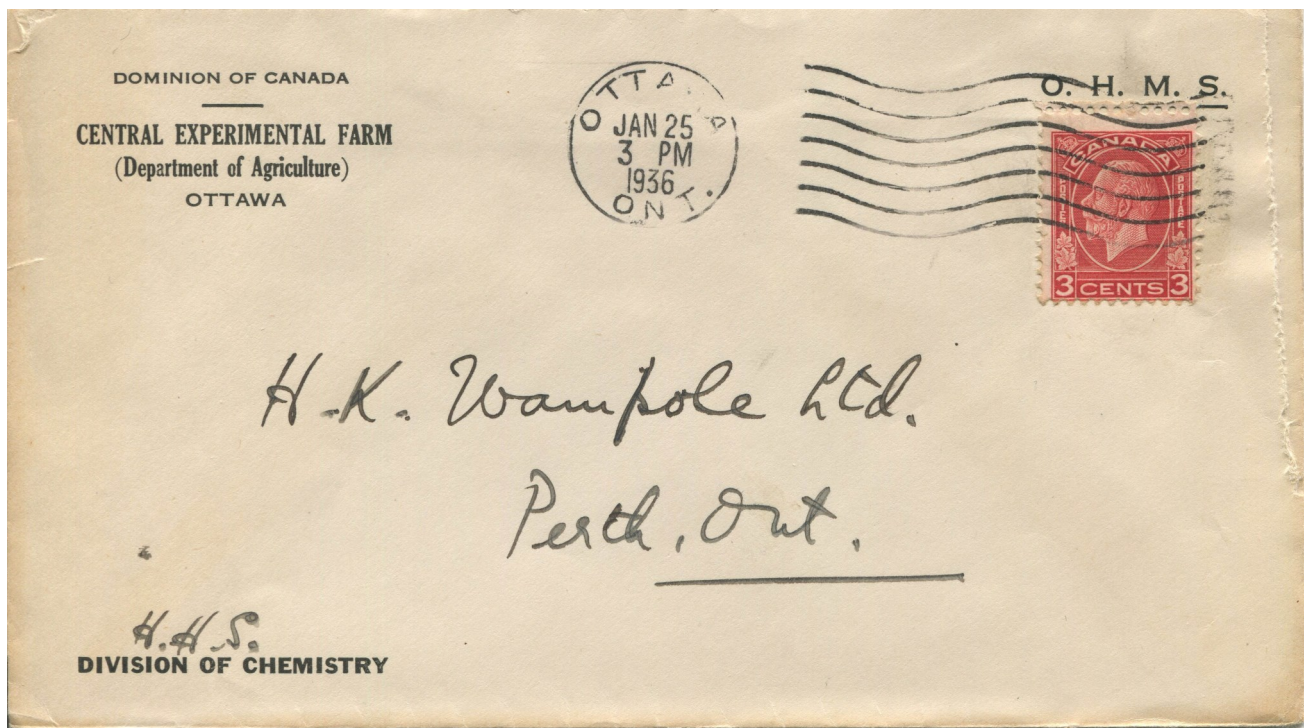


Figure 1: A 3¢KGV Medallion (Die II) paying the forward letter rate from the Department of Agriculture's Central Experimental farm in Ottawa to Perth, Ontario, January 25th 1936. (Author's collection)



Figure 2 & 3: Image of the pattern used by the Militia Department 1918 to 1925.



Figure 4 & 5 Image of the pattern used by the Department of National Defence 1925 to 1942.



Figures 3 and 5 from the Author's collection

Auditor General's Department in 1937. The outcome of this audit had far reaching effects and although not every detail of the story of the OHMS perfins as officials is included here, it does present their origin, their impact on the Post Office Department's operations and their place in the philatelic history of Canada

The 1937 audit determined that postage stamp purchases in the three years preceding the audit were significantly higher than in the year of the audit (Table 1). When apprised of this, the only explanation offered by senior department management was that the employee who was responsible for stamp purchases in

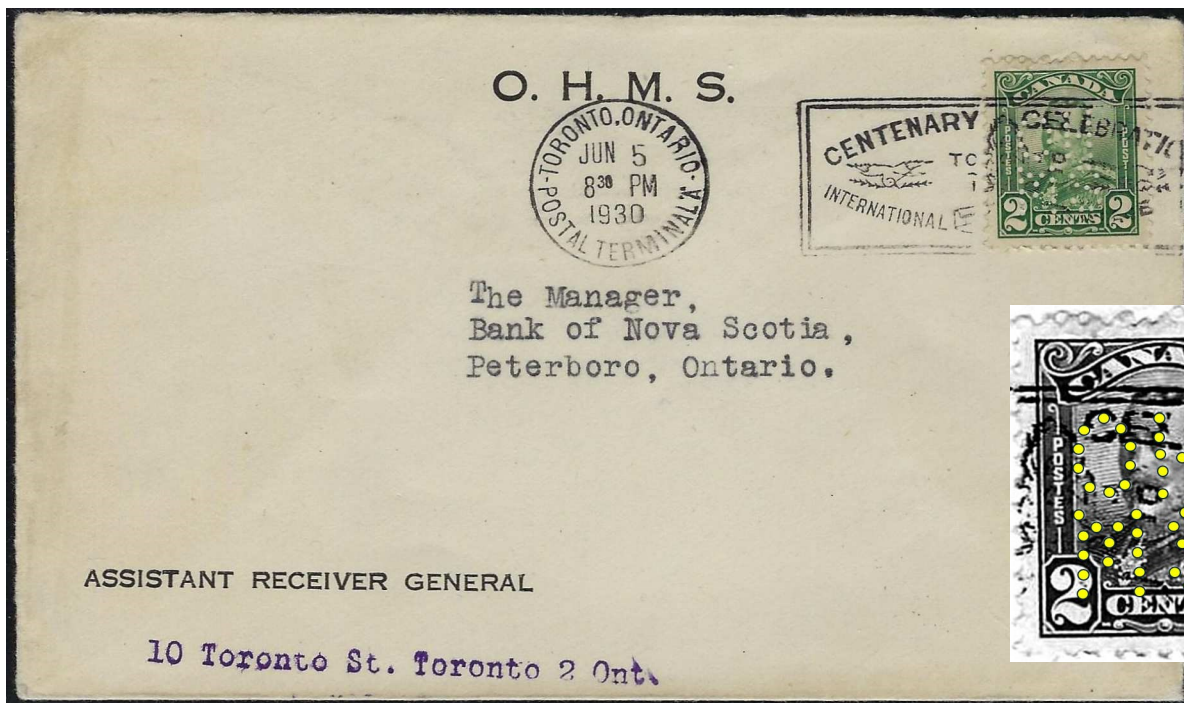


Figure 6: A 2¢ KGV Scroll issue with the 5-hole OHMS pattern pays the forward letter rate from Assistant Receiver General Department of Finance Toronto ON to Peterboro ON June 5th 1930. (Durbano collection)

PERIOD		PURCHASED	USED
1933-34	11 Months	\$550	\$545.04
1934-35	11 Months	\$410	\$418.95
1935-36	13 months	\$700	\$675.82
1936-37	12 Months	\$150	\$149.42

Table 1: A summary of the postage purchased each year between 1933 and 1936 and the amount purchased in 1937. By comparing the fiscal year 1936-37 difference (\$150) with the three previous fiscal years, the cumulative difference is \$1210, a significant amount in 1936 as it is the equivalent of just over \$25,300 today².

the preceding 3 years had retired and a new employee had assumed these responsibilities.

The Auditor General's report concluded "that charges were made for postage in the three years ended March 31st, 1936 in excess of departmental requirements and they also imply that moneys were improperly retained by the officer charged with that service"¹. The report offered the Treasury Board four suggestions for "better control of this class of expenditure."

1. Perforating or overprinting regular stamps with OHMS
2. Maintaining departmental records of stamps

used against stamps purchased.

3. Opening charge accounts at post offices in larger centres with payments made by cheque. All smaller offices would acquire their stamps from Head Office in Ottawa.
4. Installation of postage meters where the volume of mail justified the expense.³

New Orders from the Treasury Board

The Treasury Board, the most powerful committee of Cabinet, accepted the report and on May 10th, 1938, issued Order TB#170926B which directed that beginning on July 1st, 1938:

1. "All stamps for Government use are to be purchased at Ottawa by the Department concerned and distributed as required to their various Branches in and out of the city.
2. A receipt is to be obtained from the Post Office for all purchases of postage stamps.
3. The Post office Department is to make arrangements required to provide that all stamps sold to Government Department are perforated with the letters 'OHMS'."⁴

The rationale for the Treasury Board's prefer-

ence for perforating stamps as the remedy to the potential of embezzlement by postage stamp theft is not stated but it is more than likely that the Board, because of its close connection to the Department of Finance, was aware of this Department's practice of perforated postage use. Beginning in 1923, Finance had required its offices in the 10 Provincial capitals to use perforated postage (Figure 6).

Post Office Department Reaction

The Post Office's reaction to the Treasury Board order is best described as slow and unfavourable. The Department's response is dated March 6th, 1939 (10 months after the Treasury Board Order) and was authored by H. E. Atwater, Financial Superintendent, Post Office Department. Entitled "PREPAYMENT OF GOVERNMENT MAIL AND SAFE-GUARDING DEPARTMENTAL EXPENDITURES FOR POSTAGE" the paper made three arguments against the Treasury Board plan, summarized as follows.

1. Perforating postage stamps O.H.M.S. offered no guarantee that postage would be used only for official business. Further, postal employees did not have the time to check each piece of mail to determine whether O.H.M.S. perforated postage was illegitimately used by either an individual or a business.
2. Postmasters would be very distressed at the prospect of the loss of stamp sales at their local post offices to a centralized system in Ottawa. At that time, postmasters in small communities were not salaried but rather received a percentage of their stamps sales as remuneration and would be facing a loss of income (Endnote 1).
3. Lastly, that the cost of administering the new system – perforating the stamps; maintaining separate stocks; and keeping a record of the distribution of the perforated stamps – would at the least approximate any losses incurred by the misappropriation of Government owned stamps⁵.

The solution Atwater proposed was based on a combination of the use of postage meter machines and centralizing mail offices in 13 Ottawa main offices, branch offices and other smaller offices across the City. Mail would be brought to the Postal Terminal on Besserer Street and processed through a dedicated postage machine there. For major urban centres throughout the Country, he proposed establishing postage meter machines in local Post Offices which would not only be available for Government

mail, but also to anyone with mass mailings. For Government mail, duplicate 'mailing slips', one for the Post Office and one for the mailer, would account for the postage and balance the books. For "rural communities" Atwater recommended a "duplicate requisition system" – stamps released to the agency based on a requisition leaving a record in two locations which could be reconciled and with the "Postmaster.....receiv(ing)his usual percentage.....".

Atwater's proposals were not convincing and on March 28th, 1939, the Treasury Board re-issued instructions to the Post Office on the processes to be followed in issuing stamps to the various departments, including that stamps for Government use were to be perforated with the letters OHMS. (Addendum 1).

New Regulations from the Post Office Dept.

Left with no options, the Post Office developed new regulations, "**O.H.M.S.' Postage Stamps for Official Use**" (Addendum 2), which it issued on May 22nd, 1939. Of the thirteen sections in the regulations, reference to the perforation of postage stamps appears twice; in Paragraph 2 simply stating that postage would be perforated "O.H.M.S." and in Paragraph 11, proscribing their use for any purpose other than Government business. All other sections dealt the administrative process - how to order, tracking usage, accounting, reconciliation, reporting damaged stamps, etc.

The word "official" appears five times in the Regulations – in the Regulation title (Postage Stamps for "**Official Use**"); three times as "**official mailings**"; and once as "**official postage stamps**". Stamps not perforated O.H.M.S. are referred to as "**unofficial stamps**". This seems to be sufficient evidence to refer to stamps perforated OHMS by the Post Office Department and distributed to other departments as Canada's first "official" stamps.

The administrative procedure implemented by the Post Office was relatively simple. Participating departments (Addendum 3) would submit a requisition form in triplicate (Addendum 4) and the Post Office would retain one copy of the requisition and return the other two to the Department. The receiving department would sign the second copy and re-



Figure 7. A Cummins Model 53 perforating machine, used to produce many of the most common perfins in Canada.

turn it to the Post Office thereby acknowledging the receipt of the stamps. The Post Office would retain the third copy for its records and at the end of the month it would bill the departments for the stamps it had delivered. The departmental head offices were responsible for any further distribution.

A New Perforating Machine

In May 1939 the Post Office was considering the purchase of one of two perforating machines, both from the Cummins Perforator Company. Each could perforate an estimated 20,000 stamps an hour. The first was hand operated costing \$135 (about \$2700 in 2024) and the second, a “motor operated machine” for \$585 (about \$11,750 in 2024)⁶. Atwater estimated that a “*comparatively small number of stamps would be needed*” and therefore with two employees operating the machine “*when their services are not required on other work*”, no additional help would be needed. On May 30th Atwater sought permission from the Acting Deputy Postmaster General to purchase the hand operated perforator. With only a month to go before the Treasury Board deadline, Atwater received immediate approval to purchase the Cummins Model 53⁷.

Use of the 5-Hole OH/MS Machine.

On May 18th, 1939, Atwater requested that A. S. Deaville, Superintendent Postage Stamp Division, provide him with 10 sheets of 1¢ postage stamps “*for the purposes of testing perforating machines*”⁸. The only perforating machine available for this testing was the

Department of Finance 5-hole machine.

There was some pressure. The Regulations issued on May 22nd, 1939, were clear—participating departments and agencies were to submit requisitions for perforated official postage stamps to Ottawa by June 15th and the requisition form required the request to be specific in the number of each postage stamp denomination required. Further, Departments were instructed that on June 30th, 1939, all unused regular postage was to be returned to Ottawa with the details of the numbers of each denomination recorded on a special form. With a three week wait for the Cummins Model 53 and with the new requisition forms already dispatched to all departments, perforating the needed replacement postage stamps would have started immediately. We do know the new perforator arrived in time (See Figures 8, 9, and 10).

The Post Office Financial Division led this transition to the use of perforated postage and for its staff it was simply an accounting exercise— a certain number of unperforated stamps already issued, a certain number of perforated stamps to be issued and a certain number of unperforated stamps to be returned, enabled the Division to balance postage usage for each Government Department and thus “balance” its own books.

Conceivably, had the Philatelic Branch been given the opportunity for input, philatelists today might know exactly how many stamps of each denomination were perforated with the 5-hole machine. The first Form E 107 (Addendum 4) would have arrived back in the Post Office shortly after May 22nd, 1939, the date of the regulations, and the requisition orders would have been filled with the only available machine, the 5-hole machine. From that date, and at least until the Cummins Model 53 arrived about June 21st, the requisition forms would have provided a very accurate count, by denomination, of the stamps perforated with the 5-hole machine.

The First Questions About the 5-hole OHMS

W. C. Gordon of the Canadian Philatelic Society was the first with questions asking the Post Office to clarify which departments of Government first used postage perforated with the 5-hole OH/MS machine and more precisely, when and where the practice

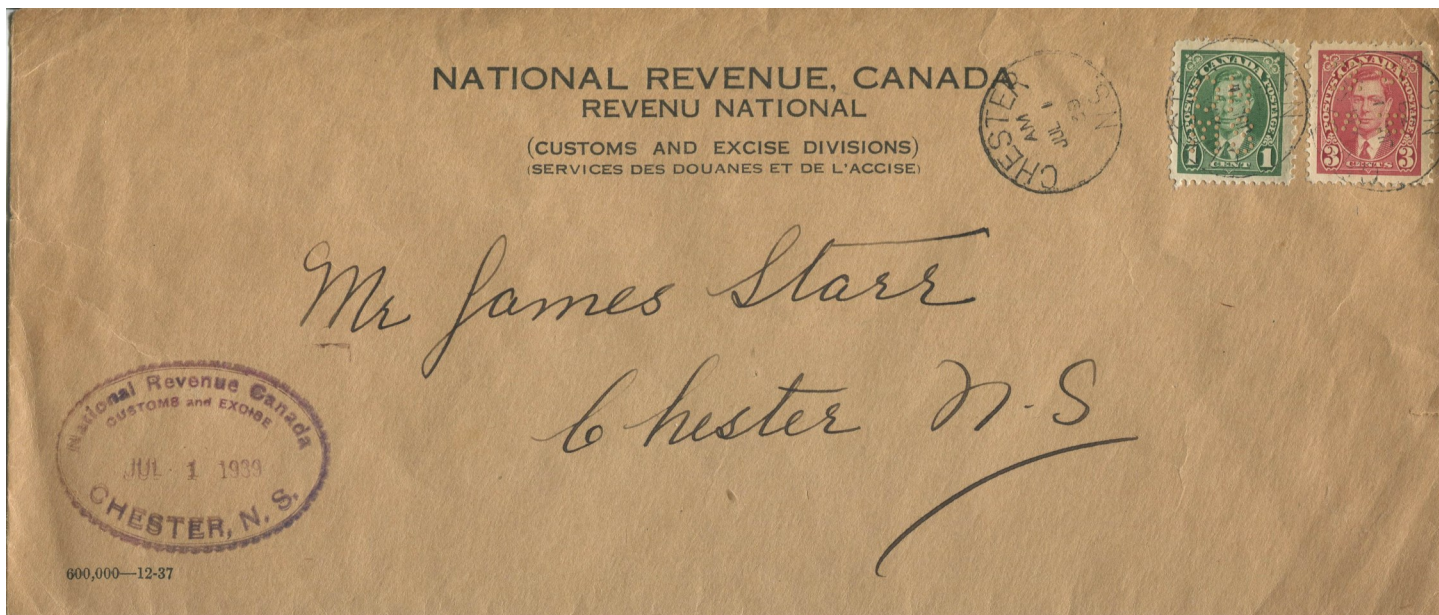


Figure 8.



Figure 9:

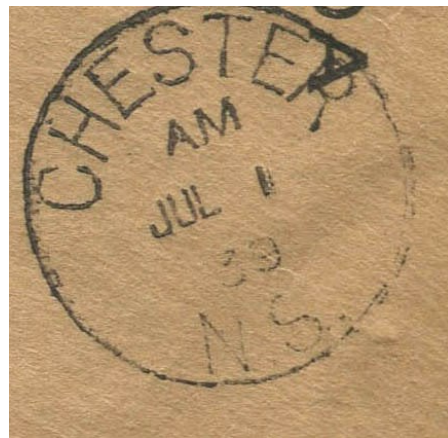


Figure 10.

Figures 8, 9, and 10: Figure 8 is a July 1st 1939 cover cancelled in Chester Nova Scotia originating from the Customs and Excise Division of the Department of National Revenue; the 4¢ postage paying the up to 3 ounce local letter rate. Figure 9 shows that the 4¢ KGVI Mufti is perforated with the Department of Finance 5-hole machine and the 3¢ KGVI Mufti is perforated with the new 4-hole machine. Figure 10 is the current earliest known date of usage and confirms the first day of usage—July 1st, 1939. (Author's collection, ex Tomasson).

originated⁹. In his February 15th, 1947, letter to A.S. Deaville, Gordon quotes the differing opinions and surmises of noted philatelists Boggs, Holmes, and Jarrett on this subject (Endnote 2), noting that *“these statements from reputed authorities makes it hard for the average collector to know just what is correct”*. These questions probably were prompted by the appearance of these stamps on many departmental envelopes when previously they were exclusively used by the Department of Finance.

Deaville replied on April 16th and although his letter summarizes the Treasury Board decision, he

provides very little useful information¹⁰. In one paragraph he writes that stamps perforated O.H.M.S. had been adopted by one Department *“the identity of which cannot be determined here”*. In the next paragraph he writes *“a machine known to be in the hands of the Department of Finance was borrowed and used to produce the first supplies of stamps sent out as postal issues.”* Deaville goes on to state that when various departments were instructed to return their stocks of unperforated stamps they had on hand, these were perforated with the 5-hole machine with no records kept. This was at odds with Atwood's instructions. To

quote Deaville's letter: "it is impossible to say what varieties may have been brought into existence in this way". (Endnote 3)

In this study, information regarding the stamp issues with the 5-hole OHMS perfin is derived from the 2022 edition of the *Unitrade Specialized Catalogue of Canadian Stamps*¹¹. Listed are the six low value denominations of the King George VI Mufti issue, the 1937 3¢ Coronation issue, both varieties of the 10¢ Parliamentary Library, the 13¢ Halifax Harbour and 20¢ Fort Garry Gate of the 1938 Pictorial issue, the 1928 5¢ and 1938 6¢ Air Mail issues, and the 1938 and 1939 Special Delivery issues. All the above issues are confirmed as existing with the 5-hole punch. The three issues commemorating the 1939 Royal Visit are also listed but with the caveat "philatelic/contrived".

Of note is that the 50¢ value of the 1938 Pictorial issue, Vancouver Harbour, is not known with a 5-hole punch but the 50¢ value from the 1935 Pictorial,

Victoria BC, is. It would seem that the Post Office used existing supplies of the 1935 issue to meet departmental demands for 50¢ stamps.

There is no way of knowing the total number of each of these stamp denominations that were perforated with the 5-hole machine. Even making a reasonable estimation is difficult. (See Endnote 4)

Department of National Defence

At the outset, the Post Office Department included the Department of National Defence in its instructions and processes related to the use of OHMS perforated postage (see Addendum 3). This is also confirmed by a Post Office inter-departmental memo of July 7th, 1939, between the Revenue Division and Postage Stamp Division dealing with the replacement of damaged OHMS perforated postage for DND¹².

By the fall, the dissatisfaction of Department of Defence field staff had risen to the Department's head office in Ottawa. The District Officer commanding one

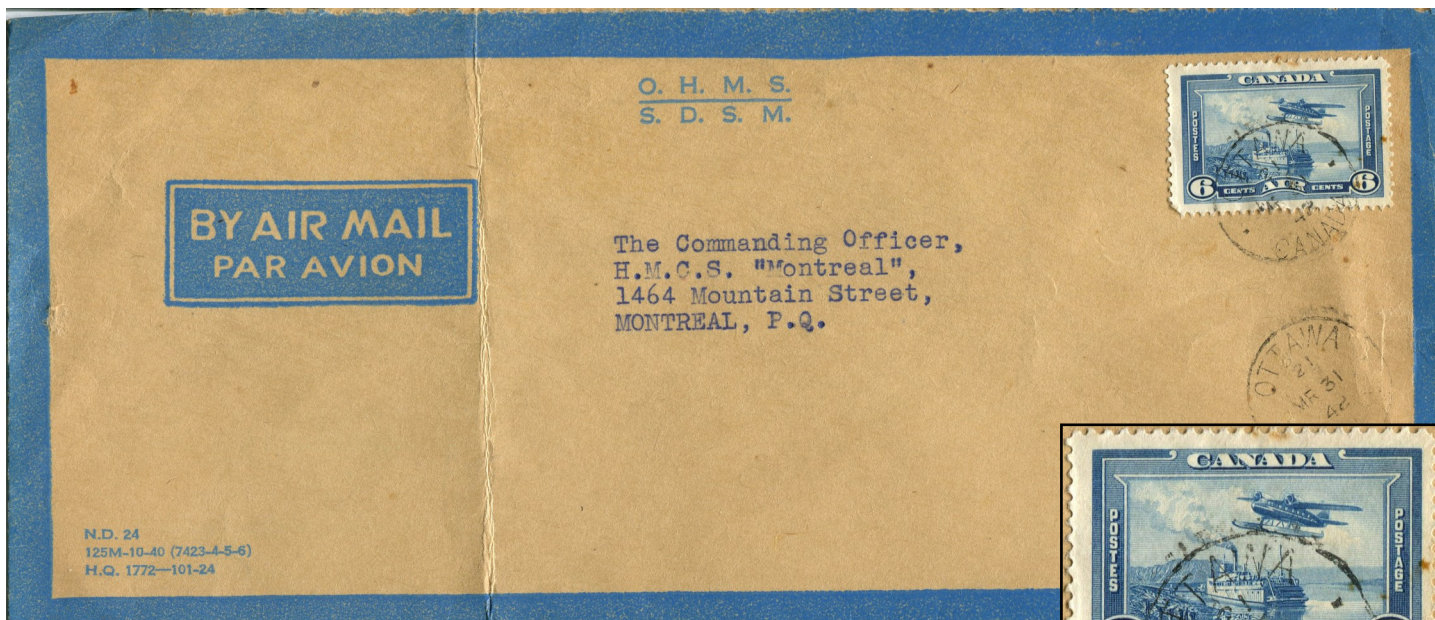


Figure 11.



Figure 12

Figures 11, 12 and 13: Figure 11 is a National Defence envelope franked with a 6¢ Monoplane regular postage rather than postage perforated OH/MS, paying the air-mail rate from Ottawa to Montreal March 31 1942. The addressee and the stationery reference (Figure 13) identify it as DND correspondence. (Author's collection).

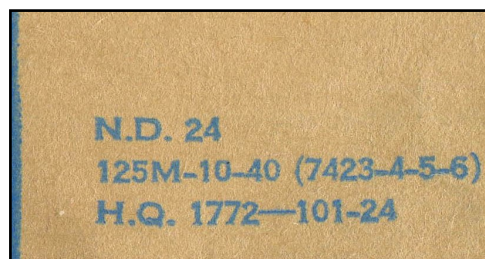


Figure 13

of the western districts was “obliged to obtain a considerable quantity of stamps locally in connection with mobilization of the service”. Major General Constantine complained “the existing procedure will not permit stamps being obtained from Ottawa”¹³ (Endnote 5). His correspondence does not elaborate on why this was so.

In November another complaint arrived in Ottawa. The Postmaster in Niagara-on-the-Lake complained that he could not carry out the Post Office Department instructions of obtaining a March 31st statement showing the value of perforated postage used at the military camp at Niagara-on-the-Lake because the “Field Post Office” was closed¹⁴. This letter is dated November 14th and its questions were made redundant as the Treasury Board, responding to a submission of the Department of Defence, directed that the Department be exempt from the requirement to use OHMS perforated postage¹⁵.

DND’s objection to using the perforated stamps was that it was simply impractical in a time of war.

Officers needed a great quantity of stamps when mustering the militia on short notice and procuring these through the system as it was designed (i.e. DND to order from the Post Office and then to disburse them to field offices to be further disbursed to commanding officers of the various units); was impractical. (Addendum 5)

The Treasury Board agreed with DND’s position and the Post Office records show the exemption was granted annually until March 31st 1944.

Department of National Revenue

While it is probable that many departments were less than pleased with the Treasury Board decision, it was the Department of National Revenue (DNR) which took pen to paper to point out its objections to the new system. Internal Post Office memorandums summarize the DNR’s complaints: Firstly, DNR would be required to distribute the new postage to almost all its many locations by registered mail at its own expense;¹⁶ secondly, there were some 600 offices and business sections which would re-



Figure 14: A National Revenue Customs and Excise Divisions cover cancelled December 26 1939 and franked with 1¢ and a 2¢ KGVI Mufti each perforated with the 4 OHMS and paying the 3¢ forward letter rate from Yarmouth NS to Spring Haven NS. (Author’s collection).

quire the new postage and this would be administratively prohibitive; and finally, that it would be “impractical to prepare a statement (giving) this Department certain information regarding the distribution of these stamps”¹⁷. This last was in reference to stamps no longer being purchased at local post offices.

A handwritten note by the Acting Deputy Postmaster General dated June 21st on Atwater’s June 14th memorandum is clear—the Post Office could not grant DNR any concessions, only the Treasury Board could do that. In the end, staff from the respective organizations met to work out the necessary processes and DNR fell in line with the Treasury Board directive (see Figure14).

Postmaster Remuneration

The first indication for Ottawa Post Office staff that postmasters outside of Ottawa knew of the Treasury Board decision came from Estevan SK in a letter to H.E. Atwater from Postmaster C.D. Griffith¹⁸. Griffith wrote that he had been “advised confidentially” that stamps for “Dominion services

throughout Canada would come directly from Ottawa”. He acknowledges that he does know if “there is any truth to the rumour, but if there is, I hope the respective offices will receive credit for such supplies” (Endnote 1). Atwater replied on May 16th confirming the rumor and advising Griffith that “the Department will have positive figures on which to make adjustments”¹⁹. It also seems this correspondence spurred Atwater to make inquiries of his Finance Department, asking his Chief Accountant, on the very same day, “what arrangements had been made as regards the replacement of local revenues from the postage that will now be forwarded to local agencies from headquarters?”²⁰

There were numerous inquiries from large centres (e.g. Halifax, Winnipeg and Vancouver) on behalf of much smaller communities (e.g. Round Hill NS, La Riviere MB). The Edmonton District Supervisor of Postal Services assured the postmasters of some 40 smaller Alberta communities that they “may rest assured that they will be given full credit of the amount of postage used by the local R.C.M.P. detachment”.²¹

To ensure that no small office postmasters fell

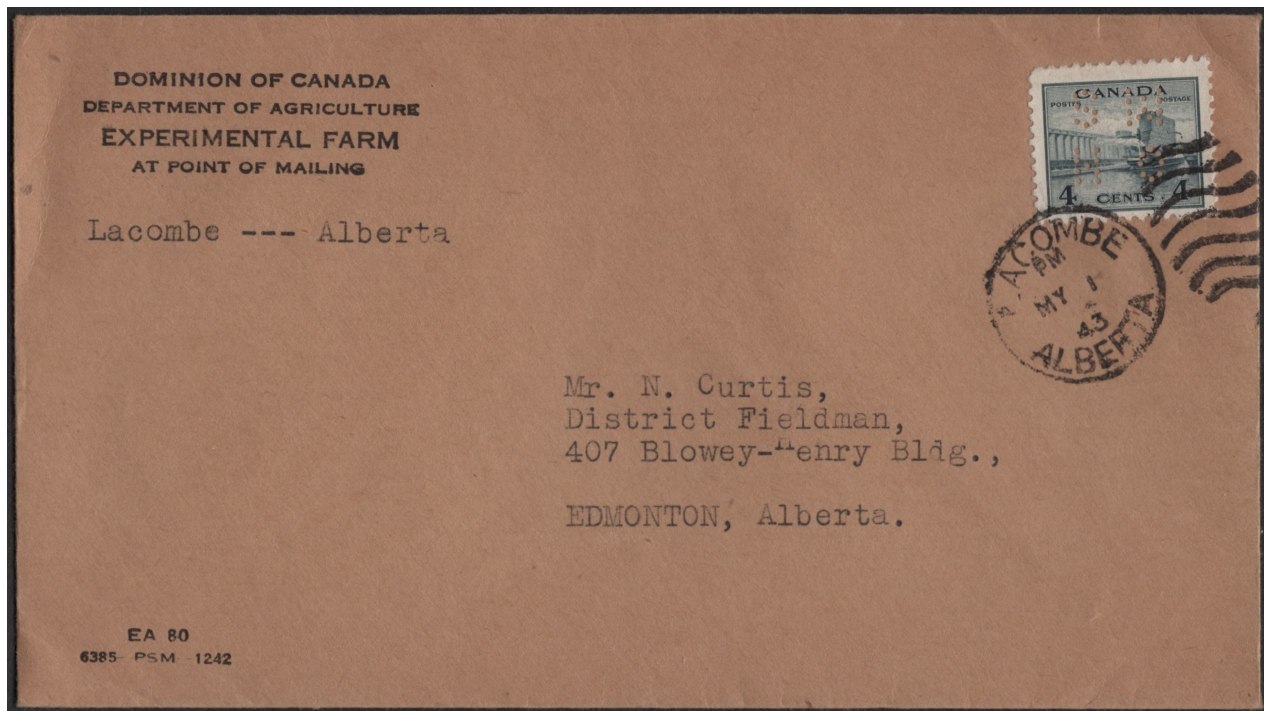


Figure 15: A 4¢KGVI Grain Elevator War Issue pays the 4¢ forward letter rate from Lacombe AB to Edmonton AB for the Department of Agriculture May 1 1943 (Durbano collection) .

through the cracks, Atwater revised procedures in those instances where “*certain agents, inspectors and others moved from point to point in the course of their official duties.*” These revisions called for the postmasters to receive a certified statement from the agent showing the value of the perforated stamps used. The first instructions required this statement quarterly, but this was quickly amended to annually.²²

The system of payments to postmasters of small offices had its implementation issues and it took the first nine months to work out the kinks. There is no doubt that this system created work for the clerical staff of some departments. In November 1942, the Department of Agriculture’s report to the Post Office of the postage used by its Field Officers of the Prairie Farm Assistance and Wheat Acreage Reduction Program during 1941-42 listed 110 different staff mailing letters in 86 different post offices in Alberta and one in British Columbia. The highest amount of postage used was \$225.65 in Lethbridge and the smallest was 12¢ in Czar.²³ Figure 15 is an example of a smaller Alberta location.

The Post Office records show that the system was never perfect, particularly for those departments with widely scattered regional offices such as Agriculture, Public Works, and the Unemployment Insurance Commission. As late as 1948, the Post Office was still sorting out postmaster payment issues.²⁴

Perforated Postage Used 1939-1949

The Post Office records do have some information that speaks to the volume of postage that was perforated through the War years and into the late 1940s.

1. In April 1940 the Department of Public Works provided postage usage information to the Post Office Department for the first nine months of the new initiative. In addition to providing the required financial information, the correspondence also included the fact that Department staff had worked 412 communities in Nova Scotia alone, concluding that *to make the distribution you request would entail much clerical work and the results would not be entirely*

accurate. The letter went on to list the postage usage in 23 communities across the Country with amounts ranging from \$3.95 in Kingston ON to \$1,195.20 in Toronto ON.²⁵

2. There is a very detailed account of the postage used by the Wartime Prices and Trade Board for the period October 1st, 1941, to April 30th, 1942. (Tables 3, 4 and 5 page 20). The total number of stamps purchased was 214,814 with a face value of \$5,438.76 (\$95,735 in today’s dollars).

3. Addendum 6 lists the value of perforated postage sold to 34 Government departments and agencies in 1946-47—\$950,705.10. Again, in today’s dollars that is about \$14.3M.

Troubles with the Cummins Model 53

In late April 1945, interdepartmental Post Office memos speak to problems staff were having with the perforating machine. The machine was not “*working well*” and the “*clerks found it difficult to operate*”. There was a plan to ship it to Chicago for repairs but Deaville objected to this plan because of the heavy demand for perforated stamps (18 million in 1944-45). Atwater recommended the purchase of an electric machine—the Cummins Model 56²⁶.

Cummins advised the Post Office that wartime restrictions prevented the manufacture of the electric Model 56 and Atwater was prepared to wait for it. He was not however, prepared to run the risk of a breakdown with the current machine and the resulting inability to provide the Government with perforated postage. He therefore requested a second Model 53 be procured “*at the earliest possible moment*”²⁷.

At this point, the Post Office records reflect a lack of communication among the senior management of the four divisions—Finance, Equipment and Supply, Postage Stamp and Purchasing and Stationery. On June 20th 1945, nine days before Atwater’s June 29th memorandum, Purchasing and Stationery had already issued Requisition 116 to Cummins for a Model No. 53 perforator.

By February 1946 the second Model 53 had not been received and T.P. Murphy, Superintendent of Equipment and Supply, reported that Cummins

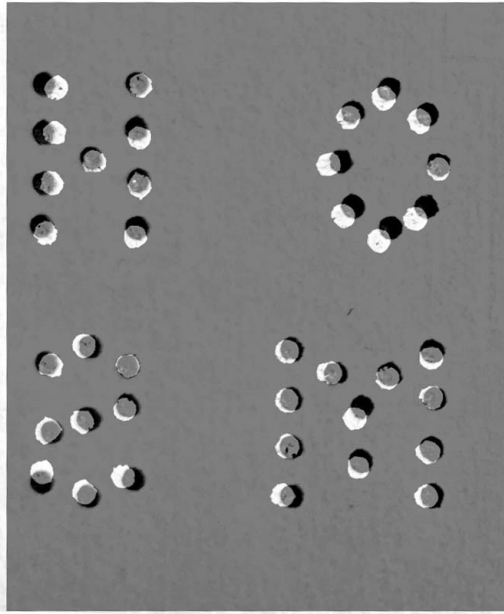


Figure 16: Image of the new die, the white holes overlaid on the original die, the grey holes. The major differences between the 2 dies are the shape of the "O", the alignment of holes S5 and S6 are more vertically aligned and the shift to the left of the first hole in the middle leg of the "M". This definitively determines that there were two different perforating machines. For the perfin collector there are 2 distinct patterns and in the Canadian Stamps with Perforated Stamp Initials the first 4-hole pattern is designated O9 and the second O10 (Image created and contributed by Russell Sampson)

had advised the electric Model 56 was still six to eight months away. At this point Murphy was investigating alternatives to Cummins; one from Grover and Company Ltd in London UK and the other from the American Perforator Company of Chicago. Neither was acceptable.²⁸ Then in June, in response to further Post Office inquiries, Cummins advised that "*the critical labour and material situation*" prevented it from completing its standard models or the development of an entirely new perforator²⁹. It is odd language for Cummins to use as the term "*standard models*" could be interpreted to mean that not only was a Model 56 unavailable, neither was a new Model 53. The letter makes no mention of the June 1945 requisition.

For certain, a Cummins Model 53 arrived sometime in June. We know this because the Post Office records contain a photocopy of the second page of the 1947 Gordon letter which has perforations of each of the OHMS machines; the 5-hole, the original 4-hole

and the new 4-hole. July 23rd, 1946, is the current earliest known date of use for the new pattern (Figure 17).³⁰ The Departmental records do not have the documentation needed to reach a definitive conclusion but the evidence suggests the perforator received was not new but one which Cummins sourced and refurbished. There is strong evidence to support this conclusion.

1. The Cummins admission that the labour and materials limitations surviving from WWII prevented the manufacture of either a new Model 53 (*its standard machine*) or an electric one.
2. The delay in the fulfilling the order. The requisition is dated June 20th 1945 and the actual delivery is a full year later. The delay may reflect the time needed to locate, acquire and recommission a suitable Model 53.
3. The price quoted in Requisition No. 116 is \$99; the cost of the new machine in 1939 was \$135. This strongly suggests a "used" or "re-purposed" machine rather than a new one.
4. As will be seen, the second machine was not as durable. Between 1939 and 1946 the first Model 53 perforated multi-millions of postage stamps; the second barely lasted two years before it required substantial repair.

In August or early September 1946, Murphy requisitioned from the Kings Printer a new Plate No. 20 and 1 set of pins, making no reference to either the original Model 53 or the new machine or why these were required. The Kings Printer replied that to install Plate #20 it would be "*necessary to drill and align it properly with the rest of the plates on the machine*" and declined the work.³¹ Murphy's response was to eliminate the plate order and "*just forward the set of Pins as requested*".³² This suggests neither Murphy or Atwater knew the second machine had been delivered. In November an Atwater memorandum to Murphy acknowledged the second machine and noted a "*third hand machine will not be necessary*".³³

Atwater and his successors in the Finance Division continued to advocate for a Cummins electric machine³⁴; as late as February 1948, the Acting Financial Superintendent was still asking Murphy for

Figure 17: A photocopy of page 2 of Gordon's 1947 letter to Deaville with a partial punch from each of the 4 Perforators.

The Imperial Life Assurance Company of Canada

HEAD OFFICE, TORONTO

640 HASTINGS STREET WEST

VANCOUVER, B.C.



W. C. GORDON, C.L.U.

2.

The position seems to be quite clear as to the issues since 1939 with the four holes. It is these other types which present the problems.

After the Order-in Council was passed in 1939 authorizing the use of these four hole types and pending the delivery of the new machine was the old machine put back into use for a brief period?

If we can get the correct answer to these various questions I think that we can clear up for all time the early history of these issues.

While I am on this question of Perforated Stamps can you tell me where the stamps used in Sask. by the Provincial Govt. perf. P.S. are issued from. This question also applies to the L.A. Stamps of Ontario. Do the Govt. Finance Dept of each province have their own machines for this work or is the perforating done in Ottawa.

Holmes makes a rather queer statement in his book re the O.H.M.S. stamps when he states and I quote ' Referring to the Post Office Dept in a previous sentence he goes on ' The Department at Ottawa borrowed the first machine from the Finance Department where , possibly, it had been sent from Victoria. The Post Office Department very soon obtained their own machine and this machine produced letters with only four holes ' etc.

You can appreciate these statements from reputed authorities makes it hard for the average collector to know just what is correct .

I wish to thank you most sincerely in anticipation of an early reply and I hope that you can give me the information requested.

Yours very truly,

W.C.Gordon.
Regional Director of the C.P.S.
4825 Connaught Drive,
Vancouver.B.C.

PO Dept (Machine #2)
PO Dept (Machine #3)
Finance Dept (Machine #1)

information on the availability of a new Cummins electric machine.³⁵ Murphy's response was simply that *"the Canadian Agent is requesting information from Cummins"* and as soon as an answer as received Avery would be advised³⁶. There are two handwritten notes on the file copy of this memorandum—the first indicating that the purchase was held up because of *"import restrictions and purchase of US dollars"* and the second saying *"Mr. Renwick says matter definitely closed—no chance of us getting machine."* Both notes are initialed "H.R".³⁷

A substantial decrease in the number of stamps being perforated (Table 5) lessened the pressure for an electric machine. The decrease in usage was attributed to *"the Department's campaign to encourage other Departments to imprint postage with meter machines"*³⁸ and it was predicted that the decline in the use of perforated postage would continue.

TOTAL STAMPS PERFORATED April 1945 – MARCH 1949	
1945-1946	22,158,036
1946-1947	24,391,906
1947-1948	15,202,393
1948-1949	14,026,963

Table 5: The table shows the declining use of perforated postage by Government Departments and Agencies.

The End

In June 1949 things moved very rapidly. A June 10th memo to the Director of Financial Services (the author is not known but it is most likely J. R. Carpenter, Superintendent Postage Stamp Division) quoted the Canadian Bank Note Company price for overprinted stamps at 5¢ per thousand. The memo provides a calculation demonstrating that this would be twice the cost of perforating stamps and then advocates for an electric perforating machine.³⁹

On June 14th Cummins estimated the existing perforating machine needed *"new dies, new brass bridge plate and a new channel plate"* and, to all intents and purposes, declined to repair the machine stating *"the estimate for the repairs was more than*

the machine was worth and it *"could not accept responsibility for any lengthy service of this machine"*⁴⁰. Seemingly unaware of the handwritten notes on the March 4th 1948 memorandum indicating that the lack of both American funds and of an import permit, meant a new machine was not possible, the ever-persistent Post Office nonetheless received a quote from Cummins of \$226.13 (\$2,870 in 2024) for a new Model 53.⁴¹ On June 23rd Carpenter and Mills agreed to order a new machine.

Just 6 days later, on June 29th Mills submits a 2-page submission to the Deputy Postmaster General summarizing the situation:

- the original 1939 Treasury Board decision;
- the costly repairs required to the existing machine and Cummins unwillingness to guarantee their repair work;
- the information that the Canadian Bank Note Company quoted a price of 5¢ per thousand to overprint postage stamps with O.H.M.S., including that this would be a more expensive alternative;
- and finally, raising the potential of philatelic sales of the new overprints.

The submission does not reference the obstacles to obtaining an electric machine, the Cummins Model 56. The submission ends with a request for approval to acquire overprinted stamps for the 1¢ to 5¢ and the 10¢ denominations. These arrangements would be only for Departments with an annual requirement of a minimum of 500,000 stamps; perforated stamps would still be supplied to those needing less than this number.⁴²

The fact that Treasury Board approved the submission is evidenced by the cover in Figure 18.

An undated July memorandum to Carpenter from Mills indicates the Canadian Bank Note Company had dropped its price to 4 1/4 cents per thousand for denominations of 1¢ through 5¢ and 8½¢ per thousand for the 10¢ stamp. Carpenter was asked to order sufficient quantities for 6 months⁴³.

The era of perforated OH/MS postage was al-

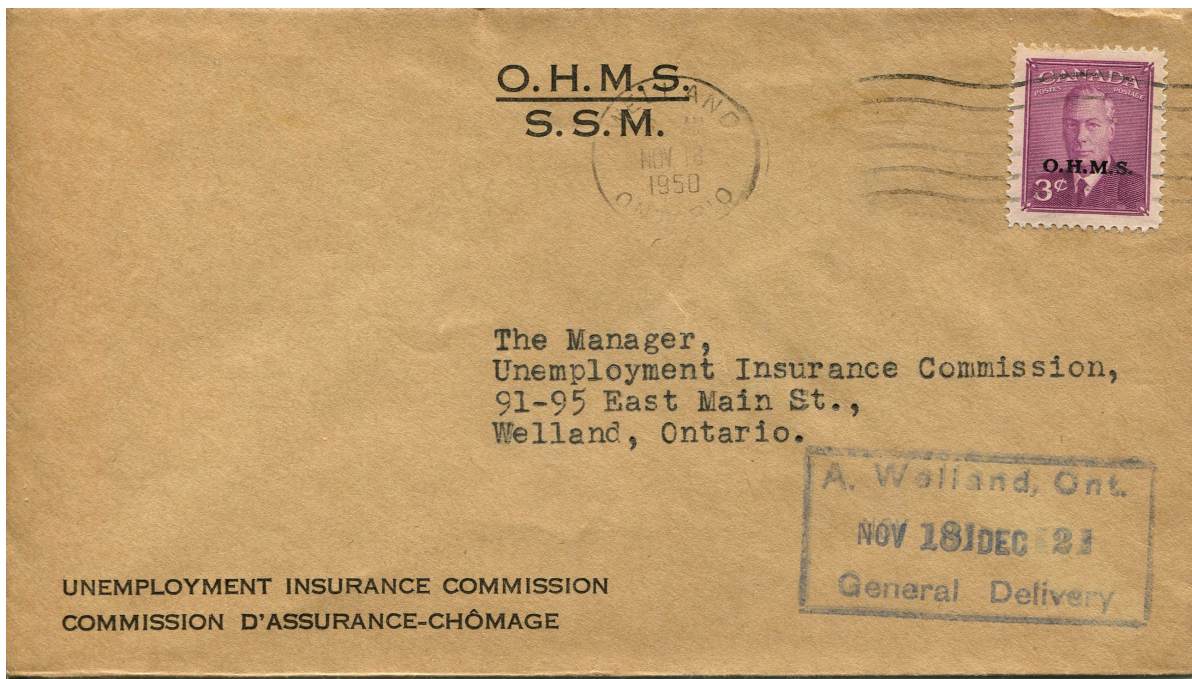


Figure 18: A 3¢ KGVI Mufti pays the local letter rate for the Unemployment Insurance Commission in Welland ON May 18th 1950 (Author's collection). The Post Office records do not have a record of Treasury Board's approval of the request for the overprint option; it is assumed by the O.H.M.S. overprint usage. In 1946-47 no Department had used more postage than Unemployment Insurance (Author's collection) (See Addendum 6).

most over. On October 25th, 1949, Murphy reports to the Director of Financial Services that the Cummins Model 53 No. 1584 had been destroyed.⁴⁴ The one referred to in this memorandum is the original 4-hole Cummin 53 machine.

The end came just a couple of months later in January and February 1950 when a shortage of O.H.M.S. overprinted stamps returned the second 4-hole machine to service to perforate an unknown number of 2¢ and 3¢ KGVI, 1949, revised issue.⁴⁵(Figure 19)

This same memorandum goes on to say firstly, that the 5-hole machine had been in the vaults of the Philatelic Section and has "*never been used insofar as Mr. Lavoie could recall. The pins were bent by hammering out of (the) pattern and may no longer be used.*" Secondly the memo states the "*the pin block of this machine (the 4-hole) was removed and the pins were hammered out of alignment*".

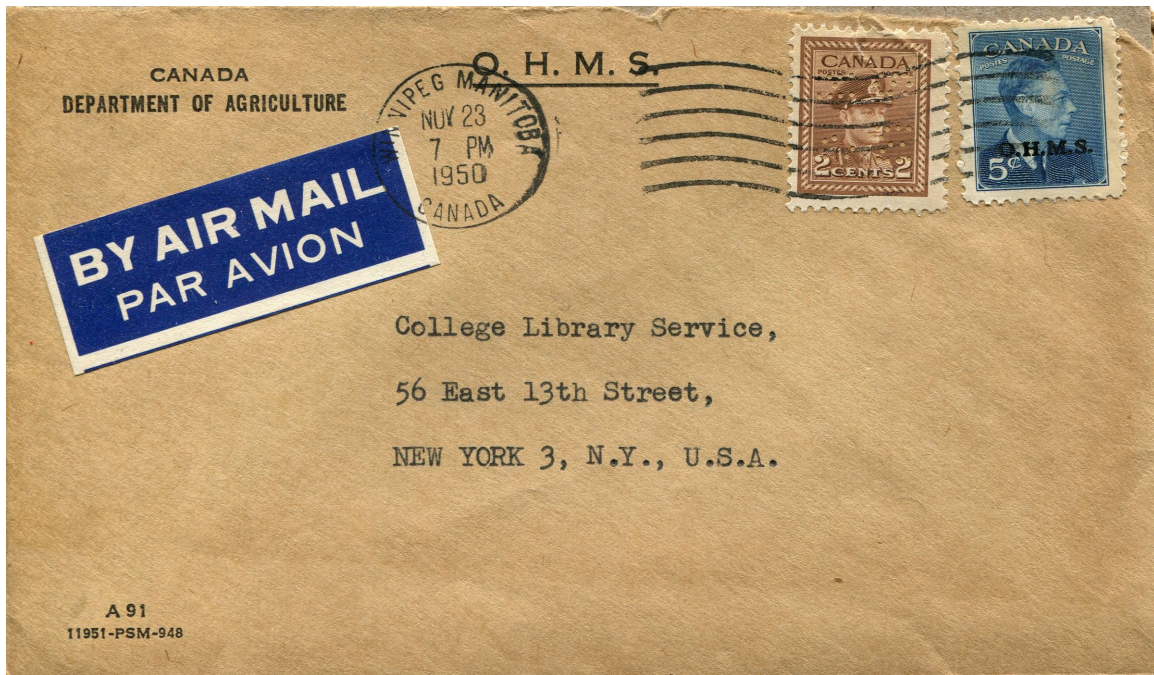
The destruction of the pins ensured no more stamps could be perforated without new pins and the use of OHMS perforated postage came to a close. Fortunately, the Postage Stamp Division saved a die impression of each machine and these are included in Adden-

dum F of the Canadian Stamps with Perforated Initial handbook. <https://bnaps.org/PerfinHandbook/PerfinHandbook.htm>

Conclusions

The one question that the Post Office records leave unanswered concerns the second perforating machine acquired in 1946 and retired in 1949 - was it a Cummins Model 53? The Post Office records only refer to it twice as a Cummins, once on the Purchasing and Stationery Requisition No. 116 dated June 20, 1945 and the second, an undated handwritten note on an impression of the 10 dies. The unsigned note reads "*Cummins perforator - Example of perforations from machine last used by Postage Stamp Division to perf stamps. Last stamps perforated by this machine were 2 & 3 KGVI, 1949 in January, February 1950. These examples drawn at time of destruction of pins 2-4-51.*" This is the only instance in the records of the second machine being referred to as a Cummins.

The Post Office ordered the second machine in June 1945 and it took a year to fulfill the order. This delay raises many questions. Why would it take 12 months to build one machine, even with "war restrictions"? Was it in fact a Cummins? How



Figures 19: A 2¢ KGVI War issue with a 4-hole OHMS perforation and a 5¢ KGVI 1949 Issue overprinted O.H.M.S. pay the 7¢ air mail rate from Toronto On to New York NY November 23rd 1950. (Author's Collection)

many C53 machines were used after the War? Were any machines "leased" like printers are today or were all sold outright? Did any companies with a C53 stop using perfins during or just after WW2 and thus have a machine to sell back to Cummins? Were there electric machines in use in the USA after the War?

Did Montreal Stencil Works (MSW) of Montreal play any role in the Post Office's efforts to obtain and maintain the second machine? This possibility is raised by the Cummins Model 53 used by Canadian Pacific Railway, possibly for the pattern C33 (Figure 20). In the early 1930s this machine was performing very poorly and, from the MSW label (Figure 21) affixed to this machine, may have been sent there for repair. The photo clearly identifies MSW and, as clearly, shows it to be a Cummins Model 53. When in September 1946 the Superintendent of Equipment and Supply requested the Kings Printer to requisition new pins and plate, the assumption is that it went to Cummins. There is no evidence that it did – is it possible the request went to MSW?

When the pins of first machine were destroyed, the confirming memorandum was much more specific. It read "*Cummins Model 53 1584*". A possibility is that the "1584" is a Cummins serial or stock number which allowed it to maintain the ap-

propriate records for later use related to repair and/or part replacement. Perhaps it was a Post Office Equipment and Supply stock number; in either case the records contain no reference number for the second machine.

There is one inference to be taken from the files that the second machine was a Cummins. When Cummins refused to refurbish it in 1949, it argued that the cost to repair the machine (\$85) was more than the machine was worth. Cummins would know this from the \$99 quoted in Requisition 116.

The answers to these questions may lie in other Post Office records. There were four divisions of the Post Office Department that at one time or another had a role in the perforating of OHMS postage – Finance, Equipment and Supply, Postage Stamp and Purchasing and Stationery. The records at hand are Finance Division files, memorandum to and from Finance to and from the other 3 divisions. There are, to be sure, some copies of memorandum between the other divisions but not sufficient in either quantity or detail to answer the questions raised above.

There is more research to be done before we will have the complete story of Canada's first Official postage stamps.



Figures 20 & 21: Cummins Model 53 used by the Canadian Pacific Railways in Montreal with an enlargement of the Montreal Stencil Works label at the base of the machine. The perforator is presently in the Exporail Museum, Saint-Constant, P.Q.

Addendum 1—The Treasury Board Minute May 10th 1938

COPY



EXTRACT from the minutes of a meeting of the Honourable the Treasury Board, held at Ottawa, on the TENTH day of MAY, 1938.

N.S.

T. 173975 B.

TREASURY BOARD.

The Treasury Board, having considered various ~~xxxxxx~~ submissions concerning the procedure and safeguards under which expenditures are made from the Postage requirements of the various departments, directs that the following regulations be given effect from July the 1st, 1938:

1. All stamps for Government use are to be purchased at Ottawa by the Department concerned, and distributed as required to their various Branches in or out of the City.
2. A receipt is to be obtained from the Post Office for all purchases of postage stamps.
3. The Post Office Department is to make arrangements required to provide that all stamps sold to Governments are perforated with the letters "OHMS".
4. A daily record of stamps used is to be maintained by the officer or officers concerned in each Department in such form that it can be conveniently checked with purchases of stamps.
5. A senior officer not connected with dispatch of mail shall check and verify the above record, in writing, at such intervals as the Deputy Head of the Department concerned may consider necessary.

Secretary.

Addendum 2—O.H.M.S. Postage Stamps for Official Use (Page 1)

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"O.H.M.S.") The following regulations are issued
Postage Stamps) in respect of Postage Stamps to be used
for) on official mailings on and after July
Official Use) 1st, next.

Officers are to make requisition for their initial supply of official Postage Stamps not later than June 15th, 1939, using Form E 107.

Unofficial stamps remaining unused in the hands of officers at the close of business on June 30th, 1939, are to be segregated, and on July 31st, when the first monthly Return (Form G. 61) is prepared they will be scheduled on the back of the Return and forwarded therewith to the Customs-Excise Stamp Branch, Ottawa, in Envelope "S".

1. The purchase of Postage Stamps for use on official mailings by branches of the Department at Ottawa, Ports, Outports, Preventive Stations and Officers whose duties are such as require the use of Postage Stamps, is forbidden on and after July 1st, 1939.

2. Postage Stamps perforated with the letters "O.H.M.S." will be supplied by the Department upon requisition being made on Form E 107 in triplicate, sufficiently in advance to ensure having an adequate supply to meet requirements for two months.

3. Requisitions are to be consecutively numbered in the space provided in the upper left corner, commencing with No. 1 on April 1st of each year.

4. The Department will return the duplicate and triplicate of Form E 107 with the shipment of stamps, showing thereon the exact quantities and denominations being forwarded.

5. On receipt of the stamps the officer receiving same will at once verify them and if found to be correct as shown by figures on the requisition, sign the receipt on the duplicate copy which will be at once returned to the Customs-Excise Stamp Branch in Envelope "S 1", the triplicate being retained and filed for inspection purposes.

6. Should it be found that the quantities and denominations received do not coincide with the figures shown on requisition as having been shipped, the Department is to be notified immediately.

Addendum 2—O.H.M.S. Postage Stamps for Official Use (Page 2)

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7. If the stamps received are found to be in accordance with the requisition they are to be entered immediately to debit, in the Postage Stamp Record T 272B, both as to quantities and values. A separate sheet is to be used for each denomination, and kept in the binder with T 272 and T 272A.
8. In the case of travelling officers where it is not convenient to carry a binder, it will be permitted such officers to carry loose sheets T 272B on which to keep their records or to use space in their diaries for the purpose.
9. Credit will be taken in the Record each day for the quantities, values and denominations of stamps used and the balance carried out in the column provided.
10. On the last day of each month a return on Form G 61 will be made and forwarded to the Customs-Excise Stamp Branch of the Department in Envelope "S".
11. Only the official Postage Stamps as supplied by the Department, bearing the perforated letters "O.H.M.S." are to be used on official mailings, and such stamps are not to be used for any other purpose whatsoever. The selling of such stamps or their use on personal correspondence is strictly forbidden, and all officers are hereby warned that any infringement of these regulations will be dealt with severely.
12. When Postage Stamps or remittances to cover Postal charges are received, record of them is to be kept on a separate sheet T 272B. At the end of each month the remittances will be deposited to the credit of the Receiver General of Canada and the Deposit Receipt forwarded to the Department. Whatever Postage Stamps have been received, will be scheduled on back of monthly Return G 61, and forwarded to the Customs-Excise Stamp Branch with the Return.
13. Postage Stamps are not to be accepted from the public in liquidation of any indebtedness whatsoever, in respect of Customs Duty, Excise Duty or Excise Tax.

(File 7186 - 15/5/39.)

Addendum 3—List of Participating Government Departments and Agencies June 1939

Sent to:

File: 23-1-15.

Deputy Minister, Dept. of Agriculture,

Auditor General,

Chief Executive Assistant,
Canadian Broadcasting Corporation,

Secretary, Civil Service Commission

Dominion Franchise Commissioner,

Deputy Registrar, Exchequer Court,

Director, Experimental Farm

Under-Secretary of State for
External Affairs.

Commissioner, Canadian Farm Loan Board,

Deputy Minister, Dept. of Finance,

Deputy Minister, Dept. of Fisheries,

Supt. Insurance Department,

Deputy Minister, Dept. of Justice,

Deputy Minister, Dept. of Labour,

Deputy Minister, Dept. of Mines &
Resources,

Deputy Minister, Dept. of Nat. Defence,

President, National Research Council,

Deputy Minister, Dept. of Pensions &
National Health,

Deputy Minister, Dept. of Public Works,

Deputy Chief Commissioner, Board of
Railway Commissioners for Canada,

Deputy Commissioner, R.C.M.P.

Under-Secretary of State,

King's Printer,

Deputy Minister, Dept. of Trade & Commerce,

Deputy Minister, Dept. of
Transport.

The General Executive Assistant,
Dept. of National Revenue,
Ottawa.

The Registrar,
Supreme Court of Canada.

Soldier Settlement of Canada
(Commissioner of Colonization)

Secretary, Royal Can. Mint.

Chairman, Nat. Employment Comm.

Chairman, International Joint
Commission.

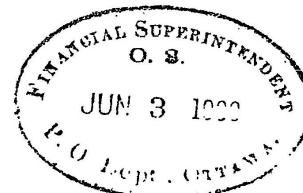
Comptroller of the Treasury,

Chief Electoral Officer

British Ministry of Pensions
(Ministry Representative)

Chairman, Nat. Harbours Board

J.B. Cannon, Surveys &
Engineering Branch, 8 copies



Addendum 4—Perforated Postage Requisition Form 1939

TO THE POST OFFICE DEPARTMENT,
FINANCIAL BRANCH,
OTTAWA.

Date Stamp

The following POSTAGE STAMPS perforated with
the letters "O.H.M.S." are required for official use by the
Department.

DENOMINATION

STOCK REQUIRED

	Quantity	Value	
		\$	¢
1 cent Stamps.....			
2 " ".....			
3 " ".....			
4 " ".....			
5 " ".....			
8 " ".....			
10 " ".....			
13 " ".....			
20 " ".....			
50 " ".....			
\$1.00 ".....			
10 cent Special Delivery.....			
5 " Air Mail.....			
6 " " ".....			
TOTAL			

.....
Requisitioning Officer

\$
to the
I certify that Postage Stamps amounting to
as enumerated above have been supplied this date
Department.

Date Stamp

.....
Financial Branch
Post Office Department

1939 4 000 20 6 30

Addendum 5: A copy of the Department of Defence submission to the Treasury Board seeking exemption from the use of OH/MS perforated postage September 21st 1939

September 21st, 1939.

To - THE HONOURABLE,
THE TREASURY BOARD.

The undersigned has the honour to report that, on the 28th of March, 1939, Treasury Board, by Minute T170926B, laid down regulations for the purchase and issue of postage stamps to be used in the Service of the Government.

It has been reported by Officers Commanding Military Districts that, owing to the existing state of war, it is impracticable to comply with these regulations. In support of this statement they point out that, due to the calling out of the militia, it has been necessary to use a great many postage stamps at very short notice and that, in addition, District Officers Commanding have been obliged to furnish to the officers of each unit called out a supply of postage stamps. It will be understood that, under the present abnormal conditions, action cannot be delayed in these cases while supplies are obtained from Ottawa.

The Associate Acting Deputy Ministers of National Defence recommend, therefore, that, for the duration of the war, the Department of National Defence be exempted from the provisions of the Treasury Board Minute aforesaid.

The undersigned concurs and has the honour to recommend accordingly.

Respectfully submitted,

Norman A. L. Rogers

Minister of National Defence.

Addendum 6—OHMS Perforated Stamps Sold to Government Departments 1946-1947

O.H.M.S. PERFORATED STAMPS SOLD TO GOVERNMENT DEPARTMENTS IN THE FISCAL YEAR 1946-47.

<u>Department</u>	<u>Amount</u>
Agriculture	\$ 41,473.62
Auditor General	17.00
Canadian Commercial Corp.	306.00
Central Mortgage and Housing Corp.	359.00
Chief Electoral Officer	8.00
Civil Service Commission	4,910.00
Exchequer Court	137.00
External Affairs	2,475.00
Federal District Commission	88.00
Finance	30,152.19
Fisheries	7,319.91
House of Commons	503.00
International Joint Comm.	47.00
Justice	4,380.90
Labour	18,585.00
" Wartime Prices & Trade Board	110,515.00
Mines & Resources	27,812.51
National Defence	7,951.03
National Health & Welfare	41,151.50
National Research Council	4,279.00
National Revenue	82,800.00
National Film Board	7,160.00
Privy Council	60.00
Public Archives	60.00
Public Works	14,979.35
Reconstruction	13,970.00
R.C.M.P.	21,903.54
Secretary of State	878.97
Soldier Settlement & V. L. A.	70,949.00
Supreme Court of Canada	100.00
Trade & Commerce	25,763.20
Transport	25,009.11
Board of Transport Comm.	64.00
Air Transport Board	100.00
Unemployment Insurance Comm.	313,650.00
Veterans Affairs	141,374.69
War Assets Corp.	550.00

Addendum 7: A photostatic copy of Requisition No. 116 dated June 20th 1945 ordering a second Model 53 Perforator from Cummins .

DATE	REQ.	DESCRIPTION	COST		
20/6/45	116	Cummins Perforator No. 53 <i>(see Mr. Carpenter.)</i> -DHMS-	99	00	Saw price on Wooden container. Received from Cummins Perforator Div. of A. S. C. Corp. 4740 Ravenswood Ave., Chicago, Ill. <i>21/6/46</i>
Cummins Perforator No. 53.			✓		Room 132.

LOWE-MARTIN CO. LIMITED-34903

ENDNOTES

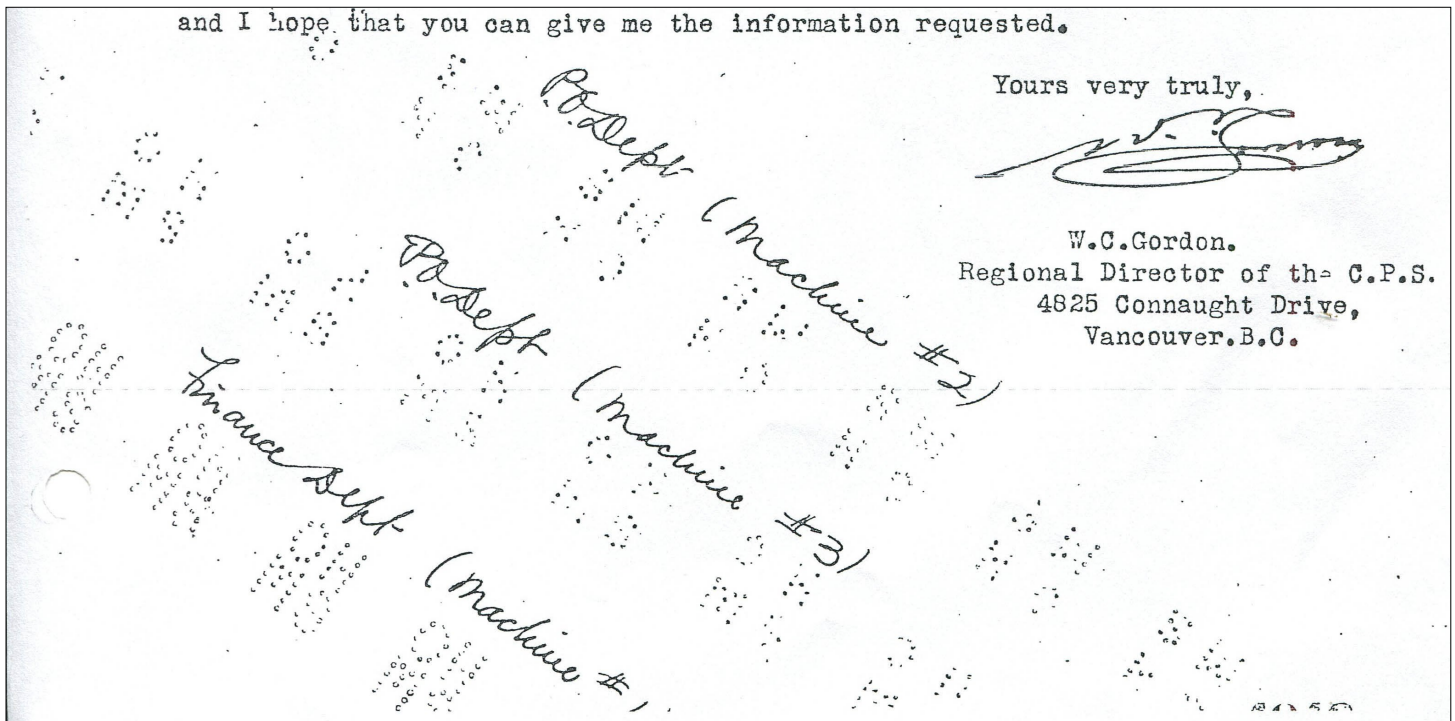
1. All of the Post Office annual financial statements and other records are presented in fiscal years which begin each April 1st and end the following March 31st. The staff at the Vincent Graves Greene Foundation kindly provided the revenue and expenses statements from the Post Office Department’s annual reports for each of the years from 1939-40 to 1947-48. Until 1944-45 the Financial Statements presented the sales of postage stamps, rental boxes, and money orders and the commission paid on these sales, as a single figure. In the 1945-46 statements and in the statements for each of the two years that followed, the sales totals and the commission paid those sales, are listed separately for each category . These figures are presented in the Table A1 and suggest that the commission on the sale of postage stamps paid to postmasters was between 13% and 14%. It is reasonable to assume the percentage was in this same range in 1939.

Table 1A
Calculation of Estimated Postmaster Percentage Commission on Postage Stamp Sales

Year	1945-46	%	1946-47	%	1947-48	%	Average %
Sales of Postage	\$52,135,845		\$55,263,063		\$56,303,167		
Sales of Mail Boxes	\$355,245	0.64%	\$564,582	1.02%	\$540,812	0.96%	0.87%
Sale of Money Orders	\$2,447,189	4.43%	\$3,405,279	6.16%	\$3,702,096	6.58%	5.72%
Commission on Postage	\$7,439,708	13.46%	\$7,387,436	13.37%	\$7,904,325	14.04%	13.62%
Commission on Mail Boxes	\$96,307	0.17%	\$104,648	0.19%	\$114,562	0.20%	0.19%
Commission on Money Orders	\$815,849	1.48%	\$879,940	1.59%	\$994,191.00	1.77%	1.61%

2. William Smillie Boggs (1902-1974) Boggs is the author of the *Postage Stamps and Postal History of Canada* (1945) and a member of the American Philatelic Society of America (1974). Dr. Lawrence Sealewyn Holmes, M.D. (1884?-1961) together with the British North America Philatelic Society, was the author of the *Holmes' Specialized Philatelic Catalogue of Canada and British North America*, a stamp catalogue of the postage stamps and postal history of Canada. Fredrick Jarrett (1889-1979) known as the First Dean of Canadian philately and author of *Standard British North America Catalogue*. He was named to the Order of Canada in 1973.
3. We know that by May 18th 1939 the Postage Stamp Division had the 5-hole machine in-hand and had circulated the order forms for the perforated postage to the various departments a few days later. The machine probably started to perforate stamps immediately. We know the Division ordered the 4-hole machine at the end of May with an expected arrival in 3 weeks. The two machines probably worked together but only until all the initial Departmental orders were filled and at that point the 5-hole machine would have been retired. Atwater assumes the 4-hole machine will produce about 45,000 perforated stamps per hour (see Reference 30). If we assume the 5-hole with 5 punches could do 50% of this and further, that the 5-hole worked from May 29th until June 30th, then in 25 8-hour working days staff could theoretically produce some 9,000,000 5-hole perforated stamps. On the other hand, in 1939 Cummins itself put the Model 53 number at about 20,000 per hour; using a 50% estimate for the 5-die machine would produce just 2,000,000 perforated stamps in 25 8-hour working days.
- 4, Deaville’s reply to Gordon makes no mention of the role he played in the use of the Department of Finance 5-hole machine in May 1939. On May 18 1939, Atwater requested that Deaville provide him with ten sheets of 1¢ postage stamps “for the purposes of testing perforating machines”. Atwater returned the ten

sheets on May 23rd presuming Deaville would return the eight unused sheets to inventory and the two perforated sheets would be “*accounted for as spoiled*”. Deaville replied on May 26 stating “*reference is made to..... of the 23rd instant, regarding 10 sheets of postage stamps, two of which had been used in taking specimen impressions of the perforator “O.H.M.S.” on Atwater’s instructions. Deaville suggests the two sheets “may eventually possess some special philatelic interest and value.”* He further suggests that pairs of stamps be created, one stamp having the OHMS perforation and the other without. His final recommendation was that these sheets be retained in stock in (his) personal custody. The Post Office records do not have a response from Atwater. Given the dates of this correspondence (May 23 and May 26), Atwater may have been referring to the 5-hole machine or to a demonstration machine provided by Cummins because at this point Atwater had not formally requested approval to purchase a new perforator. As there is no reference in the available Post Office records to testing or demonstration of perforating machines, the Author believes the former is most likely. Also, to the best of the Author’s knowledge, no such pairs exist—one perforated OHMS and one not. Deaville did not convey any of this information to Gordon. He did however perforate the last page of Gordon’s letter with each of the three perforators. Whether there were two impressions made and one of them was actually sent to Gordon is not known.



- Major-General Charles Francis Constantine CB DSO ADC (21 October 1883 – 20 October 1954) was a Canadian General and commandant of the Royal Military College of Canada from 1925 to 1930. At the time of the correspondence, he was serving in Halifax. A summary of his military career can be found on Wikipedia. https://en.wikipedia.org/wiki/Charles_Francis_Constantine#:~:text=Major%2DGeneral%20Charles%20Francis%20Constantine,Canada%20from%201925%20to%201930.

TABLES

Tables 2, 3 and 4. Detailed Stamp Purchases of the Wartime Prices and Trade Board October 1st 1941- April 30th 1942*

Wartime Prices and Review Board Purchases by Postage Stamp Denomination

	\$0.01	\$0.02	\$0.03	\$0.05	\$0.10	\$0.20	\$0.50	\$1.00	Special Delivery	Airmail
Stamp value	\$0.01	\$0.02	\$0.03	\$0.05	\$0.10	\$0.20	\$0.50	\$1.00	\$0.10	\$0.06
# purchased	35822	83513	78464	4556	1732	34	12	1	19	10661
Total Purchase	214,814									
Total Value	\$250,889.00									

Purchases by Location

	Nova Scotia	PEI	New Brunswick	Saskatchewan	Alberta
Stamps	5,367	1,398	4,117	16,951	11,936
Value	\$135.88	\$35.40	\$104.24	\$429.17	\$302.20

Quebec			Ontario			Manitoba			British Columbia		
	Stamps	Value		Stamps	Value		Stamps	Value		Stamps	Value
Montreal	30,856	\$781.23	London	6,741	\$170.67						
Montreal Subs	1,084	\$27.45	London Subs	1,120	\$28.36	Winnipeg	12,083	\$305.92	Vancouver	43,818	\$1109.40
Quebec City	9,571	\$242.32	North Bay	1,890	\$47.85	Winnipeg Subs	500	\$12.66	Victoria	798	\$20.20
Quebec City Subs	2,094	\$53.02	Windsor	1,920	\$48.61				Nanaimo	163	\$4.13
			Brockville**	5,192	\$131.45						
			Toronto	57,215	\$1448.60						
Totals	43,605	\$1104.02		74,078	\$1896.23		12,583	\$318.58		44,779	\$1134.73

* The numbers are taken from a 4-page report with an oval handstamp reading P.O. Dept. OTTAWA FINANCIAL AND ACCOUNTING JUN 19 1942.

**The Brockville numbers include Kingston, Belleville, Cornwall and Renfrew. The file has a note stating the Board's Brockville office "failed to keep record of stamps USED in sub-offices"

Acknowledgements

I would like to acknowledge the contributions of Perfin Study Group members David Biltek, Patrick Durbano, Jon Johnson, Douglas Lingard and Gary Tomasson, and Military Mail Study Group member Mike Street. Also particular thank-you to Natalie Mitchell (M.M. M.I.), Library Manager at the Vincent Graves Greene Foundation, for ferreting out and forwarding the Post Office financial statements 1939-48 and to Anik Laflèche at Library and Archives Canada who sourced and forwarded the 1939 DND submission to the Treasury Board.

And, finally a very heartfelt thank-you to Russell Sampson for his countless hours spent proof reading my many drafts and for his very helpful suggestions on both content and format and to Leopold Beaudet who caught all the “*picadillos*” we missed.

References

All references, unless otherwise stated, are from one of two Library and Archives Canada Post Office Department-Financial Branch Files, 23-1-1 or 24-1-1 Volume 1.

1. Report of A.H. Brown, Assistant Auditor General to the Secretary of the Treasury Board, June 25th, 1937.
2. <https://inflationcalculator.ca/>. This same site is used to calculate all other current day dollar equivalencies.
3. Brown Report. Page 3.
4. Extract from the minutes of a meeting of the Honourable the Treasury Board, held at Ottawa, May 10th, 1938.
5. Report: Prepayment of Government Mail and Safeguarding Departmental Expenditures for Postage; H.E. Atwater, Financial Superintendent Post Office Department. March 6th, 1939.
6. MEMORANDUM FOR: THE ACTING DEPUTY POSTMASTER GENERAL; H.E. Atwater Financial Superintendent, May 30th 1939.
7. Ibid.
8. Memorandum from H.E. Atwater, Financial Superintendent, to A. S. Deaville, Philatelic Division, May 18th, 1939.
9. Correspondence from W.C. Gordon, Regional Director (Vancouver) Canadian Philatelic Society, to Stanley Deaville, Philatelic Section, Post Office Department Ottawa, February 15th 1947.
10. A.S. Deaville, Superintendent Postage Stamp Division, to W.C. Gordon, Regional Director (Vancouver) Canadian Philatelic Society, April 16th, 1947.
11. *The Unitrade Specialized Catalogue of Canadian Stamps 2022*; Robin Harris, Editor.
12. Interdepartmental memorandum from T. R. Legault, Account-in-Charge, Postage Stamp Section, to Austin Bill Esq., Chief Accountant, Revenue Section, July 7th, 1939.
13. Department of Defence Treasury Office memorandum from R. P. Brown, Chief Treasury Officer, to the Comptroller of the Treasury, September 15th 1939.
14. Correspondence from A.M. Gibson, District Director of Postal Services, Toronto, to the Financial Superintendent, Revenue Division, November 14th, 1939. The statement that the Camp “was closed” was incorrect. In an email exchange with Mike Street (member of the BNAPS Military Mail Study Group), I learned that prior to 1939 Niagara-on-the-Lake had been a summer camp only but it was opened full time in September 1939,

after war was declared. Whether it actually “closed” in 1939 is not clear.

15. Minutes of a meeting of the Honourable Treasury Board October 4th, 1939. T.188012 B.
16. Internal Post Office memorandum H. E. Atwater, Financial Superintendent, to the Acting Post Master General, June 14th, 1939.
17. Post Office Financial Branch Memorandum to File August 1st 1939.
18. Correspondence from C. D. Griffiths, Postmaster Estevan Saskatchewan, to H. E. Atwater, Financial Superintendent, May 10th 1939
19. Correspondence from H. E. Atwater, Financial Superintendent, to C. D. Griffiths, Postmaster Estevan Saskatchewan, May 16th 1939.
20. Internal memo from H. E. Atwater, Financial Superintendent, to Austin Bill, Chief Accountant, May 16th 1939
21. 1939 MISC. CIRCULAR NO. 53 Office of R. W. Hale, District Superintendent of Postal Services Edmonton, June 14th 1939.
22. H. E. Atwater Circular to all District Offices October 13th, 1939.
23. Correspondence from A. L. Stevenson, Office of the Deputy Minister Department of Agriculture, to the Financial Superintendent, Financial Branch Post Office Department, November 11th, 1942
24. Correspondence between R.M. Manhan, Postmaster Nelson BC, and L.J. Mills, Director of Financial Services, concerning the failure of the Unemployment Insurance Commission to supply the required signed statements of its postage usage. April 28th and May 5th 1948
25. Correspondence from N. Desjardins, Acting Deputy Public Works, to the Financial Superintendent, Post Department April 23rd, 1940.
26. Correspondence between T.P. Murphy, Superintendent Equipment and Supply, and H.E. Atwater, Financial Superintendent, April 20th and 25th 1945.
27. H.E. Atwater, Financial Superintendent, to N.H. MacDonald, June 29th 1945
28. H.E. Atwater, Financial Superintendent, to T.P. Murphy, Superintendent Equipment and Supply, February 8th 1946 and a Memorandum to File by Deaville February 21st, 1946.
29. Correspondence from H.W. Cross, Vice President Cummins Business Machines, to T.P. Murphy, Superintendent Equipment and Supply, June 14th 1946.
30. *The Unitrade Specialized Catalogue of Canadian Stamps 2022*; Robin Harris, Editor.
31. Correspondence between T.P. Murphy, Superintendent Equipment and Supply, and J.W. Driscoll, Superintendent of Stationery Kings Printer, September 5th 1946.
32. Correspondence between T.P. Murphy, Superintendent Equipment and Supply, to N.H. MacDonald, Assistant Financial Superintendent, September 11th, 1946.
33. H.E. Atwater, Financial Superintendent, to the Superintendent Equipment and Supply, November 22 1946.
34. T.P. Murphy, Superintendent Equipment and Supply, to Financial Superintendent, October 30th 1946.
35. Memorandum from G.C. Avery, Acting Financial Superintendent, to T.P. Murphy, Superintendent Equip-

ment and Supply, February 17th 1948.

36. Memorandum from T.P. Murphy, Superintendent, to Acting Financial Superintendent, March 4th, 1948.
 37. The first note is dated June 3rd, 1948. The second is dated June 19th 1948. Both are initialled H.R.
 38. Memorandum from J.R. Carpenter, Superintendent Postage Stamp Division, to L.J. Mills, Director of Financial Services, April 5th 1949.
 39. Memorandum from J.R. Carpenter, Superintendent Postage Stamp Division, to L.J. Mills, Director of Financial Services, June 10 1949. Carpenter estimated that staff could perforate stamps at an average rate of 45,000 an hour for a cost of 81¢ per thousand. Carpenter estimated the cost to overprint at \$1.65. (At a cost of 5¢ per 1000, the Author's estimate is slightly higher, $(45,000/1000) \cdot .05 = \2.25 .)
 40. Correspondence to T.P. Murphy, Superintendent Equipment and Supply Branch, from Harry Rogers, Cummins Business Machines Division Service Department, June 14th 1949.
 41. Correspondence from R.W. Heasman, In Charge of Sales, to J.R. Carpenter, Superintendent Postage Stamp Division, June 20th 1949
 42. Memorandum FOR THE DEPUTY POSTMASTER GENERAL from L.J. Mills, Director of Financial Services, June 29th 1949
 43. Memorandum from L.J. Mills, Director of Financial Services, to J.R. Carpenter, Superintendent Postage Stamp Division, dated only July 1949
 44. Notice to the Director of Financial Services from T.P. Murphy, Superintendent Equipment and Supply Branch, October 25th 1949
 45. Memorandum to File Destruction of "O.H.M.S." Perforating Machines April 4th 1951. The memorandum is signed by J. R. Carpenter, Superintendent Postage Division, and a staff member of the Revenue Division whose name cannot be determined from the signature, October 25th 1949.
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