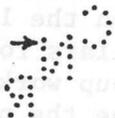
Similar CNR perfins.

by Jon Johnson

For those of you who have not sorted your C20 - C20a and C21 - C21a perfins or are not clear on the differences, this is a brief review so that you can complete the questionnaire.

The C20 perfin was brought into use by the Canadian Northern Railway during the Edward era and was kept in use by the Canadian National Railways up to the War issue. The most obvious thing to look for is the last hole in the 'N', it is equally spaced or close the second last hole. This last hole moves around a little between the dies. This perfin was almost only used in Ontario.

The C20a perfin was brought into use during the 1922 Admiral era by the Canadian National Railways in Vancouver and remains in use there to this date. The perfin was used only in British Columbia. The clear difference from this machine and that of C20 is that the last hole in the 'N' is spaced higher than where it should be if the holes were equally spaced. Although C20 and C20a are similar it is probably easiest for some people to split by dating, pre1922 issues are C20 and post War issues are C20a leaving only the balance to be examined.



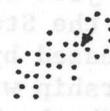
C20



C20a



C21



C21a

The C21 perfin appears to have been used by the Canadian National Railways in Montreal only during the 1922 Admiral era. In this perfin the last hole in the 'C' is parallel to the second hole in the 'N'.

The C21a perfins was used by the Canadian National Railways from the Scroll issue through to present date. Compared to C21 the entire 'C' has shifted downwards onehalf a millimeter so that it appears that the last hole in the 'C' is halfway between the second and third hole in the 'N'. Again date of issuance and town cancels can also be used to split these two different perfins.

Editor's Notes:

Jean-Guy Dalpe of Montreal writes to say he is now concentrating on collecting perfins originating from users in Quebec Province and hopes to prepare a check list of all stamps punched by these companies. The list of users is too long to repeat but can easily be found by consulting the Perfin Handbook. Anyone interested in helping Jean-Guy with this list should write to him, at 684 Le Laboureur, Boucherville, P.Q. J4B 3S2. Any and all additions will be of help so why not do your part and send your lists to Jean-Guy today.

Report from BNAPEX'80

The BNAPS Perfin Study Group annual report to the Study Group Coordinator stated, as of November 1st, we had 64 members and 20 subscriptions. The Study Group's financial position was: Income \$236.98; Expenses \$27.44 for a balance of \$209.54. On Thursday, November 6th, your Chairman, Jon Johnson, held a perfin seminar at which a slide program was presented reviewing the history of perfins and their impact on Canadian philately. This was well received by the eighteen BNAPSers who attended. During the questions afterwards the subject of some fake OH/MS's on the market was brought up. At this point Jon mentioned that Gary Tomasson and he had plated all the OH/MS perforators and confirmed the plating to Government records. Their research has indicated that at least 80% of the 5-hole OH/MS's examined were fake, regardless of source, and slides of a few interesting fakes were presented. A caution was strongly advised as not all of the fakes can be clearly identified with a ten power lense, for positive work twenty or twenty-five power lenses were necessary. Also there is the problem of finding a genuine 5-hole OH/MS to start your work from. In the exhibits there was one perfin exhibit, 'Canadian Railway Postal Insignia', by Jon Johnson which received a Bronze medal. In the list of exhibits, perfins was given its own section so possibly next year at least two exhibits may be presented to make this permanent. Start planning for BNAPEX'81 in Ottawa, now.

Chairman's Notes.

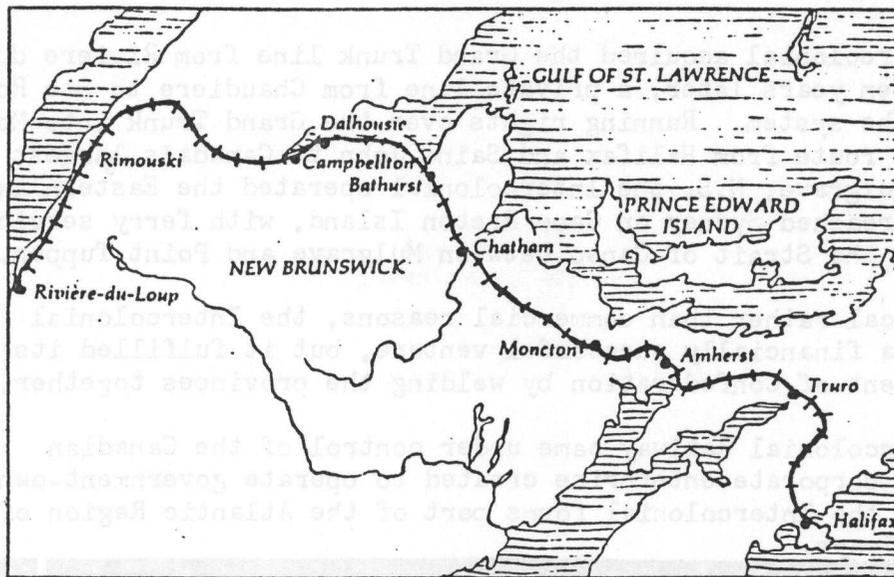
This part of the Perforator always seems to have a little bit of good news and then a mind jogger. Well, you are about to get just that again. The good news is the financial position of the Study Group, your Executive is not very good at spending money. Actually most of the credit has to go to your Editor who has arranged discounted printing and Dick Wilsey who has supplied most of the postage. Your Executive is just trying to get a piece of the glory. Based on this financial position and the Study Group's clause on Dues in the Constitution the 1981 dues will be decreased by \$2.00 across the board, so your dues in dollars for the next year's membership will be \$0.00. As we are a research Study Group working towards a new Handbook the Executive has decided that the dues will be the nine seventeen cent stamps (soon 20¢?) needed to mail completed questionnaires to Joe Purcell. To date 25 participants had returned all the questionnaires, 21 at least one and 3 informed Joe as to why the completed questionnaires had not been sent. This leaves 35 people who have not made a contribution towards the new Handbook. To reduce our printing, or get greater information for the Handbook, membership in the Study Group during 1981 will require the return of the questionnaires. Those who have not sent Joe any questionnaires have until mid January 1981 to get back on track, or the January Perforator will be the last. (Note: Those people who have an 'I' or 'LM' on their address labels are not affected.) For those who will need back issues of blank questionnaires, they are available from the Editor. Now that I have at least some people's attention, lets get back to both our own collecting and combined work on the Handbook.

Executive Review

No letter has been received by the Editor as of November 14th, regarding the note in the September Perforator on the Study Group Exective. As such, your Executive for the next year will remain: Chairman - Jon Johnson; Secretary/Treasurer - Michael Dicketts.

Roster Addition

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INTERCOLONIAL RAILWAY OF CANADA by Dave Hanes

It was the dream of Joseph Howe of Nova Scotia to have the Intercolonial Railway built. Its purpose was to weld together all British possessions in North America and promote settlement and trade.

On July 1, 1867 the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia joined in Confederation to become the Dominion of Canada. Construction of a railway, linking the Atlantic port of Halifax with Quebec, was one of the conditions under which Confederation was effected. Under the terms of the British North America Act, the dominion government was to assume ownership of existing railway lines which had been built by the two Maritime Provinces, and work on the Intercolonial Railway was to start within six months after Confederation.

In New Brunswick, the railway consisted of The European and North American Railway from Saint John to Shediac and Point du Chene, connecting the Bay of Fundy with the Gulf of St. Lawrence; and the New Brunswick and Canada Railway running from St Andrews to Woodstock with branch line to St Stephen.

The Nova Scotia Railway, a total of 145 miles, consisted of a line from Halifax to Truro; an extension to Pictou Landing and a branch line from Windsor Junction to Windsor.

The European and North American and the Nova Scotia Railways formed the nucleus of the new Intercolonial. The first objective was the construction of a connection between Truro, Nova Scotia and Riviere du Loup, Quebec, which was then the eastern terminus of the Grand Trunk Railway of Canada. Sandford Fleming was appointed engineer-in-chief. The route selected followed the Bay of Chaleur to Campbellton, then through the Matapedia Valley into the St Lawrence Valley and along the river to Riviere du Loop, Quebec.

The first link in the Intercolonial system was opened for traffic on November 9, 1872, between Truro and Amherst, N.S. The section from Riviere du Loup eastward to Ste Flavie, now Mont Joli, Que, was completed in August 1874. By the end of the following year the line became operational between Moncton and Campbellton and the remaining gap between Campbellton and Ste Favie was closed by the summer of 1876. On July 1, Sandford Fleming declared the Intercolonial Railway ready for traffic.

In 1879 the Intercolonial acquired the Grand Trunk line from Riviere du Loop to Chaudiere. Ten years later, a private line from Chaudiere to Ste Rosalie, was integrated into the system. Running rights over the Grand Trunk into Montreal established a through route from Halifax and Saint John to Canada's largest city. From New Glasgow to Mulgrave, N.S. the Intercolonial operated the Eastern Extension, and in 1890 the line reached Sydney on Cape Breton Island, with ferry service being provided across the Strait of Canso between Mulgrave and Point Tupper.

Built for political rather than commercial reasons, the Intercolonial Railway never became a financially successful venture, but it fulfilled its purpose as an instrument of Confederation by welding the provinces together.

In 1918 the Intercolonial Railway came under control of the Canadian Government Railway, a corporate enterprise created to operate government-owned railway lines. Today the Intercolonial forms part of the Atlantic Region of the Canadian National Railways.



The Intercolonial Railway used their own stationery and was also an early user of a perforating device. Design 11 IC/R is known used as early as September 30, 1893. The illustrated cover shows use of the stationery with a registered cover originating from Arichat, N.S., a small community on Isle Madame, Richmond County, Cape Breton; to Moncton, N.B. It also shows the use of the 3¢ and 5¢ Small Queen stamp perforated IC/R. (3¢ - position F, 5¢ - position H) Also illustrated is a single 3¢ - position A and a single 8¢ - position A.

Can any member of the Study Group report other Small Queen issues and positions of the IC/R design? The writer can be contacted at 126 School Street, Site 20, Borden, Ont. L0M 1C0.

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