

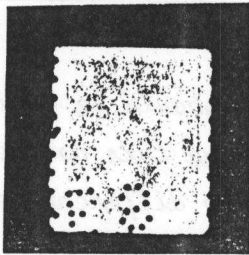
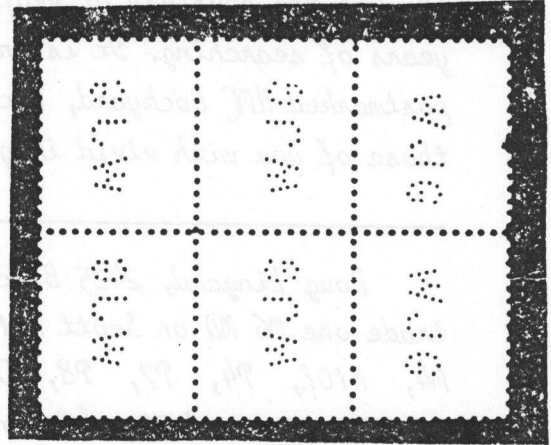
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CANADIAN PERFINS STUDY GROUP

May, 1985

Volume 6, Number 4

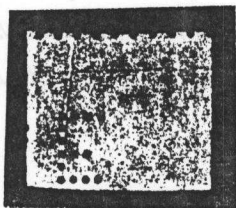
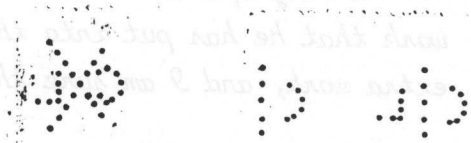
Jim Catterick, editor, 210 Steeles Ave. W., Apt. 2102, Brampton, ON Can. L6Y 2K3

9 David Marasco sends along this block of 6 of Scott's #119, the 20¢ Admiral, with W9, WJG. At first glance it is rather confusing the way that the Perfins are punched on each stamp, but closer examination reveals that the vertical pair on the right are normal punched, and the other four are mirror pairs. An interesting show piece.



Colin Pomfret, one of our new members, sends along this Admiral coil, with what looks like Perfinned E's, but one of the letters is reversed. Can any one help Colin with identification.

C36 Further to the articles on C13, 14 and
34, by Michael Dicketts and Jon Johnson,
C63 Colin also sends photocopies of C14 and
C34 with the holes No. 5, 6 & 7 of the C
in a straight line on both stamps.



Colin also has a revenue stamp, with the letter E Perfinned, and there is also two partial holes in the edge of the stamp, closest to the E. Can someone identify this also.

Joe Purcell writes:

Two of my collecting interests are Railroad Post Office and Military Post Office Cancellations.

c5) Perfins with RPO cancels are relatively common, perhaps as high as 1 in 25,000. But Perfined MPO's are a different matter. Recently through the courtesy of Geoff Walburn, I received my first, after 25 years of searching. It is on Scott's #254, with C27 CPR Perfin and postmarked HMC Dockyard, Victoria B.C. Jun 14/43 or 48. Perhaps those of you with vivid imagination may figure out why?

Doug Lingard, 2425 Blackstone Cres. Ottawa, Ont., K1B 4H3 will trade one M6 MD on Scott # 104 for a B3, D4, G3, G9, G13d, G16, M4, N10f, P4, P7, P8, J4, J5, or any scarcer Perfin with an inventory around 20. (Inventory taken from the reports) Have several trades.

Our New Handbook

Jon Johnson reports that our new Handbook should be available through the BNAPS Book Dept. by the time you read this notice. It will also be available at dealers. It will be in two different bindings, both "perfect" binding and Hard cover.

A very special thanks should go out to Jon Johnson for all of the work that he has put into this new Handbook. We do appreciate this extra work, and I am sure that it will show up when we start to use it.

A special thanks to those members who have submitted items of interest. As editor I need more of them. This type of information gives us a better knowledge of our Perfins, but also should encourage us to look over our own collection, and then write the editor with items that will be of interest to all of our members. Send along your contribution, no matter how small.

C.12n INTERNATIONAL HARVESTER COMPANY - OTTAWA.

C29

The following are necessary changes to the tentative die arrangement sheet which appeared on Pages 2-3 of the Oct./84 Perforator. These changes are the result of new information and stamp designs submitted by Jean-Guy Dalpe for further study and comment. For those Members who have studied the first reconstruction chart and were able to identify some of their 'Bellevilles' to the Ottawa Office user, the revised chart will enable those interested to place all damaged dies and collect such as varieties, with and without code holes.

STATE I: Move 'Complete' Die (3) into Die (1) space and show the present Die (1) with missing hole at H-5 position as a progression from its parent complete die. Up to now, my piece with #109 dated, is the sole stamp item discovered, and this possibly short lived damage could well be resting in collections on other stamps such as #107 unobserved.

Insert in the blank Die (3) space a new early damaged design on #106 with a 1914 date, missing holes at C-13, H-6-12, and I-1.

- Notes:
- (1) All State I designs still have the Ottawa Code Hole 9 intact.
 - (2) Joe Furcell's #109 block of four recorded under Die (2) is now confirmed in its place since it places the two vertical and 'complete' designs in the correct adjoining position of Die (1).
 - (3) #89 stamp recorded in the complete die stamps, and #109 added under Die (5), both examined and in Dalpe's collection.

STATE II: Move 'Complete Die' (1) to Die (5) position and move each of Dies (2)(3)(4) one position to the left. The remaining design in the previous Die (5) with missing holes recorded under Index No.2(2)(3) are now believed to be a progression of the recorded Index No.10, 10(2), with missing holes at C-4 and H-2. Thus the progressive break of Index No.2(2)(3) is now shown at the bottom of Die (1) of the new chart. The vacant Die (4) space has been filled with a 'complete' die design, the two complete dies now adjoining in positions (4) and (5). Jean-Guy has just submitted a horizontal pair of #231 both with complete dies, and this first evidence of two complete dies in simultaneous use on a pair caused a lot of the shifting and revisions to State II above. This insignificant pair also answers the problem I recognized on paper of why we seemed to have such a complete range of numbers from #150 to #257 with 'complete' designs, while the other dies in State II with damage were much less in proportion. This observation led to correspondence and after mentioning that ^{After} 1937 issues nearly all perfin designs appeared 'complete', J.G. suggested that perhaps further repair had taken place and should a State III be considered?

I agree completely with the proposal of a State III status with the repair of the missing holes under Index No.10, No.11 and the old No. 2(2)(3), now a progression of No.10(2) in about 1936-37. This also ties in with the reason why the missing code holes under the recorded Indexes have not surfaced beyond the 1935 Jubilees and regular 1935 issues. The State III complete designs have very regular and beautifully machined pin holes as with the examples seen in late 1936 & '37.

STATE III: Jean Guy has also submitted a completely new damage with code hole present of this new State III with missing holes at C-3, H-7-8-11 as illustrated under the complete Dies (4)(5) of State II, #233. This damage should also continue on to the end of the War Issue, and Members having a similar damage to a stamp other than #233, please let me know for the recording of this most interesting and rewarding project.

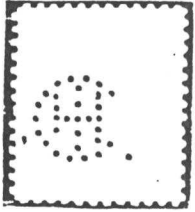
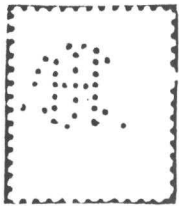
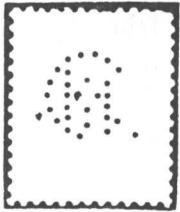
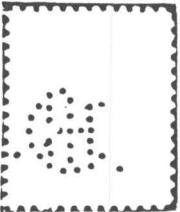
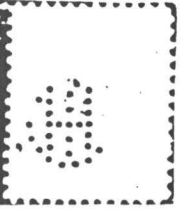
FEB. 21, 1985

Jack Benningen
157 Wildwood Drive SW.,
Calgary, Alta. T3C 3C7

C12N - OTTAWA TYPE - 9.

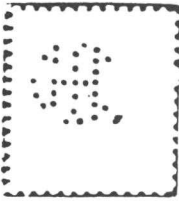
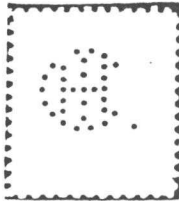
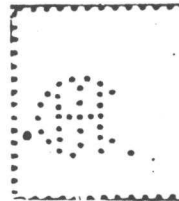
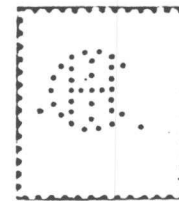
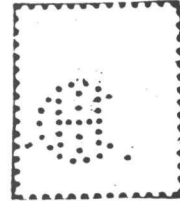
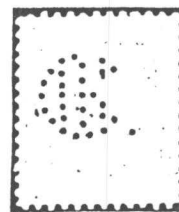
TENTATIVE DIE ARRANGEMENT WITH MISSING HOLE IDENTIFICATION.
(1ST REVISION) - SHOWING NEW REPAIRED DIE AS STATE III.

STATE I - SHOWING DIE HEAD DAMAGE TO ORIGINAL DIE HEAD IN USE FROM EDNA VII TO LATE ADMIRAL ISSUES ABOUT 1924-26.

| | | | | |
|---|---|---|--|---|
|  |  |  |  |  |
| (1) | (2) | (3) | (4) | (5) |
| MISSING HOLES H-5 #109-12, 18/22 POSSIBLY SHUT-LIVED PRIOR TO RE-TOOLING. NOT SEEN AGAIN IN STATE II | MISSING HOLES C-5-9-13 #105-109-110* #109-110, 3/9/24 #109-110 HAS (2)* COMPLETE DESIGNS | MISSING HOLES C-13 H-6-12 I-1 #106 (1914 DATE) -DALPE OCT/84 | MISSING HOLES C-3 AND LATER C-2-3 & H-3 #104-108-109 W/C3 ONLY THEN CVR. 20/3/24 W/ C-2-3 & H-3. | MISSING HOLES C-1-4-7 AND 'O' #108-109 |

'COMPLETE' DIE STRIKE NUMBERS, POSSIBLY THE MAJORITY FROM (1) POSITION, AS RECORDED ARE #89-90-104-106-108-109-111-112-113-114.

STATE II - SECOND OR RETOOLED DIE HEAD IN USE FROM LATE ADMIRAL ISSUES TO ABOUT 1936-37

| | | | | |
|---|--|---|---|---|
|  |  |  |  |  |
| (1) | (2) | (3) | (4) | (5) |
| INDEX No. 10 & 10a | INDEX No. 11 | REFER INDEX No. 2 & 2a | COMPLETE DIE | COMPLETE DIE |
| MISSING HOLES CODE PIN 9 C-4 AND LATER H-2 142 (W/C-5) - 150 155 (W/C-5) - 191 192 (W/C-2) - 197-199 208 (W/C-5) - 219 PROGRESSIVE INDEX No. 2(2)(3) | MISSING HOLES CODE PIN 9 C-5 107 (W/C-13) - 142 (W/C-4) - 146 - 150 153-155 (W/C-4) 208 (W/C-4) - 213 | MISSING HOLES C-13 107 (W/C-5) - 150 (W/C-4-7-11-H-2) 153-155 (W/C-4) 155 (W/C-4-7-11) 190-193-196- 197-213-219- 221. | #150-196-197 ← → 219-221-223 #231-232-233 ← → 241-241a-250 #252-253-254-257 (10th WAR LAST) -COMPLETE DIES- HORIZONTAL PAIR OF #231 SUBMITTED BY J.G. DALPE. | MISSING HOLES C-3 H-7-8-11 #233 NEW REPAIRING BY DALPE. ← |
| MISSING HOLES CODE PIN 9 C-4-7-11-H-2 LATER I-3 #150 (W/C-13) - 155 (W/C-13) - 163-167 213. | NOTE: DIES (1) (2) (3) PRESUMABLY STARTED WITH COMPLETE RETOOLED HEADS ABOUT 1924-26 PERIOD. THE INITIAL DAMAGE TO THESE NEW DIE HEADS ALL STARTED WITH A SINGLE PIN BREAK C-4-5-13 AND A SECOND REPAIR TO 'COMPLETE' STATUS APPEARS ABOUT 1936-37. ISSUES AND CONSIDERED TO BE STATE III WITH CLEAN REGULAR | | |  |

- AS AT FEB. 18/85
JACK BENNINGEN.

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| A4 A6 | 5-3, 5-4 ✓ | C45 (21a | 1-2, 1-10, (2-3) , 5-3 ✓ | M4 M3a | 3-5 ✓ |
| A5 A7 | 5-3 ✓ | C46 (22 | 1-2 ✓ | M5 M3b | 3-5 ✓ |
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| B6 B4 | 5-3 ✓ | C52 (26c) | 1-2, ✓ | M28 (M19) | 2-5, 5-3 ✓ |
| B11 B5 | 2-11, 4-1 ✓ | C53 (27 | 1-2, (2-3) ✓ | M27 M20 | 2-5 ✓ |
| B14 B10 | 4-1 ✓ | C58 (30 | 4-2 ✓ | M28 M21 | 2-5 ✓ |
| B15 B10a | 4-1 ✓ | C57 (30a) | 4-2, 4-3 ✓ | M19 (M25) | 1-4 ✓ |
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