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FROM THE EDITOR'S DESK

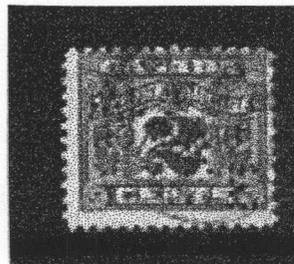
GARY DOUGLAS

What a great feeling arriving home from a gruelling day of work and traffic, to find a gigantic glossy auction catalogue jammed in your mailbox! Not many of these particular catalogues have much, if any, but when they do, it's often very pricey and is usually a cover or card and does not mention the significance of the perfin. Much information exists about perfins as well as cancellations and pre-cancels, so why don't auction houses identify the importance of the perfin when establishing a value for the item to be auctioned?

The next issue promises to be filled with pre-Christmas "goodies" -- the "Canadian Perfin Position Survey - February 2001", completed by Conrad Tremblay, a 42-page checklist of every Canadian stamp known with a perfin and all known positions.

Here is an interesting question for all to ponder:

"AYRE" perfin type A9, type-dated 20/3/26:



Overprinted "A & S.L.", type dated 7/12/23;
overprinted "A. & S.";
overprinted "E & O E."



Are these pre-perfins??

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PREDATING PERFINS

Marcus Fennell

On page 1 of chapter 1 of the 4th edition of the Perfin Handbook, mention is made that, to prevent misuse of postage, a firm in England was given permission to overprint stamps with its initials.

On page 4, chapter 2, the followings appears: Although we (Canada) have no record of any firm officially printing its name or other identification on postage stamps, we do occasionally come across a stamp, generally of the Small Queen period or earlier, which has been rubber stamped with the name of the user. This practice as unauthorized, etc.”.

I recently came across such a stamp as per illustration below.



It is catalogue #14 and a “beat-up” copy.

The name is C.E. Wesl, which could be a complete last name or part thereof. Not a perfin but a precursor of the practice.



IB PUNCH HAS A NAME

Conrad Tremblay

Late Spring 1996, I received a bunch of perfins on approval with two "IB" perfined #2 stamps (McAdam and #2 Truro) cancelled Philipsburg, Que. 15II 1996 (large box cancel), on a package addressed to Arpin Philatelic Inc.

I lost no time in asking Mr. Arpin the name of the sender, hoping to get a favourable answer, which I did. The name of the stamp dealer who uses that single punch (or die) perforator is:

BEES STAMPS

Box 1701
Regina, SK
S4P 3C6

These perfins are used for business purposes: a stamp dealer writing to another stamp dealer.

Maybe it should be considered as a new style of Canadian patterns, being used by a company – not a private punch – although it is a philatelic insignia, such as F.E. EATON & SONS, also a stamp dealer.

You may take note that the pattern "IB" is not only used on the Fruit and Architecture issue definitives, as I have five 1987-91 definitive issues, as illustrated:

- Cat. No. 1158 - 5¢ Varying Hare
- Cat. No. 1172 - 45¢ Pronghorn
- Cat. No. 1182 - \$2 McAdam
- Cat. No. 1194 - 40¢ Flag Coil
- ? - 42¢ Flag Coil (not listed in my old catalogue)

I would like to have your opinion on this matter.



“MISMATCHED” PERFIN COVERS [PART 2 OF 3]

R.S. Traquair

Collectors of perfin covers strive to secure covers with perfined stamps which match the identity of the user, most commonly by means of the corner card, but occasionally by other identification. In our search, though, we infrequently find covers where the identify of the perfin and the “mismatched” user.

I have been seeking those “mismatched” covers for many years and my purpose in submitting this article is to attempt to determine what other perfin covers have been discovered by other collectors and seek help to identify unknown associations.

The Canadian railways have been most prolific in this filed and there are very available histories of their development and acquisitions.

I list below those mismatched covers that are in my collection, together with the reasons, as best as I can identify, for the association. There is some guesswork and a number of “blanks”.

Where I have been unable to determine any reason for an association, I have indicated so by the following: ???

PERFIN	IDENTITY	MISMATCHED CORNER CARD
C/N/R C43	Canadian National Railways	Trans Canada Airlines

In March 1937, a Federal bill was passed for the incorporation of Trans Canada Airlines Limited. The organization was entrusted to the C.N.R. which would hold 51% of the stock on behalf of the Federal Government and the remainder was available to any private air companies that wished to share in the venture. It was described as being a “residual constituent” of the C.N.R.

CNR C43	Canadian National Railways	The Macdonald, Edmonton, Alta.
C45		The Macdonald, Edmonton, Alta. (this is a different view from above) Prince Arthur Hotel, Port Arthur
C46		The Charlottetown, Charlottetown

These are all “railway” hotels owned by the C.N.R.

C/N/R C46	Canadian National Railways	Canadian National Steamships
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The steamship line was a part of the railway system. (See text under C/N/R/ C43 above).

C.P. C47	Consolidated Press	Saturday Night
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Saturday Night was published by Consolidated Press.

C/P/R C51	Canadian Pacific Railway Co.	Château Frontenac
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The Château Frontenac Hotel in Quebec City opened in December 1893 – not a C.P.R. subsidiary but by 1897/98 became a subsidiary.

C/P/R C51	Canadian Pacific Railway Co.	Toronto, Hamilton and Buffalo, NY
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On March 25, 1884, the legislature of the Province of Ontario passed legislation to build a railway line to be called the Toronto, Hamilton and Buffalo Railway and it was incorporated in 1884. Subsequent amalgamations and construction resulted in the railway becoming operational in 1891.

By Agreement of Sale in July 1895, ownership was:

New York Central: 37%

Canadian Pacific: 27%

Michigan Central: 18%

Canada Southern: 18%

In 1977, Canadian Pacific acquired complete control and ten years later merged it into the C.P.R.

C/P/R C51	Canadian Pacific Railway Co.	Dominion Atlantic Railway
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In 1910, the C.P.R. gained control of the Dominion Atlantic Railway in Nova Scotia.

C/P/R C52	Canadian Pacific Railway Co.	Hotel Saskatchewan, Regina
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Hotel Saskatchewan was a “railway” hotel owned by the C.P.R., completed in 1927.

C/P/R C52	Canadian Pacific Railway Co.	Canadian Pacific Airlines
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In 1942, CP organized its air interest and activities into Canadian Pacific Airlines Limited, a subsidiary of the Railway company.

C/P/R C52	Canadian Pacific Railway Co.	Department of Munitions and Supply Room 136 C.P.R. Depot, Calgary
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Now this is a curious usage!! Did a clerk in the office of Munitions and Supply in the C.P.R. Depot run out of stamps and go to a C.P.R. office to borrow one? Possibly an improper usage.

BUT

Late in 1941, the Ogden Shops at Calgary began to turn out naval guns and gun mountings. IN all, 3,000 guns and 1,650 mountings were manufactured. In addition to these major items, the C.P.R. shops produced thousands of components for anti-submarine devices, range finders and gunnery control equipment. Total value of the munitions exceeded \$135 million.

With the Dept. of Munitions and Supply housed in the C.P.R. Depot in Calgary, was it an extension of a C.P.R. Department?

CPR C53	Canadian Pacific Railway Co.	Esquimalt and Nanaimo Railway Co.
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In 1905, the C.P.R. bought the Esquimalt and Nanaimo Railway for a million dollars.

