

# THE BNA PERFORATOR

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## Postage Due and the Consolidated Mining & Smelting of Canada Ltd (C38)

Jim Graham

Some months ago the following 2 items were offered for sale and purchased; the first a cover which was an item in a dealer's auction and the second on eBay. The first perhaps has a bit of a story to tell.



A very clean cover from June 1960 with 2 J17's for twice the 4¢ the Post Office thought it was due although originally it seemed to want 10¢. I am definitely not knowledgeable on postal rates so off to the internet I went. From the source Google located, I found the *first class local rate, less than 1 oz.* was 4¢ and the *first class forward rate, less than 1 oz.* was 5¢. Does the Trail post mark mean the B.F. Goodrich office was 'local' and not Vancouver or Calgary?

This second item was one of a group of 3 CMS perfin offered on eBay. Other than it being a J15 with the red markings of a postage due cancel, there is no other information. The perfin is Position 5 and split.

More intriguing for me however was how did postage due stamps end up perforated by

Consolidated Mining and Smelting Ltd. of Canada? I immediately went to the Conrad Tremblay check list and found that indeed perfin collectors have reported the following postage due issues with the C38 pattern.



- J15 1¢ – all 8 positions
- J16 2¢– positions 3 & 5
- J17 4¢– positions 1& 5
- J18 5¢– position not identified
- J20 10¢ – position 3 & 7

The first 4 are noted in the 4<sup>th</sup> addition of the Johnson & Tomasson catalogue, the J20 is not. I perused the check list [something I rarely do because it shows how paltry my perfin collection is!] to find the other patterns which have been identified on postage due issues. There are none on my copy of the check list. With postage due stamps in use from 1906 to 1935, arguably covering the period when private perfin were most in use, and considering all of the companies which would have had huge volumes of mail [Canadian National and Pacific Railways and Bell Telephone for example], why would Consolidated Mining and Smelting seem to be the only pattern known on postage due issues?

I have no knowledge of Canada Post practice and always assumed that postage due stamps were for Post Office use only and although mint issues, plate blocks, etc. were available to collectors, they were not for use by the general public or by businesses. I asked a long time acquaintance, a former postal employee and a well known BNAPS member for comment. He offered a couple of comments:

*Sale of postage dues for "postal usage" ahead of time to use for payment of short paid mails would not be postal procedure and really wouldn't make sense for a company to go to that effort....*

*At that time 1960, did Trail have a small Pitney Bowes cancelling machine? Trail was a fairly busy sized mining town. Not sure of it's size but it would be interesting to find out.*

Are there other postage due issues with other patterns newly discovered and unreported? Is there a chance that these stamps were perforated for "philatelic" purposes [which is the way my friend is leaning]? I would be pleased to learn what others might know and have this information shared in a future newsletter.

Recent Finds

Barry Senior

A New Find It is always exciting to find something new and Barry had the pleasure of experiencing this recently. He reports that he found the Admiral #109 shown below "in a worldwide lot of perfins".



Barry says that this pattern is found in the US Perfin catalogue, used by J B Shur and is listed as J12.5 in the previous edition. It would become J13 in the Canadian catalogue, and has been listed as an A rated perfin by Jon Johnson.

The cover is dated Oct 4, 1929 to Germany and has a 3 cent Admiral, #109 and a 5 cent Scroll, #153. They are tied with a slogan cancel, "Parcel Post / Reaches / Everywhere", Couatts # P-60 or the old Proulx # 6860, recorded to be used in Vancouver from 1929-31. This not only identifies the user but also confirms the pattern as P.v.S. and not P.& S. as previously thought. It's not every day that one sees an A- rated perfin on cover and it is certainly a rarity to find 2 on the same cover.

P16 Identity Confirmed A recent auction by Longley Auctions featured the following perfin cover.



It confirms the user of Canadian pattern P16 as P. van Snellenberg based at 5712 Sperling St., Vancouver B.C.

The Tremblay Check List & Canadian International Harvester

Jim Graham

I have recently entered all of the information for the C17 – C35 patterns from the Tremblay check list into an Excel spreadsheet. I thought that because the total data base is so large [almost 30,000 or more bits of information], there would be some real advantages having the information in spreadsheet format:

- It would be very easy to continually update as new patterns, new issues and new positions became known,

- It becomes much easier to distribute by email rather than photocopies by mail,
- It could be easily sorted to produce lots of trivial data
  - The pattern with the largest combination of issues and positions
  - The issue most commonly perf'd
  - The issue least commonly perf'd
  - Etc.

I have questions about some check list items:

1. There is a 163a listed under C18. Unitrade numbering has this as a booklet pane. I do not have a Scott catalogue so maybe it is the other die. The only booklet pane reference in the Perforator I remember relates to a P15 of a C9 and the question of whether this was 'philatelic' or real usage.
2. There are also 2 197b's (position 5 & 7) listed under C18. This is Unitrade numbering for an imperf pair which makes it highly unlikely. I have changed this to 197i but will change it back if this is not correct.
3. C24 has a listing for a '106tp'. I thought maybe 'tp' stood for 'thin' or possibly 'thick' paper but while the Unitrade catalogue has thin paper varieties for other Admiral issues, it has none for 106. Maybe the Scott makes a paper distinction – I have simply listed it as it is until someone clarifies.
4. C25 listing includes a 454viii. Unitrade lists a 454eviii as a single from booklet 543b. I have included it but would certainly like confirmation or clarification if someone can help.
5. The check list questions the C35 listing of R39 and I wonder if anyone can shed a little light on this.

A Curiosity

There are 3 Newfoundland issues on the check list; a #257 with a Hamilton perforation and 2 #270's with a Regina perforation. Has anyone speculated how Newfoundland issues were privately perf'd so far from home?

What follows are some numbers reflecting usage of the 19 CIH patterns.

3321 – This is the accumulative number of different CIH patterns (19), issues (366) and positions(8) currently known. I have added several new issues to the check list from my own collection, all from Ontario and east as might be expected given my location in Nova Scotia. In addition, again from my own collection, I have added a fair number of "positions" for issues that the check list includes but for which no position was noted.

I am not a particularly proficient spreadsheet user but I am fortunate to have reasonable access to someone who is. I am trying to hone my skills using the CIH data set knowing whatever skills I gain will be transferable to the entire data base once all the information has been entered. Rather than follow the check list's protocol of listing 105's and 109's as die 1 or die 2 I used the Unitrade designations of 105iii and 109i. This is consistent with the check list's handling of the other issues which have die varieties – 163 (163i), 165 (165a), 166 (166b), 191 (191a), 197 (197i), that have been entered on the check list in this way.

Here are the number of issues and positions by pattern, listed from the pattern with the most to the one with the least. First and last places won't come as a surprise.

C28	Montreal	440
C25	Hamilton	396
C24	Quebec	308
C30	Regina	216
C27	London	189
C29	Ottawa	180
C31	St. John	175
C22	Calgary	166
C23	Edmonton	158
C33	Winnipeg	153
C20	Brandon	150
C34	Vancouver	146
C32	Saskatoon	139
C18	Yorkton	116
C26	Winnipeg	115
C17	North Battleford	104
C19	Estevan	91
C21	Lethbridge	73
C35	Tulsa OK	5

These are the most common 16 issues, combining pattern and position:

Issue	# of Possibilities
233	71
106	68
197	63
150	60
235	58
107	57
104	54
219	54
241	53
232	53
142	51
108	48
233	44
167	43
254	43
90	43

Only 100 of the 366 issues on the check list appear 10 times or more. Of the 266 appearing 9 times or less 43 of these show up just twice and another 132 issues appear only once. Generally these scarcer items are later issues, revenues, pre-cancels and admiral varieties.

I think I am starting to see some limitations with the spreadsheet format. For one thing, I don't see how the efficiency of the Tremblay check list format for quick reference can be replicated in Excel. For another I am not sure it has enough sort capabilities – quickly identifying the 71 different #233's would be an asset. I understand that the Excel data can be exported into Microsoft Access software which much better sorting and “look-up” functionality. I still have much to learn.

My email address is [jdgraham2@gmail.com](mailto:jdgraham2@gmail.com), and comments, suggestions, additions to the check list and clarification of the items listed above are most welcome. All offers to assist in this project will be most gratefully accepted.

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## Material Wanted

Jim Graham

I am sure that all Study group members have noticed that the preponderance of private perfin users were located in Quebec and west. Being a Maritimer I have an interest in perfin use in the eastern end of the Country. I would be happy to strike a deal for any following items that members would part with:

G20

C31

P7

S2 – after it moved to Moncton

S19 - Halifax

W15

Any CNR/CPR/OHMS or other patterns with Maritime CDS cancels.

I also am interested in O8 and O9 covers, particularly from WW2.

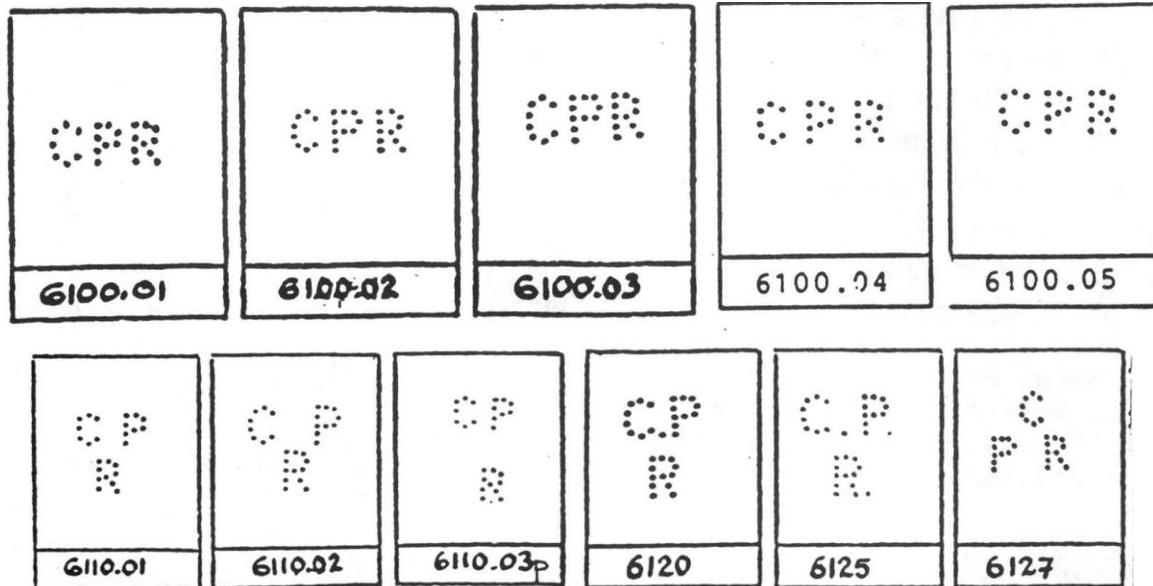
Canada Post will reach me at  
45 Sunnyholme Road  
Jeddore Oyster Ponds  
NS B0J 1W0

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Canadian Pacific Railway – Perfins  
 Patterns in Great Britain - A Potential Check List

Jim Graham

In the September 1994 issue of the Perforator [Volume 15 Number 5 on the BNAPS web-site], Jon Johnson showed examples of the Canadian Pacific Railway Company perfins used in the United States, Belgium and Great Britain. The original article showed the following 10 patterns



Through correspondence with my good friend and avid worldwide perfin collector, Peter Maybury of Johannesburg South Africa I have constructed a “check list” of the various patterns and known issues of the Canadian Pacific Railway in England. As well I can update some of the information in Mr. Johnson’s article. The 2004 edition of the Tompkins catalogue gives more specific information on where the particular patterns were used and rather than the previous listing of “Liverpool” for every pattern it appears that they were in use in 4 cities – London [3 office locations], Southampton, Liverpool and Glasgow.

The updated information comes from a survey British Railway perfins and adds 2 more patterns to the 1994 list; 6100.06 is an early effort; originally a CRB pattern with a couple of pins removed. Pattern 6120 is now divided into 6120.01M and 6120.01aM with the difference appearing to be in the tail of the “R”.

It is interesting to note that last pattern shown in the 1994 article,, #6127, is not included as a Canadian Pacific Railway perfin in the Railway Survey. Mr. Johnson’s article referenced the wartime destruction of the perforators and the creation of provisional or emergency perforators. But also included in the destruction were company records leaving “covers” as the principal means of accurately identifying British perfins users of some patterns.

The date ranges for individual pattern usage was slightly different from the 2 sources [Tompkins and the British Railway Perfins survey] and I included them both. The Survey dates are identified as the earliest and latest dates of recorded usage. In addition to these 2 sources, I also used information from an excellent exhibition display of British CPR material posted on the British Perfin Society web site.

CANADIAN PACIFIC RAILWAY - BRITISH ISSUES				
Catalogue Perfin #	Pattern Details		Office Address	Known Issues
6100.01	CPR 7,8,10 1928 – 41		62-65 Charing Cross & 8 Waterloo Place London SW 1	KGV 1d 1½d 3d KGV [UPU] 1½d KGV [1934] ½d 1½d 2½d 3d KEVIII 1d 1½d KGV ½d 1d 1½d 2d 2½d 3d
6100.02	CPR 8,10,11 [4½] 1895 – 1928 1899 – 1930		62-65 Charing Cross & 8 Waterloo Place London SW 1	QV 1d lilac [16 dots] QV Jubilee 2½d 3d 4d 5d 6d KEVII ½d 1d 1½d 2d 2½d 3d 4d 5d 1' KGV [1911-12] ½d 1d KGV [1912-22 RC/BC] ½d 1d 1½d 2d 2½d 3d 4d 6d 1'
6100.03	CPR 8,10,11 [5] 1922 – 37 1905 – 39		62-65 Charing Cross & 8 Waterloo Place London SW 1	KEVII ½d 1½d 2d 2½d 3d 4d 5d KGV 1½d 2d 2½d 5d KGV [UPU] 1½d KGV [1934] ½d 1½d 2d 2½d 3d 4d 5d KEVIII ½d 1d 1½d 2d 2½d KGV ½d 1d 1½ 2d 2½d 3d 5d
6100.04	CPR 7,8,10 [4½] 1939 – 41		London	KGV 1d 2d 2½d 3d
6100.05	CPR 7,8,10 [4½] 1939 – 41		Trafalgar Square London WC2	KGV 1½d 2d 2½d 3d
6100.06	CPR 7,8,8 [4½] c1915		8 Waterloo Place Pall Mall London SW1	KGV [1912-1922] RC ½d

6110.01	CP/R 7,8/10 [4½] 1950 - 1969 1948 - 1975		8 Waterloo Place Pall Mall London SW1 & Trafalgar Square London WC2	KGVI dark colours 4d 6d 2'6d 5' 10' KGVI light colours ½d 2d 3d KGVI changed colours ½d 1d 1½d 2½d 4d 2'6d 5' 10' KGVI commemorative [SG 493] 2½d QE11 Wildings ½d 1d 1½d 2d 2½d 4d 5d 6d 1' 1'3d 1'6d 2'6d 5' 10'
6110.02	CP/R 8,10/12 [5½]  1922 - 1956		25 Bothwell Street Glasgow C2	KGVI [1912-1922] [RC/BC] ½d 1d 1½d 2½d KGV [1934] ½d 1½d KEVIII 1½d KGVI coronation [SG 461] 1½d KGVI dark colours ½d 1½d KGVI light colours 2½d KGVI changed colours 2'6d QEII Wilding 1½d
6110.03p	CP/R 7,8/10 [4½] 1941 - 48 1941 - 50		- 8 Waterloo Place Pall Mall London SW1 - Trafalgar Square London WC2 - 103 Leadenhall St London EC - Glasgow	KGVI dark colours 1½d 2½d 3d 6d 1' 2'6d [colour n/k] KGVI light colours ½d 1d 1½d 2d 3d
6120.01M	C.P/R 8,10/12 [5½]  1904 - 55 1903 - 55		Royal Live Bldg Pier Head Liverpool 3	KEVII ½d 1d 1½d 2½d 3d 6d 2'6d KGV [1911-12] 1d KGV [1912-1922] ½d 1d 1½d 2d 3d 1' KGV [UPU] 1½d KGV [1934] ½d 1d 1½d 2d 3d KGV Jubilee ½d 1½d KEVIII ½d 1½d KGVI dark colours ½d 1d 1½d 2d 2½d 3d 1' 5' 10' KGVI light colours 1d 1½d 2d 2½d 3d KGVI changed colours 5' 10' QEII Wildings 1½d 6d 1' 1'6d
6120.01aM	C.P/R 8,10/12 [5½]  1925 - 65		Canute Road Southampton	KGV [1912-1922] ½d 1d KGV [UPU] ½d 1d KGV [1934] 1d 1½d KEVIII 1d 1½d KGVI coronation [SG461] 1½d KGVI dark colours ½d 1d 1½d KGVI light colours 1d KGVI changed colours 1d QE11 Wildings 1d 1½d 2d 2½d 4d [+graphites] Commemorative SG637
6125.01	C.P./R. 8,10/12 [5½] 1910 - 30 1910 - 35		London WC	KEVII 3d 1' KGV ½d 1d

### **FROM THE SECRETARY-TREASURER**

A great big "Thank You." goes to Jim Graham for getting us started again with an issue of The Perforator. Without input from our members there can be no further issues. Jim is asking questions in this issue, and I hope the membership will respond. Your responses can go to Steven Koning, 15639 Loyalist Parkway, RR2, Bloomfield, ON, K0K1G0, Canada. or email me : [steve@koning.ca](mailto:steve@koning.ca). You can reach me by telephone at 613-399-3022. You may note that I have moved from my previous address. We built a new home last year and that explains why you haven't heard much from me. I have only four more boxes to unpack, and will have more time to devote to perfins. GOOD NEWS: our study-group has over \$1200.00 in the bank, so we can afford to print this issue, and some subsequent ones, before we will ask you to pay study-group dues. So, no dues yet to be paid for 2011, unless we receive such a plethora of articles that we have to ask for dues. Jim Graham has included his e-mail address elsewhere and his postal address is: J. Graham, 45 Sunnyholme Rd., Oyster Pond, NS, B0J1W0, Canada. He by virtue of his activity, is now the editor of The Perforator. We could use a Chairperson, as that position is currently open. Any volunteers? BTW, if anyone needs a copy of the Perfins Handbook, my understanding is that these are no longer available.

However, Jon Johnson, the editor of this handbook, has promised to come out soon with a new edition. We are all hoping, I am sure that this will happen soon, and anyone wishing to help Jon, should contact him at: J. C. Johnson, 39 Hillgrove Cresc., SW Calgary, AB, T2V3K8, Canada.

### **WHY WERE NEWFOUNDLAND STAMPS PERFORATED OUTSIDE NEWFOUNDLAND?**

After Newfoundland joined Confederation on March 31, 1949, Canadian stamps started being sold throughout Newfoundland. To get rid of Newfoundland stamp stock quickly, so Newfoundlanders would get used to being in Canada through the new postage, Newfoundland mint stamps were offered for sale throughout Canadian post offices elsewhere and from the Canadian Mint. Corporations that bought stamps in quantity from the Canadian Mint were sent Newfoundland stamps, and those who perforated their stamps did so with the Newfoundland stamps they received. Hence the phenomenon of Newfoundland stamps perforated with patterns used outside Newfoundland. Corrections and additional info about this question are welcome. (I was wrong once, but I found out I was mistaken...)

### **WHY IS CMS THE ONLY PATTERN ON POSTAGE DUE STAMPS?**

Trail B.C. was a company town. The company was Consolidated Mining and Smelting. Because the only industry was mining, mostly copper, all functions of running a town and supplying its needs were subcontracted to the corporation. CMS had its own hydro dam and generating station, and it also ran the post office. That's why any stamp issued in Trail, B.C. was perforated with the CMS pattern. Company housing was the only housing available in Trail at that time, as all the land belonged to the corporation. In other words, anyone living in Trail had CMS as its landlord. That's why even the post office was run by CMS. CMS was also active in such towns as Kimberley, so you will see Kimberley postmarks on CMS perfins, but as CMS was not the only employer, they didn't run the post office elsewhere, and thus you will not see postage dues stamps with a CMS pattern postmarked other than from Trail. Corrections and additions to this answer are welcome.

### **ADVERTS FROM MEMBERS ARE WELCOME**

Any member wishing to advertise a special need for certain Canadian or other perfins, please get in touch with S. Koning, and I will make sure this ad gets into the next issue. My address is published elsewhere.

**MATERIAL FOR STUDY-GROUP AUCTION IS WELCOME.**

Any member who has Canadian, Newfoundland, or foreign perfins they wish to be auctioned off should send such material to S. Koning, and it will be described for bidding purposes in the next issue of the Perforator, space being available. The Study-group takes ten percent of the hammer price. Or you may wish to donate perfins to the Study Group and I will auction them off, all proceeds for the group.

**FOREIGN PERFINS ANYONE? (A member's Advert)**

Any-one wishing to trade perfins, including foreign perfins with S. Koning can reach him at the address published elsewhere in this issue.

**YOUR E-MAIL ADDRESS, PLEASE**

To save mailing costs for the Study Group, please send me your e-mail address, and from now on you will receive The Perforator in virtual format. You will also not have to pay dues ever, only those who want a hard copy mailed to them will need to pay dues, when these are assessed. Send your address to: [steve@koning.ca](mailto:steve@koning.ca)  
Thanks!