



THE BNA PERFORATOR



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Editor's Post: Between this issue the last issue and this, I circulated the article on perforated Admiral booklet panes (on Page 2) to the Study Group members for whom I have email addresses. The article now reflects the feedback generated by the questions raised. It is included here to give those of you without email the opportunity to check your collections to see if you can shed any more light on the topic.

Likewise the list of general identified perforated revenue stamps was circulated both by regular post and by email in the hopes that the membership could clarify some of these ambiguities currently listed in the 5th Edition of the handbook.

§ There is additional information on the Curzon Brothers pattern. Both Jack Brandt and Jeff Turnbull of the Great Britain Perfin Society have confirmed that the same CB pattern found on Canadian, South African, French and British issues is listed in the 2nd Edition of the Belgian perfin catalogue as C19 but with no company identification. If anyone has contact information for the editors of the Belgian catalogue (I could not find any) they might pass the information along. I know there are a couple of other companies (Thomas Cook for sure) that used perfins in several countries but I am not sure they used exactly the same pattern in all their office locations. A copy of a stamp from each of the 5 Countries with the same CB pattern would make a nice group.

§ Member Tom Inglis has agreed to head a project which will consist of collecting all of the known RPO cancels on Canadian perfins. A new edition of the Gray RPO catalogue is anticipated later this year and once it is available the project will start in earnest. Stay tuned!

§ My article on the possible origins of the Great West Life pattern currently listed in the 5th Edition of the Handbook as being from Detroit is published in the March/April edition of the Perfin Club's Bulletin. Perhaps a collector of American perfins will be able to shed some light on the subject. One can always hope!

§ We have 86 individuals on our email distribution list and only 18 on the "snail" mail list. What is not clear is how many of the 104 are actively collecting Canadian perfins. On the plus side no one has asked to have their name deleted from either list and a small number of the membership do contribute or comment; on the negative side there is the 97% that are not heard from.

§ The article on about other perfin patterns found on Newfoundland stamps was provided by Barry Senior. It was easier to simply include his exhibit pages than to rearrange it to include his name on the page. Barry's exhibit of Perfins in Newfoundland won Gold at Novapex in Dartmouth in 2012.

§ Please note my new address below.

Secretary Treasurer

Barry Senior

4 Whiteway Place

Clarenville NL A5A 2B5

Editor

Jim Graham

2 Grandview Drive

Dartmouth NS B2W 1X5

Other Perfin Patterns on Newfoundland Stamps

When Newfoundland joined Canada on April 1, 1949 the remaining stamp stocks were distributed for sale across the country and were valid as Canadian postage. Some companies and provincial governments purchased these stamps and applied their perfins. Shown here are some examples of this usage. Because of the type of business being conducted with the Colony at least one Canadian and one American company had their perfins on Newfoundland stamps long before 1949.

C25 International Harvester Company
Hamilton, ON
Discovery Copies



C41 Canadian National Railway
Toronto, ON



C43 Canadian National Railway
Vancouver, BC



C52 Canadian Pacific Railway
Winnipeg, MB



C53 Canadian Pacific Railway
Vancouver, BC



C58 Caterpillar Tractor Company
Peoria, IL – USA
Used to pay Customs Duty on Printed Matter entering Newfoundland.



L1 Province of Ontario
Toronto, ON



M12 Mutual Life Assurance Company
Waterloo, ON
2 cent red is dated – 13, 1934
Used for Revenue purposes.



3 cent has a Bank Teller Cancel used as a revenue



P15 Province of Saskatchewan
Regina, SK



T13 Travelers Insurance Company
Montreal, PQ



Admiral Booklet Panes

There are four patterns in the current Handbook which have had Admiral booklet stamp Unitrade catalogue numbers attributed to them. They are:

I16 International Harvester Canada (Montreal)

105a - this would be from a booklet pane of 4. From a perforated booklet pane one stamp would have its straight edge at the top; one with it at the bottom; one top and right side and one, bottom and right side. The Tremblay check list from 2001 does not include a 105a.



P18 Province of Saskatchewan. - 105b - this would be from a booklet pane of 6. The straight edges would be the same as in 105a with two stamps each having a straight top or bottom edge. The Tremblay check list does not include a 105a.

T9 Travellers Insurance - 107ci. In the 2015 Unitrade this number is 107cfs - this is a very specific stamp; a single stamp from the dry printing of booklet 107c, a pane of 6. This stamp is not listed in Tremblay.

W1 Jos. Ward & Co - 104a- this would be from a booklet pane of 6 (see scan). The straight edges would be the same as in 105b with two stamps each having a straight top or bottom edge. Unlike the 3 Unitrade listings above, there are 5 listed variations for the panes themselves in 2015 Unitrade and then a separate listing for a single form each booklet variation. So for example , 104aii is described as deep blue green, squat printing and 104aiis is a single stamp from this booklet. Tremblay's list does not include this stamp.

It doesn't appear as if the Admiral booklet panes were perf'd any differently than a regular sheet - 12 x12. Admiral sheets had straight edges, so how can you tell the difference between a sheet stamp with a straight edge and a booklet pane with a straight edge? I did a quick search on eBay and perhaps answered my own question. Here is

From this image of 104a it looks as if the straight edge margins might be slightly wider than that on an Admiral with a straight edge. I don't think one can take any reliable measurements on a copy of a scan and I do not own an Admiral booklet pane of my own.

These were the questions raised:

Is one or more of you knowledgeable enough on the Admiral issue to tell how to distinguish between a stamp from a sheet with straight edge and a stamp from a booklet pane with a straight edge?

Was the printing of booklet panes reliable enough that the straightedge margins were consistently uniform in width?

Are you in possession of the stamp (or stamps) that were identified as booklet pane issues?

Can the current owner(s) of these stamps provide scans?

Can you share any thoughts you have on why a booklet pane (or panes) would be perforated?

Discussion:

Ron Whyte was quick to acknowledge his mistake in identifying the first on the list— I16 105a and if it is the only source of the identification, requested it be dropped from the issue list

Dave Bartlett advised that all booklet stamps could be plated through the Marler guide and Russell Sampson pointed out that there is a very useful guise to identifying Admiral booklet panes on the BNAPS website. I visited the website and from my reading of the material prepared by Randall van Somerson believe with minimal amount effort it would be possible to identify whether an Admiral perfin with the correct straight edges was from a booklet pane or not .

As to why a company would purchase booklet panes for perforating Kerry Bryant suggested that “*if a company employees position included field work, even over an extended period at a time(e.g. 1+ weeks), time-sensitive paperwork might be sent back to HO versus accumulating until the return from the field? Another might be for courtesy/appreciation follow-up notes from a visit while the rep is in the field (sales?); also time sensitive. In either instance, a booklet would be least-risk to the company due to 'loss' or degradation in a briefcase. Even nowadays, booklets travel well.*

I'm throwing mud against the wall here but conceivable given the time period they were in use.”

In your Editor's opinion Kerry's suggestion makes some sense for the T9 and W1 patterns. The rarity factors for these are “F” and “E” respectively so perhaps there were not large quantities of perforated stamps on hand and therefore they did a few booklet panes for travelling salesmen. Certainly for Travellers Insurance this is a possibility. I don't know the business of Jos Ward & Brother. For the other 2 patterns, I am not so sure the same logic holds true. The IHC booklet perfin has been retracted and the Province of Saskatchewan probably didn't have salesmen.

So far no member with access to email (other than Ron Whyte) has volunteered a scan of the suspected booklet pane listed issues. It is possible that a Study Group member has one of, or more of the other 3 but does not have access to a scanner or email through friends or family. You could consider mailing the stamp to me or another member you know, to have a stab at confirming or refuting the identification.

Patricia Air Service Cover

Illustrated is Lot 590 in Eastern Auctions Sale on February 20th of Semi-Official Air Mail covers. This is the auction description: "1926 (August 2) Woman Lake - Sioux Lookout promotional flight; Patricia Airways envelope with illustrated map on reverse, franked with private perfin 2c green Admiral just tied by Woman Lake AUG 2 1926 CDS, greenish flight cachet at left, bears the elusive (50c) black and red on blue paper, Style Two official stamp with overprinted "FED" in green ink, tied on arrival by Sioux Lookout AU 2 26 CDS. Some light cover ageing, a rare official hand-stamped cover."

Only the scan of the back of the cover was included with the auction material but Pam Ross of Eastern Auction very kindly provide me with a scan of the front. The perfin is an incomplete strike of the G23 pattern – the Toronto office of Great West Life Assurance. The code hole is visible in the 11:00 position in the “two” of “two cents”. The estimated price was \$1500.

Can we presume Mr. Eli Elliott was a collector of First Flight covers rather than a perfin collector? I wonder if he was a Great West Life employee. Do our older members recall perfin covers of this quality and value? Does someone have a record of the sale of other high value covers? Please pass along any information you might have.

