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Editor's Post

¶ It has been too long between issues but it is the usual problem and that is the lack of material. Our study group has gone through dry spells on other occasions and perhaps this issue will light a spark in our membership. Personally I had the wind sucked out my sails this Spring when my hard drive crashed and my external hard drive back up also failed. I was working on a couple of things which I have to start over—my mourning period has passed and I think as Winter approaches I will start again.

It occurred to me as I was typing this that perhaps a Study Group activity for this winter would be updating the position survey led by Conrad Tremblay and published in Volume 23 #1, February 2002. I would be happy to coordinated the effort. If you are interested in this project please contact me at

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¶ BNAPS is collecting information on Study Group membership and activity — how many members? how many belong to BNAPS? Are the newsletters shared and if so, with whom? Are dues collected?, etc. There were 14 questions which Barry and I responded to.

Our Study Group has 77 members, 48 of which are BNAPS members. We distribute the Perforator to 64 members through email and 13 through Canada Post (3 international and 2 to the USA). This may change when the this issue is circulated.

Our Treasury is healthy thanks to the late Steve Koning and the current balance is \$3506.01. More on this on Page 3.

¶ BNAPEX was held in Calgary this year and our Study Group did host a seminar. Jon Johnson reports:

Most of the discussion was on 5-hole OH/MS fakes. Ken Pugh gave an update on the history of the 1979 fakes and the trial in Vancouver. Gary Tomasson and Jon Johnson talked about their table of published OHMS checklists. Statistically it appears that the first fake 5-holes started appearing in Vancouver in the mid 1950s. Ken outlined several Vancouver avenues through which the fakes made it to market. Members were reminded that the Perforated Insignia Coding System published in BNA Topics, Sept 1981, Vol 385 is a method anyone can use to identify fake 5-holes, with some practice.

Jon also noted that the coding system can be applied to any perfin once all the original dies have been coded.

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Editor

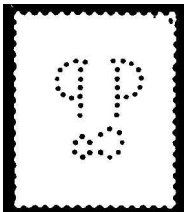

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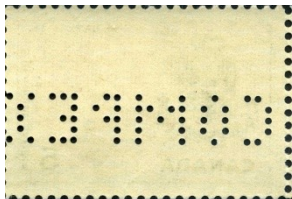
1st August 2017 changes to the 5th Edition of the Canadian Stamp with Perforated Initials.

5.A.2	A4	Change EARLIEST POSTMARK from 1915/03/24 to 1915/01/19
5.A.4	A14	Add

A14		AMERICAN SURETY COMPANY OF NEW YORK		
		PHILADELPHIA PA	-	-
A		A/SC	-	CA US
166				



5.C.10	C28	Add stamp number 175
5.C.12	C34	Add stamp number 41°
5.D.3	C28	Add stamp number 143
5.E.1	E5	Add stamp number 116
5.E.2	E6	Add stamp number 111
5.I.6	I13	Add stamp numbers 712*, 713*, 714*, 716*, 720*, 723*, 724*, 725*, 726*, 727*, 781*, 782*, 785*, 787*, 789* and 790*
5.I.6	I13	Add at bottom * Might be Philatelic
5.I.6	I13	Add * to the following stamps 531, 544, 579, 583, 587, 593, 593A, 651, 705, 707, 708, 709, 710, 711, 711a, 715, 729, 730, 784, 806, 883, 884, 885, 886, and 886a.
5.I.7	I15	Add stamp numbers 146, 209 and 211.
5.I.8	I16	Add stamp numbers 213 and FX62
5.M.4	M16	Add stamp numbers FWT8 and FX36
5.N.2	N8	Add stamp number 166
5.N.6	N19	Add stamp number 112
5.P.2	P6	Add stamp number 159
5.P.4	P17	Change  to 

5.S.1	S2	Add stamp numbers 356 and 400
5.U.1	U3	Add stamp number 105
5.W.2	W5	Add in Notes Philately cover dated 1976/11/17
5.W.4	W13	Add stamp numbers 143, 147, 156 and 169
5.W.5	W16	Add stamp number 146
5.W.6	W18	Add stamp numbers 462 and 463
5.#.1	#1	Add stamp number E4
D1		Add COMPEX Stamp Show is the annual exhibition of the Combined Philatelic Exhibition of Chicagoland. Used on stamps 418, 419, 420, 424 & 425 
J.1	FWT8	Add stamp number M16
J.3	FX36	Add stamp number M16
	FX62	Add stamp number I16

BNAPS Perfin Study Group Funds

There is \$3500 in our Study Group bank account and this has given your Secretary/Treasurer and your Editor cause to ponder. The reason for such a large amount is twofold; firstly, 5% of sales in Bob Szymanski's auctions are returned to the consignor's home club. There have been a number of very fruitful sales over the past few years. (As an aside, kudos to Bob for supporting our hobby in this way.) Secondly there have been fewer issues published and this combined with the increasing use of email has greatly reduced the cost of mailing through Canada Post. We feel that our Study Group is extremely unlikely to ever spend all of this money. Keeping \$500 or so would give us more than enough money to mail another 10 issues or so and that does not take into account further contributions from the Szymanski auctions.

We are asking members for suggestions on what action the Study Group should take. If there is some interest in dispersing our unneeded funds then - how much to disperse? what are potential some organizations it might go to? and what potential conditions might the Study Group place on the gift? All the suggestions received will be summarized and passed back to the membership to see if we can arrive at consensus. Suggestions and comments should be directed to the secretary/Treasurer whose contact detail are on page 1.

Usage of the Canadian Royal & Queen Insurance Co. Perfins – The R3, R5, R6 and R7

Russell D. Sampson,

With valuable contributions from: Michael Behm, Jean-Guy Dalpè, Jim Graham, Kyle Taylor, and Ron Whyte

ABSTRACT

A relatively large sample of legible postmarks on Canadian stamps with Royal & Queen Insurance Co. perfins (R3, R5, R6 and R7) are examined in order to establish the perfin's geographic and temporal distribution of usage. Company and branch office histories are investigated to uncover the scope and timeline of operations of the two companies in Canada. Results suggest that particular perforating machines were dedicated to the supply of perforated postage for specific regions in Canada. The R3 appears to have been initially used exclusively for the Montreal head office (1908 to 1910) then transferred to the Toronto area, the R5 was used solely for the head office in Montreal (ceasing around 1937), the R6 for only Vancouver and the R7 for branch offices in Halifax, Winnipeg and Calgary. There is a possibility of these perfins appearing on at least nine other insurance company corner cards.

Introduction: The History of the Two Companies in Canada.

In 1891 two large Liverpool, England insurance firms joined forces, *Royal Insurance Company Ltd.* (est. 1845) and *Queen's Insurance Company Ltd.* (est. 1857) to become the largest fire insurance company in the world [1, 2] (see Figure 1). This was the same year that the conjoined companies opened their North American head office in New York City [1, 2]. Royal owned controlling shares in Queen yet both were allowed to manage themselves.

The two unattached insurance companies had been in Canada since before their marriage. Royal first set up its Canadian operations in 1857 in the city of Montreal, while Queen set up in 1860 in Montreal as well [1, 2, 4]. In 1889, eight years after the Liverpool merger, the two Canadian operations were sharing office space at 1707-9 Notre Dame (later expanded and renumbered as 2 Place d'Armes) and



Figure 1. A whimsical illustration of the giant Royal Insurance Co. created by the British political cartoonist William Meham (1853-1902), who used the pen name Tom Merry [3]. The illustration was likely from the early 1890's. The giant is a likeness of John H. McLaren who managed the Liverpool, England based company from 1868 to his death in 1893 [2]. Acquired insurance companies hang from the giant's belt, like rabbits bagged from a hunt. The third rabbit from the left is the UK firm of Queen. A celebratory balloon tied to the belt buckle emblem of Royal marks the major prize of Queen Insurance of America. By 1891 Royal was the largest fire insurance company in the world.

this Montreal address soon became the Canadian headquarters of the newlywed firms (see Figure 2). In Place d'Armes the conjoined companies made neighbors to some of the other giants of the insurance industry; Travelers, New York Life and Liverpool, London and Globe. Eventually branch offices of Royal & Queen were opened in Halifax, Toronto, Winnipeg, Calgary and Vancouver.

In Toronto the accessible online records suggest the two companies were present in 1886 [9] and possibly early. However, they kept separate addresses until 1922 when they moved to 27-29 Wellington. The company advertised to be “General Agents for Toronto and County York.” which appears to imply it was a branch office. During the research into the corporate histories, it is interesting to note that no-where was there mention of Toronto being a branch office until 1964 when Canadian management of the firm Royal-Globe was stated to be shared between Montreal and Toronto [10]

Vancouver appears to be the outlier of this branch office storyline. There the Queens Insurance Co. Ltd. appeared in the city directories only between 1900 and 1923, while the Royal Insurance Co. Ltd. appears from 1898 right through to the time of its merger with Globe in 1949 [11]. During this relatively brief period of Queen’s presence in the city, it never advertised its association with Royal, never advertised that it was a branch office and only mentioned a single company agent.

Searching the online directories of a selection of smaller communities such as Sydney, Nova Scotia [8], Edmonton, Alberta [6] and Saskatoon, Saskatchewan [6] found solitary agents for either or both companies. Some communities like Medicine Hat, Alberta had no agents for either company [6].

In the middle of the 1940’s the marriage between Queen and Royal was beginning to go sour and by 1948 the smaller of the two – Queen’s – was asked to leave. Queen’s vacated its Montreal home office and assumed a separate address at 465 St. John, now Rue Saint Jean. Then in 1949, while on the rebound, Royal was corporately wedded to *Globe Insurance Co.* (see perfin G2 – *Globe Indemnity Co. of Canada*) and formed *Royal-Globe Insurance Co.* [2]. In 1950 Queen’s Insurance Co. Ltd. of Canada appears to have folded and was never heard from again.

Royal-Globe then went on to merge again with Sun Alliance in 1996 [12] and this tangled corporate

web now sports the totally modern moniker of *RSA Insurance Group* (Royal Sun Alliance). It should be noted, that “Sun Alliance” is not Sun Life Insurance (perfin S15, S21 and S22), but is derived from an even older British fire insurance company dating back to the 1700’s that was simply called The Sun [2].

During its long history, Royal owned at least nine insurance companies that were allowed to continue operation under their “arm’s length corporate system” [2]. These companies included; 1) Liverpool and London and Globe, 2) Queen, 3) Newark Fire Insurance Co, 4) Hudson Bay Insurance Co., 5) Pioneer, 6) Central, 7) Globe Indemnity 8) National-Liverpool, and 9) Liverpool-Manitoba. The laws of the day dictated that single insurance companies in Canada and the United States could not sell “multiple line” policies – single policies that covered multiple hazards such as life, fire, theft, etc. So in order to expand their operations, Royal bought other insurance companies forming corporate “fleets” that specialized in these risks [2]. For the conscientious consumer it must have been a bewildering ordeal to properly insure one’s business, estate or life. In the late 1940’s US and Canadian insurance legislation became liberalized and allowed “multiple line” policies to be written by one company, thus ending the need for a menagerie of firms. This may have dealt the fatal blow for poor old Queen and by late 1949 the perfin had disappeared (see Figure 4).



Figure 4. Like a ship sailing into the night, the last R&Q/Cos perfins appeared in 1949. Here is a block of four of the Scott 282 – Newfoundland commemorative – with R7 perfins and what appears to be – and is consistent with the R7 – a WINNIPEG MAN roller cancel dated APR 28 1949.



Figure 2. The Montreal headquarters of the Royal Insurance Building located on the southwest corner of the Place d'Armes (c. 1902-03). Under high magnification the window signage on the second floor reads "[T]RAVELLER['S] [I]NSURANC[E] COMPANY" (perfin T6 to T13 – Hartford, New York and Montreal) while on the top floor it reads "NORTH AMERICAN LIFE" (perfin N1 - Toronto). Upon examination of the Lowell's Montreal City Directory these companies kept offices in the building with both first appearing at that address in the 1902-03 directory [4]. One wonders at the competitive conflicts that may have occurred between these insurance companies if one was the tenant of the other. Image courtesy of the McCord Museum, Montreal [5]

In Winnipeg, an examination of online city directories established that Royal agents arrived in either 1881 or 1882, while Queen had their agents arrive in 1888 [6]. By 1905 the Winnipeg office of the Royal Insurance Co. Ltd. was advertising a service area of "Manitoba and the North West Territories". In later entries as the Province of Manitoba expanded its geography, the advertisement was changed to read "Manitoba and Saskatchewan". In either 1909 or 1910 the Winnipeg branch offices of Royal and Queen had decided to cohabitate and were sharing office space on Bannatyne Avenue and eventually the two moved to the hub of the city at 364 Main Street.

It is interesting to note that prior to their cohabitation, Queen Insurance Co. Ltd. was based in the Nanton Building where Osler, Hammond and Nanton agents sold Queen's Insurance policies. Therefore, it is not out of the question that the O11 perfin

OHN 1903 – 1911) could be found on Queen's Insurance Co. Ltd. corner cards.

A similar history occurred in Calgary, where each of the two companies had separate agents plying their trade until 1917. At that time they moved in together to settle down in a branch office at 116 8th Avenue West [6].

Meanwhile, in the Maritimes, Queen Insurance arrived first in Halifax around 1890 and advertised itself as the "Branch office for the Maritime Provinces" [8]. They set up shop at 177 Hollis St. in their own building called "The Queen Building". However, at this time Royal was nowhere to be found in the city. They made their appearance around 1892 under the guise of "Royal Insurance Company, Farquhar, Forrest & Co", and were located next door to Queen at 173 Hollis Street (currently the whole city block is devoid of buildings). In 1896 the two appeared to join forces. However, the two companies were still listed separately in the Halifax City Directory, sharing everything but their name. At this time both Royal Insurance Company of Liverpool, Ltd and Queen (Fire & Life) Insurance Company, Ltd, were now located at 177 Hollis, and both had the same manager; Chas. A. Evans. The 1907-08 McAlpine Directory for Nova Scotia shows the two companies fully merged as "Royal and Queen" and their shared home at the Queen Building was now dubbed the "Head Office for Maritime Provinces" [7] (see Figure 3). It should be noted that Halifax City Directories between 1901 and 1907 were not available online and therefore, the exact date of their complete Halifax merger is still undiscovered.

The Royal Insurance Company, Ltd.

<p style="text-align: center;">FIRE DEPARTMENT</p> <p style="font-size: small;">Insurances of every description effected at moderate rates of Premium. Claims promptly settled. Risks inspected and Rates quoted free of charge.</p>	<p style="text-align: center;">LIFE DEPARTMENT</p> <p style="font-size: small;">Large participation in Profits. Moderate Rates of Premium. Liberal Policy Conditions. Applications invited for Agencies of Life Department.</p>
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Queen Insurance Company

FIRE INSURANCE ONLY---ABSOLUTE SECURITY.

---Head Office for Maritime Provinces---

175-177 HOLLIS STREET, HALIFAX, N. S.

CHARLES A. EVANS, Resident Manager. FRANK RHIND, Assistant Secretary.

J. GILLIS KEATOR, Fire Inspector. EDWIN K. McEAY, Life Inspector.

Figure 3. An advertisement for Royal & Queen found in the 1907 McAlpine's Halifax City Directory [7].

The Perfins

Three *Royal & Queen's Insurance Companies* perfin patterns (R&Q/cos) are known on Canadian stamps; the R5, R6 and R7 (see Figure 5). Both the R5 and the R7 machines have a rarity factor of G and the perforating machine was reported to be based in Montreal, while the R6 has a rarity factor of F and the machine was reported to be in Vancouver [13].

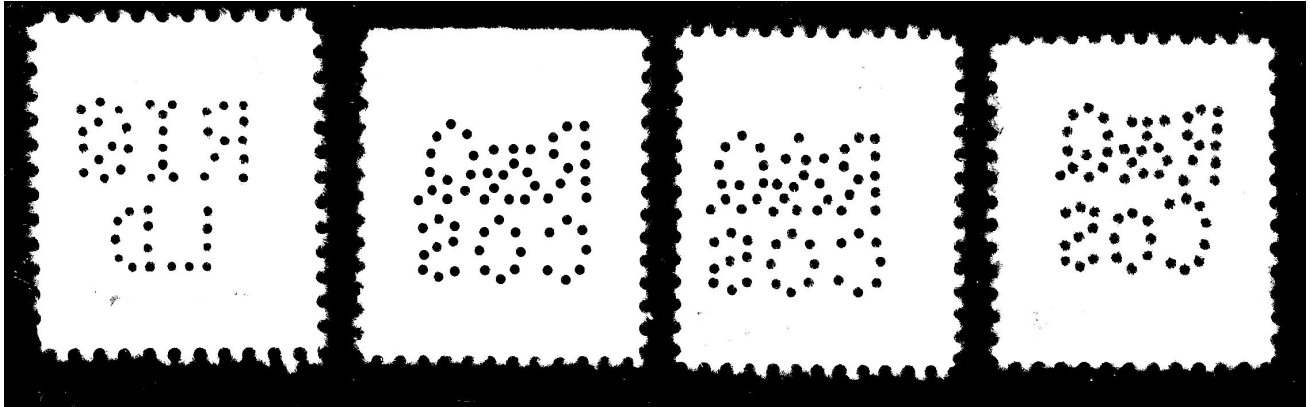


Figure 5. Scans of the reverse of patterns R3, R5, R6 and R7 (from left to right).

The use of these perfins appears to have ceased around 1949 during the time of the break up of the two companies; the disappearance of Queen's Insurance Co. Ltd. and the subsequent merger of Royal and Globe Insurance.

R5 perfins have been reported with dates ranging from 1914 to 1937, while R6 are found with dates between 1919 and 1946, and R7 between 1910 and 1949 [13].

To make philatelic matters even murkier, *Royal Insurance Co. Ltd.* had its own separate perfin pattern, the R3 (see Figure 5) and like the R5 and R7, the catalogue suggests this machine was based in Montreal and was used during the period between 1908 to 1946.

As mentioned at the end of the historical introduction, Royal owned nine other insurance companies.

An R3 perfin has been found on a corner card from Newark Fire Insurance Co of 27-29 Wellington St. E, Toronto (same address as the Toronto branch office of Royal & Queen) cancelled TORONTO DEC 14 1932 [14]. An R7 perfin has also been reported on a corner card from The Liverpool and London and Globe Ins. Co Ltd, with a cancel HALIFAX JUL 18 194? [15]

(Figure 6).

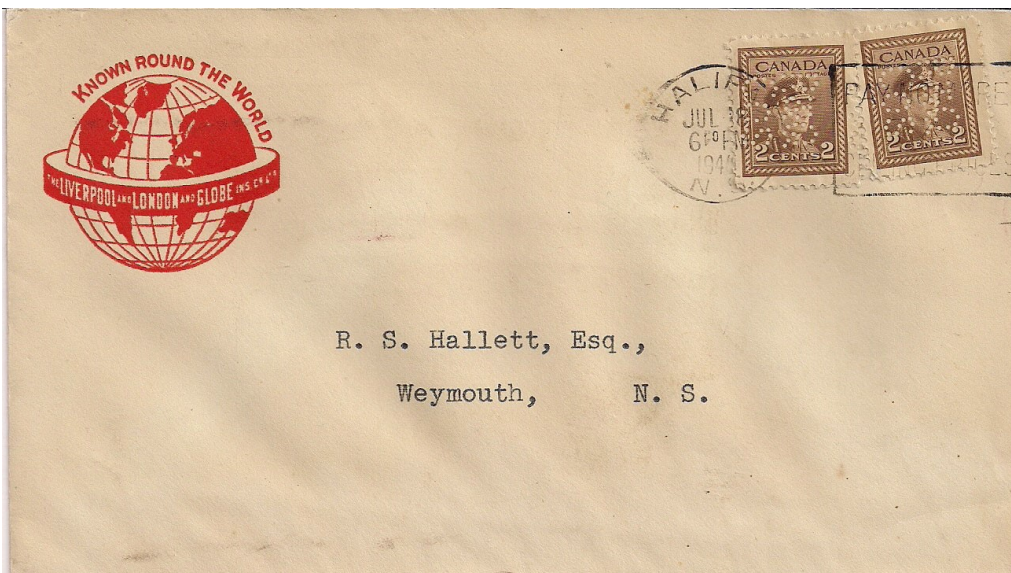


Figure 6. Scan of Halifax Liverpool and London and Globe corner card

The Design of this Study

This study is an attempt to try and unravel a complex corporate and philatelic puzzle. The scope of this investigation is confined to the temporal and geographic distribution of the perfin's usage. Readers interested in the stamp issues used for the perfins or positional studies are referred to the 5th Edition of the Canadian Stamps with Perforated Initials [13] and Conrad Tremblay's impressive position study of Canadian perfins [16].

To explore the perfins geographic distribution a relatively large sample of the perfins from the author's and the contributor's collections were analyzed for their readable cancelations. From the author's personal collection, the following analysis was based on a total of 141 specimens with 139 single stamps off paper, one block of four and one cut-piece with three stamps. A total of 31 specimens had cancelations with legible city or town names (21% of the collection). The other contributing collectors examined and provided data on a much larger number of samples.

The Results:

The R3 – Royal Insurance Co. Ltd (Montreal)

The author and contributors reported a total sample of 347 specimens of the R3. The specimens with legible cancels clearly suggested that the machine was used to produce postage exclusively for the Montreal operation during its initial period of use (approximately coinciding with the King Edward VII period) and then was transferred to Toronto for a subsequent usage.

Montreal cancels were exclusively found in the sample from specimens starting from NOV 11 1908 and ending at SEP 7 1910. The cancelations then made the shift to Toronto, appearing almost exclusively from this city starting with the earliest cancel dated AP 1 1913 while the latest JUL 9 1947 (see Figures 7 and 8 for cover samples). Three outlier specimens from 1932 were discovered with cancels from Guelph, Ontario (2 stamps with the same cancellation dates) and one from Baldur, Manitoba (see Table 1).

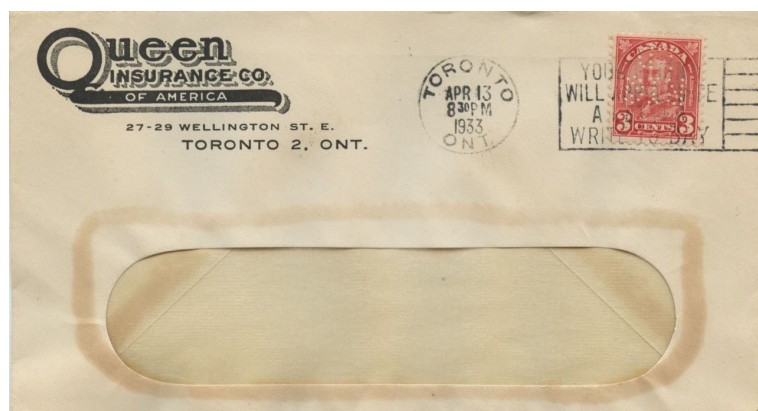


Figure 7 and 8. Two R3 covers on both a Royal and a Queens corner card. The Royal cover is postmarked DEC 30 1932 while the Queen cover is APR 13 1933.

Town	Stamp Issue (Scott #)	Total number of Stamps	Cancellation Dates
Toronto, Ont.	89, 104(2), 106(2), 107, 109, 111(2), 112, 116, 119(2), 150, 166(2), 190, 191, 193(2), 197, 199, 202, 204, 214, 218, 223(2), 233, 241(4), 269, MR1, MR2, MR4a	37	1913/04/01 to 1947/07/09
Montreal, P.Q.	89(2), 90(5), 91, (1)	9	1908/11/11 to 1910/09/07
Guelph, Ont.	(2)	2	1932/02/24
Baldur, Man.	(1)	1	1932/09/29

Table 1. The frequency and date range of town cancels for the R3 perfin. The rows are arranged in descending order of frequency. The numbers in parentheses in the second column indicate the number of stamps of each issue found in the sample. Numbers in parentheses without Scott numbers indicate that only cancel data was provided. The third column is the total number of stamps in the survey. The fourth column indicates the range of dates found on the cancels. Since there is no overlap between the Montreal and Toronto dates this strongly suggests that the R3 was used exclusively in Montreal during the first few years of its operation and then was transferred to Toronto between late 1910 and early 1913.

It is interesting to note that according to the historical record, both Royal and Queens Insurance started sharing Toronto office space in 1922, at least 14-years after the perfins started to appear with Toronto cancels. From this it can be speculated that prior to 1922 Royal was possibly the sole user of the perfin in Toronto. Dated examples during the period from 1913 to 1922 on corner cards would help substantiate or disprove this conjecture.

The R5 – Royal and Queen Insurance Co. Ltd (Montreal)

A sample of 964 R5 perfins from the author and contributor's collections was examined for usable cancellations. A total of 86 specimens with legible town names were found. All these specimens showed cancels from Montreal. A total of 68 had legible slogan cancels but lacked any legible portion of the dater hub. The slogan cancels and their cities of origin are summarized in Table 2 and were found from the member's only online slogan database of the Postal History Society of Canada [17]. The cancel analysis strongly suggests that Montreal was the

sole point of origin of the R5. All legible CDS cancels were from Montreal and not a single slogan in the sample was specific to a city other than Montreal. The earliest date of usage from the sample was JUL 16 1915 and the latest FEB 6 1934. The latest and earliest reported usage of the R5 from the 5th Edition is 1914/11/-- and 1937/06/19.

What is interesting about the analysis of the R5 is that according to the latest reported usages, there appears to be a very significant absence of any R5 canceled perfins between the middle of 1937 and the demise of the corporate union in 1949. As well, the 5th edition of the catalogue includes issues from Scott #241 to #286 (1938 to 1949). Yet, none of the specimens in our extensive samples were issues after the Scott #233 (1937).

According to the analysis of the usage periods of the R3, R6 and R7 patterns the period between 1937 and 1949 appears to have been a time of high perfin usage by the company's branch offices and so if the perfin was still in general use from the Montreal head office, one would expect a large number of

Slogan (Coutts, 2007)	Chicoutmie	Hull	Levis	Montreal	Ottawa	Quebec	St. Jerome	Sherbrooke	Thetford Mines	Trois Rivières	Moncton NB
A-0496*				X							
A-0530 (3)				X				X			
B-0631 (5)				X	X	X					
B-0720 (3)*				X							
B-0730 (4)				X	X	X				X	X
C-1120*				X							
C-1130 (2)				X	X						
C-1660*				X							
D-0080		X		X		X	X	X	X	X	
F-0020 (6)			X	X				X			
F-0060*				X							
H-0382 (5)				X		X				X	
H-0405				X	X						
I-0060 (3)			X	X		X					
I-0075	X	X		X		X				X	
I-0100*				X							
M-0051 (7)	X			X		X					
M-0055 (3)		X		X							
M-0375 (3)*				X							
N-0145 (2)		X		X							
O-0031 (3)		X		X		X		X	X	X	
P-0545				X	X						
P-0695				X	X						
U-0110*				X							
W-0350 (2)				X	X						
Y-0091 (6)				X						X	
Totals:	2	5	2	26	7	8	1	4	2	6	1

Table 2. An analysis of the city of origin for slogan cancels appearing on the R5 from a sample of 68 specimens.

The first column is the slogan cancel designation with the numbers in parentheses indicating the number of specimens having this slogan. The following columns indicate whether the slogan cancel was used in the specific city during the era of usage of the R5 perfin. This table shows all cities of origin except for O-0031, C-1130, P-0545 and P-0695, which appeared in many other cities across Canada but demonstrate no obvious commonality. The only common town of origin for this sample is Montreal. Also, eight slogans exclusively originate from Montreal (slogan number marked with an asterisk). Therefore, the results support the suggestion that the R5 was used only for mail originating from the Montreal head office. This also suggests that wavy-line machine cancels on the R5 without legible daters most likely also originate from Montreal.

stamps to appear in collector's samples. It is therefore, hypothesized that the head office adopted some other form of postage for mail originating from Montreal, yet maintained the perfin for its branch offices during this period. Most likely meter mail was employed since by this time it was in wide use [18]. An inspection of the Canadian Meter Study Group Catalog [19] revealed no record of meter mail machines in this office. However, through private communications with meter mail collectors [20] it appears that Royal and Queen Insurance was in fact using a Pitney-Bowes type 7 machine (machine number 83879) with an earliest reported usage of June 2, 1941 and latest reported usage of August 12, 1944. This appears to support the conjecture that the use of the R5 ceased some time in the late 1930's and was replaced with meter mail. To further substantiate this conjecture, collectors are to be on the lookout for earlier meter mail from the Montreal head office and later usage of the R5.

The R6 – Royal and Queen Insurance Co. Ltd (Vancouver)

As for the scarcer R6 perfin (Vancouver, rarity factor F) a sample of 180 specimens were examined from the author's and the contributor's collections. There were 52 usable cancels, each one from Vancouver. The earliest cancellation from the sample was 1922 (earliest reported date in the 5th Edition was 1919/05/14) while the latest was AUG 12 1948, which appears to be the latest reported usage and exceeds the date in the 5th Edition by almost 20 months.

As mentioned, Queen's Insurance disappeared from the Vancouver city directories in 1923 and yet the perfin pattern still contained its initial until the demise of the merged company in 1949. It is strange that even though the two companies never shared a Vancouver office that they did share initials on the perfin. One wonders why the head-office in Montreal did not issue a variation of the R3 (RIC(o)/LD) to the Vancouver office rather than a variation of the R5 (R&Q/cos). Considering the history of the Toronto branch office, it seems more reasonable that Vancouver would have received the R3 and Toronto the R6.

The R7 – Royal and Queen Insurance Co. Ltd (Montreal)

The results of the cancellation survey of the R7 (see Table 3) suggest that the postage produced by the R7 machine was rarely used for mail posted from Montreal. Only two out of the 174 specimens (about 1.1%) show a Montreal cancellation, while 45% were from Halifax, and 39% from Winnipeg with 10% posted from Calgary. The remaining cancels were all from smaller communities in the Prairie Provinces and the North West Territories (5%).

These results suggest that the Royal & Queens Insurance Company office in Montreal was using the R7 perforator to supply postage mostly for its operations in Halifax, Winnipeg and Calgary branch offices and was only rarely used for mail originating from its Montreal headquarters. According to the cancellations in the sample, the approximate period of use in these three branch offices would be between 1914 and 1946 for Halifax and between 1933 and 1949 for Winnipeg and 1909 to 1931 for Calgary.

It should be noted that the Medicine Hat cancel could be assumed to originate from the Calgary branch office since there were no agents for either firm in the town at that time [6]. Therefore the period of use from the Calgary branch office may be extended to 1945. The cessation of perfin usage appears to closely coincide with the demise of Queen's Insurance Co. and the merger of Royal with Global Insurance Co. in 1948-1949.

An important caveat must be made at this point. During the reported era of usage of the R7 (1914-49), cancellations from mail originating from Montreal were often machine canceled. Once a machine-cancelled stamp is removed from its cover it often displays only a wavy or straight-line "killer" cancel or a partial slogan cancel without a strike from the dater-hub identifying the city of origin.

Town	Stamp Issue (Scott #)	Total Number of Stamps	Cancellation Dates
Halifax, N.S.	104, 106 (2), 109, 112, MR3, 142, 175, 176, 196, 213, 214, 217, 219 (3), 223(7), 232, 233(2), 241a(2), 249(4), 250(3), 251, 252(3), 254(4), 255, 257(3), 269, (17), (14)	79	1914/--/-- to 1947/10/--
Winnipeg, Man.	89, 90(2), 104, 110, 113, 141, 155(2), 167, 168, 170, 175, 190, 191(2), 193(2), 194, 196(2), 197, 201(2), 202 (2), 204, 225, 232(2), 233 (3), 247, 250, 252(2), 255, 257, 274, 282, (12), (15)	68	1910/05/12 to 1949/04/28
Calgary, Alta.	90, 91, 106, 108(2), 110, 112, 113 (2), 118, (4), (4)	18	1909/10/-- to 1931/02/19
Montreal, P.Q.	104, 113	2	1917/04/18 to 1919/10/20
Birtle, Man.	254, (1)	2	1939/09/08 to 1945/04/12
Esterhazy, Sask.	249	1	1945/11/14
Hartney, Man	249	1	--/01/04
Medicine Hat, Alta.	255	1	1945/08/23
Notre Dame de Lourdes, Man.	257	1	--/--/--
Swift Current, Sask.	MR4	1	--/--/--

Table 3. The geographic distribution and frequency of town cancels for the R7 perfin. The rows are arranged in descending order of frequency. The first column is the city or town the specimen was cancelled from. The second column shows the Scott number with the numbers in parentheses indicating the number of stamps of each issue found in the sample. Numbers in parenthesis without an accompanying Scott number are cancellation data provided by the collector without Scott numbers. The third column is the total number of specimens with reported cancels, the forth column indicates the range of dates found on the cancels. Here the results strongly suggest that the R7 was used mostly for commerce out of Halifax, Winnipeg and Calgary with only two cancels from Montreal.

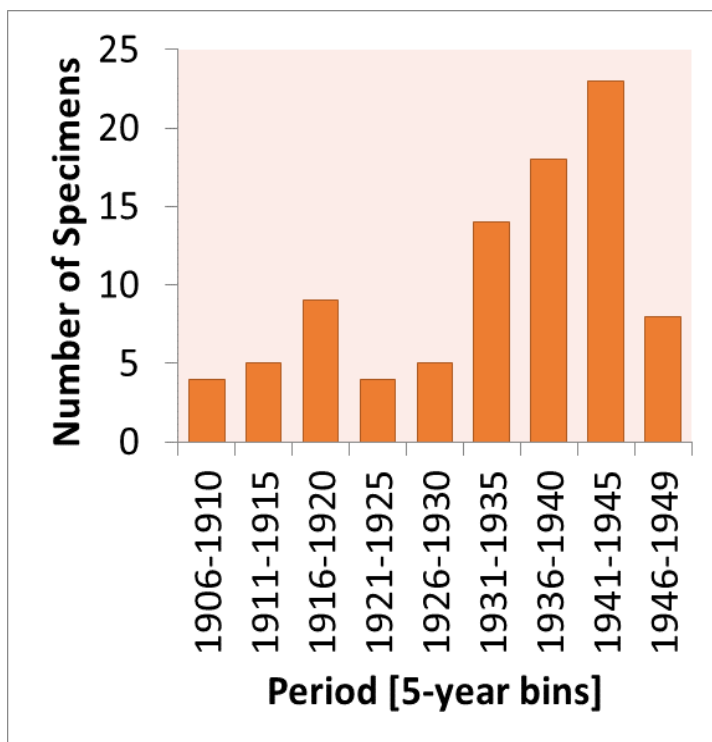
Without dater-hubs, the origin of these machine and slogan cancels is unknown and therefore could possibly be from Montreal. Therefore the statistical sample derived from Table 3 could be strongly biased towards smaller communities that produced legible cancelations upon the stamp. Instead of machine cancels these smaller communities often used hand-struck cancellers such as circular date stamps (CDS), duplexes or other lower volume devices.

To test this hypothesis, 15 slogan cancels with identifiable slogans (all with no readable dater hub strikes) were found [17] in the R7 sample (See Table 4). It is apparent from this analysis that the machine-cancelled specimens were most likely not cancelled in Montreal. Only three, of the 10 slogans were ever used in Montreal during the period of R7 usage and none of these slogans were unique to Montreal. On the other hand 10 slogans were used in Halifax, 11 in Winnipeg and nine in Calgary. Of these, four were used only in Calgary or Halifax. This strongly suggests, but does not prove, that the majority of wavy or straight-line machine cancels were probably not from Montreal. This analysis therefore supports the conclusions derived from Table 3.

There were enough dated cancels to do a temporal distribution analysis of the R7 (see Figure 9). From this it appears that two peaks of activity occurred between 1916 and 1920 and between 1931 and 1949. There is a dramatic fall-off in activity between 1921 and 1930.

Slogan (Coutts 2007)	M o n t r e a l	C a l g a r y	H a l i f a x	W i n n i p e g
B-0630			X	X
B-0790	X	X	X	X
C-0015		X		
E-0015			X	X
E-0425		X	X	X
G-0275				X
H-0135			X	
H-0525		X	X	X
H-0605			X	
I-0130		X	X	X
R-0065			X	
S-0220			X	X
S-0255		X		X
S-0495	X	X		X
S-1285		X		X
Total:	2	8	10	11

Table 4. An analysis of R7 slogan cancel's city of origin compared to those major cities in Table 3. The first column is the slogan cancel designation; the following four columns indicate whether the slogan cancel was used in the specific city during the era of usage of the R7 perfin. The B-0630 slogan appeared in Montreal only in 1932 but in Halifax and Winnipeg as early as 1926. The stamp this slogan appears on was a Scott 109ii, (3-cent red Admiral – Die I) which was issued in 1923. Although not impossible, it is unlikely that such a stamp would be used at such a late date. Also, according to Jean-Guy Dalpe [21], the slogan is extremely rare from Montreal. Only one example is known and the die appears to have been used for only one day in 1932. Therefore, it is highly likely the B-0630 slogan cancel in the sample was not from Montreal. The slogan H-0605 is a flag cancel found in Montreal as well as Halifax, however the portion of the slogan on the specimen clearly indicates a Halifax origin when compared to a reproduction of the cancel's proof sheet [22]. These results strongly support the conclusions from Table 3.



Conclusion and Discussion

The data suggests that the R3 was initially used exclusively from the Montreal headquarters between about 1908 and 1910 but after 1913 the usage was almost exclusively from Toronto. There is no evidence that the machine was transferred to Toronto, but this appears to be reasonable since it would serve only a single region.

The results strongly suggest that the R7 perfin was rarely used for mail posted from Montreal. It appears that this perforator was used to supply postage for operations in Halifax and the Canadian Prairie Provinces and Territories. Whether the perforating machine was shipped to these areas for use, or the perforated postage was shipped instead, is not easily determined from the analysis. However, it appears to be more economical and thus reasonable, if the postage was perforated in Montreal and then shipped to the outlying offices.

This may have also been the case for such perfins as the #1 (Gutta Percha) [23]. There appears to be no difference in the R7 perfin patterns originating from Halifax or Winnipeg. Therefore, it appears that separate machines were not manufactured and used in these locations. Examination of R5 cancels in the author's collection suggests that the R5 perforator may have been used to produce postage used for mail originating from Montreal, however the sample size was too small to provide a high degree of confidence in the results. Therefore, the complete solution to this perfin puzzle appears to be unfinished. There is still much work and much more fun to be done.

Many puzzles still remain. For example, why are there only outlying town cancels on the R7 from the Prairie Provinces and not the Maritimes? One would expect that the Maritimes operations would produce cancels from towns in all three provinces, Nova Scotia, New Brunswick and Prince Edward Island. Yet none exist. The same can be said for the R6 perfin. Only Vancouver cancels exist, yet there most likely there would have been sales activity in other communities.

The author would like to thank all those members listed under the title who helped with this study. It is also hoped that the methods outlined in this study will prompt other collectors to do their own research into these and other perfins. If the readers have uncovered additional information about the Royal & Queens perfins please feel free to contact me through the editor of this publication.

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A New Punch

Michael Behm

I can't tell you much about this scan. The stamps came out of a collection in south-western Ontario, but I have no information beyond that. As you can see, it is a strip of three 1¢ stamps used as postage in Toronto. But why are there punched "L" characters?

The orientation of the Ls is interesting. I suspect that the right-most stamp was punched first, then the stamps were rotated and punched from the top. This makes me think that the stamps were already on an envelope before being punched; if these stamps had been part of a sheet, you'd expect that the punches would have a more regular orientation.

Does anyone know of other postal uses of stamps with punches like this?

