

THE BNA PERFORATOR

Published by the British North America Philatelic Society – The BNA Perfin Study Group

Volume 42 Number 1

April 2021

Whole Number 155

Editor's Post:

¶ I do hope everyone of you and yours are well and staying safe in the midst of our shared COVID-19 trials and tribulations. I feel very fortunate to live and work in Nova Scotia—there are advantages to living in the “cul de sac” of North America! With the various vaccine’s rolling out, better days are surely ahead.

¶ You may notice that I have added the title of Secretary to my contact information. As Editor of the Perforator I do maintain all of the membership contact information and I am the one asked to disseminate information or refer a question to all. These are ‘secretarial’ duties which I am happy to undertake.

¶ Russell Sampson reports a balance of \$3217.31 USD in the Study Group’s bank account. Revenue was \$15 from the Bob Szymanski auctions and expenses \$57 USD for printing and mailing of the last issue and \$40 for expertizing fees (see the next item).

¶ The expertizing fee to the Vincent Greene Foundation relates to the M13 ML/C precancel featured on page 2. With our funds in Russell’s care in Connecticut, the easiest way was for David MacMillan to pay the fee, for me to repay David and then have Russell reimburse me for this and the newsletter printing and mail-

ing costs in the equivalent USA funds.

¶ Currently our Study Group has 77 members, 65 receiving the Perforator by email and 12 through postal services. Our newest member is David Truijen of Winnipeg (BNAPS 7710).

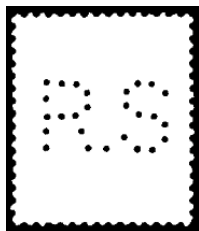
BNAPLEX 2021 VIRTUAL

¶ COVID-19 has meant BNAPLEX 2021, September 2nd to the 6th, will not be held in Winnipeg but will go ahead as a virtual convention. I have requested a time slot for our Study Group and Gary Tomasson has agreed to make a presentation. The convention will be free to all who wish to participate but to participate you must first be registered. More information about the event is on the BNAPS website—www.bnaps.org. I will also update everyone once we know the day and time of our Study Group session.

¶ And finally, please consider contributing something to your newsletter. It could be something simple such as your favourite perfin cover and why it holds that special place in your collection.

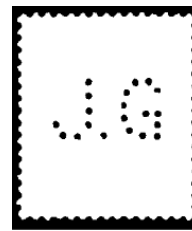
Treasure

Russel Sampson
48B Eastbrook Heights
Mansfield Center CT
USA 06250-1654



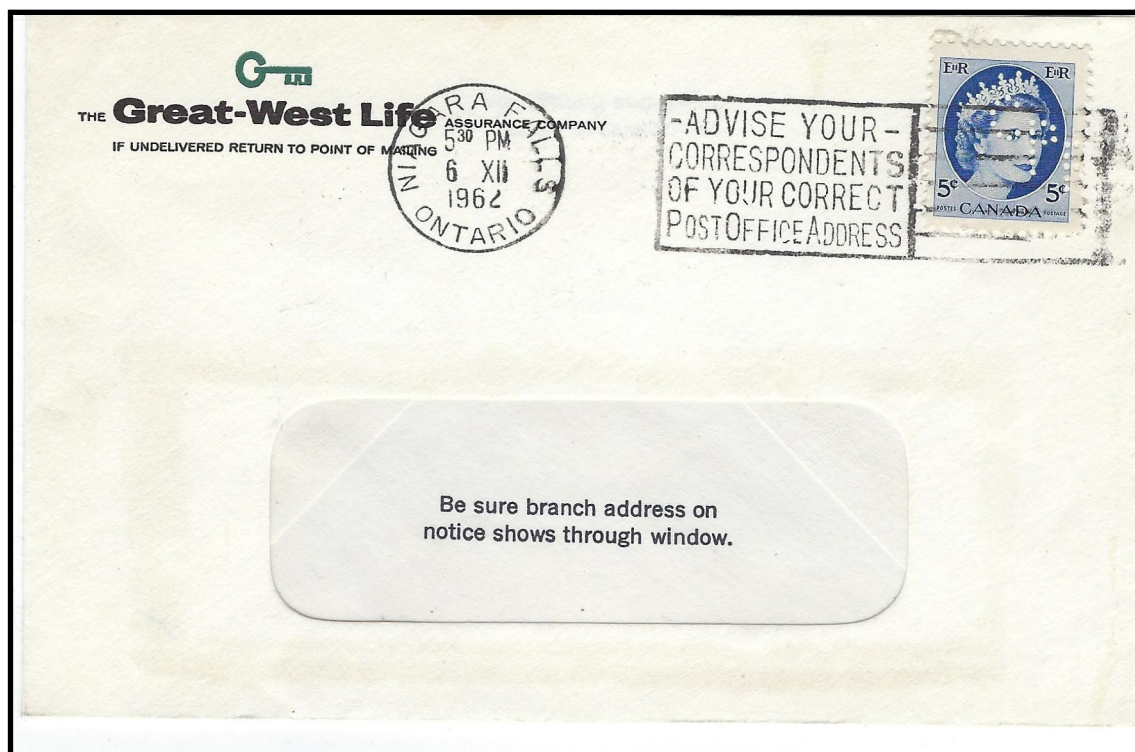
Secretary/Editor

Jim Graham
2 Grandview Drive
Dartmouth NS B2W 1X5



A Great West Life Cover Mystery _____ Jon Johnson

Several people are investigating the Great-West Life Assurance perfins GWL. To assist I went through my perfin covers. I have only one GWL cover but surprisingly the perfin is Montreal CPR #C34. The cover is dated 6 XII 1962. Can anyone think of a reason for a reason why a 1962 CPR perfin is on Great-West Life stationery? Contact Jon at icjperfins@hotmail.com



CPR Perfin (C34) on Great-West Life corner card mailed December 6th, 1962 in Niagara Falls

Ottawa Precancel on MLC Perfin M13 _____

David MacLellan

I collect only Canadian stamps and have quite extensive collections of both Precancels and Perfins (private company and OHMS officials). Obviously at some points those collections intersect when some companies used not only perfins but also precancels resulting in a stamp with both the company perfin and a precancel of some type.

I am a fairly regular user of eBay ... a mix of buying and selling. Often I check "Canadian Perfins" and

every so often find something of interest. That was the case when I spotted a precancel perfin on a Canada Scott No. 104 with a MLC perfin (M13) and an inverted Ottawa Style 3 precancel. I thought immediately it was something I had not seen before and went to the reference "catalogues".

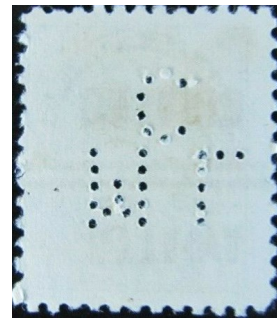
The Standard Canada Precancel Catalogue 7th Edition (8th now out) and the Canadian Perforated Insignia to check on this. I quickly discovered that this

stamp, up for auction on eBay, “did not exist”. That made it all the more interesting and I decided to bid. I decided I would not really be an active bidder because I had reservations about its authenticity as follows:

- It as not listed in the 6th Edition of Canadian Stamps with Perorated Initials
- It was not list in the 7th Edition of the Standard Canada Precancel Catalogue



- I examined 129 M13's and all have clean punches; none have blind holes or ragged edges to the same degree as this stamp
- I have 26 Admirals with Waterloo Ontario cancels; none with an Ottawa cancel
- The Study Group has seen other examples of mis-matched precancels and perfin patterns.



I entered a single bid of about CAD \$10.00 and let it sit. I thought at the time the stamp might attract quite a bit of interest and go for quite a lot of money. Somewhat surprisingly I won the stamp and it arrived shortly after the purchase in the mail. I had already been in contact with Jim Graham and the possibility of having the stamp evaluated at the Vincent Graves Greene Philatelic Research Foundation was raised. I thought that was a good idea. I contacted the Foundation and in October 2020 I

dropped the stamp off at Greene for an expert opinion. I left a couple of my regular MLC perfins with them as well just to provide some context. I think COVID played a role and the expert committee took quite a long detailed look at the stamp in question. They came back in January 2021 with a “FAKE” evaluation. In their words ... “Canada Scott No. 104, used, with Ottawa precancel and fake MLC perforated initials added subsequent to use.”**

**Subsequent to David's story a second ML/C was indeed offer on eBay. It was purchased for a very modest sum by a Study Group member and it is now on its way the Greene Foundation in Toronto. Editor

The following is the mail I received from Russ Sampson after I had notified him that his cheque had arrived in the mail. Ed.

Jim: Phew! I'm glad it got there. 18-days, that sounds speedy in comparison to mail sent in the 17th Century when the overland mail travelled via horse drawn wagons or lone horses, or even by foot. However ... here is something really REALLY interesting. Brace yourself.

I put your address into Google Maps and the address of my post office - then asked it to calculate a route. By land, it is 1,186 kilometers and 11 hours 38 minutes expected driving time. Now the average speed of my posted check is the distance divided by the time. So, 1,186 km divided by (18-days times 24-hours/day) 432-hours is equal to an average speed of 2.74 kilometers per hour or 1.70 miles per hour. What could travel that slow you may ask?

The average walking speed of a horse is about 4 miles per hour or 6.5 kilometers per hour. So, the cheque travelled - on average - about 60% *slower* than a walking horse. So, let's say the horse and rider travelled for 10-hours a day and rested for 14-hours - that sounds about right. They

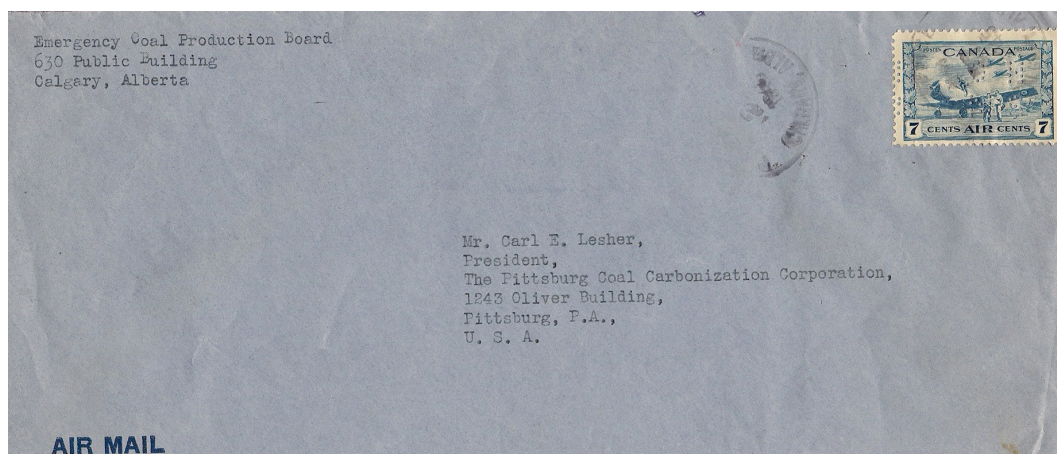
would then cover 65 kilometers per day. Now multiply that by 18 days and you get ... 1,170 kilometers ... almost exactly the distance from my post office to your home.

However, according to historical accounts, during the 17th Century in America the postal packets carried by horses would travel on average about 100-miles (160 kilometers) per day, using overnight riders, relay stations with fresh horses and riders (Longfellow, R. "Highway History - Transportation in American Postal System").

From this it appears obvious that our 22nd Century postal system has taken many steps backwards and is either no longer using the 17th Century 24-hour horseback relay system, or is no longer using horses. I know from research that the movement of modern mail occurs 24-hours a day, 7-days a week. So, it appears obvious that the postal system is now using something considerably slower than horses. I have looked into this. My best guess is cats.

Emergency Coal Production Board

Jim Graham



My first contribution to the Perforator was about this cover. What drew me to the cover was the OH/MS perforated 7c airmail stamp on a very "unofficial" looking cover. This led me to research

the Emergency Coal Production Board and an enduring love for postal history; specifically official OH/MS perforated postage on covers relating to the "homefront" during World War 2.

The original article is not reprinted here; it is in Issue 129, December 2008 and available in the Study Group newsletter section of the Horace Harrison Library. Suffice to say, as this well known wartime slogan cancel attests—producing sufficient coal for both Canada's war industry and its domestic needs was very much a challenge.

I was fortunate to find the companion piece shown here. It is a pre-printed post card prepared by the Department of Munitions and Supply for domestic use. Households with less than a seven day

supply of coal would use it to contact their local coal dealer for a delivery. A used Fuel Priority Card must surely be out there somewhere and will make a great addition to this group when I can find it.



Department of Munitions & Supply,
Coal Control,
Ottawa.
Ministère des Munitions et des Approvisionnements,
Régie du Charbon,
Ottawa.

Emergency Coal Priority Card
Carte de priorité du charbon en période de crise

- Keep it Safely
- Read Instructions Carefully
- It is Provided for Your Protection

- Gardez cette carte en sûreté
- Lisez soigneusement les instructions
- Elle vous est fournie pour votre protection

TIMBRE
3¢
STAMP

Dealer's Name
Le nom du marchand

Address
Adresse

Town
Ville

M. & S. 4172 (Rev.)
K.P. 19975

**INSTRUCTIONS RE
EMERGENCY FUEL PRIORITY CARDS**

The attached card is provided by the Coal Controller for householders whose annual consumption is less than 50 tons. If you have **LESS THAN 7 DAYS'** supply of fuel on your premises fill in the required information accurately and mail or deliver the card to the fuel dealer with whom you placed your last order. On receipt of the card properly filled out your dealer is required to give priority on delivery. **IF YOU HAVE NO DEALER, DELIVER THIS CARD TO THE NEAREST FUEL DEALER.** If he cannot fill your order he is instructed to forward this card to the local Fuel Emergency Committee for necessary action.

Should you at some future time require additional Emergency Fuel Priority Cards get in touch with your dealer or local Fuel Emergency Committee.

**SEVERE PENALTIES ARE PROVIDED FOR
THE GIVING OF FALSE INFORMATION**

**INSTRUCTIONS CONCERNANT LA
CARTE DE PRIORITÉ DU CHARBON
EN PÉRIODE DE CRISE**

La carte ci-jointe est fournie par le Régisseur du Charbon aux chefs de maison dont la consommation annuelle est moindre que 50 tonnes. Si vous avez **MOINS DE 7 JOURS** d'approvisionnement de combustible dans votre local, donnez exactement les renseignements requis et postez ou remettez cette carte à votre marchand de combustible à qui vous avez confié votre dernière commande. Au reçu de cette carte, dûment remplie, votre marchand est requis de donner priorité sur la livraison. **SI VOUS N'AVEZ PAS DE MARCHAND, REMETTEZ CETTE CARTE AU MARCHAND DE COMBUSTIBLE LE PLUS PROCHE.** S'il ne peut remplir votre commande, il a l'ordre d'envoyer cette carte au Comité local du Combustible en Période de Crise.

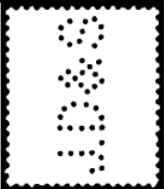
Si vous avez besoin, à l'avenir, d'autres cartes de priorité du charbon en période de crise, veuillez vous adresser à votre marchand ou au Comité local du Combustible en Période de Crise.

**DES PÉNALITÉS SÉVÈRES SONT PRÉVUES SI
L'ON FOURNIT DE FAUX RENSEIGNEMENTS**

DETACH	WRITE CLEARLY	DÉTACHEZ	ÉCRIVEZ CLAIREMENT
DO NOT USE UNLESS YOU HAVE LESS THAN 7 DAYS SUPPLY	DATE.....	À REMPLIR QUE SI VOUS AVEZ MOINS DE 7 JOURS D'APPROVISIONNEMENT	DATE.....
I now have LESS THAN SEVEN DAYS' supply of fuel on hand and urgently require fuel for immediate use. I will accept up to..... tons of fuel suitable for the heating equipment and will abide by the dealer's terms of sale.	HEATING EQUIPMENT: Hot Water... Hot Air... Stove... Bin Capacity..... tons APPAREIL DE CHAUFFAGE: Eau chaude... Air chaud... Poêle... Capacité du carré à charbon... tonnes	À présent j'ai pour MOINS DE SEPT JOURS de combustible et sens le pressant besoin d'une livraison de charbon immédiate. J'accepterai jusqu'à..... tonnes de tous combustibles disponibles et convenables à l'appareil de chauffage et me conformerai aux conditions de vente du marchand.	
FUEL PREVIOUSLY USED: Hard coal..... Soft coal..... Coke..... COMBUSTIBLE UTILISÉ: Charbon dur..... Charbon mou..... Coke.....	Someone will be at home to receive coal..... a.m..... p.m..... Dates..... On restera chez soi pour recevoir le charbon..... a.m..... p.m..... Dates.....		
I have not duplicated this certificate with any other fuel dealer. The above statements are made for the use or information of the Coal Controller and I certify that they are true.	Je n'ai pas rempli ce certificat avec aucun autre marchand de combustible. Ces attestations serviront d'information au Régisseur du Charbon et je les certifie exactes.		
SIGNATURE.....	TEL. No.....		
ADDRESS.....			

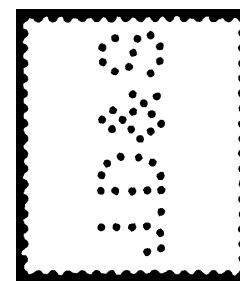
The following article is included with the kind permission and generosity of the authors; Roy Gault, the Catalogue Editor and Librarian of the Perfin Society and Maurice Harp, Editor of the Society's Bulletin. Your Editor has added the footnotes to clarify some of the information for those not familiar with British perfins. Editor

The following item appeared in the September 2020 Edition of the '*BNA Perforator*', along with an illustration of the Perfin on a strip of three QV 2c Carmine dating to between 1899 and 1903.

J14		JOHN DEWHURST & SONS LIMITED		
		SKIPTON GB (probable)		
A		J.D&S		CA GB
		GB# J2160.01		



1895-1935



J2160.01

The GB Perfin "J.D&S" (J2160.01), known used 1895-1935 and believed to be *single headed*, matches the strikes on the Canadian strip, but currently has no known/suspected user. From the postmark evidence, it was in use *overwhelmingly* in Sheffield - unfortunately the lone London and Skipton postmarks in 'Gault' cannot now be confirmed. The *probable* user listed in the Canadian Catalogue of *John Dewhurst & Sons Ltd*, Skipton, [known users of "JD&S" (J2150.03)], is almost certainly based on the lone Skipton postmark listed against J2160.01, and doesn't take into account Sheffield.

The haphazard nature of the strikes on the Canadian strip tells us that the perforating press was fitted with a *single headed* die, making it likely to be

'*company owned*' as commercial suppliers of 'initialled stamps such as J Sloper & Co, Sidney Allchin, Frank Braham, Waterlows, etc., would never have sent out initialled stamps like this to a customer! This is the work of a bored, junior clerk!

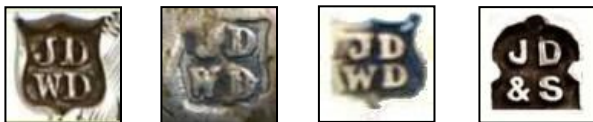
But who could the Sheffield based user of "J.D&S" have been? The obvious Sheffield user is *James Dixon & Sons*, Silversmiths, but they are already known to have used "JD&S" (J2150.01M/02M) consecutively between 1875-1901 and 1901-1945 respectively, so why would they want another Perfin? The best guess is that they wouldn't.

The next step was to consult Trade Directories - 1901 was readily available in which five other possibilities could be found. After further basic research three didn't stay the course, leaving just two.

- **John Dewhurst & Son**, Engineers (*not* the John Dewhurst & Sons Ltd in Skipton, who were Sewing Cotton Mfrs).
- **James Deakin & Son**, Silversmiths, but could further research eliminate one of them?



John Dewhurst & Son, are known to have placed advertisements in a Sheffield newspaper from at least October 1891 through to May 1901, but by 1905 they were known as **Dewhurst's Engineering Co Ltd**, Mechanical & Electrical Engineers, Attercliffe Rd, Sheffield. They were also Gramophone dealers at 10 Church St - all in the same entry! A notification of machinery sales and a Receiver in January 1931 points to the demise of the company, and rules them out as a possible user as the Perfin is known on issues 'M' and 'N' dating to 1935.

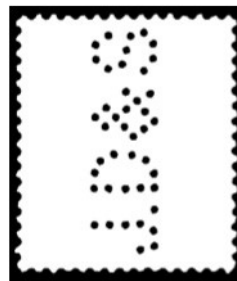


James Deakin & Son - the firm of silversmiths was established in Sheffield in 1866, but in January 1878 the assay mark "JD/WD" was registered at Sheffield representing James Deakin and his son William

Pitchford Deakin, working no doubt as **James Deakin & Son** from their Sidney Works in Matilda St, Sheffield. Over the year, further similar works were registered in Birmingham, Chester and London.

Two further sons, John & Albert Deakin, joined the firm in 1886 when it became known as **James Deakin & Sons**. James Deakin retired in 1893, after which the company was run by the three sons, but still retaining the same name. In 1897 the company took on 'Limited' liability. All of this occurred around the time the Perfin was first used, and as can be seen, overprints were also used for receipt purposes.

1895-1935



J2160.01



As the following advertisement from an 'ancient' catalogue shows, the company also had showrooms in London, and Glasgow, and went on to become proprietors of '**Shaw & Fisher**' and '**Walter Latham & Son**'.

**SIDNEY WORKS, SIDNEY ST. & MATILDA ST.,
SHEFFIELD** (England)

SHOWROOMS:

LONDON: Gardiner House
10, 12 & 14 Charterhouse St.
E.C.1

Telegraphic Address: SOUVENIR, LONDON
Telephone: Holborn 1224
CABLEGRAMS: A D C Code, 5th Edition.

SHEFFIELD: Sidney Works.
Telegraphic Address: SIDNEY, SHEFFIELD
Telephone: 24345 and 24346

GLASGOW: 34 St. Enoch Sq.
Telephone: Central 8380



James Deakin & Sons
Limited

Proprietors also of
SHAW and FISHER
Electro-Plate Manufacturers
Established 1835



Shaw & Fisher

Proprietors also of
WALTER LATHAM & SON
Sterling Silver & Electro-Plate
Manufacturers Established 1874

J. D. & S. LTD

In 1935, the terminal date for the Perfin, **James Deakin & Sons Ltd** was part of an ill-fated merger that included **Fenton Bros** and **J H Potter & Sons**, forming **Silver & Steelcrafts Ltd**, which collapsed within three years. And so we have it - **James Deakin & Sons (Ltd)** are the likely users as they 'stayed the course'!

As usual, there is a final plea! Can anyone come up with a good reason why Canadian postage stamps would require initialling by a UK based company, which had no known connections with Canada?

Footnotes

1. 'M' and 'N' denote Great Britain stamps issues. "M" refers to the King George V issue of 1934-36, a re-engraving of the 1912-13 issues distinguishable by the solid colour appearance of the central field; "N" is the 1935 George V Silver Jubilee issue.