

THE BNA PERFORATOR

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Whole Number 158

Editor's Post:

¶ A rare event; 4 issues in one year. Its been 19 years since there were 4 issues in a calendar year. Technically I think the pages in a volume are supposed to be numbered consecutively and this is page 27! This is not something I knew when I took up the responsibilities of newsletter editor.

¶ The Study Group received an email from John Matthews, past Secretary of the New Zealand and Australia with the following request : *"I am having another look at perfin research I have done over the years and trying to extend it. One such area is the plating of the Peoria CTCO perforator (CSPI #C42) through its progressive stages of degrading. On the Internet, I have found a copy of The BNA Perforator", Vol. 4, number 2, March 1983. on page 7 of which it mentions that Gary Tomasson had plated this perforator, and revealed that it was a 10-die machine."* Gary has acknowledged he is not the person who did this plating. If one of current members is that person, or if you have the original work , I would ask that you a) get in touch with be so we can include in an upcoming issue of the newsletter and b) get in touch with Mr. Matthews at jmhrtd@gmail.com.

¶ Based on the response to the ICR survey the Study Group membership remains as a whole remains inactive. This said I do wonder how many on the newsletter distribution list are active collectors. I do want to thank the 11 individuals who responded to the ICR (I1) survey request, even if it was to say they had nothing to contribute. One response was by post and one was from someone no longer actively collecting.

It is noteworthy that the response represents only about that 10% of the newsletter distribution list.

¶ There is one article reprinted in this issue from the Perfin Society's newsletter and our thanks to Roy Gault for both his scholarship in adding to our knowledge of the relationship between Great Britain and Canadian companies and perfins and for permission to reprint these articles in The Perforator.

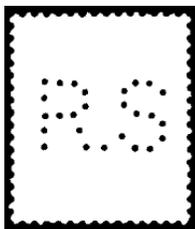
¶ BNAPEX21 was a virtual show this past September. Congratulations to Patrick Durbano for his Gold Medal Exhibit Department of Finance 5-Hole OHMS Perfins (1923-1930). The Perfin Study's Group's session had modest attendance and enjoyed presentations by Gary Tomasson—Unitrade Catalogue [see page 15 of this issue], Ken Pugh's OHMS manual, and New Material; Jon Jonson—Foreign Perfind Postmarked in Canada and Use of CPR Perfins on Postcards; and a show and tell by Patrick Durbano. Here is the link to the Study Group Session: <https://1drv.ms/v/s!AkOhdTVHRqpgghddBIZmkizal6dGU0A?e=EL2X0H>. Free access to view the virtual BNAPEX 2021 exhibits is available until the end of October; Patrick's exhibit is #117.

¶ There is one change to report in the Study Group membership with the addition of BNAPS member Karl Giroux to our ranks. The cost for printing this issue is \$ 22.26 and there is still no charge for postage thanks to Bob Szymanski's gift.



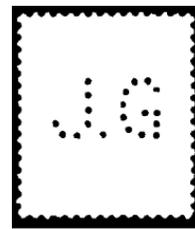
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A PERFINNED CANADIAN CUSTOM DUTY STAMP

Roy Gault

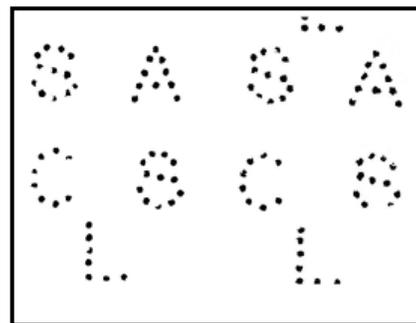
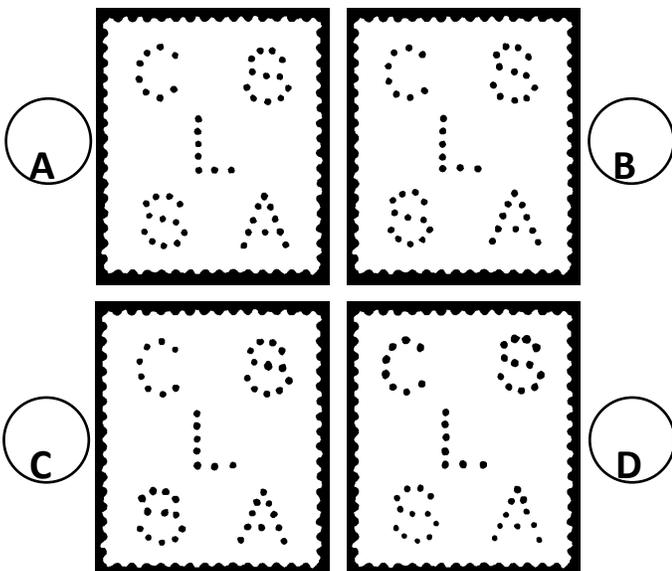


1, 2, & 5 cents 'Customs Duty' stamps were introduced **1st August 1914**, and not replaced until 1935 by the bi-lingual issue. Note that the back has been reversed in preparation for further manipulation and eventual comparison with known Perfin silhouettes. What we see here is a **split, partial, double-strike** of a "CS/L/SA" die - but which one?

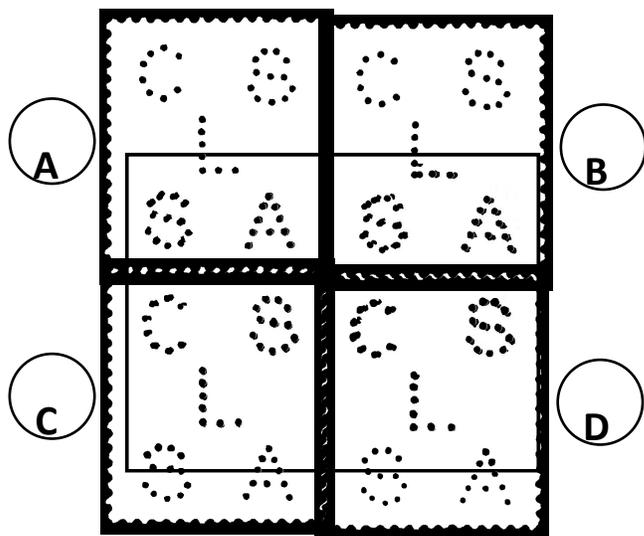
The first task is to 'edit' a black & white image of the back of the stamp to show **unambiguously** the left-hand and right-hand strikes. For information, I use an old 'tried and tested' version of Paint Shop Pro (v5). This results in two images as shown below, where logically the right hand image with the missing pin to the base of the "S" would have been produced by the same two heads in the **8x8** multi-headed die that can be seen 'running off' the right-hand stamp perforations.



The next step is to combine these two into a single image, shown on the extreme right, in readiness to be compared with known silhouettes. There is only one GB "CS/L/SA" die with a 12-pin "S", C7140.04M, known to be a **2x2** multi-headed die, in use **1906-1920** by the '**Civil Service Supply Association Ltd**' at their H/Q in Queen Victoria St, London EC. Fortunately, we have a reconstruction of the **2x2** multi-headed die, with the four heads shown in their correct positions.



Visually the silhouettes of the four heads appear to match the 'composite' silhouette, but the acid test is to overlay



The match is convincing, and dates the Customs stamp to **1914-1920**. Supplies of Customs Duty stamps were available from the Canadian High Commission in London for use as prepayment on mail attracting customs duty sent out to Canada, (e.g. advertising literature). No doubt those purchased by the **CSSAL** would have been perfinned 'as a matter of course' along with their supply of GB postage stamps. One of only two examples known, this mint item is a rare survivor.

The date range of **1914-1935** for the Canadian Customs stamp has been taken from **Christopher D Ryan's** extensive study on the subject available from a link on the website www.esjvandam.com



Part 1, page 1 ...

Revenue stamps for the prepayment of customs duty were not available until 1914. This is explained in more detail on **page 2** ...

Difficulties experienced by Customs in collecting the duty (presumably on small items from their recipients) led to the 1st August 1914 introduction of the 1, 2 and 5 cents customs duty stamps. The 10 cent denomination was issued in October of 1919. Christopher goes on to say ...

The stamps were available from the Customs Department in Ottawa, the Canadian High Commission in London, ...

This is consistent with an entry in the **December 7571** supplement to the Canadian Official Postal Guide which says on page 8 ...**The Canadian Department of Customs has issued Customs Duty stamps in denominations of one, two, and five cents each, which can be obtained by persons or firms in the United Kingdom or the United States wishing to send advertising circulars, catalogues, etc., to Canada by mail, and used for prepayment of the Canadian Customs charges on packets of such advertising matter. The Customs Duty stamps should be affixed by the sender towards the upper left hand corner of the face of the packet**

Perfins (and Assorted Postal History) of the Intercolonial Railway

Jim Graham

A Short History¹

The Intercolonial Railway was a rail line that operated from 1872 to 1918, connecting Nova Scotia, New Brunswick, Québec and Ontario. Plans for its construction date to the 1830s, but by 1860, only two small rail lines had been constructed: one in Nova Scotia that joined Truro and Halifax (opened 1858); and another in New Brunswick, linking Saint John and Shediac (opened 1860). The project only gained momentum during the Confederation conferences of 1864 in Charlottetown and Québec City, where construction of the Intercolonial Railway was negotiated for the Maritime colonies' entry to British North American union. Construction began shortly after Canada became a country in 1867.

The Trent Affair², and the appeals of the colonial leaders, led to the granting of a British loan guarantee to fund new research regarding possible intercolonial rail lines. In 1863, talented engineer Sandford Fleming began rail survey work in the dense forests of New Brunswick. While Fleming worked, it became increasingly clear to colonial leaders that Britain was becoming less willing to continue its economic and military support, and that the United States remained a threat. The economic, political and military situation for all of the colonies was dire, and drastic action was needed. Representatives from the Province of Canada, New Brunswick, Nova Scotia and Prince Edward Island met in Charlottetown in September 1864 and one of the main topics of conversation was railway construction.

Fleming proposed three lines:

The "Frontier Route"—surveyed in 1836 by Captain Yule (Royal Engineers) from Saint John, via Fredericton, up the Saint John River valley to Canada East, not far from the International Boundary which had been recently

decided in favour of the United States during the Webster–Ashburton Treaty of 1842.

The "Central Route"—surveyor unknown, running north from a point near Sussex, passing near Grand Lake, following the Saint John River and north to Canada East.

The "Chaleur Bay Route"—surveyed in the 1840s by Major Robinson (Royal Engineers), running from "The Bend" (Moncton), north to Newcastle on the Miramichi River, Bathurst and Campbellton, to Canada East. It would cross the Gaspé Peninsula using the Matapédia River valley Kempt Road before heading up the St. Lawrence River valley to the rail connection with the GTR at Rivière-du-Loup. Fleming recommended what he called the Chaleur Bay route. He argued that it would be the most economically viable. It would join the manufacturing centres of Montréal, Kingston and Toronto to maritime towns and ports, pass through New Brunswick lumber and fishing towns, and Nova Scotia coal mining and shipbuilding communities. Plus, it would all be a safe distance from the American border. Colonial leaders were pleased with the proposal, which they approved.

Shortly after Confederation Fleming was appointed engineer-in-chief and assigned the task of leading the construction of his proposed railway route. It would be Canada's first national infrastructure project. By November 1872, the first section was running between Amherst and Truro, Nova Scotia. Two years later, trains were moving along the south shore of the St. Lawrence River between Rivière-du-Loup and Mont-Joli, Québec. In July 1876, Fleming declared the line's final section, between Mont-Joli and Campbellton, New Brunswick, to be open. (Figure 1) Shortly after Confederation Fleming was appointed engineer-in-chief and assigned the task of leading the construction of his proposed railway route. It would be Canada's first national infrastructure project. By November 1872, the first section was running between Amherst and Truro, Nova Scotia. Two years later, trains were moving along the south shore of the St. Lawrence River between Rivière-du-Loup and Mont-Joli, Québec. In July 1876.

In July 1876, Fleming declared the line's final section, between Mont-Joli and Campbellton, New Brunswick, to be open. This completed the line from Québec, through the rail hub at Moncton, to the Bay of Fundy and then through Truro to Halifax. (Figure 1). The 1,100 km line was a technical marvel that used the latest technology and construction methods to keep the rail lines straight and level and with nearly all bridges made not of wood, as was the custom of the day, but the far safer and more durable iron. (Figure 1)

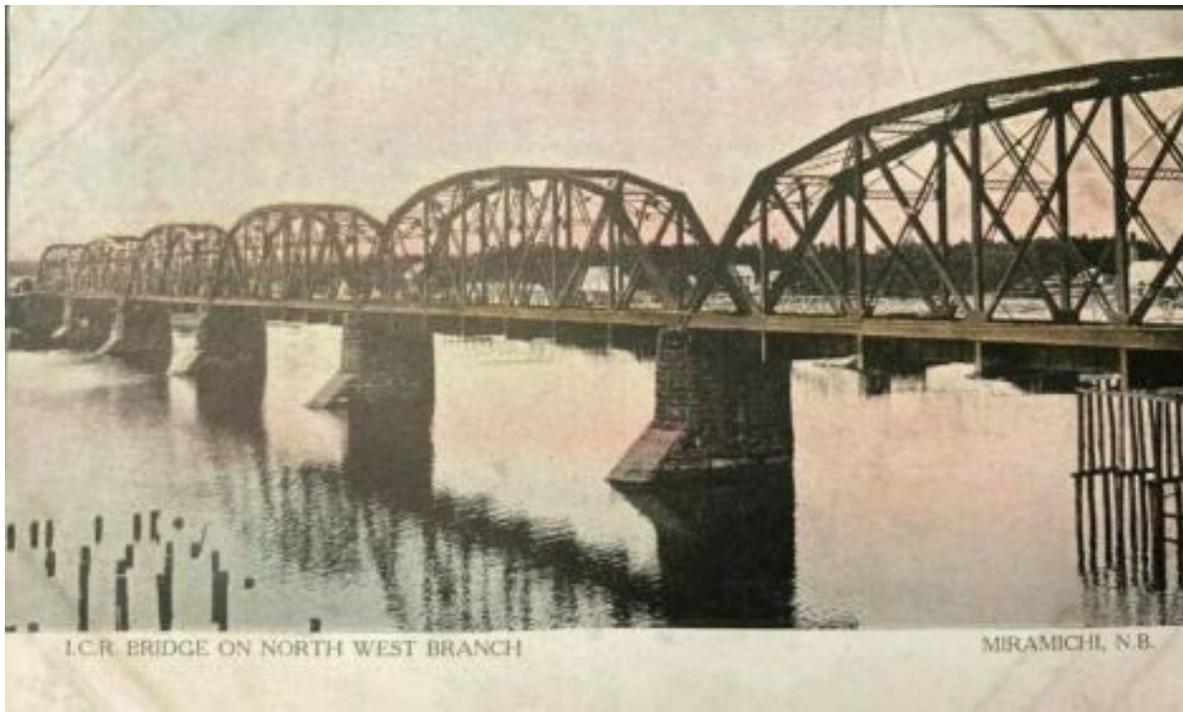


Figure 1 ICR post card of the bridge crossing the north west branch of the Miramichi River

Subsequently lines from Moncton to the Bay of Fundy, Truro to Sydney, from New Glasgow to Springhill, and Newcastle (Miramichi) to Fredricton were completed (Figure 2). In 1919, the Intercolonial Railway was incorporated into the Canadian National Railways Company.

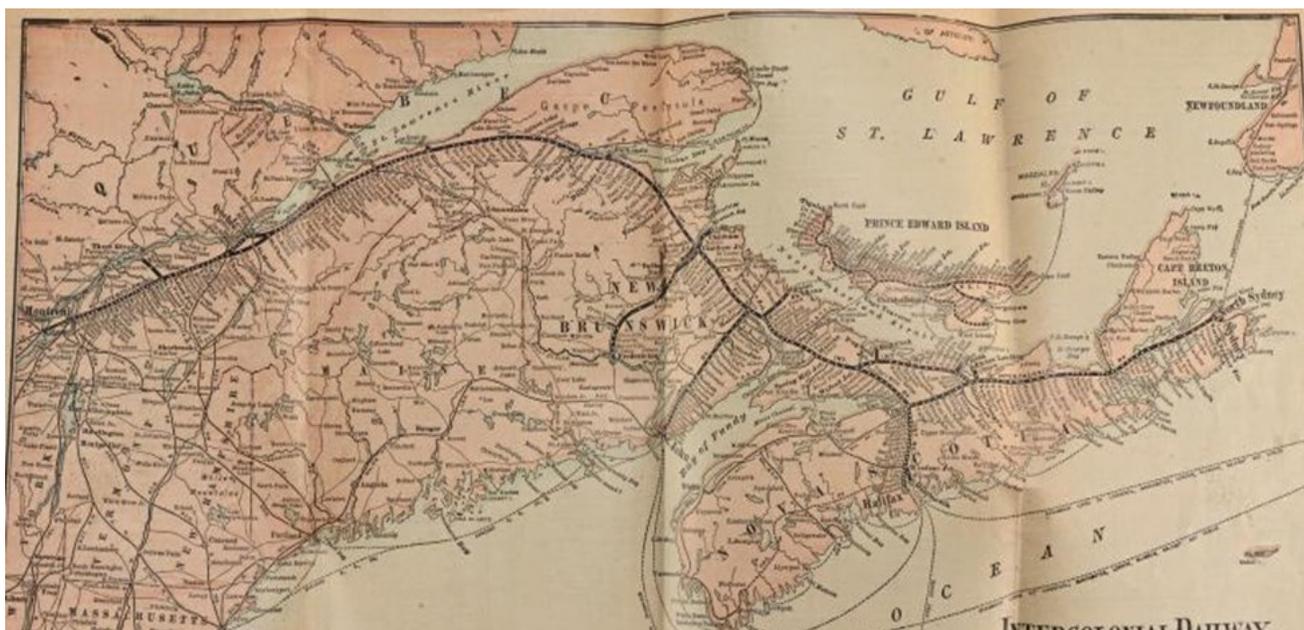


Figure 2 Map of the ICR in the early 1890's

Sydney to Straits of Canso

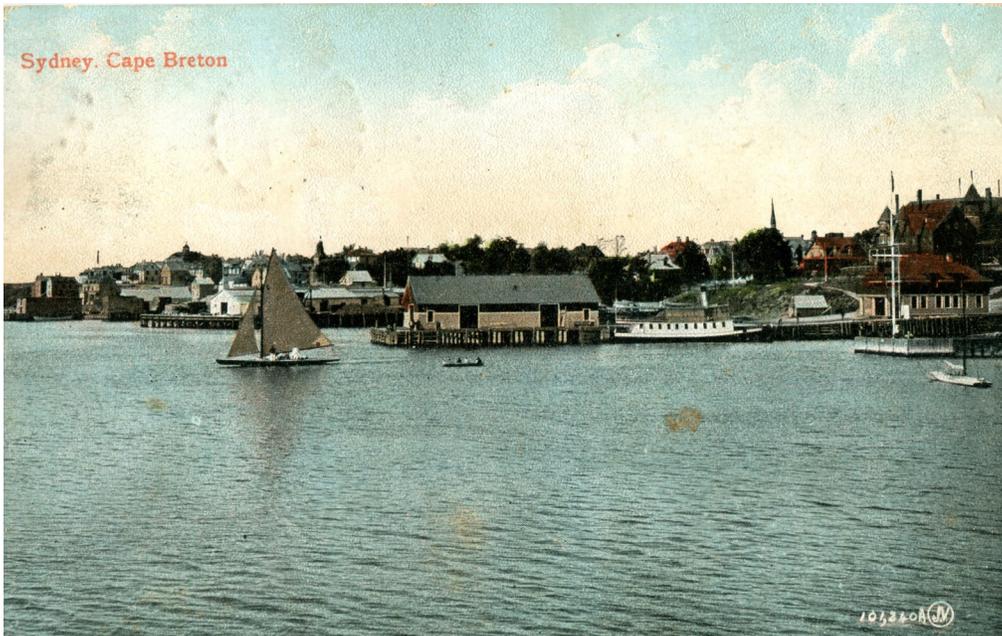


Figure 4: Sydney Harbour ICR Postcard "On the Line of the Intercolonial Railway"



Figure 5: 5¢ registration stamp North Sydney AU/27/94

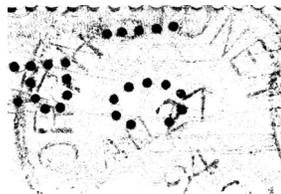


Figure 6: CDS AU 27

Cape Breton Branch Point Tupper - Orangedale - Sydney Stations 1893	
Station	Mile
Sydney	91
Leitches Creek	81
North Sydney Junction	79
George's River	75
Boisdale	64
Shenacadie	55
Grand Narrows	46
Iona	45
McKinnon's Harbor	40
Orangedale	29
River Denys	21
West Bay Road	14
McIntyres Lake	7
Mines Road	4
Point Tupper	0

Figure 3: ICR Cape Breton Stations

There are 2 reports of 3¢ Small Queens with Sydney cancels (one dated JY/28/96) but oddly the ICR did not have tracks to the other reported Cape Breton Island cancels—North Sydney (Figures 5 & 6), Arichat and Baddeck (Figures 7 & 8).

Arichat: There are 2 reported Arichat cancels; one for this survey and one in Volume 1 Number 10 of *The Perforator* in an article on the ICR by Dave Hanes. An image of a cover is included but the quality is so poor as to make the detail on the CDS cancels unreadable. The cover appears to be addressed to "Thos. Williams Chief Acct. Treasurer" in Moncton; and is franked with a 3¢ and a 5¢ Small Queen. Arichat is on Isle Madame on the Atlantic coast and some distance from the railway line.

Baddeck: The village of Baddeck (made famous by the residency and work of Alexander Graham Bell, the Silver Dart, etc.) is a village also on the Bras d'Or Lakes. The ICR line ran on the opposite side of the lake (essentially Route 223, Figure 9). The closest station to reach Baddeck by land was Orangedale some 50 kms to the south.



Figure 7

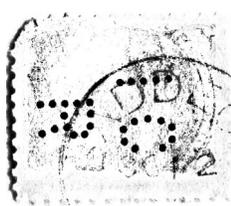


Figure 8



Figure 9: Google Maps showing Orangedale-Baddeck distance

Mulgrave to Truro

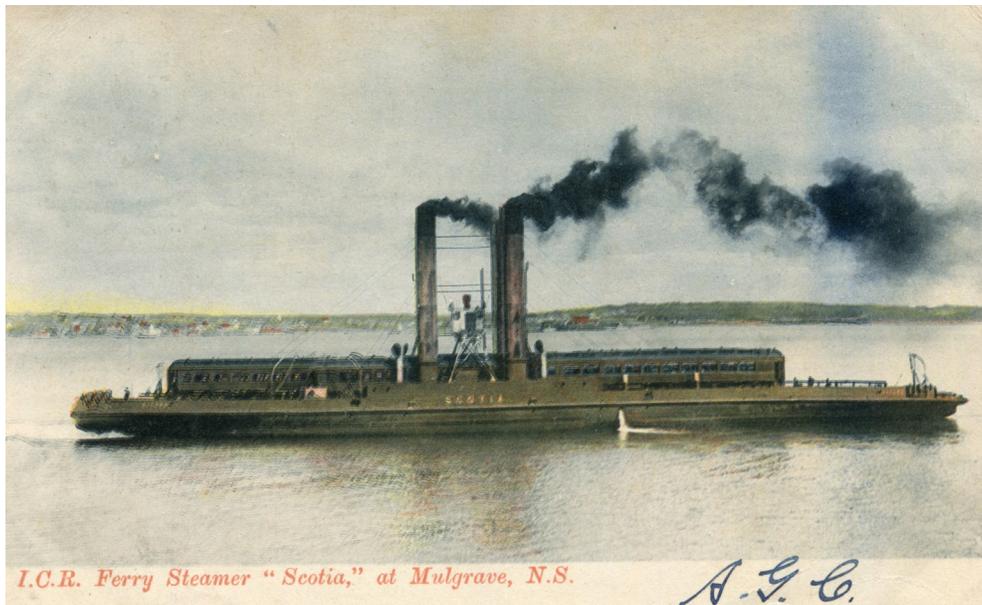


Figure 11: ICR Ferry Steamer "Scotia" crossing Straits of Canso to Mulgrave

In the late 1890's New Glasgow was the centre industrial hub based on coal and iron ore and included Stellarton, Trenton, Westville and the port of Pictou. Branch lines served these communities and as well ICR constructed a line that ran from New Glasgow along the Northumberland shore to Pugwash and Oxford before connecting to the main line at Springhill Junction.



Figure 12: ICR cover front without perfins paying 7¢ registered mail rate with 1QV 1¢ and 3 tied QV violet 2¢ from New Glasgow to Moncton JA 16 99. Note T Williams Esq is Chief Accountant and Treasurer (C.A.&T.), is the same as the Hanes cover.

Mulgrave to Truro Stations 1893	
Station	Mile
Mulgrave	0
Pirates Harbour	1
Cape Porcupine	6
Harve au Boucher	10
Little Tracadie (Linwood)	14
Girriors (Monastery)	18
Tracadie	19
Afton	23
Bayfield Road	24
Heatherton	27
Pomquet	29
Taylor's Road	32
South River	34
Antigonish	39
Brierly Brook	44
James River	48
Marshy Hope	53
Barney's River	56
Avondale	58
Piedmont	62
French River	67
Merigomish	70
Glenfolloch	74
New Glasgow	80
Stellarton	82
Hopewell	88
Glengarry	96
Lansdowne	99
West River	104
Riversdale	112
Union	116
Valley	118
Truro	123

Figure 10: ICR Stations Mulgrave to Truro

Halifax to Truro

At Truro the Cape Breton Branch connected to the Main Line. The Truro-Halifax line was finished about 1858 and incorporated into the ICR upon its completion.

Halifax to Truro Stations 1893	
Station	Mile
Halifax	0
Rockingham	4
Bedford	9
Rocky Lake	11
Windsor Junction	13
Wellington	21
Grand Lake	23
Oakfield	24
Enfield	28
Elmsdale	30
Milford	36
Subenacadie	40
Stewiacke	45
Alton	49
Brookfield	54
Johnson (Hilden)	57
Truro	62

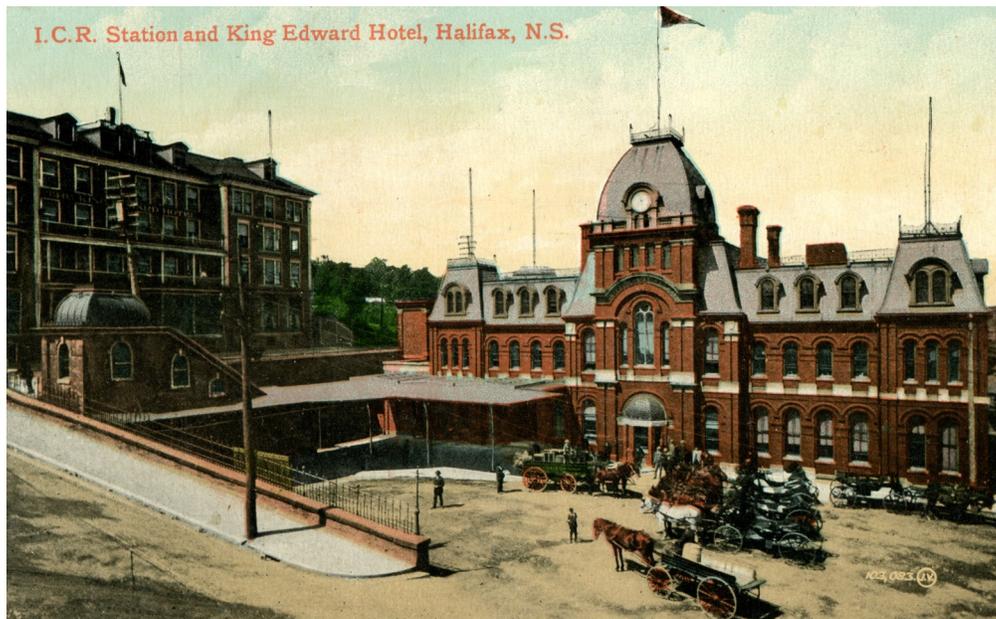


Figure 14: The King Edward Hotel is to the left of the ICR station. The station was located roughly beneath the present day terminus of the Angus L MacDonald bridge. Both the station and the waterfront terminal track were badly damaged in the Halifax explosion, December 6th 1917. The station was quickly repaired and operated another 2 years before closing in 1920.

Figure 13: ICR Stations Halifax to Truro

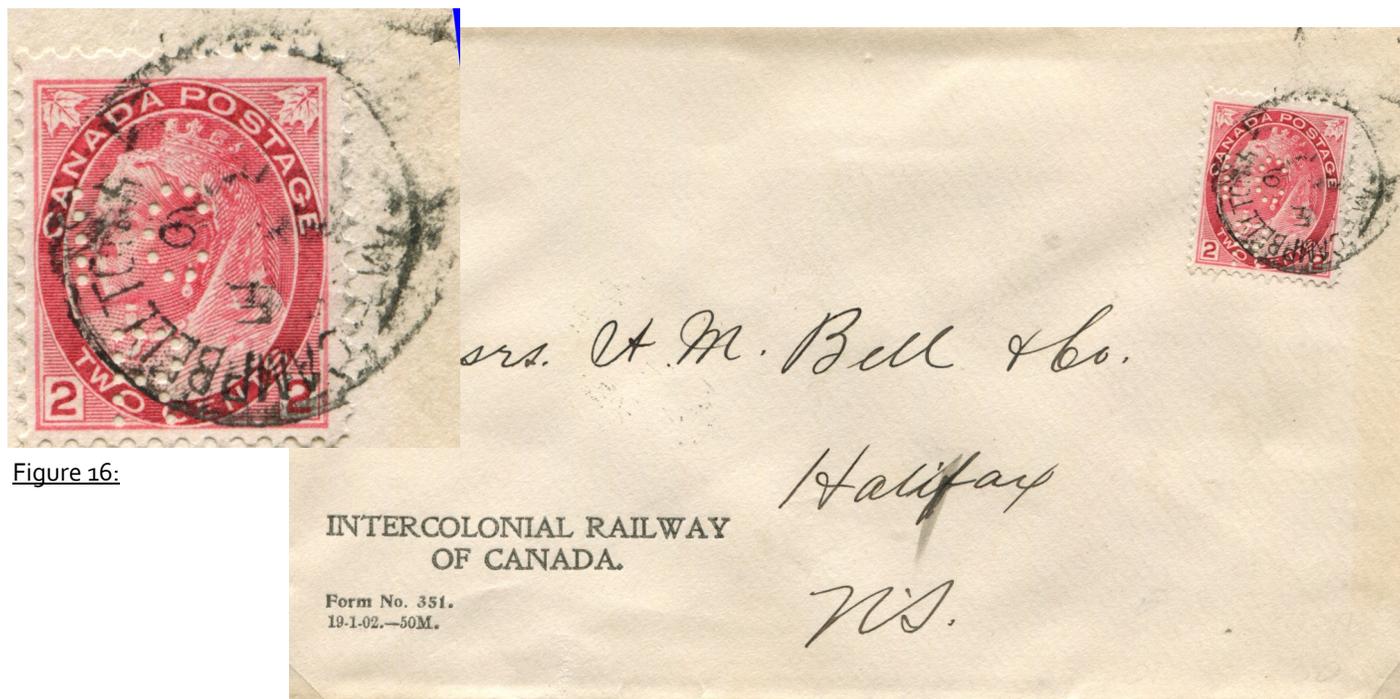


Figure 16:

Figure 15 & 16: ICR corner card to A.M. Bell & Co, Halifax. The 2¢ QV (Scott 77a) is cancelled with a Halifax—Campbellton RPO but neither the date nor the hammer are discernable

Truro to Moncton

Moncton was the hub of ICR activities and home of its “Head Office” (Figure 14). Moncton.



Figure 18: ICR head office building in Moncton

Truro to Moncton Stations 1893	
Station	Mile
Truro	62
Belmont	70
Debert	73
East Mines	75
Londonderry	79
Folleigh Lake	87
Wentworth	91
Westchester	96
Greenville	97
Thompson	104
Oxford Junction	108
River Phillip	111
Salt Springs	115
Springhill Junction	121
Athol	127
Maccan	130
Nappan	134
Amherst	138
Aulac NB	144
Sackville NB	147
Moncton NB	187

Figure 17: ICR Stations Truro to Moncton

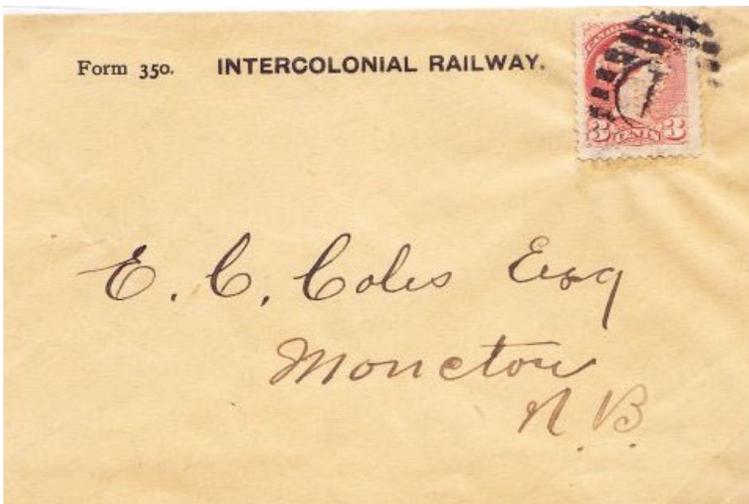
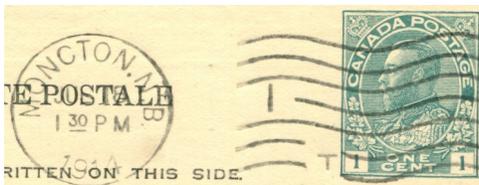


Figure 19: ICR corner card with obliterator cancel. The “Form 350” suggests in an early usage as other corner card covers are “Form 351”



Figures 20 & 21. ICR UX27 postcard CDS Cancel Moncton July 11th, 1914.

Form 30 5-26-14 15M

FREIGHT ADVICE INTERCOLONIAL RAILWAY CUSTOMS RECEIPT NO.

Station *Truro* 191*4* Pro. No. *2147*

The following described property has arrived at this station consigned to you in
 You will please remove goods without delay, as the same remain here entirely at Owner's risk (from any cause whatever) and expense.

DESCRIPTION AND ARTICLES	Weight	Rate	Advance Charges	Total
<i>Int Bond</i>				
<i>3 Blk Wood</i>	<i>1454</i>			

If not removed within time limited by car Service Rules or Warehouse Storage Rules, charges will be assessed at current tariff rates, and such charges, together with freight charges, shall be a lien on the property. Bill of lading or shipping receipt issued at point of shipment must also be surrendered. When to order, bill of lading must be endorsed.

Consignee. *H. J. Boyer* Agent.

Not surprisingly much of the ICR's postal history involves Moncton. In the survey reports received there are a total of 8 Moncton cancels on loose stamps (Figure 17) and there is record of 2 registered covers originating in or very near Moncton.



Figure 22: 3¢ Small Queen with Moncton CDS OC 3 93



Figure 23, 24 and 25: 1¢, 3¢ and 8 ¢ Small Queens with Moncton cancels



Figure 26: Registered cover from Moncton to Pittsburgh paying the 7¢ rate with 3¢ Small Queen and 5¢ registration stamp CDS Moncton 5 (or 6) NO 93



Figure 28: CDS Boundary Creek NS DE OC 30 94 See Endnote 1



Figure 27: Registered cover from Boundary Creek NS to Moncton paying the 7¢ rate with 3¢ Small Queen and 5¢ registration stamp

Moncton to Saint John

The ICR was connected to the Bay of Fundy via a branch line to the Port of Saint John.



Figure 29 ICR postcard of the reversing falls on the Saint John River.



Figure 31



Figure 32: 2¢ KVII Position 3
with Saint John cancel

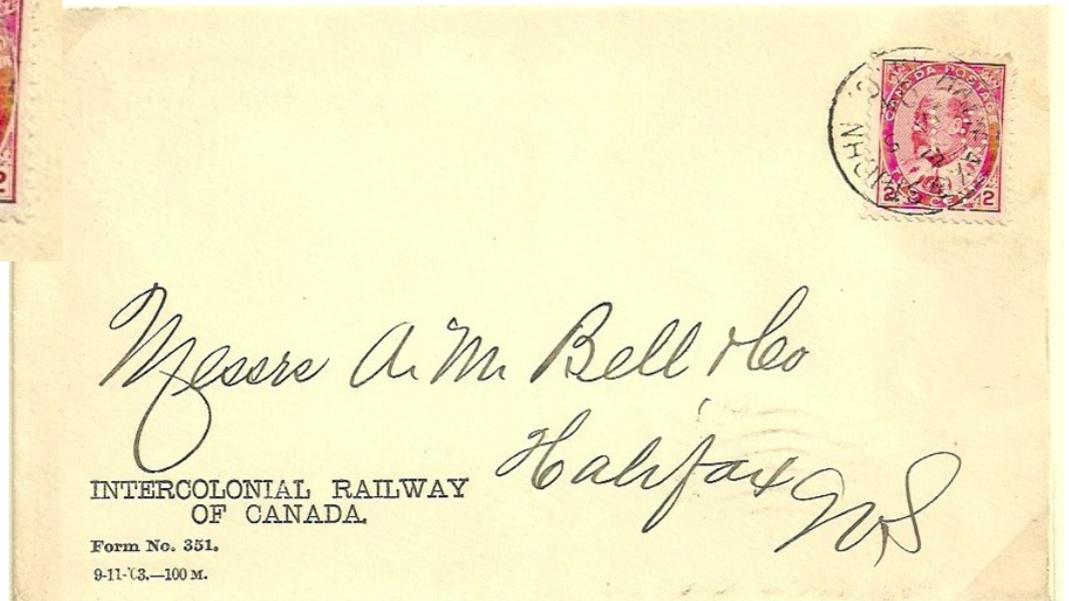


Figure 30 & 31: 2¢ KVII 2¢ with Gray MT-164 HALIFAX & ST. JOHN /M.C. cancel

Newcastle to Fredericton

A second New Brunswick branch line was built between Newcastle and Fredericton. Newcastle and Chatham were twin cities on the Miramichi which amalgamated in 1995 to create the City of Miramichi.

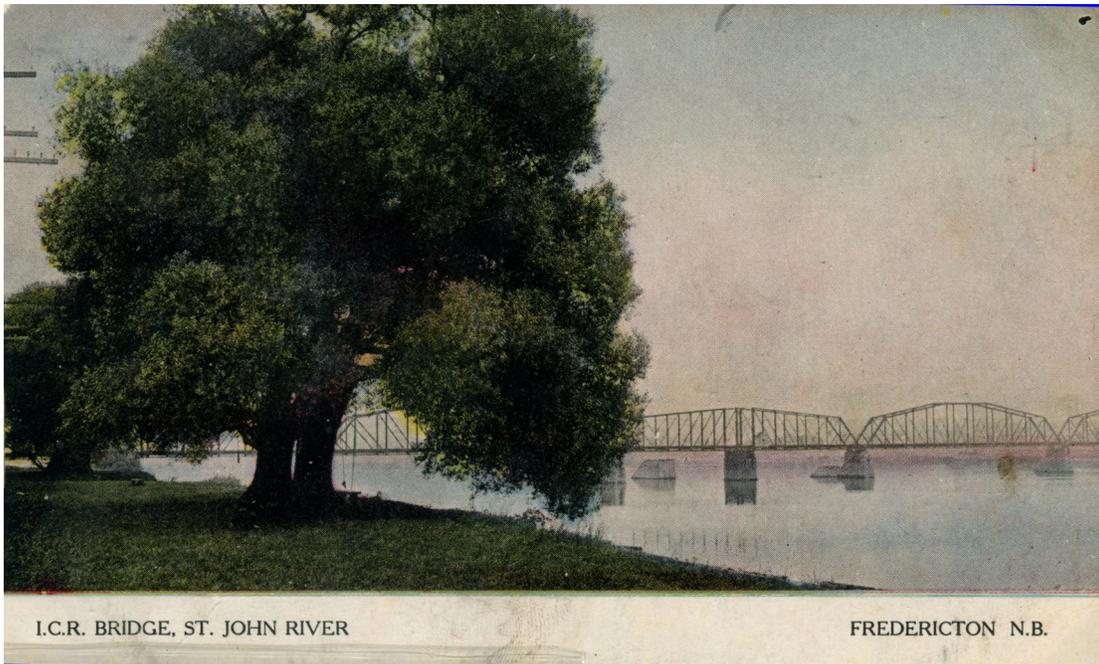


Figure 33: ICR postcard of the rail bridge across the Saint John River to Fredericton

Moncton to Montreal

ICR postal beyond Moncton has not been easy to find in spite of the approximately 1000km distance between the 2 cities.



Figure 35

Figure 34 & 35: Registered cover from Acadie Siding NB to Moncton paying the 7¢ rate with a 3¢ Small Queen and 5¢ registration stamp. Acadie Siding is some 50 miles north of Moncton'

Moncton to Montreal

From Campbellton NS, the ICR followed the Matapedia River into Quebec and thence to Riviere du Loup to follow the Saint Lawrence River to Montreal. The Morrisey tunnel (Figure 27) is at Tide Head, not far from Campbellton.

The UX1 Postal Card (Figure 28) was post-marked in Causapschal PQ in 1879 using a ICR cancel (Figures 30 and 31) (See Endnote 2).

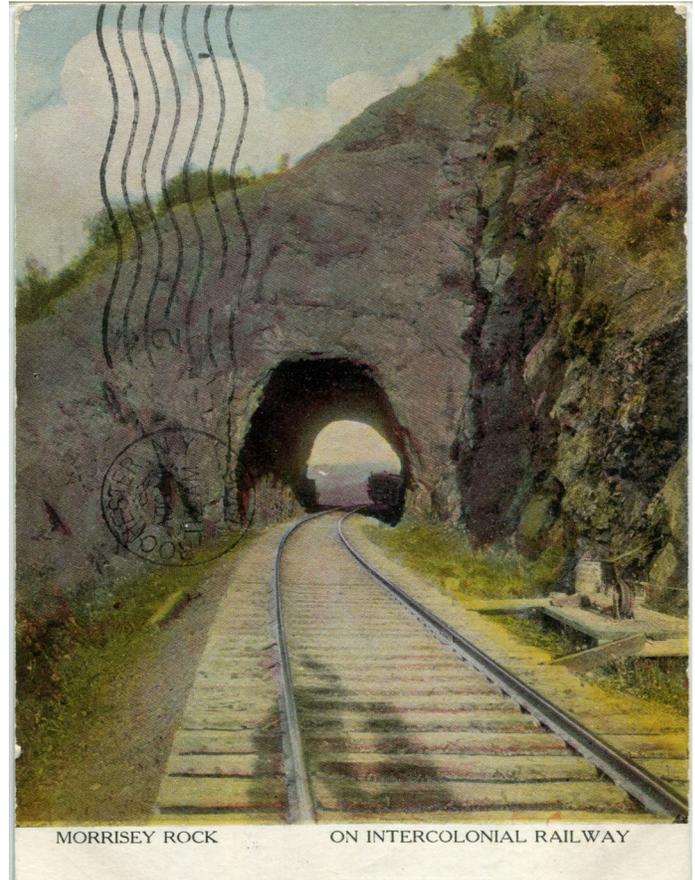


Figure 36 ICR postcard of the Morrisey Rock tunnel.



Figure 37: Causapschal Que double oval ICR cancel FEB 20 1879



Figure 38 . Gray TKS-15

Although the ICR line ran on to Montreal, our visit with some the postal history associated with “Canada’s first national infrastructure project” ends here. I do hope you enjoyed the ride.

References:

1. The Canadian Encyclopedia <https://www.thecanadianencyclopedia.ca/en/article/intercolonial-railway>
2. Intercolonial Railway <https://nshdpi.ca/is/rail/railway01.html>
3. Canadian Stamps with Perforated Initials Editors Gary Tomasson & Jon Jonson <https://bnaps.org/PerfinHandbook/PerfinHandbook.htm>

Endnotes

1. Figure 2, the map of the ICR rail line from www.invaluable.com
2. Figures 20 and 21 are images of the registered cover with the CDS cancel of Boundary Creek NS. There is no such community in Nova Scotia. I thought the cancel said NS and my thanks to Hugh Rathbun of the Nova Scotia Stamp Club for the following: *There was no Boundary Creek post office in Nova Scotia. In your scan that is an N.S. In May 1895 a new Boundary Creek, N.B. split ring hammer was proofed. Quite possibly the new hammer was issued to correct the earlier mistake. I checked the George MacManus book on New Brunswick post offices. He lists a double split ring in the pre-Confederation period for Boundary Creek and then the 1895 split ring. It is my guess that the Boundary Creek N.S. hammer was issued in error, was used for a short period and was then replaced with a correct version. Unfortunately, 1894 is one of the years for which proofs are missing.*
3. The Causapsal Postal Card is courtesy of Hugo Deshaye Philatelist Inc (*Hugo says "It is a rare ICR marking. The only one that I've seen."*)
4. Intercolonial Railway Postcards.

The following are in my collection:

- Figure 4 Sydney Harbour: On the Line of the Intercolonial Railway. The Valentine and Sons Publishing Co. Ltd. Montreal and Toronto Printed in Great Britain
- Figure 11 ICR Car Ferry "Scotia": McCoy Printing Company, Moncton, N.B.
- Figure 14 ICR Station Halifax: The Valentine and Sons Publishing Co. Ltd. Montreal and Toronto Printed in Great Britain Inter-Colonial Railway
- Figure 28: Reversing Falls Bridge: The Valentine and Sons Publishing Co. Ltd. Montreal and Toronto Printed in Great Britain
- Figures 33 and 36: ICR Bridge at Fredericton & Morrissey Rock: Warwick Bro's & Rutter, Limited. Publishers, Toronto 1424

- 4.1 Figure 14: ICR Head Office contributed by Michael Behm
- 4.2. Figure 2: the Miramichi Bridge was taken from the internet.

5. The survey of ICR perfins follows on Pages 15 and 16

6. Finally, thank-you to Russell Sampson, Roy Gault, Jack Brandt, Jon Jonson, Kerry Bryant, Tony Parker, Tom Inglis, Geoffrey Meyer, Dave MacLellan, Bob Szymanski and Sean Weatherup for their contributions to the article.

REPORTED CDS CANCELS LOOSE STAMPS AND COVERS

Location	Stamp (Scott Numbers)								
	37	39	41	42	44	77a	90	F2	
Sydney NS									
North Sydney NS								1	
Baddeck NS			1						
Arichat NS			2	1				1	
Moncton NB	1	1	4		2			1	
Saint John NB									
Acadie Siding NB			1					1	
Boundary Creek NB			1					1	
RPO									
Gray MT-164							1		
Halifax & Campbellton*						1			

Unitrade Perforated Officials

Jon Jonson

This June Robin Harris, editor of the Unitrade catalogue, contacted Gary Tomasson and Jon Johnson regarding a “Beware of Fakes” warning he was going to place in the Perforated Officials page of the Unitrade 2022 catalogue. Gary & Jon suggested that at the same time the list of perforated officials be changed to reflect the OHMS perforations listed by the BNAPS Perfin Study Group. Previously Unitrade had been using Roy Wrigley’s copyrighted listing, currently held by J&M Publications. Starting with a one-week deadline the transition was completed in two weeks (fortunately because an unrelated project was delayed a week). So now you will see listings for the three OHMS Perfin Types, O8, O9 and O10 on the Unitrade catalogue.

If you have a OHMS perfin that it not listed, once your stamp has a certificate of authenticity it will be included in the list. Warning, Because a OHMS perfin is on the list is not a guarantee that your stamp is genuine. It is recommended that expensive stamps have a certificate. Gary & Jon have not seen a single genuine Wrigley catalogue number XX, & and Z. Many of his catalogue numbers with an X are also a problem.

Intercolonial Railway Perfin Position Survey (includes covers)

Scott #	P1	P2	P3	P4	P5	P6	P7	P8	??**
27									
35	1								
36	1								
37	3				1				
38									
40									
41	14		1	1	1				1
42	9	1				1			
43			1	1					1
44	5	1		1	1				
44a	3		1						
45									
46	1								
67			1						
69			1						
74	1								
75	1								
76									
77	1	1			1				
77a	1								
78	1								
79	1	1	1						
89	2								
90	3		3						
91									
92	3		1						
92i									
98									
99									
F1		1							
F2		7		1					
F2b		1							

**Unidentifiable