

THE BNA PERFORATOR

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Editor's Post:

¶ BNAPEX held in Calgary on Labour Day weekend has come and gone. The Perfin Study Group time slot was 2:30pm on the Saturday and Gary and Jon report that the session attracted a former perfin collector and one non-member. It makes one wonder how many of the 73 who are on the membership list are actually collecting perfins, how many are former collectors and how many are there for interest's sake alone.

¶ In the August's Editor's Post I reported on the presentations various BNAPS Study Groups made at CAPEX 22 in Toronto last June and how a growing number are not placing an embargo on their newsletters; they go immediately into the BNAPS library and are accessible on the BNAPS website to members and non-members alike. I suggested our Study Group might do the same as a way of making our little niche of BNA philately a little more accessible. I received only 2 comments, both in favour.

Our Study Group does not need the financial contributions from BNAPS for our newsletter as do others; we are well funded. Furthermore, Canadian perfins, in and of themselves, are not drawing new members to BNAPS; In the past 3 years I have had one request for up to date Perfo-

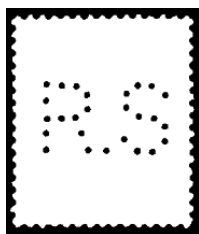
rator issues from a new BNAPS member. In fact what might draw new members are the current newsletters; they would show an active cadre of members which are consistently finding and reporting new information and sharing their discoveries with all. Its time for the embargo to go.

¶ 2022 has been a banner year for our newsletter with 6 issues and some 73 pages of content. A big thank-you to everyone who contributed. The printing costs for this issue were \$16.64 and the 8 issues that were mailed came at cost of \$7.80 for the 6 at \$1.30 each to Canada, \$1.94 for 1 to the USA and \$3.88 for the 1 to Australia. I used donated postage of \$8.39 which reduced the postage costs from \$13.62 to \$5.23.

¶ This issue includes a contribution from John Matthews a long time member of the New Zealand and Australia Perfin Club on the perfins of the fiscal stamps used by the Caterpillar Tractor Company of Oakland California and Peoria Illinois (respectively the C41 and C42 pattern in the 6th Edition of the Canadian Stamps with Perforated Initials Handbook). John would appreciate scans of all examples from your collection, especially those with a readable cancel date. John's email is jhmrttd@gmail.com

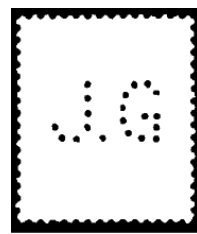
Treasurer

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



Editor/Secretary

Jim Graham
2 Grandview Drive
Dartmouth Nova Scotia
Canada B2W 1X5



1935 Canada Silver Jubilee Perfins and Perfin Positions

Neil Donen



Figure 1

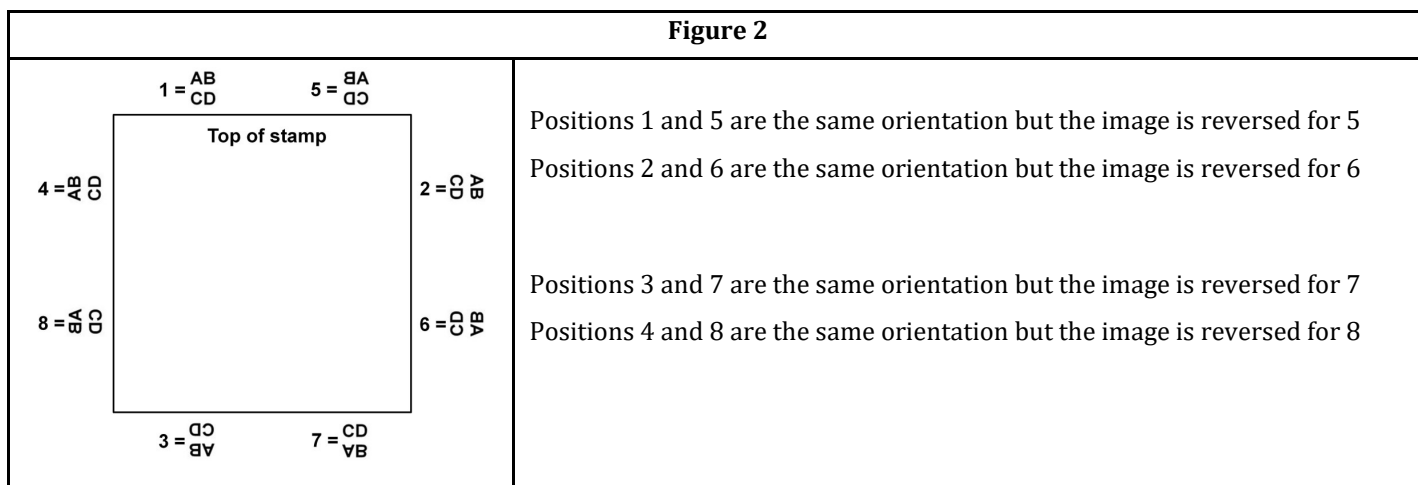
1¢	2¢	3¢	5¢	10¢	13¢
Scott #211	Scott #212	Scott #213	Scott #214	Scott #215	Scott #216

This article updates my earlier 2002 and 2013 articles of perfins associated with the Canadian 1935 Silver Jubilee issue.^{1,2}

Figure 1 shows the five Canadian 1935 Silver Jubilee stamps. Because of the types of perforating machines used for producing the perfins, all panes (sheets) had to be hand fed into the machines. This produced the potential for eight possible presentations of the perfins on the stamps i.e., any four sides of a sheet with the stamp design face up and a further any of four sides of the sheet with the gummed side up. This is illustrated below (Figure 2). The numbers list the position whilst the letters immediately adjacent to the number are what the viewer will see when he/she looks at the stamp design face up. A graphic no-

menclature is used to describe these positions (Figure 3). Figure 4 combines the last two figures.

The tables on the next few pages list the 1935 Canadian Silver Jubilee stamps which are known to be perfined. In most cases stamps have been perfined in a number of positions, so that the graphic nomenclature will have more than one limb. Positions 1, 3 and 5 are the commonest positions, in that order with position 1 being the commonest. Positions 6 and 8 are rare. A “?” mark noted in the value area indicates the stamp is known to be perfined but the position has not been verified. The catalog listing in the table (CSPI Code) refers to the listing according the 6th edition of the *Canadian Stamps with Perforated Initials*.³



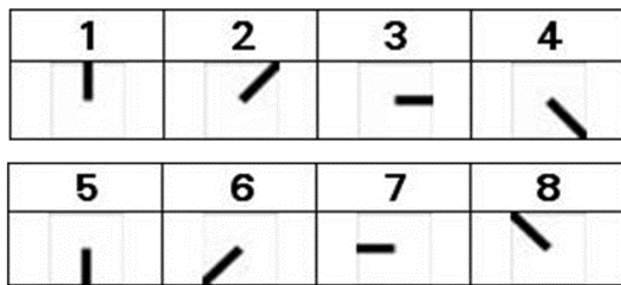


Figure 3: The graphic nomenclature is used to describe these positions

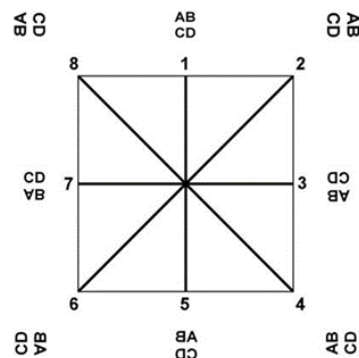


Figure 4: combines the last two figures.

CSPI Code	Design	Name of Organization (City)	1c	2c	3c	5c	10c	13c
B2	(B) star	Burroughs Adding Machine Co. (Detroit)						
B15	BT	Bell Telephone (Montreal)						
C8	CCC	Canada Cement Co. (Montreal)						
C10	C (Co)	Codville Co. (Winnipeg)						
C14	C/GE	Canadian General Electric (Toronto)						
C15	C/GE	Canadian General Electric (Toronto)						
C18	CIL	Canadian Industries Ltd (Montreal)						
C19	CIL	Canadian Industries Ltd. (Montreal)						
C21	CMS	Consolidated Mining and Smelter (Trail)						
C23	CNR	Canadian Northern Railway (Winnipeg)						
C24	CNR	Canadian National Railway (Toronto)						
C25	CNR	Canadian Northern Railway (Toronto)						
C26	CNR	Canadian National Railway (Vancouver)						
C28	CNR	Canadian National Railway (Winnipeg)						
C29	CNR	Canadian National Railway (Montreal)						
C33	CNR	Canadian Pacific Railway (Montreal)						
C34	CPR	Canadian Pacific Railway (Montreal)						
C35	CPR	Canadian Pacific Railway (Winnipeg)						
C36	CPR	Canadian Pacific Railway (Vancouver)						
C37	CSL	Canadian Steamship Lines (Montreal)						
C46	CW/C	Canadian Westinghouse Co. (Hamilton)						
C48	CXL	Canadian Explosive (Montreal)						

CSPI Code	Design	Name of Organization	1c	2c	3c	5c	10c	13c
D2	D (1)	Dennison Manufacturing Co. (Boston)		?	?		<	
D4	DG/CO	Dominion Glass (Montreal)		I		I		
D6	DM/Co	Dennison Manufacturing Co. (Montreal)	?				I	
E2	E	T. Eaton Company (Montreal)		J	J	I		
F4	FS/Co	Finlay, Smith & Co. (Montreal)	I	I	I	I	I	
G6	G/LD	Greenshields Limited (Montreal)	I		I			
G8	GM/Co	Gordon Mackay & Co. (Toronto)	I		I	I	I	
G10	GN	Great Northern Railway (St. Paul, MN)	L					
G17	GWL	Great West Life Assurance (Winnipeg)	I	I	I			
G19	GWL	Great West Life Assurance (Halifax)		-	I		I	
G20	GWL	Great West Life Assurance (Montreal)		?				
G22	GWL	Great West Life Assurance (St. John, NB)	?	I	I		I	
G23	GWL	Great West Life Assurance (Calgary)			I			
I4	IHC	International Harvester of America (London)	?	I	I		I	
I5	C (HI)	International Harvester (North Battleford)		I			I	
I6	C (HI)	International Harvester (Yorkton)	L	?	+			
I7	C (HI)	International Harvester (Estevan)		?				
I8	C (HI)	International Harvester (Brandon)	I			?	\	
I9	C(HI)	International Harvester (Lethbridge)			I		-	
I10	C (HI)	International Harvester (Calgary)		I	I	?	-	
I11	C (HI)	International Harvester (Edmonton)	-	I	I	I		
I12	C (HI)	International Harvester (Quebec)	I	?	I	I		
I13	C (HI)	International Harvester (Hamilton)	L	L	I		✓	
I14	C (HI)	International Harvester (Winnipeg)	?		+	I		
I15	C (HI)	International Harvester (London)	I	I		?		
I16	C (HI)	International Harvester (Montreal)		I	-	L	L	L
I17	C (HI)	International Harvester (Ottawa)	I	?	+	I	I	

CSPI Code	Design	Name of Organization	1c	2c	3c	5c	10c	13c
I18	C (HI)	International Harvester (Regina)						
I19	C (HI)	International Harvester (St. John, NB)						
I20	C (HI)	International Harvester (Saskatoon)						
I21	C (HI)	International Harvester (Winnipeg)						
I22	C (HI)	International Harvester (Vancouver)						
J11	JMT	John MacDonald & Company Limited (Toronto)						
L1	LA	Ontario Government (Toronto)						
L8	LSC	Lake Superior Corp. (Sault Ste Marie)						
M4	M (c/C)	McClary Manufacturing Co. (London)						
M6	M (c/C)	McClary Manufacturing Co. (Montreal)						
M12	M-H	Massey-Harris Co. Ltd. (Montreal)						
M17	MLI/Co	Metropolitan Life (Ottawa)						
M23	MR/MC	Montreal Rolling Mills (Montreal)						
M24	MS/W	Montreal Stencil Works (Montreal)						
N1	NA/LIFE	North American Life Assurance Co. (Toronto)						
N3	ND	Department of National Defence (Ottawa)						
N15	NLY	New York Life Insurance Co. (Montreal)						
N17	NLY	New York Life Insurance Co. (Quebec)						
N18	NLY	New York Life Insurance Co. (Vancouver)						
N22	NLY	New York Life Insurance Co. (Toronto)						
N23	NLY	New York Life Insurance Co. (Winnipeg)						
O1	OAG	Ocean Accident & Guarantee Corp. (Toronto)						
O6	OFM/Co	Olgivie Flour Mills (Winnipeg)						
O7	OFM/Co	Ogilvie Flour Mills (Fort William)						
O8	OH/MS	Department of Finance (Ottawa)						
O12	OHN	Osler, Hammond & Nanton (Winnipeg)						
P5	PD	Parke, Davis & Co. (Montreal)						

CSPI Code	Design	Name of Organization	1c	2c	3c	5c	10c	13c
P6	PD	Parke, Davis & Co. (Winnipeg)						
P13	P&L	Pratt & Lambert Bridgeburg)						
P19	PS	Province of Saskatchewan (Regina)						
Q1	Q/CLQ/C	Quebec Liquor Commission (Montreal)						
R3	RIC(o)/LD	Royal Insurance Co. (Toronto)						
R5	R&Q/COS	Royal & Queens Insurance (Montreal)						
R6	R&Q/COS	Royal & Queens Insurance (Vancouver)						
R7	R&Q/COS	Royal & Queens Insurance (Halifax)						
S1	S	Swift Canadian Co. Ltd. (Toronto)						
S2	.S.	Swift Canadian Co. Ltd. (Moose Jaw)						
S4	S	Swift Canadian Co. Ltd. (Moncton)						
S10	SC/C	Steel Company of Canada (Hamilton)						
S21	SUN/LIFE	Sun Life Assurance (Montreal)						
S22	SUN/LIFE	Sun Life Assurance (Montreal)						
S22-1	SUN/LIFE	Sun Life Assurance (Halifax)						
S22-2	SUN/LIFE	Sun Life Assurance (St. John)						
S22-3	SUN/LIFE	Sun Life Assurance (Quebec)						
S22-4	SUN/LIFE	Sun Life Assurance (Trois-Rivieres)						
S22-5	SUN/LIFE	Sun Life Assurance (Sherbrooke)						
S22-6	SUN/LIFE	Sun Life Assurance (Ottawa)						
S22-7	SUN/LIFE	Sun Life Assurance (North Bay)						
S22-9	SUN/LIFE	Sun Life Assurance (London)						
S22-10	SUN/LIFE	Sun Life Assurance (Guelph)						
S22-11	SUN/LIFE	Sun Life Assurance (Windsor)						
S22-14	SUN/LIFE	Sun Life Assurance (Winnipeg)						
S22-15	SUN/LIFE	Sun Life Assurance (Regina)						
S22-16	SUN/LIFE	Sun Life Assurance (Saskatoon)						

CSPI Code	Design	Name of Organization	1c	2c	3c	5c	10c	13c
S22-17	SUN/LIFE	Sun Life Assurance (Edmonton)						
S22-18	SUN/LIFE	Sun Life Assurance (Calgary)						
T12	TRAV	Travelers Insurance (Montreal)						
W3	WBR	Warwick Brothers & Rutter (Toronto)						
W5	WC/B	Workers Compensation Board of B.C. (Vancouver)						
W7	WHM	W.H. Malkin & Co. (Vancouver)						
W9	WJG	W.J. Gage Co. (Toronto)						
W13	WR/Co	William Rennie Co. Ltd, (Toronto)						
W15	WT/Co	William Tyrrell (Toronto)						
W16	WU	Western Union Telegraph Co. (St. John, NB)						
W18	WW/JR	William Wrigley Jr. Co. (Toronto)						

Footnotes:

1. Donen N. Perfins of the 1935 Silver Jubilee Omnibus Issue. The BNA Perforator. 2002:23(2) April 2002.
2. Donen N. 1935 Canada Silver Jubilee perfins and perfin positions. The BNA Perforator. 2013;34(No.1 - February):9-14

PERFIN C42 (CTCO) – PROGRESSIVE LOSS OF PINS

John Matthews

This study started when I found some Australian Customs Duty stamps perforated CTC(O). At that time, my interest was in Australian philately generally, and Australian private perfins in particular. I very quickly found that these stamps paid the duty on advertising material sent to Australia, and were able to be purchased by the sender from the Australian High Commissioner's office in London, England, to be affixed to the postal item. Then I also started to find some of these stamps with denomination overprints in decimal currency and CTC(O) perfins, and found that these stamps were available from the Australian Consulate in New York, USA. Furthermore, Canadian Customs Duty stamps with the same perfin also came to my attention. The common link was in the USA-based Caterpillar Tractor Company being the user in each case.

The aspect which appealed to me was the fact that many of the perfin strikes showed missing pins, and I challenged myself to put these into some sort of order. Some of the strikes had only one pin missing, but it wasn't always the same pin. Was this a case of the perforator being repaired in between?

As more examples came my way each with many missing pins, it became apparent that the answer was “no”, and this was supported when I saw a horizontal joined pair of these stamps with 3 different die states in the row. Initially, I spread out examples (stamps or photocopies) on a table top like a jigsaw puzzle in its early stage, grouping them in possible sequences of a progressive deterioration (a “branch” of the tree). I looked for pairs of Australian and Canadian Customs Duty stamps with die states in common, left die on one and right die on the other to “join” horizontally and link branches. Horizontally joined pairs of postage stamps, although hard to find, could also be used for this.

Of particular significance in this process was a block of the Australian version with a row of 7 strikes (one partial) which has turned out to be dies 2 to 8 inclusive (see Figure 1). Segments of branches 2 to 7 could be placed before this (back to a die with no missing pins) or after this. See Figure 2 for the initial states of pin loss. As the branches grew, it became possible to identify dies 1, 9 and 10 (see Figure 6). I hope that one day I will find an example where the distance to the left of the strike, or the distance to the right of the strike, is greater than the separation of adjacent dies, and thus confirm dies 1 and 10.

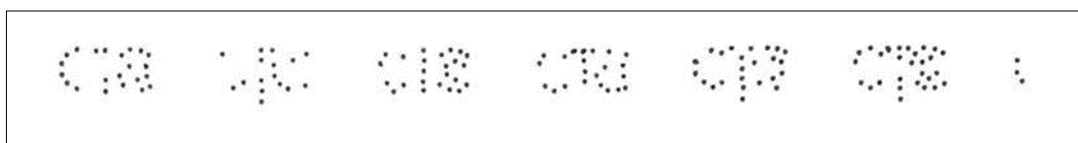
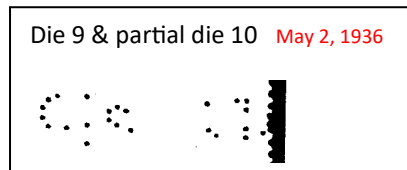
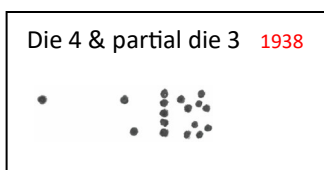
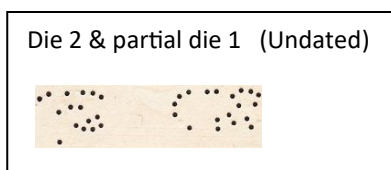


Figure 1: . Perfin C42, dies 2 to 8 inclusive, from a 2x4 block of Australian Customs Duty stamps.

[Source: eBay online auction, 2014]

So far, I have accumulated about 150 different die states, and I am most grateful to the several collectors who have sent photocopies or scans of their examples. However, I am always keen to see more examples. 150 die states may seem a lot but consider the following. The first ‘C’ has 8 pins, and for

this number there are 254 possible deteriorated states down to a single pin. The ‘T’ also has 8 pins. The second ‘C’ has 10 pins and 1022 possible states, and the ‘O’ has 6 pins and 62 possible states. Each “CTCO” die has 32 pin positions and about 4,088,000,000 possible states!



Figures 2,3 & 4

Examples of some die states

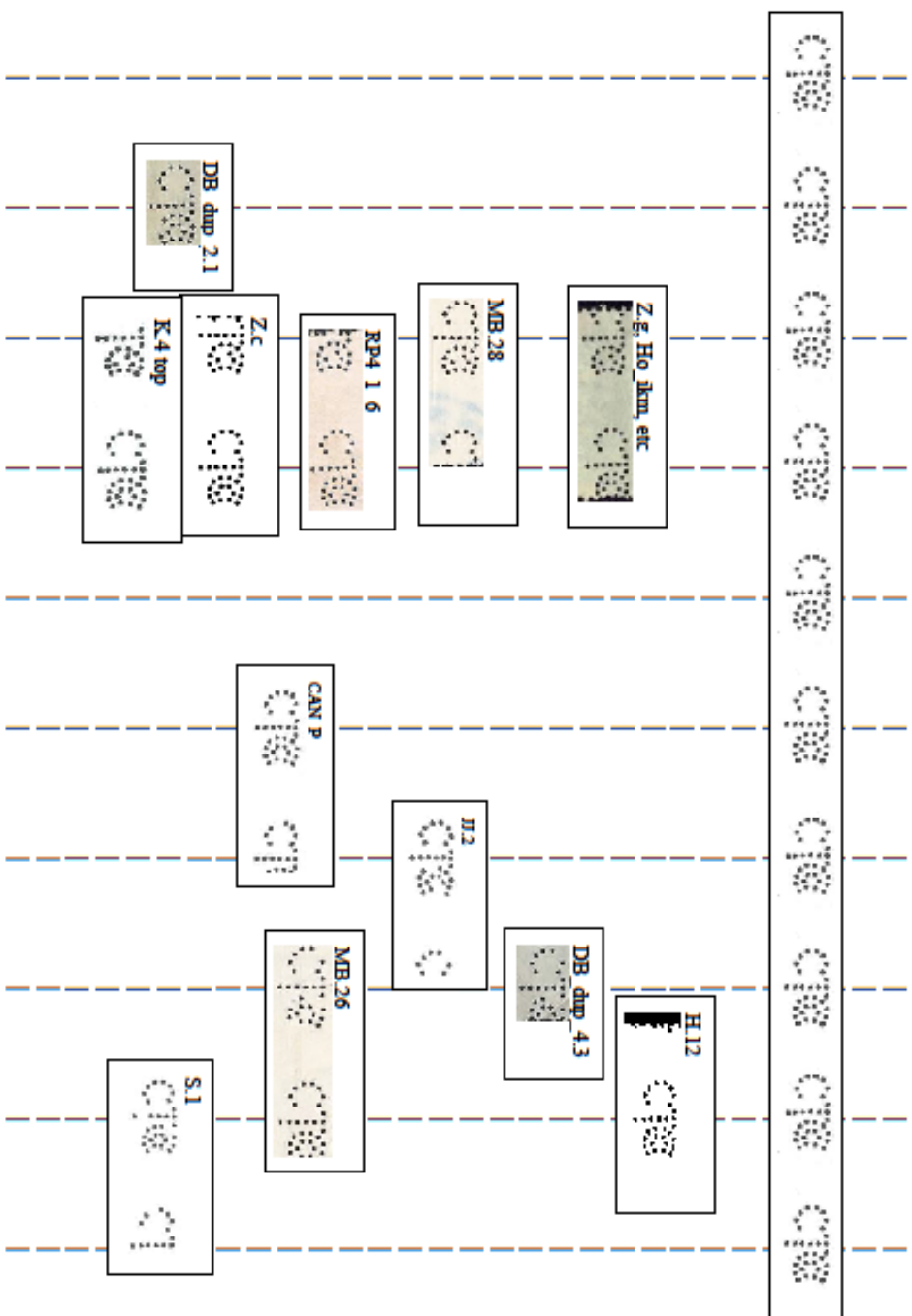
In my tree, the most depleted examples for each die have only about half of their 32 original pins left (see Figure 7).

To add to the challenge of placing a state in my “tree”, there are two CTC(O) patterns used by the Caterpillar Tractor Company. The perforator used in the head office in Peoria, IL, had 8 pins in the letter ‘T’, and this die is catalogued as C342 in the US perfin catalogue and as C42 in the Canadian perfin catalogue. The perforator used in the office in Oakland, CA, had 7 pins in the letter ‘T’, and this die is catalogued as C341 in the US perfin catalogue and as C41 in the Canadian perfin catalogue. If the bottom pin in the upright of the ‘T’ in the Peoria die is “missing”, then the strike looks like an Oakland die. This can be resolved if the die is on a “pre-cancel”, or on a cover

with return address or postmark. The Oakland die seems to be far less common and this can be a hint to whether the die might be C342/C42 rather than C341/C41.

From all the examples which I have seen, I have found that the bottom pin in the upright of the ‘T’ is still present until quite late in the sequences of deteriorated states, and after this pin has eventually been lost, the other lost pins in the die allow placement of the die in the C342/C42 tree.

I have 12 states which are missing the bottom pin of the ‘T’, and for which I cannot find a place in my C342/C42 tree, so I wonder if they are from the Oakland, CA, perforator. Unfortunately, 12 examples spread between 10 dies does not give enough information to start constructing a C341/C41 tree.



NOTE:

At least 2 adjacent
heads complete at
14 JY 37

Note: In S.1, hole in
"T" is only actual
hole – others blind

Figure 5. C42 - 10-die perforator – initial pin loss.

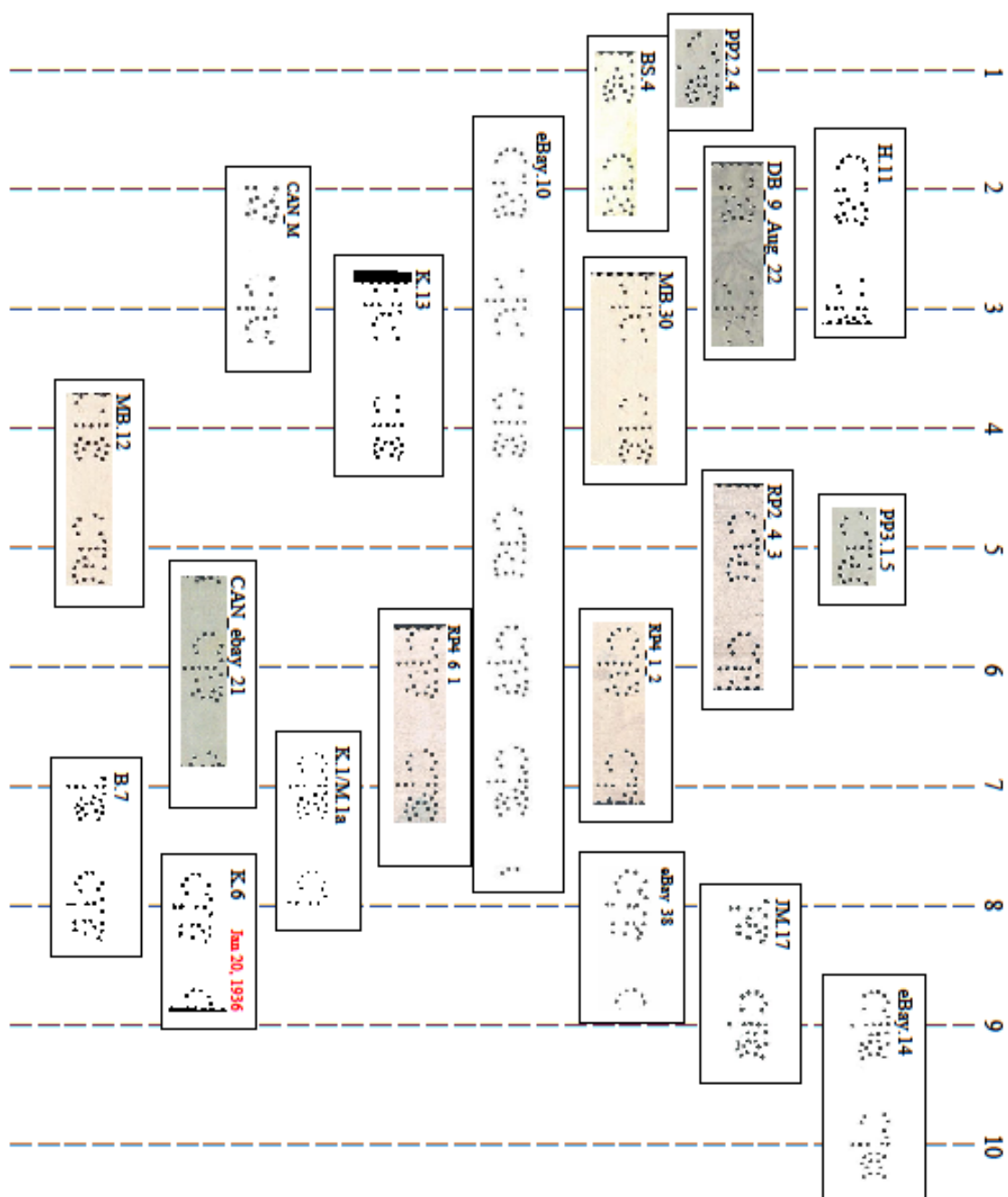


Figure 6. Section of tree showing links between degraded states of the dies.

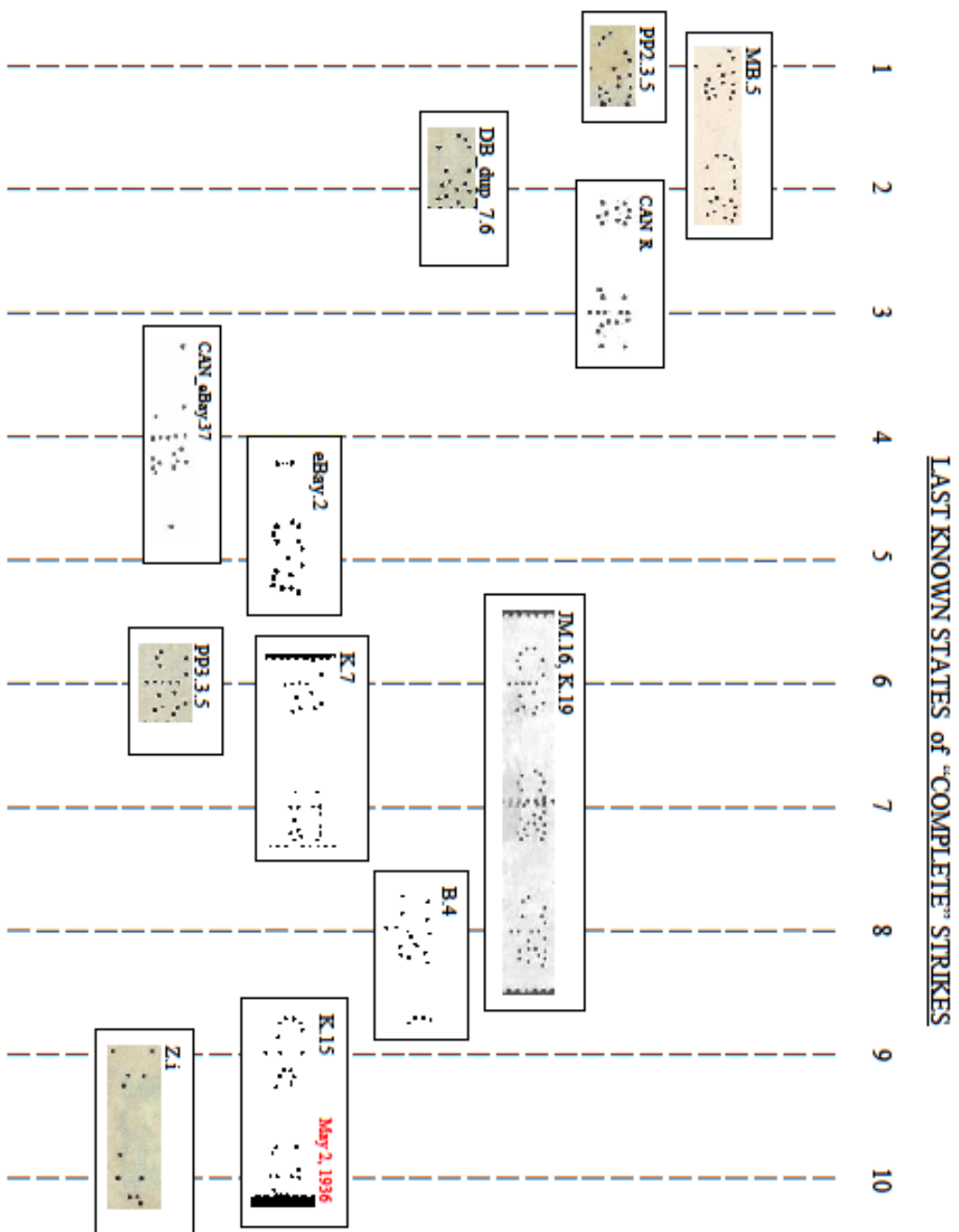


Figure 7. Most degraded states known.

And How Would You Classify This Post Card?

Joe Coulbourne

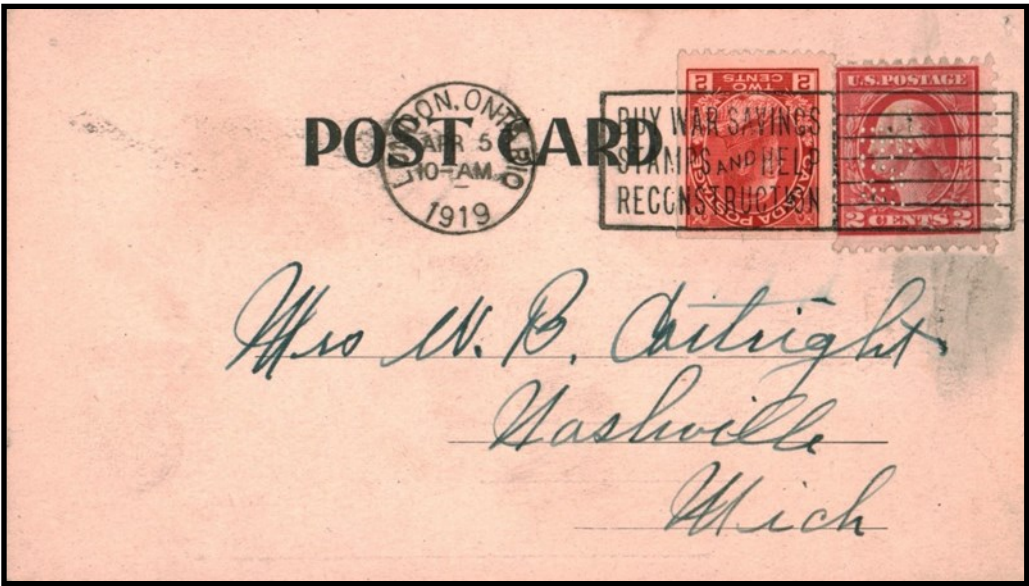


Figure 1: Postcard cancelled London On April 5th, 1924 franked with KGV 2c carmen. The US stamp is 2c Washington with a Travellers Insurance perfin.

I am always on the lookout for unusual items and this one struck my fancy. Here is a mixed post-age post card with both United States and Canada stamps on it to pay the postage. It is postmarked London, Ontario on 5 April 1919 (Figure 1). Now what caught my attention, is the US stamp is per-fined and **UNDER** the Canadian stamp. The cancel-lation is across both stamps so the sender could not have added the US stamp later.

The US stamp is Scott # 463 (likely based on the post date) and the Canadian stamp is Scott #106. The Perfin pattern is T81D TRAV and is punched vertically into the stamp, in this case reading down. The pattern is 12.5mm wide so that eliminates the other two similar patterns. The cat-alog information follows in Figures 1,2, and 3

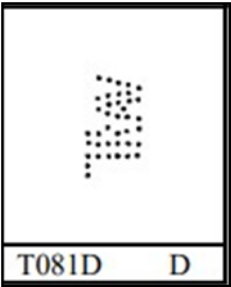


Figure 2: T081D pattern

T081D	TRAV	10-10-10-9	1902-18	4/2/1916	* x The Travelers Insurance Company
	HU	6½-5-5½-5		9/11/1917	s

Figure 3: details of T081 D

T081D	This pattern was designed to be punched vertically in stamps. This pattern, or one which is virtually the same, has been seen in Canadian stamps.
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Figure 4: Pattern description and reference to the Traveller Insurance patvtern on Canadian issues (See Note 1)

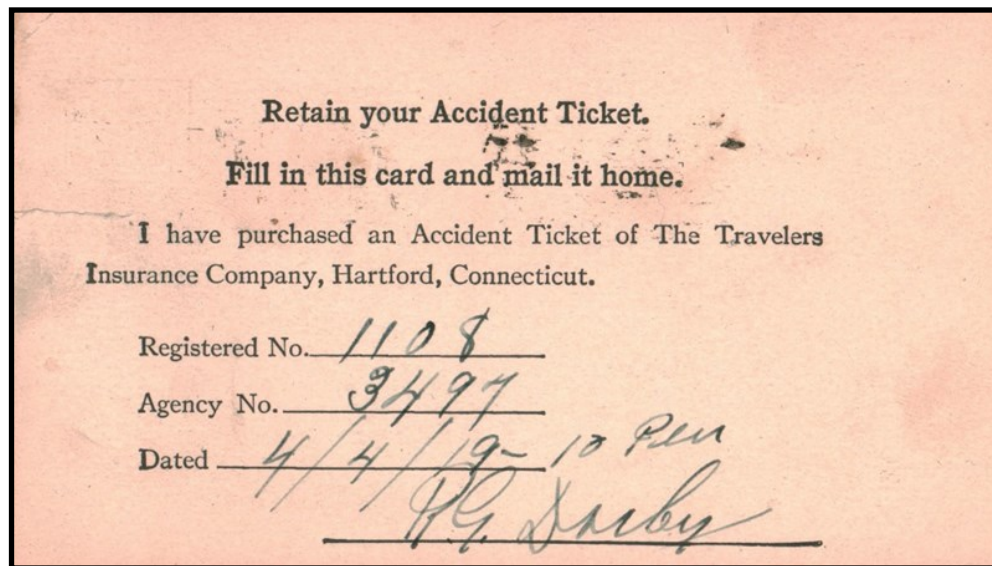


Figure 5: Reverse of postcard.

I did quite a bit of searching on the web but could not find any reference to a Travelers Insurance Company office in London, Ontario. I even tried searching the recipient, Mrs. W. B. Cartright of Nashville, Michigan and the Agent, R. G. Darby but neither turned up any additional information. There is an agency number, 3497, which might isolate where the original card was bought but that was a dead end too. I would like to assume that 3497 is not Hartford Connecticut but rather somewhere else as one might assume Hartford might be Agency number 1.

If I had to guess, I would have thought that

“Mr. Cartright” bought this Accident Ticket in the United States, likely in Michigan, prior to his trip to London, Ontario. He might have been running late and could not mail it prior to leaving, so he bought the Canadian stamp to pay postage and posted it upon his arrival in Canada. I think the real key to this post card is the Agency number as that would be proof positive as to where the perfin and card were obtained. There is no mention of the office on the Cover collection site of the US Perfins Club nor any mention of it in the catalog. I welcome comments and any further information someone might have.

End Notes

1. April 5th, 1919 is a new Latest Known Use (LKU) for the T081D pattern
2. Editor comments: I did wonder if the US pattern corresponded to one of the patterns found on Canadian issues. Below are the 3 patterns of the Travellers Insurance perfin from Addendum B of the 6th Edition of the Canadian Stamps with Perforated Initials Handbook which are usually found in the vertical position (positions 2, 4, 6 or 8) and an image of the stamp from the postcard. It has been rotated so the pattern position corresponds to the images from the Handbook.



T6



T7

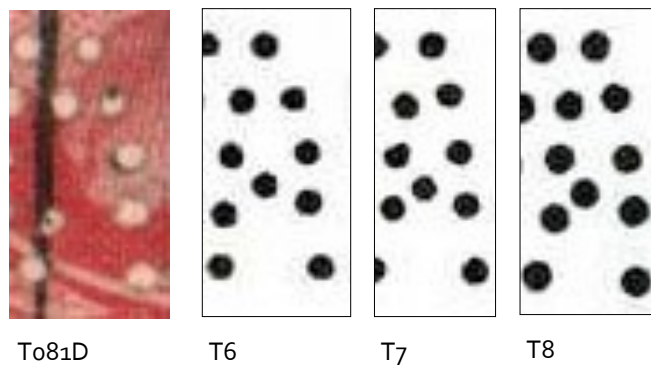


T8



T081D

Using Microsoft Photoshop I isolated the “A” from the US stamp on the postcard and to compare it the “A”s from the 3 patterns in the hand-book and the US T081D pattern. The alignment of the top 3 holes and the slight bow in the right hand leg of the “A” would suggest it is most like the Canadian T6 but with 2 holes missing from the US stamp we could never really be sure. The image of the T081D is not of sufficient resolution to include in the comparison. Editor



Editor: What are odds of a second similar cover—a Travellers Insurance Company return envelope with a perfin stamp being mailed from Canada. Pretty good actually as the cover below illustrates. Mailed from Montreal on January 13th 1953 and franked with a 4¢ KGVII orange 1951 issue, it paid the forward letter rate to Bangor Maine. Originally intended for mailing in the USA it has the 3¢ NATO with the US catalogue number T82 perfin. Some one with the time might one day demonstrate that is the same the Canadian T13 pattern.

I discovered this cover in Bob Szymanski’s current auction. It is Lot 156 in case you would like to bid.



MISMATCHED COVER 2

A LAKE SUPERIOR CORPORATION PERFIN ON A PRIVATE SECTOR COVER

Jim Graham

The use of the Lake Superior Corporation perfin (Figure 1) on Algoma Steel corner card covers was first reported by Jon Johnson¹:

Lake Superior Corporation was a major corporate holding company located in Sault Ste. Marie, Ontario. In 1912 the company was reorganized for a reason I have been unable to identify nor have I been able to identify all of the companies affected. However, the Algoma Steel Corporation (Figure 3) was formed as a merger of Algoma Steel Ltd., Lake Superior Power Co., Algoma Commercial Co.,

Algoma Iron Works with acquired Fiborn Limestone Co. (Figure 2) and Cannelton Coal & Coke Co. In a conversation with an Algoma employee in 1978 I learned that Algoma Steel took over the Lake Superior Company's office building when it was formed, and apparently this included the perforator. The LSC perforator was in use from 1909 to 1956, so only three years of a total of forty seven saw the perforator with initials to match the letterhead.

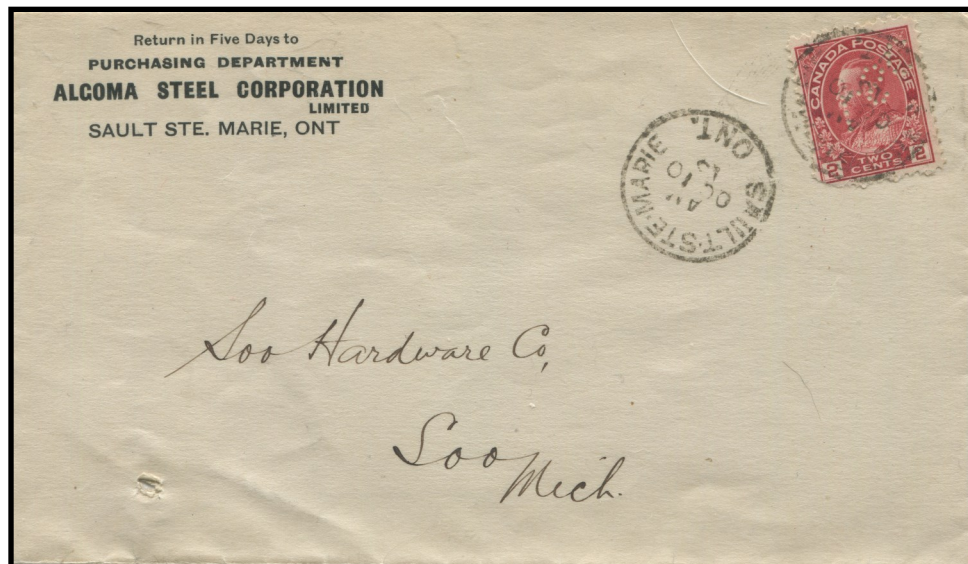


Figure 3: Algoma Steel Corporation Limited corner card cover, dated October 13th, 1913 to the Soo Hardware Co in Soo Michigan which delivered Fiborn Limestone's shipping advice notice illustrated in Figure 2. The 2¢ forward letter rate is paid with 2¢ carmine Admiral issue and has the L8 LSC perfin in position 3

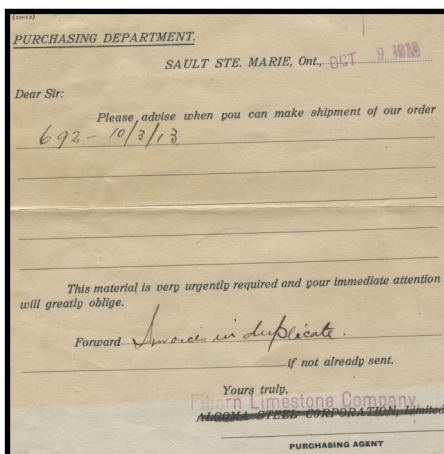


Figure 2: Notice from the Fiborn Limestone Company to the Soo Hardware Company seeking shipping advice. Algoma Steel Corporation Limited has been deleted by hand and replaced with Fiborn Limestone Company handstamp.

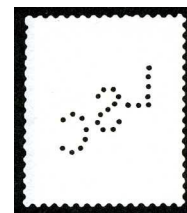


Figure 1. The perfin pattern of the Lake Superior Corporation L8 in the perfin Handbook

Figure 3 is the cover which delivered the shipping advice notice to the Soo Hardware Company in Soo Michigan and based on the 1912 mergers, a completely legitimate use of the LSC perfin postage.

What then of the cover in Figure 4? Surely this is the private use of a company perfin; that said however, it may have been a “sanctioned” use of Lake Superior Corporation perforated postage. At the time of the 1912 mergers which created the Algoma Steel Corporation, William Charles Franz was Vice-President of the Cannelton Coal Company, one of the companies in the merger. Some 5 years later Franz was the President of Algoma Steel².

Franz was also the founding President of the Sault Ste. Marie Country Club in 1919, donating some 17 acres of property adjacent to his cottage for the construction of a golf course³. The current Club Secretary says they have no record of whether Franz was still President in 1924 but thought it likely.

It is more that conceivable to me that use of the LSC perforated postage for the Country Club’s mail, if not formally, permitted was quietly tolerated – rank can have its privileges!

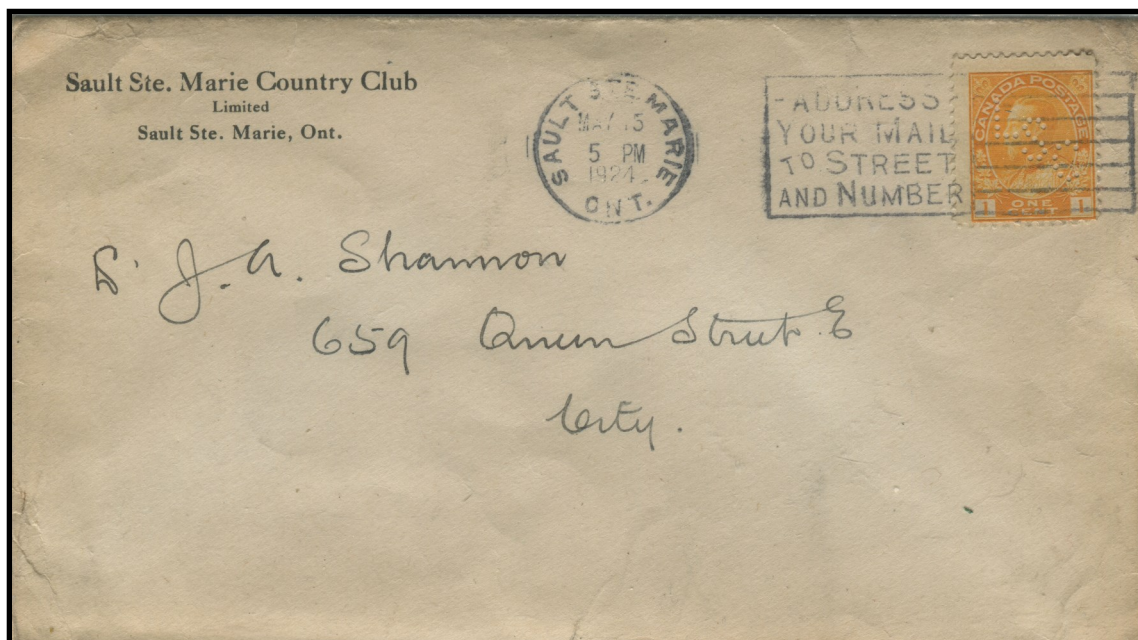


Figure 4: Corner card cover of the Sault Ste. Country Club date May 13th, 1924, paying the 1¢ local letter rate, franked with the 1¢ orange yellow Admiral, and with the L8 LSC perfin in Position 1.

Footnotes:

1. The Perforator Volume 6 No.5 March 1985
2. Toronto Marine Historical Society—<https://www.maritimehistoryofthegreatlakes.ca/GreatLakes/Documents/Scanner/17/07/default.asp?ID=c8>
3. Email exchange with the current Sault Ste. Marie Country Club Secretary, Mr. John Marrach