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Editor's Post:

¶ There are no membership changes to report this month.

¶ Printing for this issue was \$15.00, the mailing costs were the usual \$13.62 (6 Canadian at \$1.30, one to the USA @\$1.92 and one International at \$2.71.). I used the last of the available postage (\$1.92) reducing the total cost to \$26.68.

¶ Page 29 of this issue has my article on Die plating the second machine used by Canadian National Railways Montreal, the C29 pattern. One of the challenges in the die plating is establishing when a particular pin went missing; single stamps almost never have a CDS full cancel. Any information you could pass along to me in this regard would be much appreciated.

¶ I will continue to ask for newsletter contributions and/or suggestions on topics you would like to see covered.

¶ There will not be another newsletter before ORAPEX in Ottawa, so a reminder it is May 6th and 7th being held once again at the Napean Sportsplex, 1701 Woodroffe Avenue. It is a premier show and well worth a visit.

¶ And speaking of "premier" shows it is not too soon to promote BNAPEX 23, this coming September 15-17. It will be held at the Best Western on the Dartmouth side of Halifax Harbour. There will be a time slot reserved for the Perfin Study Group and if there are suggestions for topics for discussion or someone has items they would like to present in a show and tell format please let me know and I will build a bit of an agenda.

Nova Scotia Folk Art Mailboxes

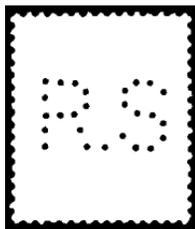


BNAPEX 2023

Halifax, Nova Scotia Sept 15 -17

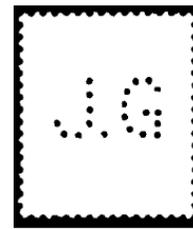
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OHMS PERFORATED STAMPS ON WORLD WAR 2 COVERS

Jim Graham

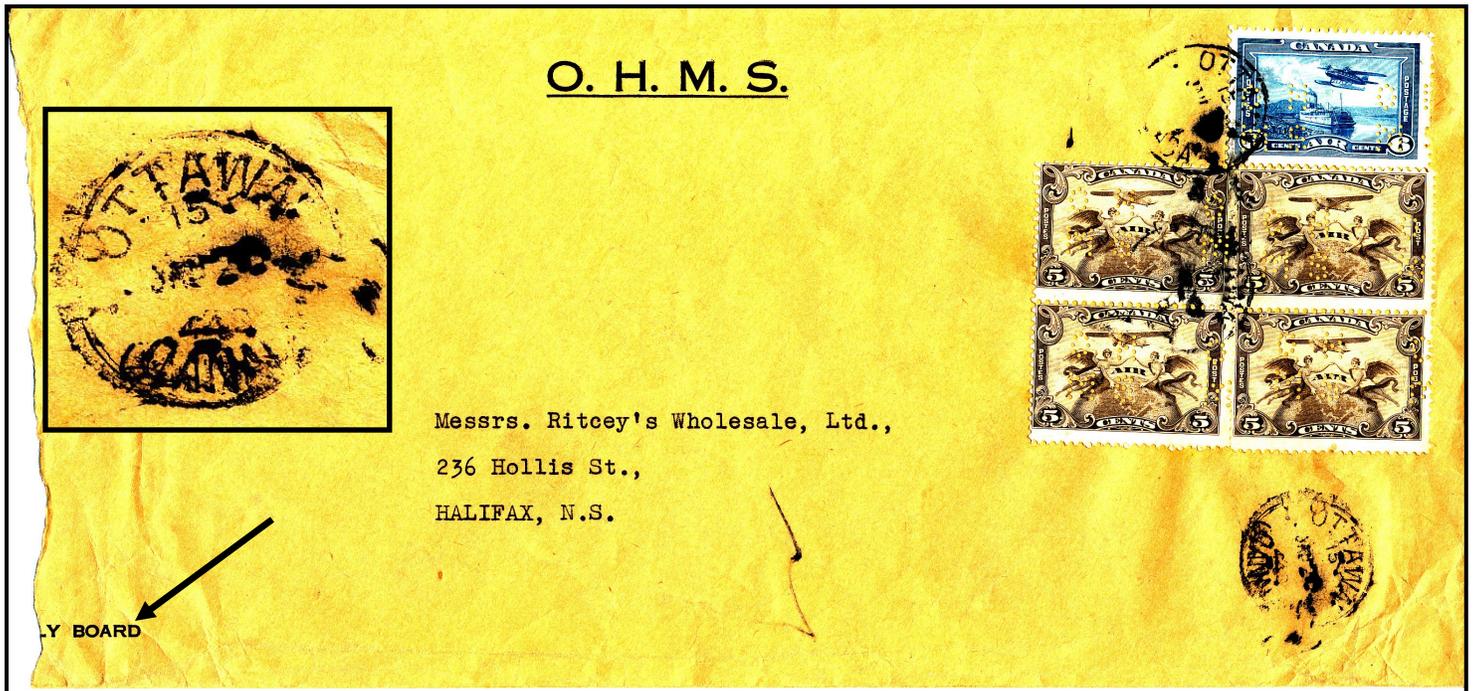
Canada officially declared war on Germany on September 10th, 1939 some 7 days after Great Britain. As a legislative democracy the actions the Government needed to take to give the declaration of war full force and effect required approval. Authority for all wartime initiatives of the Government was derived through the War Measures Act of 1914 which allowed the Government to initiate both action and controls through what are known as Orders-in-Council (OIC's). OIC's require Cabinet approval but not legislative approval.

Thus, while the statutory powers and responsibilities of the Wartime Prices and Trade Board, the operations of which touched upon almost every section of Canada's economy, were derived from less than half a dozen basic orders-in-council, the hundreds of regulations governing the conditions of production and distribution applicable to specific industries, including rationing, were issued in the form of board orders and admin-

istrators' orders.

War materials production however followed a different path. With OIC 2696, dated September 15th, 1939 the Government created the War Supply Board (WSB); with OIC 3300 October 25th, 1939 the WSB assumed the responsibilities of the Defence Purchasing Board and finally with OIC 1437, April 9th 1940, the powers, the authorities and methods of procedure for all war materials were assumed by the Department of Munitions and Supply (DMS). Together with some 30 newly created Crown Corporations the DMS was responsible for all production and supply activities ranging from arms and ammunition, housing, mining to ship building.¹

The covers that follow show the evolution of the War Supply Board to the Department of Munitions and Supply. They have all been slightly reduced in size for convenience



Figures 1 and 2: A triple weight airmail cover from Ottawa to Ritcey's Wholesale Ltd² in Halifax January 20th, 1940. The 26¢ paid 5¢ for the first ounce and 5¢ for each additional ounce³ with four 5¢ Allegory of Flight and one 6¢ Monoplane over MacKenzie River air mail stamps all perforated with OH/MS O9 pattern⁴. At first glance the year of cancel might appear as '44' but closer inspection in the Figure 2 insert shows the CDS was struck twice with the doubling seen more clearly on the left hand side of the cancel.

The cover was roughly opened on the left but a partial 'LY BOARD' remains (arrow). This fragment combined with the CDS cancel and the OH/MS perforated stamps clearly point to this being mail from the War Supply Board .

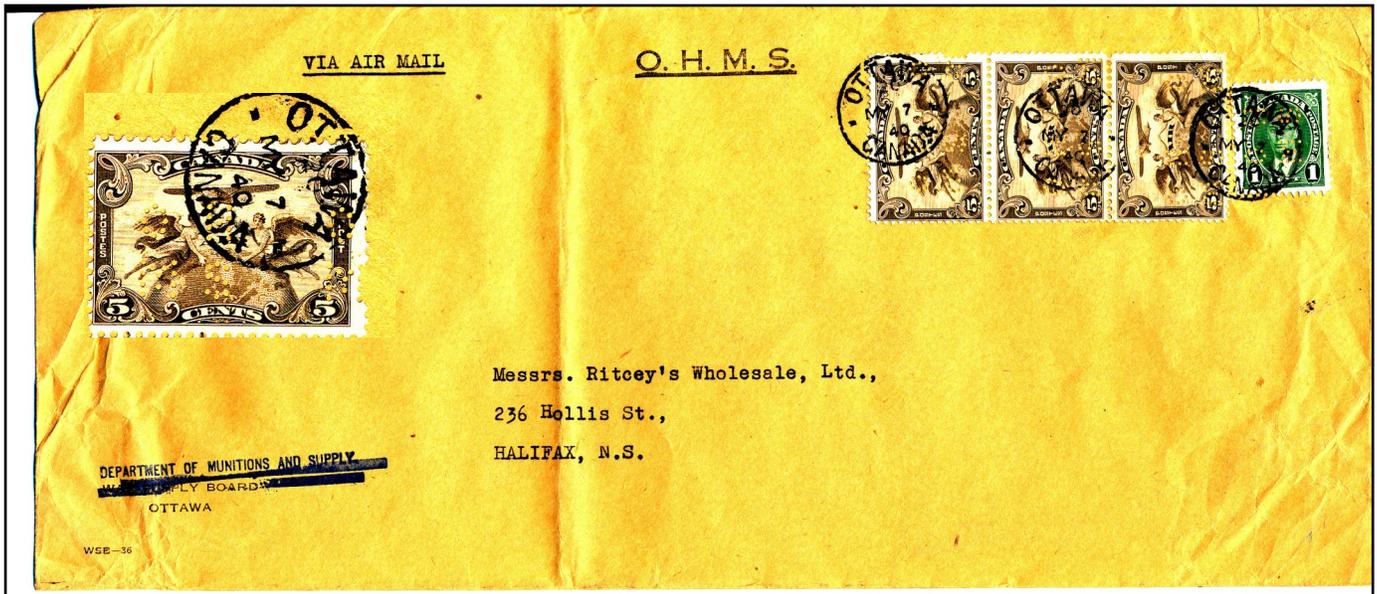
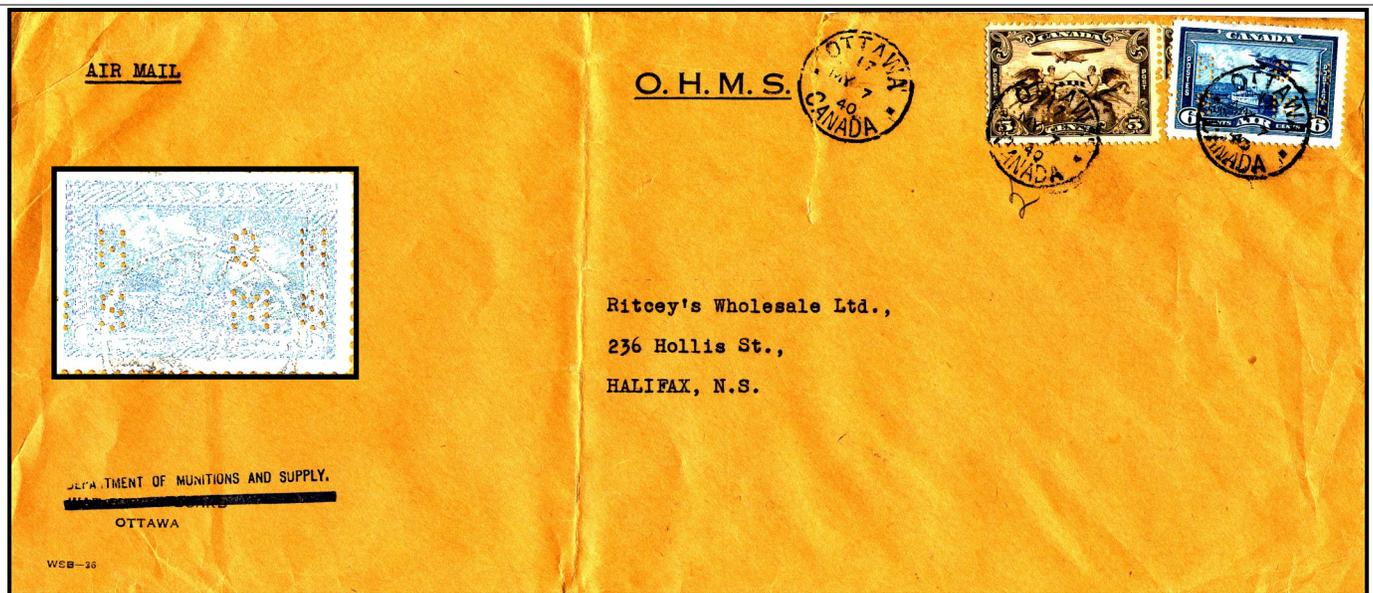


Figure 3 and 4: A second to Ritcey's Wholesale is dated May 7 1940 (Figure 4). This is 33 days after the creation of the Department of Munitions and Supply. The War Supply Board identification is partially obliterated and replaced with DEPARTMENT OF MUNITIONS AND SUPPLY and given the angle, probably a hand stamp. One 5¢ Allegory of Flight and a 1¢ Mufti pay for the first ounces airmail 6¢ rate and 2 5¢ Allegory of Flight pay for up to 2 additional ounces. Again all stamps are perforated OH/MS.



Figures 5 and 6: The final cover is also to Ritcey Wholesale Ltd and also dated May 7, 1940. A 6¢ Monoplane over the MacKenzie pays the first ounce airmail rate and a 5¢ Allegory of Flight pays for up to 1 additional ounce. The original War Supply Board is completely obliterated and replaced with the Department of Munitions and Supply handstamp. Removing the colour from the 6¢ Monoplane makes a slightly better image of the OH/MS perforations⁵

Endnotes:

A special 'thanks-you' to my Nova Scotia Stamp Club colleague Jack Forbes (AAMS-AAPEAPS-BNAPS-CPS-CSC-GBPS-PHSC-PSSC) for sharing these covers. An article by Jack on these covers appeared an issue of the Airpost Journal the newsletter of the American Air Mail Society (Volume 93 No. 10 Whole No. 1108).

1. The Canadian Journal of Economics and Political Science / Revue Canadienne d'Economie et de Science Politique, Vol. 13, No. 1 (Feb., 1947), pp. 99-114 and The Canadian Journal of Economics and Political Science / Revue Canadienne d'Economie et de Science politique, Vol. 16, No. 4 (Nov., 1950), pp. 515-528
2. Ritcey's Wholesale Ltd. I could not find any information about this Company.
3. Postal History Corner <http://postalhistorycorner.blogspot.com/p/6-domestic-air-mail-rates-1928-19.htm>
4. Johnson, J., and Tomasson, G. (2022), **Canadian Stamps with Perforated Initials**, (6th Edition), British North American Philatelic Society, <https://bnaps.org/PerfinHandbook/PerfinHandbook.htm>
5. Background Colour Remover <http://www.battleship-revenues.com/extract.xhtml>

Canadian General Electric C15 Mirror Block and the Mailroom Misfit

Russell D. Sampson

"You need to let the little things that would ordinarily bore you, suddenly thrill you."

Andy Warhol



Figure 1. A cut piece with mixed franking on thick manila paper. The postage is made up of a block of four of the Scott 289, with mirror-paired C15 perfin patterns plus singles of the Scott 284 (not perfinned), Scott 286 and Scott 287. This scan clearly shows perforations on the selvage of the block of four which appear to come from the "E" of the die to the left of the die producing the mirror pairing. The postmark reads: QUEBEC CANADA 19 4 11 51 (February 4, 1951).

Why do some perfin patterns appear in all eight positions while others do not? A simple perusal of C15 entry in the handbook [1] and my collection of C15 perfin patterns reveals an era of dramatic positional variation starting around 1939 and continuing with the C16 to about 1954 (i.e., Scott 341). There are many stamp issues during this time that have all eight positions of the C15 or C16 reported. In my collection I have multiple issues with all eight positions of the C15, and multiple copies of the scarcer positions (i.e., the "even" positions 2, 4, 6 and 8). I also have many double perfin patterns of these two patterns. There are other patterns from the same model of perforator, from the same era, and with the same scale of production that show nowhere near as much variation. This strongly suggests that these positions may have been due to the personal habits of the operator or operators of the C15 and C16 perforating machine.

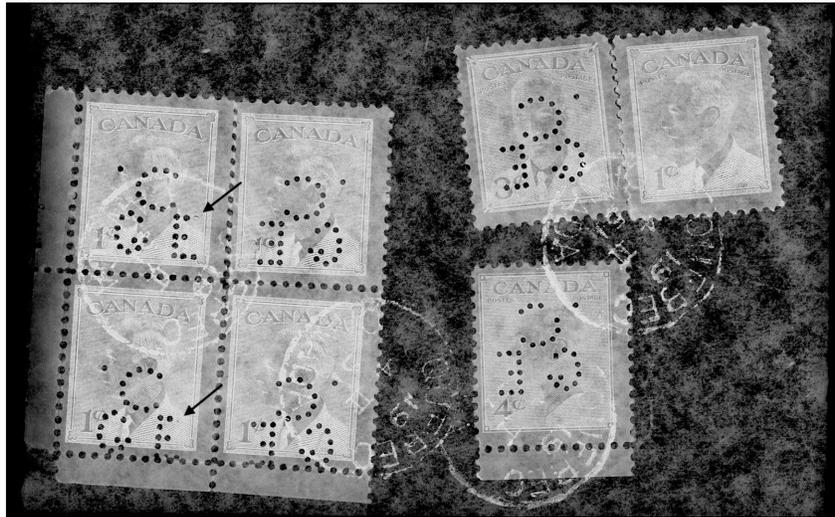


Figure 2. A "Poor person's X-ray" of the cut piece showing the perfin patterns more clearly. Arrows show the "hanging chad" (upper arrow) and blind perforation (lower arrow) which indicate that the left-hand stamps were underneath the right-hand stamps when inserted into the perforating machine.

Illustrated here is the mirror pair, or more accurately a "mirror block", from my collection (see Figures 1 and 2) that may be revealing as to the reasons for this dramatic variability in the positions of the C15 and C16. The block is on a cut-piece from a wrapper or oversized envelope. The perfin pattern is best seen using the "poor person's X-ray" method outlined in my article in the October 2019 issue of *The BNA Perforator* [2].

Mirror pairs are produced by placing folded sheets of stamps into the perforating machine. One of the revealing and most interesting features of this block is the position of the fold needed to produce this mirror pairing. This appears to occur between the first and the second column of stamps of the sheet - as proven by the presence and location of stamp's selvage.

As outlined in the handbook [1], the C15 was produced by a 5-die Cummins Model #52 which according to its advertising [3] - had a "Capacity Per Stroke" of ...

3 or less initials on each stamp, (20 stamps each stroke. Row of 5, four sheets thick.)

The spacing of the perforation dies in such a machine were produced so that the most common sized stamps of the day (e.g., Scott 289) would be perforated in the same location if the sheets were aligned vertically as they were fed through the machine.

This suggests that a machine operator seeking optimal production efficiency would fold or separate full sheets of stamps vertically along the perforations between the fifth and sixth column of stamps and then

stack two folded sheets (or four half sheets) on top of each other. If the operator choose to fold rather than separate the sheets and was conscientious of the machine's pattern spacing then this should produce a preponderance of odd numbered perfin positions (e.g., positions 1, 3, 5 and 7). Putting the sheets of stamps through "sideways" would result in uneven spacing and eventually the perfin patterns would be cut by the stamp's perforations. Such haphazard positioning might reflect badly on the work ethic of the employee and ultimately the company. However, this didn't seem to matter in the mailroom of Canadian General Electric.

It is obvious from the location of the selvage that this block of four is from the left-hand side of the sheet of stamps. Since the perfin patterns are position 1 on the left and position 5 on the right, the sheet could have likely been folded over top of the left-hand stamps (see Figure 3). If this was a full sheet of stamps this would indeed produce a very awkward sheet to feed through the machine. There is additional evidence for this unorthodox folding geometry with the presence of a blind and a "hanging chad" in the perfin pattern. Since the design of the Cummins perforator had the pins descending from the top of the machine and entered the drilled holes in the bottom of the machine then any blind perforations will be found below those complete perforations in the stack of stamps. Thus, the blind perforation on the left-hand stamps (see arrows in Figure 2) of the mirror pair, strongly suggests that the right-hand stamps were folded overtop of the left-hand stamps of the block of the four (see Figure 3).

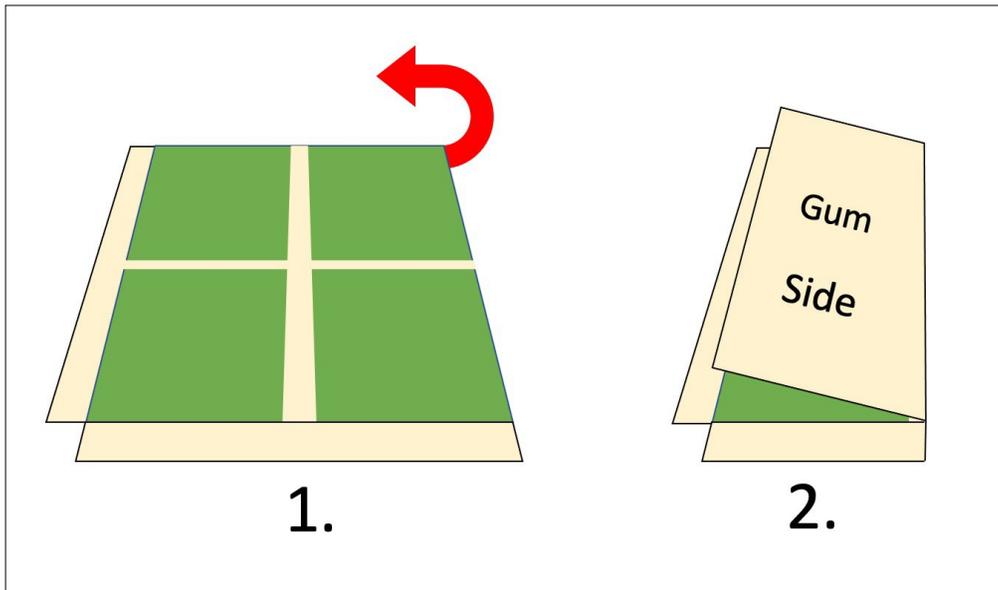


Figure 3. A schematic diagram produced in PowerPoint, showing the unfolded block on left (image 1.) and the folding geometry (red arrow and image 2 on right) of the block of four that created the mirror-pairing.

Using Occam's Razor as a guide (i.e., “*the simplest explanation is usually the correct*”) since the C15 is notorious for its variety of positions, this block of four would suggest the operator was not seeking the greatest production efficiency, since that would mean a simple and consistent fold in the middle of the sheet. Instead, it appears the operator was seeking the greatest variety in the position of the company's perforated initials. Now, why would this be?

In an attempt to understand the operator's motivation for doing this, one might try to empathize with

their situation. Many are such menial jobs and making a creative game, or even art, out of such repetitive tasks can – within reason – relieve the tedium. The evidence from this sample suggests, but sadly cannot prove, that our mailroom misfit may have been doing just that.

So, here is yet another reason to love and study perfins. Not only are they little windows into the history of corporate Canada, but are also little windows into the lives of the people who ran their mailrooms.

REFERENCES:

1. Johnson, J., and Tomasson, G. (2022), **Canadian Stamps with Perforated Initials**, (6th Edition), British North American Philatelic Society, <https://bnaps.org/PerfinHandbook/PerfinHandbook.htm>
2. Sampson, Russell D., (2019), **How to Scan a Perfin on Cover to Produce a High-contrast Image of the Pattern**, *The BNA Perforator*, Vol. 40, No. 2, Whole No. 151, pp. 9.
3. Anonymous, (1970), **Cummins Perforating Machines, Ads**, *The Perfins Bulletin*, Vol. 23, No. 5 pp. 4

CANADIAN NATIONAL RAILWAYS (C29) - A DIE AND PLATING STUDY

Jim Graham



Figure 1: Image of the Canadian National Railways CNR perforin designated C29 in the 6th Edition of the Canadian Stamps with Perforated Initials

I have no explanation for why some things about perfins fascinate me, except that they do. One of these is the dies of the machines themselves; why there are those which remain completely intact throughout their use and those which do not. As collectors we know that some, such as Montreal Rolling Mills (MR/MC-M23) have incomplete punches/missing pins almost immediately while another, such as Mutual Life Assurance Co. of Canada (MLC-M13), remain intact from beginning to end.

It was when I was looking through about 200 or so Queen Elizabeth II Wildings C29's (Figure 1)

searching for the 'ribbed paper' variety (no luck!) that I really took notice of the incomplete punches. I was curious about when these first appeared. The result of my curiosity is this article.

I looked at some 400 KGV Admiral, Scroll, Arch issues and a handful of USA issues (1922-1932)¹ without finding any missing holes. Figure 2 is the reverse image of a strip of 4 of the 1933 5¢ Royal William with 7 complete and 2 partial punches and no missing holes.



Figure 2: A strip of 4 of the 1933 5¢ Royal William issue with 7 complete and a partial punch at either end of the strip. The cancel date is November 21, 1933. All 298 holes that you would expect to find are present and accounted for.

Missing holes in my C29 accumulation first appear in the KGV Medallion issue released December 1st 1932. In 314 copies of the Medallion issues there are just 6 with incomplete punches all with the same missing hole. (Figure 3).



Figure 3: Image of the face and back of KGV 2¢ Medallion issue missing the last hole of the outside

Sequence of Missing Pins		
Issue	Years	Incomplete Die
KGV Medallion	1932-1935	Die 8
KGV Pictorial	1935-1937	Dies 1, 2,3,7,9,10
KGVI Mufti	1937-1942	Die 4
KGVI War	1942-1949	Die 6
KGVI Wilding	1949-1953	
QEII Karsh/Wilding	1953-1962	Die 5

Table 1: Missing pins by stamp issue

Establishing the first and last die was the first task. Figures 4 –6 establish Die 1 and in the process Die 2. Die 10 is determined in Figures 7 and 8. With starting and end dies, tied strips of 3 and 4 allow the completion of the 10 dies sequence— Figure 9.

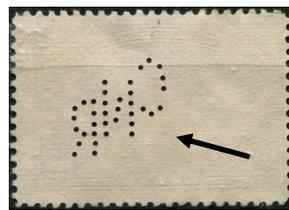


Fig.4

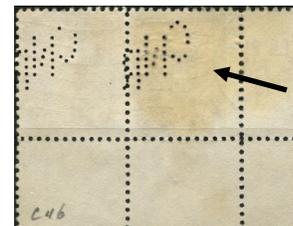


Fig. 5

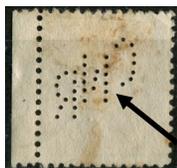


Fig. 7

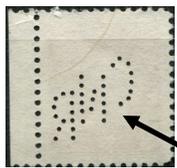


Fig. 8

Figure 7: 3¢ KGVI War issue (rose violet)
 Figure 8: 4¢ KGVI Wilding issue (orange vermillion)



Fig. 6

Figure 4: 10¢ RCMP from the 1937 Pictorial issue. The space between the right edge of the stamp to the punch is wide enough to have partial punch if this was not Die 1.

Figure 5: Corner block of 3¢ KGVI Wilding with selvage.

Figure 6: 3¢ QEII Wilding 58-01-13

Fig. 10

Fig. 9

Fig. 11

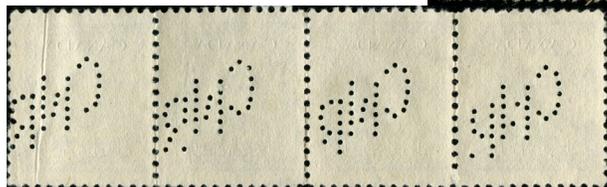


Figure 9–11: From right to left a strip 4 5¢ KGVI Wildings with a cancel date of sometime in 1951, a strip of 3 5¢ KGVI War issue with no discernible cancel information and a strip of 4 1¢ KGVI War issue again with no discernible cancel information. Only Dies 5 and 6 have full punches.

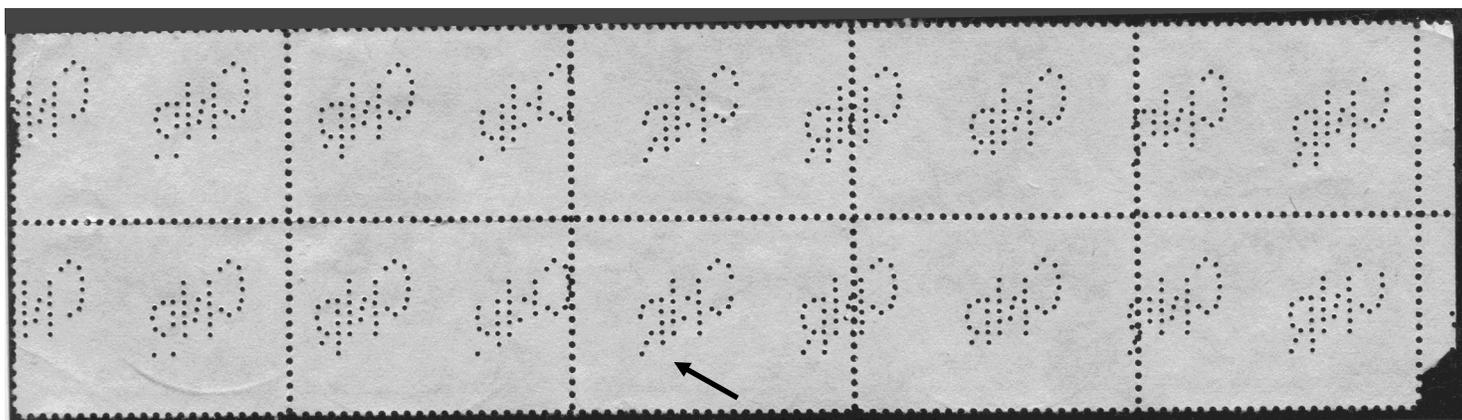
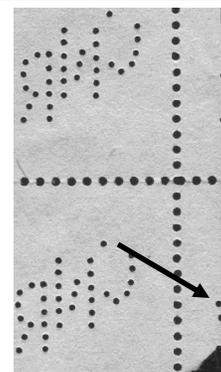


Figure 12: This is a double strip of the 20¢ Paper Industry issued June 7th, 1956 which shows Die 6 is now missing 4 holes. Dies 2 to 5 and 7 to 9 remain as there were in 1951. Only 5 holes of Die 1 can be seen and less than that in Die 10.

Figure 13: From the selvage above one might conclude that the first dies are #1 and #2. The expanded image on the right shows holes in the selvage from Die 1.



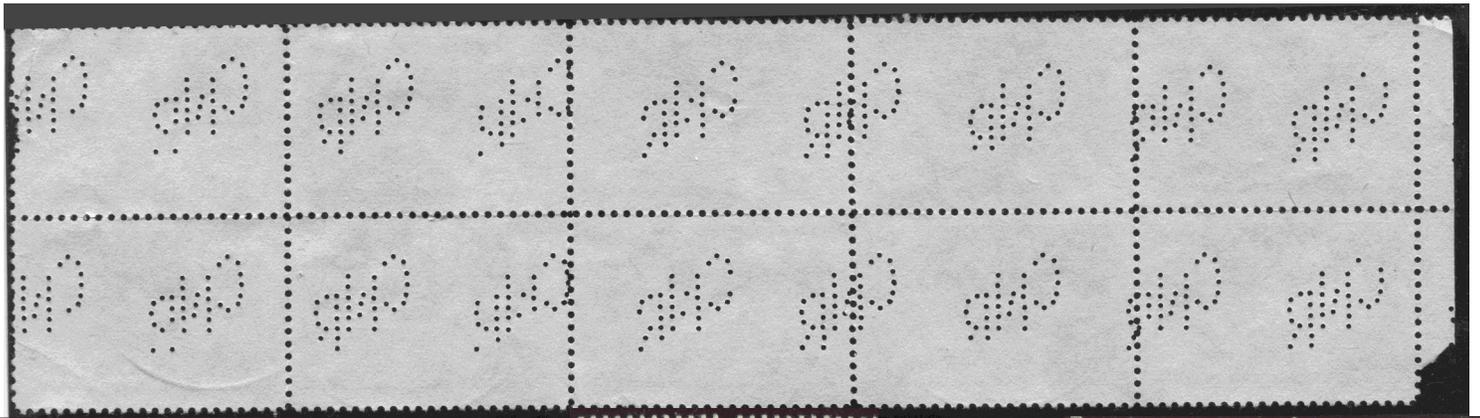


Fig. 16

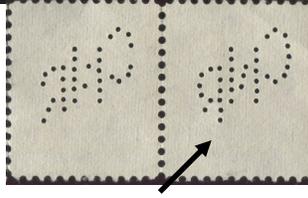


Fig. 15

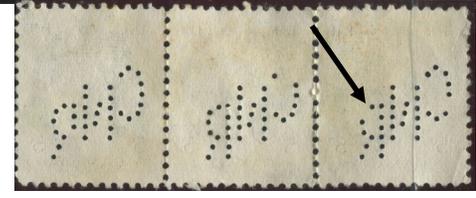


Fig. 14

Figure 12 is repeated for convenience

Figure 14: A strip of 5¢ QEII Wildings with an additional missing hole in the "R". In some 16¢ KGVI Wildings there were 9 Die 1's, all with a complete "R". The first I found was a 4¢ in the July 25th, 1951 KGVI Wilding "New Colours".

Figure 15: A pair of 1¢ QEII Wildings, Dies 5 and 6, with a missing hole the last hole in the outside leg of the "R" in Die 5. This is the last position punch to lose a pin.

Figure 16: Also a pair of 1¢ QEII Wildings, Dies 9 and 10 with a missing hole the last hole in the curve of the "R" in Die 10.

The QEII Cameo definitive issue of 1962-1963 was the last definitive CNR used in quantity. The current 'Latest Reported Date' is 1966-06-30, roughly a year before the Centennial issue (there are 3 Centennial issues reported but with no positions recorded). My examination of 130 Cameo C29 punches found no new missing pins. (Figure 17). It might appear at first glance that Die 5 is missing 2 additional holes but the enlarged image shows they 'blind' holes rather than 'missing' holes (Figure 18).

The second thing to note is that from some point in the use of the QEII Wilding issue onward Dies 5 and 8 will look the same on a single stamps.

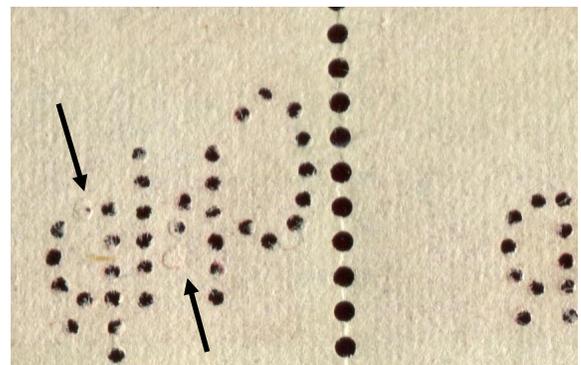


Figure 18: blind holes in Die 5 of a 4¢ QEII Cameo issue.



Figure 17: Die state of the CNR C29 perforating machine 1962-1963 Cameo issues

References:
 Canadian Stamps with perforated Initials, 6th Edition;
 Editors Johnson, J. Tomasson, G.
<https://bnaps.org/PerfinHandbook>

I wondered if the strip of Royal William with 7 complete dies could be overlaid on other multiples and perhaps determine which dies there were. This is not possible as the analysis completed in Figure 18 by Russell Sampson shows.

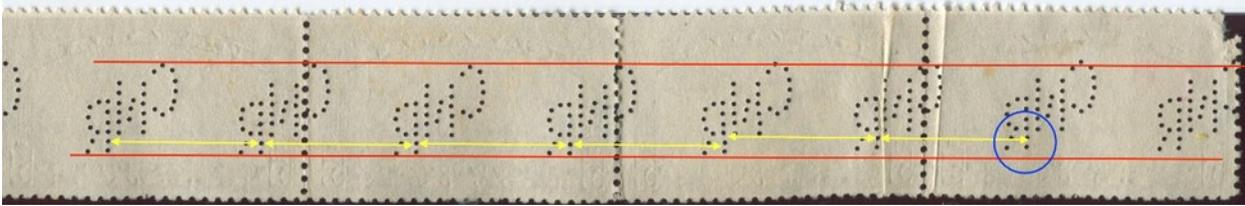


Figure 18: Russell Sampson - These three creases may cause a considerable amount of mis-alignment of the perfin patterns and thus cause the mis-registration you have found between the 204 strip and the 362 block. To further support these observations I have performed some relative measurements of the perfin patterns of your 204 strip image.

First, I wanted to see if the perfin patterns retained their expected "parallelism". To do this I drew straight lines connecting all the patterns. The red lines are straight and aligned with the bottom edge of the "R" for the first four perfin patterns (again counting from the left). You can clearly see that as the red line crosses the crease caused by the perfin machine, this red line clearly misses the next patterns by about 1.5 perforation diameters (about 1/24 of an inch).

Secondly, one should also expect that the inter-die spacing should be very close to equal from one die to the next, and at the same crease you can see that they are not. This is illustrated by the yellow arrows. I carefully drew the first yellow arrow on the furthest left-hand pattern between the left edge of one perforation and the right edge of the same perforation on the next pattern. I then "*copied and pasted*" this yellow arrow (to preserve its exact dimensions) and placed it carefully against the left edge of the next perforation. Once again, one can clearly see that as one goes from left to right the arrow eventually misses the perforation on the far right pattern - going past the right-hand edge of the perforation by about a full perforation diameter (see the center of blue circle).

Therefore, these creases appear to make this 204 strip problematic or even unsuitable for the purposes of a plating template.

The strip did however add a little more information to the story. It does seem as if the first pin to drop from the machine was in Die 8. Could one of the dies in the strip be Die 8? Figure 19 suggests that it is more than likely that one of the 2 indicated dies is Die 8 as for one of the complete punches not be Die the machine operator would have to start with Die 4 or a remnant strip inserted randomly; both possibilities but I think highly unlikely. Assuming the machine operating was working normally with a full sheet of stamps and the sheet more or less in alignment with Die 1, then if the last punch on the left is Die 8 there would be more than 10 dies; likewise if the Die indicated with the red arrow is Die 8, again there are 11 Dies. If then one of the 2 Dies indicated with the black arrows is Die 8 we know that its pin was lost sometime after November 21st, 1933, the CDS cancel on this strip.



Figure 19: Identifying potential Die 8's on the Royal William Strip.

References:
 Canadian Stamps with perforated Initials, 6th Edition;
 Editors Johnson, J. Tomasson, G.
<https://bnaps.org/PerfinHandbook>

Footnotes: 1. CNR used the same Cummins Model 53 to perforate US postage for use in its American offices. In the USA Perfin Catalogue it is pattern C233. Here are images USA issues with die punches the same missing

pins.



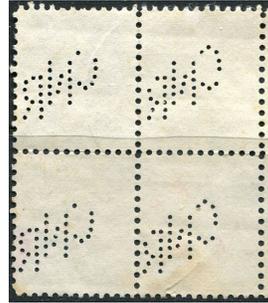
Die 1



Die 3



Dies 6 and 7



Dies 1 and 2
Second state

References:

Canadian Stamps with perforated Initials, 6th Edition; Editors Johnson, J. Tomasson, G.
<https://bnaps.org/PerfinHandbook>

A Lake Superior Corporation (L8) Perfin with Back-to-Back Double Chad Plugs

Russell D. Sampson



Figure 1 and 2: Looking like miniature Christmas bobbles, these back-to-back double perfin chad plugs appear to be from another Scott 233. In Figure 2 the image of the front of the stamp has been mirror-reversed in order to make the perfin pattern match its appearance from the back of the stamp. Chad plugs are indicated by the coloured arrows.

Call the people at Guinness, because this may be the world's record *smallest* philatelic collectable ... *perfin chad plugs*. Here's how these little jewels are probably produced.

As the perforating pins in the machine punch-out those tiny chads of paper, gum and ink, they are supposed to be deposited into a tray at the bottom of the machine – like crumbs from a toaster. However, every once in a blue-moon they don't. Instead, these pieces of postage confetti are neatly inserted back into the stamp – or more entertainingly – into another stamp. I suspect the stamp's gum may have something to do with their cozy-fit and long-lasting adhesion.

However, what makes this Lake Superior Corp. (L8) example extra odd, is that the chads are doubled (see Figures 1 and 2). Not one, but two chads are stuck into the same perforation – like two corks in a bottle. For evidence of this chad doubleness see Figure 3. And to top it off, these chads are stuck back-to-back ... gum-to-gum. All these freakish facts, suggests that the sheets, or partial sheets, of stamps may have been stacked before they were inserted into the machine. Furthermore, the back-to-back orientation of the chads suggests that the sheets were stacked gum-side-to-gum-side.

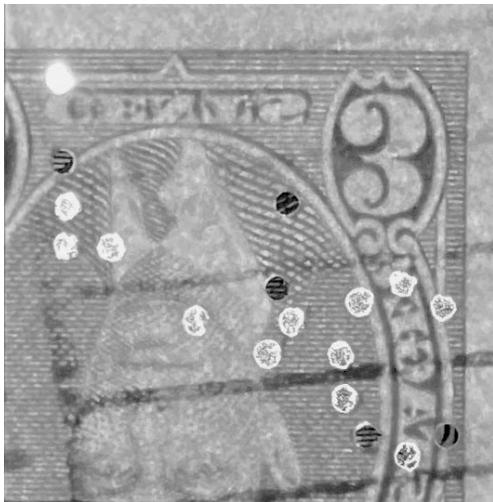


Figure 3: A transmitted light image (i.e., back-lit) of the perfin in Figure 1 and 2 showing that the chad plugs appear darker and thus are thicker than the surrounding stamp paper. This strongly suggests that the chad plugs are doubled. This image was produced by cutting a 1.25-cm square out of the card stock of a 102B dealer's card. The stamp was then inserted over this opening and a bright LED light source was then placed behind the stamp. The image was obtained from my iPhone and then cropped and enhanced in Preview.

If this was the case, a likely scenario would see the sheet of stamps folded with the specimen in Figures 1 being underneath. This is evident when the position of the perfin is taken into account – position 7 – which can only occur if the pins punch through the stamp from the gum side. Therefore, if there was a stamp overtop, that top stamp would have a perfin position 3.

Now what about the rarity and temporal distribution of these oddities?

A survey of my collection of L8 perfins (see Figure 4) reveals that out of 186 individual stamps with 206 perfin patterns, only seven perfin patterns sported back-to-back double chad plugs. The sample in Figures 1, 2 and 3 is the most spectacular of the seven. This total translates to a ratio of about one L8 perfin pattern for every 27, or about 3%. So, these back-to-back double chad plugs appear to be scarce but not exceeding rare. It should be noted that three of the L8 patterns showing a reversed chad plug on the back of the stamp, did not have a second plug on the front.

Figure 4 also reveals that this oddity occurs in perfins only after the start of Mufti issues. These stamps were issued on April 1, 1937 and are found on mail well into WW II. From an examination of Figure 4 it is also apparent that the occurrence of damaged dies also appears to be coincidental with this period of chad plug oddities, and further suggests that the cause of these back-to-back double chad plugs was somehow associated with clogging, wear or damage of the perforating pins. The sudden appearance and then the almost complete lack of this oddity afterwards also suggests that whatever was causing it, may have been remedied, possibly from a proper cleaning of the dies.

So, get out your magnifying glasses and start hunting for these tiny collectables. The next challenge will be to find one with the ink-colour from a different stamp issue. Those Guinness people are waiting.

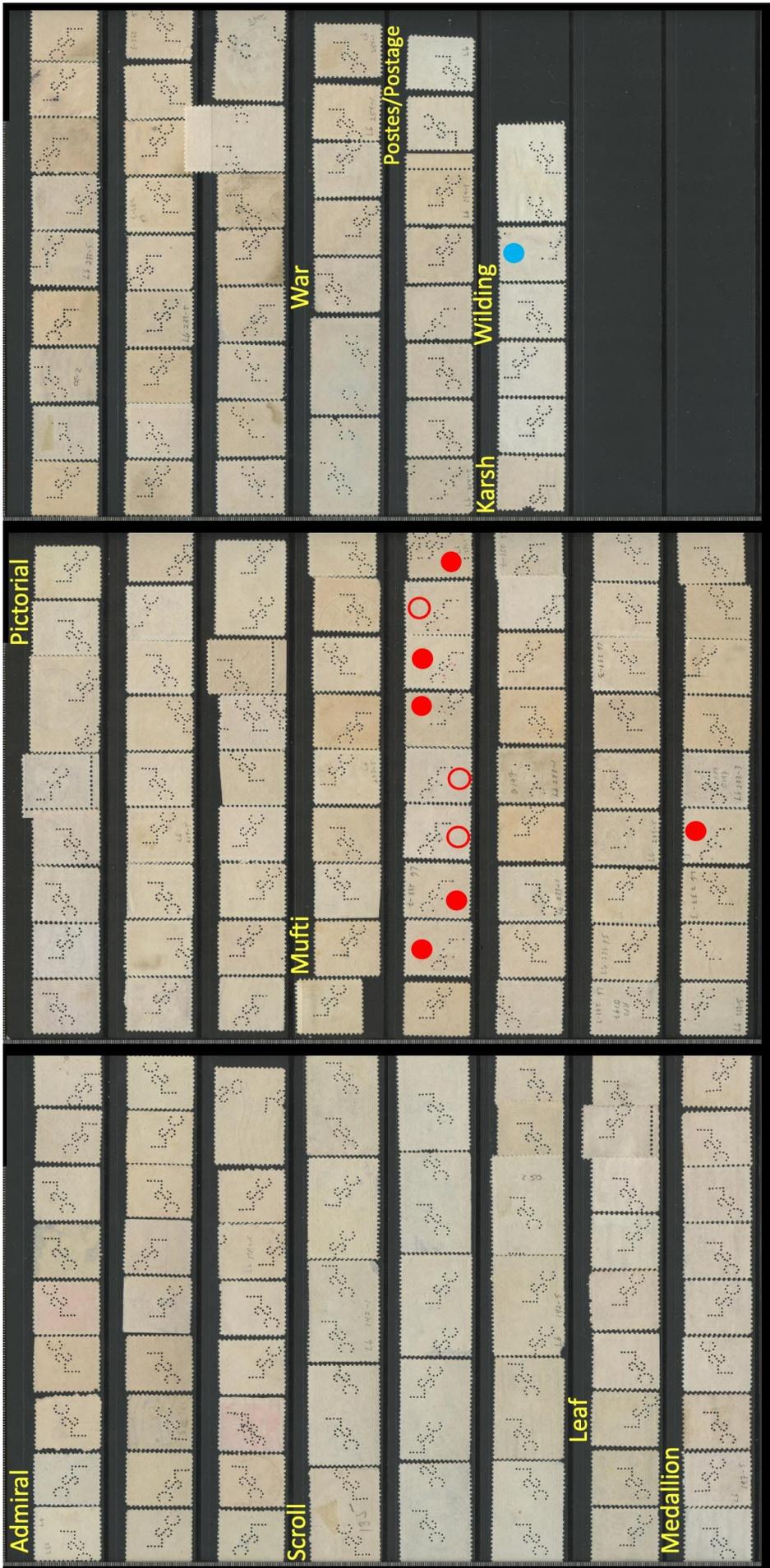


Figure 4: A survey of the author's collection of L8 perfins. The image is rotated 90-degrees to allow sufficient image-scale for examination by the reader. The stamps are arranged according to Scott number and therefore an approximated time-line can be marked by the common names of the definitive series (e.g., "Admiral"). Those 3-cent carmine Scott 233 L8 perfins with back-to-back double chad plugs are marked with red dots, while a lone Scott 341 with this oddity (a blue chad matching the colour of the stamp) is marked with a blue dot. Those Scott 233 with only a single chad plug (i.e., not doubled) are indicated with an open red circle. It is apparent from this visual time-line that the occurrence of these oddities is confined to a relatively short time period and the cause of its occurrence also appears to have been partially resolved afterwards. All stamps are arranged with their tops oriented the same way (i.e., with their tops towards top of the plastic stamp pages). From this, one can see the perfin positions and their relatively consistency over time. There is only one "even" position (position 8) in the entire collection, a Scott 276 issued in 1948.

Editor's Note:

I had a look through my L8's and did find one example of a chad from the sheet above in a tied pair of the 10¢ Pictorial issue Library of Parliament in Position 5. (Figure 1 and 2). In the same stamp there are blind holes and holes missing altogether. The punch on the second stamp is complete in every respect.

