

# THE BNA PERFORATOR

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## Editor's Post:

¶ First of all I owe an apology to the membership and to Russell Sampson particularly, for the mess I created in formatting his marvellous article on the Evans, Coleman and Evans perforating machine in Issue 168. My thanks to BNAPS webmaster, Leo Beaudet, and Topics Study Group Reporter, Robert Lemire, for pointing out the problems. I was able to rectify these before Issue 168 was posted to the Study Groups' section of the BNAPS website. A corrected version is there now and can be accessed at <https://bnaps.org/hhl/newsletters.htm>.

¶ The costs associated with Issue #169 were \$15.00 for printing. Mailing costs would have been \$8.42 - 5 @ \$1.30 (\$6.50) and 1 @ \$1.92 but there was sufficient donated postage available to defray these costs.

¶ My article on the KGV 2¢ "deep rose red, hair-lines", Scott 106ix (Pages 65-67), would not have been possible without the generous assistance and patience of Bill Burden. He gave generously of his time and knowledge, patiently answered all my questions, provided access to the required reference material and finally had very useful suggestions for the article itself. You can visit <https://wgburden.com/> to gain a perspective on Bill's range of interests and his expertise. Thank-you Bill.

¶ Perfins were certainly evident at BNAPEX in Halifax September 15th to 18th. There were 3 exhibits; Patrick Durbano being award a Gold for Department of Finance 5-Holw OH/MS Mail (one frame) and for 4-Hole OH/MS Perfin mail to Foreign Destinations (1939-1952) (4 frames), and your Editor a Vermeil for The Use of Perforated Postage by Canadian National Railways 1929-1966 (2 frames). On Saturday afternoon the Perfin Study Group met with 8 in attendance. Gary Tomasson summarized the work of he and Jon Johnson on the Canadian Stamps with Perforated Initials and the transition of the editing responsibilities to Russell Sampson and myself. I made a power point presentation showing Department of Munitions and Supply and related covers from the 1940's demonstrating the scope and impact of the DMS on Canada's economy both during and after World War II.

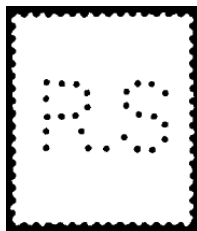
¶ Our Study Group's finances remain in great shape; page 71 provides a statement of revenue and expenses for 2022.

Happy Holidays to all



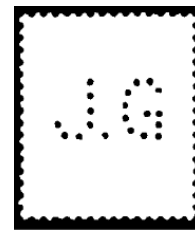
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## Sun Life Assurance Company of Canada (S22)

### Early and Late Dates of Usage by City

A thank-you to Michael Behm who provided the wealth of information that completed the chart below. These EKD and LKD dates and future changes to these dates will be incorporated with the individual City listings of known S22 Sun Life issues in Appendix I of the 6th Edition of the Canadian Handbook with Perforated Initials. The Study Group membership's efforts to keep this information current is appreciated.

SUN LIFE S22			
CITY	EARLIEST KNOWN DATE	LATEST KNOWN DATE	NOTES
Halifax	1922-08-30	1937-05-20	EKD #108 cover; LKD #219 on cover
Saint John	1926-05-31	1936-06-13	EKD #109 on cover; LKD #223
Quebec	1924-02-13	1937-09-01	EKD #105; LKD #225
Trois Rivieres	1926-01-/-	1937-06-17	EKD #107; LKD #223
Sherbrooke	1927-11-08-	1937-04-22	EKD#107 on piece; LKD #233 on cover
Ottawa	1924-03-04	1935-11-28	EKD #109; LKD #213
North Bay	1926-05-19	1937-02-16	EKD #109 on cover; LKD #219 on cover
Toronto	1922-08-19	1927-06-06	EKD #107 on cover; LKD #107 on cover
London	1931-12-10	1936-12-02	EKD #167; LKD #218;
Guelph	1935-01-03	1936-10-19	EKD #219 on cover; LKD #219 on cover
Windsor	1927-09-22	1952-04-10	EKD #105; LKD #284
Peterborough	1922-05-20	1933-02-14	EKD #108; LKD #191 on cover
Fort William	1932-01-21	-	EKD #167;
Winnipeg	1922-05-09	1934-10-04	EKD #104 on piece; LKD #196
Regina	1931-12-31	1938-01-21	EKD #166; LKD #223
Saskatoon	1925-11-21	1934-07-27	EKD #109 on cover, LKD #197c
Edmonton	1926-08-31	1946-06-11	EKD #107 on piece; LKD #254
Calgary	1925-10-30	1936-04-14	EKD #105 on cover; LKD #218 on cover
Vancouver	1925-09-28	1927-05-04	EKD #109; LKD #118;
Updated 2023-09-27			

## Robert Simpson Company Limited (R8)

### Updated Issue Count

Michael Behm has generously provided account of his R8 perfins, by issue and by position, These have been included in the revised Table below. Although the 6th Edition of the Handbook lists this pattern on the 7¢ KEVII and stamps issued by the Canadian Post Office after 1915 (those highlighted in the Table below), none as yet have been reported in this survey .

<b>R8 (Robert Simpson Company) Positions Survey</b>				
<b>Scott Number</b>	<b>Description</b>	<b>Position 1</b>	<b>Position 3</b>	<b>Total</b>
89	KEVII 1c Green	31		27
90	KEVII 2c Carmine	89		59
91	KEVII 5c Blue	79		72
92	KEVII 7c Olive Bistre	0		0
93	KEVII 10c Brown Lilac	28		26
94	KEVII 20c Olive Green	1		
104	KGV 1c Dark Green	17		15
106	KGV 2c Carmine	241	3	229
108	KGV 3c Brown	0		0
109	KGV 3c Carmine	0		0
111	KGV 5c Dark Blue	42		33
112	KGV 5c Violet	0		0
115	KGV 8c Blue	0		0
116	KGV 10c Plum	30		29
120	KGV 20 Black Brown	0		0
	<b>TOTAL</b>	<b>558</b>	<b>3</b>	<b>561</b>

**Mismatched Cover #4**  
**Canadian General Electric Perfin (C15)**  
on  
**Canadian Allis Chambers Cover**

Jim Graham

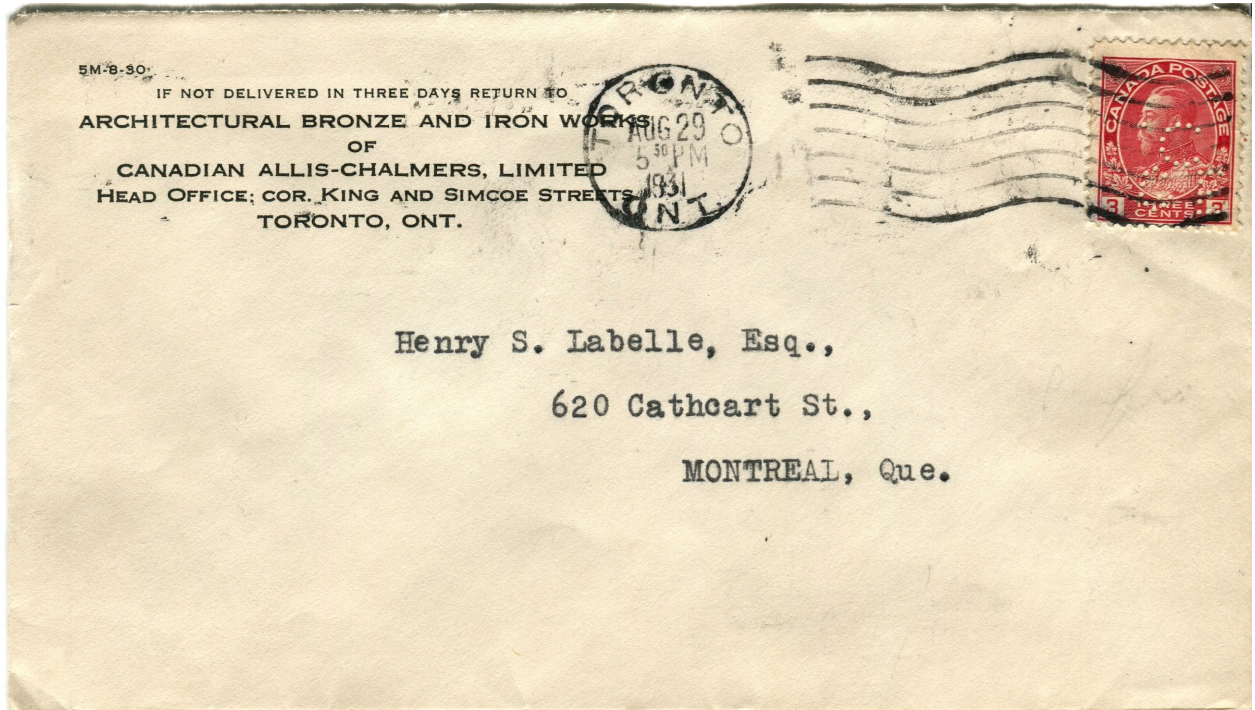


Figure 1: Allis-Chalmers corner card cover franked with a 3¢ Admiral (1923 issue) paying the 3¢ forward letter rate from Toronto ON to Montreal PQ August 29th, 1931



Figures 2 & 3: A full colour and a black and white image of the 3¢ KGV Admiral franking the Allis-Chalmers cover.. The black and white image has an arrow indicating the C16 code hole, in this case on KGV's nose.

The cover in Figure 1 is another example of what I have previously called a “mismatched” cover – a cover with a corner card identification that does not match the perfin on the postage stamp which franked the cover (See Note 1). In this case it is a cover of the Architectural Bronze and Iron Works of Canadian Allis-Chalmers Limited, Toronto Ontario. The 3¢ Admiral (Die 2) has the Canadian General Electric perfin pattern C16 which the 6<sup>th</sup> Edition of the Handbook describes being “distributed from Toronto”<sup>1</sup>. The cover has a cancel date of August 29<sup>th</sup> 1931.

Although the timing is right, the stamp is not the 3¢ Admiral ‘Provisional’ (perforated 12x 8) released for general use on June 24<sup>th</sup> 1931<sup>2</sup>, but a common Scott 109. This stamp, first printed in 1923<sup>3</sup>, was reprinted because the Government’s re-introduction of the 1¢ War Tax (on the first ounce only) on July 1<sup>st</sup>, 1931<sup>4</sup> increased the forward letter rate from 2¢ to 3¢ creating much more demand for 3¢ stamps.

Canadian General Electric (CGE) was incorporated July 15, 1892, under the laws of the Dominion of Canada. Agreements with the **General Electric Co.** (Schenectady, N. Y.) and **Allis-Chalmers Mfg. Co.** (Milwaukee, Wis.). Agreement between these companies gave CGE the exclusive right to manufacture and sell General Electric and Allis-Chalmers apparatus in Canada. Canadian Allis-Chalmers was a direct subsidiary of Canadian General Electric<sup>5</sup>.

In North America, Allis-Chalmers was a concern of much wider activities than its famous mid-range orange tractors (Figure 2) and other farming machinery; it built (and is still building) power plant equipment, mining equipment, heavy construction equipment, locomotive engines, etc.

In Toronto the Allis-Chalmers plant was located at Lansdowne and Royce Avenues (Figure 5) and manufactured both building supplies and architectural bronze and steel.



Figure 4: Restored antique Allis-Chalmers farm tractor which was known and easily recognizable by their distinctive orange paint colour.



Figure 5: The Allis-Chalmers plant at the corner of Lansdowne and Royston, Toronto ON circa 1913<sup>6</sup>.

The cover is addressed to Henry S. Labelle Esq., in Montreal. A quick internet search turned up the following: Henri S. Labelle (1896-1987) was an architect and a member of the Royal Architectural Institute of Canada. In 1935 he had offices in Room 920 at 620 Cathcart Street in Montreal (Figure 6). He is principally known for his achievements in institutional, religious and public architecture. His home, of his design, still stands at 660 Hartland Avenue in Montreal. M. Labelle was 35 or 36 in August 1931 and approaching his prime as an architect. The Allis-Chalmers trade publication in Figure 7 would have been of considerable interest to him.

“ Henri S architect rm 924 620 Cathcart h 78 Strathearn av Montreal West

Figure 6: An excerpt from page 1385 of Lovell’s Montreal Alphabetical Directory (1935). The listing also includes his home address of 78 Strathearn Avenue, Montreal West <sup>7</sup>.

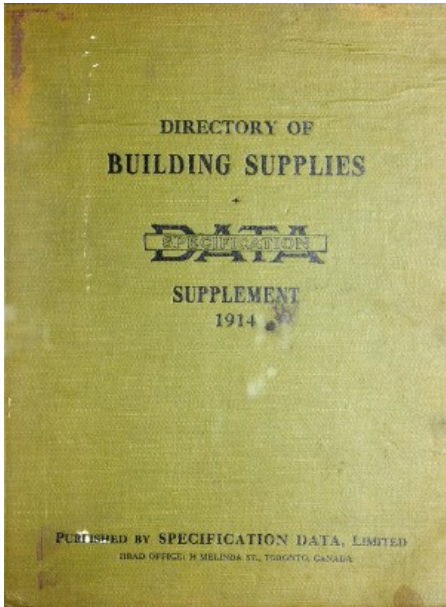


Figure 7: Trade publication of the Allis-Chalmers Architectural Bronze and iron Works.<sup>6</sup>

**References & Footnotes:**

1. Canadian Stamps with Perforated Initials, 6th Edition, Editors R. Sampson & J. Graham.
2. Unitrade Specialized Catalogue of Canadian Stamps (2015); Editor D. Robin Harris
3. Ibid.
4. Postal History Corner <http://postalhistorycorner.blogspot.com>
5. Vintage Machinery <http://vintagemachinery.org/mfgindex/detail.aspx?id=3340>
6. Glassian <https://glassian.org/Prism/AllisChalmers/index.html>
7. Lovell’s Montreal [1935] Alphabetical Directory [http://more.stevemorse.org/montreal\\_en.html](http://more.stevemorse.org/montreal_en.html)

**Note 1:** The previous “mismatched” covers articles are available on the BNAPS website—<https://bnaps.org/hhl/newsletters.htm>

1. Blyth Woolen Mills and CPR pattern C34—Issue 163, Volume 43 No.5
2. Sault Saint Marie Golf Club and Lake Superior Corporation pattern L8- Issue 164, Volume 43 No.6
3. East Coast Hardware wholesale distributors and Montreal Rolling Mills pattern M23—Issue 166 Volume 44 No.2

## Canadian Stamps with Perforated Initials Handbook

### Information Request

The CSPI for M23, Montreal Rolling Mills currently has this listing: '231-4,3,6'. This is the green 1¢ King George VI 1937 Mufti issue. The CSPI could be corrected to '3,5,6' or '4,5,6' or '3,4,5,6'. We can confirm that 231-5 exists (Figure 1) but to make the proper correction we need to know if someone has M23 231-3 in their collection. If you have a M23 231-3 please forward a scan of both front and back at not less than 400ppi to either Russell or myself.



Figure 1: 1¢ King George VI 1937 Mufti issue with the M23 punch in position 5.

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### PERFIN Study Group Financial Report

**December 2023**

Below is a statement of revenue and expenses related to the activities of publishing of the Study Group's newsletter.

**BNAPS Perfin Study Group**

**2023 Expenses Summary**

**All Expenses & Funds in US Dollars**

**Liabilities in Canadian Dollars**

Opening Bank Balance				\$2,958.78
Deposit	May 7 2023	\$34.80		\$2,993.58
<hr/>				
			<b>Payee</b>	<b>Cheque #</b>
			<b>Date</b>	<b>Amount</b>
2022 Liabilities carried forward Issue #164			Jim Graham	\$20.70
Newsletter Printing and Mailing Costs #165			Jim Graham	\$15.00
Newsletter Printing and Mailing Costs #166			Jim Graham	\$22.04
Newsletter Printing and Mailing Costs #167			Jim Graham	\$26.68
Newsletter Printing and Mailing Costs #168			Jim Graham	\$15.00
Newsletter Printing and Mailing Costs #169			Jim Graham	\$15.00
Total Canadian \$\$				<b>\$114.42</b>
Total in US \$\$ (.7408318)				\$84.47
Balance Net of Liabilities @ current exchange				\$2909.11

# Earliest Reported Usage of the S10 – Steel Company of Canada

Russell D. Sampson

Having previously found the latest reported usage of the S10 [1], it was a pleasant surprise to discover from a recent acquisition – the earliest reported usage of the S10.



**Figure 1 and 2:** This stamp has an S10 perfin on a Scott #90 2-cent KE VII with a three-ring Toronto "STATION" hand cancel apparently reading MAY 2(?) 11. Figure 2 shows the same stamp as Figure 1 but with the stamp colour removed to reveal the cancel more clearly. Note that the stamp was scanned on a white background. This was done in order to leave only the cancel. Perfin collectors often prefer to scan the stamp on a black background in order to highlight the perfin pattern. However, since the cancel ink is most often black the perfin pattern would remain which might make a visual analysis of the cancel more confusing.

Figure 1 and 2 shows a three-ring "Toronto Station" CDS on an S10 (Scott 90) with the apparent date of MAY 2(?) 11. The image in Figure 2 shows the cancel extracted using the online application at the Battleship Revenue Stamps web site [2]. The year indicium is a little unclear with a smudge producing a third indistinct mark. As a King Edward VII stamp, the most logical decadal numeral in the year indicium would be [19]11. As a scientist however, I am always a little (or a lot) skeptical – even of my own work – and so more evidence was needed to bolster the hypotheses.

In an attempt to further authenticate this date, a clearer 1911 three-ring orb Toronto cancel was extracted from a slightly later specimen of the S10 (see Figure 3 and 4). One can clearly see in Figure 4 that the first "1" in the year is in vertical alignment with the "1" in the "15" indicium located above the day and month. Therefore, assuming a similar alignment in the cancel of Figure 2, the date of MAY 2(?) 1911 appears to be more conclusive.



**Figure 3 and 4:** A comparison S10 on a Scott #90 with the same type of cancel from the same year. Here the three-ring Toronto "STATION" canceller appears to be dated AUG/19/11. The extracted cancel from the comparison S10 (See Figure 3). Notice how the first "1" in the year indicia is vertically aligned with the "1" in the 15 indicia, thus indicating the most likely location and numeral of the decadal number for the year on the suspect ERU in Figure 1.

The smudges and extra mark in the year indicia suggests that it may have been produced by over-inking and/or a "stutter" strike of the canceller. This assumption is supported by the extra rings in the surrounding perimeter – turning part of the well known three-ring into what appears to be a five-ring cancel.

Therefore, my collection is for now bookended, having both the latest and the earliest reported usage of the S10, but for how long? This is a relatively common perfin (RF=G) and I suspect that "out there" may be more record-breaking cancels just waiting to be discovered by my colleagues. Although, with this discovery we are now inching closer to the moment of its genesis since the Steel Company of Canada was forged out of the merger of five manufacturers on June 8, 1910 [3].

## REFERENCES:

1. Sampson, Russell D. (2019), **Latest Reported Usage of the S10 Steel Company of Canada**, The BNA Perforator, Vol. 40, No. 2 pages 7-8. (October)
2. Robert Mustacich, **Cancel Extractor**, Battleship Revenue Stamps, Santa Barbara StampClub, available, at <http://www.battleship-revenues.com/extract.shtml>
3. Henley, Brian (2016), **June 8, 1910: Steel Company of Canada forms in Hamilton**, The Hamilton Spectator, Friday Sept. 23, [https://www.thespec.com/news/hamilton-region/june-8-1910-steel-company-of-canada-forms-in-hamilton/article\\_27cbe344-597a-5bb3-8808-773888db3fa6.html](https://www.thespec.com/news/hamilton-region/june-8-1910-steel-company-of-canada-forms-in-hamilton/article_27cbe344-597a-5bb3-8808-773888db3fa6.html).



# King George V 2¢ Rose Carmine with Hairlines in the Canadian Stamps with Perforated Initials Handbook

Jim Graham



Figure 1: Mint strip of 5 KGV 2¢ Admiral from Plate 4 showing hairlines in the selvage. (Burden collection)

## Introduction

The 2024 Unitrade Specialist Catalogue of Canadian Stamps<sup>1</sup> lists Scott 106ix as “Deep Rose Red, hairlines” and our CSPI Handbook reports this variety is known on the first Bell Telephone perfin pattern, B15. Having a rather large number of B15 106’s I dropped them off with Bill Burden to see if one of them happened to be this variety. The result of my visit is this article.

## Printing

The KGV 2¢ carmine was released on December 22nd, 1911, and was replaced on April 5th, 1922 by the KGV 2¢-yellow green<sup>1</sup>. The period of production of the 2¢-carmine spanned some 3724 days (excluding Sundays and a couple of Holidays) and given the quantity of 2¢-carmen released over its life span, 3,043,000,000, the American Bank Note Company of Ottawa (ABNC) would have had to produce an average almost 820,000 stamps a day. To meet this demand the ABNC constantly engraved new plates which were approved by Canada Post Office officials before they were put into use. A total of 160 plates of 400 images each<sup>2</sup>, were approved and again to average, a plate’s useful life was just 23 days producing some 20M stamps.

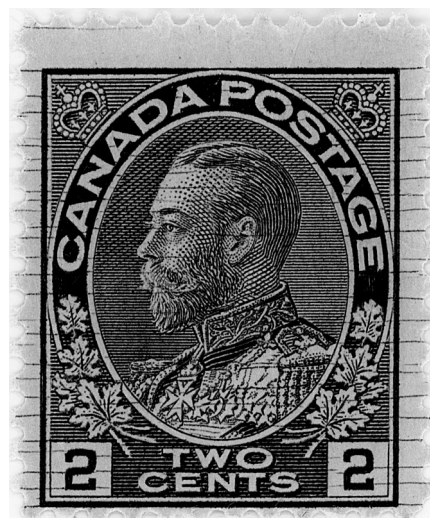


Figure 2: Black and white image of a 2¢ carmine with hairlines caused by plate cracking. (Burden collection)

## What are “Hairlines”?

Admiral stamps were printed from steel plates which were bent into an arc for use on a sheet-fed rotary printing press. The bending imposed some stress on the steel plates. In some cases, the plate developed fissures or hairline cracks that ran along the axis of rotation. Ink got into these cracks during the printing process and they show up on the stamps printed from such a plate as fine (usually) lines known as hairlines (Figures 1 and 2)<sup>3</sup>.

George Marler's *"The Admiral Stamps of Canada"* is the "bible" for those who study this Issue. He writes "Plate 4 is best known as the source of the Two Cents Carmine with numerous hairlines....for there is no other plate on which there are so many hairlines affecting the individual subjects...." <sup>4</sup>. He says about plates 51 and 52 – "Hairlines extending from one or more corners of, or through one of the number boxes are common" <sup>5</sup>.

### Hairlines on Stamps with Perfins

Marler lists the Post Office approval date for each plate; Plate 4 was approved December 5<sup>th</sup> 1911 and Plated 51 and 52 was September 2<sup>nd</sup> 1913. There is no information on the period of use for the individual plates but Plate 4 was probably retired in the late Spring of 1912 and Plates 51/52 in the Spring of 1914; together they produced upwards of 60M stamps. This suggests to me that Plate 4 hairlines are most likely to

be found on those perfin patterns that began with the KEVII issues and Plate 51/52 hairlines appearing in the latter half of 1914. This is of course speculation but perfinned stamps were for business use, purchased and used on a regular basis and not left "lying around".

The current Canadian Stamps with Perforated Initials Handbook<sup>6</sup> lists 35 different patterns with KGV Scott 106ix in (Table 1, page 9). Two perfin patterns have now been confirmed on Scott 106ix as defined in Marler (Figures 3 and Figure 4). Yet, some plate flaws or other markings can be easily confused with actual hairlines (see Figure 5). To make a fresh start in this area the Editors would like to confirm as many of the Scott106ix listings as possible before the Handbook is updated August 1st, 2024. Scans at a minimum of 400ppi verifying the presence of hairlines can provided to the Handbook Editors.



Figure 3: G17 Great West Life Winnipeg MB.

It is noteworthy that the Post Office approval for this pattern was September 9th 1912, some weeks after Plate 4 and 51/52 were retired from printing. More research would be required to determine which of the 3 possible plates was the origin of this stamp.

Image supplied by Russell Sampson



Figure 4: M4 McClary Manufacturing London ON.

The Post Office approved McClary for perforator use on January 4 1912 and the M4 pattern is found on the KEV issue. Again additional research is needed to determine the Plate or origin.

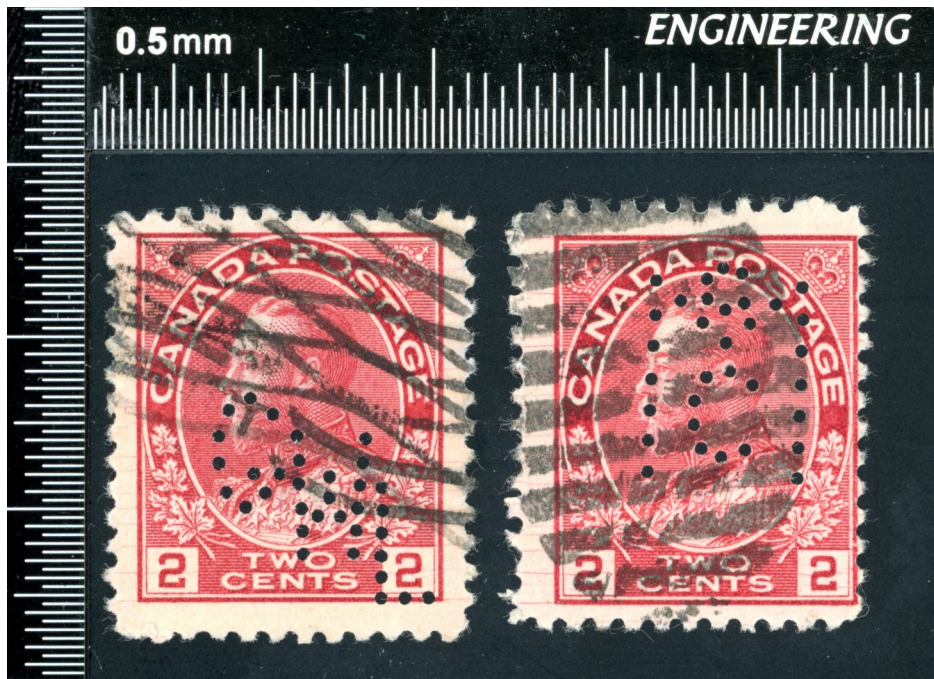
Image supplied by Russell Sampson



Figure 5: Image of a 2¢ carmine with a Bell Telephone perfin is an example of what might be thought of as a "hairline" but is not.

Image supplied by the Author.

**The best place to look for 106ix hairlines are always a) coming from the top and bottom intaglio framelines, b) the top of the "2" box and 6 on page 72 and Russell' s comments.**



G17 on Scott 106ix



M4 on Scott 106ix

Figures 6 and 7: Sampson —“Note how the first three hairlines originate from the same intaglio lines; 1) bottom frame line, 2) middle of the “2” and 3) top of the box around the “2”. From an engineering perspective this is where one would expect a crack to occur and then propagate from, since the intaglio line is produced by a cut into the plates. Just like scoring a piece of cardboard with a knife, that is where the break or fold will occur when tension is applied.”

## References:

1. The Unitrade Specialized Catalogue of Canadian Stamps (2024) D. Robin Harris Editor
2. The Admiral Issue of Canada George Marler PC,BCL,LLD. 1982 American Philatelic Society; pgs. 224-226
3. Images courtesy of Bill Burden.
4. Marler pg. 227
5. Marler pg. 248
6. Canadian Stamps with Perforated Initials, G. Tomasson & J. Johnson Editors

## Acknowledgments

Thank-you to Leo Gaudet , BNAPS web-master, for forwarding articles relating to Plate 4 from the Admiral's Log—the news-letter of the BNAPS Admiral Study Group

A thank-you also to Russell Sampson for the G17 and M4 images of Scott 106ix

**TABLE 1**

### 2024 Unitrade Scott 106ix deep rose, hairline

### CSPI References

Pattern	Company	No	Position	Position 1	Posi-	Other	ERD
B15	Bell Telephone			x			1911-11-12
C14	Canadian General Electric			x	x		1905/-/-
C15	Canadian General Electric			x	x		1910-12-30
C25	Canadian Northern Railways	x					1910-11-09
C30	Toronto Saturday Night	x					1910-06-21
C33	CPR Montreal			x			1911-10-30
C36	CPR Vancouver					8	1913-06-22
C48	Canadian Explosives Ltd	x		x			1917-11-03
F2	Fowler's Canadian Co	x					1911-10-22
G13	Grand Trunk Pacific			x			1911-05-08
G14	Grand Trunk Railway			x			1909-12-04
G23	Great West Life Calgary	x					1921/-/-
I16	International Harvester M'tl.			x	x	7	1909-09-24
I24	imperial Optical	x					1911-08-21
J10	John MacDonald & Co Ltd	x					1906-05-01
J13	James Robertson Co			x			1912-01-26
M6	McClary Manufacturing Mon-	x					1912-11-22
M7	W. S. MacLaughlin	x					-
M23	Montreal Rolling Mills	x					1910-10-15
N5	National Elevator Company	x					1917-06-09
N17	New York Life - Quebec			x			1911-10-16
N30	New York Central System			x			1915-01-15
O1	Ocean Accident & Guarantee	x					1914-07-14
O5	Ogilvie Flour Mills	x					1910-05-04
O14	Office Specialty Manufacturing	x					1910-11-04
P21	P. T. Legare	x					1912-05-22
R1	Ryrie Brothers	x					1910-06-18
R7	Royal & Queen Insurance					x	1908-09-05
R8	Robert Simpson	x					1911-02-02
S4	Swift Canadian Moncton	x					1915-07-07
S15	Sun Life Insurance	x					1899/12/20
S20	F. X. St. Charles	x					-
T6	Traveller s Insurance	x					1909-12-07