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Editor's Post:

¶ Our mailing list has increased to 71 with the addition of Gerry Wulkowicz and Brad Techy to the Perfin Study group's email list, although I know for certain that some on the list have stopped collecting and suspect that others have as well. In addition to the Study Group, the Perforator is sent to the BNAPS President, the Editor of Topics, the VP for the Study Groups, the Study Groups' Reporter and the BNAPS Webmaster. It is also sent as a courtesy to officials of the USA's Perfin Club - the Club's newsletter Editor and Publisher, the catalogue Chair and the Librarian. Finally, the Editors of the newsletters of the British, French and Australian perfin societies and the Librarian of the American Philatelic Society also receive a copy. Email makes distribution so much easier!

¶ There was no Perfin Study Group session at BNAPEX this September.

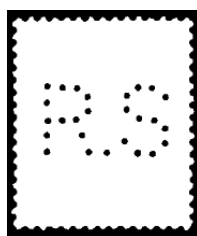
¶ There are still 5 on the Study Group's 'snail' mail list—4 to Canada and 1 to the USA. The mailing costs for Issue 173 was \$2.61 each to Canada and \$4.29 to the USA for a total of \$15.05. A fresh supply of donated postage covered the cost. The cost of printing 110 pages of colour was \$20, up from the usual \$15, but still a very reasonable price.

¶ HELP WANTED: I have a October 18 1943 cover,

with Special Delivery franking, with a corner card that simply reads BOX 1153 SAINT JOHN NEW BRUNSWICK. It has 14¢ Special Delivery franking. Does anyone have incoming mail to this address which would identify the mailbox user? The cover is addressed to Transit Control in Halifax, a section of the Department of Munitions and Supply (1940-1945). One of the many Transit Control responsibilities was getting people from their homes to those work places which were critical to the war effort. Transit Control provided gasoline ration coupons to workers and sponsored "car pooling" with private individuals to ensure people could get to work. This suggests to me that the mailbox user was a company with a large number of employees (dock workers is a possibility) or perhaps a company in the transportation sector— car rental, taxi service or possibly buses.

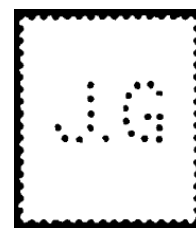
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Using Slogan Postmarks in Perfin Studies

with a

Test Case Discovering the Latest Reported Usage of the Wm Rennie Co. Ltd. (W13) Perfin

Russell D. Sampson, May 23 – June 11, 2025

ABSTRACT

This investigation demonstrates how slogan postmarks can be used on off-cover perfins to help determine such things as the city of origin and the perfin's earliest or latest reported usage (ERU or LRU). A dating convention is also proposed for those ERU and LRU values determined solely from slogan postmark analysis. A test case is then presented using a Wm Rennie Co. Ltd perfin (W13) on a Unitrade 282 stamp cancelled with a Coutts C-1010 slogan postmark. The slogan postmark analysis was combined with microscopy and digital image analysis to extract the calendar date from the slogan postmark thus establishing the year of the postmark to be 1949. Further slogan usage analysis then establishes a new latest reported usage (LRU) of May 14, 1949 for the W13, fully one year and 58-days later than previously reported.

INTRODUCTION

Dating ... it is one of the most crucial pieces of information in all of science and historical research. Each field has their dating tools. Paleontologists have their fossil-bearing stratigraphy, archaeologists have their carbon-dating, forestry scientists have their tree-rings and perfin researchers have their postmarks.

Yet, once a perfin is removed from its cover it is often un-dateable, especially if postmarked by a boring-old wavy line machine canceller. However, slogan postmark analysis can often provide a way to recover valuable information when attempting to pin-down the date of an off-cover perfin and thus uncover evidence for a new earliest or latest reported usage (ERU or LRU).

In 2020 a 'trial-balloon' of this method was employed by the author on an off-cover J6 perfin (John Hancock Mutual Life Insurance Co. of Boston). The author analyzed the fragments of a Coutts R-

0440 slogan¹ which was advertising Toronto's 1937 Royal Winter Fair². The resulting new ERU was accepted by the previous editors of the Handbook. Not only was it accepted, but the editors encouraged the author to inform and instruct the BNAPS Perfin Study Group membership on the details of this new dating methodology in the hopes of encouraging further discoveries and advances. That was the genesis of this article.

For this present investigation a W13 (Figure 1) on a 4-cent Cabot's Ship Matthew (Unitrade 282) is



Figure 1: Front of the W13 perfin showing the partial Coutts C-1010 slogan.

subjected to a slogan postmark analysis.

This perfin was found in an eBay perfin bulk lot purchased by the author in April 2025. The current latest reported usage of the Wm Rennie Co. Ltd perfin (W13) is March 4, 1948³. The Unitrade 282 was first issued on April 1, 1949 and is the last stamp issue reported with a W13 perfin. Therefore, this stamp should provide an LRU bookend of the W13 perfin to no earlier than the date of the stamp's release and thus clearly suggests that the LRU could be extended past its current published 1948 date. Since stamp issuance dates are currently not accepted by the Handbook editors for perfin LRU dates, could an analysis of the slogan postmark successfully pinpoint this date to a more acceptable value?

Before proceeding with the detailed analysis, it is instructive and interesting to take a step back-

wards and explore what exactly is an acceptable ERU and LRU, how slogan postmarks can be used in perfin studies and whether the use of slogan postmark analysis can be acceptable in finding an ERU or LRU.

LATEST AND EARLIEST REPORTED USAGE

By carefully exploring the information in our latest version of the BNA perfin Handbook³, one can get a sense of what constitutes acceptable dates for an ERU or LRU. The first step in this understanding is to examine the specific guidance contained within the Handbook.

Chapter 4 of the Handbook is titled; HOW TO INTERPRET THE HANDBOOK and this section lists, defines and describes the various components, codes and data contained in the individual entries for each perfin insignia. Within this chapter is the following definition with regards to the “Earliest

EARLIEST POSTMARK is a review of the known usage of the perfin by the BNAPS Study Group. Changes in some of the dates are to be expected over a period of time, but it does indicate confirmed years that a perfin has been used. Dates read: year/month/day.

Postmark” used to establish a perfin’s ERU.

The entry for “Latest Postmark” is the same with only the word “Latest” in place of “Earliest”.

As can be seen there is no detailed description on what specific kind of evidence from these postmarks is acceptable in establishing an ERU. It was assumed by the author during the earliest years of his interest in perfin studies that a clearly legible date from a circular date stamp (CDS) or the dater hub from a machine canceller would be the only acceptable evidence. However, after conducting extensive research into Canadian slogan postmarks it has become apparent that fragments of these postmarks on off-cover perfins may also provide acceptable dating information. What follows is a review of previous slogan/perfin research and a logical argument in support of this proposed method for new ERU and LRU dates.

USING SLOGANS IN PERFIN STUDIES

What can slogan postmark analysis do for the perfin researcher? Here are some of the possibilities contained in the literature.

Slogan postmarks can often be city-specific. For example, slogans are often used to advertise a city’s fairs, festivals and sporting events. This can thus provide the perfin researcher with valuable geographic and dating information on the usage of an off-cover perfin. For example, when the author was attempting to nail-down the city of origin of the R5 perfin (Royal & Queen Insurance Co.) a sample of 68 off-cover perfins from the author’s collection and five other collections strongly suggested that the R5 perfin was used exclusively by the Montreal office for their mail and was very infrequently used in mail from outlying areas⁴. This slogan postmark analysis was also used to discover that a sister perfin to the R5, the R7 was likely used only for mail originating from the office staff or traveling salespeople of the Halifax, Winnipeg and Calgary branch offices of the Royal & Queen Insurance Company⁴.

Many slogan postmarks are so ubiquitous that finding fragments of their wording on an off-cover perfin may appear – at first blush – to provide little or no useful information. For example, the extremely common “HELP PREVENT FOREST FIRES” (Coutts H-0380)¹ has been reported on mail originating from 25 major post offices during an almost unbroken period of 44-years



Figure 2: A pair of perfins on piece showing design variations of the Coutts H-0380 slogan and illustrating the extreme date range of this slogan postmark.

from 1920 to 1963 (see Figure 2). Nonetheless, detailed studies of their designs and die varieties plus their city-specific usage can often provide very exciting perfin-related data. For example, in a previous article⁵ the author successfully deduced the LRU of the G13 (Grand Trunk Pacific) by studying the different Winnipeg design varieties of the Coutts H-0380 (see Figure 3) as published in the “The Slogan Box”, the newsletter of the now dormant



Figure 3: The LRU discovery specimen for the G13 perfin (Grand Trunk Pacific). The year indicia are unfortunately struck over the envelope's seam and thus obscuring the final and crucial numeral. Yet, analysis of the slogan design coupled with visual analysis of the fragment of the numeral clearly established the year to be 1920.



Figure 4: A specimen of the A-0165 slogan from the author's collection.

BNAPS Slogan Cancel Study Group⁶.

As mentioned above, slogans often advertise specific events and appeared for relatively short periods of time thus providing a much finer time-scale for the perfin researcher. For example, the slogan "AIR CADET WEEK MAY 14-20" (Courtts A-0165) only appeared on Vancouver mail in 1950 and only during the short window between May 7 and May 18 (see Figure 4). Furthermore, according to the Courtts online database⁷, the word "CADET" appears on only four slogans from three different cities during the entire history of Canadian slogan postmarks. Therefore, identifying just that single word on an off-cover perfin could pin-down the postmark's city and its date-range, especially since one of those four slogans is bilingual (Courtts A-0170, Montreal, 1950) while the other two slogans occurred in 1968 and 1969 and should therefore appear on stamp issues more contemporaneous of that era (i.e., KGVI vs QEII).

Yet, even event-specific slogans like the Courtts A-0165 in Figure 4 were applied to mail over a period of weeks or even months and not on a singular day like that found from a well struck CDS or the dater

hub from a machine canceller. The big question is then, does this disqualify slogan postmark analysis from determining an ERU or LRU? To help answer this, a detailed look at the perfin Handbook is most revealing.

From an examination of the individual Handbook entries of the perfin insignia, it is obvious that not all ERU or LRU entries have been fixed to a single day. For example, the published and thus accepted ERU for the C8 (Canadian Cement Co. Ltd.) is an entire year (i.e., "1912/--/--") while the LRU for the A11 (Arye & Sons Ltd of Newfoundland) is confined to the month of May 1935 (i.e., "1935/05/--"). A survey of all the numbered perfin insignia entries in the Handbook revealed that 49 out of a total of 361 patterns had incomplete ERU or LRU dates like those for the A11 and C8. This is 13.6% or about one out of every seven perfin patterns. These statistics clearly suggest that incomplete ERU or LRU dates – like those derived from slogan postmark analysis – are acceptable in the Handbook.

Thus, the time resolution attainable through slogan postmark analysis appears to be consistent with examples found in the Handbook, and thus should be acceptable for reporting a new ERU or LRU. It should be noted that finding the date-range for specific slogan postmarks currently requires access to the Postal History Society of Canada's (PHSC) online postmark database and this is only available to PHSC members. For those interested, an e-membership to the PHSC, which grants such privileges, can be obtained for \$15 CND per year⁷.

WHAT DATE TO USE?

The validity of this method appears to have been established. Yet, a vexing question remains. What date can be used from the slogan's reported date-range? Since the exact date of a slogan fragment on an off-cover perfin is unknown, one is left with only the range of dates for the slogan's usage. The answer to this dilemma comes from the strict and conservative methods of reporting discoveries in science.

In science when one is faced with such a predicament it is always best to give the most restrained, the most conservative and thus the least optimistic value contained within the date-range. Therefore, the most reasonable and appropriate date to report is the least extreme. In other words, when derived solely from slogan postmark analysis a perfin's ERU should be reported as the latest date of

the slogan’s usage. On the other hand, when reporting a perfin’s new LRU it should be the earliest reported date of the slogan’s usage.

Now that the method’s validity and dating conventions have been firmly established, it is time to apply it to another challenging test case – the off-cover Unitrade 282 with the W13 in Figure 1.

THE TEST CASE SLOGAN

In Figure 1 the fragment of the slogan appears to read “...LDREN’S / ...LK FUND / ...AG DAY / MAY –”. After assuming the first word was CHILDREN’S the author successfully identified the slogan as a Coutts C-1010. This slogan was used only in Toronto and appeared each year from 1939 to 1951 with an apparent hiatus occurring in 1942 ¹⁷. The slogan appeared on mail for an approximate two-week period during the months of April, May or June. Toronto also happens to be the headquarters of Wm Rennie Co. Ltd and thus the likely location of the W13 perforating machine.



Figure 5: A complete Coutts C-1010 slogan from May 2, 1950 ^{3/4}. The charity was originally devised by Hal Rogers, founder of the Kinsmen Club of Canada. During WWII the charity was redesigned to supply milk to the children of war-torn Britain. ⁸ A “Tag Day” is a designated day for a donor drive and was started in WWI. Donors were given a tag to wear that proclaimed their contribution. Today Canadians can still see this with the Royal Canadian Legion’s Poppy Drive.

Once the slogan was identified the author found a sample in his collection (see Figure 5).

This slogan appeared for three years after the issuance date of the Unitrade 282 (see Table 1). As can be seen in Table 1 each year’s “tag day” fell on a different day in May.

This fortuitous dating provides an opportunity to narrow the postmark’s date on the specimen to a single year and thus a single two-week period in that year. However, the challenge was to determine which of these three dates was on the W13 perfin in Figure 1,

Slogan	Year	Slogan ERD	Slogan LRD
CHILDREN'S MILK FUND TAG DAY MAY 14	1949	May 2	May 14
CHILDREN'S MILK FUND TAG DAY MAY 13	1950	May 1	May 13
CHILDREN'S MILK FUND TAG DAY MAY 12	1951	April 28	May 12

Table 1: Those Coutts C-1010 slogan postmarks that occurred after the issuance of the Unitrade 282 stamp. All the C-1010 slogans were made with Pitney Bowes machines ⁷.

since the crucial day number is both faintly stuck and devilishly concealed within the intaglio design of the stamp. Thus, the postmark required further analysis.

DAY EXTRACTION AND RECONSTRUCTION

The most obvious place to start the analysis is to assume the date is “MAY 14”, since this date appears on the 1949 version of the slogan and is the date closest to – but not before – the April 1, 1949 issuance date of the Unitrade 282 stamp. The task was then to see if the “4” of this slogan could be successfully extracted from all that greenish mish-mash of the intaglio ink. Using the digital cancel extraction application on the Battleship Revenue website⁹ proved to be frustrating since the algorithms, and/or the user, were apparently not sensitive enough to distinguish the dark green intaglio ink from the black ink of the postmark. Therefore, another method was employed.

The extraction started by placing the area of the stamp where the “4” was expected to be found under a digital microscope. High contrast digital images from this instrument were then imported to a Mac-Book Air. In order to visually differentiate between the dark green ink of the intaglio stamp and the black ink of the slogan postmark the digital image was color enhanced in Preview for Mac. Afterwards, this enhanced image was imported into PowerPoint where the visual analysis and extraction could be performed.

Once in PowerPoint the areas of black ink were outlined with the drawing tools and those drawn-in

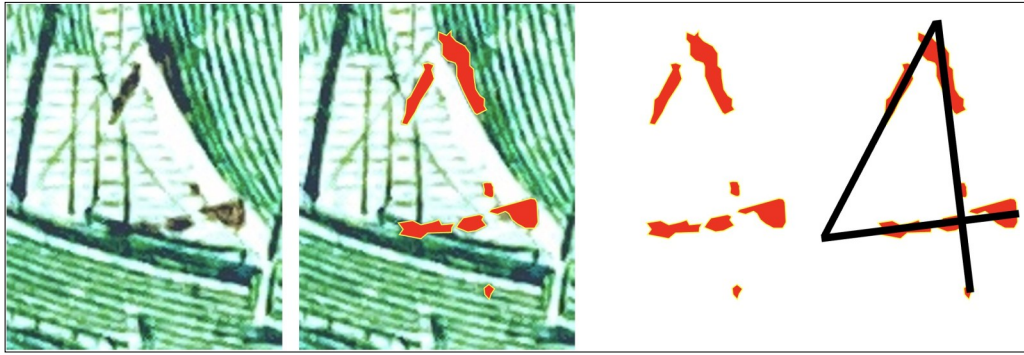


Figure 6, 7, 8 and 9: This sequence of images shows the extraction of the fragments of black slogan postmark ink that appear to be part of the “4” of “MAY 14”.



Figure 10: The results from Figure 3 to 6 superimposed back onto the full image of the stamp and its partial slogan postmark. As can be seen the fragments of the “4” are found in the expected position of the numeral thus strongly supporting the hypothesis.

areas filled-in with color. The results of this analysis appear in Figures 6 to 9 where it is apparent that the fragments of the numeral best resemble the sharp angles and straight lines of a “4” rather than the more curvaceous lines of a “3” or a “2”. To double-check this method, these results were checked against another sample of the Unitrade 282 that had no apparent postmark ink in this area of the stamp.

The results in Figure 6 to 9 were then combined and overlain the original in Figure 1 to further test whether these fragments are in the expected location and orientation for the “4” of “MAY 14” or whether it was simply a coincidence (see Figure 10). The extracted and reconstructed “4” in Figure 10 not only has about the same tilt as the rest of the slogan’s letters, but it falls below the “AY” in “DAY” at the same location as the “3” in Figure 5. This appears to clearly

validate the initial hypothesis that the date on the slogan was most likely May 14, 1949 and thus establishes a new LRU for the W13 perfin as May 2, 1949 – the earliest reported date of usage of the 1949 version of the C-1010.

CONCLUSIONS

The usage of slogan postmark analysis to establish ERU and LRU dates has been validated through careful argument and has been supported by the ERU and LRU data and guidelines contained in the perfin Handbook. A review of the literature shows that slogan postmark analysis can be successfully used in determining both a perfin’s geographical location and date range.

A dating convention for perfin ERU and LRU values derived from slogan postmark analysis has been proposed. When derived solely from slogan postmark analysis a perfin’s ERU should be reported as the latest date of the slogan’s usage while for a perfin’s LRU it should be the earliest date of the slogan’s usage. The editors of the Handbook are now debating whether such dates derived solely from slogan postmark analysis should be highlighted in the Handbook – possibly with an asterisk as suggested by a peer reviewer.

A test case was then performed on a W13 perfin using both slogan and digital image analysis resulting in a new LRU of May 2, 1949. This date is fully one year and 58-days past the previous LRU. Collectors are now encouraged to employ these tools to

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INTERNATIONAL HARVESTER OF CANADA AND SASKATCHEWAN LAW STAMPS



The 2 Saskatchewan Law Stamps (van Dam SL37)¹ with the IHC punches were forwarded by Michael Behm. The question of why IHC punches are on Saskatchewan Law stamps is under investigation. In the meantime the stamps have been oriented to be in the same position to offer you a challenge - how many differences between the 2 punches (besides the obvious missing holes) can you identify? Unfortunately the only prize is “glory”!

The British Columbia Electric Railway – Its Perfin, its History and a Newly Discovered Earliest Reported Usage

Russell D. Sampson, June 14-24, 2025



Figure 1: Postcard of the BCER Vancouver passenger terminal postmarked SEP 13 1912. According to Henderson's Vancouver City Directory [9], the BCER general offices were at this location until 1910. Note the drawn-in locomotive on the CPR line peeking-out from behind the building (see map in Figure 3). Postcard from the author's collection.

ABSTRACT

This article presents a brief history of the B6 perfin (British Columbia Electric Railway) and its parent company. An inconsistency in the latest reported usage (LRU) of the B6 in the current edition of the perfin Handbook needs to be examined and maybe corrected. A possible connection is hypothesized between the B6 and the E6 perfin (Evans Coleman & Evans). A new earliest reported usage (ERU) of the B6 is presented to be March 11, 1913, which is 126-days earlier than the previous ERU.

INTRODUCTION

Railroads and philately – they are one of the most popular combinations in our hobby. Yet, sur-

prisingly, this connection has yet to be fully explored with regards to the British Columbia Electric Railway (BCER).

A search reveals very little philatelic literature on the British Columbia Electric Railway and its B6 perfin. The index of the BNA Perforator¹ shows only one survey report² and three auction offerings^{3,4,5} of the B6. A search of the BNAPS Horace W. Harrison Library also revealed no relevant sources of information on either this railway or its perfin⁶. The following investigation will hopefully start to fill in the missing pieces.

WHAT IS KNOWN OF THE B6

The BNA perfin survey report² conducted in

1980 (i.e., 45-years ago) appears to provide the most original information but reveals little more than what is contained in the Handbooks. In this 1980 survey it was reported that the ERU of the B6 was May 15, 1914 while its LRU was February 26, 1920. Since then, only a relatively little amount has been added to our perfin knowledge. The current edition of the Handbook⁷ has added a few additional stamp issues, some of which are still unsubstantiated due to their lack of reported positions. For example, in the current edition of the Handbook under the B6 issues it states “89-. 90i-.”. These earliest stamp issues are critical in providing information on the timeline of the perfin’s usage. If collectors have these B6 on KEVII perfins, please send scans to the editors for verification.

The current edition of the Handbook has updated the ERU of the B6 to be October 23, 1913 which is a difference of 203-days or about 6.7-months earlier than first reported in 1980. The situation with regards to the LRU is a little enigmatic. Strangely, the current and 5th editions of the Handbook have **reduced** the LRU (i.e. it is earlier and thus going in the opposite direction) to February 6, 1920, which is twenty days **before** the LRU reported in the 1980 survey. The February 26, 1920 LRU also appears in the 4th edition of the Handbook. Is this a simple typo where the keyboardist missed the “2” of “26” or are the handwritten dates in the 1980 survey incorrect? The 1980 perfin survey has the same February 26 date entered in two different places; first in the LRU section and then in the “Other Comments” sections. This apparent inconsistency requires attention and, hopefully explained, and if necessary – corrected. Readers are encouraged to check their collections and records.

A BRIEF HISTORY OF THE BCER

Before going on to the new B6 ERU, it is interesting to explore the history of its company. British Columbia Electric Railway was formed in 1897 from the merger of three bankrupt tramway and streetcar companies and – most seriously – after a fatal accident on May 26, 1896 in Victoria where a streetcar plunged into the harbor as the bridge it was crossing collapsed⁸. Out of all this financial, structural and human wreckage came the BCER which for 82-years (1897 to 1979) operated urban streetcars, interurban rail and eventually electric buses within the Greater Vancouver and Greater Victoria areas.

BCER’s major Vancouver passenger terminal opened in 1902, located at the corner of Carrall Street and Hastings (see Figure 1)⁹. This was also the loca-

tion of its general offices until about 1910 when they moved to the newly constructed Holden Block at 16 Hastings East⁹. The Holden Block is the most likely location and point-of-origin of the B6 perforating machine, since the company’s relocation in 1910-1911 closely coincides with the ERU of the B6 perfin. It may be a reasonable assumption that while outfitting their new offices, that the company may have taken that opportunity – with a little persuasive assistance from local stationery and office supply firms – to acquire one of the new-fangled postage perforating machines.

As Michael Behm pointed out while peer reviewing a previous manuscript¹⁰, it may not be a coincidence that another early Vancouver perfin, the E6 of Evans Coleman & Evans (EC&E) has a striking resemblance to the BCER perfin (Figure 2).

After online research it turns out that in 1910 – at the same time as the BCER moved to the Holden

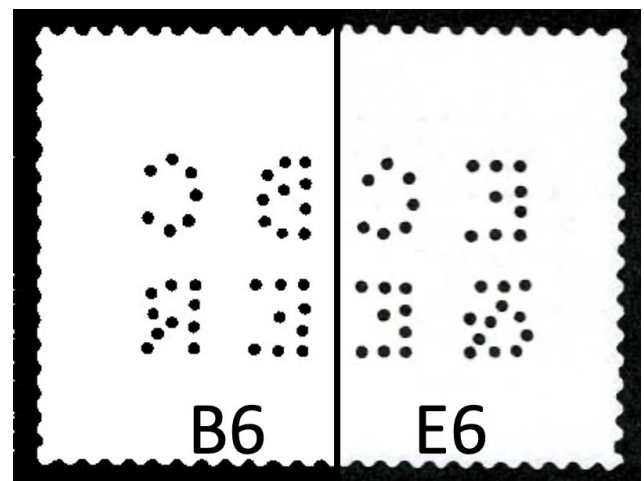


Figure 2: Proof images of the B6 and E6 extracted from the Handbook [7]. Note the similarities.

Block and the likely start of its perfin usage history – a prominent member of the Board of Directors of EC&E also joined the Board of the BCER¹¹. This person was Frand S. Barnard who later became Sir Barnard the Lt. Governor of British Columbia. At that time the EC&E general offices and likely their E6 perforator, were located on the wharf at the end of Columbia Avenue and as the 1895 map in Figure 3 clearly shows¹², the two companies were almost neighbors. Once again, further research from perfin collectors is needed to substantiate this fascinating hypothesis.

Both of the above mentioned BCER buildings still stand and are less than a block apart (see Figure 4). Those perfin collectors and researchers interest-

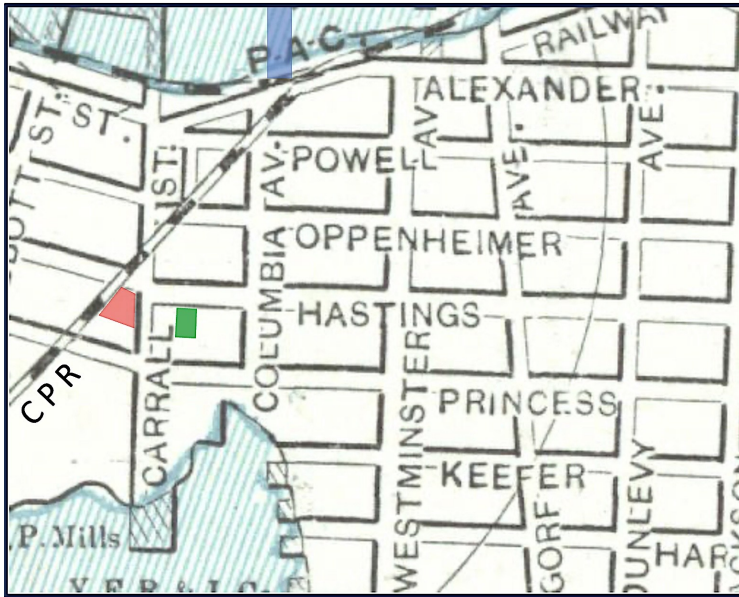


Figure 3: A cropped section of an 1895 map of central Vancouver [12] annotated by the author. The added red area is the early BCER terminal (see Figure 1). Note the CPR line that runs beside the BCER terminal which can be seen in the postcard in Figure 1. The added green area is the Holden Block while the blue rectangle at the top is the location of the Evans Coleman & Evan general offices and wharf.

ed in visiting this location should be well-advised to exercise some caution since this city block now contains one of Vancouver's needle-exchange services.

THE NEW B6 ERU

Now on to the pressing matter at hand – the new ERU of the B6. A set of four cancels are found on a beautiful vertical strip of four of the 2-cent carmine KGV “Admiral” issue (Unitrade 106)¹³. Yet, the circular date stamp (CDS) cancels are relatively faint and incomplete (see Figure 5 and 6). The best cancel appears to be on the second stamp from the top.

However, importing the image of this stamp into the online cancel extractor hosted by the Battleship Revenue Stamp website, did not successfully extract a suitable image. Instead, the author imported the image to an online image analysis site used by scientists called ImageJ.JS¹⁴. Here the digital image was separated into its three colour components (Red, Green and Blue). The red channel appears to have produced the best results (see Figure 7). This image very conclusively reveals the date to be MR 11 13 (i.e., March 11, 1913) which is 126-days earlier than the current ERU.

CONCLUSIONS

An inconsistency in the currently published LRU of B6



Figure 4: Postcard of both of the BCER Vancouver general offices. The “Holdenblock” [sic], is the tall building on the left side of the image, with its older passenger terminal visible to the right. A cropped and magnified image of the banner on the Holden Block appears below and reads “BC Electric -----”. It is interesting to compare the architecture of the terminal in Figure 1 suggesting that modifications were made to the terminal. Postcard from the author's collection.

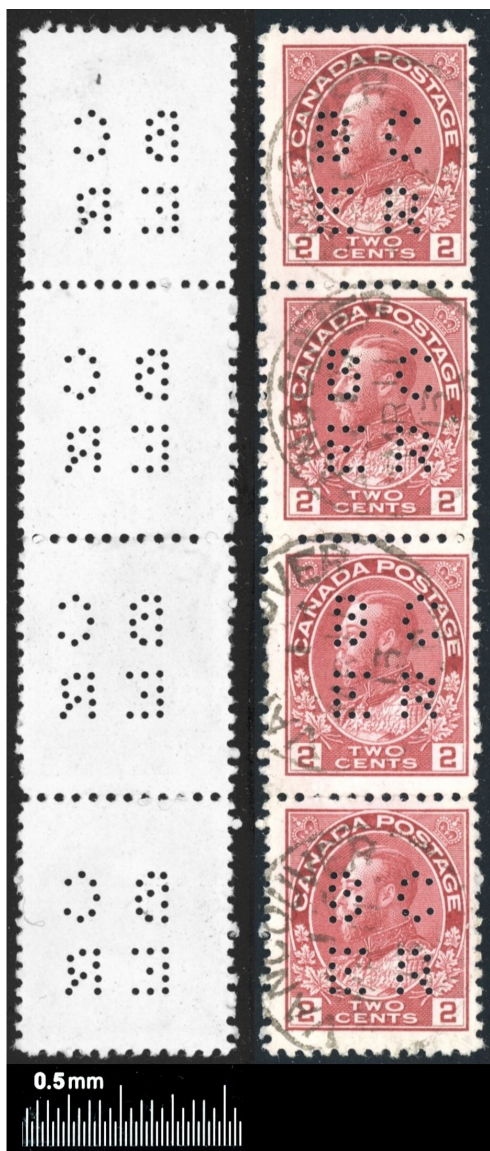


Figure 5 and 6: Front and back of the B6 specimen. Specimen purchased from Deveney Stamps in April 2025.



Figure 7: Postmark extracted from the second from the top stamp through colour separation using ImageJ.JS [14]. A new ERU of March 11, 1913 is revealed.

is revealed and collectors are encouraged to check their specimens and report back to the Handbook editors. The curious resemblance and possible corporate relationship between the B6 and E6 are discussed and it is hoped that this relationship may open a captivating avenue for future researchers. A specimen of the B6 from the author's collection reveals a new ERU of March 11, 1913.

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