

# THE BNA PERFORATOR

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## Editor's Post

¶ My, my how time does fly! Its December and another year is drawing to a close. This Edition of the newsletter has the same \$20 printing costs as the last and I anticipate I still have sufficient donated postage to distribute the five snail mail copies. It may be difficult to find the space for the lower demoninations given the current postal rates but I will manage.

¶ Email distribution to the membership remains at 72, with an additional 5 to BNAPS officials and 7 complementary to other perfin societies.

¶ BNAPS is hosting its second Virtual Exhibition and Convention January 31 2026. There will be nine virtual Study Group sessions including our own which is currently scheduled for Saturday from 14:15 to 15:15 Eastern Standard Time. There are no concurrent sessions so you don't have to miss any!

¶ This issue has an extensive article on the role of slogan cancels in identifying the city of use of S22 perfins of the Sun Life Assurance Company. For myself both as a collector and as the co-editor of the Handbook I do wonder how all of the listings in Addendum I were identified. For example, Halifax

alone has close to 50 issues with ±100 different positions listed and I am confident CDS and slogan cancels represent but a small portion of this total.

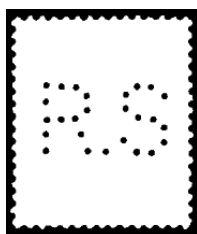
It has been just over 40 years since Conrad Tremblay's first article on plating the 19 Sun Life 5-die machines appeared in the Perforator. In a subsequent article I hope to explore what we have learned in the interval and perhaps engage some members of the Study Group in a collective exercise. Page 42 of Issue 172 has a scan of the back of a strip five Scott 164's with the S22-3 Quebec City punch. Die 3 has the missing hole—what do you think are the unique characteristics of each of the other 4 dies that will enable us to distinguish each from the others? My email address is below if you wish a jpeg. or PowerPoint image of the strip rather than working with the pdf image in the newsletter.

¶ Happy Holidays to you all!



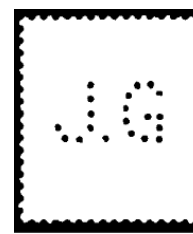
## Treasurer

Russell Sampson  
48 B Eastbrook Heights  
Mansfield Center CT  
USA 06250-1654  
rsampson314@gmail.com



## Editor

Jim Graham  
2 Grandview Drive  
Dartmouth Nova Scotia  
Canada B2W 1X5  
jdgraham2@gmail.com



## A STUDY OF THE PERFORATED POSTAGE OF THE PROVINCE OF SASKATCHEWAN

### PART 1 THE P-18 PATTERN AND PROVISIONAL REVENUE STAMPS

Jim Graham

This is the first of 2 articles that looks at 3 aspects of the perforated postage of the Province of Saskatchewan; the uses of the P18 perfin and speculation about the perforator; its replacement by the P19 perfin circa 1929 and its ever increasing missing holes over the following 35 years and finally to the complete (or 99% complete) punches from 1962 until the end of the Province's use of perforated postage circa 1972.<sup>1</sup>

Sometime in the early 1920s the Government of Saskatchewan mandated that all government departments and agencies use perforated postage. A perforating machine with the letters PS was procured to perforate the postage (Figure 1), each letter consisting of 14 "pins".



Figure 1. The P18 pattern

The Handbook's current earliest recorded date of P18 usage is December 12, 1924 but usage undoubtedly started sooner as all of the original Admiral stamps have been reported and they were not replaced by the new colours until 1922.<sup>2</sup>

The acquired perforator was a 10-die machine and this has been established through a use unrelated to postage. The Saskatchewan Power Commission's Electrical Licensing Act was passed on April 10<sup>th</sup> 1929 mandating that all electrical installations required a certification inspection<sup>3</sup>. Until a formal, serial-numbered inspection stamp could be designed and printed, the Commission had a local company create inspection stamps in 3 values, 25¢, 50¢ and \$1.00; these were printed in sheets of 50 – 10 rows of 5 stamps each. (Endnote

Figure 2: A Saskatchewan Power Commission Notification of Completion of Work form dated September 30, 1930 and affixed with all 3 values of the inspection stamps. (Bryant collection)

1). After an installation had been inspected and accepted by officials of the Power Commission the appropriate stamps were affixed to the inspection document (Figure 2).

The stamps measure 4.1cm by 3.1cm, slightly larger than the higher value postage stamps of the day. This gave sufficient width on each stamp for 2 complete punches from the perforating machine. This, and the fact that the outside edges of the sheets were straight edge, allowed the perforating machine to be "plated" i.e. to establish the exact order of the 10 individual dies. (Figure 3). Three individuals, Kasi-mir Bieleski, Edward Zaluski and Jon Johson, are known to have done this and produced the same result.





**Figures 3 and 4:** An image of the plating of the 25¢ Electrical Inspection stamps by Edward Zaluski<sup>4</sup> identifying the 10 dies of the perforating machine. Note how the straight edges on the border stamps create the starting and ending point for reconstructing the die sequence. The negative image in Figure 4 makes it a little easier to see the missing holes. The first 6 dies are all missing the top hole in the "S". Die 7 is missing the last hole in the "S"; Die 8 the second hole in the stem of the "P" and a hole in the curve of the "S" and dies 9 and 10 are complete.

The machine was almost certainly a Cummins Model 53. We know that this model had been available since at least 1909<sup>5</sup> and that 4 companies in Canada were using a Model 53 prior to the Province of Saskatchewan. They were the Workman's Compensation Board of British Columbia (1921); the Consolidated Mining and Smelting Company of Canada (1922); and the Canadian National Railways of both Winnipeg and Vancouver (both 1923)<sup>6</sup>.

There is a consistency in the appearance of these same missing holes between the Electrical Inspection stamps and the regular postage stamps. Figure 5 shows the 12¢ value from the 1927 Historical issue with the same missing holes as the first 6 dies of the van Dam SE 6 in the Figure 3. Most collections of P18 perfins however will contain numerous examples of perforated stamps missing many more holes than the one or two from the electrical inspection stamp plating or the Historical issue.



**Figure 5:** A 12¢ Laurier and MacDonald of the 1927 Historical issue, with dies 1 and 2. The slogan cancel—GIVE YOUR CHANGE OF ADDRESS TO THE POSTMASTER—was used in Regina in December 1927.<sup>7</sup> (Graham collection)

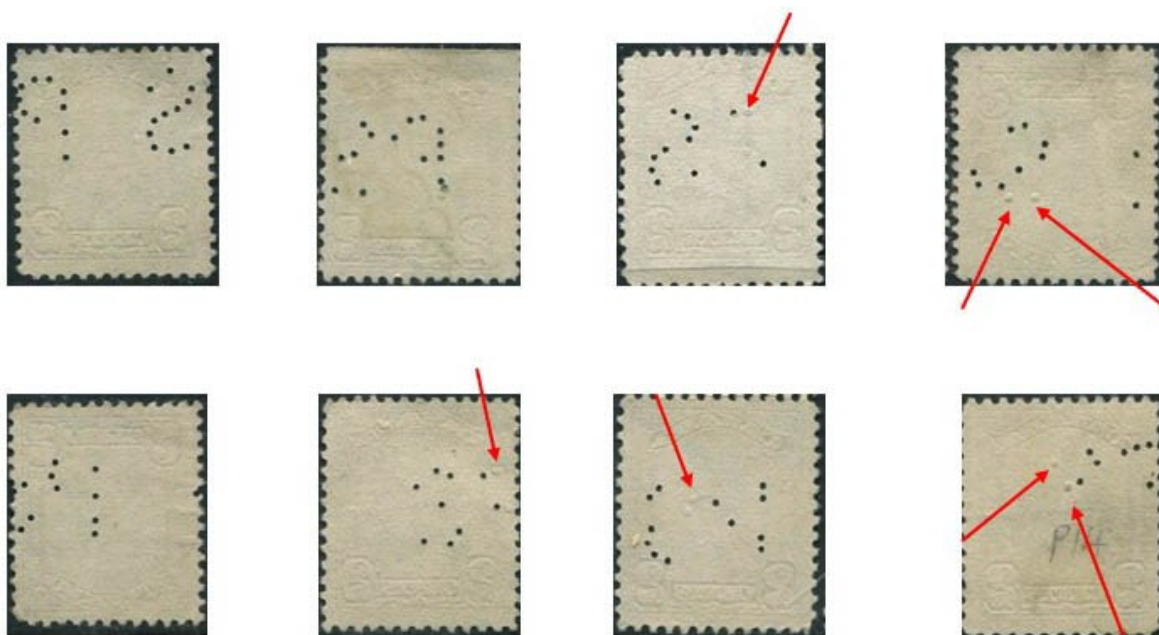
These much more incomplete punches appear on stamps that precede the Historical issues of 1927 and are concurrent with the Electrical Inspection stamps of 1929/1930 and the Scroll issue of October 1928. Figure 6 is a Scott 105f with multiple missing holes which was released in the 1924-25 period. It bears the partial slogan cancel STAMPED ENVELOPES SAVE BOTH TIME AND MONEY which was used in Moose Jaw, Estevan, Saskatoon and Regina between 1924-1928.<sup>8</sup>



**Figures 6:** Front and back scans of KGV 1¢ orange yellow (Scott 105) with partial strike of Coutts slogan cancel S-1285

There are multiple potential reasons for these incomplete punches. Some pins may have fallen out completely; some pins may have broken off and were now shorter than the others; the machine itself may have been prone to malfunction – the pin dies may sometimes have failed to depress all the way to the bottom plate; and lastly, perhaps Provincial staff were perforating too many sheets of stamps one time which created the multiple missing and blind holes on the regular issue stamps. All could be contributors. There are four points to consider.

The first is that the Saskatchewan government mandated all departments and agencies use perforated stamps (see Figure 8); the quantity required was therefore large, and the work was menial and repetitive. In these circumstances the staff operating the Model 53 could be forgiven for trying to perforate as many sheets as possible with one pull of the lever. An important thing to note in the Cummins 1909 catalogue is the descriptions of both the single die and the two-die machine very clearly states that they are designed to per-

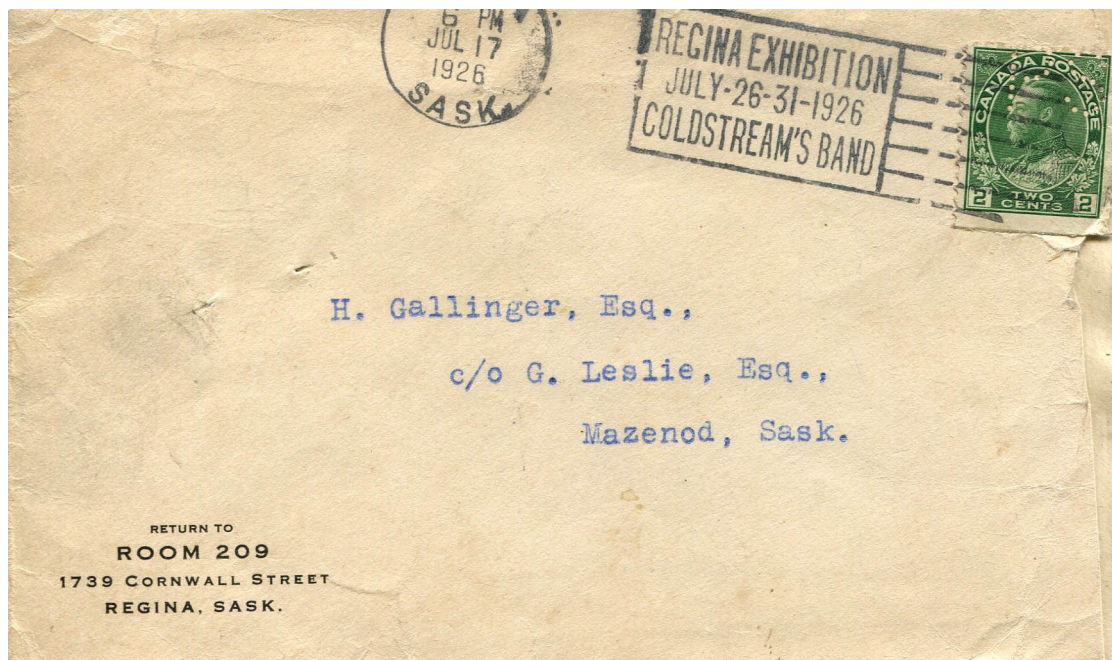


**Figure 7:** All of the above are reverse images of the 2¢ Scroll issue with missing and blind holes. (Bryant, Graham and Parker collections)

The incomplete punches in Figure 7, all on the 2¢ Scroll issue, have fewer holes than the stamp in Figure 6 and bear no resemblance whatsoever to the those on the SE6 electrical inspection stamps in spite of these being perforated more or less in the same timeframe—1929/30. What could account for this difference between the Electrical Inspection stamp punches with very consistent missing holes, and the stamps in Figures 6 and 7?

forate 4 sheets of stamps at a time. It offers no similar explicit advice for either the 5-die or the 10-die machine<sup>5</sup>. From personally viewing and operating the CPR Model 53 at the EXPORAIL museum Saint-Constant PQ, it is the author's opinion that the same Cummins advice would have applied to this machine as well—a maximum of 4 sheets of postage stamps at a time. Figure 9 shows the space available in the Model 53 (about 1mm) and although more sheets could be forced into the space, the design of machine i.e. the length and sharp-





**Figure 8:** A 2¢ KGV Admiral pays the forward letter rate from Regina to Mazenod Saskatchewan July 17 1926 (Graham collection). The 2¢ rate is correct as the 1 War Tax was removed on June 21st 1926. The offices at 1729 Cornwall Street were home to Child Protection, the Sheriff's Office, the Saskatchewan Provincial Police, the Provincial Police Court and the Motor Vehicle License Branch.<sup>9</sup> All of these agencies would have been using perforated postage.

ness of the pins, forcing more than 4 sheets at one time could have resulted in both blind and missing holes. Finally, insufficient pressure on the perforating level on the part of staff operating the machine may also have contributed to the poor punches.

The second is the timing of the Electrical Inspection Act; it was passed in the 1929 but not assented to until April 1930<sup>10</sup>. The legislative process is as follows: the House of Assembly (or parliament) passes legislation, but it does not become effective until it is "assented" to by the Lieutenant Governor (acting for the Crown). This lengthy delay, perhaps as much as 10 to 12 months, gave the Saskatchewan Power Commission ample time to design the SE stamps, have them printed and then sent to the provincial government for perforating (Endnote 1). There was no need to rush the perforating process; the inference being the SE punches were done "properly" and show only the missing or shorter pins.

Thirdly, Figure 6 demonstrates the existence of incomplete punches in other than the SE stamps and prior to the issue of the Scroll series (October 1928). The scarcity of large format stamps from the Historical and Scroll issues (the 10¢ value and higher) with punches which are more incomplete than those the Electrical Inspection stamps perhaps suggests machine operation rather than machine performance. High value Scroll issues with P18 punches having multiple missing holes (other than those of the SE stamps) appear to be



**Figure 9:** A photograph of the opening for the insertion of sheets of stamps in the Cummins Model 53 CPR machine in the Expo Rail museum in St. Constance PQ. (Graham)

scarce—there are no examples in the collections of the contributors to this article. This we think, speaks to usage—there was no need for staff to punch these higher value issues in the hundreds; 4/5 sheets at a time was sufficient to meet demand. There are pre-Scroll issues with complete P19 punches and the 1927 D'Arcy Magee issue is an example (Figure 10). The answer may again lie in Government usage. It may have been that 5¢ value was not needed as frequently as lower denominations and this stamp reflects stock that

was in-hand; but not perforated and used until after the new machine had been procured.



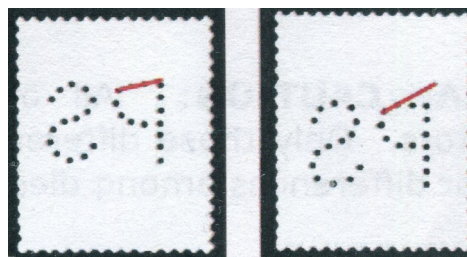
**Figure 10:** A 5¢ Thomas D'Arcy McGee from the 1927 Historical issue with a clearly identifiable, and complete, P19 punch. The CDS cancel is not identifiable. (Parker Collection)

### End of the P18 Use

By the late Summer or Fall of 1929 the Province procured from Cummins either a new set of dies for the existing machine or an entirely new Cummins Model 53. We do not know exactly when this occurred or why – perhaps the perforating results were consistently so poor that this was the best solution (see Figure 7). The earliest reported CDS cancel recorded in the Handbook is January 21, 1930<sup>11</sup> but by examining slogan cancellations, the authors suggest we may be able to determine if the change was made earlier. All of the slogans in

Table 1 were used in 1929 but not in 1930<sup>12</sup>. The identification of one of these slogans on a P19 would confirm 1929 usage.

Although the new machine also produced the PS pattern in letters of 14 holes each it is easy to distinguish between the 2. (Figure 11)



**Figure 11:** The "P" in P19 is symmetrical. The "P" in P18 is slightly more compact and the angle of the curvature on the "P" vary.<sup>13</sup>

**TABLE 1**

COUTTS#	LOCATION	FIRST DATE	SLOGAN
P-O555	Estevan & Regina	1929-01-01	POST OFFICE MONEY ORDERS COVER THE GLOBE
P-0250	Moose Jaw	1929-01-02	PLACE STAMP IN UPPER RIGHTHAND CORNER
A-0090	Regina	1929-01-04	ADIVSE CORRESPONDENTS YOUR CORRECT OFFICE ADDRESS
R-0130	Regina	1929-06-04	REGINA EXHIBITION JULY 12-AUGUST 3 PRINCESS PAT's BAND
H-0225	Moose Jaw & Prince Albert	1929-06-14	HAVE STREET ADDRESS ON ALL STATIONERY
G-0275	Regina & Saskatoon	1929-07-06	GIVE TO YOUR CHANGE OF ADDRESS THE POSTMASTER
U-0170	Moose Jaw	1929-08-02	USE POSTAL NOTES GOOD IN 10000 PLACES IN CANADA
M-0045	Saskatoon	1929-11-06	MAIL EARLY AND TAKE ADVANTAGE OF MIDDAY MAILS
SM-040	Moose Jaw	1929-11-13	CUSTOM DUTY PAID MOOSE JAW

**Acknowledgements:** This article would not have been possible without the contributions of Tony Parker and Kerry Bryant. Their contribution was more than the images included in this article and the other images they have shared, it was in the conversations that formed the basis of the article.

A thank-you also to the Postal History Society of Canada. It maintains on its website the complete slogans database developed by Cecil Coutts, which was the basis of his print publication **Slogan Postmarks of Canada**. <https://www.postalhistorycanada.net/php/index.php>. Accessing the database is one of the benefits enjoyed by Society members. The cost of membership is minimal and more worth your consideration.

#### **Endnote 1— from Edward Zaluski’s *Canadian Revenues***

*“According to Burke (1945, p. 36) electrical inspection stamps were initially sold to electrical contractors to pay fees for inspection of their work under the Canadian Electrical Code. Later issues, however, were used only to simplify accounting within Power Commission offices. The first provincial issue was a provisional one; it comprised three values, each typo graphed, in black ink upon coloured paper, by either the Leader Publishing Co., Ltd., or by the Commercial Printers Ltd., to whom the former sold its printing plant in 1929. Both operated in Regina”.*

#### **References**

1. Canadian Stamps with Perforated Initials Handbook (CSPIH) page 5.P.6
2. Unitrade Specialized Catalogue of Canadian Stamps (2020 pages 77-81
3. <https://www.canlii.org/en/sk/laws/astat/ss-1930-c-86/latest/ss-1930-c-86.html>.
4. Canadian Revenues, an electronic catalogue produced on DVD or USB by Edward Zaluski, Ottawa. [Edward.Zaluski@Yahoo.ca](mailto:Edward.Zaluski@Yahoo.ca)
5. CSPIH Chapter 3 pages 3.4 to 3.7. These pages have images of a 1909 Cummins perforating machine catalogue.
6. Ibid. Chapter 3 page 3.3 CSPIH pages 5.C.8, 12 and 14 and page 5.W.2
7. Slogan Postmarks of Canada; Cecil Coutts: <https://www.postalhistorycanada.net/php/Machines/Slogans/>
8. Slogan Postmarks of Canada; Cecil Coutts
9. Henderson’s Regina Directory (1926) <https://archive.org/details/P003592-3-7/page/n77/mode/2up>
10. <https://www.canlii.org/en/sk/laws/astat/ss-1930-c-86/latest/ss-1930-c-86.html>.
11. CSPIH page 5.P.6
12. Slogan Postmarks of Canada; Cecil Coutts: <https://www.postalhistorycanada.net/php/Machines/Slogans/>
13. CSPIH Addendum B page B.3



# SLOGAN CANCELS AND THE S22 PERFINS OF SUN LIFE ASSURANCE OF CANADA

Jim Graham

## INTRODUCTION

The S22 perfins of Sun Life Assurance have been a particular interest of mine since I returned to collecting Canadian perfins in 2008 after an absence of almost 30 years. Conrad Tremblay introduced us to the 19 different Sun life perforating machines in Volume 1 Number 5 of the newsletter in 1984<sup>1</sup>. Reading Conrad Tremblay's articles in our newsletter whetted my appetite—all those different S22 dies to identify and collect! These many years later I still feel the same way about this particular perfin—how can I correctly identify the city of origin? What tools are available to assist me?

This article is about the slogan cancels used by the Post Office to promote its services, local events and what I would call “social” awareness issues and how they have helped me to identify, or to at least reduce the number of possible homes of some of the Sun Life perfins.

## THE S22 PERFIN

First though, two general thoughts about the S22 pattern. Tremblay's foundational work suggests that there are 95 different dies (19 machines of 5 dies each). While all 95 dies are unique, Tremblay identifies 3 that are easy to distinguish. Two have missing pins in the “E”; Quebec City (Figure 1) and Winnipeg, (Figure 2) and the third, Vancouver's Die 1 (Figure 3), which has a very distinct shape to the top of the “S”. Can we find others?

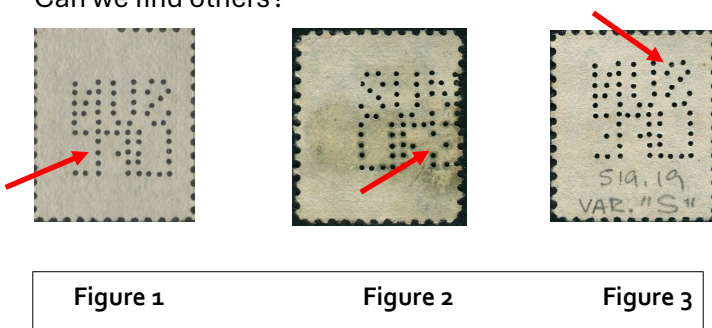
firmed and the S22 pattern is included among them. Do the size, the style of the letters, the size of the pattern holes and the spacing of the dies give us sufficient information to confirm all these machines were Cummins Model 52's? Perhaps. The answer to these questions are for another article however; this one is all about slogan cancels.

## FINDING S22 CITIES USING SLOGANS

The print publication, the Slogan Cancel Postmarks of Canada was originally developed by Cecil Coutts. His foundational work now is hosted on the Postal History Society's website<sup>2</sup>. I have been using this resource for several years to identify the location of many of my Sun Life S22 perfins. Very recently, through the generosity of Jean-Guy Dalpé, I received a copy of LES FLAMMES MECANIKES DU QUEBEC a publication of the Societe D'Histoire Postale Du Quebec<sup>3</sup> which Jean-Guy compiled and edited. It is a wonderful resource for slogans “en française” and for bilingual slogans. With access to this information a slogan cancel can sometimes identify a specific City and in others, it can significantly narrow the number of possible locations.

## A CAUTIONARY TALE

One still does need to be careful as Figures 4 and 5 will demonstrate.



Secondly, Chapter 3 of the Handbook includes the list of all of the patterns suspected of being created by the Cummins Model 52 but are not yet con-



**Figures 4 and 5:** A 2¢ KGV Admiral (Scott 107) with the words ER SPORTS easily seen and in Figure 5 a previous owner's notations identifying Calgary as the Sun Life location.



The pencil notes stamp identify the slogan as Coutts B -0050 BANFF ALBERTA WINTER SPORTS, a slogan which was used in Calgary from December 15, 1925, to January 19, 1926. Note, however, that the punch pattern is missing a hole in the “E” (red arrow in Figure 5), Tremblay identified this missing hole variety as Die 3 from the Quebec City perforator. A search of the Dalpe found the correct cancel (Figure 6).



**Figure 6:** The Coutts Q-0045 was used from 1924 to 1928. In the first year of use it included the line FROM/DU 24-12-25; in subsequent years the dates were excluded as in this example.

## SINGLE CITY SLOGANS

Having the name of one of the Sun Life locations in a slogan is obviously a great advantage. Figure 7 is an example. Depending on the placement of the stamp on the cover, not only would the words CENTENARY and EXHIBITION be helpful but also a partial image of the Ottawa skyline would also identify the location.



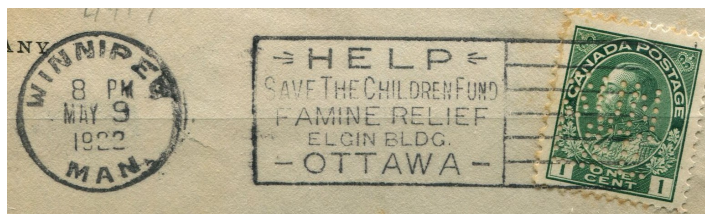
**Figure 7:** A full strike of Coutts O-0525 from 1926.

Figure 8 is another example of a slogan cancel including the name of a specific City, in this case Ottawa. There is an old expression “assumptions



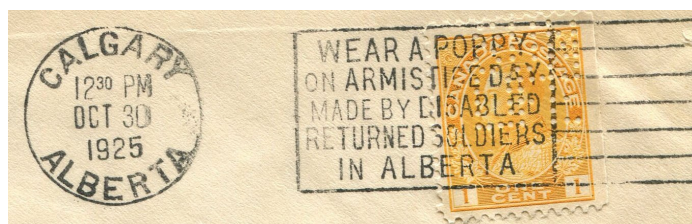
**Figure 8:** Coutts O-0405 with a Scott 104

make an ass out of you and me” and Figures 8 and 9 demonstrates that this saying offers good advice. If only a partial of this slogan is on a stamp you will be led astray. The full corner cut piece is shown in Figure 9 and it plain that this is a Winnipeg use.



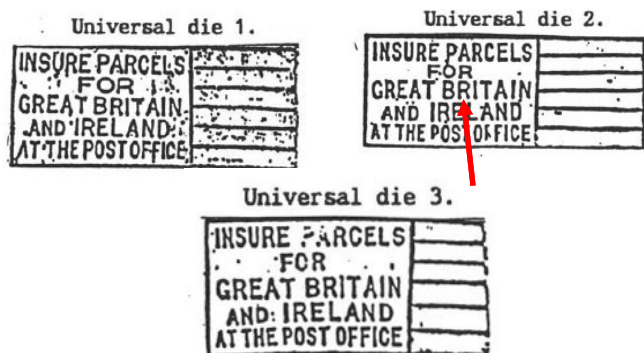
**Figure 9:** The Coutts database provides the information that the recorded dates of H-0405 use in Winnipeg are 1922-05-02 to 1922-06-14 and for Toronto are 1922-05-02 to 1922-05-23. Oddly there is no confirmed use of this slogan in Ottawa!.

Figure10 shows another example of a single city use of a slogan cancel. Although the slogan would seem to include all of the Province of Alberta, the Coutts database only lists Calgary; there is no reported Edmonton usage.



**Figure 10:** A Scott 105 KGV 1¢ (Die ii) with the full Coutts W-0065 cancel . It was used for 4 weeks in both 1924 and 1925. Given the straight edge on the righthand side the stamp this is likely die 5.

The Slogan Box, the newsletter of the BNAPS Slogan Study Group<sup>4</sup> is another resource that can be helpful in tying a slogan cancel to a specific city. Coutts I-0125—INSURE PARCELS FOR GREAT BRITAIN AND IRELAND AT THE POST OFFICE is an example. The Coutts catalogue lists five Sun Life cities as potential users—Ottawa, Winnipeg, Regina, Saskatoon and Vancouver in the years 1923 -1924 and Edmonton in 1928-29. Issue No. 26 of the Slogan Box shows images of the 3 different Universal dies of this slogan and the cities in which they were used. (Figure 11,12



**Figures 11, 12 & 13:** The alignment of the "A" in Parcels, the "R" in FOR and the "R" in BRITAIN is different in each of three dies. The red arrow shows the alignment in Die 2.

The alignment of the key letters of this slogan on the 2¢ carmine in Figures 14 and 15 clearly identify this as from Ottawa with a second bonus—given the straight edge on the left hand side of the stamp there is a very strong likelihood that is a Die 1 punch.



**Figures 14 & 15:** A Scott 106 with partial strike of I-0125 and same stamp with the colour removed to better show the slogan text<sup>5</sup> and the alignment of the key letters..

## TALES OF TWO CITIES

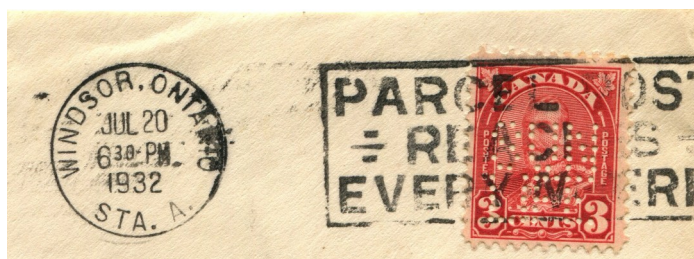
The slogan Coutts R-0360, ROUTE TRAFFIC THROUGH CANADIAN PORTS (Figure 16), is a slogan that



**Figure 16:** A rather poor strike of Coutts R-0360 ROUTE TRAFFIC THROUGH CANADIAN PORTS.

was only used in two cities, Halifax and Saint John in both 1932 and 1933. This slogan is most likely to be found on the Medallion issue and if the perfin punch has many missing homes, as in the 2¢ Medallion in this example, Tremblay's research suggests it is from Halifax rather than Saint John.

Some slogan cancels can be both a blessing and a curse and Coutts P-0060, PARCEL POST REACHES EVERYWHERE, will serve as an example (Figure 17). It



**Figure 17:** Coutts P-0060 with a Sun Life perfin from Windsor Ontario July 20, 1932.

was also used between 1930 and 1932 in Guelph, London, Peterborough, Regina, Saint John, Saskatoon, Toronto and Vancouver. These 8 give you a total of 39 possible dies (remembering the uniqueness of the Vancouver Die 1). This slogan was used six years later in 1938 but only in Halifax and Winnipeg and may therefore appear on a Mufti issue. This will leave you with only 9 dies to compare (remembering that the E in Die 3 of Winnipeg has a missing pin!)



**Figures 18 & 19 :** The removal of the colour yellow from the image of the Scott 110d again using the Battleship Extractor software makes the slogan cancel easier to see.

Figures 18 and 19 show a Scott 110d with a Sun Life punch and a partial slogan cancel.

Figure 19 has the colour removed which

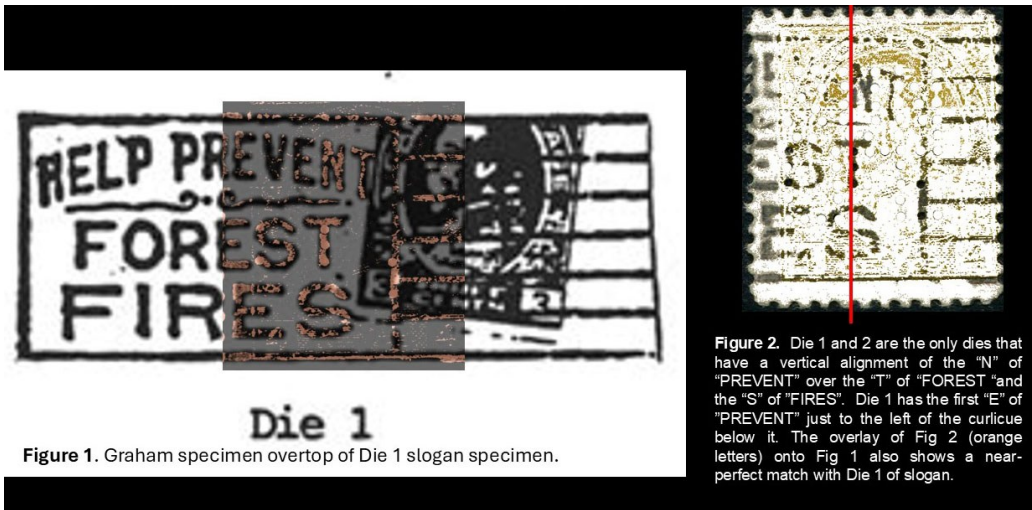
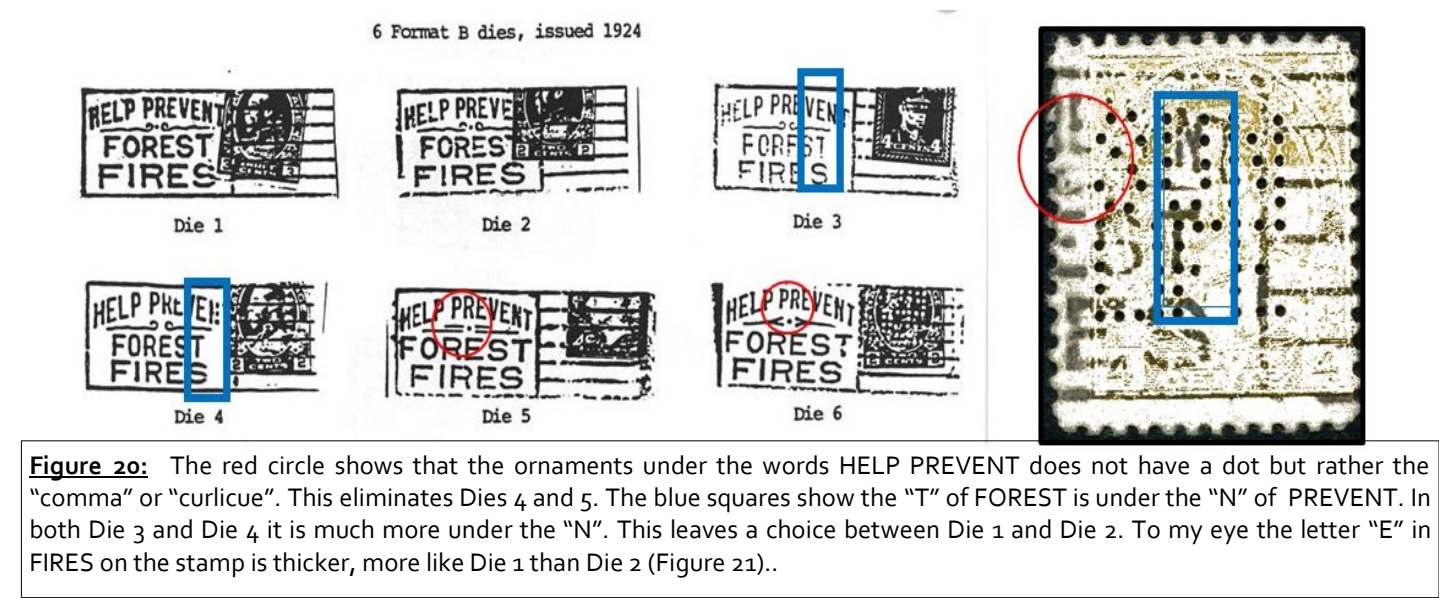


makes the partial slogan easier to read—more clearly, we can see the three lines E\_NE\_; EST; and ES. My interpretation of this was that the slogan read HELP PREVENT FOREST FIRES.

Was there something to learn about the S22 location of this stamp if I could find out a little more about the use of this slogan cancel? A search of the newsletters of the Slogan Box, provided the answer as the H-0380 slogan was extensively surveyed by David Rosenblatt. Reading his article left me somewhat disheartened—his article included images of the 31 different dies of this slogan. These 31 were subdivided into 5 different groups, (labelled A, B, C, D, and E), each based on slogan die designs. Was there enough of the slogan on my example to identify

a specific die?

Six of the dies (Type E) are bilingual (type E) and there is no French on our stamp. Secondly the words FOREST FIRES are on two lines rather than one and the words HELP PREVENT are curved rather than in a straight line. These two features are only found on the B-type cancel (Figure 20) and only seven of the Sun Life cities are reported using the type B—Halifax, Saint John, Ottawa, Toronto, Edmonton Calgary and Vancouver. The next step was to determine which one of the six different B-type cancels was on our Scott 110d. My conclusion was that the cancel is Type B1 (Figure 21). I then forwarded the image of the stamp to Russell Sampson who made the same identification (Figure 22).



**Figure 22:** The Sampson comparison of the slogan—"Die 1 and Die 2 are the only dies that have a vertical alignment of the "N" of "PREVENT" over the "T" of "FOREST" and the "S" of "FIRES". Die 1 has the first "E" of "PREVENT" just to the left of the curlicue below it. The overlay of Fig. 2 (orange letters) onto Fig. 1 also shows a near perfect match with Die 1 of (the) slogan.



HELP PREVENT FOREST FIRES COUTTS H-0380					
City	Slogan H-0380	PERIOD OF USE		Day Count	S22 Stamps Examined
Edmonton	B1	1924-04-26	1924-08-27	124	400
		1927-03-30	1927-08-01	125	
Vancouver	B1	1926-04-10	1926-04-15	20	900
		1926-09-28	1926-10-09	12	

**Table 1:** A tabulation of the day count use of H-0380 in each of the reported Cities and Tremblay's estimate of the number of S22's he examined from each of the 2 locations

The Coutts database lists only two Sun Life cities which used Die 1 of Slogan H-0380, Vancouver and Edmonton. Table 1 has the date range of use for each location and in the last column Tremblay's estimate of the number of Sun Life punches he examined from the three locations.

Looked at from the perspective of the number of days of slogan usage, Edmonton looks the more likely source of the punch, 249 days of use compared to 24 days in Vancouver; on the other hand, from the perspective of the number of SUN LIFE punches Tremblay examined for each of the two locations, Vancouver may be the favourite. This is still the case even though only 4 of the 5 Vancouver dies are possible matches as the alignment of holes S2 and S3 in Die 1 is unique among the 95 Sun Life dies.

## FRENCH AND BILINGUAL SLOGANS

Sun Life perfins with French language or bilingual slogans will almost always be from Quebec City, Trois Rivières or Sherbrooke. There are some slogans however that were used in only one of these locations.



**Figure 23 & 24:** KGV 2¢ green with a very visible partial strike of Coutts U-0115.

Coutts U-0115 (figures 23 & 24) was only used in

Quebec City and predominately in 1930 and may be found on the KGV Scroll and the Arch issues.

A second single city bilingual slogan use is A-0530 (Figure 25) which was used in Sherbrooke in 1927-28 (it was used in Montreal, but Montreal did not have an S22 perforator). The unique design will allow you identify other issues such as the 1¢ Sir



**Figure 25**



**Figure 26**



**Figure 27**

**Figure 25:** A Sherbrooke PQ cancel on Scott 107 (dry print) with a full strike of the A-0530. Scott 141 (Figure 26) and Scott 142 (Figure 27) both have partial but identifiable strikes of the same slogan.

John A MacDonald (Figure 26) and the 2¢ Fathers of Confederation (Figure 27) as used in Sherbrooke.

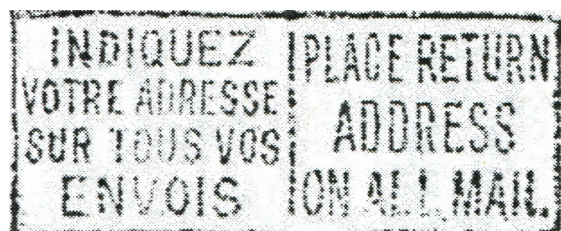
Another single use slogan is one of the four bilingual dies of Coutts H-0362 HELP PREVENT/FOREST FIRES/AIDEZ A EMPECHER/LES FEUX DE FORET. There are six slogan dies in two formats and Format B Die 4



**Figures 28, 29, & 30:** Coutts H-0362 with the alignment of the letters "P R" & "T" that exist only in Die 4 of this slogan. In the other 3 dies the "T" is directly under the "R".

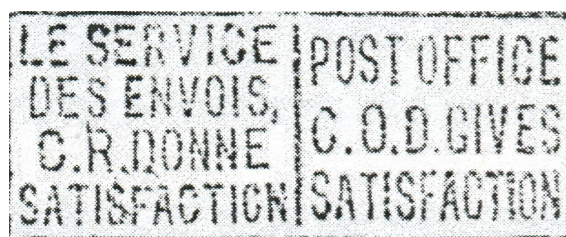
(Figures 28, 29 and 30) was used only in Trois Rivières in 1926-27. A specific portion of the punch, highlighted in red, needs to be visible on the stamps to differentiate Die 4 from the other three Format B dies.

There are some bilingual slogan dies that were used in only two of the three Quebec Sun Life locations. I-0075, INDIQUE Z VOTRE ADRESSE SUR TOUS VOS ENVOIS/PLACE RETURN ADDRESS ON ALL MAIL, (Figure 31) was used in Quebec City and Trois Rivières and only during the Admiral period.



**Figure 31:** Coutts I-0075. The most likely location of this slogan would be Quebec City since it was used for 184 days there and only 18 days in Trois Rivières.

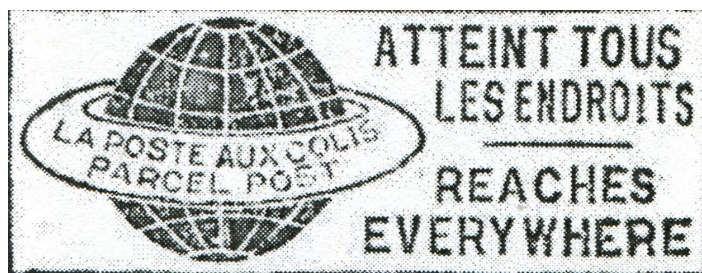
Another slogan used exclusively in Quebec City and Trois Rivières is Coutts L-0150 LE SERVICE DES ENVOIS C.R. DONNE SATISFACTION/ POST OFFICE C.O.D. GIVES SATISFACTION (Figure 32). This issue also



**Figure 32:** Coutts L-0150 Considering the known period of use the case is reversed with Trois Rivières is the more likely based on 649 days of use there versus 46 days in Quebec City.

will only be found on Admiral issues.

Coutts L-0065, LA POSTE AUX COLIS ATTAINT TOUS LES ENDROITS/PARCEL POST REACHES EVERYWHERE (FIGURE 33) was used in Quebec City in 1926-27 and therefore most likely on Admiral issues. It was extensively used in Sherbrooke from 1928 to 1934. The 1928 usage was for 16 days in November and December which is the after release of the KGV Scroll issue, making an Admiral usage in Sherbrooke unlikely.



**Figure 33 & 34:** Coutts L-0065. The image of the globe is very distinctive and even a partial of the image on a stamp will identify it. The Scott 197c can be confidently included with other Sherbrooke S22's.

I sincerely hope that with this article I have provided collectors with suggestions that will help them identify the specific city of use for some of the S22's in their collection.

I have many S22 duplicates that are identified by either CDS cancel or a slogan cancel that I will happily trade for a similarly identified S22 location duplicate in your collection which is missing from my own.



## Footnotes:

This is an article exclusively about slogan cancels and the Sun Life S22 perfin pattern. As such I decided not to continually repeat the same reference every time a slogan cancel is mentioned. Unless otherwise referenced the information relating to the slogan cancels in the article have one of the following sources:

1. All of Conrad Tremblay's work is documented in these issues of the Perforator— Volume 5 Number 2, Volume 5 Number 6, Volume 6 Number 3, and Volume 13 Number 4. <https://bnaps.org/studygroups/Perfin/documents/PerforatorPerfinsIndex-20240122-Sampson.pdf>
2. The Postal History Society of Canada. The basis of the Society's slogan database is the foundational work of Cecil Coutts resulting in the print publication – the Slogan Postmarks of Canada. The database is accessible to Society members at <https://www.postalhistorycanada.net/php/Machines/Slogans/>
3. Les Flammes Mecaniques du Quebec. Editor, Jean-Guy Dalpe. Published by the Societe D'Histoire du Quebec. All the images of French language and bi-lingual slogans are from this publication.
4. The Slogan Box is the newsletter of the BNAPS Slogan Study Group. <https://bnaps.org/hhl/n-slg.htm>. Issue 25 has an index of articles about specific slogans.
5. Colour Mustacich, Robert, (2024), Cancel Extractor, hosted by the website of the Battleship Revenue Stamps, <http://www.battleship-revenues.com/extract.xhtml>.
6. HELP PREVENT FOREST FIRES Dan Rosenblat The Slogan Box Volume 2 Number 42 INSURE YOUR PARCELS TO GREAT BRITIAN AND IRELAND Dan Rosenblat The Slogan Box Volume 2 Number 4 Whole Number 9

## Acknowledgements:

1. My thanks to Jean-Guy Dalpé and Luc Legault—to Luc for allowing Jean-Guy access to his S-22 collection and to Jean-Guy for the copy of Les Flammes Mecaniques du Quebec (which he edited) and for scanning Luc's S22 collection of the S22's for use in this issue and future articles on the S22 Sun Life perfins.
2. The use of slogan cancels in perfin studies is not new; that distinction belongs to Russell Sampson. Here are the newsletter articles authored by Russell in which slogan cancels play a part.

Sampson, Russell D., (2017), Usage of the Canadian Royal & Queen Insurance Co. Perfins – The R3, R5, R6 and R7, The BNA Perforator, Vol. 38 No. 1 Whole Number 147 (October) <https://bnaps.org/studygroups/Perfin/newsletters/perf-2017-10-v038n01-w147-v3.pdf> (accessed June 2, 2025)

Sampson, Russell D. (2018), New Latest Reported Usage of the G13 Perfin – Grand Trunk Pacific, The BNA Perforator, Vol. 39, No. 1, Whole Number 148 (January) <https://bnaps.org/studygroups/Perfin/newsletters/perf-2018-01-v039n01-w148.pdf> (accessed, June 2, 2025)

Sampson, Russell D. (2020), New Earliest Reported Usage of the J6 – John Hancock Mutual Life Insurance Company, The BNA Perforator, Vol. 41, No. 2, Whole Number 153 (April)

Sampson, Russell D. (2025), Using Slogan Postmarks in Perfin Studies with a Test Case Discovering the Latest Reported Usage of the Wm Rennie Co. Ltd. (W13) Perfin, The BNA Perforator, Vol. 46, No. 2, Whole Number 174 (October 2025) <https://bnaps.org/studygroups/Perfin/newsletters/perf-2025-10-v046n02-w174v2.pdf>