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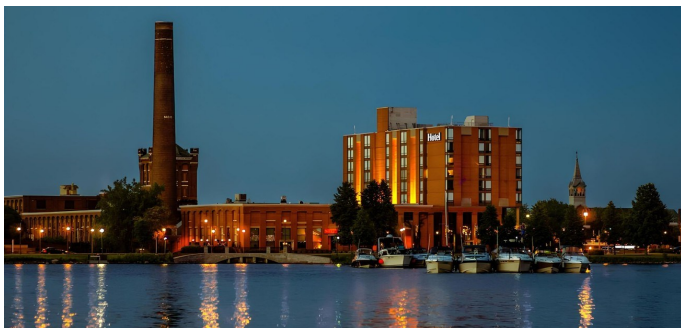


Editor's Post

¶ The Study Group snail mail list has been reduced to 3. The envelop with Issue 176 which was addressed to Robert Hyodo in Edmonton was returned by Canada Post with a "MOVED/UNKNOWN" label.

¶ The costs of Issue 177 were \$15.00 for printing and \$7.86 for mailing 3 copies—2 to Canada and 1 to the USA. Once again this cost was covered by donated postage. The stock of donated postage is running low and contributions sent to the address below will be greatly appreciated. Please bear in mind it takes a lot of 8¢ stamps to mail the newsletter!

BNAPEX 2026 VALLEYFIELD

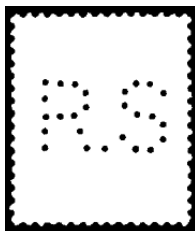


¶ BNAPEX 2026 in Valleyfield Quebec is fast approaching. Our Study Group session is Friday September 18th in the SHPQ room at starting at 11:30. There will be 3 presentations on recent discoveries and mysteries:

- The Incredible Shrinking W9-Russel Sampson

Treasurer

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▪ Conrad Tremblay's Original S22 Files-Jim Graham

- P20 Danish in Disguise-Russel Sampson

¶ Having access to Tremblay's original S22 files presents the Study Group members with the opportunity to undertake a project in which all can participate and which could conceivably vastly improve Addendum I of the Handbook. And, one does not need any S22's to participate. Details are on page 27.

¶ Mike Behm, Dan Baugher, and Roy Gault have joined forces to produce something useful for those perfin collectors that collect Spain and Portugal. Their new catalogues build on the work of the late Roy Everett; consolidating old and current sources they include important stamp details and earliest and latest known usage dates. The Portuguese Catalogue is 124 pages (cover to cover) and 12Mb in size, and the Spanish Catalogue is 120 pages (cover to cover) and a modest 8Mb, so both can be readily sent via email. The catalogues are available free of charge (electronically delivered) by contacting Roy Gault at roy.gault@ntlworld.com

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P19 “Motor License Office” Registered Cover
A Long-Ago Tear and A Long-Ago Repair- What Can It Tell Us?
Kerry Bryant



Figure 1: A 13-cent Quebec Citadel (Scott 201)¹ perforated with the Province of Saskatchewan P19 pattern pays the registered mail rate from the Motor License Office Birney's Hardware to Birney's Hardware in Saskatoon, September 22, 1934.



Figure 2: A photograph of Birney's Hardware. From the style of the automobile this photo was taken not many years after the registered mail delivery.

In late 2025, I acquired a Province of Saskatchewan Motor License Office departmental registered letter dated September 22, 1934 and addressed to “Birney’s Hardware” in Saskatoon. The stamp is perforated with the Province’s P19 pattern (Figure 1 and Figure 2). Other notables included a repaired, dramatic face tear and, that it had been opened along the return address end, most-likely with scissors given the three distinct staggers along the cutline when straightedged.

Just before the cover was to be added into the collection, it was given the cursory inspections- a look inside, then backlighting. That nothing had appeared inside visually, when backlit, it was surprising to see what appeared to be a watermark-like outline of two vertical strips of stamps inside- a strip of 3 and the other a strip of 2 (*one being a partial*) and both overlapping at one end at just over a 90-degree angle. It was clear to see that both pieces were perforated horizontally and, along one vertical edge only. Looking inside again expecting to see actual stamps but not (*due to the close color match between the strips and the envelope paper*) the envelope still appeared empty. Puzzled, it was backlit again to confirm location then from running a finger over the inside of the envelope where they should be, they were located-not loose, but appearing to have been adhered over the tear-line (Figure 3).

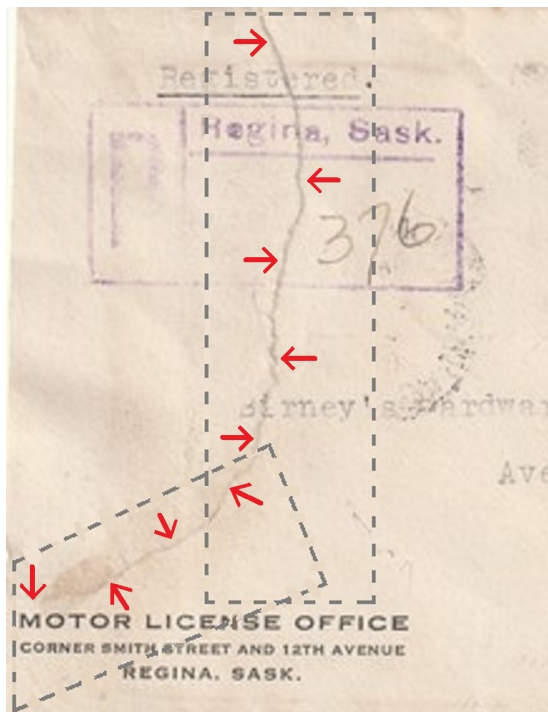


Figure 3 : The dotted lines outline the tear and the red arrows point to its path.

SO MANY QUESTIONS

From much pondering about the MLO-Birney’s cover, the questions flooded in – those at the forefront being:

- *Was the adhered-down side of the strips concealing anything related to having been through a printing process (e.g. trace ink, embossing, etc.)?*
- *Although the blank strips appeared to be postage selvage, were they, or if a look-alike; and if postage, were they ‘period’ to the cover, or otherwise?*
- *If they were postage selvage an immediate first impression of the strips is their seemingly abnormal width - could a production process anomaly have been involved?*
- *What were the circumstances that caused the tear?*
- *From where did the strips originate and, how was it that the individual who did the cover repair happened to be in possession of them?*
- *When was the repair done? Was it at the time the cover was produced, or at some point after this ?- could this be proven?*
- *If the repair was done prior to posting, why do such an involved repair at all , why not just ‘toss it’ and start anew*

A PHILATELIC SACRILEGE OR, A NECESSARY EVIL?

As a number of the initial questions revolved around the strips themselves, that was the most logical starting point. To be able to comprehensively examine and do testing etc., with *much* deliberation to potential risk, ramifications and any possible alternatives, it was determined the strips would need to be freed from the cover (*a collective “gasp” heard from the readership? - rest assured, this was done with the upmost care and focus during the process*). From applying a light coating of warm water with a Q-Tip, just enough to soften the bonding adhesive, they readily peeled away from the envelope and, without leaving any residual moisture being left behind on the cover. The strips were then dried and pressed and ready for examination (Figure 4).

POSTAGE SELVAGE, OR NOT: WHAT DO THE PERFORATIONS TELL US?

Using a Stanley-Gibbons “Instanta” perf gauge, the perforations on the strips measured 11.1 x 11.1 (*aka 11x11*). According to the Unitrade Specialized Catalog (*USC*), it notes that the #201, 13-cent

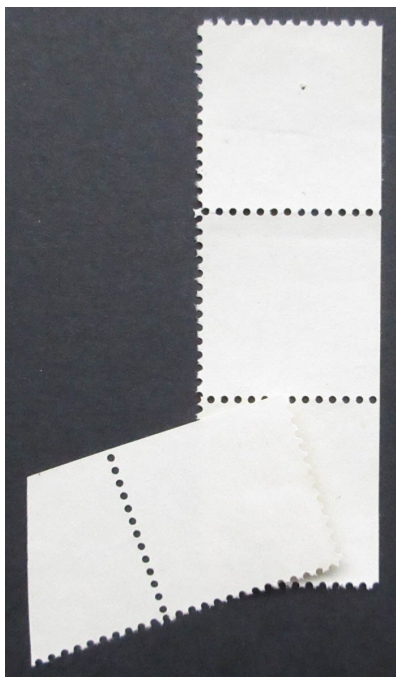


Figure 4: The strips removed from the cover.

“Quebec Citadel” was perforated 11 x 11, as were all the other six values in the KGV “Medallion” issue. As a double-check (*using the same Instanta gauge*), the franking #201 also measured 11.1x11.1. Again with referencing the USC, every one of the 33 regular issues released, from the KGV “Arch/Leaf” issues of 1930 (the Scott162, 1-cent being the first use of the 11 x 11 perf up to that point) through to the New Brunswick” issue of 1934 (Scott 210), were all perforated 11x11, near-exclusively! Only three instances during the same period deviated from 11x11; the Arch/Leaf and Medallion coils (both perf 8.5), and the Scott 184 Admiral provisional (perf 12x8).

From 1934 to 2000 the 11x11 perf only appeared sporadically; on a total of 10 regular issues: in 1968 on Scott 479, 480, 481 (Meteorology, Narwhal, U.N.-IHD), again in 1970 on Scott #513, #514 and #518 (U.N., Group of Seven), in 1971 with Scott 533, 534 (*Insulin, Rutherford*) and lastly, in 1972 with Scott 600 and 601 (*Landscapes*). Among back of the book issues, a total of 18, 11x11’s were identified, being: the Scott C2, C4 airmails (1928-1932), Scott E4, E5 special delivery (1927), Scott J6-J10 postage due (1930-1932), Scott J11-J14 postage due (1933-1934) and the United Nations/ Expo 1967 set of 5 (UN 170-174).

What if the blank strip’s straight-edge was a random-cut edge from an even wider strip sheet

edge - could any of the 10, post-1934 issues or the 2, B.O.B. issues be dimensionally compatible if the strip had been wider? To make this determination, a physical copy of each the 12 possible stamps was overlapped on the blank strip, then rotated by 90-degree increments. In every instance, none ‘fit’ the confines of the blank strip’s perforations, in any orientation. This effectively determined that the blank strips could only be connected to the Arch-Leaf/Medallion like-dimensioned issues from the 1930-1934 period. (See Endnote 1)

POSTAGE SELVEDGE, OR NOT: WHAT DOES THE PAPER TELL US?

The blank paper strips have some immediately noticeable characteristics. To the touch, one side is very smooth while the flipside, although also smooth, somewhat lesser-so. Color-wise, one side (*the smoothest surface*) is somewhat whiter than the other, which has a light cream tone to it. Placing it on a light table and examined with 10x loupe revealed a light but distinct mesh pattern and also that the paper was mottled – characteristics shared with the postage paper of dozens and dozens of 1930-1934 issues in my own collection. Also, when a bright LED light beam was cast diagonally across all strip faces and examined with the loupe, nothing was observed which would indicate the blank strips had been in contact with either printing ink or a printing plate.

In addition to the backlighting and pen-lighting, the blank strip and the gum side of the thirty-three used Medallion duplicates of various denominations were exposed to UV light. Other than the expected odd scuffing, pencil markings, residual gum marks and the perfin punches on the used issues, the immediate impression was “*THAT*, is so close”. This was most apparent with two, comparatively ‘clean’ Scot 199’s- when the blank strip was overlapped half-and-half over these stamps, the difference in appearance of the paper between strip and stamps was negligible.

From weighing the perforation evidence and the paper characteristics, I had every confidence in concluding that the blank strips retrieved from the Birney cover were genuine postage selvedge .

SELVEDGE IT IS THEN BUT, WHAT ABOUT THAT WIDTH?

Once concluded, at least to my perception, that the blank strips were genuine postage selvedge, what about their width? Now freed from the cover, the im-

mediate first-impression was that the strips were height-to-width disproportionate - that the distance between the vertical perforation and the straight-edge (24.5mm), in-relation to the distance between the horizontal perforations (24.25mm)- appeared as being beyond just 'typical' selvedge. This led to theorising whether the strip width *could* have accommodated both a row of stamps and a modest or typical outer-edge selvedge?

Previously, it was concluded there could only be 22, 11x11 issues, all from 1930-1934 that dimensionally matched the confines of the strip. To add context and visualization to further the width theory, three simple exercises were performed. From my stock of the 22 subject issues, 21 examples with vertical selvedge attached were gathered and the selvedges measured (1.5x1, 2.0x4, 2.5x6, 3.0x5, 3.5x1, 4.0x1, 4.5x1, 5.0x1, 12.0x1), then averaged- 3.26mm. Next, a used Scott 195 was aligned over a strip of the MLO-Birney's selvedge strip (**Figure 5**).



Figure 5: A Scott 195 aligned on the Birney's selvedge.

The width of residual exposed strip measured 3.0mm - par with the 3.26 average. Finally, a multitude of present and past online auction images of subject-era sheet material bearing both vertical selvedges were examined. Although several examples of abundant-width selvedge were found (*including some nearing the respective stamps full width*), using a ruler-scaling the screen images, none were of sufficient width to accommodate the stamp *and* a vertical selvedge. It's accepted the samples measured are only representative and the exercise does not prove the theory (nor were they intended to). However, the added context

does add weight to the possibility of the theory. All that aside, the MLO-Birney's strip width is unique- whatever its origins may be (Endnote 1).

This is an opportune point to address another question that arose: the origin and availability of the strips. During 1930-1934, The Saskatchewan Revenue Building was the headquarters for multiple governmental departments in addition to the Motor License Office, including the Public Utility Board, the Old Age Pension and Mothers Allowance Branch, the Bureau of Child Protection and the Highway Traffic Board. The volume of mail generated would have justified postage arriving in full sheets - making selvedge available in abundance and enabling the widest strips to be set aside for what would otherwise have been a 'tape' application. Although adhesive-backed tape was commercially available ("masking" in 1925, "cellophane"- aka "Scotch", in 1930), given that 1934 was the height of the Great Depression, selvedge could easily have been accepted as a viable practical option to the use of commercial adhesive tapes. (**Figure 6**).

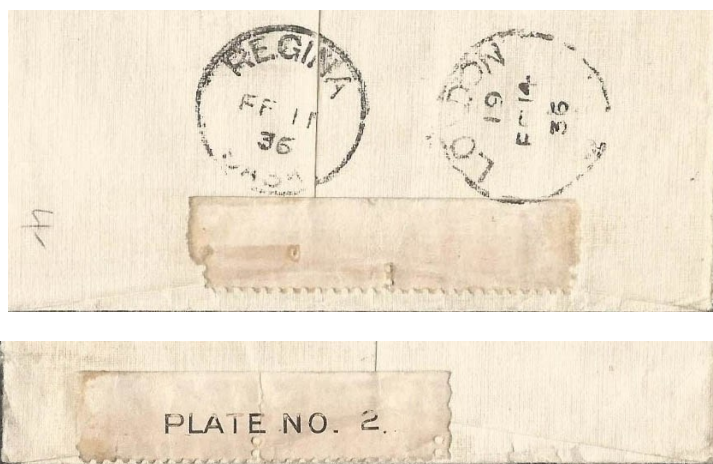


Figure 6: Two examples of selvedge being used as "tape". (Author's collection)

WHAT CAN THE TEAR ITSELF TELL US?

That the tear extends entirely across the seal flap (*in-line with the face tear path*) (**Figure 7**) but that there's no corresponding tearing to the back of the envelope when viewed from the inside, is evidentiary the envelope wasn't sealed and that the seal flap was likely in either a partial or fully-extended (*aka 'open'*) position when the tear occurred. The opposite (*lower*) end of the tear terminated abruptly at the left-hand

side fold as there isn't any corresponding tearing to the back of the envelope there either (*see note below*). This suggests the tear originated in the seal flap.

Nothing about the tear speaks of intentional, passive or solo-causal. Contrarily, it speaks of spontaneity, forceful, and of an interaction. To that, one simplistic yet plausible scenario on how the tear could have occurred: two clerks, in the mailroom or typing pool, and one is holding the envelope. There is some innocent clowning or teasing (e.g. "Want-it?... can't have it... want-it?...can't have it..." or a, "That's mine" or a, "Gimme that", etc.), the other aggressively grabs for it and quite 'successfully' so too! (see Note 2).

SO, WHEN WAS THE REPAIR DONE?

As to: "When was the repair done- at the time the cover was produced, or future to then", the answer is at the time the cover was produced, and, prior to addressing and posting. As to: "could this be proven?", the answer is a definitive yes! The gift of that proof lays both figuratively and literally, with the type-written lettering and the postal "R" ink-stamp on the cover's face - in seven instances, elements of one or the other converge with the tear. (**Figure 8**). Each of the seven instances were illuminated with brilliant-white LED light and examined with a 10x loupe. In all seven instances trace ink, both black typed and mauve stamped, appears directly on top of the tear. Notable too was that a slight sheen along the tear line was evident and attributable to residual adhesive bleed-out when the tear edges were glued back together, leaving behind a suitable substrate for the black and mauve inks to adhere to. That the tear occurred *before* the envelope was addressed is conclusive.

When were the selvedge strips applied - as part of the original repair or at a future point? After gluing, it's conceivable that the durability of glue-only repair was questioned- after all, at some point the envelope would contain a matter that justified the premium of registered postage. From considering the flexing and rigors of being rolled through a typewriter for addressing, then going through the entire postal process, there may have been doubt in the likelihood that a glue-only repair (*given the minimal paper-to-paper contact and bonding area*) would remain intact up to arrival at destination. That the selvedge strips have been era-matched, were likely an already-

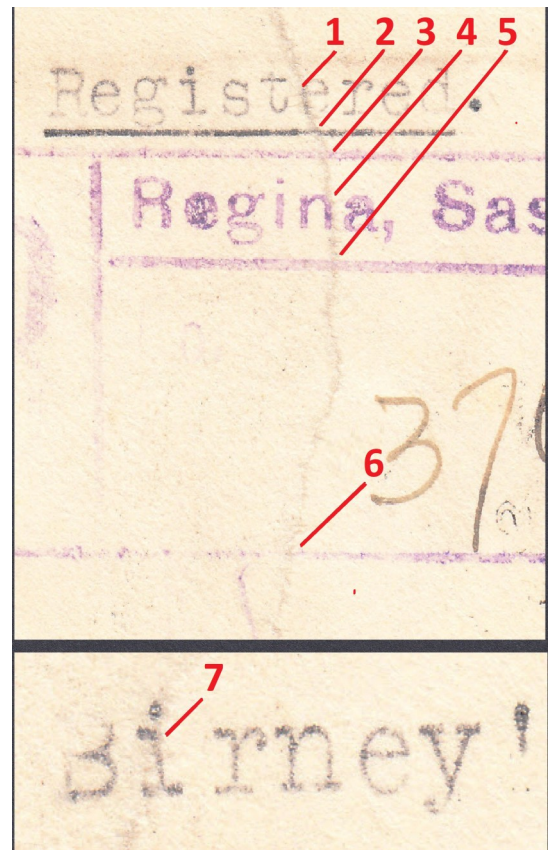


Figure 8: Evidence of the tear in the Birney envelope occurring before it was addressed

familiar sealing medium and were readily available, it's logical that they would have been applied as a reinforcement and/or contingency measure at the time of the repair, as a part of the repair.

In considering the possibility a repair done not at the time but in future - perhaps by a philatelic dealer - two quite challenging-to-comprehend scenarios arise. The first is keeping the seven typed and stamped ink convergences over the tear in perfect alignment during the glue-up of the edges. The second is acquiring the selvedge. As presented previously, exceptional-width selvedge would be most readily available only from what would be by now a significant collectible piece. All of that for a \$15.00 CAD cover? Maybe!

BUT WHY WAS THE REPAIR EVEN DONE AT ALL?

The "Occam's Razor" Sage: "*When faced with competing explanations for the same phenomenon, the simplest one is usually the best*".

Consideration to the era: 1934. It was the height of the Great Depression and on the Prairies, also the height of a severe, multi-year drought (the "Dust Bowl" years) and double-digit unemployment.

During this time an entry-level mailroom clerk's wage would have been around 39-cents an hour. For perspective, a 13-cent Medallion was equivalent to a third of an hour's wages. Still, having even an entry-level office job during the Depression would have been regarded as fortunate and it's unlikely that anyone so employed would have wanted to draw any negative attention to themselves—attention that might bring on a reprimand or worse.

Consider a busy mailroom: If only for expediency and efficiency purposes, it's reasonable that quantities of un-addressed but pre-stamped envelopes would have been kept on-hand and at-the-ready- this would account for the stamp being on the envelope prior to it being torn.

In a 1934 workplace with the prevailing economic conditions and any moral sense of obligation aside, throwing out a torn custom printed departmental envelope may have been uncomfortable, and likely done discreetly. However, the prospect of throwing out a

torn custom printed departmental envelope with a postage stamp on it worth a sizeable percentage of one's hourly wage could well have come with a different level of anxiety - maybe even being enough of a catalyst to salvage the envelope with a repair. This would be especially true if the loss was connected back to a horseplay incident. The stamp being on the envelope before the tear occurred may have served as the watershed moment between the envelope being thrown out, and being repaired

Although somewhat of an 'ugly duckling' cover at first-glance, upon closer look, it showed its hidden charm by revealing an underlying story that did indeed have *much* to tell. The discovery of the abundant width selvedge within a sought-after "PS" departmental cover was quite literally, 'a find' within 'a find'.

Footnote 1. Consideration was also given to Canadian Christmas and Easter seals as another possible alternate source for the blank strips but was readily negated. The Christmas seals from 1930-1934 were perforated 12.5 and on sheets of 100 without a perimeter selvedge. Easter seals were introduced in 1945; nationally in 1949. *John Denune's Christmas Seals* <https://www.christmasseals.net> and *William J Kozerski* <https://www.kozersky.com>

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SUN LIFE S22 PUNCHES FROM MONTREAL

Jim Graham

A good portion of this article was in the presentation I made to the Perfin Study Group at the BNAPS virtual convention held January 30th 2026. Additional items have since been added.

There are three easily distinguishable perfin patterns used by the Sun Life Assurance Company of Canada listed in the Canadian Stamps with Perforated Initials Handbook (Figures 1, 2 and 3). These are the S15; reported on Small Queens up to the first Admiral issues of 1911; S21 reported on all Admirals and subsequent issues up to the QEII Cameo issue (Scott 405); and S22 found on both early and late issue Admirals up to the QEII Karsh issue (SC 328).



Figure 1



Figure 2



Figure 3

In the late '70's and early '80's Conrad Tremblay studied, by his count, over 10,000 S22 Sun Life perfins (Figure 3). He identified the 19 different locations where these perfins were used - Halifax, Saint John, Quebec City, Trois Rivières, Sherbrooke, Ottawa, North Bay, Toronto, London, Guelph, Windsor, Peterborough, Fort William, Winnipeg, Regina, Saskatoon, Edmonton, Calgary and Vancouver. He established that there were 19 5-die machines (Figure 4) and suggested the actual die sequence for 11 of these locations.¹

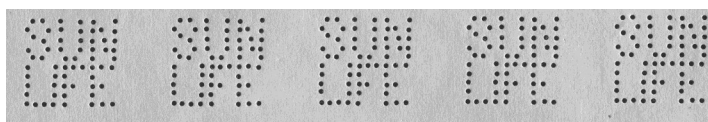


Figure 4: A slightly reduced image of a punch of the 5 dies of the machine believed to have been used in London Ontario. (Endnote 1)

How then, do perfin collectors have S22 perfins that appear to have had City of Montreal usage and, as the following examples demonstrate, were used in that City over a long period of time?



Figure 5



Figure 6 (see Endnote 2)

The Scott 106 in Figure 5 is the earliest issue I have seen to date with what appears to be a Montreal CDS cancel. The indistinct markings indicated by the yellow arrow (Figure 6) could mean it is an RPO or possibly it is the name of a Post Office branch office.



Figure 7



Figure 8



Figure 9

A 3¢ KGV carmine with Slogan cancel M-0370 is shown in Figures 7, 8 and 9. This cancel. MONTREAL HOME BEAUTIFUL EXPOSITION DE L'EMBELLEMENT FOYER APRIL 12-26 AVRIL in Figure 9 was only used in Montreal in 1924.²



Figure 10



Figure 11

Figure 10 is a 3¢ KGV carmine with a Montreal roller cancel and Figure 11 has the image turned 90 degrees to the right with the “MONTREAL” of the roller cancel underlined in yellow.



Figure 12



Figure 13

Figures 12 & 13: A 3¢ KGV carmine with a partial RPO cancellation QC-264 MONT.S.FALLS.& TORONTO.

Figure 12 is partial strike of RPO cancel QC-264; Montreal, Smith Falls and Toronto³. In Figure 13 we can see that the ‘0’ in the ‘30’ in the date stamp is out of line with the ‘JUL 3’ portion and could be mistaken for a train Number. The train number, “35”, is at the top of the stamp. RPO’s cancels followed a numbering protocol—even-numbered trains ran east or south; odd-numbered trains ran west or north. This means this stamp travelled west—from Montreal to Toronto. There is a possibility the letter originated in the Sun Life office in Quebec City, or Trois Rivieres or Sherbrooke but then was dropped off for mailing in Montreal, perhaps at Windsor Station or was placed in the mail box on the train to Toronto once the carrier had boarded. Possible, but is either scenario very likely?



Figure 14



Figure 15

Figures 14 & 15: A 5¢ (dull blue) KGV Arch issue with a partial Montreal CDS cancel. Removing some of the blue colour makes the ‘MONTR’ in the upper right corner (arrow) slightly more visible.

The 5¢ KGV Arch issue in Figure 14 is, to date, the only S22 punch with a Montreal cancel I have seen between the end of the Admiral issue in October 1928 and the start of the Medallion issue, December 1932. This raises the possibility that not all machines were distributed when purchased in 1923 but were held in Montreal. These are London, Guelph and Windsor Ontario (Endnote 4).

Figures 16 and 17 show 2 Sun Life covers to the same addressee - Mr. A B Mr. Finestone in Room 208 264 Hospital Street Montreal. Both have the corner card of the Sun Life St. James district office on Notre Dame West and both stamps have the S22 punch, not the S21 (Figures 18 and 19).



Figures 16 & 17: Two Sun life covers (slightly reduced) with 1¢ Medallions paying the 1¢ local letter rate. Figure 14 is undated and Figure 15 dated August 23 1934. Both are to Mr. AB Finestone. The top cover is in the possession of Douglas Lingard and the second is the Author's.



Figures 18 & 19: Enlargements of the 2 1¢ Medallions showing the S22 punches rather than the S21 punches.

In Lovell's 1934 Montreal City Directory⁴ the Sun Life address is simply as "Dominion Square". This address is not only for Head Office but also given for the specifically identified "branch" offices of Carrier, Frontenac, Mansfield and Mount Royal. The St. James branch, the source of the covers, is listed separately and with the address as shown. This raises a question — if this branch office had its own S22 machine would not Tremblay have found Montreal cancels among the 10,000 S22's he examined? From his writings it doesn't appear he found any.

Mr. Finestone is of some interest. The 1934 Lowell's City Directory shows that Room 208, 264 Hospital

Street was indeed occupied by Mr. Finestone. His occupation is listed as "insurance broker". The building was also home to no less than 4 "assurance" companies and 1 marine "insurance" company.

Further, Finestone was a noted philatelist and stamp dealer, operating the business A. Finestone Philatelic Service; his philatelic activities continued into the 1950's and his name appears in the records of the Royal Philatelic Society of Canada and various Montreal stamps clubs⁵. Given his background perhaps it is not that surprising these two run-of-the-mill Sun Life covers addressed to him survived the waste paper basket and are still with us today.



Figure 20

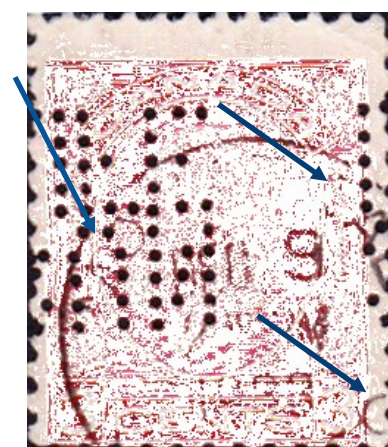


Figure 21

The 3¢ KGV Medallion in Figure 20 has very light Montreal CDS or dater hub cancel. The blue arrows in Figure 21 confirm the cancel; under the left arrow you can make out the start of the "M" and most of the "O"; the righthand arrow points to a barely visible "E" and a clear "AL". The "C" in Quebec is also visible.

Figures 22 and 23 show three tied KGV 1¢ Muftis with a Montreal roller cancel and S22 perforator punches. The punch was made with the pins penetrating the gum side of the stamp first (Position 5). The presence of the selvage strongly suggests the punch dies, reading left to right, are Dies 3, 2 and 1. As Die 3 has all of its holes Quebec City is not the source of the punch⁶.

The light black or grey colour of the roller cancel makes it difficult to see the cancel. Figure 23 is an enlargement with the letters "R", "E", "A", and "L" of MONTREAL and the "P" of "PQ" underlined which²⁴ makes them a little easier to see



Figure 22 : A tied strip of 3 KGVI 14c Muftis with a Montreal roller cancel.

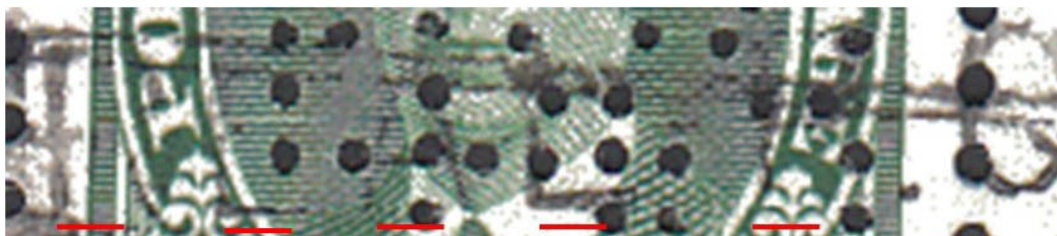


Figure 23 : The "REAL" of Montreal and the "PQ" of the cancel are more visible in this enlargement



Figure 24: A KGVI 4c War Issue with a partial slogan cancel which is somewhat difficult to read.



Figure 25: This is an image of Figure 24 with most of the red colour of the stamp removed.

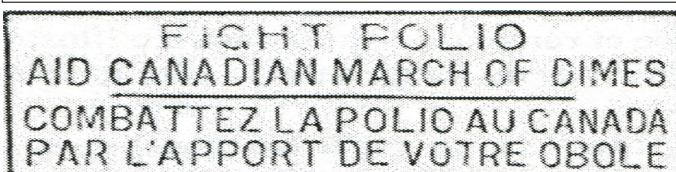


Figure 26: The full slogan in Figure 25 is revealed as F-0311; promoting contributions to the March of Dimes.⁷

Slogan F-0311 on Figure 24 was used in Montreal for 20 days in January 1950 and 8 days in January 1951; it was also used in Quebec City for 8 days in January 1951. The KGVI War issue was replaced by the KGVI Post-Poste issue in November 1949. The Handbook listing for Quebec City does have two KGVI 1c War issue; however, based on the slogan cancel dates of use in the two cities, the release date of the POST/POSTE issue (November 15, 1949) and the more frequent need for a 4c rather than a 1c stamp, a Montreal use seems the more likely.



Figure 27: A 4c Matthew commemorative used in Montreal in 1949. There are 2 incomplete S22 punches in Position 2.

Figure 27 is the 4c commemorating John Cabot's ship the Matthew which he sailed to Newfoundland for the first time in 1497. Dated July 20, 1949 with a Montreal CDS cancel, the S22 punch is in Position 2. The Handbook also lists this issue in Positions 4, 6, and 8⁸; if these are in the collections of Study Group members and have readable CDS I would appreciate knowing if any have Montreal cancels and if possible, scans of both face and back at a minimum of 400dpi.



Figure 28: A KGVI 4c War Issue with a partial CDS cancel with a visible MO.

Figure 28 is a KGV 4¢ War Issue with an indistinct cancel except for the ‘MO’. It could be EDMONTON but I suspect it is MONTREAL. The reasoning is that the last Edmonton stamp listed in Addendum I of the CSPI Handbook is Scott 223, the 10¢ RCMP from the 1935 Pictorial issue and the current latest known date of use is November 4th 1936. The 4¢ KGV War Issue was released in April 1943 and I think it unlikely that the entire Mufti issue—from 1937 to 1943 would not be used if the Sun Life office in Edmonton was still perforating postage. Still, it is possible that this is an RPO cancellation.



Figure 29: A KGV 4¢ War Issue with a partial CDS Montreal cancel. Luc Legault suggests the indistinct word preceding MONTREAL is BONAVENTURE.

The last example is also a KGV 4¢ War issue (Figure 29) which was clearly used on Montreal although the exact date is not clear—JAN13 49 or perhaps 43. The SUN LIFE punch is Position 5 and it may be Die 1. The spacing is very tight and it is difficult to see if there is evidence of the next punch in the right-hand perforations.

DISCUSSION

Conrad Tremblay did the foundational work on the S22 perfins in the early 1980's. He writes in his first article that he examined 10,000 S22 perfins; essentially all stamps from the Medallion issue. This issue was in use for the 31+ months between December 1932 and the summer of 1935. The Pictorial issue was released on June 1st of that year and some number of Medallion issues would still have been in use for a some months after this date, especially the higher values.

Tremblay writes that the source of these stamps

was a dealer who had in turn acquired them from a Sun Life Head Office employee in Montreal. To quote Tremblay's article - *"that's where every Sun Life Agency throughout Canada had to report and forward all kinds of documents to Head Office"*. From these stamps he established the 19 locations for each of the perforating machines – Montreal was not among them.

So, what are the possible explanations that would account for these somewhat random examples of S22 punches with Montreal uses?

1. The machines were acquired by Head Office in 1923 and perhaps were tested before being distributed to the branch offices. This would account for the Admiral issues. This explanation might also account for the Scott 170 (Figure 15). The first issue listed for Guelph in Addendum I of the Handbook is Scott 164, the 2¢ green from the KGV Arch issue released on June 30th 1930. Perhaps this machine remained in Montreal and went to Guelph only after that office opened in 1930.
2. This may also be true for the London and Windsor offices both of which have the Scott 109, the 3¢ carmine issued in 1923, as the first known issue. There is however, a reasonable explanation of late usage of this stamp. The Government introduced a 1¢ War Tax on April 15, 1915 and it remained in place until July 21, 1926. It was reinstated on July 31 1931, increasing the domestic 1 ounce rate to 3¢. It is possible that the London and Windsor post offices had Scott 109's still in stock and that these were used at this time rather than in the Admiral period.
3. There is also the possibility of a 20th S22 machine in Montreal and it was in the St. James branch office on Notre Dame West. (Head Office had its own S18 machine). Perhaps it simply was not used enough as those documents sent by mail by the other offices could be delivered by means other than the mail.

The stamps shown here lend some support to the theory of the use of one or more of the S22 perforator in Montreal before the perforators were distributed

to the 19 locations (the 2¢ and 3¢ Admirals) and then again after the seven machines were recalled in 1936/37 (the Mufti's, War issue and the Matthew issue). If this were true it would mean that the 2 covers from the St James branch office and the 5¢ blue from the KGV Arch issue of 1930 would be from Vancouver, A close look at these three stamps shows that at least none are Die 1 punches from the Vancouver machine.

PROPOSAL

It is incredible to me that Tremblay was able to accomplish what he did. My understanding is that his profession was in graphic design which to me suggests that his ocular abilities enabled him to separate the 93 dies one from another (remembering that Quebec City and Winnipeg have missing pins and Vancouver Die 1 has the uniquely shaped "S"). I certainly do not possess that skill. From my own experience I know how difficult it is to definitively identify these dies with the desktop software currently available.

Another point of conjecture is the pencil notations that are on the backs of many S22's; notations that attribute the punch to a particular city and a particular die. In my Sun Life collection I have many of these identifications. I am in no way an expert but I am fairly certain these all of these notes are not in the same hand and have no way to definitively determine which were made by Tremblay and which were not.

All of this said, our Study group now has access to Tremblay's original contract prints of his plating in its possession. This is courtesy of Luc Legault who has these and other files containing Tremblay's original work. Tremblay's prints show the order of the dies for each Sun Life city but the files have no information explaining, or diagram's showing, how to distinguish one die from another.

We have the opportunity to use Tremblay's contact die prints and stamps in our respective S22 collections that have identifiable CDS and/or slogan cancels to create a very useful Addendum I to the Canadian Stamps with Perforated Initials Handbook i.e. - provide a guide that shows collectors the differences that would allow collectors with S22's from a known

City to identify each specific die. We might also be able to complete the die sequence for the 8 cities not yet done.

To this end I have images of about 350+ stamps that are S22-2's—Saint John New Brunswick. Some are from my collection, some are from Luc Legault's and the majority are from Tremblay's original Saint John file. I propose the Study Group conduct the following project:

Part 1—Methodology

1. Those who wish to participate will use Tremblay's plating from the Saint John file (page 15 of this issue). Each participant, on their own, will identify the hole alignment for each of the 5 dies that they believe makes it unique from the other four. These will be forwarded to me.
2. I will share the die identification conclusions of each individual participant with the other project participants;
3. We will then reach consensus on the die characteristics that distinguish each die from the other four.

Part 2—Process

1. I will share images of the backs of the stamps that are identified as Saint John by CDS, RPO or slogan cancel in the Legault/Graham collections and all the stamps in the Tremblay file.
2. If you have a flat bed scanner that can create S22-2 images at 400ppi you can share these with the other participating SG members.
3. All participants will match the punches on the actual S22-2 stamps to the agreed upon Tremblay plating determined in Part 1 Step 3.
4. When we reach consensus on the plating we will use images of actual stamps to show the plating in Addendum I the Handbook.

This an opportunity for our Study group to actually "study" something. You don't need S22's to participate; the scans will be provided. If you have some S22-2's that are identified by cancel or slogan as being from Saint John you can participate simply by providing scans of the face and back at 400 dpi. This an opportunity for our Study group to actually "study" something, to participate in a project that will keep

our Handbook in the upper echelon of perfin handbooks. You also don't have to be an S22 "nerd" like me, you don't even need any S22's. We have the opportunity for collective participation, an opportunity that doesn't come by very often.

My email address is on page 1 of the newsletter for question or concerns but most of all for your positive

responses to this challenge.

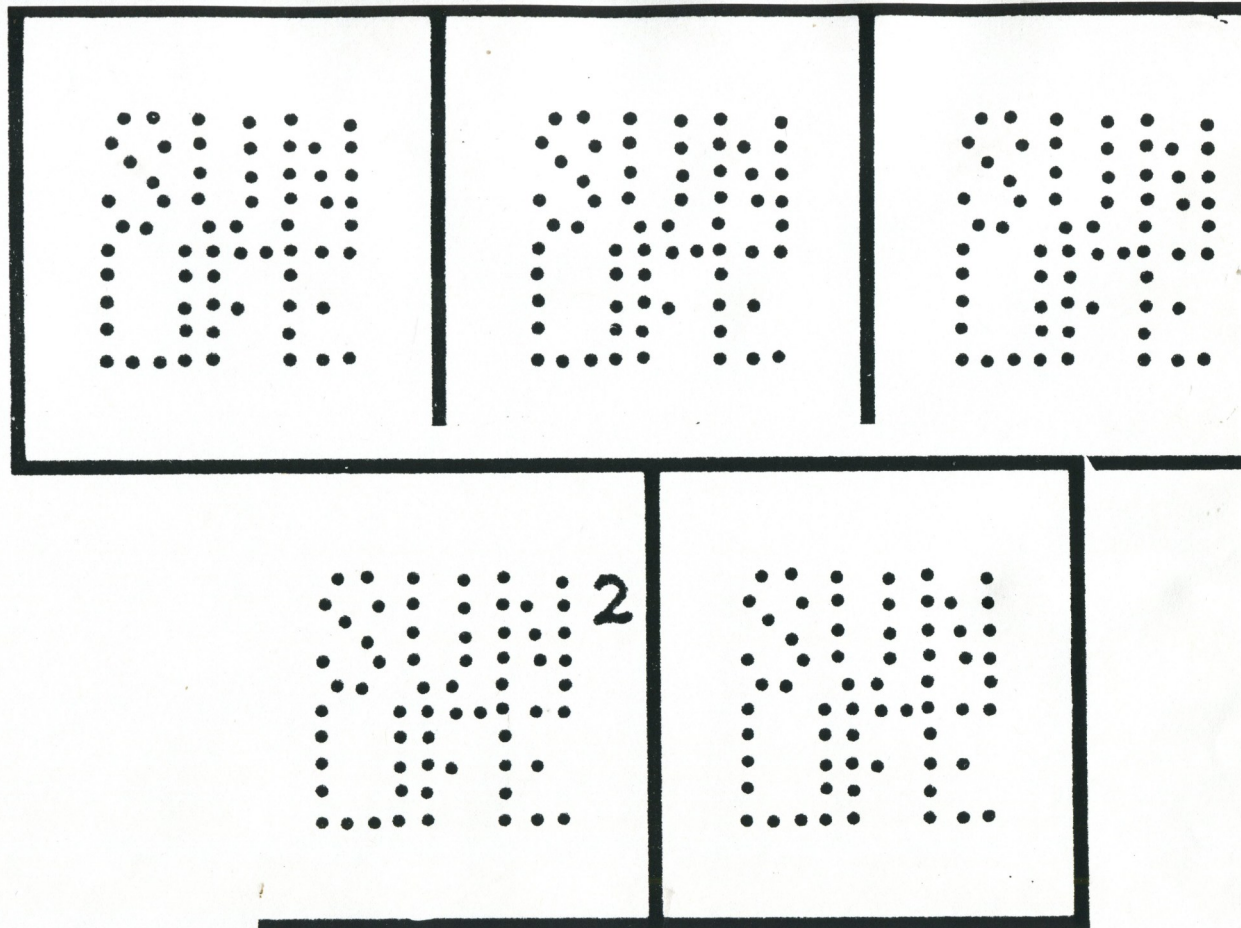
Acknowledgements: Some of the stamps included in this article are from my own collection, some are from Michael Behm and some are from that of Luc Legault. My thanks to Luc and Mike for their willingness to share these with me. My thanks also to Jean-Guy Dalpé; firstly for scanning and forwarding images of Luc's stamps and secondly for providing me with a copy of LES FLAMMES MÉCANIQUES DU QUÉBEC (2011), a publication of the Société D'Histoire Postale du Québec - a catalog of slogan cancels used in that Province which was compiled by Jean-Guy. It is an indispensable resource for identifying the location of S22's perfins with slogan cancels used in Quebec.

ENDNOTES:

1. Originally there were 2 punches on a folded sheet of paper creating 8 punches of the 5 dies. One of the sets has been cut from the sheet. The pencil notation on the sheet of paper reads "**old S19.9? New S22**". S19.9 would be London Ontario but the insertion of the question mark after the S19.9 notation suggests that the person making the punches was not certain of the machine's origins.
2. The cancel extractor software was developed by Robert Mustacich to assist in identifying cancels on the United States proprietary battleship revenue tax stamps of 1898-1902 (<https://www.battleship-revenues.com/index.php>). The extractor software is accessible at <https://www.battleship-revenues.com/extract.xhtml>

Footnotes:

1. Conrad Trembaly's articles on the S22 perfin are in the Perforator, the newsletter of the BNAPS Perfin Study Group; they are in Volume 5 Number 4; Volume 5 Number 6 and Volume 6 Number 4. <https://bnaps.org/studygroups/Perfin/newsletters-perfin.htm>
2. Les Flammes Mécaniques du Québec—2011, Edited by Jean-Guy Dalpé, published by the Société D'Histoire Postale du Québec ; page 269
3. Catalogue of Canadian Railway Cancellations—2015, Edited by Ross Gray. Published by BNAPS, page 75.
4. Lovells City Directory 1934-35; Bibliothèque et Archives National du Québec; <https://numerique.banq.qc.ca/patrimoine/details/52327/3653412?docsearchtext=city%20directory%201934>
5. The information on Mr. Finestone was provided by Doug Lingard.
6. <https://bnaps.org/PerfinHandbook/PerfinHandbook.htm> Addendum I page I.3. Tremblay's plating of the Quebec City perforator has a missing hole in the "E".
7. Les Flammes Mécaniques du Québec—2011, Edited by Jean-Guy Dalpé, published by the Société D'Histoire Postale du Québec ; page 181
8. <https://bnaps.org/PerfinHandbook/PerfinHandbook.htm> page 5.S.8
9. The offices are Guelph, Toronto, Peterborough, Fort William, Winnipeg, Edmonton, Calgary and Vancouver.



This is a copy of Tremblay's contact print of the 5 dies of the Saint John S22 machine (Row 1 dies 1-3 and Row 2 dies 4 and 5). The print is at 400% of the original punch. All you have to do is identify the hole alignment in each die that distinguishes it from the other 4.