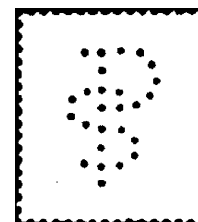


**THE PERFIN SOCIETY  
BULLETIN**  
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**THE SOCIETY'S OFFICERS**

PRESIDENT	Chris Carr
SECRETARY/ TREASURER PACKET SUPT. AUCTIONEER	Dave Hill  John Donner
BULLETIN EDITOR	Rosemary Smith
CATALOGUE EDITOR	Roy Gault
LIBRARIAN	Alastair Walter
PUBLICATIONS	Jeff Turnbull

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BULLETIN No:- 330    Subscription £5 (UK); £7 (abroad/surface); £10 (abroad-air)

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**New Identities    Pages 241-244**  
**Auction No. 3 (2004) 12 Pages +Auction Bid Form**

## OBITUARY

It is with great sadness that I have to report the death, on May 28th, of one of our longest serving members, **Michael Rucklidge**.

Michael joined the Society in 1959 and from the outset was an active member, attending London and provincial meetings and even held them in his own home.

He was **Packet Superintendent** from 1959 to 1964 and in 1970 he took over as Secretary from the founding secretary, Ron Bowman.

In 1977 Michael also took on the post of **Treasurer**, holding both positions until 1993 when he retired as Secretary/Treasurer and became the President of the Society. He held this post until October 1998.

During the 1980's the Society was somewhat in the doldrums and it was largely thanks to Michael's efforts that we have our strong base today. During the 80's he took responsibility for getting the Edwards catalogue printed and posted out to catalogue subscribing members.

When I retired from teaching in 1988 it was Michael who "twisted my arm" to take over the Bulletin from Frank Tully, who, in 1987, had only agreed to be editor as a stop-gap measure. This was a typical example of how Michael was always on the lookout for making sure the Society was running as efficiently as possible.

As Bulletin Editor I know from first hand experience that whatever he had to do for the Society was done promptly and without reminder. All letters were answered almost the same day and Secretary/Treasurer reports were with me for including in the Bulletin at least two weeks ahead of printing deadline.

Any society is only as active and healthy as its officers and in Michael Rucklidge we had a person who served the members to the best of his ability. Our sympathy goes out to his wife Jean and son David and his wife.

## **SOCIETY INFORMATION**

### **MEMBERSHIP CHANGES TO JUNE** TotalMembers375

#### **New Members**

COLIN HANSON	89 IBSLEY GARDENS, ALTON ROAD, ROEHAMPTON, LONDON SW 15 41-X
GEORGE YALDEN	49 LARK WHISTLE WALK, WARREN PARK, HAVANT, HANTS P09 4J13
RON PRESCOTT	705B SUNFLOWER STREET, SAVOY, ILLINOIS, IL 61874-9469 USA
MICHAEL MILLAR	292 SHANTY BAY ROAD, BARRIE, ONTARIO CANADA L4M 1E6

#### **Change of Address**

ARTHUR HARRIS	1 RUE DE LA LUZERNE. SION SUR L'OCEAN 85270 ST. HILAIRE DE RIEZ, FRANCE
---------------	---

#### **Reinstated**

WILFORD MICHAEL OLIVER DEREK WESTON MICK ROSE

#### **From the Secretary - Dave Hill**

#### **Displays**

Once again I have been asked if someone is prepared to give a display of perfin in the Colwyn Bay/Mold area. Please ring Dennis Rosser if you can help.

Members who are also members of the GBPS will have received an invite for Spring Stampex 2005 and The Royal PS. I hope someone can fly the Perfin Society flag!

## **REPORT OF LONDON MEETING - MAY 22nd 2004**

Dave Hill welcomed everyone and 22 members introduced themselves including Peter Rooke from Australia and Peter Maybury from South Africa.

Chris Carr thanked the officers for their efforts and Dave Hill seconded this.

Rosemary Smith said she would continue to produce a full Bulletin if members sent in articles but there would be much less editorial content. It would be helpful if illustrations for articles could be enlarged to 1.41 and font size 16 used for the print. They would then be the correct size when reduced for the Bulletin. (Ed:- I am still hoping for a replacement!)

Roy Gault said Tomkins was complete and Jeff Turnbull had printed it. Members should order from Jeff. Prices in the last Bulletin.

The Line Engraved Catalogue is complete to the letter "I", which is the most difficult part as the letters 'A' to 'H' have not been researched for the main Gault Illustrated Catalogue with Details. The rest of the Line Engraved Catalogue may take perhaps another 12 months. Thanks to Maurice Harp for his help.

The letter 'M' of the New (Gault) Illustrated Catalogue with Details will take about another 4 months. There has been no movement on the Irish Catalogue but thanks to Paddy Murphy for his help. The Line Engraved and Irish Catalogues will include short company histories at the end, space does not permit in the other catalogues.

It cost £30 to ask for the photo of Joseph Sloper and another £80 for a single A4 photo (Roy has had this framed) and to reproduce in the Bulletin. Members requiring their own copies should check with the Science Museum website themselves.

Roy recommended "Railway Parcel Post Stamps" by Roger de Lacy (see review elsewhere). Roger has donated a copy to our library. He has also said we are free to use the information found in his book with a suitable acknowledgement.

Terry Comper reported that all the information from Railway worksheets has been collated: a few worksheets may still come in. Roy and Terry will produce a checklist of inf. we need (histories, maps, logos of the more obscure lines etc.) and will be seeking volunteers to research missing details. Hopefully the check list will be in the next Bulletin. We are fairly sure of the layout we want.

As previously agreed Roy has purchased a colour copier and is producing bound copies of the Stampshow 2000 display. They can be purchased from Jeff when available.

Once again Brian Birch has sent two bundles of world-wide Perfin related literature for the Library. Alastair is being kept busy cataloguing all new material and filling requests for material from the Library. Everyone should have a copy of the Library list which was sent out to all members with the February Bulletin.

At last we had a dealer/member with us and I am led to believe it was beneficial to all concerned. I hope we can do the same again.

John Donner was unable to be present so there was no organised auction but members bought and sold amongst themselves as usual.

The display competition drew 5 entries.

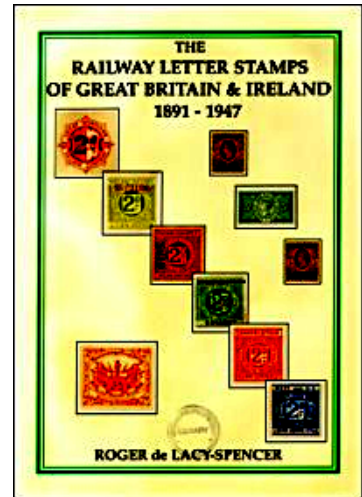
- Brian Merryweather showed various covers and perfins of KGVI.
- John Marriner had Airmails to S. America.
- Maurice Harp had 5 Line Engraved covers.
- Dave Hill showed "King Cotton" - perfins of Manchester.
- Roy Gault with Hull and shipping.

Roy was voted winner by the members present and wins £10 and a cup presented by John Marriner.

*The Railway Letter stamps of Great Britain & Ireland 1891-1947.*

A catalogue by the Revd Roger de Lacy-Spencer.  
Published by Moorside Publishing Ltd [2000].

The book has been published in A4 size, with 112 pages generously illustrated in black & white, and full colour card covers. As well as full size illustrations of the Railway Letter Stamps themselves, there are route maps, coats of arms, and brief histories of the Railway Companies involved. Along with precise details of the individual stamps, there is also a realistic price guide for mint/used examples.



*Railway Letter Stamps* were introduced on 1st February 1891. In brief, the purpose was to formalise the carriage of 'urgent' mail by participating railway companies for an *additional* fee of 2d for letters not exceeding 1 ounce. Such letters could then be either collected by the recipient at the destination station or 'posted on' at the nearest Post Office letterbox.



Specially designed stamps based on an approved standard type were printed by a variety of printers for use by the Railway Companies. Inevitably, variations in design, colour (usually shades of green), perforation, and denomination occurred over the years, all of which makes for a fascinating study.

In my opinion, this reference work would sit comfortably in the hands of anyone interested in postage stamps and railways, or simply someone setting out to create an inexpensive representative collection.

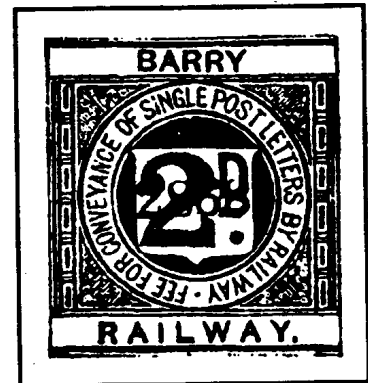
*G.B. Perfin Society members can obtain copies at £20 each  
(includes P&P to UK addresses) direct from Roger*

## "Railway Letter Stamp Printers".

Roy Gault.

Rosemary Smith has recently drawn my attention to the excellent publication by Roger de Lacy-Spencer entitled "The Railway Letter Stamps of Great Britain & Ireland (1891-1947)", and the wealth of railway histories, crests, and maps it contains. I have to admit I've become hooked on them after browsing the catalogue! Readers will also recall that a small number of these railway letter stamps, and associated items, may be found with perfins - see Bulletins 302-305.

Although not strictly related to perfins, it should be borne in mind that the stamps came into operation on 1st February 1891 as pre-payment for the conveyance of 'urgent' letters within the U.K. by train (or steamship), and posted through conventional G.P.O. channels on arrival.

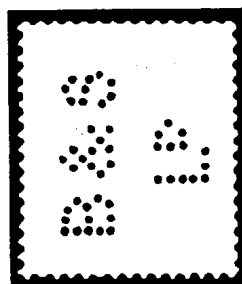


Although there were notable exceptions, the stamps were green in colour and of a standard design - the Barry Railway example is typical.

But where's the Perfin connection? Well, Roger's catalogue also lists the companies who produced these stamps. It transpires that there were at least 19 commercial printers involved, of which no less than 7 are known to have used perfins. They appear here in no particular order.

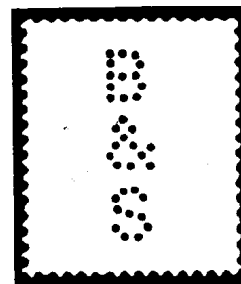
Bemrose & Sons Ltd, Derby . (They also had premises in Yeovil).

1890-1940



B6730.01  
(Derby)

???

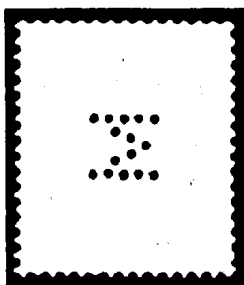


B6480.02  
(Yeovil)

Stamps were supplied for the Cheshire Lines Committee, the Midland Railway, the South Eastern Railway, the Taff Vale Railway, and others.

McCorquodale & Co Ltd. Caxton Works. Glasgow.

1902-1939



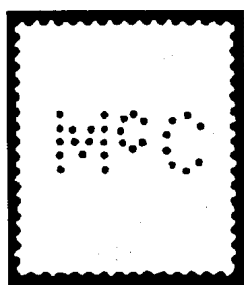
Not surprisingly, this office catered for many of the Scottish Railways, including:

Caledonian Railway  
Highland Railway  
North British Railway

M0010.09

McCorquodale & Co Ltd, Euston Square, London NW1.

1904-1945



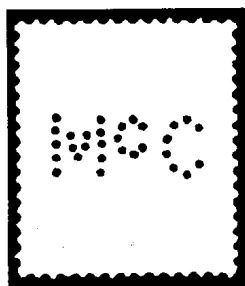
Amongst others, stamps were supplied to:

Barry Railway  
London & North Eastern Railway  
Port Talbot Railway & Docks

M1130.03

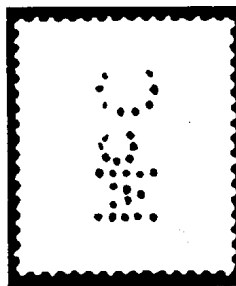
McCorquodale & Co Ltd, Newton-le-Willows, Lancashire.

1882-1920



M1130.01

1930-1939



M1130.05

The Furness Railway, and the North Staffordshire Railway were supplied by this particular office. Prior to 1900, it also supplied railway letter stamps (along with the Glasgow office) for the Donegal Railway company of Ireland.

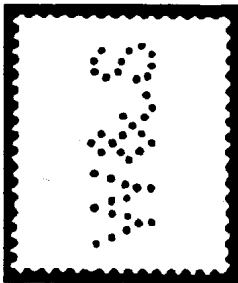


Waterlow & Sons Ltd. 26-27 Great Winchester St. London EC2.

Of the commercial printers, this was probably the largest producer of railway letter stamps and generally looked after the requirements of the larger railways, including:

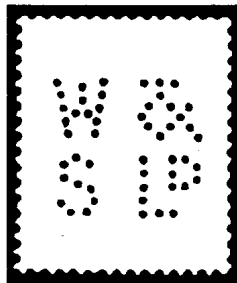
Great Eastern Railway  
Great Northern Railway  
London & South Western Railway  
London Brighton & South Coast Railway  
London, Tilbury & Southend Railway

1885-1948\*



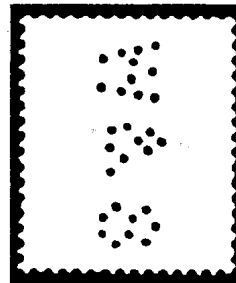
W6680.13M

1920-1922



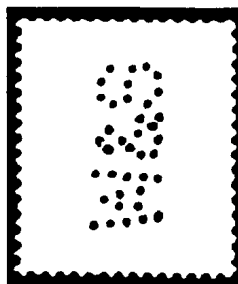
W6985.01

1924-1925



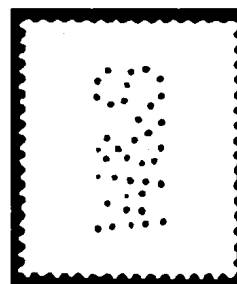
W6680.07v

1925-1939



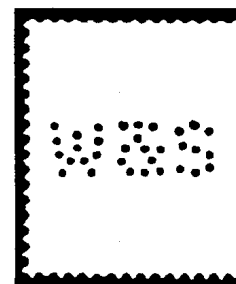
W6680.14

1930-1940



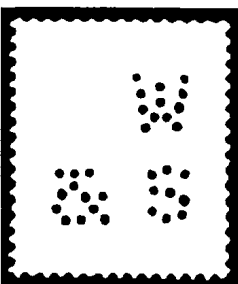
W6680.16

1943-1969\*



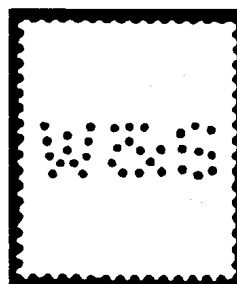
W6680.05M

1945-1957



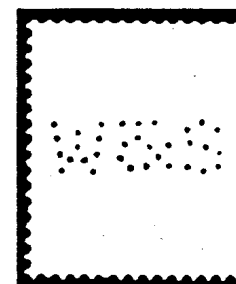
W6695.01

1945-1985\*



W6680.04M

1955-1975



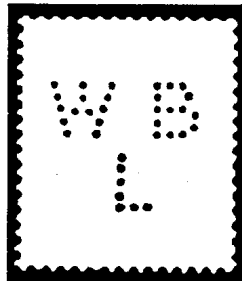
W6680.04b

Dies marked (\*) were also used by other companies.

Waterlow Brothers. and Layton Ltd. 24-25 Birchin Lane, London EC.

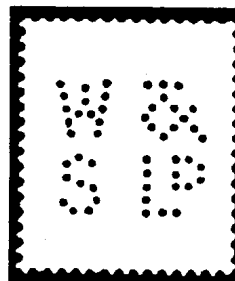
Registered 1887 - voluntary liquidation 31' July 1893. Reconstructed as a company of the same name in 1893, but again into voluntary liquidation 15th April 1920. Assets acquired by Waterlow & Sons Ltd.

1895-1920



W0660.02

1920-1922

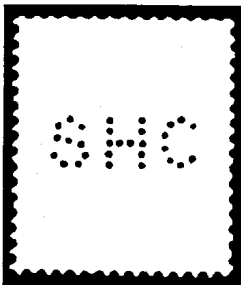


W6985.01

The company only produced railway letter stamps for a small number of railways, but most notable was the Great Western Railway.

Samuel Harrison Cowell & Co, Ipswich.

1890-1901



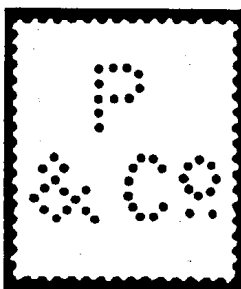
S3430.01

The company supplied railway letter stamps to the Colne Valley Railway.

The name changed in 1901 to become simply S Cowell Ltd.

Purcell & Co, Printers & Stationers, 124 Patrick St, Cork.

1877-1931



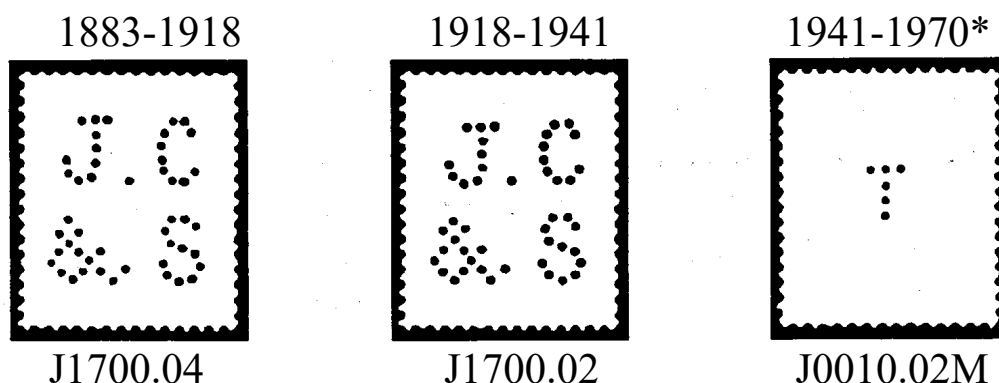
P1140.01

The company catered for the Irish Railway network, in particular:

Cork, Bandon & South Coast Railway  
Cork, Blackrock & Passage Railway

Sir Joseph Causton & Sons Ltd. 9 Eastcheap, London EC.

The company principally looked after the requirements of the Great Northern Railway, and the Midland & Great Northern Railway.



\* This Sloper 12x1 multiheaded die was used by at least 15 users during the date range specified. It is not known for how much of that period Sir Joseph Causton & Sons Ltd used the die, nor indeed what the significance of the "T" was to them.

As with all articles in the Bulletin, I would be pleased to receive information from anyone who can contribute additional stamp details to help further refine the quoted perfin 'die in use' date ranges.

Other printers to look out for who may have used perfins, and were also associated with the production of railway letter stamps, are:

Woodall & Minshull, Oswestry.  
Henry Blacklock & Co Ltd, London and Manchester.  
W H Moss & Son Ltd, Whitehaven.  
Allbutt & Daniel, Hanley.  
Williamson, Bristol.  
R Carswell & Sons, Belfast.  
Sealy, Bryers & Walker, Dublin.  
A Thom & Co Ltd, Dublin.  
Browne, Nolan, Dublin.  
James Calhoun, ???, Ireland.  
N Harvey & Co, Waterford.

*My sincere thanks go to Roger de Lacy-Spencer for allowing me to quote so freely from his catalogue.*

## BOARD OF TRADE PERFIN FORGERIES

by John Nelson

Between December 1997 and June 2002 The Bulletin contained several of my articles in which I questioned the reliability of much of what had been written on the subject of Board of Trade perfin fakes or forgeries. In the very first paragraph of the first of those articles I expressed the view that most or perhaps all Board of Trade Perfins could be genuine. My scepticism was based on flaws which were evident in published articles, notably in the research of Captain H. T. Jackson, and also on the absence of anything other than suspicion and a widely held belief that forgery had taken place.

Brian Birch has recently donated to the Society's library and our librarian Alastair Walter has passed on to me, copies of some astonishing revelations which appeared in Mack's Stamp Review between April and August 1908. The Review was published on the 22nd of each month by Herbert Mack & Co of 20 Villiers Street, strand, London WC and the following appeared in edition No.3 dated 22nd April 1908:

### *Grove Scandal*

=====

*Well-known London Dealers, members  
of the Stamp Trade Protection  
Association fake British Stomps*

=====

*Startling Developments Expected*

=====

*We are now able to publish the result of our enquiries concerning the faking of English Stomps perforated Crown and B.T (Board of Trade). We accuse and are prepared to prove that certain members of the Stamp trade Protection Association obtained a machine for faking these rare perforations, that they faked large quantities of all issues and that they sold them as genuine, both privately and **through several of the London Auctions**. We can prove by our evidence*

*1. that the machine was made on a certain date by a leading firm of Government contractors*

*2. that it was copied from a genuine Crown and B.T Stamp, from which the colour had been bleached and the perforations cut off in order not to raise the suspicions of the firm who innocently made the machine*

*3. that the faking machine was delivered to the dealers in question*

*4. that the some dealers have sold large quantities through several of the London Auctions.*

*5. that they have also sold stamps privately to several of their customers*

*The most unfortunate part of the whole disagreeable business is that faking has been so well done that the stamps have in nearly every case been passed as genuine by the **leading London experts**. It is impossible for us to say how many hundreds of pounds collectors may have been swindled out of, but we can say that **nine** out of every ten stamps which have appeared in the London Auctions during the last twelve months are forgeries.*

On 10th April 1908, Herbert Mack & Co had written a letter to Mr J. S. G. Telfer, the Secretary of the Stamp Trade Protection Association saying that they were now in a position to place at the disposal of the Association such information as would lead to the conviction of two dealers, who were members of the Association, for faking British stamps. The Association was asked to institute criminal proceedings against the accused members and if this were done Mack & Co would contribute £25 towards their costs.

Within three days of the sending of this letter Mack & Co found that the information it contained had leaked out and that the matter was being discussed by a large section of the stamp trade. It was in these circumstances that details of their accusations were published in the 22nd April issue of the Review. Telfer's reply to the letter, received by Mack & Co on 16th April, said that the information provided was not sufficient to enable the Association to take any action. in the matter and suggested a

meeting at which the Directors of the Association would be given, in confidence, definite particulars of the accusations.

This meeting took place on 23rd April, Mack & Co being represented by Mr Lowden, described by them as the man 'whose efforts in detecting forgeries in the interests of Philately have been of great service to us, and to whom we are indebted for most of the information concerning the fakes in question.' The Directors present were Mr Hadlow, Mr J. H. Telfer (Plumridge & Co) and the Secretary, Mr J. S. G. Telfer. According to Mack & Co, Mr Lowden was received in a hostile manner and had to threaten to withdraw before he obtained the fair hearing to which he was entitled.

Lowden began by complaining about the breach of faith whereby the contents of the letter of 10th April had been publicised, and confronted the Director thought to be to blame. The un-named Director's response was that he was not the culprit but that the information had probably been divulged to others through the carelessness or ignorance of a member of his firm. Satisfied with this, Lowden disclosed his information and named the two well-known dealers who were accused.

The next Mack & Co were to hear was in a letter from Solicitor Mr S. A. Jones of Ludgate Hill, who had been instructed by the Association to obtain, and consider from a legal point of view, all the available evidence. Before providing this, and in the light of the previous breach of faith, Mack & Co, asked for a written guarantee that proceedings would be instituted if the evidence produced was deemed, by an independently appointed Counsel, to be sufficient. No such undertaking was forthcoming.

The matter rumbled on until the August edition of the Review with recrimination on both sides. Apparently the dealers were at first saying that they obtained the forged stamps from one another. Then the Association asserted that one of the accused was not a member (although his firm was) and the other, on being questioned, had assured them that he was not involved. In their official journal *The Stamp Collector's Fortnightly* the Association dismissed the accusations of Mack & Co and

suggested that the motive for the attack was 'a desire for self advertisement and cheap notoriety'.

Whatever they may have said, they never disputed that the stamps were fakes nor that they were sold by both the accused dealers, maintaining only that none of their members was responsible for making the fakes. They did not at any time state that the two specific charges made by Mack & Co were false or publish the result of their internal enquiry.

There the matter seems to have come to an end but some good did come out of Mack & Co's exposure. They reported that several collectors who had bought Board of Trade forgeries had had their money returned and that at least one firm of Auctioneers who sold a number of the stamps had written to the purchasers asking for them to be returned and promising to refund their money. Satisfactory so far as it went, but they observed that there must have been numbers of collectors who had bought the stamps but were not yet aware that they were faked.

On the basis of all that appeared in Mack's Stamp Review and the nature of the response to the allegations by the Stamp Trade Protection Society it is impossible for me to continue to suggest that **perhaps all** Board of Trade perfins could be genuine. The machine acquired by the dealers would have raised suspicion if they had asked for it to contain multiple dies so I think we are looking here for only one forged die. Interested members might like to suggest which one it is of the thirty dies I illustrated in Bulletins 294 and 300.

Who the crooked well-known London stamp dealers were I have no idea but they seem to have got away with it. Mack's Stamp Review, on the other hand, does not appear to have flourished. I have noted for sale on the Internet a bound volume containing Editions 1-14, Feb 1908 to May 1909 which may have been the complete run. Could that have been the price they had to pay for ruffling the feathers of the stamp dealing establishment of the time?

**"Rare Plates & Early Dates".**

Roy Gault.

Prompted by the appearance of a QV 1d Red plate 225 perfined with the curved "GF&S" on eBay recently, the following may be of interest.

With the notable exception of plate 77, the rarest of the Queen Victoria 1d Red plates is plate 225, first put-to-press on 27th October 1879. The simple reason for the scarcity is that the issue was replaced barely two months later by the 1d 'Venetian Red', introduced on 1st January 1880. To date, twenty examples of plate 225 have been reported with perfins as tabled below (\*not strictly classed as a perfin).

1	A4205.02	A&N/C.S.L	11	K1120.02	K&K
2	B1450.01	B&C/M	12	M3320.01	M/J&C°
3	B7720.06	B/W&C°	13	O0495.01	O&C°..
4	C5680.04	COX	14	P1040.01M	P.C./L.
5	D 1790.02	D&F	15	P2700.01	P.J/N.T.
6	G1830.01	GF&S (Curved)	16	R4820.01	R&S/L
7	G4350.02	GR/W	17	T2090.02	T&H
8	H0840.01	H.B/&S	18	T2565.01	T.J
9	H2820.01	H.G	19	W3920.01	WM&T
10	J3590.01	JHC°/L	20	---	Single Hole*

*Even more difficult* to come by (with Perfins!) are early plate numbers, especially lower than the plate 100. Many of these early plates were first put to press in 1864, a good 4 years before the introduction of Perfins. The following table lists *the number of dies known* against each 'early' plate. Note the zeros against plates 82, 83 and 85!

<b>71</b>	1	<b>76</b>	6	<b>81</b>	2	<b>86</b>	3	<b>91</b>	2	<b>96</b>	4
<b>72</b>	1	<b>77</b>	X	<b>82</b>	0	<b>87</b>	1	<b>92</b>	10	<b>97</b>	11
<b>73</b>	1	<b>78</b>	5	<b>83</b>	0	<b>88</b>	1	<b>93</b>	5	<b>98</b>	1
<b>74</b>	3	<b>79</b>	8	<b>84</b>	1	<b>89</b>	2	<b>94</b>	2	<b>99</b>	10
<b>75</b>	X	<b>80</b>	1	<b>85</b>	0	<b>90</b>	3	<b>95</b>	1	<b>100</b>	23

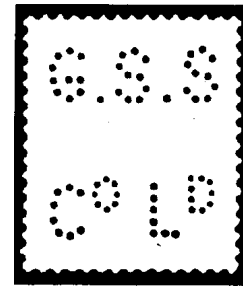
Can anyone add any more dies or information to either list, or perhaps contribute early dates (pre 1870) from loose stamps or covers?



## "Railway Steam Shipping"

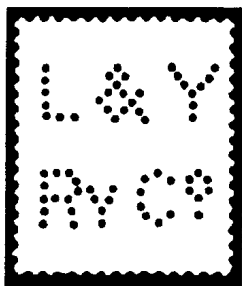
Roy Gault.

The long standing identity in Tomkins for "G.S.S/CoLd" (G4830.01) of the 'Goole Steamship Company Ltd' has always sat uncomfortably for me because the initials do not fully reflect the name. However, a little research has shown the correct title should read the '**Goole Steam Shipping Co Ltd**'. The company was registered in 1864 to provide a regular service from Goole to the continent.



1871-1905

Just one die is known to have been used by them - a Sloper single headed die completed on 18 th July 1871, although the number of the machine is unrecorded. The die continued in use until 1905 which is when the company was purchased by the '**Lancashire & Yorkshire Railway Co**', its ships forming the railway's 'East Coast Fleet'.

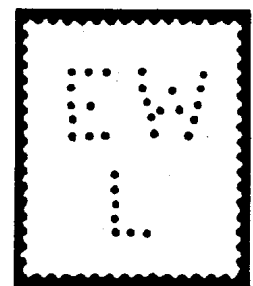


1880-1881

Three years earlier, on 1st May 1902, the railway had purchased the 'Drogheda Steam Packet Co', and so acquired a 'West Coast Fleet'. Only one die is suspected as having been used by the Lancashire and Yorkshire Railway. This is "L&Y/RyC°." (L6100.01), a rare die as only three examples have been reported. All three are on the QV 1d Venetian Red dating to the period 1880-1881.

With no tradition or using perfin by the railway, it comes as no surprise that the use of them by the 'Goole Steam Shipping Co' ceased in 1905. In 1922 the 'Lancashire & Yorkshire Railway', including its maritime interests, were acquired by the 'London & North Western Railway', and subsequently by the 'London, Midland & Scottish Railway' at the grouping on 1st January 1923.

The shipping side of things eventually became part of the 'Associated Humber Lines' in 193 5. The nearest I can get to a perfin for them is "EW/U (E5040.01), which was used by Ellerman's Wilson Line Ltd (Hull), agents for the 'Associated Humber Lines'.



1920-1940

**Can anyone add anymore?**

## PERFINS ON KGV SILVER JUBILEE ISSUES

George Greenhill

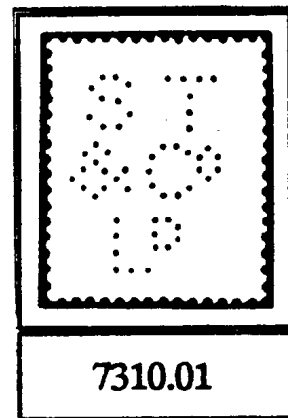
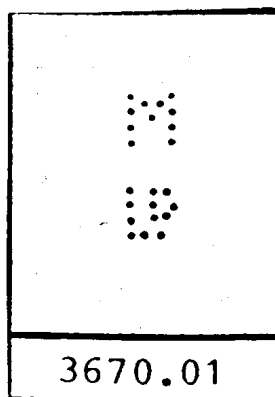
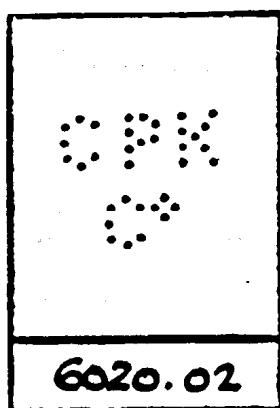
### New Values

H1600.01 H&C<sup>o</sup>/Ld 1½d H2710.01 H.F./L. 2½d

### New Dies

C6020.02 CM/C 1½d M3670.01 M/Ld. 1½d

S7310.01 ST/&CO/Ltd 2½d



### Erratum to entry in Bulletin 324.

J1620.01 was shown as 'J&C<sup>o</sup>'. J1620.01 should be 'JCP' but until the correct die has been established, please delete this entry.

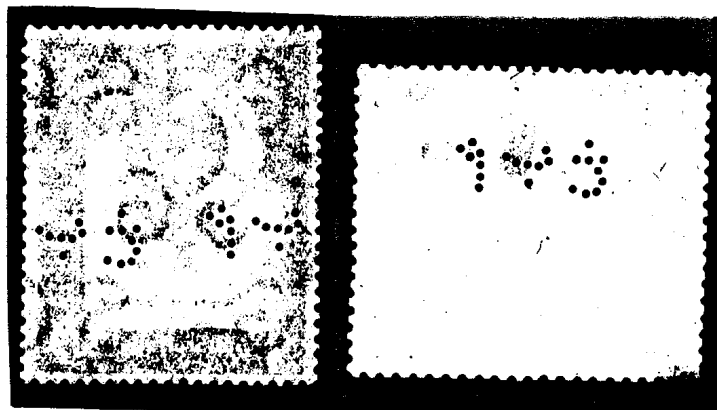
### WHAT IS IT?

Dave Hill

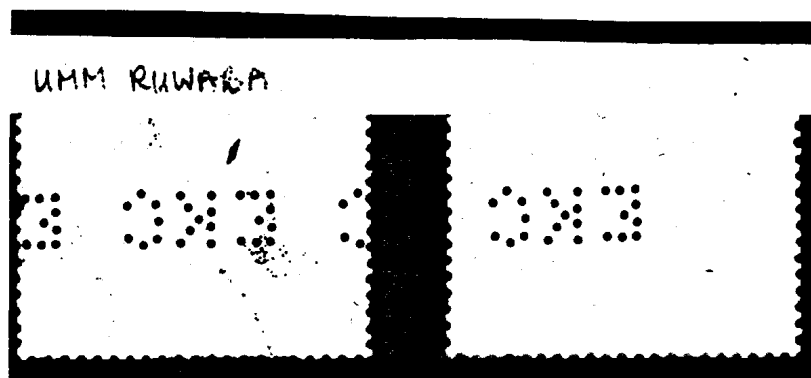
I came across the perfin illustrated and wondered what it was. I was aware that only GB stamps do not need to bear the name of the country, as we were the inventors of stamps. This applies to postage stamps of course and this stamp is probably fiscal and German. I asked most of our officers and drew a blank until I came to Jeff Turnbull. He says it was for collecting port dues in Hamburg and, rather like GB railway stamps, were probably perfined from force of habit as they could not be exchanged for cash at Post Offices. Has anyone any additional or contrary comments?



The second lot of stamps illustrated were of the Sudan in the 1950's. I was expecting to find the usual SG (Sudanese Government) or AS (Army Service) perfins but instead found these ones in Arabic Script. There can't be many in a native script as against Roman. The only other that springs to mind are the handful of Japanese ones. I have a sneaking suspicion it in fact translates as "Sudanese Government" or something similar. Anyone know exactly what it says? There would appear to be 2 dies. one a single head for the stamps in lengthways format, and a multiple die, probably for small stamps that happened to fit across the sheet of stamps when they were in the upright format, hence the partial impression of the perfins on the upright stamp.



A few stamps had an EKC perfin but what did this stand for? Again there appears to have been two dies, a single head and a multihead, but they both seem to have been used on lengthways format stamps. What is the story behind these?



"*Bailey & Leatham*" was one of the oldest and largest shipping companies in Hull, second only to the 'Wilson Line'. They traded mainly to the Baltic, but were also engaged in whaling and sealing, and had a contract (until 1881) with the Portuguese Government for the carriage of mails.



(red on white)

Their steamship's funnels were painted black with broad, vertical, white stripes, rounded at the top, giving rise to the nickname

***"The Tombstone Line"!***

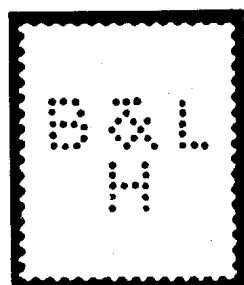


The company was first established in 1854 when two former sea captains, William Badger Bailey (1816-1882) and William Leatham (1823-1875), formed a partnership to operate cargo and passenger services out of Hull to the Baltic ports. Other routes included Hull to Lisbon (later extended to cover the Mediterranean), with occasional voyages to India after the opening of the Suez Canal in Nov 1869. By 1871, ships were also operating from London and Newcastle-on-Tyne.

*Six perfin dies* are known (or suspected) as having been used by the company, two of which date virtually from the introduction of perfinns and must have been made by Joseph Sloper during his 'monopoly' period. We begin with dies from the 'line engraved' era, one specifically for each of the British ports used by the company.

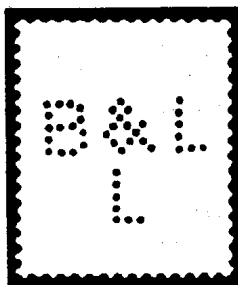
'Bailey & Leatham', Steamship Owners, Commercial Rd, **Hull**.  
Also Dunster House, 12 Mark Lane, **London** EC, and  
Guildhall Chambers, **Newcastle-on-Tyne**.

1869-1881



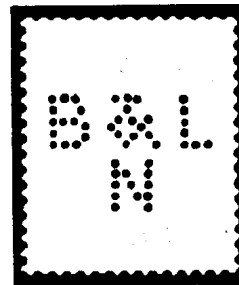
B4390.02

1869-1881



B4460.01

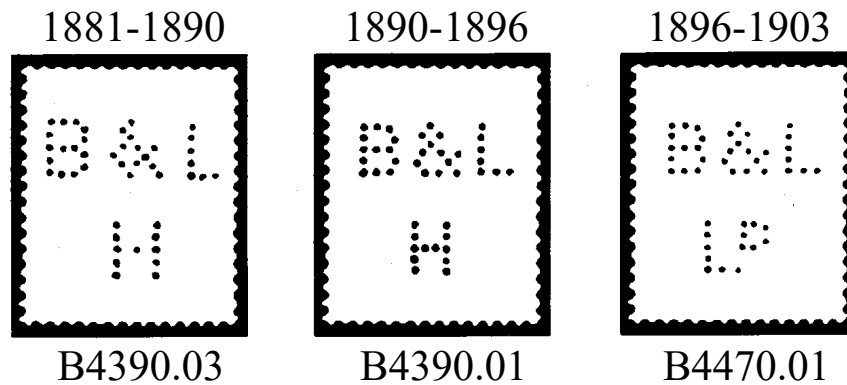
1875-1879



B4510.01

In 1872 the Hull based 'Humber Iron Works & Shipbuilding Co' was purchased by Bailey & Leatham for use as a general repair yard in which to refurbish and re-engine their ships. In 1881, the six vessels of 'Gee & Co' were absorbed into the fleet. Neither used perfin.

A new "B&L/H" die was used from the early 1880's before being replaced by another die with the same lettering c1890.



When the company became 'Limited' on 17th Sep 1896, the then current "B&L/H" die was simply modified to read "B&L/Ld". The die continued in use until 1903 when, in July, Bailey & Leatham's existing fleet of twenty-three ships were absorbed into the 'Wilson Line'.

***"The Wilson Line".***

Originally founded in Hull in 1822 by Thomas Wilson (1792-1869) as "Beckinton, Wilson & Co", specifically to import iron ore from Sweden for use in the expanding Sheffield iron trades. In 1831, after the death of Beckinton, the company became "Wilson, Hudson & Co", and in May 1840 a regular steamship service was established between Hull, Oslo and Gothenburg. John and Thomas Hudson withdrew from the partnership in 1841 and the company then became known as "Thomas Wilson, Sons & Co", taking on 'Limited' liability in 1891.

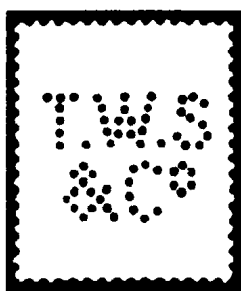
The company prospered under Thomas Wilson's sons, Charles Henry (1834-1909) and Arthur (1838-1907), so much so that it became the world's largest privately owned shipping company with over 100 ships sailing (steaming!) to destinations all around the world. 71



The company's steamship funnels were painted red with a black top.

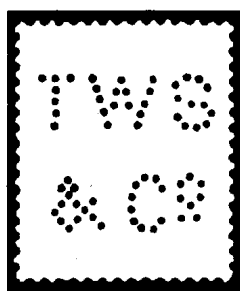
*Four perfins* are known/suspected as having been used the company.

1870-1882



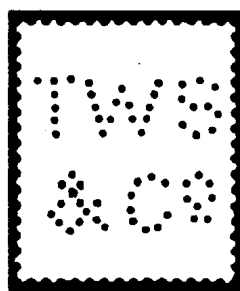
T5180.01

1881-1890



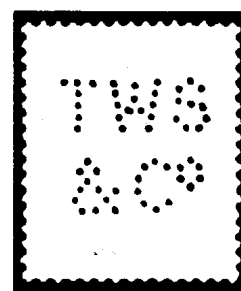
T5170.02

1881-1893



T5170.01

1890-1917

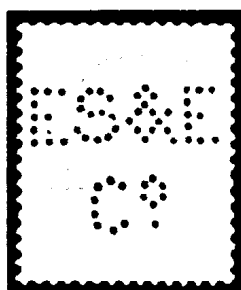


T5160.01

The fourth 'Wilson Line' die was used until J R Ellerman purchased the company, forming "Ellerman's Wilson Line Ltd" in Feb 1917.

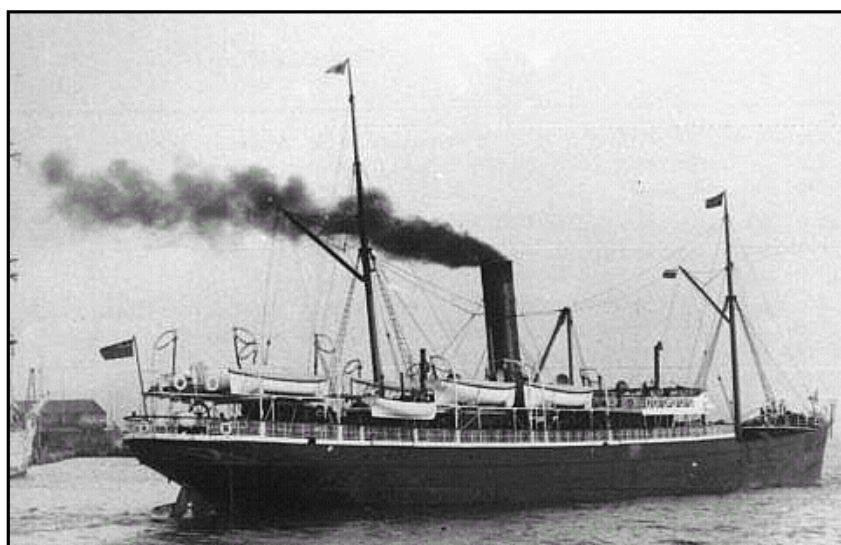
In 1901, Charles Henry Wilson purchased "*Earle's Shipbuilding and Engineering Co Ltd*", which was originally started in Hull in 1845 by two brothers, Charles & William Earle. As many as two to three thousand men were employed in the building and repair of ships, including the construction of many "Wilson Line" vessels. The yard finally closed in 1933.

1880-1895



E4300.01

Based on Hull postmarks, just one perfin die is suspected as having been used by the company prior to being bought by Charles Wilson.

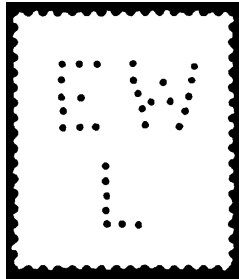


s/s ROMEO built by "Earle's Shipbuilding & Engineering Co Ltd" in 1881 for the "Wilson Line". 1,885 tons; service speed 12.5 knots.

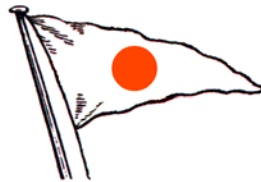
**"Ellerman 's Wilson Line Ltd".**

The tradition of using perfinns by the Hull based shipping lines continued well into the 1970's, initially using this "EW/U die.

**1917-1940**

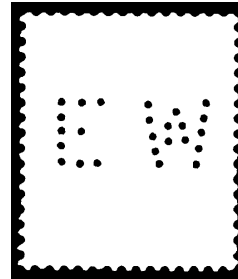


**E5040.01**



House Flag  
(red on white)

**1945-1973**



**E4960.02**

There appears to have been a lull in the use of perfinns during World War II, but after the cessation of hostilities, a new die with the initials "EW" was employed by 'Ellerman's Wilson Line Ltd'.

In 1973 all constituent Ellerman companies were combined into "Ellerman City Liners", becoming part of Cunard-Ellerman in 1987



And so ended over a 100 years of continuous perfin use.  
well almost continuous!

\*\*\*\*\*



There are a few more perfinns known used by steamship companies based in Hull, including (**not** an exhaustive list):

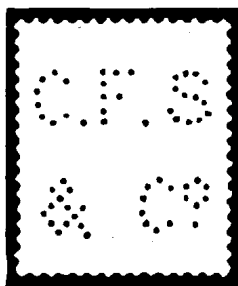
\* Charles Frederick Smithson & Co.

\* Hull & Netherlands Steamship Co Ltd.

\* Hellyers' Steam Fishing Co Ltd.

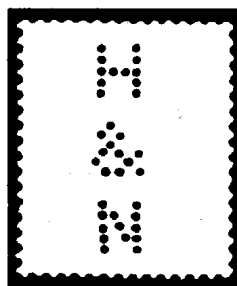
\* Lofthouse, Glover & Co.

1875-1879



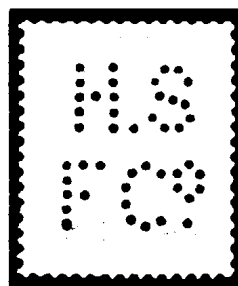
**C2617.01**

c1925



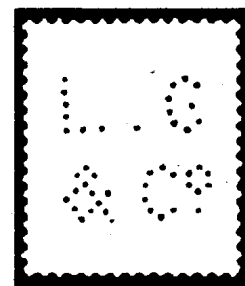
**H5330.01**

1905-1910



**H6605.01**

1872-1885



**L2535.01**

## MEMBERS' COMMENTS ON PREVIOUS ARTICLES

### Rothesay Parcel Post Label Bulletin 329 Page 18.

Firstly my apologies for the spelling of Rothesay in Bulletin 329.

**Laurance Black** puts forward the firm of Messrs. Dobbie & Co., Seed Growers and Florists, Rothesay as the most likely user of the perfin "D" D0010.25. He says that this firm were probably the largest employers in Rothesay and would have sent out vast quantities of seeds etc.

Laurance sent a very interesting history of the firm taken from "Glasgow and Its Environs: A ... Commercial.. Review Past & Present" dated 1891. The logo/trade mark was illustrated in the article.

**Jack Brandt** states he has three issues of this perfin, only one of which is a 3d. 'B' Rothesay cancel 1901; 'F' 3d Rothesay cancel; 'H' ½d wavy lines.



### Sloper Related Postcard Bulletin 329 Page 19 & back page of Auction

This postcard has been appreciated by many members. I have even had maps sent of the Diamond Jubilee route and the following are quotes from some of the letters:

**Gaille Ellis**:- "Thanks for Brian's card - Even my non-philatelic husband found it most interesting."

**Waiter Green (Octogenarian)**:- "What a fascinating card: did not that corner ( King William St.) become MAPPIN & WEBB between the wars? My father was in the crowd during this procession and it was the Diamond Jubilee. I will treasure this card."

**Ian Hamill**:- It is a really interesting item including the history of the photograph being on the wall of Sloper's offices." fan sent a map from The Times of Monday June 21 1897 showing the route the procession would take the following day.



## **Members' Wants and Offers.**

### **Vincent West**

is maintaining a database of covers with OUS overprints or underprints. Currently it contains 160 entries which must be only a minority of those surviving. (The earliest date recorded for an OUS overprint is 12 Nov 1858 [GSM April 1986 Catalogue Column] and Vincent knows of one dated 24 Nov 1858) He also has a separate database of covers with other GB protective overprints and underprints which currently contains 27 entries (mostly Dawbarn). If anyone has details from dated covers or pieces to add to his database could you give, if possible:

- SG number (PP)
- plate number where appropriate
- number of stamps on cover (1,2,pair etc.) & their corner letters
- postmark and date
- address and any endorsements
- whether letter included and its subject
- source (dealer's list etc.)
- where illustrated (dealer's list etc - scan appreciated)
- any other notes of interest (e.g. about the envelope)

### **Jan Brinkman**

has Dutch stamps to exchange for GB or GB stamps for GB.

### **Secretary, DAVE HILL**

has a number of genuine Board of Trade perfins he wishes to swap for GB perfins to add to his collection. He would like to distribute them fairly amongst members. Please write to him for a list, stating what you have to swap.

He also has a large number of lightly used album pages. These have hinge marks but would suit a new collector or an older one who is thinking of mounting his collection! Rather than throw them away, you can have them for the cost of postage: write for a sample. 101b in weight, size 9,' X 1 1,'.

## MODERN PEREINS

Derek Ransom

Anticipating a flood of mail after the April Bulletin (the flood actually amounted to 2 letters!) I have had a thorough re-sort of "The Collection" (and bought a bigger binder!). As a result of this, and findings report by Sven Klitgaard, Alastair Walter, John Strange, Peter Peniket and Rosemary Smith, I can report the following to add to my previous listing in December.

CB/H	C0775.03	2 <sup>ND</sup> p	
C/WC	C8335.01	6	
LB/B	L0315.02M	2 <sup>ND</sup> p	
LB/H	L0430.01	1 <sup>ST</sup>	new die
MB/W	M0820.03	19 and 2 <sup>ND</sup>	
MS	M4960.01	1 <sup>ST</sup> p	
NH/HD	N1674.02	1 <sup>ST</sup> M	new die, note change from N1675 to N1674
RHA	R2210.01c	1 <sup>ST</sup> M	new die, not seen on ellipticals
RH/A	R2223.01	2 <sup>ND</sup> p	
R/HA	R2225.01	1 <sup>ST</sup>	
SW/S	S8210.02	2 <sup>ND</sup> p	postmark 6 April 2004
TH	T2060.06	25b	
TM/BC	T3160.01a	1r	
U.L	U 1170.01	20a	

### DELETE

MC	M1010.01M	2 <sup>ND</sup>	entered in error
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In case the word has not got around, I have altered the identifying suffixes, so that the redrawn Machins are now labelled **r**, the photogravure printed 1st and 2nd NVI are now **p**.

This was in response to an overwhelming demand (one member who couldn't work out the old system). The 25 pink is now **a** for 'all over Phosphor' and **b** for 2 phosphor bands.

I trust all is clear.

**Is It Really 'CLIVE & Co'?**  
**Blanket Die C4523.01 Bulletin 329 N.I.Pages 237 & 240**

**by Mike Hemsall**

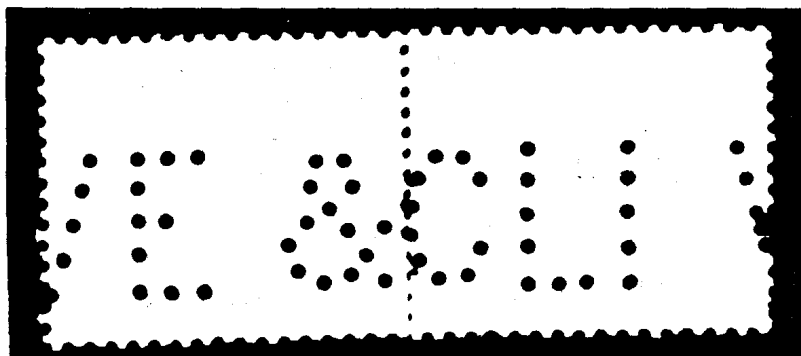
Looking through our latest bulletin I came across Roy's note and illustration for this new blanket die. It immediately struck a chord with me and I was eventually able to locate my copy. However, it was in my 'V' section!

When I obtained my example of this die (some 20+ years ago) it was on what had originally been a joined vertical pair of stamps - the die is struck sideways vertically on a pair of 4d 'I' (King George V typographs). It reads downwards from the front: 'CLI VE &C(only a portion of)'.

So, why did I file this pair among try 'V' stamps, discounting the possibility that this was a 'CLIVE & C...' die? Well, on examination, it became clear that the tops/bottoms of the 'LI' and 'VE' portions were not in horizontal alignment as one would have expected with a 'CLIVE & C..' solution. The 'LI' is lower down than the 'VE' in relation to the edges of the stamps - the difference being about ½mm. This therefore suggested to me that the 'CLI' portion was the right hand end of the blanket die and that the 'VE' bit was its left hand end.

I then examined the portion of the right hand 'C' and, overlaying the left hand stamp over it, found it fitted very well. Thus, rightly or wrongly, I concluded this read 'VE&CLI'. The latter portion just fits onto one stamp. If I am correct in my interpretation, this would explain why the anticipated '&Co' bit which Roy refers to in the bulletin has never turned up.

I have enclosed computer 'flipped' photocopies of both solutions and would be interested to know what others think.



## ONE MAN'S RUBBISH IS ANOTHER MAN'S TREASURE

Maurice Harp

When I looked at the list for Auction No.5 late last year lot 183 was described as "Perfin J.G./&Co on pages – 34 different plate numbers – 70 stamps – all seconds – ideal for 1d red fanatic". Well as a fan of line engraved perfins I had to put a bid in although I wasn't sure I quite qualified as a fanatic. At the Societies AGM John Donner warned me that the quality was really pretty bad with all the stamps trimmed – but the bid was in and I let in stand. Well I guess I was a bigger fanatic than others in the Society and I had the winning bid. The lot duly arrived and I had to smile when I opened it as the vendor had written on the front "ideal for 1d fanatic". Well the lot turned out to be a lot better than I expected. I had expected all of the stamps to be J3085.01 that is the common die but I was pleased to find that there was one copy of J3090.05 that is a relatively scarce die. The rest were all die J3085.01. The die is believed to have been used by James Gibbs who was an acid manufacturer. The company operated in Bristol, Cwmbran, Plymouth and London. An advert from the 1870's is shown together with extracts from directories of the period. The entry from the London directory is particularly interesting as it refers to J.G & Co.'s compound feeding cake.

**JAMES GIBBS,**  
MANUFACTURER OF  
**OIL OF VITRIOL.**  
BROWN ACID, & MURIATIC ACID,  
**VITRIOL WORKS**  
AVON STREET, ST. PHILIP'S, BRISTOL.

---

**Vitriol Works, Cwmbran.**  
MONMOUTHSHIRE.

---

**SULPHURIC ACID WORKS**  
CATTE DOWN, PLYMOUTH.

---

**JAMES GIBBS AND CO.**  
**VITRIOL & MANURE WORKS**  
VICTORIA DOCKS, LONDON.

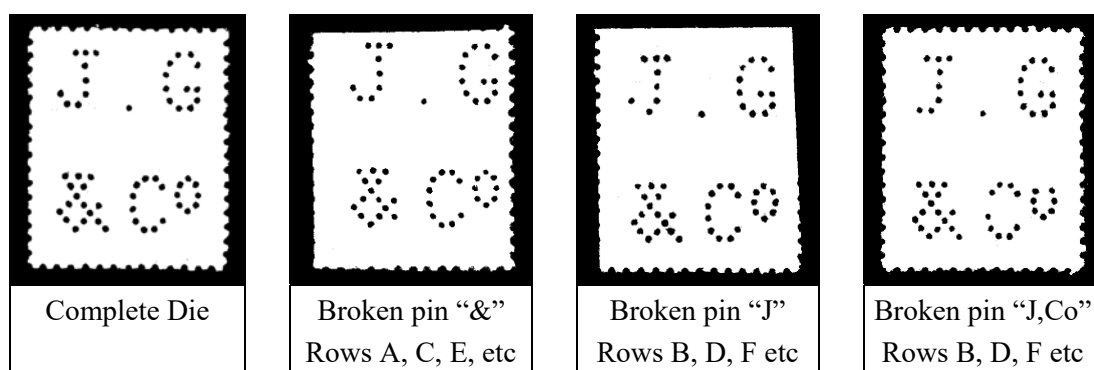
**James Gibbs & Co.** - vitriol, chemical & artificial manure manufacturers; sole manufacturers of Gibbs' patent ammonia-fixed guano, manufacturers of J.G.& Co.'s compound feeding cake. Thirteen International prize medals awarded. Offices 16 Mark Lane, EC; King Street, Bristol; 42 George Street, Plymouth; Works, Victoria Docks & Burdett Wharf, London; & Cattedown, Plymouth. *Kelly's London Directory 1877*

**James Gibbs & Co.** – manufacturers of oil of vitriol, brown acid & muriatic acid, Avon St, St Philips; Cwmbran, Mon.; Cattle Down Plymouth; and Victoria Docks London. *Morris & Co Directory & Gazetteer Somersetshire & Bristol 1872*

So I first looked at the cancellations and as expected found London EC, Bristol and Plymouth. Unfortunately no copies used in Cwmbran. I also found a number of dated copies, the earliest with May 1872 which predated the dates in the Illustrated catalogue by over four years and confirms that the die is a Sloper die.

So then I turned to the plate numbers. As the lot was described there were 34 different plate numbers. Our new catalogue lists fifty-three plates for J3085.01 so I didn't expect to uncover many new plates but I was wrong as the lot included plates 117, 131, 136, 140, 141, 144, 145, 146, 147, 152, 153, 165, 175, 217 – all of which were previously unrecorded. So now there are sixty-seven plates recorded for this die!

The main reason that I had gone after the lot in the first place was to try and determine the die configuration for the die. With the amount of material from the lot this turned out to be a relatively easy task. I found a number of broken pin varieties that are shown below.



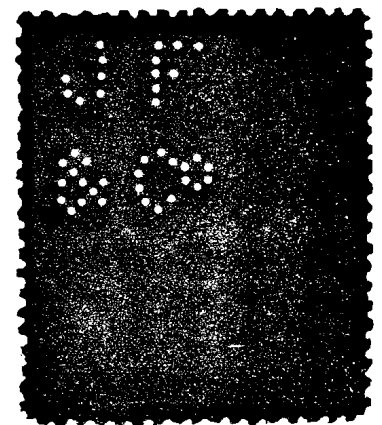
I won't bore you with the details but by studying the letter positions it was a relatively easy task to establish that the die was a simple 1 x 2 and also that the one machine was used to provide stamps to Bristol, Plymouth and London.

So this unloved lot yielded a great deal of information. It confirmed that Sloper made the machine, that it was a simple two-headed configuration and added another fourteen plates to the catalogue. On a personal level it gave me another twenty stamps for my collection and hours of entertainment. So now all I need to do is put the rest back into the auction – who knows I might even make a profit.

### Two Items of Railway Interest.

Both taken from Railway Philately, Vol. 38 No. 2, March 2004

**Alan Hewitt** writes:- Although perfins had widespread use on normal postage stamps they are relatively scarce to find on railway newspaper stamps. The particular example shown here was issued by the Midland Railway and has been perforated with a firm's initials "JF/&Co". The identity of the firm is unknown.



Unfortunately the Midland Railway served a very extensive area so the range of newspaper companies who could have used the Midland Railway stamps is huge. Can anyone help to identify the newspaper company, which used these initials?



The Editor of Railway Philately was shown the lilac stamp shown along side, which was postally used, has a Liverpool roller parcel cancellation and overprinted 'CP/R'. Strictly speaking stamps overprinted with company initials should not have been used for postal purposes. The initials 'CP/R' are thought to be those of the CANADIAN PACIFIC RAILWAY.

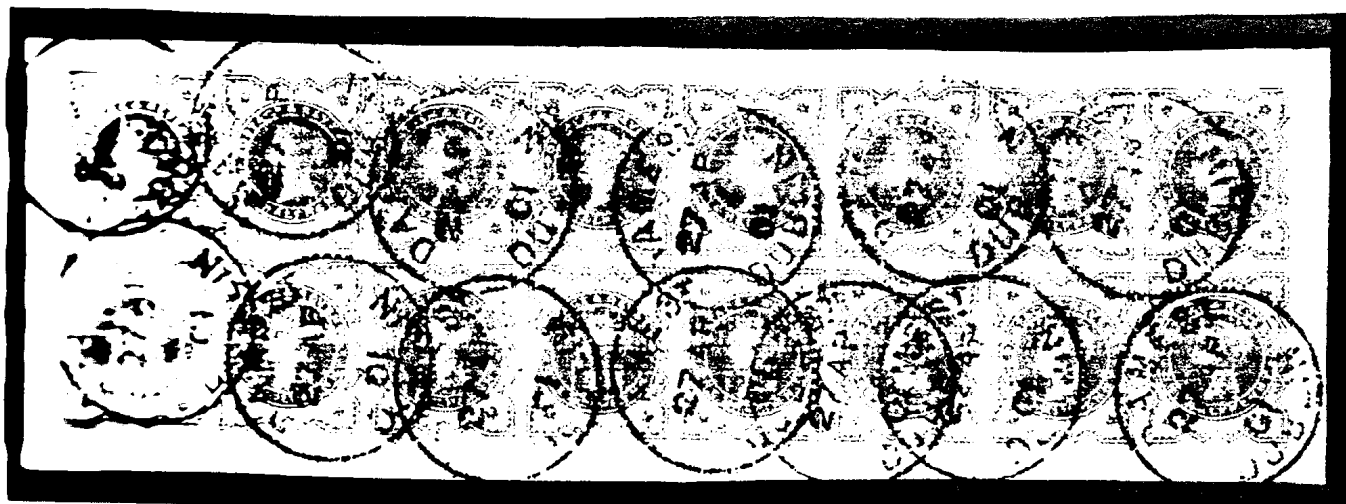
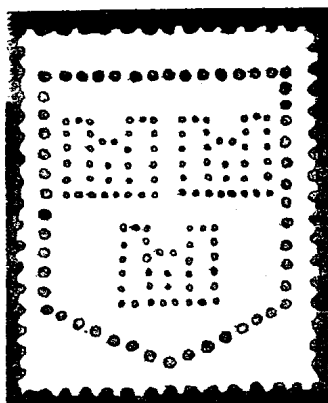


## SEEN IN AUCTION

Not exactly in auction but offered by a dealer to Mike Cole.

"Block of 16 ½d blue green SG 213 tied to piece by Dame Street Dublin cds's for April 27 1901. This block is by far the largest used multiple of this stamp we have seen. Each stamp has the very scarce Coat of Arms perfin of the city of Dublin ie Three Castles in an Outer Shield. The bottom row of 8 has the perfin inverted no doubt caused by the sheet or block of stamps, from which this multiple was taken, being folded between the horizontal rows and then punched with the security perfin. A very rare item which is likely to be the largest such block in existence. Very fine condition and attractive. the illustration of the City of Dublin perfin has been taken from "The Handbook of British Perfins" by Nelson."

**Price: £190.00**



Another of GRAHAM FORTEY's "Fun Display" Sheet

See Bulletin 329 Page 27-30

C is for CHOCOLATE

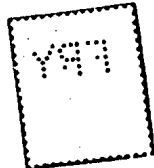
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