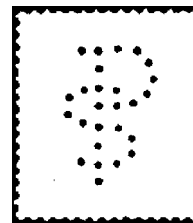


**THE G.B PERFIN SOCIETY
BULLETIN
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THE SOCIETY'S OFFICERS

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

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4 Pages

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12 Pages

SOCIETY INFORMATION

MEMBERSHIP CHANGES TO SEPT 2005

Total Members 355

New Members

DAVID WILLIAMS

ROBERT B.
LAXTON

Change of Address

LEO
MARTINI-BROWN

KEITH SMITH

NEV HAYWARD

ROSS EDWARDS

Died

HARRY SKINNER, MAURICE TANTON

Resigned

STAN ASHTON, LES REVELL, LORELL TREWERN

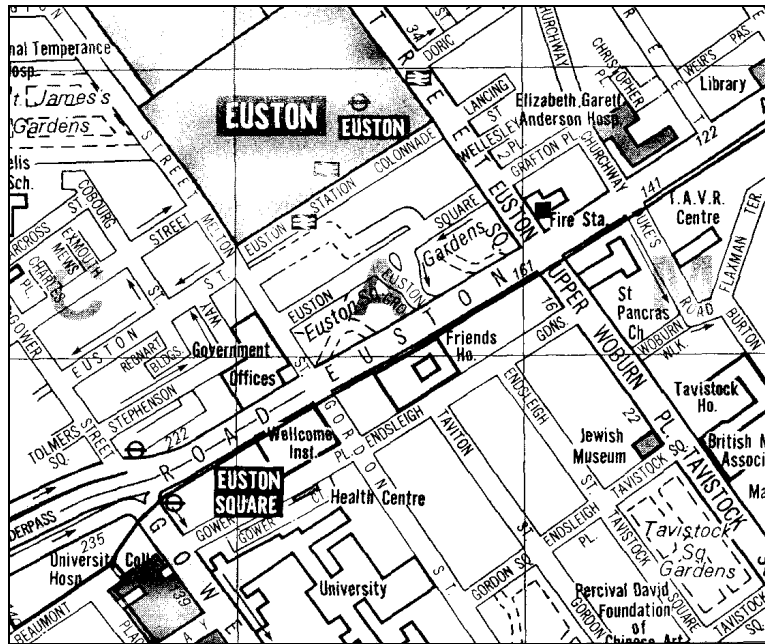
Lapsed

PATRICK EVANS, SPRAGUE, SUSEMIHL

LONDON AGM MEETING – OCTOBER 29th

Last reminder that our next meeting is in the Euston Road at Friends House, 173 Euston Road, London NW1 2BJ. There is a map below and as you will see it right next to Euston mainline (where there is

parking) and the Euston and Euston Square underground stations. Note the times are changed a little from our norm – 1:30 to 5:00 on Saturday 29th October.



There will be a short official business, then the chance to buy/swap/chat/display.

SECRETARY/TREASURER BIT – Dave Hill

Subscriptions were due on 1st September, amounts as on the Bulletin cover. If you have paid or have credit your membership card should be included with this Bulletin. If not – then you probably owe your sub.

A plea – I am rapidly getting buried under paperwork. When sending me a cheque it is only necessary to write on the back “sub” or “auction so and so” as long as the amount tie up with your invoice and no further explanation is necessary, i.e. you haven’t changed your address.

At the AGM I will propose that the constitution be changed as detailed in the April Bulletin No 335/3. I have received no adverse comments on the proposal, a couple of members wanted to specify the charity but I thought it safer to leave it open, especially as there is little chance of the Societies dissolution in the foreseeable future.

EDITORS COMMENTS – Maurice Harp

This is my first Bulletin and I hope it approaches the standard set by Rosemary over the last 16 years. Rosemary's first Bulletin was No. 238 in February 1989. Since then she has produced a 100 Bulletins with over 3200 pages – not counting the numerous extras and supplements that have been produced over the years. Throughout this period the quality of the Bulletin has gone from strength to strength with the typical 16 page Bulletins (including new identities) steadily growing to the 28 pages that we have come to expect today. Every member of the Society owes a huge debt of gratitude to Rosemary for the effort that she has made over her period as editor. We all wish her well in her “retirement” and I for one hope that she now finds a little more time to study her extensive collection and discover many more new identities and maybe produce the odd article for the Bulletin. On behalf of the whole Society – “Very Many Thanks Rosemary”.

If anyone has any articles, material or information on anything in the Bulletin please send it to me at the address on the Bulletin cover – please don't send anything to Rosemary as she will just have to forward it to me. Note that I have an e-mail address and you may want to use that. If you have prepared your article on your computer then please feel free to send the file as an attachment. Lastly I am always looking for more material for the Bulletin – anything (yes anything!) will be greatly appreciated.

CURRENT PERFINS

Derek Ransom

There are a few additions to the list of Modern perfins, these are courtesy of **Peter Peniket** and they are the only ones reported for a long time.

C0530.01	C.B/B	25 a
C0775.01	CB/H	2 nd p
E0640.01	E.C/D	25 a
H0470.02a	HB/C	1 st M
L0315.01a	LB/B	25 b
S4630.01M	S/Ltd	25 a

OBITUARY.

Harry Skinner (1922-2005)

It is with great personal sadness that I have to report the death on August 25th, of Harry Skinner, a long established member and ex-Officer of the Perfin Society.

Harry was born in Erith on 11th April 1922 and, I guess like most of us, was fascinated with postage stamps from very early on. After leaving school he worked briefly for the Local Council, before World War II intervened and he joined the RAF. After the war he found employment in what would become the NHS, where he met and married Mary, his wife for 50 years. Sadly, Mary passed away last year.

In his youth, Harry was a keen sportsman - 'crazy' about cricket and 'mad' on football. He played both sports for local teams for many years. Charlton Athletic (currently 2nd in the English Premiership!) was his football team of choice. He was also a keen gardener and at one stage tended an old orchard come allotment of some third of an acre. Towards the end of his working life, he and Mary ran a combined 'Corner Shop and Post Office' in Dartford Heath.

Harry became a member of the Perfin Society in September 1982. In those days there was a fixed membership of 200 (max) and he had to wait patiently for a little while before he could join. Until his illness, Harry was probably an 'ever present' at the London meetings, which is where I first met and became friends with him. However, most of us will remember Harry from his 12 year reign as our auctioneer, successfully running over 70 auctions from October 1986 through to March 1999. He was also interested in 'main stream' philately, in particular the Line Engraved issues of Queen Victoria. For many years he plated 'invisible' plate numbers for D Forbes-Smith of Bristol.

Harry was always generous, and not just with his time. His passion for Perfins lives on in the shape of the 'Skinner-Gault Permanent Collection of Great British Perfins' which he set up with me in the millennium year 2000 - our celebration of Perfins to pass on to future generations.

Thank you Harry!

Roy Gault.

SEEN IN AUCTION/FOR SALE

Magpie Auction No. 70- *1d Red Plate 191 perfin with Crown/Coronet above large letter B tied to cover addressed to Tisbury, Wilts by WARMINSTER duplex cancel dated 29.12.1879. This is NOT an incomplete Board of Trade perfin – it IS a new die, as yet unrecorded. Reserve £35 - Realised £70*

Ed:- I have left the description as it appeared in the Magpie catalogue. Did any member buy this mysterious cover – or have any suggestions as to what it could be?

K & C Philatelics - *4d SG160 plate 18 with an almost complete and upright strike of the VR scroll cancel for September 1884. The stamp has some clipped perfs on the left but is perfined Crown/BT of the Board of Trade. A very scarce/rare combination of cancel and perfinning. The stamp has a 1995 PEGB Cert. Price: £125.00*

TRADE DIRECTORY WEBSITE

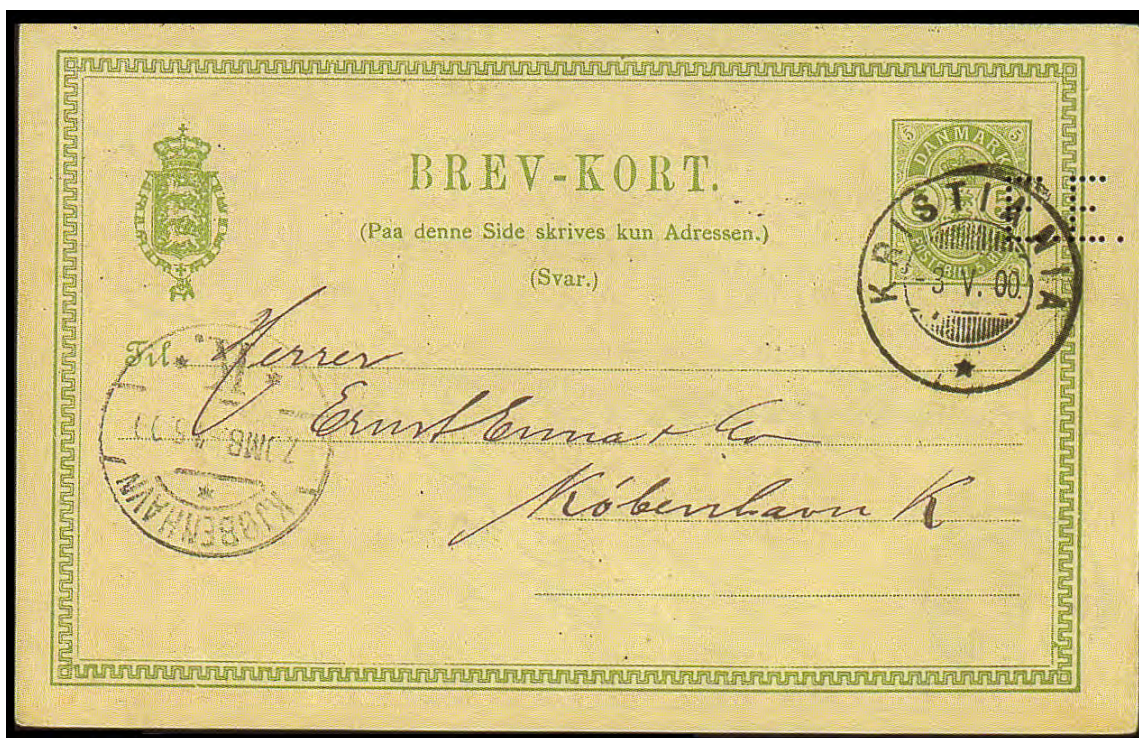
In Bulletin 321/25 companies producing CD's of Historical Directories were highlighted. Now a web site has been set up covering directories from 1750-1919 for England and Wales. The web site is www.historicaldirectories.org. Several hundred directories are available and although the search facilities leave something to be desired and the response times can be very slow this site adds a valuable tool for perfin research.

MEMBERS COMMENTS ON PREVIOUS ARTICLES

Seen in Auction – Bulletin 337/19

Gunnar Beck has provided an illustration of the Danish Postal Stationery card that was mentioned in Bulletin 337/19 that had sold for £1635 (see below) and has provided the following information.

The perfin E.E was not known on Postal Stationery so far and the card is postmarked in Norway, which may be the reason for the high price. The same auction had three other cards perforated B.&T. that sold at £380, £363 and £370 (estimate £32).



Railway Passengers Assurance Company – Bulletin 337/16

Peter O’Keefe spotted that L.B.&S.C.R. was described as London Bridge and South Coast Railway on page 16 – this should of course have been London, Brighton & South Coast Railway.

A.G. Gardner and Robert von Glehn & Sons. - Bulletin 337/24

John Mathews has done a great piece of detective work and writes - I am rather sure this is not a company take-over situation. There is no company with the name "A.G. Gardner" listed in London Directories of that period, but Robert von Glehn & Co are still listed as late as 1889 at least (at which time their address was 7 & 8 Idol Lane, EC). In the Northern Suburbs section of the 1888 London Directory (Court section), there is an Adam Gardner, "Abbotsford", Amhurst Park (Rd), Stamford Hill N (Amhurst Park is still there, part of the A107). The 1891 Census lists Adam and his family at 49 Amhurst Park. Adam was then 61, born in Scotland and a mercantile clerk by occupation. He had several sons, George (29), Arbuthnort (23) and twins Albert E. and Walter S. (21) plus some daughters. Arbuthnort was a mercantile clerk like his father, and the twins were both Brokers' clerks. Now in the 1901 Census, Arbuthnort is listed as "Arbuthnort G. Gardner", 33 years old, an accountant. St Catherine's House (GRO) records show

him as Arbuthnot Guthrie Gardner, born in the last quarter of 1867, at Islington N. He would seem to be the "A.G. Gardner" on the envelope, probably having used one of the stamps of the company he worked for!

[Ed: - Note the difference in spelling – Arbuthnot is probably correct.]

Pol Perfins in Germany Bulletin 334/15; 335/18; 336/10; 337/12

Mick Penfold writes - I feel I should try to clear up a few points over the German POL perfins. The 1928 cover spoken of by **Rolf Nievergelt** in the last issue is not unusual. In 1926 the Police headquarters in Berlin issued instructions that all mint postage stamps which were sent in to the various police offices, in payment for minor fines and fees etc; were to be sent to Police HQ where they would be perforated POL, and then returned to be used on outgoing mail. This scheme was adopted also in Frankfurt am Main in 1928, and the following year by Dortmund and Hagen. In March 1930 the Prussian Ministry of the Interior decreed that all police offices in Prussia should use these perforations, but they were to do it themselves. This resulted in many different manufacturers producing perforators, and although strict guidelines were given on size and lettering etc; it resulted in the 52 varieties listed in Michel that can be identified to their origin. A few offices had postal meters already in use and they were not affected. These perfins have been found as late as 1941. In 1945 some POL perfins began to appear again, using the original perforators. There are many false perfins on the market of this period and the only true check is if a good town postmark tallies with the identified die.

[Ed:- Our library contains a significant number of articles on the POL perfins of Germany for anyone interested in these perfins.]

Are Perfins Necessary Today? – Bulletin 335/24, 336/11, 337/13

Rosemary Smith has now received a reply from the Post Office Customer Services in Edinburgh. I quote directly from the letter:

The Royal Mail will repurchase unused stamps, including “perfins” that have been purchased for postage stamps. No smaller amount

than £1.00 will be accepted. A charge of 15% of the face value is made towards administration costs. Applications should be sent to

*Royal Mail Stamp Repurchase (Returns)
Talents House
21 South Gyle Crescent
EDINBURGH
EH12 9 PE*

This was hardly the reply that Rosemary had been expecting! In her letter to the Royal Mail she went to great lengths to explain what perfins are so that there could be little area of doubt. Enclosed with the letter from the Royal Mail was an application form for repurchasing, interestingly dated October 1992. So you get the impression that this service is rarely used. **Paul North** who originally raised this issue for discussion, decided to test the system to see if it's still operational. He sent off 4 x 40p regular stamps to Edinburgh with the application form and has received a cheque for £1-36. So rebates are still available after all.

The next step in this saga will be to try and get a rebate on perfins – watch this space for what happens next.

ADDITIONS TO REVENUE CATALOGUE

Jeff Turnbull

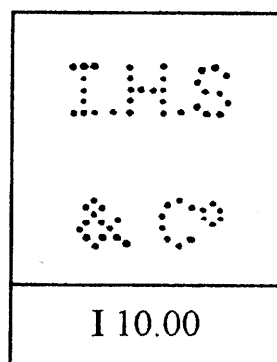
In use: 1870-1918.

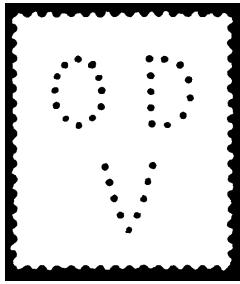
Dates:

Issues: Qvic, 4/-,

Ident: J Henry Schroder & Co,
London.

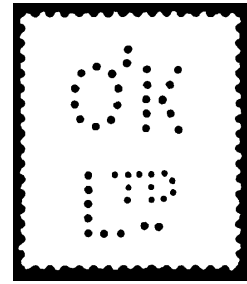
New Illustrated
Cat No I 1220.01M





UPDATE FOR LETTER "O"

Roy Gault.



I began the 'new' series of G.B. Perfin Catalogues 'with details' in February 1994 with the low-volume letter "O". Admittedly, I had originally thought that the whole alphabet would be covered in some seven years, even by the year 2000 'if I got a move on'. But life wasn't that straightforward, and here we are eleven years later with the catalogue only just over 60% complete, but getting more accurate with each new section published. Letter "E" will be out soon!

Technology has also changed dramatically during this time, and I believe that now is the right time to re-visit the letters published earlier, starting with the letter "O". As published there were 286 different "O" dies but in the intervening years another 26 new dies (two are illustrated above) have been reported and are 'waiting in the wings' along with 8 deletions taking the total to 304.

This is your opportunity to contribute to the 2nd Edition of section "O", so *can I invite you all* to compare the stamps in your own collection with the details contained in the 1994 edition. If you can add anything in the way of earlier/later dates, different post-towns, new issues, additional values, new dies or die variations etc., I would be very pleased to hear from you. The response I get will dictate how updates are handled in the future.

When reporting information please use the standard issue codes B-Z and quote watermarks (where possible) for issues 'I' and 'U'. Stamp colour is also now recorded for QV ½d Jubilee (verm/gn), KEVII ½d (bl-gn/ye-gn), and KEVII 4d (gr-br/or), along with a distinction between 14 and 16-dot pearls on QV 1d Lilacs. Pre-1881 issues (code letter 'A', but not used) are described using Stanley Gibbons catalogue numbers along with plate number as appropriate. If you need any help with this please let me know.

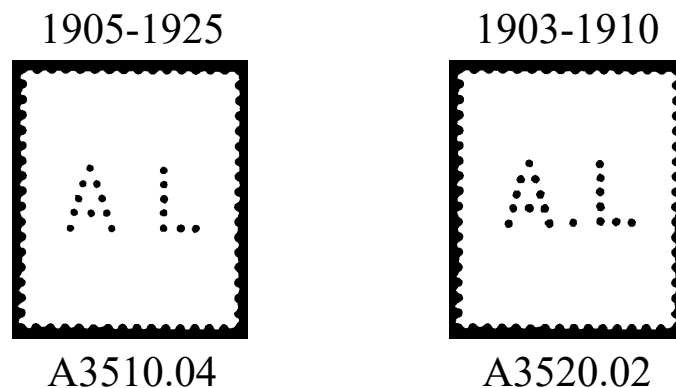
The closing date for submissions is **January 31st 2006**.

“OBSERVATIONS”

Roy Gault.

In recent weeks a number of ‘observations’ have been sent in to me for consideration by three ‘regular’ correspondents - **Michael Millar**, **Peter Maybury**, and **Peter Peniket**. I’ve elected to publish the results in this form as an encouragement to others to look closely at their perfins when comparing them with the information contained in both the ‘Old’ and ‘New’ catalogues.

The first item is from **Michael Millar** and results from sorting through his holdings of “A.L” (A3520.02), both ‘with and without’ the stop. Now, way back in April 1993 I deleted “AL” (A3510.04) on the basis it was simply a missing stop variety of “A.L” (A3520.02). However, Michael points out that (where legible) his holdings of “A.L” without the stop have Southampton postmarks (2 examples), whereas his 8 examples with legible postmarks of “A.L” with the stop bear Liverpool postmarks. I can add weight to Michael’s scenario in the shape of 5 Southampton postmarks for “A.L” without the stop and 9 Liverpool postmarks for “A.L” with the stop.

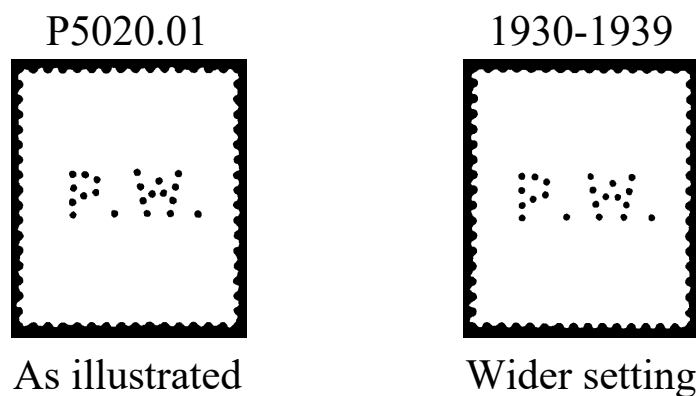


Tomkins lists two users for “A.L” (A3520.02) - American Line (Southampton to New York service), and a suspected identity for the Allan Line, Liverpool. It would seem that there are two distinct dies here and that I was wrong in deleting “AL”! As a consequence I have reinstated “AL” (A3510.04) along with the confirmed identity of ‘American Line, Southampton’, and restricted “A.L” (A3520.02) to list only the suspected identity of ‘Allan Line, Liverpool’.

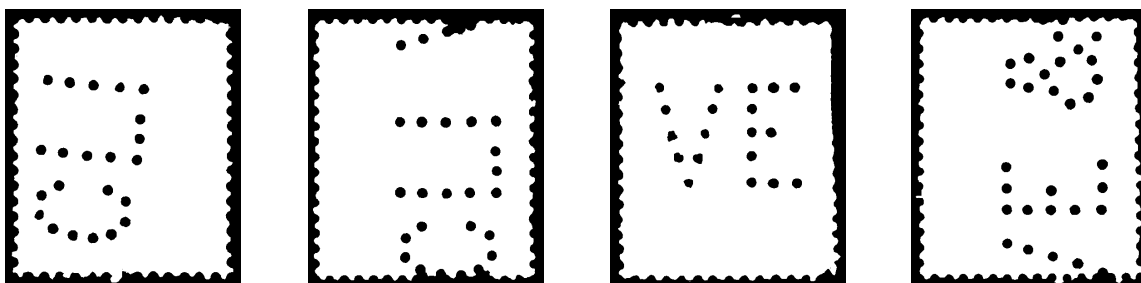
Note - The ‘Canadian Pacific Ocean Services Ltd’ was formed in 1915 when the ‘Canadian Pacific Line’ absorbed the ‘Allan Line’ (formerly the Montreal Ocean Steamship Co, Established 1854). The name changed in 1921 to become the ‘Canadian Pacific Steamships Ltd’.

This second ‘observation’ comes from **Peter Maybury** and involves the relatively common die “P.W.” (P5020.01), in use 1930-1939 probably by ‘Peek Bros and Winch Ltd’ based on London EC postmarks.

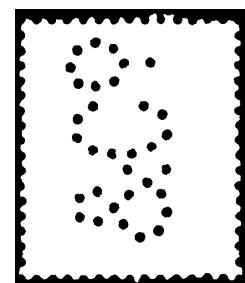
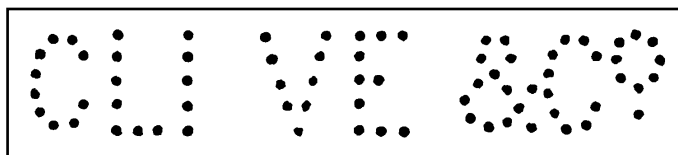
After carefully comparing his examples with the illustration in section ‘P’ of the New Catalogue, Peter found two distinct spacings - that as illustrated, and another a shade wider - pointing to a multi-headed die, either 2x1 or 1x2. The examples in the Permanent Collection show a 50/50 split supporting the suggestion of a multi-headed die. As a result, P5020.01 now has the suffix ‘M’ to signify multi-headed status.



And finally, many of you will recall the attempts to re-construct Clive’s ‘Big Brother’ with pieces placed in a number of Bulletins.



Peter Peniket may well have completed the jigsaw by reporting the following “&C^o.” perfin on a 6d KEVII stamp - or is there still a “L^d/L^{td}” to find?



C4523.01 in use 1902-1912.

If anyone can add anything more to any of these ‘observations’, especially multiples of “P.W.”, we would be pleased to hear from you!

MORE DETAILS OF SLOPER STAFF

John Mathews

In bulletins 333 (page 13) and 335 (page 9), I listed details of Sloper staff which I had found on the Censuses of England from 1871-1901. The list of names had been found on pages I had photocopied from the first Workshop Impression Book, and in a list sent to me by **Roy Gault** from the back of Sloper ledger 'A' (May 1862 – October 1874).

Now, the 1861 England Census is available on the Internet, and it provides more information about Sloper staff as summarized in the table below. In particular, it

- Gives some detail of Henry Harborow prior to the time when he probably left the employ of Joseph Sloper to set up his own business,
- Gives possible first details of F. Collins and J. Jameson,
- Possibly identifies the family of Annie Keen
- Identifies Mary Ann Blacklock and Rosa Ellen Tebbutt (from their addresses in Ledger 'A'), and
- Confirms the identifications of John Scott and George Culmer by relevant occupation descriptions.

Name in Workbook	Year (approx)	Census entry/Possible Identity
FOR THE LIST IN BULLETIN 333		
H. Harborow	1866	1871 – 22y, unmarried, b. Waltham Cross, Essex, engineer. At 64 Herbert Street, Shoreditch, London 1871 – 32y, b. Waltham, Hertfordshire, chain machinist. At Bexley, Kent. (left Sloper's employ?)
F. Collins	1870	1861 – Francis Collins, 15y, b. Frome, Somerset, apprentice to printer compositor. At 55 Red Lion St., Clerkenwell, London.
J. Jameson	1870s	1861 – James Jameson, 12y, b. St Pancras, London. At 15 High St, St Pancras
T. Bell	1877	1861 – Thomas Bell, 25y, b. Poplar, Middlesex, smith. At 5 Acorn Street, Bishopsgate, London.
Miss Keen	1878	1861 – Annie Keen? 8y, b. Oxford, scholar. At Forton, Lancs. (Age agrees with death of Annie Walker in 1891)
Eyles	1888	1861 – Ralph Eyles, 11y, b. Whitechapel, London, scholar. At St James' Buildings, Pancras
Gibert	1889	1861 – John Gilbert, 29y, b. Soho, Middlesex, engraver. At 38 Trevor Sq., Westminster, London

Name in Workbook	Census entry/Possible Identity
FOR THE LIST IN BULLETIN 334	
H. Vaughan	1861 – Henry Vaughan, 18y, b. Deptford, Kent, brassfinisher. At Moore St., Deptford, Kent
Miss M A Blacklock	1861 – Mary Ann Blacklock, 20y, b. Pancras, Middlesex. At 10 Melton Place, St. Pancras. (not listed with her mother and siblings at 1871 Census)
John Illidge	1861 – 8y, b. Lambeth Surrey. At 14 Cottage Place, Lambeth.
John W. Scott	1861 – 26y, b. Marylebone, Middlesex, engraver. At 6 Selforde St., Clerkenwell.
George Culmer	1861 – 14y, b. Newington, Surrey, maths instrument maker. At 3 Wellington Yard, Kennington.
Miss R.Tebbett	1861 – Rosa Ellen Tebbutt (note spelling), 17y, b. Cambs., At 24 Portsdown Road, Paddington. 1871 – 27y, b. Cambs., governess. At 9 Westbury Terrace, Paddington. (She was born in the 3 rd quarter of 1843)
Miss Edlin(...)	1861 – not at 145 Gray’s Inn Road (or 32 Upper North Place, as it is known then). Residents there were Thomas Moger and his family, Henry Hinton and his wife, and Thomas Allwright.

Joseph Sloper and his family were listed at the 1861 Census as follows;

At 215 Oxford Street

Joseph Sloper, married, 48y, Decorator & Builder, b. Bath, Somerset!
Joseph L.L. Sloper, unmm, 21 y, assistant, born Hampstead, Middlesex
Fanny J. Sloper, unmm, 18y, (no occupation), b. Hampstead, Middlesex

At Crossbrook St, Cheshunt, Hertfordshire

Sarah Lavell Sloper, married, 45 years old, house decorator wife,
b. Stoke Newington, Middlesex
Ellen Sloper, unmarried, 14 years old, scholar, b. Oxford St.
Alice Sloper, unmarried, 14 years old, scholar, b. Oxford St
Kate Sloper, unmarried, 6 years old, scholar, b. Oxford St
Eustace Sloper, unmarried, 1 year old, b. Oxford St

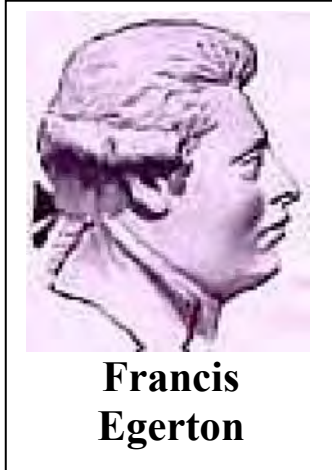
Joseph Chaplin, married, 49 years old, Schoolmaster
Horace Sloper, unmarried, 16 yrs, scholar (boarder), b. Marylebone.
Frank Sloper, unmarried, 8 yrs old, scholar (boarder), b. Oxford St.
Percy Sloper, unmarried, 4 years old, scholar (visitor), b. Oxford St.

The “school” was two doors up from Sarah’s residence. Considering how the family was split up in different locations at various Censuses, it is amazing they had so many children...!!

MANCHESTER SHIP CANAL & BRIDGEWATER NAVIGATION

Dave Hill

The Bridgewater Canal was built by Francis Egerton, 3rd Duke of Bridgewater, to transport coal from his mines to the growing town of Manchester. The narrow boat canal was given



**Francis
Egerton**

Royal assent in 1759 and was finished in 1776. The canal cost £20,000,000 to be built and in its life had revenues of only £8,000,000! Egerton, later known as the “canal Duke” lost a fortune on this enterprise but managed to regain his fortune in old age and died a wealthy man. Trustees managed the Bridgewater canal until 1872 when it was sold to a new company, for £1,200,000 The Bridgewater Navigation Co. They in turn sold the canal to the newly formed Manchester Ship

Canal Co in 1885. The Bridgewater canal was extended via the Trent and Mersey Canal to Runcorn on the Mersey. Thus Manchester was linked with Liverpool and the sea but the canal was not navigable at certain times of drought and could only be used by barges that meant offloading cargoes from the ocean going ships. The merchants of Manchester had to pay the Port of Liverpool heavy dues for this and the situation got worse as the size of ocean going ships increased.

BRIDGEWATER NAVIGATION CO. LIMITED,

(FELLOWS, MORTON & CO., AGENTS.)

CARRIERS BY WATER to and from LIVERPOOL, BIRKENHEAD, MANCHESTER, RUNCORN, WARRINGTON, THE STAFFORDSHIRE POTTERIES, WOLVERHAMPTON, BIRMINGHAM, and THE SOUTH STAFFORDSHIRE and EAST WORCESTERSHIRE IRON DISTRICTS.

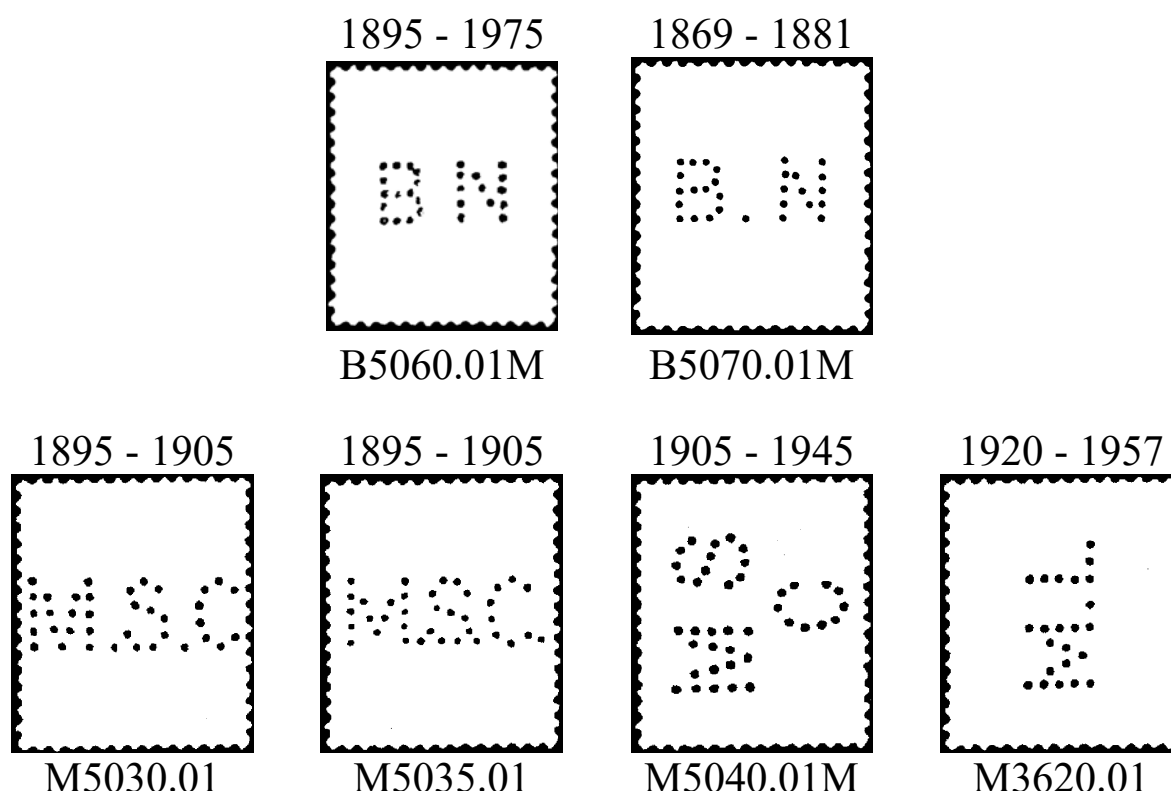
HEAD OFFICES:—Albert Square, Manchester; Duke's Dock, Liverpool;
Albion Wharf, Wolverhampton; Horsley Offices, Tipton;
Great Charles Street, Birmingham.

This held up the expansion of trade in Manchester and plans were put forward for a ship canal to Manchester as early as 1824 but the

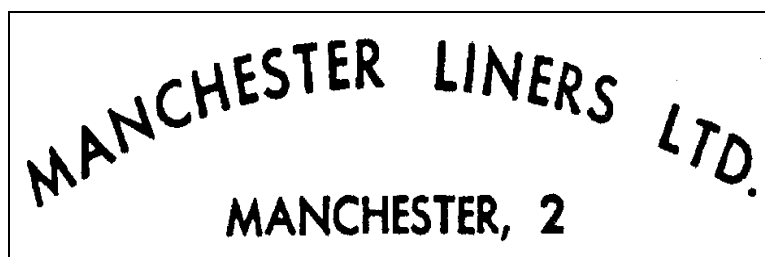
proposal met heavy opposition from Liverpool. The Manchester Ship Canal Company was formed in 1885 and work on the canal was started in 1887 and was finally finished in 1893. It incorporated the Bridgewater Canal. The contract was at first let to a single contractor who appointed an engineer to supervise each of the eight sections. These were Eastham to Ellesmere Port, to Ince, to Weston Point, to Norton, to Latchford, to Warburton, to Barton and to Manchester. The route is Manchester, Eastham, Weston, Runcorn, past Warrington, Latchford, Irlam, Barton, Salford and Manchester – a total of 35½ miles. Saltport was a Port on the Mersey that thrived whilst the canal was being built but vanished once it was complete.

From the outset it was obvious that the canal needed its own shipping line and Manchester Liners were formed in 1898. The early trade was with Canada. Manchester Liners were an early adopter of containers.

Bridgewater Navigation, Manchester Ship Canal and Manchester Liners all used perfins. Two dies are shown as used by Bridgewater Navigation in the current Tomkins – B5060.01M and B5070.01M



Very similar dies B5060.02. 02a. 03, 03a are shown in the Edwards catalogue but it is now known that these are strikes from a multi-headed die. [Ed:- see next article by Roy Gault]



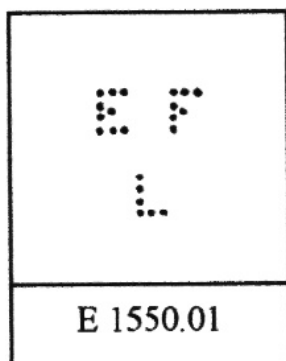
I have an accumulation of the BN perfin with various postmarks and I would be interested to know what dates and postmarks members have. The earlier die B5070.01 has been recorded in Manchester, Liverpool, Rochdale, Runcorn, Birmingham, Stoke-on-Trent, Preston Brook and Warrington. The later die B5060.01M has been recorded Ashton-under-Lyne, Leigh, Liverpool, Manchester, Rochdale, Runcorn & Warrington.

Some may have been used during the canal construction. Later ones may have been used in connection with the running of the canal and may have postmarks along its route. Strangely although the Bridgewater Canal was incorporated into the Manchester Ship Canal in 1885 the BN perfin B5060.01M was not produced until after this date and continued to be used into the 1970's.

I am aware this is probably a very sketchy history of this enterprise but I was only able to, get one thin book on the canal. Perhaps a member in Manchester can tell us more. Apparently there is a museum near the canal, they might even have a perfin machine!

SILVER JUBILEE DIES

Jeff Turnbull



This is a new addition to the Silver Jubilee Catalogue – found on a 1d Red.

I also have a new value addition as well E2260.02 “EJ” also on a Silver Jubilee 1d Red.

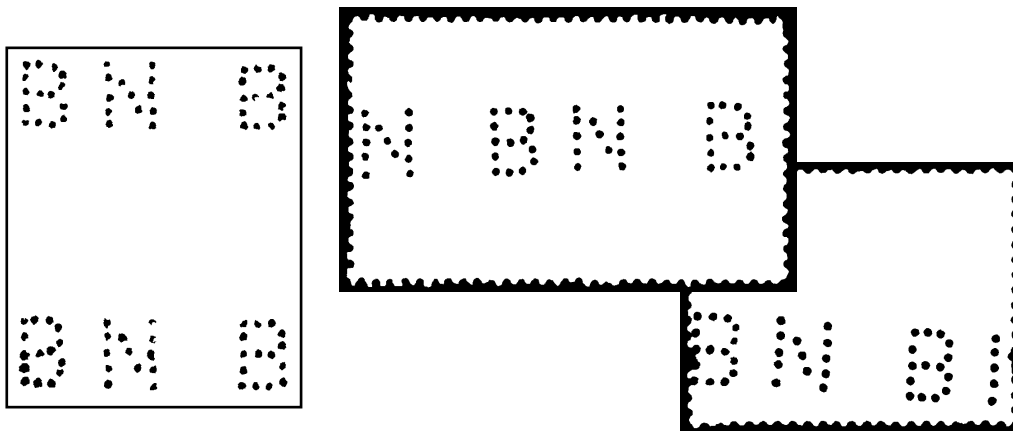
“BN” RE-CONSTRUCTED

Roy Gault

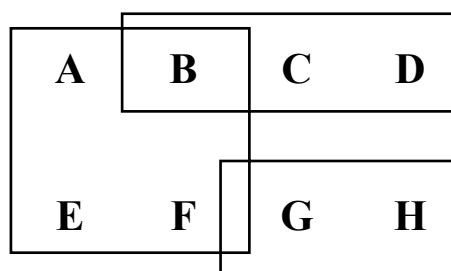
In response to a request from Maurice Harp for information regarding the “BN” dies B5060.01/02/02a/03/03a, with the help of **Dave Hill** and **Alan Sandy**, I’ve come up with a proposed die reconstruction.

Close examination of the examples in the Permanent Collection reveal *eight* distinct patterns on stamps ranging from QV 1d Lilacs and Jubilees through to QEII decimal Machins, so the die was long-lived and in use 1895-1975. Large format stamps and ‘pieces’ usually prove helpful in positioning multiple patterns, and fortunately, enough could be found to link all eight patterns together.

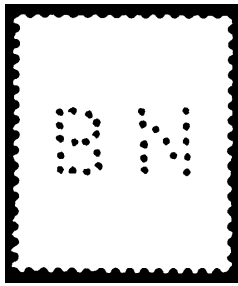
Dave Hill provided a QV ½d green Postal Stationery item showing two complete patterns and two partials, Alan Sandy a KGV Silver Jubilee showing one complete pattern and two partials, and my contribution was the KGV 1840/1940 Centenary stamp showing one complete strike and one partial. All three are illustrated below.



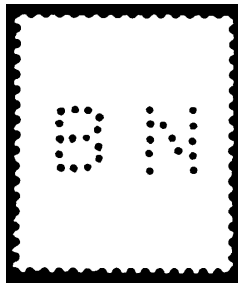
Of course there could be more than eight patterns as the sample was only 25 stamps strong, but if the number eight is correct then the configuration could be two different 1x4, 4x1, or 2x2 dies, or a single 4x2 or 2x4 die. The eight individual patterns are shown on the next page, each assigned with a letter A-H, and below is the arrangement of the piece and large format stamps that links them all together.



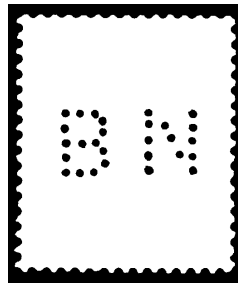
Re-construction of "BN" (B5060.01M) - 4 x 2.



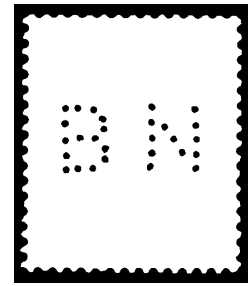
A



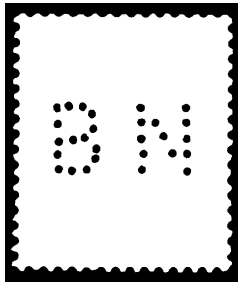
B



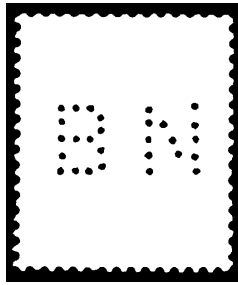
C



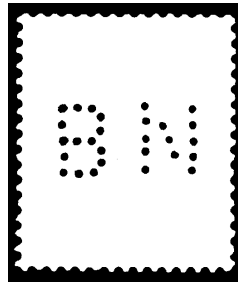
D



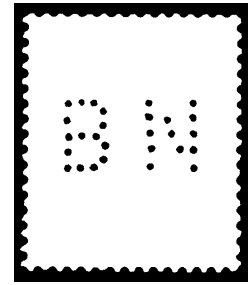
E



F



G



H

The following information is what's currently known for B5060.01M.

In use: 1895-1975.

Dates: 4th May 1899 - 13th June 1913.

Issues: B 1d (16 dots) E ½d (both), 1½d, 2d

F ½d (bl-gn), 1d

I(RC) ½d, 1d M ½d N 1½d

O ½d, 1½d

P 1½d Q ½d, 1d R 1d, 2½d T 1d (SG480)

U(SEC/MC) 1½d-3d W 3p

QV Postal Stationery ½d (gn)

Ident: Bridgewater Navigation - Manchester Ship Canal.

Pmks: Ashton-under-(Lyne), Leigh, Liverpool,
'498' Manchester, Manchester SW, '648' Rochdale,
'945' Runcorn, and '847' Wigan.

Finally, the first perfin *believed* to have been used by the 'Bridgewater Navigation' is "B.N" (B5070.01M), known used 1869-1881. Can anyone help bridge the gap between 1881 and 1895? Indeed, if anyone can add any more information to that recorded above, (even different patterns!!), I would be more than pleased to hear from you.

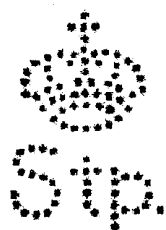
THE DANISH POL - PERFIN

Thomas Morkeberg

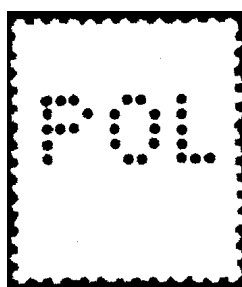
I have seen several times in the last couple of years that the Danish POL - perfin has been compared with the German POL - perfin. It is widely known that the German POL - perfin was used by the police. But it seems that few know that the Danish POL - perfin was / is used by the Danish Newspaper "Politiken" (=POL).

The perfin POL (Cat No P33, Catalogue Danish Perfins 2001) is known to be used in the period 1904-1989 and is therefore one of the longest used perfin dies, (85 years). In 1985 the company obtained a new POL - perfin Machine (Catalogue No P34). This machine was a two-set and looks like a "robot"- perfin, this P34 die is still in use.

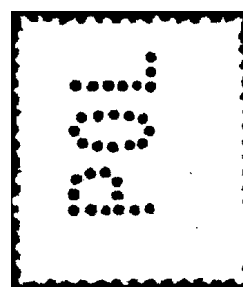
The Politiken Company is one of the largest Newspapers in Denmark and has therefore a lot of Journalists abroad as well other connections. This is the reason that the perfin is often found outside Denmark. The perfin has a Catalogue price of 1 Kroner, which is the minimum price in the Danish Catalogue for perfins that are very common. However the POL - perfins have also been used on Government Private Railroad stamps in the period approx 1958-65. These Railroad stamps are uncommon and have a catalogue value of 200 Kroner.



Type S60
State Police



Type P34
Politiken Newspaper



Type P33

I hope this information will give more knowledge to your Perfin collectors and they will see that the Danish POL-perfin is an "ordinary" perfin. Should you compare any perfin from Denmark with the German POL - perfin it will be catalogue number S60 (Danish Perfin Catalogue 2001), which was used by the Danish State Police in the period 1921-1948.

OFFICE OF WORKS

John Mathews

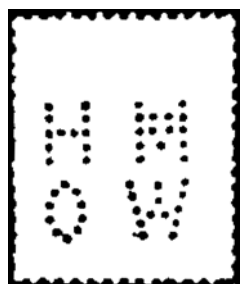
The following excerpt is from "The Demise of Departmental Overprints 1904. The View from the Official Side – Part 1" by Tony Wiseman, Gibbons Stamp Monthly, September 2005, page 44 - 46:

The Office of Works had been fighting a losing battle with the postal authority over their application to have their stamps overprinted "OW/OFFICIAL" in similar fashion to the "IR/OFFICIAL".

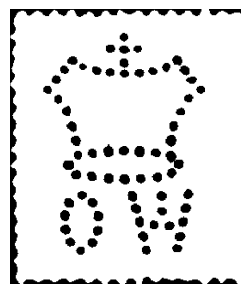
"The PO reply dated 11 June [1895] suggested the Office of Works write to Messrs William [sic] Sloper Ltd to get stamps perforated as they wished. That firm was approached on 8 August and suitable perfins were ordered, the 1d value on the 15th and the ½d on the 19th. The perfin for these was "HM/OW".

These proved unacceptable in use and it was suggested that a design incorporating a Crown might be better. These were ordered in October 1895 but proved equally unacceptable and were withdrawn 24/3/1896. There is nothing in the National Archives about this."

The "OW/OFFICIAL" overprint was finally introduced in 1896.



H5150.01



O2015.01

MEMBERS WANTS

WANTED:- Member **Rob Clark**

wants perfins connected with telephone companies, national Telephone Co., Bell Telephone Co., British telecom or any foreign telephone companies.

THOMAS BORTHWICK & SONS – MEAT SALESMEN

Mike Bavin

Sir Thomas Borthwick (1835-1912), the founder of the company, was the son of Thomas Borthwick, who with his brother Alexander owned a butcher's shop at Ratho, on the outskirts of Edinburgh. Sir Thomas started his own business in 1863, principally as a livestock agent at Liverpool and Manchester, probably attracted to the area by the beginning of importation "on the hoof" from Canada and the U.S.A. In 1871 he married Letitia Banks, whose family were involved in the meat trade. The couple had seven children, four sons and three daughters and had a farm in North Wales and a house in the Old Swan district of Liverpool.

During the slump following the Franco-Prussian War, Thomas Borthwick began to sell in Liverpool as well as Manchester. By 1880 he had a sound business with depots in Manchester and Liverpool, adding two more in Glasgow and Birmingham in the next few years.

Although 16,000,000 pounds of canned meat were being imported into Britain each year by 1880, fresh meat in larger quantities was required. The first cargo of frozen beef, mutton and lamb reached London from Australia on 2nd February 1880. The Australian Frozen Meat Company was formed and further shipments followed, with the first from New Zealand in 1882. The London and St Katharine's Dock Co. prepared refrigerated chambers for 8000 carcasses.

Soon after his marriage, two brothers and a sister of Thomas Borthwick immigrated to New Zealand when James Banks became a member of the syndicate that arranged the first shipment of meat to Liverpool. There is a tradition that this first consignment was offered to Banks Senior, but that, feeling too old; he passed it on to his son-in-law. In 1883 Thomas Borthwick was selling agent for the New Zealand Loan and Mercantile Company

In 1892 Borthwick bought stall No. 367 at Smithfield and the eldest son (Thomas Banks Borthwick), then aged 18, moved south to open a London office. Thomas Borthwick himself moved to London in 1895, living in Russell Square. The lease on his Welsh farm having expired,

he purchased Whitburgh, a small estate south of Edinburgh which was still in the family in 1963.

Thomas and James, the two eldest sons, were taken into partnership in 1897 and the firm became Thomas Borthwick and Sons. The initials T.B.&S. enclosed in a diamond became the company Trade Mark. By 1900 they had twenty-two shops in Liverpool, Glasgow, Hull, etc. This side of the business probably arose from the continuing prejudice against imported meat. It operated as a separate company under the name John English but was discontinued after the First World War, and since then Borthwick's have kept out of the retail trade.

In the early 1900's, Borthwicks were involved with both the South and North American markets but for various reasons these involvements ceased in 1908. The Borthwick brothers visited New Zealand and Australia for business purposes. The first freezing plant was purchased in 1902 at Waitara, near New Plymouth, on the west coast of North Island. Shortly after, in July 1904, it was destroyed by fire but was in operation again by the following January.

The first investment in Australia was at Portland in 1905, close to the oldest permanent settlement in Victoria, and the freezing works was still the mainstay of the local Industry in 1960. The first freezing plant built by Borthwicks was at Brooklyn on the edge of Melbourne, and started operating in 1908. The company leased a cattle station in Queensland called Banchory in 1914, and in 1960 had two more, further west.

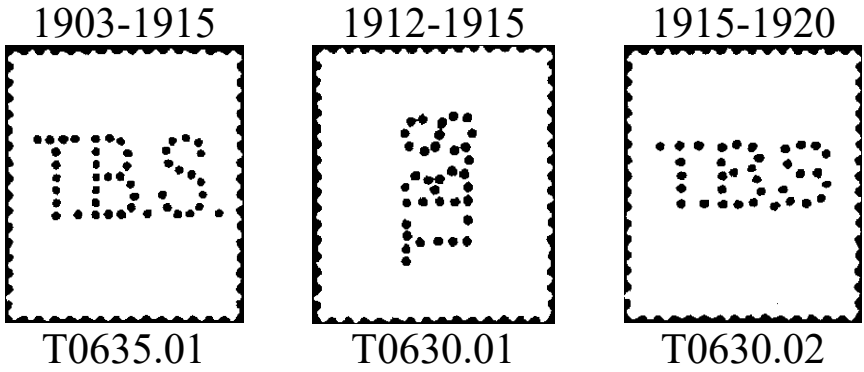
Thomas Borthwick and Sons was formed as a limited company in 1905 with an issued capital of £300,000, having an office at 11 West Smithfield, two Smithfield stalls and eight in provincial markets. Other assets included those in the Antipodes held by the wholly-owned subsidiary Thomas Borthwick and Sons (Australia) Ltd. In 1905, the office was moved to Audrey House, Ely Place, remaining there until 1963. [The 1985 London Telephone Directory lists Thomas Borthwick & Sons Ltd, International Meat Wholesalers, and Thomas Borthwick & Sons (U.K.) Ltd, Meat Importers and Wholesalers, both at Priory House, St John's Lane, E.C.1, and an address in the Central Market.]

Thomas Borthwick & Sons Ltd was wound up in 1927 and another company of the same name formed immediately, with a much larger capital. The Company, now wholesale only, survived the Depression and by 1939 had revenue reserves of nearly £1,000,000. In 1934, a large custom-built cold store was opened at Deptford, which had good road and river access. The shipping of chilled rather than frozen meat increased but was stopped in 1939. The importation of rabbits was particularly important during the Second World War and was still important in 1963.

On the outbreak of the Second World War, the wholesale meat Industry was dispersed from Smithfield Market to approximately 30 depots on the periphery of London under the acronyms MINDAL and LWMSA (Meat Importers National Defence Association Ltd and the London Wholesale Meat Supply Association). Borthwick's staff was actively involved with these organisations and shared with Weddel the job of distributing meat to the Forces in Britain.

Post-war, the Company rebuilt and additional works and cattle stations were acquired in Australia, providing a chain of stations along 3000 miles of coastline, ideal for ships picking up cargo. With the importation of lean beef into the USA from Australia and New Zealand, Borthwicks established T.B. and S. (U.S.A.) Ltd in 1960.

The company is the confirmed user of just one die T0635.01 and T0630.02 has been provisionally attributed to the company. A third die T0630.01 – a FIXO - may also have been used by the company as its period of use fits well with the other two dies.



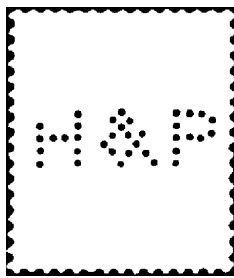
Ref: A Century In the Meat Trade, 1863-1963 by Godfrey Harrison, London, 1963.

BROKEN PINS DETERMINE DIE CONFIGURATION

Part 1 – 6 x 1 Dies

Maurice Harp

In 1995 when Roy Gault published Section “I” of the new illustrated catalogue he analysed the slight differences in the pin arrangement in relation to the corner letters on line engraved stamps with die I2170.04 and 06. He determined in fact there were two I2170.04 dies with minor differences and that all three dies had a 6 x 1 setting. Analysis



H5690.01M

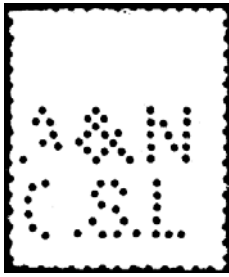
of this kind though requires a great deal of application as in general the pin positions vary only very slightly from one position to another. Unfortunately for us the workers at Slopers worked to a very high standard with only minor variations in pin position. However luckily for us occasionally pins became broken in the die and when that happens determining the die configuration becomes

much easier. As an example die H5690.01 H&P can be found with the top pin of the left arm of the “H” missing (see above). Examining the letter positions of copies showing the missing pin you find that it always occurs in the “A” and “G” column (see chart opposite). More important is that copies examined from other columns never show the broken pin variety. So quite clearly the die must be 6 x 1 configuration. The broken pin variety has been recorded on plates 184, 186, 188, 191, 192, 203, 205, 206. The die seems to have been supplied in 1869 intact but a pin break appears to have occurred around 1875. At present there is no evidence that the broken pin was ever repaired.

	A	B	C	D	E	F	G	H	I	J	K	L
A	●											
B							●					
C	●											
D	●						●					
E												
F	●						●					
G	●						●					
H							●					
I							●					
J							●					
K												
L												
M	●											
N							●					
O												
P												
Q	●											
R												
S												
T	●						●					

Using this technique a number of 6 x 1 dies have been found along with 4 x 1, 3 x 1 and 1 x 2 dies. This current piece only covers the 6 x 1 dies – later pieces will cover the other die configurations.

6 x 1 Dies



A4205.02M

Plates Reported

145,171,184,187,189
192,194,195,197,200
202

Broken Pins "A" &
"C" in "D" & "J" cols

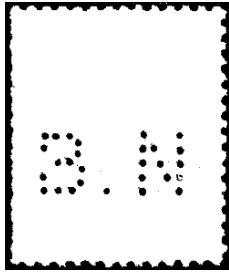


A4205.02M

Plates Reported

181,195,200,208,212
215,219

Broken Pin "L" in
"C", and "I" columns



B5070.01M

Plates Reported

150,171,174,181,185
200

Broken Pin "B" in
"A" and "G" cols



G3260.01M

Plates Reported

171,174,186,200,202
205
1½d 3 2d 15

Broken Pin "G" in
"A" and "G" cols

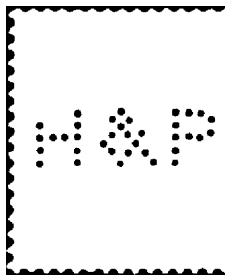


G4300.01M

Plates Reported

113,125,129,133,135
137,139,141

Broken Pin "E" in
"E" and "K" cols



H5690.01M

Plates Reported

184,186,188,191,192
203,205,206

Broken Pin "H" only
in "A" and "G" cols



H6590.01M

Plates Reported

124,159,160,177,182

Broken pin in "B" in
"D" and "J" columns

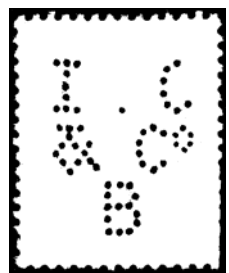


H6590.01M

Plates Reported

157,171,178,179,182
185

Broken "full stop" in
"F" and "L" cols

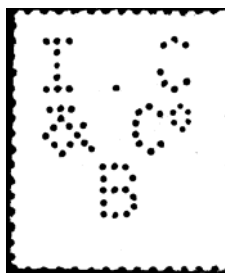


I0370.01M

Plates Reported

113,131,140,145,146
147,148,151,158,160
167,182,187,193
1½d 1

Broken pin in "C" in
"D" and "J" cols



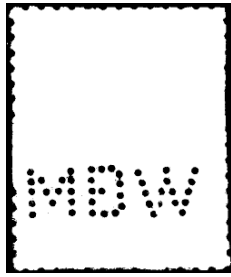
I0370.01M

Plates Reported

109,120,134,152,150
156,161,164,170,171
174,176,179,186,204
210

QV 1d (SG166)
Broken pin in "C" in
"C" and "I" cols

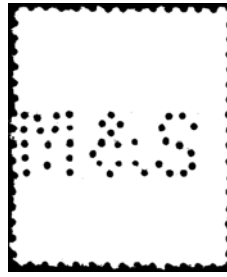
6 x 1 Dies



M0180.01M

Plates Reported
139,147,174,177,182
196,203,205,218,224
½d 11,15
2d 15

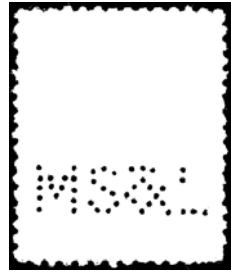
Broken Pin in “B” in
“D” and “J” cols



M4990.06M

Plates Reported
170,172,174,177,179
180,182,187,192,193
197,198,200,204,205
207,209,210,214
2d 14

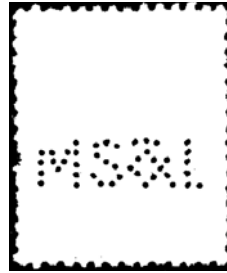
Broken Pin in “&” in
“A” & “G” cols



M5250.01M

Plates Reported
157,182

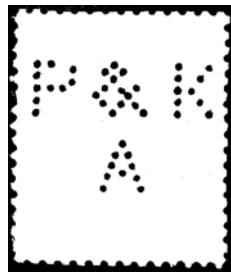
Broken Pin in “L” in
“B” and “H” columns



M5250.01M

Plates Reported
158,159,170,172,173
178,179,180,181,183
184,185,187,191,192
200,205,212

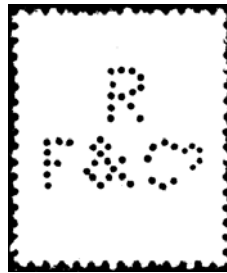
Broken Pin in “M” &
“L” in “B” & “H” cols



P2780.01M

Plates Reported
159,170,171,184,210

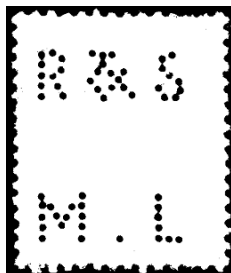
Broken pin in “P” in
“A” & “G” cols.



R1810.02M

Plates Reported
158,200,207
1½d 1
2d 15

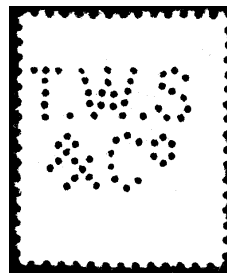
Broken pins in “C” &
“o” in “F” & “L” cols



R4890.02M

Plates Reported
107,110,112,121,122
123,125,129,130,131
136,147

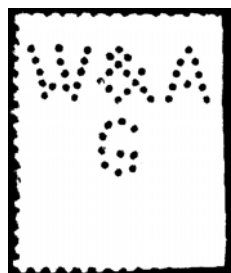
Broken Pin in “S” in
“F” and “L” columns



T5180.01M

Plates Reported
197, 212, 214

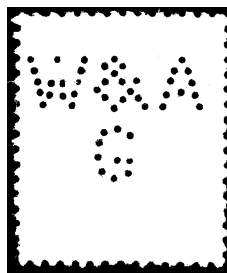
Broken Pin in “&” in
“A” and “G” cols



W0140.02M

Plates Reported
158,172,177,178,185

Broken Pin in “W”
in “D” and “J” cols

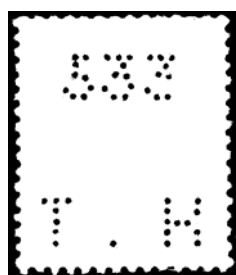


W0140.02M

Plates Reported
174,181,191
½d 11,12

Broken Pin in “W” in
“C” and “I” columns

6 x 1 Dies

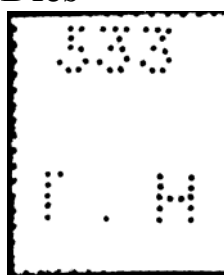


Plates Reported

157,187,195
2d 15

#0420.01M

Broken Pin in "3" &
"H" in "E" & "K"
cols



Plates Reported

118,136,141,142,146

#0420.01M

Broken pin in "T" in
"C" and "I" columns.

The following Victorian dies have been determined to probably have a 6 x 1 configuration – either by inspection of minor pin differences or by broken/missing pins.

A5205.02M	A&N/C.S.L
B0230.03M	Bass
B5070.01M	B.N
C6960.01M	C/S&Co
G3260.01M	GLYN
G4300.01M	GR/E
G4350.01M	GR/W
G4350.01aM	GR/W
H5690.01M	H&P
H6590.01M	H.SE.B
I0370.01M	I.C/&Co/B
I2170.04aM	I&R/M

I2170.04bM	I&R/M
I2170.06M	I&R/M
M0810.01M	MBW
M5250.01M	MS&L
P2700.01M	P&K/A
R1810.01M	R/F&Co
R4890.01M	R&S/M.L
R4890.02M	R&S/M.L
S7150.05M	ST/&B
T5180.01M	TWS/&Co
W0140.02M	W&A/G
#0420.01M	533/T.H

This study has been largely based on line engraved material but can of course be applied to any of the Victorian stamps having corner letters. If any members can report other broken pin varieties or their own copies of varieties reported in this piece I would be very interested to hear from you. Dated copies of broken pin varieties would be of particular interest as these may help set when the broken pin occurred. It is possible at a later date in the life of the die that the broken pin would have been repaired. To date though I have seen little evidence of this.

In subsequent pieces I will show the establishment of 4 x 1, 3 x 1 and 1 x 2 dies and also reveal how study of these varieties has revealed exactly how the perforation of one die was carried out.