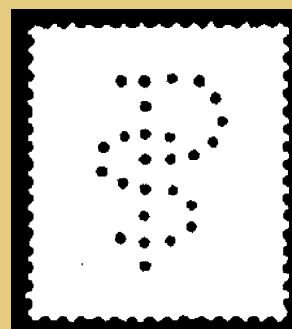


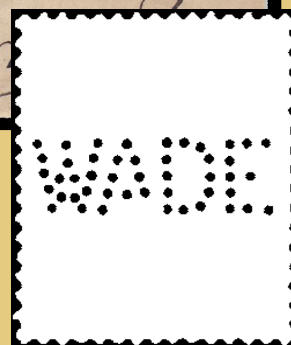
PERFIN SOCIETY BULLETIN



No. 395 - April 2015



Registered envelope sent from G. K. Jeffryes - the famous stamp forger. The Queen Victoria 3d values are perfinned WADE - W0130.02 - property of Richard Wade Sons & Co - Hull. Open use of stolen perfinned stamps like this is unusual.



SECRETARY/TREASURER

We had a few problems with the envelopes containing the February Bulletin, either someone opened and resealed them but then came open losing contents or the cold weather affected some? Any member who still hasn't received the last Bulletin should contact me for a replacement.

Society business continues to be quiet but I am not complaining, it allows me to catch up on my own collections and spend time on my other hobby of tracing my family history. There is still a lot of activity going on behind the scenes so please visit the Society web site to see all the new material being uploaded.

Royal Mail increased their prices on 30th March, this is good and bad news. Domestic basic letter rate will rise by 1p but the price of overseas mail will reduce - for us. The overseas rate of 60g has been abolished and the price for 100g has been reduced, so the Bulletin will cost less to send. For letter writers though it will become much more expensive as if the letter exceeds 20g it will be charged at the 100g rate, plus anything over 5mm in thickness becomes a large letter at a higher rate. Sending perfins in bulk through the post will become more expensive.

Lastly if you change address or email address then please let me know.

London Meeting Reminder

The Society Spring meeting will be held at Grosvenor Auctions Sale Room, 3rd floor, 399-401 Strand, London WC2R 0LT on Saturday 9th May 2015 between 12 and 5pm. If you have a Perfin exhibit please bring it along for us all to see and enjoy. We will have a copy of Michael Millar's award winning exhibit of HMSO material which includes a number of unique items. It will be worth coming to the meeting just for that.

WEBSITE UPDATE

Alastair Walter

Since the last Bulletin, there are have been several updates to the Society website www.angelfire.com/pr/perfinsoc which may be of interest to members.

Following on from Roy Gault and Maurice Harp's article "Frank Braham Proofs" on pages 20-26 of the February Bulletin, six pdf files of additional details have been added to the website, including silhouettes and details for all suspected Braham dies. This information can be viewed at <http://tinyurl.com/brahamproofs>

The exhibits section has been further expanded, including the late Michael Millar's award winning exhibition of HMSO perfins mentioned in the February Bulletin. There are now exhibits from **Roy Gault, Michael Millar, Maurice Harp, Melvyn Green, John Marriner** and **Richard Husband**.

The first of Sean's auctions has now been added to the website. Auction catalogues will now be published as pdf files.

There are also updated versions of Jeff Turnbull's catalogues of perfins on revenue stamps. Jeff is able to produce frequent new versions of these catalogues, so please check for the latest versions and see if you can add any new information. There are six catalogues covering Foreign Bill, Contract Note, Inland revenue, Telegraph and Official stamps.

MEMBERS COMMENTS

Inter-Pane Gutters With Perfins - Bulletin 394/27

Following Roy Gault's article on perfinned inter-pane gutters and control pieces James Heal sent a cover used by the London & North Eastern Railway with a control piece with perfin die LN/E - L4140.02M. The cover was used January 9th 1943.



AUCTION UPDATE

Sean Brady

Auction 100 is now up and running and I'm pleased to report that I have the reins in hand. Not too sure yet about the horses!

Feedback so far has been sparse but interesting and members generally prefer to keep the style and format of previous actions. The print size caused some problems but regrettably there's nothing that can be done to increase it. Members also asked if the descriptions could contain vital details for some of the specialist aspects – as well as some information which is important but which I didn't recognise as such.

Three auctions a year seem to be an acceptable compromise between what members would like and what can be produced – even with the assistance of the computer program. The plan is always to have an auction in December so the next one this year is presently scheduled for June. This means that lots and lists for the June auction should reach me by 15 April 2015.

There is quite a backlog of material for the auctions and as much of this as possible will be in the next auction. The compiling of an auction catalogue is, however, very time consuming particularly when lots have to be made up from loose or unlisted material.

It would be extremely helpful if those members with computers could list their lots either in a table or a spreadsheet. Only three columns are needed, as in the present catalogue. For those not using computers, typewritten lists are preferred or, if by hand, written in block capitals so that they can be scanned. Descriptions will probably be entered exactly as provided - but not more than 90 characters (including punctuation and spaces) if at all possible. All lots should be numbered for identification and in a separate series for each auction. I suggest that for the next auction, you should number lots from 100 upwards; since it will be Auction 101. For the December 2015 auction, number 102, lots should be numbered from 200 upwards – and so on. In the past it has often been difficult to trace members lots that haven't been auctioned or have been lost. By providing lots with a numbered

sequence by the vendor it is hoped that "missing" lots may be more readily traced.

Postage is getting more expensive so it makes sense to use small, lightweight packets when sending in your lots. However, the minimum size that you should use is 5" x 3" (about 13cms. x 8cms.). There are two reasons for this. Smaller packets do not provide adequate protection and they get lost at the bottom of the filing system and are easily bent. Smaller packets are also a real pain to handle – as are, for that matter, those made of slippery plastic.

Finally, if an acknowledgement of receipt is needed for lots (or bids) please send a stamped s.a.e. or your email address. Meantime an effort will be made to contact members who have outstanding material.

PERFORATED POSTAL STATIONERY
COLLECTION FOR SALE

Rosemary Smith

At 80 years of age, I think it is time I started to hive off some of my specialised collections. Two have already gone and it is now the turn of the Perforated Postal Stationery Collection. There are 109 items, made up of 2 Air Letters, 1 Telegraph Form, 7 Registered Envelopes, 18 Envelopes, 35 Post Cards and 46 Wrappers. There are also 110 cut-out pieces from various different Stationery items, many are the Army & Navy dies.

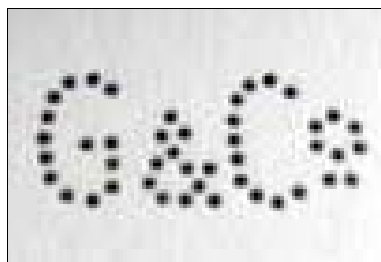
I would prefer the collection to be sold whole rather than be 'cherry-picked', and to go to a member/collector rather than a dealer. The reserve price is £400 for the whole collection. All the items are fully described on 3 x A4 sides and if anyone is genuinely interested in purchasing the collection, please send me a A5 S.A.E. and I will send the descriptions. Bids will come to me at the address on the front of the Bulletin, money from the highest bidder to be paid to the Treasurer and the Society will get the usual commission. All offers should be made by May 31st.

DANISH PERFIN MACHINE FOUND IN U.S.A.

Larry Rausch

I have recently been lucky enough to buy a small perfin machine. Shown below are a some photos of the machine. It is a cute little machine only 5 inches long and 2½ inches wide and weighs about 2 pounds. I don't know which company made it as there are no marks (except an embossed 37 on base, and the number 27669 stamped into the brass plate). But the painted pattern on the sides is the same as used by Cummings. The size of the letters would fit on any standard sized stamp. It is a single headed machine but again I don't have any reference material as to what a single headed Cumming's machine looks like.

I checked and found that the pattern was not a recorded G.B., U.S.A. or Canadian pattern. After a bit of detective work by our editor it was found that it was a Danish pattern (G12) used by H. E. Gosh & Co., Copenhagen. Gosh were matchstick manufacturers and the machine was in use between 1913 and 1969. How the machine ended up in the USA must remain a mystery.

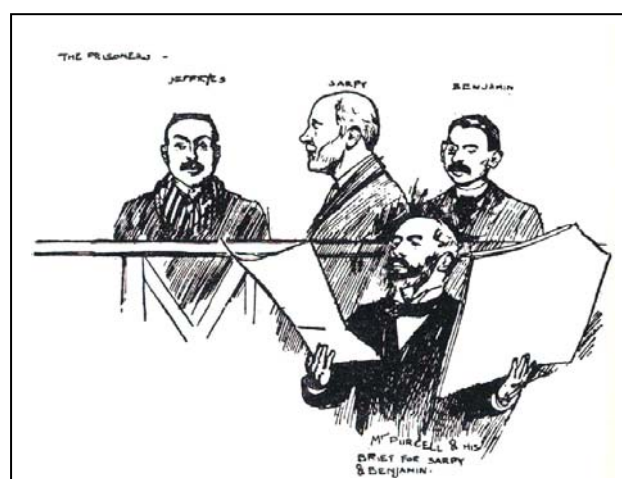


GEORGE KIRKE JEFFRYES - STAMP FORGER

Maurice Harp

The engraved forgeries of George Kirke Jeffryes rank as being among the most skilful philatelic forgeries ever made. He started his career in forgery at the age of 15. As early as 1883 he was producing forgeries for continental stamp dealer Moens. Jeffryes carried out engraving, printing, perforation, faked cancellations and surcharges. He is known to have worked with the stamp dealer Benjamin & Bannister and then later with Benjamin & Sarpy who's shop was at 1 Cullum St, London EC. Benjamin & Sarpy were quite open about their business and used a trade card advertising "Dealers in all kinds of Facsimiles, Faked Surcharges and Fiscal Postals - Fakes of all descriptions supplied on the shortest notice".

Jeffryes, Benjamin & Sarpy were all arrested and their trial for forgery began in December 1891. After a 4 month trial they were all found guilty of "Conspiracy to defraud" with Jeffryes and Benjamin sentenced to 6 months hard labour and Sarpy to 4 months.



The registered envelope shown on the cover of the Bulletin was received from non member Maurice Buxton via **Melvyn Green**. It bears the imprint of G. K Jeffryes in the bottom left corner. It was used in 1889 by Jeffryes at the height of his forging exploits. Mailed to Germany you can just imagine that it contained his latest productions being sent to a continental dealer. The two QV 3d's have perfin dies WADE - W0130.02 and the 1d lilac is also perfined although the die is not clear. Richard Wade Sons & Co were Timber importers based in Hull, Grimsby, Tyne Dock and West Hartlepool. With no obvious trading link with the Jeffryes it raises the question whether Benjamin & Sarpy were buying stolen perfins. For a business openly selling fakes and forgeries buying a few stolen stamps would be no problem.

DAVID AND GOLIATH!

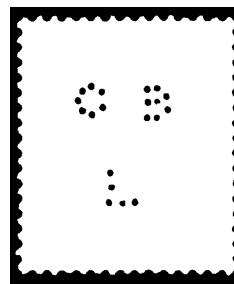
Roy Gault

This pictorial foray aims to show how the smallest of the G.B. Perfins using letters match up to the imposing stature of the largest! The latter is likely to come from the handful of carpet dies I listed in B360 (June 2009). Although spoilt for choice, I've chosen the one with the tallest letters, "J.H.H" (J3675.01), suspected of having been used 1880-1901 by Joseph Hannath HOBSON. A full strike can be seen on the mint 6d Inland Revenue stamp below, but note that the holes are considerably larger than the stamp perforations, contrary to Post Office regulations.



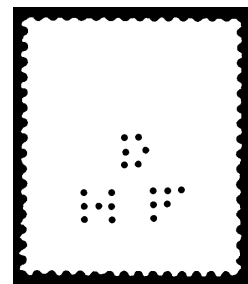
My offering of 'Tiny Tots' shows two relatively 'modern' dies with 3-pin high lettering, and four dies with 4-pin high lettering. These must be amongst the smallest of all the dies found on G.B. Perfins.

1952-1965



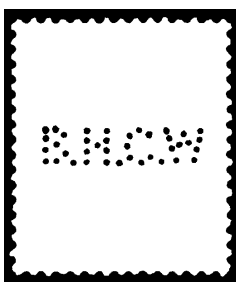
C0820.01M

c1975



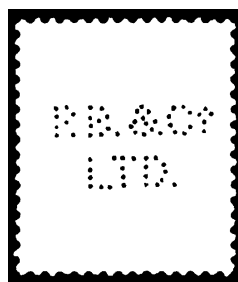
D2295.01

1885-1901



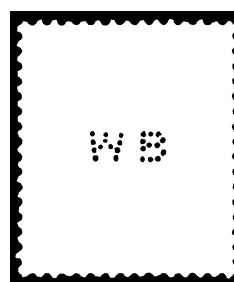
B3345.01

1895-1935



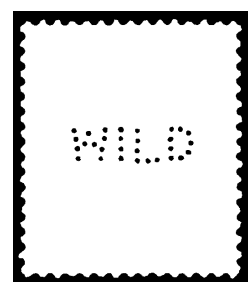
P0650.01

1890-1895



W0410.16

1890-1922



W4320.01

If you know of anything smaller, *I'd very much like to hear from you!*

PENNY RED PLATE 225 PERFINS

Larry Rausch

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.

It has been five years since Roy Gault's article (issue 330 page 16) detailing the existing Penny Red 1d plate 225 perfin dies. Roy's article listed 20 dies. Today the number has increased by nearly 50% to 29, the new list is below. The example with a single hole is not strictly a perfin.

1	A4205.02M	A&N/C.S.L	16	J3590.01	JHC ^o /L
2	B1450.01M	B&C/M	17	K1120.02M	K&K
3	B7720.06	B/W&C ^o	18	M3320.01	M/J&C ^o
4	C0960.01M	C&B/SOHO	19	N2940.01	N/S.D.
5	C5680.04	COX	20	O0495.01	O&C ^o ..
6	C7140.04A	CS/L/SA	21	P1040.01M	P.C./L.
7	D0850.01M	D&C ^o ..	22	P2700.01	P.J./N.T.
8	D1790.02	D&F	23	R4820.01M	R&S/L
9	F0480.01	F/BROS	24	S1540.01aM	S/CLS/S
10	G1830.01	GF&S	25	S6420.03M	S.S
11	G4350.02M	GR/W	26	T2090.02	T & H
12	H0017.02	H	27	T2565.01	T.J
13	H0840.01	H.B/& S	28	W3920.01	W.H/&T
14	H2820.01	H . G	29	W6290.02	W.R/&C ^o ..
15	H5890.01	H.P/&S	30	-	Single hole

Penny Red Plate 225 perfin dies

The six plate 225 stamps below are contained in my collection. If you have any of the other dies please consider forwarding a scan



A4250.02M



H5890.01



J3590.01



O0495.01



S1540.01aM



W3920.01



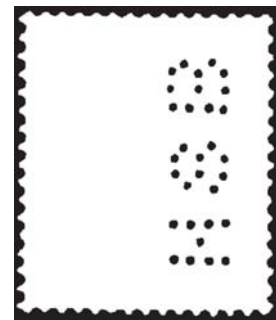
SG135 WITH HSB PERFIN
Maurice Harp

Prior to Michael Millar's death he sent me a gem that he had recently



purchased. It is a copy of perfin HSB - H6420.01 on a copy of SG135 - Large Anchor watermark on white paper. Roy has indicated that this may well be the only known copy on this issue. He bought it for C\$260 - 10% of catalogue.

1873 - 1900



H6420.01

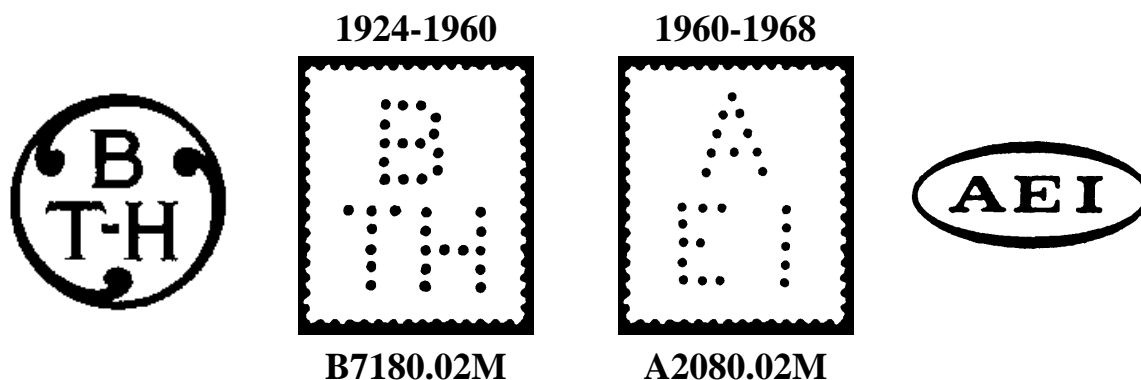
A real bargain for such a lovely copy. Apparently there are only five known perfin users of the more common SG128.

BRITISH THOMSON-HOUSTON

Roy Gault

In Bulletin N^o. 309 (Dec 2000) is a report of a ‘giant of a machine’ made by J Sloper & Co, m/c N^o. 62619, which was delivered on the 17th February 1926 to *British Thomson-Houston* in Rugby. The base of the perforating machine measured an impressive 26 x 7 inches. More importantly, it was fitted with a **12x5** multiheaded die which produced the Perfin “B/TH” (B7180.02M). Although *British Thomson-Houston* became a wholly owned subsidiary of *Associated Electrical Industries* in 1929, it still traded under the old name.

However, when ‘AEI’ was reconstructed into product divisions (effective from 1st January 1960) the “B/TH” Perfin was replaced by one reading “A/EI” (A2080.02M). The Sloper ledgers show that the modification was carried out in December 1959. As a consequence there are two Perfins which hold the title of having come from *Britain’s largest multi-headed die*.



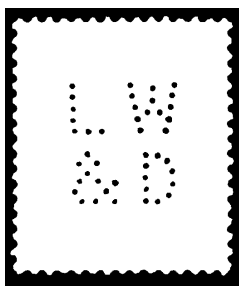
Unfortunately, although the A/EI Perfin remained in use until the late 1960’s, the fate of the machine is unknown. But what can we find out about the origins of the company, along with any other Perfins that may have been used by them along the way?

The early origins began in America in the late 1870’s when two academics, *Elihu Thomson* (1853-1937), an Englishman born in Manchester but living in America, and an American *Edwin James Houston* (1847-1914), combined their common interest in electricity and together developed a dynamo, an arc lamp, and a transformer.

In 1880 they were joined in business by another American, named Churchill and formed the *American Electric Co*, establishing a small factory in the town of New Britain, Connecticut. Although the company failed early on, a group of shoe manufacturers acquired a controlling interest and moved the factory to Lynn, Massachusetts. In 1892 the name was changed to *The Thomson-Houston Company*. In passing, this eventually became the General Electric Company.

From a home perspective, the United Kingdom's connection with the company began in 1886 when *Laing, Wharton & Down* was formed specifically to sell in Britain the American made Thomson-Houston products. By the end of the decade *The Laing, Wharton & Down Construction Syndicate Ltd* had been formed, with offices at 82A New Bond St, London W, to exploit commercially the arc lighting and high tension alternating current incandescent lighting systems produced by the American company.

1890-1900



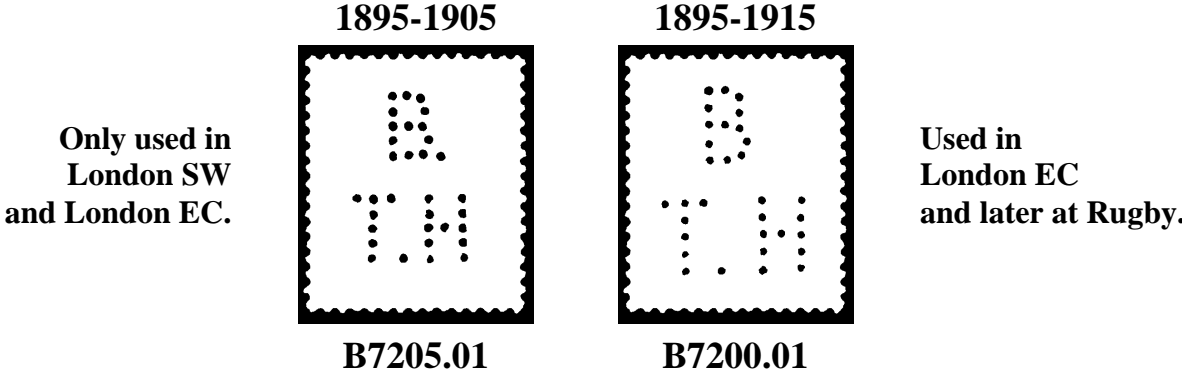
L5870.01

The syndicate's first contract was to supply electric lighting for the eastern district of London. It should also be noted that the first British Tramway operated by an overhead wire in Britain was in Leeds, with a 5½ mile line running between Sheepscar and Roundhay. The line was equipped in 1891, again using equipment made in America.

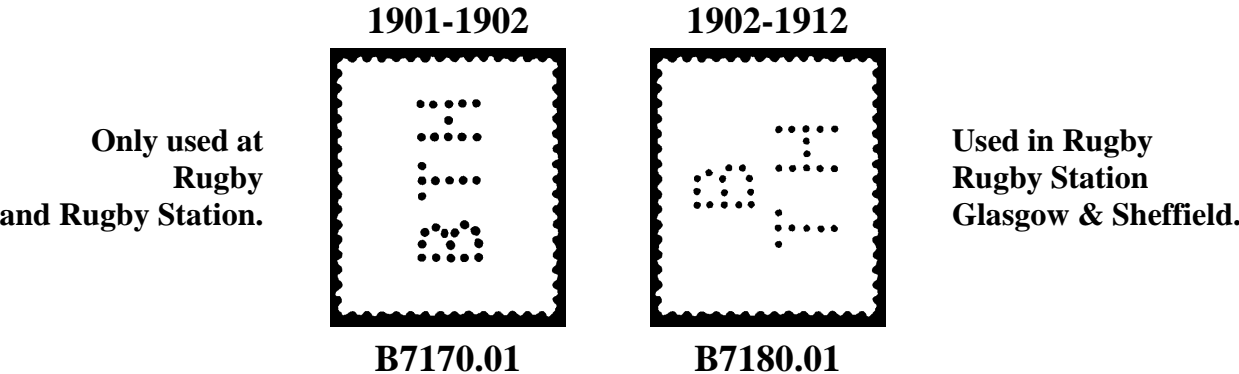
The Perfin "LW/&D", known with London W postmarks, is likely to have been used by *The Laing, Wharton & Down Construction Syndicate Ltd*, and possibly the earlier *Laing, Wharton & Down*. It also has all the hallmarks of being a product of Frank Braham!

The closing years of the 19th century saw some big changes. The patents of the American company were purchased and another new company was set up in 1894 to manufacture (or have manufactured on their behalf) and sell the machinery and systems in Great Britain and Ireland. The new company was called *British Thomson-Houston Ltd* with offices at 38 Parliament St, Westminster, London SW. This was re-configured two years later, in May 1896, as *The British Thomson-Houston Co Ltd*, or more commonly known as the 'B.T.H', with offices at 83 Cannon St, London EC.

Of the six Perfins the ‘B.T.H’ used, two date from this early period based in London. Probably the earliest is “B./T.H” (B7205.01), which is known used as early as October 1896, but can also be found with both London SW and London EC postmarks, so is likely to have been used by the earlier company set up in 1894 as well. The second Perfin “B/T.H” (B7200.01) is interesting in that it was used during *two* distinct periods - initially 1895-1915, and then again briefly during the second world war 1940-1941.

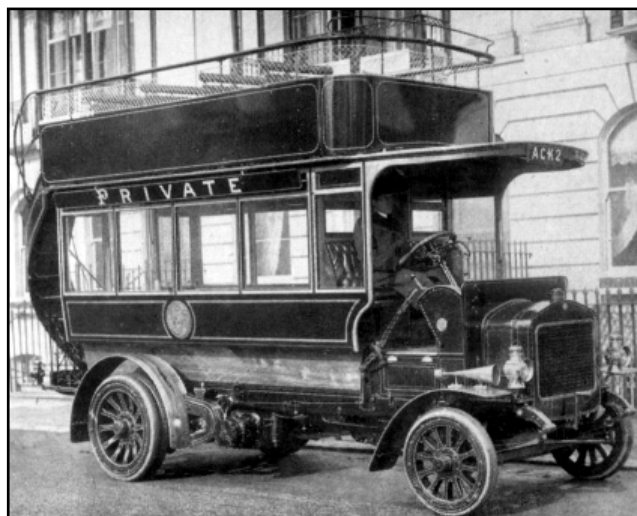


The manufacturing facilities of ‘the B.T.H’ in London were minimal, so a site for a significant manufacturing facility to be built was urgently sought. The site chosen was just to the north-west of Rugby Railway Station, where 25 acres of land known as Glebe Farm was purchased in January 1900 for £10,000 from *Thomas Hunter & Co*, Railway Wagon Builders, and known Perfin users. Work on the new facility began that same month. The majority of staff from the London office moved to the new Head Office in Rugby in October 1901, with manufacturing starting in March 1902.

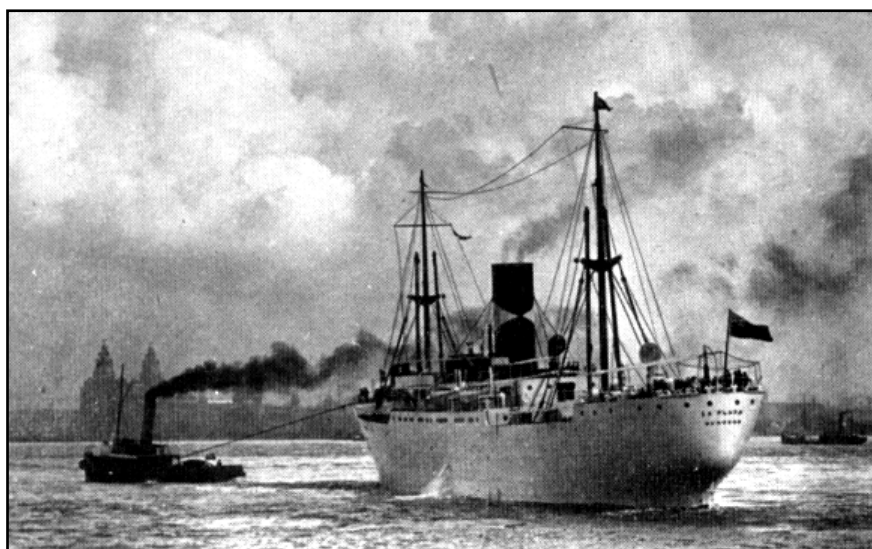


Again, two dies date to this early period at Rugby - “BTH” (B7170.01), and “B/TH” (B7180.01) - one following on immediately after the other. The earlier die was short-lived and consequently quite rare.

The 'B.T.H' is probably best known for its heavy engineering electrical equipment for use with steam turbines to generate electricity, but mention must be made of just a selection of their other interesting contributions.

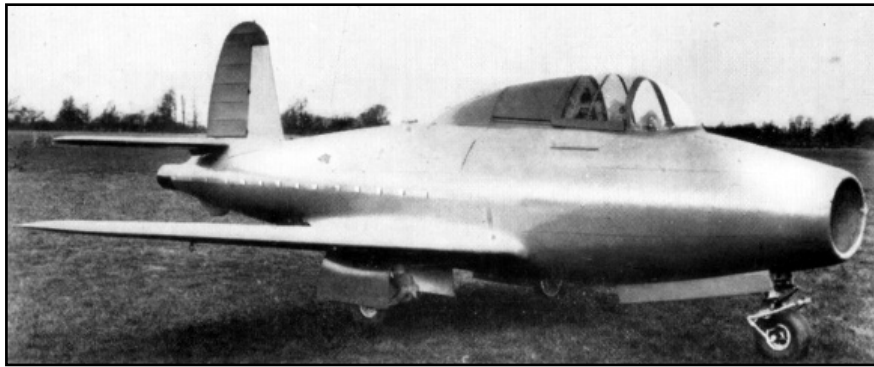


In 1907 the 'B.T.H' collaborated with the *Wolseley Motor Co* to build a petrol-electric omnibus which was entered in a 1,000 mile vehicle trial around England. Although the vehicle completed the test 'satisfactorily', further development was not pursued. The 'B/T-H' roundel (shown alongside) can just be made out on the side of the bus.



In 1922 the Marine Department at Rugby was chosen to provide the electrical equipment for the diesel-electric propulsion system to be fitted to two ships built by *Cammell Laird & Co* for the *United Fruit Company*. The illustration above shows one of the ships, the fruit carrier 'La Playa', undergoing trials in 1923.

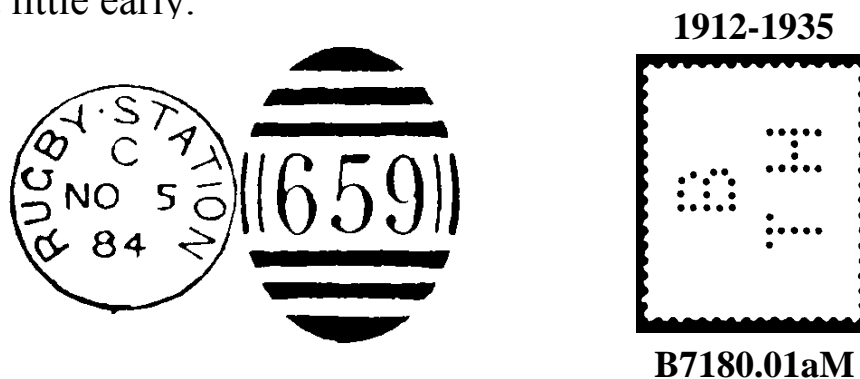
The previous two examples were for use on the land and sea, so it's fitting that this third example should be for the air!



From as early as 1933, the 'B.T.H' at Rugby carried out research on various gas turbine systems for possible use as propulsion units 'of the future'. As a consequence, in January 1936 Flight Lieutenant *Frank Whittle* approached the company to seek their help in developing what was to become known as the 'jet' engine. The result, in collaboration with the *Gloster Aircraft Company*, was the first jet propelled aircraft in the world to fly successfully - 15th May 1941.

But to return to the Perfins!

Following on from the previous two Perfins, we have another lettered "B/TH" (B7180.01aM), in use 1912-1935. During this time the company expanded greatly with factories springing up in Coventry, Dublin, Glasgow, London, Manchester, and elsewhere. Interestingly, this Perfin can also be found on Irish 1922 overprints and Eire definitives, as well as a whole range of British stamps. Also, like a number of its predecessors, it can readily be found with 'Rugby Station' postmarks (in use 1883-1910), although the one illustrated below is a little early.



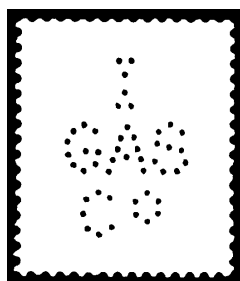
And so we come full circle with the ubiquitous "B/TH" (B7280.02M) die featured on the first page, and its conversion to "A/EI".

BRAHAM TYPE Ia AMPERSAND.

Roy Gault

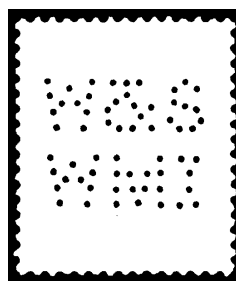
In Bulletin N^o.394 (Feb 2015) the analysis of the recently re-discovered Braham 'Proofs' showed that one of their characteristics was a Type IIIa ampersand. This is perfectly true, but in the course of using the reconstructed alphabet to find other 'possible' Braham dies, the possibility arose of the use of another type of ampersand - a 13-pin Type Ia. The two dies that pointed to this are both 'Ipswich' dies - "I/GAS/C^o" (I1080.01), and "W&S/WMI" (W7150.01), quite possibly supplied by William Day. There's even the start of a 4-pin high alphabet!

1905-1913



I1080.01

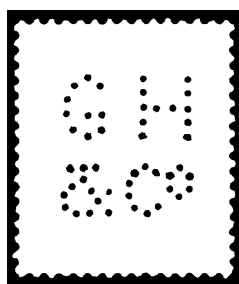
1900-1901



W7150.01

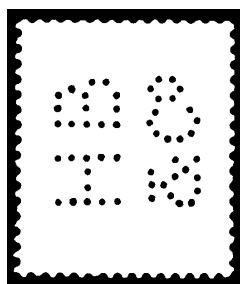
Here we see a 4-pin high "I" with serifs used in both examples, but the standard 5-pin high letters for "GAS" and the "S" in W7150.01. As there are only **61** G.B. Perfins with a 13-pin Type Ia ampersand, an analysis was reasonably easy to carry out. Two were excluded on the grounds that the ampersand was completely the wrong shape, along with six that have recorded 'dates of first use' of 1920 or later. The remaining **53** dies were all shown to exhibit letters from the Standardized alphabet used by Frank Braham, some of which have mixed height lettering as observed in the Braham 'Proofs', while others employ the short "L" seen in many of Frank Braham's 'Limited Pairs'.

1904-1915



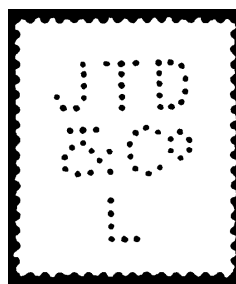
G2120.04

1902-1905



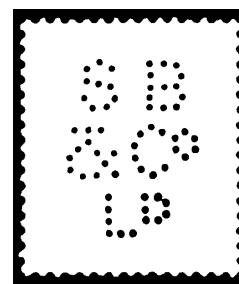
H0530.08

1895-1940



J7700.01

1905-1915

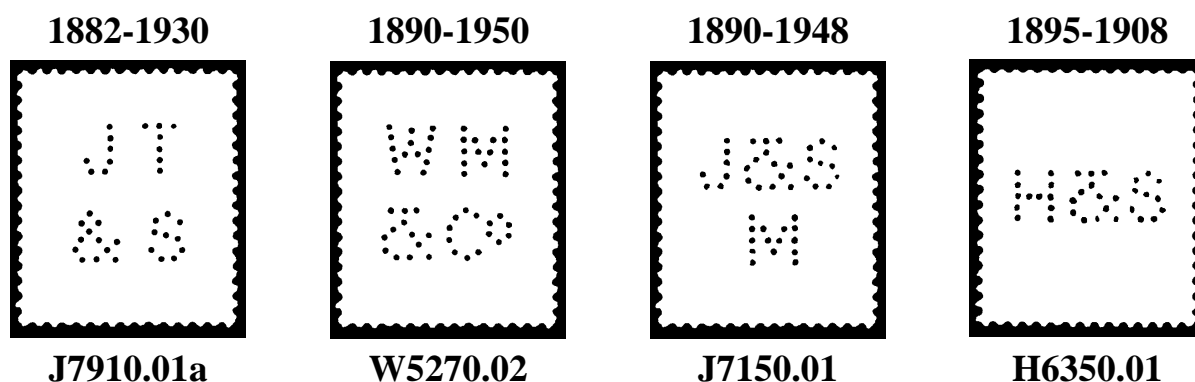


S0690.02

Note that illustrations for *all 61 dies involved*, along with a detailed list, can be found in Sections 5 and 6 respectively of the ‘*Braham Study*’ which is available on the *Society Website*. They are also discussed in Section 1 of the same study following William Day.

An analysis of the 49 dies (of the 53) where a place-name is known throws up an interesting piece of information. There are *nineteen* different place names in all, but *Glasgow* with 20 Dies (37%), and *London EC* with 7 Dies (13%) are well ahead of the chasing pack of four (Birmingham, Ipswich, Liverpool, and Manchester) each with 3 Dies (5%) apiece. Under normal circumstances this would point to a Glasgow die maker or Glasgow supplier of Perfinned stamps, but perhaps there was an Agent in Glasgow working for Frank Braham much as William Day is thought to have done in Ipswich.

The comparative figures for the **662** ‘Standardized’ alphabet dies with a 12-pin Type IIIa “&” show a completely opposite spread, with *London EC* on 165 Dies (30%), and *Glasgow* with 36 Dies (5%).



There is also a marked difference in the dates of introduction of the Type IIIa and Type Ia ampersands used by Braham. Seven dies with the Type IIIa ampersand are known with dates in 1882, the earliest being *19th June 1882* on “JT/&S” (J7910.01a). However, the earliest dates reported for the Type Ia ampersand are a decade later - the *11th December 1892* on “WM/& C^o” (W5270.02) used in London E, and the *7th January 1893* on “J&S/M” (J7150.01) used in Manchester. The earliest Glasgow date is *24th November 1896* on “H&S” (H6350.01).

If you can come up with an alternative scenario to explain these findings, I’d be more than pleased to hear from you!

LANTERNE ROUGE!

Roy Gault

It's common knowledge that '*Lanterne Rouge*' is the nick-name for the cyclist in last place in the Tour de France cycle race, but the phrase itself comes from the French for "*Red Lantern*", i.e. the 'red lamp' fixed to the brake van or last carriage of a railway train. This was the signal, which would be clearly visible at night, which the signaller looked out for as confirmation that the whole train had passed.

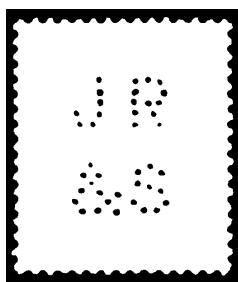


In a sale of Railwayana which took place in August last year, I came across two 'Railway Lamps' up for auction, both of which were made by Perfin users.

This first lamp is a proper 'Lanterne Rouge'!

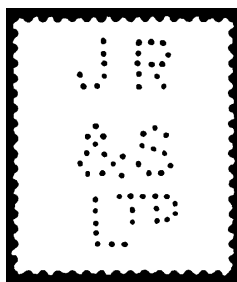
Australian Queensland Government Railway Tail Lamp. Stamped "QG" with arrow, the lamp bears an oval plate "Joseph Ratcliff & Sons Makers of Railway Signals & Lamps London & Birmingham".

1885-1900



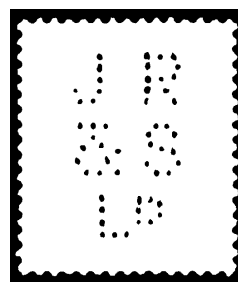
J6630.01

c1900



J6680.01

1900-1905



J6670.01

Joseph Ratcliff & Sons were Brass Founders, and Manufacturers of Gas Fittings, Railway Signals and Lamps, etc., 21-31 New Summer St, and 7 Unett St, Birmingham. They are thought to have used three Perfins during a 20 year period, the first two of which are likely to have been produced by Frank Braham. *Joseph Ratcliff & Sons Ltd* went into Voluntary Liquidation in February 1929.

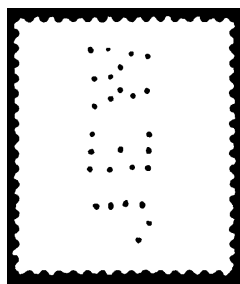
The second lamp is a 3-aspect hand lamp used by the London & North Western Railway Company, specifically at Watford.



The body is stamped "L&NWR Watford P.Way A17403" and has a brass makers plate "John & Edwin Wright Universe Works London & Birmingham". Complete with LNWR vessel, LNWR burner, reflector and all glasses.

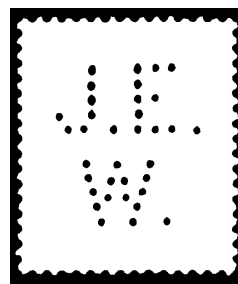
John & Edwin Wright, *Universe Works*, Garrison St, Birmingham, were established as early as 1770. They also owned the *Universe Rope Works* at Millwall, London E, which was set up in 1859. The company mainly made wire and hemp ropes, cables, twine, tarpaulins, rick-cloths, and brushes, but go down in history as the inventors and patentees of the *Atlantic Telegraph Cable* which was laid down in 1865. To this list we can now add the humble 'Railway Lamp'. The company took on Limited liability status in 1899.

1912-1919



J2585.01

1919-1924



J2590.01

John & Edwin Wright Ltd are known to have used two Perfin dies at their Birmingham works, which appear to run consecutively.

Similar railway lamps are known to have survived from the Great Western Railway, the Taff Vale Railway, the Somerset & Dorset Railway, the Furness Railway, and no doubt a multitude of others, but if you know of any more 'Railway Lamp Makers' who used Perfins, please let me know!

THE OSTRICH FEATHER INDUSTRY

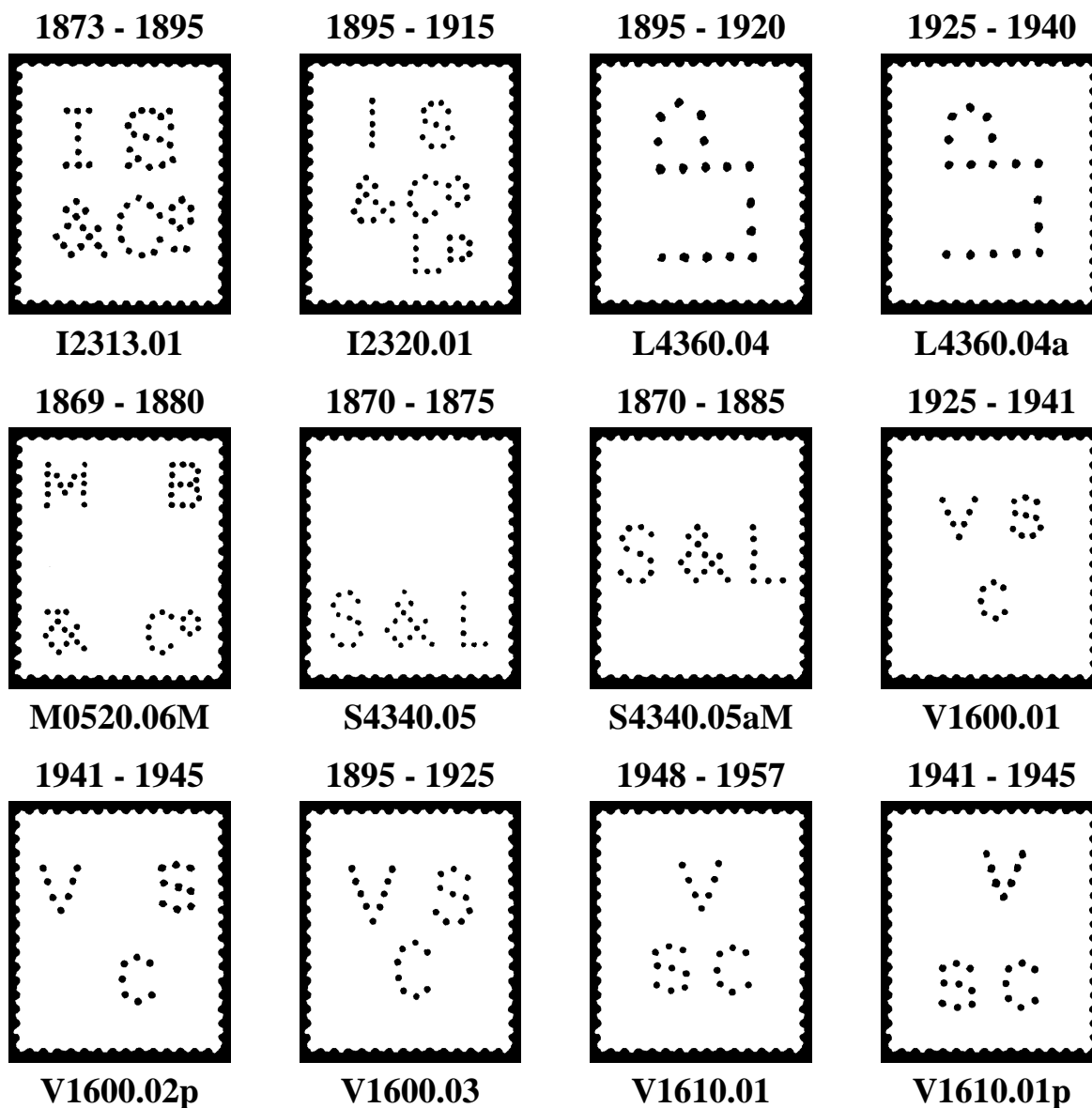
Dave Hill

Ostrich feathers were a considerable luxury in the 17th and 18th centuries as they came in small quantities by camel caravan across the Sahara desert from the Sudan. Then a number of things increased their popularity and supply. The growing Victorian middle class were very keen on elaborate fashions, for dress and for funerals (dyed black of course). South African entrepreneurs foresaw a large market for ostrich plumes. They had lots of land unsuitable for anything else but ostrich farming and crossed their own rather poor ostrich with the superior Sudanese bird. Many of these South African farmers were Boer, the rest of the trade was in the hands of Jews, many came to Africa after being expelled from Lithuania. The plumes were shipped from South Africa to London in the new steamers, auctioned in London and prepared by fashion houses in London, Paris, Amsterdam and New York, mostly by sweated labour.

Unfortunately these entrepreneurs saw as examples South Africa's other valuable exports, gold and diamonds, ignoring the vagaries of fashion. Huge investment made the ostrich feather industry worth £20 million in 1911 and the leading traders in South Africa built "palaces", huge fancy houses in Oudtshoorn, the centre of the industry. But circumstances conspired to make 1911 the zenith of the ostrich feather boom. After the extravagances of the Victorians and Edwardians fashions became much simpler, accelerated by the Suffragettes and feminism in general, the "new woman" had little time for such fripperies. And then of course the Great War led to a general "belt tightening" and feathers seemed so irrelevant.

The feather business was huge during the Victorian and Edwardian period and a number of the feather dealers used perfin. Many of the feather importers were linked with hat manufacture. These Perfins represent most stages of the industry but there are probably more.

I. Salaman & Co were leading traders in ostrich feathers with offices in all the centres of trade. Although they lost heavily they continued to trade into the 1950's, mainly because they had investments in property. They used perfin IS/&Co.. - I2313.01 and I2320.01.



Lewis & Peat were produce brokers. They acted as middlemen, putting up money for the goods whilst in transit. In the days of mixed cargoes they sometimes received the goods and apportioned them to their owners. They used a number of perfin dies including LP - L4360.04/04a.

Munt Brown & Co was again an importer and manufacturer of hats and feathers. They were one of the earliest adopters of perfins using die M0520.06M - MB/&Co.

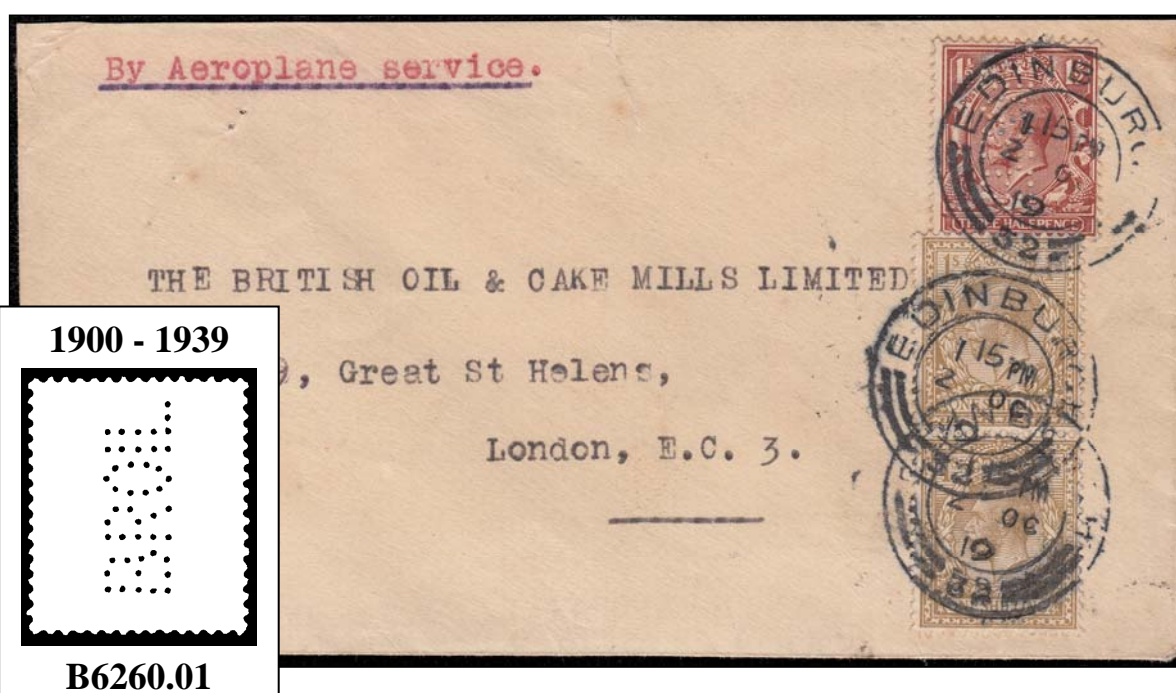
Smith & Lister were wholesale hat manufacturers and feather merchants who originally used private underprints for security and are believed to have used S4340.05 and S4340.05aM - S&L.

Vyse, Son & Co. were London milliners, making up the ostrich plumes into fans, hats and boas. They used a number of perfin dies over a period of at least 60 years.

BRITISH OIL & CAKE MILLS LIMITED

John Marriner

Because of a national strike by railwaymen during the latter days of September and the beginning of October 1919, mail destined for longer distances was halted. Prior to the government using military aeroplanes, civil aviation companies were used to fill the gap to get the mail to its destinations. In this instance the Blackburn Aviation Company of Leeds had flown mail from Leeds to London on the 30th September. The government asked them to fly mail to and from Glasgow. Which eventually they did on the 15th October 1919.



The cover shown here was sent from Edinburgh on the 2nd of October 1919. It was first routed to Glasgow and then it was flown down to London on the second flight from Glasgow. It is endorsed "By Aeroplane Service" as instructed by the Post office and an extra two shillings fee added. For the perfin collector the 1½d standard postage has perfin die BROIL - B6260.01 and as is indicated on the envelope this die was used by the British Oil and Cake Mills Ltd. The die was used 1900 - 1939. The British Oil and Cake Mills Ltd also used B6260.02 and 03 but stopped using perfins in 1939. The company however continues in operation today. After a series of mergers which included absorbing Harrisons & Crossfield and White Tomkins & Courage the company emerged as part of the ForFarmers group.

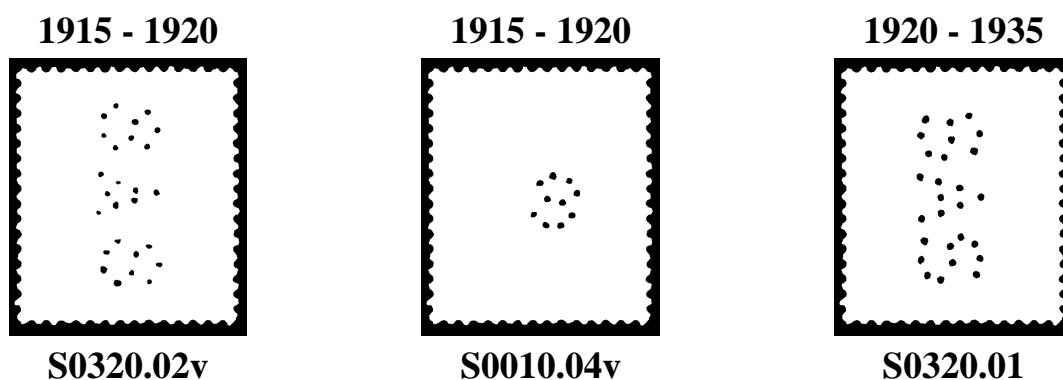
SOUTH AMERICAN STORES (GATH & CHAVES) LTD

Richard Husband

The Harrods perfin saga is nearly over. Articles have appeared on Harrods (Bulletin 391), D H Evans (Bulletin 392), Dickins & Jones (Bulletin 394) and on Swan & Edgar and Kendal Milne elsewhere in this issue.

The final Harrods subsidiary that used perfins is The South American Stores (Gath & Chaves) Ltd (SAS) which was incorporated on 21st May 1912 in order to acquire the clothing manufacturers and general stores business carried on by Messrs Gath and Chaves in Buenos Aires and elsewhere in the Argentine Republic, and in Chile. The business was founded in 1883 by Alfred Gath (1852-1936) and Lorenzo Chaves (1854-1932). By its 50th anniversary in 1933, there were 20 stores in Argentina. The business in Chile was transferred to The Chilean Stores (Gath & Chaves) Ltd as from 18th February 1913 in exchange for £100,000 in preference shares and £100,000 in ordinary shares. Its name was later changed to South Atlantis Ltd.

SAS occupied premises at 73-93 Finsbury Pavement, London EC and later at 153 Moorgate, London EC. The company is known to have used the three perfin dies illustrated below.



The ½d stamp perforated with die (S0320.02v) is known with straight-cut sides indicating its origins from a vertical delivery coil.

In 1920, Harrods (Buenos Aires) Ltd (HBA), a wholly owned subsidiary of Harrods Ltd in London bought around 94 per cent of the issued shares in SAS. In 1922, the Harrods store at 877 Florida Street, Buenos Aires was sold by HBA to SAS. The Stock Exchange Year

Book for 1923 also showed Sir Woodman Burbidge as chairman and managing director of SAS which was understandable considering Harrods owned all the ordinary shares in HBA which in turn owned around 94 per cent of the issued share capital of SAS.

In 1959, HBA was not included in the sale to The House of Fraser and so continued to operate independently. In 1962 SAS, now called Gath & Chaves Ltd, was still in existence and together with Almacenes Argentinos (Gath & Chaves) Ltda SA was operating a single store in Buenos Aires



and a further 15 stores in provincial towns in Argentina. Both companies were subsidiaries of HBA. In 1974, HBA was no longer listed in the Stock Exchange Year Book, although the company is still in existence today.

In 1974, the original Gath & Chaves store in Buenos Aires was closed and in 1977 the ex-Harrods store, shown above, was sold to a consortium led by Perez Companc and later controlled by the store's former General Manager under Perez Companc and CBC Interconfinanz. The ex- Harrods store closed in 1998 and there were plans for it to reopen on or after September 2013.

References

1. *Stock Exchange Year Books for 1923,1924,1962 and1974*
2. *Business overseas retailing, 1900-60: International firm characteristics, market selections and entry modes by Nicholas Alexander, published 27/11/2011*
3. *Wikipedia*

SWAN & EDGAR - DEPARTMENT STORE

Richard Husband

George Swan (c1777-1821), who had a shop in Ludgate Hill, London EC went into business with William Edgar (1791-1869) and set up a haberdashers at 20 Piccadilly in 1812. The business subsequently moved several times before trading from its final site at Piccadilly Circus.

The original building is shown in the illustration on the right and the new building was eventually completed in the 1920's. Completion in its final form was delayed by the building being hit on the last Zeppelin raid on London in 1917. The new building is shown overleaf.

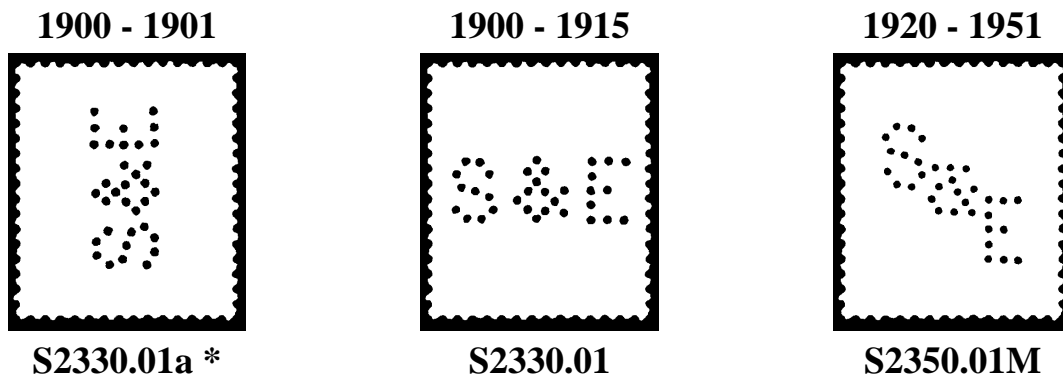


Investors were asked to subscribe £2 million for shares to enable the Drapery and General Investment Trust Ltd to acquire department stores at a time when business was not particularly buoyant. Part of these monies were spent in 1927 in buying the shareholding in Swan & Edgar Ltd which Harrods Ltd had purchased in 1920. This purchase added the West End “flagship” store the Drapery Trust so badly needed to head up its newly acquired department store empire. Debenhams purchased the Drapery Trust in January 1928, thus acquiring the shares in Swan & Edgar Ltd which Harrods had sold the year before.



In the Victorian period the company used overprinted fiscal stamps on their receipts but are not known to have used perfins until the turn of the century.

There are only three “S&E” perfins which relate to Swan & Edgar.



*= provisional identity

Despite owning the shares in Swan & Edgar which Harrods previously held, Debenhams did not have a majority shareholding in the company which was still controlled by the Scase family at this time. Consequently the Debenhams nominees could always be outvoted by the family who were able to continue running the Swan & Edgar store their way.



The Swan & Edgar store was closed by Debenhams in 1982 and the building has since been home to Tower Records and then a Virgin Megastore before housing Zavvi which went into receivership in 2009. The Sting, a fashion department store, subsequently opened in the building in 2010.

References:

1. *Fine Silks & Oak Counters – Debenhams 1778 – 1978*, by Maurice Corina, published by Hutchinson Benham Ltd 1978
2. *Wikipedia*
3. www.mediastorehouse.com

KENDALS - DEPARTMENT STORE

Richard Husband

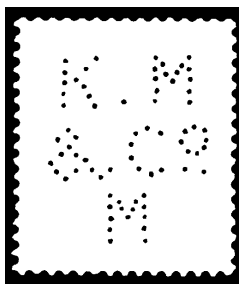
Acquired by Harrods in 1919, the business was founded by John Watts in 1796 when he opened a small drapery shop in the Deansgate area of Manchester. In 1835 the business was sold to three employees and from 1836 traded under their own names of Kendal, Milne & Faulkner. After Adam Faulkner's death in 1862, the store traded as Kendal Milne & Co. In the 1890's over 900 staff were employed.

The store was also called Harrods for a period in the 1920's but the name swiftly reverted to Kendal Milne following protests from customers and staff. A picture of the store is shown on the right. Both Harrods and Kendal Milne were taken over at the same time in 1959 by the House of Fraser after which the Manchester store traded under its own name of Kendals until 2005 when, after extensive refurbishment it was re-branded "House of Fraser".



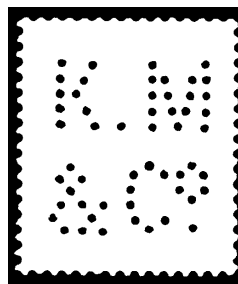
The three perfin dies known to have been used by Kendal Milne & Co Ltd are shown below.

1875 - 1911



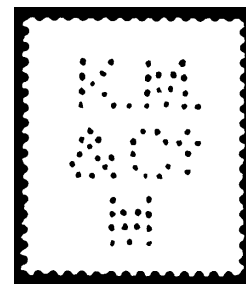
K1367.01

1910 - 1920



K1365.01

1920 - 1957



K1370.01M

The first and second dies are also known sideways and the third one is probably a 2 x 2 multi-headed die.

References:

1. *The House of Fraser Archive*
2. *Wikipedia*

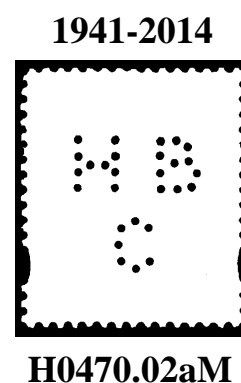
LAST COMMERCIAL G.B. COVER?

Roy Gault

Some time ago (B374 - Oct 2011) I asked GB Perfin Collectors to keep a look out for comparatively recent dates. At the time I suggested post 2005, but now a few years on, post 2010 would perhaps be more useful in documenting the Perfin 'End-game'. The article was followed by an article on PiP's (B375 - Dec 2011), which included a table of 25 commercial concerns still thought to be using Perfins.

If we now consider known use in the past *five* years, we're left with a much smaller list! Since the original articles *John Strange* has reported a July 2010 date on "TH" (T2060.06M), and *Stephen Steere* has sent in 17th Feb 2009 on "EH/MC" (E2020.01bM), and Sept 2010 on "KC" (K0260.01M) which was illustrated in B388 February 2014.

	Cat No.	Letters	Die in Use
1	E2020.01bM	EH/MC	1985-2009
2	H0470.02aM	HB/C	1941-2014
3	K0260.01M	KC	1943-2010
4	L0440.01M	L.B./H	1965-2009
5	T2060.06M	TH	1965-2010



Notice there is a *2014* date in the list! *Derek Ransom* (the original compiler of the 'Modern Perfins' list) has sent me a 'Signed for' cover addresses to Henley-on-Thames dated 14th May 2014. Unfortunately the stamps weren't cancelled as the cover was placed in the automatic sorting machinery upside down! The three 'unfranked' stamps are W(ell) 1st (Red, 'Royal Mail' security slits), perfined "HB/C" (H0470.02aM). The cover was postmarked at the Tyneside Mail Centre, having been sent out from the Civic Centre, Hartlepool Borough Council, Hartlepool. Royal Mail records show the letter was 'signed for' the next day, on 15th May 2014.

Can anyone add any more information to this dwindling list, which may well have been whittled down to just one?

PERFORATED POSTAL STATIONERY - UPDATE

Maurice Harp

Many thanks to **Jeff Turnbull**, **John Marriner** and **Bob Combs** who have sent more information in on perforated postal stationery.

Perforated Postal Stationery Wrappers

Queen Victoria - 1/2d Green Type 2

B3020.01a BG/C^o Used London EC

Queen Victoria - 1/2d Brown Type 2

M4190.01	M&N/M	New Die	
R4510.01	RS	Earlier date	28-05-97
T1890.01	TG/&C ^o	Later date	07-12-83
T5170.02	TWS/&C ^o	Earlier date	30-12-82
U1420.02	Un/C ^o	New die	

King Edward VII - 1/2d Green

B3020.01a	BG/C ^o	Brown, Geveke & Co, Fenchurch St, London EC - Insurance Brokers	
R1090.01	R&C ^o /L ^{td}		28-05-07

King George V - 1/2d Green Type 6

G1910.02	G&G	Gordon & Gotch, St Bride St, London EC - Advertising Agents	29-07-02
G2830.01	GJN	Earlier/Later dates of use	20-01-12 15-01-13
R1090.01	R&C ^o /L ^{td}	Dated copy	11-05-14

Perforated Postal Stationery Postcards

Queen Victoria - 1/2d Brown Type 2

D0350.01	DR/&C ^o	Davies Bros. Wolverhampton	19-11-90
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Queen Victoria - 1d Brown

B7050.02	BT	Barrett, Tagart & Pochin, Oil Merchants, Mark Lane, London EC	26-03-88
R4820.03	R&S/L	Rylands (New Die)	20-09-90

Queen Victoria - 1d Red Type 4

New Die	HG	Hugo Griebert & Co, Kensington London W - Stamp Dealers	16-12-97
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V0160.01 V.B Later date 13-06-98

Queen Victoria - 1¼d Brown Type

H6150.02a H.R/&C^o Hayn Roman & Co earlier date 10-05-77

W6240.05 W&R Wittmann & Roth, London W 16-08-77
Glass Manufacturer

Perforated Postal Stationery Envelopes

Queen Victoria - 1d Pink - Type 3

R1085.01 R&C^o/L^d Later date of use 19-12-84

King Edward VII - ½d Green - Type 4

T0880.01 TC/GC Later date of use 24-02-11

King Edward VII - 1d Red - Type 5

R3077.01 RJ&S/L Ø Robert Jowitt & Sons 13-10-06
Earlier date of use

King George V 1d Red - Type 7

W5260.02 WM/C^o Earlier date 20-10-14

Perforated Postal Stationery Registered Envelopes

Queen Victoria - 2d Blue (no plugs) Type 2

B0140.01 BACL Bell's Asbestos Co Ltd

King Edward VII - 3d Brown - Type

M0490.01 MB/C^o Merchant Banking Co Ltd,
Cannon St, London EC 03-04-04

King George V - 4½d Puce - Type 6

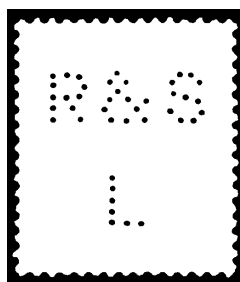
C5990.01 CP/EX Cut-out
R1090.01 R&C^o/L^{td} Rowntree & Co Ltd, York 04-12-23

1885 - 1890



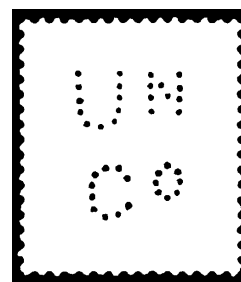
M4190.01

1890 - 1930



R4820.03

1884 - 1890



U1420.02

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Subscription is £12 (UK); £15 (Europe/abroad-surface); £18 (abroad-air);
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membership application please contact: