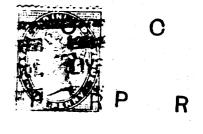
## Canadian Pacific-Railway Ephemera

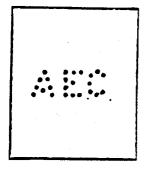
This information is taken from *Railway Philately. Vol. 38 No.3 June* 2004. There is no author's name so 1 assume it was put in by the editor, Fred Taylor. I have only copied the parts which are perfin, or security, based.

"It is surprising how much different material can be collected from the Canadian Pacific Railway:

The illustration is of a Q.V. ld lilac stamp with CPR overprint. The stamp was cancelled with a Liverpool roller cancellation. Overprinted stamps could be used for fiscal purposes, e.g. used on receipts, but it was against GPO rules to use overprinted stamps to pay postage as seen in this example.

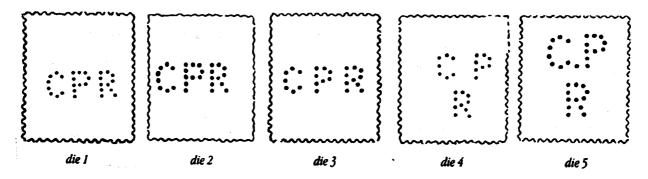


The illustration on the next page shows a receipt for £5 6s 8d paid by the Canadian Pacific Railway to the American Express Company for a half page advertisement in the North Atlantic Sailing List published by the American Express Company.



The receipt has a 'PAID' date stamp of '10 NOV. 1938' struck in violet onto a George VI 2d stamp which has been security perfinned 'AEC' for the American Express Company. The 'PAID date stamp is inscribed 'AMERICAN EXPRESS COMPANY TRAVEL DEPARTMENT'

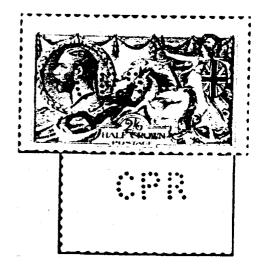
Of course the Canadian Pacific Railway also security perfinned postage stamps. Five different dies have been recorded for the CPR perfins, three single line and two double line.



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die 1: QV 1d - 1/-; Ed.VII. <sup>1</sup>/<sub>2</sub>d - 1/-; GV <sup>1</sup>/<sub>2</sub>d - 1/die 2: Ed. VII. 1d, 4d; GV. <sup>1</sup>/<sub>2</sub>d - 5d; Ed. VIII. <sup>1</sup>/<sub>2</sub>d - 2<sup>1</sup>/<sub>2</sub>d, GVI. <sup>1</sup>/<sub>2</sub>d - 2<sup>1</sup>/<sub>2</sub>d die 3: GV ld - 6d; GVI. <sup>1</sup>/<sub>2</sub>d - 4d die 4: GVI. 1d - 6d; QE. 1d- 10/die 5: Ed. VII. <sup>1</sup>/<sub>2</sub>d, 1d; GV. <sup>1</sup>/<sub>2</sub>d - 3d; Ed. VIII. <sup>1</sup>/<sub>2</sub>d - 5/-; QE. 2<sup>1</sup>/<sub>2</sub>d - 6d.

This 2/6d GV stamp bears the company initials 'CPR'. The perfin appears to be die 2 and surprisingly no GV 2/6d has been recorded for any of the dies. (Ed:- I think these taken values have been from the Perfin Society Railway Worksheets)



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CORRECT, APPROVED, C. Stokes APPROVED POR PSYMENT.			
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