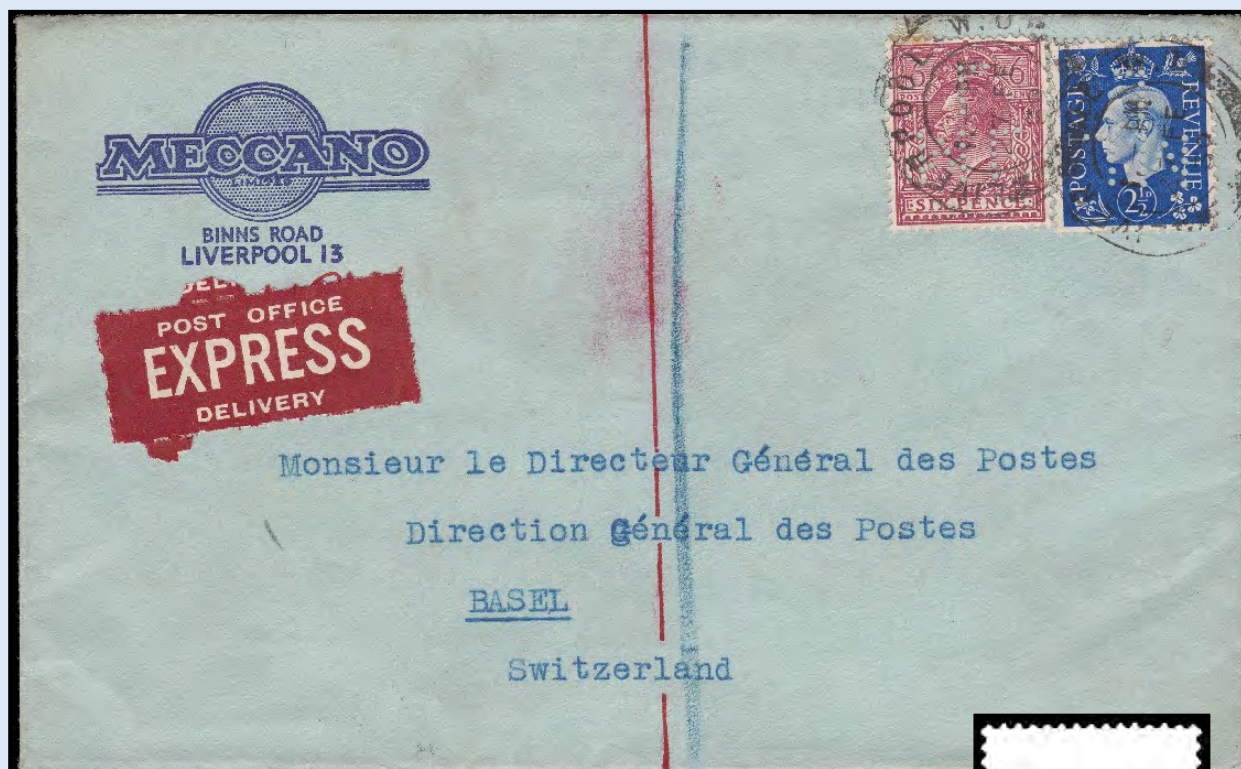


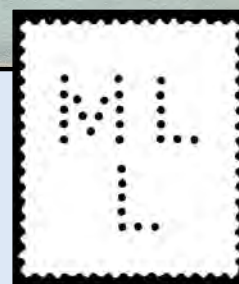
PERFIN SOCIETY BULLETIN

1957 – 2017

No. 406 - February 2017



Cover sent 27th Feb 1939 from Mecanno,
Liverpool to the Swiss Director of Post in Basel,
Switzerland. The mixed KGV/KGVI postage
have the perfin die M3700.01



EDITORIAL

To start the year off members will be receiving a bumper bundle of material. For members receiving the Bulletin by mail they will be two envelopes coming through their letter box. The first will have the Bulletin – now in full colour, as well as a package of new identities from Roy. The second envelope will have auction 106 and further new identities. We are sending out two packages as this is a cheaper option than bundling the whole lot in one envelope.

SECRETARY/TREASURER

The Society is running smoothly with officers working hard to provide more information on the website, and now includes pictures of some lots in the auction. A new publication, lots of new identities and following a successful request for material another auction sooner than expected means there is lots for members to look at. Please send in information for the Catalogue or anything that appears in the Bulletin so our knowledge on perfins can be expanded.

I am disappointed at how many members were lapsed for not paying their subscription, but reminders have been ignored or forgotten. If you know any of the above members please remind them and also let me know if you have any information regarding them.

Auction News

Please send in any material that you have for the auction. We have now decided that auctions will be run directly there is enough material. In the past auctions have been run three times a year which has resulted in vendors often having to wait a considerable time for material to be sold. From now on auction will take priority in mailings to members in order to minimise delay in sales.

Spring London Meeting

The next Society meeting will take place on Saturday 6th May 2017 between 12pm and 4pm at our usual venue of Grosvenor Auctions, 3rd Floor Sale Room, 399/401 Strand, London, WC2R 0LT. Please bring along any perfins you would like to display (no speech required), and duplicates to sell or put in the room auction.

2nd Edition Seahorse Catalogue

The Seahorse Catalogue 2nd Edition is now available to purchase. A sample is on the Society web site, and the first section as before uses colour on single sided pages, and the tables in black & white on double sided pages. I will send out copies to those who have already expressed an interest. The basic cost is £14.00 plus postage at small parcel rate owing to the weight. The prices are:

UK £16.85, Europe £22.35, Economy World (old surface) £22.20, Airmail World Zone 1 £27.05, Airmail Zone 2 (mainly Australia & NZ) £28.00. Please note that using PayPal adds £1 to UK prices and 5% on the remainder unless you pay the fee yourself.

MEMBERS EXHIBITS

Richard Husband will be giving a couple of perfin displays in 2017 at which members of the Perfin Society will be very welcome. The details of the meetings are set out below.

Saturday 18 February 2017 (at Spring Stampex) to the Great Britain P.S. in Room C, Business Design Centre, Upper Street, Islington, London N1 0QH at 2.15 pm.

Monday 13 March 2017 to the Mid Sussex P S at the King Edward Hall, 24 High Street, Lindfield, West Sussex RH16 2HH at 2.00 pm (opposite the duck pond and on the outskirts of Haywards Heath).

BULLETINS AVAILABLE

Gary Shayler writes to let members know that he can offer back copies of the Bulletins from as far back as the 1980's as well as a 7th edition of Tomkins. If someone near his area is interested and would like to pick them up then they are available free of charge. Gary lives in Skipton and can be contacted on 0778 730 7445.

SALE OF PERFIN COLLECTION

Geoff Davis was a member of the Society for ten years before he had to reluctantly give up due to age related conditions. His collection is offered for sale in two parts as below and you will find there are a few pictures on the Society web site, and Geoff is happy to answer any questions.

If you wish to bid, please send your highest offer to Geoff by letter or email. At the end of February Geoff will notify **Stephen Steere** who the successful bidders are and he will issue an invoice and accept payment payable to the Society. Please note the collections are in folders and stock books so are heavy. Postage/Courier costs are additional to the bid. However the collection can also be picked up by appointment from Geoff if that is convenient.

1. A collection of about 192 GB identified covers, trade cards, advertising picture postcards, written up on pages in four folders, which also includes some perfin stamps relevant to the identities. By reign as follows: QV 17, KEVII 30, KGV 53, KGVII 21, QEII 22.

Start Price £200.00












2. A collection of about 995 GB stamps all different die and all reigns in five 16 page stock books sorted by catalogue details & die illustration (but not Cat. No.), including a few hundred DDF, plus another stock book containing about 11 pages of some by reign and others all reigns, either to be sorted for the collection or duplicates.

Start price £100.00

MEMBERS FEEDBACK

Sloper Requisition for Fiscals - Bulletin 405/12

John Mathews writes in relation to the perforation found on National Insurance stamps. *“The illustrations of the punctures on the National Insurance stamps (page 12) indicate that the grid used was 7 holes horizontally by 6 holes vertically. The first and seventh holes in the top row were common in all examples shown. No other holes appear in the first and seventh columns in the examples shown. I wonder if there was any particular “code” among the other holes which may have referred a particular combination to a particular customer.”*

MOSS W. & CO.LTD. LIVERPOOL.			
MOSS W. & CO.LTD. NEWCASTLE. LOUGHBOROUGH			
MOSS W. & CO. LTD. LONDON.			
W. Moss (STONE MASONRY NORTH WESTERN LTD.			
BYSOUTH SAMUEL & SONS LTD.			
GENERAL PLASTERERS LTD.			
MOSS W. & CO LTD CHELTENHAM			

Dave Hill also wrote in relation to these fiscals. He had looked at copies of Sloper's 2nd ledger for the numbers 1/205 and 1/413 but was unable to find them. He highlights that Slopers almost always used 6 hole high numbers but did rarely use 5 high as on these stamps. He also highlighted the page in the ledger for Moss. This page shows a series of number dies but what they were produced for must remain a mystery.

Seen in Auction - POE In Box Perfin - Bulletin 377/31, 397/6

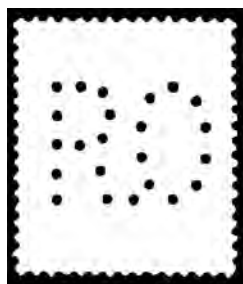
Another copy of the mysterious POE in box perfin on 1/- green specimen has emerged. This particular copy is very badly perforated. The perforation on this particular copy is dreadful. As to why these were produced is still a mystery.



Parish of Portsmouth Rates Office

Jack Brandt writes looking for help from members. Perfin die RO – R3780.01 was used by the Parish of Portsmouth Overseer's Office (Rates). The initials RO presumably standing for Rate Office. Copies are often found fiscally used having been taken from rates receipts. The three copies, shown below however have been overprinted. The first copy has a monogrammed "SH" or "HS" and the other two the single letter "N" and "O". Can anyone suggest why this would have been done or provide any similar examples with other letterings.

1900 - 1930



R3780.01



A. M. BONNER MANUFACTURING COMPANY

Maurice Harp

The advertising leaflet shown overleaf was sold in Auction 105. Although it was advertising a cheque perforator the company may well have also produced stamp perforating machines. The cheque perforator is a little different to cheque perforators produced by other companies in that the device inks the holes as it perforates thus making the perforation easier to read. An example of this inked perforation is shown at the top of the leaflet.

I have tried to find out some background information on the company but unfortunately have not uncovered very much information.

In the 1902 London directory there is no record of the company whereas in the 1914 and 1915 directories their entry reads as follows.

*Bonner A. M. Limited, rubber stamp makers, 2 Fenchurch street EC
& 11 Blomfield street EC – TN's 1956 City & 8103 Central*

Interestingly the main address on the leaflet is 8 Long Lane, EC so at some time the company moved to/from Fenchurch St.

I have come up with little or no other information on the company except for this extract from The Times which reported a fire at the company in 1928. At least this report confirms that the company was in operation until at least 1928.

SMOKE PERIL AT LONDON FIRE

Two women and three children were almost overcome by smoke and fumes when a fire occurred on Tuesday night in a building in Lime street, where Mr. A. M. Bonner, rubber stamp manufacturer carries on business. They were assisted from the building by firemen, who had to wear respirators. Girls employed in offices above the shop were also hurried to safety. Five minutes before the time for locking up the manager saw dense volumes of smoke pouring from the basement. The Cannon-street Fire Brigade was

quickly on the scene, but so thick was the smoke that the firemen were at first driven back from the cellar steps. The persons rescued from the fumes which spread through the building were the caretaker, Mrs. Cridland, who lives on the top floor, her daughter, and three grand children. The flames, which were confined to the cellar, were quickly subdued.

The Times - January 5th 1928

Trade Discount, 25%.

*257


SAMPLE OF ACTUAL WORK DONE ON THE INDELIBLE CHEQUE PERFORATOR.

WE EXCEL AND UNDERSSELL, AND ALL FOR £1 : 5 : 0.

Indelible Cheque Perforator.

£1:5:0

It Perforates and Inks the holes.
Automatic and Positive feed.
Indestructible; will last a life time.
Guaranteed for Five Years.



£1:5:0

Insures your bank account as long as you live.
An Ornament to any desk or library table.
No Dies or Counter Dies to wear out or become dull.
Contains all the advantages of the most expensive machines.

❖ INDELIBLY INKS THE PERFORATIONS. ❖

The only Perfect Cheque Protector ever made.

IN view of the many cases of cheque raising which have occurred, even when punched with expensive machines, a demand has arisen for some method for the perfect protection of all papers having a monetary value and at a price within the reach of all. To meet this demand the **INDELIBLE CHEQUE PERFORATOR** has been placed on the market. It is the only machine that perforates and inks the holes through the fibre of the paper with an *indelible acid-proof* ink, which absolutely prevents any changes of figures.

THE INDELIBLE CHEQUE PERFORATOR is the smallest, simplest, best and cheapest machine ever devised for the purpose, and is endorsed by Banks, Insurance Companies, other leading corporations and firms, who realize the value of absolute protection of cheques, drafts, money orders and all other negotiable papers.

A. M. BONNER MANUFACTURING COMPANY,
8, LONG LANE, LONDON, E.C.
❖ AND AT 2, FENCHURCH STREET, LONDON, E.C. ❖

EL SALVADOR PERFINNED POSTAL STATIONERY

Jeff Turnbull



2



3



5

Illustrated above are three El Salvador stamps (2c, 3c & 5c) which have been cut out from postal stationery envelopes and used as regular postage stamps. The three have also been perfinned with the numeral “2”, “3” and “5” corresponding to the value of the stamp. There is also a fourth value – 1c – which has eluded me so far.

All four perfinned values have been recognised for some time and are listed in the Yvert & Tellier catalogue. They were issued in 1906 and the person pictured is President Pedro José Escalón of El Salvador. A perforated postage stamp set of the same design was issued in 1906.



It is not known for certain what year this postal stationery stamp set was issued, but a 2c has been reported with a 1907 cancel and that would indicate that they came out shortly after the original stationery was issued. It has always been believed that the post office produced these cut-outs from excess stationery envelopes and perfinned them prior to sale to verify their validity. A 13c value was issued with this set but it is not known if it also was perforated.

Now here is another stationery envelope that as far as I know has never been recorded. The 5c blue stationery envelopes were overprinted "1910" and this example was used August 28th 1910. Interestingly though the stamp is perforated through the envelope with the numeral "5". This establishes that in some instances the perforation was made on the envelopes and casts some doubt that these perfins only exist on the stationery cut-outs.

GULF, MOBILE & OHIO RAILROAD PERFORATOR

Maurice Harp

This Cummins perforator has been on sale on ebay for some time but has found no buyers due to the high price being asked. The machine produces a 10 x 1 perforation with design GM/&O – used by the Gulf, Mobile & Ohio Railroad. The railroad operated from 1938 – 1972 with its headquarters based in Mobile, Alabama.



MARSHALL, SONS & Co Ltd, GAINSBOROUGH.

Roy Gault

This well known company was established in 1842 by Gainsborough born William Marshall (1812-1861). Originally an Agent for 'William Fairbairn & Sons' in Manchester, William Marshall decided to branch out on his own and purchased the engineering works of 'William Garland & Son', Back Street 'Foundry', Gainsborough. Both William Marshall and William Garland were Millwrights, i.e. skilled craftsman involved in the installation and repair of industrial machinery.

William Marshall's new enterprise began to manufacture agricultural machinery, and in 1849 he named his works *Britannia Ironworks*. This was also the year in which William Garland died. The 1851 census records William Marshall (Engineer & Millwright) and his young family living in Back St, Gainsborough. Next door is another millwright, William Garland - the son of William Garland, the original owner of the 'Back Street' Works. No doubt William Garland (Jnr.) would have been an employee of William Marshall.

In 1857 William Marshall's son, James Marshall (1837-1922), joined the company which now went by the name of '*William Marshall & Son*'. Another son, Henry Dickenson Marshall (1841-1906), joined the company in 1861, and after the death of William Marshall later that year, the two sons continued running the business which in 1862 became known as '*Marshall, Sons & Co Ltd*'. By the 1870's they had branched out into steam driven machinery in a big way, as this advertisement from 1873 shows.



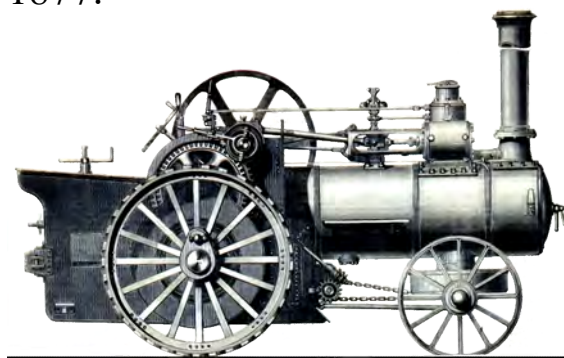
MARSHALL, SONS, and Co.,
LIMITED,
BRITANNIA IRONWORKS, GAINSBOROUGH,
And 3, KING STREET, CHEAPSIDE, LONDON,
MANUFACTURERS OF
Superior Steam Machinery,
INCLUDING
PORTABLE STEAM ENGINES,
Fitted with Steam Jacketed Cylinders, Patent Variable Expansion
Apparatus and other Fuel-Saving Appliances.
VERTICAL STEAM ENGINES,
HORIZONTAL FIXED STEAM ENGINES,
Thrashing, Grinding, and Sawing Machinery,
For which they have been awarded the GOLD MEDAL, Paris, 1867
Also GOLD MEDALS at Munich, Bromberg, Puy, Gorichem,
Beusselle, Altona, Pamorand, Gueret, Bordenka, &c. &c. With
upwards of Fifty Silver and other Medal Awards, and numerous
Money Prizes, including the Prize of £7,100 for Horizontal Fixed
Steam Engines, and £5 for Corn Grinding Mills at the last trials
of the Royal Agricultural Society of England at Oxford, 1870.
Illustrated Catalogues free on application, in English, French
German, or Spanish.

Their first use of Perfins also dates from this period in the form of the diagonal “MS&C^o.” (M5100.01), in use 1873 - 1877. The 1d Red plate 185 below is dated 19th January 1877.

1873 - 1877



M5100.01

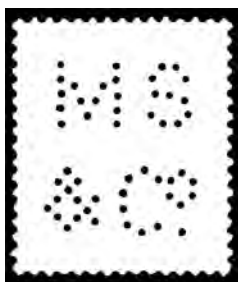


8 hp Traction Engine - 1881

Their first Traction Engine appeared in 1879, many more of which were to be built well into the 20th century. They also built three railway locomotives, the first in 1878, another in 1898, and the last one in 1902. Interestingly, in 1888 they produced a catalogue of tea preparing machinery - see the last paragraph at the end of the article!

The Victorian era saw the introduction of two more Perfin dies, this time lettered “MS/&C^o.” (M5113.02M), in use 1881 - 1930, and “M.S/&C^o.” (M5115.01M) in use 1890 - 1920. Evidence from the postage stamps points to them both being multi-headed.

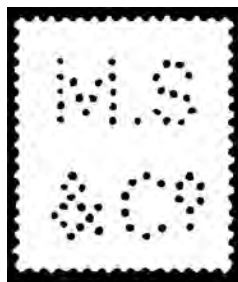
1881 - 1930



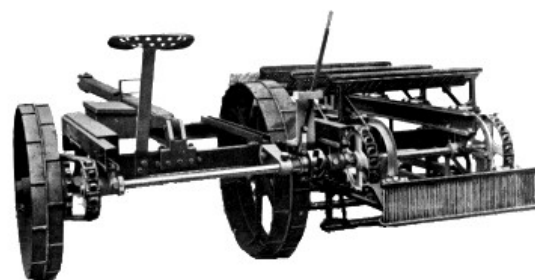
M5113.02M



1890 - 1920



M5115.01M

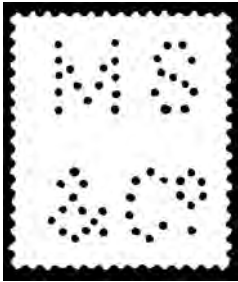


Marshall Flax-puller 1920's

The early years of the 20th century saw the introduction by Marshall's of oil driven tractors, but as with many industries at that time, the Great War interrupted development and production.

Their fourth Perfin was introduced around this time - "MS/&C^o." (M5113.01M), in use 1915 - 1939. This meant that for a five year period, say 1915 - 1920, there were three different Perfins in use concurrently by Marshall's, but this latest one would outlive them all.

1915 - 1939

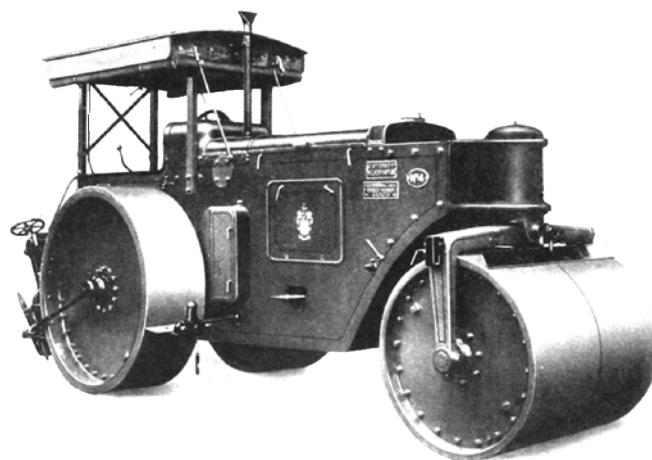


M5113.01M



During the Great War the company built Bristol F2B 2-seat bi-plane fighters (typical example shown above) at a newly built factory which became known as the 'Carr House Works', Gainsborough. Carr House was where Henry Marshall was living at the time of the 1901 census.

In 1930 they took over 'Clayton & Shuttleworth Ltd' of Lincoln, but after poor trading results they were placed into receivership, out of which '*Marshall, Sons and Co (Successors) Ltd*' was formed. In 1947 they merged with 'John Fowler & Co (Leeds) Ltd' forming '*Marshall-Fowler Ltd*'.



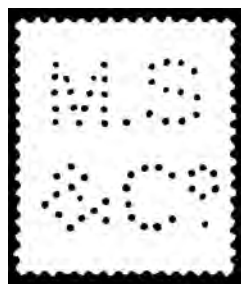
This 'inter-wars' image (1933) shows a 10-Ton Marshall Road Roller, typical of the period, and no doubt painted green!



And finally, this advertisement dating to c1901 shows the extent of the works, by then covering some 26 acres, with an impressive rake of forty railway wagons loaded with a mixture of steam engines and agricultural machinery. Of particular interest are the place-names listed under the company title: Gainsborough, London, Calcutta, Bombay, and Dunedin (New Zealand). The London offices were in Farringdon Rd, London EC, although only one of the previously mentioned Perfin dies is known with London postmarks - M5115.01M.

Unfortunately, there are no ‘Marshall’ Perfins listed by R D Samuel in his New Zealand Perfin Catalogue (1968), but Jeff Turnbull shows “M.S/&C^o.” (M101) in his updated India Perfins Catalogue as being used by ‘*Marshall, Sons & Co*’, *Calcutta*. The 1R India postage stamp shown below is from Jeff’s catalogue and dates to c1895.

c1895



M101

Still trading today as ‘*Marshall, Sons & Co Tea (Pvt) Ltd*’, the company markets tea processing machinery! We’ve come full circle.

TOY PERFINS.

Roy Gault

In a search for companies connected with toys who also used Perfins, I fully expected to find only one - Frank Hornby's 'Meccano Ltd' - but luckily I found three, two of which actually made toys!

The earliest Perfin user of the three is '*Yates & Co*', Lithographers, Colour Printers, and *Manufacturers of Toys*, Old Radford Works, Ilkeston Rd, Nottingham. They are suspected of using "Y" (Y0007.01) from 1900-1915.

1900 - 1915



Y0007.01



The company, however, had much earlier beginnings as the Victorian Trade Token illustrated above suggests, and certainly they were in business as lithographers at their Old Radford Works, Ilkeston Rd, Nottingham, in an 1881 Nottinghamshire Trade Directory. There's no indication as to what kind of toys they made, but being lithographers we might imagine they would have been 'tin plate'.

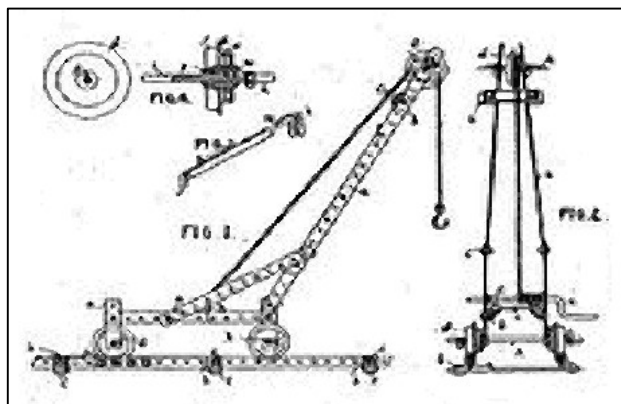
The other 'toy maker' is Frank Hornby's 'Meccano Ltd'.

Frank Hornby (1863-1936) was born in Liverpool, the son of John Oswald Hornby, a provision merchant, and his wife Martha (née Thomlinson). Frank left school, aged 16, and started to work for his father as a cashier in the family business. When Frank's father died in 1899, the business was closed and Frank had to find alternative employment. He became a book-keeper for David Hugh Elliott, a livestock and meat salesman with offices in Liverpool and Birkenhead.



1899 was also the year in which Frank starting making model toys for his two sons using strips of sheet metal bolted together. Although his early models used bespoke pieces, he realised that a number of different models could be made from the pieces if they were to a standard design and interchangeable.

Frank borrowed £5 from his employer, David Elliott, to cover the cost of taking out a patent, which he duly did in January 1901.



Unfortunately, Frank found it difficult to attract a company who would manufacture the components of his ‘Mechanics Made Easy’ construction kits. Fortunately, his employer came to the rescue again and offered him some vacant premises adjoining where he worked, and in so doing Frank Hornby and David Elliott became partners. The first sets went on sale in 1902. The demand for sets grew steadily, and in 1907 Frank Hornby quit his ‘day job’ with David Elliott to concentrate on developing his construction sets. By the middle of 1907 Hornby and Elliott were manufacturing their own parts in a workshop in Duke Street, Liverpool, and in September 1907 Frank Hornby registered the name ‘Meccano’ as a Trade Mark. ‘*Mecanno Ltd*’ was formally established on 30th May 1908, with Frank Hornby in sole charge.

Demand fuelled another move in 1910 to larger premises in West Derby Road, Liverpool, the same year as the now familiar ‘Meccano’ logo was commissioned.



‘Meccano’ was exported to many countries, and just before the outbreak of the Great War, the German toy company Märklin began to manufacture the construction sets under license. In return, Frank Hornby imported Märklin’s clockwork motors.

All of this expansion necessitated another move in 1914, this time to a new factory in Binns Rd, Liverpool, which was to be the home of the company for the next 65 years. The move to Binns Road coincides with the first use of Perfins, a simple “ML/L” (M3700.01). The Perfin was in use until the early years of WWII, and would have witnessed the company diversifying into clockwork O-gauge tinplate railway trains (1927), ‘Dinky’ toys - die-cast model vehicles (1934), and ‘Hornby-Dublo’ OO-gauge model railways & accessories (1938).

1915 - 1940



M3700.01



The Hornby-Dublo catalogues date to the late 1950's and early 1960's.

The Binns Road factory closed in November 1979.

A ‘Toys & Fancy Goods Federation’ was set up in March 1922, which was intended to look after the interests of Toy Wholesalers, Retailers, and Manufacturers. By April 1923 only forty-eight retailers had joined, including ‘*Whyte, Ridsdale & Co*’. Eighty-five manufacturers had also joined, although ‘Meccano Ltd’ was not a member. Perhaps Frank Hornby didn’t think it was necessary as he’d already been elected president of the Manufacturers’ Section in 1922.

'Whyte, Ridsdale & Co' were Manufacturers' Agents, Warehousemen & Importers of Fancy Goods & Toys, Houndsditch, and later Beavis Marks. The company was in business from at least 1890, but were dissolved in July 1906 when Robert Whyte (S^{nr}) retired. The business continued under the same name with Robert Whyte (J^{nr}) and James Daniel Kiley (1865-1963) at the helm. The company took on 'Ltd' liability on 22nd February 1917.

Five Perfins are known to have been used by the company between 1925 and 1957.

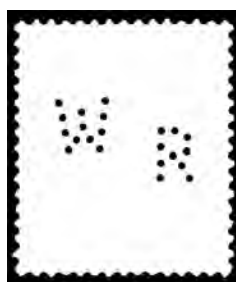
1925 - 1941



W6210.02M



1941 - 1947



W6210.01ap



1947 - 1957



W6210.01M



1952 - 1954



W6210.01c



1950 - 1953



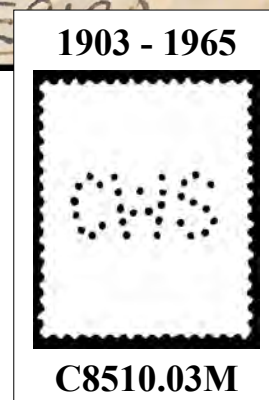
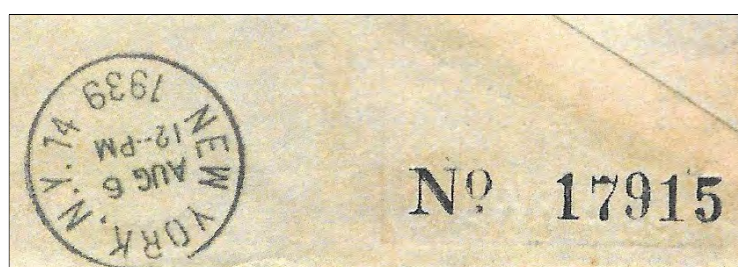
W6210.01e



Although pre-dating the use of Perfins, this tinplate money box was featured in Whyte, Ridsdale & Co's London Toy Catalogue for 1915.

IMPERIAL AIRWAYS TRANS-ATLANTIC FLIGHT

Melvyn Green



Illustrated above is a first flight cover for the Imperial Airways Regular Transatlantic Service between Great Britain and North America, numbered 17915. It left Southampton on the Caribou (Short S.30 series flying boat – G-AFCV) on 5 August, 1939 and arrived in New York on 6th August, as per the back-stamp. The route was Southampton - Foynes (Eire) - Botwood (Newfoundland) – Montreal - New York. The letter has a KGV 1/- brown SG449 and KGV 3d violet SG467 both perfined CWS (C8510.03M) and known to have been used by the Co-operative Wholesale Society Ltd. There is a handwritten letter inside on notebook paper so the use of these perfined stamps was probably unauthorised. The letter was sent to New York City, USA with circular ring London E1 and "Road Users Take Care Avoid Risks", machine cancels.

Imperial Airways was created against intense competition from French and German airlines that enjoyed heavy government subsidies. The Government recommended that four of the largest existing airlines, The Instone Air Line Company, British Marine Air Navigation (part of the Supermarine flying-boat company), the Daimler Airway and Handley Page Transport Co Ltd, should be merged. A £1m subsidy over ten years was offered to encourage the merger. The company, under the title of the 'Imperial Air Transport Company' was to acquire existing air transport services in the UK. The agreement set out the government subsidies for the new company: £137,000 in the first year diminishing to £32,000 in the tenth year as well as minimum mileages to be achieved and penalties if these weren't met.



Imperial Airways Flying Boat Caribou – G-AFCV

Imperial Airways Limited (IAL) was formed on 31 March 1924 with equipment from each contributing concern. The land operations were based at Croydon Airport to the south of London. IAL immediately discontinued its predecessors' service to points north of London, the airline being focused on international and imperial service rather than domestic. Thereafter the only IAL aircraft operating 'North of Watford' were charter flights.

The establishment of Imperial Airways occurred in the context of facilitating overseas settlement by making travel to and from the colonies quicker, and that flight would also speed up colonial government and trade that was until then, dependent upon ships. The

launch of the airline followed an intense period of air route surveying in the British Empire after the First World War and after some experimental and often dangerous long-distance flying to the margins of Empire. However, during the late 1920's and the 1930's routes were set up and it was serving parts of Europe but principally the British Empire routes to South Africa, India and the Far East, including Malaya & Hong Kong as well as Australia.



Handley Page W.8b inherited from Handley Page Transport when Imperial Airways was formed.

In 1934 the Government began negotiations with Imperial Airways to establish a service (Empire Air Mail Scheme) to carry mail by air on routes served by the airline. The Empire Air Mail Programme started in July 1937, delivering anywhere for 1½d per oz. By mid-1938 a hundred tons of mail had been delivered to India and a similar amount to Africa. In the same year, construction was started on the Empire Terminal in Victoria, London, designed by A. Lakeman and with a statue by Eric Broadbent, "Speed Wings over the World", gracing the portal above the main entrance. From the terminal there were train connections to Imperial's flying boats at Southampton and coaches to its landplane base at Croydon Airport.

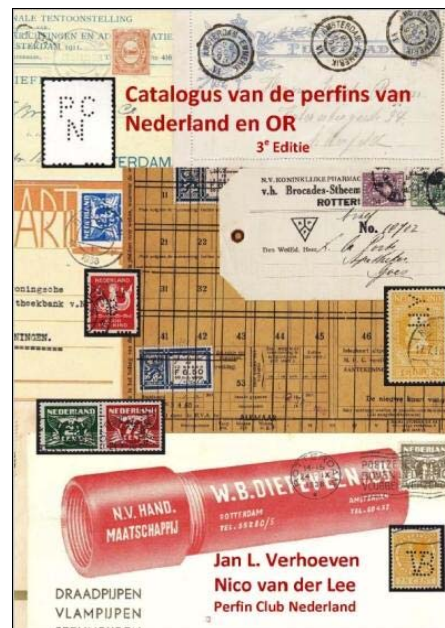
Imperial's aircraft were mainly small, most seating fewer than twenty passengers, but about 50,000 passengers used Imperial Airways in the 1930s. Most passengers on intercontinental routes or on services within and between British colonies were men doing colonial administration, business or research. To begin with only the wealthy could afford to fly, but passenger lists gradually diversified.

Imperial Airways was merged into the British Overseas Airways Corporation (BOAC) in 1939, which in turn merged with the British European Airways Corporation in 1974 to form British Airways.

3RD EDITION OF NETHERLANDS PERFIN CATALOGUE

William Baekers

Please note that on November 26th the 3rd edition of the catalogue of the perfins of The Netherlands and its overseas countries was been released. It is a completely new set up with, for **the first time a price range indication**, categorized in different colours and in € Euro's. Written in the Dutch language with the “introduction” and “how to use” in English. It is recommended for all collectors of Dutch and Netherlands Overseas perfins. The catalogues main features are:



- 30 new patterns (dies) discovered
- 3800 new perfins found: i.e. new values in existing patterns
- new explanation for perfins in Dutch fiscal and tax stamps
- new section: Dutch perfins on foreign stamps
- new section: Foreign perfins on Dutch stamps
- new price range system including fiscal and tax stamps
- illustrated in colour with several good pictures of entires
- 360 pages, soft cover - size 18 x 25 cm - weight 850 grams

Price (**in Euro's only**) € 29.00 + shipping

Shipping costs World Wide includes Overseas € 12.50

Total price including postage & package € 41.50

(fixed price till December 31 - 2016 due to postal rates after this date)

Payment by Paypal is possible, but please make sure that I don't have any extra costs. Paypal payments (**in Euro's only**) can be made to with no costs for receiver. Please make sure your order includes your full name and address. Cheques cannot be accepted although cash payment is possible EURO € bills **but at your own risk**. The total price in EURO € by sending € bills will be €45.00.

GRINDLAY BANK AIR MAIL COVER

John Marriner



The KGV postage on the envelope illustrated above is perfined G – G0010.08M which was used by Grindlays Bank, the sender of this letter from London to Bombay in India. The letter was sent air mail via Imperial Airways and cancelled in London on the 28th February 1930, arriving in Bombay on the 12th March 1930. The violet double cross was applied in Bombay, unusual in that this type of jusqu'a mark was applied when onward air transmission was not available or not paid air mail to final destination. Also shown is an original post card of a Shorts brothers Empire flying boat used on this service, and an Imperial Airways advertising label to extol the virtues of the air mail service.

This overseas bank was established in 1828 as Leslie & Grindlay, agents and bankers to the British army and business community in India. It was styled Grindlay, Christian & Matthews in 1839 and



Grindlay & Co from 1843. Branch firms were opened at Calcutta in 1854 and at Bombay in 1865. From 1908 these firms became branches and were thereafter administered directly from London. Additional branches were opened at Simla (1912), Delhi (1923), Lahore (1924) and Peshawar (1926). The bank was acquired by National Provincial Bank Ltd in 1924, but continued to operate as a separate private limited company under the title of Grindlay & Co Ltd. In 1928 its balance sheet totaled almost £3 million. In 1942 it took over Thomas Cook & Son (Bankers) Ltd (est. 1924), extending its business to Burma and Ceylon. It was renamed Grindlays Bank Ltd in 1947.

National Provincial Bank's interest was sold to National Bank of India Ltd (est. 1863) in 1948. After 1948 the two banks operated separately until merging in 1958 under the title of National Overseas & Grindlays Bank Ltd.

In 1968 National Provincial Bank sold its shareholding to Lloyds Bank. The bank was renamed National & Grindlays Bank Ltd in 1959, Grindlays Bank Ltd in 1975 and Grindlays Bank plc in 1982. In 1984 the bank was acquired by Australia & New Zealand Banking Group Ltd, and was renamed ANZ Grindlays Bank in 1989.

Grindlay was a prolific user of perfin as can be seen from the table below. They seem to have abandoned perfins at the time of the change of banks name to Grindlays Bank Ltd.

G0990.01	G/&Co	1883-1930	G0011.01	G	1915-1922
G0970.06v	G&Co	1890-1895	G0011.05	G	1915-1939
G0980.03v	G&Co.	1895-1900	G0010.08M	G	1922-1939
G0012.01v	G	1895-1910	G0011.03	G	1927-1939
G0012.03	G	1898-1900	G0011.04	G	1928-1930
G0009.02v	G	1906-1930	G0011.03a	G	1939-1945
G0011.01a	G	1915-1920			

PERFINS – SHINE A LIGHT

Richard Smith

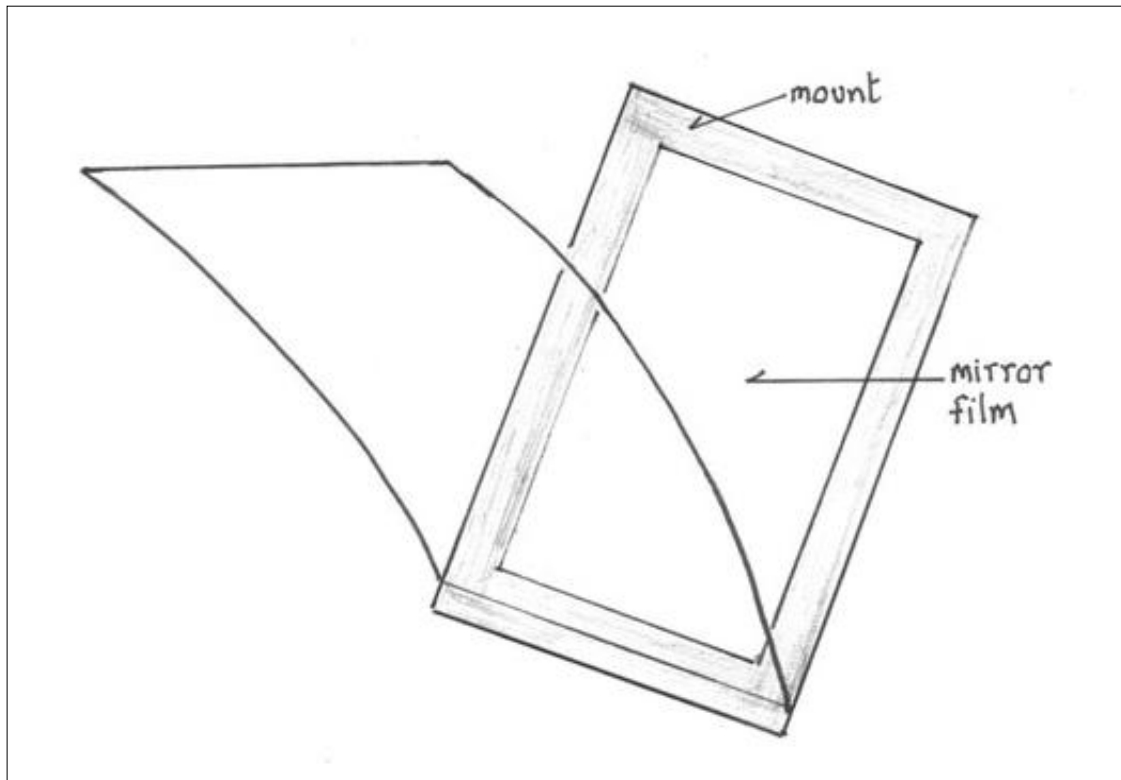
Ed:- This article originally appeared in The Malayan Philatelist Volume 57, September 2016, no 272. After so many years of perfin study it is refreshing to hear of a new way of displaying perfin.

Like many of you – I suspect – I started collecting stamps when I was a boy of 9 and the interest has remained with me for the following 62 years. As a boy, I was fascinated by the design of stamps and how such small pieces of “art” could carry some messages and information including values, countries, events and propaganda. That interest in design has remained; indeed, it has strengthened and developed as my collection has become more specialised.

Therefore, when I bought a small collection of perfins at auctions a few decades ago, I became interested in the design of the “holes” in the stamps and how those holes gave information about the firms or companies who used the perfin stamps for their mail. When I examine such stamps I use a small home made light box, enabling me to see the exact layout of the dots and read them the correct way round.

I have, however become increasingly frustrated with trying to display perfins satisfactorily. I know the perceived wisdom is to display them face side down – thus showing the perfin design clearly, if back to front. For me this is an unsatisfactory way to display the design of the perfin. I have tried placing a small piece of brightly coloured paper (slightly smaller than the stamp) behind the perfin and this works quite well in showing the perfin for display **IF** the stamp is mainly one colour and if the choice of coloured paper is carefully made. With multi-coloured stamps such an approach yields unsatisfactory results.

One of my other life-long interests is in model building and a possible solution to my dilemma came on a visit to my local model shop. Here, among many brightly coloured “films” (used for covering model aircraft) I found a very thin mirror film. Could this give me an alternative way of displaying my perfins? Here is the method I have tried; the sketch should help explain:-



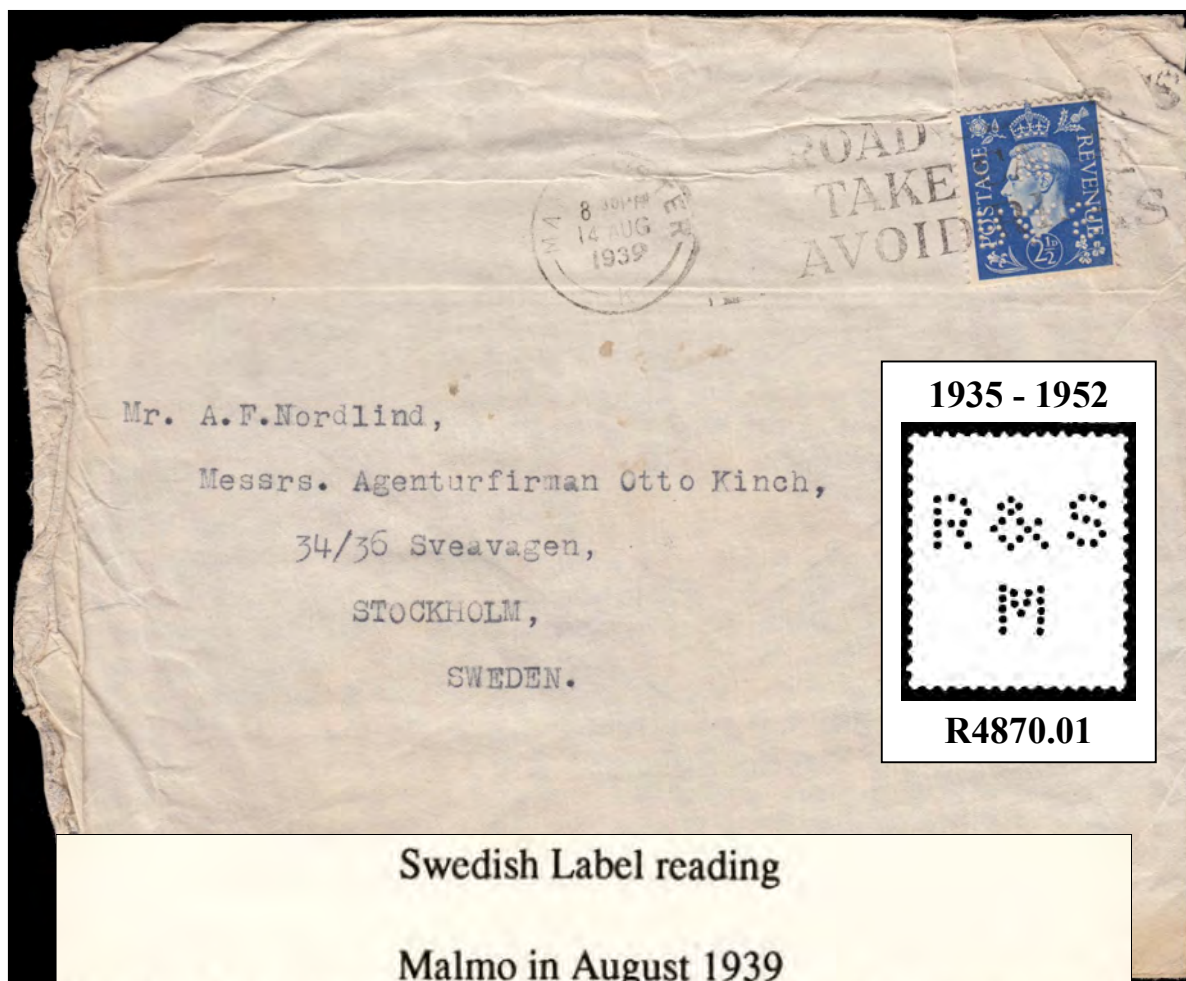
- Take the usual mounting strip for a stamp (Hawid or otherwise), that is as usual slightly larger than the stamp.
- Before removing the adhesive backing, cut a piece of the mirror film slightly smaller than the stamp being mounted.
- Remove the adhesive backing from the mirror film, carefully lift the clear front flap of the mount and stick the small piece of mirror film onto the back mounting strip.
- Stick the mount onto the album or display page.
- Place the stamp in the mount and close the front flap of the mount.

How are the holes in the perfin now easier to see? Take a small torch and shine the torch at the album page, adjust the angle of the light to suit and the “holes” on the stamp shine through. Sometimes, in a suitably lit room or when working on an illuminated desk, the perfin holes shine without the use of a torch.

Is it worth the trouble? Give it a go and see for yourself.

CRASH OF LOCKHEAD ELECTRA G-AESY

John Marriner



Swedish Label reading

Malmo in August 1939

Enclosed remittance has been received in Sweden among mail which has been rescued from the English plane G-AESY which crashed on the 15th of this month near Vordingborg, Denmark
Postdirectory of the Southern district.

This is certainly a tatty cover, but if you had been involved in an aircraft crash you might be a bit tatty round the edges. The letter was sent from the UK to Stockholm in Sweden via air mail and was posted on the 14th August 1939. It was sent from Rylands and Sons exporters based in Manchester, hence the KGVII postage being perfined R&S/M – R4870.01. The aeroplane a Lockheed Electra G-AESY was on the flight to Sweden on the 15th August but crashed near Vordingborg in Denmark. The English translation of a note from the Swedish postal authorities is shown above which explains why the mail was in such a state and was late!!

REPORT FROM "THE TIMES" – 16th AUGUST 1939

Mr. A. C. Crossley, M.P. for Stretford, was killed today with four others when a British Airways liner crashed in the sea at Masnedsund, between the Danish islands of Zealand and Falster. The machine, which was a Lockheed Electra had left London at 9 a.m., and fell burning into the sea, 300 yards west of the Storstroem Bridge, which connects the islands, in 50ft. of water, soon after 1 o'clock. Only the pilot, Mr. Clifford Wright, was saved. The other passengers drowned besides Mr. Crossley, who was bound for Copenhagen, were Herr Reuss, of Germany, Mr. Simonton, of the U.S.A., and Senor Castello, of Mexico. all bound for Stockholm. The wireless officer, who was also drowned, was Mr. A. S. M. Leigh. Mr. Wright was seen struggling in the water by a painter working on the Storstroem Bridge, who was an eye-witness of the disaster. The painter immediately threw out a lifebelt and Mr. Wright was thus able to keep floating in spite of the strong current. He was unconscious when rescue boats reached him.

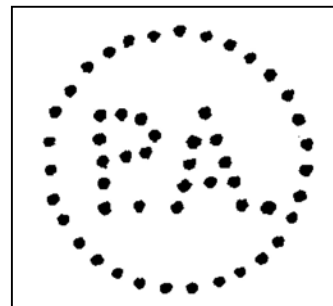


In hospital at Vordingborg Mr. Wright said that the airliner, after its usual intermediate landing at Hamburg, met terrible weather. He suddenly discovered that a fire had broken out in the wireless cabin and having no choice decided to alight immediately on the water. He succeeded in smashing the window of his cabin and thus escaped with a few slight wounds to his left arm. It is generally believed that lightning struck the machine and caused the fire. In the evening the sunken plane was found by divers, who could walk straight in through the smashed windows. The aeroplane's clock had stopped at 1.20.

ESTATE DUTY – PROBATE ADMINISTRATION

John Marriner

The piece shown below has a King Edward VII £1.10.0 Estate Duty and a regular 2/6d and 10/- postage stamps. All three are tied to the piece with a perfin cancel “P.A. in circle”. When Edwards & Lucas produced their G.B. Official Perfins catalogue in 1984 little or no information was known about the use of this cancel.



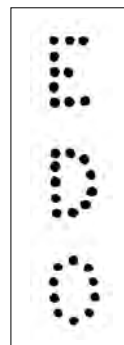
In **Jeff Turnbull’s** catalogue he identifies the use as being for Estate Duty and proposes that the P.A. stands for Probate Administration or Probate Affidavit. The cancel seems to have been used between 1887 – 1911. The date on this particular item is 1911, the exact date cannot be read.

On this particular piece you can just see the words “Executors should sign here” so the use of this cancel is now clear although the exact meaning of the letters P.A. must still be open to some conjecture.



The Estate Duty Office later used another perfin for tying the fiscal stamps to the document – this perfin with the simple lettering E/D/O. The piece shown below was used September 19th 1940 which is an earlier date than recorded in the Society’s catalogue. The scattered

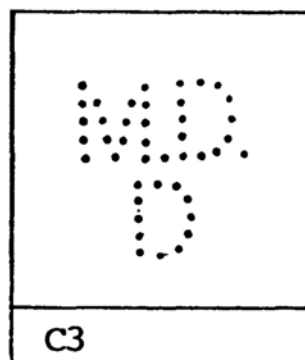
strikes of the perfin on this piece establishes that the die was single headed and presumably had a long reach to strike within the document. The cancel seems to have been used from at least 1939 up to the Elizabethan period.



ST. KITTS-NEVIS SILVER WEDDING PERFIN

Jeff Turnbull

The perfin die "M.D./D" is featured in the US Society's World Perfin catalogue, but has no definite identity. It is found on the stamps of the Leeward Islands and stamps of St Kitts-Nevis. Illustrated below is a copy on a 5/- Silver Wedding which I believe this is the first recorded. The catalogue does say that M.D/D may stand for Municipal Directors Department, but the full stops do not indicate this?



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The Bulletin of the Perfin Society is a bi-monthly journal. Subscription is £12 (UK); £15 (Europe/abroad-surface); £18 (abroad-air); £10 (electronic). For further details of the Perfin Society and membership application please contact:
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