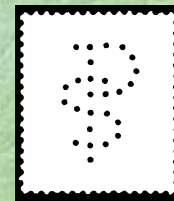


Great British Perfins of the



The Canadian Pacific Railway

and its subsidiaries in the United Kingdom.



A study by members of the Perfin Society of Great Britain.
Prepared by Roy Gault – November 2002.

Brief History of CANADA and its Railways.

Colonised and fought over by the **French and British** over the centuries, **Canada** is now a confederation of ‘territories’.



The coming of the **Railways** to Canada in 1836 helped open up the vast hinterland.

“**Toronto**” - first steam locomotive built in Canada in the 1860's.



...

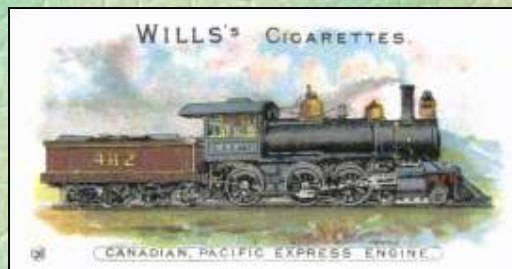
Political ambitions - Canadian Pacific Railway.

British Columbia joined the confederation (Dominion) on the promise of its own **Railway**, otherwise it would become part of the **United States**..

In 1881, the **Canadian Pacific Railway** finally began building Canada's first transcontinental railway connecting the Atlantic with the Pacific coast.

On November 7th, 1885, the famous "**Last Spike**" was driven in to complete the line, linking **Canada together as a nation**.

The first passenger train left Montreal on June 28, 1886 and arrived at Port Moody, British Columbia, on July 4.



1893 Logo

Canadian Pacific Railway - U.K. activity.

In its heyday the Canadian Pacific Railway Co served the rich and poor alike. On Land and Sea they offered first-class service for some, but also helped millions of penniless immigrants to settle in the “Land of Opportunity.”



In the **1920's and 1930's** the Canadian Pacific Railway Company used the motto “**The World's Most Complete Transportation System**”.

During the **1950's** the **Canadian Pacific Air Lines** flew passengers to Australia and many destinations in the Far East, South America, and Europe.

With no railway track in the U.K., the activities of the company centred around their maritime interests - **immigration, trans-atlantic crossings, and luxury cruises.**

Now for the individual U.K. Companies and their perfins.

Dominion Express Company of Canada Ltd.

Incorporated in 1873 - a subsidiary of the Canadian Pacific Railway.
Offices in Trafalgar Square, **London WC**, and at 6 Water Street, **Liverpool**.

Collected the luggage of passengers using the company steamships
on the various **Atlantic crossings**.



1920's Liverpool Dock scene.

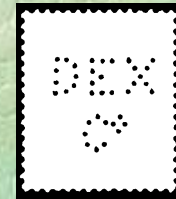
Two dies were used.

1915-1920.



Liverpool.

1920-1926.



London.

Company renamed 1st September 1926 - **Canadian Pacific Express Co.**

Canadian Pacific Express Co.

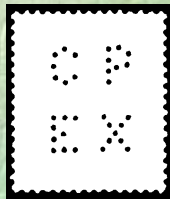
U.K. Head Office - 62 Trafalgar Square, London WC.

By the mid 1930's the company were dealing in their own
Travellers Cheques.



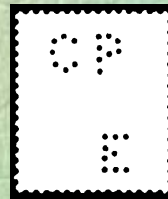
Three perfin dies were used - all supplied by **J Sloper & Co.**

1926-1941



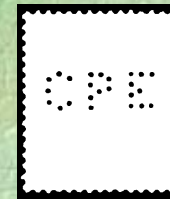
Destroyed
in 1941.

1941-1950



Wartime
'Provisional'

1950-1965



Replacement
Die.

Latest known date of use is 16 September 1965.

Canadian Pacific Ocean Services Ltd.

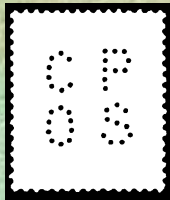


Formed in 1915 when the 'Canadian Pacific Line' absorbed the 'Allen Line' (formerly the Montreal Ocean Steamship Co, Established 1854).

London & Liverpool were established 'Canadian Pacific Lines' centres, whereas Glasgow was used by the 'Allen Line'.

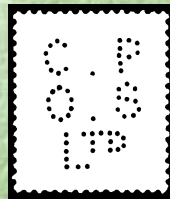
Three perfin dies are thought to have been used.

1915-1921



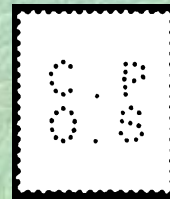
London

c1915



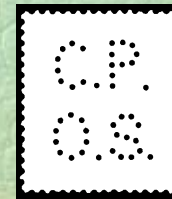
Ltd removed c1915.

1915-1921



Glasgow

1915-1928*



Liverpool

* This die saw use into the late 1920's in London SW1.

The name changed in 1921 to become the **Canadian Pacific Steamships Ltd.**

Canadian Pacific Steamships Ltd.



The flagship of the Atlantic Fleet was the “*Empress of Britain*”.



Built by John Brown & Co on Clydebank.

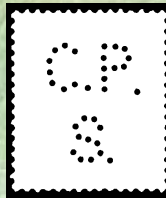
Maiden voyage - 27th May 1931.

Requisitioned in 1939 and converted into a troop ship, she saw service in WWII.

Her sad end came after she was bombed by German Condor aircraft off the coast of Ireland and eventually sunk by torpedoes from U-32 on 28th October 1940.

1928-1960

One die used >>



Latest known date is 23 January 1960.

Canadian Pacific Railway Co.

Early Dies

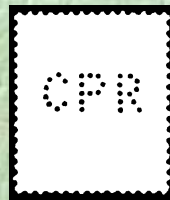
U.K. headquarters in **London** - the **first** perfin die used in G.B. by *any* part of the company was at the turn of the century.



16 June 1899

1899-1930

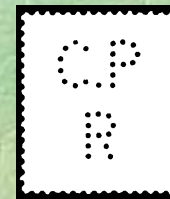
Earliest known date
6 May 1899.



London

**Atlantic crossings began in 1903:
Liverpool - Quebec/St John.**

1903-1955

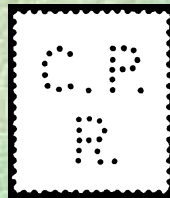


Liverpool

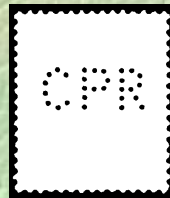
This had the longest
life of **52 years.**

Two more dies were used from c1910.

1910-1935



1925-1939



Both used in London



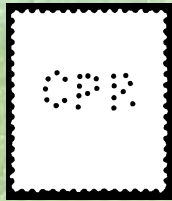
1898 Logo

Canadian Pacific Railway Co.

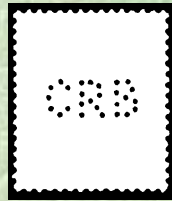
Between the
Wars

The next die must be considered as very rare and is known only from **one identified** cover. It appears to have been made by pin removal from an existing “CRB” die.

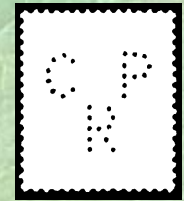
c1915



London SW1



1922-1956



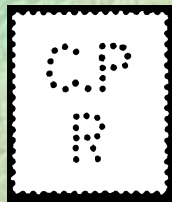
Glasgow

Poster by
Cyrus Cuneo.



Atlantic services from **Southampton** began in 1919.

1925-1965



Southampton

Die can be found on **Graphites**,
issued experimentally at
Southampton 1957-1959.



1917 Logo

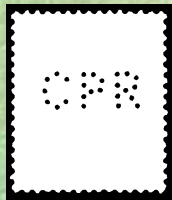
Canadian Pacific Railway Co.

Pre/Post
WWII Dies

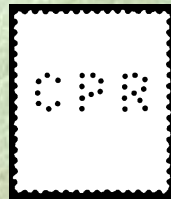
This era saw the full introduction of the **Sloper** 4 pin high alphabet.

The first three dies were **destroyed in May 1941** when Sloper's premises were blitzed by the Luftwaffe.

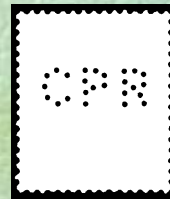
1928-1941



1939-1941



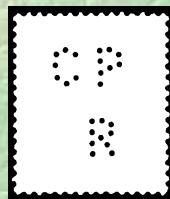
1939-1941



1929 Logo

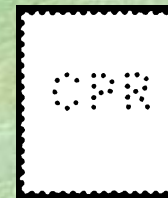
The **'Emergency'** replacement took two operations to produce the initials.

1941-1948



Last 'CPR' die
used in G.B. >>

1948-1975



1949 Logo



1960 Logo

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Sincere thanks for information go to:

Canadian Pacific Archives:

Black & white images and company logos.

Individual Perfin Collectors:

Jack Brandt, Joe Dooley, Jon Johnson, John Nelson,
Mike Oxley, Rosemary Smith, Stephen Steere.

Perfin Society Railway Worksheets:

Access to information collected from society members
through the good offices of Terry Comper.

Original philatelic source material:

The Skinner-Gault Reference Collection of G.B. Perfins.



The End.