

evidently a few machines around which were manufactured by American Perforator Co., Philadelphia, but I am not sure whether any of these are currently being used (e.g., Bank of Toronto and Kresge's have them). The C.N.R. office in Montreal has a treadle attached to their machine so that the foot rather than the hand is used for the actual perforating, and this speeds up the operation somewhat. I imagine the Dominion Government also had a treadle attachment (4-hole).

The cost of the machine runs approximately as follows: 5-die machine, \$300; 10-die machine, \$430. The government and larger users like C.N.R., use the 10-die machine which takes a complete row of 10 stamps at once, while smaller users (C.G.E.) have a 5-die machine which will take only five stamps at once, unfolded. The 5-hole O.H.M.S. machine was a 5-die; both the 4-hole O.H.M.S. machines were 10-die.

It is quite probable that places like the C.N.R. double up rows of stamps on the sheets so that they might punch a complete row three-deep (30 stamps). The space allowance between the die and the block is quite small and I doubt whether you could squeeze more than two folds—at the most, three—of the stamp paper in (that is, on the machine studied).

The needles used are generally 35/1000 of an inch in diameter, although some also use a 41/1000 inch needle. Also, as these "35" needles wear and have to be repaired, they are evidently opened up to the same size as a "41" needle. Maybe there was no "41" originally, and they all occurred through repair. The die itself is registered with the company and a copy given to the Post Office Department in Ottawa.

The post office has laid down with Cummins the maximum size or area within which the needles must fall. I was unable to confirm this size—originally it was $\frac{1}{2}$ " x $\frac{1}{2}$ " square, but there are some that do not seem to fall within this area.

I have made continued reference here to the private machines, because that was the only type I was able to study. I assume the O.H.M.S. 5-hole and 4-hole machines (two 4-hole) were of the same type—I know they were made by Cummins. It is almost impossible to alter these dies unless a completely new die block is made up. The needles are imbedded right into the die block; sometimes extra holes are left for future inclusion of an extra needle, also for designation of location, etc. Some of the larger places seem to be using different machines (i.e., different dies).

I have received confirmation from Ottawa that the government machines were destroyed. The last one was used to perforate the 1949 2c and 3c and was destroyed in 1951, thus ending the reign of the O.H.M.S. machines.

The C.N.R. seems to currently have four, one having six vertical holes in the "N", one having five with 35/1000 needles (two dies), and one having five with about 24/1000 needles. The story of the private perfs., however, is another long and interesting one. I would suggest that all those interested in these contact R. J. Woolley and give the BNAPS Perfin Study Group full support. ★ ★

The MAILBAG

NEWFOUNDLAND PERFINS

The Freres Meyerson have been very gracious in mentioning perfins in their "Trail of the Caribou", and in clearing information on Newfoundland perfins. Until last evening I had almost come to the conclusion that there were only three Newfoundland companies that had perforated their stamps, and that the Perfin Group would have little more to report for the Newfy students.

Visiting our chairman last night to discuss perfin affairs, Dr. Jephcott produced a previously-unreported item—C.H., the two letters in line and 16.5 mm. high. The stamp so perforated is the 10 cent salmon, 1931-37 issue. The user is at present unidentified—perhaps Mr. Ayre can help us again on this.

The George Knowling Co. (G.K.) has so far been reported only on Scott No. 83, but Dr. Jephcott also came through with G.K. on No. 104 and No. 105 of the Royal Family issue, and the 1c, 2c and 3c of the Caribou issue, Scott Nos. 115, 116 and 117. Nice going, Mr. Chairman!

On another topic, I didn't notice anyone mention the Brampton provisional precancel used on the May and June issues of BNA TOPICS.

R. J. Woolley (No. 359)

ADMIRAL CANCELLATIONS

I should like to offer my congratulations on the new format of BNA TOPICS—it is great!

I was very interested in Mr. Hans Reiche's article in July-August TOPICS on "Cancellations on the Admirals", but would make the following observation concerning Figure 18 which is listed as a Registered cancel (R5) whereas it should, I think, be listed with the Advertising cancels under A3 as it is in fact part of a message from the post office encouraging people to "Register Letters of Value", similar to C. B. D. Garrett's Type R41 in his series on "Postal Slogan Cancellations (BNA TOPICS, February 1948).

Referring to Mr. Garrett's series of articles, couldn't he be persuaded to publish a handbook on Canadian Postal Slogan Cancellations as Mr. T. P. G. Shaw did on Canadian R.P.O. Cancellations? I am sure it would meet with great success.

Fredk. E. M. Betts (No. 427)

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