

March/April 2022

The **PERFINS** Bulletin

Volume 76, Number 2 Whole Number 693

- L156A, N089, P173 information updated
- Liberty bell (Sc627) checklist
- Prices realized Auction #168
- History of Canada pattern M23
- Advance-Rumely (A230.5) and its successor companies



Happy Easter!

Paul Mistretta (LM# 111)

The illustrated post card from Marty McDonald's collection gives the casual viewer a surprise. Franked with a perfin (N163 of the National Tube Company, Pittsburgh, PA) 1¢ Franklin and conveying Easter greetings it is "obviously" a personal use of a company stamp.



The message reads: "Sorry to say it will be impossible for me to mail your plume until Monday, March 28, as all out of willow plumes and expect a new stock. I hope ?? this ?? satisfactory." So, the post card was actually used for business - *BUT* was that business related to National Tube Company? Also, note that the cancel is "Hudson Term Sta, NY Mar 24 1910".

Off to the font of all wisdom - the internet (Covid and libraries don't mix well). Do "...plumes..." and "...Tube..." have any relationship to confirm this as a legitimate use of a company's stamp?

Several dictionary sites and a few thesaurus sites later, I have concluded that plume and tube are *not* synonymous...

Therefore, the final verdict on this cover is that, although it is business correspondence related to the mailing of plumes to a customer, it is not related in any way to the tubes produced by the National Tube Company. My bet is the plumes were destined for



use on hats or in flower arrangements by Mrs. Pearl Briling, the addressee.

In this case, the obvious is apparently true - this cover is for personal business not business related to the company-of-record as owner/user of the perfin.

So that the information I found on this company doesn't get lost, see page 25 for more concerning the National Tube Company.

Nominating Committees Announced

It is time to make your nominations for two Club officers and the two Club award winners (to be announced at the Club's annual Convention being held this year in Portland, OR - August 15-22.) See nominating details on **p. 39**.

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Visit the Perfins Club web site at <http://www.perfins.org>

Town Identified for Pattern P173

Stephen Tauber (#2949)

Working as a volunteer at the Spellman Museum of Stamps and Postal History, my current assignment is to organize the museum's holdings of United States postage perfin. (Revenues and foreign perfin are waiting for more volunteers.) The 2021 *Catalog of United States Perfin* lists pattern P173 at a scarcity rating of B and as having no known user or place of use. The Spellman Museum owns a block of nine (pictured) and a block of six of the 1931 20¢ perf 10½x11 (Scott #698) with nice, clean examples of this pattern (Figures 1 and 2).

These blocks are each cancelled with a roller cancel in which one can clearly read CHICAGO, ILL (1473). Since the place of use has until now been unknown, one must infer that these were not reported by the previous owner during the most recent census of patterns blocks



With these fifteen copies of the pattern, the number of known examples at least nears the maximum number which still qualifies as scarcity rating B.

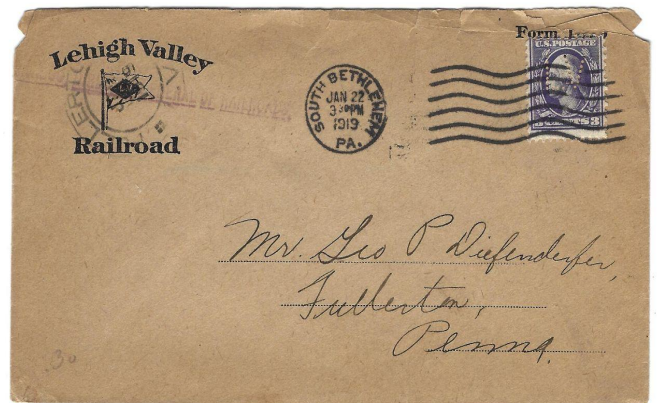
The User of Pattern L156A is Lehigh Valley Railroad

Marty McDonald (#4263)

I've kept in touch with several stamp shop owners who I met in person over the years when visiting their stores. Many of these dealers have regular auctions where I often pick up topics of interest. I joined the Perfin Club about a year and a half ago after deciding to dive into perfin collecting, so I was surprised to see one lot in a recent auction for a few hundred perfin stamps that included a 'batch of covers.' Since I'm interested in singles off-paper, I put the covers aside for a while. I had the time to review them recently and found my first encounter with an unnamed owner.

I was able to identify this stamp as L156A with a new LKU of Jan 1, 1919. The corner card identifies this user as the Lehigh Valley Railroad (LVRR or LV for short). The corner includes a flag showing "LV" in a small black diamond, referring to the name of the Black Diamond Express train that ran between Jersey City, NJ and Buffalo, NY. A purple hand stamp shows a line of text that reads "...General of Railroads" and there's also a circular hand stamp but

I cannot read it clearly. This cover was cancelled in South Bethlehem, PA.



I emailed Steve Endicott, US Catalog Chairman, who was able to scan the cover and confirm its identification. Steve identified the General Offices in New York City, NY after some research. South Bethlehem, PA is one of the stops shown on the LVRR route map of 1870.

The Lehigh Valley Railroad had its origins in 1846 as the Delaware, Lehigh, Schuylkill, and Susquehanna Railroad Company. It became the Lehigh Valley RR in 1853. Originally planned to be 46 miles long, it eventually grew through acquisition to cover over 1,400 miles from New York City to Buffalo, NY via New Jersey and Pennsylvania. Like many other railroads of the time, the LVRR was built around coal. Later in the 1860s it transported passengers between Philadelphia and New York with feeders from small towns in between. The Black Diamond Express kicked off service in 1896 as the ‘Handsomest Train in the World.’



The LV served the United States during WWI transporting food and ammunition. Prior to the US entry to the war, the LVRR was involved in the infamous Black Tom terminal explosion in New York Harbor in 1916. During WWII, the railroad served sailors at the Naval Training Station in Sampson, NY and soldiers at Camp Kilmer, NJ. Following the wars, a reduction in passengers and a reduced use of anthracite coal for heating spelled the beginning of the end for the LVRR.



In 1976 Conrail took over all LV properties and most railway rights of way were sold or abandoned. The LV lives on with some railways still in use, and several museums dedicated to its history. The Lehigh Valley Railroad Historical Society in Shortsville, NY and the Waterfront Museum in Brooklyn, NY are but two of the many places to learn more about the days of the LV.

The auction lot I purchased had another 40 or so covers with many new EKU/LKU dates that Steve recorded for the next catalog update. There’s even a nice Easter postcard (see front page of this issue.)

I’m not a cover collector but I couldn’t bring myself to soak the stamps off their envelopes. So, I decided to send them all to Joe Coulbourn for an upcoming auction or two. I expect they’ll find good homes in the collections of other Perfins Club members. Keep an eye out and maybe there’s something for you.

References:

1. Anon. 2021. One Hundred Years of the Lehigh Valley, Railroad. Luzerne County PagenWeb. Accessed at: www.pagenweb.org/~luzerne/lvrr100.ht
2. Anon. 2021. Lehigh Valley Railroad. Wikipedia. Accessed: http://en.wikipedia.org/wiki/Lehigh_Valley_Railroad.
3. Anon. 2021. Lehigh Valley Railroad. Company: American railway. Britannica. Accessed at: <https://www.britannica.com/topic/Lehigh-Valley-Railroad-Company>.
4. Anon. 2021. Waterfront Museum. Accessed at: waterfrontmuseum.org/home.

National Tube Company [N163]

Paul Mistretta (LM# 111)

In 1872 John and Henry Flagler, who operated a small plant in Boston in which they produced welded iron tubing, purchased Fulton, Bolman Company of McKeesport, PA. Moving their operations there to be closer to the iron makers of Pittsburgh, they built there in 1872. Within a year of the move, they were, producing tubes up to fifteen inches in diameter and twenty feet long.

The tubes (pipes) they produced were made from flat sheets of metal (“skelp”) which were welded together after being rolled into tube form; either “butt” welded (edge to edge) or “lap” welded (slight overlapping edges of a curved sheet welded together).

As the company grew in the 1880s, rolling mills were installed, new blast furnaces were built and welding furnaces were added to a total of 7 butt and 10 lap furnaces. This increase in facilities gave the company a far greater range of products, in a far greater range of diameters and lengths.

Between 1880 and 1901 three waves of mergers engulfed the steel industry.

During the first wave, the Flaglers consolidated their holdings and also acquired Republic Iron’s South Side Works. The result was an \$11.5 million aggregation under their control. At about this time the first Bessimer steel plant was built in McKeesport, creating a revolution in steel production.

During the second wave in 1899 J. P. Morgan financed a merger which brought sixteen of the country’s largest pipe and tube companies into a single “National Tube Company”. Among the acquisitions during this wave was the Riverside Iron Works which sold steel tubes to John D. Rockefeller’s Standard Oil, at the time the largest consumer of steel tubes.

In the third wave (1901) United States Steel Corporation merged the remaining tube competitors.

During the strikes of 1906 and 1919, National broke the strikes. In 1930 they dismantled a plant in McKeesport in response to a mayor who would not use his police force to break a strike.



Detroit Publishing Company photograph collection (Library of Congress) <http://hdl.loc.gov/loc/pp/pp.print>

Figure 1: National Tube Works Furnaces, Pittsburgh, PA.

The Philadelphia facility, at least, used the perfrins “NT/Co” shown on the first page of this issue. National Tube Company still produces tubes in a variety of forms: gas mains, water mains, flagpoles, steam mains, automobile tubing, refinery tubes, agitators, digestors, evaporators, dephlegmators and forty-three other types.

References:

Anon. 2015. National Tube Company. Rogers West Park Historical Society. 1 p. Accessed at: https://www.rpwrhs.org/w/index.php?title=National_Tube_Company Accessed on: 21 Jan 2022.

Anon. 2019. National Tube Works Historical Marker. ExplorePAhistory.com. 2 p. Accessed at: <https://explorepahistory.com/hmarker.php?markerId=1-A-252>. Accessed on: 21 Jan 2022

A New Perfin Pattern - B228.7

Steve Endicott (LM 2284)

A new perfin was recently forwarded to me, from Bob Blackman, which had been originally submitted to another collector. Shown nearby, it will be listed as pattern B228.7 and given a rate of A. Congratulation to **Bob Blackman** (# 3564) for finding this new perfin while searching through a large group of perfins.



More on L025 and Chicago, IL

Mike Sterrett (# 3888)

It struck my interest when I read the article titled “Help Unscramble Confusion About Pattern L025” being that it is a Lever Brothers pattern. I must point out a misprint in the article, pattern L026 is used from Hammond, IN not Hammond, IL. You may recall that I collect the perfins of Indiana and Lever Brothers of Hammond, IN used perfin pattern L026. As I am sure, you already searched the internet, and I also searched the internet looking for a reference to Lever Brothers in Chicago, IL without success. I found a very detailed site, www.companyhistories.com/Lever-Brothers-Company-Company-History.html, that had a wealth of information on Lever Brothers. It made no mention of a facility or office in Chicago, IL. Unfortunately, it also failed to mention Hammond, IN which we know exists.

The article in *The Perfins Bulletin* states that post marks on L025 are known from Atlanta and Chicago, and, that the cover strip does not contain a return address. Hammond, IN is in the extreme Northwest corner of Indiana. It is sometimes referred to as a suburb of Chicago. There are two possibilities that I can think of for the perfin pattern L025 to have a Chicago post mark. One is listed in the article, that an employee of Lever Brothers from Edgewater, NJ was in Chicago on business and mailed a letter using perfinned postage stamps that he had brought with him on his business travels. A second possibility is that an employee of Lever Brothers from Edgewater, NJ was at the plant in

Hammond, IN and used a perfinned postage stamp that he had with him rather than going to the plant mail room to get postage. The letter may have failed to get post marked in Hammond, IN and then received a Chicago, IL post mark when it got to the regional postal sorting station in Chicago. I have examples of perfin covers in my Indiana collection that would fit either one of these scenarios. One is I088 used by Inland Steel Company of Indiana Harbor, IN which is in the extreme Northwest corner if Indiana. It has no postmark from Indiana Harbor, IN, only Chicago, IL. The other is S363 used by The Youngstown Sheet & Tube Company of East Chicago, IN also in the extreme Northwest corner of Indiana. It has no post mark from East Chicago, IN, only Chicago, IL. I have other perfin covers that have a similar discrepancy between the user’s known address and the postmark. One is J058, used by Jones Hardware of Richmond, IN and postmarked in Dayton, OH. It is a post card used by a salesman to alert a customer as to when he will arrive at their location. Obviously, a traveling employee with company stationary and perfinned stamps in his possession.

I realize that I have not offered any definitive proof of a Lever Brothers plant or office in Chicago, IL nor disproved it. It appears that the cover strip is what it is, a L025 perfinned stamp with a Chicago, IL post mark and no return address. It’s a shame the entire cover was not preserved.

A New 6¢ Columbian Perfin

Steve Endicott (LM 2284)

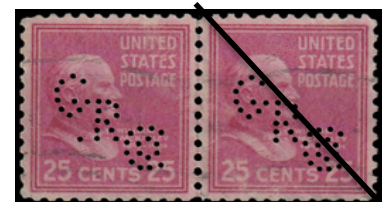
H054 in
Sc# 325



Why G155 Went Away

Bill Sinesky (#4176)

Former G155
(broken pin)
shown se-tenant
with G155.2



A Canadian Treasure
The Steel Company of Canada
Pattern M23
Joe Coulbourne (#2574)



This grubby looking cover with a quite common perfin from Canada may look like it should be tossed in the waste bin, but it has quite a tale to tell. This cover has a faint line just above the address in green that was stamped on the face of this cover by the Ottawa Dead Letter Office. It reads, “Recovered by divers from wreck of S.S. Empress of Ireland”. This cover went down with the ship on 29 May 1914, marking the single-most deadly maritime disaster in Canadian history.

Of the approximately 20,000 letters originally aboard the EMPRESS of IRELAND, most were never recovered. Those letters that were salvaged from the wreck were forwarded to the Ottawa Dead Letter Office for further processing.

By mid-October 2014, all mail considered salvageable had been received at Ottawa and the difficult task of sorting it out began. Eventually only 2,116 letters, roughly 10 percent of the original shipment, were able to be either forwarded or returned to sender. On the reverse of this cover are two oval handstamps applied at the Ottawa Dead Letter Office. The one in green, under the one in black, indicates the letter’s arrival on 20 October 1914 and the black marking reflects the completion of processing on 6 December 1914.

The story of the Empress of Ireland is well known as Canada commemorated the 100th anniversary of the event with stamps, a booklet, and a souvenir sheet. Shown on the next page is the souvenir sheet (reduced) issued by Canada Post to commemorate the event.

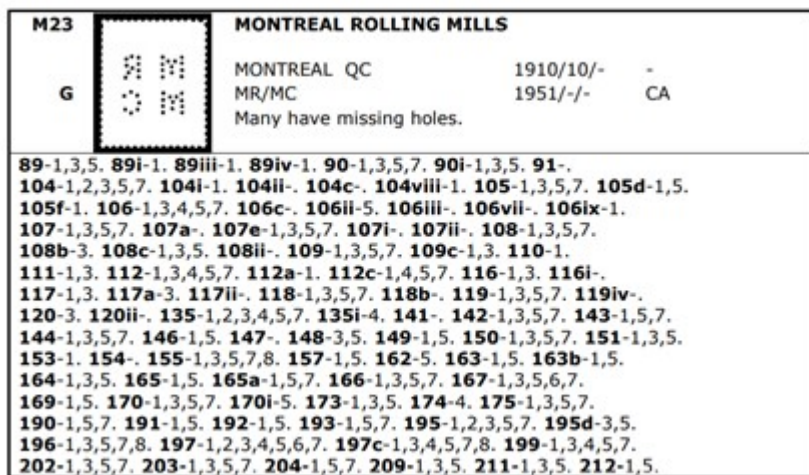


I quote from Canada Post’s website, “It’s been our policy not to mark tragedies,” says Jim Phillips, Canada Post’s Director of Stamp Services. “But in 2012, with the 100th anniversary of the sinking of the RMS Titanic, we wanted to recognize the huge role Halifax played in the aftermath. With the RMS Empress of Ireland, here was a devastating event that happened in Canadian waters, on the St. Lawrence. It had an impact on the people of Rimouski and Pointe-au-Père; it’s a big part of their history. Prior to its sinking, the ship had brought countless new Canadians to this country; it quite literally populated the Prairies. But, so few people knew about it because breaking news of the First World War chased the Empress story off the front page. It was a story we had to tell and an anniversary we had to mark.”



The perfin pattern is [Canada] M23, a common pattern by any means. The user was the Steel Company of Canada, Limited, Montreal, Canada, as evidenced by the return address on the cover. It is punched into Scott #106. The Steel Company of Canada (now known as Stelco) - was given life in 1910 via the merger of Montreal Rolling Mills, the Hamilton Steel and Iron Company, and a handful of secondary companies located from Gananoque to Brantford. This explains the catalog entry for pattern M23

noting the user as the Montreal Rolling Mills. STELCO is active today and their website can be found at: <https://www.stelco.com/>.



I would draw the reader's attention to the perfin stamp itself. I have seen several covers with stamps reattached to their covers, a real tribute to the efforts of the Ottawa Dead Letter Office. The Ottawa Dead Letter Office performed the same service here but made a simple mistake, that of reattaching the stamp upside-down. Note the wavy lines, do not quite match, but if the stamp were to be flipped upside down, the alignment would be perfect.

Most stamps washed away, and I believe the perfin enabled the postal authorities to identify the correct cover for this stamp.

For those of us who may not know the story of the Empress of Ireland, I have a quick overview that follows. There is a lot of information on the web including wiki pages.

The Empress of Ireland was the pride of the Canadian Pacific Steamship Company. Built in Glasgow, Scotland, the Empress of Ireland made its maiden voyage from Liverpool, England, to Quebec in June of 1906. For the next eight years, it would safely transport thousands of passengers across the Atlantic between Canada and the United Kingdom.

The Empress was not a grand luxury liner in the class of the Titanic, Olympia or Britannic, but at 551 feet long it was respectable in size and accommodations. The Empress was operated by a relatively small crew of 373 and could accommodate 1,542 passengers in four class sections on seven decks. The Empress was built to serve working-class families, with a fortunate few in the relative luxury of a small first-class section.



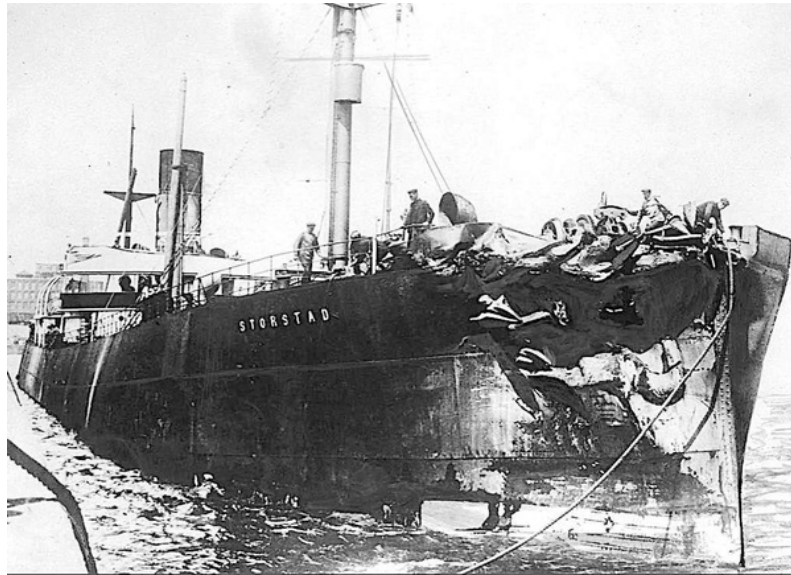
THE CAPTAIN OF THE ILL-FATED LINER, WHO WENT DOWN WITH HIS SHIP, BUT WAS SAVED AND TAKEN ABOARD THE COLLIDING VESSEL, THE "STORSTAD" - CAPTAIN G. H. KENDALL.

At 4:27 p.m. on the afternoon of May 28th, 1914, the Empress disembarked Quebec City for a six-day voyage to Liverpool, England, the first two days of which were to be on the St. Lawrence River. A seasoned ship at this point, it was setting out on its 96th voyage. It was a pleasant spring day on the river as Capt. Henry Kendall gave orders to release the lines. This was a day Capt. Kendall worked his whole life to achieve. Having risen through the ranks, this was to be his first voyage as master of his own ship.

In the dark early hours of May 29, 1914, an impenetrable fog and misunderstood ship signals spelled disaster for the passengers and crew of the RMS Empress of Ireland. The ocean liner's sudden sinking in the frigid St. Lawrence River is still Canada's most deadly maritime disaster in peacetime.

The Empress had cast off from Québec the previous afternoon with 1,477 passengers and crew on board. It was bound for Liverpool, England, on a routine sailing – the first of the 1914 season. It was Captain Henry

Kendall's first voyage in command of the Empress, but the vessel had been making the trip regularly since its launch in 1906.



The ship had just made a mail stop in Rimouski, Quebec, dispatched its navigator and was nearing Pointe-au-Père when the fog engulfed it. The gloom also descended on the SS Storstad (shown nearby), a heavy Norwegian collier, which was closer to the Empress than anyone realized. When each ship's crew could again see the other ship's lights, it was too late; they were on a collision course. The coal ship ripped open the hull of the Empress and frigid water poured in. Soon the Empress was over on its side, and then it slipped beneath the surface, taking all of 14 minutes to sink. More than 1,000 people lost their lives.

In the province of Quebec, shipwrecks are not afforded explicit protection. However, in 1999, the wreck was declared a site of historical and archaeological importance and thus became protected under the Cultural Property Act and was listed in the register of Historic Sites of Canada. This was the first time that an underwater site had received this status in Quebec. This protection was important because, unlike Titanic, Empress of Ireland rests at the relatively shallow depth of 40m (130 ft). While accessible to highly skilled scuba divers, the site is dangerous due to the cold water, strong currents, and restricted visibility. As of 2009 six people had lost their lives making the dive to the wreckage.

Prices Realized - Auction #168

Lot	Sold	Lot	Sold	Lot	Sold	Lot	Sold	Lot	Sold	Lot	Sold	Lot	Sold	Lot	Sold
1	\$5.00	14	\$3.00	27	\$3.50	40	\$3.50	53	\$3.00	66	\$17.00	79	\$15.00	92	\$1.00
2	\$3.25	15	\$1.50	28	\$11.00	41	\$1.50	54	\$5.50	67	\$15.00	80	\$18.00	93	\$20.00
3	\$5.50	16	\$3.25	39	\$1.00	42	\$1.50	55	\$2.50	68	\$12.50	81	\$20.00	94	\$5.00
4	\$5.00	17	\$38.00	30	\$11.00	43	\$6.50	56	\$5.50	69	\$45.00	82	\$25.00	95	\$8.50
5	\$3.50	18	\$3.25	31	\$5.00	44	\$3.25	57	\$4.00	70	\$40.00	83	\$15.00	96	\$4.00
6	\$3.00	19	\$5.00	32	\$3.00	45	\$5.00	58	\$15.00	71	\$15.00	84	\$25.00	97	\$8.00
7	\$3.25	20	\$5.50	33	\$3.50	46	\$3.00	59	\$15.00	72	\$10.00	85	\$15.00	98	\$10.00
8	\$3.50	21	\$3.00	34	\$10.00	47	\$5.00	60	\$15.00	73	\$5.00	86	\$20.00	99	\$5.00
9	\$3.00	22	\$1.50	35	\$11.00	48	\$3.00	61	\$18.00	74	\$6.00	87	\$16.00	100	\$6.00
10	\$1.50	23	\$1.50	36	\$3.00	49	\$3.00	62	\$15.00	75	\$27.50	88	\$10.00	Total sales \$943.25	
11	\$2.00	24	\$1.50	37	\$11.00	50	\$7.50	63	\$15.00	76	\$3.00	89	\$45.00		
12	\$1.50	25	\$3.50	38	\$3.00	51	\$8.00	64	\$15.00	77	\$7.50	90	\$20.00		
13	\$3.25	26	\$3.25	39	\$3.00	52	\$3.00	65	\$15.00	78	\$20.00	91	\$15.00		

A Variety of Perfin No89I

Steve Endicott (LM 2284) and Bob Hodges (# 4064)

North German Lloyd Steamship Company used perfin N089I (NGL) in its New York City office in stamps issued from 1926 through 1939, with five holes in the diagonal of the letter N as documented in the 2018 edition of the *U.S. Perfins Catalog*.

North German Lloyd Steamship Company (also known as Norddeutscher Lloyd - NDL) grew extensively during the second half of the 19th century, becoming the premier shipping line in commercial and in passenger service in Europe, North and South America, Asia, and Australia. NDL was a significant provider of transportation for emigrants from Europe to North America in the late 19th century and early 20th century. Their steamships were the fastest on the seas, therein also providing opportunities for mail service.

In 1885, the NDL won the commission to provide postal service between the German Empire and Australia and the Far East. This enabled further expansion, beginning with the first large-scale order placed with a German shipyard, for three postal steamers for the major routes and three smaller steamers for branch service.

Beginning in 1899, the NDL expanded into the Pacific, acquiring the entire fleets of two small British lines, the Scottish Oriental Steamship Company, and the Holt East Indian Ocean Steamship Company, and started passenger and freight routes in conjunction with the postal service.

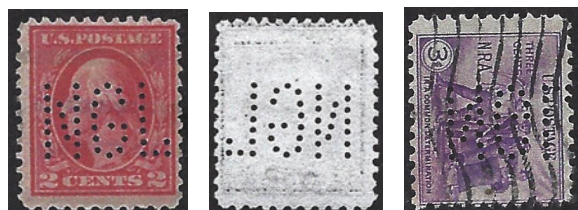
In August 1920, the NDL entered an agreement with the U.S. Mail Steamship Co. This made it possible to resume transatlantic service from Bremerhaven to New York with the former *Rhein*, now sailing under the US flag as the *Susquehanna*.

Returning to a discussion of perfin N089I, Bob Hodges recently spotted two copies of this perfin with only four holes, not five, in the diagonal of the letter N: the 7c 1922 Scott# 559 and the 15c 1922 Scott# 566, both shown nearby. Upon careful examination, neither Bob nor I could see

any evidence of a chad or dimple for the fifth hole in either stamp.



Checking my stock, I found two more examples with only 4 holes in the diagonal: the 1917 2c perf 11 Scott# 499 and the 1932 3c NRA (National Recovery Act) Scott# 732; both are shown nearby. I could not see any evidence of a chad or dimple for the fifth hole in either of these stamps.



Bob then spotted the cover on our Perfins Club website. As shown on the next page, it has two 1926 10c stamps Scott# 642. Interestingly, one of these stamps has the perfin with five holes in the diagonal; the other stamp has four holes in the diagonal. Unfortunately, the stamps are not attached, although it is certainly reasonable to guess that they came from the same sheet. This leads us to the apparent conclusion that stamps with four holes are a die variety of N089I.

This die variety will be documented in the Supplemental section of the *Catalog* and the stamp usage period will be extended to be 1917-39. "Norddeutscher Lloyd" will be added in the Supplemental section.

Please check your collections and report any four-hole examples to Bob or Steve. Of course, we are especially interested in seeing attached pairs with both varieties. We are also curious to learn if Norddeutscher Lloyd used perforators in ports in other countries where its ships visited.



Ed. Note: Having nothing whatsoever to do with the perfin being discussed, but of interest to the postal historian is the fact that the illustrated cover was serviced by catapult mail (“KATAPULTFLUG...”; the larger rubber stamped cachet reads ‘Catapult flight from the Steamship Bremen of North German Lloyd to Bremen August 2, 1929’). iHobb.com (at https://www.ihobb.com/c/COVERS_CATAPULT_MAIL.html) gives the following description of this service:

“Innovation and aircraft and delivering the mail have gone hand-in-hand since the first use of air travel to advance the mail. No more interesting example of this can be found than with the development of catapult mail. Prior to the advance of aviation to a point of reliable transatlantic travel, the North German Lloyd Line founded a mixed mode mail service. North German Lloyd Line outfitted two ships, the Bremen and the Europa, with airplanes and catapult equipment for transatlantic voyages. When the ship approached the aircraft's range off the destination shore, the airplane was catapulted off the ship and the plane would fly the remaining distance with the mail. For the extra postage fee, 1 or 2 days would be cut from the delivery time for the transatlantic mail service. The service operated between May and October, due to the harsh winter weather which made the program impractical during the winter months. The service ran from the test period in 1929 and regularly operation in the summers of 1930 through 1936. With the advance of aviation, transatlantic flights made the catapult mail system unnecessary, but for a period of time it was a successful application of innovation in delivering the mail.”

Another Indianapolis #1

John Welsch (# 3832)

I looked in my collection of US Perfins and have the precancel in Scott #567, 20c, perf. 11x11. As in the *Bulletin* article I believe a Cummins check cancelling device was used, because I also have No. 1 in a pair of 6c,



Sc# 638, perf. 11x10.5, the perfin is aligned slightly differently on each pair, also they are cancelled with a box “INDIANAPOLIS IND” cancel, a roller cancel typically used on Parcel Post.

Advance-Rumely and Allis-Chalmers Manufacturing Companies

Steve Endicott (LM 2284)

There has been a previous, excellent article about the predecessor Rumely Company and their Oil Pull Tractors with perfin M219 (*Perfins Bulletin* September/October 2019) The history and operation of these tractors is so fascinating that I repeat some of the story here in the framework of other associated perfins amidst the evolution of these companies.

This story begins when Meinrad Rumely emigrated from Germany in 1848, joining his brother John Rumely in the operation of a foundry in La Porte, Indiana. This operation expanded by 1859 into the production of corn shellers and threshing machines powered by horses. Meinrad formed the M. Rumely Company when he bought out his brother's interest in 1887. Following Meinrad's death in 1904, the company continued to grow, acquiring its competitors including the Northwest Thresher Company, the American Abell Engine and Threshing Company, Gaar-Scott & Company, and the Advance Thresher Company (in addition to threshing machines, this company was a producer of steam traction engines). The M. Rumely Company was renamed the Advance-Rumely Company on December 14, 1915. As we will see in a few moments, several of these various companies used perforators.

Rumely's most famous product, the Rumely Oil Pull tractor was developed in 1909 and they were sold to agricultural companies for the next 20 years. The Rumely Oil Pull were heavy tractors powered by a hot bulb internal combustion magneto fired engine designed to burn all kerosene grades at any load. The Rumely Oil Pull tractors were a significant tool in large agricultural development of the Great Plains.

A popular model, the Type F, had a single cylinder of 10" bore and a 12" stroke. It was started by the operator stepping out of the cab via the large iron rear wheel, climbing onto the flywheel and using his bodyweight to get it turning, then quickly rushing back into the cab to adjust the choke and try to keep the engine running. I think of the farmer working the flywheel and his efforts with the choke on this tractor every time I have to fool with the choke on my ancient electric generator to get it running during one of our frequent power outages at home,

usually during a heavy rainstorm when there is flooding, etc.



Rumely Oil Pull Tractor

In the hot bulb engine, combustion takes place in a separate hot bulb combustion chamber, usually mounted on the cylinder head, into which fuel is sprayed. It is connected to the cylinder by a narrow passage and is heated by combustion gases while running; an external flame, such as a blow torch or slow-burning wick, which is used for starting. Most hot-bulb engines were produced as one or two-cylinder, low-speed two-stroke crankcase units.

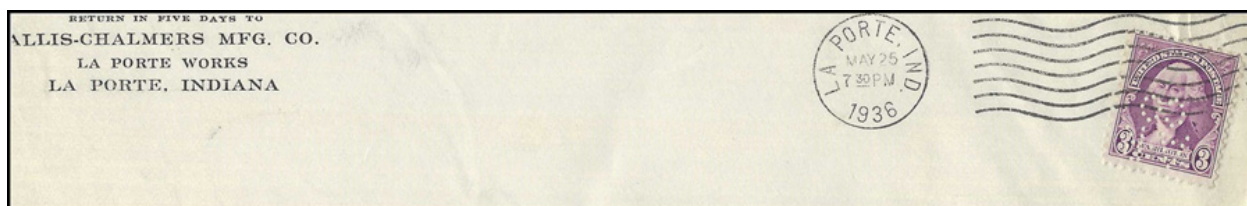
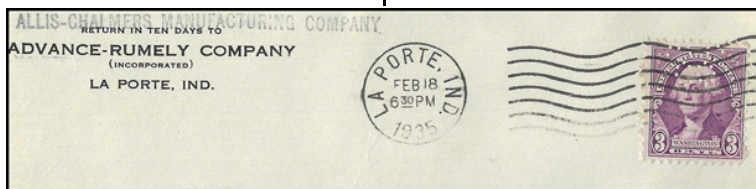
The reliability of the hot bulb engine, their ability to run on many fuels and the fact that they could be left running for hours at a time made them popular with agricultural users. A limitation of the engine was that it could only run at low speeds, typically 50 to 300 rpm. This made the hot bulb engine difficult to adapt to automotive uses, other than tractors, where speed was not a major requirement.

Returning to the story of the Advance-Rumely Company, general financial collapse of the Great Depression began to take its toll on the company. As early as January 1930, the Rumely management began seeking a buyer for the company. Allis-Chalmers Manufacturing Company agreed to take over the company in May 1931.

Advance-Rumely had discontinued its traction engine lines in favor of newer-style tractors. Allis-Chalmers had their own line that was quite successful. The remaining Rumely-branded tractors were discontinued. Allis-Chalmers was more interested in Advance-Rumely's line of threshing and harvesting machines and the large factories that built them. Also, Allis-Chalmers used Rumely's

extensive dealer network to instantly expand a sales network for the Allis-Chalmers product line. The "La Porte plant", as Advance-Rumely's main headquarters was called, became known as the "Harvester Capitol of the World" due to its production of Allis-Chalmers' All-Crop harvester line.

This brings the story to the usage of perfin A230.5 which was originally owned by Advance-Rumely. As evidenced here by a cover strip provided by Dan Baugher, the perforator was used by Allis-Chalmers Manufacturing after the acquisition of Advance-Rumely.



Two cover strips showing use of stamps into which perfin patten A230.5 has been punched. Upper strip - Advance-Rumely corner card with the stamp cancelled in La Porte, IN on Feb 18, 1935, and also with a rubber stamp addition "Allis Chalmers Manufacturing Company". Lower strip: 15 months later (May 25, 1936, also cancelled in La Porte, IN) Allis-Chalmers apparently had used up the stock of Advance -Rumely envelopes as witness the printed "Allis-Chalmers MFG. Co." name. However, they either hadn't exhausted the stock of stamps perfined with pattern A230.5 or they simply continued using the Rumely perforator.

Allis-Chalmers will be added as a supplemental user (successor company) for perfin A230.5, the perforator that was originally owned by Advance-Rumely. Allis-Chalmers had three other perforators: A062 in New York, NY, A064 in Milwaukee, WI, and A065 also in Milwaukee, WI. Gaar-Scott used perfin G161. The early M. Rumely Company used perfin M219. These companies and

their perfins usage are displayed in the following table. The perfins and the documented dates of usage help us understand the evolution of these companies and their important contributions to agricultural development in the Great Plains. There certainly is a lot of room for philatelic research in this area.

Company	Comments	Stamp Usage		Postmarks			City
		Perfin	Period	EKU	OKU	LKU	
M. Rumely Co.	Established in 1887	M219	1902-14	1/27/10		10/18/15	La Porte, IN
	Nothing known about this perfin; die var. of M219?	M219A	1908-14				
Advance Thresher Co.	Acquired by M. Rumely Co.; 1911						Battle Creek, MI
Gaar-Scott & Co.	Acquired by M. Rumely Co.; 1911	G161	1902-12	2/2/09		5/9/10	Richmond, IN
Northwest Thresher Co.	Acquired by M. Rumely Co.; 1912						Stillwater, MN
Abell Engine & Thresher Co.	Acquired by M. Rumely Co.; 1912						Toronto, Canada
M. Rumely Co., Inc.	Consolidation of manufacturing of the above companies; 1913						La Porte, IN

Rumely Products Co.	Consolidation of sales and distribution of the above companies; 1913						La Porte, IN
Advance-Rumely Co.	Above companies reorganized; 14 Dec 1915	A230	1917-35		11/2/26		Battle Creek, MI
Aultman-Taylor Co.	Acquired by Advance-Rumely Co.; 1925						Mansfield, OH
Allis-Chalmers Manufacturing Co.	Established; 1912	A062	190817		3/2/10		New York City
		A064	1902-27	4/5/12		10/5/19	Milwaukee, WI
		A065	1917-33	4/5/22		11/9/34	Milwaukee, WI
	Acquired Advance-Rumely Co.; May 1931	A230.5	1914-38	4/3/22		5/25/36	La Porte, IN

Follow-up On "Sudan Perfins - Update"

Edited from Correspondence as noted

After reading Gary Tomasson's article on forged Sudanese perfins in *The Perfins Bulletin* 75: 85-86. 2021 Rudy Roy emailed me with information and a couple of questions requiring clarification. The note is reproduced below:

According to Wikipedia the Anglo-Egyptian-Sudan was overseen by a British General in Cairo with assistance from lower ranking generals in charge of each country. In essence both countries were headed by nominal kings but the British ran everything.

What references can be cited that lead to fake Sudan perfins? While I don't collect Sudan perfins I have followed them for many years. Do the fakes

include the officials as well as the commercial?

Not having an answer to the questions posed (I, like Rudy, am no specialist on Sudanese perfins) I forwarded the questions on to Gary. His response is found next:

We have found no fake Semi-Officials stamps but all of the private perfins have had a fake Soudan Overprint on good Egypt perfins (now 5 different Egypt perfin types).

Of course, there are fake small and large Sudan "AS" perfins but, so far, no fake official "SG" perfins.

So, there we have it; does anyone know of any genuine Sudanese commercial perfin?

Club Member Ads

Wanted to buy: Perfins accumulations/collections from the Lands of Czechoslovakia. Jerry Hejduk, P.O. Box 459, Altoona FL 32702-0459.

For Sale: Issue collector, downsizing F, E, D, D+, C & C+ available. Send Want List & email to: Francis Stunzi, 37 Smith Street, Rouses Point, New York 12979-1602.

Ding, Dong, Your Liberty Bells (Sc#627) Are Cracked and Holey!

Steve Endicott (LM#2284)

I authored an article about the Liberty Bell which was published in the *Bulletin* in July/August 2014. This will serve as an update of the inventory of perfins in the commemorative stamp, Scott 627, issued in 1926 to celebrate the 150th anniversary of the Declaration of Independence. I have seen 160 different perfins in this stamp. (The original list in 2014 consisted of 118 perfins.) A current list is provided nearby. Do you have other perfins in this commemorative? If you do, I would like to hear from you.

The Liberty Bell was first cast in England. It broke in an early ringing after its arrival in Philadelphia, was melted and then recast (twice) in Philadelphia. The Bell was rung at many occasions in the colonial period, including such incongruous events as the ascent to the throne of King George III, at the announcement of the Battle of Lexington and Concord, and on July 8, 1776, at the first public reading of The Declaration of Independence. It was

rung at each anniversary of the signing of the Declaration of Independence until 1835. The bell broke on July 8 of that year while being tolled during the funeral of Chief Justice John Marshall. It also tolled on the announcement of the passing of George Washington, Benjamin Franklin, John Adams, Thomas Jefferson, Alexander Hamilton and Lafayette.

The famous crack in The Liberty Bell that we see today occurred in 1846 at the ringing for George Washington's birthday. It has not been rung since, although it has been struck at significant events such as on D-Day and on the 150th anniversary of American Independence. In 1915 the Liberty Bell traveled by train on a 10,000 mile nationwide tour from Pennsylvania visiting many towns prior to arriving in San Francisco to be exhibited at the Panama-Pacific International Exposition. The Liberty Bell was then returned to Pennsylvania and has never left Philadelphia since.

A039	C299	F031	I098	M012	P056-20	S215A
A111	C312	F072	I100	M051	P102.5	S234
A173.5	C320	F212	J007	M068	P163.5	S239
A188	C323A	G014	J062	M152	P174	T027
A221-01A	C353	G072-42	J083	M158	P174A	T066
A221-04	C356-12	G072-52	J105	M227	Q005	T078
A251	C402	G123	J109	M237	R092	T096
A268.3	C422	G187.5	J141.5	M288	R100	T119
A277	C424	G209	J167	N089I	R120	U063
B015A	C425	H015	J181	N090.6	R172	W072.79
B021	C431	H059	K004	N113-03	S002-54	W119
B114	D026	H066	K012	N113A-06	S027	W137
B136	D061	H070	K015	N113AB-04	S034	W197
B233.5	D075	H083.5	K035	N113ABb-0	S085	W199-21
B292	D104	H159.5	K071	N113Cc-02	S101	W207
C018	D120	H208	K072	N113D-03	S113	W224
C045	D129	I016	L005	N113Dd-13	S137	Y012
C069	D130	I026.5	L055-9	N141	S154.5	Y013
C110	D154	I042.7-21	L060-9	N150	S188	No. 06
C146	E096	I043.7B-03	L118	N189	S192	No. 18
C204	E116	I053	L123	P019	S195-10	No. 29
C237	F001	I054	L129.1	P047	S195-19a	Des. 13
C258	F008	I091-10	L180	P055-26	S195-51	

Treasurer's Report

Dan Baugher (#3825)

The total financial assets for the Club are \$103,937 down slightly (2.3%) from December 2020. The Club auctions, catalogs and covers reported increases for the year.

We have four reserve categories: life memberships, escrow for member's personal credit accounts, self-insurance transit fund, and

donations reserved for special projects. After subtracting for these, the Club has a remaining operational balance of \$32,769, which would cover about 2 to 3 year's expenses.

We look forward to seeing you at the National Convention in Portland, OR this summer.

2021 Perfins Club Balance Sheet					
Income	2020	2021	Expenses	2020	2021
Dues	\$5,055	\$5,505	Bulletin - printing & mailing	-\$7,822	-\$8,472
Club Circuit Approval	\$299	\$0	Club Circuit Approval	-\$136	-\$226
Club Auction	\$2,659	\$6,072	Club Auction	-\$2,020	-\$3,082
Club Catalog	\$3,006	\$3,188	Club Catalog	-\$1,434	-\$4,153
Club Cover	\$1,347	\$243	Club Cover	-\$508	-\$725
Interest (BofA and CDs)	\$1,257	\$1,078	Sunshine	\$0	\$0
Club Transit Insurance	\$0	\$0	Officers	-\$23	-\$100
Donations	\$194	\$256	Conventions/Promotion and web site	-\$430	-\$1184
Total Income	\$13,816	\$16,344	PayPal Expenses	-\$81	-\$107
Liabilities and Reserves	2020	2021	Club Insurance Premium and Claims	-\$847	-\$639
Liabilities	\$0	\$0	Total Expense	-\$13,302	-\$18,688
Reserves	-----	-----	Assets	2020	2021
Life Memberships	\$31,500	\$32,300	Checking Account	\$24,482	\$23,287
Donations - general	\$31,640	\$31,896	CD's	\$74,484	\$75,562
Floyd Walker Memorial Fund	\$2,087	\$1,997	Approval Account	\$5,210	\$4,984
Escrows for members	\$399	\$311	PayPal Account	\$2,182	\$104
Self-Insurance - Transit	\$4,664	\$4,8664	Total Assets	\$106,358	\$103,937
Operating Fund	\$36,068	\$32,769			
Total Liabilities and Reserves	\$106,358	\$103,937			

Schermack 000036 – revised rate

Steve Endicott (LM# 2284)

The C. A. Sterlinger Company is known to have used Schermack Sch. 000036 from January 3, 1910 to at least July 28, 1911. The company used this Schermack with control holes for its hardware store in Detroit, MI, probably on invoices.

In his extensive census of the Schermacks, Curt McCoy reported 81 examples of this Schermack Sch. 000036, some in perfin collections, some in other philatelic collections. In the 2018 edition of the Catalog, it was rated B (probably should have

been rated C+). Since then, Curt has received reports of another 23 copies of this Schermack. And, he has now acquired a bag (literally, a plastic bag!) full of unsorted perfins. In the bag are 45 Schermacks, 38 of which are this Sch. 000036. So, we now know of a total of 142 copies of this Schermack. *The rate will be changed to C.* Rounding off numbers, Curt reported about 3,000 Schermacks in his census of a few years ago. He now knows of nearly 4,000 Schermacks with control holes. The population of known Schermacks continues to grow.

Club Business

Bob Hodges (#4064; Club President)

Director-at-Large Position Filled

Clark Buchi (LM 4028) has been named by President Bob Hodges, and affirmed by unanimous vote of the Executive Board, to fill the position of Director-at-Large which has been vacant since mid 2021. With his acceptance of this position for the current (and last) year of its three-year term, Clark brings the Club's Executive Board to full strength (9 members) and, barring abstentions, avoids possible tie votes for the immediate future.

Clark published an autobiographical "Meet a Member" note in his first issue as Editor of the *Bulletin* back in May of 2014 (vol 68(3):5.) In that note he referred to himself as semi-retired from his position as President of Buchi Plumbing

Company in Nashville, TN. As the 3rd generation in the family-owned business started by his grandfather, Clark was at that time transitioning the business its 4th generation in the family. And it appears that he has gotten his expressed wish to see the 100th anniversary of the company which occurs this year.

Clark is a member of the APS. He is also a co-founder of the First Issues Collectors Club (back in 1990) and served as Editor of their Club publication for the first six years of its existence. He is also "...a member of several other philatelic societies, as well."

Welcome and thank you Clark.

Revenue Catalog Gets New Life

It was 14 months ago that we lost our Revenue Catalog Editor. At the time, I doubt anyone realized the scope of knowledge that Art Mongan had brought to that position. In the intervening time since his death several possible replacement volunteers have demurred to volunteer on the basis of lacking the breadth of expertise they felt necessary to fill that position. At long last that reservation has been overcome. The vacancy has been filled in a way previously used by the Club for other purposes; we now have a Revenue Catalog Committee of three editors!

Bob Hodges (#4064) will serve as interim U.S. Revenue Catalog Chair and Editor for Volume 3 of the catalog. **Steve Endicott** (LM 2284) will serve as Editor of Volume 1. And a long-time member but a new face in our publication world, **Lou Caprario**, (#863) will serve as editor of Volume 2. Contact information for these three gentlemen can be found on page 42 of the current *Bulletin*.

Catalog questions and new or additional catalog information should be sent as follows:

Volume 1 - Transaction Revenues:
Currently includes perfins in
Documentary, Excise Tax, Future

Delivery, Narcotics, Proprietary, Specimen, and Stock Transfer, and State revenue stamps (with or without date punches); revenues with punched letter and punched design cancels; perfins/punches in non-revenue/non-postal, Delaware alcohol beverage, D.C. beverage, Kansas Cigarette, Louisiana Law, and Maryland Liquor and Wine stamps; and, New York and Pennsylvania auto inspection stickers.

Volume 2 - Commodities Revenues:
Currently includes non-Proprietary revenue perfined stamps related to commodities including Beer, Distilled Spirits, Export Fermented Liquor, Fermented Fruit, Oleomargarine, Other Liquor, Tobacco products (Cigars [Company Name or Factory Number]).

Volume 3 - Fiscal Papers and Others:
Currently includes Checks, Bills of Exchange, Notes, Scrip, Sales Slips, Stocks, etc. perfined or punched with a number, letter, dated multi-line "PAID", "CANCELLED" perfin or multi line dated perfin without date.

Uncertain of which volume - Send to Bob and he will distribute as appropriate.

Club Business (Contd.)

Nominating Committees

Annually three nominating committees are formed to accept proposals for candidates for the positions on the Executive Board with terms expiring at the end of the current year, and for persons recommended for the Club's two awards - The Hallock Card which recognizes sustained service to the Club and the Floyd Walker Award which recognizes scholarly published research. The three committees are listed below. Should you have a nominee in mind for any of these positions/awards please notify any of the appropriate Committee members in writing (email or snail mail) with a brief description of who and why you think this nominee deserves the position/award for which you are nominating him or her.

Executive Board Nominating Committee (EBNC): The terms of two incumbents expire December 31, 2022. Nominees will be accepted till May 31 for both the Secretary position and for one of the three

Director at Large Position Committee members: **Steve Endicott**, Chair (perfins@gmail.com or 20 Greensburgh Ln., San Anselmo, CA 94960-1000); **Dan Baugher** (dbaugher@charter.net or 14618 Big Timber Lane, Chesterfield, MO 63017-5659); and, **Paul Mistretta** (paulmistretta70@gmail.com or 4148 Commodore Dr., Atlanta, GA 30341).

Hallock Card Award Nominating Committee: **Dan Baugher**, Chair (see EBNC for address info); **Steve Endicott** (see EBNC for address info); and **Cliff Irving** (2hike@comcast.net or P.O. Box 131, East Sandwich, MA 02537-0131).

Floyd Walker Award Nominating Committee: **George Miura**, Chair (geormiur@aol.com or 1007 Long Ln. Apt 207, Honolulu, HI 96817-3322); **Dave Smith** (precancel smith@aol.com or P.O. Box 64, Traumansburg, NY 14886-0064); and **Steve Endicott** (see EBNC for address info).

Secretary's Report

New Members:

Vincent Jones #4289
825 Revere Way
Emerald Hills, CA. 94062-4020
vincekjones3@gmail.com
Interests: US Coils

Mischelle Messenger #4290
4 Wayne Ave., Apt. 1
Ipswich, MA. 01938-2152
mmessenger108@gmail.com
Interests: Everything, crowns & symbols, Hx

C.P.A.C. Reynolds #4291
1809 Flagler Ave., N.E.
Atlanta, GA. 30309-2707
cpacreynolds@mindspring.com
Interests: Worldwide

Doug Muir #4292
10 Berkham Road
Toronto, Ontario M1H 2T2
Canada

dmuir2001@yahoo.com

Interests:: Canada Perfins;
Canada related perfins

Chris Granger #4293
3575 Lauderdale Pt. CRRS ?
Severn Bridge, Ontario P0E
1N0
Canada
cjgranger@gmail.com
Interests:: Canada - US

Corrected Info Changes

Robert Martin #3981
PO Box 389
Windsor, PA. 17366-0389

Closed album:

Jan Kristiansen #3948
Frederick "Art" Atkinson LM
#98

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The Perfins Bulletin
14888 Oceanview Dr.
Brookings, OR 97415-9326

Two of My Favorite Covers

Jerry Moore (#3687)

Two of my favorite covers are these two commercially-bought airmail envelopes with 30 cent airmail stamps (Sc# C30, issued September 25, 1941). I am interested in perfins used by Swedish companies. Both covers were sent from the Scandia Insurance Office in New York City, one on March 9, 1944, and the other on March 19, 1944, and both are addressed to the Scandia Home office in Stockholm. All stamps have the RICo/LD (R086-087.5 complex) perfin pattern of the Royal Insurance Company. Both were examined by censors. One has sufficient postage for 3 ½ ounces.

The Scandia Insurance Company of New York City was originally a branch office of the Swedish company. In 1943; the Royal Insurance Company bought the New York Office, which then maintained its separate identity. So, technically, these covers were not from a Swedish company (although the Swedish name was used in the return address), nor is the perfin Swedish,

but I find it interesting that the New York office then began using the perfins of their parent company.



I wonder how many such covers there are out there and what is their date range.

Upcoming Events of Interest

March 19, 2022 - Texas Precancel Club - Spring in-Person Meeting. St. Mary's Catholic Center, 603 Church Street, College Station, TX. 9:00 AM - 4:00 PM.

March 30 - April 1, 2022 - California Spring Roundup. Holiday Inn Express, Paso Robles, CA. Room discounts available for PSS and Perfin Club members.

August 15-20, 2022 - PSS/ Perfins Club Convention - Portland Airport Holiday Inn, 8439 NE Columbia Blvd., Portland, OR. - More later.

August 2023 - PSS/Perfins Club Convention - North Charleston SC - Details yet to be determined. More later.

The Perfins Bulletin is published bi-monthly.

Postmaster: Please send address changes to: The Perfins Club, Inc., 14888 Oceanview Dr., Brookings, OR 97415-9326