

January/February 2019

The **Perfins** Bulletin

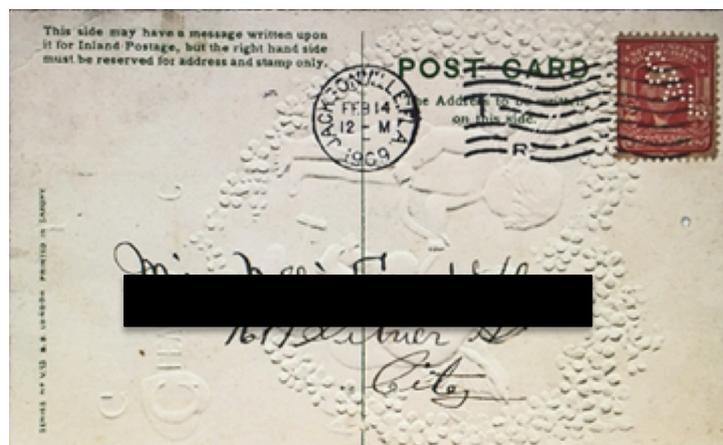
Volume 73, Number 1 Whole Number 674

- T.H. on Hawaiian QSL cards
- New Canary Islands Pattern
- The Faroe Islands
- US perfin used in (or near) China
- Carter White Lead Company
- More Jamestown perfins



Happy Valentines Day! Here's a timely philatelic greeting. We hope that the recipient recognized the sender's handwriting since the post card is unsigned. Also, there is hope that Miss Campbell didn't note the use of "borrowed" postage by the anonymous sender to whom we'll give the benefit of doubt and suggest that the stamps were purchased from a ticket taker or porter while the sender was riding the Seaboard Air Line Railway Line (pattern S029).

Thanks to Steve Endicott for sharing this cover



New Information for the US Catalog

Steve Endicott (LM#2284)

The following are primary users that have been identified or verified since publication of the *Catalog of United States Perfins*.

- C038 Curtice Brothers, Rochester, NY
- C265.5 Chatham Phenix National Bank & Trust Company, New York, NY
- F007 Fidelity Trust Company, Kansas City, MO
- G097.5 George H. Sidwell Company, Chicago, IL
- H117 Hupp Motor Car Company, Detroit, MI

- M141.1 Marine Iron Works, Chicago, IL
- N084 National Fireproofing Company, Pittsburgh, PA
- N105 Nairn Linoleum Company, Kearny, NJ
- N190 New York Edison Company, New York, NY
- R033 Ritz-Carlton Hotel, New York, NY
- R118.5 Review of Reviews, New York, NY
- S299 Scruggs-Vandervoort-Barney, St. Louis, MO

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Visit The Perfins Club web site at <http://www.perfins.org> -- Mike Hynes, Webmaster (mike@precancels.com)

Unexpected Absence of Territory of Hawaii Stamps with Perfin T47 on QSL Cards Mailed from Kauai High School

George A. Miura (3906)

A 1985 article in *The Perfin Bulletin* reported a QSL card with call sign KH6IK, formerly K6TKA, with a Territory of Hawaii perfin T47 stamp cancelled in 1948. The card was mailed from Kauai High School in Lihue, Kauai, an entity of the Territorial government, by Mr. K[atashi] Nose, an instructor. I report here curious anomalies where K6TKA /KH6IK QSL cards were mailed from the same location by the same individual during the 1940's with stamps lacking perfins. While writing this article I

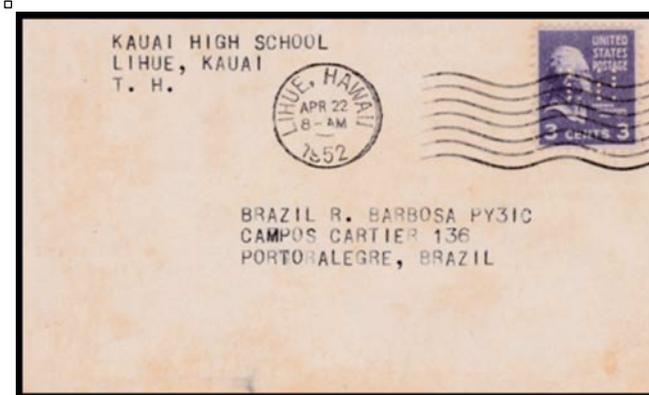
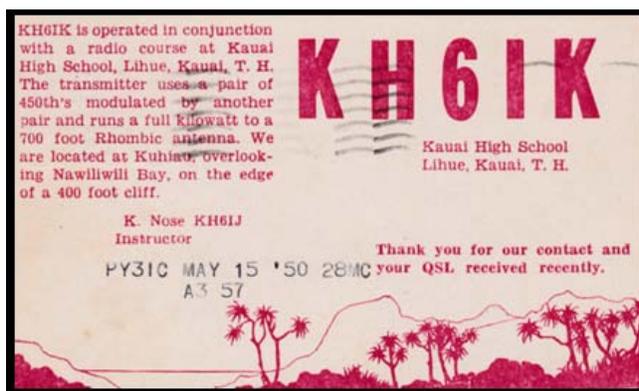
realized that I had crossed paths with Mr. Nose earlier, which I will explain below.

After I found the first K6TKA/KH6IK QSL card without the T47 perfin, cancelled on 25 November 1941, I looked for other examples. I found four additional K6TKA/KH6IK QSL cards franked without perfin that were offered on an internet auction site during 2016-17 (Table).

Date of Cancel on K6TKA/KH6IK QSL Card	Stamp without Perfin cancelled on K6TKA/KH6IK QSL Card	Addressee's Call Sign and Location on K6TKA/KH6IK QSL Card
3 May 1941	Scott U.S. #804, 1c Washington	W4FBH, Decatur, GA
25 November 1941	Scott U.S. #804, 1c Washington	W9LOV, Wilmette, IL
14 March 1947	Scott U.S. #807, 3c Jefferson	W9LOV, Chicago, IL
22 September 1948	Scott U.S. #961, 3c Century of Friendship US-Canada	W4NCP, Coral Gables, FL
8 December 1949	Scott U.S. #804, 1c Washington	W6RMM, El Cerritos, CA

In my search I found only a single KH6IK QSL card with the expected T47 perfin canceled in

1952 on Thomas Roscoe's website, K8CX Ham Gallery, hamgallery.com (Figures 1 and 2).



Figs. 1 and 2: Face (above) and address side (right) of KH6IK QSL card sent by Mr. Katashi Nose, Kauai High School radio club, Lihue, Kauai to Brazil franked with stamp perfined T.H.

Why were non-perfin stamps used periodically at this point of origin? It is useful for *The Perfins Bulletin* reader to know that the employment of the T47 perfin was fully warranted for K6TKA/KH6IK since it was the call sign of the Kauai High School radio club that was owned by the school, operated by its students, supervised by a faculty member and later used in a radio course according to the text on the QSL cards. In contrast I have three related KH6IJ QSL cards, Mr. Nose's amateur call sign, in my collection that were postmarked Lihue, Kauai from 1948 to 1952 with appropriate non-perfin stamps.

There may be a simple explanation for these anomalies listed in the Table. As proof of radio contact an amateur radio operator may have mailed directly his QSL card in an envelope and enclosed a mint stamp as return postage when requesting a QSL card from Mr. Nose. If the radio operator lived in a foreign country, he may

have enclosed instead an international reply coupon which Mr. Nose would have exchanged for U.S. postage at a local post office. Thus in either situation the stamp received to mail the K6TKA/KH6IK QSL card would have been normal and would have lacked a perfin.

In a personal postscript to this article, our paths crossed at the University of Hawaii where Professor Katashi Nose taught my undergraduate physics course.

Reference:
1985. Cover Corner. *The Perfins Bulletin* 38(2): 29.

It is a great pleasure to acknowledge the generosity of Mr. Thomas Roscoe who provided the scans of the KH6IK QSL card and gave his written permission to reproduce the images for this article.

Perfins of the British Mandate in Palestine

Bill Lerner (#4190)

The area of the World that was Palestine, and is now Israel, was ruled for 2,500 years by the following empires: Babylonian, Persian, Roman, various Islamic caliphates, fatimites, and sultanates, Byzantine, and Ottoman. The latter, controlling the area for almost 600 years, began to lose territory to emerging European powers in the 18th and 19th centuries. By the mid 1800s, the weakened Ottoman Empire allowed a number of these powers, namely, Austria, France, Italy, Germany, and Russia, to establish their own postal services in Palestine. Allied with Germany, the Empire entered World War I on the side of the Central Powers. Defeat spelled the end for the Ottomans. A large area in the Middle East was carved up between Great Britain and France, and was legitimized by the League of Nations when it gave the former a mandate to administer the area.



Figure 1: Original design produced by the British for use in the Palestine Mandate.

Between 1918 and 1942 the British produced stamps with two major designs. The original design is shown in Figure 1. The first issue, the "Blues" consisted of four stamps. A more complete set followed shortly with 11 values. These were followed by three sets with the same design as before, but overprinted with similar, but different fonts. Primitive printing methods resulted in innumerable types, errors, and color shades. The last two issues with this same stamp design were produced in London with changed colors and values. It is here where we find the first perfins.

Please note that I have a few perfins, but do not actively collect them. The perfins of Palestine are part of my general Palestine collection. The information presented here is based on information that is quite old, and there may have been new discoveries.

To my knowledge, only one value was perfined in the London I issue, the two piastres. It is perforated A.P.C. for Anglo Palestine Company. The only photograph I have seen is from the Bale-Zodiac catalogue of 1980. However, for each value, the London I issue consists of 12 overprint varieties, numerous plate varieties, rough and missing perforations, and possibly different positions of the perforated initials.

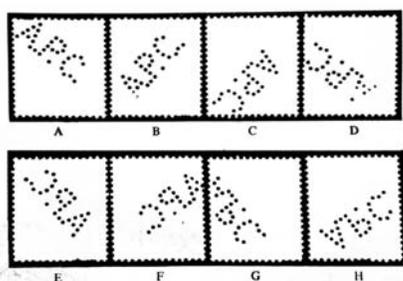


Figure 2: Eight positions of the A.P.C. perfin found in the London II printings of Palestine Mandate stamps.

London II was issued with two perforation types and also has many varieties. A.P.C. appears on 10 values, the 1, 2, 3, 4, 5, 6, 7, 8, and 13

milliemes and the 2 piastres. The perfin appears in eight different positions (Figure 2). A second, rarer perfin, occurs on the 1, 2, 5, and 7 milliemes denominations. Four positions are known (Figure 3). It uses the Hebrew letters kuf, kuf, lamed, transliterated to K.K.L. It stands for Keren Kayemet L'Yisroel, or Jewish National Fund. This charity supplied and continues to provide major funding for land purchases during Ottoman Empire period, and later for planting more than 200 million trees and other development projects.

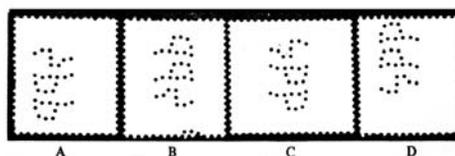


Figure 3: Perfin "K.K.L." is also found in the London II printings of Palestine Mandate Stamps

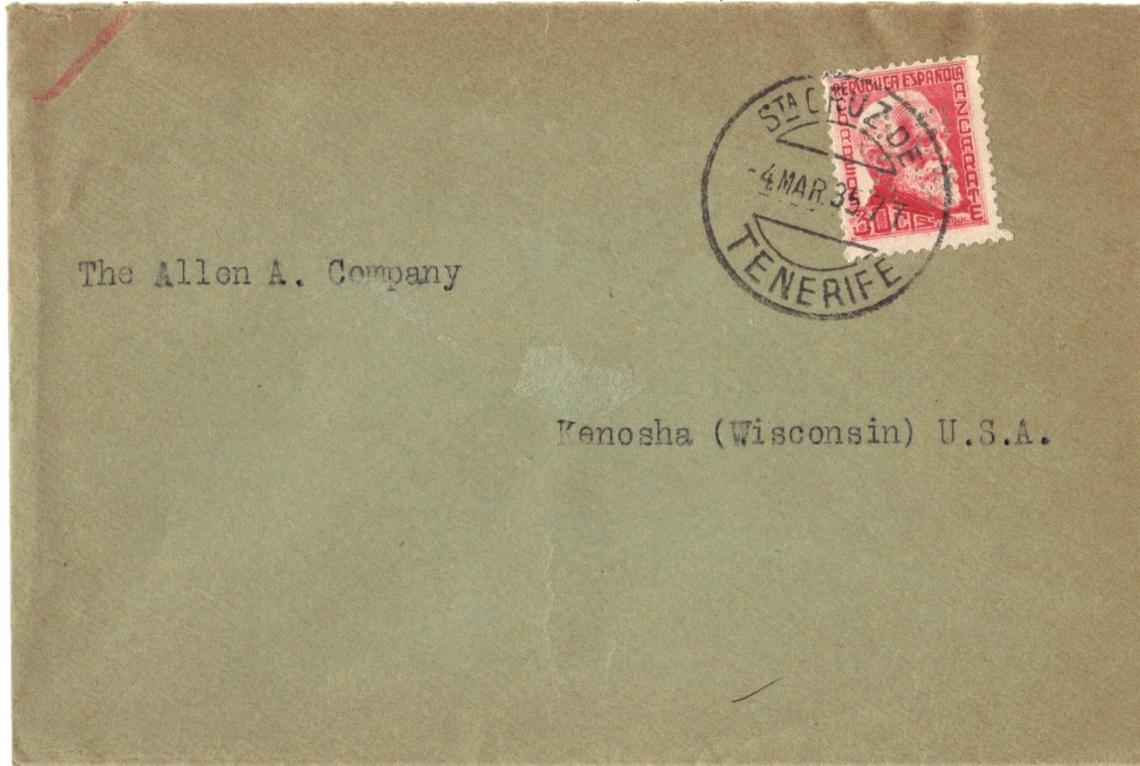
In 1927 a new issue in four designs was released (Figure 4). It was followed by three re-releases in changed colors, new denominations, and different paper types. A.P.C. perfins are known in eight positions on semi-transparent (9 values) and ribbed (13 values) papers. Some are rare. K.K.L. perfins are all rare and appear in four positions on semi-transparent paper (9 values). Again, note that there may have been new discoveries since the 1980 Bale-Zodiac catalogue.



Figure 4: Palestine Mandate stamps in the issue of 1927.

Bank of British West Africa - Unlisted Pattern

Joe Coulbourne (#2574)



This cover seems like a regular Spanish perfin cover and I am sure that I bought it as such without the seller realizing that this is a Canary Islands perfin cover. The proof is in the postmark and the sender's return address on the back of the envelope.



The pattern is not listed in the African Section of the World Perfins Catalog that was issued in 1995 by The Perfins Club. It is, however, listed in "A Catalogue of Spanish Perfins" published in the UK by Roy Everett in 1985. In this catalogue it is listed as pattern 38.



Although the pattern shown

indicates a stop (period) after the "W", the cover above does not show one, possibly indicating wear of the die with age and use.

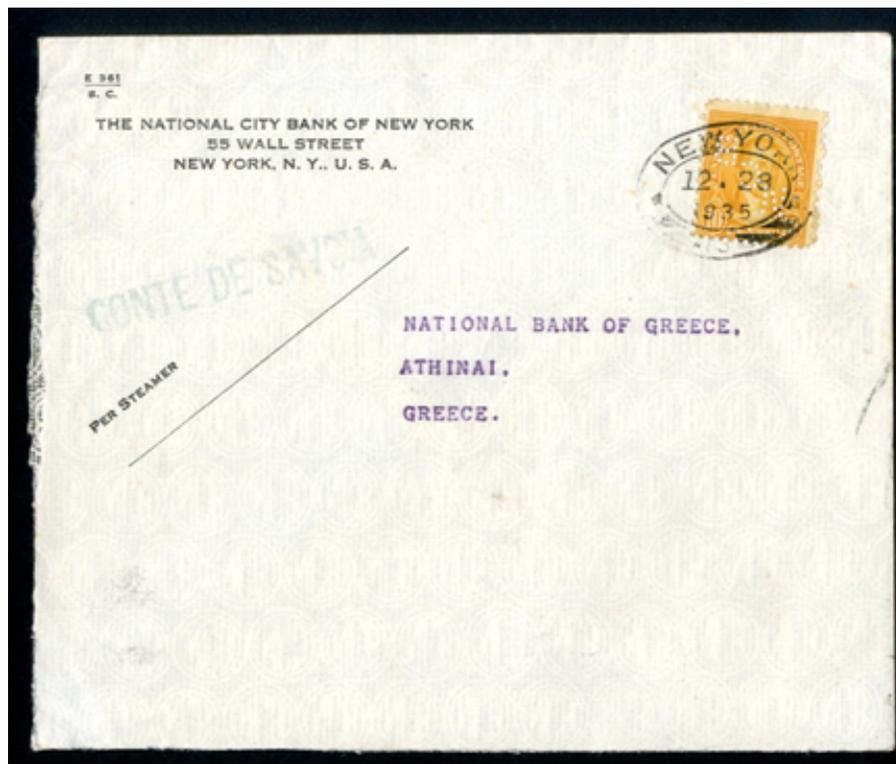
Tenerife is the largest and most populated island of the seven Canary Islands. It is also the most populated island of Spain, with a land area of 2,034.38 square kilometres (785 sq mi) and 898,680 inhabitants, 43 percent of the total population of the Canary Islands. Tenerife is the largest and most populous island of Macaronesia. About five million tourists visit Tenerife each year, the most of any of the Canary Islands. It is one of the most important tourist destinations in Spain and the world. Santa Cruz de Tenerife is the capital of the island and the seat of the island council. The city is capital of the autonomous community of Canary Islands (shared with Las Palmas), sharing governmental institutions such as presidency and ministries. Between the 1833 territorial division of Spain



and 1927, Santa Cruz de Tenerife was the sole capital of the Canary Islands. In 1927 the Crown ordered that the capital of the Canary Islands be shared, as it remains at present.

The stamp is Scott number 549 issued by Spain in 1935 and the postmark reads, “S^{TA} Cruz De Tenerife and is dated 4 March 1935.

\$49 for a Visually Unspectacular F-Rated US Perfin on Cover?
 Rudy Roy (#1124)



At left is a cover with National City Bank NCB perfins (N44 - F rate) sent to Greece.

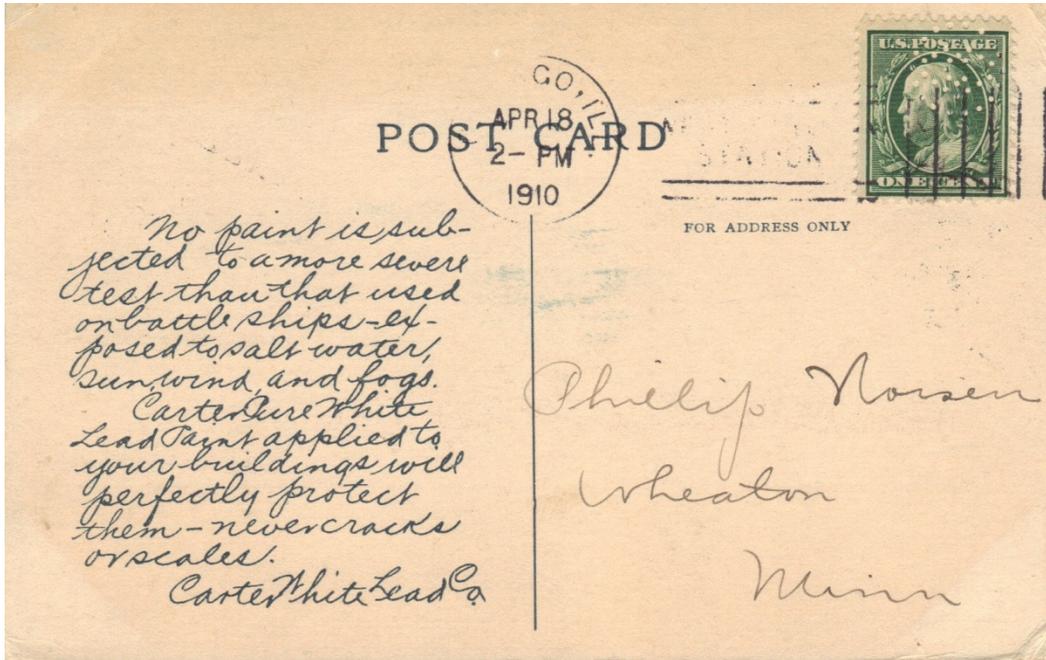
It recently sold on eBay for \$49.

How good is your understanding of postal history? Why did this common perfin, even on cover, command such a price??

See page 16 for the explanation

Carter White Lead Co. (...and a bit of Naval History)

Joe Coulbourne

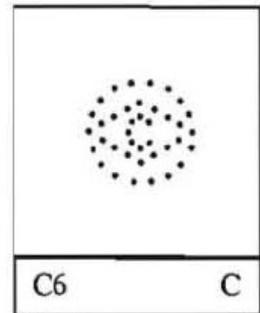


The Carter White Lead Company was a proliferate advertiser and frequently sent out picture post cards proclaiming the virtues of their paints. Most of the time, the picture side was of a large government or industrial building that had used Carter paints. I have several of the building PPCs but only this one speaking to use of their paints on a US Navy warship – in this case, the USS Oregon BB-3. The pattern on this PPC is C6.

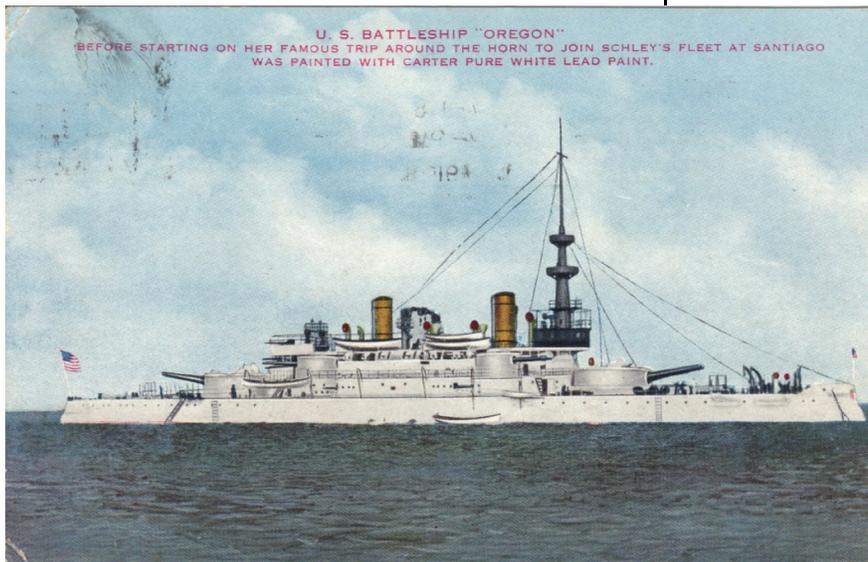
The Omaha [Nebraska] White Lead Works were established by W.A. Paxton, Levi Carter, C. Hartman, W.B. Royal, C.W. Mead, N. Shelton, D.O. Clarke, and S.E. Lock in August of 1878 with a capacity of 600 tons a year and capital of \$60,000. The plant was built at 20th Street and the Union Pacific tracks. At the time of its establishment, it was the largest white lead works west of St. Louis. In 1881, the capacity was increased to 1200 tons a year. The low price of lead in 1885 forced the plant to shut down in that year. Until then the process of making white lead was known as the "Dutch process." Sheets of lead were placed in vats where they underwent an extensive and time-consuming corroding process. Levi Carter, freighter and

cattleman, experimented with a new process whereby the lead was reduced to atoms instead of being allowed to remain in large sheets. The corroding process then took a comparatively small amount of time.

Carter reorganized the company in 1886, under the name Carter White Lead Works. The capacity of the plant reached 4000 tons as Carter's new atomizing process proved that better white lead could be produced at a smaller cost and in less time than by the old process. On June 14, 1890, the lead works plant was destroyed by fire. Before year's end, a new \$200,000 plant had been constructed in East Omaha and within a couple of years the plant's output reached 7000 tons. Under Carter's management, the company became the largest corroder of white lead in the U.S., with factories in Omaha and Chicago. The Chicago plant was the largest single white lead factory in the world.



Levi Carter died on November 7, 1903. Five years after his death, the Carter White Lead Company still claimed to be the largest independent manufacturer of lead in the U.S., with a capital of \$750,000, and a yearly capacity of 30,000 tons. The Carter White Lead Company dissolved in 1936. All of its property was distributed to the National Lead Company,



which was headquartered in New Jersey. The new owner continued to operate the Chicago plant as the Carter Brand of the National Lead Company.

There is an extremely interesting webpage devoted to the diary of G. W. Robinson, Fireman 2nd Div. who was stationed in the USS Oregon during the Santiago period mentioned on this picture side. If possible and you have a few minutes, please check it out at: <http://www.ussoregon.com/diary%20g.w.%20robinson%20fireman%202%20nd%20div.htm>

As a retired sailor myself, I love the naval history of ships. The famous trip spoken to on this picture side of the PPC refers to her record setting trip from the Pacific to the Atlantic. She departed from San Francisco on 19 March, and reached Jupiter Inlet 66 days later, a journey of 14,000 nautical miles (26,000 km; 16,000 mi). This was considered a remarkable achievement at the time. The journey popularized the ship with the American public and demonstrated the need for a shorter route, which led to construction of the Panama Canal. Since Carter paint had been used prior to this journey, I assume the Carter White Lead Company thought it most appropriate to highlight that fact in its advertising.

USS Oregon's (BB-3) naval history follows:

USS Oregon (BB-3) was ordered on June 30th, 1890. USS Oregon saw her keel laid down by Union Iron Works on November 19th, 1891. She was launched to sea on October 26th, 1893 and formally commissioned on July 15th, 1896. While termed a "battleship" when she was commissioned, the arrival of HMS Dreadnought in Britain during 1906 ultimately rendered ships like Oregon "pre-dreadnought" battleships in short order. HMS Dreadnought revolutionized naval warfare by her uniformed main battery and steam turbine machinery providing an excellent combination of firepower and speed.

USS Oregon was part of the three-strong Indiana-class which included USS Indiana (BB-1) and USS Massachusetts (BB-2). Her original machinery utilized four

Scotch double-ended boilers with two vertical inverted triple expansion reciprocating steam engines driving up to 9,000 horsepower to two shafts under the stern. The Scotch boilers were replaced by eight Babcock & Wilcox boiler units during her career. Maximum speed in ideal conditions was 15 knots and range was out to 5,600 miles.

Oregon's original armament was two 13" /35 caliber twin-gunned main turrets on her deck backed by four 8" /35 caliber twin-gunned turrets. She also carried four 6" /40 caliber guns, twenty 6-pounder cannon and six 1-pounder guns. In keeping with surface warship design of the time, Oregon was outfitted with four Whitehead torpedoes. In 1908, the 6" guns were removed while, in 1910, twelve 3" /50 caliber guns were added.

The vessel's silhouette revealed a traditional warship arrangement by late-1800 standards. Two inline smoke funnels were seen at midships with a main mast reaching high above the bridge. The bridge sat behind and above the forward main gun turret. The aft main gun turret was seated over the stern. The 8" guns were contained in four smaller turrets surrounding the superstructure. Lifeboats were

identified near midship. Her typical crew complement numbered 473. Armor protection included up to 460mm at the belt, 380mm at the main turrets, and up to 250mm at the conning tower. Deck protection reached 76mm.

As Union Iron Works was located in San Francisco, California along America's West Coast, USS Oregon was conveniently assigned to the U.S. Pacific Squadron in the early going (the Panama Canal had yet to be built and thus transiting to Atlantic waters were quite a journey). As the political situation between Spain and the United States began to deteriorate, the vessel relocated to the American East Coast for the foreseeable future. With no convenient passage options available, Oregon rounded the South American southern coast to reach Atlantic waters, covering some 16,000 total miles during a journey spanning from March to May 1898. War with Spain formally began on April 25th, 1898.

As part of the Atlantic Squadron, USS Oregon was used to help blockade Santiago. On July 3rd, 1898, she supported American actions during the Battle of Santiago which resulted in a decisive U.S. victory as five battleships, an armored cruiser, and two militarized yachts of the USN tangled with four cruisers and a pair of destroyers from the Spanish Navy. American casualties numbered one dead and one wounded to Spain's 323 dead, 151 wounded, and 1,720 captured. During the fighting, Oregon's speed was put to good use alongside USS Brooklyn as they ran down the escaping Cristobal Colon - which was forced to surrender.

The war with Spain ended months later on August 12th, 1898 with an American victory (and the demise of the Spanish Empire) but spurred a new war in the Philippines. USS Oregon was stationed in Pacific waters once again and completed a one-year tour during the Philippine-American War (1899-1902). The war's results were quite the same as the Americans forced a Philippine surrender and became American territory for the foreseeable future. USS Oregon then stationed off Wusong, China during the Boxer Rebellion (August 1899 - September 1901) as a multinational coalition battled Chinese and Yihetuan anti-imperialist forces - the war becoming a coalition victory. Oregon returned stateside for a much needed overhaul. During March of 1903, the

vessel was back in Asian waters and completed a three-year commitment in the region. Following that, the vessel was decommissioned for the first time during April 1906.

During August of 1911, USS Oregon was recommissioned but this service tenure was short-lived. The subsequent years proved rather uneventful and Oregon was set back into reserve status from 1914 onwards. With the outbreak of war in Europe during the summer of 1914 to begin World War 1 (1914-1918), tensions worldwide mounted and the United States ultimately entered the war on the side of the Allies during 1917. This pulled USS Oregon back into active service as she was used to escort vital cargo ships supporting the White Russian forces against the Communist Red Army during the Russian Civil War (1917-1922) - an outgrowth of the global conflict.

With World War 1 having ended with the Armistice of November 1918, USS Oregon was a victim of the military drawdown and the Washington Naval Treaty naval limitations that preceded the conflict; it was decommissioned again on October 4th, 1919. She became a floating museum for the State of Oregon beginning in June of 1925 and remained at this post for decades. She was handed the new designation of IX-22 in February of 1941.

With the arrival of World War 2 (1939-1945), the United States was once-again plunged into a European conflict and all manner of war-making goods were sought. Unfortunately for the Oregon, she was unfit for combat as a warship but her sea-going usefulness was not completely overlooked. She was returned to USN ownership and converted to serve in wartime where she was present at the Battle of Guam (July - August 1944) and aided in the American victory as an ammunition carrier under tow. Oregon managed to survive the war intact and ended her days near Guam after the Japanese surrender of 1945. In November of 1948, Oregon fell victim to a passing typhoon which severed her lines from her berthing place. She drifted out to sea before being located and recovered. Once brought back, it was decided the vessel best be scrapped. She was sold off in March of 1956.

Perfin Using Countries of the World

-- Faroe Islands --

Joe Coulbourne (#2574)



The Faroe Islands are situated in the heart of the Gulf Stream in the North Atlantic at 62°00'N and 06°47'W, lying northwest of Scotland and halfway between Iceland and Norway. An archipelago is composed of 18 islands covering 545.3 square miles and is 70 miles long and 47 miles wide, roughly the shape of an arrowhead. There are 687 miles of coastline and at no spot in the Faroe Islands is a person more than 3 miles away from the ocean. The highest mountain is 2883 feet above sea level and the average height above sea level for the country is 982 feet. The population is around 50,000 as of 1 April 2017. Since 1948, the Faroe Islands have been a self-governing region of the Kingdom of Denmark. It has its own parliament and its own flag. It is not, however, a member of the European Union, and all trade is governed by special treaties. Faroese, rooted in Old Norse, is the national language. Nordic languages are readily understood by most Faroese, and English is also widely spoken, especially among the younger people. The fishing industry is the most important source of income for the Faroes. Fish products account for over 97% of the export volume. Tourism is the second largest industry, followed by woolen and other manufactured products.

In terms of philately, the country has been issuing stamps since 1975 with two earlier periods, in 1919 and again during World War II as part of the 1940-1941 provisionals, when they overprinted stamps of Denmark. As to perfins, there is one indigenous perfin, the V.L. of Valdemar Lützen Ltd. This company has been in business since 1904 and has perfined stamps of Denmark as well as the stamps of the Faroes beginning in 1975.

There are two known perfins used in the Faroe Islands. The pattern A1 (V.L.) of Valdemar Lützen Ltd is the most prevalent and according to my specialized Faroe Islands catalogue (DAKA GF 10) this pattern has been in use since 1 July 1935. The Danish perfin D.D.P.A. of the Det Danske Petroleum Aktieselskab has been in use since 1925 and this perfin can be found with Faroese postmarks. Both patterns are scarce and the DAKA GF 10 catalog prices them on and off cover. Be warned that these patterns on Danish stamps with Faroese postmarks start around \$7 and ramp up to more than \$350 when used on cover with ID. The patterns are shown on the next page.

FAROE ISLANDS

VL		DDPA	VL	
A1		Danish types	with Thorshavn	Cancel



Immediately below are a few stamps showing the perfin.



At the company's website found at: <http://vl.fo/?p=23> you can read about the history of

the firm. I quote here for those who are not yet connected to the internet.



“Quality Service For More Than 110 Years

“Valdemar Lützen Ltd. specializes in tools, machinery, implements, stainless steel products and locks. The company is domiciled at Skálatrøð in Tórshavn, Faroe, and has been an integral part of daily life in the capital of the islands for as long as people remember.

“Valdemar Lützen Ltd has a big store with a wide range of articles used by the building industry, the professional craftsman and the do-it-yourself handy man who keeps up, repairs and refurbishes his own house and cultivates his garden.

“Valdemar Lützen Ltd was established in 1904, the year when the Grove in Tórshavn was planted, and Havnar Bóltfelag, the Tórshavn Football Club, was founded, and it is one of the oldest businesses in Faroe still operating.

“Since 1988 the store at Skálatrøð has specialized in tools, locks, gardening implements and fishing tackle and has been a very well visited store in the capital, mainly because it is reputed for its wide range of quality products and top quality service for its customers. Valdemar Lützen Ltd has the biggest assortment of Bosch electrical machinery and accessories in the country.”

References:

Anon. n.d. Valdemar Lützen. Accessed at: <http://vl.fo/?p=23>.

DAKA. 2017. Faroe Islands Stamps and postal stationery. 22nd ed. StefanHeijtz, Stockholm. 316 p.

Schwerdt, R. J., ed. 1994. The world perfins catalog: European section. The Perfins Club: 10.

Serendipity and the Faroes

Based on a note from Rudy Roy (#)

Unrelated to the above article, the following arrived from Rudy; coincidental but timely!

“Attached is a Faroe Island cover (I believe a newspaper wrapper) with the "VL" perfins in both the stamp and the Christmas seal. It was on eBay and sold for \$225.00. While the perfins is not very scarce, the Danish catalog makes no mention of a Christmas seal with the perfins, let alone on cover.”



US Perfin Cover from a U.S. Soldier in China, 1941

Dick Scheper (#3311)



The cover above was sent from China to Miami, Florida, on April 5, 1941. The cover is illustrated with a picture of a marine soldier and the text: "With the U.S. Asiatic fleet in China." The cover is franked with a 3 cent US postage stamp with a perfin 'ACL'.



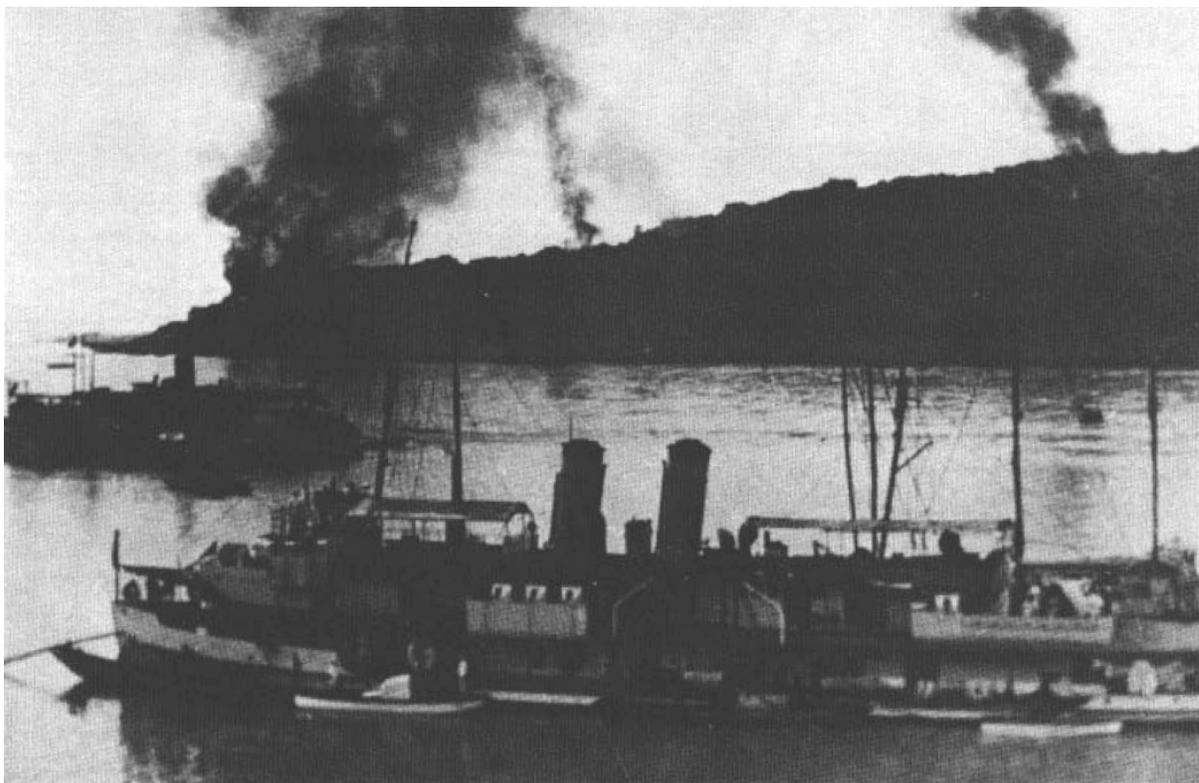
The perfin 'ACL' is US catalogue number A076, used by the Atlantic Coast Line Railroad in stamps issued from 1902 to 1960. Until now all the known uses and postmarks are from the southern Atlantic U.S. – Florida to North Carolina.

The cover has a ship cancel of the U.S.S. Tutuila, a United States Navy river gunboat, joining the Yangtze River Patrol Force, from

1928 to 1942. It was a naval operation to protect American interests along the Yangtze River in China. A **river gunboat** is a type of **gunboat** adapted for river operations. River gunboats required shallow draft for river navigation. They would be armed with relatively small caliber cannons, or a mix of cannons and machine guns.

The U.S.S. Tutuila, built in 1928 in Shanghai, had a crew of 60 and was able to ply the entire Yangtze River year round. The advantages of steam power and shallow drafts meant that the new European vessels initially vastly outclassed anything available to the Chinese.

Tutuila's duty with Yangtze Patrol offered excitement and variety: conducting roving armed patrols; convoying merchantmen; providing armed guards for American flag steamers; and "showing the flag" to protect American lives and property in a land where civil strife and warfare had been a way of life for centuries.



Naval personal on the U.S. river gunboats were allowed to put ordinary U.S. postage stamps on their mail to family in the USA. Maybe the sender of my cover once travelled with the Atlantic Coast Line Railroad, bought their perforated stamps, and used them on homeward

mail during his military service in China. Or the sender, before going to China, was an employee of the ACL Railroad company from where he had received his stamps. We will never know. Anyway, it is an interesting private use of a U.S. company perfin in China.

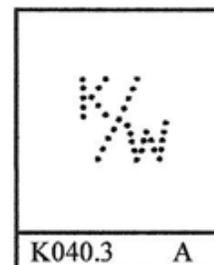
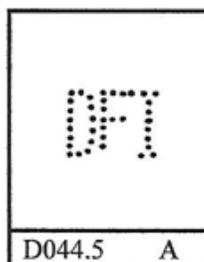
Six New United States Patterns

Steve Endicott (LM#2284)

Now that the new *Catalog of United States Perfins* is available, several collectors have reported new patterns and other new information. Thank you to everyone for your submissions. This article will focus on new patterns and relisted patterns.

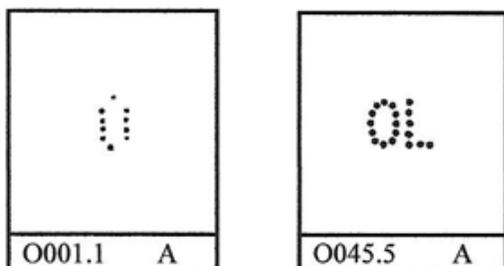
There are six of these patterns; three are brand new and three are now relisted. Discussing the relisted perfins for a moment: for decades nothing was known about these items and they did not surface in spite of repeated inquiries in the *Bulletin* asking about these apparently AWOL patterns. We now have evidence of their usage in commercial postage; I am pleased to return them to 'active' status.

Perfin **D044.5** [DFI] was delisted in the 2018 edition because of zero knowledge about it. It has now been reported in Scott #1035, the 3 cent 1954 definitive Statue of Liberty issue. It is an A rated perfin. Thank you to Jack Brandt for sending a picture of this perfin.



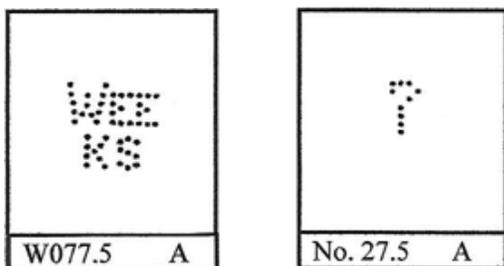
Perfin **K040.3** [K/W] is a new pattern. It has been seen in a 1908 two cent stamp (Scott #332). It has been assigned a rating of A. Thank you to Jerry Hejduk for reporting this discovery.

Perfin **O001.1** was also delisted in the 2018 edition because of zero information about it. There was concern that this was perhaps part of a revenue punch. However, two copies in commercial postage have now been seen. This one is in Scott #554 (2cent), the 1922 perf 11 definitive issue. It is an A rated perfin. Thank you to Jim Sneed for the illustration shown here.



Perfin **O045.5** was another delisted item in the 2018 edition because of zero information about it. The reported use is in Scott #637 (5cent), the 1926 perf 11x10½ definitive issue. It is an A rated perfin. This item was also provided by Jim Sneed.

Perfin **W077.5** [Wee/KS] is a new pattern. It has been seen in a 1908 two cent stamp (Scott #332) and has been assigned a rating of A. Thank you, yet again! to Jim Sneed for sharing a scan of this new perfin.



Finally, **No. 27.5** [7] (assigned a rating of A) is the third new pattern reported in this article. This one, provided by John Randall, is a very interesting item. I, and previous Catalog editors, have been reluctant to list individual numbers as legitimate perfins because they can easily be constructed with check cancel devices.

However, in this case, the perfin and the stamp are linked to another perfin in an interesting way.

First, by way of reference, perfin **No. 01** [1] is documented as having been used by the First National Bank in Indianapolis, IN from 1908 to 1922. It is known to exist in a 1cent perf 11 coil issued in 1922 with a precancel of Indianapolis, IN (PSS style 61).

That is all background – here is the interesting link. This new pattern provided by John Randall is in a 1cent 1923 perf-10 coil and also has the same precancel – PSS style 61 of Indianapolis, IN. The *U.S. Perfin Catalog* does mention that perfin No. 1 might have been produced by a Cummins modifiable perforator. The existence of this new perfin **No. 27.5** [7] supports this assumption. If we could prove it, then both patterns would be delisted as having been produced by a perforator not fixed but movable in design. But, for now, it has been decided that it is appropriate to list this new pattern and to retain the listing of perfin **No. 01**. This pattern [7] was probably used commercially by First National Bank in Indianapolis.

Thank you to these contributors. Many other collectors have been providing other new information, including postmarks, dates of usage and users. Thank you to everyone – your support and information is greatly appreciated. Keep sending new information and updates to me.

And the Answer Is...

(Response to question at bottom of page 7)

The cancel drives the price paid for this cover. It is a Supplementary Mail cancel used on items were brought to the pier just prior to a ship sailing and after the regular mails had closed. Unlike the fancy supplementary cancels these pier-side mail cancels are somewhat mundane and often overlooked.

It pays to study the very small details!

Jamestown 1907 Exposition Issue 5¢ Perfined – Now There Are Seven

Roger S. Brody (#2697)

In *The Perfins Bulletin* May/June 2018 issue I wrote about the, then known, three copies of the 5¢ stamp of the 1907 Jamestown commemorative issue. Shortly after publication, Jerry Hejduk uncovered a used copy of the 5¢ stamp with perfin pattern #S049 from the Studebaker Company, New York. (Figure 1.)



Figure 1. 5¢ Jamestown stamp with pattern S049, Studebaker Brothers Company, New York, NY

But the story gets better. Early in my experience writing on philatelic subjects, I learned a valuable lesson. If you want to find out what you don't know about a subject (or what exists, or has survived) publish an article. It works like magic. Well it didn't take long to be rewarded to learn about two additional known used copies of the 5¢ Jamestown stamp.

Perfins Club President Steve Endicott wrote and advised he met Dan Fellows at the Perfins Club annual convention in Louisville, KY. In a discussion about early perfin issues, Dan mentioned that he had two additional perfined copies of the 5¢ Jamestown stamps. I contacted Dan, who was kind enough to send scans of his two stamps.

The first of his stamps was perfined with pattern #G 068, from the Garden City Tailoring Company, Chicago, IL. (Figure 2.)



Figure 2. 5¢ Jamestown stamp with pattern G068, Garden City Tailoring Company, Chicago IL

Dan's second stamp was perfined with pattern G150, from G.P. Putnam's Sons Company, New York, NY. (Figure 3.)



Figure 3. 5¢ Jamestown stamp with pattern G150, G. P. Putnam's Sons, New York, NY

Good fortune abounded when another 5¢ American Steel & Wire Co, Chicago, ILL showed up (Figure 4.)



Figure 4. 5¢ Jamestown stamp with pattern W007, American Steel & Wire Co, Chicago, IL

So now there are seven perfins known in 5¢ Jamestown stamps:

- A042** A. B. Dick & Company, New York, NY
- B186A** Borden's Condensed Milk Company, Chicago, IL
- G068** Garden City Tailoring Co, Chicago, IL
- G150** Putnam's Sons, New York, NY
- K041** Kuhn Loeb & Company, New York, NY
- S049** Studebaker Bros. Co., New York, NY
- W007** American Steel & Wire Co., Chicago, IL

Naturally, this author is not satisfied to leave well enough alone. Are there any more? The

1907 commemorative issue that celebrated the tercentenary of the 1607 founding of the English settlement of Jamestown also included 1¢ and 2¢ stamps. So why have we found perfins only on the 5¢ denomination. In 1908, the domestic first-class letter rate was 2¢ for each ounce, and the Post card rate was 1¢. The foreign letter rate was 5¢ per ounce, and 3¢ for each additional ounce. That rate had changed from 5¢ for each ½ ounce because of the 1906 Universal Postal Union convention in Rome. The foreign post card rate remained at 2¢. Unfortunately, none of the seven 5¢ perfins survives on cover, so it is impossible to know if the stamps were use on domestic or foreign mail. It is possible that perfined stamps of all three denominations could have been used on both types of mail.

Was there a connection between these companies and the Jamestown Exposition? Many companies had exhibit displays within the industrial and state building on the fair grounds. We do know that at least one of these companies actively promoted their products with Jamestown souvenirs. The Borden's Condensed Milk Company took advantage of the 1907 Jamestown tercentenary celebration to produce a stringed pouch promoting the company's 50th anniversary (Figure 5).

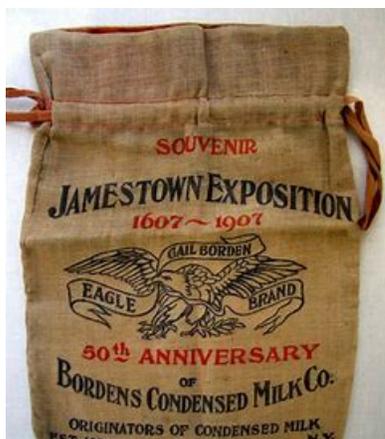


Figure 5. Borden's Condensed Milk Company's Jamestown Exposition Souvenir

Gail Borden, Jr., founded the company in 1857 in Connecticut as "Gail Borden, Jr., and Company." The company, whose primary

product was condensed milk, changed its name in 1858 to the New York Condensed Milk Company. During the Civil War, the company prospered by selling condensed milk to Union armies. In 1875 Borden began selling processed milk to consumers and introduced the use of glass milk bottles in 1885 and evaporated milk in 1892. In 1899 the company changed its name to the Borden's Condensed Milk Company.

That was the name on their 50th Anniversary souvenirs. Perhaps Borden's used perfined 5¢ stamps for fourth-class mail to send these souvenir pouches. Fourth-class matter embraced samples or merchandise and had to be wrapped or enclosed in such manner that it could be easily examined. In 1908, the fourth-class mailing rate was 1¢ for each ounce, or fraction, with a weight limit of 4 pounds.

Hopefully, there are more surprises yet to come.

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Buford, GA 30519-7070
Promoprecancels.com

Clubmember Ads

Wanted: Precancelled Washington Bicentennials with perfin. Rich Feller, 319 West 108th St., New York, NY 10025.
rfehler@gmail.com.

Wanted: US F-10 Registration stamp with perfin or precancels especially on cover. Jim

Butterfield (wjbutterfield@frontiernet.net or 1-928-532-8090).

Wanted: Canada pattern S9 (SBS Co) in one or more issues (for exhibit): known in #104, #106, #111, #113, #116, #119, #119c, #120 and #MR4. Lawrence Pinkney -- contact me at:
lawpin@rogers.com

Delivery of the *Bulletin*

Delivery of the *Bulletin* last month (the November-December issue) presented a “perfect storm” for us. Some deliveries to members were delayed; we hope you will understand the difficulties.

As you have read elsewhere in this issue, the Publisher function has been transitioning from Ken Masters to Al Layton. There are many pieces that need to be taken care of for each issue – first class mailings in envelopes to members in the United States, periodical mailings to members in the United States (and the printer needs to sort them by zip code), international first class mailings, and finally electronic delivery to some international members. And USPS has many little rules that we need to follow.

We had expected everything to go smoothly, but we experienced two delays. The periodical mailings and some of the first class mailings were delayed by USPS in favor of their handling the political (junk?) campaign literature. Secondly, Al had an accident and was unavailable for two weeks. He is home now and recovering. We all wish him well.

The geographic anomalies that we experienced for the last issue are interesting. I received reports of the *Bulletin* being promptly delivered to addresses in Virginia, Oregon and Florida. Delays were reported to addresses in Arizona, California and Wisconsin. Figure that out!

Secretary's Report

New Members:

#4207 Larry Anderson
2412 Kentucky Dr.
Longview, TX. 75605-3124
email: l.a.anderson.tx@gmail.com

Interests: US

#4208 Greg Ajamian
PO BOX 1136
Hockessin, DE. 19707-5136
email: sd40gma@icloud.com

Interests: USA

#4210 Jorma Häkkinen
Höylätie 4
Vantaa 01650
Finland
email: jotera.palvelut@gmail.com
Interests: Worldwide

#4209 Nelson Laffey
2720 NW 38th St.
Gainesville, FL. 32605-2654
email: nelson@laffeygroup.com
Interests: US, WW

#4211 Gordon Duff
203 Cedar Berry Lane
Chapel Hill, NC 27517-7207
email: glduff@bellsouth.net
Interests: USA General

Changed/Corrected Info:

#4184 Andrii Konakov
Charleston, **South** Carolina

Closed Album:

Otto Wolke #4006
Dr. Derek Pocock LM#22

Dropped: Non-Payment of Dues:

4136 Norman E. Beckman
4000 Richard I. Brown
2383F Carol Callis
2383 Patrick E. Callis
3592 Charles Cordrey
3955 Ronald Currier
4138 Sandra K. De La Rosa
3824 Robert K. Garrity
2605 John A. Grant
3812 Al Pentis
4097 Douglas E. Peterson
3394 Ken Rehfeld
3612 William Adam
Scarpantoni
4081 Kunio Terao
4144 Danielle Weaver

Current Membership 451

Upcoming Events of Interest

February 6-9, 2019 -- Florida Precancel Club Precancel Bourse and Perfins Exchange: Tampa Stadium Hotel, 4750 Dale Mabry Highway, Tampa, FL 33614-6509. Telephone: (813) 877-6061. Ask for the Florida Precancel rate of \$90.99 plus tax before January 15, 2019.

March 16, 2019 -- Texas Precancel Stamp Club Spring meeting: St. Mary's Church, 603 Church Avenue, College Station, TX. 9AM to 5PM.

April 23-25, 2019 -- California Spring Roundup: Hosted by the Golden Gate Precancel Society. New Location: Holiday Inn Express, 2455 Riverside Ave., Paso Robles, CA. Note that the days have also been changed to TUESDAY through THURSDAY (to allow participants to attend WESTPEX, which begins on Friday the 26th). For reservations call (805) 238-6500. Please use the Group code "GGP" for the Club rate. We appreciate your use of this reservation code since it helps achieve the required reservation room nights - and it gets you a better room rate.

August 1-4, 2019 -- APS Summer Stamp Show: Omaha NE.

August 5 - 10, 2019 -- Precancel Stamp Society & Perfins Club Annual Convention: Marriott Hotel, Omaha, Nebraska. Omaha Marriott Hotel, 10220 Regency Circle, Omaha, NE 68114. Room rate \$109/night plus taxes - good from 3 days before to 3 days after the convention.

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