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The **Perfins** Bulletin

Volume 73, Number 5 Whole Number 678

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The Omaha, Nebraska Convention A Roaring Success

Steve Endicott (LM2284)

We have just finished a very successful, fun-filled convention in Omaha, Nebraska, shared as usual between the Precancel Society and the Perfins Club. Over 100 stamp collectors attended this Precancel – Perfin Convention, 40 of whom are Perfins Club members. Twelve dealers who had perfins attended. The APS show was also held in Omaha this year, the week prior to our meeting. Some collectors attended both philatelic shows.

Thousands of perfins and perhaps over a million precancels were available for sale during the convention. As occurred last year, I witnessed over 20,000 perfins finding new homes! WOW!! The annual Convention is a great time to obtain perfins and to renew friendships with our fellow collectors.

Roger Brody received the Floyd Walker Memorial Award. Susan Kolze was announced as our new Publisher. Congratulations to Roger and Susan. Articles about Roger and Susan, the minutes of the Annual Meeting, and Convention photos will be

included in the November-December issue of the *Bulletin*.

We had one special, unanticipated event at this year's convention – well, actually between the APS show and our Convention. On Saturday, August 3rd, locomotive Big Boy #4014 was on display in Omaha during its journey from Adams, Wisconsin, through six States, to its new home in Cheyenne, Wyoming. This locomotive is HUGE. Union Pacific Railroad operated 25 Big Boy locomotives in the 1940s. Big Boy #4014 is the only one remaining in service. It is the longest engine on any reciprocating steam engine ever built. The engine weighs 772,250 lbs. Together with its Tender, it weighs more than a Boeing 747! Wow!

Next year's Convention will be held during August 24 to 29, 2020 at the North Charleston Marriott hotel in the lovely, historic town of Charleston, South Carolina. Mark your calendars now; registration information will follow. We look forward to seeing many of you in Charleston.



The Official Newsletter of the Perfins Club
APS Affiliate 57 * ATA Study Unit

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Perfins Club membership is open to all persons interested in the collection and study of perforated initials and insignia in postage stamps. Yearly dues are \$15. Dues may be mailed to the Secretary listed above or by PayPal to perfin@charter.net. New members - partial fiscal year dues are waived. Full year dues are due by June 30 of each year. Annual dues include a subscription to *The Perfins Bulletin* mailed bulk rate printed matter; or 1st Class for an additional postage charge. Applications are available at www.perfins.org or from the Secretary listed above.

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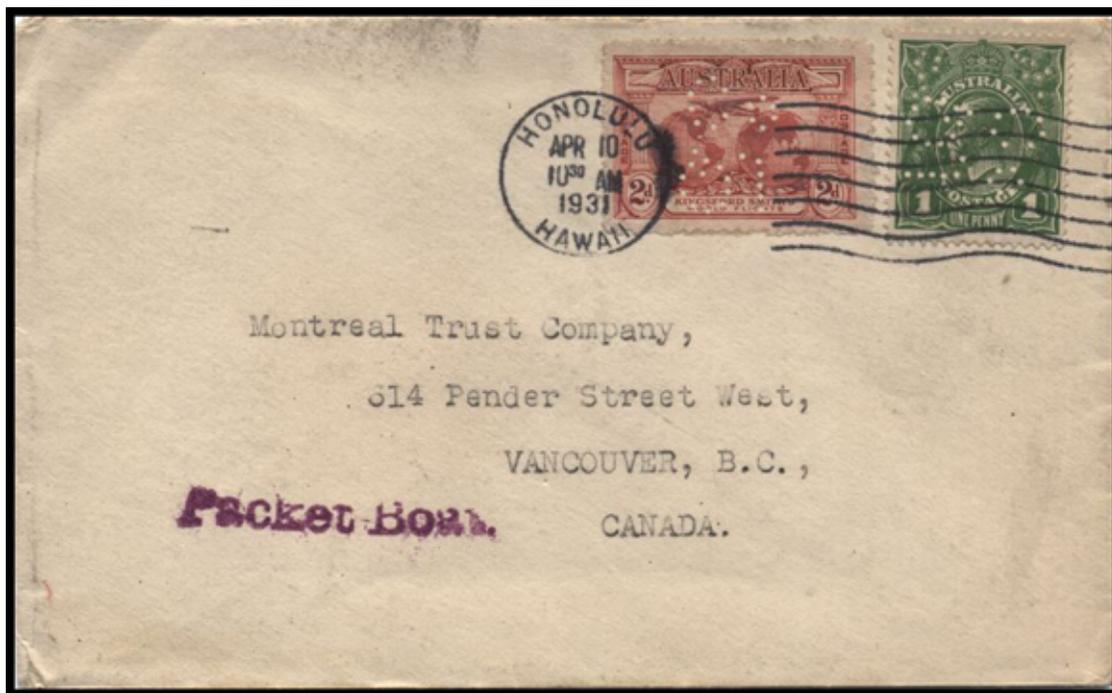
Visit The Perfins Club web site at <http://www.perfins.org> -- Mike Hynes, Webmaster (mike@precancels.com)

Australian Stamps Canceled Honolulu, Hawaii

Edited from a cover submitted by Doug Cutler (LM 126)
and an explanatory note from John Matthews (#4148)

Below is presented an unusual cover - one where the stamps and cancel do not agree. Franked with two Australian stamps which are perfined "QI/Co",

this cover was cancelled in Honolulu, Hawaii on April 10, 1931.



There is a logo on the reverse flap (shown below in a photographically cropped) which identifies the sender of the envelope as the Queensland Insurance Co. (no further address).

The cover is addressed to the Montreal Trust Co. in Vancouver, BC and has only a single clue as to why Australian stamps were cancelled by a US Territorial post office -- on the face of the envelope there is a clear rubber stamp impression in purple which reads "Packet Boat". So... can we come up with a reasonable explanation for all of this information?



On December 25, 2018 we did get a very reasonable answer to this conundrum. In response to a question from Steve Endicott (LM#2284) who had also

received a copy of this illustrative material from Doug) John Matthews wrote the following (after a rather humorous request for snow to cool off the "too hot" Australian temperature):

"I believe this is a cover that I was shown a couple of months ago, although I cannot find the email. I think it was from Bob Szymanski, so it may have been an auction lot?"

"It is a case of the postmark being an unreliable indicator for the location of the sender. The answer is in the "Packet Boat" marking. The letter must have been too late to be taken to the post office for the mail boat's departure (from Australia) on its way to Canada, and instead it was taken direct to the boat at the wharf. The "Packet Boat" marking" would have been applied on board the boat. The bag of such items was then put into the postal system at the next port of

call - Honolulu - hence the Honolulu machine cancel.

“As there is no indication of which boat carried it to Honolulu, it is not possible to find out which branch of the Queensland Insurance Co sent it. It is most likely to have been Sydney or Brisbane. Doug may be able to read the fine print on the logo on the reverse, but I suspect that would say no more than the address of the Head Office.

“The perfin is QICO.1 in the "Handbook of Australian Private Perfins" (2003). It is known used on postage stamps of the Commonwealth period (post-1913), on postage stamps of the State of Queensland, and on revenue stamps of the State of New South Wales. Overall, its known usage range is 1913 - 1966.

“There is a similar situation with mail going from Melbourne to addressees in Tasmania in the 1890s and 1900s (by sea of course!). Stamps of the State of Victoria would get cancelled at the Tasmanian port of call. In many instances there was no

"Packet Boat" or "Paquebot" marking (? if the boat was not an official mail carrier?). The boat's captain may have been paid by the sender to carry the letter.”

“I have found the email from Rudy Roy which alerted me to this item when it was listed at \$250 in mid-November. It did not sell and subsequently was re-listed 3 times at \$170. Its last posting ended on 25 December, still unsold at \$170. An eBay search on "Honolulu packet", with "Completed Listings" selected, shows its history.”

I followed the directions for the eBay listing and, while I did not find the total history, I found that as recently as January 15, 2019, this item was offered for US\$150 and still received 0 bids.

So we now have a reasonable explanation for the cancel/stamp discrepancy, but we still have not found what the market will bear for this cover.

Why Some Canal Zone Perfins Have High Prices

Gary B. Weiss (LM#15)

There are many differences between Canal Zone (perfin) collectors and U.S. perfin collectors. Most U.S. collectors do not collect perfins. The select few who choose this path have the daunting task of obtaining thousands of different perfins. For the average U.S. perfin collector, the goal is to obtain one of each different perfin. Prices are based on the rarity ratings; for most designs, there are enough to go around with serious competition restricted to the A and B rated perfins.

In contrast, most Canal Zone specialists also collect Canal Zone perfins. The perforated large P was used for certain official mail prior to the issuance of the overprinted official stamps which are listed in the Scott Catalogue. The perfin officials belong in every Canal Zone collection and are generally shown just before the overprinted officials. Different stamps (with the same P perfin) are listed in *Canal Zone Stamps* by Plass, Brewster and Salz.

I have collected Canal Zone officials for many years and exhibited them at INTERPHIL in 1976. For

each early official stamp, I tried to obtain the perfin in all eight orientations. I also wanted covers, multiples (especially those including tete beche pairs) and errors when they existed. I was such a bother that some auctions listed the orientations so that I would not bother them with calls requesting this information. Canal Zone specialists are noted for their interest in minor varieties (fly specks) leading to many others collecting by stamp and perfin orientation.

Although this perfin pattern is common (E or even F rating) so that every Canal Zone collector can obtain an example of the official government pattern, the situation is very different for individual stamps. Surveys by the Canal Zone Study Group have demonstrated that many stamps perforated P are rare with less than 10 total known. Current surveys are just now determining rarity by orientation.

The other common Canal Zone perfin, the privately produced PSN perfin, is even more difficult for the

specialist. It is scarcer and there are more errors such as double perfins. All covers are rare. More collectors are now chasing them. Many items, such as the multiples described in the note by Paul Mistretta in the November/December 2018 *Bulletin* on page 125, may be unique. The value has little to do with the value of the unpunched stamps but rather with the extreme rarity of some of them. The price for this lot at around \$20 per stamp is a bargain even if none has a rare orientation. Other Canal Zone stamps with lower quantities sell for much more. The Canal Zone PSN perfins may finally be approaching their true value.

The same may be true for other countries, prices may depend on whether perfins are being purchased by perfin collectors or specialized collectors of that country, as well as the overall market for that country.

References:

Plass, Gilbert N.; Brewster, Geoffrey; Salz, Richard H. 1986. Canal Zone Stamps. The Canal Zone Study Group.

Nondescript Perfin-Franked Cover in a High Priced Lot

Edited from a note from Doug Cutler (LM#126)

Here from Doug is a US pattern H1711 in a stamp used to frank a very nondescript cover which sold in a lot for a relatively high price. The lot was described as follows:

“U.S. Offices in China, 1919-48 envelopes (17), including 1919 envelope to Canada bearing U.S. 2c. and 3c. with "HSBC" perfins, cancelled by "U.S. Pos. Service Shanghai/China" duplex, and a good range of later with U.S. Marines and Navy cancellations. Estimate HK\$1,200 - 1,500.”



It is unclear what drove the realization or what the prorated value for each cover would be, but when the gavel hit the desk, the lot sold for HK\$2,760

(US\$353.56). One interesting fact to note here is that of the 17 covers in the lot the one mentioned and illustrated was the one with perfinned stamps

Sashimi Knives

Significantly edited by Steve Endicott (LM-#2284) from a *Commentary* by Scott R. Trepel, printed in the *Siegel Despatch*, Fall 2017 and is printed here with the permission of Mr. Trepel

The other night I was seated by myself at a sushi bar and, with nothing else to do, became engrossed by the chef's razor-sharp knives. My inquisitiveness about the quality and provenance of the head chef's knife was met with his eagerness to share and explain. And that led to my discovering the world of Japanese sashimi knives.



We've all had the experience of telling someone that we collect perfin and being asked, "Why do you collect those?" Well, there are some distinct parallels between philately and Japanese sashimi connoisseurship.

Inspired by the chef's pride of ownership and reverence for his cutting instrument, I visited the websites of leading purveyors of high-quality Japanese sashimi knives. Now I know how people must feel when they attend a stamp show or read a stamp catalog for the first time. The terminology, the attention to detail and the subtle nuances of perfin pattern configurations are very familiar to us. And some of the prices can be astonishing.

Yes, there is such a thing as a \$15,000 sashimi knife. If anyone is looking for a gift for my next birthday, then please consider the Sakai Takayuki Honyaki Aoniko (Water Quenching) chef's sashimi knife (I would prefer the 360mm version, please). Retail = \$14,995. Yes, there are less expensive ones, but would you really want to deprive me of the best?

Now that I know a little about Japanese sashimi knives, I want to collect them. Bear in mind that I do not make sushi at home, nor do I need a \$15,000 knife designed to cut a thin slice of fish with one continuous motion. But a knife with the name "Water Quenching" is so cool, how could I not want to own it?

Which brings me back to perfin.

Most collectors tend to stay within the boundaries of a specialized interest. The unfortunate consequence of highly-focused collecting is that opportunities to learn about and start collecting other areas can be missed. Elizabeth Pope (Siegel Auctions) once observed that collectors don't just wake up one morning and decide to fall in love with a particular collecting area. Rather, they usually stumble upon it while searching for something else.

I encourage my perfin collecting colleagues to study accumulations of perfin to discover possible new, exciting collecting areas. Attend stamp conventions (suggestion: the 2020 Precancel and Perfin Convention in Charleston, SC) to meet other collectors and to explore many possible collection topics. Keep in mind: You can collect anything you want and organize the material any way you want. The only restriction is your imagination. If I were to try to list the various topics and ways that collectors collect perfin, just a one line listing of each topic would definitely exceed one page in our *Bulletin*. Some day ask me about my ugly ducklings perfin collection or Bob Schwerdt's philatelic zoo collection or Paul Mistretta's fungi-on-stamps collection.

As for my interest in knives, I will probably start small and work my way up to a 360mm Sakai Takayuki Honyaki Aoniko (Water Quenching) knife. But I won't turn down a gift! Meanwhile, I wonder if there are any perfin punched into stamps that have illustrations of sashimi knives? That would be a great start.

A Spectacular M. Rumely Company (M219) Cover

Paul Mistretta (LM#111) - Cover submitted by Doug Cutler (LM#126)

Collectors of covers franked with perfin are generally most interested in the covers as a source of information identifying the user of the perfin pattern. Shown is a cover from the M. Rumely Company of La Porte, Indiana franked with a 2¢ red Washington with perfin M219 which is cancelled Jan. 20, 1913

in La Porte. But, this cover goes so much farther with the identification.

Turn this cover over and you find a multicolored illustrated ad for Rumely's Type "F" OilPull tractor.



M219



Logo seen in 2 places in card's legend



The Legend for the illustration reads: "Type "F" OilPull for the small farm. Your boy can run it. Will do your plowing, Drilling, Cultivating, Harvesting, Hauling and Road Grading -- run your Grain Separator, Corn Shredder and Huller, Clover Huller, Ensilage Cutter -- Pump Water, etc. Burns cheapest kerosene at all loads -- smokeless combustion insured by Secor-Higgins carburetor and automatic governor. Write for Free OilPull Catalogue."

The M. Rumely Company was incorporated some time before 1887 by Meinard Rumely. Meinard had emigrated from Germany in 1848, and, upon arrival in LaPorte, Indiana,



Meinard Rumely

Meinard Rumely

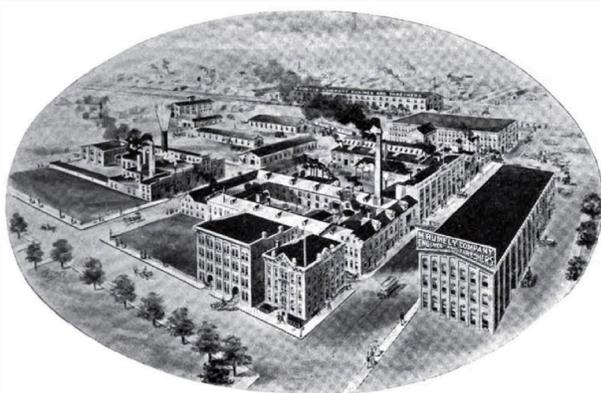
joined his brother in the foundry John had established there in 1836. M. & J. Rumely was founded in 1853 by the brothers.

By 1859 the company was producing horse powered farm machinery, including corn shellers and threshing machines. Shortly after, they began producing steam engines. Meinard bought out his brother in 1882 and renamed the company. This is the start of the M. Rumely Co. Beginning in 1885 the company expanded its product line to include steam-powered traction engines.

Meinard died in 1904, but his sons continued to manage the business.

Rumely's most famous product, the kerosene-powered Rumely OilPull traction engine, was first developed in

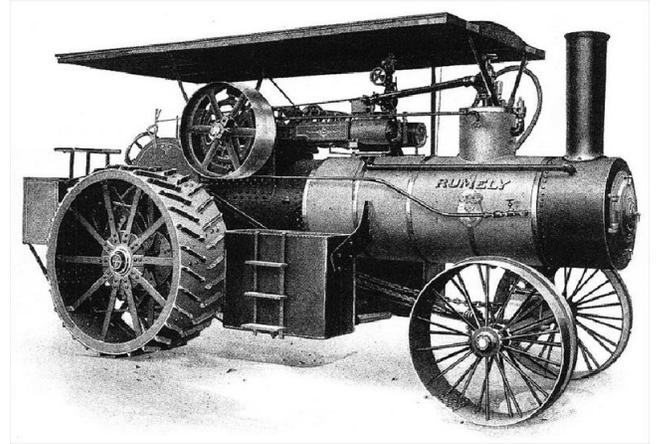
1909 and began selling to the public by 1910. The Rumely Type F, their most popular kerosene burning engine, had a single cylinder of 10" bore and a 12" stroke. It was started by the operator stepping out of the cab via the large iron rear wheel, climbing onto the flywheel and using his bodyweight to get it turning, then quickly rushing back into the cab to adjust the choke, hopefully to keep the engine running. The prototype of the Type F tractor, was nicknamed *Kerosene Annie* (Type B) and is still on exhibit in the Wisconsin State Agricultural Museum at the Stonefield Historic Site, Cassville, WI. Before the line was discontinued by Allis Chalmers a wide variety of types, reflecting different sizes and powers of machine were being produced including Rumely Models B, E, F, G, H, K, L, M, R, S,W, X, Y and Z. As an aside, note the wheels of the tractor - good substantial steel - bet that made for an uncomfortable ride...



Undated illustration of the M. Rumely Co.'s main factory complex in LaPorte, IN

Beginning in 1911 Rumely began purchasing other agricultural equipment companies; in 1911 they purchased the Advance Thresher Company and Gaar-Scott & Company; in 1912 they purchased Northwest Thresher Company and the American-Abell Engine and Thresher Company. The company was reorganized in 1913 to meld all of these companies into two entities: the M. Rumely Co. Inc. retained the manufacturing side, and the new Rumely Products Co. took over the sales and distribution side of the business. By 1915 the companies had again reorganized and was renamed the Advance-Rumely Company. In 1925 A-R made

its last acquisition - the Aultman-Taylor Company of Mansfield, Ohio.



A victim of the Great Depression, Allis-Chalmers took over the firm by May 1931. At this time the Rumely tractor line was discontinued in favor of Allis-Chalmers' already well-established products. From the Allis Chalmers side the prime benefits of the takeover were the acquisition of the Advance-Rumely's line of threshing and harvesting machines, and, the sprawling plants that built them. Also of interest to Allis-Chalmers was Rumely's extensive dealer network, which was instantly converted to the complete Allis-Chalmers product line. Allis-Chalmers went bankrupt in 1985.

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Anon. 2019. M. Rumely Co., LaPorte, IN, U. S. A. Vintage Machinery website. <http://vintagemachinery.org/mfgindex/detail.aspx?id=1176>. Accessed Jan. 19, 2018.

Anon. 2018. Rumely Oil Pull. Wikipedia, Accessed at: https://en.wikipedia.org/wiki/Rumely_Oil_Pull. Accessed Jan. 19, 2018.

Anon. n.d. Rumely Oil Pull. Wikipedia. Accessed at: http://tractors.wikia.com/wiki/Rumely_Oil-Pull. Accessed on: Jan. 19, 2018.

A bit of humor from Doug Cutler (LM126).

At 2¼" x 7/16" it is obviously not designed for use in postage stamps. But it is my kind of perfin!

RETIRED

Perfins in Coil Stamps

Steve Endicott (LM# 2284)

Coil stamps have been produced two ways.

Beginning in 1908, coils were constructed in horizontal strips (sideways) from imperforate flat press printed, 400 stamp sheets (20 x 20 stamps) for use in affixing and vending machines.

Guide lines on these flat plate sheets, printed in the selvage between the 10th and 11th stamps both horizontally and vertically, were used as guides to locate perforations and to cut press sheets of 400 stamps down to more manageable panes of 100 stamps. These guide lines are seen on many flat plate coil stamps. We see these most often in the Schermack stamps with control holes, but they also exist on other early coil stamps.

This method of coil production was discontinued with the introduction of the rotary press, the subject of this article.

In this more recent process the printing of coil stamps has been done on various rotary presses with stamps having 10 or 8.5 teeth per 2 cm. Coil rolls are produced in various sizes from 100 stamps to large 10,000 stamp rolls. These stamps are printed on a continuous strip of paper by drums which rotate passing the paper through while simultaneously impressing the stamp images on the paper.

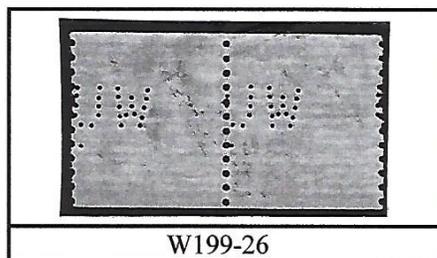


This find prompted me to check my collection of coil stamps with perfins for other examples. Although I did not find any other coil line pairs, I

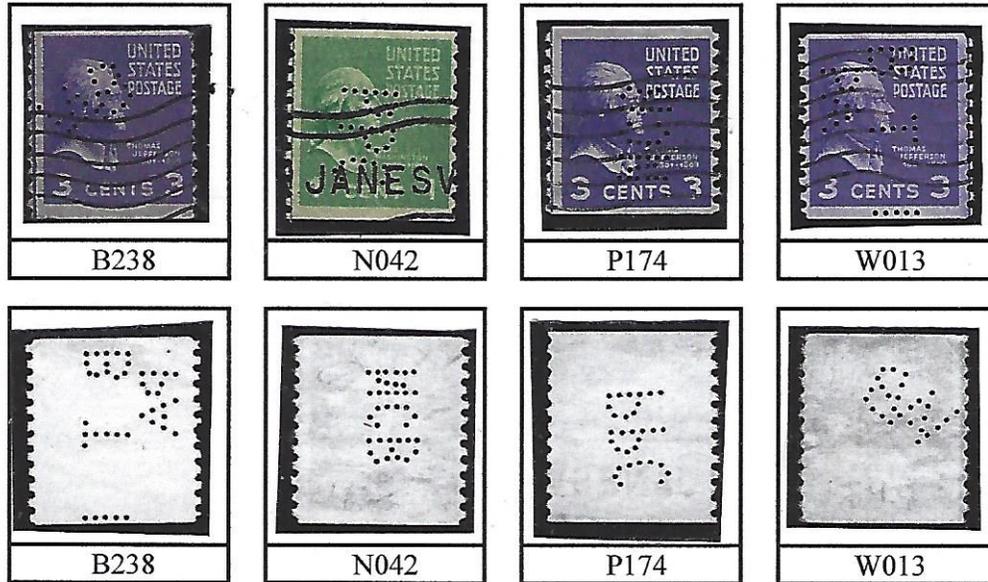
United States coil stamps are sometimes seen with perfins; 261 different perfins have been found in coil stamps that were produced with rotary presses. Only 13 are known in stamps with the 8.5 / 2 mm perforations. They are listed in articles in our *Bulletin* (March 1984 by Harry Rickard and February 2001 by Robert Schwerdt). These articles can be accessed at our Club website.

Vertical lines periodically seen between two coil stamps in the rotary press printed coil rolls, often at 25 coil stamp intervals, are called joint lines. Joint lines were made where the curved plates were butted together, often creating a small gap that took ink. Joint lines were a byproduct of the printing process and served no known purpose. A pair of coil stamps with a vertical line between the two stamps is called a joint line pair or a coil line pair. (This is different from the terminology of guide line pairs that are seen in coils produced from strips of 400 stamp flat press sheets.)

In looking through a large accumulation of stamps with perfins, I found the coil pair seen nearby. This coil pair has a common perfin (W199-26 used by Western Union Telegraph Company) with a rather poor punch. But look at the pair closely – it has that vertical line and therefore is a coil line pair. I have never seen a coil line pair with perfins until now and there is no record of one being reported in our archives of *Bulletins*.



did find four coil singles with the vertical line on one side. The joint line is on the left in the first three coils and on the right side for the last coil.



Check your coil stamps for other examples. Although the coils with joint lines that I found are all in the 1938 Presidential series, you will want to check other coils as well, such as those in the

Washington/Franklin series and in modern issued coils. Please let me know if you find any. I will provide a list in a future issue of the *Bulletin* of those reported in this interesting sub-topic area.

To "B" or not to "B" Perfin Pattern O067 - Osage Railroad John Williams (#4037)

Pattern O067 is reported in the Catalog of United States Perfins (2018) as a "B" rated perfin (21-40 copies). Recently discovered in Dilmond Postelwaite's estate were 95 copies in Sc# C7 and 12 copies in Sc# C9. All appear to have Wichita, KS, postal cancels.

This pattern was used by the Osage Railroad. According to the Reference Department of the Wichita Public Library, the original track for this road was laid as a Division Point for the MKT line to connect Muskogee, OK, Oklahoma City, OK and

Parsons, KS. The Osage Railroad functioned from 1921 to 1953 as a separate entity. Webb City, OK, its headquarters, is on the Osage Indian reservation northeast of Ponca City, OK.

Any specialist in railroad perfins is invited to add to this minimal information about the Osage Railroad.

Below are illustrated examples of the two airmails and the pattern O067.



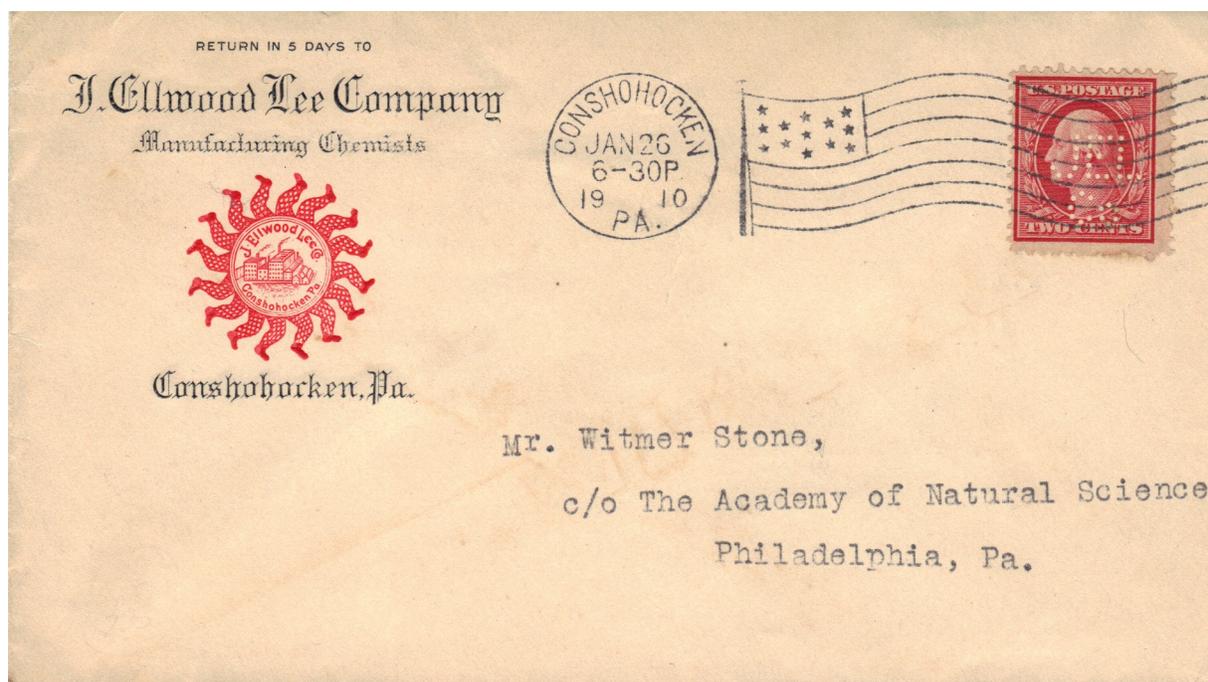
Obviously, this discovery raises the question - what is the appropriate rating for pattern?; "B" is no longer appropriate.

J. Ellwood Lee US Perfin Patterns L041 & J178C and Writing an Article With Current Tools

Joe Coulbourne (#2574)

After President Endicott's article about writing for the Perfins Club, I thought I might take a stab at documenting how I write them. In days long gone, one had to visit libraries and borrow books or have an extensive literature reference collection. Not so today – the Internet has opened up many doors and made much more information available to the writer

in fractions of seconds. Today, it's all about searching and the choice of "key words" – too vague and one can get millions of results, too narrowly focused and one gets very few results not to mention all of the ad bias from whatever search engine one uses.



This article, like so many of my articles, starts out with an eBay search for perfins. I hit upon a listing that was advertising a cover with the perfin "JEL". That got my attention as a quick check in the 2018 pdf *Catalog of United States Perfins* listed only one JEL pattern. J40 is a B+ rated perfin and the user is not known. However, upon closer inspection, the seller had shown three images, one of which clearly showed the pattern as JEL/Co. J41 is not so much of a rarity and is a D rated perfin. However, usage dates for the die in the catalog under the J41 listing called out 8 November 1915 as the EKU and the user as the Lee Tire & Rubber Company of New York, NY. Following the linked information in the PDF catalog, it took me to amplifying information which

listed J. Ellwood Lee, Conshohocken, PA as the corner card address that had been lined out and replaced by the primary user, Lee Tire & Rubber Company. The cover I was looking at had a corner card address that was not lined out and no references to Lee Tire & Rubber Company. At this point, I had noted three things:

1. The cover was an EKU (earliest known use)
2. The cover had no references to the catalog ID of Lee Tire & Rubber Company
3. The catalog user ID was probably wrong as it appeared chronologically that J. Ellwood Lee Company were manufacturing chemists before going into Lee Tire & Rubber Company

A few days later and I had won the eBay lot and after a week or so, the cover arrived in my mailbox. At this point, with writing an article in mind to capture the three points above, I am off to the web to do a little searching. Please be aware that not all that is written on the web is true. Most is well intentioned but one needs to check facts before assuming your first “hit” is the ground truth. For this article, the timeline of J. Ellwood Lee Company is critical to which corner card address should be used and I found a number of “internet posts” that are in conflict. What I print here is what I believe to be true from the most trusted reference. So, I log onto the internet and to Google and type in, “J. Ellwood Lee Co” and off we go. One thing to remember when writing an article is at this point, you are not writing yet, just gathering facts. An article should be written to tell a story and this one is no different. Let me begin to tell the story by arranging the facts in a fashion that I believe you will find interesting. Let’s start with the man himself.

John Ellwood Lee (try finding his first name) was born on 15 November 1860, in Conshohocken, PA⁽¹⁾. He attended school in Conshohocken as well and graduated high school in 1879 at the age of 18. He then went to work for Mr. William Snowden in



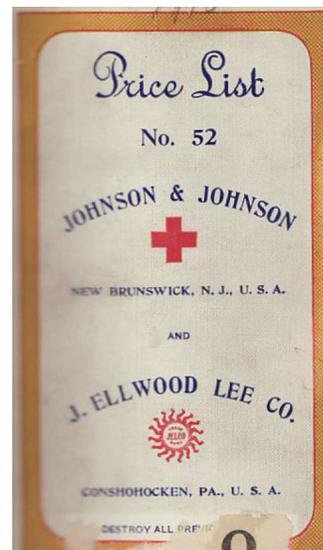
Philadelphia, PA making surgical instruments until November 1883, when he went into business for himself working out of his attic in Conshohocken. On 12 April 1882, he married Jennie Cleaver and together they would have 4 children, two of whom would not survive childhood. He was related to both John Adams and John Quincy Adams, Presidents of the United States. J. Ellwood Lee's house still stands, and serves today as the Conshohocken, Pennsylvania Borough Hall.

J. Ellwood Lee began simply, by making surgical bandages, ligatures and dressings using his mother’s sewing machine. He began his business, JELCO,

with the princely sum of \$29.85 (valued today as \$796.76⁽²⁾). The quality of his products was such that very quickly he built a two-story shop and by 1887, he built a three-story factory on Eighth Avenue & Harry Streets as he had outgrown the first building. By the turn of the century, he would have a complex of 17 buildings and 600 employees and be the largest employer in Conshohocken⁽⁴⁾. His inventive genius was such that his company owned many patents and had developed many innovative surgical articles that were in demand throughout the world. In 1888, at the age of 27, he formed the J. Ellwood Lee Company that is the subject of this article.

In 1905, Johnson & Johnson Lee Company and Lee merged. Lee and two other of his executives served on the Johnson & Johnson Board of Directors. Please be advised that many sources cite this merger as an acquisition although I

tend to think it was a merger as JELCO products were listed along with J&J products and not subsumed into them. Also, Lee retained his company name which he would use later in the automobile tire business. The J. Ellwood Lee Company continued to make surgical products at their Conshohocken PA plant until the plant underwent transformation into the automobile tire production plant in 1909. JELCO products continued to be made until the 1980’s under the Johnson & Johnson product line and continued to be annotated with the J. Ellwood Lee or JELCO moniker. From 1909 until the transfer of the JELCO product line was complete, JELCO products and Johnson & Johnson products were cross referenced. There is a 1910 price list shown which features both companies’ names.





During the time that the J. Ellwood Lee Company was transferring its surgical supply line to Johnson & Johnson, Lee began experimenting with retooling his rubber goods production. He had been making rubber

bands and similar products and they were being sold in the price list shown above. Lee foresaw the need for mass production of the automobile and for automobile tires as well. On 1 May 1912, (this is a key date for this article), the Lee Tire and Rubber Company opened its block-long, four-story “modern” factory on Hector Street and North Lane with 850 employees. An interesting side note to this event was that the tires were initially called “JELCO Tires” until automaker Henry Ford objected because he didn’t want his automobiles riding around on tires

that suggested “jelly” to people. So Lee changed the name of the tires to “Lee of Conshohocken.” Lee died on 8 April 1914⁽⁵⁾, although his company flourished and “Lee of Conshohocken” tires became a household name.

In 1936, the advent of balloon, or low-pressure tires, forced the company to cease making puncture-proof tires and turn to the manufacture of regular tires. In 1962, the control of Lee’s stock was taken over by raiders from a New York firm and the name was changed to Lee National Corporation. In 1965, the Goodyear Tire and Rubber Company of Akron, Ohio, purchased the business and changed the name back to the Lee Tire & Rubber Company. By 1980, the radial tire became popular but the manufacturing factory’s equipment in Conshohocken was not tooled to manufacture this sort of tire and the Lee Tire & Rubber Company was forced out of business. Lee of Conshohocken went out of business in 1980.



During my online searching I typically see references to eBay and the search for J. Ellwood Lee Company was no different. The first link I found was to a private die proprietary stamp. This led me to my Scott Catalog where I found RS290p-4p, the set of five J. Ellwood Lee stamps series of 1898. I bought a complete set “hyphen-hole perf. 7” and added them to my revenue collection. I did find documents as well (very pricey) that had these proprietary stamps on them. Note the “wheel of legs” trademark in the center of the stamp and the logo in the center medallion is the same as was on the cover and on the back flap as well. Note the center of this logo as it changes when J. Ellwood Lee changes over time and can be used as a sort of reference. On this cover, the center shows his 17-building factory in Conshohocken, PA.

A search on eBay for JELCO led me to precancels as well. I have again linked two of my main collecting interests. The Proprietary Revenue series of 1898, also called the “Battleship” revenues have a fancy monogram precancel from JELCO. I have found 7 different so far and all of mine are the hyphen-hole perf 7 varieties, RB20p-RB31p. I know the other values have been found precanceled as well as a precancel that is not the fancy monogram and is only the initials of the firm and the year date but still hyphen-hole perf 7 and still on the Battleship series. I have found this series precancelled with dates of 1899, 1900 and 1901. I will certainly be on the hunt now for the other values and types and try to fill out full sets for each of the years. I saw one of these on a document but the price was \$750 – too rich for my blood without knowing the rarity of these precancels.



There is a pretty cool tool out there for helping with the battleship revenues to extract the precancel pattern. It can be found at the site: Battleship Revenue Stamps⁽⁶⁾. To use this site you can follow the link at the top of the page to “cancel



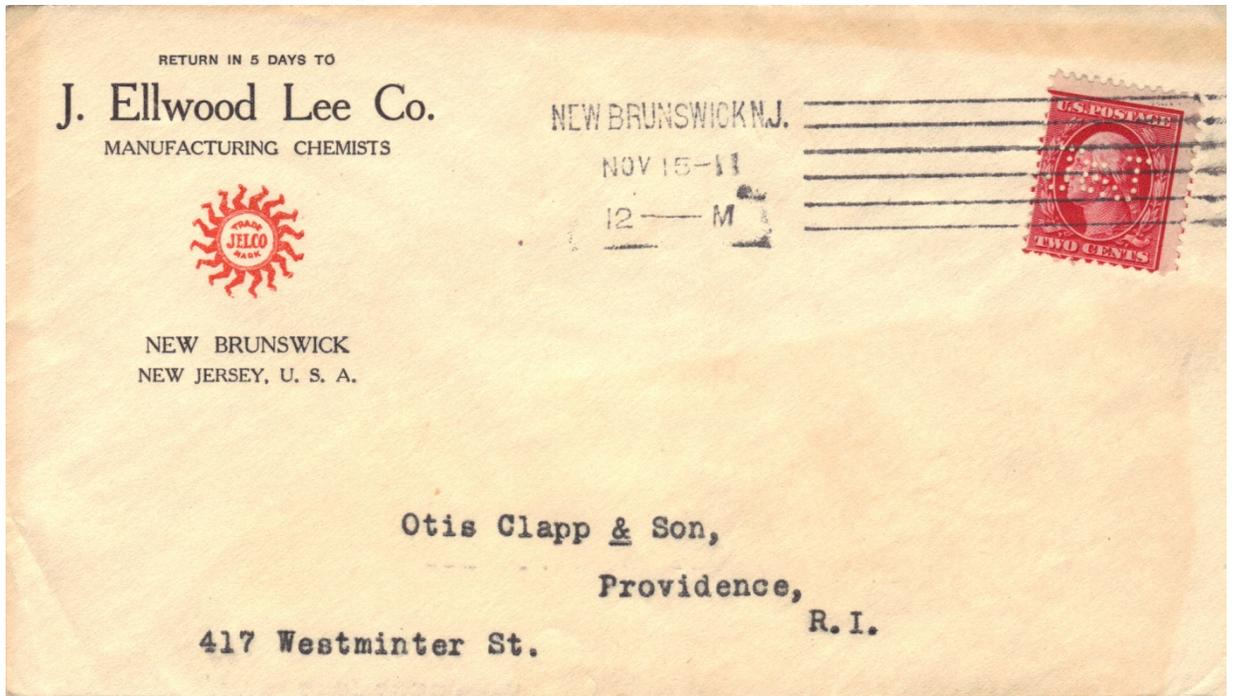
extractor” and then click on your mouse and drag a box around the color you want to remove. Voila, the stamp image is gone and all that remains is the precancel in this case. I found, in playing with this tool, that the greater the difference between the precancel and the stamp image color the easier and cleaner it became to see the precancel. The 1/8c green above was the best and the extracted precancel is shown here. As can be seen, it is a fancy monogram for JELCO. I hadn’t paid attention but this clearly shows the stop (period) after the small O.

I thought that might be the end of my story, but I decided to search the revenue specialist dealer, Eric Jackson Revenue Stamps⁽⁷⁾. I was hunting for more of the precancels on the battleship proprietary stamps and figured he might have a few. Although I didn’t get lucky on the revenues, I did get lucky and found two more J. Ellwood Lee covers both posted in 1911. These two covers led me to tie another perfin to J. Ellwood Lee and helped me piece together the time line during the transfer of the surgical supply arm of J. Ellwood Lee and the start of Lee of Conshohocken Tires. The first cover (of

these two) that I show is the cover showing the second perfin in use by J. Ellwood Lee Company. This is pattern J178C (J&J) and will lead to a correction in the *Catalog of US Perfins* as the user is listed as J. Ellwood and needs to add “Lee Company” to tie it properly. The J&J is a Johnson & Johnson perfin of New Brunswick, NJ and now that Lee had merged with Johnson & Johnson, and considering that this time was during the period of transference of company holdings, I draw the conclusion that J&J and JELCO were both using his cover stock since both companies shared holdings and had agreed to list each other’s materials for sale. Note that J. Ellwood Lee would split off from Johnson & Johnson the following year. This cover does help build the timeline as it appears that the three covers lead the reader to the conclusion that the timeline from 1910 to 1912 should reflect these three covers summarized below.

1st cover shown: 26 January 1910 – J. Ellwood Lee (no reference to Johnson & Johnson)

2nd cover shown: 15 November 1911 – J. Ellwood Lee corner card return address of New Brunswick, NJ on a Johnson & Johnson perfin. Note that I can find no reference to J. Ellwood Lee Company having an office in New Brunswick so I assume this is J&J using JELCO stationery. I did verify this perfin with our US Perfins Catalog Editor and President without him knowing the contents of this article and he and I came up with the same identification.



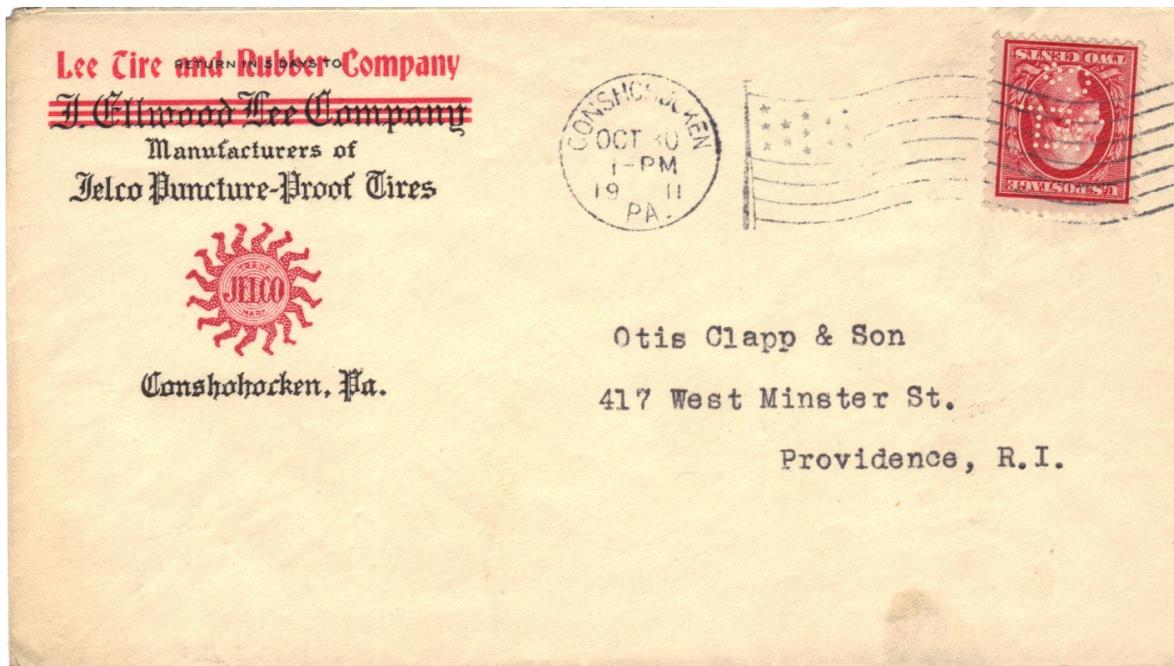
Cover 2

3rd cover shown: 30 October 1911 – J. Ellwood Lee corner card return address of Conshohocken, PA with Lee Tire & Rubber Company and company information changed from manufacturing chemists to manufacturer of JELCO puncture proof tires (remember the reference to Henry Ford as this corner card shows it). Also notice that although the “wheel of legs” remains the same, the central logo has changed from the buildings in Conshohocken to the JELCO trademark. These last two covers demonstrate the period where J. Ellwood Lee Company is transferring the medicinal products line to Johnson & Johnson and moving into their future business, that being puncture proof tires.



At this point I think I rest my case and submit that pattern L41 should be changed to J. Ellwood Lee Company as the correct user as the date on my first cover precedes their divestment of the medicinal supply company to Johnson & Johnson. I believe that the perforator of L41 was made for J. Ellwood Lee Company, Manufacturing Chemists and that

later changed in 1912 to Lee Tire & Rubber Company when, on 1 May 1912, they officially opened as the Lee Tire & Rubber Company. Further, I think that pattern J178C should have its expanded information changed to J. Ellwood Lee Company, Manufacturing Chemists, New Brunswick, NJ from what is listed in addition to Johnson & Johnson. I think that 1911 – 1912 are the only possible years that the J. Ellwood Lee Company used this perfin and that the documented use of this perfin by them is pretty scarce as it is likely only the months of November 1911 – April 1912 at the most. Johnson & Johnson, however, is a different story. I did learn that even though J. Ellwood Lee left Johnson & Johnson, the other two executives did not and one of the two was pretty famous. Charles Heber Clark wrote under the pen name Max Adeler, and was one of the leading humorists of the day – comparable to Mark Twain. He served on the Johnson & Johnson Board of Directors until his death in 1915. I think that these other two gentlemen continued the JELCO product line within the Johnson & Johnson company structure.



Cover 3

Ultimately, my goal has been to show how to write a perfins article. You start with a perfined cover or stamp and the article goes where it must go to tell the story. I hope you enjoyed how I worked this article into print and the way that information led me to the conclusions I drew from the covers and stamps I have.

Online references:

- (1) Biographical Annals of Montgomery County, Pennsylvania published in 1904 by T. S. Benham & Company and The Lewis Publishing Company
- (2) The Inflation Calculator found at: <https://westegg.com/inflation/>

- (3) Photo from the Kilmer House Blog, by Margaret Gurowitz, Chapter 72, "We Made What?!" found at: <https://www.kilmerhouse.com/2008/12/we-made-what-continued>
- (4) Conshohocken In Vintage Postcards, Phillip and Sharon Welsh, published in 2002 by Arcadia Publishing
- (5) Practical Druggist and Pharmaceutical Review of Reviews, Volume 33, Issue 9, edited by Benjamin Lillard
- (6) Battleship Revenue Stamps can be found at: <http://www.battleship-revenues.com/>
- (7) Eric Jackson Revenue Stamps can be found at: <http://www.ericjackson.com>

Mexico and LAX

Paul Mistretta (LM#111); edited from an item submitted by Doug Cutler (#LM126)



“Why?” Shown is a cover franked with Mexican The following cover poses the simple question - stamps, cancelled in Mexico, and sent Registered Mail to the Director of Refunds, Western Airlines Inc. in Los Angeles.

Of interest to collectors of holey stamps is the punch through both the envelope and one of the stamps. Presumably the contents were also punched with this pattern, although this is unverified speculation. The punch includes “LAX” the abbreviated form used to designate the Los Angeles Airport, located outside of Los Angeles, California.

My best guess is that this is a two-line, dated, receipt cancel for the purpose of mail control/documentation. But who applied the punch - the Los Angeles Airport Authority or the airlines? And to what do the initials “AR” in the punch refer? Was the punch used as a standard practice or is this a favor punch?

Spotted on eBay, the initial asking price would indicate that the owner believed it to be unique or at least seriously special. Would you pay the asking price of \$897.00 for this item? No? Well no one else did either - it went unsold.

A Spectacular Oops!

Edited from a note from John Matthews (#4148)

Among the less common errors to be found by collectors is a stamp with a pre-printing foldover of the paper. That results from a slightly relaxed paper entering the press which folds in a Z or S shape and is subsequently pressed flat as the folded paper runs between the printing drums of the press. The folded paper, when printed, generally shows a spectacular line of unprinted paper to appear within the vignette of a stamp when the folded paper is unfolded. As uncommon as foldover errors are in the general population of postage stamps, a perfinned foldover pair rates among the almost impossible finds for EFO (errors, freaks, and oddities) hunters.

A truly spectacular of a perfinned foldover vertical pair of stamps (mint or at least uncanceled) was recently sold on eBay. The base stamps are Sc Ty. 140 the “2 CENTS 2” George Washington regular series stamp issued several different times between 1910 and 1919 in varied perforation combinations, on three different (un)watermarked papers, and noted as several different print types identified primarily by the configuration of the button holding Washington’s cape on his neck. The illustration shows that the

buttons on both stamps probably can be read for type, but the illustration on eBay was of insufficient resolution to determine which button configuration is found on the stamp, leaving final determination of Sc# to the purchaser.

Illustrated in the eBay ad was the pair, with the stamps folded (left) and with the foldover opened (right). The perfin pattern in the stamps is N017 - NE/T+T - an E rated pattern.



Thanks to John Matthews for passing along the information about this Lot. And enjoy this picture of a \$195.00 pair of E rated perfins.

**Unpaid dues for this year (2019-2020)
are overdue!!!**

Precancels with Zip Codes

Edited from notes from George McGowan (#3532) and Dave Smith (#LM1514)

George McGowan wrote:

“I’m starting to see precancels with zip codes included. Something new to me, and probably to some others. Can anybody write-up something?”

Since many of us in the Perfins Club are also members of the Precancel Stamp Society (PSS) or at least also collect precancels, this note seemed to scream “...brief note in the *Bulletin*.” Rather than display how little I knew about the subject, I passed the note on to Dave Smith and received the following answer:

“Zip codes devices were made sparingly. Most orders for a device were granted with a device that did not include the zip code. During the zip code era 103 different styles of vinyl precancel device were made. Only 5 government issued precancel device types included a zip code. They are PSS types 822, 829, 851, 905, and 906. The few towns that did receive them used them in enough volume that almost none are scarce.”

Shown next are a type 905 device from Bellevue, Washington and a type 906 device from Vista, CA.



“Beginning in September 1978 the government began shifting to make all precancels generic. The last government issued device for a specific town was shipped in June 2007.

“Some precancel devices were made locally. Garrett PA is such locally made devices. It was used to mail the “*Keystoner*” which was the precancel Club bulletin for the Western Pennsylvania Precancel Club. It is a

single subject device. Also shown is a locally made Friday Harbor precancel.



“These patterns are not listed in the new 8th edition of the PSS Town and Type Catalog because they were made for and are in the hands of a collector. Precancels were made from the device, both printed and hand stamp, of many denoms which were not used in any mailing. (If listing of this device follows past experience, the type will only be listed after that collector’s death.)”

And as an aside, dated precancels are not dead despite Washington being out of the picture. Below is the “souvenir” Omaha precancel created for the recent PSS

Convention. Note the zip code after the state name and the “PSS AUG 2019” date stamp below the lower bar in the precancel.



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Buford, GA 30519-7070
Promoprecancels.com

Secretary's Report

New Members

#4220 Bill Conway
5383 Library Rd.
Bethel Park, PA. 15102-3607
conway1091@verizon.net
Interests: US

#4221 Mark Willadsen
7712 W. Benelli Circle
Sioux Falls, SD 57106-7790
investwithmark@hotmail.com
Interests: US

#4222 Clifford Peeno
616 High Vista Dr.
Davenport, Florida 33837-5596
cpeeno@tampabay.rr.com
Interests: USA

#4223 David Heath
15160 SE Banner Ct.
Clackamas, OR. 97015-7336
david.swak@gmail.com
Interests: Any, but especially
Latin America

#4224 Todd Willman
757 West Market St.
Nappanee, IN. 46550-1810
zephan@embargmail.com
Interests: Wants to learn about
perfins

#4225 Mick Hadle
8118 Wemsha St.
Lincoln, NE. 68507-3377
mickhadley1@gmail.com
Interests: K/N &
Wash./Feanklins"

#4226 Yvonne Kolarik
1455 N. Prentice Rd.
Ponca City, OK. 74604-5157
yvonne.kolarik@gmail.com
Interests: Haiti & foreign
perfins

#4227 Allen Swift
3933 Cloverfield Circle
Liverpool, NY. 13090-3103
agsses@aol.com
Interests: USA - General

New Life Membership

LM 3975 Robin Leaden

Address Changes:

#4045 James Felton
103 N. Sandusky St.
Tiffin, OH. 44883-1363

#2868 Louis Zandbergen
Abt Folkertspad 8
8896JS Hoorn
The Netherlands

#4099 Mary Vogenberger
1701 Four Mile Cove Parkway
Apt. 239
Cape Coral, FL 33990-2404

#4009 James McKenna
PO Box 2
Alden, MN 56009-0002

Closed Albums:

#3667 John Chase
LM #2539 Alan Sandy

Resigned:

#4025 Leon LaChance - "No
longer collecting perfins"

LM #74 Bill Weiler - "no
longer interested"

#4185 Jim Pettway -
"overloaded with other
philatelic stuff"

#4078 Edmund Wilkins -
"kinda lost interest"

#4191 Marcia Lerner - "no
longer interested"

#3221 Bill Hayman - "age,
eyes & health"

#4155 Dorothy Brunell - "no
longer interested."

Current membership 453

!!! REMINDER !!!

The Club's fiscal year has turned over, meaning it is past time to pay dues. Check the date on *TPB* mailing label to determine if you owe dues. Remember, you can pay ahead for as many years as you desire and do so via PayPal (perfin@charter.net) or a check mailed to the Club's Secretary John Hart.

Clubmember Ads

Wanted: Perfins on the 6c Crater Lake stamp in the National Parks issue of 1934 (Sc#745). also interested to learn what Perfins you may have in this issue (whether available for sale/trade/gift or not). John Hart, 6500 Upper Applegate Rd., Jacksonville, OR 97530-9314 or jg.hart@charter.net

Wanted: Perfin articles with a Polish theme (for *POLONUS Bulletin*). Perfin articles with a graphic arts/communication theme (for *Graphics Philately Assoc. Philateli-Graphics*). Contact Amanda a.morgenstern@hotmail.com

Upcoming Events of Interest

August 24-29, 2020 - PSS/ Perfin Club Convention - North Charleston, SC. North Charleston Marriott Hotel, 4770 Goier Dr., North Charleston, SC 29406. Room Rate - \$119/night plus taxes good for 3 days before and after the Convention. Free airport Shuttle. More soon.

Dues for the 2019-20 fiscal year **were payable by June 30, 2019** to the Secretary - see p.42 for address.

Fees	U.S. addresses	Other addresses
First-time new members	\$0	\$0
Annual Dues	U.S.\$15	U.S.\$15
First Class Mail	U.S.\$7	U.S.\$12 Canada U.S.\$20 Other Countries

Life memberships are available as shown here. Please contact John Hart if interested.

54 or less	U.S.\$375	Life membership includes <i>The Perfins Bulletin</i> delivered via U.S. periodical mail to United States addresses and via electronic delivery to addresses outside the United States.
55 through 69	U.S.\$300	
70 or older	U.S.\$225	

Payment accepted by check US\$ (see p. 82 for Treasurer's address) or Paypal at: perfin@charter.net