

THE BNA PERFORATOR

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Editor's Post:

I hope everyone enjoyed the Holiday Season to fullest extent and are looking forward to the New Year. I must say that on the East Coast at least it has been an atypical winter – not much snow and fairly mild temperatures - and I for one am thankful for this.

- ⇒ From the last issue Butch Pearson writes on the stamped CPR cover mailed from Switzerland: ***"Could it have been a stamped reply envelope? The Canadian postage would have been irrelevant for mailing from Switzerland without appropriate Swiss postage added"***. This seems to be a most sensible explanation.
- ⇒ Through the Perfins Club we have also heard from one Ian Greig who asks: ***"I am not a collector of perfins but an aspiring perfin maker. I believe that I am the only one in the Perfins Club. As a result I always [am] on the lookout for others who may have the same interests as myself. If you have knowledge of members of your society who are interested in making their own perfins I would appreciate being put in touch with them"***. Ian can be reached at iangreig@ij.ney
- ⇒ The article on Canadian and US railway perfins (page 2) is reprinted from the Perfin Club's Bulletin with the kind permission of the author, Allan Oleksyn and Ken Master, the Bulletin's Editor. Ken noted that other Canadian perfins have been used in U.S. postage and vice versa and I echo his sentiment that a future article discussing these other perfins would be most welcome if someone would like to develop it.
- ⇒ A rather large number of high catalogue value, 4 and 5 hole OH/MS perfins have turned up on eBay recently (including OAE5, OAE6, OA211-216, OE^ and OE9) and fetched some very nice prices. As we are aware, fakes are known to exist. In an exchange of emails with Jon Johnson, he passed along some information about the 5 hole pattern that I for one at least did not know, and is certainly worth sharing. Jon wrote: ***"Other than plating there is another test which, although not 100%, does have a high reliability, a postmark on the stamp. The 5 hole OH/MS was only used in the 9 regional offices of the Treasury Branch. If the stamp has a postmark from one of these cities, and is dated prior to 1935, the probability is very high it is genuine. Ottawa usage of 5 holes is rare as the Ottawa office had free franking privileges so only used postage stamps for airmail or registered items. If the postmark is not one of these 10 cities, or dated between 1935 - 1939, then the perforation is a fake. If the stamp does not have a postmark, then you are back to square one"***. The nine cities are Halifax, Saint John, Charlottetown, Quebec City, Toronto, Winnipeg, Regina, Calgary, and Vancouver.
- ⇒ This issue contains what your Editor and Secretary Treasurer believe to be an up to date list of the Study Group membership. You may recall Steve Koning's report from a year ago suggesting the era of a "free" publication was drawing to a close and that time is upon us. There are decisions to make and the current state is summarized on page 7.

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- ⇒ This issue has the second installment of Russell Sampson's 1 frame exhibit of Edward VII issue perfin. Russell's introduction to the exhibit was not included when it first appeared in the last issue but is in this issue. His introduction shares his experience with exhibiting and the judges feedback on his efforts. Perhaps this might encourage others in the Study Group to think about a one frame exhibit of their own. I have a PDF version of the American Philatelic Society's papers entitled [Keys to Exhibiting \(2008\)](#) and [Judges Manual \(2011\)](#) and if any one with an interest wishes a copy these simply drop me a line and I will send them along.
- ⇒ With the kind permission of Jon Johnson and Gary Tomasson, articles in the Perforator will have the pattern number from both the 4th Edition and the upcoming 5th Edition of Canadian Stamps with Perforated Initials.
- ⇒ And finally, if our records have not kept pace with life's changes and you are receiving the Perforator when you would rather not, please let us know. No offense will be taken

Jim Graham

Province of Saskatchewan P14 and P15

Ken Copleston

As the majority of Canadian perfin collectors will be aware, the 1985 BNAPS Perfin Study Group published the fourth edition of CANADIAN STAMPS with PERFORATED INITIALS. This handbook was edited by 2 of the most knowledgeable Canadian perfin collectors at that time, Jon Johnson and Gary Tomasson, and it is used, to this day by collectors worldwide. Twelve months ago the Perfin Study Group was re-convened by BNAPS, with the two aforementioned gentlemen still in the driving seat, with the object to bring all aspects of the fourth edition into the 21st century.

A considerable amount of time and energy has been expended to arrive at a point close to publication of the 5th edition of the Handbook but I have been approached by BNAPS to offer input into an area that is within my collecting zone, and that is what I call semi-Official perfins, which sit somewhere between the Official and the Commercial private perfins. The particular area I have been asked to examine is Province of Saskatchewan 2 patterns known as, P14 and P15.

Historically many collectors have struggled to identify the difference between the 2 patterns and one method I have used is to view P14 as DRUNK and P15 as SOBER. A view of the patterns shown below characterize my description of the patterns.

P14

P15

Drunk

Sober



The new proposed listing for the P14 pattern shows that it was registered with the Post Office on September 10th, 1924 and known usage dates to stamps from 12th December 1925. Many specimens in the Admiral issue are known to exist which support this date. It is the other end of the spectrum that doubt exists. It is suggested that the pattern was used until 1935 but my own collection stops with the Scroll issue. What is not known for certain is where this pattern ceases, hence this article. Shown below are the proposed lists of Scott numbers, thought to exist for each pattern starting with the Admiral issue in 1914 and ending with the Medallion issue in 1932. The column headed "MC" are in my collection.

Reviewing the lists that follow raises doubts in our minds, the first of which is those 2 numbers marked with a "C". These are coil stamps which reputedly have been perfined. We would be delighted to hear from any collector who has a specimen, together with a front and back scan. Finally, and the fundamental question of this article: were any stamps of the P14 pattern used after the Scroll issue? We would ask all collectors to examine their patterns and advise me of the Scott numbers of the stamps they have which have the P14 pattern after 1930 and, if possible, together with a front and back scan.

Many thanks and I look forward to you wholehearted support and cooperation.

	P14/P18		P 15/P19			P14/P18		P15/P19	
	Reported	MC	Reported	MC		Reported	MC	Reported	MC
104	X				150	X	X	X	X
104b	X				151	X	X	X	X
105	X	X	X	X	152	X	X	X	X
105d	X	X			153	X	X	X	
105f		X			154	X		X	
105iv	X				155	X	X	X	X
106	X				156	X		X	X
107	X	X	X	X	157	X		X	X
107a	X	X			158	X		X	
107i	X	X			159			X	
107ii	X	X	X	X	162	X		X	X
107iv	X	X	X	X	163	X		X	X
107v	X				163b			X	X
108	X				164	X		X	X
109	X	X	X	X	165	X		X	X
109c	X	X	X		165a	X		X	
109d	X	X		X	166	X		X	X
110	X	X	X	X	166b			X	
110i	X	X			167	X		X	X
110iii	X	X	X		168	X		X	X
111	X				169	X		X	X
112	X		X	X	169i			X	X
112a	X				170	X		X	X
112i		X			170i			X	X
112iii	X				171	X		X	
112iv	X	X	X	X	172	X		X	X
113	X				172i			X	X
114	X	X	X	X	173	X		X	X
115	X	X			174	X		X	X
116	X				175	X		X	
117	X	X			176			X	
117a		X			182	C		X	
117ii	X				190	X		X	X
118	X	X	X		191			X	X
118i	X	X			191a			X	X
119	X	X	X		192			X	X
119ii	X	X			193			X	X
119iv			X		194	X		X	X
120	X				195			X	X
122	X				195i			X	X
128	C				196	X		X	X
140			X		197			X	X
141	X	X	X		197c		X	X	X
144	X	X	X		198			X	X
145	X	X	X		198i	X		X	X
146	X	X	X		199			X	X
147	X		X	X	200			X	X
148	X	X	X		201	X		X	X
149	X	X	X	X					

This article by Perfin Club member Allan Oleksyn is reprinted here with the permission of both the Author and the editor of Club's Bulletin/ The Canadian Perfins Handbook Editor [tomasson@shaw.ca] and/or the U.S. Catalog Chairman [perfins@gmail.com] would greatly appreciate receiving any answers that you can provide to some or all of these questions—Editor

Canada's Railway Perfins in U.S. Postage

Allan Oleksyn

During the last year two new perfin patterns have surfaced in U.S. postage stamps: "Canadian National Railways" pattern **C233.3** (CNR) and "Canadian Pacific Railway Company" pattern **C281.3** (CPR). These new finds have sparked my interest in the use of railway perfins in U.S. and Canadian postage stamps. I am not a railway perfins expert; I simply hope to raise some interest, ask several questions, and perhaps answer a few regarding this interesting collecting specialty.

Question #1: Why are Canadian Railway perfins found in U.S. postage and vice versa?

Historically Canada and the U.S. were, and continue to be, very closely linked regarding trade and commerce. The U.S. industrial heartland was in constant need of raw materials to fuel her factories, while Canada had vast reserves of materials, lumber, agricultural products, etc. Conversely, Canada provided a ready market for American manufactured goods.

Canadian and American railways provided the transportation link for the movement of goods north and south. To facilitate these business operations, Canadian railways established branch offices in the U.S., while the U.S. railways did the same in Canada. Thus, when these companies wished to mail correspondence from one of these branch offices or along their routes, they had to use the local postage. For example, while a Canadian railway was operating in the U.S., they had to use U.S. postage. They would purchase sheets of U. S. stamps, take them to the location of their perforator, perforate the stamps with their perfin pattern, and then distribute them to their various U.S. branch offices. Also, when a Canadian railway company included stamped, self-addressed envelopes in their correspondence to U.S. customers, perforated U.S. stamps were often used on these return envelopes.

Questions #2: Which Canadian perfins are used in U.S. postage stamps?

Table 1 presents a list of Canadian perfins known to have been used in U.S. stamps. When considering this list, some open questions remain.

☐ The current *Catalog of United States Perfins* (U.S. Perfins Catalog), including A&C #1, #2, and #3, indicates the user of patterns **C279** and **C280** (CPR) is "Canadian Pacific Railway Company." However, these patterns are not found in the Fourth Edition of the *Canadian Stamps with Perforated Initials* (Canadian Perfins Handbook). Thus, they are not included in Table 1.

☐ U.S. pattern **C233.5** (CN/RV.) looks like it could stand for "Canadian National Railway" or "Canadian Northern Railway." However, no information is available as to the user of this perfin and it does not appear in the Canadian Perfins Handbook. It is not included in Table 1.







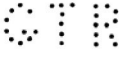

☐ In Table 1 we have indicated that the "Grand Trunk Railway" Canadian pattern **G14** (GTR) is equivalent to U.S. pattern **G180**. However, it is noted that the U.S. Perfins Catalog does not include an entry in the Supplemental Information that confirms **G180** has been found in Canadian stamps. The U.S. Catalog Chairman is considering including such a note in the next A&C (A&C#4) to this catalog.

Question #3: Are there any U.S. railway perfins found in Canadian postage stamps?

Absolutely! A detailed listing of such U. S. perfins that fit this category is shown in Table 2.

If the readers of this article, particularly railway perfin specialists, find that I have made errors or omissions, please notify the *Bulletin* Editor. Any such corrections will be noted and shared in future issues of the *Bulletin*. This way, we will all be better informed on the topic and be wiser perfin collectors.

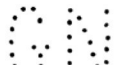
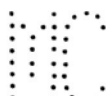







Table 1
Canadian Railway Perfins found in U.S. Postage

Perfin Illustration	Company Name & Location	Canada Perfin Number & Rating Years of Use	U.S. Perfin Number & Rating Years of Use
	Alberta Railway & Irrigation Company Lethbridge, AB.	A5 C Rate 1903 - 1911	A233 A Rate 1917
	Canadian National Railways Montreal, P.Q.	C44 F Rate 1911-1930	C232.5 B Rate 1918 - 1923
	Canadian National Railways Winnipeg, MB.	C45 I Rate 1923 - Present	C233.3 ⁽³⁾ A Rate 1954
	Canadian National Railways Montreal, P.Q.	C46 I Rate 1922 - 1973	C233 ⁽⁴⁾ E Rate 1926 - 1954
	Canadian Pacific Railway Company Montreal, P.Q.	C51 I Rate 1932 - 1977	C277 A Rate 1938
	Canadian Pacific Railway Company Vancouver, B.C.	C53 H Rate 1911 - 1967	C281.3 ⁽³⁾ A Rate 1954
	Grand Trunk Railway Montreal, P.Q. Detroit, MI	G14 G Rate 1903 - 1923	G180 B+ Rate 1917 - 1918
	White Pass and Yukon Route Railway Vancouver, B.C. Skagway, AK	W11 C Rate 1903 - 1922	W171 B Rate 1902 - 1918

Notes:

1. Information for Canadian perfins based on the *Canadian Stamps with Perforated Initials*, Fourth Edition, J.C. Johnson and G. Thomasson, Editors, plus updates to 2009.
2. Information for U.S. perfins based on the *Catalog of United States Perfins*, 1998 Edition, John Randall, Editor, plus Additions & Corrections #1, #2, and #3.
3. U.S. patterns **C233.3** and **C281.3** are newly discovered patterns and are included in the recently released A&C#3 of the U.S. Perfins Catalog.
4. A&C#3 also includes a note in the Supplemental Information for U.S. pattern **C233** stating that this pattern was used in various U.S. branches.

Table 2
U.S. Railway Perfins found in Canadian Postage

Perfin Illustration	Company Name & Location	U.S. Perfin Number & Rating Years of Use	Canada Perfin Number & Rating Years of Use
	Great Northern Railway St. Paul, MN	G131 E Rate 1962 - 1965	G9 C Rate 1955 - 1969
	Great Northern Railway St. Paul, MN	G132 D Rate 1908 - 1922	G10 F Rate 1911 - 1964
	Michigan Central Railroad Co. New York, NY Chicago, IL	M48 D Rate 1926 - 1940	M2 C Rate 1928 - 1932
	Michigan Central Railroad Co. New York, NY Chicago, IL	M90 E Rate 1902 - 1926	M7 E Rate 1911 - 1931
	New York Central System New York, NY	N182 F Rate 1912 - 1958	N28 E Rate 1911 - 1955
	New York Central System New York, NY	N182A E Rate 1902 - 1965	N29 B Rate 1911 - 1922
	Pere Marquette Railway Co. Detroit, MI	P132 E Rate 1908 - 1923	P11 D Rate 1903 - 1922
	Southern Pacific Company Los Angeles, CA	S213B D+ Rate 1917 - 1926	S15 A Rate 1922 - 1928
	Southern Pacific Company San Francisco, CA	S215A D+ Rate 1926 - 1932	S16 A Rate ???
	Southern Pacific Lines San Francisco, CA	S216 F Rate 1922 - 1963	S14 A Rate 1932

Notes:

1. Information for Canadian perfins based on the *Canadian Stamps with Perforated Initials*, Fourth Edition, J.C. Johnson and G. Thomasson, Editors, plus updates to 2009.
2. Information for U.S. perfins based on the *Catalog of United States Perfins*, 1998 Edition, John Randall, Editor, plus Additions & Corrections #1, #2, and #3.

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Barry Senior & Jim Graham

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This page and those that follow contain the names and contact information of those individuals who we believe are members of the BNAPS Perfin Study Group. The fact that the Study Group has been largely inactive over the past 10 years or so, coupled with the ample funds in the kitty to publish an occasional issue of The Perforator made accurate record keeping much less important. We are now facing the eventuality that our funds will run out and dues will become necessary if members want a paper copy on the newsletter. Electronic copies require neither printing [a personal choice for each individual who receives the issue by email] nor postage; hence the need to clarify the membership and review our options.

A close examination of the membership list will show 34 of 87 individuals either do not have or have not provided an email address. The costs associated with printing and mailing the Perforator to them lately has averaged about \$8.00 a copy with colour pages being the primary cost driver. There is enough money in our Treasury to cover one or perhaps two more issue after this one. Your Secretary/Treasurer and your Editor see a number of possibilities:

1. The 34 members who receive a printed copy could be assessed an annual fee of \$25 for 3 issues. Fees would be increased as printing and mailing costs increase.
 2. All members could be assessed an annual fee of \$11.00, fees increasing with costs. Those with emails would continue to receive an electronic copy and those without would receive a printed copy.
 3. The Perforator could be printed in black & white only; color copies could be distributed by email. We could probably go another couple of years with the current funds.
 4. After the next 2 issues of The Perforator distribution could be restricted to email only.
- Any excess funds in the Treasury would be forwarded to BNAPS.

There also the issue of our relationship with BNAPS. The Perforator styles itself as a publication of the Society and its founding documentation made BNAPS membership a prerequisite to Study Group membership. This has not been strictly adhered to of late and there are now 19 recipients of the Perforator for whom we either do not have BNAPS numbers or who are not BNAPS members. This is not a cost issue; insisting on BNAPS membership will have no impact on reducing costs as each of these 19 is receiving their copy of the Perforator electronically. We know that it was suggested to more than one that BNAPS membership was not in fact necessary. I think we should be mindful that the strength of BNAPS lies in the network of its Study Groups and Regional Groups. This Study Group has enjoyed the benefits of BNAPS over the years and as stewards of, albeit a small part, of the collective BNA philatelic knowledge, the membership should be doing its part to ensure the larger organization's future.

Each of the possibilities presents its challenges. Your Executive believes that realistically Options 1, 2 & 3 will simply be delaying tactics to the inevitable arrival of Option 3. The primary drivers to this conclusion will be the eroding of the membership with those who feel the investment is not worth the return; the possibility that there is not enough material to sustain 3 issues a year making dues a poor "value for money" proposition and finally the eventuality that all BNAPS members will have computers. And with the arrival of a 100% internet connected membership will come the day when the BNAPS web site is interactive, with chat rooms maintained by the various Study Groups and participation password protected for a paying membership. This day is still a long way off and in the meantime our present dilemma needs attention. This being said everyone's opinion is important so please share you views that we might reach a consensus. Those without email who choose to write will have their opinions circulated verbatim by email.

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Thureson	Erik S	5149	152 Roosevelt Ave	Sault Ste Marie	ON	LE7 9ZU	England	
Tomasson	Gary N	6106	19 Haverhill Road SW	Calgary	AB	P6C 5M8	Can	erik.thureson@shaw.ca
Traquair	Robert S	1450	53 Summerhill Ave	Toronto	ON	T2V 3E4	Can	tomasson@gmail.com
Tremblay	Conrad	3947	1563 Rue Papin	L'Assomption	PQ	M4T 1A9	Can	bobtraq@yahoo.ca
Veraart	Walter	5631	Prins Mauritsstraat 13	Castricum		J5W 5H9	Can	
Walter	Alastair		Aragon, 9 High Street	Ewell	Surrey	1901 CL	Netherlands	perfins@tiscali.co.uk
Webber	D S	5482	7210 Hagan Road	Brentwood Bay	BC	KT17 1SG	U.K.	
White	Dr Owen	3575	POB 860 Station K	Toronto	ON	V8M 1H9	Can	
Whyte	Ron	4986	7500 Granville Ave Suite 406	Richmond	BC	M4P 2H2	Can	owen.white@sympatico.ca
Wilson	R E	3398	81 Baseline West Apt 505	London	ON	V6Y 3Y6	Can	lokopoko@shaw.ca
Wilson	V.L.		POB 10026	College Station	TX	N6J 4Y5	Can	
						77842-0026	USA	

Curzon Brothers – the Final Word

Ron Whyte

Just found in a lot of documents with GB perfined King Edward VII penny reds from Bob Szymanski's auction of some of the collection from the late Joe Dooley. Which really gives us the real thing, a quality confirmation (indirectly) of Canada's C3 perfin pattern [CB]. My CB (GB) perfin patterns overlay perfectly. Interesting to note that the "A/C" is for a Mr. E.B. Pritchard of New Brunswick, Canada.

The purple oval stamp with the address and on the document gives the place of business (in London) :- "60" & "62", City Road, Finsbury, London. E.C.

The 5 storey building fronts read

(1st floor) SHOW ROOMS FIRST FLOOR

(2nd floor) SINGLE GARMENTS AT FIRST COST

(3rd floor) THE WORLD'S MEASURE TAILORS

(4th floor) CURZON BROTHERS

(5th floor) WE COVER THE WORLD

Their large mounted CLOCK (Curzon Bros) outside the 2nd floor is set at the time of 25 minutes to 12 noon.



A One-Frame Perfin Exhibit on the King Edward VII Issue

Russell D. Sampson

Exhibiting seems to be relatively rare amongst BNA perfin collectors. This four part series will illustrate one such attempt. The material in this exhibit was collected from about 1995 to 2004. The exhibit was entered in the one frame category (16 pages) in a number of national level shows in both Canada and the US. The highest award it received was a Vermeil in the 2004 Edmonton Spring Show. Vermeil is between silver and gold. It was last exhibited in 2005.

The judges liked such things as its presentation, significance and level of knowledge but some felt it lacked completeness, needed more rarities and needed to better highlight the rarities. One judge did not feel that the company logos were appropriate. In the second and so far final version of the exhibit the logos were kept (at the encouragement of other judges), more rarities were found and the rarities are now highlighted with a red border.

The title was chosen very carefully. The word "Selection" was used to indicate that the exhibit did not intend to show the entire known perfin types of the King Edward VII issue. Judges have a lot to consider in a short period of time so a clear title is very important. A clear and brief introduction may also assist the judges and viewers in understanding the purpose and significance of the exhibit.

The exhibit was first laid out on quadrille pages and then this rough layout was transferred to Microsoft Word. Using the drawing tools of MS Word, empty rectangles matching the size of the covers, windows and stamp mounts were inserted to allocate space in the text. The reverse of each perfin type is simply a photocopy of one of the stamps in its stamp mount. To save space windows were cut into the card stock to show only the relevant portions of some covers and fronts. Significant items were highlighted with red dots or outlines. Company logos and most of the company histories were found on the internet.

Card stock can be found in art supply or office supply stores. It is important to make sure the card stock is archival (acid free) and compatible with the intended computer printer. Each page is kept and exhibit in a transparent page protector which is also available at office supply stores.

Most likely some of the information in the exhibit is now obsolete as new information and discoveries have occurred since its final production. Many readers may find mistakes and omissions and have their own valuable suggestions on how to improve the impact of the exhibit. This is one of the reasons collectors exhibit, to promote discussion and hopefully improve the exhibit, the knowledge of the collector, and the hobby of philately. Exhibiting can also be fun.

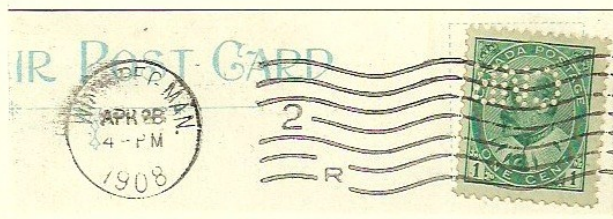
The author welcomes your comments and suggestions (sampsonr@easternct.edu)

Primary Philatelic sources used in the exhibit:

Johnson and Tomasson (1985) Canadian Stamps with perforated Initials

Tremblay (2002) *Canadian Perfin Position Study*, **the BNA Perforator**, Volume 23, Number 1

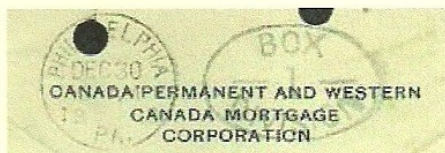
(Right) C40 on postcard



(Right) Canadian Northern Railway (C42), Toronto, Ontario, RF = H, reported usage from 1911 to 1949. The Canadian National Railway also used this perfin from 1918.



(Left) Toronto Saturday Night magazine - Consolidated Press (C47), RF = D Toronto, Ontario. Published from 1887 to 2001, this upscale weekly magazine originally covered current affairs, business and religion. Dated perfins are known only from a brief period from 1911 to 1912.

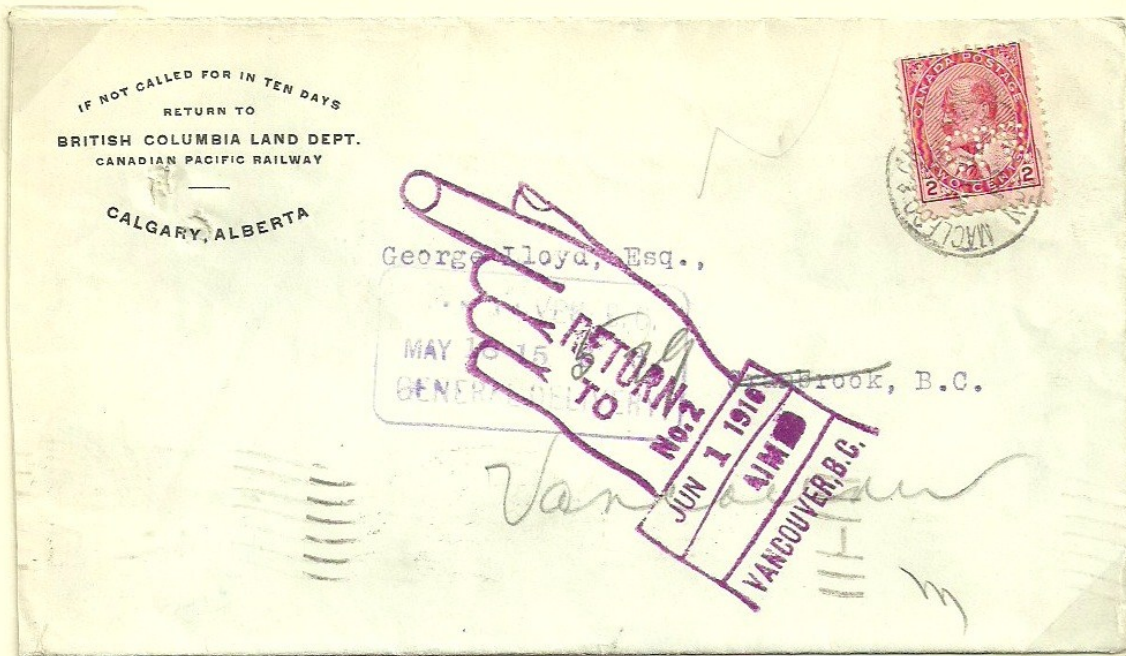


• (Above) Canada Permanent Mortgage Corporation (C48), RF = C Winnipeg Manitoba. This perfin was previously identified as the Canadian Produce Merchants. The above cover – the only reported cover of the C48 – recently established the proper identity of the perfin. The name was changed from the Canada Permanent and Western Mortgage Corporation (see image of reverse of cover) to the CPMC in 1903. Today it is known as Canada Trust. Dated perfins have been reported from only 1903 to 1904. The cover is addressed to J. E. Bryant of Philadelphia. The RPO is a Ludlow W-185 (RF = 190, 1889 – 1903).



(Left) Canadian Pacific Railways (C49), Winnipeg, Manitoba, RF = D, and (Right) (C50), Montreal, Quebec, RF = H. Founded in 1881, the CPR was first to build a rail link to the Pacific. The C49 was reported in use between 1905 and 1910 while the C50 was used from 1913 to 1933.

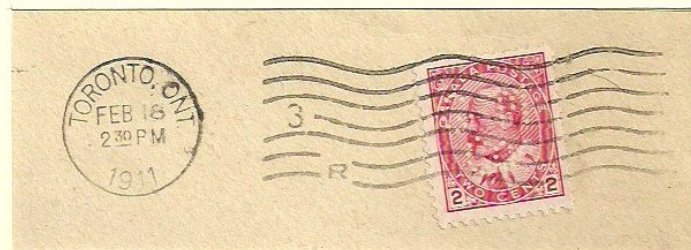




CPR (C49) with Ludlow W-68 RPO cancel (RF = 105, 1907 – 1948). Note unusual General Delivery hand stamp.



(Left) E. B. Eddy Co. (E5), Hull, Quebec, RF = E. Founded in 1851 by Ezra Butler Eddy, the company originally made wooden matches. Today E. B. Eddy Co. is owned by Domtar and has five mills producing a diverse number of forestry products. Dated perfins have been reported from 1909 to 1912.



• (Above and right) Gordon MacKay & Co. Ltd. (G8), Toronto, Ontario RF = F. Established in 1853 by John Gordon and John MacKay this retail/wholesale dry goods firm opened its first office in Hamilton. It opened in Toronto in 1859. Note the scarce precancelled perfin (P-3-89). Dated perfins have been reported from 1911 to 1935. The piece above is the earliest recorded usage of the G8 (FEB 18 1911).



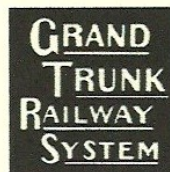
• **Gray Motor Co. (G11)**, Detroit, Michigan RF = D. This American manufacturer of marine engines dealt exclusively in two-cycle power plants. The 5-cent is the only reported example of the G11 on this stamp. Dated examples of this perfin have been reported only from 1916.



Grand Trunk Pacific Railway (G13), Winnipeg, Manitoba, RF = F. Incorporated in 1903 this railway ran from Winnipeg to Prince Rupert B.C. In 1919 it became part of Canadian National Railways. Dated perfins have been reported from 1911 to 1920.



(Right) A company postcard with a G13 from Winnipeg dated JUL 2? 1911.



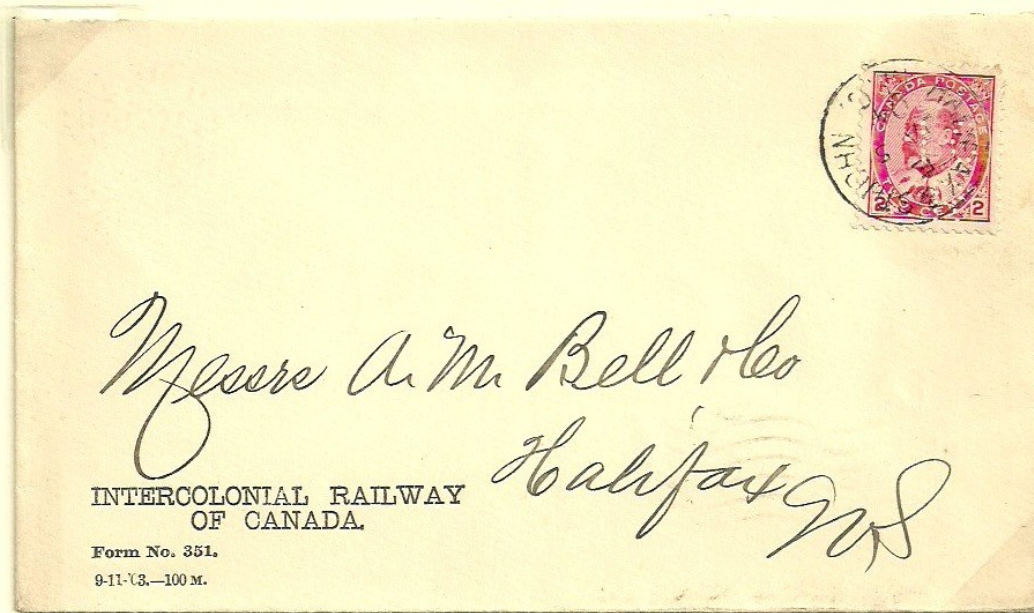
(Above left) **Grand Trunk Railway System (G14)**, Montreal, Quebec, RF = G. Incorporated in 1852 the GTR ran between Toronto and Montreal and eventually to Atlantic Canada and the U.S. The GTR was taken over by the CNR in 1923. Dated perfins have been reported from 1910 to 1922.

Gunn, Langlois & Co. (G15), Montreal, Quebec, RF = D. The company sold dairy and meat products and is now defunct. Dated examples of this perfin are known only from 1924.



Intercolonial Railway (I1), Moncton, New Brunswick, RF = C. Started in 1867 the ICR was formed as a condition of confederation – to link the Maritimes with the St. Lawrence River near Quebec City. In 1918 it became part of the CNR. Dated perfins are known from 1893 to about 1920.





I1 perfin with a Ludlow MA-115 RPO cancel (RF = 95, 1895 - 1911).

Imperial Optical Co. (I4), Toronto, Ontario, RF = C. Founded in 1900 by Percy Hermant, Imperial Optical was the first eyeglass manufacturer in the Maritimes. It opened a branch in Hamilton in 1904 and Toronto in 1905 where it moved its head office in 1913. The company was sold in 1993. There are no known dated examples of the I4.



• (Above) **Imperial Tobacco Co. (I6),** Montreal, Quebec, RF = D. The company first appeared in 1908. It originally produced cigarettes including "Old Chum" which is still produced today. In 2000 British American Tobacco acquired controlling interest in Imperial Tobacco but was allowed to continue manufacturing under its original name. The 10 and 20-cent are the only reported examples on these stamps. The 2-cent is the latest reported usage of the I6 (AUG 21 1911).



James Alexander Ltd. (J1), Montreal, Quebec, RF = E. Little is known about this company. Dated examples are known from 1930 to 1933.