

# THE BNA PERFORATOR

Published by the British North America Philatelic Society – The BNA Perfin Study Group

Volume 43 Number 5

September 2022

Whole Number 163

## Editor's Post:

¶ It is with great regret I share the news that Conrad Tremblay passed away on July 24th at the age of 96. He was an early member of the BNAPS Perfin Study Group and one of the very most important contributors the advancement of our collection knowledge of Canadian perfins. Claude first appears in the Perforator as a Study Group member in 1980 and his first contribution was in 1983 with examples of missing pins in the I15 International Harvester machine (Montreal). He identified and plated the S19 Sun Life patterns, the Montreal CPR C34 pattern and the Shawinigan Water & Power S5 pattern. He was responsible for the original position survey, collecting data over a 4 year period and publishing the results in 2002. He also served as the Study Group's auctioneer in the 1990's. Conrad's contributions to the body of knowledge about Canadian perfins cannot be over stated. Following is an excerpt from his obituary (translated from French courtesy of Google:)

*This great artist and nature lover has contributed to the influence of the artistic landscape of Quebec. He leaves to us a great heritage and imperishable memories through his works imbued with sensitivity, bright colors and fantastic beings.*

¶ BNAPEX in Calgary this year opens on Friday, September 2nd. The Perfin Study Group is meeting Saturday at 2:30pm., hosted by Jon Johnson. There are no options to participate in the Study Group sessions virtually; I checked in with Jon on Saturday, August 27th and at that time only 2 others had signed up. Disappointing to say the least.

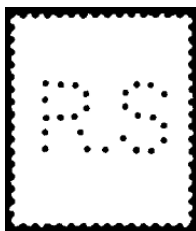
¶ The Blythe cover article introduces a theme that we really to follow - perfin covers that may not be company usage but are a non-company use of a perfin stamp with a logical reason for existence. Please search your collection—your editor will be more than happy help you write up the story behind the cover.

¶ The costs for the Issue 162 were \$21.06 for printing and \$14.92 for postage (1@\$3.88, 1@\$1.94 and 7@\$1.30). Donated postage used for this issue totalled \$7.08 reducing the total costs to \$27.34CDN or \$20.26USD.

Issue 163 costs were \$11.44 for printing and \$13.87 for postage (6@ \$1.30, 1 @\$1.94 and 1 @\$3.88). Donated postage totalled \$5.88, for a total of \$19.43CDN or \$14.58USD.

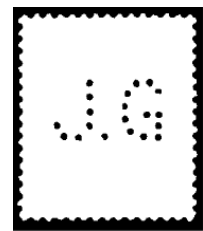
## Treasurer

Russell Sampson  
48B Eastbrook Heights  
Mansfield Center CT  
USA 06250-1654



## Editor

Jim Graham  
2 Grandview Drive  
Dartmouth Nova Scotia  
Canada B2W 1X5



## R8 (Robert Simpson Company) Positions Survey Update

**Jim Graham**

Subsequent to the distribution the last issue of the newsletter, members have provided additional issue and position count information for the R8 perfin. The reports have been included in the table below. Two addition Scott 106 in position 3 have been reported, but we still have no reports of the 6 issues listed in the 6th Edition of Canadian Stamps with Perforated initials being in the hands of the Study Group membership.

R8 (Robert Simpson Company) Positions Survey				
Scott Number	Description	Position 1	Position 3	Total
89	KEVII 1c Green	27		27
90	KEVII 2c Carmine	59		59
91	KEVII 5c Blue	72		72
92	KEVII 7c Bistre	0		0
93	KEVII 10 Purple	26		26
104	KGV 1c Green	15		15
106	KGV 2c Carmen	226	3	229
108	KGV 3c Brown	0		0
109	KGV 3c Carmen	0		0
111	KGV 5c Blue	33		33
112	KGV 5c Violet	0		0
115	KGV 8c Blue	0		0
116	KGV 10c Plum	29		29
120	KGV 20 Black Brown	0		0
	TOTAL	487	3	490



Figure 2: 1928 Robert Simpson cover without perfin

## JB Maclean Corner Cards with Perfins

Jim Graham

A previous issue of the *Perforator*<sup>1</sup> illustrated 25 different Corner Cards/ Postal Stationery with the JB Maclean Publishing Company's pattern and a 26th was subsequently added by Jack Brandt. That article suggested finding corner cards featuring MacLean publications called *the Canadian Grocer*, *the Busy Man's Magazine*, *Plumber and Steamfitter*, *the Power House*, *Chateau* and/or *Mayfair* may be a possibility<sup>2</sup>. The

cover in Figure 1 has a corner card of *The Sanitary Engineer* with a sub-heading of *Plumber and Steam Fitter of Canada*. It has the common street address of 143-149 University Avenue; it is franked with the 2¢ brown War Tax issue and cancelled in Toronto July 26, 1918 with the ubiquitous Canadian National Exhibition slogan cancels for the year. Appropriately it is addressed to the City of Chicago Department of Health.

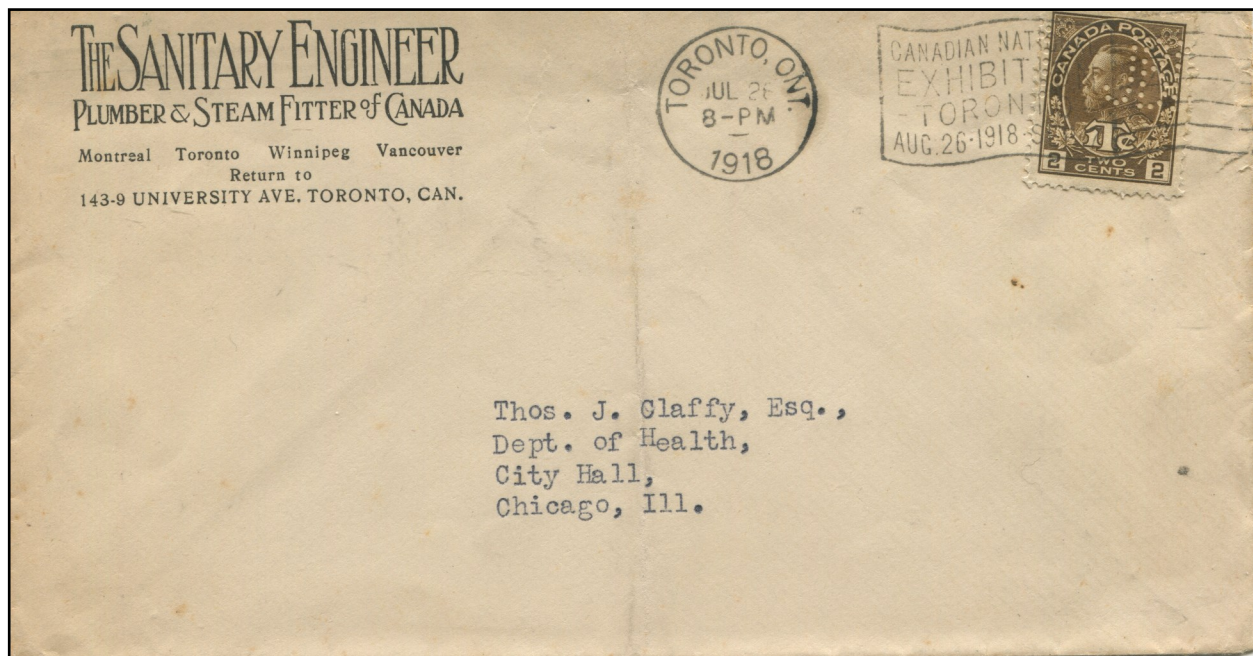


Figure 1: JB MacLean Sanitary Engineer corner card cover dated July 26, 1918 addressed to the City of Chicago's Department of Health

### References:

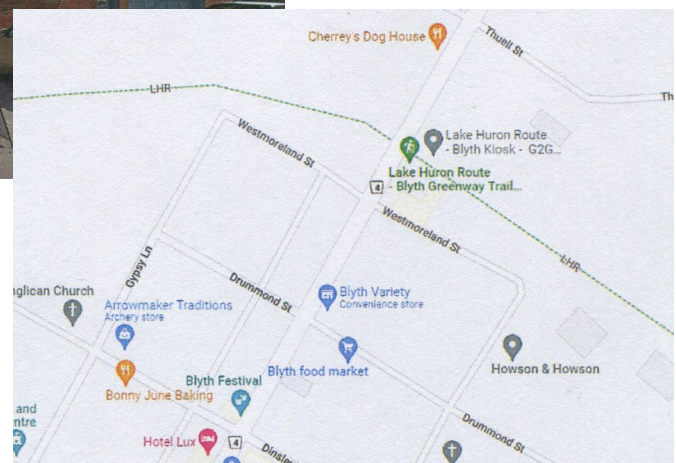
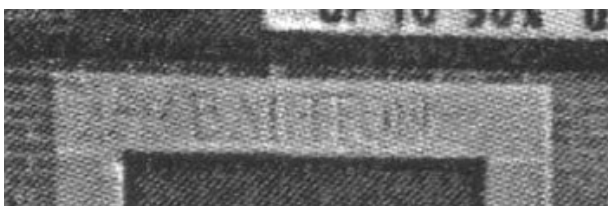
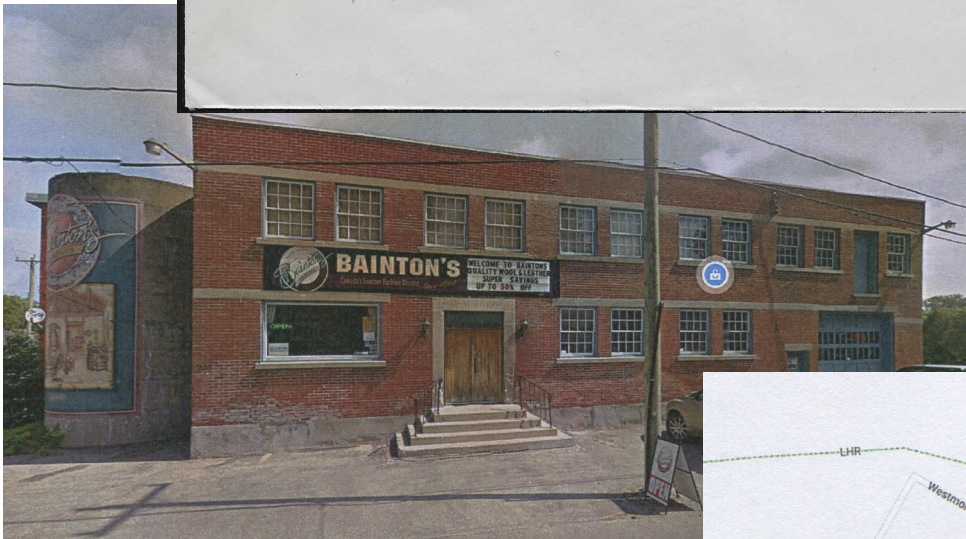
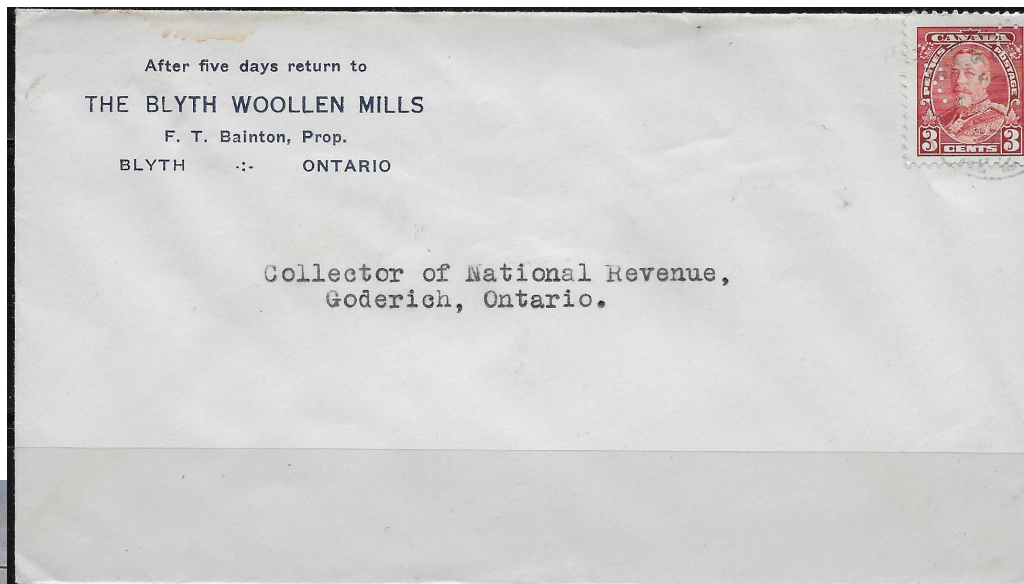
1. Issue 145 of the *Perforator* Volume 37 Number 1, February 2016
2. The Archive Association of Ontario (<https://www.archeion.ca/maclean-publishing-company-limited>)



## MISMATCHED COVERS

### A CPR PERFIN ON A PRIVATE SECTOR CORNER CARD

Doug Muir forwarded me this scan of a Blyth Woollen Mills corner card (Figure 1.) cover with this comment: *"I am sending this scan to you with the thought that you will forward it to members of the BNAPS Perfin Study Group that would be interested in using the scan for research and / or documentary purposes."* Doug also provided this additional information. The perfin is a split C34 (Canadian Pacific Railway Co.) and, as you can see, the corner is for "The Blyth Woollen Mills" located in Blyth, Ontario. Doug's search provided some information. The mill is presently named "Bainton's Old Mill" and located at 206 Westmoreland Street in Blyth (Figure 2.). The name Bainton is carved into the lintel of the building's doorway (Figure 3.). The building is located quite close the former CPR adjacent to the railway tracks. The CPR right of way is now the Blyth Greenway Trail, a section of the Lake Huron Route (Figure 4.)



Here is Russell Sampson's analysis.



The Battleship Revenue cancel extractor was not able to do what I wanted and so I did it myself. The forehead of the King has the key and after doing some contrast adjustments it was apparent that on the King's forehead was an ampersand ("&") in the cancellation strike. (Figure 5.) This is always a red-hot clue of an RPO cancellation. I still use the 2009 Edition of Ross Gray's "Catalogue of Canadian Railway Cancellations and sure enough ON-154.02 reads: **G'LPH. & G'RCH R.P.O. / N<sup>o</sup> 2**

Note that the "o" in "No" is superscripted in the cancel (figure 2) with a bar underneath it - just like it appears on the cover. The reported dates of this cancellation are between 1909 and 1953 - nicely fitting with the apparent date of the cancellation - A(P) 1937.

I checked and the Guelph & Goderich line was a CPR line with a station-stop at Blyth - consistent with a CPR perfin. I also looked at a map of Blyth and the rail line went right behind the Blyth Woolen Mill and therefore one could expect the station to be very close to the mill. This all seems to substantiate my hypothesis to explain this mismatch. And here it is ...

#### HYPOTHESIS

The destination and apparent date (April) of this cover clearly suggests that the contents were likely taxation documents ... and we all know what that may mean ... last minute panic! This may explain why the cancellation is not from the Blyth post office and why there is a CPR perfin on the cover.

It is not out of the question that this cover was sent in the white-hot last minute panic time of taxes. I can imagine a hapless night clerk frantically finishing the forms and desperately trying to get the

envelope cancelled before the midnight deadline. We all know this happens. Late into the evening, with the post office closed, the clerk may have gone just a few feet away to the train station and posted the desperate letter on the train. It is also not out of the question that at such an hour the company postage may have been safely locked away in the company safe - remember - as perfins attest - company postage is company money.

Therefore the frantic clerk may have pleaded with the mail-car postal clerk to sell her or him ... a stamp! Since this was a CPR train, it is pretty clear that the RPO clerk may have had CPR postage with a CPR perfin. I have other covers in my collection that have this. I believe we need to contact the RPO study group to see if selling postage was a service offered by the mail-car postal clerks at station stops.

My last bit of evidence in support of this hypothesis is on its way via email. A good friend of mine - Peter Dawes of Edmonton - is one of Canada's foremost authorities on railway scheduling. He has a copy of the March 1937 schedule for the Guelph to Goderich line (Figure 5.). If it made a stop at Blyth after normal post office hours - then this will lend additional support to my hypothesis.

If I'm reading the schedule correctly, CPR Train No. 637 arrives at Blyth Monday to Saturday at 12:23 PM and finally reaches its terminus (Goderich) at 12:55 PM. Since this takes place in the middle of the workday, it then does **not** support my hypothesis - unless the mailing occurred on Saturday and the Blyth post office was closed on Saturdays.

As with all hypotheses ... contrary evidence forces one to either a) abandon the hypothesis, or b) modify the hypothesis. I believe there is so much supporting evidence to suggest that an employee of Blyth Woolen Mills went to the train station to post the letter and got the railway postal clerk to supply the perfined postage, that it should not be abandoned - just modified. Now, what do you think?

By the way, if this letter was posted on the above train, then its number - 637 - should appear on the cancel - just below the "& G". Therefore, the smudge that appears in this location should read "637".



What follows is your Editor's contribution:

Russell's analysis raised some questions for me: My reading of the timetable is that the train left Hamilton at 8:30 and arrived at Goodrich at 12:55. Was the mail car attached in Guelph? Did it pick up mail on the way? Was the mail dropped at Goodrich or did it stay on board? The train left Goodrich at 4:00pm and arrived at Guelph at 7:44 and Hamilton at 8:20. Did it pick up mail on the return trip and then turn all of the sorted mail over at Hamilton? One of my colleagues on the Executive of the Nova Scotia Stamp Club is Sean Weatherup, member of the BNAPS RPO Study Group and an exhibitor of RPO cancels (see Footnotes) and I passed these questions along to him.

Sean responded:

Normally RPO cancels show the termini and terminus in the fixed type; in this case Guelph and Gooderich and you may infer that the mail car operated on the railway on this section of track.

There are 13 different listings with "Hamilton" listed first; none end at Gooderich, but may pass through.

Now - mail pick up and delivery. Sorted mail already bagged and labeled for destination is delivered to the mail car. Some bags would be dropped off along the route and other bags would be off loaded at the terminus. Unsorted mail is picked up all along the route, sorted, and dropped off along the route. *Bags were also sorted for destinations beyond the end of the route.* (my emphasis) These bags were labeled and taken by either the next RPO or dropped off at the terminus for the local post office to redirect such as truck transport to outlying post offices not on the rail route.

You did a pretty good job on the timetable. The train (#637) left Toronto and 8:30 am (Hamilton at 9 AM). On the return the train (#640) arrived at Guelph at 5:50 (Guelph Junction at 7:44). Trains listed for the ON-154.02 indicia are: E; 92; 637; 638; and W;640.

HAMILTON, GUELPH, GODERICH																		
Connections for and from Toronto, London and Detroit																		
READ DOWN						Miles	TABLE 63				READ UP							
							Eastern Time.											
		P.M.	P.M.	A.M.			Lv Toronto	Ar	A.M.	P.M.	P.M.	P.M.						
		*5.20		*8.30		0.0	Ar Guelph Jct. 50	Lv	*7.25	*3.35		19.00	10.25					
		*6.24		*9.51		39.2				*2.31		17.43	9.21					
							Lv Detroit 50	Ar		P.M.	P.M.	A.M.						
		*4.45		*10.00		0.0	Lv London	Ar	*2.40		10.55		12.49					
		*7.35		*12.45		114.2	Ar Guelph Jct. 50	Lv	11.50		8.10		12.20					
		*9.21		*2.31		189.6			*9.51		*6.24		10.51					
							Lv HAMILTON 50.56	Ar					640					
							Hamilton Jct.						18.20					
							Waterdown So.						8.12					
							Waterdown No.						8.03					
							Millgrove						7.57					
							Flamboro						7.52					
							Ar GUELPH JCT. 50	Lv					17.44					
667	653	651	649	637	645							646	648	650	652	640	654	670
A.M.	P.M.	P.M.	P.M.	A.M.	A.M.		Lv GUELPH JCT. 50	Ar	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
19.25	16.25	12.35	9.55	17.30	39.2		Moffat		17.20	19.40	12.25	16.20	17.17	19.15				
19.35	16.35	12.45	10.02	43.0			Corwin		17.11	19.31	12.16	16.11	17.08	19.06				
19.41	16.41	12.51	10.08	46.0			Arnell		17.03	19.23	12.08	16.03	17.00	18.58				
19.55	17.00	13.05	10.20	52.4			Speedwell		16.55	19.15	12.00	15.55	16.52	18.50				
9.30	10.05	17.10	13.15	10.30	18.10		GUELPH		16.50	19.10	11.55	15.50	16.46	18.45				
9.50				10.41	60.5		Arliss		16.40	19.00	11.45	15.40	6.36	18.35	14.45			
10.10				10.52	66.5		West Montrose						6.14		4.30			
10.30				10.59	70.4		ELMIRA						6.04		4.10			
10.50				11.08	74.5		Wallenstein						5.57		3.50			
11.05				11.21	79.4		Ar Linwood	Lv					5.49		3.25			
11.25				11.37	85.0		Lv Linwood	Ar					15.40		3.05			
11.40				11.43	89.2		Dorking								2.50			
11.53				11.53	97.9		Hesson Road								12.35			
12.15				12.15	16.2		Tralee								12.30			
							Ar Listowel	Lv							12.20			
							Lv Linwood	Ar							12.00			
							Millbank						15.40					
							MILVERTON						5.30					
							West Monkton						5.22					
							McNaught						5.07					
							Walton						4.55					
							Blyth						4.45					
							Auburn						4.32					
							McGaw						4.22					
							Veneset						4.13					
							Ar GODERICH	Lv					4.04					
													14.00					
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

You can learn so much from a timetable. I had been going through it for about an hour when I discovered an important fact. My basic question was - Why Guelph and Gooderich and not Hamilton and Gooderich? I had already clued into the fact that while the timetable heading is HAMILTON, GUELPH, GOODERICH it in fact originated and ended in Toronto, but there are no Toronto Gooderich RPO's after the 1920's. This opens the door for dozens of different mailcars which could travel this route.

What I discovered when checking the table times is GUELPH JUNCTION and the fact that the train stopped there for 27 minutes. By nature a junction is a spot where two railroads meet. My thought is that your RPO ends in Guelph. Anything going north would be sorted and bagged as "through mail" and anything coming from the north would be as I described above. Why is it like this? Likely mail cars from the north came to Guelph Junction offloaded bags for the South, i.e Guelph to Goodrich. This mail car could be Toronto London; Toronto Owen Sound or a multitude of other lines.

There is a Toronto Guelph Owen Sound RPO listing. So the answer to your final question is “yes” except that it occurred at Guelph Junction and not Hamilton.

Editor- the final word (maybe!)

In the end I think Russell’s analysis is likely correct and have taken up his suggestion to ‘modify it’. Figure 6 is a SON cancel of ON-154.02a. Note the order of the information in the cancel reading top to bottom—(train) 92, AP 5 (April 5th), 09 (1909). In the Blythe cover (Figure 7.) it would correspondingly be (train) indeterminable, A (April or August), 37 (1937). It is I think it is a coincidence that there is a train “637”. It is more likely that the cover was put in the mail on afternoon train 640 – Goderich to Guelph - and not the morning train 637. Russell’s conjecture stands—for whatever reason the Blyth Mills employee didn't have a stamp, needed to meet a Receiver General's deadline, couldn't get to the local PO and back in time to meet the 4:32pm train and begged a stamp from the CPR employee in the train station. Blyth is a small town - maybe it was his wife's cousin and an easy ask!!





## Canadian Stamp with Perforated Initials Updates

1st August 2022 changes to the 6 th Edition of the Canadian Stamp with Perforated Initials. Only includes new stamps added with their positions. Does not include positions added to stamps already recorded in the handbook. The next update will be the 1 st August 2023 so please have your updates, correction, etc. in by the 15 th July 2023, Thank you.

	2.2	In the last paragraph of the page change “The other perfins which have been found in the Small Queen era are J.H. Semple (J7) of Montreal, first used January 21, 1896. J.H. Semple was ....” to “The other perfins which have been found in the Small Queen era are J.H. <b>Stiles</b> (J7) of Montreal, first used January 21, 1896. J.H. <b>Stiles</b>
	3.3	In the table, at the bottom of the page, against Sloper Model ? Dies 4 add <b>C38</b> .
B15	5.B.5	Add stamp # <b>203i</b> -1.
C10	5.C.4	Add stamp # <b>92</b> -1.
		Latest Postmark is changed from 1957/03/19 to <b>1957/03/28</b>
C11	5.C.4	Earliest Postmark is changed from 1915/10/01 to <b>1912/10/22</b>
C14	5.C.6	Add stamp # <b>FWT16</b> -4.

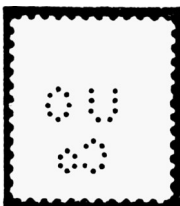
C15	5.C.6	Earliest Postmark is changed from 1911/01/11 to <b>1910/12/30</b>
C19	5.C.8	Change rarity factor from "E" to "F".
C20	5.C.8	Earliest Postmark is changed from 1913/03/25 to <b>1913/02/12</b>
C23	5.C.10	Latest Postmark is changed from 1928/06/02 to <b>1928/07/26</b>
C24	5.C.11	Add stamp# <b>599</b> -1.
C27	5.C.14	Latest Postmark is changed from 1928/04/23 to <b>1929/01/07</b>
C28	5.C.15	Add stamp # <b>529</b> -3.
C33	5.C.17	Latest Postmark is changed from 1934/01/31 to <b>1934/03/23</b>
	5.C.19	Under Damaged die of C35 add stamp # <b>301</b> -1.
C35	5.C.19	Earliest Postmark is changed from 1913/07/23 to <b>1913/06/15</b>
C38	5.C.21	Add note <b>GB# C7140.04 Possible a 2x2 multi-head perforation machine.</b>
C46	5.C.22	Add stamp # <b>360</b> -1.
D2	5.D.1	Add stamp # <b>166</b> -1.
E1	5.E.1	Add stamp # <b>110</b> -1.
		Earliest Postmark is changed from 1918/03/12 to <b>1915/06/05</b>
E2	5.E.1	Add stamp # <b>214</b> -5.
E3	5.E.1	Add stamp # <b>113</b> -1.
F2	5.F.1	Earliest Postmark is changed from 1915/02/19 to <b>1913/01/10</b>
F5	5.F.1	Add new perfin

<b>F5</b>	<b>THE FIDELITY &amp; CASUALTY COMPANY OF NEW YORK</b>		
<b>A</b>		NEW YORK NY - -	
		F&C - CA US#-	
		Postmarked Halifax NS	
<b>90-1.</b>			

G4	5.G.1	Corrected G(IN)N to <b>G(INN)</b> .
G8	5.G.3	Add stamp # <b>174</b> -1.
G16	5.G.5	Add stamp # <b>261</b> -7. & <b>289</b> -1.
G17	5.G.7	Add stamp # <b>C1</b> -1.
G18	5.G.7	Delete stamp # <b>112iv</b> -1.
G22	5.G.9	Add stamp # <b>193</b> -1.
I4	5.I.3	Add stamp # <b>105</b> -1.
I5	5.I.3	Add stamp # <b>174</b> -3. & <b>193</b> -1.
I6	5.I.3	Add stamps # <b>90</b> -1., & <b>91</b> -1.
I8	5.I.4	Add stamp # <b>91</b> -3.
I11	5.I.5	Add stamp # <b>172</b> -3.
I13	5.I.7	Add stamp # <b>359</b> -5.



I16	5.I.7	Earliest Postmark is changed from 1909/10/08 to <b>1909/09/24</b>
I18	5.I.9	Add stamps # <b>320</b> -1,3,4., & <b>330</b> -2.
I20	5.I.11	Earliest Postmark is changed from 1912/05/11 to <b>1911/05/06</b>
I26	5.I.13	Delete <b>Company owned by International Paper.</b> from notes. Add to IMPERIAL TOBACCO COMPANY <b>OF CANADA LIMITED</b>
	5.I.13	Add stamps # <b>92</b> -1. & <b>94</b> -1.
J6	5.J.2	Earliest Postmark is changed from 1938/09/07 to <b>1937/11/24</b>
J7	5.J.2	Add stamp # <b>42</b> -3.
	5.J.2	Latest Postmark is changed from 1896/01/21 to <b>1897/06/12</b> and <b>1896/01/21</b> will become the Earliest Postmark.
J10	5.J.3	Add stamp # <b>120</b> -1.
J11	5.J.3	Add stamp # <b>214</b> -5.
M4	5.M.1	Add stamp # <b>208</b> -8.
M6	5.M.2	Add stamp # <b>MR1</b> -7.
M7	5.M.2	Add stamp # <b>113</b> -1.
M14	5.M.5	Earliest Postmark is changed from 1909/01/28 to <b>1908/12/28</b>
M17	5.M.6	Add stamp # <b>226</b> -1., <b>339</b> -7., <b>404</b> -1. & <b>E4</b> -1.
M23	5.M.7	Add stamp # <b>387</b> -4,6.
		Earliest Postmark is changed from 1910/10/- to <b>1910/10/15</b>
N1	5.N.1	Delete stamp # <b>46</b> -.
	5.N.1	Add stamp # <b>92</b> -1,3.
N5	5.N.2	Add stamp # <b>FWT12</b> -8.
N6	5.N.2	Add Found with a Winnipeg <b>and a Beauceville PQ</b> cancel.
N8	5.N.3	Add stamp # <b>250</b> -3.
-	5.N.6	Under N18 with missing code hole, add stamps # <b>250</b> -1., <b>251</b> -1,5., <b>252</b> -1. & <b>254</b> -5.
N10	5.N.4	Earliest Postmark is changed from 1952/05/30 to <b>1936/03/19</b>
		Add stamp # <b>197c</b> -1.
N13	5.N.5	Add stamp # <b>356</b> -1.
N15	5.N.5	Earliest Postmark is changed from 1913/11/13 to <b>1911/04/02</b>
		Add stamp # <b>162</b> -6.
N18	5.N.7	Add stamp # <b>141</b> -1 & <b>163</b> -5.
N19	5.N.7	Latest Postmark is changed from 1931/01/17 to <b>1933/04/04</b>
		Add stamp # <b>112</b> -3. & <b>196</b> -1.
N22	5.N.8	Earliest Postmark is changed from 1911/05/11 to <b>1910/-/-</b>
N29	5.N.10	Add stamp # <b>92</b> -2,6.
N30	5.N.10	Earliest Postmark is changed from 1915/-/- to 1915/01/15
O6	5.O.2	Add stamp # <b>90</b> -1. & <b>141</b> -5.
O8	5.O.3	<b>ERD and LRD, along with format change made.</b>
		Add stamps # <b>156</b> -1. & <b>E8*</b> <sup>o</sup> -1.
O11	5.O.5	Latest Postmark is changed from 1911/03/06 to <b>1912/03/25</b>
O13	5.O.5	Change 117i-. to <b>117a</b> -.

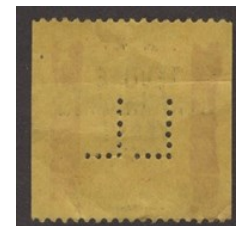
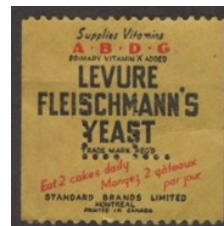
P7	5.P.3	Add stamp # <b>94</b> -1.
		Delete stamp # <b>197e</b> -.
P8	5.P.4	Add stamps # <b>167</b> -5., <b>169</b> -1. & <b>175</b> -1.
P8	5.P.4	Earliest Postmark is <b>1933/12/20</b> .
P18	5.P.5	Add stamp # <b>198</b> -1.
P21	P.5.8	Latest Postmark is changed from 1923/05/- to <b>1924/01/08</b>
R3	5.R.1	Add to bottom of listing <b>NOTE- The cancellation history is from Halifax, Winnipeg and Calgary, and almost none from Montreal.</b>
		Latest Postmark is changed from 1947/05/- to <b>1949/07/09</b>
R7	5.R.3	Add to bottom of listing <b>NOTE- The cancellation history is from Halifax, Winnipeg and Calgary, and almost none from Montreal.</b>
		Add stamp # <b>269</b> -2.
		Latest Postmark is changed from 1946/01/24 to <b>1947/04/25</b>
		Earliest Postmark is changed from 1910/06/21 to <b>1908/09/05</b>
R8	5.R.3	Add stamp # <b>111iii</b> -1.
		Latest Postmark is changed from 1915/02/03 to <b>1915/09/13</b>
S1	5.S.1	Add stamp # <b>MR2</b> -1.
S4	5.S.2	Earliest Postmark is changed from 1915/11/24 to <b>1915/07/07</b>
S10	5.S.4	Earliest Postmark is changed from 1911/06/07 to <b>1911/05/02</b>
		Latest Postmark is changed from 1957/10/06 to <b>1964/05/02</b>
		Add stamp # <b>401</b> -1.
S15	5.S.5	Add stamp number # <b>78</b> -1.
S20	5.S.7	Add stamp # <b>91</b> -5.
S21	5.S.7	Add stamps # <b>112iii</b> -1., <b>324</b> -1. & <b>C1</b> -1.
T13	5.T.3	Add stamps # <b>379</b> -1.
U1	5.U.1	Add new scan of perfin
<b>U1</b>  <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"><b>A</b></div>  <div> <b>UNION OIL COMPANY</b>   LOS ANGELES CA                      -                      -  UO/Co                                      -                      CA US  -    -                      - </div> </div>		
<b>FX36</b> -4,6.		
W10	5.W.4	Earliest Postmark is changed from 1887/11/02 to <b>1887/10/02</b>
W14	5.W.6	Add stamps # <b>91</b> -1.
W15	5.W.6	Earliest Postmark is changed from 1936/11/14 to <b>1926/04/05</b>
		Add stamp # <b>167</b> -3.
W16	5.W.6	Add stamps # <b>118</b> -1., <b>289</b> -1., <b>378</b> -3. & <b>C9</b> -1.
W18	5.W.7	Under COUNTRY add <b>NL</b>
		Add stamps # <b>395</b> -3., <b>785</b> -4., <b>907</b> -4. & <b>NL257</b> -1,2,5.
		Earliest Postmark is changed from 1916/12/30 to <b>1916/09/11</b>

D8		Change to read " <b>Unknown user. Found on Quebec Registration and Law (QL34, 37, 42, 51 &amp; 53) stamps, the Canada War Tax (FX64) stamp and the Canada Weights and Measures (FWM62) stamp.</b> "
D9		Added new cancel.

Add on Page D9—**Found on a 1¢ dark green Admiral stamp (104). Uses and purpose unknown but could be cancel.**



Add on Page D9—**Found on a Fleischmann's Yeast label used by Standard Brands Limited of Montreal.**



S22.2	I.2	Add stamps # <b>204-1</b> .
S22.5	I.2	Add stamps # <b>204-1</b> , <b>213-1</b> . & <b>223-5</b> .
S22.6	I.4	Add stamps # <b>235-1</b> .
S22.9	I.5	Add stamp # <b>214-1</b> .
S22.14	I.5	Add stamps # <b>214-5</b> .
S22.16	I.6	Add stamp # <b>118-1</b> .