

MAPLE LEAVES

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EDITORIAL

Current Definitive Issues

For more than a year several Canadian correspondents have been kind enough to send us news of the latest developments affecting the various issues of the current Canadian definitive stamps. In our February issue we acknowledged our indebtedness to two of these in particular and it was hoped later on to be able to publish an up-to-date check list of the numerous varieties of the definitive stamps in the series which first appeared in 1967 and which were originally known as the 'Centennial Issues.'

From time to time, as the mass of new information accumulated, we were tempted to tabulate it all because there is no doubt that it will be of considerable interest to many of our readers later on, if not at present. Every time, however, that we reached the point of setting about the task news of a new variety reached us and we decided to wait.

Inevitably we have been taken to task by some. We have been accused of not being interested in modern issues. We have been, it is alleged, too preoccupied with the 'classics' and the older issues, many of which are priced far beyond the pockets of many of our members. No one is more conscious of this than we are, and all we can say in defence, if defence is necessary, is that we always welcome articles on modern Canadian stamps WHEN THEY ARE SUBMITTED and we always publish them if they are suitable.

It is our belief, and this is not the first time that it has been said in these columns, that modern issues hold a wealth of interest for those who care to study them. But familiarity DOES breed contempt and there will be many collectors who today spurn modern issues and yet who will either cheerfully (or ruefully?) set about forming a collection of them when they are more difficult and more expensive to obtain. 'We do not care for what we have; we long for that we have not'.

As news of 'tagged and untagged' stamps, of new dies and paper, gums and perforations reaches us almost every week we are thankful that we did not rush into print. We believe that it will be much more convenient to readers if, when all the information is collated, it is published in one issue. We might well have NOT waited until the end was in sight. We might well have decided NOT to try to distinguish between what was news and what was conjecture. We might well have been tempted to be first with the news (or rumours!) and publish it piece-meal over many issues. That this would have involved 'corrections' and the publication of not very inspired conjectures masquerading as news is now very obvious.

We do not enjoy seeing our contemporaries busily engaged in eating their own words; we do not indulge in the pursuit of 'scoops'. We prefer to check our facts; we believe that our readers are not interested in gossip columns. It is not our ambition to confuse or mislead and if this sounds self righteous it is not intended. It just happens to be true.

Convention 1972

As we go to press news reaches us to the effect that the Crown Hotel still has *some* vacant accommodation available. It is rapidly being booked up, however, and these members who have not yet made their reservations are urged to do so now in order to avoid disappointment. A hotel booking form is enclosed with this issue together with a competition entry form. The former should reach Mr. Bielby at 194 Skipton Road, Harrogate, HG1 3E2, Yorkshire as soon as possible. The latter *must* be in Mr. Whitworth's hands AT THE LATEST by the 28th August, if you intend to enter an exhibit in the Convention Exhibition. Please note, also that UNLESS YOU INTEND TO BRING YOUR EXHIBIT TO CONVENTION PERSONALLY IT MUST REACH MR. WHITWORTH NOT LATER THAN SATURDAY, 30th SEPTEMBER.

ANNUAL GENERAL MEETING 1972

The Annual General Meeting will be held at 11.00 a.m. on Saturday, 14th October 1972, at the Crown Hotel, Harrogate.

J. D. M. Harvey

J. D. M. Harvey, a Life member of the Society formerly living in London, has now retired to Italy. His address will be Casa Bertorelli, Via Miscaslana 16, Domaso, 22013, Lago di Como, Italy; and he will welcome visits from any members who are on holiday in that area.

Canadian Stationery—Stamped Envelopes of the Edwardian Era

By Horace W. Harrison

References: R. Winthrop H. Boggs, *The Postage Stamps and Postal History of Canada, Vol. I page 528, Vol. II pages 4-S, 5-S, 6-S*. Chambers Publishing Company, 1945; (.) L. Searle Holmes, *Holmes Specialized Philatelic Catalogue of Canada and British North America*, Eleventh Edition Revised, 1968: The Ryerson Press, Toronto; page 312; (.) Fred Jarrett, *Stamps of British North America . . . together with a Complete Check List . . . of the Postal Stationery of Canada*, by T. L. Derwent Kinton, M.A., pages 152 and 153; Fred Jarrett, 1929; (.) Nelson Bond *The Postal Stationery of Canada*, pages 10, 95-99; Herman Herst, Jr. 1953 In addition to the above-mentioned reference works, I have had the invaluable assistance of Mr. William H. Maisel, the internationally recognized authority on U.S. Envelopes. Fortunately, Mr. Maisel has been interested in Canadian Stationery for many years. The third working die for the 1 cent envelope and the 6th working die for the 2 cent envelope were both brought to my attention by his studies in the working die field. He is now working on problems of the dies of the King George V envelopes, concerning which I can find nothing previously recorded, so that his work on the KGV envelopes will open new and original fields when published. Any who may have done unpublished work on the KGV envelopes and is interested in pooling information should write to Bill Maisel at 1507 Norman Avenue, Lutherville, Maryland, 21093.

Information relative to both denominations

It is likely that there was but one master die for each denomination, supplied by Thomas De La Rue and Sons, London, England (.) From these master dies 3 working dies were prepared for the 1 cent and 6 working dies for the 2 cent. Apparently, there were at least two envelope knives used in the manufacture of these envelopes, and there may have been three. In my opinion, not shared by Bill Maisel, these differences appear to be so minor that it is difficult to distinguish them one from the other without opening up the envelope to its position prior to folding, and comparing it with an envelope already so opened.

The Three Working Dies of the One Cent Envelope

Die A—Long Bar in 'G' of Postage; Thin Lettering and scrollwork.

Die B—Short Bar in 'G' of Postage; Thick Lettering; Top Bar of 'E' of ONE shorter than bottom bar; 'E' of CENT normal.

Die C—Short Bar in 'G' of Postage; Thick Lettering; Top Bar of 'E' of ONE longer than bottom bar; 'E' of CENT raised.

The One Cent envelope was first issued to the public on 1st March 1905 (.) From dated copies, it appears that Die A was the first working die in use.

The Six Working Dies of the TWO CENTS Envelope

Die	1	2	3	4	5	6
Lettering	Thin	Thick	Thick	Thick	Thick	Thick, center bars of 'E' very thick
Left Front of Bust points	Between WO	Between WO	Between WO	At O	At O	At O
Bar of 'G'	Long	Short	Short	Short	Short	Long, with vertical serif
Semi-circles under 'C'	3	1	3	3	3	3
Semi-circles under 'TWO'	3	2	3	3	3	3
Panel line above CENTS extended	Intersect a loop	Intersect a loop	Intersect a loop	Meets at a junction	Intersect a loop	Intersect a loop
Border loops are	Even, join frame	High, even, join frame	Flat, even, join frame	Uneven, seldom join frame	High, even, join frame	High, even, join frame
'D' of CANADA	Normal	dropped	Normal	Normal	Normal	Normal
	5½	5½	5½	5	5½	5½
Arcs between panels at R	5	5	5½	4½	5½	5
Bond Die (4)	A	D	B	C	None	None
Holmes Die (2)	I	Ia	None	II	None	None

The Two Cents Envelope was first issued to the public on 12th January 1905 (3). From dated copies, it appears that Die 1 was the first working die in use.

1897 Jubilee Issue

By M. Miller

Some time during 1896 a Member of Parliament by the name of Gibson rose in the House to ask the Postmaster General, Sir William Mulock, if it was the intention of the Post Office to honour the Jubilee year of Queen Victoria with a special issue of postage stamps and, if this was so, the date of issue, denominations and the number of each value to be issued. Mulock replied that the Post Office was going to make a special stamp issue and the denominations and number of each were as follows:—1/2 cent 150,000; 1 cent 8,000,000; 2 cent 2,500,000; 3 cent 20,000,000; 5 cent 750,000; 6 cent 75,000; 8 cent 200,000; 10 cent 150,000; 15 cent 100,000; 20 cent 100,000; 50 cent 100,000; \$1–\$5 25,000 and 7,000,000 1 cent postcards. Mulock further stated that supplies of the stamps would be sent to Postmasters in plenty of time for the official date of issue 19th June 1897. Jarrett, in his catalogue states that actual issued quantities of the \$3, \$4 and \$5 were much less than the figures given by Mulock: \$3, 9,515; \$4, 9,937 and \$5, 12,600.

Quantities of all values continued to be delivered from the printers until some time in 1900 and were issued to Postmasters until stocks at the depot at Ottawa were exhausted, with the exception of the dollar values. Of these the \$1 was last issued to Post Offices 27th June 1900, the \$2 last issued to Post Offices sometime during 1901 and the \$3–\$5 early in 1902. With the exception of the \$1 the accounts for the postage stamp division in the PMG Reports do not give the actual last date of issue to Post Offices of the higher values.

From the postage stamp division balance sheets from 1897 to 1901 I have extracted the following figures regarding stamps which were returned by Postmasters as being unfit for use. These were destroyed by the division. 1/2 cent 24; 1 cent 547; 2 cent 574; 3 cent 2,011; 5 cent 84; 6 cent 33; 8 cent 40,097 (40,000 of these were destroyed in 1897); 10 cent 26; 15 cent 18; 20 cent 19; 50 cent 86; \$1 94; \$2 66; \$3 52; \$4 59 and \$5 59. The accounts show the unissued balance of the \$3 as 2,650, \$4 as 3,050 and \$5 as 2,100 on hand at Ottawa. This balance is maintained in the Reports from 1902 to the 1906 Report that the balance of 2,650 \$3 3,050 \$4 and 2,100 \$5 were destroyed. It appears, from the figures shown in the division balance sheet in the 1906 Report that the balance of 2,650 \$3, 3,050 \$4 and 2,100 \$5 were destroyed by the postage stamp division during the 1905–1906 fiscal year.

(With acknowledgements to the Barrie (Ontario) Stamp Club and the Editor for permission to reproduce this article—Editor.)

Protest Cover—Imperial Penny Postage

By C. D. Blair

The Imperial Penny letter rate between all points within the British Empire became effective on 25th December 1898, and Canada's 1898 Xmas (Map) stamp was conceived to commemorate this new rate. Because of popular demand, this stamp was authorised for distribution at an earlier date and the first known usage was 7th December 1898; however, it was to be used in combination in order to meet the then existing letter rate of three cents.

At the time of this early release date, it appears no official announcement had been made that mail between Canadian points would be included in this new rate as evidenced by the emphatic notation of this unique cover which is illustrated below. The protest concerns the new rate of two cents which would permit delivery between points halfway around the world and which would take weeks while the present Canadian internal rate of three cents would remain in effect for points approximately 150 miles apart and taking only one day for delivery. (Route is assumed to be Kingston-Toronto-Newmarket.)



The cover itself is interesting in that someone took the time to use both the one-half cent Maple Leaf and Numeral Q.V. issues to make up the three cent rate. The Map stamp is from Plate 1 Position 94. Cancellation is by Kingston square circle Type-2, Hammer-2, dated 8th December 1898 with the scarce numeral '1' time-mark which hints this cover was actually posted 7th December. Backstamp is (c.d.s.) Newmarket, 8th December 1898.

Canadian Airmail Notes Part XI

By Major R.K. Malott

NORTHERN AIR SERVICES LIMITED, HAILEYBURY, ONT.

This company was formed in the spring of the year to continue the air mail, freight and passenger service from Haileybury to the Rouyn gold fields. Mr. B. W. Broatch, previously pilot with the Laurentide Air Service, was its managing director and chief pilot. The flying time for the year was 169 hours, during which 212 flights were made, 503 passengers carried, of whom 470 were paying, and 22,580 pounds of freight and 1,030 pounds of mail transported.

The airmail flights of this company as listed in AAMS catalogue, Volume II, 1947 Edition are as follows:

- (a) 18th May 1925, Haileybury-Rouyn and return. This was an experimental flight. The envelopes flown each way have a two line cachet, applied in purple, reading 'First Experimental Flight Haileybury to Rouyn' or 'Rouyn to Haileybury'. (AAMS No. 60 and 60a). Pilot B. W. Broatch (now deceased).
- (b) 27th June 1925. Haileybury-Rouyn and return. Regular service commenced and the new semi-official blue stamps were used. Envelopes have a three line blue cachet reading 'Northern Air Service Ltd. First Flight Haileybury, Ont. to Rouyn, Quebec' or 'Rouyn, Quebec to Haileybury, Ont.' Pilot B. W. Broatch.

Other Services

Lt-Colonel Scott-Williams, with C. S. Caldwell as second pilot and air engineer, by an arrangement with the Laurentide Air Service, carried out an operation during the summer in northern British Columbia and the Yukon Territory for prospecting and exploration, with their Vickers 'Viking' (Napier Lion) amphibian. This machine was shipped by rail to Prince Rupert and was flown, via Wrangell, Alaska and Telegraph Creek, to the Dense Lake district, for a mining and exploration syndicate working in this district. From a base there the engineers were flown into the remote interior as far as Fort Frances in the Yukon Territory and to the upper waters of the Liard river to Liard Post.

The expedition was absent from civilization about six weeks and during that time carried out prospecting in little known valleys, to reach which by other means would have taken months of laborious travel. After their return to Prince Rupert the 'Viking' was flown down the coast to Vancouver, where the machine was dismantled. The flying time was 95 hours.

Mr. C. S. Caldwell, previously pilot with the Laurentide Air Service, was engaged to fly the 'Baby' Avro purchased by the owners of the sealing fleet in Newfoundland. This is a small two-seater aeroplane with an 80 horse-power LeRhône engine, fitted with wheels, floats and skis, and originally designed for Captain Shackleton's Antarctic expedition. It was erected

on a special platform on the after deck of the sealer *Eagle*. The platform and fastenings were made specially strong to withstand the heavy gales and the rolling of the ship and special covers were fitted over the propellor, engine and cockpit to protect them from spray, snow and sleet which at times formed a coating over the whole ship.

Five weeks were spent in the ice and flights were made as conditions warranted. Before flight, the aircraft was lowered on to a suitable ice floe. On the first flight the ship was made fast to a good sheet of ice approximately 200 yards square, the plane put overboard, the tank filled with warm oil and no difficulty was experienced in getting away safely with one of the sealing crew as observer. After a flight of 70 miles on a triangular course at an average altitude of 2,000 feet the plane returned and landed. No seals were observed but ice conditions were reported. Some days later, during a flight of an hour and a half, seals were observed on the ice from an altitude of 2,000 feet. On the return some difficulty was experienced in spotting the ship as the fireman failed to keep up a good smoke, and viewed end on, its appearance was very similar to that of dozens of open patches of water in the ice. Eventually it was spotted and a safe landing made. The plane was again hoisted on board and the ship steered towards the patch of seals observed. This information proved to be of greatest value as the seals seen were part of the main herd. A good catch resulted. The owners of the sealing fleet, after two years' experience of spotting from the air for the seal herd, are convinced of its value. A crow's nest is rigged on the ship's mast to give a wider range of vision than can be had from the bridge. An aircraft which can reach several thousand feet in a few minutes and cover sixty miles an hour, increases the area of observation very greatly and consequently the chance of finding the herd. Flying over a vast stretch of stormy waters covered with ice floes at that season of the year is no child's play and requires nerve and experience and, above all, a thoroughly dependable aircraft and engine to ensure the safety of the pilot and observer.

Mr. J. V. Elliott, of Hamilton, who has for some years carried out joy riding, advertising and exhibition flying in western Ontario, increased his establishment of aircraft during the year and reports larger operations and an increasing demand for this class of work. During the season he operated three aeroplanes and a flying boat. His flying time for the year was 153 hours, during which he made 667 flights, practically all on passenger carrying, advertising and exhibition work at country fairs.

Smaller organisations operating were as follows:—

Mr. Kenneth Kerr, with 13 hours flying, from Armour Heights, near Toronto, on a Curtis JN4.

Mr. W. A. Straith, of Winnipeg, with 15 hours, on an Avro, on passenger flights.

Mr. O. H. Clearwater, of Saskatoon, Sask., with 160 hours flying in Alberta and Saskatchewan, on a JN4 and Lincoln Standard. His work was chiefly passenger carrying and during the year he carried 353 passengers in Western Canada.

Pacific Airways Limited, of Vancouver, B.C., was incorporated during the year, and did 26 hours flying on passenger carrying and exhibition work.

Mr. Edward Hubbard, of the Alaska Airways Limited, incorporated in the United States and working under contract with the United States Post Office Department, continued the operation of the air mail service between Seattle and Victoria, connecting with outgoing and incoming oriental mail steamers at Victoria. He reports a flying time of 265 hours on this contract, during which he carried 65,350 pounds of mail. This service has now been running for three years with great regularity and success.

Further information on any of the above companies, pilots or flights would be appreciated by the Author.

Postal History Society of Ontario

The first general membership meeting of the Postal History Society of Ontario since its founding in Stratford, Ont., 6th May, will be held in Brantford, Ont., on Saturday, 14th October, its directors have decided. The day-long session will include a small exhibition, seminar or study session and course, with two speakers planned for the seminar.

The Brantford Stamp Club will be host for the PHSO Stamp Show and Seminar, John Barchino, a director of both organisations has announced. It will be held in the parish hall of Our Lady of Assumption Church, Murray and Colborne Streets, opening at 10 a.m., and running through to 6 p.m. The bourse will consist of about 10 dealers. Colborne Street is part of Ontario Highway 2 through Brantford.

In the meantime the PHSO directors headed by President Peter Wiedemann are planning a membership drive, establishment of a quarterly publication and a continuing programme of activities with at least two general membership meetings annually.

When the Postal History Society was founded in the spring eight directors were elected with officers as follows in addition to the president: Vice-presidents, John Sparks, Willowdale and John Barchino, Brantford; secretary, Glenn Wettlaufer, Mitchell; treasurer, Fred Schiller, London; directors at large, John Stratton, Stratford, Owen White, Waterloo, David Verity, Burlington. Following the founding meeting the directors added Stan Shantz of London to the executive with the designation, honorary president and founder, with full voting rights.

While the organisation bears the name, Postal History Society of Ontario, membership is open to any collector. Membership fee has been set at \$3 annually and application forms are available from the president, Peter Wiedemann, Box 303, Stratford, Ont. or Secretary Glenn Wettlaufer, Mitchell, Ont. The PHSO journal, as yet unnamed, will be mailed to all members and it is hoped to have the first number ready in early September. Stan Shantz, 763 Green Lane, London 74, Ont., has agreed to serve as temporary editor.

That old Familiar Toronto Junction

By Max Rosenthal

Collectors of Canadian stamps from the 1890's often come across the postmark TORONTO JUNCTION, ONT. The frequency of its appearance indicates that it was employed in a busy post office. A study of the community which it served confirms this fact. Toronto Junction owed its birth to the fact that when the transcontinental Canadian Pacific Railway was completed in the mid-1880's this spot in York Township, York County, six miles northwest of the centre of Toronto became one of its important junction points.

Lambton Mills

The corner of Keele Street and Dundas Street was the centre of Toronto Junction. Soon after he had made York (the future Toronto) the capital of Upper Canada in 1793, Lieutenant Governor Simcoe had commissioned the Queen's Rangers to build Dundas Street to Ancaster, at the head of Lake Ontario. By 1800, when it was completed, there was a post office at York. Any settlers around the future Toronto Junction had to go there for their mail until 1832. That year a post office was opened two miles west of Keele and Dundas, where the latter road crossed the Humber River. Since it was on the west bank, in Etobicoke Township, it was named Etobicoke, and Truman Wilcox was postmaster.

In 1835 William Gamble moved to Mitton Mills, on the same stream, but a mile south. Its ruins are known as the Old Mill. The government had built the first saw mill on the Humber there back in 1797. In 1837 Gamble commissioned the building of a five-storey stone flour mill near the site of the old government mill. Workers were paid two-thirds cash and the balance in merchandise from the Gamble store.

This store was located in a building on the crest of the west hill of the Humber on the north side of Dundas. It was a long way from the mill, but it was so located that farmers coming to Toronto from the west were intercepted before their loads were seen by rival millers. In the early 1840's William Gamble became postmaster of Etobicoke. In an 1851 directory he was described as being 'postmaster, general store, woollen factory, mill owner and lumber merchant.'

Gamble moved in 1859 to Toronto, and F. A. Howland became postmaster of Etobicoke, on the east bank of the Humber. On the east side of the

Humber William Cooper had built grist and saw mills back in 1806. They were sold to William Pearce Howland in 1840. That was the year Lord Durham, the Earl of Lambton' presented his report on Canadian self-government. Cooper's Mills was renamed Lambton Mills.

Opposite the Howland mill, on the north side of Dundas was his general store. F. A. came to work for him, and took over the postmastership of Etobicoke. An 1866 directory describes W. P. Howland and Co. as 'general merchants' flour mill proprietor, contains five run of stone capable of turning out 30,000 barrels a year, also lumbering business, and has a large store in the village, well stocked with general merchandise.' Now being on the east side of the Humber, in York Township, it was contradictory to call the post office Etobicoke, and in 1873 its name was changed to Lambton Mills.

Davenport Road

In the 1820's to the north of the Town of York ran an old Indian trail. It began just north of Bloor and Yonge Streets, the future Yorkville, and ran northwestward along the base of the ridge which now overlooks midtown Toronto. Along this primitive roadway a little later on Lieutenant-Colonel J. C. Wells developed an estate he called Davenport. Eventually this name was given to the road.

During the 1850's the Davenport community was steadily growing. Industries were being established, communications were improving, and houses were springing up even more thickly along the roads. Construction of the Northern Railway in 1853 produced Davenport Station, built on the Cooper farm. George Cooper had once driven the stage coach between York and Kingston, before settling on Davenport Road.

A block north of Davenport Road and Old Western Road, at the corner of the latter thoroughfare with what is now St. Clair Avenue the village of Carlton was also developing. Davenport and Carlton were beginning when Toronto was a very small city, with its northwest angle far enough distant for village businessmen to make a living by catering to surrounding farmers, and, in the case of Carlton, to the farmer traffic along Western Road to and from the Toronto market.

Located barely one mile north of the future Toronto Junction, Carlton West post office was established in 1858. 'West' was added by the Post Office Department to distinguish it from Carlton in the Gaspé Peninsula of Quebec. Davenport post office came into being in 1862. George S. Yearley, the railway express agent, was postmaster. In the next decade the railway connection was continued, as the station master, Joseph Green, was postmaster.

With Davenport opened less than a mile east, it seems that there was not enough population to provide sufficient business for Carlton West as well, as it closed in 1865. To the farm traffic Carlton West was indebted for the presence of two taverns, one, on the northwest corner of Old Western Road and St. Clair Avenue, being the Heydon House. Its proprietor,

Francis Heydon, who also ran a grocery store, reopened Carlton West post office in 1878. It had a station on the Grand Trunk Railway in the 1880's and just to the south that line was crossed by the new Canadian Pacific Railways line to produce:

West Toronto Junction

In its very early days The Junction had no post office, and its few inhabitants had to make use of the postal facilities of Carlton West and Davenport. When N. Clarke Wallace, M.P. for West York riding, agreed to get a post office for West Toronto Junction, no one wanted to look after it. Finally John S. Kirkwood agreed to make room for it in a corner of his grocery, and to act as postmaster. On the south side of Dundas Street west of Keele Street he had become the pioneer grocer in a building he had erected.

There he opened Glenside post office in 1883, quickly changed to West Toronto Junction. His remuneration for the first year was 10 dollars. However, the railway shops of the C.P.R. were located there, and it rapidly grew in population. When the Junction land boom got going, the post office business grew to such proportions that Kirkwood had to quit the grocery and devote his whole time to the post office, assisted by his wife. Later, the employment of three clerks became necessary.

It began as West Toronto Junction because that was the name of the C.P.R. station around which the village began to be built. In 1888 it cut loose from York Township, and was incorporated as the Village of West Toronto Junction. Next year Carlton West and Davenport, north of the tracks, were annexed, and the new Twn of West Toronto Junction came into being. Almost everyone thought the name cumbersome when they wrote letters, and many disliked the word 'junction', because it gave the impression that it was an ugly little railway crossing.

In the early 1890's the town council took up the matter with the railway. The C.P.R. said it would oblige to the extent of lopping off the word 'west', but this was its own junction point, and that word must stay, so the council struck off 'West', and retained 'Junction'. Thus it was that in 1895 the post office name was also shortened to Toronto Junction. Eventually, the railroad agreed upon West Toronto, and the town emulated its example.

Until 1907 there were three post offices in the town: Toronto Junction, Carlton West and Davenport. This led to much confusion. Also, Kirkwood's building had finally proved inadequate, for there were no letter carriers, and the people in the community had to call at the post office for their mail. A Dominion Public Building was begun in 1905. In 1907 Carlton West and Davenport disappeared, replaced by numbered sub-post offices of Toronto. The next year Toronto Junction became Station D or West Toronto, a part of the Toronto post office system, with Kirkwood in charge as principal clerk. In 1909 the City of West Toronto was annexed by Toronto, and the termination of its independent existence was completed.

Contributions are VERY URGENTLY required for the next issue.

Andre Frodel

(Extract from a Vancouver paper dated 7th March 1963)

In life, Andre Frodel's talents were largely ignored by Vancouver stamp collectors.

His hobby was skilfully forging postage stamps.

For 10 years he manufactured bogus 1866 B.C. colonial stamps and altered other Canadian stamps to make them appear more valuable.

Serious collectors turned their backs on Frodel's works.

But the old man, who won nine decorations for valour in the first and Second World Wars, sold hundreds of his bogus stamps to people who couldn't afford genuine issues.

His price might be \$3 for a stamp that would be worth \$18.

He always told people who bought his stamps that they were forgeries. Often the stamps were also marked on the back 'Frodel Forgery'.

If his activities were illegal, no one said anything.

Frodel, 72, didn't leave a will when he died on 26th January 1963, at Shaughnessy Hospital. So the provincial government's official administrator seized his estate—consisting of several hundred forged stamps and little else.

Normally, assets would be sold by the administrator and the cash would be used for funeral costs and to pay off debts. Any surplus would go to the provincial government.

But W. C. Topping, President of the B.C. Philatelic Society, complained to the police that the Frodel stamp collection could end up in the hands of the wrong people.

Vancouver fraud squad detectives seized the stamps from the official administrator. Police are now probing the old man's activities over the past 10 years.

'We don't know if he did anything illegal. But when you've got bogus stamps changing hands someone eventually could pass them as original,' a fraud detective said.

Frodel was born in Poland and served in the Polish Army in the First and Second World Wars. In the second war he fought in Iraq, Italy and Egypt with the Polish Resettlement Corps, and was decorated by British, French and Italian governments.

After the war he came to Canada and settled in Vancouver. He lived on a war pension.

(We are indebted to Mr. E. A. Smythies for this interesting account of the life of Andre Frodel whose 'work' figures so prominently in Mr. Smythies latest article (see June issue—Editor.)

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PICTORIAL POSTCARDS

In our April issue, under the heading 'Canadian National Exhibition Postcards' we published an article by Stan Shantz which first appeared in the *London Free Press*. We did so because very little seems to be known about these interesting items of postal stationery and their issue gave rise to considerable speculation about future policies of the Canadian Post Office as far as this revolutionary departure from standard practice is concerned. Reports have been somewhat contradictory: the sets of cards could be obtained from the Philatelic Section in Ottawa was one confident statement (vide *Canadian Philatelist*, December 1971) and confirmation of this appeared in the article referred to. Other reports were equally forthright in their denial that this would be so: this was a once-for-all venture and would not be repeated. In the February issue of our contemporary, *B.N.A. Topics*, a further development is foreshadowed: 'New sets of cards are being made up showing scenes of other provinces which will be sold only in those provinces and not be generally available across the country'. And then follows the \$64,000 question: 'Will the Philatelic Section eventually stock them all?' But answer came there none. In the March issue of *B.N.A. Topics* the air of confident assertion, this time on the part of Gordon D. Vaughan, is maintained. Writing in *Linn's Stamp News*, Mr. Vaughan reports, or predicts or guesses that 'over 100 coloured pictorial postcards will be issued during the year to follow the 15 that came out during last fall's Canadian National Exhibition.' That certainly is a lot; but then there are *eleven* other provinces which will need to be placated following the exclusive *Ontario* issue! Or does Mr. Vaughan mean 100 coloured pictorial postcards (all different!) for each province? Now that would be something. We await future developments with bated breath (To be continued in our next issue?)

(STOP PRESS: See the penultimate paragraph of Mr. Turner's letter on page 141. Editor.)

2c Green Admiral—

Hans Reiche

Another minor variety has now been established. The 2 cents green from the re-engraved die, dry printing was found by the writer some time ago to show a plate scratch in conjunction with a small dot on some specimens. Originally it was thought that this scratch was a guide line which had not been burnished off and the dot a guide dot, but this has proved to be incorrect. The fine line which is left of the usual small dot on the re-engraved die slants slightly to the right and the dot in the bottom margin is actually a very short line and not a dot at all. This variety has now been located to come from all subjects on Plates No. 202 and 203. This would indicate that this flaw was transferred from the transfer roll.

The short parallel lines in the left numeral box described in Part 2 of the *Admiral Handbook* have now been located on Plate No. 162. This could not be confirmed fully at the time of the writing of this part of the handbook.

Precancels on the Admiral Issue

By R. B. Hetherington and F. W. L. Keane

		WALKERVILLE				Precancel		
						Type 1		
1 cent green	Original die. 1912	...	...		n	a	b
	Original die retouched. 1913	...						
1 cent yellow	Original die retouched, wet. 1920				n			
	Original die retouched, dry. 1926							
	New die, dry. 1925	...	...			
2 cents red	Original die. 1912	...	...		n	a	
	Original die retouched. 1913	...						
2 cents green	Original die retouched, wet. 1922							
	Original die retouched, dry. 1924							
	Original die re-engraved, dry. 1925	...	...	...	
	Thin paper. 1924	...	...	...	
5 cents blue	Marler Type 1: 1912	Reiche Type 1.	...	...		
	Marler Type 1A: 1913 (?)	Reiche Type 1a.	...	...		
	Marler Type 2: 1914	Reiche Type 2.	...	...		
	Marler Type 3: 1916	Reiche Type 3.	...	...		
10 cents plum	Marler Type 1: 1912	Reiche Type 1.	...	...		
	Marler Type 2: 1920	Reiche Type 2.	...	...		

An Apology

Many members are a little perturbed at the delay in the binding of the copies of *Maple Leaves* which were sent to the Magazine's Printers. On enquiry the printers apologise for the delay, due 'to circumstances beyond their control'. It is expected the bound copies will be delivered during August 1972.

Philatelic Congress of Great Britain

The recent Philatelic Congress at Llandudno was the first to be held in Wales, and Dr. Dorothy Sanderson, Dorland Carn and myself, who were delegates from this Society, arrived to find a warm Welsh welcome, which remained throughout Congress.

The Civic Reception given by the Chairman of the Llandudno U.D.C. set the stage for a happy and humorous Congress and this atmosphere was maintained by Mr. Geraint Jones, F.R.P.S.L., Chairman of Congress.

Coach tours to Bodnant Gardens, Anglesey and Snowdonia were enjoyed in spite of the stormy weather.

Three papers were given and were well received, leaving delegates and members with plenty to think about. The business sessions were admirably handled by Mr. Jones.

Our Study Circle was held on the Wednesday evening. Seven members of this Society were joined by three Congress delegates. The subject for the evening was Q.V. Numeral issue and material, mint, used and on cover, was shown by Dr. Sanderson, John Parkin and myself, with other items loaned by David Sessions of the Yorkshire Group. I also showed a small display of Ed.VII issue, in connection with the articles in *Maple Leaves*.

Dr. Sanderson then showed us pages from her excellent collection of Postal History, which contained her Award winning entry in the 1971 B.P.E. This material was so interesting that we decided to continue the following evening, and we had a further session of comprehensive study.

My thanks to those who supported the Study Circle and ensured its success.

E. Bielby.

Peter Harris

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1853 Canada Railway Mail Service 1971

By Edward J. Maloney

The sun burst briefly through the scudding clouds above Quebec City and the historic plains of Abraham, as at 3.58 p.m., on the raw spring afternoon of Friday, 23rd April 1971, Canadian National Train 122 out of Montreal at noon that day bound for Campbellton on New Brunswick's western border pulled slowly past the Railway Depot at Levis on the south bank of the Saint Lawrence River. It started the ascent to Saint Charles accompanied by a chorus of staccato blasts on the air-horn and a steady clanging of the bell set high atop the cab roof of CNR diesel unit 6781. Immediately behind the second unit, No. 6870, was—CNR mail and express car 7852 with a thirty foot Railway Post Office car. This carried the eastbound trip of the Campbellton and Levis RPO. In this car, Railway Mail Clerk Fernand Pleau and his four assistants were busy sorting the mails on this last run of PRO train 122. Clerk Shannon was first to report on this sad afternoon . . . shortly after the car had come in from Campbellton on RPO train 123 at noon. He was busy 'decorating the rack' with mail-bags when the writer arrived about 12.45 p.m. He had almost completed this when the rest of the crew reported shortly after one o'clock. About an hour later, a CBC TV crew from Quebec City came into the car, led by the Superintendent of Transportation of the Quebec RMS District. The cameras were set up, pictures taken, and crew members interviewed: 'What do you do?' 'How long have you worked in the RMS?' 'How do you feel about the end of the Railway Mail Service?' The crew changed into work clothes when they first reported for duty and all the while the interviews were going on, mail was steadily being received into the car and 'worked' into the correct separations in the letter cases, or thrown into mail bags for its destination. The interviews lasted for over an hour, and then the equipment was dismantled and the TV crew climbed down from the RPO car and departed.

Then I dug out my camera and took some pictures of the crew in the car, and of the exterior of the car itself. At 3.30 p.m., Train 122 arrived from Montreal and proceeded to switch some cars out, and pick up the RPO car and couple it into the train consist. No delay was encountered and train 122 received the signal to proceed on time. Thus, the Mail Car left Levis for the last time . . . no crowds, no tumult, no shouting; only the engine of the train making any sound that was out of the ordinary. The next noon, there would be ceremonies when train 123 arrived with the last RPO car to run in Canada. More TV cameramen, PO officials, and no doubt, retired and off-duty clerks from the line would be at the station to see the last trip arrive. The Post Office Department was even sending a writer to ride the last trip westward out of Campbellton to give the postal employees the 'feel' of making the last trip via the columns of the Department's periodical, *Communication '71'*.

A breezy ride back across the white-capped Saint Lawrence on the old steam ferry, a brisk walk around the 'headland' of Quebec through the 'lower town' and we arrived at Palais Station. We rode CNR train 25 *The Rapido* back to Montreal, leaving Quebec at 5.15 p.m., and arriving at Central Station under the famed Queen Elizabeth Hotel at 8.14 p.m., right on the 'Advertised'. We betook ourselves to the mail car of the Montreal and Toronto RPO and greeted the crew (old friends), headed by clerk-in-charge G. Ross Booth of Toronto. Al Gilbert, Sid Gorssman, Harry Burlingham, and Ray Wood (Britain's gift to Ontario) made the last run down to Toronto. They were the only crew 'going through'. The crew of RPO train 58 only ran from Toronto to Belleville and returned on RPO train 59 in the mail car. This was George Elliott's crew and included RMC Michael Millar of Barrie, Ontario, who is presently writing a history of the Montreal and Toronto R.P.O. He was also responsible for a distinctive cacheted envelope produced for the last trip of this RPO, showing all the types of date stamps used on this route over the last century.

Thus passed the last few hours of the RMS in Canada!

(With acknowledgements and thanks to Transit Postmark Collector—Editor.)

'Pictorial' Booklets

The Canada Post (the new title adopted by the Canada Post Office) has recently announced that in future all stamps booklets will be of the pictorial cover type.

The first ten pictorial booklets so far issued have unwaxed covers and the stamps are printed on 'hi-brite' paper with PVA gum. The 6 cents black stamps are type II. Five of the booklets are imprinted on the inside front cover: 'Pre-stamped envelopes etc.' and five read 'Free dispenser etc.' The broken seal strip occurs on the booklet portraying an old 1910 post office van as used by the Canadian Post Officer at that time and on the booklet portraying a motor cycle of 1923 vintage as used by the Canadian Post Offices for the collection of mail. The former booklet is imprinted on the inside front cover 'Pre-stamped envelopes etc.' and the latter 'Free dispenser etc.' The usual slate slug marking occurs on the front cover of every 25th booklet printed.

Warning!

Recent tests which have been carried out with stamps with the 'Ottawa' tagging, now to be known as 'National' tagging reveal that the tagging will migrate through any porous material. Such stamps should be stored in wax paper envelopes and mounted in any acetate or polyfilm container. Quantities of stamps stored in the same waxed envelope should be placed tagged portion to tagged portion in pairs, blocks etc.

King Edward VII Definitive Series—Postscript

by D. F. Sessions

First let us deal with the gremlin which crept into Part V, Section 18, stealthily placed an asterick against '20 cents' and '50 cents' in the last two lines and crept away again. Only one asterisk was required and this should have appeared against '7 cents'.

Most correspondence centred on the vexed question of hairlines (Part I Section 5). My thanks to Dr. Warren Bosch for providing a copy of the 1 cent, with hairlines, carrying the date 2nd May 1904. Mr. J. J. Bonar pointed out that he has copies of the 1 cent and 2 cents Q.V. 'Numeral' issue with hairlines. This effectively kills the theory that plate hardening was the absolute cause, although it was probably a contributory factor. Incidentally, in his letter (P. 57 Whole No. 134) Mr. Hans Reiche mentions a belief that surface hardening was always done; my understanding is that the 19th Century stamps were printed from unhardened plates, that the practice of surface hardening to improve longevity of the plate commenced about 1905 and that the practice of putting a chrome finish on the plate did not commence until 1927. It seems doubtful that there is any one reason for the appearance of hairlines, rather a combination of phenomena.

Study of a batch of 5 cents (Part II Section 14(d)) threw up an interesting point which I have not seen in print. It was noted that on all horizontal wove (i.e. early plates) copies in my collection the crosshatching between 'Five' and 'Cents' had no outer closing line at the foot whereas most of the vertical wove copies did. Examination of a limited number of dated copies showed no line of closure on the early stamps whilst from May 1908 onwards a distinct closing line was present. Whilst the number of stamps available for examination makes it unwise to draw conclusions the evidence suggests that the die was retouched before the last 2 or even 3 plates were prepared. Observations on this point are earnestly solicited.

Mr. Hans Reiche has reported a major re-entry on the 7 cents (Part II Section 14(c)) with extensive doubling all down the left hand side of the stamp and in the right numeral box. From the description this re-entry appears to match a re-entry in Dr. Hollingsworth's collection which contains five examples.

Mr. Charles Blair provided a photograph of part of what could be a major re-entry on the 10 cents (Part II Section 14(f)). The photograph, of the top left spandrel, showed doubling of upper lines, in the crown and in 'ANA' of 'CANADA'. The re-entry is apparently evidenced also in the left numeral box and top right spandrel.

Mr. Blair also enlarged upon the position dot, indicating its presence in five distinct positions along the horizontal axis.

He reported 22 copies out of 50 with position dots in the ratio A-1, B-1, C-16, D-3, E-1 (position of C and D vary slightly). On looking at my own selection of position dots it was apparent that in paragraph 5 I should have indicated the inner rim of the oval (C above) as the most usual place, as my own selection confirms position C's preponderance.

The Large Heads of Canada

By Geo. R. C. Searles

15 cents, March 1868 to 1900

Ottawa printing. One Plate, *Perf 12*.
Thin hard rather transparent paper.
Brilliant Purple.
Deep Dull Purple.
Paler Dull Purple.
Medium to Stout Wove:
Reddish Purple.
Pale Reddish Purple.
Dull Purple.
Lilac.
Greyish Lilac.
Watermarked Large Capitals:
Dull Purple.

15 cents Montreal Printing. Perf 12

Medium to stout wove:
Olive Grey.
Brownish Grey.
Greenish Grey.
Grey.
Deep Slate Grey.
Bluish Slate Grey.
Clear Deep Violet.
Script Watermark:
Lilac Grey.
Very thin, carton paper:
Clear deep Violet.

15 cents Montreal. 11³/₄ x 12

Medium to stout wove:
Dull Grey Purple.
Grey Violet.
Olive Grey.
Brownish Grey.
Greenish Grey.
Grey.
Lilac Grey.
Slate Blue.
Script Watermark paper:
Lilac Grey.

15 cents Late Ottawa. Perf 12

Poor quality wove, yellowish or greyish toned.

The *late Ottawa* printing can be easily recognised. The backs show the plate pressure causing an embossed appearance on the poor quality paper.

There is a wide range of shades.

Slate Purples.

Slate Violets.

Dull Greenish Greys.

IMPERF:

Brownish Purple.

15 cents Re-entries

1. Outer frame line over POS of postage doubled, position No. 1.
2. Large part of design clearly doubled.

Varieties

The three dot variety, position No. 10. This is a cluster of dots in East margin close to design NE of the 5 in the SE figures 15.

This is found on all printings including the first thin paper through all shades.

Proofs

Violet plate proof on Card.

Black die proof on India paper.



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A New Squared Circle?

By Dr. M. Carstair's

This photograph purports to show a new squared circle cancellation, Peterborough with 'Canada' at the base dated 4/JY 10/97. At first glance this appeared to be a marvellous bargain at 5p, but was it?

The postmark differs from the standard Pritchard and Andrews squared circle in the absence of horizontal lines between the date indicia and the absence of a side dot between the 'H' of Peterborough and the final 'A' of Canada. The lettering of Peterborough gets smaller as the end of the word is reached, while the letters of Canada are smaller still and rather irregular.

If the usual Petersborough squared circle with 'Ont' at the base is placed over this postmark, the side dot falls over the final 'A' of Canada, while the 'T' on 'Ont' falls between the 'A' and the 'D' of Canada where four tiny dots could be the remnants of the letter. The letters of Peterborough and the thick side bars fall over the corresponding parts the new postmark.

It has been suggested that this postmark was faked over a light strike of the usual squared circle, and I am inclined to believe this, but it does not answer the question why or how. It is just possible that there was such a postmark made locally by the postmaster who perhaps felt 'Canada' should appear on his postmark, but the finding of a second example should clarify matters and solve this fascinating little problem.

We hope to illustrate this 'new' squared circle in our next issue.

The Yorkshire Group

The Group met regularly throughout the 'Season' at Menston near Ilkley and we all gained a little knowledge and much enjoyment.

We were fortunate in having two contributed displays during our programme; the first was a selection of small queens from the very fine J. J. Bonar collection. The meticulously graded shades gave us the opportunity to match our own gradings and the evening proved most instructive.

An unusual display was contributed by Dr. Matthew Carstairs, being a collection of ship postmarks. Those present all agreed that they had never seen a display on this subject; as was to be expected, the research and presentation was excellent and we were left wondering how many interesting postmarks we had passed by in our ignorance. Our thanks go to these gentlemen for entrusting their material to us.

Members of the Group provided the entertainment on other evenings and throughout the season the entry for Convention was discussed and gradually took shape. We're looking for a win on home ground!

The new season will commence on Monday, 11th September. There will be no meeting in October in view of Convention and the meetings will revert to first Monday in the month from November onwards. Once again we invite all those who are able to come and join us and visitors to the area will be warmly welcomed.

Contact member: D. F. Sessions, 'Camelot', 7 Glen Dale, Cottingley, Bingley, BD16 1QY.

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LETTERS TO THE EDITOR

Current Definitive Issues

Mr. T. W. Turner writes:

Your editorial in the February *Maple Leaves* has prompted me to write you. As you are aware the changes in Canada's definitive issues are coming faster than even one on this side of the 'saltchuck' can keep up with. During the past six months there have been changes in paper, gum, plate numbers, printers and tagging.

Late last year the Post Office started tagging stamps, for use in the Ottawa area, with two fluorescent (glows green) bars (one down each row of perforations). This tagging isn't phosphor as there is no afterglow. Sorting and cancelling machines in other Post Offices across the country are being modified to accept this tagging. The use of these new tagged stamps should be general in about 18 months. What this does to the Winnipeg system, I don't know. It appears as though all stamps will be tagged—sheet, coils, booklets and commemoratives. The 'World Health Day' stamp was tagged for use in Ottawa.

The use of gum arabic is being superseded by that of P.V.A. The stamps with P.V.A. are printed, with a couple of exceptions, on thinner, whiter, non-fluorescent paper.

The Canadian Bank Note Company has taken over the contract for the printing of the 6 cent black. This has resulted in a new perforation, 12x12, and die, ?3?, similar to that used for the 6 cent black coil, also printed by the CBN Co. The design portion is darker and stronger than the BABN Co. Die 1 having been more deeply engraved, while the frame lines are lighter than those on the BABN Co. redrawn Die ???. It has also been reported, but not confirmed by me, that the 8 cent slate is now being printed by the CBN Co.

Owing to a shortage of \$1.00 stamps, as the new Vancouver \$1.00 was coming out, the \$1.00 oil well was printed from a new plate, No. 2, on P.V.A. gummed paper. This stamp could be scarce owing to its short lifespan.

There will probably be stamped picture postcards, as for the CNE, Toronto, and Ontario Place, for other cities across the country starting this year. Ultimately there may be as many as ??? !!! 150 ! *** different

Despite what Gibbons says in their April *Stamp Monthly* about the visibility of the Ottawa fluorescent tagging, they are visible to the naked eye on certain stamps if you know what to look for. Their not listing the Ottawa tagging doesn't make sense. They list the fluorescent paper, which can't be seen without a UV lamp.

B.C. Stamps—Forgeries

Mr. E. A. Smythies writes:

I must apologise for a typing mistake in my article on B.C. Stamps and Forgeries, published in the June number of *Maple Leaves*. In the bottom line of page 92 the sentence 'Another Spiro product (probably)' should be deleted and the following substituted: 'Origin uncertain, possibly Fournier'. Also on page 93 the two full stops have been omitted in the genuine surcharges. With reference to the 'Late Note' on Andre Frodel, several correspondents in Canada have very kindly sent me further details. One item was a sort of obituary notice from a Vancouver newspaper dated 7th March 1963, which shows him as a War hero who never tried to deceive his customers. (See Page for this notice—Editor.)

Another calls attention to a list of forged overprints published by Ed. Richardson in the *Canadian Philatelist*, January 1964, which I am told were made by Frodel. The list includes the following items (S.G. Nos. 169 and 170 (on covers, noted as very dangerous), 171a, 172a, and bogus (i.e. double) 225, 226, 264b, 264a and bogus 313a, b, c and bogus. 08. 09. 028 etc., eighteen or twenty in all. These were mostly back printed 'FORGED SURCH.'

Frodel and his work are evidently better known in Canada than they are on this side of the Atlantic.

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

*

If you are not already a member of The Royal Philatelic Society of Canada and would be interested in joining the 'Royal' please write to The Secretary, The Royal Philatelic Society of Canada, Box 3144, Station 'C', Ottawa, Canada, for membership application forms or information.

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*

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1851. STUBENS, F. R., 22 Brynston Road, Islington, Ontario, Canada. C
1852. STREZELECKI, S. J., 7 Gunton Avenue, Coventry, CV3 3AF. C, CL
1853. STANLEY, W. J., Canadian Wholesale Supply Co., P.O. Box 841,
Brantford, Ontario, Canada.
1854. GOUGH, M. C., Parkside, 17 Eastbury Road, Watford, WD1 4PW.
PC,Per
1855. BOWELL, D. J., 53 South Park Grove, New Malden, Surrey. C
1856. BARNES, G. G., Box 111, Sunderiand, Ontario, Canada. C
1857. LYSTER, Mrs. E., P.O. Box 457, Qualicum Beach, B.C., Canada. C,N,B
1858. WATERS, Lt. Col. H. P. E., Somerford Cottage, Somerford Keynes,
Cirencester, Glos., G17 6DN
1859. SWITZER, G. E., 132 Springdale Blvd., Toronto 359, Ontario, Canada.
C,N,B,Map,PL,BS

Resignations

1519. BURCA, J.
1259. LETO, A. J.
1557. O'NEILL, G. F.

Change of address

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316. HOWE, B., c/o 6 Promenade, Portobello, Edinburgh, EH15 1H1
185. SAUNDERS, Mrs. Rose, Min-y-nant, New Radnor, Radnorshire,
LD8 2SY
892. POWELL, G. A., 57 Downsview Road, St. Helens, Ryde, I.O.W.
877. WOOLLEY, R. J., Apt. should be 205.
1432. DEBNEY, 12305 Jasper Avenue, Apt. 202, Edmonton, Alta., Canada

Net Change: Plus 7 New Total: 703

Information required of new address (copies of 'Maple Leaves' returned)

837. NARATH, Prof. Dr. A., 1 Berlin 15, Darmstadter St. 7, Konto Bln,
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