

Bay of Quinte Conference Will Try to Raise \$360,000

Great Forward Movement in Methodism Oiled to a Brisk Start Yesterday Afternoon—Notable Gathering of Prominent Church Workers at Hotel Quinte and Complimentary Dinner by Mr. H. W. Ackerman.

The Methodists of the Bay of Quinte Conference are going to try to raise \$360,000 as their little contribution towards the great inter-denominational "Forward Movement" that is now engrossing the attention of churchmen throughout Canada.

The effort to land this somewhat staggering amount was set off to a good start yesterday afternoon when a complimentary dinner was given at Hotel Quinte to the district chairman, district organizers and other prominently identified with the movement, by our public-spirited townsmen, Mr. Harry W. Ackerman. The speaker of the day was Rev. John W. Graham, B.A., D.D., LL.D., of Toronto, general secretary of the Educational Department of the Methodist Church.

In an address of great earnestness and power he appealed to the leaders present to catch the enlarged vision and rise to their opportunities.

The Effect of a Good Dinner

There was a great deal in having a good dinner, said Dr. Graham in beginning. They were greatly indebted to Mr. Ackerman for bringing them together. He believed in companionship, which meant, literally, the breaking of bread together.

The speaker then explained the plans of organization, the promotion of literature and the methods of appeal for financial support.

The crux of the whole situation, continued the speaker, is to have a strong local committee. It was wise to see the largest contributors first, so that a high standard would be set.

Treat It As a Business Proposition

It was all right to say "by God's help we will do it," but God worked through men and didn't do the work for men. It should be taken up as a business proposition.

If the pastor or leader said, "I don't think we can do it," it would never be done.

If we don't get down to a concrete basis we will not get anywhere. Four millions didn't mean anything particular to Bridge Street Church, Belleville. But when we arrived at Bridge Street's allotment we had a definite, practical objective.

Religion was the highest thing in life. Dr. Graham here read a significant poem by J. E. Middleton, a son of a Methodist clergyman, and a message from Col. Henry Watterston of the Louisville Courier-Journal, saying that if the world was to be saved it must be by the Christian religion.

We should accept the spirit of the sermon on the Mount. If we allowed labor and capital to go into a fight in a blind alley, we would have a hell on earth. We must have brotherhood.

The teacher is the most important person in the community. You can say the same thing of a "sky pilot." He had been all over the western country. There were villages there that would please a Liberty League. Everything wide open; everybody could do as he liked. But who wants to bring up his babies where evil influences? It was the organized religious forces that had abolished the saloons in the United States and Canada.

Are Preachers Overpaid?

"Do you think the preachers are overpaid? I never meet a layman now who thinks the preacher is overpaid."

You must institutionalize the missionary movement. Funds must be provided for the establishment of hospitals and schools where the missionaries are working.

The speaker then appealed for support for the superannuation fund, a decent retiring allowance, so that a minister in his grey years would be saved from want.

Let us exalt the Christian ministry. If the United States, north and south, could raise \$175,000,000, could not the Methodist Church in Canada raise \$4,000,000?

Dr. Graham was obliged to close his address somewhat abruptly in order to catch a train.

Letters of Regret

There was only one thought that came to him and that was the confidence that sprang from hope in pure religion.

He never appreciated the leaders of Methodism more than he did today. We had no reason to be ashamed of them.

The Quinte Conference had no need to take a second place in Methodism. He paid a fine tribute to Rev. Dr. Scott and Rev. Dr. Baker, with whom he had been associated in team work.

The Battle for the Church

We were fighting the battle for our Methodist Church today in a way we scarcely realized it.

We had come through five years of war. Where was the Methodist minister who hadn't given to the Patriotic and other Funds until he had bled?

Who led the boys over there? Many of them were Methodist preachers, and of those a great number hadn't come back.

We simply had to have the things we were seeking. The spirit of sacrifice must be realized.

He gave instances of a local district meeting where there was unanimous opposition at the beginning. As soon as they caught the vision a change came over the meeting. They left with a unanimous resolve to put the thing over.

Automobiles

Canadians spent last year three hundred and twenty millions for new automobiles. Canadians had raised six hundred millions for Victory Loans. The Methodist Church must do its work or it would lose its soul.

Must Raise \$360,000

The Bay of Quinte Conference must raise \$360,000. It must be done.

He already knew of one man who would be one of five to contribute \$25,000. They needed twenty-five men to contribute \$1,000 each, and one hundred to contribute \$500 each.

What the Toronto Conference is to Do

Mr. Ackerman told of the work being done by the Toronto Conference. Their allotment was \$1,150,000. They were contributing \$350,000 to help Alberta and some other conferences where crop failures and other causes made it seem likely the objective would not be realized.

The Publicity Campaign

Rev. S. F. Dixon, of Lakeshield, chairman of publicity, gave an outline of his plan to secure publicity. He also appealed for news contributions to "The Trumpet," the special monthly paper being issued under his editorship to promote the campaign.

The guests then held a conference and round-table talk after which adjournment took place.

Among those present were: Rev. J. S. I. Wilson, Cobourg; Rev. A. H. Foster, Belleville; G. T. Woodley, Belleville; Rev. R. A. Whattam, Coborne; H. W. Ackerman, Belleville; Rev. Dr. C. T. Scott, Belleville; Rev. Dr. E. N. Baker, Belleville; Rev. W. Elliott, Belleville; Rev. S. C. Moore, Bowmanville; Rev. T. H. Howard, Stirling; Geo. F. Stewart, Belleville; T. G. Bell, Belleville; Rev. W. H. Higgs, Madoc; Rev. C. O. Washington, Baltimore; Rev. Benj. Tucker, Whitby.

Jews, Adventists and Spiritualists. A number of war-ships are in the harbor, and I met many young sailors. On one of the ships they gave a Christmas dinner to 200 orphan children. A man here gave a dinner to 1500 newboys in honor of his mother. His name is Solomon. I visited Aradia, the American war school of teaching aeronautics. Great balloons are in the air held by cables. The government has purchased a large tract of land for this purpose. Train loads of oranges leave daily. I visited an orchard on the side of a mountain planted with oranges and other fruits. A South American fruits seller for a dollar each. The fruit is shaped like a pear, and grows to a large size. People like to cultivate on the mountain side because there is no danger of frost. On the low valley lands the frost is an ever threatening danger. One sharp frost may destroy an orchard. Fires are built to make smoke which destroys frost. In some places cloths are placed over the trees. This whole realm of Southern California would be a desert, growing nothing but low short weeds. The mountains supply the water. Aqueducts give different lakes also bring quantities of water. When a man sells land he sells so many inches of water. Of course I mean land for fruit or plant culture. Nuts make growers large fortunes. One man came, bought land, put out trees and subsequently made enough money to pay for the entire outfit. Farmers from the West are here by hundreds, made rich by selling their wheat at \$2.50 per bushel. Years ago farmers in the North West grew rich at wheat at 60c per bushel.

Rev. J. G. McKee, Wilfrid F. W. Galbraith, Fort Hope; Wilber S. Gordon, Tweed; Rev. J. U. Robbins, Wellington; Clarence Mallory, Bloomfield; Rev. A. E. McCutcheon, Bloomfield; Rev. Burr, Bloomfield; R. B. Wiseman, Belleville; A. Mastin, Belleville; W. B. Deacon, Belleville; Charles A. Ostrom, Belleville; C. M. Reid, Belleville; H. A. Wood, Nanapanee; Rev. E. Farnsworth, Selby; A. W. Abbott, Selby; A. C. Denike, Havelock; Rev. D. R. Clark, Colborne; Rev. H. B. Kenny, Campbellford; Rev. C. H. Coon, Lindsay; Rev. C. W. Baryl, Fenelon Falls; Rev. J. E. Griffith, Orono; Rev. W. G. Clarke, Trenton; F. A. Deaton, Belleville; A. E. Bailey, Belleville; A. G. Davis, Belleville; Rev. J. W. Graham, Toronto; Rev. S. F. Dixon, Lakeshield.

MR. FLINT WRITES FROM SUNNY SOUTH

Every day since I arrived here has been warm, blue sky and bright sun. Several times I found the sun to hot and I had to place my handkerchief in my hat to relieve the temperature. At Frisco, we did have a heavy rain. It is much colder at Frisco than at this city. The ocean through the beautiful golden gate comes to the doors of the city, giving such a climate as one finds at the ocean beaches. This city is one hour and a half by electric car from Long Beach and is separated from the beach by a range of lofty mountains. It is strange when the sun is so strong that you on the hottest day of the year can look at old Mount Baldy and see the summit and far down the sides filled with snow which never disappears. You can from the base of Mount Wilson see the observatory on the summit, gleaming white against the blue sky, and if you visit it you can have a snow ball game and a toboggan slide. The hottest day of the year, if you find the heat too great at the base of the mountain jump into a car and in a few minutes you will find ice and snow. Ministers complain about their salaries yet the pastor of Temple Street Baptist Church here has been offered by Syracuse \$10,000 a year with his house free, which would make his salary equal to nearly \$13,000. I do not consider this noted divine an eloquent preacher. He begins a sentence quietly, in an even tone and then rushes into a perfect tempest of declamation, which prevents you distinctly hearing the climax. We have had Belleville preachers who possessed this very bad fault.

HONOR ROLL

S.S. NO. 9 THURLOW
Names in order of merit:
Sr. IV—Florence Roper, May Reynolds, Percy Reynolds, Grace Simmons, John Homan.
Sr. III—Kenneth Clarke, Luella Jones.
Sr. II—Herbie Roper, Lyle Vandewater, Clayton Sullivan, Earl Gilbert, Willie Sheady.
Sr. I—Kavler Guay, Roslyn Guay, Maggie Reynolds, Violet Guay.
Jr. I—Ferne Patterson, Willie Roper, Mary Hiles.
Jr. Primer—Noely Guay.
B. Tummon, Teacher.

Wedding Bells

AIKEN — HUDSON.
The wedding took place on Christmas day at the Methodist parsonage, Welland, of Jessie daughter of Mr. and Mrs. Henry Hudson, 107 State St., formerly of Kingston and Harold son of Mr. and Mrs. George O. Aiken, Kingston, Rev. A. W. Adson officiated. The bride looked charming in her gown of white marquisette with satin trimmings, her only ornament being a gold pendant, set with pearls, the gift of the groom. The couple were unattended. Follow the ceremony, a reception was held at the home of the bride's parents, after which amid showers of confetti and good wishes, the happy couple left for Toronto, Buffalo and Rochester. The bride was becomingly attired in a navy blue suit with picture hat to match. She received a number of useful and handsome gifts from relatives and friends. Mr. and Mrs. Aikens will reside in Kingston.

Late Mrs. L. Ellis

The funeral of Mrs. Lucinda Ellis widow of the late William W. Ellis took place on Thursday afternoon from her late residence, 170 Mary street. Rev. Geo. Marshall, of the Reformed Episcopal Church officiating. The interment was made in Shanmouville cemetery. The bearers were J. Reeves, W. J. Brown, R. Robinson and W. Britton.

Roads Across Ice Marked Out

Kingston harbor has apparently frozen over for good and all navigation is at an end until spring. As usual the roads have been marked out leading to Wolfe Island and Simcoe Island so that the next few days should see the farmers bringing their produce to the city over these roads. The ice as a whole is very smooth and already a number of enthusiasts have been seen indulging in the cool but exciting sport of ice boating.

U.S. Anti-Slavery League

appropriated \$28,000,000 to be used in dry campaigns in 1920.

ONTARIO HAS VAST DEPOSITS OF IRON ORE

But a New Survey is Needed and New and Complete Maps and Wider Information Should be Provided—Col. Marsh Presents Strong Resolution on Subject at Meeting of Associated Boards of Trade.

Following is the text of a resolution presented by Col. L. W. Marsh, President of the Belleville Board of Trade, at the annual meeting of the Associated Boards of Trade and Chambers of Commerce recently held in the City of Toronto, also report of his address in support of the resolution—

There appears to be considerable information of a certain sort published by Government engineers regarding the iron mines and formations of Ontario, but it is published partly by the Dominion authorities, and partly by the Provincial authorities. Moreover, it is scattered here and there through several volumes of annual reports where it is difficult to find, and is frequently buried in a mass of technical and geological information unintelligible to the ordinary lay prospector or miner, making the information of no practical use.

According to the Provincial Government 1918 report, the mines of Ontario shipped 198,822 tons of iron ore. Of this 91,609 tons were shipped to Ontario smelters, 107,273 tons were shipped to U. S. smelters. The chief producers were the Algoma Steel Corporation from their mines in the Michipicoten District, and the Moose Mountain Limited, at Selwood, near Sudbury.

345 tons were also shipped by the Fox Mining Co., Palmerston Township, Frontenac County, and 40 tons by the Canadian Union Iron Mines Corporation, Township of Drummond, Lanark County.

Ontario blast furnaces smelted in 1918: 93,852 tons of Ontario ore, and 1,375,455 tons of U. S. ore. The Canadian Mining Journal says that iron ore deposits are scattered practically all over the northern and western sections of Ontario. The principal deposits are as follows: In Northern Ontario—

There is a known deposit of titaniferous magnetite iron ore containing vanadium, near Mine Centre, on the Canadian National R. R. 40 miles east from Fort Frances. This was studied and mapped three times by Dr. A. C. Lawson in 1887-8, '13 and 1918. To develop this would require a railway siding 4 to 6 miles from Mine Centre. Dr. Lawson says he did not go all over the ground, but believes the ore body is from 10 to 15 miles long and the railway siding could easily parallel the veins of which there are two or more.

There is another known deposit near Peaka Station, on the Canadian National Railway, Thunder Bay region. There are two distinct iron ranges here, examined by E. S. Moore 1907-8. Mr. Moore said the eastern end of the southern range was worthy of further prospecting. A deposit of hematite ore has been discovered in Yarrow Township west of the Montreal River, Matachewan gold area. This has not been mapped out or examined as to size, though one vein was found from 5 to 30 feet in width. There is plenty of water power handy for developing electricity in this neighborhood.

There is also good iron deposits near Dryden.

The 1912 report says that "there is reason to believe that further exploration will be rewarded by more large bodies of workable iron ores similar to the Helen, Moose Mountain, Magpie, Atikokan. It is estimated that 100,000,000 tons of low grade ore await development near Helen Mine, Algoma.

In Eastern Ontario—

There are several known deposits of iron ore in the counties of Peterborough, Hastings, Frontenac and Lanark. A few of these are being worked at present. Others were worked a number of years ago and abandoned owing either to high cost of labor and fuel, difficulties of transportation of ore, or ruinous competition of U. S. products. The Blairton mine in Peterborough county was worked back in the 30's and around about 1873 was the greatest producer in Canada. It is now closed, and has been closed for some years. The Belmont mine close by is still being worked. The Blairton used to ship to Pittsburgh.

The Mines Branch, Dept. Mines, Ottawa, made surveys of these two mines 1912-13. Besides these two mines, there are known to be three distinct belts of iron ore near Belmont Lake, Peterborough county, running from 12 p.e. to 15 p.e. hematite iron. There are also six bands of iron ore between Harlowe and Bishop's Corners near the village of Queensboro, Hastings County. Iron ore is also suspected in Huntington Township, Hastings County. There are good hematite deposits near Eldorado, the Walbridge mine being one of them. The Bessemer Mine at Bessemer, Hastings county is now being worked in a small way, and has been a large producer in the past few years. There are also several known deposits of good ore within a few miles of Madoc, Hastings County, some of which were formerly worked.

The information given above was gleaned by much toil from some eight or ten official reports and other authentic sources, and is at the best but the fragmentary, scattered and incomplete.

Though information is given in a general way that iron is to be found in a certain district, there seems to have been no attempt made to definitely plot out the size and area of any deposit, or to ascertain or give any clear idea as to the amount of ore, or its richness. There are a few isolated exceptions to the statement, such as the Blairton and Belmont Mines in Peterborough county, where the Dominion Government, apparently at the request of the mine owners, plotted out the size of these two deposits, but left all the other rich deposits in the neighborhood untouched.

Iron ore, and its near relative iron pyrites, are easier to locate and plot out than any other kind of material, because it can be done with the magnetic needle. This needle will not only reveal the presence of iron but will give a fair idea of its richness, and without any surface stripping, thus making the work of the surveyors easy, speedy and economic. The Canadian Sulphur Ore Co. located and thoroughly mapped out one of their best deposits of iron pyrites, with the magnetic needle, and opened the vein at the spot indicated by the needle to be the best ore, though the surface soil or overburden at the spot was forty feet thick.

The known information regarding Ontario Iron Ores should be assembled in concise form, with non-technical maps, and properly described in terms intelligible to those who are not arraigner geologists or mineralogists.

In a general way there seem to be two main iron ore districts in Ontario. The deposit in southeastern Ontario, which seems to centre in or about Madoc, and the larger and more widely scattered area in New Ontario from Sudbury to Dryden and north to Fort Matachewan.

Those two iron ore areas should be dealt with separately by the Provincial and Dominion authorities. For instance, the Madoc area, as it might be called should be thoroughly gone over with the magnetic needle, the size and boundaries of the various deposits definitely given, and also information as to the probable tonnage of ore and its percentage of pure iron. This information should be embodied in a special bulletin or book, as free as possible, of geographical, and technical phraseology. The northern iron area should be treated in the same way, making of two distinct publications, the two covering the iron resources of the Province.

A new survey should also be undertaken, particularly of the older sections of South Eastern Ontario, where much work was done by prospectors and miners a good many years ago, but about which there seems to be little recent authentic information. The iron formation of Peterborough, Hastings, Frontenac and Lanark Counties does not appear to have been properly mapped out and described for a good many years.

The Madoc iron area, being smaller, more central, and easier of access, should be dealt with first. This area covering or embracing portions of four counties, Peterborough, Hastings, Frontenac and Lanark. Steps should also be taken by

either the Provincial or the Dominion authorities, or both in collaboration, to ascertain the best method of extracting the iron from these ores and utilizing the titanium, vanadium, and other rare minerals associated with the iron.

The steel strike in the States has called our attention to our utter dependence on the States for most of our steel products. The Government should do what they can to develop our iron resources and smelters that we will ultimately become independent of the States for plates, sheets, and structural shapes.

Assistance is needed from the government for solving the great technical difficulties in the smelting of some of our refractory ores which difficulties have hindered development in the past. This is a problem too big for the private person or corporation, and requires the best knowledge and resources of the government experts.

Proper maps showing the great extent of our iron ore resources will do a lot towards inducing U. S. capital to develop the mines, establish smelters, rolling mills, plate mills, etc.

Hence I have earnestly urged in moving the following resolution:

Resolved that the Provincial and Dominion Government be memorialized and urged to prepare and publish immediately a reliable and up-to-date general report upon the minerals and metals of Ontario, their distribution, quantity and quality, and especially with regard to iron, the foundation of one of Canada's basic industries.

Find Two Stolen Foxes, But Minus Their Pelts

Peterboro, Jan. 9.—The carcasses and collars of the two foxes that were stolen from Wm. Brooks, of Young's Point a few days ago, were recovered, minus their pelts, today by the Police Department. Police Department all over Ontario, including Toronto, were asked to be on the lookout for the animals, one of which was a silver grey and very valuable. The police are working on the case.

Forward Movement Boys' Conference

Held in Belleville Jan. 30th-Feb. 1st
Keynote Will Be Leadership.

A leaders' and older boys' conference will be held in St. Andrew's Church, Belleville, Jan. 30th-Feb. 1st. This conference is part of the inter-church forward movement for older boys and covers the counties of Durham, Peterborough, Northumberland, Hastings, Prince Edward, Lennox and Addington and Frontenac.

Among the speakers and leaders present will be a representative of the Anglican Church; Rev. Manson Doyle, Toronto, (Methodist); Dr. C. E. Kidd, Gananoque, (Presbyterian); Rev. W. P. Fletcher, Toronto, (Sunday School Association); Taylor Station, Toronto, (Y.M.C.A.); Rev. A. A. Taylor, (Baptist); and Frank B. Wilson, (District Secretary Eastern Ontario National Council Y. M. C. A.).

The conference is for ministers, boys' workers, leaders of boys' classes, superintendents and older boys.

The keynote of the conference will be leadership and the call to train for service in the New Canada.

The conference opens on Friday, Jan. 30th at the Y.M.C.A. and concludes on Sunday night.

Mining Work in the Rockies

The gross value of British Columbia's mineral production for the year 1918 was \$41,789,474 an increase from that of the year 1917 of \$4,772,882 or 12.3 per cent according to the annual report of the Minister of Mines. The gross value of the metallic minerals recovered in 1918 was \$37,510,278 which represents an increase of 2.3 per cent.

The provincial mineralogist, Mr. Fleet Robertson states that only once in the history of the province's mineral statistics has this output been exceeded and that was in 1916 when the year's mineral output amounted to \$42,290,462, only 1.2 per cent greater than in 1918. This is accounted for by the fact that 1916 was a phenomenal year with metal prices temporarily inflated due to war conditions.

As compared with earlier years he points out that the production of 1918 shows up even more favorably, for it exceeds the next highest recorded production — \$32,440,800, made in 1912 — by \$9,348,674 or about 29 per cent.

Future is Bright for National Railways

Completion of the first year in the life of the Canadian National Railways, says Mr. D. B. Hanna, the Annual Financial Survey of the Toronto Globe, is an important milestone on the road of transportation progress. If it were a plow we had put our hands to we might not look back; but the careful engine driver still keeping a hand on the throttle, should look back now and then to see if his train is all right and if the fall end is coming along, and also to get a high ball or stop signal as he approaches a station. We in the railway world, therefore, can justify a certain amount of retrospection.

The year's operations have, of course, been affected by the act that 1919 was the first year of the readjustment period following the cessation of hostilities. Apart from the movement of returning troops, the almost immediate effect of the armistice was a falling off in traffic in war commodities, including food stuffs. It was only to be expected that it would take time for after-war activities to make up the traffic created by the tremendous munition industries established throughout Canada. Also foodstuffs bottled up in other countries which had not during the war a submarine-swept course to European ports, were thrown on the world's markets somewhat affecting our exports of such commodities. For these reasons railway freight traffic has been less than in the two preceding years. The increase in passenger traffic has shown that the higher fares have not kept the public from travelling. The resumption of some train services that were curtailed as war measures has been justified.

The return of our soldiers from the front and the release of men from war activities in Canada has resulted in more labor being available for maintenance work. This condition, coupled with the lifting of restrictions on capital expenditures which the war enforced, has enabled the railways to put in a busy year on betterment work, and the completion of certain lines in the West commenced before the war has been proceeded with great effort.

An Excellent Year

The activities of the year have, therefore, been sufficient to test out the management under Government ownership. I am glad to state for the information of those who wish to be successful, but who doubt that this can be achieved, that I have not observed the slightest tendency of officers to become slack, or in any way to lose their interest. Our men are as much on the job as any railway officers I have come in contact with, and man for man, I do not think the staff of the Canadian National Railways is surpassed anywhere on this continent. We have been watching very carefully the train operation, particularly where the service inferior was not satisfactory, and I am glad to say that we see a marked improvement. We shall continue our efforts and hope that "national service" will become synonymous with "good service."

Wisdom of the G.T.R. Purchase

During the year a step of great importance has been taken by the Government of Canada, in passing legislation to acquire the lines of the Grand Trunk System for addition to the Canadian National Railways. While some time will necessarily elapse before the lines will be operated as one system, yet the action taken ensures what I regard (and what I believe the people of Canada will quickly learn to recognize) as a wise solution of the railway problem of this country, namely, the creation of a strong competitor for the Canadian Pacific Railway. The President of the C.P.R., recently speaking in Toronto, said that one of the reasons why he hoped (against his fears) that the National system would be a success, was that railways generally dreaded the competition of an irresponsible competitor—which is a railroad truth.

It may be accepted as another railroad truth that the day of the small independent railway system has passed. In the United States where the railroad problem is very much in the public eye, the experience obtained in the two years during which the U.S. railways have been under Government control, has shown that certain measures which railway managements had resorted to as good business moves but which regulating bodies had more or less recently made illegal were really in the best interests of the country as a whole; therefore, it is proposed, in turning back the railways to their owners, that certain of these practices previously frowned upon should now be encouraged. Consolidations and mergers and the pooling of traffic, earnings, equipment and facil-

ties to railroads, the sorting of traffic, the improvement of equipment, the improvement of service, the improvement of the management of the railways, the improvement of the financial condition of the railways, the improvement of the physical condition of the railways, the improvement of the moral condition of the railways, the improvement of the social condition of the railways, the improvement of the political condition of the railways, the improvement of the economic condition of the railways, the improvement of the cultural condition of the railways, the improvement of the educational condition of the railways, the improvement of the religious condition of the railways, the improvement of the scientific condition of the railways, the improvement of the artistic condition of the railways, the improvement of the literary condition of the railways, the improvement of the historical condition of the railways, the improvement of the geographical condition of the railways, the 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