WHEN JOINTS

Are Stiff or Inflamed Creaky Or Swollen

Rub In Joint-Ease And Rub It In Good

Here's a wonder working substance that sinks right in thru skin and flesh to strike right on to the ligaments and tendons and nearly drives out pain and soreness and reduces the swelling.

Jointease has often been called the miracle medicine because of its uncanny power to bring quick comfort to the most obstinate cases of rheumatism, sciatica, lumbago.

Why waste a waste of time it knocks out [illegible] and ends stubborn backache [illegible] to help.

[illegible] Jointease has become its good [illegible] and knocks out the [illegible] and absorbs that [illegible] in the joints.

[illegible] made in Canada and [illegible] that sell good for [illegible] a generous tube for 60 cents—and it is guaranteed.

EMPIRE MONEY!

Idea That Would Give a Thousand Pennies to a Pound.

[illegible]

INSIDE A TORNADO

KANSAS MAN TELLS OF WHAT HE SAW.

The Only Man Who Ever Looked Into the Heart of a Tornado and Lived to Tell the Tale — Is a Hissing Fury, He Says.

Probably never before has a man had such an experience. And never again, in all probability, will anyone else. The forces of nature work with such terrifying velocity, and such awful possibilities of fatal injury to those who tamper with them, that man does not ordinarily expose himself. Yet when a tornado of immense proportions recently blackened the sky over Greensburg, in Kansas, William Keller, a farmer, stood outside the cyclone cellar in which his family had taken refuge, and stayed to watch the funnel-shaped phenomenon. He was able to look up the swirling spiral of the giant as it passed over him.

A tornado is usually described as a mass of air in rapid rotation around a nearly vertical axis; in height it may be 200 feet, but its breadth is usually much less. The cylinder of air—the spout of the funnel—has a violent upward motion as it sways backwards and forwards, and the whole body of wind has a forward movement.

The rotary speed may reach 500 miles an hour; the upward motion often exceeds 80 miles an hour, and the forward motion, which is much slower, is usually in a northeasterly direction.

Tornados invariably leave ruin in their wake; houses and churches are wrecked, trees, cars, and heavy wagons may be lifted and carried for miles, and lakes have been sucked dry.

Variations of the tornado are the dust-whirl and the desert simoom, the latter carrying such masses of sand that caravans are sometimes buried.

Science has shown considerable interest in Mr. Keller's experience; he is certainly the only man who has ever looked into the heart of a tornado and lived to tell the tale. Here is his own account:

I had seen so many tornadoes that I did not become panic-stricken when the storm approached. Mr. Keller told a press representative.

The country was level; there was nothing to obstruct the view. There was little or no rain falling from the cloud.

[illegible] of the tornadoes (often there [illegible] a group of them at once) were some distance away, and looked like great pipes dangling from the clouds, but the near one was [illegible] more like a column with ragged clouds surrounding it. It appeared to be much larger and more [illegible] than the others, and it occupied the central position of the group, the [illegible] being directly [illegible].

I saw that the lower end would [illegible] spin the round [illegible]. I knew what that meant to [illegible] in its path. I knew I was safe [illegible] and that if the house [illegible] I could dart down [illegible] the door before any harm could be done.

Steadily the tornado came on, the end gradually rising above the ground. I could have stood there only a few seconds, but I was so impressed that it seemed an eternity. At last the great shaggy end of the funnel hung directly overhead.

Everything was as still as death. There was a strong, gassy odor, and it seemed that I could not breathe.

There came a screaming, hissing sound from the end of the funnel. I looked up and, to my astonishment, saw into the heart of the tornado.

There was a circular opening in the centre of the funnel, about fifty or one hundred feet in diameter, and extending straight upward for a distance of at least half a mile. The walls of this opening were of rotating clouds, and the whole was made brilliantly visible by constant flashes of lightning which zigzagged from side to side. Had it not been for the lightning, I could not have seen the opening, not any distance up into it, anyway.

Around the lower rim of the great vortex small tornadoes were constantly forming and breaking away. There took on like tails as they writhed their way around the end of the funnel. It was these that made the hissing noise.

I noticed that the direction of rotation of the great whirl was counter-clockwise, but the small twisters rotated both ways.

The opening was entirely hollow, except for something which I could not make out exactly, but supposed that it was a detached wind cloud. This thing was in the centre, and was moving up and down.

The tornado was not travelling at a great speed. I had plenty of time to get a good view of the whole thing, inside and out. It came from a point three miles west and one mile north of my place. Its course was not in a straight line, but it zigzagged across the country, in a general northeasterly direction.

After it passed my place it again dipped, and struck and demolished the house and barn of a farmer named Evans. The Evans family, like ourselves, had seen the tornado coming.

Not having time to reach their cellar, they took refuge under a small bluff that faced to leeward of the approaching tornado. They lay flat on the ground, and caught hold of some bushes within their reach. But they felt themselves lifted from the ground.

Evans said that he could see the wreckage of his house, among it being the cooking stove, going round and round over his head. The eldest child, a girl of seventeen, had her clothing completely torn off. But none of the family was hurt.

STORIES ABOUT FISH.

Red Gurnet Is the Star of the Ocean Concert.

Stories about fish, when told by anglers, are usually taken with a grain of salt, but there are well-authenticated cases of "fishy" happenings which even the most imaginative fishermen would find hard to "cap," says an Old Country paper.

Highfields Lake, University Park, Nottingham, England, was stocked with 3,000 trout five years ago. As it is not joined to any river, the experts naturally believed that the trout were still there, and probably had increased considerably.

But when the lake was netted recently not a solitary trout appeared! Thousands of pike, however, were revealed!

How had the pike got there? There was none in the lake when the trout were introduced. The most likely explanation put forward was that the pike had grown from spawn dropped into the lake by birds flying from other waters.

Very few people would believe that fish could cross a field from one stream to another. But they can.

At New Westminster, B.C., there are two creeks which run parallel with a field between them. Salmon are found in both, and some of them have been seen to jump clean out of the water on to the bank, writhe over the wet grass, and slide into the water of the other creek.

This is vouched for by a Canadian fisheries inspector.

Minnows are usually found in the water, but the residents of Dundas, Ont., discovered a number of them on three-storey-high window-sills some years ago.

A strong gale had been blowing, and the only way the residents could explain the mystery was that the wind had blown across some lake or stream, whipped up some of its inhabitants, and dropped them a little farther on.

Fish epidemics are not unknown. Four or five hundred goldfish, perch, and roach perished in a day or so at the Royal Botanical Gardens, in London, one July a few years ago.

Expert investigations led to the conclusion that the goldfish had been infected with a fatal disease by a roach introduced into one of their cisterns.

About the same time two tons of carp were found dead in an ornamental lake at Versailles, Paris. Excessive heat had infected the water.

Even more astounding was the drama staged in a great London goldfish depot, which contained over 100,000 sound fish. One day, soon after it had shown some foreign trade inquirers over the place, the owner was astounded to find many hundreds of fish dead, and others obviously at their last gasp. All known treatments were tried but in vain, and it took the whole evening to remove the dead from their tanks.

There are many weird and astounding fishes. A shoal of the ferocious little piranhas, called the "cannibal of the waters," can devour a sheep's carcass in two and a half minutes! Another fish, the electric eel from tropical waters, actually suckles its young!

Then science has proved that fish sing! The red gurnet is apparently the best singer of them all. Yet another rarity, the proteus, from subterranean caverns, can fast for five years.

A NEW STEEL.

May Make Automobiles of the Future Practically Everlasting.

A new kind of steel perfected by a British firm may make the automobile of the future practically everlasting. So hard is it that it is impossible to scratch its polished surface with the sharpest file.

In the course of recent experiments, a crankshaft of this steel was fitted to a British car. It was then deliberately subjected to the grossest abuse. The car was run for 10,000 miles under the worst possible conditions, and oil supplies were kept so short that a big end bearing was eventually made to seize up solid. This was freed, and the crankshaft was then measured with delicate instruments. Even with these it was impossible to detect any sign of wear.

If this metal is used for cylinder liners, as well as for crankshafts and other moving parts, a car should last almost indefinitely, only small renewals being required from time to time.

Another wonderful metal also produced in England is a new secret alloy of aluminium, considerably lighter than pure aluminium, yet nearly as strong as steel. It does not suffer to anything like the same extent as other impulses from the effects of fatigue. Manufacturers will be able to use it for parts that had previously to be made of nickel, but steel and its wonder wear will reduce wear.

A FIERCE BATTLE.

Crabs In Aquarium Fought a Pitched Battle.

How 1,400 crabs in the aquarium at Brighton, England, divided themselves into two armies and fought a pitched battle in which 400 were killed is described by Mr. George W. Weller in the Aquarist.

These pugnacious creatures, he says, were "masked crabs" which have shells resembling grotesque human faces, eight slender legs, and large pincers at the end of long claws.

He continues: "These 1,400 living caricatures were placed in one of the aquarium tanks and for some reason best known to themselves they refused to 'mix,' quickly arranging themselves into two camps several feet apart.

"It was not long before the opposing armies adopted extended order and then, as though at a given signal, the two straggling lines simultaneously hurled themselves together in deadly combat.

"The engagement was short — a matter of minutes—but while it lasted the struggle was fiercely contested. No quarter was asked or given.

"It was a unique experience to watch this remarkable conflict, a wild fantasia of whirling claws and waving feelers beneath which capering and tottering on puny legs the unchanging expressionless faces bobbed about like evil things in a submarine orgy of hate.

"In ten minutes the doughty warriors were fraternizing with their late enemies. The battlefield were strewn with discarded claws and legs among which 'red cross' parties were busily engaged in removing disabled combatants. No more fighting has since occurred."

AUTHOR'S EARLY STRUGGLES.

Edgar Wallace Says That, as a Boy, He Sold Newspapers.

Recalling his early days of struggle, Mr. Edgar Wallace, the famous writer of "thrillers," told how he once stood and shivered at Ludgate Hill selling newspapers, when he presided at the annual dinner of the Newsvendors' Benevolent and Provident Institution at Grosvenor House, Park Lane, London.

"I started work selling newspapers," he said, "and have done everything a newsvendor should do except make false returns. That is no longer done. Newspaper-selling is hard business. Thousands of men work from dawn to sunset just scraping a living together. It is one of the most precarious methods of earning a living, next to being a poet or a writer of detective stories."

Lord Riddell said he had asked his secretary to inquire how many novels Mr. Wallace had written. His secretary replied: "Mr. Wallace does not know himself, but it is estimated at 150."

First White Wedding Dress.

Queen Mary Stuart was the first bride to wear a white silk wedding dress. She introduced the fashion in 1558, when she married Francis II. of France, and wore a dress of white brocade, over which, however, she donned a Court mantle of Persian blue velvet, which was held up by two pages.

For some time the white robe was favored only by brides of high rank, and it was not until the end of the seventeenth century that it became at all usual at weddings.

ELECTRIC LOCOMOTIVES

FAST TAKING THE PLACE OF STEAM.

In Another Twenty or Thirty Years Steam Engines May Have Disappeared—Electricity Has Greater Capacity.

The increasing use of electricity as motive power for railroads indicates that in the next two or three decades steam locomotives may disappear entirely. Many advantages are to be derived from the electrification of railroads and in the Scientific American, Francis H. Shepard of the Westinghouse Electric and Manufacturing Co., points out some of them, as well as attendant disadvantages, as follows:

"Railroad electrification in the United States is entering into an era of increased activity. Several of our railroads are now beginning to electrify their main lines and others are actively considering plans to the same end. The cost of projects at present actually under way exceed a hundred million dollars, and the total for those contemplated is many times that amount.

"Much the same tendency is noticeable throughout the world. Nations are either extending or planning to extend their electric service.

"No single cause is responsible for all this interest. Electricity as a tool for moving traffic has a number of advantages, some of which may be the determining factors in one case while totally different ones may govern in another.

"In many instances, especially outside the United States and Great Britain, the fuel situation provides the underlying motive for electrification. When a nation lacks abundant supplies of first-class coal but is favored with ample waterpower or some form of low-grade fuel, the use of electricity for railroad operation not only may effect a large saving in operating expenses but mean independence of coal-producing countries in times of emergency. Switzerland, which has already electrified almost half of her route mileage, furnishes a typical example of this condition, and in the same category are Austria, Brazil, Chile, Italy, Norway, Sweden, and, to a lesser degree, France and Germany.

"In this country, on the other hand, where the cost of coal and oil is comparatively low, little or no operating economy would result by saving fuel through electrification; the fixed charges of the electric installation would, in general, be greater than the cost of fuel saved. In the decision to carry out one American electrification—that of the Chicago, Milwaukee & St. Paul—the use of waterpower played an influential part, but all the other installations in the United States were due to other considerations."

Mr. Shepard points out that electric power is better for tunnel haulage because of the absence of smoke, for suburban service because of its superior acceleration, for mountain grades because electricity can haul heavy trains over them much faster than steam power. If those were the only advantages, however, electric power would never supplant steam entirely, but they are not.

"In spite of increase in the demands upon our transportation system, there has been practically no increase in the number of freight-train miles or in the number of locomotives for the past twenty years. This means that our train units are being moved at higher speeds. The increase in ton-miles per hour has been nearly fifty per cent. in less than ten years. The size of the locomotive has likewise grown, and the trend is conclusively toward more and more horse-power per train.

"Rail traffic, like automobile traffic, seeks those highways which are most advantageously situated. Half of our route miles carry about ninety per cent. of our traffic; while the great trunk lines, which constitute only about ten per cent. of our route mileage, handle at least half the traffic. There is, therefore, an increasing pressure of traffic on these major routes which has been met by increasing the size and speed of the trains.

"So far, the steam locomotive, which has recently undergone conspicuous and notable development, has kept pace with our needs and will continue for many years to be the mainstay for most railroad mileage; but there may be serious question if it can meet the demands of intensive trunk-line operation after the next twenty or thirty years. Double and even treble the present movement may conceivably be the requirement.

"With electric operation, on the other hand, the amount of power that can be applied to each train is practically unrestricted, and electric trains of any size can be operated at any speed within the limits set by the road-bed, draw-bars and other mechanical equipment. Hence, an electrified railroad has greater capacity than the same road under steam power. To electrify a rail highway is to broaden it.

"Behind the great electrification undertaking of the Pennsylvania Railroad, therefore, may be seen a recognition of our future transportation needs, a vision of an unhampered and ever-expanding flow of traffic, and the desire to give the public the utmost in railroad service.

"Important also is the inauguration by the Reading Railroad of the electrification of its lines radiating from Philadelphia, and it is understood that ultimate extensions will be made for high speed and through service. Increasing interest is also being manifested by other railroads in electrifying sections of their main lines."

MAKING PERFUMES

Synthetic Chemistry Produces Them Cheaper Than Nature Provides.

Anti-freeze from the radiator of your car and a little of the essence of Limburger cheese combine to make a very nice perfume. This may seem very odd but it is a fact confessed by Dr. C. F. N. Allen of the chemistry department of McGill University in the course of a lecture on synthetic and natural perfumes.

The combination sounded less terrifying when he spoke of the ingredients by their scientific names, but he translated them into the terms given above. He spoke of many other curious things that were used in the manufacture of perfume and he declared that it is now possible to made a wide variety of pleasant odors.

One of these substances was indol, described as most evil smelling stuff, which nevertheless gave a convincing twist to synthetic jasmin when added in the proportion of five drops to eight gallons.

The increasing purchasing power of those who use perfume, Dr. Allen said, had permitted the manufacturers of perfume to spend large sums of money on research. They have learned in their laboratories to reproduce some perfumes perfectly and have invented many never known before.

The chemistry involved formed the major part of the address and it was immensely complicated. Dr. Allen showed the history of the development of this knowledge. Two of the most difficult odors to reproduce were those of musk and another similar perfume whose essence is secreted by the civet cat. In the past the annual consumption of musk, which is secured from the musk deer, has been about 1,200 kilograms. Since less than an ounce of musk could be secured from one animal some 86,000 of them were killed annually. The musk thus secured was worth five million Swiss francs. From the civet cats 2,300 kilograms of perfume were taken. This was estimated to be worth a million francs and 3,000 cats were required to produce it. Now there are two synthetic perfumes, civitone and muskone, which practically reproduce these two odors.

Comparative costs for the genuine and the synthetic products were given by Dr. Allen at the close of his address. The oil of jasmin, which has always been worth $156 a pound, may now be had in synthetic form for $16—and the speaker said he did not believe anyone in the Dominion of Canada could distinguish it from the natural. Musk, which was always worth $480 a pound, may now be had for $3 and the best grade for $6.75 a pound. The oil of rose, which was worth $204 a pound, is now available for $24.50.

POTCHEFSTROOM.

First Town In Transvaal Raised to Having a Municipality.

That Potchefstroom was the first town in the Transvaal to be raised to the dignity of having a municipality appears from an extract from an old newspaper file which has come to light, a reporting evidence given before the Financial Relations Commission, which sat in October, 1904.

Giving evidence before this commission 26 years ago, a witness said that Potchefstroom was surveyed in 1837, and was established as a municipality in 1869, but the municipality was abolished in 1889. The town lands were vested in the municipality in 1869. The mayor of the time supported this statement, saying that he was a member of the old municipality 25 to 30 years earlier, the administration being taken over by the Government. The fact that the Government bought ground from the municipality for a post office, and other public buildings, during the previous regime proved conclusively that the Government had no local ground of its own.

Says His Best Friend Is His 86-Year-Old Mother.

Once he worked for $1.30 a day as a railroad employe and ate his lunch from a little basket that cost a dime—but to-day William Nuckles Doak is a member of the Cabinet of President Herbert Hoover, receiving a salary of $15,000 a year. No other Cabinet member, it is safe to say, has lived a life so romantic as that of Secretary of Labor Doak.

Mr. Doak was born on a farm in the vicinity of Bristol, in West Virginia, a farm which was obtained by his ancestors as an original grant from the King of England. His rise in labor organization circles was rapid after he went to work on that $1.30-a-day job as a clerk for the Norfolk & Western Railroad, at Bluefield, W. Va. His first desk was in a dingy yard office, with coal cars rattling by day and night.

His old lunch basket, by the way, now occupies an honored place on the mantle in Mr. Doak's beautiful home near Washington.

From clerkship to switchman was the story of Mr. Doak's first connections with the Norfolk & Western, and while a switchman he was elected to a post in the Bluefield labor union. In 1918 he became general chairman of the Norfolk & Western union, and in 1916 he was chosen representative and national legislative representative.

From that time on he was elected to successive offices in the brotherhood of trainmen, finally becoming its vice-president. He turned down the presidency once, but later became general legislative counsel of the brotherhood and editor of the union's publication.

During the World War he served on the Railroad Control Board, where 3,080 labor disputes were settled without a single strike.

Mr. Doak lives on a beautiful estate five miles up the Potomac river from Washington—and dogs are the only hobbies he has.

His best friend, he explains, is his 86-year-old mother, Mrs. Elizabeth Doak, who is living with a sister, Mrs. D. F. McCarty, in Bristol. One of his first acts following his appointment as Secretary of Labor by President Hoover was to telegraph the good news to his mother.

"I often consult her on problems that confront me," he explained. "Mother is my best friend; my wisest counsellor."

SLAVES ENRICH RUSSIA.

Million "Serfs" Forced to Work In Northern Timberlands.

A million Soviet "serfs" are serving indefinite sentences at forced labor in the Northern Russia timber regions, according to a Latvian timber specialist who has just completed eight months in the employ of a foreign firm which proposes to erect sawmills for the Soviet Government.

Giving further confirmation of the horrible conditions of the Bolshevik labor camps, the Latvian reports that the Soviet Government intends to double the number of "slaves," employing 2,000,000 persons, in order to double the timber exports next year.

The town of Kem, the White Sea port from which are distributed trainloads of dispossessed peasants and unemployed workers from Moscow and Leningrad, who have been denounced as counter-revolutionists by the secret police, was visited by the Latvian.

He reports that the concentration camps are being enlarged to handle tens of thousands of new prisoners. A large number of guards have arrived to control the labor detachments, which are rapidly denuding the virgin forests of the district.

"The sight of tens of thousands of ragged, emaciated men and women working, felling, hauling, snaking and rafting the timber through the White Sea region recalls Egypt with its slave built pyramids," the timber expert said.

"The wages," he continued, "consist of half a pound of bread, daily rations of hot water in the morning and evening, in which they stew berries picked in the woods, and a near porridge made from boiled barley or buckwheat.

"This dirty mush must be eaten without utensils. I saw lines of starved men receiving their food in their hats, the corner of their coats, or upon slabs of wood.

"They are without medical attention and are not supplied with clothing and shoes. The thousands who die yearly are easily replaced. A million additional convicts, who have already begun to arrive at Kem, consist of kulaks — peasants employing hired labor—whose extermination is sought by Dictator Stalin. Hence the supply of slave labor is almost inexhaustible."

WAITING FOR 8.30

Mother and Anne had always been very close to one another. When Anne married and moved to another city, each missed the other greatly.

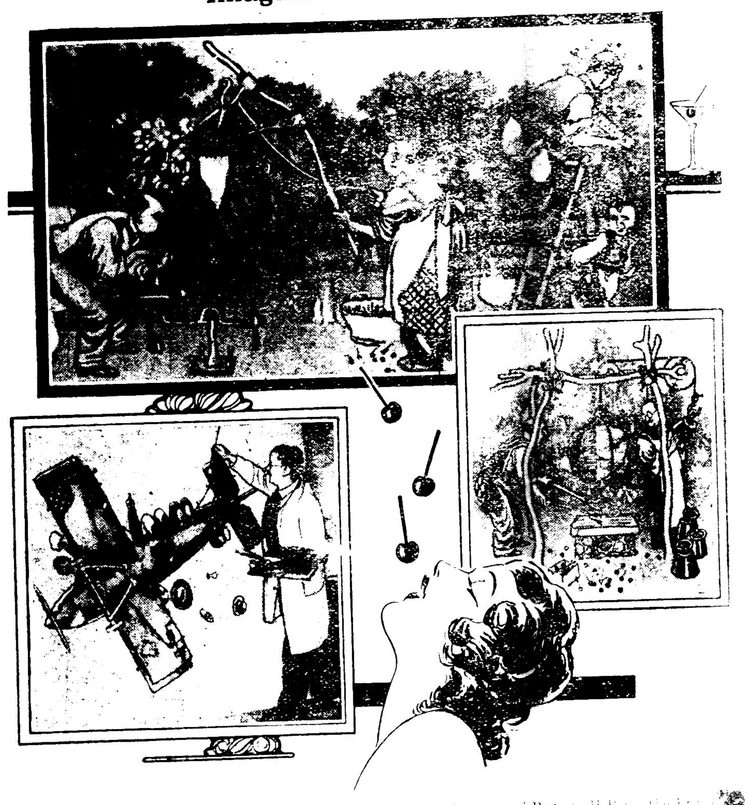
But one thing more than any other has helped to keep them close — the telephone. Every Friday evening Anne calls her mother by Long Distance . . . after 8.30 p.m. when the low night rates are in effect. During the week they both keep memos of topics they wish to discuss. Then there is no time lost . . . and nothing forgotten.

What if they are 120 miles apart? The telephone connection is made in about a minute — nearly always while Anne holds the line. Their voices are just as clear as on local, and the cost, after 8.30 p.m., is only 30 cents.

Evening rate: Anyone can station-to-station rate begins at 7 p.m. Night rate begins at 8.30 p.m.

THE BELL TELEPHONE COMPANY OF CANADA

Imagination Runs Riot



When he launched the 42,500 ton Canadian Pacific liner Empress of Britain, H.R.H. the Prince of Wales, referring to the Knickerbocker Bar as the cocktail bar of that magnificent ship, it is known said that its frequenters can let their imagination run riot in a rosy haze at the expense of the humour of Mr. Heath Robinson.

The Prince referred to the announcement that Britain's foremost humorous artist has been given a free hand to decorate that room on the new liner with its to make its bow to Canada in the spring.

Developing a humourous legend of the cocktail of his own invention, W. Heath Robinson is shown above at work on some of the panels, has prepared a decorative scheme that [illegible] the cocktail and depicts ingenious machinery employed in its manufacture.

Heath Robinson's ideas of the latest fool-our-saving machinery in connection with the [illegible] preparation of cherries for cocktail embellishment are shown together with the Foolproof Safety Arrangement, a direct descendant of the mythical cocktail bird. This ceiling decoration depicts the lapidating [illegible] appetizer. These, and other drawings will appear on the walls and ceiling of the room.

ELEPHANT PERSISTENT.

Intrigued on Lady Trying a Bun for Him.

[illegible]

A Destructive Pest.

Grey squirrels, which farmers are now denouncing as a destructive pest, are becoming as numerous as rabbits in some districts not far from London, England.

WOOD'S PHOSPHODINE.

The Great English Preparation. Tones and invigorates the whole nervous system, makes new Blood in old Veins. Used for Nervous Debility, Mental and Brain Worry, Despondency, Loss of Energy, Palpitation of the Heart, Failing Memory. Price $2 per box, 3 for $5. Sold by all druggists, or mailed in plain pkg. on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT.

State farming is being pushed in Britain by Dr. Christopher Addison, Minister of Agriculture in the MacDonald Cabinet, as a partial cure for unemployment and farm problems.

The plan, in reality, is a complete reorganization of Britain's agriculture. It has three main objects: large scale, mechanized farming, the reconditioning of land and the settlement of unemployed persons on it.

More than 1,000,000 acres of arable land has gone out of cultivation in England in the last few years, according to Dr. Addison — a serious trend for an island which in a month can provide only enough to feed itself for one week.

Briefly, the large farms will be demonstration tracts, where modern mechanical farm methods, such as commonly practiced in America, will be taught, and large scale farming encouraged.

Not more than fifty of these are contemplated. Here farmers and even city-bred workers can be trained.

These demonstration farms are to be purchased and held by the Ministry of Agriculture, but controlled and managed by local authorities, universities and agricultural colleges.

The Ministry also will have power to purchase neglected land by compulsion, to decide whether land has been neglected and to obtain the agreement land upon which reclamation work is necessary. Thereafter the Ministry is to have power to [illegible] or sell the land.

Most of the unemployed, however, are not to be put on large farms but alotted tracts not larger than an acre.

Cottages are to be provided where needed, seed, fertilizer and machinery supplied and the new farmers financed to a certain extent.

The bill gives the Minister power to make loans to tenant for the purchase of stock, feed, fruit trees and the other necessaries of a farm.

About $33,000,000 is asked to finance the scheme.

Your Tires are just as important as your engine!

CARE of your tires repays you just as well as care of your engine. It means thousands of extra miles — hundreds of dollars saved in a few seasons.

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