

VOL. IX.—No. 14]

NEW YORK, JANUARY 1, 1886.

[WHOLE NUMBER, 222.

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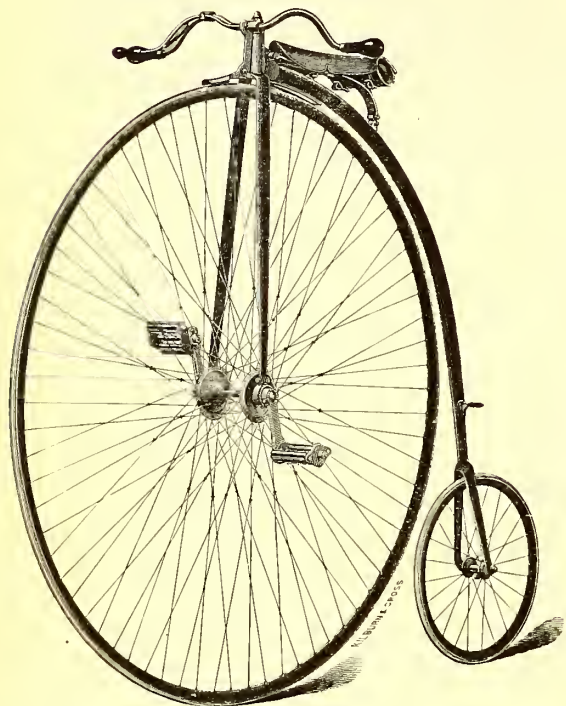
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THE  
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San Francisco.

FRED RUSS COOK.

A Superbly Built Wheel, Rigid, True Running.

From N. Y. Cyclist and Athlete, September 18.

"One of our staff rides a Royal Mail, and expresses the following opinion of it: 'As a first-class Light Roadster it has no superior; it is wonderfully rigid, and I feel no hesitancy in putting it to as hard usage as the heaviest roadster in the market.'"

From Bicycling World.

"The Royal Mails have proved thoroughly reliable, and I doubt if the repairers see them as often as some others."

WHEELMEN certainly appreciate the advantages of a Light Weight, combined with great rigidity as shown in the Royal Mail, and the record of the past year is a full proof that the Royal Mail, with its nicety of fittings and high quality of work throughout, stands rough road work as well as wheels weighing much more. In the Canadian tour, Royal Mails evoked the commendation of the party, several buying them on their arrival in Boston.

Of the many Royal Mails in the Eastern Division of the Big Four Tour of this year, not a single one gave out in any particular, while other makes, broke down under the strain of the bad roads.

You will make a mistake if you do not examine a Royal Mail before purchasing.

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## To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

New Orleans has an excellent drill team.

Rhodes will keep himself in training during the winter by racing in rinks.

C. F. Lavender, a prominent racing man of Toronto, Canada, is in London.

T. W. Eck places himself on an equality with Bob Neilson, for rink racing.

T. J. Kirkpatrick is the favorite among western men for the L. A. W. presidency.

Cycling has a firm hold on the inhabitants of Jersey,—late the home of the Americanized lily.

Reverend Mr. Thayer, of Osage, Iowa, has taken to wheeling. The gentleman is over sixty years of age.

Stout, of New Jersey, the deaf-mute Star fancy rider is achieving great success in his rink performances.

The North Shields bicycle track, is already being improved for the Anglo-American tournament to be held in August.

The Cleveland quarter-mile track is said to have cost \$2,500, while the Springfield half-mile took all of \$3,500.

Messrs. M. G. Oliphant and J. C. Haines, of Vincenttown, N. J., are excellent fancy riders. They use a Star.

Mrs. A. Moore Berry, a prominent society lady of St. Louis, uses a tricycle for calling, shopping and pleasure rides.

The Denver rink track on which 2.37 was made a short time ago is 200 feet short; whether to lap or mile we are unable to say.

Poor Furnivall has been receiving it hot and heavy as an M. A. from the press this long time. But Percy is too sharp to give it away.

The Citizens B. C. at their last meeting admitted nineteen members, making the total membership just one short of the limit, one hundred.

L. D. Munger, who is at present in Detroit will depart for New Orleans and other Southern points shortly, to represent Messrs. Everett & Co.

Louisville's scorchers is a Mr. Ramsey. He has just ordered a Buffalo Hame Trainer, on which he will do all his training for next season's racing.

S. L. Cromwell, of Brooklyn, probably rides a larger machine than any other lad in the country. His age, is fourteen years, and mount, a 59 inch.

The Brockton, Mass., Bi. Club, possesses one of the finest drill squads in the country. Their exhibition at the late Boston carnival was simply wonderful.

J. Bromfield won the 54 inch bicycle presented by Captain Hurlbutt, of Stamford Ct. The machine was raffled for at the late fair of the military company.

An entertainment was held in Elmira, N. Y. on the 23rd, given by the B. C. Fancy riding and skating, in addition to a few races between local men, filled in the hours.

The Detroit B. C. will be incorporated in January. The move is made in order that the club may become a stock company, to further the building of a track in the spring.

The excellent taste of the *Tricycling Journal* is shown in its issue of December 9th, wherein is contained 59 inches, or over two of their own pages, of WHEEL matter.

The first century ride straight-away, in the United States, was accomplished by two Kentucky riders in 1880. The state record for 24 hours is now 140 miles by Percy Bettison, of Louisville.

Col. E. C. Fenner, who has been looking around up North for bicycle novelties, has returned to New Orleans, where he represents Messrs. Gormully & Jeffery and the Overman Wheel Co.

Miss Vic Pallisten rides a tricycle, and carries the pennant of the Ottumwa, Iowa, B. C., being a member of that organization. In a photograph recently taken of the club, her figure is the most conspicuous.

E. A. Pattison is out with a letter in the *Bi. World* denying Mr. Butcher's charges, and requesting the latter gentlemen to make public any information he may be possessed of concerning McCurdy's record.

Willie K. Vanderbilt, one of the heirs of the late millionaire, is reported to have become a wheelman, since his father's decease. Needless to add, that there is a warm spot in the heart of every wheelman for "me friend Vanderbilt, ye know."

The Pope Mfg. Co. have issued a beautiful calendar for 1886. Each day of the year is upon a separate slip with a quotation from the leading poets pertaining to wheeling. There are three different views, in water-color effect, by G. H. Buek, of New York.

Geo. E. Hutchinson, the Boston fancy rider has issued a challenge to all riders in America, for a fancy-riding contest for from \$500 to \$1000 a side to take place during the winter at some rink or rinks. W. S. Maltby will accept the challenge, it is said.

The Maryland B. C. give very pleasant receptions every Thursday evening. Dancing, billiards, bowling, gymnastics, and greatest of all, flirting with the city belles who always attend,

make the hours glide swiftly by. Mr. Wm. Norris has charge of all the arrangements.

President Williams of the Massachusetts Club has published a record of his road-riding since 1880, when he began to ride. In that year he covered 607 miles; in '81, 3,060; '82, 3,559; '83, 3,453; '84, 2,450; '85, 2,449. The greatest distance ever covered in a day was 118 miles, in 1882.

Messrs. Prince and A. S. Banker rode a five mile bicycle race, on the 17th instant, at the Casino Rink, Alleghany, Pa., for a purse of twenty-five dollars. The former won by half-a-length. Banker is stated to be champion of his County, while we presume that Prince was not the famous J. S.

The Yale College B. C. is in a flourishing condition. It has forty members, and besides making up some losses incurred last year, has a solid sum in the treasury. At the last meeting the roll was increased by four names. A number of runs have been already arranged for spring, and an effort will be made to send cycling stock way up.

The 'cycling rivalry between Chicago and St. Louis is not on the wane, as several have intimated. Just the contrary in fact. St. Louis still boasts of her Whitty, Chicago of her Van, while a few novices who have lately made their appearance quietly talk of usurping the places the aforesaid worthies hold in the hearts of the wheelmen.

The track of the Exposition Building which Chicago Wheelmen can use for practice during the winter, is a trifle less than one-third of a mile in circumference, the straights being very long, and the turns necessarily a little sharp. The race-meeting of the Chicago B. C. will be held on it in February, Washington's Birthday, the 22nd, being the probable date.

And now comes from the South a suggestion or rather "kick" against the non-admittance of riders to the L. A. W. who are under eighteen years of age. This clause has been discussed over and over again till now it is such an old, old story, that one dislikes to see it brought up. In order to have the L. A. W. an organization of men, not boys, that body wisely, we think, created the rule.

The *Bulletin* of Dec. 18th publishes the list of applications for membership that have been accumulating during the past few weeks, as well as a number of renewals. There are 172 applications, the Pa. Division heading the list with 26 names, while in the renewals, Massachusetts takes the lead being represented by 73 names. The value of the latter would be increased if the addresses were given.

The doings of Mlle. Armaindo are certainly odd. A few days ago we learned that she intended wintering in Canada with her parents, and now a Boston paper informs us that she has made the hub her residence for the time being. Armaindo is seeking a six-days contest with some professional. She not only thinks she can best all the female professionals of the world, but most of the sterner sex as well. Bob Neilson is said to be her present objective point.

Mr. Harry Hersey is mentioned as the coming champion. In his two years of racing, he has won 26 first and four second prizes, out of the 36 races entered. He is the best rider in Chemung County, and made his mile at Springfield in 2.46, but *re* the statement of the Chicago S. & T. Journal, that he is the champion of New York State, we would ask where he acquired that honor. This is a fair specimen of Western ignorance on Eastern matters.



# THE WHEEL.

W. H. Hewlett, of Manhasset, L. I., whose age is about sixty, propels a 46 inch bicycle.

L. H. Johnson has transferred his affections to a racing Crippler tricycle, geared to 86 inches.

The Orange, N. J., Wanderers, contemplate giving an entertainment at the Park Rink, during January.

Polo on bicycles is the rage in Buffalo. The Armory is the favorite rink of the devotees of the game.

The English C. T. C. has a membership of 21,000, the L. A. W., 7,000, and the German Cyclist Union 3,000.

The New Jersey Wheelmen, Newark, number fifty members, five being associate, twelve honorary, and the rest active.

Woodside's record at Minneapolis, as well as the St. Louis times, are in a fair way of being accepted by the Racing Board.

Kluge intends surmounting the Orange "Turnpike Hill" on the first auspicious day that appears. The "Turnpike" is a corker.

Booth, the old-time Boston fancy rider, who kept a public house on Lagrange street, that city, some years ago, is on the Pacific coast.

In future the N. C. U. will not accept records made on Sunday, Land's End to John O'Groat's excepted. Henry Sturmev made the motion.

Victor C. Place, the wonder of the early days, will visit Australia on business in the spring. Before coming north, he was engaged in mining gold in Mexico.

Mr. A. B. Barkman, of Brooklyn, is said to be preparing a road book of Brooklyn and New York roads within a radius of fifty miles from the latter city.

Mr. S. T. Clark, who sailed to England a short time since, to investigate the market, is the guest of T. D. Palmer, an old flier, who resides in the Midlands.

A full attendance of the proposed Boston ice-party is promised if the girls are invited. Some want Dorchester Bay for the party, while others would have Jamaica Pond.

Prof. J. W. Snyder, of Faribault, Minn., is a good one at fancy riding. He has dates in parts of Minnesota, Waseca and Farmington for instance, where a wheel has never been seen.

Several English clubs, notably the Surrey B. C. have expressed their intention of leaving the "Secret Society," recently appointed for the suppression of makers-amateurism, severely alone.

The Brooklyn ordinance, prohibiting riding at night on the streets without a lamp, is not enforced as it should be in that city at present. The police have been notified to keep their eyes open in future.

President Beckwith and Vice President Terry have reported the proposed incorporation of the L. A. W. as impracticable, and have deferred action until the matter can be brought before the Board of Officers.

Eck says that he has deposited \$25 with the editor of the Minneapolis Tribune as a support of his challenge to Neilson to ride three races, viz.: Ten miles, 100 miles, and 24 hours, for a large stake. It is safe to say the races will never come off.

Dr. C. B. Bostock, of Upper Darby, Pa., certainly believes the wheel to be a machine of practical utility. He is a veterinary surgeon, and uses a tricycle in his business. The daily average of miles ridden, is thirty-five, though sixty is sometimes reached.

The Philadelphia B. C., having become incorporated, is now thinking of the club house idea. Some of the more active members have been hammering at the subject for some time, but until the present, without awakening an overflow of enthusiasm in the breasts of their fellows.

A product of Massachusetts is the "Granger" Club. It has five members, all of whom are officers, and is composed as follows: Willis Farrington, captain; Mrs. Willis Farrington, treasurer; Miss Farrington, first lieutenant; Master Farrington, second lieutenant; and Baby Farrington, bugler.

A wealthy rancher in Nebraska, claims the honor of being the only cowboy wheelman in America. He visits his neighbors all the year around by means of his wheel, and declares the state to be a "delightful touring ground," though the heavy winter snows make the sport rather uncomfortable in that season.

J. M. Grant, of Vine street, Hartford, Ct., is kindly disposed towards laying out and maintaining a half-mile bicycle track at the west end of Capen street, Hartford. The wheelmen are encouraging him in the idea, believing that this location is one easily reached. Another rival of Hampden Park.

The Detroit Boulevard, which is now in the course of construction, will be the favorite drive for wheelmen in that city, when completed. It starts from the Northern boundary of the city, Detroit river, and runs irregularly around the city, terminating at the southern limits. It will afford an elegant run of twelve miles.

The St. Louis *Critic* volunteers the information that the Fair Grounds is not even a trifle short, that it measures three laps to the mile, and has been surveyed three times, all agreeing. That it is of board, a true circle, and roped in. The *Critic* also regards the track as second only to Hampden Park, and says that such men as Hendee, Rowe, James, Knapp, Cripps, etc., are of same opinion.

The first select assembly of the Lynn, Mass. Cycle Club, took place on December 24th, at Infantry Hall. About sixty couples were present. Dancing commenced at 9 o'clock, and continued until a late hour, twelve numbers being on the fancy order. The talented Perkins Orchestra furnished the music, and rendered some selections from the "Mikado" in fine style. A great number of wheelmen were present, and a very enjoyable evening was passed. Mr. W. A. Rowe officiated as floor director.

A discussion anent "handicapping" is just now in full blast in the 'cycling press. Dr. Tyler is receiving it hot and heavy, but he seems to hold his own pretty well. We have always said that the office of "Official Handicapper," should be abolished, and yet think so. In such a large tract of territory like the United States, with numberless new riders always developing, a single man is unable to properly handicap them all. Let every club have its own handicapper, and the L. A. W. have nothing to do with it whatever.

The six days race for professionals, will be run in Minneapolis, commencing on January

25th. The contestants will receive 50 per cent. of the gross receipts, divided into five prizes, one of the stipulations being that each contestant to be entitled to a prize must cover 700 miles. No entrance fee is charged. The following entries have been made: W. M. Woodside, T. W. Eck, C. W. Smith, Milwaukee, Mlle. Armaindo. Hours of racing from 10 a. m. to 10 p. m. The track will be eight laps to the mile, surveyed by a competent surveyor. It will be laid out at once in order that the contestants may have ample time for training. The centre of the rink will be fenced off from the track, so that skating will go on as usual. The rink will be heated by steam and illuminated by electric lights. These facts are supplied by Woodside. We hope this Minneapolis race will not turn out as did the New York affair.

The Connecticut B. C., Hartford, held a very pleasant "afternoon tea," at their elegantly furnished and attractive club rooms on the second floor of the Opera House, on Tuesday evening, the 22d. Dancing was in order after the "tea" was disposed of. Wives of members of the club, notably Mrs. Stephen Terry, received the guests. A number of wheelmen were present from Springfield, New Haven and neighboring cities. The club has had a very successful career. Five or six old-timers organized the club in October, 1879, under the name of "The Hartford Bi. Club." In a short time several members seceded and formed "The Hartford Wheel Club," thus making two weak clubs. In 1881, however, at a fraternal gathering, the two organizations consolidated, making the present club. The membership has risen from ten to one hundred, fifty of whom are active and the others associate members. The original headquarters was an old shed in a back yard, but removals to better quarters have been thrice made, until the magnificent suite of rooms in the Opera House building was obtained. The Connecticut B. C. ranks among the leading clubs of the country, and its annual tournaments on the Charter Oak Park Track are regarded as second only to those of Springfield.

The first of the series of races held weekly by the St. Louis Rambler's B. C., of St. Louis, were successfully run at the Globe Rink, on Saturday, December 19th. Everything ran smoothly, and as was expected, although a sort of surprise party, was in store for Whittaker. Percy Stone, brother of the deceased Cola, allowed Felton, a skater, one minute in a two mile race, and won easily by nearly half-a-lap. Hal Greenwood and E. C. Klipstein's fancy riding was an attractive feature of the evening, and the finely executed movements brought forth well-merited applause. The last event on the programme was a three mile bicycle race, and proved to be the best of the evening. S. G. Whittaker was scratch, allowing A. A. Hart, one and a-half laps, Lewis, two laps, Morris, two and three-quarter and Oellien, three laps. The men dashed off at a rapid gait, amid great excitement, the audience rising upon the chairs and benches, and shouting till they were hoarse. The race was really a genuine surprise, Morris finishing first, one and a-half lap in front of Whittaker, who was too heavily handicapped, coming in last. Hart was second, Lewis third, and Oellien fourth. Morris' time from the two and three-quarter lap mark, was 8.32, truly wonderful for such a novice. The club is greatly encouraged at the success of the affair, and will pitch into their future races with more confidence. Saturday night of every week, is the date set for the contests.

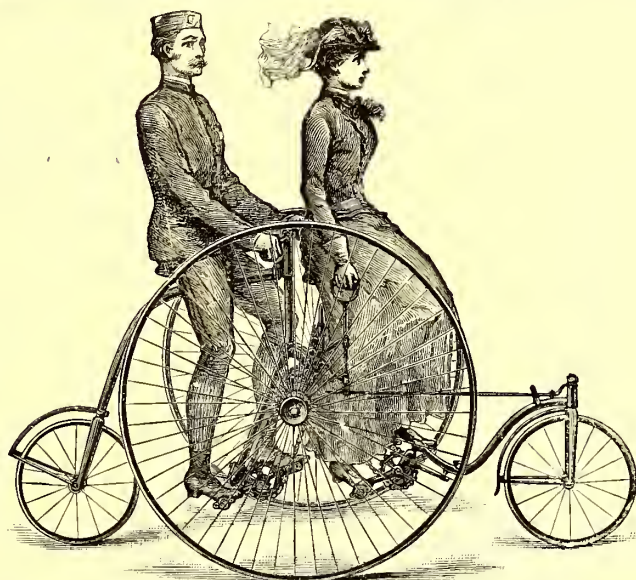


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## HUB HAPPENINGS.

WHAT LEADING MEN IN THE BOSTON AND MASSACHUSETTS CLUBS THINK ABOUT THE NEXT LEAGUE MEET—HARMONIOUS SENTIMENTS NOT THE RULE—POINTS.

There is an absolute lack of anything in the present tense in Boston cycling circles to discuss, so we have to look up some coming event in the distant future to talk about. The most popular in that line seems to be the League meet next spring. I have before referred at length to this affair, but there always seems to be something new turning up in the matter. Everything that I have written has been with the desire to lessen the probability of the row more or less loudly predicted by certain individuals, who delight in squabbles, and would enjoy nothing better than to see the Boston and the Massachusetts clubs wrangling away at one another as was the case a few years ago. The sentiment of the majority of the members of the two clubs is amicable, but there are a few in both the organizations who treasure up grudges for imaginary injuries of the past. I think that this revengeful spirit is more apparent in the Massachusetts club than in the Boston club. The origination of certain articles of a slurring nature which from time to time appear in one of the daily papers, is easily traceable to a prominent member of the Massachusetts club. I will not say that there is no ill-feeling among the Boston club members regarding the Massachusetts club, but I will say that it is more apparent and openly expressed in the ranks of the latter organization. How much better it would be if all these petty jealousies could be cast aside. They have been gradually dying out for the past year or two, and it is a great

pity that they should be resuscitated again. A friendly rivalry is desirable and beneficial to both organizations, but these kickings are abominable.

From all that I can learn from the members of the Massachusetts club, that organization has made up its mind to run the next League meet, whether the Boston club gets mad or not. It has been said that the expression of a few individuals does not outline the policy of the club as a whole, but I claim that when certain three men, or even two, either of the Massachusetts or the Boston clubs write on any question, what they decide upon will be the policy pursued by the club. Therefore, if you get the ideas of these few leaders, you will know just what action the club will take, when a vote is taken on the question. I have conversed with these leaders, and think that I can speak with some authority.

Said one of these gentlemen to-day: "The Massachusetts club does not propose to let the Boston's come in and take all the glory of the meet. We have stood by the League all the time at an expense of several hundred dollars to our club treasury, and it is not right that the Boston club, who left the League because things were not run just as they wanted them to be, should now come in and take all the honor of the meet from us."

"But the Boston club do not want all the honor," answered your correspondent, "they merely ask for an equal representation in the management of the meet."

"It amounts to the same thing. I can see no reason why, if the Boston club has but one fifth as many League members as we have, why we should not have five times as many representatives on the management committee."

"But what are you to gain by having five times as much control? What is the use of being so greedy?"

Don't talk to me about the Massachusetts club being greedy, after the way the Boston club has acted. I can see no reason why we should suddenly turn saintly, when we have the control of things in our own hands."

"But suppose the Boston club will do an equal amount of work, don't you think that would entitle them to an equal representation?"

"No, and, I do not see how, with a so much smaller membership, they will be able to do an equal amount of work."

"Suppose they contributed an equal amount of money? I believe they did when the meet was held here four years ago."

"That might change the aspect of affairs. If they did that I don't know but what I should be willing to consider the equal representation scheme."

This latter was the most generous admission your correspondent has been able to secure from any Massachusetts club man, relative to the matter. Continuing the gentleman was asked:

"How about the action of the Massachusetts Division in accepting the invitation of your club to hold the meet in Boston? Does that not practically make the Massachusetts club the sole entertainer of the League?"

"I think not. I am sure our club do not look upon it in that way. We should be glad of the Boston's assistance."

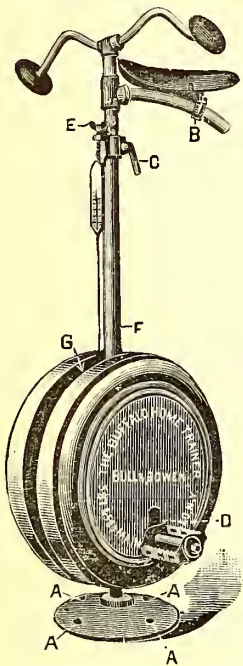
"Do you not think that it would have been better not to have sent the invitation until one could have been sent jointly with the Boston club?"

I don't see why. We are the only League club in Boston and if no invitation was sent,



# THE WHEEL

## Buffalo Home-Trainer



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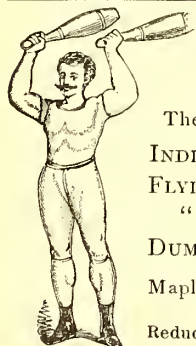
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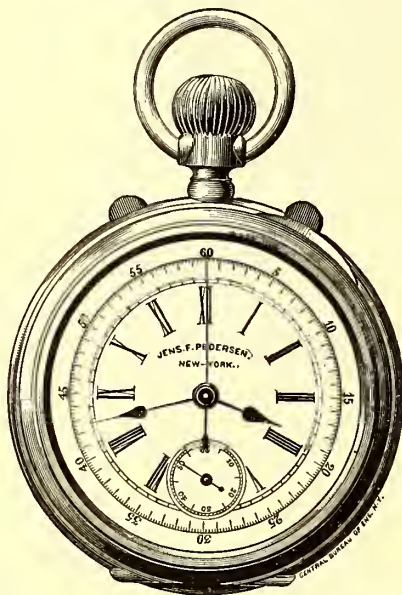
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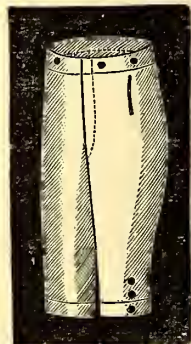
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it would look as though the League was not wanted here. It has been rumored that the Boston club were to join the League, but they have not yet done so, and we have no right to act on any suppositions regarding what they may do.

This is a fair sample of the conversations I have had with the leaders of the Massachusetts Club and you can judge for yourself how the rank and file of the membership feel.

A Boston Club man said to me yesterday while in conversation on the subject; "I regret greatly that there should be any controversy over this matter. The Boston Club will join the League solely because the meet is to be held in this city, and because our club wishes to place itself in a position where it can entertain the visiting wheelmen. It is with no idea of any personal benefit that we join. I can say most positively that we shall not enter into any controversy with the Massachusetts Club. We intend to take a dignified stand in the matter. We are willing to work and contribute financially towards the success of the meet. I think the records of the last meet here will show whether or nor we did our share of work and money raising. If the Massachusetts club will permit us to join with them on equal terms in entertaining the League, well and good. Otherwise we shall have no connection or assume any responsibility regarding the management of the meet. We will, however, throw our club house open to the visiting wheelmen, and will do everything we can to add to the pleasure of their visit to this city, but all will be done unofficially. Of course I speak as but one member, and perhaps the club as an organization will not agree with my sentiments."

It is true that he spoke as an individual member, but he was a very prominent one, and there is little doubt but that the majority of the club will coincide with his views.

There, you have both sides of the question and you can judge for yourself which is in the right.

## POINTS.

Ellis, the popular steward of the Massachusetts club was pleasantly remembered on Christmas Day.

If the management for the Big Four next season decides upon the route through Virginia the participants will have cause, by comparison, to think that the roads through Canada last year were a perfect paradise. The roads of old Virginia were never intended to be traversed by cyclists. It is a beautiful country to travel through, but I can say from experience that the only way to tour is on horse-back.

The Saturday night entertainments of the Massachusetts club are growing more and more informal. It is becoming dreadfully hard to secure proper talent.

It is understood that Bob Neilson has abandoned his announced intention of going to England next season. Some are cruel enough to say that Bob never had any intention of going so far away.

President Ducker is expected down here in a few days to begin work *re* the coming league meet.

The members of the club committee of the Boston Bicycle Club announce that they have secured the services of A. H. A. Mortimer, who, for several years past has been steward for the Eastern Yacht Club, and it is proposed to serve members and their friends a table d'hôte at 6 p. m. Orders a la carte will be served at other hours. This is the first bicycle club in the country to establish a restaurant in its club house.

The Boston club is preparing for its annual dinner which is to occur next month. It will probably be held at Young's.

Harry Corey appears much improved in health by his trip abroad, and the blond hairs on his upper lip have lengthened somewhat.

Christmas Day was not one calculated to induce cyclists to mount their steeds and speed away over the roads, but enthusiastic Lieutenant Peck was out with a detail of Massachusetts club men. Of course they claimed to enjoy themselves hugely.

It is reported that the Brockton Club's drill squad has disbanded. This club has been considered the best drilled of any in New England.

Neilson says that he is ready to accept Eck's challenge for a race to decide who is best entitled to the championship of Canada. He very properly says that before accepting it he wants to hear of some money being put up by the gentleman out west.

Among the most active cycling clubs of the smaller towns in Massachusetts is the Northampton Bicycle Club. The organization has some thirty members, and at the last meeting it was voted to admit associate members. A five years lease has been taken of a commodious suite of rooms in McClenan's Block, for the club's future headquarters. The second annual ball is to be given sometime in February.

Mlle. Louise Armaindo has been in Boston for the past few days. Mademoiselle not only claims to be the champion female cyclist of the world, but is of the opinion that she can give many of the male champions a tight race; and with that end in view she is now endeavoring to arrange a race with Bob Neilson of this city.

The Massachusetts club is said to be so well satisfied with the success of the recent fancy dress carnival that it is proposed to give another of a similar nature in the near future. Not much money was made from the affair two weeks ago, but that was the first ever held and it is thought that with the advantage of experienced management another could be made to prove more successful. C. S. H.  
BOSTON DEC. 28, 1885.

## I RISE TO OBJECT.

*Mr. Chairman:* I rise to object. If I may be permitted, I desire to stand up in front and object out loud—very loud—I wish to be distinctly heard by the gentlemen on the back seats. In fact, I object in behalf of the back seats. I am a back-seater myself.

What I object to is the bicycle racing records. I say they are not *racing* records, inasmuch as many records have not been made in a *race*, that is, if the word *race*, means what it did in old-fashion dictionaries, a contest between competitors.

In order to restore the record's to what they ought to be, I move that the racing rules of the L. A. W. be so amended as to state distinctly that no official race record can be gained except in a duly advertised and fair race meet, in a contest open to competition, for a valuable medal or prize offered by some regularly organized and recognized bicycle club in good and regular standing in the League, and under League rules and management; wherein at least two proper competitors shall start and fairly run the distance prescribed, without collusion, previous understanding as to who shall win, or aid, abetting, or pace-making by one for another; the race to be run upon a day and track named at least three days in advance; and that no official race record shall be gained in any trial against time,

or for the main purpose of lowering the record-time for like distance. That is, I would have the official race records strictly confined to the sole object of beating competitors in each particular race.

I wish to restore the good old rule of "fair play, and may the best man win." Who is the best man? Self-evidently the best man is the one who publicly beats all other men, on the same day, the same track, in the same weather under the same conditions, in a square and fair contest between them. Obviously the best man is *not* the one who, being beaten in an open public contest, thereafter hangs all alone about a picked track until he gets a perfect day, a perfect track, and the most favorable conditions generally; and then, in the presence of only a few persons, and in the absence of competition—particularly in the absence of the man whom he could not beat in an open public contest—proceeds to beat the time of the man who has beaten him, and does this with the aid of pace-makers who help him on, instead of struggling rivals to bother him.

But I would not deprive any man of the glory of having made the best time. I fully appreciate the value of trials against time, not only in stimulating the sport, and developing riders who might not otherwise become racers, but also in giving to the world the very best time which the most famous racers are able to make under the most favorable conditions. Thereby we obtain a truer idea of the highest capacity of the bicycle, and also of the best tracks and atmospheric conditions. In order to have these records reliable and worth anything, they must be gained, as at present, under the strict rules and supervision of the L. A. W. I object to them as *racing* records—which they are not—but I do not object to them as *time* records. I object to a lie; I heartily approve of the truth.

I propose, therefore, that all time records not made in an actual race contest, be recorded separately under the head of time, or trial, or private records. Perhaps the title "private records" would be less misleading than any other, as it would distinctly distinguish them from public or race records.

Perhaps some racing men may feel that this matter is none of my business, because I am not a racer myself—that such things should be settled by the racers upon the front seats, and not by the great mass of non-racing wheelmen in the obscurity of the back seats, who have no personal interest in racing rules and records. But why does any man race? If for fame, then his fame depends almost entirely upon the appreciation and applause of the non-racing back-seaters. Their approval and applause is fame. Is it for gaining prizes? These also depend upon the generosity of the back-seaters, and even considerable upon the patronage of the general public who do not ride the bicycle at all. The back-seaters are the majority who make your clubs, who pay the expenses, whose verdict constitutes fame or failure. In fact the fame of racing men depends upon the memories of non-racing men. When the great body of wheelmen on the obscure back seats forget one of you racers or fail to remember your special achievement, you might just as well never have been born so far as your racing record is concerned. Therefore it will be wise in you not to lay too heavy a tax upon our memories.

I solemnly warn you front-seat racing men that you are getting us back-seaters all mixed up. Most of us can repeat the multiplication table backwards, on a pinch. I personally know at least seven who can recite the Lord's prayer without any glaring errors. I believe there are somewhere an extraordinary few who can remember accurately how many miles they have ridden in a season, and how fast (or slow)



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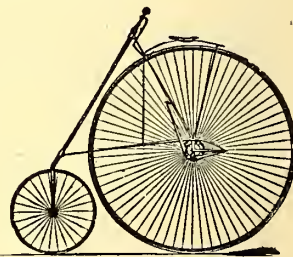
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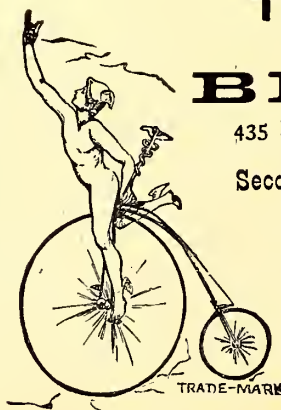
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they have ridden on the road. Now and then one of us knows and acknowledges his own record time when he has over-ambitiously tested himself on a race track. Such little achievements of correct memory we may be equal to; but when it is thus difficult and unusual for a fellow to remember his own very brief record, how can you expect him to remember yours, if you make it very voluminous and very mixed? Already the records are so jumbled that the ordinary intellect is unable to remember who are champions in virtue of having actually beaten their rivals in races, and who are merely time-breakers, who haven't actually beaten anybody worth mentioning in a real race. We are apt to forget whether you are one of the men who have won something, or one of those who have never won anything; but only claim to have somewhere beaten somebody else's time, all alone by yourself, "unsight, unseen" by the public. The genuine champions are getting mixed up and confused with a crowd of fellows who are not champions and, perhaps, never will be.

I am not a racing man myself, but I am a married man, and a little of a politician, and I know that there is a vast difference between getting there all alone by myself, and getting there against, or in competition with a well-organized opposition. I remember when Col. Berdan was raising a regiment of sharpshooters during the Civil War, a recruit was boasting that he could hit a turkey at sixty rods distance. "Very likely," observed the recruiting sergeant, a grim old fellow, who had seen service; "but you'll find it a great deal harder to hit a man with a gun at ten rods." Just so it is a good deal easier to run against time, on your own track, under your own conditions, than it is to race against a man. There are plenty of fellows who can whip the biggest sand-bag that was ever hung up, who cannot argue with the Hon. Mr. Sullivan for a single round. Some higher qualities than speed, endurance, and skill in riding are necessary to make a real bicycle champion; and among these are an accurate judgment of your opponents and intelligent courage.

Now what the back-seaters want is a brief, distinct, and easily remembered record of champions. We want all the time-breakers put in a separate list. We want to reserve the highest fame for the best men who have proven themselves best by beating other men. After that, we want to award proper fame to the men who have made the best times in private trials. We don't want to be all mixed up, or to get these two distinct classes of fliers all mixed up in our memories; and we don't want to be compelled to constantly carry our pockets stuffed full of papers and records in order to be able to talk intelligently and accurately of our own favorite sport. In short, we want the records simplified, classified, and systematized. They must be, if racing fame is to be worth anything substantial or enduring.

If medals and prizes, honorably won in open public contest against all comers, are to be deprived of their value in a week or a month, not by publicly beating the *men* who wear them, but by some rider in a private trial, all alone by himself, upon a track and under conditions chosen by himself, hundreds or thousands of miles away, beating the time made by the medal winners, then unmistakably it is not worth while to travel far at a large expense, to contend at an open race meet; but the time must inevitably and soon come when, instead of public races, drawing together crowds of people, every rider who fancies himself fast, will practice upon his local home track, or a select bit of road, and announce his time made upon a special day, under special conditions of track and weather, and claim the championship

for his private performance. That way lies the sure death of public bicycle racing. That way lies the sure death of the back-seat and public interest in bicycle racing. That way, in another year or two, Squashville or Peddler's Corners will eclipse the prestige of the famous Springfield track and park, because it will not be necessary to have either a great meet or a great audience to capture the highest racing glory.

Therefore, Mr. Chairman, in behalf of the back seats and the public, and also in behalf of the real champions (so far as they will permit a back-seater to speak for them), I object; I protest; I complain; and that as loudly and as earnestly as the chair will permit.

PRESIDENT BATES in *S. W. Gazette*.

## CHESTNUTS III.

The Spring of 1880 was opened with a boom, but like most booms it had its bubble that burst almost as quickly as it came. It was a great year for clubs, and several were organized which sooner or later went to the wall, mostly owing to the fact that the sound material was wanting to make them successful. The most notable examples of these were the Manhattan, Mercury, Lenox and Columbia College clubs, which were organized in about the order named. The establishing of 791 Fifth Avenue, and the opening of a branch wheel agency down-town served to stimulate the sport, and drive into the ranks a floating class of young men with plenty of money, which is a desirable thing, but not always essential for the making of a substantial organization.

\* \* \*

The Manhattan club, which attained the most prominence during its short life, was one of this class. Organized by a few wealthy fellows with more money than brains, it floated along serenely until the members tired of the wheel and threw it aside as everything else they undertook. It made things hum for a while and those who attended the meet in Boston in 1881 will remember the large delegation that quartered at the Vendome, and the sensation their handsome corduroy uniforms created. At one time the club had thirty-five members of whom five are riders to-day and belong to the Citizens' club. Their first secretary was Frank Burrill who was elected the first Recording Secretary of the League of American Wheelmen, when it was organized at Newport in 1880.

\* \* \*

Their captain was Philip Timpson who was considered a very hardy rider, finishing second to L. H. Johnson in the great fifty-mile race held in February 1880, at the American Institute, the figures remaining on the record table until this year. Chas. W. Minor was another of the veterans, who has since abandoned the wheel and become a congressman. H. Edward Ficken was the president of the club, and he retired early, leaving a full nicked "Harvard" with gold trimmings, as a monument of his greatness. As so we might go through the list. Of the few old timers there are left Fred. G. Bourne, A. B. Terry, W. G. Bates, Harry Jones and Fred. Jenkins, all of whom are "Citizens." Harry Meyer, the ex-bugler, joined the New York Club, but has not figured prominently since the New York League meet in 1883. The club disbanded in the fall of 1882.

\* \* \*

The Mercury was a select organization limited in numbers, the members being all personal friends of Wm. M. Wright. The late S. Conant Foster was a moving spirit and invented the gorgeous uniform consisting of a purple silk jersey, white duck knee breeches, and black silk stockings. They lived at 791 until Mr. Sterry located at 4 East 59th street in

1882, which finished their existence. Mr. Henry Blake and F. C. Thomas are the sole representatives and are now indentified with the Citizens.

\* \* \*

The Columbia College Club led a brief and uneventful life, and surrendered their quarters to the Lenox Bi. Club, composed almost entirely of juniors. They had a number of sturdy riders in their ranks and cut a dashing figure for awhile, attired in a neat uniform of blue. But they too have faded from view and H. J. Hall Jr. the lone secretary, wears the Cardinal and Old Gold of the Citizens.

\* \* \*

These Clubs were all in a flourishing condition early in 1880, and there were also hosts of unattached riders, making the number of known riders about three hundred. The New York Club was organized on a firm basis and as many know were instrumental in bringing about the first meet of the League of American Wheelmen at Newport on Decoration Day 1880. It has always been a source of regret to the writer that he could not be present on that auspicious occasion, but he was eating sugar cane in San Domingo on that particular day, when Mr. Chas. E. Pratt of Boston was elected to the chair and presented the Constitution for the consideration of the hundred odd enthusiasts who had assembled from various sections of the country.

\* \* \*

It is not my purpose to write a history of the League, but to give some glimpses of early wheel life in Gotham. The history of our national organization is more or less mixed with it, and the greatest and most successful "meet" has so far been held here, although we must yield the palm to the Hub next May, judging from present indications. The League received hearty support from this section, and I notice the majority of this year's early renewals came from the ranks of its largest local club.

\* \* \*

In the fall of 1881, the cycling horizon was brightened by the arrival of George Bidwell from Buffalo, who identified himself with the firm of E. I. Horsman in William Street. George was not as well known in those days as he is now, as he confined his early operations to Brooklyn, joining the Kings County Wheelmen and doing much to make that organization popular. He is now an active and beloved member of the Citizens.

\* \* \*

The boom in cycling having flattened, it was left to Elliott Mason to revive it. The want of a suitable riding school was keenly felt and Colonel Pope grasped the opportunity and secured a lease of 214 East 34th Street and a grand opening with club drills and fancy riding resulted. Mason was particularly fortunate in interesting an older and more substantial class of men in wheeling and through his exertions the Citizens Bicycle Club was formed, the founders and charter members being all pupils of the old "Columbia Riding School" now devoted to instruction in other branches of "high art."

CHESTNUT.

## A CORRECTION.

*Editor of the Wheel:*—In your last issue of "THE WHEEL" you state that Mr. Thos. R. White, Jr., is president of the Roselle Ramblers. Mr. Horace Benedict has been elected to that office, Mr. White not accepting the position. Thos. Burnette is 1st Lieut. Please correct the above in your next issue, and oblige,

Yours fraternally,

JOHN L. WARNER,

Sec'y.



# THE WHEEL.

## FROM THE CLUBS.

[Club secretaries and others are invited to contribute to this Column and keep us well posted as to runs, races, elections and other events of interest.]

**PORTLAND:** The Portland, Oregon, B. C. have elected these officers to serve for the ensuing year: President, G. Breck; Secretary and Treasurer, C. C. Newcastle; Captain, F. T. Merrill; Sub captain, Harry Hogue; Bugler, C. W. Scott; Color-Bearer, L. Knapp.

**GENESEE.**—The Genesee B. C., of Rochester, N. Y. elected these officers on Dec. 15th. President, Rob't Thomas; Vice-President, Abner B. Rapalje; Secretary, Gordon S. Montgomery; Treasurer, Henry Goetzman; Captain, Martin V. Shafer.

**PENNSYLVANIA.**—Officers of the Penna. B. C. (Philadelphia) were elected on December 3rd. They are as follows: Pres., Isaac Elwell; Vice-Pres., Chas. H. Harvey; Sec'y, Sam'l Cheyney; Ass't Sec'y, W. S. Harper; Treas., Fred. A. Brown. The club is in a flourishing condition.

**NORRISTOWN.**—The Norristown, Pa., B. C., elected these officers on Dec. 2nd: Pres., Geo. R. Kite; Capt., W. W. Acker; First Lieut., Will C. Lerzi; Second Lieut., H. E. Gammons; Sec'y, J. C. Crawford; Treas., W. H. Richardson; Bugler, H. M. Ebert.

**CLEVELAND.**—The Cleveland, Ohio, B. C., is officered as follows: Pres., H. B. Payne; Vice Pres., F. B. Stedman; Rec. Sec'y, H. E. Higgins; Cor. Sec'y, Chas. H. Potter; Treas., F. W. Douglas; Capt., J. D. Pugh, Jr.; First Lieut., F. P. Root; Second Lieut., A. C. Rogers; First Sergeant, C. A. Payne; Second Sergeant, J. T. Huntington; Bugler, O. H. Judson; Quartermaster, J. H. Collister. The club has a membership of seventy-nine.

### ELWELL'S TOUR.

Dr. Wm. G. Budington of Brooklyn, who was a member of F. A. Elwell's Bermuda party last winter, has just returned from another trip to those islands, on which he was accompanied by Dr. A. G. Coleman, of Canandaigua, and ladies.

While there they explored the roads on a Kangaroo and a Columbia two-track tri—Dr. Budington riding the latter. They report the island as looking beautiful from the effect of recent heavy rains, which at first interfered somewhat with their riding.

They were accompanied on all their excursions by Miss Coleman and Miss Wilson, who followed in a carriage in which they conveyed Dr. Coleman's camera. Many fine views were secured.

Dr. Budington has left his tricycle at Hamilton as he intends returning with Mr. Elwell's party the 2d of March. From letters constantly being received by Mr. Elwell it is evident that quite a number of ladies will follow the example of Misses Coleman and Wilson, thereby adding greatly to the pleasure of the tour.

The Louisville track scheme is on the wane. Lack of capital is the cause.

The Elizabeth, N. J. Wheelmen will fall in line during the winter with an entertainment.

An excellent and favored run for cyclers is the stretch of road between Louisville, Ky., and Corydon, Ind.

Charles E. Buell, of Springfield, Mass., has been granted a patent, for a tricycle propelled by compressed air.

The Big Four Tour of next year may include the Springfield tournament. It is now under consideration.

The Louisville Exposition Building has a track of two laps to the mile, particularly adapted for bicycle racing.

The English Otto Machine Co., manufacturers of that cycle, have gone out of business, having lost \$9000 in two years.

Dan Canary was performing in connection with a pantomime, during Christmas week, at Bristol. Needless to add, he made a hit.

The idea suggested by our Boston contemporary, that the finish of a race be instantaneously photographed, is just about two years old.

Reuben Chambers has entered the employ of D. Rudge & Co. Chambers was one of the English party who visited America last year.

As an inducement to wheelmen, C. C. Wainwright, of the Hoosier State, offers a photograph of himself to those who join the L. A. W. through him.

President Bates, of Detroit, will leave the *Post* in a short time to take charge of the *Lansing Republican*. He will retain his membership in the Detroit B. C.

G. Lacy Hillier was allowed 2 m. 15 s. start in a ten miles cross-country race recently, contested by local men. He won by 200 yards. It looks as if the old champion is declining.

The Belgrave Grounds at Leicester, England, on which many notable races have been run, and records established, will probably be demolished for building purposes, next season.

Geo. R. Bidwell seems to be the only dealer able to maintain a good bicycle business in the upper part of the city. W. C. Herring, successor to Garvey's Bicycle Shop, gave up last week.

A 52 inch Peoples Challenge bicycle, No. 14,324, the property of P. N. Jacobsen, was stolen from Detroit, Mich., recently; despite a most thorough search around the city, no trace of it can be found. Keep a lookout for it.

Chris. Wheeler is rather tall, with a clean shaven face, black hair, sort of a scholarly stoop, with a homely mouth, and a strong leaning toward religion and poetry; especially the latter. At least, he is so described by "Hal."

The Columbia bicycle used by Captain Hugh High in his memorable journey, is on exhibition at the Pope Mfg. Co. Warerooms, Boston. Karl Kron's 46 inch boneshaker can still be seen at the New York branch, 12 Warren Street.

H. B. Hart's Rink School in Philadelphia will be closed during the winter, and he will transfer his business for that season to 219 North Broad Street, until the re-opening of the Park Rink place which will happen sometime during early spring.

The palatial club-house of the Mo. B. C. is well-nigh finished, the roof being the only part of the house not on. The edifice is said to be both elegant and commodious and is a lasting monument to the energy and enterprise of this leading St. Louis club.

The "general principle" kickers, of whom Missouri, as well as other states, has her quota, are rating Chief Consul Senseney, for not

compiling a road-book of the State, thereby keeping up with the times. Poor fellow! We pity the holder of such an office now-a-days.

It is now positively known that W. J. Morgan, "Spokes," has given up wheeling entirely. At present he is conducting a theatrical agency in Chicago, which appears to pay better than hippodroming. His Rudge racer, standing in a corner of the office, is a reminder of bygone days.

The acceptance of the Massachusetts Club's invitation to hold the meet in Boston, by no means ends the controversy that has arisen between that club and the Boston B. C. While we heartily wish that everything will be arranged to the complete satisfaction of both clubs, it is hard to believe but that an unseemly war of words will take place, before affairs are finally settled.

The Springfield Club, are said to be arranging to hold in connection with next year's tournament, a grand one-mile professional race, for the championship of the world, that will put in the shadiest of shades, anything heretofore attempted in that line. A prize, consisting of some thousands of dollars will be offered as a bait for all professional riders in England, America, Germany, France, and all other far-away countries that can boast of fast men, including Canada. Bob Neilson will be on hand, and he'll take something too provided Prince doesn't enter. This latter celebrity would win on his fame alone.

**ECK vs. WOODSIDE.**—There was a good attendance at the Washington roller skating rink, Minneapolis, on December 24th, to witness the fifty mile race between Thomas W. Eck, and William M. Woodside. The former was allowed a start of three laps. Eck gained steadily on his opponent, during the first thirty miles, being three laps ahead at that distance, besides his handicap. Having the race well in hand he consequently slowed up, but gained another lap on the forty-seventh mile, subsequently winning by two miles and a lap. The fastest time for a single mile was 3m. 1s. by Eck. The times by miles were: Five, 15m. 17 3-5s.; ten, 30.52 1-5; fifteen, 46.44 4-5; twenty, 1h. 3m. 10 3-5; twenty-five, 1.20.27 2-5; thirty, 1.37.58; forty, 2.17.14 2-5; forty five, 2.38.10 2-5; fifty, 2.56.34 1-5. Woodside and Eck signed articles, on December 24, for their 26-hours race, commencing on Dec. 29th.

An interesting case of "Wheelmen vs. farmer" has turned up in Camden, N. J. A dozen of the members of the Camden Bi. Club were out on Blackwoodtown Turnpike, surveying the road. Midway between Camden and Mt. Ephraim they met a milk-wagon, drawn by two horses, owned by S. G. Stone, and driven by two young men. The latter evidently were ignorant as regards the Rules of the Road for they persisted in occupying the entire roadway, detrimental to the peace and spirits of the wheelmen. On seeing that the riders did not intend to retire into the bushes till the wagon had passed, the managers thereof attempted to run them down, when several of the cyclers dismounted from their wheels, and gently led the team to the side path, with a warning to the young men, that the next time such an action occurred, trouble would result. The case was published in the *Courier*, whereupon the milkman replied in the *Post* charging the wheelmen with abusing his horses and being effeminate. This was answered by L. A. W. No. 6076, who plainly showed the rights of wheelmen to roadways. Southern New Jersey appears to be an unoccupied field for L. A. W. work.



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THE KANGAROO.	Faster than a bicycle, safer than a tricycle.	-	-	-	Price, all sizes, \$130.00
HECLA SPECIAL.	-	-	-	-	-
		44-inch,	46-inch,	48-inch,	50-inch,
		\$45.00	\$50.00	\$55.00	\$60.00
HECLA YOUTHS.'	-	-	-	-	28 to 42-inch, \$12.50 to \$35.00
SPALDING IDEAL.	-	-	-	-	38 to 50-inch, \$35.00 to 66.00

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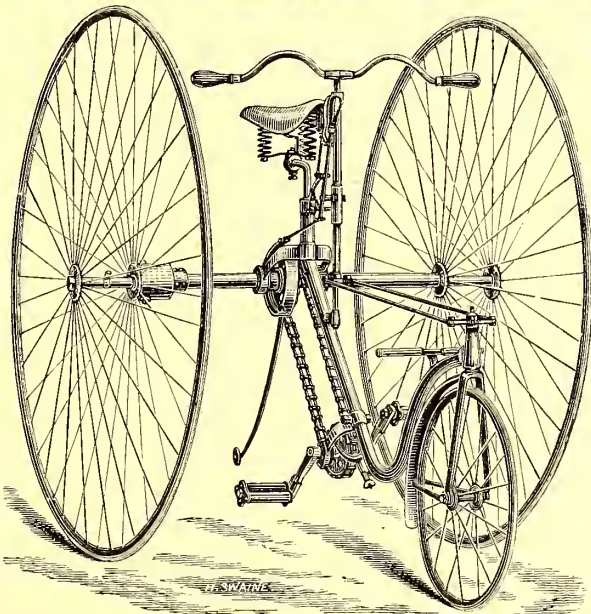
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WORLD'S RECORD (Amateur),	-	-	-	-	3-4 Mile,	-	-	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	-	-	-	-	1 Mile,	-	-	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD,	-	-	-	-	2 Miles,	-	-	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD,	-	-	-	-	3 Miles,	-	-	WM. A. ROWE,	8.07 2 5
WORLD'S RECORD,	-	-	-	-	4 Miles,	-	-	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD,	-	-	-	-	5 Miles,	-	-	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD,	-	-	-	-	6 Miles,	-	-	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD,	-	-	-	-	7 Miles,	-	-	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD,	-	-	-	-	8 Miles,	-	-	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD,	-	-	-	-	9 Miles,	-	-	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD,	-	-	-	-	10 Miles,	-	-	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD,	-	-	-	-	11 Miles,	-	-	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD,	-	-	-	-	12 Miles,	-	-	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD,	-	-	-	-	13 Miles,	-	-	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD,	-	-	-	-	14 Miles,	-	-	WM. A. ROWE,	40.25
WORLD'S RECORD,	-	-	-	-	15 Miles,	-	-	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD,	-	-	-	-	16 Miles,	-	-	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD,	-	-	-	-	17 Miles,	-	-	WM. A. ROWE,	49.25
WORLD'S RECORD,	-	-	-	-	18 Miles,	-	-	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD,	-	-	-	-	19 Miles,	-	-	WM. A. ROWE,	55.22 2 5
WORLD'S RECORD,	-	-	-	-	20 Miles,	-	-	WM. A. ROWE,	58.20

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