

THE VEESEY WHEEL

A JOURNAL OF CYCLING

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NEW YORK, MAY 7, 1886.

[WHOLE NUMBER, 240.

THE Coventry Machinists' Co's New Tricycle for 1886.



THE MARLBORO' CLUB—AUTOMATIC STEERER.
ADMIRABLY ADAPTED FOR LADIES.

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Entirely Manufactured in America, with our own plant and on our own premises, and with every care to Suit the Taste of an American Wheelman.

BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

BECAUSE

Only the Best and Most Carefully selected steel is used, and the distribution of metal is so appropriate that it is the

Most Durable Machine Yet Divised.

With our patent G. & J. ball bearings all over (to pedals also) it is the

EASIEST RUNNING.

With hollow forks and backbone fitted and brazed to the patent G. & J. head and neck it is the

STRONGEST AND MOST RIGID.

With the direct acting and thick-ended spoke, it is the **EASIEST TO REPAIR** and

LEAST LIABLE TO BUCKLE.

With the G. & J. hollow, detachable and one-piece Cow-horn Handle-bar it is

THE EASIEST TO STEER.

AND THERE IS

LITTLE DANGER of the Handle Bar BREAKING.



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A Remarkable Record on a Remarkable Wheel.

Albert Schock at Minneapolis, broke the World's long distance record of 1,007 miles, made by F. Lees, at Middleboro, England, in 1880, on an American Champion Roadster, making 1,009½ miles, defeating the well-known Woodside on a racer, by nearly 100 miles.

The Champion that Schock rode was the first one put together. The result is remarkable as well as significant.

TESTIMONIALS.

MINNEAPOLIS, March 16, 1886

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

Permit me to express my appreciation of the Champion Bicycle I used in my recent long distance race at Minneapolis. The machine stood the 1009½ miles without turning a screw and the only tool used by my trainers was an oil can occasionally. The machine is exceedingly easy running and steering, and the most rigid of any I ever mounted, and being very firm and solid, It did not tire me nearly as much as might have been expected. I understand it as a roadster and such being the case, I shall be careful to ride a roadster in any races I may in future enter which require endurance.

Yours sincerely,

ALBERT SCHOCK.

CHICAGO, March 22, 1886.

MESSRS. GORMULLY & JEFFERY,
CITY.

Dear Sir: After giving the champion several exhaustive trials on the road, I cannot refrain from saying that it is the most rigid, easy running and steering bicycle that I have ever ridden. Its high grade and very reasonable price will doubtless make a large sale for it the coming season.

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE.

Chief Consul L. A. W. State of Illinois.

MINNEAPOLIS, MINN, March 15, 1886.

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

Gentlemen; We wish to congratulate you on the great success of your American Champion Bicycle in its first race, (the great six-day, 12 hours per day, race just finished in this City). With Albert Schock its rider, it covered 1,009½ miles, winning the world's long-distance record. The machine came through in grand shape, not the slightest thing going wrong; requiring throughout the race but the care of an occasional oiling. One of the results of the contest is a lively demand for the new wheel in this city.

Yours very truly,

S. F. HEATH & CO.

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Puck and The Wheel - - - 5.00 a year

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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 CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

ENGLISH "SUSPENDS" REINSTATED.

The English cycling world was no less startled at the action of the N. C. U. reinstating the suspended makers' amateurs, than it was at their sudden suspension. The following communication from Mr. Robert Todd fully explains why the stringent measures at first proposed were not carried out:

THE N.C.U. AND MAKERS' AMATEURS.

The following statement as to the position taken up by the N.C.U. with reference to a class of riders popularly known as "makers' amateurs" may be of interest to the constituents of the Union and the cycling public. During the year 1885 it was frequently brought to the notice of the Executive of the N.C.U. that certain riders were suspected of being paid by cycle manufacturers to ride their machines, and the names of many of the most prominent riders were mentioned in this connection. It will be remembered that throughout this year, the Union was engaged in a struggle with an active and influential organization on points which involved the question whether the N.C.U. or another body should rule cycling. It was thought by those who were, from their acquaintance with the facts, in the best position for forming a sound judgment, that that was an inopportune time for dealing with a question which was sure to create a certain amount of division amongst cyclists themselves. The dispute I have referred to was early in this year happily arranged upon terms honourable alike to both the contending parties. The question of the makers' amateur was then pressed upon the attention of the Executive of the N.C.U., and, acting upon the instructions of the Council, they called upon a large number of prominent riders to remove the suspicion which rested upon them, of having been paid by manufacturers for cycle riding, and of having thus infringed the amateur definition of the Union. Some of the riders produced proofs which honourably cleared them of the charges

made; others produced proofs which the Executive, acting as a semi-judicial body, felt bound to accept; and others totally failed to produce the necessary proof, a few of them seeking by abuse to make up for the lack of proofs. All the riders who failed to give the necessary proofs were suspended by the Executive. It was, however, pointed out to the Executive that some of the riders at least may have been misled by the past inaction of the Executive into the belief that the offence was one which was being deliberately winked at by the Executive. The Executive also felt that any partial action on their part might induce a sympathy towards those who had been taken, whilst equally great offenders had been left. They had therefore to lay down a policy which would affect as far as possible all alike. After a very careful and anxious consideration of the matter the Executive decided upon the following course of action:—All riders who have been suspended are let off with the warning implied in their having been suspended for a short period. The Executive now give notice that in the future they will investigate promptly and thoroughly every case which may come before them, in which a rider is reasonably suspected of being paid by any manufacturer for riding his machine, and if the suspicion is not removed, they will, in the exercise of the power placed in their hands, effectually bar the riders from taking part in any contest held under N.C.U. rules. Whilst taking every care to avoid any injustice to individuals, the Executive are determined that to the utmost of their power, they will seek to put an end to an abuse which, if allowed to exist, can only render the name of amateur cycling a laughing stock and they feel confident that in this endeavour they will receive the cordial support of the bodies which rule over kindred sports.

ROBT. TODD, Hon. Sec. N.C.U.

When our Racing Board "suspected" and suspended our makers' amateurs, they undoubtedly flattered themselves that they had "gone" their English brethren, "one better," but now the shoe is on the other foot, for our trans-Atlantic cousins, though they had suspended a number of M. A.'s, had yet wisdom enough to listen to the clamor of the press and public opinion, advocating leniency. As will be noticed in Mr. Todd's communication, the N.C.U. will in future rigidly investigate, and mercilessly prosecute all new cases of proamateurism. Here now is a great opportunity for domestic legislators to do something that will make the foreigners stare. Re-instate the suspended men, as they did on the other side, but do not prosecute future cases of makers' amateurism; on the contrary liberalize the law, and all will go merry, etc. We again resurrect a definition that we have been hammering at for some time. It prevents racing for a stake or purse, or for gate money. It prohibits public betting. These are the main causes of crookedness on the track and deterioration in the spectators. We present the definition in its entirety.

An amateur is any person who has never raced nor exhibited his skill for a public or private stake or purse, or for gate money, or competed under a false name, or has backed or allowed himself to be backed in a public race.

* * *

In a very few weeks, every man who attends the League meet will be called upon to vote either one way or other on this amateur question. Since the inauguration of athletics, it has been fruitful, in all the kindred sports as well as in cycling, of discussions, bickerings and quarrels. Every man who intends to be present at the League meet should carefully examine the matter before-hand, decide as he thinks proper, and resolve not to be influenced by those lachrymose orators,

who will doubtless work off yards about the decline of the purity of the race path, the sad fate that awaits the "sport of kings," etc. etc. It is the duty of every man to become thoroughly versed in the arguments of both parties, which have finally resolved themselves into, those who support the present definition and those who would adopt a liberal definition. The first party consists of road-riding members, who are naturally fearful of any innovation that might imperil the standing of the sport. They are tired of the attention that has been given racing matters, to the comparative neglect of touring interests, and they are naturally indignant against everything pertaining to racing. We would call the attention of these men to the advice given by the editor of the *Bulletin*. The racing men know what they want, and the touring men should let them have it. We are also certain that if the touring members aid and abet any plan, that will liberalize and nullify the present absurd and complicated amateur definition, the matter will be settled at once and for ever, and the touring interests will undoubtedly receive proper care and attention. Another point we would call their attention to is this—if the present definition is maintained, a new organization will undoubtedly be formed, probably starting in the West. It will reject many of the traditions that at present hamper the League, its members will rapidly increase and it will ultimately spread from ocean to ocean. The Western men will not be largely represented at the League, and they will naturally conclude that their interests are not considered by Eastern members. In the West the bicycle is new in many quarters, and clubs depend on race-meets for its introduction to the people. We do not throw out this idea of a new organization as a threat, but as a fact that can plainly be read between the lines.

Even since the present Racing Board—or at least its present Chairman—has been in office, its work has been the subject of much just criticism. The Racing Rules have been surrounded by an impenetrable halo of absurd sub-clauses, and these have been amended and tinkered with so often, that prominent League men will tell you they know no more about them than the babe unborn. Under this administration, we have had the polo-professional imbroglio, which certainly hurt the League's interest for the time being, and now we are grappling with proamateurism, which threatens to result in disruption. The amateur definition has been doctored too often. Its underlying principles, as constituted at present are: to prevent money-making from bicycling, and to shut out one man because he has more opportunities to develop than another. The greatest sin of the maker's amateur, is not that he receives money at all, but that he travels to all the race meets, and scoops in the valuable prizes, all of which riles the

"parsley-wreath" amateur, who is generally alive to the value of a silver tea-service, or a prize tricycle. A man may race for a hundred dollar bicycle, for a suit of clothes, a ton of coal and a barrel of flour, yet he may not ride for money. A man is a professional if he rides for fifty dollars a week, yet his employer may make ten times that amount, and yet be an amateur and a gentleman. Why are not all the bicycle manufacturers, agents, and cycling journalists professionals? Why is a club that makes money from racing, not a professional club? This is certainly receiving money for "assisting" at athletic exercises. According to the present definition they should all be professionals. Why not liberalize the amateur definition? The most prominent men in the country favor it. Nearly every paper, certainly every paper of any influence, is in favor of it. The Chairman of the Racing Board himself believes in abolishing all distinctions. The real object of the amateur law is to give all men an equal chance for the prize; a correct system of handicapping, and the institution of class races will do this. To keep up the moral standard of the racing men, and to attract a decent element to witness the races, prohibit betting, bookmaking, etc., and there is no temptation to ride falsely, and the gambling contingent will steer clear of the race meetings. If a club can afford to give a valuable prize to a successful man, why should the Racing Board wish to interfere. A valuable prize is a fitting reward of long training and ability. Labor and ability are always rewarded, why should an exception be made on the racing path? Wheelmen, think of these things and vote accordingly.

THE CALIFORNIA TOURING BOARD.

The Touring Board of the California Division of the League of American Wheelmen have planned the following tour:

Leave San Francisco from the corner of Mission and Twenty-first streets Saturday, at 8.30 A. M., May 15, 1886. Wheel to San Mateo for lunch and to San Jose for the night.

Sunday, 16th.—Spend forenoon at San Jose and vicinity, wheeling to Gilroy after lunch.

Monday, 17th.—Gilroy to Monterey via Pajaro.

Tuesday, 18th.—Hotel del Monte and vicinity.

Wednesday, 19th.—Excursion across Monterey Bay to Santa Cruz.

Thursday, 20th.—Santa Cruz and vicinity.

Friday, 21st.—Santa Cruz to San Jose via Los Gatos.

Saturday, 22d.—San Jose to San Francisco via Haywards and Oakland.

On returning to San Francisco, if a sufficient number desire an additional week's tour, they will be taken through Sonoma and Napa counties. A liberal estimate has placed the expenses of the tour at \$15 per capita.

All persons intending to participate are requested to send in their names to the

Board without delay, so that all arrangements may be perfected for the accommodation of the tourists *en route*.

MORE OF THE CLARKSVILLE ROAD RACE.

From reports of the road race which arrived to late for publication in our last week's issue, we are enabled to gather all the details. On the day of the race Clarksville was overrun by visitors, who had come to town to see the great event. But she rose to the occasion, and the crowds were well fed by day and sheltered by night.

It was known that wonderful time was to be made, for when Weber passed the Carroll House the second time (thirty miles) he was a half hour inside record-breaking time, and the splendid condition of the roads and the continuation of the favourable wind all went to assure a badly broken record.

At last a cheer was heard in the distance by those at the finishing post; the shout was taken up by the still nearer spectators; the people on the brow of the hill were seen to wave their hands and other items of portable property, and a shout went up that could be heard a mile away.

Then a dark figure, bent down over a wheel, appeared outlined against the sky, and the cry went up: "It's Weber! It's Weber! Hurrah!"

Down the grade he dashed, the crowd opening a passage just wide enough to admit him, and the cheers were long and loud and hearty for the plucky Star rider who had pushed his wheel up hill and down dale, fifty long miles, and come in a winner in the splendid and record-breaking time of 3h. 7m. 38 3-4s. A moment ago and the World's record was 3h. 32m. 20 2-5s., now it was 3h. 7m. 38 3-4s! Hurrah for Weber! The wheelmen were jubilant, and the country people yelled until they were hoarse, and then settled down to wait for the next man. Who would it be? That was the question.

Had the St. Louis boy been able to hold second place against the stalwart Kluge? No answer. Wait! and then again that shout went up, though this time not so loud or so prolonged, and another Star machine came rushing down the grade and Kluge finished second by nearly fifteen minutes. Then Stone came in three minutes later.

OFFICIAL TIME.

	H.	M.	S.
G. E. Weber	-	3	07 38 3/4
C. E. Kluge	-	3	22 27
P. W. Stone	-	3	25 32 3/4
N. L. Van Horn	-	3	35 51
R. C. Gordon	-	3	50 27
A. A. Hart	-	3	56 26 3/4
H. H. Morris	-	-	No official time
H. Oellien	-	-	" "

The prizes for the race were:

First prize—*American Wheelman* \$100 gold and diamond medal, \$150 bicycle, and \$75 silver cup added for breaking the record. Total value, \$325. Second prize—Bicycle, \$150. Third prize—Double-barreled, breech-loading shot gun, Damascus twist barrel, choke bore, etc., \$75. Fourth prize—Buffalo Home Trainer, \$40. Fifth prize—Cyclometer and saddle, \$16. Sixth prize—Cyclometer and *Outing*, one year, \$14. Seventh prize—King of Road lamp and cycling sundries, \$12.50. Eighth prize—Two Duryea saddles, A and B, and *Spectator* one year, \$10.50.

The officers were: Starter, Capt. C. F. A. Beckers; timers, Arthur Young, Chief Consul Edward Senseney and Secretary A. K.

Stewart; judges, Capt. Brewster, H. C. Kranz, Edw. Sells; referee, L. S. Berger, Secretary-Treasurer, L. A. W. Div.; clerk of course, T. Reynolds.

In the afternoon a hill climbing contest was held on Crank hill. It is a hill in the centre of Clarksville, two blocks long, with a short bit of level between each block, thus making it, in reality, two hills. Arthur Young of St. Louis was the only man to reach the summit; Hal. Greenwood of St. Louis made the next highest attempt; with Weber, third; Kluge, fourth.

In the evening a banquet was served to the wheelmen and about 100 invited guests, including the mayor and leading citizens. Great time! The final festivity event on the programme was a ball open to all. The participants opened in fine style and sustained the pace until 2 a.m. when the St. Louis division rushed for the 3 a.m. train.

On Thursday a number of St. Louis wheelmen banqueted Weber at Delmonicos. After the cravings of nature—we use this phrase as an improvement on, the inner man—had been satisfied, speeches were made by chairman, E. N. Beach, W. E. Hicks, Arthur Young, Captain Brewster, and others.

INTER-CLUB TEAM ROAD RACE.

A meeting of the Executive Committee was held last Monday evening to decide upon the details of this race. The course will be as follows: From Irvington, via Springfield avenue to the intersection of the Valley Road, along the Valley Road to or near Llwelllyn Park Hotel; return over the same course to Irvington and back again to the Llwelllyn Park Hotel, where the race will finish. The course is a little more than eight miles long, and it will be gone over three times to complete the necessary distance. The race will take place on Saturday afternoon, June 12th. There will be no trial heats, as it was at first supposed there would be. Eleven clubs have entered. Of the sixteen clubs comprising the association's membership, the following five clubs have failed to enter: The Long Island Wheelmen, Citizens B. C., Mount Vernon B. C., Orange Wanderers, and New Jersey Wheelmen. Full particulars of the hour of starting and manner of reaching the path, will be given later.

SOME NEW RECORDS.

We present below the details of the records made in the Prince-Woodside fifty mile race at Minneapolis, April 23d:

MILES.		TIME.	PREVIOUS RECORD
		h. m. s.	h. m. s.
40	P.,	2.10.55 1-4	2.11.44
41	W.,	2.14.21	2.15.11 2-5
42	W.,	2.17.45 3-4	2.19.47
43	W.,	2.21.12	2.22.13 3-5
44	W.,	2.24.34 3-4	2.25.39
45	W.,	2.27.56 1-2	2.28.03 4-5
46	W.,	2.31.24 1-2	2.32.31 1-5
47	W.,	2.34.56 1-4	2.36.06 1-5
48	W.,	2.38.16	2.39.53
49	P.,	2.41.42 1-2	2.43.02 3-5
50	P.,	2.44.37	2.46.03 2-5
		English professional record. 2.47.20	

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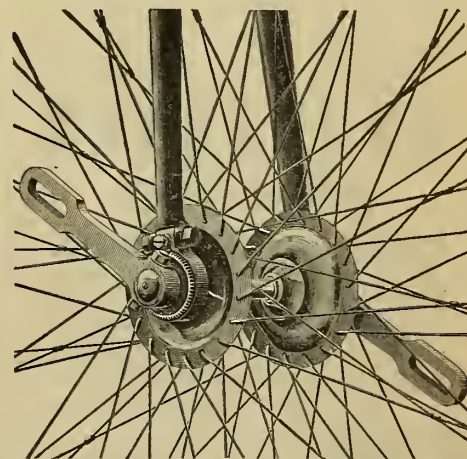
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No friction of cones: hence no loosening
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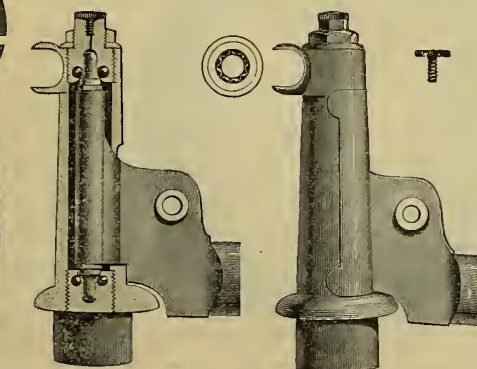
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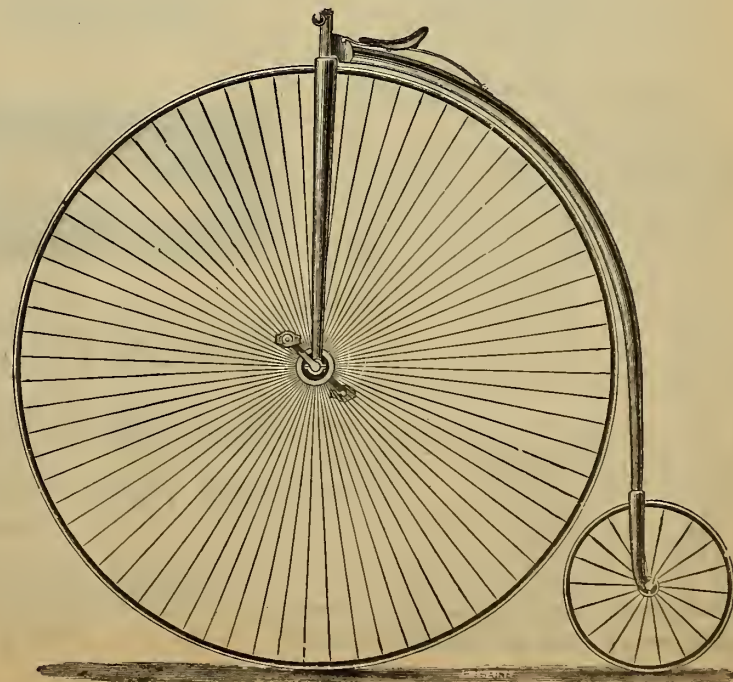
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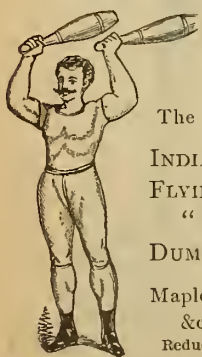
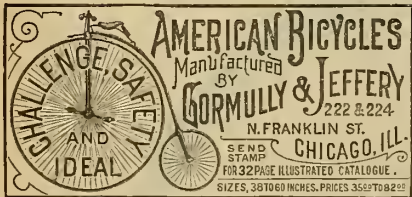
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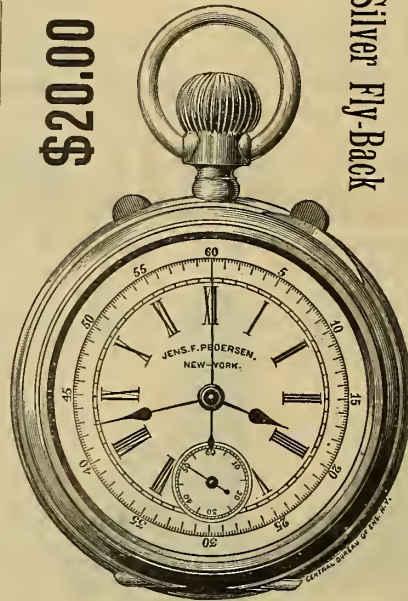
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Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from \$5.00 to \$3.50 per Pair.

These goods are very comfortable for riding, and are made in four colors: Navy Blue, Seal Brown, Black, and Steel Mixed.

Novelties in Bicycle Shoes.



A Special Line of English Bicycle Shoes has just been received, and as a well fitting shoe secures the greatest comfort to the wearer on a run, we invite an examination of our styles, confident that they will meet with the approbation of all experienced riders.

\$5.00 will purchase an all leather hand-sewed shoe, with plain sole of red para rubber to prevent slipping the pedal.

\$4.00 Black Morocco Leather, pyramid rubber sole. A well finished shoe for all around work, and warranted to wear satisfactorily.

\$4.00 Black Leather Shoe, plain leather sole, laced all the way to the toe. Very flexible and light.

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HUB HAPPENINGS.

WHAT BOSTON WHEELMEN THINK OF THE
LEAGUE ELECTIONS—HOME TRAINER
RACES AT THE BOSTON'S CYCLE SHOW—
MANY TOURS AND RUNS—POINTS.

What do you New Yorkers think about the League State Elections? Pretty tough, was it not? Massachusetts wheelmen suffered enough, but apparently you had a still worse time of it. The worst of the matter is, that there is no redress, for the committee appointed to count the votes acted according to law; but it would have proven more satisfactory had they gone a little more on the equity plan and a little less in strict accordance with their legal lore. There is nothing like having things done up in ship shape order and bristling all over with legality, but when you attempt to run things that way, it is well to carry the system all the way through. In this instance the votes were counted in strict accordance with the law, but in other respects law and order was forgotten. It is a very nice thing to send a man a ballot with a lot of names printed upon it, urging him to vote every one of them and even add a few more; and then if he is kind enough to do this, he is thanked by having his ballot thrown out. Certainly very pleasant! Regarding the non-eligibility of members to vote who were not full fledged members on March 1, nine-tenths of the general body of members were totally unaware that there was any such provision in the League rules. No official notice was given of this, as it should have been; in fact no official instructions whatever were given as to how the election was to be conducted, and no one knew how many representatives his state was entitled to until after a majority of the members had sent in their votes. There was a slip somewhere, and as the blame seems naturally to rest upon the office of the Secretary-Editor, an explanation from his vicinity is awaited with interest. No doubt the Secretary can satisfactorily explain all.

Unabated activity characterizes the method with which preparations are being made towards the success of the League meet. Nothing is left undone which may in any way add to the general success. Committees hold meetings every evening, and all are working like beavers; when I say all, I mean those who do anything at all. Of course there are many who do absolutely nothing, but are content to stand off and complacently watch others doing the work, until the time for praise arrives, when they are perfectly willing to step forward and take their own and some one else's share. But such things are to be expected and no one complains.

So many different plans have been outlined that it will be impossible for any one wheelman to participate in them all, but they are of so varied a nature that everybody, no matter what his taste may be, will not lack for amusement. The Entertainment Committee has several times changed its plans, but I believe that the programme has now been pretty thoroughly decided upon. Music Hall has been engaged for Thursday and Friday evenings. On Thursday evening the National Guard Band of forty pieces will give a concert, and the evening will be devoted to a general jollification, informal in its nature, and having for its chief object, that of getting the wheelmen acquainted with one

another. On Friday night there will be a Minstrel Entertainment by the Jeffries Club of East Boston. The first part will be of the regular minstrel show order, with a circle of fifty men. Part second will include a lot of variety business, and an exhibition of gymnastics by a class from the Boston Turner's Gymnasium. The price of admission to the minstrel show has been placed at 50 cents, and 75 cents for reserved seats; a discount of 25 cents will be made from these prices to League members, for one ticket each. Music will be furnished by the Boston Cadet Band. A. D. Peck, Jr., has been chosen chief usher, and he will select his aids from among the local club members. All will appear in full dress suits. Not the least attractive feature of the entertainment will be singing by a chorus of 50 voices, selected from among the wheelmen about town.

The Boston Club is making most extensive preparations for its exhibition of cycles, and anyone who comes to Boston and fails to attend the show will make the biggest mistake in his cycling life. If any maker fails to send on an exhibit he will also make a huge mistake, but there is no danger of that, for all the principal dealers have long since sent in their applications for space. Such an opportunity of examining the merits of the various makes of machines has never been offered before, and any wheelman intending to purchase a new machine this spring would do well to wait until the exhibition, when he will have an opportunity of judging for himself, which of some three hundred different styles of cycles is the best suited to his wants. The exhibition will be of great interest to the general public, and many a convert will no doubt be added to the ranks of the cyclists.

A full military band will be in attendance, and every evening some extra feature of entertainment will be offered. There will be fancy bicycle riding by the leading exponents of the art in America, and various stage entertainments. One of the principal features will be a series of races on the home trainers. Four or five home trainers will be arranged across the front of the stage, and on each will be placed a flyer, with the inducement of a handsome gold medal to do his utmost at kicking his legs. A couple of short distant races will be run each evening, and they will be for the championship of America. Bull and Bowen home trainers will be used, and they will be so arranged that bells will be sounded whenever a quarter of a mile is reached, thus keeping the audience informed of the contestant's progress.

Chairman Whitney of the League Reception Committee, went to Portland last week for the purpose of consulting with Mr. Lamson in regard to getting up the committee's badges. These are to be very elegant affairs. They will be made of different colored ribbons, suspended from a gilt League pin.

Chairman Peck of the tours and runs committee has been anything but inactive; indeed it would be utterly impossible for him to be inactive. He is not made that way. He has prepared the following schedule of runs to occur during the meet:

Thursday, May 27—Starting from Mechanic's building at 9 a. m., run to Chestnut hill reservoir through Brighton, and returning by way of Beacon street to Corey hill in time for the hill climbing contest.

Afternoon runs—Starting from Trinity square at 2.30 in charge of A. L. Atkins and F. A. Pratt, to Chestnut Hill reservoir, Sign boards, and returns to Hotel Vendome. Starting from Hotel Vendome in charge of A. D. Peck, Jr., and H. W. Hayes, run to Cambridge, Arlington, Belmont, Watertown, Waltham and returning through Newtown.

Friday, May 28—Leave Mechanics' building at 4 o'clock p. m., under care of A. D. Peck, Jr., run to Chestnut hill reservoir, Echo bridge and return.

Saturday, May 29—Leaving Hotel Vendome at 7.30 a. m., run to Newtown and return in time for the parade. This run will be exclusively for the "scorchers," and three of Boston's fastest riders will endeavor to "do up" the visitors.

Sunday, May 30—Starting from Hotel Vendome, all day runs to Lynn, Salem, South Natick, Lexington, Brockton, etc.

Monday, May 31—Leaving Mechanics' building, all day run to Lynn to attend the Lynn races.

All the clubs are making preparations to induce a goodly number of their members to turn out in the League parade, and all feel confident that success will attend them, but all unite in agreeing that it is deuced hard work, for it is a well known fact that Boston wheelmen are decidedly adverse to anything in the show line. The Massachusetts Club will of course have the largest turnout. The Bostons and Cambridge expect to turn about an equal number, something like fifty men.

The Cambridge Bicycle Club has been showing most commendable activity of late. Indeed the club was always noted for the activity of its officers, in cycling as well as social affairs. Captain Smith is bound that the members shall not have cause to complain of lack of runs, so he has prepared a long schedule for the month of May.

POINTS.

The season is now in full bloom, and the roads are thronged every Sunday with happy wheelmen, on their health promoting steeds.

Local flyers are getting in some active training by spinning about Chestnut hill reservoir.

Work towards putting the Union track in condition will begin this week. H. S. Tuttle of Lynn will have charge of it.

The Lynn track will be completed by Wednesday next. Neilson, Rowe, Knapp, and a lot of other flyers will do their training upon it.

Goodly numbers of new members will be admitted to each of the local clubs at the meetings this week.

A daily paper is to be published during the Boston Club's Cycle Show. It will be printed by Henry Goodman.

Dr. W. G. Kendall will attend the annual banquet of the Springfield Club, which is to be held on May 6.

Bonds have been given releasing John Harrington's attachment on the Ames M'fg Co. C. S. H.

BOSTON, May 4, 1886.

Mr. Patterson has been out West in the interests of the Pope Mfg. Co. He created a favourable impression wherever he stopped.

THE WHEEL.

THE LEAGUE ELECTIONS.

We present below a summary of the League vote. We made every effort to publish it in last week's WHEEL, contemporaneous with the *Bulletin*, but were informed that absolute secrecy had been decided upon, until the results appeared in the official organ. This secrecy seems to have been waived, however, in the case of one journal. We fail to see what harm there could be in scattering the result broadcast at the earliest possible day. We give the successful men—and the defeated candidates, who polled a large vote, the latter indicated by asterisks.

CALIFORNIA.

Chief Consul.

R. M. Welch, San Francisco, 38
*Harry A. Green, San Francisco, 21
One Representative.
O. C. Smith, Los Angeles, 16

COLORADO.

Chief Consul.

Lewis B. Johnson, Denver, 3
CONNECTICUT.
Chief Consul.
Chas. G. Huntington, Hartford, 243
Seven Representatives.

Wm. M. Frisbie, New Haven, 55
Chas. R. Upson, Waterbury, 53
Fred. H. Ayres, Hartford, 52
Winslow T. Williams, Vantic, 50
E. J. Morgan, Bridgeport, 50
L. L. Hubbell, Danbury, 49
H. C. Ward, Middletown, 48

DISTRICT OF COLUMBIA.

Chief Consul.

E. T. Pettengill, Washington, 6
FLORIDA.
W. J. Farrell, Fernandina, 1

ILLINOIS.

Chief Consul.

John O. Blake, Chicago, 61
*Burley B. Ayres, Chicago, 58
Five Representatives.
Harry G. Rouse, Peoria, 17
A. G. Bennet, Chicago, 14
J. M. Thrasher, Elgin, 13
A. A. Thompson, Rockford, 13
J. L. Magill, Chicago, 12

INDIANA.

Chief Consul.

A. B. Irvin, Rushville, 43
*L. M. Wainwright, Noblesville, 16
One Representative.
Anton Hulman, Terre Haute, 57

IOWA.

Chief Consul.

W. M. Ferguson, Jefferson, 16
*C. M. Woolworth, Ottumwa, 7
One Representative.
A. B. Post, Ottumwa, 22

KENTUCKY.

Chief Consul.

Newtown G. Crawford, Louisville, 25
*Thomas J. Willison, Dayton, 19
One Representative.
Horace Beddo, Louisville, 25
*Leonard S. Smith, Newport, 19

LOUISIANA.

Chief Consul.

Edward A. Shields, New Orleans, 18
*C. H. Genslinger, New Orleans, 12

MAINE.

Chief Consul.

F. A. Elwell, Portland, 27
One Representative.
Charles H. Lamson, Portland, 27

MARYLAND.

Chief Consul.

J. Kemp Bartlett, Jr., Baltimore, 36
One Representative.
C. W. Abbot, Baltimore, 1

MASSACHUSETTS.

Chief Consul.

Henry E. Ducker, Springfield, 394
*A. D. Peck, Jr., Boston, 18
Fourteen Representatives.
Sanford Lawton, Springfield, 257
F. P. Kendall, Worcester, 255
F. E. Hawkes, Greenfield, 254
W. O. Greene, Holyoke, 253
W. G. Kendall, Boston, 249
George Chinn, Marblehead, 248
Abbot Bassett, Boston, 248
H. W. Hayes, Cambridge, 247
A. S. Parsons, Cambridgeport, 198
Charles E. Pratt, Boston, 243
H. S. Wollison, Pittsfield, 190
W. S. Slocum, Newton, 172
W. I. Harris, Boston, 156
J. S. Dean, Boston, 133

PENNSYLVANIA.

Chief Consul.

Eugene M. Aaron, Philadelphia, 472
Eighteen Representatives.
F. A. Dean, Wellsboro, 74
D. K. Trimmer, York, 73
Geo. Sanderson, Jr., Scranton, 73
H. S. Wood, Philadelphia, 69
F. J. Richards, Williamsport, 67
H. Creelius, Reading, 64
S. Stall, Lancaster, 31
H. W. Terry, Newcastle, 30
J. G. Carpenter, Wilkesbarre, 29
H. E. Bidwell, Pittsburg, 28
J. V. Stephenson, Greensburg, 27
J. B. Kaerchar, Pittsburg, 25
E. L. Miller, Philadelphia, 23
G. H. Osborne, Philadelphia, 18
C. A. Roberts, Philadelphia, 17
J. L. Schneider, Williamsport, 13
W. S. Wintersteen, Bethlehem, 13
C. D. Williams, Philadelphia, 13

RHODE ISLAND.

Chief Consul.

Julian A. Chase, Pawtucket, 23
One Representative.
Chas. A. Davol, Warren, 27

TENNESSEE.

Chief Consul.

W. L. Surprise, Memphis, 12

TEXAS.

Chief Consul.

Wm. A. L. Knox, Dallas, 1

VERMONT.

Chief Consul.

C. G. Ross, Rutland, 26
*J. W. Drown, Brattleboro, 17
One Representative.
J. H. Livingston, Bennington, 28
*Lewis P. Thayer, Randolph, 16

VIRGINIA.

Chief Consul.

Frank S. Harris, Harrisburg, 10

W. VIRGINIA.

Chief Consul.

Wilbur L. Wright, Wheeling, 5

WYOMING.

Chief Consul.

Frank H. Clark, Cheyenne, 16
*F. S. Hebard, Cheyenne, 15

MICHIGAN.

Chief Consul.

J. H. Johnson, Detroit, 62
Two Representatives.
W. H. Burnham, Adrian, 62
Wm. Seyffardt, East Saginaw, 44
*Frank H. Escott, Grand Rapids, 19

MINNESOTA.

Chief Consul.

S. F. Heath, Minneapolis, 28
One Representative.
C. H. Porter, Winona, 14
*Charles E. Johnston, St. Paul, 13

MISSOURI.

Chief Consul.

John S. Rogers, St. Louis, 52
Two Representatives.
T. W. Overall, Kansas City, 14
Geo. C. Oeters, St. Louis, 12
*Arthur Young, St. Louis, 6

NEW HAMPSHIRE.

Chief Consul.

H. M. Bennet, Manchester, 62
One Representative.
Goodwin E. Philbrick, Portsmouth, 62

NEW JERSEY.

Chief Consul.

E. W. Johnson, Jersey City, 174
Eleven Representatives.
C. R. Zacharias, Newark, 38
W. G. McCullough, Trenton, 37
G. H. Cooley, Plainfield, 36
F. N. Chew, Camden, 36
A. J. Wright, Montclair, 36
Edwin Field, Red Bank, 35
J. H. Bollard, Millville, 35
B. M. Sanger, Orange, 35
C. V. Bitters, Salem, 34
E. S. Burns, Smithville, 34
G. Carleton Brown, Elizabeth, 4

NEW YORK.

Chief Consul.

Geo. R. Bidwell, New York, 647
*N. Malon Beckwith, New York, 2
*Charles Schwalbach, Brooklyn, 1
Nineteen Representatives.
John C. Gulick, New York, 5
W. S. Bull, Buffalo, 5
N. Malon Beckwith, New Yoak, 4
M. L. Bridgman, Brooklyn, 4
Charles Schwalbach, Brooklyn, 4
Gerry Jones, Binghamton, 3
Knight L. Clapp, New York, 3
Charles H. Luscomb, Brooklyn, 3
C. S. Butler, Buffalo, 3
J. W. Clute, Schenectady, 3
Geo. Dakin, Buffalo, 3
Robert Thompson, Rochester, 3
J. R. Adriance, Poughkeepsie, 3
A. G. Coleman, Canandaigua, 3
Henry Gailien, Jr., Albany, 3
Geo. E. Blackham, Dunkirk, 3
H. S. Kidder, Elmira, 3
*W. W. Share, Brooklyn, 2
*Edwin W. Adams, New York, 2
*Edward F. Hill, Peekskill, 2
*Oscar G. Moses, New York, 2
*Joshua Reynolds, Stockport, 2
*W. H. DeGraff, New York, 2
*A. B. Barkman, Brooklyn, 2
*L. W. Slocum, Brooklyn, 2
Tie of two representatives in this State.

NORTH CAROLINA.

Chief Consul.

James L. Yopp, Wilmington, 1

OHIO.

Chief Consul.

T. J. Kirkpatrick, Springfield, 256
Eleven Representatives.
Geo. E. Crane, Kenton, 255
W. P. Harmony, Sidney, 255
Frank M. Smith, Portsmouth, 255
D. B. McMullin, Dennison, 255
Walter H. Aiken, College Hill, 254
Charles J. Krag, Columbus, 254
Lew. V. Snow, Garrettsville, 254
James R. Dunn, Massillon, 253
J. H. Boger, Findlay, 252
Colvin B. Brown, Cleveland, 254
F. P. Root, Cleveland, 254



TRANSPORTATION TO BOSTON MEET.

Wheelmen intending to meet at Boston should, where possible, make their journey over the League trunk lines as illustrated in map. These lines work very closely in the interest of wheelmen and form the foundation of present facilities accorded the craft in the United States. The main Northern trunk line is the Michigan Central R. R. Through trains run from Chicago to Boston, with connections in Michigan, Canada and Ohio. From St. Louis its through sleepers run over the Wabash, connecting with the M. C. at Detroit. Its connection from Cincinnati and Ohio points, is the Cincinnati, Hamilton & Dayton R. R., also connecting with the M. C. train at Detroit. Hence, by proper timing, the entire West could be concentrated over the M. C. R. R. from Detroit East. From Cleveland and Eastern Ohio points the Lake Shore road runs through cars connecting with the N. Y. C. at Buffalo. The Baltimore & Ohio R. R., old and staunch League road, can take Southern members as shown in map, passing through Philadelphia and New York, and thence to Boston via the Fall River Line steamer and rail through Newport, R. I. There is no League trunk road in New England save the Fitchburg. Wheelmen in the State of New York should take the West Shore road which is the only line running through cars over the Fitchburg R. R. The Boston connection of the N. Y. C. from Albany East, is a road that practically prohibits wheel travel over its lines during the year, but makes concessions to our people when traveling over its lines in numbers. The Fitchburg is its competitor, and accommodates wheelmen all the year around, when traveling alone as well as in parties. From Eastern Pennsylvania and Southern New York, the New York, Lake Erie & Western and the Lehigh Valley Roads afford every accommodation. From Portland down, the Eastern R. R., has worked closer with us than any other road. The above map is a perfect general index of L. A. W. trunk lines. The regular printed transportation list will show all other lines. Arrangements for transportation can be made very conveniently by G. R. Bidwell, New York, he being in correspondence with all lines running from New York and Philadelphia to the East. W. S. Bull, Buffalo, can arrange matters with lines running from Buffalo and Canada to the East, while F. T. Sholes, Cleveland; H. S. Livingston, Cincinnati; W. M. Brewster, St. Louis, and the undersigned at Chicago, place their services at the disposal of the craft, journeying from their respective section of country.

B. B. AYERS, Chairman.

Chicago, April 21, 1886.

LONG ISLAND TOURING NOTES.

The few cyclers who toured via the Jericho Pike, on Sunday last, had a very hard fight with the wind going East, but were amply repaid for their trouble coming back, when it blew so strongly that they could go through sand with perfect ease, and could ride at the rate of ten miles per hour, while, when going East, five miles an hour was doing very well.

Judging from what I have seen, and I think I have toured somewhat, the K. C. W. seem to be greater tourists than most other clubs of Brooklyn. I occasionally see Wayside and Long Island men on the roads.

The road from Brooklyn to East New York via the Eastern Parkway and East New York Avenue is abominable, not only in respect to surface—it seems like a puzzle picture to the wheelman on account of the numerous stones he has to dodge—but also in respect to the street nobility living around there. Returning a few Sundays ago with some friends of our club, the "Independent Wheelmen," we were stoned by hoodlums. Would it not be justifiable for wheelmen to carry arms on such occasions? [Quite the correct thing.—ED.]

Mr. A. B. Barkman's Road Book does credit to him and his club, under whose auspices it is published. But he has omitted a road which I think is good riding and also has very beautiful scenery. It is the one which leads from Hempstead to Rockville Centre. It brings you past dense woods on the one side and rivulets and lakes on the other. These lakes are the storage reservoirs of the Nassau Water Department, at Rock Centre. I advise the cyclist to visit the "La Rosa Hotel," if he wishes to stop over. From that hotel to the South Side Road it is but a ride of two minutes.

"The roads from East New York to Jamaica have been much abused," says Mr. Barkman. He is right. It is true they are not very good, but they nevertheless have some very good stretches on the foot paths. To ride on this road with a tricycle is not an easy performance, nevertheless I saw a lady and gentleman on a "Humber Tandem" a few Sundays ago. The gentleman was a member of the Long Island Wheelmen.

If you make a tour and are unacquainted with the roads, don't fail to stop at H'y Lane's Hotel at Queens. Besides being a genial fellow, Mr. Lane gives you your money's worth, and has always some good words for the cyclists, and can give you any desired information.

INDEPENDENT.

WHEEL GOSSIP.

Mr. T. J. Kirkpatrick has declined the nomination for the League Presidency.

Freeport, Ill., starts a new club with fifteen members.

W. G. Kendall has nominated H. E. Ducker for President of the League.

Burley B. Ayers has left the Northwestern R. R. Company and joined the forces of the Topeka and Santa Fe Chicago office.

Louise Armaindo has started to train for a raid on the 24 and 48 hours records. Poor Louise! How she must miss her caramels.

The "King of the Road" bicycle and tricycle lamps stand without an equal in their line. Send to Stoddard, Lovering & Co., 152 Congress St., Boston, for one of their illustrated catalogues.

The Buffer Saddle has now a world wide reputation. One and all who have tried it pronounce it the most comfortable they have ever used. Price \$5.00. Stoddard, Lovering & Co., 152 Congress St., Boston.

Mr. Edwin Oliver, well-known in New York wheel and newspaper circles, is with Messrs Gormully & Jeffrey, of Chicago. He has charge of all advertising and correspondence.

The "Association for the advancement of wheeling interests," recently formed in Philadelphia, has already caused the yearly appropriation for the construction and maintenance of roads, to be increased from 182 to 416 thousand dollars. Hear! Hear!

We are told in the *Bi. World* of last week, "That THE WHEEL sadly misses the guiding hand of its old editor, Mr. Fred. Jenkins." With the exception of a few months, THE WHEEL has been under the sole management of its present editor for fourteen months, and even when connected with the paper, Mr. Jenkins had no more to do with its policy during that period, than had the *Bi. World's* paragraphist. Go to sleep again, Rip Van Winkle.

A Boston contemporary has gone into the arithmetical line, and propounds a problem in which A. sells, buys, and resells a bicycle, the conundrum being how much A made by the transaction. Mental stimulation is a good thing, and with this laudable object in view we propound the following: A buys a bicycle for \$50, sells for \$65, pays a friend \$15 to steal it back, gets arrested and pays \$300 hush money. Question: How much money will A have after paying \$16 for his wife's Easter garden-piece? For the first correct answer an 1871 diary will be awarded.

Phil Hamill is anxious to race Schock; Prince is longing to race Schock. Prince also pines for another shy at Woodside. Brooks threatens to give up hum-drum life at Tioga, Pa., and show the professionals what a benedict is good for. Morgan also wants to put his oar in. Each hovers around the magic circle, and is willing to race anyone or anything, from a spavined mule to a three-minute trotter. Neilson is scorching around Boston waiting for Prince's "ber-ludd." In fact, it's a pretty mess all round, and the number of combinations that could be made, might puzzle a professional mathematician.

The project of holding a race-meet in Vicksburg, Miss., next September is talked of.

The Harlem Wheelmen are quite proud of their parlor, and with some reason.

The Indiana Division will hold its annual meeting at Bates House, Indianapolis, on May 13th.

A contest between teams from Chicago and St. Louis, over the Clarksville course, is being talked of.

Prince and Shock have signed articles for a 72 hour race—six days, twelve hours per day—to commence next Monday.

The Pegasus Wheel Club will have a strong team in the Gilson Brothers; and Taylor, all three being scorchers.

The New York B.C. has removed to the three story frame building, 302 W. 58th St., just West of eighth avenue.

The Harlem Wheelmen have been making a run on the "Star," and nothing is now heard in the club rooms, but discussions of its merits and demerits.

A twenty miles professional championship was decided at Leicester, England, April 17th. R. Howell won in 1h. 9m. 46s.; H. O. Duncan, second; F. J. Lees, third. The last mile was ridden in 2.53.

J. S. Rogers, of St. Louis, who is mentioned as a probable member of the Racing Board, writes that the amateur rule is all "poppy-cock." "And so say we all of us."

The Omaha Neb. Wheel Club held its annual Election, on April 12th, with the following results: Pres., Warren M. Rogers; Captain Jno. G. Hitchcock; Secretary, C. M. Woodman; Treas., Perry Ballodet.

The road contests between the teams of eight representing the King's County Wheelmen and the Elizabeth Wheelmen, will take place Saturday afternoon, June 5th, over the Inter-Club, Irvington, Llewellyn Park course.

The Plainfield B.C. will hold an entertainment at the rink on May 17th. The Elizabeth polo team will contest games of single and double polo with the Plainfielders, and a team of Elizabeth men will also give a drill.

Messrs Spalding Brothers report large sales of the "Star." They are twenty-four machines behind on their orders, the Smith Machine Company hardly being able to supply the demand.

A bicycle club has been organized at Dallas, Texas, with twenty-five members. The officers are: Charles J. Grant, President; J. W. Cochran, Secretary; W. Knox, Captain.

If you are in need of anything in the sundry line for your bicycle or tricycle you will do well to send to Stoddard, Lovering & Co., 152 Congress St., Boston, and procure one of their large illustrated catalogues before ordering.

At a special meeting of the town trustees of Westfield, Mass., held on April 29, a sharp fight was made by the friends of bicycle riding, to rescind the by-law recently adopted prohibiting the riding of cycles on the sidewalks. After considerable legislative skirmishing, the obnoxious by-law was repealed, and the sidewalks are now available, with the exception of Elm, Bartlett, Mechanic, Meadow and the north side of Franklin street.

It is said that Mademoiselles Von Blumen and Armaindo devote their energies to keeping out of each other's way.

Stoddard, Lovering & Co. have had such a run on Buffer Saddles that their stock is entirely exhausted. They have, however, a large supply which is expected on the next steamer. Send \$5.00 to 152 Congress St., Boston, and make sure of receiving one of the new lot.

It is a matter of regret that the New Jersey Wheelmen did not enter the Inter-Club road race, and we hope they will still try and organize a team. Those in the know regarded this club as likely to produce a team how could carry all before them.

The Annual meeting of the Missouri Division will be held at "Delmonico's", corner King's Highway and Lindell Avenue, St. Louis, on Saturday, May 15th, at 8 p.m. The members are requested to remain over Sunday, when a special train from Chicago will bring in a number of wheelmen.

At the annual meeting of the Star Bicycle Club, held at St. Louis, on April the 28, the following officers were elected for the current year: President F. W. Hatd; Vice-Pres., Edward Lewis; Sec. and Treas., W. W. Carpenter, Jr.; Captain, H. W. Greenwood; First Lieut., E. M. Beach; Second Lieut., F. S. Carpenter.

A special edition of 500 copies of the Penn. N.J., Md. Road Book has just been ordered, in addition to the original 2000. It is largely due to the presentation of this book to League members of the Divisions of these three states, that the Penn. Division has increased from 389 to 1107, the N. J. from 493 to 734, and the Md. from 88 to 143.

Kluge will not represent the Hudson County Wheelmen in the Inter-Club contest. He has so identified himself with outside racing, that he will stay out and give some local man a chance to distinguish himself. His withdrawal will no doubt weaken the H. Co. W's chances, but his decision not to compete is quite creditable.

Again we publish a long editorial on maker's amateurism. There is a prevailing opinion that the wheelman will not read long articles. The present is a most important epoch in League history, and all wheelmen should spare a little time and make themselves acquainted with the pros and cons of promaturism.

The East Hartford Wheel Club will hold its annual Spring races on Saturday, May 22nd, at 2.30 p.m. The following events are on the programme:—One mile club championship, one mile club handicap 3.40 class, one mile club 3.10 class, one mile open, one mile boys' 48 inch machines and under, one mile club 3.25 class, two miles open lap race, three miles open ten minute class.

The London Racing season was opened on April 17th by the Surrey B.C., who held their annual fixture at Kennington, Oval. The event of the day was the Surrey ten miles, for a £50 challenge cup. This is regarded as one of the most important events on the English racing calendar. The race was won by H. Speechley; P. Furnivall, second; A. E. Langley, third; A. P. Engleheart, fourth. The latter cut out the pace till a lap from home. The race was all run in the last lap, Speechley just beating Furnivall. The time was very slow, 41m. 44 1/4s. The cup is now Speechley's permanent property.

FIXTURES.

MAY 8.—Myers-George races;
MAY 8.—Hudson County Wheelmen's Club road race a Milburn, N. J.
MAY 15.—Missouri L. A. W. Division meet at St. Louis.
MAY 21-22.—International Tournament at Alexandra Park, London.
MAY 22.—East Hartford Wheel Club's Races.
MAY 24-25.—Woodstock, Ont., Amateur Athletic Association's meet,
MAY 27.—Boston B. C.'s cycle exhibition commences at Mechanics Building.
MAY 26-27-28.—Annual Meet of League of American
MAY 27.—Hill Climbing contest at Corey Hill
MAY 29.—League Parade and Races.
Wheelmen at Boston.
MAY 31.—Lynn Bicycle Club, inaugural race meet, at Lynn, Mass.
JUNE 5.—Inter-Club contests on the Irvington-Llewellyn Park course, between the Kings County and Elizabeth Wheelmen.
JUNE 12.—N. Y. and N. J. Inter-Club, 25 miles road race at Irvington, N. J.
JUNE 19.—King's County Wheelmen; annual Spring meeting at Brooklyn, N. Y.
JUNE 26.—Capital B. Club Spring Race meet at Washington, D. C.
JULY 1.—Canadian Wheelmen's Association, annual meet in Montreal.
JULY 5.—Binghampton B. C., annual race meet at Binghampton, N. Y.

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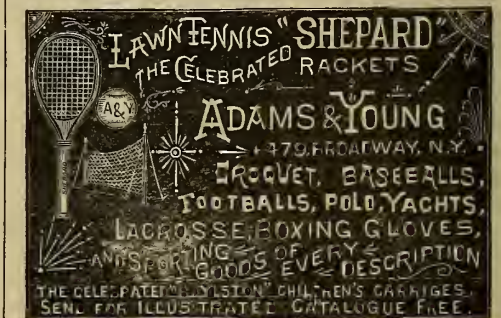
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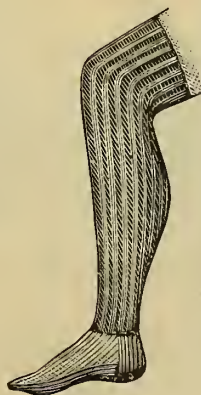
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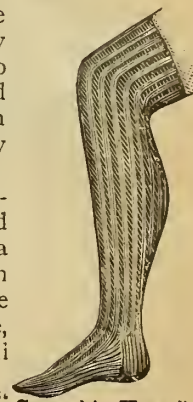
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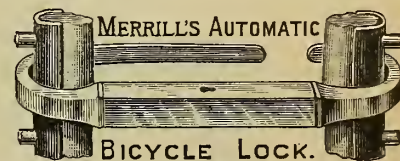
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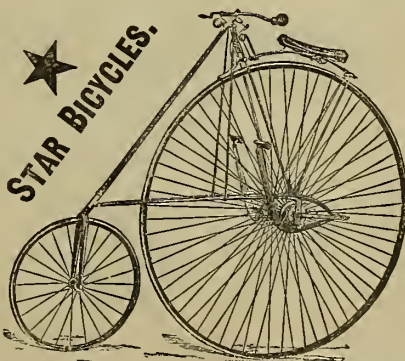
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