



WITH THE TRADE.

NEWS OF THOSE WHO MAKE AND SELL THE WHEEL.

Some Changes in Business to be Noted, and Many New-Comers Into the Field of Cycle Making and Trading Duly Chronicled.

The 1897 models of Columbia bicycles show some notable changes in construction. The most import of these are as follows: The spokes are direct-tangent. That is, there is no curve or bend in them, but their pull is direct from rim to point of attachment, the latter consisting of a stud set at right angles to line of hub, through which the spoke passes, the head of it being counter-sunk, thus adding to the appearance. The frame joints are flush and reinforced internally by a new, specially devised system, by means of which there is a double reinforcement, each portion of which overlaps and hooks into the other, the whole being then brazed. It is unquestionably an exceedingly strong joint. The rear lower braces are D-shaped and curved in at crank-shaft bracket, thus giving a narrower tread. The front sprocket is attached in a new manner, being screwed on with a lock-nut back of it, making it practically impossible for it to get out of alignment. The crank-shaft bearings are furnished with ball retainers, and all with dust-proof packing. The crank-shaft bearing is secured by means of a lock nut. The fork crown is double, but filled in by a neat plate for engraving on it the name of the owner. Rims, tires, handle bars, saddles, chain, etc., have all received due attention and changes or additions made to them. The 1897 Hartford bicycle is practically a new model throughout.

A thorough canvass of the bicycle trade throughout the country leads one to the conclusion that it will be quite as active as last year, and considerably more conservative and safe.

The Eastern trade is being thoroughly canvassed and will have been completely covered by the first day of Feb. Agents and jobbers are not disposed to wait for the New York show before placing orders. The prevailing feeling is distinctly hopeful. Dealers are ordering better goods at better prices than ever before, but it is probable that, as compared with last year, the volume of business done will be about a third less. The Eastern show, which opens Feb. 6, comes rather late. Feb. 22 (Washington's Birthday) is considered as "opening day" by dealers of the principal cities of the East and they must have good stocks of '97 models on hand ready for public inspection. In order to be fully prepared they consider it necessary to order previous to the show dates.

In the West trade is starting slower and actively to correspond with the present Eastern situation will not be manifested for another 30 days. There is a disposition to reserve orders for the Chicago show.

The opinion is freely expressed that before the opening of the Chicago show there will be a general out in '97 list prices, an opinion which we think rests upon a very slender foundation. The catalogues of all the leading makers are now on the press and any departure from catalogue prices that early in the season would seem to be impossible. At all events, Western dealers, even the jobbers, are holding off for the Chicago show with the very evident idea that between now and then something will happen to their advantage. Another reason for comparative slowness in the West is the disposition of many banks to use extreme care in loaning to the cycle trade, which is not strange considering the recent failures.

The trade as a whole is in a state of hopeful convalescence. Rainbow-chasing and wildness of all sorts have been eliminated and the bent is conservative, though progressive-cautious, yet active.

The McIntosh-Huntington Company, of Cleveland, O., announce that their 1897 models are now ready for delivery. Their Sunol, listing at \$100, has many special and exclusive features to be found only on this well-known machine. The men's machines will be made in four heights of frame, viz.: 20, 22, 24 and 26 inch. The ladies' in three heights, viz.: 20, 22 and 24 inch; enameled in colors and handsomely decorated. As in the past, they will also have two excellent lines of medium priced machines, the American King and Queen of Scorchers, and the Hercules and Stella, both listing at \$60.00. These machines are made of large seamless tubing of the best quality. The men's in four heights of frame, viz.: 20, 22, 24 and 26 inch. The

ladies' in three heights, 20, 22 and 24 inch, enameled in black or maroon and handsomely decorated. Many new and novel features have been introduced, which together with their excellent quality and fine finish would entitle them to a higher rank than the list price would indicate. To meet the demand for a really good tandem at a low price this firm have decided to build a limited number of them, and furnish to their agents on a basis of a \$100 list. They will be made of the best quality of seamless tubing, on the latest and most approved lines, and of the best material, in two styles—the double diamond and combination frames, and will be sold to their customers at a low price.

The new bicycle factory of Harrison, Kalbach & Son, at Lebanon, Pa., is nearly completed.

"Where Victor Bicycles Are Made" is the title of an unusually artistic booklet issued by the Overman Wheel Co., in which is shown by half-tone engravings the various offices and workrooms of the company. A complete description of the various buildings and department is also given.

The Traders' Cycle & Supply Co. was incorporated at Chicago last week. Capital stock, \$10,000.

Stillman G. Whittaker, to the surprise of many people, last week severed his connection with the Cycle Improvement Co., makers of Janney pedals, which he originally started with Reynold Janney, although he still retains stock in the company. On Jan. 1 Mr. Whittaker will take charge of the sales of the Globe Cycle Works, Buffalo.

W. P. Spencer, manager of the Standard Wheel Co., Sandusky, N. Y., will be succeeded by W. C. Morey, of Ottawa, O.

The Little Electrical Co., of Buffalo, N. Y., are placing on the market a new hub, another cycle specialty. The hub is the invention of Mr. Gubleman, the superintendent of Heintz & Manslaughter.

The firm of Davis & Bell, dealers at Richmond, Ind., has been dissolved, the latter succeeding.

G. H. Sanford, of Williamsport, Pa., brother of Wm. Sanford, secretary and treasurer of the New Brunswick Tire Co., will hereafter make his headquarters in Chicago, from where he will look after the interests of the New Brunswick Tire Co. in the States of Ohio, Indiana and Michigan.

Barker & Harris, dealers in bicycle supplies at Chicago, have been succeeded by B. E. Harris & Co., incorporated.

The Boston Cycle Supply Co. has been incorporated with a capital stock of \$50,000 for the purpose of manufacturing bicycle saddles. The officers are: President, J. A. Morse; treasurer, C. H. Nichols.

The Johnson Pedal Co. has been incorporated in Chicago with a capital stock of \$10,000.

The Duquesne Mfg. Co., Pittsburg, Pa., are sending to those interested a neat booklet, which gives in concise form a summary of the points of their line of wheels. All mechanical features are specified in an entertaining style and the illustrations are tasty.

RACING BOARD NEWS

Contained in the Official Bulletin From Gideon.

Philadelphia, Dec. 30.—Following is the regular weekly bulletin of the L. A. W. Racing Board:

NOTICE TO RIDERS. Art. IV., Sec. 7, of the L. A. W. By-Laws, clause f, reads as follows: "Any wheelman who has been declared a professional or suspended or misconduct shall have the right to appeal only to the national assembly of the L. A. W., and shall be reinstated ONLY UPON RECOMMENDATION OF THE RACING BOARD, and by the unanimous vote of the assembly."

Any riders who believe they have cause for such appeal should send at once to the member of Racing Board in charge of their district a full statement of the case, giving reasons for asking the recommendation of the Board for reinstatement.

DECLARED PROFESSIONALS.

Helmer J. Johnson, Wedgahl, Minn., clause a. Floyd Murphy, Montevideo, Minn., clause a. E. A. Crosser, Sioux City, Ia., clause b. Theo. Myhre, Estherville, Ia., clause g, vote of Racing Board.

David Foreman, Estherville, Ia., clause g, vote of Racing Board. W. M. Jenkins, Los Angeles, Cal. Lyman Royce, Butte, Montana. Wm. Peters, Butte, Montana. Wm. Nagle, Dillon, Montana.

RECORDS ACCEPTED.

2 miles, professional, paced, standing start, competition, 4.13, Tom Cooper, Memphis, Tenn., Nov. 3, 1896.

5 miles, professional, flying start, unpaced, against time, 11.42, Henry Bradis, Memphis, Tenn., Nov. 21, 1896.

50 miles, professional, flying start, unpaced, against time, 2.16.03, John Lawson, Memphis, Tenn., Nov. 17, 1896.

SUSPENDED.

For competing in unsanctioned and Sunday races. Carl Nichols, Lyman Royce, F. H. Cooney, Ed Maillett, E. Shields, Brown, Wm. Peters, Chas. Dell, Jack McLeod, Troy Pendleton, Butte, Montana, until July 1, 1897.

For competing in unsanctioned races. Dean Cromwell, L. B. Chandler, Morgan Galbraith, W. D. Widney, Harry Fish, Los Angeles, Cal.; Will Griffin, ——— Herrington, Chas. A. Hall, P. C. Thebe, ——— Mills, Chas. Thomas, Merle Rush, Arch Ridenour, Frank Fissel, El Hall, Harry Thebe, Earnest Blood, Madarea, Cal., until Feb. 1, 1897.

For insubordinate conduct on the track F. A. Bell, Los Angeles, Cal., until Feb. 1, 1897. For unfair riding, John Hertwick, Fresno, Cal., until Jan. 1, 1897.

For competing while under suspension and under an assumed name. Walter L. Eckhardt, Baltimore, Md., until July 1, 1897.

SUSPENDED PENDING INVESTIGATION.

J. M. Long, Phoenix, Arizona. Albert Cooper, Tucson, Arizona. Chas. F. Hoff, Tucson, Arizona. GEORGE W. GIDEON, Chairman.

National Cycle Exhibitions

UNDER THE MANAGEMENT OF

National Board of Trade of Cycle Manufacturers..

CHICAGO

COLISEUM, 63d St. and Jackson Park,

JAN'Y 23-30, 1897.

NEW YORK

GRAND CENTRAL PALACE OF INDUSTRY,

43d St. and Lexington Ave.,

FEB'Y 6-13, 1897.

EVERY MANUFACTURER OF NATIONAL REPUTE WILL EXHIBIT.

OVER SIX HUNDRED STALLS AT EACH EXHIBITION.

Manufacturers, Dealers, Agents, and all Exhibitors at Unsanctioned Cycle Shows will not be allotted space at any Sanctioned Cycle Exhibition.

SANCTIONED CYCLE EXHIBITIONS.

BOSTON, February 20-27, 1897.

PHILADELPHIA, Feb. 20-27, '97

PITTSBURGH, Feb. 20-27, 1897.

DENVER, Feb. 20-27, 1897.

CINCINNATI, Feb. 20-27, 1897.

OMAHA, March 1-6, 1897.

SYRACUSE, March 1-6, 1897.

PROVIDENCE, March 2-5, 1897.

DETROIT, March 2-6, 1897.

BALTIMORE, March 6-13, 1897.

ERNEST R. FRANKS,

Mgr. Eastern Exhibition, 271 Broadway, N. Y. City.

A. E. PATTISON,

Mgr. Chicago Exhibition, Room 42, Auditorium Bldg., Chicago, Ills.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

BICYCLE TIRES.

Long Process of Making Them From Crude Rubber to Wheel.

The first step in the long process of making a bicycle tire is to clean the crude rubber, which comes from South America in great chunks that look like hams and are known as "biscuit." These are first cut into small pieces, steamed for two or three hours in hot water vats, and then shoveled into washers, which are corrugated iron rollers of immense power. A load of rubber is caught between the two turning surfaces, while streams of cold water play down upon it from above, washing out all sand and impurities.

Five minutes in these washers is sufficient to transform half a dozen shovelfuls of rubber in rough fragments into continuous sheets 10 or 12 feet long and 2 or 3 feet wide, that look as much like huge alligator skins as anything else. These sheets are carried to the drying-rooms, where they are hung on adjustable racks and left in a temperature of 90 degrees—sometimes for weeks or months—for the longer rubber is left in the drying-room, the better it is for the subsequent processes.

In the drying-rooms are lines and lines of racks all hung with sheets of rubber; thousands of them, presenting all shadings of color, from yellow to black. The money value of the stock of rubber in drying-rooms of big bicycle factories sometimes reaches a total of \$250,000. The price of crude rubber in fair quality will average 75 cents a pound.

BALTIMORE WHEELMEN

To Continue Their Aggressive Course Against Legislation.

Baltimore, Dec. 29.—It is likely that the wheelmen will make a new move—a sort of flank movement—in their fight for what they consider justice to them in the rules and regulations of the Park Board in relation to lights.

This new movement will be the introduction of an ordinance in the City Council compelling vehicles of every kind, including bicycles, to carry lights after dark, not only in the parks, but on all the streets in the city. This is what Chief Consul Conway W. Sams, of the Maryland Division, L. A. W., said about the matter yesterday:

"The city ordinance compelling bicycles and tricycles to carry lights (ordinance 130, passed June 11, 1890—city code, article 43, section 152, page 993) expressly provides for the carrying of lights not only on the city streets, but in the public parks as well.

"Now, if the City Council has the right to pass such an ordinance it would have a right to amend the law so as to compel other vehicles to carry lights as well as wheels. Whether the Council could pass such an ordinance over the heads of the Park Board, I am not prepared to say definitely, not having studied the subject, but no question has ever been raised as to the legality of this ordinance. If the Council has such a right, I think the next thing the wheel-

men should do would be to urge the Council to pass an ordinance compelling all vehicles to carry lights, both on the city streets and in the parks.

"The ordinance of 1890 curiously excepts children under 15 years of age from its provisions, though boys and girls need the protection of lights as much or more than older persons, and they usually ride more recklessly than older persons, so as to be more dangerous to those who come in their way.

"I feel sure that if the Park Board will not accede to the reasonable demands of the wheelmen, we will fight for a general light ordinance before the Council, such an ordinance as has been passed in a number of other cities."

IN THE OPEN NOW.

Potter is After All a Candidate Against Elliott.

The nomination of Chief Consul I. B. Potter for the presidency of the L. A. W. by the Campaign Committee of the New York State division, after a consultation with him last week, indicates that the Chief Consul is willing to run for the office. Potter's statement that he was not a candidate led to the impression among wheelmen outside of this division that he would not oppose Sterling Elliott. A well-known member of the division, in discussing the question yesterday, said:

"Now that the Potter boom is officially launched I think it will be an easy task for the Campaign Committee of the division to secure sufficient pledges from the different divisions to insure Potter's election. It is felt that the Pennsylvania votes will be given to Potter in exchange for the support of Philadelphia for the national meet.

"Considering the various statements that have been circulated in relation to the objects of the New York State division delegates, wheelmen feel that the Campaign Committee will soon be compelled to issue a statement of Potter's plans in the event of his election. It has been stated that an effort is to be made to make the office of president a salaried position next year, and as Sterling Elliott, of Boston, who is seeking a reelection, has announced that he would not accept the office if salaried, there is considerable speculation as to what position Potter will take. Another statement that is now current is that the delegates of the division wish to remove the office of the Secretary of the L. A. W. from Boston to this city and displace Secretary Bassett from office, with the object of placing a prominent member of this division in Secretary Bassett's place.

"If the division is planning these movements, as it is reported, its Campaign Committee will likely find such a strong wave of opposition that in spite of its strength the candidacy of Mr. Potter may not receive the support that is anticipated."

Parsons Was Second.

San Francisco, Dec. 23.—Australia sporting advices state that at the second day's meeting of the Sydney Cycling League, held at Sydney November 10, Ken Lewis won the five-mile Australia championship in 12 minutes 17 seconds, winning by 20 yards from Parsons, who was second, McDonald, the American, was not placed.