



**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.**

It is manifest that during 1897 there will be a call for large sprockets and higher gears on all new machines. Although the merits of large sprockets are as yet a subject not definitely settled, there will be a number eager for something new who will refuse to ride a wheel that has not front and rear sprockets of a much larger diameter than heretofore. The very class which desires these, however, is the one which advocates feather-weight machines. As a consequence they will be confronted with a perplexing problem when they are ready for the new mount. The manufacturers assert that the larger sprockets, necessitating, of course, an increased length of chain, will increase the weight of the machine. While to outsiders this increase in weight will not matter much, and may seem a small matter to quibble over, to those who will be most anxious for the large sprockets the question is a serious one, as they have decided views on the subject of weights.

The New York Cycle Board of Trade has secured the old Thirteenth Regiment Armory in Flatbush avenue, Brooklyn, for the big cycle show, which is to be held from March 5 to 15 inclusive.

A useful article that will be put on the market is an automatic chain lubricator that is attached by a spring placed around the axle, between the sprocket wheel and crank. The body of the lubricator contains a pad-wick, or ribbon, which is saturated with an emulsion and sets between two teeth of the large sprocket wheel. As the chain revolves, enough of the emulsion is deposited between the rivets of the chain to keep it in easy running condition. It is said that the lubricator will run five hundred miles without refilling, and also to have given satisfaction to riders who have tested it.

The Bowen Manufacturing Co., of Auburn, N. Y., is working full time manufacturing spokes, nipples, oil cups, forgings, hubs, etc. The Bowen Manufacturing Co. has a stock of 2,000,000 spokes of all styles in stock.

The '97 Spalding machines were placed on the market last week. The principal changes in the new model over the '96 wheel are practically as follows: The head is shortened, ball collars made more delicate, frame longer on top, crang hanger changed in construction, the tube going into the same flush; semi-barrel hubs, large sprockets, double plate crown on fork, straight tangent spoked spokes, tread quarter of an inch narrower and pedals combination. The wheel has a rakish appearance, and its lines are very pretty. The ladies' model is expected in a very short time, and from the picture it is a beauty.

The New England Cycle Show will be held in Boston from Feb. 22 to 27.

Col. Pope has purchased a lot of ground in Cycle Row, Washington, D. C., for \$47,000. He will erect thereon a \$35,000 store and academy, and lease the same to the Pope Manufacturing Company. The new building will be three stories in height, with a basement, and will be built of buff brick with red sandstone trimmings. The salesroom will be located in the front part of the building and will be 44x48 feet in dimensions. The rear of the building will be devoted to the renting department. Ample provision will be made for an attractive window display, the plans calling for a window 34 feet long and 9 feet deep. The second floor will be used as a riding academy, and will have a clear space of 48x85 feet. The building will be ready for occupancy by April 1.

Hunt, Hoem & Ferris, manufacturers at Harvard, Ill., have enlarged their factory and will commence the manufacture of bicycles.

Mr. J. J. Williams is on the road through the New England States with samples of the Sunol, American King and Queen of Scorchers bicycles, made by the McIntosh-Huntington Co., of Cleveland, O. Mr. Williams has been in the retail trade for eight years and a rider since '81, and owns what is considered the largest retail bicycle establishment in Vermont, at Montpelier. He handled the McIntosh-Huntington Co.'s line in '96 and sold about double the number he contracted for.

Before the cycle show opens in New York there will be nearly 100 local cycle boards of trade organized in this country, ably attesting the hard work of Presi-

dent Coleman and Secretary Franks during the past year.

The Pope Mfg. Co., Hartford, Conn., have issued an albertype, showing their factories, and giving a correct idea of the extent of their works. The whole makes a very attractive and artistic picture well worth the wall space it takes to hang up. The floor space covered by this concern and used for manufacturing purposes covers an area of 741,330 square feet or 17 1-100 acres.

The Roberts Manufacturing Co. has been incorporated at Beaver Falls, Pa., to manufacture chains. Operations will commence about Jan. 1.

Kilborn & Bishop, New Haven, Conn., are making a very fine line of drop forgings and forgings to specification. Mr. Kilborn was one of the first men to make fine bicycle forgings, being connected with a famous Eastern concern, of which he was superintendent.

Martin & Dressing, Louisville, Ky., have been succeeded by Martin & Martin.

President R. L. Coleman, of the National Cycle Board of Trade, has just issued a call for the annual meeting of the stockholders, to be held at the offices of the corporation, 271 Broadway, New York, on Jan. 20, 1897, at 10.30 A. M. In accordance with the usual custom, it is expected that this meeting will be adjourned to the week of the National Cycle Exhibition that is to be held at the Grand Central Palace of Industry, New York, Feb. 6 to 13, 1897, and it is most likely that the adjourned meeting will be held in the concert hall of the Grand Central Palace on Feb. 10. At this meeting the election of thirteen directors, for the ensuing year, and the officers will occur. New members elected and other business of importance to the association will be transacted.

The Mossberg & Granville Mfg. Co. has acquired all the rights and business of the Mossberg Mfg. Co., formerly of Attleboro, Mass., and have opened headquarters in Providence, R. I., with a larger plant and an increased output.

L. E. Jakway and A. F. Gillette have formed a co-partnership in Kearney, Neb., and have purchased part of the machinery of the Kearney Cycle Co.

W. H. Ellis has been secured by the Eclipse Bicycle Co. to travel for them in the West. Mr. Ellis was one of the Remington Arms Co.'s best salesmen, and during the past season a large section of territory in the West and South.

Howard B. Smith, for many years a traveler for Gornully & Jeffery, of Chicago, is now traveling for Geo. N. Pierce, of Buffalo, over his old territory, New York State.

The Quincy (Mass.) "Daily Ledger" devotes a page to Colonel Benjamin S. Lovell on his recent re-election as governor's councilor. Colonel Lovell had the honor of receiving the largest vote of all the councilors, and Congressman George W. Weymouth, of Fitchburg, received the greatest Congressional majority. Colonel Lovell, it is thought, will be asked to head a very important ticket in his State in the next campaign.

"Brag" is the title of the catalogue sheet issued by W. J. Smart, of South Orange, N. J., showing the stand and chain compound manufactured by him.

The Walter Bicycle Balance Co. has been organized in Omaha, Neb., with a capital stock of \$5000 for the purpose of manufacturing the bicycle balance, invented by B. Walters.

The American Impulse Wheel Co. has been incorporated in New York City by H. P. Campbell, J. P. Hillard and Frank Lawrence, with a capital stock of \$20,000.

The Penn Manufacturing Company, of Erie, Pa., are gradually increasing their shop force, which now is in excess of 100 men, and, in some departments, 14 hours are put in daily. The capacity of their works is 20,000 Quaker wheels and every preparation is being made to avoid delay in supplying orders.

Vice-Chancellor Emery, sitting at Newark, has confirmed the sale of the Howard & Nichols Cycle Works at Woodside, N. J., by E. C. Harris, the receiver. The factory was sold to Numa J. Felix for \$4000.

It is announced that the Fenton Metallic Manufacturing Company have bought the exclusive right to use the Spencer Invisible Coll Brake in 1897, and that it will be found only on Fenton cycles. There will be no sub-licenses.

A. G. Spalding & Bros. have closed a deal with the Whyte Enamel Co., of Yonkers, N. Y., whereby they become the sole wholesale agents for the United States of the Whyte Cycle Enamel.

O. B. Jackson, manager of the Chicago branch of the Pope Manufacturing Company, to-day tendered his resignation, to take effect after the Chicago Cycle Show. It is said that disagreements with the home office are the cause.

The Pope Manufacturing Company has canceled its agents at Louisville and will open a branch, probably with E. L. Parsons in charge.

Barney Oldfield, the well-known Toledo racing man, has made a contract with the Miami Cycle Company to go on the road with the racycle, Barney's line of samples has arrived, and he will try his luck as a commercial tourist.

Walter L. Eckhardt, the Baltimore racing man, some time ago entered a meet under an assumed name and won several prizes. The matter came before the Racing Board for action some weeks ago and Eckhardt was sentenced to six months' suspension.

**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.

**MAN, HORSE, BICYCLE.**

**The Latter Proves to be the Most Efficient Means of Covering Distance.**

The one valuable feature of the late six days' race at Madison Square Garden, New York, is the plain demonstration that the bicycle is by far the best modern vehicle for rapid transportation next to electricity and steam. Taking the average as a criterion, says the "Bicycling World," it has been proven that about 600 miles in six days is the utmost limit of man's physical endurance in the old-time, long-distance walking contests. But in this late wheeling exhibition it will be seen that the average is about 1800 miles, or 300 per day; or, in other words, that the man and the machine together are about three times as efficient as the man alone. This is in a long protracted contest, but in the shorter distances the difference would probably be yet more marked, even though the man should run his best instead of walking—in proof whereof compare the best mile, five and ten-mile times for riding and running. This fact is to be credited to the great superiority of rotary over any other kind of motion. It has often been claimed that the average man may be trained to wear out the average horse on a long walk, though the opposite would be the case were the contest running vs. trotting. Be this as it may, the horse is not more to be compared with the bicycle for very long distance work than is the latter with the great engines that pull the Empire State Express.

**ELEGANCE OF CONSTRUCTION.**

**Efforts of the Makers Concentrated on That Point.**

It has come to the point that the better part of our industrial energies for improvement of the American type of bicycles is being concentrated on the point of making the bicycle thoroughly pleasing to a fastidious taste and easy to keep in perfect order. The new forms of crank shafts, inside binders and flush joints are all principally evidence of efforts to remove the last vestiges of the machine shop in the outward appearance of the vehicle which has risen to be the darling of the sound-limbed part of civilized humanity. It need not be overlooked that the requirements in this respect scale down to less exacting proportions in lower grades of the art of cycle making, for those who at present accept bicycles in a shoddy dress do so after all from a necessity which is mainly pecuniary, and the education which is going on in regard to grade is all the time receiving its cue from the highest types and must result in a gradual widening of the popular taste for esthetic perfection in the manufacture. What is scrubby in horses, shoddy in clothes and gaudy in jewelry, is fairly well comprehended at a glance by thousands who are nevertheless unable to secure what they covet, and the universal appreciation that a difference exists has been sufficient to

raise the value of the highest grades of those commodities to a higher notch than would be conditioned by a mere calculation from comparative cost of production. Values in bicycles must be graduated in a similar progressive ratio.

In the new models for next year it is especially noticeable that great strides toward higher artistic perfection have been made, and have moreover been made in most cases with distinct gain to mechanical simplicity and strength. Not only are the frames better joined, and more richly and smoothly enameled; wheel rims, spokes and spoke fastenings, handle bars, clips and adjustments, nameplates, sprocket wheels are all, as a rule, of more pleasing lines than formerly, and in accessories, such as saddles, lamps, brakes, mud and skirt guards, there is an ample selection of new patterns in regard to which the same holds true. While this is so in the province of the most expensive grades, there is even more progress, relatively speaking, noticeable in the best medium grades, in so far as there was more room in these for mechanical improvements, derived from the perfecting of manufacturing methods, and the makers have taken care to add to them also all the features of refined appearance which do not conflict with economical production. —Cycling Life.

**WONDERFUL STATISTICS**

**Gleaned by a Zealous Wandering Baltimorean.**

The road book committee of Maryland Division of Wheelmen met yesterday at the home of Mr. R. C. Watters, 1021 North Charles street. Mr. Watters has ridden over and surveyed most of the roads in Maryland on both shores and has produced such voluminous statistics relating to the matter as to astound the members of the committee.

It was not only Maryland routes, but routes in New York, Pennsylvania, Delaware, North and South Carolina, Virginia and other States, which he had carefully compiled and laid before the committee. Chief Consul Conway W. Sams presided at the meeting.

It was decided to publish the researches of Mr. Watters for distribution among the League members. Mr. Watters has been five years working up the material for the work, which he gives gratuitously to his fellow wheelmen. The book, with diagrams, will be issued by the Maryland division and will contain about 600 pages.

Such data as Mr. Watters did not get by personal experience he gained by correspondence with enthusiasts in wheeling in other States.

The cycling papers are full of roasts on the Butler boys for the way they used their trainer. This is hardly deserved, since both Tom and Nat say that McLeish did all that he could for them, and that if they went across another year they would take no other man than this same McLeish to look out for their affairs.