



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.

From an artistic standpoint, as well as from the number of exhibitions and spaces occupied, the Eastern National Cycle Show, to be held in New York City, Feb. 6 to 13, promises to be the peer of anything of a like nature ever held. Elaborate preparations have been consummated to secure the finest thing in decorations ever offered in the metropolis. The electric light effects will be particularly striking and original, there being no limit, as in previous years, to what the exhibitors may desire in this line. Already there are 400 individual exhibitors as against about 200 last year. This number will exceed the Chicago list by about 100, and is even larger than that received by the Paris or International Show in London. Every detail has now been approved, and all that remains, before the opening of the show, is to carry forward to completion the preparations laid out by the National Cycle Board of Trade.

The '97 model of the Sterling machine, which has just been put on the market, shows a decided improvement in cycle construction.

The advance catalogue just sent out by the Overman Wheel Company gives its readers a peep into the realm of good things in store for riders of Victors during 1897. The Victor model for 1897 has enlarged tubes in upper and lower rear forks and upper forward tube, also new saddle-post connection. Models Nos. 4 and 5 are longer between saddle-post and steering head. The Victor road racer is an entirely new frame on popular lines. The Victoria, a new frame, with shortened wheel base, larger upper and lower rear fork tubes, and new saddle-post connection, is another innovation. The Victor double frame is an entirely new model. There are new forks on both Victor and Victor road racer, new lines, new fork-crown and an improved section. Other improvements are dust-proof bearings, new front hub, new rear hub, new crank-axle cones, new crank axle ball collars, new spring oilers on all bearings and Victor barrel hubs on Victor road racer. The wood rims are new and of improved strength and stiffness.

The new year brings bright prospects to wheelmen. A healthy tone prevails among manufacturers, which is accounted for by the fact that the bicycle industry is narrowing down to reliable firms. Experienced manufacturers express the opinion that the season of '97 will be prosperous for business.

The Cycle Board of Trade, of Philadelphia, is one of the most successful organizations for its age ever organized in this city.

The 1897 Andrae, manufactured by Julius Andrae & Sons Co., is practically an addition to their 1896 line. The new models are made up on the same general outlines as they were in '96 with the changes in the frame for the better. Vim tires will be used. The ladies' machine has been remodeled on the same lines as the gents'. The frame will be a double curve tube, which presents a very attractive appearance.

J. D. Lasley has closed a contract with the H. T. Conde Mfg. Co., of Indianapolis, whereby the latter become exclusive agents in that city for United States wheels and handle that make exclusively.

Students in cycling will be greatly interested in a novel exhibition that will form a central feature at the coming National Cycle Show in Grand Central Palace (Feb. 6 to 13) in New York City. It will include a complete collection, loaned by one of the oldest houses, of chains, framed designs, pedals, sprockets, handle bars, saddles, etc., illustrating the evolutions through which the old bone shaker has passed to the present safety bicycle with its graceful, delicate lines and beautiful finish.

Another unique display at the New York show will show the changes in cyclometers during the last fifteen years. Other interesting and instructive features are contemplated by President Coleman, who is directing all arrangements for the annual exhibition, under the auspices of the National Cycle Board of Trade.

The Nuttall Mfg. Co., of South Nyack, N. Y., has been incorporated for the purpose of maintaining a shop for the construction and repair of bicycles. The capital stock is \$50,000, and the directors are John Nuttall, G. R. Bidwell, G. T. Morrow,

Jr., J. D. Blauvelt, J. W. Dailey, W. Dewey and A. S. Tompkins.

Many of the American bicycle firms want a section set aside for the exhibit of motor-cycles and motor-carriages at the forthcoming shows. Quite a number of firms make motor vehicles at present and they think it is a branch of the cycle industry that should be encouraged.

E. T. Webbe has been added to the staff of Oliver, Straus & Co. He gained a fund of experience and information in marketing the Standard Watch Company's cyclometers, which should stand him in good stead in his new position.

The Harris Cycle Co., Williamsport, Pa., has changed its style to the Cygnet Cycle Co.

W. F. Neville, one of New Jersey's popular racing men, has accepted a position with the Newton Rubber Works, and will represent them on the road hereafter.

H. R. Jennings has sold his interest in Explorer Bicycle Works at Oneonta, N. Y., to W. H. Ives, who is now sole proprietor.

The factory of the Lovell Cycle & Ether Motor Co. has been changed in name to the John P. Lovell Co. factory.

The Hunter Arms Co. has issued their advance catalogue for '97, an extremely neat and artistic booklet of 16 pages, under a pea green Defender cover. Printed matter for cycle advertising cannot be too good; minor details well looked after are the keystone of publicity, and Hunter has well looked after theirs.

Mortimer B. Macfarlane, one of the best-known cycling writers in the metropolitan district, has been secured by the Pettigill Advertising Agency as assistant to Wm. Bancroft, their expert "ad" writer, whose specialty is bicycle advertising.

The loss of Hon. R. Lindsay Coleman as president of the National Cycle Board of Trade will be felt throughout the entire trade. Since his election Mr. Coleman has performed wonders for his office, and he deserves unstinted praise for his many sacrifices to the needs of his position. He has harmonized all conflicting interests, brought into the fold those who have through previous misunderstandings strayed therefrom, and conducted the affairs of his office on a business-like basis.

The Electric Tire Welding Co. has been incorporated at Detroit, Mich., by C. L. Coffin, C. E. Lathrop and C. V. Carson, with a capital stock of \$200,000. They will manufacture and sell tires, hub bands and axles.

The new offices into which the Hay & Willis Manufacturing Co., Indianapolis, Ind., have recently moved are located in the same block as their Indianapolis retail store. The suite includes six large and modern offices luxuriously fitted with every known office improvement up to date. The offices were formerly located in the balcony of the retail store, and although these quarters were spacious enough 12 months ago, they were long since outgrown. The present location is second to none in Indianapolis.

It is said that much quiet work has been done by manufacturers in the attempt to find out what the special requirements in bicycles are in various parts of the country.

All the older houses in this country will be contributors to the exhibit of bicycles and essential parts which will form the central feature of the National Cycle Exhibition at the Grand Central Palace, New York City, Feb. 6 to 13.

In addition to the display of articles relating to the bicycle there will be samples of such accessories as bells, cyclometers, carriers and other devices illustrating the progress during the last 18 years.

As an educational exhibit this feature will be sure to create widespread interest. Another novelty will be the remarkable collection of prizes won by the champion of champions, Arthur A. Zimmerman. This will be the first time that the trophies of this great rider were ever publicly displayed. The collection will include prizes won abroad, as well as the more important ones captured in this country.

President Coleman is highly pleased with the outlook for the show. He will attend the national exhibition in Chicago, leaving for that city next week.

Humber & Co. Ltd., have incorporated their New York branch.

The Amos Mfg. Co. has been incorporated in Chicago by G. W. Amos, T. J. Sprague and E. T. Gilbert. Capital stock, \$20,000.

It has been remarked that tire makers have succeeded in educating bicycle riders up to the idea that road tires should differ from track tires in size and weight.

Brown & Getty, of Camden, N. J., have just made a contract with Hartnagle & Cullmer, 1233 Broadway, Brooklyn, N. Y., to manufacture and have exclusive contract and sale of the Getty Bicycle Support, for four years in the United States and Canada.

The firm of F. X. Muller & Co., of Buffalo, was dissolved by an order of Justice Child in the special term of the Supreme Court last week. J. F. McLaughlin was appointed permanent receiver.

Joe Gunther, the famous long distance rider, has been appointed manager of Gormully & Jeffery's Chicago branch, succeeding the late J. O. Blake. The selection is a popular one.

The Warwick Cycle Mfg. Co. will open their Canadian branch the first of the

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.	PROVIDENCE, March 2-5, 1897
PHILADELPHIA, Feb. 20-27, '97	DETROIT, March 2-6, 1897.
PITTSBURGH, Feb. 20-27, 1897.	BALTIMORE, March 6-13, 1897.
DENVER, Feb. 20-27, 1897.	BROOKLYN, March 6-13, 1897.
CINCINNATI, Feb. 20-27, 1897.	ROCHESTER, March 8-13, 1897.
OMAHA, March 1-6, 1897.	WILLIAMSPORT, Mar. 18-20, '97.
SYRACUSE, March 1-6, 1897.	

ERNEST R. FRANKS,
Mgr. Eastern Exhibition,
271 Broadway, N. Y. City.

A. E. PATTISON,
Mgr. Chicago Exhibition,
Room 43, Auditorium Bldg., Chicago, Ill.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

year in Montreal. T. T. Cartwright will have charge and will at once establish his headquarters.

It is reported that the Elliott Manufacturing Company will remove from Buffalo to Tonawanda, N. Y.

Wynnewood bicycles, which have been on the market since 1892, will as usual be marketed by A. M. Scheffey & Co., of New York City. The new line comprises nine models ranging in price from \$50 to \$100.

The Cincinnati Bicycle Board of Trade has announced that an exposition of the products of bicycle manufacturers of the country in all branches will begin on Feb. 20 at Horticultural Hall and continue until Feb. 27.

The Zimmerman Cycle Co. has been incorporated for the purpose of selling bicycles in Savannah, Ga., by A. A. Zimmerman, T. C. Darst and D. O. Graff. Capital stock, \$5000.

It is reported that H. A. Lozier & Co. will establish a factory in Australia.

GIDEON WILL RETIRE.

Salary No Inducement to Chairman of the Racing Board.

Chairman George D. Gideon, of the Racing Board of the League of American Wheelmen, is sincere in his announcement that under no circumstances will he accept a reappointment to the position. The duties pertaining to the office are not only arduous, but very often unpleasant.

Mr. Gideon has given good satisfaction, but several times his rulings, though admittedly fair, have made him the target of much abuse. He has always performed his work without reward. It is now the intention of the League of American Wheelmen to make the position a paying one, and at their annual meeting in Feb. next a salary will be decided upon.

Mr. Gideon will retire, and three of the other members of the Racing Board also intend dropping out. The list includes D. W. Robert, of St. Louis; Fred Gerlach, of Chicago, and E. H. Crininger, of Cincinnati. The retirement of these four officials will cause the appointment of an almost entirely new board.

BITS OF RACING NEWS.

—Lesna, the French stayer, is bound for Australia, with the object in view of showing the Antipodeans what paced racing is like.

—E. Irving Halstead, at one time a well-known Philadelphia racing man, is now an official of the L. A. W., at Tacoma, Washington.

—Otto Zeigler, Jr., of San Francisco, the well-known professional, has issued a challenge to race any man on the Pacific Coast for a \$1000 purse.

—Henry Goodman, of Hartford, the official handicapper of the L. A. W. for New England,

has resigned his office. He now lives at Portland, Ore.

—Clinton Coulter, the Denver rider, who holds the one mile unpaced record, 1 minute 59 1-5 seconds, will make a trial early in the spring to reduce these figures.

—George R. Bidwell, of New York City, has resigned the chairmanship of the Transportation Committee of the L. A. W. H. C. Nickerson has been selected as his successor.

—An Irish newspaper says that Teddy Hale, who won the recent six-day race and who is now appearing at the Bijou, this city, was not born in Ireland and never so much as set foot on Irish soil.

—George D. Gideon has made announcement that he will positively refuse to serve another year as chairman of the L. A. W. Racing Board. His successor will most likely be Henry Batchelder, of New York.

—For competing in unsanctioned races after warning A. G. Parker, Kearney, Neb.; Lester E. Sisson, Columbus, Neb.; Joe Kinnam, Shelby, Neb.; P. H. Burt, Aurora, Neb., have been suspended for six months from Dec. 30.

—For competing in unsanctioned races after warning six months has been added to the terms of suspension placed upon Gus Gocke, York, Neb., and John Fox, Shelby, Neb., making same expire April 3, 1898, and Oct. 3, 1897, respectively.

—Chief Consul Sams, of the Maryland Division, claims that he is making against W. L. Eckhardt, of Cleveland, who is accused of racing under an assumed name while under suspension, a case which will rival the Murphy-Titus-Cabanne complication.

—A meeting of prominent racing men and the owners of bicycle and trotting tracks throughout the country will hold a meeting at the Everett House, New York, January 16. It is the purpose to organize an association for the control and extension of professional cycle racing.

—The Scottish Cyclists' Union, in abandoning Classes A and B and adopting amateur and professional racing, has decided that any member of the trade shall become a professional by applying for a racing certificate, that any amateur infringing amateur rules shall be suspended for three months before receiving a professional's certificate.

—The following riders have just been declared professionals by the Racing Board: A. G. Parker, Kearney, Neb., clause (a); Lester E. Sisson, Columbus, Neb., clause (a); Shelby, Neb., John Fox, Shelby, Neb., P. H. Burt, Aurora, Neb., J. H. Snell, Bradenville, Pa., own request; William Jordan, Lansingburg, N. Y., clause (b); Chris Bohnet, Lansingburg, N. Y., clause (b); E. C. Freeman, Saratoga Springs, N. Y., clause (b); George Barber, Coles, N. Y., clause (b).

—The close of the six days' bicycle race for women at Cleveland, Ohio, January 9, was marked by an exciting accident which resulted in the severe injury of Amy Kalgren, a contestant. Dottie Farnsworth, who was riding at a furious pace, threw up her arms and appeared to be about to fall from her wheel. Miss Kalgren, who was behind her, dismounted and was struck by the wheel of Tillie Anderson and thrown violently to the floor. She was unconscious for some time. The score at the close was as follows: Anderson, 220 miles 9 laps; Farnsworth, 229 miles 8 laps; Keyes, 227 miles 11 laps; Brown, 227 miles 11 laps; Allen, 223 miles 7 laps; Kalgren, 214 miles 11 laps. No race was declared, as Miss Farnsworth had been blocked.