



## 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.

Agents and riders and prospective cyclists seeking for the latest in all that pertains to the up-to-date wheel will not miss the great Eastern National Cycle Show at the Grand Central Palace in New York City, Feb. 6 to 13, if they can possibly get there. Costing the manufacturers close to a million dollars, the annual exhibition will this year contain more bicycles and accessories and novel attachments than were ever before gathered for public inspection.

It was no idle boast of Secretary Franks, of the Cycle Board of Trade, under whose auspices the show will be held, when he declared yesterday that the records of previous exhibitions will be broken in every particular. The books of the Board bear out this statement, showing a remarkable excess over the number of exhibitors of previous years. By way of illustrating this point it may be said that the coming show will be nearly three times as large as that held last year in Madison Square Garden.

The most valuable machine in the vast collection will be a tandem, the cost of which is claimed to be \$10,000. A description of this bicycle says that gold covers every connection, the yellow metal being artistically carved and inlaid with precious stones. The name of the wheel is set with brilliants. On the top bar in raised gold is a race scene showing a finish opposite a grand stand. The centre, upright bar shows a ball game, while on other conspicuous places are pictured hunting scenes, boat races, fishing, the emblem of speed and the symbol of the League of American Wheelmen. The two latter are set in diamonds, rubies and pearls.

There promises to be no limit to the useful and ornamental souvenirs that the big houses will give away. A certain Western maker has ordered 100,000 scarf pins showing a part of his bicycle that has made him famous. Others have prepared with equal lavishness, and many rarely valuable souvenirs can be expected by every visitor.

The opening will occur on Saturday evening, Feb. 6, at 8 o'clock, and with the exception of Sunday the show can be visited by the public daily between the hours of 2 and 11 P. M., up to and including Saturday the 13th. The special hours for agents and manufacturers will be from 9 A. M. to 1 P. M., during which time no admission fee will be charged to any regular, qualified member of the trade.

The Ridge Spring Tire Co. has been incorporated in Chicago, to manufacture bicycles and tires. The incorporators are J. W. Plummer, J. Ridge and J. W. Morrison and the capital stock is \$100,000.

The Charles H. Seig Manufacturing Company, successors to the Seig & Walpole Manufacturing Company, of Kenosha, Wis., have closed a deal with Herman Boker & Co., New York, to handle the "Windsor" throughout the States of New York, Pennsylvania and New Jersey. "Windsors" for 1897 are beauties, and Herman Boker & Co. are to be congratulated on securing the agency of such a durable and salable line of goods.

A receiver has been applied for to assume charge of the business of Ives & McGlenn, Baltimore.

The Detroit Wheelmen have perfected arrangements with the Detroit Cycle Board of Trade and will give the second annual cycle show at the Auditorium March 2 to 6 inclusive. The Board of Trade and the Wheelmen will manage the show jointly.

The Columbus, O., Buggy Company plant will probably resume operations in the near future.

There is probably no cycle firm in the United States which makes a wheel with more patented devices than R. H. Wolff & Co., Limited, of New York City. Their spring tempering process is a secret one, imitated by no one; the eccentric chain and adjustment resembles no other chain adjusting device; their self-oiling bearings are unlike any other; their new invisible brake is vastly different from any other braking contrivance, and even the Duplex machine for two riders is amply protected in like manner.

The Wyoming Cycle Manufacturing Company has been organized to purchase the

business of the Erswell Cycle Company, at Cheyenne, Wyo.

Although delayed a few weeks in getting to Middletown, Conn., the offices of the Keating Wheel Company are now moved to that city and established at the new factory there. The business of the company has been so largely increased that it has been found necessary to separate the bicycle and repair departments in the conduct of business.

The name of the Fox Cycle Company, South Norwalk, Conn., has been changed to the Fox Cycle & Hardware Company.

The Indiana Bicycle Company has secured the services of that talented newspaper man and advertisement writer, Lewis G. Quackenbush, formerly of the Monarch Cycle Company, Chicago. Mr. Quackenbush is one of the oldest cycling contributors in the country, and during the past season was the adviser and press representative of Tom Cooper.

The Church Saddle Company has been incorporated in Newark, N. J., to manufacture bicycle saddles, by C. F. Church, J. Wolf and B. S. Morehouse. Capital stock, \$100,000.

H. W. Craft has become associated with the Richmond Bicycle Company, and is now in the West with a full line of '97 Richmonds. Mr. Craft was formerly connected with the Indiana Bicycle Company and the Peoria Rubber Manufacturing Company, and is well known among the cycle trade.

During the Chicago show Morgan & Wright will be glad to have repairmen visit their repair department. There are several labor-saving knick-knacks that every repairman ought to see—not secret methods; just simple schemes for saving extra motions. They will show how a man can vulcanize almost any hole in an M. & W. tire without trouble, if he goes at it with both eyes open. Take Lake Street Elevated Railway to Ann street, and walk one block east to May street; or take Madison Street Cable Railway to May street, and then ask questions.

It is reported that the Frank & Smith Cycle Company, Chicago, has certified dissolution and surrendered charter.

American and Canadian wheels scored in all the important Australian events last month. A Barnes wheel won third place, although given fourth, and a Dayton was second, ridden by one of the most surprising riders of the season, young Walne, a Queenslander. The Austral Wheel race, an annual event that attracts more attention than any event run during the season, except possibly the International championships, was the chief race in which the American wheels won.

The Weaver Cycle Material Company has succeeded to the business of J. A. Weaver, Jr. & Co., New York City.

The Mesinger Bicycle Saddle Company have moved their offices from 26 to 33 West Twenty-third street, New York City, opposite their former location, where they have about twice as much room as heretofore. Not very long ago they moved into their new large factory, and now that they have enlarged their offices they will be in a position to attend to the increased requirements of their trade.

The Callahan Brothers, of Buffalo, are negotiating for the establishment of a large factory in Buffalo.

The New Brunswick Tire Company will have spaces 169 and 170 at the New York show and 408 at Chicago. Something very attractive in decoration may be expected at their booths, and their line of goods will be in keeping.

The Bridgeton Cycle Company, Bridgeton, N. J., has succeeded T. L. Woodruff & Co.

A. B. Barkman, manager of the bicycle sales department of A. G. Spalding & Bros., has decided that in future all matters pertaining to the agency business in connection with the sale of Spalding bicycles shall be conducted from the factory, at Chicopee Falls, Mass. Experience has demonstrated clearly that this is the most satisfactory way of doing business.

Bryden & Co., East St. Louis, Ill., have been incorporated by J. A. Williams, A. C. Bryden, W. O. Bryden and Alex. Bryden, to deal in bicycles and specialties.

R. M. Beck, formerly superintendent of the Pope Manufacturing Co., and for the last two years selling agent for the Brown-Sharpe Manufacturing Co., Providence, R. I., has assumed charge of the Phillips Manufacturing Co. factory, where are made the Kimball bicycles.

The High Art Bicycle Co., of Omaha, has been incorporated by H. B. Mulford and J. W. Martin for the manufacture of bicycle parts. Capital stock, \$25,000.

Sharpless & Watts say that there will be some startling disclosures at spaces 111, 119, 120 and 121, Philadelphia Cycle Show. There will be exhibited the largest bicycle in the world, a new idea in tandems will be shown, a novelty in enamels, and handsome souvenirs will be included. Favorite bicycles and lamps will be tastily exhibited.

Mr. Arthur Sidwell, generally known to the wheelmen throughout Massachusetts, certainly has the sympathy of all the Bay State cyclists in his bereavement over the death of his son, who was nearly 9 years of age. The little fellow was a bright boy, and a father never cherished a son more than did Mr. Sidwell, and the loss is keenly felt.

In colors of harmonious blending the Hamilton-Kenwood Cycle Co.'s catalogue

# 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.  
BROOKLYN, March 6-13, 1897.  
ROCHESTER, March 8-13, 1897.  
WILLIAMSPORT, Mar. 18-20, '97.

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

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

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

tells the story in scenic views of the pleasures of cycle riding and shows in splendid engravings their line for '97.

The Ojisto Cycle Co., of Toledo, is reported to be dissolved.

A rare musical treat is in store for the patrons of the National Cycle Show, to be held at the Grand Central Palace of Industry, New York City, Feb. 6 to 13. Roger's Seventh Regiment Band having been engaged to give two concerts daily throughout the exhibition.

This organization is attached to the world-renowned Seventh Regiment, and is undoubtedly the leading band of America. It became famous over 40 years ago under the leadership of Graffula, who was succeeded by the talented Italian, C. A. Cappa. Upon the death of Cappa, W. B. Rogers was unanimously chosen to assume the leadership. Mr. Rogers had held the position as cornet soloist of the band for eight years. This great band has just concluded its fourteenth consecutive season of promenade concerts in Central Park, where it has become one of New York's institutions, and it has only recently returned from a very successful tour of the principal cities.

D. L. Cockley has disposed of his entire interest in the Shelby Tube Co.

Frank H. Chapman, formerly manager of the Davidson bicycle agency in Detroit, and the head pusher in the establishment of the Detroit Board of Trade, has been selected to manage the bicycle show, which is to take place at the Detroit Auditorium March 2 to 6.

It was authoritatively announced last evening that within a few days a Boston branch of the Palmer tire will be running.

The Board of Trade of Orlando, Fla., has issued a call for a National Good Roads Congress in that city for February 2.

THE RETAIL DEALERS

Will Organize an Association at the Chicago Show.

During the week of the coming Chicago Cycle Show a meeting of retail bicycle dealers will be held for the purpose of organizing an association which will probably be known as the National Association of Retail Bicycle Dealers. The plan for this organization originated with the St. Louis Cycle Board of Trade. President Hill, of the Board, has been working industriously since its conception, several weeks ago. The association will not be organized on the lines of a trust, nor will its purposes conflict with the laws of the country governing trusts. Mr. Hill has received information to the effect that there are at least two penitentiaries in the United States in which a number of convicts are employed in

the manufacture of bicycles. It is also the intention of the promoters of the plan to make the association of benefit to riders as well as those engaged in the business. They will organize or employ a private detective agency to recover stolen wheels and prosecute bicycle thieves, who have become numerous of late. They will also fix a uniform price to be allowed on old wheels. A constitution and by-laws, setting forth the lines on which the St. Louisians think the association should be formed, will be drafted and ready for the consideration of the meeting.

ACROSS THE BORDER.

Records For Canada Accepted by the C. W. A.

The Racing Board of the Canadian Wheelmen's Association has adopted the following records:

Quarter of a mile tandem, amateur, against time, unpaced, flying start—Tucker and Boake, Toronto, 24 4-5 s.

Two-mile tandem competition, amateur, standing start—L. E. Morin and A. Martineau, Montreal, 4m. 43 3-5s.

Quarter-mile, professional, against time, paced, flying start—Angus McLeod, Sarnia, 24 3-5s.

One-fourth mile, professional, against time, paced, standing start—F. Westbrook, Brantford, 23 4-5s.

One-fourth mile, professional, against time, unpaced, flying start—R. D. Miller, Hamilton, 26s.

One-half mile, professional, against time, unpaced, flying start—R. D. Miller, Hamilton, 57s.

One-half mile, paced, amateur, flying start—J. Davidson, 52 2-5s.

One-half mile, paced, amateur, standing start—J. Davidson, 57 4-5s.

Claim is made by R. O. Blayney, Simcoe, for one and two-mile paced competition records. The board has looked into the importance of the meet at which this time was made and the circumstances of the races, and have decided that the events could be recognized only as attempts against time marks and accepted his records as follows:

One-mile, paced, standing start, amateur, against time, 2m. and 3 1-5s.

Two miles, paced, standing start, amateur against time, 4m. and 21s.

Sanctioned Cycle Exhibitions.

Boston, Feb. 20-27; Philadelphia, Feb. 20-27; Pittsburg, Feb. 20-27; Denver, Feb. 20-27; Cincinnati, Feb. 20-27; Omaha, March 1-6; Syracuse, March 1-6; Cleveland, March 1-6; Providence, March 2-5; Detroit, March 2-6; Reading, March 2-6; Baltimore, March 6-13; Brooklyn, March 6-13; Rochester, March 8-13; Williamsport, March 18-20.

First Woman's Club Disbands.

After a most creditable career, extending over a period of nine years, the Buffalo Woman's Wheel and Athletic Club, the first of its kind, disbanded last week. It was originally formed to popularize cycle riding for women, and it accomplished its object in every way. Some of the most prominent women of Buffalo were members.