

CYCLERS AND CYCLING.

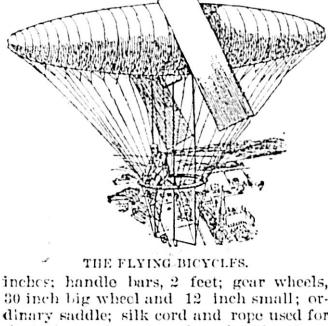
The Resistless Wheel Now Whirs Through Air and Water.

BICYCLING ALONG THE BREEZE.

A Tricycle That Will Make Time on the Water — Novelties In Track Events. Why Night Racing Is Tabooed by the Cracks—Odds and Ends of Gossip.

Ever since cycling became the sport universal ingenious minds have kept themselves busy trying to find new uses for the wheel or new forms in which to make it. These attempts have met with success proportionate to the practicability of the objects sought to be attained. The processes of cycling upon the surface of the earth improved so rapidly as to give rise to the belief that the elements air and water could also be traversed in a somewhat similar manner.

The problem of aerial navigation is old, but it is only in very recent years that the principles of cycling have been applied to it. Recently J. C. Ryder, a young man of Richmond Hill, N. Y., devised a simple conical apparatus, composed of silk surrounding bamboo hoops, to which he attached a bicycle movement and proceeded to fly. This is not an exaggeration, as there is good authority for the statement that he actually flew from Hempstead to Richmond Hill. He rose to an altitude of several hundred feet and glided along as easily as though running an ordinary safety over asphalt pavement. The sensation of moving through the air, he says, is very delightful, and he sees no reason why his machine should not come into popular use. The dimensions of the machine as given by Mr. Ryder are: Size of cone, 65 feet; circumference, 6 feet; length of ring for protection against falling, 42



THE FLYING BICYCLES.

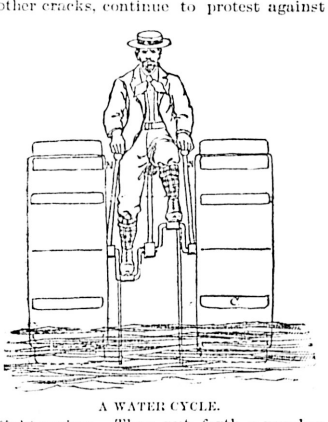
inches; handle bars, 2 feet; gear wheels, 30 inch big wheel and 12 inch small; ordinary saddle; silk cord and rope used for the waistband, 23 feet; length of bar from cone to bottom sprocket, 26 feet; length of aluminium sweeps, 23 feet by 4 feet; driving bar and axle of sweeps, half inch tool steel, and 1 inch tool steel flanges to keep the axle and cone together. The total weight of the machine is 95 pounds and its lifting power three tons.

Innumerable aquatic machines have been made, all of which have been able to move over the water, but the rate of speed produced has not been entirely satisfactory. But recent experiments have developed possibilities of great improvement in this line. In the first place, it has been clearly demonstrated that the only water cycle of any practical utility is a tricycle, for the reason that it would require a great deal of practicing to enable one to balance a bicycle upon so yielding a surface. The most successful water cycle that has yet been constructed is represented in the above illustration. The wheels are made like hollow drums and are watertight. These driving wheels are placed far apart, thus giving the machine stability. The material of which these wheels and the steering wheel are made is very light, following the construction adopted in racing shells.

An objection that may be raised to the machine as shown is that there is nothing to protect the rider from being soaked by the water that would necessarily be thrown up by the wheels. This can be prevented, however, by covering the frame with waterproof cloth, and by building out a light wire frame this cloth shield could be carried upon the sides a foot or two above the frame proper and also some distance in front of the crank shaft.

At their national circuit meet at Manhattan Beach, N. Y., Sept. 19, the Quill Club Wheelmen will introduce two novelties in racing. These will be a one mile invitation for professionals, best two heats out of three and another event of the same nature for amateurs. In case a rider runs unplaced in the first two heats and a third one is necessary, he will be "sent to the stable," only the placed men being allowed to finish the race. Should a competitor meet with misfortune in the first mile he will have an opportunity of retrieving himself in the second.

Bald, Cooper and Sanger, as well as other cracks, continue to protest against



A WATER CYCLE.

night racing. They put forth a number of reasons for their opposition to this kind of sport, the principal one being that they do not wish to risk catching colds by riding at night.

The cycling tramp who calls himself a "globe girdler" and other high sounding alliterative names is still making life fatiguing to people who are continually reading in the daily press the doleful tales of his experiences, the miles he has rolled up, the route he has traveled, etc. Furthermore, he is very numerous, and, more still, he is a nuisance.