

geared to 153, so that every revolution of the pedals carries the wheel  $38\frac{1}{4}$  feet.

Ladies' wheels early attracted attention after the safety was in use, and to-day lady riders are numbered by hundreds of thousands. The lady's wheel presented a more difficult problem than the ordinary bicycle, as the diamond frame was necessarily abandoned, but a lady's wheel is now produced which is equal to a man's wheel, with a slight increase of weight. The first drop frame, or lady's machine, was patented in the United States in 1887.

THE ART OF TRICK RIDING.

There are few regular attendants at bicycle races and bicycle tournaments who have not witnessed the remarkable performances of some trick bicycle riders, and trick riding has also proved very popular on the vaudeville stage. No one but an experienced cyclist can fully appreciate how expert a rider must be in order to perform even the simplest bicycle riding act. It gives us great pleasure to present some illustrations of remarkable feats performed by Lee Richardson, the representative fancy bicyclist of this country. Lee Richardson is the son of Mr. L. M. Richardson, of the Monarch Cycle Manufacturing Company. Lee Richardson was born in Milwaukee, Wis., and attained his wonderful proficiency by most careful study and practice. He considers that one of the important points in trick riding is to ascertain the limit to which one can safely go in the manipulation of his machine in the execution of fancy evolutions. It is, of course, essential for the rider to know every peculiarity of his wheel, and the possibilities and contingencies which have to be guarded against. Unlimited patience and exhausting practice are necessary to become a trick

rider. Grace and ease are required by all trick riders, but this all comes in time. Considered from a scien-

tific standpoint, fancy bicycle riding brings every muscle in the body into play, and even practice in the simpler maneuvers will, in a short time, give increased strength and skill, and in a very little time muscles will begin to develop of whose existence the rider was practically ignorant.

The bicycles of trick and fancy riders are specially constructed, for they require to be built additionally strong, as the regular light wheel will not stand the great strain to which the trick wheel is subjected. Such wheels vary in weight from twenty-eight to thirty pounds. The wheels are usually of a diameter of twenty-six instead of twenty-eight inches, and the frame is well reinforced. The front fork is arranged so as to permit of the front wheel making a complete revolution without coming into contact with the lower tube of the diamond frame.

The wheel ridden by Mr. Richardson is fitted with changeable gear, which permits of his going from the saddle through the frame and remount the saddle again while the machine is in motion—a trick which cannot be performed without the device mentioned.

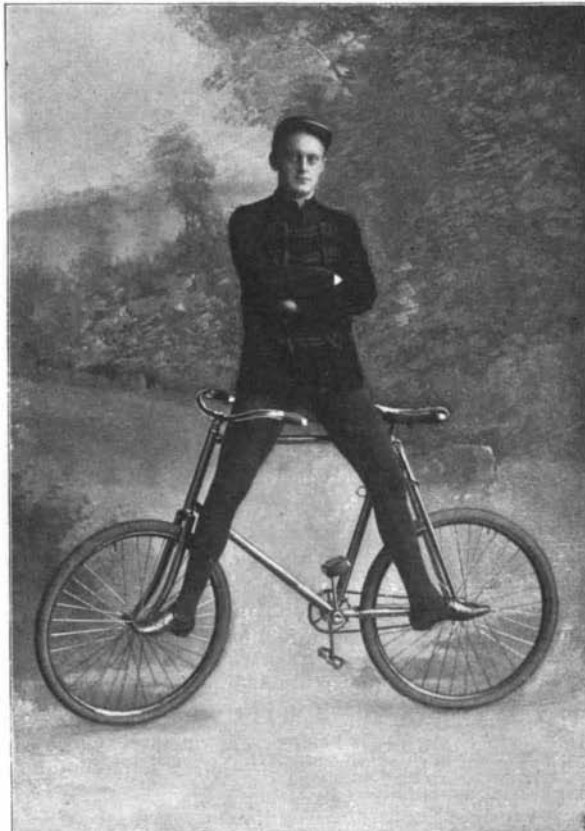
The simplest trick riding is to learn to ride on the machine without keeping the hands on the handle-bar. This is practiced by thousands of riders who never think of performing any tricks. Then follow side-saddle movements and various kinds of standstills. After the rider has become proficient in these comparatively simple tricks, it is possible to make trials of harder ones. One of the most difficult of fancy riding tricks was originated by Mr. Richardson; this is the riding of the machine backward while seated in the saddle in the regular way. This trick requires weeks of hard work before any success can be obtained. Mr. Richardson is to have an eight weeks' season in London.



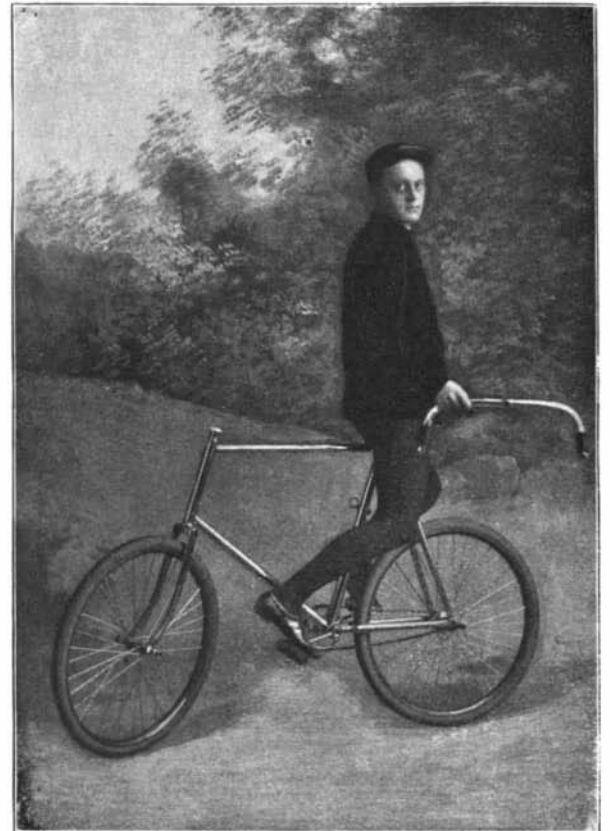
Riding on Dismembered Bicycle.



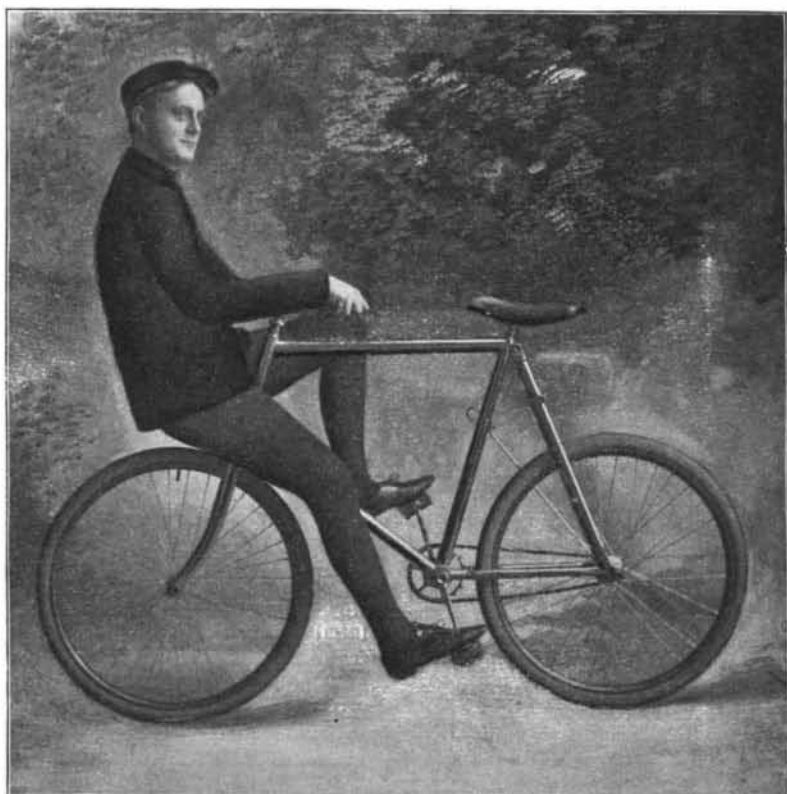
Riding on the Rear Wheel.



Maintaining Equilibrium Under Difficulties.



Riding Without a Handle Bar.



A Difficult Feat.



Driving the Wheel by Hand.

THE ART OF TRICK RIDING.