

her time 2 h. 41 m. 28 s., or a trifle over 12 miles. In the Helix Club de France races the course was 48 kilometers (29.80 miles), and "Rollo's" time was 2 h. 8 m. 3 s.; equal to a speed of 14 miles. In a 24-kilometer brush under H. C. de F. rules she made the distance in 55 m. 25 s., a speed of 15.67 miles, or a gain of 22 minutes 6 seconds over her initial showing. This progressive improvement reflects much credit on M. Tellier, who had charge of the motor in these races. In order to try her on the deep seas M. Giraud had her transported by rail from Paris to Lorient, on the Bay of Biscay, and under his management and the assistance of an engineer "Rollo" was safely sped down this dangerous coast to the fashionable watering place Arcachon, a distance of some 200 miles, making an average speed of 13 knots, mostly in the open sea. This is probably the finest achievement by any power-propelled launch or canoe of like measurement and capacity, and won for M. Giraud a leading place in the development of the new sport. On a certain occasion, the tide favoring, "Rollo" slid over a measured mile on the Seine River at a clip that would have placed 25 miles to her credit within the hour had she continued for that time. It was on this occasion that the photographs herewith shown were taken by M. Giraud. One picture represents the start, when the craft cleaving the water at stop speed comes tearing down on the mark. M. Tellier is seen at the rudder sitting sideways in the cock-pit so as to better manipulate the engine and the steering simultaneously. It will be seen that the force with which the craft is urged is sufficient to lift its nose well out of the water. The other view shows "Rollo's" looks as she comes tearing through the brine head on for the stake.

Automobile launching or "canoeing"

as the French call it, is not only now recognized as a distinct development in light craft engineering, but as a sport with rules and tenets of its own. A great many wealthy French sportsmen have had auto canoes constructed on the lines of "Rollo," the pioneer, and on the other side of the Channel the fever has caught on to the extent of putting several such craft into commission for racing the French during the coming season. That most energetic of launch-owner organizations, the Helix Club of France, is about to organize a technical committee composed of engineers and other specialists, under the presidency of Count Récopé, in order to gather reports regarding new developments in pleasure and racing navigation with light draught power craft. The club, which is one of the most influential in France, seems to realize that the industry of automobile launch building is still in its infancy despite the wonderful performances of M. Giraud's "Rollo," and its members have settled down to the task of perfecting the sport with much enthusiasm.

When the British and French automobile launch fleets meet early in the spring to decide the proposed international launch championship, interest will not only center in the spectacular feature of the speed performances, but also in the comparative test of the

English system of power propulsion against the French.

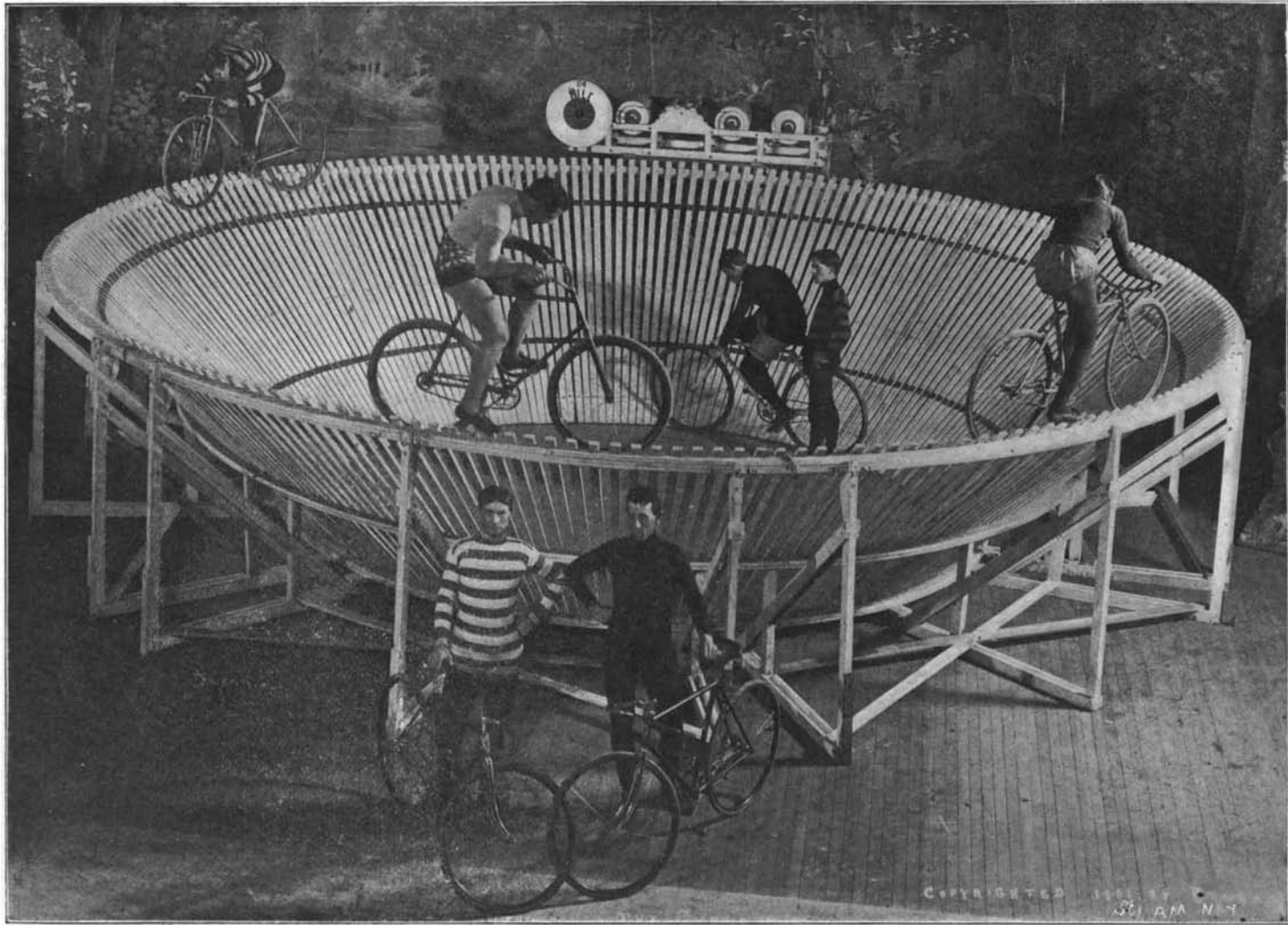
The races, which are scheduled to include a brush across the Channel from Dover to Calais, may, nevertheless, be close enough to excite an interest vying in popularity with that surrounding international yacht races. We are indebted for our particulars to Le Sport d'Automobile Canot.

THE CYCLE WHIRL.

Some two months ago there was on exhibition at Proctor's 23d Street vaudeville theater, in this city, an indoor racing track, on which expert bicycle riders daily performed. This track, instead of being made oval in shape, with the ends banked, as is usual in outdoor practice, had necessarily to be circular in or-



SCHREYER ON HIS STATIONARY PACING MACHINE.



THE CYCLE WHIRL.

der to fit on the stage. It forms, as a glance at the illustration will show, an inverted, truncated cone of slats with diameters across the top and bottom of 25½ and 14½ feet respectively. The slats of the cone are set at an angle of 45 degrees with the stage and are 8 feet in length. Within this miniature race track, upon the rising of the curtain, are seen several bicyclists with their machines. Starting at the bottom of the cone slowly and carefully, they circle around it with increasing speed, climbing higher and higher toward its upper edge while their bodies lean more and more toward the inside and finally reach a position where rider and wheel seem nearly horizontal as they go spinning over the clattering slats. The pacer, Schreyer, on his stationary trainer, increases the pace, and the pointer of the

indicating dial plainly shows to the audience this increase as the quarters and halves are run off. Faster and faster go the racers till they are circling around the track in one mad whirl. A pistol report sounds. The riders plunge to the stage, drop their wheels, and make a dash for the top of the slats. The one who reaches the top first is considered the winner.

The trick rider, Schreyer, next performs on the inclined track, riding around it and plunging from top to bottom and vice versa till it seems as if he must surely run off the upper edge or be dashed onto the stage at the bottom. He also uses an electrical bicycle, which is arranged with insulated copper wire brushes that rub on the spokes of the front and rear wheels. Flexible wires from above are connected, one to the brushes and one to the frame of the wheel. As he circles around the track in semi-darkness myriads of brilliant sparks are showered from the two wheels, producing a very pretty and dazzling effect. Next he rides around the circle with hands off, and then repeats this feat with a boy on his shoulders.

The Cycle Whirl was so named by Manager Proctor, who imported the act from London, where it was originally produced last summer by an Australian trick cyclist, Charles Jones. It proved to be a startling and interesting feature of the usual vaudeville performance, and was soon copied by other of the vaudeville theaters. After the six-day bicycle race in Madison Square Garden the champions were seen daily in races on this miniature track.

The advantages of the gasoline engine are forcing themselves on the officials of several of the larger Western railroads. Experiments with gasoline "hand" cars have demonstrated the entire practicality of such vehicles for inspection and repair purposes. Not only is it possible to travel much more rapidly and with the expenditure of a minimum of muscular energy — sufficient only to start the motor — but the vehicle equipped for service is so light as to be easily handled by the crew. Besides, if necessary, a small flat car containing additional tools and men can be attached to the motor car and hurried to the spot where quick repairs may be necessary. So entirely successful have these experiments been, indeed, that it is

quite possible that another year may see the majority of the larger railroads throughout the country supplied with self-propelled "hand" cars.

An automobile exposition will be held by the Automobile Club of Great Britain and Ireland from April 19 to 26 next in the Royal Agricultural Hall in London. The exhibits will be divided into sections as follows: Automobiles; detachable parts and pneumatics; motors and generators; accessories and carriages; material and machine tools; covering clothing, etc. The exhibition will be a very important one, and inquiries for space and further information should be addressed to Mr. Cordingly, 39 and 40 Shoe Lane, London, E. C.