

watch, which he still proudly wears. In the spring of 1890 he purchased a "Rational," and immediately went on the road, determined to make this year a red letter one in his history. Joining himself to the Toronto Bicycle Club, he carried the cardinal and blue to victory at Hamilton on May 24th, winning second place in the five-mile open, against all the American flyers, including the N. Y. A. C. team; also beating Carmen and Rassicoe at same time.

His next appearance was in the first race (ten miles) of the T. B. C. series of road races, winning first after a hard race with some eighteen starters. After a good meal and a rub down he, in company with F. J. Whatmough and the editor of the *Pickering Journal*, repaired to the famous Highland Creek Hill, which he began climbing by way of exercise, and after doing so twice, being told to keep on, he succeeded in surprising himself and those present by doing the return trip eight times, and could have made it the dozen, but desisted when requested to stop, being satisfied with making in a day's riding two more records, which, as yet, no one has attempted to break, and he is anxiously waiting to see or hear of some one exceeding his record of hill climbing at this point.

Next came the C. W. A. meet at Ottawa, and at its first event, a twelve-mile road race, he finished in first place in forty eight minutes, which stands as the record for this race, and abundantly proved his speed as a road rider against such men as Lingham, of the W. B. C., who thought he had an easy thing of it, but found to his surprise the boys in blue had a better man than he. At the track races the day following, he won one first and one second. At races on July 12th, at Exhibition track, he also won a first and second prize. Shortly after came the second event in the handicap road series of the T. B. C., in which he again took first place, doing the twenty miles, against nine starters, in the splendid time of one hour seventeen and a half minutes. On Civic Holiday, in August, at the T. B. C. annual meet, he rode in several events on his roadster, and, although severely handicapped on this account, won the two-mile club championship, and took third place in the one-mile handicap and the one mile roadster handicap. September 6th was the last of the T. B. C. road races, thirty miles, in which he came in winner in two hours four minutes. September 27th was the date set for the long talked of Toronto vs. Wanderers team road race for championship of Canada, and Dave lost no time in putting himself in first-class shape, and had the pleasure of taking first place against the field, in two hours forty-

nine minutes for forty miles, the best previous time being three hours seventeen minutes, by Fred Foster.

In addition to the above, in July Mr. Nasmith made a record to Whitby from Toronto, which holds good to-day; time, two hours eleven minutes. Also, on Sept. 30, he rode in the 100-mile road race from Erie, Pa., to Buffalo, and took fourth place in eight hours and ten minutes. This race was the first Mr. Nasmith ever rode in of that description, and did as well as expected, having such men as Van Wagoner and Daniels to ride against. With the experience he gained we hope to see him finish better in the next.

Very little racing was looked for after this event, but he followed up this victory by issuing a challenge to any road rider in Canada, for any distance from twenty-five to one hundred and seventy-five miles, which still stands unaccepted, leaving him the undisputed title of Road Champion of Canada for 1890. Since then he has succeeded in reaching Whitby on his "Rational" several times, and is very proud of his wheel, which has carried him over four thousand miles, and is still in fine condition awaiting the pring thaw of 1891.

How To Oil a Chain.

One of the greatest annoyances a safety-rider experiences is the liability of the chain to wear hard and clog with dust and consequent difficulty to get it to run smoothly. The following method of cleaning and keeping chain in order I have found to answer admirably: Take chain off bearings, wipe off dirt and dust with rag, then run it through spirits of turpentine, which will thoroughly clean out all the joints, wipe off chain again, then immerse it in tin vessel containing sufficient sperm oil to cover it, place vessel on stove and boil chain in the oil for a few minutes, again wipe off thoroughly and the result will surprise you next time you try your wheel. This process is a little trouble, I admit, but once tried, as the advertisement says, you will use no other. ANGLI.

MR. FRANK PEARD, so well known among us, and whose services have been always at the disposal of the T. B. C., has taken his departure for Chicago, and on Saturday, the 3rd inst., a few of his friends presented him with a very fine C. W. A. badge, as a memento. We are in hopes he will return to Toronto again before many moons have passed.