

Dave Nasmith,

T. B. C. AND C. C. R. C.

Some time ago we presented a portrait of this rider, but as it was hardly so good a one as he deserves, we have all along intended to publish another, which, we trust, will be more like the original Dave. His success in securing the first two bars of the new Century Road Club of Canada seems, therefore, to present an appropriate occasion to carry out our design, and we have much pleasure in presenting to our readers the portrait on the first page of this issue of CYCLING.

His Second Century.

Dave Nasmith, of the Torontos, claims the second Century Bar from the new C.R. C.C., he having ridden to Port Perry and back on Thursday last. He left the city at 8.20 a.m., reaching Port Perry at 12.50. After dinner and a rest he rode back to Whitby for tea, and thence to the city, where he arrived at 9.25. He reports the roads as being very bad—in some places almost impassable.

One of our American contemporaries is laboring under the impression that Dave's ride on the 6th ult. was the first century ride undertaken in Canada. Such, however, is not the case, as it has been the custom for some years of several Canadian clubs—notably the Wanderers and Torontos—to hold annual century runs, which are participated in by from fifteen to twenty members of the club on each occasion. The century run of the 6th ult. was merely the first under the auspices of the new Century Road Club of Canada.

A Fairy Tale from Oregon.

Many are the queer undertakings and peculiar feats that have been performed through the medium of the wheel, and for that reason it is hard to believe anything impossible; but the following paragraph from a Portland, Oregon, paper would cause suspicion to creep into the mind of even the most credulous: "Mrs. Mary Robeson, of Hubbard, Clackamas County, intends to start on a bicycle tour across the continent as soon as the weather will permit. She will start from Portland, and New York will be her destination. She will carry a flag which will be dipped in the Pacific and Atlantic oceans, and will then be sent to the World's Fair and put on exhibition. A \$6,000 fund is

being raised to defray her expenses. Mrs. Robeson is somewhat of a bicycle rider, and says she is confident that she will beat the record. She has not decided whether she will ride astride or not. She is fifty-six years old, and has eight children living in Clackamas County. The oldest is a daughter of thirty-six years and the youngest a girl of sixteen." The statement that she has not decided whether she will ride astride or not is good, and proves the story to be a fairy tale.—*The Wheel*.

A New Idea in Bicycle Railways.

A. H. Hotchkiss has invented a novel bicycle railway, which he intends to put in operation between Mount Holly and Smithville, N.J. The road bed is a framework resembling an ordinary board fence, on top of which is a steel T rail, on which the grooved wheel of the bicycle runs. A brace run extends down on either side of the fence, on the end of which is a wheel that runs along the bottom board of the fence and prevents the machine from overturning.

Each bicycle will carry one or two persons, and the machines are easily propelled as there is but little friction. The trip between the two places can be made in seven minutes; and as there is considerable travel each way daily it is the general belief that the road will be profitable.—*The Wheel*.

About Gearing.

"Why, oh, why will makers adopt such a combination as 28-inch driving wheels and a standard gear of 56 inches?" asks Mecredy. "This brings the strain at each revolution on the same spokes and in time wrecks the hind wheel, unless it is a particularly good one. The wear on the chain also and teeth of the smaller cog-wheel is also irregular. In the case of the larger cog wheel this is always the case, but being so much larger it does not do much harm. By frequently altering the position of the chain the difficulty can be partly got over, but the combination is entirely wrong and should be avoided. About 56-inch is the best all-round gear for pneumatics, and that being so the driving wheels should be made some other size. A 27-inch wheel could be geared to 57 $\frac{3}{4}$ inches, or a 29-inch wheel to 54 $\frac{3}{4}$ inches, or a 30-inch wheel to 56 $\frac{1}{2}$."

The subject of our next article on Canadian Flyers will be Bert Brown, of the Wanderers Bicycle Club.