

and provoked considerable discussion before being ultimately tabled until Tuesday night's meeting. The majority of the wheelmen so far consulted do not seem inclined to endorse it, being opposed to sidewalk riding even as an expedient, as well as to any proposition to impose any special tax on bicycles, while allowing other vehicles (which wear out the roads as the silent steed does not) to escape assessment. The general opinion among wheelmen appears to be that cyclists should demand rideable city streets—nothing more and nothing less. Here is the draft of a petition to which their attention has been invited. Cyclists would do well to read it carefully before attending the next club meeting:

"We, the wheelmen of the city of Victoria, now forming a large and constantly growing body in the community, beg to respectfully direct your attention to the wretched condition of a majority of the city streets, and to the fact that they are constantly becoming less fit for ordinary traffic. Ruts and rocks, broken glass, and uneven surface have made the streets in very many sections of the city unfit for ordinary vehicular traffic, the safety of any horse or carriage passing over them being actually endangered. This being the fact with regard to wagons and carriages, your honorable body cannot fail to recognize the difficulties and dangers which for months past have been incidental to the use of the bicycle in this city. The majority of the wheelmen of Victoria use the bicycle in business as well as pleasure, and the constant and unnecessary expense of repairing, due entirely to the condition of the streets, is, we hold, a burden that should not longer be borne without emphatic protest. We would respectfully ask your honorable body to undertake without delay the general improvement of Victoria's streets. If, as we anticipate, civic funds will not permit of the immediate carrying to completion of so extensive and important a work, kindly give us something. Would it not be possible for the city to provide improved roadways, say four feet wide, from Douglas street up Yates or Fort to Oak Bay avenue; on Government or Douglas street to the city boundary, and from James Bay bridge to the outer wharf. If your honorable body cannot aid us on the lines proposed, which are based on the recent legislation of numerous Eastern cities, as a last suggestion we would submit the following: That bicyclists be allowed the use of the sidewalks outside the fire limits under suitable regulations somewhat like the following: That all wheels be licensed, the license number to be conspicuously displayed in white characters at either side of the machine's head; all wheels to be provided with bells or other alarm signals, and to be provided with lanterns if ridden upon the footpaths after nightfall; all riders upon the sidewalks to "slow down" at least 30 feet before passing a pedestrian, to signal their approach and to take the outside of the walk in the event of their being room for a safe passage; otherwise the bicyclist to immediately dismount and "lead" by Signal to be given before approaching any street corner and speed to be decreased in order to prevent the possibility of accident."