

for tracks easy to ride upon, that the dullest, the laziest and the most apathetic of municipalities will be compelled to direct its attention to road making and to keeping the highways clean and in good order. Just think of how pleasant it will be to live in a country in which the streets and roads in both town and country will be free from irritating irregularities, where there will be no bumping, where mud will be unknown, and where the air we breathe and live and move in will be free from dust. The general use of the bicycle cannot fail to bring about that most delectable state of things. The bicyclist then, instead of being frowned upon and laughed at should be regarded as, unconsciously, it may be, a public benefactor or benefactress.

Following closely in the track of the bicycle is certain to come the horseless carriage. This pleasant and cheap means of locomotion also requires a good, hard, smooth road. A road over which a horseless carriage can bowl along at the rate of twenty or thirty miles an hour must be level throughout and free from loose stones, straying animals and other things which make rapid traveling unpleasant to nervous people, and, indeed, to people who are not nervous.

When the roads are in such a state that bicycles and the riders in horseless carriages can travel over comfortably they will be in a state which the humble and sorely tired pedestrian sometimes dreams about but does not venture to hope to see realized in this world of small trials and little miseries. Why, then, should we not rejoice to see the bicycle becoming popular, and hail with delight the advent of the horseless carriage?