

leges than we did before seeing the interior of this home.

Having so many preparations to make for our life on the road we postponed further sight-seeing until the return visit. We made a valuable friend in Mr. Mackenzie, the genial representative of the Rudge Company, and under his care the moments of waiting passed swiftly by. The first bicycle to file an appearance was Langley's, and he, impatient to be off and on the wheel, started for Edinburgh, Peard showing his appreciation of Mr. Mackenzie's friendship by borrowing a mount to accompany Langley a short distance, and breaking the tyre of the front wheel before he had travelled half a mile. While these items of interesting moment were being enacted, McBride was on his way to Coventry, considering that personal attention was the surest way of securing his bicycle. So Peard was left alone in Glasgow filling in his leisure moments by meeting every train from Coventry, and on Saturday morning, five days after the party's arrival, he was rejoiced to see a 32-inch safety reposing on the top of a pile of bicycles. It was a pretty close connection; the party was due at the Scottish Cyclists Meet in Edinburgh that afternoon, and there was just a half hour left to join Mackenzie's party at St. Enoch's Station, but the big safety and its rider managed to get there with a moment or two to spare, and so ended the days of our tribulation.

(To be Continued.)

At War with the Wheelmen.

A Bill has been introduced into the Local Legislature by Mr. Davis, of North York, in which he seeks to make a rider of a bicycle responsible for any damage that may be caused by a horse running away through becoming frightened at the silent wheel.

We are both pained and surprised that such a proposal should emanate from a gentleman who effects to be a Liberal.

Time and again have the rights of cyclists been set forth by the Courts of the British Empire during the past twenty years. In England, from the cycles first inception, the courts have never hesitated. A man riding a bicycle and a man riding or driving a horse have been accorded like privileges, have had like responsibilities exacted of them. Each has been given a perfect right to the use of the road, but each must use it in such manner that the rights of others be not invaded. Because horses were here first

does not furnish sufficient reason for practically prohibiting wheelmen from using the highway.

Mr. Davis is years behind the time. The "wheel" is too firmly established, it has too many votaries, there is too much capital invested in it, for the passage of his absurd law. Why not aim, too, to penalize all stray traction engines, railway trains, stump fences, bits of paper, roadside boulders, wheelbarrows, baby perambulators, and the thousand and one other things provocative of runaways on the part of horses of mean disposition.

As a matter of fact the wheel does not frighten many horses now-a-days, from the very simple reason that they have become so numerous that the horses have become accustomed to them.

In cases where deliberate carelessness on the part of a wheelman causes injury or loss, the same punishment can be—and should be—inflicted that is now imposed on horsemen and other users of the highways for similar offences. This should be sufficient. There are no substantial grounds for either the introduction of Mr. Davis' Bill or for its receiving any serious consideration at the hands of the Legislature.—*Norfolk Reformer.*

THE CHAMPIONS CHALLENGED.

The following challenge was received by the Captain of the Toronto Bicycle Club and is causing much excitement among the members:—

APRIL 6, '91.

Capt. W. Robins, Toronto Bicycle Club.

DEAR SIR,—On behalf of a few members of the Toronto Bicycle Club, we hereby challenge the Championship Road Team of the Toronto Bicycle Club of 1890, to a twenty-mile road race—ten men on each side—to take place on May 16, '91, between the hours of two and six p.m. Course of said race to be from top of Norway Hill to top of Highland Creek Hill and return. The team to be selected one week prior to race from the following or any other member of the Club who was not on the championship of 1890:—Gullett, Schultze, Lowes, Lavendar, Webster, W. Miln, Bendelari, Robins, McDonald, Parker, Begg, Love, Irish, Barker, Wood, Lilly.

We remain yours very truly,

JAS. WOODS,
A. F. WEBSTER.