

BOARD OF ALDERMEN.

The Council Occupy Last Night's Meeting in Discussing the "Bike."

Ald. Partridge's Bicycle By-Law Undergoes a Number of Changes in Committee.

To-day's big bicycle meet has evidently infused the aldermanic mind with enthusiasm, for at last night's council meeting hardly anything else than bicycle talk was indulged in. It was Ald. Partridge's bicycle by-law which started a discussion that was kept up till half past ten. After the second reading of the by-law Ald. Partridge on the motion to go into committee of the whole, remarked that he had introduced the by-law at the request of a number of ratepayers. He had taken some trouble to secure similar by-laws from other cities to help him in drawing it up, and his opinion was that if something were not done to regulate bicycles, the city would some day have to pay heavy damages, owing to accidents. He had consulted the bicycle club and others interested in the wheel and done his best to bring in a measure that would be acceptable to everyone concerned. He trusted, therefore, that the aldermen would not condemn his by-law bodily, but would discuss the clauses one by one in committee.

In committee Ald. Macmillan said that one objection he had to the by-law was that there was no protection in it to the bicycle riders. He noticed that many people who drove horses did not seem to think the bicyclist had any rights. He thought it hardly fair, too, to limit the speed to six miles when the tram cars were allowed to go at ten miles an hour. If the provision included every class of wheeled vehicle he would not object, but he would not make fish of one and fowl of another.

ALD. PARTRIDGE was not, he said, trying to legislate against wheelmen but was anxious to protect them and the public as well. There was already a by-law governing hacks. Section 1 of the proposed by-law provided against bicycles being ridden along the streets or public highways at a greater speed than six miles an hour, and that every bicycle must be provided with a bell.

ALD. GLOVER took exception to this section because a speed of six miles was too slow. The bell might be all right, but he rode a machine himself and had not had an occasion to use a bell. He read a communication from the Victoria Wheelmen's Club, stating that the by-law was unnecessary as any difficulty might be met by the vehicle by-law. They further suggested that if the bicycle by-law was passed the speed should be put at ten miles an hour, as at that speed the bicycle was better under control than when going very slow. They also objected to the bell as more liable to cause than prevent accidents.

ALD. MARCHANT defended the section as it stood. As for speed, it was just as easy to ride even four miles an hour as to ride six or eight. He would not object to a whistle instead of a bell if that was thought best.

THE MAYOR, in answer to a question, stated that the municipal act only gave the city the power to legislate for bicycles, but said nothing about tandems or tricycles.

In that case, Ald. Glover was of opinion that the by-law was unfair to the bicycle.

However, on motion of Ald. Marchant the words in the proposed by-law "bicycle tandem or other machine or vehicle of a similar character" were struck out, and the by-law limited to bicycles only.

ALD. WILLIAMS saw no objections to raise the speed to eight miles an hour, and incidentally remarked that the streets were not in good enough condition to make riding pleasant anyway.

The speed was raised to eight miles by a vote of four to three, and it was made optional to use a whistle instead of a bell.

Objection was taken to section 2,