

possibly be made to hang properly when she is in the saddle, the temptation to make that machine her own is small. In many ladies' safeties the frame is not brought nearly low enough at present, and the distance between it and the pedals at their lowest is great enough to make the effect very bad in the eyes of the critical observer.

Imperfect guarding is another crying sin in a safety. The machine cannot merit its name if there is the very faintest chance of a woman's draperies catching in either driving gear or wheel. Some of the new tricycles are so beautifully provided for in this respect that there is not the possibility of any such accidents happening. And yet, under all conditions, there is far more risk to the lady bicyclist than to her tricycling sister, and any catching of the draperies is sure to have far more serious consequences. Yet more than one so-called safety that I could mention—if I would—has a mere airy trifle round the chain which politeness might call a guard, but which common sense would soon prove to have no right whatever to the name.

Surely, the brake is one of the most omnipotent factors in a safety, and yet nine out of every ten machines I have ever examined or tested have a brake which may be all that is excellent when it is once applied, but which is so constructed that the ordinary hand of woman can only jamb it down with her finger tips; and if woman's hand is not endowed with the power of man's, why on earth should she be deprived of even her feeble force? Nobody would think of giving a man such a brake-reach that he could only use his finger tips to it.

Of course, the root of the whole matter is that cycle constructors are men, and have only slowly and imperfectly come to understand what are a woman's requirements in a machine. I would advise them, at least, to take women into their councils, or it will be long before the demand for ladies' safeties equals the generous supply.

—VIOLET LORNE, in the *Bicycling News*.

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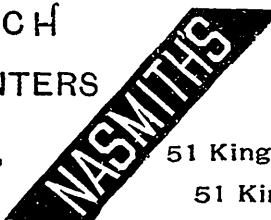
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