

THE ANTIDOTE

member that they must be governed by the rule. Like coloring, cockades have a significance, and are the indicia of nobility, or of the diplomatic or the army

or navy services; those who like them, therefore, should first consider whether they have the right to use them.

As to the carriage, it is difficult to lay

jestly the American Woman's" influence, is felt. Though Monsieur has no time to devote to driving, Madame desires to use, and be seen in, something at once fashionable and comfortable.



FIG. 6.—FOR SINGLE WORK.

down hard-and-fast rules; style changes, and the shape of a brougham or the curve of a victoria varies almost every year: it is not, then, necessary to discard last year's carriage because of a new fad, in shape this year. In the degree of loudness of ornamentation, too, much margin is allowed; taste can be cultivated in this as in other things, but it cannot be implanted. If one goes to first-class coach-builders, of whom there are many in our great cities, one can generally be governed by them to a great extent. The tendency which the American builder of the second class follows is to produce lighter carriages than the model calls for; the result is little gain, if one has the proper kind of horse, strong and rather heavy, and presents a mongrel appearance, utterly destitute of style. In manufacture, workmanship, and finish the American carriage is unsurpassed by that of any foreign country, and in point of cost it is cheaper, under existing tariff laws, not to speak of the trouble of importation; but it is mere patriotic weakness, alike unreasonable and silly, to deny that our original vehicles—apart from the excellent "light wagon," in which we make as well as follow styles—are "remarkable for absolute inelegance." The moral of which is that those carriage-builders who are in closest correspondence with French and English firms of high stand-

ing are the only ones who can build "correct" carriages.

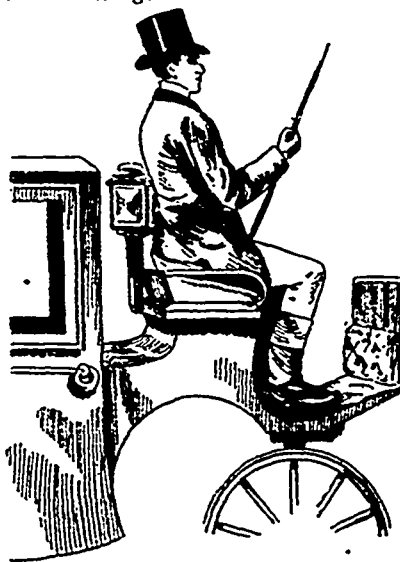


FIG. 7.—COACHMAN WITH KNEES BENT.

For obvious reasons, chiefly lack of leisure and of the cultivation of the trotting horse, the American gentleman's turnout, which he drives himself, is generally speaking, not stylish (nor a "thing of beauty;" in this regard the traps his coachman drives are qualitatively and quantitatively superior, as here what our good-natured French critic makes the theme of one of his lectures, "Her Ma-

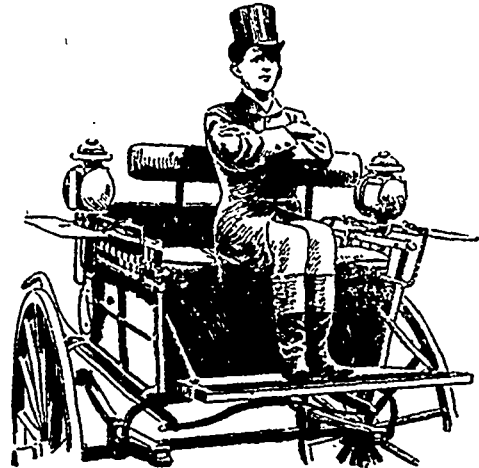


FIG. 8.—GROOM WITH ARMS CROSSED.

The man who wants to turn out in "form," and who is limited in the number of traps, might select first of all a phaeton, of which there are three styles: the mail, which is really the "heavy swell thing," with perch and mail spring under carriage, and consequently is heavy, and rather cumbersome; the lighter demi-mail, having four elliptic springs, and no perch; and the Stanhope Phaeton, hung on elliptic springs, with curved panel, and arched boot to permit of the front wheels cutting under. All of these traps must be driven with groom behind, and in the



FIG. 9.—GROOM WITH ARMS NOT CROSSED

two former those who wish to be ultra can take two men: this, however, is seldom seen, even in continental cities. Figure 4 shows a well-turned-out Stanhope phaeton, and Figure 5 one "of the other kind." Most of the strictures upon Figure 8 might here be repeated.

After the phaeton, probably the most effective trap, combining, as it does, style and utility, comes the dog-cart, which,