

FORM IN DRIVING.

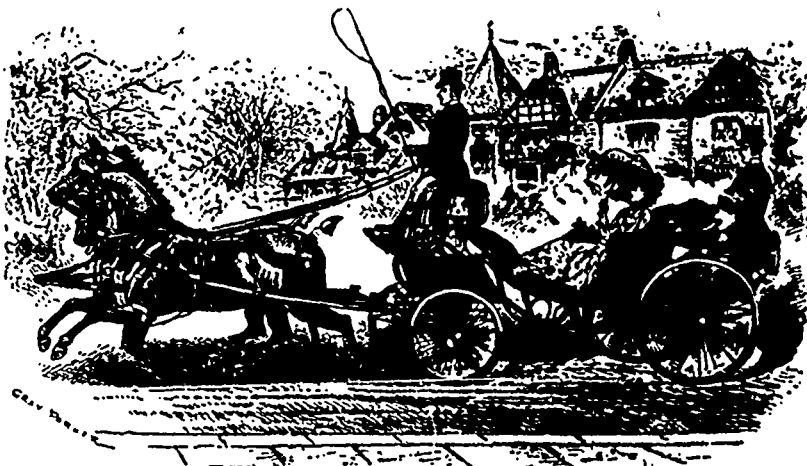


FIG. 1.—GRAND VICTORIA.

Form is but the expression of taste and eternal fitness by those who may occasionally be tempted to overdo the thing, but who at least have leisure and mental equipment to arbitrate upon such matters; or, as Herbert Spencer in his "Ceremonial Institutions" aptly terms "fashion," "that indefinite aggregate of wealthy and cultivated people whose consensus of habits rules the private life of society at large." Surely, therefore, there is no apology needed for the advocacy of "form" in so conspicuous a part of our social and diverting life as that which concerns itself with our turnouts. And

yet many a woman who can give a dinner properly, many a man to whom another kind of impropriety is impossible, drives in her or his own equipage which betrays the worst kind of ignorance, not only in structural peculiarities, but in the way it is turned out and driven. Not that here there are not very many examples of what is "correct," for imitation and instruction: it is not too much to say that several of our cities compare favorably with any European metropolis in the style and appointments of turnouts daily to be seen. But in pro-



FIG. 2.—A WELL-APPOINTED BROUGHAM.

portion to the number of turnouts seen, there are more inexcusably bad ones here than abroad,—bad not from cheapness, but from ignorance or indifference, or both. Midas Robinson or Croesus Jones, whose turnouts are not "correct," simply declares himself ignorant or careless of what society's usage has decreed, neither of which conditions is judicious or sensible. The following hints and suggestions, which do not claim either to be exhaustive or exclusive, are relative only to turnouts known as heavy; by which is

meant contradistinguished from the light American trotting or utility "rig." For convenience sake, we may divide these turnouts into two classes,—those driven by gentlemen and those driven by servants.

But before entering into the discussion of fine points, positive and negative, of the subject, it may be interesting to give, in a rough way, the original cost and yearly maintenance of a "smart" and well conducted equine establishment. It need hardly be said that this varies so

much with the locality in which the stable is kept, as, for instance, rent and wages in New York, Baltimore, or Philadelphia, that, even if the subject were not complicated by questions of the economy or extravagance of the individual, only an approximate average could be attained. One man may possess a turnout worthy of the blue ribbon costing him less than his neighbor's which, to the connoisseur, is ludicrous. But this is nevertheless true of every kind of pecuniary expenditure. Taste and judgment are not required less in keeping horses than in keeping house or in buying books and pictures. I have often wondered why the vast number of people who are indifferent about the correctness and style of their horses and carriages bother to keep them at all: they could hire for locomotive purposes almost equally good ones from many livery-stables. Not only should the man who owns horses have a monetary competence sufficient to preclude his being worried by trifling extras, such as a horse going incurably lame, but he should take pride enough in them to see that they are turned out not only clean, but in traps and harness, by competent servants, in accordance with certain fixed rules.

For one about to start a modest, general utility stable of four horses, for all-round work, city and country, buying everything new at first-class places, the following estimate, with large variation, is submitted:

Four horses having style and quality, two of which might serve as Park hacks, or "double usage."	\$1400
A brougham, not C spring	800
A phaeton, mail, or Stanhope	350
A dog-cart	200
A victoria, or a "Duc"	550
An exercising break	175
Two sets of double and two sets of single harness, three saddles and bridles, liveries and whips	1000
Horse-clothing, rugs, and stable requisites	125

Approximate total original cost - \$4600

Those who have judgment and time to "pick up" horses may get their lot together at lower figures, but the other items can be minimized only by getting inferior things.

The cost of maintaining this establishment, with two men, would aggregate very little less than two thousand dollars a year.

To facilitate treatment, as just observed, we may divide turnouts into those driven by the owner and those driven by a coachman, selecting two or three from each class, and showing things that should be and things that should not be. And let us begin with the brougham, a carriage which offers style, comfort, and elegance if well turned out, but none of these qualities if badly turned out. Paring the method of contrasts, the correct and