

from point to point, say, for instance, in the country to the depot, the country club, the golf links or the hounds, or in the suburbs to the city, the opera, or to some social gathering; and can then be stalled without the necessity of an attendant, or the discomfort and anxiety of leaving a shivering horse to await the return trip or the conclusion of the play or the ending of some social function. It can be handled with perfect assurance by the proprietor and whisked home within a period of time that would be consumed in the preliminaries of getting horses ready to start.

There were in all fifteen exhibits, all of American manufacture, and of such excellence as to demonstrate the beauty of finish and perfection in design that makers in this country have achieved. This department of the show would have been more satisfactory had a few European exhibits been on hand to facilitate a comparison between the output of the Old World and the New. It was, however, very pleasing. The designs for the most part took the form of pleasure vehicles, driven by electricity or gasoline, and the carriage bodies were mostly modeled after the popular mail or park phaëton. There were also shown covered delivery wagons, patrol or ambulance vehicles, and parcel carriers. As a result of years of experiment and tireless research in the field of mechanics and electrical appliances, one of the leading exhibitors showed a vehicle of the dog-cart type, weighing about 2,600 pounds and priced at \$2,750, very highly finished; a Stanhope phaëton tipping the scale at 2,000 pounds and listed at \$2,500, and a covered delivery wagon weighing over 3,000 pounds, the price of it about \$2,250. Storage batteries supply the power, and have a thirty-mile capacity at a cost of about two cents per mile. The gasoline carrier was in box-like form on a tricycle frame, the man or boy seated on a bicycle saddle in rear; and when necessary, in case of gas becoming exhausted, or to assist when climbing hills, pedals were so placed that they could be easily operated. A very neat, small and light-weight carriage or trap was shown by another firm. This was driven by electricity and was voted one of the smartest motor carriages yet seen. This firm also showed one: of the covered delivery wagons with electric power that a prominent dry-goods house in this city was using to good effect. Another firm showed a runabout wagon, exceedingly graceful in outline, not more than 1,000 pounds in weight and costing just \$1,000, large enough to carry two persons and travel twenty-five miles on a single charge of electricity.

The attention paid to these motor-vehicles at

the show by persons of all grades of society proved conclusively that interest is centered in this class of vehicle, and the subject is worthy of much more extended notice than present space admits of. It is not too much to say that if the bicycle of the future gives way to anything mechanical, the automobile is that vehicle.

A. H. GODFREY.

ANNUAL MEETING L. A. W.

The 1899 meeting of the National Assembly, L. A. W., was held at Providence, R. I., on Wednesday, Thursday and Friday, February 8th, 9th and 10th. The first day was devoted entirely to discussion and consideration of the good-roads work of the organization, and was followed by a banquet in the evening at which nearly all general officers, and others prominent in the national movement for better highways, were present. On the morning of the second day, the annual elections of officers were held, with the following results: President, Mr. Thomas J. Keenan, of Pennsylvania; Vice-President, Mr. Herbert W. Foltz, of Indiana; Second Vice-President, Mr. Robert T. Kingsbury, of New Hampshire; Secretary, Mr. Abbot Bassett, of Massachusetts; Treasurer, Mr. J. W. Tattersall, of New Jersey.* Jacksonville, Fla., was immediately thereafter selected as the place of meeting for the 1900 National Assembly. The question as to the continuance or abandonment of control of racing was reached in Thursday's second session, and the lines of debate for the following day, preceding the vote, were agreed upon. Mr. Sterling Elliott, of Massachusetts, led the forces in support of the amendment declaring the divorce of racing from the League, and several delegates were heard in opposition thereto. Being put to a vote, the resolution to abandon was lost by the unexpectedly large majority of 100.

The above briefly summarizes the notable results of the assembly meeting, coming to an end as this issue of OUTING goes to press. The elections of officers for the ensuing year present no surprise, Mr. Keenan having been logically selected for the Presidency in advance, both by reason of his own eminent personal services and the present prominence of his division—Pennsylvania—in the affairs of the national body. Mr. Foltz was a member, last year, of the racing board from Indiana, and Mr. Kingsbury is well known and popular in New Hampshire, while the re-elections of Messrs. Bassett and Tattersall were assured. It is doubtful if the decision to retain control of racing at all hazards represents the thoughtful majority sentiment of the whole membership.

THE PROWLER.

*Re-elected.

ANSWERS TO CORRESPONDENTS.

A. G. B., Springfield, Mass.—The term "ace," as used in lawn tennis, means any earned stroke—that is, a point scored by a pass, a smash, or any other stroke that is impossible for the opponent to return. The word has been corrupted and is often used to mean only a point scored by an unreturnable service, but this is really an "ace on service," and all other earned points are "aces."

J. P. McP., Ottawa.—We think your rig is handy enough, but we would put more duck in

the mainsail and step the jigger-mast further aft out of the way. In fact, we would advise you to make her a yawl pure and simple. So far as we can judge from the drawing you have sent, the centerboard should be placed a foot or eighteen inches further forward: Have a life-boat or pointed stern, both for the sake of appearance as well as seaworthiness. The sail plan is quite moderate for a boat of the dimensions described, if the model is a good one.