

HINTS for the WELL DRESSED WOMAN

Midsummer Motor Millinery

By Mary Eleanor O'Donnell



Close Fitting Empire Bonnet of Cord-Shirred Mousseline de Soie.



Of Dark Green Waterproof Satin.



Medieval Hood in Black and White, for Motor Wear.



Of Rough Braid Napoleon Bonnet with Coral Velvet Trimmings.



Bishop's Cap of Ecra Fancy Braid Trimmings in Brown.



Boisno Shape of Sunnara Shaw, Black Velvet Trimming.



The New Tudor Turban.

In the beauty and smartness of the motor headgear depends the success of one's motor outfit.

Before selecting any of the new fall models which are so enticingly displayed there are a few things to remember.

First, hats that turn up directly in front force a woman to admit every year of her age. They may be becoming to a young face, but even then the circumstances must be right for them.

A woman must be sure of her brow if she can wear the type of hat that turns directly off the face. She must be positive that there are no worry lines and no care wrinkles on her forehead. She must be free from the habit of making grimaces and her brow must have a clear, smooth surface.

If she is sure of her brow she may choose any of the models that are lifted smartly in front, and go forth and face the world in her motor. She has nothing to fear from close inspection. But if her forehead is not all that it used to be let her beware of the hat whose brim turns up in front, for it will reveal all the defects of her brow.

The French woman is clever in this respect. She wears when motoring hats that either shade the brow or expose it. Her hat usually has a brim that accommodates itself to the situation. It is made of flexible straw which can be bent and yet will hold its shape. This means that it can be adjusted so as to roll from the face or droop downward.

The reversible hat is another idea for the motorist, but of course these things are mere makeshifts. All sorts of headgear suitable for motoring are shown in the shops, but women who think about what they wear refuse to buy the typical motor hats offered. Most of the motor hats shown are plain, ugly, and not even manly enough to be neat.

The well dressed motor girl makes herself or has made a trim, neat little bonnet built on quaint lines, trimmed with ribbon or flat wings at the back, the color being the same as the coat. It is impossible to get any pleasure out of touring if one wears a large hat. More women than one have been made absolutely miserable by trying to keep themselves and their spreading chapeaux in quiet and harmonious partnership.

In the new fall lines of motor bonnets are shown hats of fine fabric with crowns of draped taffeta. High crowned hats of soft felt with narrow curled up brims that may be well pulled down are making their appearance in the shops. They are similar to the Pierrot models that proved so popular in straw.

An unusually handsome model of this shape was in golden tan felt trimmed with old gold taffeta ribbon arranged in a flat bow at the right side back. Quite a variety of helmets is being shown in felt, velvet, and pressed velvet. They are exceedingly attractive, not being extreme in form. Two kinds of brims are used on the helmet shapes. The upright or coronet brim, which produces a hat on the turban order, while the other droops—being a continuation of the helmet crown—and spreads out, particularly at the sides, the front being pinched into a pointed beak.

This type of hat is generally becoming and comfortable, and as Paris continues to favor this shape, the outlook for the success of helmets in fall lines is decidedly favorable.

Wing trimmings are to be strong this fall. The helmet above all is admirably adapted to wing trimmings. Small and large Mercury wings placed at each side of the hat are among the foremost favorites.

An unusually attractive arrangement shows a round crown hat with a large wing, the main portion of which is rounded so as to envelop the front and sides of the crown, the long feather of the wing projecting upward and toward the back.

Another attractive importation in feather trimming is placed directly in front of a Pierrot shape with a high pointed crown and is composed of soft white

feathers arranged in two curved rows, forming a large semi-circular, fan shaped piece.

Champagne color promises to be the color for fall wear in costumes as well as in motor wear. With a champagne colored motor coat was worn recently a sugar loaf hat of pearl white felt. Set on each side of the front of the hat and compressed closely about the crown were two great owl's heads of the same soft tone of color as the coat.

This color has suddenly become one of the successes of the season, especially in millinery, and extremely odd at this season of the year is the sudden whim of modish women for hats trimmed with wings, heads, and tail feathers of birds instead of the usual summer trimmings of flowers and lace.

Just at the present moment these pale champagne colored wings are the last word in the millinery world. Next in importance to this stiff wing trimming are coque's feathers; but these are not, as of yore, drooping feathers clustered together in coque's tail form. Indeed no!

These feathers have curled tips and are disposed in masses that cover entirely the crown of the hat, or they are built in a hedge about it or arranged to form tall colonel's feathers and smart cockades. In these also the pretty beige or champagne color is prominent, but white and black are also in demand.

Last the reading of this mixture may not be clear to those not versed in the little niceties of les modes. It should be said that white and black is the thing, not black and white—a vast difference.

Particularly appropriate for fall and winter motoring are the close fitting bonnets. One of the quaintest of these was shown in deep purple long haired felt. A binding of velvet in the same tone finished the edge of the scoop brim and a flat bow of purple taffeta ribbon was placed at the center front. There was absolutely nothing extreme about the model, which proved becoming to a large number who tried it.

Another demure looking model was of soft black felt with a small bow trimming of black satin. At each side the rather narrow brim was widened over the ears and was covered with empire green uncut velvet. Such a bonnet is ideal for windy motor wear.

There is any number of soft felt shapes in light colors with simple trimming of colored ribbon that are appropriate for motor and other outing wear. Regular belting is used in some instances, as well as the

"stick ups" or small upright novelty feather pieces. Similar hats that are decidedly an early fall article are brought out in scratch beaver or long haired felt.

There is a strong tendency toward lightweight hats, which tendency was really the basis of the hems, tagals, Panamas, and Java shapes for summer; and why not lightweight taffetas and satins for fall, reserving the beaver's felt to be featured later in the season?

An interesting novelty is found in the arrangement of skeleton ostrich. Plumes of large size, both wide and long, and especially wired, are placed on the four sides of the tall crown of a helmet shape. This increases the height of the crown and gives an interesting outline to the hat.

This type of decoration, however, is not practical for motoring. Where the crown is formed of a succession of frills of platted maline or ribbon it is found to be much more practical and suitable.

Shetland velvets give a certain cachet to one's outdoor costume that can be produced in no other way. They are called Shetland merely because the weave is in imitation of the Shetland wools, but they are in reality silky in finish. The mesh is either closed or open, yet always soft and graceful in effect. They come in almost any color—blue, brown, wistaria, gray, champagne, and white and black, with a plain narrow band border called tape.

The motor girl's enthusiasm over automobiles is equalled only by her interest in motor coats. These are her busy days. She is flying about better skelter, hither, thither, and amblingly zigzagging in her search for suitable garments for late summer and early fall. She thinks she has problems. The dusts of the summer trips have been ruinous to her togs, but just how she can wear garments suitable alike for touring and dining is a knotty problem that gives much employment to her poor little head.

A three piece suit is one solution. It should be made of serge, a short, narrow skirt, a short little jacket, and

a long motoring coat. Except on the warmest days she can wear both the short jacket and the long coat. With these chic togs she will wear a cunning little close fitting bonnet or helmet shaped toque about which she drapes a smart white veil and looks adorable.

The great advantage of such an arrangement is that the long coat and veil may be quickly discarded and left in the machine while my lady beautiful emerges all fitted out for shopping or walking or to appear in a restaurant or hotel dining room.

The display of beautiful motor garments this year is enough to turn any woman's head. The garments have taken on wonderful lines. Some are strictly tailored, others are merely fashionable outdoor kimono cut on the prevailing straight, narrow line.

All the best and most expensive motor coats are rubber lined. This is quite necessary if one is to preserve one's gown at all. Every feminine automobile enthusiast has experienced the frightful shock of starting out in sunlight, glory, and grand raiment, to come back in cloudburst, scraggly, weather beaten coiffures, and dripping magnificence.

It is safer always to expect the rain and be prepared. This insures sunny weather. The cloth used in the coats is light and thin and the rubber lining is not heavy enough to give discomfort. They are cut not to hide the skirt hem.

While the sailor collar is not as prominent as it was, it has not been entirely eliminated from the motor coat modes. Many pointed collars, some in hood effect, are shown, and large round collars are also seen.

The general characteristic of all motor coats is the slender, silhouette, short waisted effects with belt and belt suggestions. Large revers are also featured and both peasant and regulation coat sleeves are shown. Most of the coats fasten at the side.

The new double faced cloths lend themselves readily to the construction of the motor coats, as they do not soil easily and do not show hard wear. At the same time they are decidedly fashionable. Scotch mixtures and heavy serges are also practical fabrics.