

"DEVIL-CAR" DAYS' FASHIONS REVIVED

Grotesque Machines and Fittings
Replaced by Palaces Over-
Silent Engines.

DRESS IMPORTANT FEATURE

Simplified in Many Details Ac-
cording to Dictations of Wom-
en Enthusiasts.

Time was when the mere mention of "automobilist" conjured up the vision of a red "devil-wagon" being propelled madly through space by some weird and unrecognizable something, with glass eyes, crouching over a wheel; and as for the woman motorist—well, it seemed that her original was the gorgon of unblessed memory.

Today, however, in every village the word motor brings up a mental picture of a perfectly appointed car of graceful contour, in which one can be taken comfortably home from the opera in evening garb, and even play bridge on the way—a car, in many cases, equipped with cellarette, and table crystal vases holding flowers, tea baskets, so wonderful in construction that one may serve a perfectly appointed five o'clock in the midst of a wheat field, or on the crest of a mountain—and if need be suffer no real hardship if forced to live in the car for days.

Frightful Disguises Given Up.

The frightful disguises which were at

Main Speakers for "Ga



Governor Marshall E



Frightful Disguises Given Up.

The frightful disguises which were at first thought necessary for motor dress have long ago been given up, and we have settled down to a less fantastic and more rational mode of dress as year by year the cars turned out by the big manufacturers have shown progress in the decorative art, in comfort, spaciousness and grace of contour and line, and in mechanical efficiency. They are "devil-wagons" no longer, and they claim every clime and every season for their own—the fisherman, the huntsman, men interested in practically every other line of sport, are governed by a rigidly limited season, but with a decently good car, there is no closed season, and one may have fun the year round, paying no regard to such trifling detail as calendars.

Women Set Styles.

And because motoring first and foremost calls for practical garments, woman at first was swayed by the belief that practical garments must of necessity be ungainly. In the earlier days of the automobile, woman did not realize that she could be protected from every unkind element by attractive, shapely and becoming garments, just as well as by ungainly ones. Indeed, usually fastidious woman submitted meekly to the wearing of such exaggerated and disfiguring models, so that she quite truthfully answered her description of herself—"a perfect fright." Motoring leveled feminine vanity to the ground. But that indeed was for a brief period. Eve reasserted herself, and she brought a modicum of common sense and artistic perceptions to the task. Now nothing is so easy as to be charmingly and suitably gowned for motoring, and it is due to the women of the country that the increased comfort of the cars, and the practicability and excellent style of men's motor garments have come about.

Obvious Fact Noticed.

One might as well say two and two do not make four as to say that today the deep and genuine interest in motor cars which extends over the entire world, is not shared equally by men and women, for today few cars are bought without woman's advice in their selection. True, it has been but a few years since the exercise of this judgment extended merely to the color of the paint and the durability of the cushions, but a change has come about in two directions—in the development of motor cars and woman's knowledge of their manufacture. In the early days, when the motor car was mostly all machine, with just a seat or two thrown in here and there as a concession to femininity, woman might have been excused for wrinkling her pretty nose critically at the odor of gasoline and exclaiming in horror at the hideous goggles and seats provided for her wear. But



Mayor Shank

At the banquet to be given one week from next Saturday night, at the conclusion of the automobile show week, several of the most prominent speakers of the state and one from outside have promised to attend.

Former Mayor Bookwalter will be the toastmaster. This banquet is given especially for the trade men and others who are interested in making the automobile industry and sport such a tremendous factor in the business life and success of the Hoosier capital.

A. G. Batchelder of New York is the chairman of the American Automobile Association executive committee. Edgar Apperson of Kokomo, Ind., is a member of the A. A. A. contest board and manufactures the Apperson cars. The other two main speakers are Governor Marshall and Mayor Shank.

the roads permit. Our English writer says: "We appear to be quite accustomed to find ourselves in breeches and boots in a tonneau, and for women the motor hack that carries them to covert, all spruce and unplashed, and that whisks them home again in time for tea, has become an indispensable factor in the business. It enables them to take a more leisurely departure and not infrequently make a

to femininity, woman might have been excused for wrinkling her pretty nose critically at the odor of gasoline and exclaiming in horror at the hideous goggles and coats provided for her wear. But gradually with the perfection of motor-car making the machinery was subdued, more attention given to the real purpose of the car, and milady's lively interest excited in the manufacture of a vehicle which enabled her just to "get up and go on the instant the whim struck—and to float noiselessly, speedily and safely in whatever direction fancy inclined."

Woman's Knowledge Helps.

Her woman's knowledge as to what a car should be to meet the family requirements increased, she knew the advantage of luggage space and comfortable seats in a touring car, and of low doors and unobstructed entrances in town cars and limousines. It is due to the demands of the woman motorist that many of the most luxurious accessories and conveniences of the modern car have come into being, and with the evolution of the motor and its fittings there has been a corresponding transformation in the garb of the motorist.

The motor has been tremendously potent in the evolution of all manner of modern garb. The history of dress proves that every historical event has had its subtle influence not only on the dress of the period, but through succeeding centuries, and the motor car influence is too widespread to be mistaken. Surely never in the rosiest dreams of automobile agents could enough cars be manufactured to furnish motors for every woman who wears an automobile veil. But the veil is too comfortable, too altogether beautiful and too becoming for the woman whose motor trips are limited to an occasional "lift" in a friend's car to relinquish it, to say nothing of the woman who finds the ruffling effect of the wind quite as destructive to feminine curls whether she be walking, riding on street cars or motoring.

Simple Dress Adoption.

When we study the history of the dress, we find that Byzance took the simply draped Roman robes, and adapting them to its mode of thought, turned them into rich hierarchal garments, heavily embroidered and stiffened with gems and bullion, the stola or Roman robe, becoming the stole, and the graceful Roman wrap being finally twisted into a mere broad band of embroidery, and Caesar's laurel wreath into a coronet of beaten gold and jewels. Not all who wore the modified laurel wreath could claim to be a Roman emperor assuredly.

Again Napoleon's soldiers brought the oriental shawl into Europe and the twisted turban we are wearing again today, while Josephine herself brought from Italy the cameo and the pseudo-classical robe. Truly the woman who has never been the "black book" from the interior

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In the motor garb of men there has been a constant change as the manufacture of cars has increased in comfort and the necessity for protection from the elements has decreased. Smartness and a practical serviceability are to be found in most of the modes, and it resolves itself into a question of personal taste and opinion rather than of strict fashion. It would seem now that the limit of possibility in the way of real novelties has been reached, and there is nothing pertaining to the motoring wardrobes that justifies the word new. However, the characteristics of motoring apparel for men in so far as it now has any, are warmth and fullness of cut, with such detail finish as will best carry out these ideas. Fur-lined boots, fur-lined motoring gloves, fur motoring coats, goggles, gloves known as the "lobster mitt," white wool coats and white rubber coats, adjustable motor caps—they are all there in endless variety.

Driver's Dress Advances.

In the evolution of the motor, however, and its fittings, the dress of the chauffeur has advanced step by step until now it has acquired an appearance as smart and tasteful as that of the machine itself. It is still true that many chauffeurs protest against the wearing of livery, giving as their reason that it places them in the servant class, whereas they are skilled mechanics. But such conservative styles are being fashioned now that the average chauffeur is growing more amenable, especially in view of the fact that common sense plays an important part in the designing of the clothes.

The general tendency is toward extreme simplicity in color, trimmings and style. Of course, the great need of sufficient warmth in our winter climate must be considered, and this has to do with as little bulk or clumsiness as possible. One especially good-looking livery for general service is of heavy box cloth in a maroon shade, fastened with deep horn buttons, while the cuffs, in addition to an inside "wind cuff," have a strap attachment to draw them in about the wrists, and the collar is made to fit snugly about the neck. The cap is of the regulation shape, with a patent leather visor. Heavy gauntlets of black kid, lined with fleece or lamb, and puttees of black pigskin complete. Black is preferred to tan. A knickerbocker suit for summer wear is made with semi-Norfolk coat, while the summer gauntlets are of kid unlined, with palm, thumb and forefinger reinforced. For winter, coonskin makes an admirable coat, with which there is furnished a coonskin cap, and black calfskin boots lined with fleece. Of necessity, many of the accessories of automobile costume are

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Again Napoleon's soldiers brought the oriental shawl into Europe and the twisted turban we are wearing again today, while Josephine herself brought from Italy the cameo and the pseudo-classical robe. Truly the woman who has never heard the "honk honk" from the interior of a car may claim precedent for her capture of automobile apparel.

Today modiste and milliner fairly revel in the gowns and wraps and motor toques and bonnets, while the manufacturers of masculine motor apparel sit up o' nights that their feminine competitors may not exceed the speed limit in the matter of creating unique motor apparel.

As for the woman, not within the memory of this generation has there been such an opportunity to go in for the picturesque and quaint without overstepping the bounds of congruity. We reached the motor bonnet by easy stages. The considerations of the comfortable and practical blazed the way and the odd and quaint followed in their wake.

Motor Used In Chase.

In England the motor car has become an indispensable adjunct of that most English of all English sports—the hunt. It is used by almost every one to assemble at the meet, and even follow swiftly when

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Charm and Service Considered.

For the woman motorist nothing is so easy as to be charmingly and suitably gowned. All one needs is good taste in the selection of models. In one fashionable woman's motor wardrobe is a leather trimmed cloth dress, made of tobacco brown chevrot. The frock is made without lining and worn over a foulard petticoat and bloomers of the same color. For winter wear the bloomers have a removable lining made of washable flannel. A chic hat of black rubberized silk, a coat of waterproof serge, with a removable lining of rabbit fur and cuffs with wind guards are also included in this outfit.

Nothing could be more attractive than the hat of gray kid in scarlet leather, which is part of another motor costume of the same woman. With this is worn a veil of gray chiffon cloth; and a big square leather "wallet" of the same material as the hat, fitted with toilet articles mounted in silver gilt, and big enough to hold a wrapper of thin, soft silk, made kimono shape, provides a welcome change from the ever-present handbag. There are many who prefer hoods to any other head covering, and these, made of soft cordings of silk, with an inner cap of gray lamb's wool for winter, are both chic and dainty, while the lightweight silk hood for summer comes in a multiplicity of designs and colors. Capes in rubberized crepe de chine are another

The AMERICAN GARAGE

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Charm and Boredom Combined

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The general tendency is toward extreme simplicity in color, trimmings and style. Of course, the great need of sufficient warmth in our winter climate must be considered, and this has to do with as little bulk or clumsiness as possible. One especially good-looking livery for general service is of heavy box cloth in a maroon shade, fastened with deep horn buttons, while the cuffs, in addition to an inside "wind cuff," have a strap attachment to draw them in about the wrists, and the collar is made to fit snugly about the neck. The cap is of the regulation shape, with a patent leather visor. Heavy gauntlets of black kid, lined with fleece or lamb, and puttees of black pigskins complete. Black is preferred to tan. A knickerbocker suit for summer wear is made with semi-Norfolk coat, while the summer gauntlets are of kid unlined, with palm, thumb and forefinger reinforced. For winter, coonskin makes an admirable coat, with which there is furnished a coonskin cap, and black calfskin boots lined with fleece. Of necessity, many of the accessories of automobile costume are used by both master and driver.

Charm and Service Considered.

For the summer motorist, nothing is as

feature of the chic motorist's outfit, as are knitted silk scarfs and veils of silk grenadine.

Very comfortable and very good looking also are the quilted high boots of satin that are worn over shoes for motoring in cold weather. They are not bulky to look at, but are trig and shapely, and fasten with buttons well up on the calf, reaching just below the knee. Cosy also are the little boots of black poney skin. The pongee coat is ever present, as well as tailor coats of chevrot, and a plain white rubber raincoat, thin and light, with cuffs and collar of black satin.

A new design in goggles, made especially for bad weather, has a metal hood which comes out over the glass, keeping it free from rain, sleet or snow. There is ventilation between the hood and the goggle itself, so that sweating is impossible. The shield is of leather, its edges padded in plush.

For women there is a device that is far more useful than any number of hatpins, as it will hold a hat secure when the car is going at the highest speed in a strong wind. Two metal plates are sewn in on either side, just at the edge of the crown inside the hat. Through these run stout hairpin-shaped fasteners that catch and hold the hair. Their ends are a little broadened so that they can not slip through the plate. Any woman who wishes to enjoy real comfort wears these.

Women Introduce Luxuries.

Woman, it must be confessed, has been the inspiration for most of the luxurious adjuncts to motor travel, and among the accessories of the smart car is the tea basket, made light and compact and fitted up so that it is convenient for tete-a-tete parties in the heart of the country. It is made of wicker and lined with red leather; tea set fitted in and teapot and alcohol lamp included.

Then there is the motor restaurant; the black leather tire box holds all the paraphernalia and provision for a way-side meal and gives a table as well, the circular covering forming the top with supports beneath. The want of this has been long felt and its efficiency goes straight to the heart of the motorist. Every detail is carried out with care and in the best of materials. Thermos bottles, unbreakable plates, knives and forks and spoons, various small jars and pots for butter, preserves, sauces, salt and pepper. In wicker covers are tumblers. Everything is well protected from jolting by the tire and breakages are an impossibility.

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There are also motor vases—beautiful examples of their kind; crystal with trimmings of gold, set down cushions covered with purple leather, with a pocket at one side to hold magazine, and a tiny little footstool about six inches high and a foot long.

A revolving campstool, very strong and extremely comfortable, which yet fits into the smallest space imaginable, is another splendid accessory. Then there is a portable dressing case of pigskin, which has an easel at the back, so that the case may be made to stand up when desired. It contains a clothesbrush, hairbrush, toothbrush, etc.

A new affair is a collarette of just the right dimensions to go in the door of a limousine and stand between the two windows in front, and being just about four feet tall does not obstruct the view to any extent. It has glass top, sliding shelves and removable trays, humidors, liquor bottles, thermos bottles, chocolate and bouillon cups and lots of other things.

STALEY DESIGNS CAR.

Frank Staley of the Studebaker Company will receive from the factory a speed car specially designed. This car will have a racy appearance with the regulation speed car body and will be painted a racing green, trimmed in racing green leather to match, and will be an especial attraction during the Automobile show week. This car was designed by Mr. Staley for his own personal use.

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There are also water vase—beautiful examples of their kind, covered with stencillings of gold and down cushions covered with purple leather, with a pocket at one side to hold magazine, and a tiny little foot stool about six inches high and a foot long.

A revolving campstool, very strong and extremely comfortable, which yet fits into the smallest space imaginable, is another splendid accessory. Then there is a portable dressing case of plaidin, which has an easel at the back, so that the case may be made to stand up when desired. It contains a clothesbrush, hairbrush, toothbrush, etc.

A new affair is a collarette of just the right dimensions to go in the door of a limousine and stand between the two windows in front, and being just about four feet tall does not obstruct the view to any extent. It has glass top, sliding shelves and removable trays, humidors, liquor bottles, thermos bottles, chocolate and bouillon cups and lots of other things.

STALEY DESIGNS CAR.

Frank Staley of the Studebaker Company will receive from the factory a speed car specially designed. This car will have a racy appearance with the regulation speed car body and will be painted a racing green, trimmed in racing green leather to match, and will be an especial attraction during the automobile show week. This car was designed by Mr. Staley for his own personal use.