

MOTOR MODES OF THE MOMENT—by Mrs. Cholly Knickerbocker.

A New French Motoring Bonnet Which is Taking America By Storm. The Rapid and Astonishing Growth of the Motor Veil.



Coats of Kid and Leather, Crepe and Water-Proofed Satin Are Summer Fancies.

Some Advance Hints of Autumn Automobile Fashions.

THIS is the time of the year when the "chaff" of the motor hours resounds through the land, when the singing of the perfect-running machine makes music in the amateur chauffeur's ears. Most important of all, now is the time when suitable motoring clothes are a necessity.

This season the woman planning her motoring outfit has had wide choice. She may elect to be trim and sportsmanlike in close-fitting shepherd's plaid or esthetic and seductive in long-falling lines of neutral tinted silks and swathing yards of chiffon veiling. For in either case, the demands of fashion are satisfied.

There is no doubt that automobiling fogs are unusually attractive this year, and who shall deny that it is time that they were made more with an eye to beauty than has been? I positively shrink from the memory of some automobiling women I have known. Shapeless bundles of unhappy looking clothes with two rogle shaded eyes and heads tied on as though afraid they would fly off. Scarcely human they have seemed, by no stretch of the imagination could one imagine them being human forms divine.

But now there is no excuse, if, indeed, there ever was one, for that sort of thing. Instead the motoring girl can make of herself something most fascinating in cloudy folds of chiffon and fluttering folds of silk, and the quaintest—oh, but the very quaintest!—bonnet.

For that is the real sensation of the motoring season—this brand new motoring bonnet. It comes from the coquetish land of France, and who can guess what country will first obtain its depths? Not that it is new to this land. Our mothers—or our grandmothers, it's all according to the age we own up to—well tell us that within their memory bonnets, the ditto of these, were worn by the young belles of America.

Most picturesque they are to our modern eyes. Made of taffets silk, or of satin, very light in weight, or if intended as protection from the evening winds chiffon is used, all shirred and corded and edged with lace ruffles and tiny posies. Made on the accordion platted Shaker principle they reach far out and give complete shade to the fair face within. You may see one of them pictured in the sketch marked "E."

With one of these bonnets a veil is hardly a necessity, so closely do they fit, protecting the hair perfectly, but the modern girl is hard to part from her much-beloved chiffon veils, so over this is tied a veil, over and around, meeting again under the chin where the ends tie, falling quite to the hem of the skirt.

And, by the way, have you noticed the ambitious growth of the motor veil? It has grown and grown. Not content with being three yards long it has expanded into three yards wide as well, and all the girls are making Salomon's of themselves with yards and yards of chiffon veiling—only, instead of the head of John upon a platter as a trophy, they have the heads of Billy and Harry and Charley upon a string.

Light weight cloths are being this year made up into most successful automobile wraps. Black and white checks are favorites with a brightening touch of scarlet and gold or the fashionable vivid green in collar and cuffs. The buttons are usually of gold or of bone with centres of the cloth. These coats are light and the cloth being waterproofed it is water and dirt proof. They offer a happy medium between the very light weight gaudies of shanties and the heavy flannel tweeds.

The waterproofing of silk has been brought to a degree of perfection it would have been impossible to believe a few years ago. Now satiny surfaces will go through a lurid summer shower and a sun-baked day at the other side. Some of the most proof silks have great degrees of nature and admirably resisting qualities.

Crepe antique is another which has been lately made over for the motoring girls. It has a rich crepe and is light and airy, and makes an ideal wrap for a girl.

- A—The New French Automobiling Bonnet.
- B—The Cape Which Will Be Fashionable This Autumn.
- C—Draped Coat of Waterproof Silk.
- D—Leather Suit With Cap to Match.
- F—Black and White Checked Cloth With Colored Revers.
- G—A Wrap for Evening Automobile Wear.



which now demand the same degree of fashion as at a smart hotel. For the woman who "chaffs" her own machine there are most workmanlike looking suits of leather, skirt and all, but the leather is so perfectly tanned and dressed that it is not at all stiff or clumsy, as might be feared. With many gores in the skirt cut, to give width at the bottom without bulk at the top. The jacket is of a Norfolk model, with belt and side pockets. Clad in this the fair motorist can defy all and grease and stinker with her machine to her heart's content.

Of quite another effect, though still of leather, are the half fitted coats of charmingly colored suede, soft and velvety like panne, to be found at the bottom without bulk at the top. The jacket is of a Norfolk model, with belt and side pockets. Clad in this the fair motorist can defy all and grease and stinker with her machine to her heart's content.

Goggles of all kinds there are. Some for protection against dust; others for protection against snow, and still others which have a touch of humor, for at each side are little mirrors which reflect. I was assured, the policeman coming up behind!

For driving on rainy days—and does not the true motor enthusiast defy all kinds of weather?—there are long coats of gutta-percha, which have a high stand up and turn down collar and absolutely no opening! But how to get in? Yes, that's the question. Well, the answer is, it simply stretches on over your head, and there you are dry and snug, with absolute scorn for the battering raindrops.

On your head you can wear a most becoming little toque of waterproofed silk, and you needn't feel nervous about your chiffon veil, for it is rainproof as well as dustproof. Thus do the arts of civilization defy the elements.

In inexpensive motoring coats there is nothing better to be found than the long, loose coat of natural colored linen. It is cut on good lines—not the shapeless thing it used to be—and affords good protection against the roadside dust, without adding much warmth to the motorist's apparel.

Tweed is an almost ideal fabric for summertime motoring wraps. It is light as possible in weight, and yet so closely woven that dust cannot penetrate it. It has the added recommendation of laundering like cotton, looking as well after it comes out of the tub as before it went in. Some stunning wraps have been fashioned of it for this season's wear. Sleeves and body are usually cut in one, sometimes the loose sleeves being draped in numberless folds, which can be wrapped snugly around when in the automobile. Touches of color are usually to be found in the collar, while cuffs and sometimes down the front. Little wheel-like ornaments of gold braid are frequently added, and gold buttons make it gayer still. When a lining is used in light weight automobiling wraps it is not to be of dotted fabric, which gives a pigment dash of color when the coat blows back.

Facts You Didn't Know About Your Fingers.

THESE is a very ancient belief that the blood vessel extends from the base of the fourth finger of the left hand to the heart, whence, as is alleged, the choice of that finger for the wedding ring. In literature allusion to it is made as the "vena amoris," or love's vein. Unlike most notions of the kind, this idea is entirely correct, for a vein does arise directly at the root of the ring finger and, running over the back of the hand, finds its way through the "dorsal" vein, the "axillary," the "subclavian" and the "innominate" to the heart. This vessel is very conspicuous, standing out clearly when the hand hangs limply downward.

The reason for putting the ring on the fourth finger, however, is probably quite different. Its use for the purpose goes back to prehistoric times, and its selection is likely to have been due to the fact that it is the least free in its movements of all the fingers. Accordingly, a ring encircling it will interfere less with the use of the hand than if placed on any other digit.

It happens that the extensor tendon of the fourth finger is attached to those of the third and fifth fingers by cross-bands which restrict the movements of the ring finger considerably. Anybody may test this for himself by holding the third and fifth fingers forcibly bent and trying at the same time to extend the ring finger.

The native Australian, who represents a very degraded and primitive human type, has a thumb that is set very far back on the hand, so as to look somewhat like the toe-thumb of an anthropoid ape. This, of course, is particularly interesting, because it seems to represent a stage in the development of a member to which man is

mainly indebted for his progress. It is the "opposable" thumb, which passes over and across the palm, that makes the hand an efficient instrument.

The great apes, such as the gorilla, the chimpanzee and the orang-outang, more especially the two former, have fairly developed thumbs, but relatively to the size of the hand, they are much smaller than ours, and they are not "opposable." While good enough for trapezoid work among the trees they are poor tools for handling things.

With the gradual development of the thumb as a tool has come about the slow human advance which finds its ultimate triumph today in what we call civilization.

As the hand gained greater efficiency the brain grew, for whatever the hand was able to achieve had its reflex in the mind. Thus, it may be said that the human thumb and the human brain grew together, the instrument and the directing intelligence acting and developing coordinately.

Save for the examples afforded by primitive races, such as the Australian blacks, we have no typical thumbs, later than those of the apes, to compare with our own. No prehistoric human thumbs, nor any parts of the hands of very peoples, such as the cave-dwellers of early Southern France, have been preserved. The bones of these members, being small, have disappeared—more's the pity, inasmuch as a study of them would be vastly instructive.

In the higher races of mankind the upper bone of the arm is twisted in a peculiar way, so as to make the hand a better tool by bringing the thumb into a more favorable position. This is one of the most curious of Nature's anatomical adaptations.

Furthermore, the muscles of a thumb are so arranged as to give to that member more independent motion than is enjoyed by any of the other fingers. There is a flexor and an extensor for each joint, which is not the case with the other fingers, and the thumb muscles are extraordinarily strong.

The real wrist, as one might say, is the elbow joint. It is all hand, practically speaking, from that joint to the tips of the fingers. When you turn your wrist, it is the whole forearm that makes the twist; and every movement of the fingers is controlled by the muscles of the forearm.

The power to turn the wrist to and fro at the elbow joint is possessed only by human beings and Monkeys, and even the higher apes are not able to do the trick nearly as well as we can. In this movement the great "brachii" muscle in the upper arm is importantly concerned, its powerful action in turning the forearm outward being "countervailing" for the fact that we are able to put so much more strength into a twist in that direction than the opposite way. Many of our most familiar tools, indeed, such as the screw-driver, are made with reference to the anatomical peculiarity in question. It is for this reason, and no other, that all screws turn to the right.

In conclusion, mention may be made of the rather curious fact that the bones of the arm are arranged primarily for the purpose of carrying the hand to the mouth—food being, of course, the first necessity of life. If you do not believe it, try it. Turn your arm and see how much more laborious, when your arm is bent, your hand moves in that direction than in any other.

Try Some of These Foods for Dinner While Meat Is So Dear.

By EUSTACE MILES.

IT is quite likely that many readers who see this article heading will say "if I knew it would come—some day we are going to be told to live on vegetables because meat is so dear, just as we have been of late to live on vegetables because meat is so high of price." But even a reader sometimes goes so far as to say scarcely anything about potatoes and cabbages, or even about salads, or fresh fruits.

Why? Well, first because I think that they are not substitutes for meat or rivals of meat; they do not to any appreciable extent build the body and repair its waste, as meat does; they have another function. The real substitutes for meat are not vegetables and salads and fruits, but eggs, cheese, nuts, the pulses (peas, beans, and lentils), some of the grain foods or

For in hot summer weather meat is heavy and elegant food for most of us; it does not keep well, and it is terribly expensive. What I severely revere, and what I know in hard done infinite harm is the fatal ranting of the "Prohibitionists," who simply say, "Give up meat and you will be healthy." The promise is falsified by facts. Thousands everywhere have given up meat, and have not become healthy.

Why? Clearly because they did not steady food values. They did not find out what to take in place of meat to build the body and retain its waste. Now, what substitutes for meat can we buy for five cents? I am going to reckon these substitutes as they are, not when cooked, but when bought in shops. I will take two staple foods only—beef and cheese. Proteid is said to be contained in raw beef to the extent of 20 per cent; which means that to obtain one ounce of proteid from raw beef we should have to buy five ounces of raw beef. If beef were at 32 cents per lb., five ounces would cost 10 cents. The four cents would buy two fifths of an ounce of proteid.

Cheese, if it contained 33 per cent and cost 18 cents per lb., would give two-thirds of an ounce of proteid for 4 cents. Now, as against the ordinary and unattractive-looking meat, and badly cooked vegetable meat, take this recipe: The body-building elements are from the cheese and eggs, the refreshing and cleansing elements from the salad itself, and bread and butter will supply the fattening and heating elements.

Hard-boiled egg, cheese, cold boiled potatoes and carrots, tomatoes, cucumber, beet root, chopped parsley and onion, salad oil, lemon juice, lettuce, salt, pepper, and mustard and salt if required. (Chopped chervil and tarragon are an improvement.) Slice the first ingredients very thin, and arrange in alternate layers on a large plate. Add all the condiments together with the chopped ingredients, pour over the slices, add a little grain cheese and a few pieces of watercress.

Proteid is said to be contained in raw beef to the extent of 20 per cent; which means that to obtain one ounce of proteid from raw beef we should have to buy five ounces of raw beef. If beef were at 32 cents per lb., five ounces would cost 10 cents. The four cents would buy two fifths of an ounce of proteid.