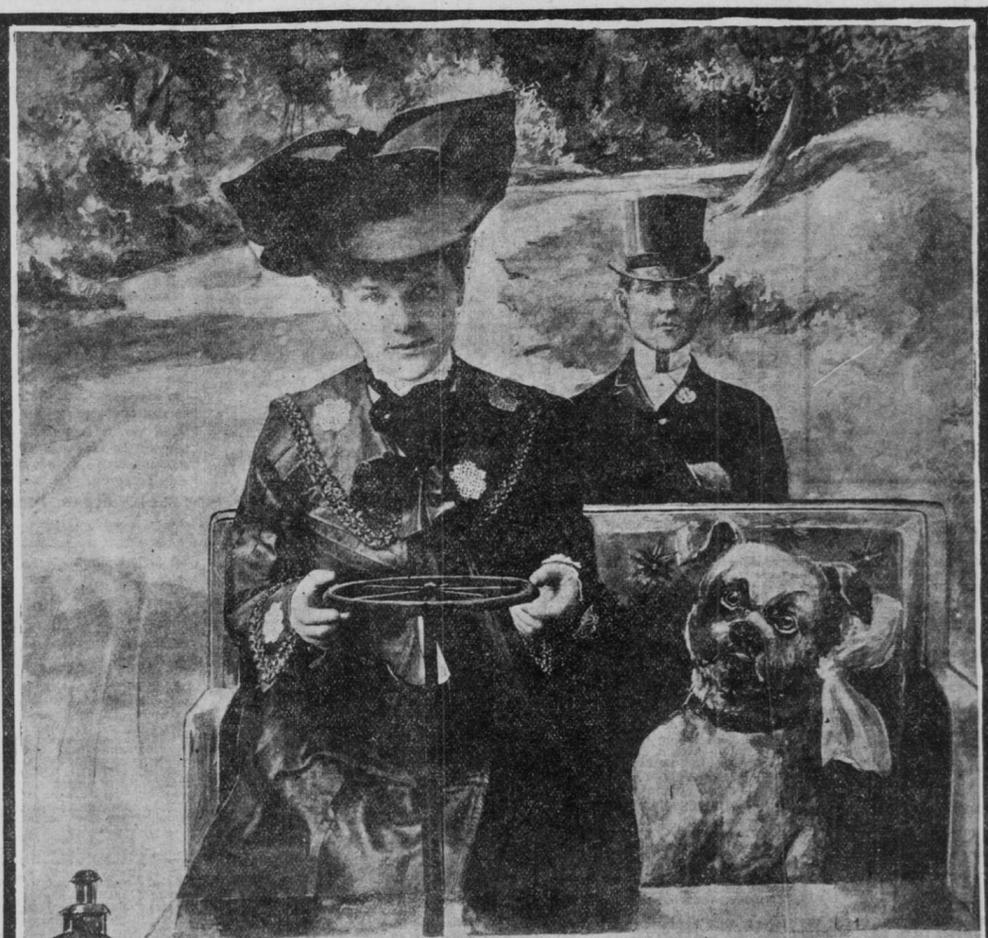


THE LATEST FADS IN AUTOMOBILING



AUTOMOBILE VEIL HELD TIGHTLY OVER HAT WITH DRAW STRINGS TOP AND BOTTOM



A SUMMER QUARTETTE THE LADY THE TIGER THE AUTOMOBILE AND THE DOG



THE NEW AUTOMOBILE VEIL AND CAP



PHOTOS BY THORS.

NEW DRAPE VEIL OVER A PICTURE HAT

VEILS FROM NEWMAN-LEVINSON HATS FROM COLMAN & CO.



SIDE VIEW SHOWING HOW GOGGLES HOLD VEIL CLOSE TO THE FACE

horsepower motor and will cost \$50,000. The loyal Berliners do not like to see their Kaiser dashing down between the trees the Unter den Linden in his automobile, but Emperor William is very fond of the sport and has amazed all his army officers because heretofore his Majesty has always been fond of being seen on horseback. His favorite machine weighs 220 pounds and is capable of maintaining a speed of thirty miles an hour.

For racing the famous Murphy brothers of New York, one of whom covered the fastest mile (of 42 seconds) ever made behind a locomotive a few years ago, have not only a unique "auto," but a unique costume as well in which they are soon going to make an attempt to beat the powerful new locomotive, No. 29, of the Empire State express, which holds the world's record for the fastest run of one mile, in 32 seconds. That means 112.5 miles an hour.

If they fail to accomplish this task with their new bicycle "auto" they feel certain that they will at least create a record of 40 seconds, which will top all records other than those of a locomotive. In whizzing at such a speed the Murphys have been compelled to devise a carb much like an armor. They wear a complete set of leather, which covers them from head to foot. Their faces are protected by professional racing masks and leather-bound goggles, and Charles Murphy, the steersman, wears also a metal mask over his mouth, to which is fastened a wet sponge and a piece of hose, through which latter apparatus he is enabled to breathe, for the chief obstacle to high speed automobile racing is the inability of the "autoneer" to get air while rushing through space at such a terrific rate of speed. These new automobile masks and metal mouthpieces have solved the problem.

But of course the ordinary woman chauffeur, who takes up the sport of automobiling merely for pleasure, does not care to travel at such a pace, though it is a strange fact that some of them find keen interest and enthusiasm at this wild racing speed as the men themselves.

Such women of course do not care for the fancy trills of costuming, so it falls to the woman who would not look anything but fashionable under any circumstances and who has money enough to indulge her fancy that the new "automobile veils," etc., are made.

These veils are truly unique, which means that when once seen they are never forgotten. On this page some of the latest importations by Newman & Levinson are shown, photographically. They come in several shades—dotted and plain—white, brown, blue, etc., though the most approved "auto veil" is made of black chiffon, with inserted black and goggles for extra rough weather and speedy riding, or with just the inserted goggles alone for moderate speed and dusty weather. To protect the face and hair from dust and wind during fast riding this veil is invaluable. In order to hold the veil and even the hat itself securely in place the new veils are finished top and bottom with draw strings, which may be drawn as loosely or as tightly together as the pleasure and convenience of the wearer dictates. The goggles are cunningly contrived as a part of the veil, to which they are sewed, and goggles and veil must be bought together.

Some of the automobile veils are made of chiffon and some of sewing silk, but the majority of them show either a large embroidered or velvet dot.

Over this, if the up-to-date woman "autoneer" would be quite fashionable, one of the new Du Barry scarf or drape veils should be worn. They are very much of a fad just now, and come in lengths of from two to two and one-half yards long. They are made of dotted net, with a border, generally of black Chantilly lace. They look exceptionally well draped over a hat, and for this reason they have become face veils in name only. Indeed, they have come to be used exclusively for hat drapes.

The newest and prettiest of these veils is of black or cream mousseline, with a silk embroidered border. The veil is draped in folds about the crown of the hat, with the embroidered edge drooping over the brim, while the ends are allowed to hang loosely over the hair at the back of the head as a drape. Nothing daintier and at the same time more dashing has caught the popular feminine, and for the matter of that the masculine fancy as well, in years.

The new automobiling caps and hats are also among the latest novelties. Some of the caps shown at Colman & Co.'s are of black silk, in imitation of the men's leather caps, with a crown low and broad and a visor cut off at a sharp angle to give the cap a jaunty appearance and at the same time prevent it from blowing off in a brisk wind. Indeed, besides being light and durable, they are much jauntier in silk than the leather caps for women. Some of the noblest and most serviceable of the automobile hats are pretty modifications of the new outing and golf hats of trimmed straw. One of the latest is an untrimmed felt Napoleon, which lends itself well to the new automobile veil with the chic Du Barry drape.

For racing and ordinary touring purposes M. Fournier, the famous Parisian chauffeur, warns the "autoneer" against the use of too many rugs. They have a tendency to drop at one's feet and may hinder the free use of the foot levers and the brakes at a critical moment, and thus result in serious accident. Thus for the man top boots into which the trouser legs may be snugly tucked or leather leggings in particularly cold weather will be found comfortable and convenient.

These are only a few of the new fashion fads. They are multiplying so fast that a complete revolution of the whole costume may take place before another season goes by.

gloves for hot weather; the automobile mask of isinglass to protect the whole face from the wind in the wild on-rush of racing; the automobile skirt, which is as short as the walking skirt; the automobile boots, with fancy laces, made to last well up around the calf to keep the legs warm and comfortable, and ever to many other new novelties of the same unusual sort.

In automobiles themselves there is an astounding variety. Rich men everywhere are giving up their noted stables of pedigreed thoroughbreds to acquire a string of racing machines instead, and with the King of England, the Emperor of Germany, the Czar of Russia and the Shah of Persia all abandoning the noble charger for the automobile at the recent army maneuvers, it may be reasonably expected that the cavalry troops will soon go into battle mounted on swift-flying "autos" and the artillery go rattling into position with their guns carried on the latest approved motor carriages. Indeed, it is not too much to expect that the coach of state at the coronation ceremonies of the future will be an automobile of regal cumbersome, with the gaudy trappings of a Roman chariot.

And, surest sign of the popularizing of the new invention, automobiles are now made in all sizes to suit the age of children from 6 to 16 years old. George J. Gould, the famous multi-millionaire, has six children, and with the exception of the baby, which is only 2 or 3 years old, each of them has an automobile suited in size and speed to his age.

For instance, there is little George J. Gould Jr., who is the life and soul of Georgian Court, the Gould summer residence in New Jersey. He is still less than 6 years old, but, according to the best authorities, he has developed a remarkable ability to take care of a machine that would cause some people of greater age considerable difficulty. But the ability to master details of mechanical matters has, however, always been a strong point with the Gould boys. From their earliest infancy they have been provided with mechanical toys which would instruct as well as please them, and railroad trains with real steam locomotives have ever been the simplest contrivances with them.

Little George Jr.'s automobile is not much larger than the ordinary box wagon so highly prized by the wee tot of six at Christmas time, but it is as fully equipped with all the latest appliances as the automobile of more pretentious style and make. It has ball-bearing, pneumatic-tired wheels, mud guards, upholstered seat, high-grade motor, steering gear, patent brake, the new "auto" rug and, as a matter of course, a bulb whistle of unusual shrillness and strength.

Kingdon and Jay, the two older boys, both have "autos" of a more pretentious order, swift-running machines, with splinter frames and phaeton luxuriosness, and as both are given much to racing against each other, both of them are expert autoneers, as fully able to take care of their own machines as any mechanic highly skilled in the science of automobiling.

George Gould's own automobile is a big stately Paris importation, known far and wide throughout the East as the "red

mobo." It is a wonderful and costly vehicle, is this upon which neither money or pains have been spared in its equipment. It is large enough to comfortably hold the whole Gould family and speedy enough to outrance any pleasure machine in New York.

King Edward's new motor car is a remarkable affair; a nine-horsepower double phaeton, capable of accommodating four persons. The powerful motor is made to attain and maintain a speed of fifty miles an hour. Nearly all the metal parts are of the finest steel and the body of the vehicle has been painted a royal red. Although it is really an open carriage it is so designed that it can be closed in bad weather. It is not only noiseless and odorless, but there is also a total absence of vibration.

The Shah of Persia owns a magnificent motor. The handles are solid gold and in some places the car is studded with costly jewels. It cost over \$5,000, and is considered without doubt the finest car in the Far East.

SOME years ago, when the cycling craze was at its height, an enterprising man of science with a penchant for psychological research, tried to figure out the revolutionary influence of the modern bicycle on the morals and dress of the age. His demonstration failed to create such a widespread furor as it would have done had he taken the automobile for his model, though it is doubtful if he or any one else can measure the far-reaching effect of the "auto" up to date or to prophesy what its exact sphere of influence will be in the future.

Already automobiling has developed into a world-wide craze such as the bicycle even in the heyday of its greatest glory never equaled, but more surprising than all else, the automobile has become responsible for more fads within fads in fashion, sport and pleasure than any other invention of the last several decades.

It is being adapted to every conceivable form of vehicle for every conceivable purpose in every clime under the sun, and from the highest to the lowest the modistes of every land are taxing their ingenuity to the utmost to devise a costume that shall not only be serviceable and appropriate, but will be at the same time as beautifully becoming as a ball gown and as popular as the automobile itself.

The automobile coat was the first sensational creation. Everybody knows the story of its great popularity, for it was