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OUTFIT FOR BRIDE

Ivory White Satin Remains the Favored Material.

Lace is Again Fashionable and Often Family Heirlooms Are Used—The Going-Away Gown.

Though no one begrudges the bride of this year her traditional bridal panoply of ivory satin, lace and tulle, it is not expected of her to provide an elaborate and expensive trousseau of handsome evening gowns and stunning afternoon costumes, states a fashion writer. The sentiment of the times is against display in dress, and this year's dearth of formal entertainments, of the usual sequence of balls and dinners and house parties precludes the necessity of a large supply of costly clothes for anybody—even for the bride who is supposed to enjoy a special program of gales in the first months of her married life.

Honeymoons are being cut short this year—as a rule the bridegroom, after a brief furlough for his wedding and the ensuing trip of a week or ten days, goes back to his regiment or to his ship and the bride settles down quietly with her home people—or near them—and though she goes out formally, has naturally not much heart for formal affairs.

The wedding day costume, however, is another matter. It would be an unnatural bride who did not claim her full privilege of bridal panoply, perhaps claim it the more determinedly because robbed of other privileges of brides in normal times. A woman can be a bride but once, and even in wartime she wants to wear the trailing white satin, the pearls, the orange blossoms and the symbolic veil which may be hers on this one great occasion—and this one only—of all her life. Many a beautiful wedding gown has been worn this year and the summer wedding gowns promise to be no less beautiful than those of midwinter. Ivory white satin, the traditional "bride" satin, is the favored material for the wedding gown and though the spring models keep to the slender silhouette now insisted upon by fashion, there are many lovely ways of breaking the straight, slim lines with soft draperies and panels of airy fabric. Lace is again fashionable on the bridal gown and some are trimmed with rare old point and Venice laces have come down as family heirlooms. Of the newer laces, shadow lace is the favorite, because of its delicate texture and lovely draping qualities. Embroidered chiffon is used also, and pearl embroidered chiffon is specially distinguished.

Every bride nowadays seems to seek some individual and original veil arrangement and many are the interesting caps and coronets of lace or tulle from which the veil falls at the back to the end of the train. The Russian cap, rising to a peak at the front, has been used, and various sorts of peasant cap, modified or exaggerated in line and carried out in lace, tulle or silver tissue. The veil now covers, or almost covers, the hair as a modern hat does and is no longer perched or perched high on the head, caught by a puff of tulle or a cluster of orange blossoms.

Second only in importance to the bridal gown is the smart costume in which the bride bids farewell to her friends and starts away to begin her married life. The going-away gown, as it is always called, is less often a gown, than a tailored suit of formal and elaborate type; sometimes it is a gown covered by a very smart topcoat—when the bride starts her wedding trip in a motorcar. This practical costume will most likely, this spring, be a tailored suit of dark blue or black serge made with a straight, plain skirt and dashing little jacket in loose box or Eton style and the bride will certainly possess one or two attractive waistcoats to do the suit justice; one waistcoat perhaps of dotted foulard silk, the other of beige silk poplin, or of pearl gray fallie silk.

Summer Frocks of Silk.

Wash silk is to be very much worn this summer, both in striped and plain. Smart little frocks are made of heavy white habutai. An unusually good model for a young girl in her early teens is shown, made of white habutai. The material is of a very heavy, lustrous quality. The middie blouse at the round neck and cuffs is ornamented with a line of colored embroidery and large ball buttons embroidered in color hang from the cuffs. The skirt is gathered in panel effect at the back and front. For the simplest of these cotton frocks all the old favorites are used—lawns, dimities, ginghams and voiles. Ginghams have grown in grace from season to season until both plain and in checks and plaids they are often very lovely. No doubt we shall see worn during the summer many more frocks fashioned of the old new-fashioned ginghams.

Neckwear Gets Attention.

Among the many accessories of the toilette none commands more attention than the new neckwear. In previous years white was favored, but this season the collars with a touch of color will lead in popularity. However, one may wear almost any cut and kind and still be in style, for the modes offer much variety. Much originality is being displayed. The new narrower types of sailor and Eton collars are in evidence, and the shirt model is holding its own.

AIRPLANE STANDS STILL.

Germans Try to Perfect an Old Invention.

Advices from Amsterdam inform us that the Germans have devised a new type of airplane which can be made to stand still in the air long enough to let the aviator aim bombs accurately at his objective in the landscape below. This would solve an important problem that has given the flying men of the allies and Germany much trouble. Elaborate tables have been constructed to help solve. These allow for drift and speed over the earth, for wind and the effect of these factors on the falling bombs. Ingenious aiming devices have been invented to automatically solve some of the problems.

The idea of making an airplane stand still is not new or impracticable. It is the principle of the helicopter, a machine that rises straight into the air without a running start. It has propellers, the backward push of which sustain the machine in a given position. Last spring a machine of this type was being tested. Its value for bomb dropping was suggested at that time. The craft had two shafts each with double propellers, one on each side of the fuselage position. Each shaft was supplied with a movable diamond frame, geared to which were attached to the propellers. The front blades gave the initial impetus, the rear blades the needed additional push. Both propeller frames are movable up and down independently through an arc of twenty degrees. In starting the propellers are raised to the required angle and full power is put on. Motions up and down are controlled by raising or lowering them propellers up and back of a vertical line. The helicopter idea is very old but comparatively neglected. Now it seems the Germans are making the most of it. Experiments were being conducted in 1907 with a helicopter invented by J. Newton Williams, of Derby, Conn. One of the problems then was that of descent. Stopping of the engines meant disaster. The Dulaux helicopter was experimented with in France in 1905 and it greatly interested observers.

There is an impression from such phrases as "one of our great battle-planes," that there is in some minds an analogy between a battleship and a battle-plane. As a matter of fact, there is no parallel. The machines which do nearly all the fighting are the smallest, lightest and fastest because results depend chiefly on speed and ability to manoeuvre quickly. Speed is needed to catch the enemy; and quickness in handling is needed to attack him when caught, to make sure of being able to attack from the best possible position, and to enable the attacker to dodge about and avoid being hit.

The big airplane is invariably slower than the small one, therefore it offers an easier target. In attacking a big machine the pilot of a small fighter throws his machine into extraordinary attitudes impossible for a more cumbersome craft.

The Germans, who were the first to produce big airplanes in quantities—although the British produced the first satisfactory examples of the multiple-engine type—soon discovered that the big airplane is not a satisfactory fighting machine. As soon as the very first squadron of small fighting machines was organized for the defence of London, the big German attackers were defeated. Being slow to manoeuvre, they cannot easily escape from the rays of a searchlight and when so sighted they are easier for a gunner to hit than small fast machines. The big, multiple-engined plane is the right weapon for big bombing raids but they have to be used skillfully and with a proper tactical plan. Attempts have been made by the Germans to make these planes safe against attack by small machines by mounting many guns upon them for their defence. This has never deterred the allied aviators from attacking them on sight. The fighting airplane, then, the "battleplane" is no "dreadnought of the air."

Fainting Goats.

Did you ever see a goat faint? Probably not. But the thing does happen—not, perhaps, to the everyday goat, but to animals of that breed which are found in Tennessee. Oddly enough, in that state the "fainting goats," as they are called, seem to be restricted to one small locality. In other respects they are just like ordinary goats, but on slight provocation they will throw a fit. If suddenly approached or otherwise startled they fall to the ground. Apparently the trouble with them is not heart-weakness, but a peculiar nervous complaint. Any sort of alarm gets their goat, so to speak.



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