

SOCIETY

THE most important event of the social season, the Assembly, will take place tonight at the Bellevue-Stratford.

Of course every debutante who has received the coveted invitation will attend and, of course, those persons of an older growth, some of whom even yet unwrap the folds of the "Assembly Gown," will appear at this ball, which so distinctly marks the social status of all.

To be sure the list has grown greatly with the increase of subscribers in the last several years, but there are many living who will remember when the Assembly was quite small and how Charles, the old colored man, used to take the "book" to the various subscribers who would inscribe their names and give him the subscription.

The patronesses will receive the guests in the foyer tonight, and the cards request all to be prompt in arriving by 10:30.

Mrs. Cox has selected a superb gown of white brocade and lace, the bodice of which is outlined with rhinestones.

A charming bevy of debutantes will be arrayed in white. Miss Mary Frances Fisher will wear a frock of this color, cut on simple and girlish lines.

A handsome gown, which will be a combination of white satin and silver, will be worn by Mrs. William Ellis Scull, who will have as her guests Mrs. Douglas Campbell and Miss Mary Alexander.

Mrs. Benjamin Rush who, with Mr. Rush will give a dinner for her daughter, Miss Charlotte Rush, will wear a gown of shimmering pink and gold brocade.

Miss Jean Christian Bullitt has selected a frock of shell pink chiffon, trimmed with tiny bands of dark fur and opalescent sequins.

Also among the debutantes making their bow at an Assembly will be Miss Gertrude Tower, whose gown will be of orange tulle with a beaded tunic, and trimmed with rhinestones.

Mrs. George Jasper Harding will wear a gown of white silver brocade, and her daughter, Miss Jane Harding's frock will be of white tulle, the decollete of which will be edged with French flowers.

A smart gown of black lace over satin has been selected by Mrs. Charles H. Wright, who, with Mr. Wright, will give a dinner of 20 covers prior to the ball.

Mrs. James Large has selected a stunning gown of purple velvet, which is made with a tulle and trimming of lilac tulle.

Mrs. David S. B. Chew will wear a wonderful gown of black chiffon velvet and her daughter, Miss Mary Evelyn Chew, will wear white satin effectively trimmed with leopard skin.

Mrs. Ferree Brinton's gown will have a foundation of gold net, over which there will be a wide tunic of Alice blue taffeta.

Mrs. Samuel Frederick Houston will wear a handsome gown of white brocade, elaborately trimmed with silver lace and embroidery.

WILL ATTEND ASSEMBLY TONIGHT



MISS GERTRUDE TOWER Miss Tower is the debutante daughter of Mr. and Mrs. Charlemagne Tower.

Sturgis, of Boston; Samuel Chew, William Cochran, Joseph Biddle, Arthur Gilpin, Andrew Gray, George Brooke, Radcliffe Cheston, Alexander Yarnall and Mr. De Beaufort, of Washington.

Mrs. Washington Gilpin, 2004 De Lancey street, will give a dinner in honor of her son and daughter-in-law, Mr. and Mrs. John Clayton Gilpin.

Miss Phoebe W. Hoffman, daughter of Mr. and Mrs. Edward P. Hoffman, will give a small dinner at their residence, 467 Spruce street, in honor of Mr. and Mrs. Henry H. Reed, of New York.

Miss Julia Berwind, of 102 South 21st street, will entertain. Her guests will include Mr. and Mrs. Archibald J. Barkle, Mr. and Mrs. Alexander Van Rensselaer, Mr. and Mrs. Sidney W. Keith, Mr. and Mrs. C. Hartman Kuhn, Mr. and Mrs. Charlemagne Tower, Mrs. Theodore Spencer, Wilson Catherwood, Robert Coleman Drayton, Clarence R. Lewis.

Supper will be served promptly at midnight. The following gentlemen have been invited to sit at the patronesses' table: Charlemagne Tower, Alexander Van Rensselaer, Robert Coleman Drayton, B. H. Bayard Bowie, Arthur Ingersoll Meigs, S. Pemberton Hutchinson. The managers for the Assembly this year include General Edward Morrell, Saunders Lewis, Jr., C. Willing Harp, Lyndon Biddle, Gouverneur Cadwalader, Casper Wistar Morris.

A large number of guests from other cities will attend the ball. They will be: New York—Miss Henrietta Sturgis, E. Coster Wilmerding, Mr. and Mrs. Henry H. Reed, Mr. and Mrs. Philip Stevenson, Philip O. Mills, Miss Martha C. Bent, Mr. and Mrs. Walter Phelps Bliss, A. D. Rodgers Sullivan, J. Jefferson Jones, Jr., Miss Audrey Osborn, Frederick C. Fearing, Philip Hazen Chase, Miss Mary Alexander, Mr. and Mrs. C. Wheaton Vaughan, Mrs. Edith Harrison Taylor, James B. Townsend, Miss Mildred Filbert Townsend, John A. Appleton, Donald Tucker, Miss Ina A. Kissel, Carroll Robertson.

Washington—Miss Elizabeth Rush Porter, Miss Carolyn Nash. Boston—Mr. and Mrs. George Howe, Louis Curtis. Morristown, N. J.—Mr. and Mrs. Peter H. B. Frelinghuysen, John Frost, Arthur B. Front, Jr. Cincinnati—Morris W. Gates, John S. Winslow. Dayton, O.—Jefferson P. Crane, Miss Dorothy F. Patterson. Charleston, W. Va.—Miss Viola Newell Elliott.

St. Louis—Miss Rebecca A. Lyceett. Richmond, Va.—Lucien Cocks. Pittsburgh—Joseph Wood, Jr. Westbury, L. I.—Miss Elele Stevenson Park. Wilkes-Barre—Mrs. C. Cheyney Bartol. Norfolk, Va.—E. Bradford Tazewell. Moorestown, N. J.—S. Grey Dayton. Babylon, L. I.—D. Dudley Norton. Wilmington, Del.—Henry F. du Pont. Harrisburg—Vance C. McCormick. Dayton—Miss Mary Ross. Altoona—Robert B. Meigs. Atlanta—H. M. Atkinson. Virginia—Arthur Dutton. Lodi, N. Y.—George R. Poulke, Jr. Sherborn, Mass.—Apphona Fuller. California—Miss Geneva Feibiger. Wyoming—Dr. Horace Cameron. Ireland—James Wilcox, Jr., Miss Katharine H. Wilcox. United States Navy—Paymaster James A. Bull, Lieutenant and Mrs. William W. Smyth, Lieutenant Edward A. Osterman. United States Marine Corps—Colonel and Mrs. Lyttleton W. Tazewell Waller, Major and Mrs. Smedley Darlington Butler, Captain J. C. Beaumont, Randolph Coyle.

Mr. and Mrs. Antonio Emara Stewart will entertain at dinner tomorrow night in honor of Miss Alexandria Emery, of New York, who will be the guest of Mrs. Charles H. Wright for the Assembly tonight.

Dr. and Mrs. George M. Boyd, of 120 Spruce street, will entertain at a small informal dance on Saturday, February 13, in honor of their daughter, Miss Mary Outburt Boyd.

Mrs. John Scott, Jr., will receive informally at the Gladstone on Thursdays in February, from 4 until 6 o'clock. No cards have been sent out.

Mr. and Mrs. Richard Waicic Neims, of 101 South 5th street, are receiving congratulations on the birth of a son, Paul Lavaux Neims, on Thursday, January 28.

Mr. and Mrs. Marcellus Cox have been obliged to recall their invitations to dinner



MISS JEAN C. BULLITT Miss Bullitt is the debutante daughter of Mr. and Mrs. Logan M. Bullitt.

before the Assembly, as Mr. Cox is suffering from a broken leg.

Captain James J. Meade, U. S. Marine Corps, and Mrs. Meade were the guests of Captain Joseph Hamilton and Mrs. Hamilton at the Hotel Adelphi last night. Captain James J. Meade has recently been transferred to Washington from League Island Navy Yard.

ALONG THE MAIN LINE

BALA—Friends of Mr. and Mrs. Bernard Hoopes, of Edgemoor road, will be glad to know that their little daughter, Miss Florence York Hoopes, who fell out of her parents' car Monday week, sustaining a fractured arm, has returned from the Jefferson Hospital, and is convalescing.

Mr. John G. Fleck has issued invitations for a dance, to be given at the Cynwyd Country Club on January 30.

WYNNEWOOD—Miss Helen Gray Murray and Miss Laura Dotterer McGowan will go to Annapolis on Saturday to attend the Academy hon. to be given that night. They will be chaperoned by Miss Murray's mother, Mrs. Ralph Lenford Murray.

CHESTNUT HILL

Miss Dorothy Diston, daughter of Mr. and Mrs. Jacob Steelman Diston, of Norwood Hall, will leave next Wednesday for Bellair, Fla., where she will join her family and remain for about a month.

Miss Rachael Bully, of Syracuse, N. Y., arrived yesterday and will be the guest of Miss Rebecca C. Durhing, of St. Martin's, for two weeks.

Miss Anita Smith, daughter of Mrs. H. Cavalier Smith, has returned to New York after spending a fortnight as the guest of Miss Rebecca C. Durhing, daughter of the Rev. Herman L. Durhing, of St. Martin's.

Miss Caroline Ives Brinton and Miss Anna Binney Brinton will be guests of honor at a dinner, to be given at the Bellevue-Stratford and theatre party to be given by their parents, Mr. and Mrs. Ferree Brinton. The other guests will include Mr. and Mrs. Christian Brinton, of New York; Miss Emily Wagner, John Wagner, John Heyl, Henry Marston and Sydney Morris.

Miss Jane E. Harding, daughter of Mrs. George Jasper Harding, will be guest of honor at a dinner and theatre party, to be given by her mother at her home, 2215 Walnut street. The guests will include Miss Anna M. Heckscher, Miss Charlotte Harding Brown, Miss Margaret Harriet Burton, Miss Katharine Hobart Hare, Miss Jean Christian Bullitt, Miss Phoebe W. Adams, Pemberton H. Shober, Rodman W. Wister, Snowden Samuel, G. Rowland Sergeant, W. Montague Lyceett, Jr., Morris W. Johnson, Francis P. Blair, 3d, L. Brooks Edwards, William Platt Pepper, M. Stevenson Easby, John deP. Conger, George J. Harding.

Mrs. Arthur Brock, of 2101 Spruce street, will entertain at dinner, in honor of Miss Margaret Montgomery, daughter of Mr. and Mrs. William W. Montgomery.

Dr. and Mrs. Joseph Ledy, of 1219 Locust street, in honor of their daughter, Miss Cornelia Ledy, and Miss Charlotte Rush will be honor guests at dinner, to be given by her parents, Mr. and Mrs. Benjamin Rush.

Mr. and Mrs. Paul Thompson, of 1314 De Lancey street, will entertain at dinner, in honor of their daughter, Miss Jean Newbold Thompson. There will be 20 guests present, mainly from the debutantes set.

BEST THOUGHT IN AMERICA

- (1) Scribners, "The Woman at the Wheel." (2) Scientific American, "The Car of 1915." (3) Vogue, "The Esthetics of the Motor Car." (4) Colliers, "The Farmer and the Motor Car." (5) Metropolitan, "With an English Ambulance Corps in Belgium."

AUTOMOBILES

Forceless carriages they were—a 9-days wonder. And now they are commonplace, as much a matter of course as silk hats on politicians. Where a few years ago, everybody stopped to gaze when an automobile chugged past, today it takes some scheming on the part of its press agent to get any real notoriety for a car. He can rent it to gummen for a murder, arranging with the policeman on the corner to take down the number as the car flashes past after the shooting, or he can paint it in futuristic reds and yellows, but this wins at best a cheap ephemeral fame. Another method is to run over pedestrians. This is effective for getting into print, but is likely to involve troublesome complications.

Although the individual car may have to scheme to get into the headlines, there is no difficulty for motors as a class, as is evidenced by the number of magazines which have issued special automobile numbers already this year; among them Colliers, Scribners, Scientific American and Vogue, to say nothing of the magazine devoted to motoring, which have published sumptuous editions de luxe in honor of the motor shows being held all over the country this month.

One of the later developments of motoring, which has already come to be a matter of course, is the woman driving her own car. This is the theme of an article, "The Woman at the Wheel," by H. L. Towle (1):

What changes a dozen years have wrought in motoring. Men no longer buy cars for the fun of discovering why they won't go, but wholly in the prosaic expectation that they will. Little do the beginners of today know of the stern joys of conquest which once made every mile a triumph. Today a man must drive his car to death to have anything more serious than arrest happen to him. And now we see women driving motor cars for the world as if they belonged at the wheel.

Young girls, most of them hardly out of their teens, see you everywhere—everywhere—in duster and gauntlets, manipulating gears and brakes with the assurance of veterans. Not always in little lady-like cars, blessed with the softness of a feather, but in big, heavy, powerful cars, with big Sister sitting coolly at the wheel, pausing at the post-office by the way of country, and saying to you wonder if the fellow you're next beside the competent pilot would ever have the gumption to handle a real car himself.

An authoritative article on tendencies and developments of the 1915 car appears in the Scientific American, written by a mechanical engineer, S. P. McMin. "The Car of 1915" (2):

Not the least important of the developments of the past year has been the commercializing of the 8-cylinder motor. Or should we say, popularizing, for the motor of this type has long been successfully used by our brothers of the sea. The year we have two American 8-cylinder motors, one selling for just under \$2000 and the other for less than \$1500. Shall we have more? It seems more than likely.

From the 8-cylinder it is but a step to the motor with 12 cylinders. So far, only one foreign maker has attained success with this type of motor, and here again it is characteristic that already several well-known American makers are experimenting with motors of this kind. The light-by-comparison 8-cylinder car continues to hold its own. As a matter of fact, the still-ligher-by-comparison, small, high-speed, 4-cylinder motor appears to have made greater strides in the year, and by comparison, than has the 6. Another significant feature is the increase in the number of cars which sell at or near the \$1000 mark.

The outward appearance of the car of 1915 has not changed very much. Yet there is a subtle something which almost involuntarily brings to mind and expression the saying, "Clean as a hound's tooth." The term "stream line," by the way, has become a common one, yet there are not many among the ranks of motorists who know its significance. It means briefly that the designer has taken advantage of the entering wedge principle and has at least in part converted wind resistance to his own use. In other words, he has conserved some of the waste energy of the air, displaced by the car, by training the eddy currents to help push the car along.

"A Ford and Cantafford" For those who conspicuously can afford, Vogue describes some of the exotic and opulent methods of spending money on fittings, footmen, liveries and automobile etiquette, in "The Esthetics of the Motor Car" (3):

The most impressive feature of the big New York Automobile Show was the emphasis laid on small details of luxury and comfort. People are no longer especially interested in the mechanical problems involved. It is recognized that, speaking generally, the motor will run rather more perfectly and satisfactorily than a bracelet watch.

The 1915 enclosed car of the best type really contains all the essential features of the boudoir, by the living room and the hall compressed into small compass and put in the most convenient position. Toilet cases, for instance, are elaborately complete; they contain perfume bottles, mirrors, vanity cases, hairpin boxes and many other useful trifles. In addition to these toilet fittings many cars carry writing tables, pencils, card cases, well compartmented hat and parcel racks and holders for books or magazines. Many also have electric cigar lighters with rests and ash trays. Umbrella holders have come in for a share of improvement. The holders of yours were merely intended to keep the umbrella from falling down; they permitted it to make as much of a pool on the floor of the car as the degree of wetness dictated. The racks of today, however, are provided with a drain to carry the water through the floor of the car.

In view of the authority with which Vogue speaks on those delicate and subtle shadings which ineffably distinguish the sheep from the goats, the following dictum assumes the importance of unwritten law; and if the style of the paper permitted, it should be printed in italics:

It is also not considered in good taste to have flowers in the car. The custom, which was started in Paris by the demi-monde, has not met with favor by smart women. It is quite aside from its origin, there is something about it which seems out of place, and it is generally conceded that it crosses that hair-line which divides the smart from the ultra.

Almost at the other pole of motoring, but vivid with ruggedness and sincerity, stands out this letter written by C. E. Edwards, an Illinois farmer, to the editor of his favorite farm paper. It is quoted by T. M. Von Keller, in "The Farmer and the Motor Car" (4):

My wife and daughter had been ailing for years. We had tried all sorts of medicines, "cures" and doctors. They cost awfully, but did no good. The whole family became discouraged. I took the spunk all out of me to see the womenfolk dragging through each day in such a forlorn way my wife and daughter. My wife was hard, work piled up. We were going backward in more ways than one, although we stuck close to our work on the farm and in the home, and never went anywhere. Finally, I got desperate and bought an automobile. Never said a word about it until I drove into the yard with the new car.

My! how my wife did scold me for my extravagance. She'd never ride in it; we couldn't afford it, etc. I made no back talk, but after a few days' use of that machine around the farm, carrying milk to the depot, doing twice the work in half the time, my daughter "felt well enough" to take a ride in it. I drove slowly and carefully, until she got a little used to it, then I showed her how the car could go. When we got home she rushed into the house full of excitement and enthusiasm; hugged and kissed her mother and cried:

"Oh, it's glorious; you simply must go out in our car!" and with the accent on the "our." After a few rides my wife liked it as well as my daughter, and since then the whole family has driven out almost every day or evening, if only for a short run. Getting outdoors, breathing fresh air, seeing new scenes and faces, creating new interests, along with sharp appetites, has cured both wife and daughter and made a new man of me. We all feel life is worth living after all. We are making money and prospering. Not a dollar has gone for medicines or doctors since I bought my automobile three years ago.

Motor Cars in the War The very latest application of the automobile has, of course, been its manifold service in the war.

An article by May Sinclair, the famous novelist, "With an English Ambulance Corps in Belgium" (5), gives a realistic sense of these motor ambulances and their tragic work:

Our corps, working double shifts, was badly in need of more motor ambulances, but we were told that so many cars were being sent into France that none could be spared for Belgium. We had given up hope, when suddenly one afternoon two brand-new motor ambulances rolled up to the hospital front, with two brand-new chauffeurs in brand-new suits of khaki. They had just come up from Ostend, and hadn't been there 10 minutes when orders came through for an ambulance to be sent at once to Melle.

The village of Melle that had been raked by rifle fire not long before was quiet and almost deserted. Up a side street, propped against the wall of a stable, four wounded Belgians waited for the ambulance. A rifle shot through the back of his head, lay in front of them on a dripping stretcher. The cure of the village was there. He wore the Red Cross brassard on his right arm, a cast-sock, and carried the host in a little bag of purple silk.

The man on the dripping stretcher was lifted in first, very slowly and gently. The cure climbed in after him, his purple bag, his host, and the ambulance. The blood from the wounded head oozed through the bandages and through the canvas of the stretcher, to the floor and to the skirts of his caulked. In the supreme act there was no unseemly haste. He remained three moments, three mortal moments, charged with immortality. One of us received his missal and his bag of purple silk as he scolded his cassock about him and descended.

"You have done everything, monsieur?" "Yes, madame." His lips quivered as he took again his missal and his purple bag. The death of every Belgian soldier is a sword in the heart of these Belgian soldiers of the cross. The new car thus baptized and consecrated ran home with its wounded.

AMUSEMENTS

ACADEMY OF MUSIC TRAVELTALKS

NEWMAN WITH ACTUAL War Pictures

Tomorrow War Capitals AT 2.30

Tickets, 50c, 75c, \$1.00, at Hepp's, Amp. 25c

FORREST This and Next Week. Evgs. 8:15

JULIA SANDERSON DONALD BRIAN JOSEPH CAWTHORN in THE GIRL FROM UTAH

Italian Barbers' Beneficial Association Grand Annual MASQUERADE BALL

FOR BENEFIT OF HARTSHOKE SUFFERERS

MONDAY, FEBRUARY 1, 1915, 8:15

ACADEMY OF Music Feb. 2 8:15

IRVIN S. COBB

PALACE Theatre

VAUDEVILLE PHOTOPLAY DAVID HIGGINS

CROSS KEYS

B. F. KEITH'S THEATRE

BROAD This and Next Week. Evnings at 8:15

LEO DITRICHSTEIN

Stanley GOOSE GIRL

GARRICK This and Next Week. Evgs. at 8:15

LEW FIELDS

GRAND

PHILADELPHIA ORCHESTRA

DUMONT'S

EMPIRE

CASINO