

JEAN ELIOT'S CHRONICLES OF CAPITAL SOCIETY DOINGS

(Continued from Page 12.)
wardrobe, and your summer in the country or by the sea, and your general good time all around to work and live, day in and day out, as a factory girl for the sake of your country?" Sounds a bit fantastic, doesn't it?

We don't have quite that sort of thing in mind when we talk glibly about "doing our bit." At least most of us don't, for there are shining exceptions—Mrs. Florence Bayard Hillis, daughter of the late Thomas F. Bayard, who was ambassador to

England, and held a dozen other important official positions, has, for instance, gone regularly into a munitions factory to "do her bit" for service at the front; and I know of a number of women who have taken grinding, strenuous workaday jobs in order that their husbands might go overseas. But the foregoing, which is a quotation from a London dispatch to a Philadelphia paper, describes exactly the things the women of England are doing justly and as a matter of choice every day. And they are doing them with a readiness and a quiet acceptance of sacrifice that have made them the universal rule of daily life.

Sacrifice in Fashion in England.
The dispatch goes on to say: "Sacrifice is the spirit of England today. If such a trivial word can be pardoned—it is the fashion. The women of England are the source and the force of it. And before the world's great struggle for freedom can be won it must become the spirit of America as well.

"Nothing in Britain strikes the visitor so sharply as the workaday details of altered life in the homes and the streets. Nothing speaks so eloquently of the serene detachment of moral courage she has reached as the noble service her women are rendering. They are fighting the war in the kitchen, in the market, in the shop, right up to the firing line. Americans have yet to learn what it means to give up pleasure, luxury, leisure and personal interests, and to sink them all in the service of a great cause.

"You see no sporting fancies worn by English women. You see no mourning, either. But you see no pleasure or joy rides, but you see women driving trucks and loading sacks of flour. You see no gay parties and no dainty menus, but you see the folk who used to demand them doing the work of laborers and eating the simplest and scantiest fare. You see no idling or show or indulgence, but you see girls in plain khaki and in lovely leather hats—thousands and thousands of them—doing the work of men everywhere.

"And not for novelty or amusement, please note, not for advertising or to get their pictures in the papers, but with composed and often grim and tired faces, one day after another, without complaint and without discouragement.

"There is no law or compulsion about the burdens these women have taken on themselves. Simply, they have learned the lesson of the war. Sugar, coal, gasoline are fighting power. Every unnecessary article dispensed with is so much labor and money saved. Every useless train abolished means more railroads and muscle conserved. Every job taken over means another fighter for the front.

"And the women are attending to these things themselves by tacit and unanimous agreement, willingly, devotedly. They know that the war can only be won in the last test by the nation at home. They are the nation at home, and they are going to win it by sacrifice, by sacrifice, and again and ultimately—by sacrifice."

Notables/Setting

The Example.
To by sure, England has been four years at war and has learned her lesson by tragic experience, as I suppose we, too, must learn that way. Men and women in high places are, however, "settin' samples" of simple living and high thinking. The President and Mrs. Wilson have always avoided display, and since the United States entered the war the domestic economy of the White House has spelled true conservation.

Didn't the President give orders to have the fountains in the White House grounds turned off to help preserve the water supply of this suddenly overgrown city? And hasn't he resigned his private waiting room at Union Station to the women of the Red Cross canteen corps for use in their work for the welfare of the soldiers and seamen passing in and out of Washington?

Only the last three Presidents have known the luxury of a private waiting room, and it has now gone the way of the luxuries of the army and the navy being in complete possession of the room where not so long ago important war missions of our allies were welcomed by the official escorts accorded them by the Government and whence they set out, escorted by troops of cavalry, for the handsome residences provided for them. If I mistake not, his royal highness, Prince Arthur of Connaught, cousin of the King of England, who "blew in" almost unheralded a few weeks ago to visit at the British embassy, the last personage to be received in the President's room.

It's a handsome room, this, and it is now fitted out quite like the writing room in a first-class hotel with desks, comfortable chairs, shaded lights, big ferns set about on standards and all the rest. Two or three of the canteen corps members are always in attendance to answer questions, give out supplies, do small services for the boys, and see that everything runs smoothly. It was night when I passed by there and peeped in not long ago, and there were no big detachments of troops on hand, so the canteen wasn't crowded. But a dozen or more men in khaki were scattered about, reading, writing letters or chatting with the ladies behind the little counter at the end of the room. Some were even playing cards and games and all looked comfortable and entirely at home. I hear the boys love the place, and certainly numbers of them get in there the hours between trains which might be much less profitably expended.

Another luxury which has already passed into the limbo of things forgotten—at least, "fast of Pittsburgh"—is the private car, upon which the "Poo-Bah of the Administration," Mr. McAdoo in his capacity as director general of railroads, has put his veto. The newspapers would have it that Raymond T. Baker and his bride (Mrs. Alfred Gwynn Vanderbilt) set out upon their honeymoon by a private car; but investigation proved that the story originated in the fertile brain of an imaginative reporter.

No private car can be used east of Pittsburgh without permission from the director general, and this, it appears, he is rather chary of giving. In the case of the Raymond Baker's a private car was requested to be allowed to put the Vanderbilt car on the rails, Mr. and Mrs. Baker being quite content to start off on their honeymoon "just like folks" with

MRS. MEDILL M'CORMICK,
Wife of Congressman McCormick, with her two adorable youngsters. The photograph was taken in the garden of the home of Mr. McCormick's mother, Mrs. Robert McCormick, after young Mrs. McCormick's return from her morning ride. Her father, the late Senator Mark Hanna, used to say that his daughter was born to be a jockey and she has lost none of her fondness for horses. She is an accomplished equestrienne and little Miss Ruth McCormick, her mother's namesake, is following in her footsteps. The little girl was thrown recently and suffered a broken arm. Mrs. McCormick and the children are now at their farm in Illinois.



nothing more imposing than a drawing room at their disposal.

President is Doing Little Travelling.
The President and the director general of railroads himself are the only specific exceptions to the "no private cars" ruling; and the President has done mighty little travelling since the Railroad Administration came into being. Mr. McAdoo, of course, has had to make no end of official trips. He has also used his car in going to and from White Sulphur Springs and, I believe, took one small joy ride therein—to Philadelphia for the marriage of his daughter, Mrs. Taber Martin, and Clayton Platt, Jr.

After a fortnight or more of real honest-to-goodness vacation, Secretary and Mrs. McAdoo have lately been combining business with pleasure and the Secretary has been making an inspection of certain railroads during the course of his leisurely travels in the West. At the Secretary's office it is alleged that there is no definite knowledge of the date of his return; but he isn't starting East until after tomorrow, for he has an important conference on in San Francisco.

Mrs. McAdoo also has an important meeting on about this time, a conference with Mrs. George Bass and other members of the National Woman's Liberty Loan Committee in Chicago; but there seems to be some doubt as to whether she will be able to make it. If she does get in an appearance in Chicago it's dollars to doughnuts the Secretary will be there, too. Wherever his pretty young wife is he's usually somewhere in the office. At all events, the consensus of opinion seems to be that the McAdoo's won't be back in this part of the country much before the end of July.

During the absence of Mr. McAdoo, the affairs of the Railroad Administration are in the capable hands of the Assistant Director General, Walker Downer Hines.

The United States is full of big men whose bigness and importance is widely heralded. There is also a small minority of men who are recognized leaders in their own particular line and who wield tremendous influence in such a quiet way that few people outside their immediate associates and members of their own profession have ever heard their names. To this class, I suspect, belong Mr. Hines; and he is singularly happy in his new work, for he has a long record of service in a unified traffic control which he is now helping to put into effect.

Even when Mr. McAdoo is on the ground he is content to leave much of the detail of the Railroad Administration to Mr. Hines, a railroad man of wide experience, known from coast to coast as an authority on traffic law. And when the latter makes a recommendation to his chief on matters of policy or of administration it is likely to be approved. The man has a keenly analytical mind and an uncanny faculty for tearing a problem to pieces and getting at its roots. Moreover, any proposition which is put up to him is apt to be settled at a sitting if it is humanly possible, since he is entirely direct and likes to get one job completely out of the way before going on to the next.

Red Tape Eliminated By Bureau.

This absence of red tape is, by the way, characteristic of the entire Railroad Administration—you see, there are distinct advantages in being a baby bureau unhampered by tradition able to create precedent. Mr. Hines has in common with Mr. McAdoo, President Wilson and the President's great predecessor, Lincoln, the gift for telling a pat story not to bring a laugh but to drive home a point.

He is a Southern man by birth and education, but for some years his home has been in New York. He has a wife and one daughter, a lass of fifteen, and rather than bring them to over-crowded Washington he has joined the army of occasional commuters. The Hines have a summer home at Alpine, N. J., and whenever he can get away from his desk—he's an indefatigable worker and keeps shockingly long hours—he slips up

there to run his motor boat, ride a horse and get a bit of rest and recreation. This year, however, they have declared in favor of the mountains, and have, I understand, joined the cotage colony at Blue Ridge Summit.

Arion Club Gives Delightful Evening.

The Arion Club of the Signal Corps and Air Service had a flash of genius when it conceived the idea of securing the use of Central High School on each Wednesday evening during the summer and turning over to the members all its splendid facilities for enjoyment—a great swimming pool, tennis courts, a gymnasium, the armory, where dancing is the order of the evening, the spacious auditorium, where plays and pageants may be given at will, and so on through the list.

No pleasanter way could be devised of providing amusement for the scores of lonesome boys and girls who are here working in the departments for Uncle Sam; and the fact that the club has 100 young people turn out each time is proof enough that the "Arion Club's Wednesday evenings" are a huge success. And, now, feeling that it is selfish to restrict this enjoyment, the powers that be in the club are about to extend the privilege of attending their jollifications to all the workers of the War Department.

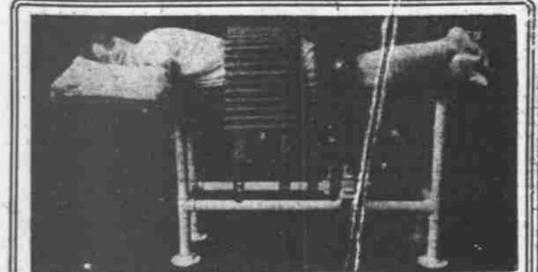
The "party" lasts from 6 o'clock when the tennis courts open, until 10:30, when the last couple is shooed out of the armory. The gymnasium opens at 7:30 o'clock and the pool is in use from 7:30 until 9 o'clock for the girls, and from 9 until 10:30 for the men. Moreover, there are com-

Was Organized Through Emergency Committee.

The Arion Club, whose enterprise has made these pleasant evenings possible, is an offspring of the Signal Corps Emergency Committee, which was formed last winter to care for the pressing needs of the enlisted men, with Mrs. Charles McK. Saltzman, wife of General Saltzman, at its head. Between November and the first of May this committee turned out no less than 122,627 knitted garments, and the girls who are on the clerical force of the Signal Corps and Air Service did more than their share of knitting.

It was in going among the girls giving out wool and taking in finished garments that some of the members of the committee, notably Mrs. F. J. Maxwell, chairman of the financial committee, became convinced of the real need of these young people for recreation and fun, and the Arion Club was the outgrowth of this conviction. It has been meeting for some months now, first at a small hall, later at the Thompson School, and finally at Central High School; and now, if you please, the organization has over 2,000 members. Mrs. Maxwell is its president and the other officers are Miss Constance Gatzert, vice president; Miss Myrtle Byers, secretary; Miss Olive Knight, assistant secretary, and Miss Richardson, treasurer.

Fancy yours,
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