

Y. M. C. A. HUT IS THEIR HANGOUT

Yanks Travel Many Miles to Spend Evening in the Club.

SOMEBODY ALWAYS ON JOB

"Y" Guy Can Be Depended Upon to Get Move On in Emergency—Men Made to Feel Perfectly Free and Unrestrained.

By CLARENCE BUDINGTON KELLAND.

Paris.—Thirty sailors off an American war vessel hired a motor truck and drove nine miles to get to the Y. M. C. A. club in a famous French city. I asked them why.

"Because it's a regular hangout," one of them said, and another added, "Because you get white bread with butter on it, and eggs fried on both sides and coffee with piano accompaniment."

As soon as I broke into the place I found why men would ride nine miles on a truck to loaf there from eight until eleven.

It wasn't the sort of place folks in the United States imagine a Y. M. C. A. to be. It was a swelteringly hot night, and the broad front steps were lined from end to end with men in khaki and navy blue. They were gassing and smoking until the place looked as if the captain had ordered a smoke screen to help him through the submarine zone.

From the street you could hear a piano doing business and a lot more men in uniform howling, "Joan of Arc." If the mothers of these boys could have heard that racket their hearts would have dropped off a pound weight and increased their heat by ten to the second. They sang as if they were glad to be alive.

Right on the job.

And then somebody busted up the game. A sailorman came in and made the announcement that the driver of their truck refused to take them back to quarters again, and it was a walk of nine miles on a hot night, or a stretch in the brig for them. Gloom descended. Then somebody turned around and belted, "Where's one of them 'Y' guys?"

A "Y" guy happened to be on the spot and in a second he was surrounded, not by a crowd of men who were angry or in a mood to demand something, but by fellows who were mighty courteous in an unpleasant situation. That was something worth remarking, and it made you sort of glad to be around.

They put the thing up to the "Y" guy and one fellow said, sort of bashful-like, "We don't want to act like we was puttin' this up to you. 'Tain't your fault, but—"

It was apparent they had gotten the idea somehow that you could depend on a "Y" guy to get a move on him, and the "Y" guy allowed as much.

"Sure, it's up to us," he said, "that's why we're here."

Inside of twenty minutes he was back with a big truck with a red triangle on the side of it. He tucked the thirty sailorman into it and off they went to keep their appointment with their boss.

That, quite likely, is one reason why they rode nine miles to spend an evening in the Y. M. C. A., because they knew somebody was on the job.

Like You Owned the Place.

Another reason is that you don't have to knock, show a ticket, wiggle your first finger or roll over and play dead to get in. You just walk in like you were there to foreclose a first mortgage on the place.

When you walk through the front door you don't run into a lecture hall, though there is one upstairs, and the odor that comes to your nose isn't the odor of sanctity. It's the smell of fried eggs. The cafeteria is the first thing you meet, and if you are wise you get acquainted with it and stay acquainted while you are in this locality, for it is the best and cheapest place to eat in town. I know because I tried several.

The most impressive thing about it is the complete absence of an ostentatious welcome. You just help yourself and nobody says a word. You wander in and eat and wipe your

mouth on your sleeve and hike upstairs to mess around on a piano or write a letter or play billiards, or to do as you doggone please. You are free. To be able to make a huge number of men feel perfectly free and unrestrained and at home is quite some little accomplishment. I haven't had time to find out how it is done, but the next time I have a party at my house I'm going to try it on. It's the real thing in hospitality.

PLAN BOYCOTT ON GERMAN MADE GOODS

Seattle, Wash.—A nation-wide boycott of German-made goods for a generation after the war will be enforced by the women of America if the Huns inflict cruelty on any American prisoners or fail to treat them according to the recognized usages of war. This is the plan originated by Mrs. E. A. Strout of this city, who is enlisting the aid of every woman in the city and state to help her carry the propaganda to all American women.

PLAY-GIRL OF WESTERN FRONT

Wonderful Part Played by Elsie Janis in Keeping Up Morale of Troops.

SINGS TO BOYS OVER THERE

Many a Company Has Marched to First Night in Trenches With More Gallant Swing Because Elsie Cheered Them on Way.

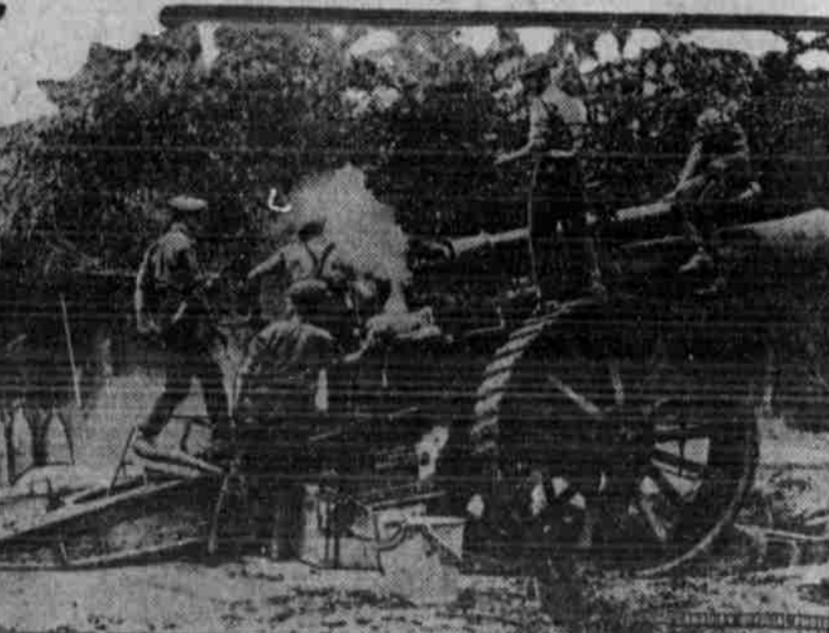
By ALEXANDER WOOLLCOTT.

Paris.—The theater was no theater at all. It was just the great train shed which serves as the workshop and headquarters for a small army of American engineers who are lending the P. R. R. touch to the astonished landscape of France. Though retreat had sounded an hour or so before, it was packed to suffocation with Yanks, for all that day rakish posters, turned out in the company painter's best style, had intrigued the eye with the modest announcement:

ELsie JANIS—AMERICA'S GREATEST ACTRESS—FOR ONE NIGHT ONLY.

And at last, with warning toots from a distant whistle and a great wave of laughter as the order was passed along to clear the track, a locomotive trundled in out of the night, in its cab a pair of proud and grinning engineers, on its cowcatcher Elsie Janis. A mo-

HEAVY CANADIAN HOWITZER IN ACTION



Canadian gunners are kept busy feeding this heavy Canadian howitzer that is here shown in action.

CUT TIME ON SHIPS

New Record for Rapid Construction Is Set.

Baltimore Shipbuilding Company Reduces the Present Average by Half.

Washington.—In its effort to set a new record for rapid ship construction, the Baltimore Dry Dock and Shipbuilding company has cut in half the present average time for construction of contract steel ships. This average for the 12 contract steel ships built to date is 130 5-6 days.

In prewar days a year was regarded as fast time for building a steel vessel of or above 6,000 tons.

The ten fastest built vessels for the shipping board have averaged 99 9-10 days between keel laying and delivery; on the Great Lakes, 124 2-5 days; on the Atlantic coast, 208 1-5 days.

ment later and the engine was near enough to the stage for her to clear the space at a single jump and there she was, with her black velvet tam pushed back on her tossing hair, with her eyes alight and her hands uplifted, her whole voice thrown into the question which is the beginning and the end of morale, which is the most important question in the army:

"Are we downhearted?"

The Thunderous Response.

You can only faintly imagine the thunderous "No" with which the train shed echoed. And it is the whole point of Elsie Janis—as well as the whole point of all the numbers now being booked to play for the A. E. F.—that whatever the spirit of the boys before her coming, they really meant that "No" with all there was in them, that any who might have been just a little downhearted before, felt better about it after seeing and hearing her. For like the rare officer who can inspire his men to very prodigies of valor, so the flashing Elsie is compact of that priceless thing which, for lack of a less pedantic phrase, we must call positive magnetism. More than one company has marched off to its first night in the trenches with brighter eyes, squarer shoulders and a more gallant swing because, at the very threshold of safety, this lanky and lovely lady from Columbus, Ohio, waved and sang and cheered them on their way.

That is why, when the history of this great expedition comes to be written, there should be a chapter devoted to the play-girl of the western front, the star of the A. E. F., the fore-runner of those players who are now being booked in the greatest circuit of them all, the Y. M. C. A. huts of France.

For her, and for her like, there is always room. And work aplenty to do. There are troops to be fired—as by martial music—on the edge of the advance.

Elsie Janis (and mother) are having the time of their lives, and she meant every word of it when she cabled back to all her brothers and sisters of the stage to come or they would never know what they had missed.

Barn-Storming With Vengeance.

For Elsie it has been barn-storming with a vengeance, a tour of tank towns in more senses than one. It has meant traveling without a maid for once in a way, playing a whole season with a one-dress wardrobe, bivouacking in strange and uninviting hotels.

It has meant warbling as a cabaret singer among tables of some officers' mess or mounting a bench to slug through the windows of some contagion barracks where the isolated doughboys had been tearing their infected hair with disappointment because they had heard she was in the post and knew they could not get out to see her.

It has meant fingering for an extra performance at some hut because a whole new audience was coming through the starlit heavens from the aviation camp down the lines.

In all her years on the stage she has known no such tumultuous, heart-warming welcomes as are her nightly portions in the biggest time a booking office can offer to a player in the year 1918.

The boys swarm up on the stage and slap her on the back and vow there never was such a girl since the world began. They cheer her until they are hoarse, and she is dizzy with pride.

ROAD BUILDING

MAINTENANCE IS A BIG ITEM

New Hampshire Uses Patrolmen, Who Repair Every Little Hole as Soon as It Appears.

(By E. B. HOUSE, Colorado Agricultural College, Fort Collins, Colo.)

There are two elements that should be figured in the cost of road construction. First, the cost of construction. Second, the cost of maintenance. It is the yearly average of these two that should always be considered when figuring the cost of a road. True it is, that roads may be constructed in such a manner as to need very little maintenance, but these roads are very expensive to build, and it is out of the question to contemplate them for the West. The other type of road is the road that costs a moderate sum to construct and then a yearly charge for maintenance of said road.



Good Road in Colorado.

The maintenance usually runs up to a considerable annual cost, and it is this maintenance that usually is neglected by county commissioners and road supervisors.

As good an illustration of road maintenance as I have been able to find is that practiced by New Hampshire. New Hampshire's roads are mainly graveled roads. Most of them are rightly constructed, the gravel being wet and rolled as it is placed upon the road, but in many places this is impossible on account of the expense and in these places the gravel is simply spread upon the road and left for the traffic to compact.

Many of these roads have to bear a fairly heavy traffic, especially during the summer months, most of which is automobile traffic, and the roads would soon be ruined were it not for the maintenance feature of New Hampshire's road system. This road maintenance is carried on by several hundred patrolmen. They are hired from the last of March until the first of December, and their work consists in patching every little rut and hole that appears, cleaning the ditches and culverts and in keeping the roads smooth.

Each patrolman has a section of road assigned him. He is required to furnish a one-horse wagon, a shovel, a rake and a light road drag. The road is smoothed by this drag after every rain, and if chuck holes start, fresh material is placed in them, tamped down and left for the traffic to compact.

These patrolmen are paid an average of \$3.25 a day and the total cost of maintenance runs about \$240 per mile per year. The total first cost of construction of these roads runs about \$4,000 a mile.

DIRT ROADS ARE PREFERRED

Much of the Wear and Tear on Hard Road Can Be Avoided by Making Dirt Track on Each Side.

Dirt roads are the cheapest—and for a large part of the year the best—highways that can be built. Because we want to use our roads every day in the year we are willing to go to the expense of hard road building, but that is no reason for discarding the dirt roads entirely.

More than half the wear on the hard road can be avoided by making a good dirt track on each side. People will use the dirt road from preference when it is passable. The life of the hard road will be greatly lengthened the cost of repairs reduced, and the needs of the road users better served by building this combination of hard and dirt roads.

Farmer's Profit Less.

Every inch of bad road—of fair weather-only road—makes hauling that much more expensive; makes the farmer's profit that much less than it should be.

Increase Delivery Facilities.

Every foot of good road over which wagons and trucks travel increases delivery facilities.

Pull Over Roads.

Better pull your loads over a road than through it.

Late Summer Silk Suits



Those who design suits showed us just how adroit they could be when they managed their early spring offerings of wool. They had to be made of the shortest allowance of goods, but the designers made a virtue of necessity and the conservation of wool worked to the advantage of styles. Later they turned to several new and heavy weaves in silk as a substitute for wool and for midsummer they were able to forget all about saving materials and design suits of taffeta and satin according to their own fancy. These make the last of their offerings; for now they must begin their work for fall.

No one could ask for more than they have done this season in giving us variety in styles. In the pretty suit at the left of the picture there returns once more the banished plaited skirt, with four double box plaits, to commend it to the possessor of a slender figure. The short coat boasts side plaits below the waistline, the designer apparently determining to make the most of the privilege of using plaits again. The coat opens over a narrow white vest, the straight pieces at each side of the front having the effect of scarf ends finished with pendent, silk-covered balls.

The suit at the right is of black taffeta with a plain, moderately full skirt. Costs pointed at the bottom have proved so graceful that this feature of spring styles is retained in this model. The collar, cut in points that are embroidered, is new. The girdle at the highwaistline is extended into points at each side of the back, and these are embroidered also. The sleeves are gathered into flaring cuffs, ornamented with a row of rather large silk-covered buttons.

Inexpensive Hats for Little Girls



Three little inexpensive hats for the small girl, in the picture above, demonstrate that headwear need not be fine in order to be tasteful. These shapes are well blocked and very simply trimmed with velvet or silk ribbon in narrow widths and good quality. The brims are of the cheaper kind, but they are substantial enough for the short-lived millinery of the little miss who is apt to put their staying qualities to the test.

At the left of the group the most popular of shapes for little girls is shown, made of a heavy tuscan braid rather closely woven. It is the natural straw color. Narrow blue satin ribbon is banded about it and finished with a knot at the front, and the hat is lined with blue silk.

Very much the same shape is shown at the right, of white milan hemp. Narrow satin ribbon, gathered along one edge, is used to make a band and medallions on the crown. There are three small medallions, one at each side and one at the back, and a larger one at the front. A little blossom is posed, with a bow of the ribbon, at the base of each medallion. In this particular hat the ribbon is light blue satin and the blossom a pink wild rose.

The odd hat of fancy braid (in the natural straw color) at the center of the picture is a Chinese inspiration. The curious peak in the crown distinguishes it from other shapes and is reminiscent of coolie hats and turbans with distinguishing buttons at the top. Narrow brown velvet ribbon makes a band with ends crossing at the front, where clusters of little buds are

tacked over the ribbon. It wouldn't be possible to place trimming more simply, and that is what gives childish hats their character.

Julie Botwin

Washable Walls.

Why should children prefer to write on immaculate walls rather than on writing paper? Because, first, their mothers caution them not to do it, and second, because the walls are whiter and the writing looks better on them than it does on paper. But the time has come when the mother need fear for the white nursery walls no longer. They can indeed, be changed from a source of irritation to educational purposes by means of a finish which makes them washable. In other words all pencil, crayon, and pen marks may be washed away. Consequently, the wall surface is as good a place for drawing pictures or making examples as a blackboard. Although the finish is intended primarily for the walls of the nursery, it may be used in the kitchen, living room or other part of the house where children are wont to try out artistic ability on the walls. The finish may be in any one of a number of different shades.

For Bargain Blouses.

Lawn and volles in checks and stripes and flower designs have been thrown on the remnant counters and are selling for almost nothing. For from 25 cents to \$1 enough material for a blouse may be picked up.