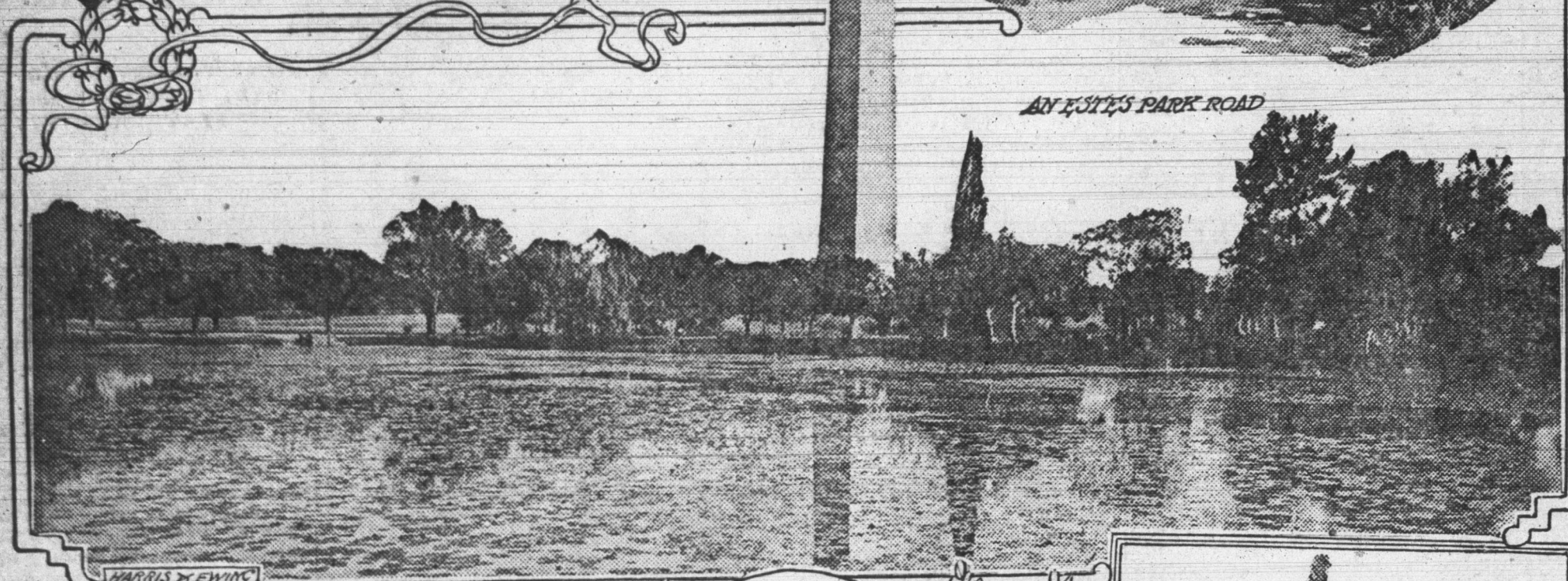


ROADS and TREES for REMEMBRANCE



TREES ABOUT THE WASHINGTON MONUMENT



By JOHN DICKINSON SHERMAN.

NEXT to well-equipped and thoroughly up-to-date railways, transportation means good solid wagon roads. Even in normal times the economic value of such roads is well nigh incalculable, but in a period of armed conflict victory or defeat may depend upon the condition of the common highways. All this is well known. And yet, though far-seeing men have for some years been urging the good roads movement upon the people and some progress has been achieved, our highways in general still remain among the worst in the world. —Albert J. Beveridge.

I think that I shall never see
A poem as lovely as a tree—

A tree whose hungry mouth is prest
Against the world's sweet flowing breast;

A tree that looks at God all day
And lifts her leafy arms to pray;

A tree that may in summer wear
A nest of robins in her hair;

Poems are made by fools like me,
But only God can make a tree.

—Joyce Kilmer.

If you want to build a road, let the people plant memorial trees along that road and your project is a success.—Charles Lathrop Pack.

Thus come closer to the Great Tree-Maker. Plant memorial trees in honor of the men who gave their lives to their country—in honor of the men who offered their lives.—Rev. Dr. Francis E. Clark.

Roads and trees for remembrance!
Victory highways in honor of America's fighting men in the great war!
Roadside planting of trees in memory of their individual deeds!

It is a truism that the economic and moral fiber of any community is shown by the condition of its highways. Give the community the right kind of roads, schools, churches, factories and banks and the other signs of advancement will soon be in evidence.

Memorial roads! What more fitting monument can we build in honor of our heroes? Permanent roads dedicated to them! How can a community better commemorate their achievements?

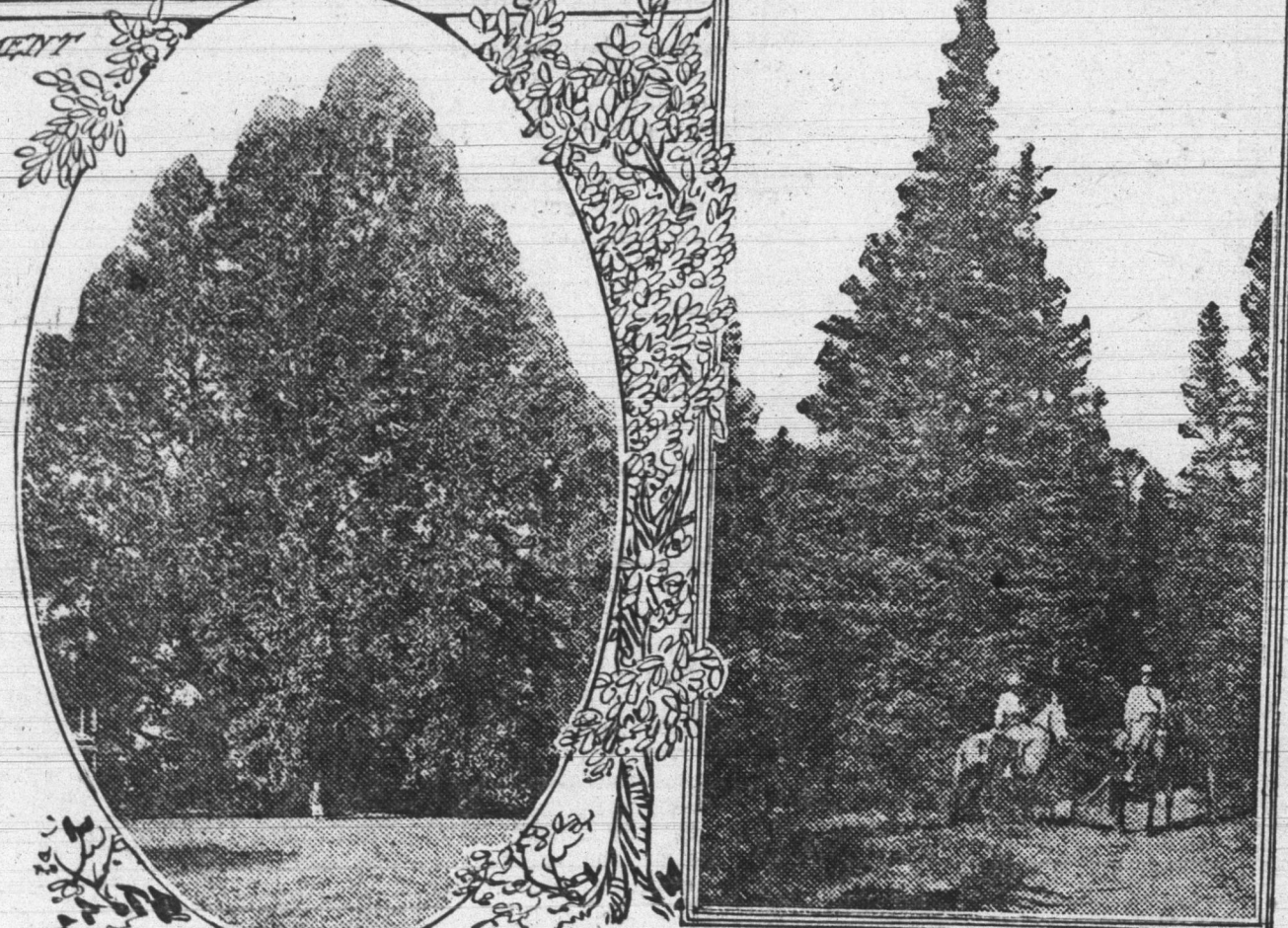
And all these memorial roads planned and built as parts of a great system of victory highways—victory highways that food may move from farm to city and manufactures back to the farm! that the way of the children to the schoolhouse may be made easy; that the defense of America against armed force may be certain.

Victory highways that not only serve the nation's needs but delight the people's eye—victory highways beautified by roadside planting of American trees and shrubs and flowers. No walls and gates and arches with their suggestion of something closed and set apart, but memorial trees and groves and little parks and wayside camps for the American traveler and food trees for the birds.

To Abraham Lincoln have probably more memorials been erected than to any other man. Which of all these memorials is most impressive—most fitting? Consider now the Lincoln highway as it is and as it is soon to be.

The Lincoln highway is an object lesson of what is and what is to be in a memorial road. More than 3,000 miles in length, it runs east and west through the heart of America, with giant north and south feeder highways, joining the Atlantic and the Pacific. It traverses 11 states. Fifteen millions have been expended on it in the last five years. Already there are nearly 400 miles of concrete and brick and paving and more than 1,000 miles of macadam. It is in operation from end to end. It carries an endless procession of Americans in their own automobiles. The year round it is dotted with freight trucks.

At this very moment the federal government has under way on the Lincoln way across the continent an exhibition train. It started from Washington, and from Gettysburg, Pa., the route is over the Lincoln way to Pittsburgh, Camden and Bucyrus, O.; Fort Wayne, Ind.; Chicago Heights, Ill.; Clinton, Cedar Rapids and Marshalltown, Ia.; Omaha, Neb.; Cheyenne, Wyo.; Salt Lake City, Utah; Carson City and Ely, Nev.,



A MARYLAND TULIP POPLAR

finally dropping down the Sierra Nevada to Sacramento, Cal., and then to San Francisco.

This train consists of 60 motor-vehicles of the types employed by the motor transport corps in the conduct of the winning of the war. In addition, accompanying this train are several other branches of the United States army service, including representatives of the engineer corps, with antiaircraft defense trucks and searchlights, and certain specially detailed observers who will make an intensive study and report to the war department on road conditions.

The trip is being made for both military and educational purposes, including: An extended performance test of the several standardized types of motorized army equipment used for transportation of troops and cargo and for other special military purposes; the war department's contribution to good roads movement; demonstration of the practicability of long-distance motor post and commercial transportation and the need for judicious expenditure of federal governmental appropriations in providing the necessary highways.

So much for the Lincoln highway as a means of transportation—a transcontinental road linking the United States by states. Consider now the Lincoln way as a beauty spot—and a memorial, not only to the Great Emancipator, but to the heroes who followed his example and won the freedom of the world in the great war.

The roadside planting of the Lincoln way is in charge of the General Federation of Women's Clubs. This organization has a membership of 2,500,000 members. It has a state federation in every state in the Union. Mary K. Sherman, chairman of the conservation department of the general federation, has secured a comprehensive planting plan for the way. This plan has been worked out by Jens Jensen, a noted landscape engineer of Chicago. In general it provides for the planting of trees, shrubs and flowers indigenous to the locality. For example, blue prints have been made for the planting of the way through the 180 miles of Illinois. These prints give all necessary details—kinds of trees, shrubs and flowers for each locality; suggestions for grouping each. The clubs of the several states through which the way passes will see to it that the planting is done. Many clubs in other states will plant memorial miles on the way and in addition carry out the same plan in application to Lincoln way feeders in their own states.

Features of this roadside planting of the Lincoln way by the general federation are memorial trees in honor of individual heroes; groves, fountains, camping places along the road; fruit and nut trees for the birds and a bird sanctuary from ocean to ocean.

For ten years America has been spending from \$200,000,000 to \$300,000,000 a year for highway construction and maintenance—without national plan—without relation to the broad needs of the country as a whole and with little co-ordination of effort between states. After spending over \$2,000,000,000 in a decade, we are, broadly speaking, as far from a proper connecting system of radiating highways in the United States as ever.

The latest government figures show a total highway mileage in the United States of 2,457,334 and of this total, even after the tremendous expenditures noted, but 12 per cent, or some 290,000 miles, have received any attention whatever and these improvements are scattered in 48 states, in a loose and utterly ineffective way, over various sections of our entire 2,500,000 miles.

AN ENGELMANN SPRUCE

Now the time for national action has arrived. Thus the time is ripe for roads and trees for remembrance. The United States is going to expend \$500,000,000 in the next few years on a national highway system of interstate arterial routes. It only remains to be seen what agency of the federal government is to have charge of the construction. If the department of agriculture and the state highway commissions do the work, the government and the states will share the expense, half and half. If a highway commission is established by congress to have charge of the work the share of the states will be apportioned in order that states like Nevada, Wyoming and Arizona shall not be too heavily burdened.

As to the feature of memorial trees, this is also the chosen time. Public sentiment turns toward the idea. Events all over the country forecast a general memorial planting.

The American Forestry association, of which Charles Lathrop Pack is president, has issued a call for memorial tree planting. It is registering all memorial trees and giving certificates of registration; also instructions for planting.

Rev. Dr. Francis E. Clark has called upon the Christian Endeavor societies to plant memorial trees.

Georgetown university remembered its war heroes at its one hundred and thirtieth commencement by planting 54 memorial trees in honor of its heroic dead. To each tree was affixed a bronze marker, of which a sample is given herewith. To the next of kin goes a duplicate of the marker.

"My boys made a wonderful reputation for this country on the battlefields of France," says Daniel Carter Beard. "I say my boys because I believe that there were boy scouts in every American division that participated in the war. The boy scouts' slogan is, 'Once a scout always a scout.' A plan that we are taking up is the planting of trees as memorials for our heroes. This is being done in some parts of Long Island and should be done in all sections. After the tree has been planted a small tablet should be placed on it bearing the name of the man who made the supreme sacrifice, and when and where and how he was killed and his branch of the service."

Many victory highways to be planted with memorial trees are under way throughout the country.

The National Defense highway, between Blandensburg and Annapolis, is Maryland's contribution. New York is planning a Roosevelt Memorial highway from Montauk Point to Buffalo. In Ohio Col. Webb C. Hays has offered to give memorial tablets on memorial highways in Sandusky county, and William G. Sharpe, former ambassador to France, will do the same for Lorain county.

The poem by Joyce Kilmer, who gave his life for his country in France, is most touching. What is more fitting than a tree for a memorial? We may attain the most magnificent effects in stone and bronze. Compare them with a permanent road—enduring as the Applan way, built 22 centuries ago—and shaded by the Maryland tulip poplar or the Engelmann spruce or any other of our magnificent American trees. The glimpse of an Estes Park road in the Rocky Mountain National park shows nature's way of beautifying a highway. Consider how the trees on guard add the crowning touch to the Washington monument.

SUITS AND COATS

Return to Strictly Straight Line Is Predicted.

Variety of Styles and Contradictions Between Paris and New York Expected to Continue.

Differing from the general opinion abroad is an American authority who is emphatic on the subject of width in suits and coats and makes the statement that a return to the strictly straight line tailored coat is certain. As this comes from one of the houses which are not at all extreme and very well known it carries weight. It is possible, notes a leading fashion correspondent, that the next season will see the same variety of styles and absolute contradictions between Paris and New York that have prevailed for the last twelve months.

Paris, quite as much as China, is a place where they do things by opposites. Having discarded as much clothing from the knee downward as possible, in the warmest of weather they are wearing velvet berets and velvet hats. It is fortunate that there is a vogue for hats of black tulle and Chantilly or the smart Parisian would be doomed to wear nothing but velvet on the warmest of days unless she resorts to the glycerined paper hat—a late innovation.

The white velvet is, of course, very much smarter than black, if one must wear velvet on a summer day. Lewis put forth some charming models in leghorn and milan, but they proved too commonplace for the Parisian, who refused to wear them.

One of Lewis' best liked models is of white velvet in a rolling brimmed sailor shape with a huge "pout" of marabou in white also. It had the merit of looking summery, at least in color, and does not look as out of place as did some of the velvet tam-o-shanters, which sound in description a great deal like our own Greenwich village headgear.

PRAISE FOR THE BLUE SERGE

Material May Be Made Up Into Coat and Skirt, or Into One-Piece Street Dress.

There is no material which so perfectly displays restraint as a very dark blue serge. The color and the texture in themselves suggest a world of tempting opportunities ignored. Thus there is implied an experience with, and knowledge of, infinite varieties of other hues, other clothes.

According to the need of the wearer, the blue serge may be made up into coat and skirt, or into a one-piece street dress. With an exacting eye for the narrow shoulder, the close-fitting tapering sleeve, and the utmost precision of finish and cut, coupled with a resolute determination not to concede an inch to the skirt hem, one may give free scope to other lines. Once these details are observed, the most fantastic sweeps of the tailor's shears may be allowed.

Blue serge is the most efficacious background for accessories of the toilette and for little finesses. Let it be a starting point for pearl gray or sand-colored spats, for matching mousquetaire suede gloves rolling loosely over the tight wrist, for a dark hat of concentrated lines and for a fur neckpiece of reduced proportions. Then, as a signature to the work of art, as well as an insinuation of what one might have done, let the veil etch a mad design in one bold, detached pattern upon the cheek. This is a dashy touch in a costume otherwise reserved.

Blue serge is unassailable, impeccable. It is clever, and it is wise.

THE HAT AND BAG TO MATCH



A novelty flappy summer hat, lined in rose with a band of that shade. The bag (to match) is soft, with a lining of rose, strings and Chinese beads.

Javille Water.

This water is fine for removing stains. Take one pound of sal soda and 5 cents' worth of chloride of lime. Put them in an earthen bowl, pour two quarts of soft boiling water over them (rain water is best). Let it settle, then pour off the water and bottle it. It will remove fruit stains and even indelible ink. Soak till stain disappears; then quickly wash in warm water.

SIMPLE AND CHARMING DRESS



This is a dress of yellow voile beaded in blue and white, with a sash of blue; an exquisite creation so summery and beautiful.

FAD FOR STRIPED CRETONNES

Pleasing Effects Are Considered Smarter for Hall, Living Room and the Porch.

There is a fad for striped upholsterings this year and just now these striped effects are considered smarter, for hall, living room and porch, than the flowered patterns that are reserved for sleeping rooms. Some of the broadly striped designs have great dignity and character and they do give a room a certain distinction—probably because of their newness—that is fancied at the moment more than the gaiety of flowered chintz.

A specially smart pattern has a tan-colored ground with very wide stripes of deep blue, and down the center of each blue stripe runs a narrow, definite stripe of black. A country house living room is going to have curtains and chair covers of this blue, black and tan-striped cretonne, used with a deep blue rug, some pieces of old, beautifully polished mahogany, and lamp shades of deep blue printed silk.

These shades are merely squares of silk, bordered with narrow black braid, and a black silk tassel swings from each corner of the square, when it is thrown over the foundation shade which is of orange-colored chiffon. The orange does not show by day, but gives a soft glow through the thin blue silk cover when the lamp is lighted.

OVERBLOUSE HERE TO STAY

Fashion Forecasts Show the Garment Is to Be One of the Popular Fall Adjuncts.

One type of garment that it seems perfectly safe to advise the average woman to purchase now with the comfortable assurance that it may be worn when fall comes around is the long or over-the-skirt blouse. These blouses unfortunately are rather expensive just now, and Mrs. Average Woman will hesitate a little before purchasing a garment about which there has been so much discussion and which has so long struggled for general recognition.

Blouse makers have announced that they have confidence in the continued vogue of this type of blouse, now that American women have finally agreed to give it a real tryout, and because of this confidence they are bringing out, or planning to bring out in the fall lines, long blouses that will be sold at reasonable figures.

Therefore the woman who does not care to wait until fall for her over-the-skirt blouse may watch for special and bargain sales and lay in as many as she likes without fear that the fall will find the garment laid on the shelf by Dame Fashion. This inclination of blouse makers to stabilize what has up to the present season been a decided novelty seems to indicate clearly that the long blouse has arrived and that it is here to stay.

Bananas were the chief article of export from Nicaragua to the United States in 1912.