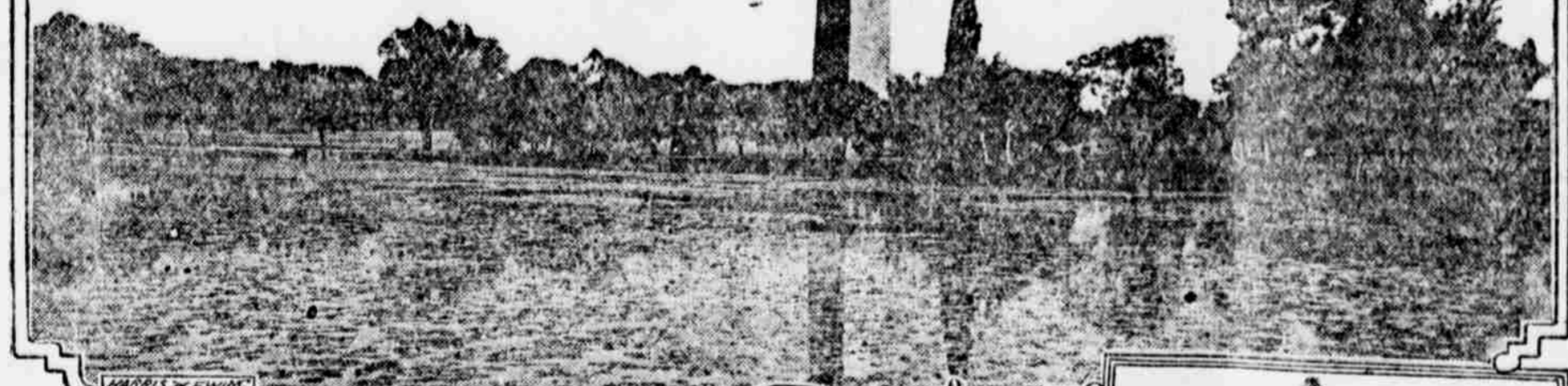


# ROADS and TREES for REMEMBRANCE



AN ESTES PARK ROAD



TREES ABOUT THE WASHINGTON MONUMENT



By JOHN DICKINSON SHERMAN.  
**N**EXT 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?

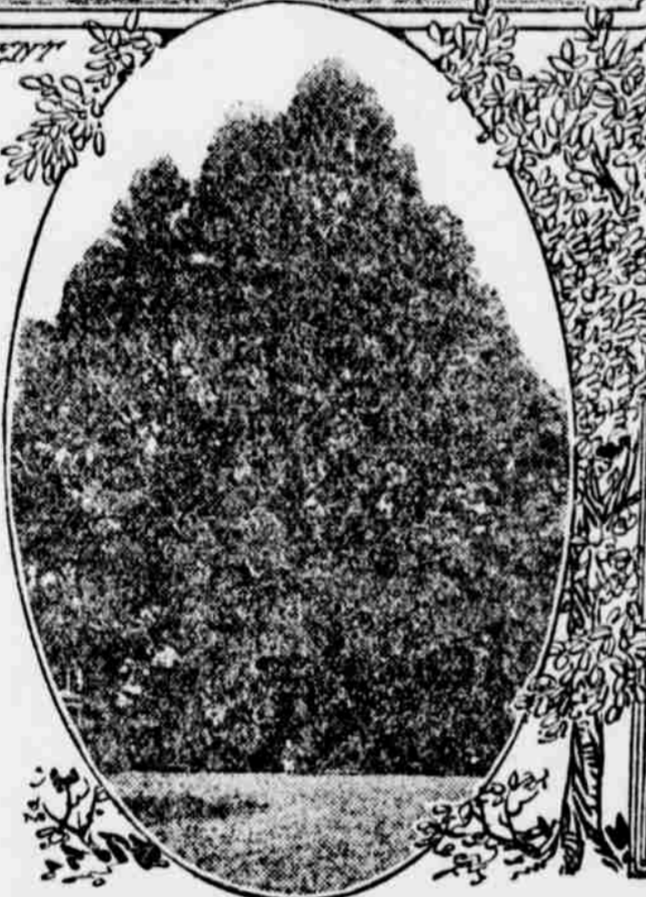
And all these memorial roads planned and built as parts of a great system of victory highways—victory highways that food may move from farm to city and manufactures back to the farm! that the way of the children to the schoolhouse may be made easy; that the defense of America against armed force may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



AN ENGELMANN SPRUCE

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 anti-aircraft 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 296,000 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.

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.



## Economy Corner

**To Freshen Silks.**  
 Japanese, China, India and pongee silks are freshened by washing in warm soapsuds, rinsing quickly and drying in the shade; roll in a sheet when not perfectly dry and then iron on the wrong side.

Colored silk fades and white silk yellows after washing, but this may be avoided by using medium warm soap and water and rinsing well; wrap in a large cloth (an old sheet is fine) for half an hour, and then iron on the wrong side with a moderate iron, using a bit of thin lawn between the iron and silk. Do not let the light and air get to it while wet, as this yellows and fades the fabric.

When black silk or satin begins to shine, sponge on the right side with a mixture of two parts of gin and one of water, and iron while damp on the wrong side.

**To Remove Grease Stains From Silk.**  
 When any greasy substance has been dropped upon silk it can be abstracted by mixing French chalk with methylated spirits to the consistency of cream, laying it upon the stain, then covering with a brown paper and pressing with a warm iron.

French chalk removes grease and does not injure colored silks. Scrape a little on the spot, rub it in, let it stand 24 hours, then brush off and repeat the process if necessary, for grease is often hard to remove.

**To Remove Stain From Silk Use Chloroform.**

First remove as much of the grease spot as you can by the hot-iron method; that is, place clean blotting paper

both above and below the stain, then place a warm iron over the paper. The heat will dissolve the grease which the blotting paper will absorb.

Remove the paper, add a fresh supply under the stain and rub with chloroform.

**Grease Spot on a Parasol.**  
 You may get rid of the grease spot by laying on hot French chalk. This will dissolve and absorb the grease. Next, the parasol should be opened and then thoroughly washed with gasoline and white soap all over its surface, more particularly on the soiled places.

Afterward sponge off with clear gasoline. By going over every part of the parasol there will be no danger of spots or streaks and gasoline will not harm it. Keep away from fire or artificial light during this process.

**Both Suits and Dresses.**

Owing to the proportions of the present demand for women's wear, the coming fall season promises to see suits and dresses bought in equal amounts. Only a short time ago in the history of the dress trade it was always a question of a choice between the two styles of garments, with rarely a time when both were equally good. Manufacturers of dresses hold the present demand for quality responsible in a measure for the field that exists for both suits and dresses, and as long as both maintain high standards they stand the same chance of acceptance. This stabilizing of conditions has been a decidedly welcome development to the dressmakers.

## What the Children Wear



Very simple frocks of fine cotton goods in gay colors or of handkerchief linen, and all made by hand, are provided our little girls to wear when they are all dressed up. Cotton crepe, batiste, lawn and organdie usually furnish the material, and embroidered batiste or val lace or fancy needlework the trimming for these fine affairs, and hand work puts the hall mark of elegance on them. And when the little boy of three or more must be dressed up to match the splendor of his sister he is likely to appear in knickers of pongee or other strong silk, with batiste blouse to match it in color. But of course his life is spent in much more sturdy clothes made of strong cottons, like cotton poplin and pique, while these and gingham or chambrays serve for the daily wear of little girls.

Between the two extremes of very dainty and sheer things, for special occasions, and heavy cottons, come the durable printed voiles. They make very practical frocks that are more dressy than gingham. A good many of these imitate gingham in plaids and cross-bars that are very pretty in this sheer material, and a greater number have small flower designs scattered thickly over their surface; others are striped, so that there is an unending variety to choose from, and all these cotton goods are well represented in stores all over the country.

The little girl out in Arizona has the same chance as the little girl in New York to wear frocks that are up to date.

The dress shown in the picture is of printed voile, machine made, with organdie collar and cuffs and facing on the pocket. The sash is also of organdie and there is a little spray of embroidery on all these organdie accessories. Narrow organdie frills bordering neck and sleeves and sashes prove as pretty a trimming feature as the season has to offer. On summer dresses sleeves are short, either elbow or three-quarter length, and skirts usually about knee length.

Designers of children's clothes have not ignored georgette crepe and crepe de chine for the most pretentious of dainty frocks. The georgette is often figured and has the appearance of very fine lawn. Gay ribbons and scalloped edges on sleeves and skirt, bound with the ribbon or silk to match it, finish up these airy creations. Many frocks are made with cottee and jacket effects in the small bodices, and narrow ribbons, including baby velvet ribbon, must not be overlooked in finishing them off. These and tiny crocket or pearl buttons decide the class of many a little frock.

Julia Bottomley