

## World Review for the Week

**AN ARTICLE OF MILLINERY**—a ladies' lid de luxe—a chapeau extraordinary—has become a subject of international interest, and the incident is very likely to be of far-reaching effect and occupy a high perch in history. Of course the great jeering throng of mannerless, impolite, discourteous, ungallant and unchivalrous masculinity will don a grin as wide as a warehouse door, but the incident is more than likely to mark an epoch in the realm of the bonnet beautiful.

At the convention of a millinery jobbers association held in New York on the 6th instant, a letter was read from Ambassador Jusserand, of France, setting forth that President Deschanel has refused to permit Madame Deschanel to accept a token of affection from three thousand American milliners in the form of a hat valued at \$5,000, for her indorsement of the "four seasons for millinery." This little invention in head gear was made from material supplied from each of the forty-eight states and decorated with nine plumes of Paradise each valued at \$500.

Vanity has ever been, and ever will be her own greatest enemy. In his letter the ambassador goes on to say:

"I am instructed by the president of the republic to inform you that he sincerely appreciates the motives of your offer, on behalf of American milliners, of a specially devised hat for Madame Deschanel. He joins those interested in the scheme in hoping that, in this, too, namely, a question concerning both trade and art, the two countries will more and more work together to their common advantage. As for the gift itself, since it is not possible for Madame Deschanel to receive, under such conditions, any gift of value, the president begs you not to realize your intention for which he begs me, however, to tender you his sincere thanks.

To the milliners then was read a cable from the society for the improvement of millinery art in France, giving "14 points" why Madame Deschanel should not accept the gift. The points are set forth as follows:

1. Bad precedent; Paris only style center.
2. America took advantage of Paris during the war.
3. Americans dangerously resourceful.
4. Paris never produced so expensive a hat as \$5000. Big novelty as Eiffel tower.
5. Paris Milliners object to acceptance of hat.
6. Such gift is like carrying coals to Newcastle.
7. South American trade stolen from Paris by New York.
8. American prohibition will help Paris regain South American trade.
9. America should not give away what it will not buy—paradise.
10. Milliners should be content to buy the dictates of Paris.
11. American buyers already act dictatorially toward Paris creators. They want what they term "American style." This must stop.
12. The label, "Made in Paris," must be included in all world-wide styles.
13. America has no artistic atmosphere—nothing but colossal wealth.
14. Rate of exchange gives America unfair advantage over Paris creators.

Before the sages have settled the peace of the nations, Folly flies to the fore in gold-embroidered coat seeking to set up new thrones for Vanity.

In every one of the fourteen point is to be seen lurking the little devil enemies of peace and human happiness, and each might be made the subject of sermons without end. And all this is a part of our boasted civilization!

When next you attend an assemblage representative of society's best, look about

you for the best dressed woman present and see if you find her in an inconspicuous creation or in something that looks like \$5,000.

### CONSULAR CO-OPERATION.

ALL AMERICAN CONSULS in the British Isles will meet in London May 18 and 19 to work out plans for the more expeditious and efficient handling of the affairs of Americans in the United Kingdom. The meeting is deemed necessary by Robert P. Skinner, the consul-general in London, owing to problems arising from the enormous increase in American shipping coming into United Kingdom ports, export restrictions and other affairs which have fallen on the consuls as a result of the changed conditions since the armistice was signed.

### HAMBURGERS STUDYING ENGLISH—

THE FOREIGNER in America may not see the advantage of learning English or American, but the German sees it. The city of Hamburg, which suffered a slump in maritime importance, is rapidly converting itself into an English speaking city. Reliable reports say that the stores are full of English grammars and dictionaries and almost everyone is learning English. There is, of course, method in this. William E. Nash, writing from that city to the daily press news service, quotes Dr. Kaegbein, of the Hamburg-Amerika line, who says:

The general plan is to secure co-operation between German and American interests. You have ships, but neither sailors nor engineers to run them. We have the men, but no ships. If a contract can be made for a certain term of years by which the shipping board can use all our prestige, docks and business connections abroad it will benefit both sides. Without such an arrangement, I hardly see how you can utilize most of the tonnage you built during the war and since the armistice. Without such an agreement I know that England will capture forever the greater part of the German trade. Without it our problem of unemployment and maritime reconstruction will remain unsolved.

### THE MEXICAN REVOLUTION.

MEXICO is in the throes of another revolution. Newspaper reports state that President Carranza is in flight, has been captured, is in hiding and that this, that and other things have happened to him, but out of all this about the only thing that can be gathered definitely is

### MEN, STAND UP!

J. G. Holland.

God give us men. The time demands  
Strong minds, great hearts, true  
faith and willing hands;

Men whom the lust of office does  
not kill;

Men whom the spoils of office cannot  
buy;

Men who possess opinions and a  
will;

Men who have honor; men who will  
not lie;

Men who stand before a demagogue  
And damn his treacherous flatteries  
without winking;

Tall men, sun-crowned, who live  
above the fog

In public duty, and in private think  
ing.

that he has departed from the capital. Practically nothing is known with certainty. Meanwhile the United States government, while continuing a policy of watchful waiting, has taken measures to afford refuge to Americans. There are estimated to be 6000 or 7000 in Mexico, among whom are many draft-dodgers and radicals who fled to escape the law. The navy department has ordered the super-dreadnaught Oklahoma from New York to Key West for possible duty in Mexican waters. She will take a full company of marines before steaming south. Meanwhile the naval transport Henderson is loading 1200 marines from the navy yard and proceed to Key West to await developments. American destroyers have arrived at Tampico, joining the gunboat Sacramento and the cruiser Dolphin also has reached that port. Other destroyers have reached Tuxpam and Vera Cruz and three more will go with the Oklahoma.

### REPORT ON NATIONAL HIGHWAYS

THE REPORT of the War Department to the highways committee of Congress, made public a few days ago summarizes conclusions reached as a result of the army convoy of seventy-three trucks which blazed a trail from Washington to the Pacific Coast last summer. The report recommends the construction of a federal system of national highways summarized as follows:

First—That the necessity for a comprehensive system of national highways including transcontinental or through routes east and west, and north and south, is real and urgent, as a commercial asset to further colonize and develop the sparsely settled sections of the country, and, finally, as a defensive military necessity.

Second—That the existing roads and bridges, especially in the sparsely settled sections of the Middle and Far Western states, are absolutely incapable of meeting the present day traffic requirements, and until modern types of roads and bridges are constructed which will permit the rapid movement of heavy motor cargo vehicles during any season of the year and in all conditions of weather, economical transcontinental highway traffic will continue to be but a vain hope.

Third—That the road problems of the Middle and Far Western states are national rather than local problems, as these states, while possessing vast area and tremendous mileage of highways, have only sparse population which cannot possibly undertake the needed highway improvement work, which moreover is usually of greater importance to the country as a whole than to the individual states.

Fourth—That the radius of action and resulting utility value of the motor vehicle is limited only by the condition of the roads, and that the provision of adequate roads will have a far-reaching effect on the economic development of the country at large.

Fifth—That the types of motor vehicles, especially those used by the army, should be coordinated with the road conditions. In other words, until such time as all sections of the country are connected by improved highways that are passable to heavy motor vehicle traffic at all seasons of the year, the size and weight of vehicles should be limited to types of light and medium capacities.

### A COLOSSAL POWER PROJECT.

Uruguay will afford excellent opportunities for the sale of many kinds of construction materials in the next few years, according to a report issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce. The biggest single project now being considered is a proposal for an international power plant to be erected on the Uruguay River by Argentina, Brazil and Uruguay jointly, with guarantees for the equitable distribution of power to the three countries concerned. On the site being considered it is calculated that 2,500,000,000 kilowatt hours per annum could be developed, or an energy equivalent to that of 3,000,000 tons of coal. The project contemplates the construction of two dams, one movable and one fixed, with canals to the power plant. It will utilize a fall of 77 feet. The installation would also open for navigation 419 miles of river which now is inaccessible, and would permit the inundation of adjoining zones which are suitable for agriculture.