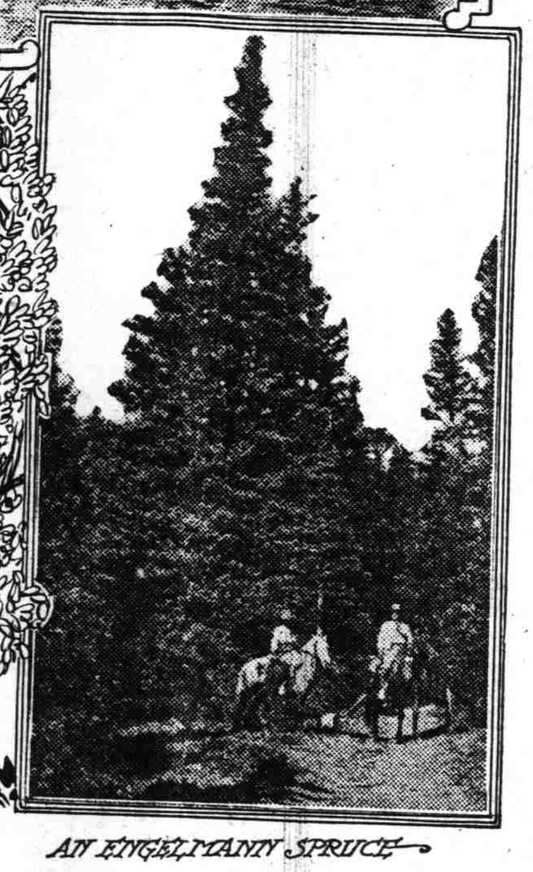
ROADS and TREES for REMEMBRANCE

TREES ABOUT THE WASHINGTON MONUMENT

AN ESTES PARK ROAD

MEMORIAL TREE
WORLD WAR
1917 - 1918
AUGUST DE Y GREEN '01
CAPTAIN U.S.A.M.R.C
REGISTERED
AMERICAN FORESTRY ASSOCIATION
WASHINGTON, D.C.

A MARYLAND TULIP POPLAR



AN ENGELMANN SPRUCE

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., 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 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 Appian 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.

CURING HAY BY USE OF TRUCKS

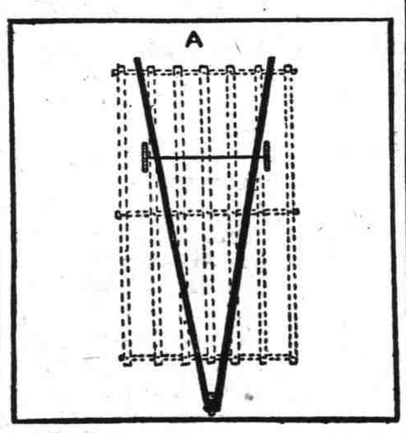
Simple, Cheaply Constructed Labor-Saving Devices Are Quite Effective.

SIMILAR TO ORDINARY RACK

Protection Afforded From Moisture in Ground and Canvas Cover Prevents Injury From Rain—Considerable Labor Is Saved.

(Prepared by the United States Department of Agriculture.)

A new method of curing hay economically and effectively, even under unfavorable weather conditions, is made possible by the use of hay trucks, which are simple, cheaply constructed labor-saving devices similar to ordinary hay racks. A hay truck consists of a frame mounted on two low wheels. A number of them are placed about the field, and are used to stack the partly cured hay on. The hay is thus protected from moisture in the ground, and a canvas cover prevents injury from rain. When the hay is to be hauled to the barn or baler no reloading is necessary, for the team can be



Main Frame of Truck (A), With Rack Indicated by Dotted Lines.

hitched to the truck. These trucks can be used to advantage when protecting bound grain from the rain until it is ready to be thrashed and for hauling to the silo, etc.

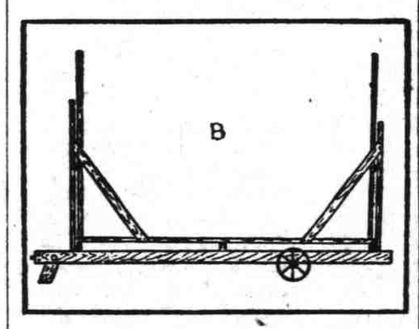
It is estimated that a truck and the necessary canvas (9 feet by 14 feet) costs about $20.

How the Truck Is Made.

A hay truck 12 feet long by 7 feet wide will hold about 1,500 to 2,000 pounds of cured hay. It consists of a rack which rests on an A-shaped frame. At the rear, the frame is supported by two 16 to 20 inch wheels placed about 4 feet from the end. The front is supported by a 6 by 8-inch wooden block of sufficient length to hold the truck level. This is known as the trigger, and is fastened by a heavy bolt between the two main frame timbers near where they come together. Upright standards are placed at each end of the frame in an A-shaped position. At the top of each standard a notch is cut to receive a 2 by 4 inch ridge pole that supports the canvas covering and keeps it from lying flat on the hay, thus permitting the air to circulate freely at the top. The truck is moved by means of a 2-horse team and a 2-wheel running gear, similar to the front running gears of a low-wheeled wagon. This gear is attached to the front end of the truck by means of a long clevis pin, and when the team starts the forward movement causes the trigger to trip and drag on the ground, the weight of the load being thus shifted to the running gears. Upon reaching the barn or baling machine the team is backed a step or two, which causes the trigger to assume an upright position and again support the front end of the load.

How to Use the Truck.

Hay may be partly cured before it is placed on the truck to avoid danger from heating and spoiling. It is desirable to do the last third or fourth of the curing on a truck under a canvas cover, where it is protected from the sun and rain. When the yield of hay is light, it is a good plan to mow it in the morning, rake it in the afternoon and put it on the trucks in the evening or next morning, after the dew is off. When the yield is above a ton per acre, the hay should be mowed in the morning, tedded the next morning and raked in the windrows before noon, where it should be allowed to lie for about two hours before put on the trucks.



Side View (B) Showing Trigger and Position of Wheels.

The use of the hay truck effects a considerable saving in labor over the common method of cocking and loading from the cock by hand. Indeed, the hay truck method requires even less labor than that of curing in the cock and hauling to press, stack or barn with the push rake.

SORGHUMS ARE GOOD CROPS FOR SILAGE

Urged That They Be Grown More Extensively for Feed.

Plants Need Less Moisture Than Corn and in Many Sections Will Produce Larger Yield of Forage—Desirable Variety.

(Prepared by the United States Department of Agriculture.)

Because sorghums are good crops to grow for silage in regions of light rainfall, the United States department of agriculture is urging that they be grown more extensively in those sections to insure ample feed for stock. Sorghums need less moisture than corn and in many sections will produce a larger yield of forage per acre. When properly made into silage they supply a succulent feed which has a high feeding value. Either the saccharine (sweet) or the nonsaccharine (nonsweet) varieties are used. Of the former the orange and amber varieties are the most desirable varieties and of the latter kafir, milo, and feterita are common varieties. Experiments at the Kansas experiment station show that silage made from kafir and sweet sorghum is nearly equal in value to corn silage for feeding cows that produce milk. Since the difference in the results was not great, it is apparent that when the sorghums give a considerably larger yield per acre, as is the case in seasons of drought, and in sections where there is limited amount of rainfall, they are the more profitable source of silage.

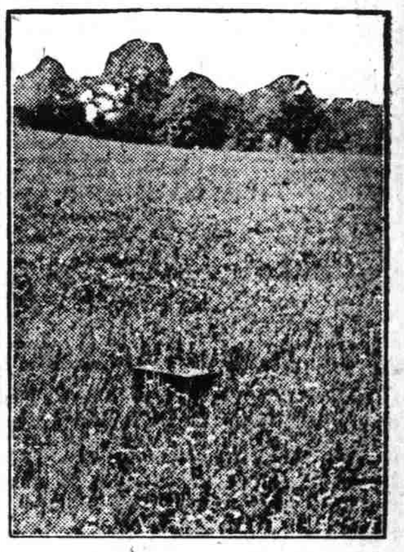
To obtain a good quality of silage from sorghum it is very important that they be cut at the proper stage of maturity. This stage is reached when the seed is mature. Testing the stage of maturity of sorghum may be done by twisting a stalk in the hands and noting the amount of sap it contains. If it contains much sap, the crop is too green to be made into silage, and if put up at this stage sour silage is sure to result, especially with the sweet sorghum, which is high in sugar content. It is better to risk frost than to put the sorghum into the silo before maturity. A crop that has not been siloed before frost should be put up immediately after, and water should be added to keep it from becoming dry.

CLOVER AS A SOIL BUILDER

Large Increases in Crop Yields Follow Use of Legume in South Carolina County.

(Prepared by the United States Department of Agriculture.)

Clover demonstrations started several years ago by the county agent in McCormick county, South Carolina, are beginning to show remarkable results. Farmers in neighborhoods where the demonstrations are being conducted are becoming interested in



A Fine Stand of Alsike Clover.

this legume as a soil builder. On one demonstration farm, when the work was begun in 1914, the average yield of corn was ten bushels an acre and 500 pounds of cotton an acre. The next year corn which followed clover made 15 bushels to the acre, and during the following year cotton which followed clover produced 1,200 pounds an acre. Last year corn which followed clover made 40 bushels an acre and cotton 1,600 pounds an acre.

CORNSTALKS AS FERTILIZER

Estimated Value Is Placed at From Five to Fifteen Dollars Per Acre —Save Them.

It is estimated that the fertilizing value of cornstalks, when they cannot be fed, is from five to fifteen dollars per acre, according to the quality and conditions obtaining in the soil. At present prices of fertilizer a conservative average would be ten dollars.

CROWDING IN HOT WEATHER

Coops Should Be Open Enough So That They Will Be Cool—Keep but Few Chicks in Coop.

Chicks are as likely to crowd in the coops when the weather is hot as they are when it is cool, particularly if frightened; therefore but few should be allowed in each coop, and the coops should be open enough so that they will be cool.