THE CARE OF THE ROADSIDE: BY AGNES ATHOL

Even in communities where the automobile has centered public opinion on the importance of the highways, comparatively little attention is given to the arrangement or upkeep of the ground bordering immediately on the road. Owners of large estates, out of natural pride, are inclined to have the entrance driveways to their places kept up by the gardener; but at the service gate, which may happen to be on another though equally traveled road, one is just as likely to stumble upon ugliness and evidences of inattention.

Along the regular highway, however, what is everybody's business becomes nobody's business. And yet proper attention to the roadside means a definite increase in the pleasure and comfort of traveling over it and positive preservation for the road itself, and in proportion to the beauty and appropriateness of the roadside treatment it means a tangible addition to the value of the adjacent land. Real-estate development companies have long recognized this indubitable fact; the first step in preparing a new tract for the market is to build durable roadways, and the next is to hire landscape gardeners to make the borders and crossways attractive to prospective builders in the locality. No matter how smooth and well constructed the traveled road may be, if the roadside is not cared for the highway as a whole will not give a good impression.
The individual owner, however, can do much to make his particular share of the roadside pleasing, whether in front of his residence, on the edge of his pastures or timber land or along the busiest street of a town. He can plant shrubs and trees advantageously if he gives the matter a little forethought and attention. He must put down the cost of such improvement to actual investment in his own property. He can stir up public sentiment in the right direction and get concerted action where uniform treatment for a considerable distance is desirable.

It seems needless to point out that after a new road has been completed rubbish should be removed and excavations and embankments, except such as are necessary to the road, should be smoothed over and sown with grass and all unsightly brush and weeds removed. Nevertheless it happens all too often that when a community has gone to the trouble and expense of providing a fine new public road its activities come to a sudden stop and the wayside beds of clay and gravel and sandy earth remain an eyesore for months. The individual house builder does not consider his work finished till he has sown grass seed in his lawn, and possibly planted a hedge. Not so with the road, unless some one takes the leadership and attracts public attention.

Wherever possible, the road should run between strips of smooth greensward and suitable trees should be planted at intervals so as to provide shade for the traveler, protection to the road from snow, wind and rainfall, and, of course, to beautify it. The macadam or
gravel road particularly needs the protection of shade trees which materially help to reduce the cost of maintenance. They prevent the road from drying out and becoming dusty. A border of trees along a roadside is a partial preventive of damage to the road from hard driving rains, and in summertime the road shaded by trees is during the day much cooler and less dusty. In winter it is warmer both day and night, since the loss of heat by radiation is prevented. Trees and tall hedges reduce the freezing of the road surface, and consequently protect the road in a measure against the destructive action of frost. Shade also prevents the destructive effect due to rapid thawing of a road by strong sunshine in the spring. A great deal of damage is done to unshaded roads by traffic passing over them while this rapid thawing process is going on.

A ROAD which is shut in by a row of trees or a hedge on each side is far less likely to become impassable after a heavy snow than a road which has no protection. When determining upon the kind of roadside treatment to be adopted, consideration should be given to the protection of the road from snow drifts in sections of the country where the snowfall is heavy. A study of the relative positions of snow drifts, the direction and velocity of winds and the relative location of the road should aid in determining what course to pursue; for example, whether trees or hedges would be most advisable, and if trees, what kind should be used; if hedges, the kind and height, location and method of planting. Earth and clay roads, however, should be free of tall shade trees, which sometimes
prevent a muddy road from drying out.

The protection of stone and gravel roads from wind is very important, as the continued prevalence of very high winds strips the road surface of the rock dust which is essential to the bond of the road. The injurious effect from wind is most pronounced in summer when the roads are dry. Consequently, if the road is planted with trees or hedges the foliage will be thickest in summer and afford a screen which will lessen the force of the wind perceptibly before it reaches the road surface.

The roadside may be pleasing when merely sodded carefully or bordered with a trim walk which meets a well made and effective cobble drain at either side of the road bed. A fence of field stone, especially when beautiful trees are planted just behind it, may give exactly the finishing touch that the roadway needs. Field stone, in fact, may be employed for very ornate effects, such as we often find on large, luxuriantly grown private places. A neat and inexpensive fence of combined board and wire makes a satisfactory highway finish for a large piece of unimproved woodland property. Where no formal treatment is appropriate a very beautiful device is to leave growing trees irregularly as they happen to stand close to the roadside. On the broad State highway or post-road, trees planted at severely regular intervals, especially where the right of way is ample, and beyond them formal hedges or fences produce a most satisfactory effect.

THE kind of tree to select for extensive roadside planting depends on many considerations. It must be hardy; it must put out good foliage; it must grow rapidly. Wherever practicable, trees of local origin should be used, or at least those adaptable to local conditions. It would be impossible to designate a list of
trees adaptable to all the road conditions which might exist in the United States. Among fruit bearing trees the apple and the pear tree have been found widely successful. In portions of Germany fruit trees are planted extensively along the roadside and a considerable revenue is derived from the sale of the fruit. In India the Government allows abutting property owners to take the produce of fruit trees in exchange for protecting and caring for the trees. If such a plan were ever contemplated in this country the irrepressible American boy would have to be taken into consideration. Many nut-bearing trees, the hickory, walnut, butternut, black walnut, English walnut and pecan, according to the locality in which each is native, may be used advantageously along the highways. With both nut-bearing and fruit-bearing trees, however, under present laws, the fruit would belong to the adjacent property owners. Unless the right to defray the expenses of road maintenance by using the product of such trees were dedicated to the public, it would be better to plant some long-lived shade tree than to attempt to combine fruit production with shade. The sugar maple, the elm, the silver maple and Norway maple, the red oak, willow oak, live oak, pin oak and the button-ball, commonly called, although in error, sycamore, are all samples of beautiful trees which grow well in the East. For California, probably the pepper tree will supersede everything else as a roadside tree.
INSPIRATION OF YOUTH

A thick screen of trees may cut off an ugly outlook or shelter the traveler from the keener winds; where a curve of the road brings one face to face with a pleasing view, a break in the trees that border the road makes a natural frame for the picture. The treatment of forked roads and cross-roads depends largely upon the vista that opens up before the traveler. A central plot of grass with a single large shade tree is an object of delight where four roads come together. On a long regularly planted highway the arrangement of trees with their tops fifty feet apart, but alternately on each side of the road so that there is a tree every twenty-five feet, has been found satisfactory. A high bank may be merely sodded or planted with some trailing and rapidly growing vine. The ugliness of a high stone wall which holds up a bank of earth may be softened by planting along its top beds of myrtle, sweet alyssum, Virginia creeper or ivy to trail down over the stone work. The important thing, after all, is a study of balanced effects, as a painter must take into account the composition of the objects in his picture.

THE INSPIRATION OF YOUTH: BY WILLIAM L. BRUNYATE

UNT 'er safe, Billy!” The strident voice of a city youngster interrupted or rather deflected my reverie. “Bunt 'er safe!” How different from the “Swat 'er a mile!” which encouraged the boy of my childhood. “Bunt 'er safe!” Why bunt? Why inhibit? The field was a city back-lot! What a pathetic attempt at sport! What a pitiable plight of the child of today!

It was a Saturday noon in the springtime, and wearied with work on the law books, I had betaken myself to the yard for the vantage of the warm summer sun. From the lure of legal speculation, the note of a robin had stolen my memory back to the days of my youth. The year was again in the springtime and we were once more out in the fields and the meadows of Jersey. We were up with the larks at four in the morning and, bare-footed, we rolled our old dog “Cap” over and over in the tall dew-dropped grass till he was compelled to shake, again and again, the pearls from his long shaggy hair. We were off for the meadows and the old dog knew and enjoyed it. We would gather our catch from the traps and watch the long, low dykes for the holes driven by the over industrious musk-rat.

We would reach the river at the full of the tide, when the silvery