NEBRASKA'S NEWLY DISCOVERED COUNTRY--IT LIES IN OUR ROADS.

These waste and idle lands should be converted into avenues of beauty. The average farmer has 160 acres. He gives the use of four of these to the public for a highway, while he retains a practical ownership. In case the road is vacated the land reverts to him. The law allows him eight feet in which to plant trees. Our roads are four rods wide, and only one or two rods are used for travel. Does the farmer ever figure up how much he loses by sheer neglect of his interest in the highway?

In eastern Nebraska I saw a row of cottonwoods, planted and left to themselves. They were about thirty years old. I have had some experience in lumbering, and I figured on the wood and boards in that row, a half mile long. To my amazement I found them worth $500. And if the owner had lived up to his privileges and planted the full mile to which he was entitled, he would have had $1,000 worth. So much for a quarter section. A full section would be $4,000, a township $144,000, and a county of sixteen townships $2,304,000.

What is the use of going to the Klondike with such possibilities in our very streets? Cottonwood is not the best of lumber, yet for bridge plank it is far more durable than pine, and what barns we could have! The millions sent out of the state for lumber and coal could be retained.

You say I have got my figures too high. It is possible some rough lands might not do so well. If you cut it down one-half, then you can mourn over lost millions.

How to Plant Roads.

Plow a strip sixteen feet wide and cultivate well. Take four horses and throw out a furrow as deep as possible, and pulverize it well. If you plant cottonwood or Carolina poplar, take good sized cuttings, last year's growth, a foot long, plant deep. leave about an inch out, and press the earth solid at the bottom with fine earth on top, and to make sure, plant them a foot apart. Planted close, the trees you leave standing will be straight. Let all grow a few years, then cut out all but the finest, leaving these if possible eight feet apart. In a few years you can cut out half of these. If you use cottonwood, get cuttings from the smoothest, thriftiest trees. There is a great difference in them; some are shapely while others are gnarled and ragged. An arrangement should be made to have the same trees planted each side of the road.

In Cass county there is a beautiful avenue of honey locust, called Acacia Avenue. There is another, Catalpa Avenue, and in early summer, when in full bloom, it makes a delightful drive. One section, that is, a mile, can be planted to ash, another to elm and beyond this box elder. The giant white poplar, which grows straight as an arrow, would make a magnificent avenue The boleanna poplar would make another. This is hard to propagate. Take a piece of scion five inches long, and graft it on a piece of Lombardy, of the same length.

Black walnut would make a noble road tree. Most trees, except the poplar family and cottonwood, and perhaps the black walnut, should be started in the nursery, and then transplanted when four to six feet high. The Russian olive must not be forgotten for a road tree. Its hardiness, rapid growth, its fragrance in bloom, silver leaves and fruit make it a charming tree, and in springtime a drive through a highway lined with this tree would be like a drive through fairyland. Roadside trees endure the drouth much better than those in the forest, for they have more room.

Again, some sections of our highways could be planted to evergreens. And what a comfort in winter! The silver cedar of the Rockies often grows on hard, dry ledges, and is one of the most attractive of our evergreens. There are many in the Republican valley that are thrifty, symmetrical and charming. This is doubtless the mother of the Platte cedar. This latter is a cheap, hardy, rapid growing tree. You can get them for $10 to $20 a thousand. Plant in a nursery, and in two or three years place them in the road. One avenue can be planted to Austrian pine, and in the western part of the state to the Ponderosa. Then line one street with the noble and graceful concolor, which throws out a tremendous tap root, and weathers the drouth well.

The Black Hills spruce, on account of its proximity to our great plains, will do fairly well east of the 100th meridian. A road lined with these could not fail to be attractive. If you want something unique, something people will drive miles to see, then plant one street with the picea pungens, those trees which glisten and shimmer in the sunlight in their robes of silver.

But you say they are too expensive by far. Some of them sell as high as $10 apiece. That is so, and they are worth it. Mr. Whitney, of Illinois, who originated Whitney's No. 20, refused $100 for one. But if you will send to C. L. Whitney, of Warren, O., he will send you fine trees for about $100 a thousand, well packed. Put these in your nursery a couple of years, and they will be ready for your road. They are the easiest to handle of all the conifers. I have planted 400 without the loss of one. These trees will soon be offered in York at reasonable rates.

These choice trees want the best of cultivation and plenty of manure applied to the surface of the ground to bring out their best points. Left to grass and weeds, they will get the sulks and turn green, and I don't blame them.

The highway should be the lawn of the farm. Why not? When you plant trees take care of them. Cultivate a strip eight feet wide, each side of them. Evergreens can be planted a rod apart, and some deciduous trees between them. The catalpa will do well in the eastern part of the state, and when the evergreen crowds it cut it out. Oh, you say the cost! I say the worth, the beauty of it! Plant an acre less corn, and put your work in your streets.

Of course a distinction must be made between the country east and west of the 100th meridian. Many trees like the choice poplars and catalpas do finely east, while it would not be advisable to use them on the plains. But there is a choice collection which may be used there. The silver and Platte cedars, the brown cedar and pinon. Then there is the Russian olive, the honey locust, the hackberry, the ash and the elm, and in low grounds and valleys the poplars.

Wherever you are, never plant your trees on a ridge, but in a depression or furrow which will catch the water. Perhaps you can arrange so your trees in some places can catch the water from a hillside.

In a portion of Connecticut a few years ago some progressive farmers commenced planting roadside trees. The fame of that region went far and wide. It became a popular resort for fine turnouts. The land rose in value, and many farms were sold for summer homes.

What marvels have been accomplished in beautiful York in twenty-five years. Clean out all the trees, and the city would hardly be worth half its present value.

What would be the effect on our state of street planting thus outlined? We would have one of the most charming states in the Union. Our highways would be ever changing delights. Homes would be so attractive, and the country would have such charms. Young people would not leave for the crowded city. Children, instead of being reared on dreary farms, where the steer and hog have the "right of way," would look back on home as the dearest spot on earth, and the farm as the richest heritage.

C. S. Harrison,
President Nebraska Park and Forestry Association.

"Disgusted with the country, disgusted with its inhabitants, disgusted with the war, disgusted with the commander—that is the state of mind of the men who have done the fighting," notes the Philadelphia North American (rep.). "Scattered through the United States, these soldiers will necessarily have an important influence in forming public opinion as to the whole enterprise."