

For a Uniform System of Street Tree Planting In The City of Salem

First of a Series of Articles Which Will Show Some of the Advantages, and Give the List of Trees Which are Best to be Used, and Will Point Out the Undesirable Features of Others; Some of Them in Common Use.

Editor Statesman:—The keen interest displayed at the Monday luncheon at the Salem Chamber of Commerce when Arthur L. Peck, professor in landscape gardening at the Oregon Agricultural college, spoke on "UNIFORM STREET TREE PLANTING FOR SALEM," demonstrated the fact that our good people are desirous of still further beautifying our city by the uniform planting of shade trees along our streets. It will not be the purpose in this series of articles to show how this may be accomplished; Prof. Peck pointed out how that could be done. That was done in Corvallis by enacting an ordinance which perhaps our city fathers will see fit to pass. It is rather our purpose here to discuss the merits of the various trees that have been used for street tree planting.

The Qualities Needed
First, a word as to the qualities a street tree should possess. It should be hardy, as it is often planted in poor soils; is subject to drought, smoke and dust. It must be strong to resist winds and snow. It should have a straight trunk and be symmetrical in limb growth. Its limbs must not droop and obstruct the traffic and view. Trees that are very subject to in-

sect or disease attack should not be planted. The leaves should hang on through the summer and change color in the autumn. There should be an abundance of shade, but not so dense as to prevent the growth of grass under the tree. It should be a clean grower. The falling of leaves, bark, flowers and fruit and nuts keep the street in an unclean condition. Tempting flowers, fruits and nuts cause people to injure the trees. The tree should be long lived. The rapid growing trees are not long lived. With this list of qualifications, it may readily be seen that but few species of trees will fill the bill.

The kind of trees that are adapted to street tree planting in western Oregon are but few, consisting of 12 or 12. These are as follows, with perhaps one or two additions: Norway maple, pin oak, scarlet oak, red oak, European linden, Oriental plane or sycamore, scarlet hawthorn, madrone, American white birch, horse chestnut and dogwood.

Norway Maple Best
The Norway maple is without doubt the best maple for street planting. It has proved to be quite popular both in Washington, D. C., and Paris, as well as in many other cities and towns in this country and in Europe. It is a very hardy tree, does well under city conditions and is resistant to insect attack. It is not an extremely large grower and is planted 40 feet apart.

The Norway maple bursts into profuse bloom early in April. The flowers are greenish yellow in color.

The fruit or seed ripen in the fall. The leaves are dark green. Has a round compact head. Is rich in appearance through the summer and fall. The leaves turn yellow before falling.

The Oaks
Popular opinion has it that the oaks are slow growers. Some oaks are slow growers; all oaks are slow growing the first two years. The three oaks to be discussed here are slow growing the first two years, but after that are fairly rapid growers. The oaks are very sturdy and resistant to insect attacks. They are also very beautiful. The oaks of Washington, D. C., are famous.

The pin oak has a pyramidal form with a single trunk rising to the full height of the tree. The shiny, light green leaves, which are deeply cut, give the foliage a massing which is fern like in grace. The name pin oak comes about by the dense growth which causes the dying of the small twigs, giving it a pin like appearance. The acorns grow through two seasons before they mature and fall. The leaves are of deep scarlet in the autumn and fall late in the season. All things considered, this is an excellent street tree.

The red oak would fare well in any beauty contest. Its beauty might be termed as gorgeous. The flowers of the catkins appear late in April. Like the pin oak, its acorns mature the second year. It has a round or oval shaped head. The large leathery leaves give it a rich appearance, and in the fall it takes on a bright coloring. It has a round or oval shaped head. Does well on most soils. The red oak has been grown in Europe for 200 years and is more prized there than any other American tree.

The scarlet oak is coming to be recognized as a competitor of the other oaks. The Willamette university planted a row of them along the State street side last year. This tree is hardy and a rapid grower as the other oaks. It has a round-dome like head. The leaves are bright shiny green borne on slender stems or petioles that cause them to move with the slightest breeze. Has the richest fall coloring of the oaks.

The Other Trees
The European linden is hard to equal in grace, beauty and symmetry. It grows a straight trunk and the main limbs are subdivided into a great many small twigs which form a compact oval head. The small flowers are very fragrant and the borne in clusters along the branches. The leaves hang on late till a hard frost when

they fall at one time. There are two forms, the silver leaved and the large leaved. The large leaved form is the one recommended for this section.

The Oriental plane or sycamore has everything that makes it desirable as a shade tree. It is a rapid grower, hardy, has a straight trunk, and forms a symmetrical, compact and round head. It is one of the largest of the trees used for street planting. The sycamore leaf is large and the tree gives an abundance of shade. A sycamore tree stands on the northeast corner of State and Cottage. This is such a fine tree that it has often been planted to the exclusion of other good trees. One-third of Paris' 90,000 shade trees are sycamore trees. Prof. Peck recommended this tree for North Summer street.

Hawthorn—Double scarlet or Paul's thorn. This is a small grower with a rich foliage. When in bloom, it is a mass of flowers. The flowers are a bright scarlet, double and in heavy clusters and long sprays. A street lined on either side with scarlet hawthorns in full bloom will leave a pleasing and lasting impression. Several streets in Corvallis are planted to hawthorns.

Madrone—This is the only evergreen tree that Prof. Peck recommended for street planting. It belongs to the broad leaf evergreens, that is the leaves stay on throughout the year. The leaves are three or four inches long, smooth, and the under side is glaucous. White flowers in the spring and bright orange red berries in long clusters. Berries hang on through most of the winter. The bark on the older wood has a tendency to peel in thin plates. The smaller branches are smooth; the bark is red. Three specimens of madrone are located on South Commercial from Myers to Lincoln. This tree should be planted along the route that the Pacific highway takes through the city, that is beginning on the north at the Valley Packing company plant following the Fairground road, thence through Erikson's new highway addition and Capital building and then starting again on South Liberty street to its southern terminus (South Liberty is the route the highway will take in a few years.) Such a planting would make such a strong impression on the minds of the tourists that Salem would become famous for its madrones.

The white birch is too well known to warrant comment here further than that it is not the weeping sort, and that it is adapted to planting along narrow streets.

The horse chestnut is in its glory in the spring when it is in bloom. Then hundreds of pyramids of white flowers stand erect above the green leaves. On the other hand the tree has some undesirable features, namely, the flowers, bud scales, husks and nuts cause some litter.

The dog wood, the native type, has been recommended for a special purpose in the Fairmount Hill district to help maintain a woody effect. The name dogwood comes from the fact that a decoction of the bark of another variety of dogwood was used in England to wash mangy dogs. This tree will bloom both in the spring and fall under city conditions where they will receive some water. The red fleshy covered seed from the first bloom in the spring will still be on the tree when the second crop of blossoms appear in the fall. The blossoms are a familiar sight, being white and sometimes tan. They are four to six inches across. The dogwood in full bloom and growing in the foreground and having a background of dark green fir trees is a sight to behold.

—CITY BEAUTIFUL.

Horse Faces Extinction In Century Says Savant

BERKELEY, Cal., Dec. 15.—Statistics recently circulated stated that horses, in large measure freed, because of motor power, from the labors that made them beasts of burden, were increasing rather than diminishing in number. But now comes Professor E. L. Furlong, curator of the vertebrate collection at the University of California, with the prediction that the horse will be virtually extinct in another century.

Professor Furlong is so confident of his supposition that he has started for posterity a collection of all modern specimens of the equine family. His collection will rest in the museum of paleontology, along with the bones of the three-toed horse and other prehistoric kin.

Recalling the dominating position of motor conveyances in the cities, Professor Furlong adds: "Daily the tractor and the automobile are taking the place of the horse in rural life. As the usefulness of the horse passes, so will the necessity for his existence. Before many years the use of a horse for the purposes with which he has been identified since time immemorial will be a curiosity. In another hundred years you may find horses in zoos. I am sure you will not find them anywhere else."

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NEW YORK WANTS MORE FACILITIES

Transit Problem Is Never Solved in Metropolis—Call Again Made

Completion of the huge Hudson river vehicular tunnel, to connect the island of Manhattan with New Jersey, will add the twenty-third underground artery to the great network of subaqueous passageways that radiate from teeming New York and which are as necessary to its swarming life as are the arteries in a man's body.

The underground tubes and tunnels, however, are only a part of the city's blood system, for in addition there are 15 bridges. These tunnels and bridges cannot be equalled by any city in the world.

The bridges are of a total approximate length of 11 miles and the tunnels and tubes each average about three-fourths of a mile. Combined they carry 64 railroad, subway, elevated and surface car tracks, spreading in all directions from Manhattan. In addition there are roadways for vehicular traffic on virtually all the bridges.

Leading all other underground passageways in size will be the new Hudson river vehicular tunnel, which is expected to be ready for use in 1926 at a cost of more than \$30,000,000. Each of its twin tubes will measure 30 feet in diameter. It will be 9250 feet long, and more than 3000 feet under the river. To carry off the poisonous gas from pleasure cars and trucks, a marvelous ventilating system is being installed.

Sixteen of the tubes under the East river carry subway trains of the rapid transit system. Without them the numberless workers now employed in Manhattan would have to look elsewhere for a living. Thousands of them daily pass under the river for distances as great as a mile without once looking up from their papers, or being impressed with the thought that they are actually speeding beneath a real river.

Of the bridges, the Queensboro bridge is the longest, with a total length of 7449 feet. It is built on the cantilever principle and its maximum span is 1182 feet. The Williamsburg bridge comes next, with a length of 7308 feet and a record maximum span of 1600 feet. The Manhattan bridge is 6855 feet long and the Brooklyn bridge, although more famous than the others, is only 6016 feet long. The Manhattan bridge was the most expensive to build, costing \$31,084,705. These four bridges cost a total of \$97,959,133.

While these tunnels and bridges considered as a unit, are one of the wonders of the modern world, engineers say that it will be necessary constantly to add to them if the city is to expand normally and



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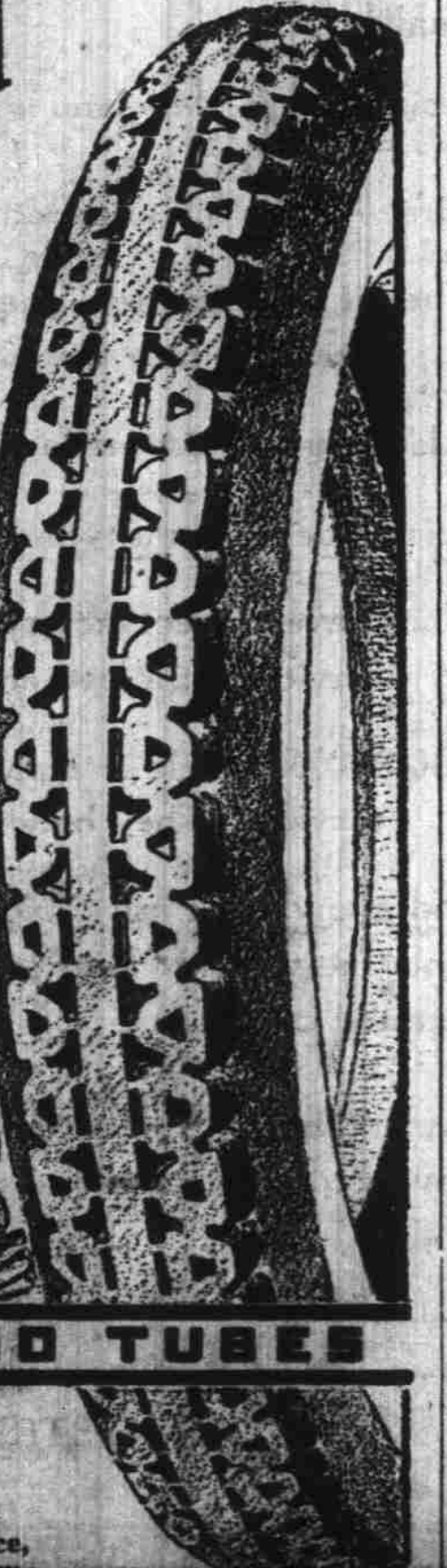
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