

Four Hundred And Fifty Miles Of Trees.

Arbor Day, by proclamation of the Governor, comes early in April. On this day, many memorial trees will be planted for those who made the supreme sacrifice in the great war, and surely there could be no more fitting memorials. Not only will individual trees be planted around the home, but there will be extensive planting along the roadides.

What could be more fitting than planting memorial trees along the State Highway from Worcester to Garrett, passing through Baltimore and seventeen counties, covering about 400 miles of roadway, of which, eliminating the wooded portions and stretches where planting is impossible, would leave approximately 175 miles suitable for planting?

To make the plan State-wide and include all of the counties an extension from Baltimore to Prince Frederick and another from Rockville to Leonardtown would add 50 miles suitable for planting and include the remaining counties of the State. This may seem like a large program and could not be carried out in one year. A start should be made this spring, and the planting extended from year to year until completed. Different communities and organizations in each county would plant different portions of the roadway, and in a few years it should be possible to link these up into a State system, each portion planted to preserve its identity by suitable markers or monuments. The plan offers unlimited opportunities for participation.

The State Roadside Tree Law, enacted in 1914, provides for the planting of trees along the highway and places the protection of roadside trees under the State Board of Forestry.

The proper plan of procedure would be for those who wanted to plant to select a portion of the roadway and apply to the State Board of Forestry for an examination of the location to determine the suitability for planting the best species to use, and estimated costs, and thus work out a uniform system of planting.

The cost of the trees and their planting will vary from \$5.00 to \$3.00 each, depending upon local conditions. After the trees are planted, their care and protection would properly come under the State Board of Forestry. The planting would have to be done in accordance with regulations of the State Roads Commission, as affecting the roadway, and the trees should not be less than fifty feet apart. For trees attaining very large size seventy-five feet would be the proper distance, thus requiring from 150 to 200 trees per mile, planting both sides of the roadway.

It would also be desirable for each county to select a particular kind of tree for general planting, thus giving to each county's roadway a distinctive feature. Native species should be used as far as possible. Fortunately, Maryland has so many different kinds of native trees suitable for roadside planting in each county and Baltimore City and not exhaust the list.

Under the plan proposed, each community or organization could have its distinctive memorial; yet the combined results would serve as a fitting memorial for the entire State and be of such a character as to increase in beauty and service with the passing years.

If hod carriers in Chicago are granted \$8.00 per day, we may not be surprised at anything we may see or hear.

Letter from Manchester District.

Recently, Mr. Augustus Monath, of Florida, brother to Wm. E. Monath, paid his relatives and friends in this locality a long-promised visit. Speaking of the H. C. L. he said potatoes are selling at \$2.00 per peck, and whiskey at \$10.00 a pint. If other things in Florida are in proportion, much as I desire to see orange groves in blossom and bearing fruit at the same time, I have decided to give up this pleasure, as no doubt guides would ask \$5.00 or more per hour to show us around.

A strange incident occurred one afternoon last week. Being called to supper at the usual hour we went into the house. A half hour later we were surprised to find a plump partridge lying beside the back doorstep, dead. A little later, one of the neighbors found a dead pigeon in the chicken yard. No report of a gun was heard in town that day.

The question has arisen among high officials, "Since the Peace Treaty has been signed, will it be lawful for American soldiers to wed German girls?" At least 140 American soldier boys are awaiting the decision. Mr. Edw. Sterner is making extensive repairs to his garage and dwelling house. Mr. Brown, of Lineboro, being the contractor. One night last week a fine 14-foot pine board disappeared. Mr. Sterner is offering a reward for its return, and Mr. Brown says he cannot go ahead without it.

Last Sunday we were treated to an automobile ride through the rich country between the Hanover and Baltimore turnpike and Deep Run. The farmers are energetic and up-to-date. We noticed a silo constructed of a sort of cement tiling in blocks. Not only does it present a fine appearance, but it will last a life time. The large, expensive vault outside the limits of Hanover, a granite structure constructed for the purpose of storing the dead bodies of people in compartments, was an object of interest. Good roads was a special inducement to enjoy the ride over hills and through valleys and woodland.

One of our farmers had the good fortune to have a Hanover minister of the Gospel help to store his large wheat crop in the barn. And a Manchester minister did an equally good deed by helping one of his members who had a very large crop of wheat to harvest, labor being scarce. This may seem strange to many of our readers, but it is in accordance with the Scriptures. Ministers of the Gospel should follow the example of our blessed Saviour and Master who "labored and prayed with his people."

In a county paper we notice a lengthy article protesting against the habit of some young men who try to guide an automobile on the streets of Westminster, the county seat, with one hand, the other arm encircling the waist of some pretty girl by his side, being dangerous to the safety of himself and others. The same warning might be sounded to some young people on other roads, especially the Hanover and Baltimore turnpike since it is about to become an up-to-date macadam road.

Korea, a small country of Asia, with its plows made of forks of trees, bulls as horses and harness made of grass, is suspicious of modern methods. And well may they be! One of our Carroll county farmers near Westminster, was harvesting his wheat crop in the modern way—a tractor pulling a self-binder and wagon thus cutting, loading and hauling the wheat at the same time.

I distinctly remember that many years ago I heard a missionary at a church service, relate her experience with a sewing machine upon first introducing it into a heathen country. Cautiously the natives, young and old, gathered around the machine, eager to learn what it was. When it was put into operation, they all ran away as swiftly as it was in their power to flee from what they termed an "evil spirit."

The employees of Shriver's canning establishment were treated to a sight long to be remembered, when a tank, used in France, lumbered up to the factory at a pace equal to a rapid trot, then performed some stunts, such as going over piles of lumber, breaking down saplings, turning swiftly and not stopping for obstructions in its path. The lieutenant, who was hidden inside, informed me that it is constructed of coating, seven-eighths of an inch thick, and carries a machine gun in a revolving turret in the top. Two men in such a crushing, death-dealing, armored machine, did much damage to German regiments and squids.

J. ALBERT ZEPP, Manchester, Md.



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apr 19-1f

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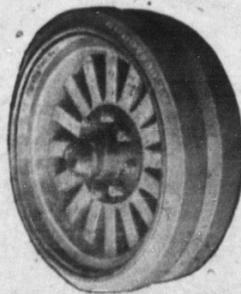
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