

# Shade Tree Planting for Bellefonte.

For several years the Woman's Club has been deeply interested in the preservation of the shade trees that line many of the streets of Bellefonte. Realizing, however, that most of them were planted without regard to either adaptability, hardiness or location the Civic committee of the Club was authorized to prepare a prospectus for future planting so that there may be a comprehensive plan to which all property holders can work.

Accordingly the committee sought the services of Prof. Arthur W. Cowell, landscape architect of the Pennsylvania State College, who came to Bellefonte, with a corps of assistants, and made a thorough survey of our streets. He took all the varying conditions into consideration, the relative importance of business and residential sections, elevations, side walk and street paving possibilities as effecting nourishment of trees, highway approaches to the town, sky-lines, Etc. With this data he then prepared the general plan published herewith.

Of course council has not yet vested anyone with authority to enforce the plan, but it has the endorsement of the Woman's club and the State Tree commission and is certainly a constructive plan toward the beautification of the town. Every where there is an awakening to the beauty and comfort that trees lend any urban community. The city of Dover, Delaware, has made an appropriation of \$1000.00 a year to run over a period of ten years for scientific care of her trees.

Prof. Cowell's plan for Bellefonte is merely suggestive. It is to be adapted rather than adopted and we present it here with the hope that all property holders when planting for the first time or replacements, will follow the suggestions as to species and spacing on their streets so that eventually there will be uniformity in all of our tree lines.

## To The Woman's Club of Bellefonte:

Your interest in the Street Trees of Bellefonte is warranted. It is as great a thing for a town as for a person to have a distinct individuality; a something so different as to place it in a class by itself—site, layout, drinking water, manufactures, people, beauty or ugliness. Business blocks in all great cities are pretty much alike and of small towns so distinctly so that the term "Main Street" describes thousands of nondescript imitations of big cities. To create individualism the asset of beauty is of greatest importance. Such civic good appearance may be obtained by monumental and extremely expensive plazas, statuary, boulevards and squares or inexpensively, as done in the New England towns so popular with tourists, by simple village greens and especially by cherishing and providing for the street shade trees. The beauty of New England and the magnificence of the American Elm and Sugar Maple to be linked together as models of civic and rural beauty and perfection.

As Central Pennsylvania roads become improved and when the magnificence of its scenery has been advertised, it may be expected that fewer tourists will roam the New England States and thousands more will "do" our mountains. They will seek a center-town which is as beautiful as the scenery they came to see. That town will be the one which offers the most of street beauty, of shade trees and rural simplicity with the least of urban ugliness. Shade will prove that town a business asset far better than barren concrete and standardized city style streets. Bellefonte enjoys a splendid site and water which is already famed, a certain civic beauty which has already given it renown and had long lived elms, oaks and sugar maples been selected for all its streets Bellefonte would not now require this survey of its shade trees as a step in a program to make the Town a Mecca.

Three predominating species of trees, the silver or soft maple, the European or Norway Maple and the sugar or hard maple have shaded the streets and lent attractiveness which has been appreciated by residents and remembered by visitors. Provision must be made now for a near future when many of these trees will be gone and a much less attractive Bellefonte will result. Existing Carolina poplars should be removed immediately and replaced with a better tree species and the further use of soft maples discouraged. In more moderate climates than ours this tree so much used is desirable but here though it grows quickly and attains great size, its wood is not strong enough to withstand our winter storms and it breaks up, becomes insect and disease infested and dies. Everywhere in Bellefonte these trees have been going to pieces and will continue to deteriorate. They can not be saved for many years longer and while reasonable effort should be expended to delay as long as possible their final removal, provision should be made for that time. New trees must be set out at once. It may be necessary to remove some old trees and to prune others to provide space and light for the growth of the new species, but realizing that the Town will remain here a long while longer the present may be somewhat embarrassed for a future consideration.

The Norway Maple (*Acer platanoides*) also a popular species has its distinct advantages as a city tree because of rapidity of growth, smoke resistance and adaptability in all sorts of soils but it is also not a long lived tree, besides forming a very low crown, very dense and suffocating and inconvenient and is destitute of autumn coloring. As a tree for packed cities where cement, asphalt and dust make better tree choice impossible, it is properly used. We can do better in Bellefonte—and lets do it.

The Sugar Maple "*Acer Saccharum*" is splendid. Of these fortunately Bellefonte has many generally in good condition and in every instance worth preserving and protecting. Since there are fine Sugar Maples upon many streets intermingled with the decadent Silver and Norways, it would be good practice to replace the latter two species as soon as possible with Sugar Maples and create the ideal uniform street appearance. We have no tree in America and in fact in the world of finer fall colors than this species, none to withstand our winter storms better, few less devoured by insects and none of finer form, except the American Elm.

However, it would not prove good practice to use any single species monotonously throughout the Boro and where Sugar Maples are not already numerous enough to warrant in the specific advice following it will be

noted that other species are specified. A choice based upon the character of the street, the nearness to the buildings, to the turns, to the pavements, possible future growth etc. In the main however, Bellefonte may be noted in forty years for Sugar Maples and Red Oaks and remain noted for a century afterward. Since the value of a first good impression is as valuable to the town as to an individual, the natural entrances to the Boro should receive first consideration.

### BISHOP STREET.

Bishop Street is important as a Boro entrance. As at present constituted the first impression given the visitor is not of the best nor is it really expressive of the true public spirit of the community he is entering. Rather is it of foolish inadequacy and lack of foresight, a provincial carelessness regard for street safety, comfort, use and beauty. Assuming that the street will continue to be residential in character from Boro line to the lower property line of the school lot, note the existing set back of houses, the standing trees and provide by Boro ordinance for a permanent building line or set back of 15 feet on the north side and 20 feet on the south side of the street. On the north side continue walk against the curb and on the south side allow 5 feet parking strip between curb and sidewalk.

From Allegheny to beginning of school property—cut blocks in pavement 8 feet by 3 and a half feet at intervals of 35 feet and set Ginkgo trees "*Salisburya adiantifolia*." Remove the Carolina poplars and within five years all other species except the Elm which should be preserved. From school property line to Blanchard Street "south side of street," set new sugar maples inside of walks spaced 45 feet apart and 3 feet from walk. The present trees are a menace to safety and ridiculous in effect. They might be moved.

From Blanchard Street to Boro line "south side" continue the tree line thus established but keep walk back of trees and set new curb in front of the tree row adjusting the Cemetery frontage to conform and space new trees to fit. Prune out dead wood and open the tops sufficiently to encourage growth of young trees to be interplanted. Retain permanently 1 Elm, 2 Norway Maples.

Upon north side of street opposite school property, remove all Carolina poplars, set sugar maples at 45 feet apart, 3 feet inside the sidewalks.

From Blanchard Street to Boro line "north side." Retain and repair sugar maples removing all the dead wood and stumps, loose bark, interfering or diseased branches, and surface decay, remove poplars etc. and set a permanent row of sugar maples inside of the walk spaced to fall upon the property subdivision lines.

This program will create a dignified business-residential street. Not any trees are suggested for Bishop to Pine although a formal decorative type of planting is possible and is being adopted in the business streets of New York, Boston and Philadelphia. Lombardy poplars or Ginkgo at 35 feet apart would be the choice and would make of this business block a far less commonplace one than exists.

### PINE STREET.

This affords from State College and east the important entering way. The junction at the State road should be cleared up and with the banks at the east side of the street from curb to property line planted with 1,000 climbing roses. No sidewalks are needed upon this side of the street. Trees are not possible upon opposite "west" side of the street except within the property. 15 Japanese Barberry and 1 American Elm should be set out in a triangle at junction of the Alley to South Water Street. The State road from the above Pine Street junction to Water Street beside the railroad tracks, should be arranged with grass banks and privet hedges as far as South Water Street. Use common privet "*Ligustrum vulgare*" set 10 feet apart, in single rows.

### SOUTH WATER STREET.

Railroad crossing to Boro line possesses a wide parking strip planted with silver maples that have been butchered and are in various stages of decay. Adoption of Oriental planes set out 45 feet apart upon the inner third of the grass strip will improve this street in a short time. Remove alternate maples to do this.

From Railroad crossing to High Street suggests important city planning improvements such as treatment of the surroundings of the Spring, the greater improvement, appreciation and strategic use of the strain, the acquisition of the island and removing the disfigurements to the high cliff at side of this delightfully winding waterside street. The opportunities

upon South Water Street are far beyond the scope of this report. Mere shade trees, were it possible to plant them, are not sufficient or adequate for proper Civic Expression for the wonderful spring and stream which better than all means, natural or man-made, make Bellefonte remembered and could make her famous. To approach this subject, careful studies should be made and definite program adopted based upon a comprehensive plan of improvement. Action can not come too soon.

### NORTH WATER STREET.

Also, subject to city planning improvements and extension to Lynn Street would be greatly improved by the planting of Lombardy poplars upon its east side set 25 feet apart. There should be no tree planting between street and stream but the west bank of the stream may well be set with willows to screen the buildings beyond. A right of way of fifteen feet should be acquired and the following willows set out at intervals of 30 feet. *Salix pentandra*, "Laurel leaved willow," *Salix regalis* "Silver willow," *Salix babylonica*, "weeping willow."

### LYNN STREET.

From Milesburg to Allegheny is the automobile entrance from the Bald Eagle Valley and should be treated importantly as such a route warrants throughout. Its pleasant course through the creek valley. More attention should be given to the encouragement of native growth of trees in groups, wild flowers and evergreen trees. The steep banks at the curve below might be planted with 1,000 young pines and spruces from the Forestry Department, by the Boy Scouts, and become a fine gateway to the Boro. The opportunity for a park and exceedingly pleasant drive along the stream in conjunction with the bank planting and the improvement of the North Water Street suggests itself. From Spring Street to Boro line on the east it would be advisable to retain the present silver maples as long as possible. They should be replaced rather than repaired and sugar maples substituted.

Immediately prune existing trees removing some which are dangerously weakened, establish a curb line outside of the tree line, interplant Sugar Maples at 45 feet apart.

### ALLEGHENY STREET.

From Lynn to High is beautiful. Its residents have loved their trees and show rare public spirit in the care evinced. There is unfortunate lack of uniformity in kinds and sizes and spacing of the trees and as fast as possible this should be corrected. The street is wide enough to carry the magnificent American Elm spaced 50 feet apart to the alley beyond Howard Street. Preserve the existing Sugar Maples that are in good condition: not so the Silver and Norway maples.

From alley to Square endeavor to preserve three of existing elms as they lend to this business block a redeeming grace and are a civic asset of worth to the entire property as well as to the abutting property any improvement of which should be governed by the trees rather than by standardized treeless streets of cities which secure their attractiveness by other but more expensive means. These elms will thus connect into the tree planted Court House Square.

In memory of the six heroes of the war, it is possible, important and fitting to plant six memorial trees of outstanding longevity, beauty and hardiness. The position is possible in a treatment of the square as a Civic Centre of the Boro and county. As the existing trees are decaying Silver Maples, no hesitancy should be felt about their removal. Again the American Elm, so indigenous to the locality and so well fulfilling the offices of a memorial tree should be used. They will stand 48 feet apart if set two at walk crossing nearest Court House, two at street, and two equidistant between. All of them should stand 10 feet within the side property lines. Select trees 6 to 8 feet in caliper and remove all the maples and birches within 3 years. Bishop to top of steep hill at Logan and based upon utility, economy and beauty is possible. Plant a 12 feet drive at either side of a central parking strip of 20 feet affording space outside the drives and sidewalk for two rows of American Elms. The central strip may be grass or shrubbery or a design in hedge material. This treatment while creating a very splendid picture from the Square, will bring relief from existing "washed out" conditions, reduce to a minimum the road width and cost of maintenance. It may be suggested that a flag pole or a monument, seats and park upon the hill would be a fitting terminal to the street.

### HIGH STREET.

One other important approach street to the visitor is this which brings him from the Railroad. A street of splendid width, suggesting more than any others the New England Village, rising the steep hill crowned by the Court House of an architectural beauty seldom equalled. There cannot be found a finer example of a good setting for a public building. There can however, be named hundreds of streets of similar character better planted than High Street. The silver maples are in bad shape. They never did justice to the street and may well be ignored in a street betterment plan. The street will ultimately require paving; this should be for a width of not over 32 feet, thus affording a parking space of 8 feet wide upon each side in which American Elms should be set 50 feet apart. This will remove the trees farther from the building line than the existing trees but will not materially narrow the street vista. It will frame the Court House properly.

The total elimination of trees upon the Street must not be considered because of their importance to the welfare of business.

For immediate treatment—remove 3 trees on south side and prune all the trees both sides to remove stumps and dead wood. Not any filling will be worth doing.

High Street, from Court House to Cemetery upon South side requires

no particular tree planting. Wires should not be allowed to obstruct the growth and linemen should be prohibited from trimming trees. The street needs a 14 feet paving arrangement with 8 feet parking strip. The north side requires 24 new Sugar Maples set 40 feet apart on both sides of 14 feet roadway. Immediately move the curb to outside of the tree row as it would be arranged to afford an 8 foot parking space in which the trees would be grown.

### CURTIN STREET.

The aesthetic and practical value of wide parking space at side of a reasonable width roadway is here practically presented. All Bellefonte should be as well arranged. Sugar Maples predominate on this street and should be made the uniform street planting.

Immediately remove one dead maple. Substitute "dry" construction stone retaining walls with only 6 foot foundation around tree roots in place of solid concrete, which if properly constructed with 2 and one half foot foundations is certain to require the removal of feeding roots and to obstruct the future growth of the tree more than necessary.

### LAMB STREET.

From Water Street to Spring, planted now with a hit or miss assortment of Silver Maples and Carolina poplars should be planted with Red Oaks at 45 feet apart. From Spring east to Boro line, Sugar Maples exist. Immediately establish a curb line outside a parking strip, 6 feet wide in which present and future trees will find space to grow. Remove poles and wires which are a disgrace to this street and to the Boro by the way they have been allowed to take precedence over the tree growth. Until the poles are either removed to neighboring alleys or lengthened to go above the trees and until a more considerate scheme of arranging cement sidewalk and curb to create a tree space, no tree planting or improvement program is worth while.

### HOWARD STREET.

From Spring Street to East Boro line, largely silver maples in poor condition should be gradually replaced with Basswood "*Tilia europea*" using trees 2 feet in caliper, spaced about 40 feet apart.

Immediately the existing trees should have a moderate amount of trimming to remove stumps and broken branches. Remove a few where too crowded to admit of planting new trees. Determine a curb line outside of tree line and set the trees in the center.

### SPRING STREET.

From Curtin to Howard Street this street is residential in character. Here again the street vista is disconcertingly slip shod by reason of the mixture of species, overcrowded planting, failing condition of the trees themselves, and the wandering gutter line. It will be advisable to adopt a good shade tree and the American Red Oak 3 foot caliper set 45 feet apart seems practicable. Immediately remove the most decrepit trees, prune the others, establish a curb line and set the new trees. Later remove all interfering trees.

From Howard Street to Pine, Spring Street is closely and a wide spreading tree would be out of order. To provide for business uses together with street shade and beauty is quite feasible if the Ginkgo tree be set 35 feet apart, where holes may be cut in pavements.

Immediately establish a curb line outside of the tree line. Remove no expensive methods to preserve existing trees and interplant the tolerant species as above recommended.

### LOGAN STREET.

A narrow street but possible of great improvement by moving the curb upon South side to 5 feet outside the present curb, establishing telephone poles upon north side only "or under ground," plant Lombardy Poplars at 25 feet apart upon south side only. From school property to Blanchard Street the species may be retained as planted.

### BLANCHARD STREET.

From Bishop to Logan is planted with Sugar Maples—mostly—which are in need of a small amount of pruning. Here again the establishment of curbs would be protection and encouragement to shade trees.

From upper Bishop to Curtin a new street is projected which existing trees or buildings and offers opportunities to do the ideal thing without expense. It is advised that by Boro ordinance a building line be established 35 feet back of the property line, a curb line be fixed outside of property line, the planting or specifications for planting in a row 3 feet from outside of walk line, 35 feet apart of Red Oaks, 2 foot in caliper.

Further—Immediately guard against the mistakes which make the foregoing study and compromise recommendation necessary. All new streets of the Boro should be forethoughtedly planned in advance of development and planted uniformly. Select one species only upon one street and different species upon different streets. The choice should be Red and Pin Oaks, Sugar and Red Maples, Oriental plane, Basswood, Scotch and American Elms and for narrow streets Lombardy Poplars and Ginkgo. The maintenance, trimming, planting should be under the jurisdiction of the shade tree commission, with rights to proceed with any improvement charging same as a lien upon the abutting property collectable with usual taxes as done with other public improvements. Public sentiment favors shade trees, especially the planting of new ones and maintenance of old trees. It must not be forgotten that the individual tree is incapable of creating a beautiful street and that uniformity of species, size, spacing, and care are the unequivocal conditions upon which street beauty depends. This report does not fail to take cognizance of the individual frontages, nor existing fine trees. It is with the hopes that the common welfare which is also that of the individual, may be best served that the writer has made his observations and submits this report.

Respectfully Submitted,  
ARTHUR W. COWELL.

## Ocean Hides Secrets of Missing Vessels

More than 1,000 American naval men have gone down to watery graves in a score of vessels that have disappeared from the face of the earth, without a trace. From the brig Reprisal, lost in September 1777, to the tug Conestoga, that disappeared in the Pacific in 1921, there is a chapter of naval history on which the Navy department is able to throw but little light.

Outstanding among the unaccounted-for craft in modern days is the naval collier Cyclops, concerning which there is a maze of fanciful theory but no official fact.

During a wide stretch of years, from the Civil war period to nearly the World war era, naval annals are devoid of entries concerning lost ships. Three have vanished from the seas since the beginning of the present century, however, in spite of the much vaunted safety to be found in modern apparatus of communication. Many of the lost ships were held in the vicinity of the West Indies. The department has listed these vessels as missing, without a trace, and abandoned hope for their recovery:

Reprisal, lost September, 1777; General Gates, 1777; Saratoga, 1781; Insurgent, 1800; Pickering, 1800; Hamilton, 1813; Wasp III, 1814; Eber-volv, 1815; Lynx, 1821; Wildcat, 1829; Hornet, 1829; Styph II, 1839; Sea Gull, 1839; Grampus, 1843; Jefferson, 1850; Albany I, with 210 men, 1854; Levant II, with 210 men, 1860; Tug Nina, sailed from Norfolk and never heard from, 1910; collier Cyclops, with 233 persons comprising 15 officers, 221 men and 57 passengers, sailed March 4, 1919, from Barbadoes, West Indies; and tug Conestoga, with four officers and 52 men, from Mare Island, Cal., for Pearl Harbor, Hawaii, 1921.

Naval vessels have searched the seas for tidings of these missing craft, but their fate remains a mystery. Naval officers consider the case of the Cyclops unusually puzzling, for she was equipped with radio and apparently encountered no storms, her captain last reporting all well and fair weather. She was 452 feet long, 65 feet beam, and 19,000 tons. Theories exist that the Cyclops was improperly loaded and split in two: that her machinery was disabled and her radio put out of commission and that she was scuttled, and that an enemy submarine destroyed her, but official information regarding her is wholly lacking.

### His Bad Dream

To have nightmare at night is bad enough, but it is worse in the daytime. Michael Shlemberg, New York druggist, dreamed his little son had been kidnapped. He didn't recall the dream on waking in the morning, but later in the afternoon it came back to him in all its vivid details, so affecting him that he drove home in his auto at top speed. There, leaving the engine running, he leaped out and ran through the house shouting: "Jackie, Jackie, where is my Jackie?" With Jackie safe in his arms, Shlemberg's fear vanished. Then he heard the engine of his car increase its speed and through the window saw auto thieves making off with it. It was a bad dream, after all.—Capper's Weekly.

### Nonflying Flyer

Aene Fonck, the French ace, said in New York:

"Young airmen are often treated in a cold, depressing way in the air service.

"A nonflying flying officer once said to a bunch of new recruits:

"Any of you chaps understand the principles of aeronautics?"

"A handsome young fellow stepped forward and saluted smartly.

"I studied aeronautics two years at Harvard, sir," he said, "and I've had considerable flying experience in—"

"That'll do," said the officer curtly. "Step round back and clean the colonel's wife's electric chair."

### High-Priced Black Cats

Henry A. Roberts of Carmel, state-nouse custodian, admits that in his varied experience as a politician and a big-game hunter he has had many unusual experiences, but a recent inquiry which he received from Norman Station, a hamlet nestled away in the hills of Jackson county, Henry says, caps the climax. The letter follows:

"I heard that The State was offering a thousand dollars for a real Black Cat I have got real Black tom cat has no white on it at all Let Me No Write at once if You Want This Black Cat yours truly."

Henry says that for 50 cents each he could buy all the black cats he wishes.—Indianapolis News.

### Broke Thread of Story

Miss Margaret Boehm of San Francisco is the youngest of four sisters. The other three are married to three brothers. The three brothers have a fourth brother. And it was taken for granted that in due time the fourth of the four sisters would be married to the fourth of the four brothers. Then came along Herbert Trautner, a reporter, and wrecked a perfect story by marrying Miss Margaret.—Indianapolis News.

### Undervalued

"Your wife looks stunning tonight. Her gown is a poem."

"What do you mean, poem?" replied the struggling author. "That gown is two poems and a short story."

—Winton Advance.

## FARM NOTES.

—Are the hotheds built and pits filled with heating manure? Seed of cabbage, early cauliflower, and head lettuce should be seeded at once, to get the earliest crops.

—During shut-in winter days the housewife will appreciate a little help from her farmer husband in painting walls and ceilings and laying linoleum. This is hard work for the good wife but most men don't mind it after handling logs and bags of feed all winter.

—If you want a 100 mature pullets next fall set 600 eggs, or buy 300 chicks. These figures allow for a 50 per cent. hatch, and of the 300 chicks one out of three will die, one will be a cockerel or cull pullet, and so there will be 100 well matured pullets to put in the laying house in the fall.

—Leading shepherds of Centre county consider the next two or three months the most important of the year in the determination of a profit or loss on their flocks. If we have neglected to give our ewes a little grain during the early part of the winter now is a good time to begin. A mixture of oats, corn and bran will turn the trick.

—Every farm should have a suitable place in which to handle and care for milk. Milk ordinances and sanitary regulations of boards of health in many communities require that milk houses or spring houses be part of the regular dairy equipment. Milk or dairy houses separate from other buildings give the best satisfaction. Extension Circular 107, which tells how to build them, will be mailed free by the Pennsylvania State College, if you send your request to the Agricultural Publications Office of that institution at State College, Pa.

—Pennsylvania was the prize winner among States in producing Poland China ton litters in 1925.

As a result of placing first with 49 Poland China ton litters the Keystone State received a check for \$50 from G. W. Davies, secretary, American Poland China Record Association. This was sent to H. H. Havner, in charge of animal husbandry extension at the Pennsylvania State College, who promptly turned it over to C. L. Rumberger, Uniontown, secretary of the Pennsylvania Poland China Breeders' Association, to be used for breed promotion. It is said that the money will probably be used for the purchase of medals to be awarded to ton litter producers.

Among the 49 Poland China ton litters grown by Pennsylvania pork producers was the second heaviest ton litter in the State. This was a family of 12 pigs fed by William Klinedinst, Seven Valleys, York county. The only 7-pig ton litter in the State was also a Poland China group fed by J. J. Werner, Hanover. S. J. Wiley, Stewartstown, helped the cause along by producing four Poland China ton litters. Two other litters farrowed on the Wiley farm but sold to neighbors also developed into ton litters.

The 1926 season is formally opened for all ton litter aspirants. Enrollments may be made up to May 15.

Enrolled members may enter any litter or litters of pigs farrowed on their farms between February 1 and May 30 for an award. The entry cards will be furnished by the county agent.

The object of the ton litter club is to produce a ton of pork with a single litter of pigs in 180 days. Last year 256 litters were entered and 121 reached the ton goal. This record tied that of Illinois for national honors. Forty-three counties were represented in entries and 35 counties had successful ton groups.

—The European Corn Borer is truly an enemy alien. It is thought to have entered the country in 1910 as a stowaway in broom corn from Europe. Its numbers were few at first and for several years it worked quietly, attracting no attention. In 1917, however, it became bolder, and the damage it was doing about Boston was brought to the attention of the entomologists. The insect was speedily identified and the menace recognized. The news spread, and later search revealed that this pest had established two other centers of operation, one in eastern New York and one near St. Thomas, Ontario, Canada.

Every year the borer penetrates far into new territory and increased greatly in numbers in the territory already captured. On Oct. 1, 1925, it had established itself in an area of 5750 square miles in New England, 2875 square miles in eastern New York, 32,928 square miles in western New York, Pennsylvania, Ohio and Michigan, and 25,000 square miles in Ontario, Canada. In the eight years following its first discovery it captured an area of 66,607 square miles.

This dreaded pest was first seen in Penna in 1919 when a few larvae were discovered at Girard in Erie county. In 1921, ten townships had been invaded. In 1922 the insect crossed the line into Crawford county and was found in 19 townships. In 1923 only one new township was invaded, and nowhere in Penna. was the insect abundant. But in 1924 growers began to notice the pest, which launched a new offensive that carried the front line into four townships along the northern edge of Mercer county and into five townships in the western part of Warren county. At the end of the growing season of 1924 an area of 1999 square miles in northwestern Penna. was known to be infested. The year 1925 witnessed an alarming spread and increase in the numbers of borers. In Nov. borers were found in all parts of Erie, Crawford, Mercer, Warren, Venango, Lawrence, Elk., McKean, Forest, Clarion, Potter and Cameron counties and in certain townships in Butler, Armstrong, Jefferson and Clinton counties. The known infested area at this time in Penna. is approximately 10,000 square miles. What of the abundance of this insect? Is it doing any damage? Can we believe it will never do much harm in Penna.? Abundance and nature of menace will be discussed in a later article.