

Superintendent of Public Instruction  
State of North Carolina  
Raleigh

Report of Conditions on Newbern Ave. and Hillsboro St.

At the request of Mr. JOHN J. BLAIR, I, this morning, inspected the conditions along Newbern Avenue and Hillsboro St., from the Soldier's Home, to the Fair Grounds, as to the suitability of those streets for beautification by planting.

In general, the streets are in no way prepared for the early beginning of a comprehensive planting scheme. From the Soldier's Home to East Street, and from the Seaboard Air Line Railroad to the Fair Grounds, the parking space is either lacking, or too narrow for any satisfactory development. The street trees are extremely irregular, as to spacing, size, and variety, with many gaps. The streets are lined with telegraph and electric light poles, with heavy lines of wires. The only portion of these streets in which any planting can be satisfactorily done at the present time is from East Street to the Seaboard Air Line Railroad.

In order to satisfactorily develop these streets, a long-time program should be developed, which would include the placing of wires under ground, re-locating sidewalks, so as to permit of adequate parking space between the sidewalk ~~and~~ the curb, a study of the existing street trees, with a record of each as to its kind, size, and condition, so that it might be determined which ~~if~~ any of the existing trees were suitable to be kept as permanent trees.

Temporary <sup>sketch</sup> ~~sketch~~ that may be taken to improve conditions while the longer time program is being inaugurated, would be to provide adequate protection for existing trees, by requiring permits of line men and others who need to prune the trees. The execution, under such permits, should be under the supervision of a competent city official, who would see that only the necessary trimming is done, and that in a proper manner. The street tree census could be taken and a beginning made of the removal of poor and superfluous trees.

Coincident with this, it might be determined whether or not there are any places where it is practicable to plant the suggested crape myrtles along the street, as it now exists. By the removal of some of the superfluous trees, between East Street and the Seaboard Air Line Railroad, it would be possible to plant some of the crape myrtles. With the width of parking here existing, it would be possible to grow them, either as a shrub, or in the form of a tree. If planted, it would probably be desirable to place them mid-way between the street trees. These street trees should not be closer together than seventy-five feet. On other portions of the street, the narrow parking would make the growing of crape myrtles as shrubs practically impracticable, as they could hardly be kept from encroaching both on the road-way and on the side-walk. To train them to trees would require constant, careful attention, of an expert.

As I have gathered, the sentiment locally, the crape myrtle is regarded as the State flower. As such, it should be included in the city plantings. There should also be a city flower selected, which should be given equal prominence in the plantings in Raleigh. It would seem to be



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Desirable to urge the householders of Raleigh to each plant one or two crape myrtles in the home grounds, and, with it, a specimen or two of the city flower. Each should use some other plant for the predominant note in the beautifying of their surroundings. If the crape myrtle could be generally planted in the city, in this manner, and some lower-growing plant used for the city flower, and planted in the parkings, the result would probably be more satisfactory than using the crape myrtle as a shrub in the parking strips. Of course it could be used as a small tree, between the larger shade trees, effectively.

Very truly,

*J. L. Mumford,*

*Jan'y 13, 1926*

M/s