

Chats with the Master Gardener

2. HOW TO RID YOUR LAWN OF WEEDS

I know lots of folks have given up hope of ever having a weedless lawn. And if I try to tell them that they really can have one they're likely not to believe me. But the treatment I'm going to prescribe has cured lots of lawns that their owners had given up for lost, and I certainly want to urge you to give it a fair trial.

In trying to get rid of weeds, the first thing to consider is this. A weed and a grass plant just naturally can't grow on the same identical spot. If you have enough grass plants, if your turf is thick enough, the weeds can't get started. But when your grass is thin, when it doesn't completely cover the ground, every little spot of bare soil practically invites weed seeds to light and grow. And you know you can't keep weed seeds off your place; every breeze brings in a crowd of them. So you see why it is that if your grass gets thin you're sure to have a healthy crop of dandelions and plantains and other pests.

Proper Feeding Essential

The real answer to this thin grass problem—and consequently to the weed problem—is proper feeding. Because a thin, weedy lawn is a half-starved lawn, almost every time. Here's why.

All through the growing season your grass roots are constantly drawing eleven different food elements from the soil, and every single one of these elements is necessary for healthy growth. If you let even one of them become exhausted from the soil, you're headed for trouble. Just like a child on an incomplete diet, your grass will become thin and sickly, will begin to die out. And right then the weeds get going! So the first and by far the most important step in controlling weeds is to make sure that your grass has all eleven of these needed food elements.

"Very good," you say, "it sounds like a great idea. But how about the weed roots that are already in my soil, just waiting to spring up and spoil my lawn?" Well, the answer is exactly the same! You see, grass roots start growing earlier in the spring than weed roots do. If you give your lawn a good square meal early enough—just as soon as frost is out of the ground—it will give your grass a great big head start over the weeds. And later, when weeds do crop up, your grass

should be growing so strongly that lots of weeds will find no room to grow; they'll be choked out.

Feed Early

Now, of course, I wouldn't want to promise that early feeding will make the grass choke out all the weeds in one season. But if you do it right, and do it early enough, it will cut the number down so greatly that you'll feel like going after the rest by hand.

But remember—to be effective, it must be done just as soon as frost is out of the ground. And remember, too, that just any old plant food won't do. Manures, for instance, actually contain weed seeds, and putting them on your lawn just makes the problem that much worse. I'd recommend that you buy a complete plant food, one that supplies all eleven of the food elements your grass needs from the soil. Apply it to your entire lawn, 4 pounds per 100 square feet.



Another year of statistics has been compiled. It is estimated that 38,500 people have been killed by automobiles.

The pity of that total is this: Almost 50 per cent of the people killed by automobiles were pedestrians. In spite of this, people still insist on jay walking at crossings, walking between intersections, and stepping out from behind parked cars. These are dangerous practices and can be stopped only when each and every person becomes safety conscious to the point that he feels he should set an example for others.

After spending half the night celebrating a birthday party, two young men left in separate cars for home. They drove different routes but as they lived in the same neighborhood, they eventually had to cross their route somewhere. It so happened that while driving at a reckless rate of speed, they collided at one of the intersections. Both of them got out and were about to engage in a heated argument about driving while drunk when suddenly they recognized one another.

This driving while under the influence of liquor is a subject that comes up frequently in safety discussions and to me there is only one sound piece of advice to eliminate this type of accident. Here it is:

If you must drink, don't drive. If you must drive, don't drink.

HIGHWAYS for SAFETY and SERVICE

THE FARM-TO-MARKET ROAD by C. C. Wiley Associate Professor of Highway Engineers University of Illinois

"Farm-to-market road" has been a sort of catchword ever since propaganda for improved highways was first started in this state. It almost disappeared during the intensive period of construction on the state highways but seems now to have come to life again.

The curious thing about the farm-to-market road is that no one seems to know just what it is. To some farmers it is the road to their gate. To some city men it is the road to nowhere. Some road authorities by inference indicate the secondary or county roads while others, as for example the Illinois Division of Highways, speak of the "tertiary or farm-to-market road." On only two points does there seem to be universal agreement; first, that the farm-to-market road is not the primary or state road, and second, that it is a road directly serving the farmer.

The true significance of farm-to-market road has been brought out by studies of farm travel in several typical agricultural states including Illinois. These studies, conducted by the U. S. Bureau of Public Roads, show that out of every 100 miles traveled by farmers 60 miles were on the state trunk roads, 20 miles on county roads, 5 miles on city streets, and only 15 miles on the local roads to their gates. Thus the farmers actually use the state highways four times as much as they do

their local roads and three times as much as they do the county roads. If only the local roads were improved the farmer would be more isolated from market than if only the primary roads were paved, because 60 per cent of his travel is on the latter.

These figures disprove the popular idea that the real farm-to-market road is the local road, or even the county road. In fact that figures indicate clearly that every road is a farm-to-market road. Consequently much confusion and misunderstanding would be avoided if the term "farm-to-market" were utterly abandoned in favor of the more fair and accurate designations of primary, secondary and local.

The farmer has a complete farm-to-market road only when all three parts, primary, secondary, and local are developed proportionately. This cannot be accomplished all at one time but must be a progressive process in which the primary system is the most important since a dollar spent on it yields the greatest service to the largest number. The second follow in order as fast as the secondary and local roads must then munity can afford the cost.

Roving Ambassador of Texas Centennial Stops Here Friday

Gilbert "Happy" Moran, who last year walked 14000 miles as the roving ambassador of Goodwill for the Greater Texas and Pan American Exposition at Dallas, June 12 to October 31, the latter part of last week arrived in Highland Park and visited the Highland Park Press office.

Mr. Moran is a world traveler, having visited thirty-two nations and toured all of the states in the

union. He started his globe-trotting about ten years ago when he became the victim of tuberculosis to overcome its ravages.

The walking ambassador started on his hike February 22 from Dallas

and expects to have completed a 9,000 mile trip by September. His route is through Oklahoma, Missouri, Wisconsin, Minnesota, Iowa, Nebraska and back into Missouri and Oklahoma.

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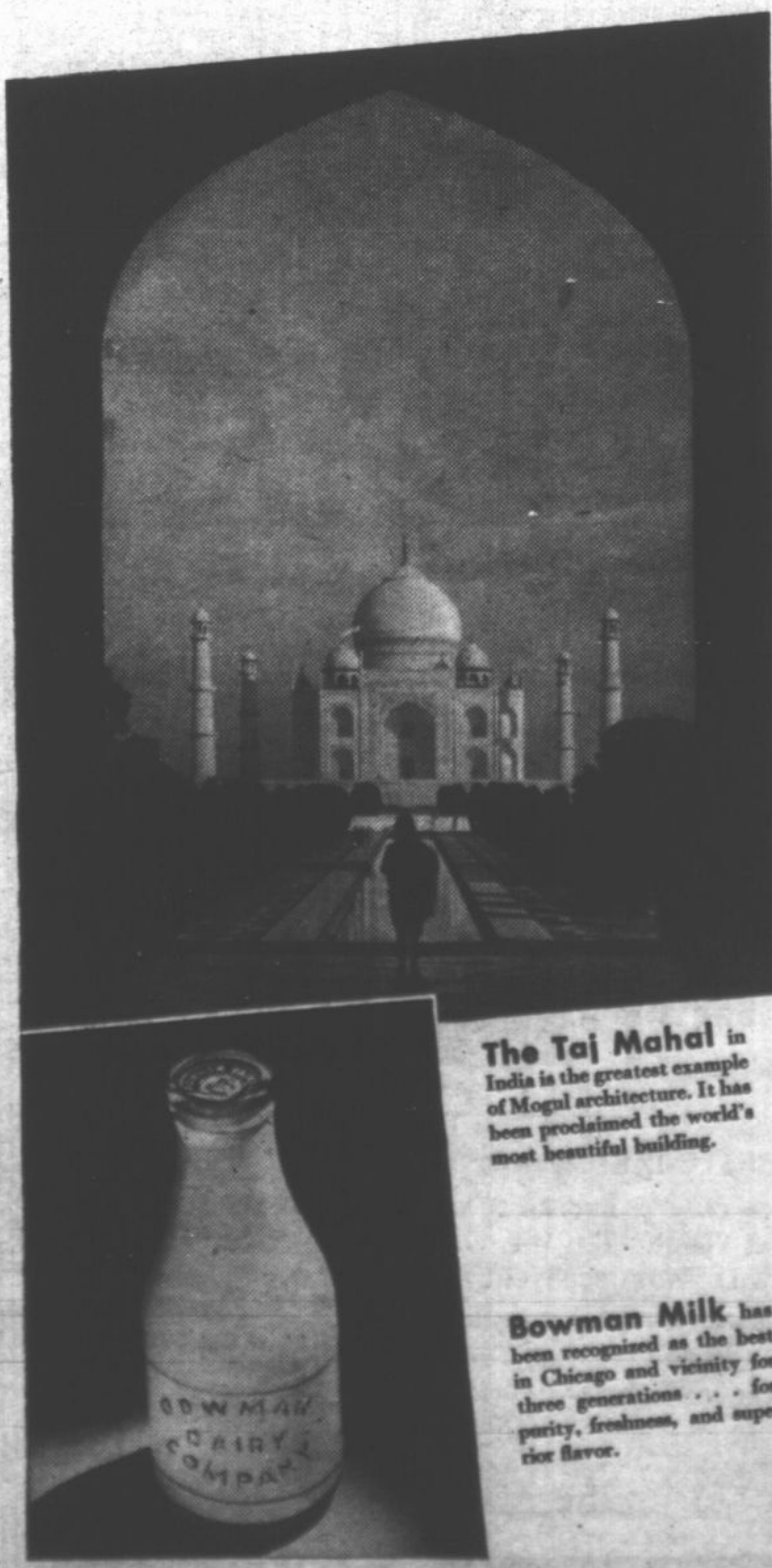
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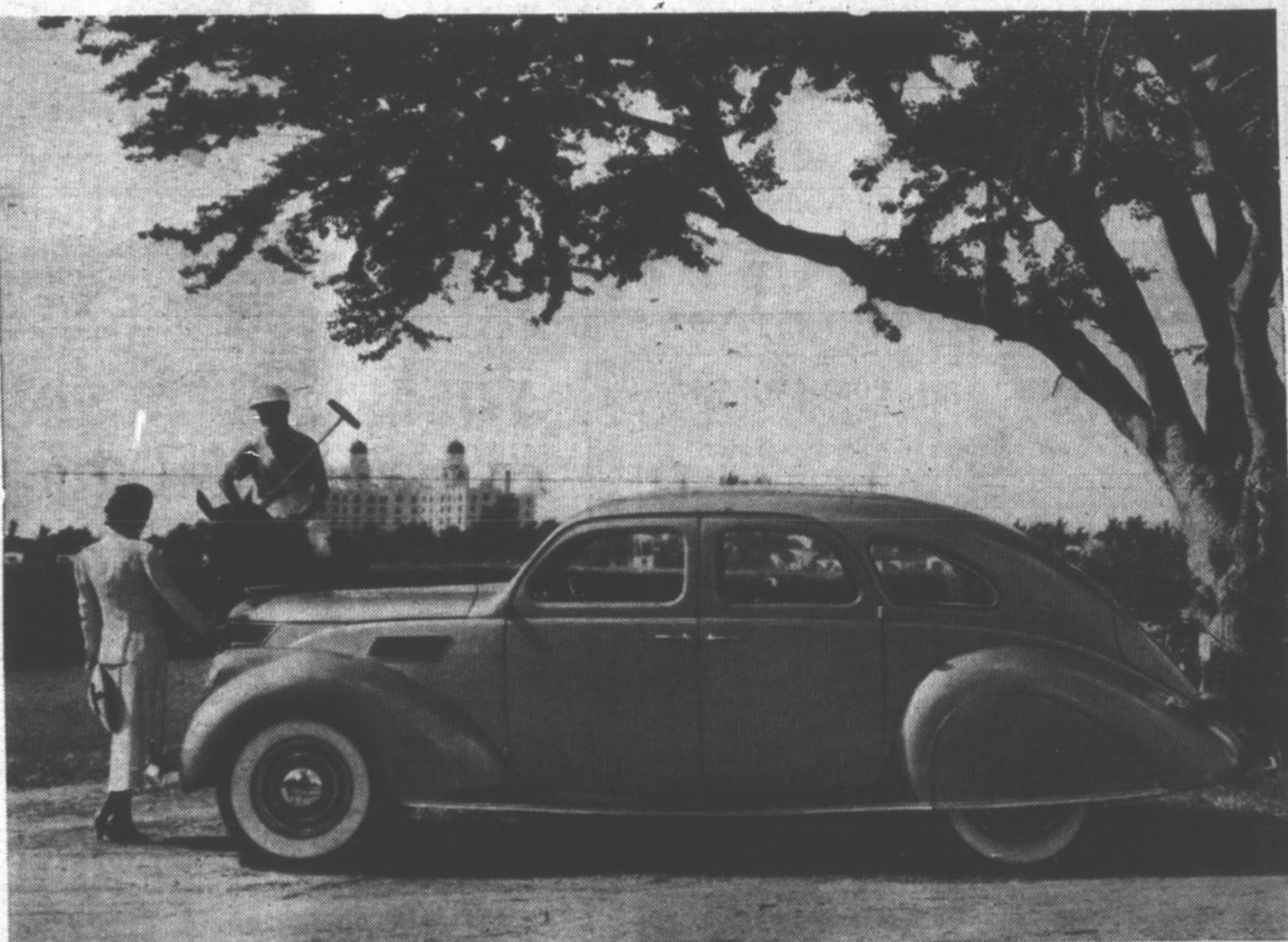
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