

be more than the supposed temporary gain.

Parks, housing projects, army and navy recreational areas, lawns, highways, and airports all come under the jurisdiction of the turf expert these days—or should.

Monteith presented some extremely important and interesting figures on how turf in reducing dust cut down the cost of plane motor maintenance and extended plane motor life.

He referred to the great field for specialized turf knowledge during wartime and sadly commented that not much use is being made, outside their own immediate and established jobs, of men who really know how to handle turf problems in a practical way.

A. C. Horrocks gave a close-up on American industrial development for war and mentioned incidents that outlined the pattern of future development. He, too, referred to the need of golf as compensating for the terrific strain on worker and executive during wartime. Among other interesting points he mentioned that the Nazi rubber shortage made necessary use of steel tracked tanks in Russia. The steel couldn't bite the ice or the frozen mud or turf in Russia and the Nazi mechanized blitz skidded into reverse.

Dr. R. T. White of the Dept. of Agriculture, Bureau of Entomology and Plant Quarantine, gave an interesting paper on Jap Beetle Control, with special reference to spore-forming bacteria that have supplied quite satisfactory control. This paper appears in this issue of *GOLFDOM*.

A program of entertainment for the superintendents' wives during the convention sessions was featured by a visit and luncheon at the Cradle in suburban Evanston, which is the nation's most famous baby station.

Former President John Gray was presented, on behalf of the association, with a chest of silver at the annual banquet and dinner dance. President Harold Stodola made the presentation in a neat and succinct address. Tom McMahon of the Chicago District GA, Carleton Blunt, Genl. Counsel of the Western GA, Tom Walsh, honorary pres. of the PGA and Joe Davis, exec.-sec. of the CDGA, were among the speakers. The greenkeeper of the year award went to "The Average Greenkeeper", a life-size cardboard cutout, inasmuch as the committee decided every greenkeeper had done a standout job in 1941. A floor show and dance followed the dinner ceremony.

How to 'Lick' Problem of Transportation To and From Club

By ANDY HIGH

ONE of golf's problems certain to increase as time goes by is that of transportation to and from the club. Heretofore, this was a problem of the individual member and ignored except as it affected the pocketbook; there was no rubber shortage or prospective rationing of gasoline. But it is now a club problem.

In major cities it would not be unfair to estimate that the average distance of membership is nearly 15 miles—a round trip of 30, and for the balance of the clubs this distance can hardly be halved. Golf clubs lack the centralization found in other games—the baseball park, football stadium, the prizefight, bowling alley, etc., which are often either in walking distance or convenient bus or streetcar rides for the spectator or participant.

The transportation problem is one that must be given immediate attention by the club management or pro. The start of the season is the best possible time to break members into a new way of doing things. It will not do to rely on a haphazard and wasteful solution of the problem by the members. Foursomes composed of members that have all driven to the club alone, must stop.

An idea for a step toward solving this problem by the directing force of the club, is presented below.

The placement of a large and easily accessible bulletin board to hold the following information: an alphabetical listing of every active member by full and called (nick) name, phone numbers (business and resident) and addresses (business

and resident); a calendar listing of the days of the week with the member listed under the hour division he prefers to start play; a city map with the location of every playing member and his route to the club in colored pencil.

By this method a member who has customarily been playing in a Saturday afternoon foursome, driving an aggregate of from 80 to 100 transportation miles or more, can from the bulletin board, with the help of the director, establish a foursome that will drive no further than the member living the greatest distance from the club. A car exchange can be devised whereby the members' cars may be rotated for a division of expense and wear on tires.

This system should not only reduce transportation costs and conserve diminishing transportation facilities, but should conserve time. It should help break up foursomes of low handicap players that have been playing under tension for high stakes, which is not in keeping with the reasons for the continuity of golf for the duration. It should throw high and low handicap players together, which would be beneficial to both. It should break down petty differences that have kept certain members apart, acquaint members with each other, build twosomes and threesomes to foursomes for the conservation of playing time—all in and for the spirit of cooperation so sorely needed in these critical times.

Managers Hold Annual Meeting Mar. 4-7 in Chicago

SIXTEENTH annual convention of the Club Managers Assn. of America was just getting under way at the Drake Hotel in Chicago at GOLFDOM's press date. A report of the addresses, conferences and round table discussions of club problems therefore will be made in GOLFDOM's April number.

A "welcome party" was to be held for convention early arrivals on Wednesday evening, March 4; Barney E. O'Grady, convention chairman, and Olympia Fields CC manager, was scheduled to open the first regular session at 10 a. m. Thursday. The meeting, whose central theme, of course, will be how to solve club problems caused by the present national emergency, will conclude with the annual banquet Saturday evening, March 7.

Featured speakers on the convention program were Ferre C. Watkins, president of the Union League Club of Chicago; Duncan Hines, author of "Adventures in Good Eating"; Edward B. Horgan, asst. chief field deputy of the Internal Revenue Dept.; and Dr. Preston Bradley, noted preacher, radio lecturer and author. The town club round-table discussion group was to be led by Harry Doherty, manager of the Merchants and Manufacturers Club, Chicago; B. D. Carter, manager of the Ridgewood (N. J.) CC, chairmans the country club group; and Jacques DeJong, manager of Beach Point Club, Mamaronck, N. Y., is in charge of the beach and yacht club discussion sessions.

One of the association's largest convention attendances was in prospect, according to President Harry J. Fawcett.

Ball Shortage Reminds Members of Pro's Expert Service

AS forecast some months ago in GOLFDOM the 25 cent golf ball is no more. Virtually all these balls have passed out of manufacturers' stocks. There is a general retail price increase of 10 cents on former 75 cent balls and on former 35 cent balls; a nickel raise on 55 cent balls. Corresponding increases have been made in quantity buyers' prices.

Balls are being quite closely rationed by leading manufacturers on a basis proportionate to 1941 early season purchases.

Most pros are rationing already. Numerous fee courses are limiting ball sales to not more than 2 to a customer per round, and telling buyers purchase of one ball a round would be more desirable all around. Private club pros, having been rationed by their sources of supply and unable to get balls except by luck from manufacturers to an extent disproportionate to last year's sales, are in a delicate spot. They'd like to tell members who didn't buy balls from them in previous years to see if the cut-price stores will assure a ball supply to their customers now. Necessity of providing players with golf balls prevents selling the pro-shop supply only to former customers, but pros, in some instances, are making discreet reference to the fact that the pro is the dependable source of supply.