



THE HUGGER



FYLKING KENTUCKY BLUEGRASS

U.S. Plant Patent 2887

Being a hugger is a lovable quality . . . and especially in a lawn grass! This low-growing, ground-hugging, fine-textured Fylking grass has an abundance of sideshoots, a dense root system that strangles weeds and creates a rich, green, cushiony turf. Yet Fylking produces no ugly seed-heads. It is extremely tough, more disease and drought resistant. You can really mow it so it hugs the ground! Fylking thrives cut at $\frac{3}{4}$ inch (even as low as $\frac{1}{2}$ inch) . . . low enough for a backyard putting green!

This lawn grass has so many wonderful qualities, you'll want to hug somebody for introducing you. Have the most beautiful lawn in the neighborhood. Get the "Hugger," 0217® Brand Fylking Kentucky bluegrass lawn seed or sod at your local wholesale seed or sod distributor.

Another fine product of Jacklin Seed Co., Inc.

Editorial

Highway Environment of Age

Our hats are off to the highway planners who have decided that beautification of rights-of-way, clover leaves—and especially roadside parks—deserve a share of the importance given freeways and pikes in recent years.

Coming off a couple of trips by auto, we are impressed. There is striking progress in preserving the natural resources and the original landscape values. The straight-line highway effect is passe in newer construction. Sections of interstates which offer beauty and relaxation to the driver are common. Time was, a few years ago, that it was easy to see why a new roadway was cited nationally for its beauty and practicality. Today, we would not relish the opportunity to pick a winner.

The new approach to rest area design is most welcome. We'd like to see more money spent to assure modern and adequate facilities—such as is being done by a number of states at their welcome stations.

Probably the greatest improvement in highway rest areas is the addition of land necessary not only to accommodate more users, but to offer them more relaxation in terms of esthetic beauty and avoidance of traffic noise. An excellent example is Ohio's scenic view of the Little Miami river on I-71 south of Columbus. Drivers literally leave the highway to rest and enjoy scenery at its best—away from the noise pollution of traffic. Such safety rest areas have become an important element in planning. The public today expects such emphasis for its highway tax dollar. If the truth could be ascertained, motorists are now probably willing to pay the bill.

Buffer strips, large plant specimens, the salvaging of native vegetation when practical and possible, use of mulches, specialty shrubs and ground cover, all closely compatible with existing terrain and area are keeping environmental damage to a minimum.

Big problems still abound, however. Billboards (with the possible exception of those offering motorist services) are a tragic injustice to a public which has paid the highway construction bill. Another problem we've personally struggled with on older turnpikes is that service facilities are no longer adequate to handle traffic. Pike administrations need some prodding to alleviate these situations. In writing and renewing their contracts, particularly with food and fuel service outlets, they need to demand adequate service and facilities.