

trimmings

AFTER BUILDING the largest, most advanced industrial machine in the history of the world for the purpose of the betterment of human life, we now realize that the uncontrolled wastes from our society and our material progress are destroying some of that quality of life we hoped to better," said John R. Quarles, Jr., deputy administrator of EPA. "This is the supreme irony (of the energy crisis)."

SOME 82 PERCENT of all workers in this country now commute to their jobs by car — and more than two-thirds of them drive alone," says Norbert T. Tiemann, Federal Highway Administrator. "... Obviously, since the only region with a present capability to meet our growing oil needs is the Middle East, we must expect sharply increasing prices, as well as increasing difficulties in securing adequate oil supplies. It is a sobering thought that more than 40 percent of this country's total oil usage must be imported — and that this percentage will continue to rise as U.S. oil production continues to decline.

"We must immediately start to reduce consumption — there is no alternative. And the private automobile is a necessary target. We must get people out of their own cars — particularly during the rush hours — and into car pools or mass transit facilities."

Tiemann said nothing about reducing the number of trucks on the highways by placing their cargos on railroads. Nor did he suggest alternatives to the biggest fuel guzzlers, airplanes.

HOW MANY GOLF COURSES are in the Carolinas? According to the Carolinas Golf Course Superintendents Association, there are 227 either 9 or 18 hole courses who responded to a recent survey. Yet this is an increase of 62 courses since the last survey in 1967. Dr. Carl Blake, North Carolina State University, estimates there are over 400 courses in North Carolina alone.

GEORGE TOMA, groundskeeper at Arrowhead Stadium in Kansas City and a consultant for a KC based trade magazine, shares this experience with those of the Green Industry. Earlier this fall a full can of ammonia, used to remove paint from

stadium astroturf, exploded in his face. According to the Kansas City Star, George said, "It was stupid. I told the kids to be careful with this ammonia. We use ammonia-base paint on the field and it takes this 100 percent ammonia to get it off each week. We've had some of the pumps rupture before, but usually with the paint in them. They would blow maybe 20 feet in the air. So we don't let the kids work with it."

Toma's advice is to hold the cans to the side when pumping. "But this time I was pumping it right in front of me, between my legs. I was looking out on the field to see where I would spray the stuff when it ruptured and hit me right in the eyes," he told the city newspaper.

He's back on the job now, but he still shudders when he thinks about the experience. It could have left this professional blind.

MAN SHOULD NOT RELY on a single method to control a given plant disease, says Prof. Kenneth F. Baker, a plant pathologist at the University of California, Berkeley. Citing host resistance, proper cul-

tivation practices, use of planting stock free of disease organisms, chemical treatments and biological controls as means of combatting plant disease, he said that "each works best at different times and places, and they compensate for each other's deficiencies. Man has tended to emphasize the single-shot overkill control procedure, and perhaps we pathologists have developed a one-to-one syndrome that further diminishes our options."

He said that man has greatly intensified the disease potential of microorganisms by decreasing host resistance, by providing large areas of a single crop, by producing an exceptionally favorable physical environment, and by reducing or destroying the natural microorganism balance.

Under natural long-term changes, the soil microorganisms have time to adjust, but man disturbs this situation by his abrupt and violent alterations, thus reducing or destroying the very basis of dynamic stability in the ecosystem. "... The greater the imbalance, the more severe a disease is apt to be," he said.

Checklist For Jumping Your Battery

If you're forced to jump your battery because it doesn't have enough zing this winter, take a few tips from W. E. Stuckey, extension leader, safety at Ohio State University. Carelessness in handling jump cables can cause a battery to explode. Even a good battery can explode, and the frozen one runs the greatest risk.

Although a rare occurrence, the most frequent cause for explosion is a nearby flame or spark, he says. The most frequent cause of spark is the misuse or wrong procedure of attaching jump cables. Here's a checklist:

1. Be sure both batteries are of the same rated voltage, 12 volt to 12 volt, etc.
2. Both batteries must be negative-ground systems.
3. If the "dead" battery is frozen, STOP! Find an alternative way to start the engine.
4. Bring the two vehicles together, but not touching. Set brakes and keep both vehicles out of gear. Keep booster car's engine running.
5. Remove the well caps on both batteries and cover the wells with cloth. Double check for icing or dry wells.
6. Locate positive (+) terminal on each battery. Connect one cable clip to the positive terminal on the operating battery and the other end of the same cable to the positive terminal on the dead battery. Positive to positive.
7. Connect one clip of the other cable to the negative (-) terminal of the operating battery. Connect the other clip to the dead vehicle's frame at least 12 inches away from the battery. (*This is not the usual advice, but it is safer than running the risk of an explosion. Sparks, if any, will be away from the danger spot.*)
8. Start the dead vehicle's engine.
9. When engine is running, disconnect the two cables in exactly the reverse order from that used in connecting them.
10. Replace well caps.