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Hay Fever.

The perennial argument as to whether Golden Rod or ragweed is hay fever is something of a joke to everyone except the unfortunate sufferers of that unscrupulous disease. There is no misuse of words in the English language that so thoroughly shows how well we understand it from the middle of August until the frosts level the weeds of the countryside.

Health authorities now generally agree that the Golden Rod is innocent of any great offense. The ubiquitous rag weed which fills its scandalous pollen from every abandoned field and wild forest line is said to be at fault. During recent years much study has been given to the cause and cure of hay fever. It has been discovered that some few persons are susceptible to irritation from sources from roses on down. There is no cure except escape to such favored spots where there is no vegetable growth. Cutting of the red weed twice a season before flowering has been found a partial relief for those highly susceptible people. Experiments have found it profitable to spread oil on mosquito breeding swamps and the cutting of weeds should prove no difficult matter once the value of the practice is understood.

Always Tomorrow.

Pressure of the future on the present is the cause of much of the waste of life today, already discussed in these columns. Here is a pointed bearing on our every day and time, when, for instance, the American citizen, used and doubtless manufactured to the motor car, has come to look upon it as a necessity rather than a luxury. Nobody driving a car that runs over a bicycle wants to get out and look at the damage. He can run that bicycle under its own power, even after it has been passed to be too sophisticated and older folks seem to be a bit of them thinking for them at times.

It is hoped that all boys and girls owning bicycles will be assisted by their parents to avoid such incidents by proper parking and that they will obey them implicitly and those circumvigate the vexatious problem of either collecting for damages from the car owner or waiting a long period of time for insurance checks to come through.

Don't Give Up The Garden.

The hot weather of July has been a trying Summer for the farmer who takes his living from the soil and is entirely dependent upon the vagaries of the weather for his sustenance, and also on a much smaller way, of course, for the amateur gardener who has only little acre or back yard.

The enthusiasm and zeal of May are soon a little ragged so much has happened to bring discouragement. Lack of water and a burning sun have tinged the lawn with brown and thrown a blight upon the garden.

These are inducements, under the circumstances, for those who are faint of heart to hang up the shovel and the hoe, put aside the tender care and solicitude of the last three months and, without raising a hand to intervene, let nature do the rest.

Those who are made of heartier stuff, who have true love for their gardens, will not yield to this defeatist attitude. Perhaps the worst is over. From now on there may be that ideal mingling of warmth and moisture that is the gardener's delight.

From now until the last aster and chrysanthemum have given up the ghost, the stalwart, stately and beauteous dahlia has withered on the stem and the earlier vine and others of the garden's near guard have fallen before the deadly blasts of the frost, with all conditions may be favorable.

Meanwhile, of course, the gardener who is faithful to his ideals, who keeps up the good fight, hoeing day and night with the weeds, who rakes and digs and waters and in addition, does a little fervent praying on the side will enjoy the fruits of victory.

What The Milk Business Needs.

"The milk business is honey combed with inefficiency on roads, in country handling, in city delivery. It is honeycombed with political and personal ambitions, with graft and greed.

"This business needs to be opened and examined until every part, every section, is open to public analysis. Not to build one organization, not for controversy. Not to build a political machine, but for the purpose of laying a foundation of understanding in order to build groundwork upon which to bring farmers together."—Fred H. Sexauer, President, Dairymen's League Cooperative Association, Inc.

Prevent Winter Fires Now.

Now is the time to get ready for winter comfort, while the heating plant is out of service. Just a December fire has been prevented in August.

Your furnace should be thoroughly examined by an expert, cleaned, and necessary repairs made. Flues, chimneys and fireplaces should be given similar attention. All this work should be done in a first-class manner—Sunbeam don't pay.

Another excellent plan is go on the premises and see that there is still hunt through the attic for debris. Litter in the basement—Victory furniture you stored away in the attic and forgot—greasy rags and waste in the garage—accumulations of junk in drawers and cupboards—get rid of it now. Such accumulations are fires favorite breeding places.

Next inspect lamps, electric cords and other equipment which is used little—this time of year. They will have to carry their heaviest loads during the winter months—not any defect now will result in a disastrous fire. And again, call in an expert—it's cheap in the long run. Amateur electrical repairs are often worse than no repairs at all.

When this work is finished, you'll have a more comfortable home as well as a safer home. It's no sport to have your heating plant break down when you need it most—because of neglect and indifference. And to one enjoys awakening in the middle of the night to hear the crackle of unchecked fire.

In brief—do your winter fire prevention now!

The Phases Of Accident Prevention.

The Fourth of July week-end has again focused public attention on America's ghastly highway problem. Over the holiday, more than 500 people lost their lives—the majority from automobile accidents.

As highway experts point out, there are three definite primary phases that must be considered in the control of any accident cam-

paign that is to produce results. These are standardization of traffic laws and devices in the various states; elimination of accident prone roads and intersections; education of the individual driver.

At the present time, driving practices that are legal in one state are illegal across the border. Systems of types of warning signals, rights and signs are in use, and constitute a constant bewilderment to the motorist who drives any distance away from his home state. Many state motor patrols are known to be strict in enforcement of traffic laws—others are lax. The result is a legislative and administrative chaos, that breeds accidents.

Eliminating the accident-prone location is strictly an engineering problem. A wide, smooth-surfaced road is not necessarily a safe road. And a large number of control signals and signs at a dangerous curve does not necessarily add to safety either. Safety engineers have developed highways and intersections that are a safeguard to the motorist—not a trap to cause such others' accidents. Such obstacles should be eliminated.

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