

TRENDS

(Continued From Page 1)

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Tobacco Growers Vote "No" on Quotas

ROYSTER FARMERS MEETING

FEATURING Ciba-Geigy Chemicals and Pro-Lix Liquid Feed.

7:30 P.M.
Monday, March 11
at Silver Springs Fire House

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Lancaster County farmers voted five-to-one against marketing quotas for Type 41 tobacco in a referendum held here February 25 through March 1. The results of the balloting surprised no one. Local farmers have always voted against quotas since the first referendum was held in the early 1940's.

The latest ban on quotas will be in effect for the 1974 through 1976 crops. Another referendum will be held in 1976.

Altogether, there are 3090 eligible voters in the county. Of these, 687 voted against quotas and 126 voted in favor. Fourteen ballots were challenged and disallowed by the County ASC committee on determination that the voters were ineligible. Also not counted were 10 ballots postmarked after the March 1 deadline, and 44 that did not have the required voter's signature.

The vote against marketing quotas means there will be no acreage controls and no price support level on Type 41 tobacco for the next three years.

Young Farmers and Money

"We've got to find ways of making risk capital available for young farmers who don't have the equity for a normally sound loan. We need the answer if we're going to get younger men into farming. Because if we don't get younger men, we're going to have trouble maintaining the family farm."

Speaking was E. G. Fouse, president of the Federal Land Bank and Federal Intermediate Credit Bank of Baltimore. Fouse was interviewed by Lancaster Farming on Tuesday at the Host Farm, where he was attending the 1974 conference of general managers and directors of the Farm Credit District of Baltimore. The district includes all Federal Land Banks and Production Credit Associations in Pennsylvania, Delaware, New Jersey, Maryland, West Virginia, Virginia and Puerto Rico.

Fouse said he didn't foresee any shortage of credit for present and potential customers of the Farm Credit Service, but did say that loans as always will be subject to a farmer's equity, management expertise and farming program.

Farmers in the Northeast are experiencing tremendous rises in land prices, Fouse commented, a factor which enters into any lender's decision on whether or not to advance the funds for a farm purchase. "Sometimes, the land is simply priced too high for farming. You just can't pay three or four thousand dollars an acre for farmland and expect to farm it at a good profit."

Family farm operations will continue strong in the Northeast as well as the rest of the country, Fouse said, partly because no other farming system can match the family farm for efficiency.

Lancaster Farming, Saturday, Mar. 9, 1974—19

PennAg's Clark Assails Rail Plan

PennAg Critical of Rail Reorganization Proposal

Details of PennAg Industries Association's criticism of the Northeast Rail Reorganization Proposal were given Friday by the Association's President, Ned L. Clark of Shamokin at an I.C.C. hearing in Avoca, Penn.

Clark was commenting on the first step proposal by the U. S. Secretary of Transportation, outlining that department's recommendation for reorganizing rail service in the northeastern United States, a move which will eliminate 1,450 miles or 18 percent of Pennsylvania tracks. Clark stated that even though PennAg is critical of the proposal, he hopes the testimony "will contribute to the vast knowledge needed to develop the best final system plan".

PennAg is a state-wide trade association of agribusiness firms who buy from and sell to farmers. Its members are greatly concerned over the plight of rail transportation because of their dependence on it. An association survey made several years ago indicated the 25 percent responding to the study used 27,248 rail cars involving 1,206,898 tons of feeds, grains, fertilizer, etc. annually.

"Most of these firms are located near farms and as such are in rural areas, many on branch lines," Clark said.

A recent study of the Secretary's report indicates that up to 163 agribusiness firms or 15 percent of the Pennsylvania total could lose rail service. Clark estimates that 84 percent of the feed ingredients and 90 percent of the fertilizer ingredients processed in Pennsylvania are shipped in by rail.

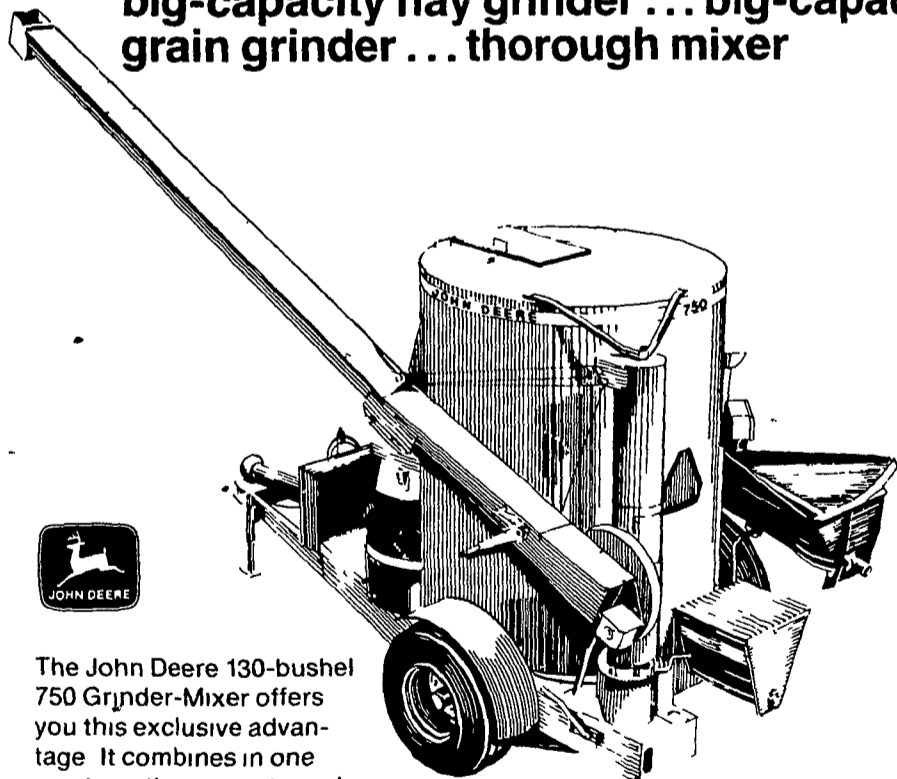
Clark's sharpest criticism of the Secretary's Plan was aimed at what he called its "General Bullmoose Philosophy - what's good for the railroads is good for the country." According to Clark, the Secretary's Plan is too rigid.

"His recommendations for continued service are based on a formula which assumes that every mile of track must be profitable and to be profitable, each mile must carry so many cars. This formula approach does not take into account local conditions or special industries, future community or business growth. We know of two brand new feed mills built with the expectation of continued rail service which now have their lines slated for abandonment.

"This formula being proposed by the Secretary of Transportation only covers one criteria of continued rail service which the Act prescribed. He ignored whether alternate modes of transportation were available, what the relative social, economic and environmental costs were, and the effect on competition.

"With decreased competition among agricultural processors, we are concerned that consumers in the cities will be paying a higher price for their food because of a short-sighted economic plan," Clark concluded.

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