

NFO selling cows as protest

CORNING, Iowa - Meetings have been held across the nation by members of the National Farmers Organization (NFO) to schedule sell-offs of dairy and beef cows as a protest against low prices for milk and for beef cattle. The sell-offs, began on

April 11, are being held at over 200 NFO livestock marketing facilities nationwide and are being coordinated through NFO's Dairy and Cattle bargaining departments.

"I am encouraging all NFO dairy producers to take

advantage of this coordinated cow sell-off," commented Ed Grat, director of NFO's Dairy Department. Supply management is needed in order to get fair prices for dairymen, and culling of dairy herds is one method of supply management."

The price dairymen are now receiving for their milk in some areas is as much as \$4.00 a hundredweight below what they need to meet their production costs and pay them for their labor and management, Graf said.

The future of the American cattle industry is even dimmer, according to Bill Sellhorst, Head of NFO's Cattle Department. Cow-calf men are losing as much as \$150 a head on their 500 pound choice steers, which means cattle feeders need an additional \$280 on 1000 pounds slaughter steers to be able to pay cowmen what they need and still clear a profit.

Despite these losses, Sellhorst says, the culling of herds across the country has slowed due to manufactur-

optimism about Fall markets—more optimism than realism, Sellhorst says.

"The buyers are using numbers against us," said

Sellhorst, "and have the upper hand. Our plan is to conduct organized sell-offs at our collection points until it becomes obvious to everyone that ranchers really mean 'No Price, No Production'."

Sellhorst said cow sell-offs have already been held by NFO members in various

areas and have met with excellent response and participation from producers. Cows already sold have been evenly mixed between dairy and beef and most have been with calf. All are going to slaughter in order to prevent them from reappearing in the markets later.

Free blood pressure tests available

LANCASTER, Pa. - You can have high blood pressure and still feel good. In fact, many people with high blood pressure have no unusual symptoms. They don't even know they have this disease.

The American Heart Association, Lancaster Pennsylvania chapter urges you to have your blood pressure checked. It is the only way to find out if you have high blood pressure. Stop in at one of the sites listed below for a free blood pressure check during the month of May: Pharmacy Labs, 355 W. King Street, Lancaster. Weekdays from 1:30 to 3 p.m.; Strasburg Pharmacy, 1 W. Main Street, Strasburg, Monday, Tuesday, Thursday, and Friday from 9 a.m. to 9 p.m., Wednesday and Saturdays from 9 a.m. to 6 p.m.; Sloan's Pharmacy, 61 E. Main Street, Mount Joy, Tuesdays from 2 to 4 p.m.; McElroy's Pharmacy, 100 E. Main Street, Lititz, Wednesdays from 1 to 4 p.m. and Fridays from 7 to 8:30 p.m.; Community Nursing Service, 459 N. George Street, Millersville, Mondays from 9 a.m. to 4 p.m.; American Heart Association, Lancaster Pa. Chapter, 246 W. Orange Street, Fridays from 2 to 4 p.m.; Willow Pharmacy, Willow Street, Third Tuesday (May 17) from 6 to 8:30 p.m.

Quarryville Drug Company, 15 E. State Street,

Quarryville, Third Friday (May 20) from 2 to 4 and 5:30 to 7 p.m.; Rpyer Pharmacy, 2 E. Main Street, Ephrata, Third Wednesday (May 18) from 9 a.m. to noon and 6 to 8 p.m.; Manheim Township Ambulance Headquarters, Municipal Drive, Fourth Monday, (May 23) from 9 to 11 a.m. and 6 to 8 p.m.; Lancaster Osteopathic Hospital, Outpatient Clinic, during May which is hypertension month, every Tuesday from 9 a.m. to noon.

Box cars scarce

While boxcars and covered hopper cars are expected to be in generally good supply during 1977, freezing weather and drifting snow last winter have lowered barge grain loading and brought about significant shortages of covered hopped cars in corn and soybean producing areas. USDA economists warn that some shortages could develop once the May-June wheat harvest gets underway. At that point, the Southwest could face some interacting shortages of storage capacity and railcar space, as well as some short-lived congestion at Gulf ports.

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