

Duties on Canadian pork

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favorable to the the pork industry's case. Specifically, the ITC ruled that the industry had been injured by the alleged subsidies.

The Commerce Department estimated that the subsidy amounted to \$3.90 per hundredweight on live hogs and pork products. That would result in a duty of about \$8.40 on a 220-pound hog.

The estimated subsidy is the amount Canadian importers must post as a bond, pending the final outcome of the case.

The further deliberations could increase, decrease, eliminate or

maintain the estimated amount of the duty, said Commerce Department trade spokesman Chris Parlan. A complete review of the preliminary duty occurs in 30 to 50 percent of the cases, he added.

"I'd expect that the Canadians will say the duty is too high, and the pork producers will say it's too low," Parlan said.

True to his prediction, the NPPC, in a statement commending the department for the ruling, noted that they will "attempt to convince the Commerce Department to raise the duty rate on processed pork products."

Although NPPC still believes the strong dollar is the major culprit in the flood of imports, it said, "the preliminary countervailing duties ruling should counter the effect of the unfair government subsidies being paid Canadian producers, and should alleviate the problem considerably.

It quoted University of Missouri ag economist Glenn Grimes as saying that the duties, if imposed this summer, would curb Canadian pork imports by 10 to 15 percent for the rest of 1985, and by as much as 30 to 50 percent thereafter.

Parlan said the Commerce Department will accept public comment on the proposed duties through May 1, and conduct a public hearing on the issue by

about May 3. It should finalize its decision on or about June 10, he said.

The final determination in the case will be up to the ITC, which will have 45 days following

Commerce Department action to make its own ruling.

Any duties collected would be paid to the general fund of the U.S. Treasury.

New extension agent named

YORK — Johanna Geiger has been named York County assistant agent on the staff of Penn State's Cooperative Extension Service.

Her responsibilities include planning, implementing and evaluating educational programs in farm management and poultry. In addition, she will recruit and train 4-H adults and youth volunteer leaders.

A graduate of Delaware Valley

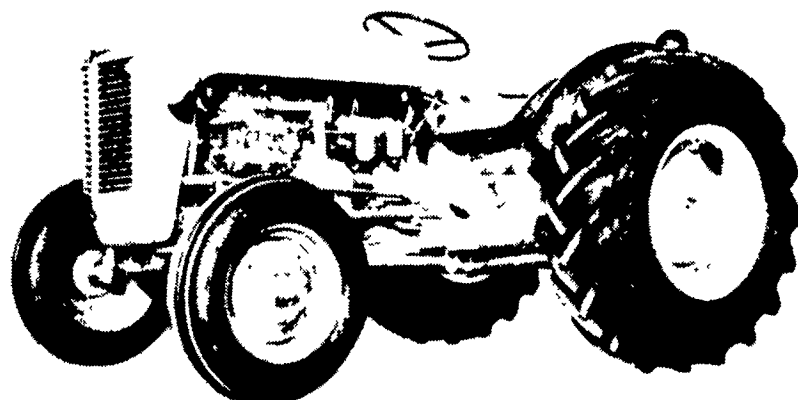
College, Geiger holds a bachelor's degree in animal husbandry. In addition, she is an American Association of Lab Animal Science certified technician.

Before joining the Cooperative Extension Service, Geiger worked as a lab technician for Argus Research Labs, Inc., Perkasie, Pennsylvania.

She is the daughter of Anton and Johanna Geiger of Doylestown.

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For 20 YEARS Ferguson struggled to make his ideas reality. By 1920, he had designed and built a light plow with a linkage system for fitting to a Ford tractor. They were very successful and in 1922, aware of Henry Ford's interest in farm machinery, he went to Detroit and demonstrated it.

Though Ford was impressed, Ferguson failed to get his backing and this led to manufactures George and Eber Sherman of Evansville, Ohio. Together they formed the Ferguson Sherman Corporation and Ferguson's hand-lift plows were fitted to thousands of Ford tractors between 1922 and 1928.

Then disaster struck. Henry Ford, having trouble making his tractors pay, announced that he was discontinuing tractor manufacture. This put an end to Ferguson's plow business and he returned to Belfast determined to design not only his own tractor but an entire new system of mechanization.

He commenced work on the assumption that a variety of implements to cover all basic farming needs would be required, and that the end-product of it all would have to be greater farm productivity at lower cost.

The hand-built prototype was completed in his Belfast garage workshop in 1933. Today it is part of the collection of leading British inventions preserved at the Science Museum in London.

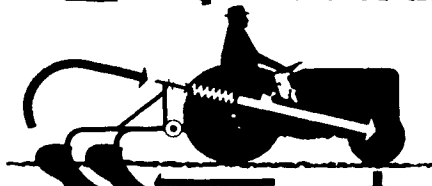
With two assistants, he had produced a revolution in agricultural engineering. The tractor weighed only sixteen hundred pounds which, with two other features, set it apart from anything else in the tractor field. The three-point linkage system and the associated hydraulic control of the implement. Ferguson had perfected what was to become known throughout the world as the Ferguson System.

By the prevailing standards then, the tractor was more than a mere lightweight — it was ridiculously small and at first greeted alike by farmers, traditionalists and cynics with taunts and derision.

Ferguson survived because as well as being a superb salesman, he was an ace demonstrator. Time and again he put his tractor to work in the same field alongside much bigger, more powerful tractors, and was able to show that his small machine could always match and often outperform them all.

The hydraulic lift that was combined with the tractor's linkage system was a major labor saver, as well as making tractors much safer to operate.

Capable of lifting a load of up to one ton, it enabled the farmer to hitch on his implement and raise it up for carrying on the back of the tractor. When he got to the field, pushing a lever lowered the implement into the ground ready to start work.



(top) Early plowing method — plow hitched to rear axle and pulled. (bottom) Ferguson hydraulic system — line of pull at a point ahead of front axle.

The hydraulic system automatically kept the implement at a constant depth, or it could be adjusted as it went along. At the end of the field, the implement was lifted out of the soil so that the tractor could be turned quickly and easily, ready to resume work with the implement lowered again into the ground — and all without the driver stopping the tractor or leaving his seat.

Essentially, however, the key secret of Ferguson's tractor design was the way in which the linkage transferred the weight of the implement onto the tractor to give wheel grip and traction. In work, even more weight was transferred onto the tractor wheels by the forces the implement generated in trying to dig-in deeper as it was pulled through the ground.

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tion on uneven terrain, foot throttle to make changing speeds a breeze, a 250-hour interval on engine oil and filter changes for reduced maintenance cost, a braking system that enables these penny pinchers to stop on a dime, and advanced Ferguson full-range hydraulics, featuring instant draft and position control.

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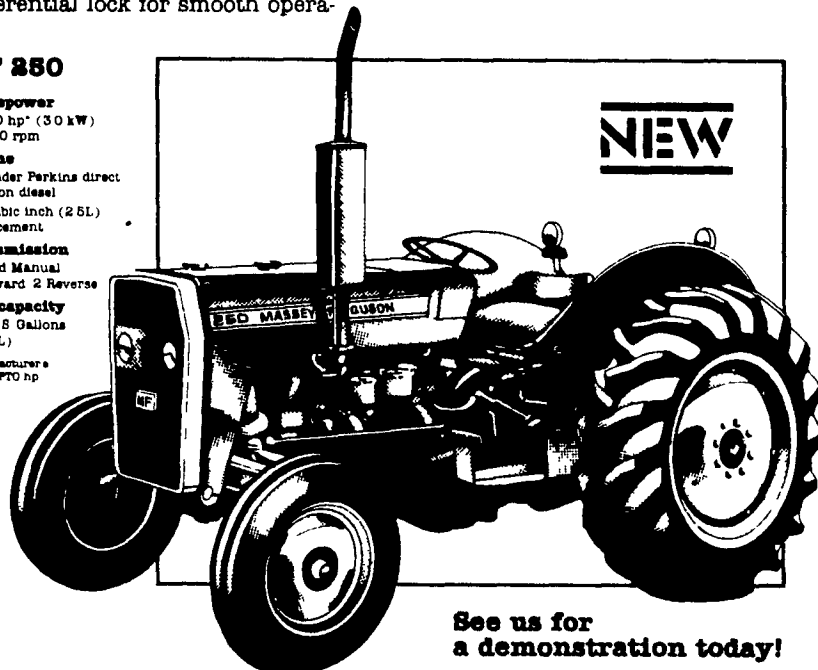
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@ 2250 rpm

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3 cylinder Perkins direct injection diesel
182 cubic inch (2.5L) displacement

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5 Forward 2 Reverse

Fuel capacity
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(48 L)

*Manufacturer's rated PTO hp



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