

LANCASTER The Natural Ag Technology Association is sponsoring a two-day Bio-Ag Seminar Friday and Saturday, May 3-4, at the Farm and Home Center

Topics to be discussed include safe handling of manure, reduction of water pollution from agricultural sources, animal feeding without antibiotics, and decreasing use of chemicals without production losses

Speakers include

- Dr. John Whittaker of Springfield, MO, a consultant to the poultry and turkey industry and a leading advocate of biological, preventative approaches to animal health problems

- Thomas Harding Jr of Stockertown, the president of Progressive Ag Systems, a consulting firm working with conventional and organic farmers

- Jerry J Brunetti, president of Agri-Dynamics, Inc., a firm engaged in on-farm consulting as well as marketing of specialty commodities for agricultural clients

- John Albright of Lancaster, president of New Environmental Technology, Inc., who will talk about the electro-magnetic spectrum and its effect on people

### Dr. John Whittaker

and animals

- George Wolf of Myerstown, an employee of the Dauphin County Soil Conservation Service and a member of the board of the Chesapeake Bay Foundation

- Leonard Redzon of Youngstown, Ohio, operator of an experimental farm

For more information, contact the Natural Ag Technology Association, P O Box 1214, Lebanon, PA 17042

## Soybean group attacks cargo preference ruling

WASHINGTON, DC Soybean prices will plunge even lower and struggling U S farmers will see export markets shrink unless Congress acts quickly to exempt blended credit export programs and other export expansion efforts from costly cargo preference requirements, says American Soybean Association (ASA) President Roger Asendorf

According to Asendorf, the recent court ruling requiring application of the Cargo Preference Act to agricultural commodities has forced Secretary of Agriculture John Block to suspend the sale of over \$500 million of farm commodities

"The government is already causing farmers enough problems without adding outrageous cargo preference demands," said Asendorf He explains that under the ruling half the cargoes shipped under the blended credit program must travel on U S flag vessels at an average added cost of \$40 per metric ton

That's enough to make blended credit completely unattractive to

any customer," says the St James, Minnesota soybean farmer "In the last three years costs associated with cargo preference have eaten up nearly \$100 million in food aid monies per year It simply doesn't make sense"

Asendorf urges farmers to write or call their Congressmen and Senators immediately and ask their support of recently introduced legislation that would reverse the court decision on cargo preference and exempt all farm exports from cargo preference

Asendorf emphasizes that farmers should also encourage their legislators to support legislation to exempt all agricultural exports from cargo preference

It is almost certain that this court ruling will result in application of cargo preference to any future attempt to promote U S farm exports," he explains "One casualty would be an innovative idea of providing bonus commodities to foreign buyers out of surplus federal stocks"

"A plan of this kind could help the U S compete in world

markets, but it certainly would not find any takers if shipping costs are unaffordably high," says Asendorf

He notes that cargo preference currently applies to Food for Peace shipments to needy countries as well as to the blended credit shipments. But, because of the high cost of shipping on U S vessels, (generally \$30-\$40 per ton higher than foreign vessels) much of the funding designated for feeding hungry people ends up in the hands of a few U S ship owners

Asendorf says powerful maritime interests are already at work to defeat legislation designed to overturn the court ruling on cargo preference

Three maritime unions contributed over \$25 million to national political candidates during the last election cycle," says Asendorf "Farmers are working against a formidable lobbying force More exports are vital if U S agriculture is to return to profitability and if the costs of farm programs are to be brought under control But until the Congress exempts agricultural exports from cargo preference, it's pointless to talk about new federal export sales programs"

# Solid. Reliable. Efficient.

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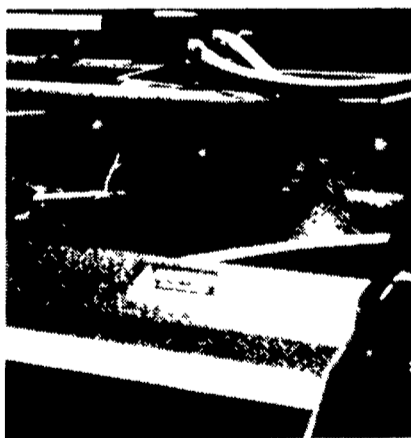
Put it up against all other forage harvesters of its size and you'll say it's the best buy on the market.

This versatile model roars along with tractors as high as 150 hp, and purrs along with tractors as low as 60 hp (Gehl also has two other models the 1260, which can be used with tractors up to 300 hp, and the 1060, with a new horsepower rating for maximum 200 hp)

At Gehl, durability is a *must* And you can see it in the 21" cylinder of the 760 Eight tungsten-carbide-faced knives mounted on a hefty almost three-inch shaft help give the 760 a reputation for ruggedness.

The 760 features a close-coupled cylinder and blower with part of the cylinder knives actually running in the blower compartment. This increases the efficiency of the harvester by eliminating any dead spots in material flow through the unit

The 760 can be fitted with an in-head hydraulic knife sharpener allowing the cylinder knives to be sharpened right in the field, using tractor hydraulics The knife sharpener system can also be used to reface the cutterbar for better cutting and reduced horsepower requirements



In-head hydraulic knife sharpener



Two adjustment bolts (A, B) for single-station cutterbar adjustment

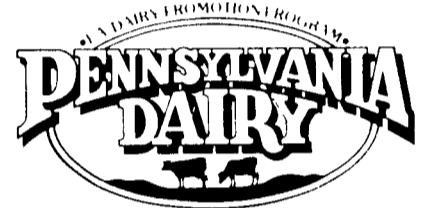
Simplicity of design is a virtue in the 760 And it's a time saver For example, with the simplified single-station cutterbar adjustment system, you can reset the cutterbar from one point on the harvester with a single wrench

A new option for the 760 and 1060 are the bevel extenders for the cylinders These extenders bolt onto the knives and give a longer cutting bevel, improving uniformity of cut in dry corn silage without power-consuming screens Row attachments for the 760 include the one-row, and wide or narrow two-row

There you have it Some of the reasons why Gehl's 760 is cost-efficient as well as low-cost But it's only part of the story You can't fully appreciate this machine until you see it for yourself Ask your dealer to demonstrate and price one out for you And discover its full worth

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