

# A SHIP FOR EVERY FARMER WITH A CARGO OF FACTORY GOLD

Chairman Hurley of U. S. Shipping Board in an Exclusive  
Story for The Times-Herald, Shows Cogs Which  
Turn for Our Greatest Prosperity

This article by Mr. Hurley deals with the after-war phases of our rapidly growing mercantile marine now here. Mr. Hurley hopes to stimulate the interest of farmers in merchant ships, indicating how ships and international trade are of direct interest. Intelligent teamwork in restoring American flag to routes of the world, is the aim.

(By Edward N. Hurley.)  
Thousands of farmers through the west remember the times in the eighties and nineties when corn was worth more to burn than to sell. Our manufacturing output then was roundly \$150 per capita for the whole population of the United States; that is, in 1890, the corn-burning period.

The value of a farm in 1890 to each farmer tilling the soil was \$2000. The value of products that each factory worker made in 1890 was \$2000. The average wages of the factory workers were \$490 per year.

Then came the great industrial which has paused only once or twice.

In 1914 nobody would have thought of burning corn or any other farm product, for farmers were prosperous along with the factory workers.

By that time we were making \$246 worth of goods per capita, or \$3030 per factory worker. The factory worker's wages had risen to \$660 a year, and the result was clearly shown in the value of a farm which was then \$3400 for every person engaged in tilling the soil.

I think this shows pretty clearly that the farmer's market and his prosperity are linked closely with quoted these figures because I believe 20 years from now the statisticians will be able to compare the factory output and wages and farm values of 1893 with those of today and show perhaps even a more remarkable increase.

## Stand at Threshold of Greatest Prosperity.

We are now on the verge of an even greater industrial advance than in 1898; an extension of production and commerce in world trade to the American merchant marine and the new banking laws and other recent legislation which will help us to put our ships on new trade routes all over the globe.

As a business man, the farmer has both a direct and indirect interest in these ships, besides his investment as an American.

Direct benefits will come to him through direct sales of his products to foreign countries, breeding animals to South America, fruit and dairy products to Europe and Orient, and the like.

Indeed, the farmer, through his co-operative marketing organizations and his government, can do much directly to promote new world markets.

But the indirect returns of the American merchant marine to the farmer will be even greater.

By selling our factory goods abroad, we can increase the output.

When you increase the output of a factory, in most cases, you are able to reduce cost of production, and also prices.

For increased output means that people have steadier work and that overhead expenses, such as rent, insurance, depreciation, etc., are spread over a greater volume of business.

With world markets in which to sell, our manufacturers can keep their plants running through the



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year. They can pay higher wages. They can give factory workers more work each year.

The American factory worker lives well. Give him more wages, and the first expenditure he makes is at the grocery store and the butcher shop for more and better food.

So the American merchant marine and world trade are about to put more dollars into our factories, and many of those dollars will go to the farmers for food.

Another interesting phase of world trade for this country, when our merchant marine is in operation, will be the new insurance against hard times.

I do not believe that we shall ever again have money panics—the federal reserve systems has stopped them.

It has prevented several panics since the European war began.

But there is always the possibility of depression due to decreased demand for our factory goods.

Merchant Marine Will Remove Trade Limits.

With active merchant marine and a healthy, growing world trade however, we shall be in a wholly different position.

Now, that we are about to really cause world trade with our own ships and bankers, and salesmen, it will be possible to discount hard times at home.

Should business fall off here we can go to other countries where times are good—and times are always good somewhere around the world—and sell our factory surplus.

We will have customers in other countries, and salesmen, and branch banks; we will have ships to serve those customers.

The greatest business in this country is farming. The farmer's business, however, is linked up with that of the manufacturer. Also the farmer depends absolutely upon transportation for his markets and profit.

The American merchant marine enterprise undertaken by this country since we built the transcontinental railroads.

It is bound to increase and stabilize the farmer's business.

For that reason he may well support it as good business.

## VALUE AND CARRYING CAPACITY OF PASTURES.

Public surprise is often manifested at the size and value of the hay crop, and now it probably is the turn of the farmer himself to be surprised at the information that the annual value of the pasturage of this country is over \$1,000,000,000. At any rate, this is indicated by a recent investigation by the Bureau of Crop Estimates of the U. S. Department of Agriculture. The farm value of the hay crop itself did not reach this figure until 1916.

Pasturage value has never been ascertained by the Census and never included in totals of farm-produced wealth, but pasture area was reported on the agriculture schedule of the Census of 1910, and was tabulated by the Office of Farm Management of the Department of Agriculture in 1918. To this information has recently been added an estimate of the cattle-carrying capacity of this area made by the Bureau of Crop Estimates.

Per 100 acres of all kinds of pastures, the carrying capacity is 29.4 cattle in the average for the United States. The leading State is Indiana with 52 cattle, the second is Iowa with 51 cattle, Tennessee is third with 50 cattle, Illinois fourth with 48 cattle, Wisconsin fifth with 47 cattle, Louisiana sixth with 45 cattle, and then follow four States in each of which 100 acres of all kinds of pastures, on the average, can carry 40 cattle—Minnesota, Missouri, Nebraska, and Idaho.

At the other extreme, only 8 cattle can be carried on the average 100 acres of pastures in Arizona, 9 cattle in Nevada, 10 cattle in New Mexico, 11 cattle in Wyoming, 12 cattle in New Hampshire, 13 cattle in Montana and Colorado, and 14 cattle in Oregon.

In the United States improved pasture can carry about twice as many cattle as woodland and other pastures, the average for the improved being 45.6 cattle, for woodland pasture 25.4 cattle, and for other pasture 23.1 cattle. The highest figure for improved pasture in any State is 79 cattle per 1000 acres in New Mexico, after which follow Indiana with 65 cattle, Tennessee with 62 cattle, and Illinois, Wisconsin, Iowa, Louisiana, and Idaho, each with 60 cattle.

The wild pasture of Arizona can carry but 6 cattle per 100 acres, or 1 animal to 17 acres, and that of Wyoming, Nevada, Montana, New Mexico, Colorado, and Oregon can carry but 7 to 10 cattle on 100 acres.

That the aggregate yearly value of the pasturage of the United States should be \$1,000,000,000 and more need not be entirely unexpected when it is known that it is utilized for more than half a year. Improved pasture has an average of 6.9 months, other pasture 7.7 months, and the average of all kinds is 7.4 months.

For nearly a whole year, or 11.5 months, the wild lands of Montana

are pastured, and this is not equaled even by Florida, Louisiana, Texas, New Mexico, and Arizona for any kind of pasture. Florida's period for woodland is 10.8 months, and New Mexico's period for improved pasture is the same. The period for woodland pasture in Texas and for improved pasture in Arizona is 9.8 months; for wild pasture in Texas, 9.6 months; for woodland pasture in Louisiana and Arizona, 9.5 months; for wild pasture in Florida and Colorado, 9.2 months; for improved pasture in California, and improved and wild pasture in Louisiana, 9.1 months; and for all kinds of pasture in Rhode Island and wild pasture in Arizona, 9 months. On the other hand, even in northern New England States and in New York, the mountains of Pennsylvania, in Minnesota and North Dakota, and for woodland pasture in Wyoming and Utah the pasturing season lasts hardly less than 6 months.

## THE WHEAT ACREAGE.

The federal department of agriculture reports an increase of 6,726,000 acres, or nearly 16 per cent winter wheat sown this fall above the acreage sown in the fall of 1917.

With conditions reasonably favorable, the yield of winter wheat a year is forecast as 765,000,000 bushels, which is 80,000,000 more than the highest record.

When the government called up the farmers last year for an increased acreage of wheat the response was beyond expectation. It is a feat to cover-estimate the effort which the magnificent wheat crop of 1918 had toward the winning the war.

Facing the necessity of greatly increased exports in the coming year our farmers have again shown the patriotic spirit by providing for larger wheat harvest in 1919.

The American farmer merits respect and honor of his country.

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