

BIG MARKETING COMBINE PLAN OF FARMERS

CHICAGO, March 18.—Farmers' organizations of the United States today are officially considering the most extensive cooperative marketing plans in the history of the country.

Two well developed projects for handling grain already have been worked out and are now being presented to farmers. If adopted, they will go into effect this summer. Efforts are being made to unite the two farm groups concerned on a single system.

The final ratification meeting for the broader of the plans which includes the handling of all grain, is set for April 6 here. The other organization, which concerns itself only with wheat is already signing up members.

On April 7 the first working meeting of a national livestock marketing committee will be held here. Its object is to develop a national livestock marketing plan.

Coincidentally with these two meetings, fruit growers of the country will hold a conference in Chicago, at which consideration will be given the possibility of national cooperative effort.

The national plans for marketing of wheat and livestock are the culmination of much local and sectional cooperative enterprise already established by farmers.

The prime movers in the plans mentioned are the American farm bureau federation and the wheat growers' association of America. Both organizations are developments of the last few years.

The "wheat strike" of last year first attracted attention to the wheat growers' association, which has its headquarters at Wichita, Kan. With the assistance of Aaron Sapiro, a California marketing expert, it has worked out a system and is pushing a contract campaign in the wheat raising states. In Kansas effort is being made to sign up 50,000,000 bushels, or about half the crop, in a wheat pool.

The general grain and livestock marketing plans are those in which the American farm bureau federation has taken the lead. The federation was permanently organized only a year ago, on the foundation of the county farm bureaus, already long established.

The grain marketing plan, which has the federation's support and is to be presented to farmers in the various states between now and April 6, is the outcome of six months' work. It was drawn up by farmers and other experts under a committee of 17 with C. H. Gustafson, of Lincoln, Neb., chairman. As head of a big cooperative organization of farmers in Nebraska, Mr. Gustafson had already made a success in this field.

Auto Shortage Seems Possible

"History is repeating itself in the automobile business." Every spring there is increased demand for motor cars. A shortage results. Usually there are not enough to go around. The purchaser who plans to buy one type of car must often change his choice or suffer a long wait for delivery.

"This same condition will be true this year. And those with common sense are profiting by previous experience to avoid inconvenience to themselves. No matter when they expect to take delivery of their cars, they are placing orders now so as to be sure of what they want when they want it.

"The manufacturer cannot tell just what kind of car you want and just when you will decide. He cannot give you complete, intelligent and satisfying service until you tell him. So he produces a conservative number of cars and then bases further manufacture on orders that begin to come in. Whether you get yours in the first or the second class is up to you. This season's models are now well established. Their qualities have been tested in service. There will be no change in the next few months."

BETTER ROAD IS PROMISED
EUGENE, Or., March 18.—The last bad spot on the McKenzie river highway between Eugene and Blue River, a distance of 45 miles, will be eliminated this spring or in the early summer, according to Charles Neal, road supervisor.

This bad road is just west of Blue River. Already the supervisor has a crew of men and teams at work and expects to have the highways graded

and surfaced by the time heavy summer traffic begins. The work will necessitate some changes in the right of way and men are at work clearing out the new route.

REPLACING RADIA TOR HOSE

When the outlet and inlet of the water system are close together, it is often difficult to get the rubber hose that connects the two in place. By kinking up the hose, bending it in the middle, the two ends will slip over rather easily.

WOMAN ENGINEER

VANCOUVER, B. C., March 18.—An engineer's license, to enable her to operate and control a donkey engine, has been issued to Miss Lorraine McBain, of Vancouver. She is the first woman in British Columbia, and probably all Canada to secure such a license.

Miss McBain, who is 19 years old, plans to live with her stepfather at Blundon Harbor on the northern coast and operate a logging camp.

In 1901 England wrote for the first time the modern fire, theft and public liability insurance on commercial vehicles.



WAGON LOADS OF NEED LIKE THIS IN POLAND are a commonplace sight on hundreds of roads in Europe. More than 1,300,000 Polish children received free American meals every day during the height of last winter. This winter the situation will undoubtedly be worse, as it will be in Austria and other portions left economically dazed by war. To prevent the greatest tragedy to children that the world has ever known eight great American organizations, under the name of the European Relief Council, are seeking \$35,000,000 for food and medical assistance.

The building of macadam roads has been abandoned in Maryland.

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