

Problems of Feast

(Continued)

Before talking about easing off on the throttle of our steadily accelerating farm production machine, let's take inventory of the load we're pulling. See how much we have to unload before we can start off with a fresh new cargo . . . to be delivered only as it can be used, and not sidetracked for eight to ten years in government storage.

Most troublesome surpluses have been built up in feed grains, wheat and dairy products. As 1962 got underway, the government owned roughly 1.5 billion bushels of corn (nearly 45% of the size of last year's crop), 1.2 billion bushels of wheat (more than a normal

year's production), and more than 600 million pounds of dairy products.

Despite a brand new Emergency Feed Grains Program last year, it's estimated that CCC will take over 580 million bushels of the 1961 corn crop — an increase of 37 million bushels above the 1960 takeover. Before this corn would move out of government hands in the "normal" storage period of seven to nine years, it would cost about \$1.20 a bushel for storage, interest and transportation. If 1961-crop corn moves out in three to five years as USDA now predicts, this cost would be cut almost in half.



FIRST **TURBO-CHARGED** WHEEL TRACTOR

BIG D-19 DIESEL announced by **ALLIS-CHALMERS**

Blazing a new path in big-power farming, the first **TURBO-CHARGED** wheel tractor arrives . . . and, of course, it's from Allis-Chalmers!

Benefits to you are **BIG. TURBO-CHARGING** brings you a big work-power advance, with big savings for years to come.

The big new 5-plow, 6-cylinder D-19 diesel has the same kind of **TURBO-CHARGING** used in biggest Allis-Chalmers crawlers. It produces power equal to ordinary engines 20% bigger.

The D-19 exhaust-driven **TURBO-CHARGER** boosts intake of air up to 50 percent. A typhoon of clean, cool air energizes fuel . . . sweeps out exhaust gases . . . cools pistons, valves and injector nozzles . . . steps up power with moderate engine rpm—adds years to engine life.

D-19 features are remarkable in many ways:

High-strength engine designed especially for tractor work . . . with tough seven-bearing crankshaft and five-ring pistons.

New turbine smooth quietness—without a muffler! **TURBO-CHARGER** splits the sound into short wave lengths, quiet and pleasing to the ear.

A new dry-type air cleaner with built-in automatic Dust Unloader. First of its kind . . . super-cleans air and simplifies servicing.

6-Cylinder diesel pull . . . yet **TURBO-CHARGER** provides unusual fuel economy over a wider range, from light to heavy loads.

A **TRACTION BOOSTER** system that boosts weight on drive wheels up to nearly 5 tons as needed—even with trail-type equipment.

Quiet constant-mesh transmission with helical gears machined to railroad-watch accuracy.

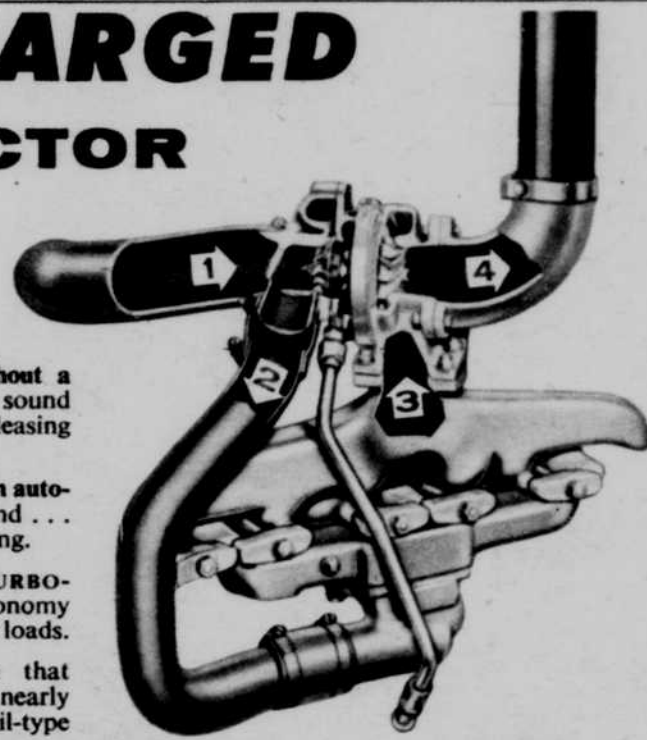
New self-energized brakes that multiply braking force with less pedal pressure.

8 speeds in 2 ranges infinitely variable on-the-go with Power Director . . . the Big Stick.

The D-19 is also available with 6-cylinder **POWER-CRATER** gasoline or LP gas engines . . . up to 70 PTO hp.*

Built by Allis-Chalmers craftsmen, with pride and precision, the big new D-19 Tractor has the character, originality and quality leadership that give it real dollar-making difference.

Your opportunity to own a Big D-19 is coming soon—ask your dealer! *Allis-Chalmers, Farm Equipment Division, Milwaukee, Wis.* *Manufacturer's estimate



TURBO-CHARGER ACTION IN ALLIS-CHALMERS DIESEL

- 1 → Clean air IN to Turbo-charger
- 2 → Compressed air to intake manifold
- 3 → Exhaust drives Turbo-charger
- 4 → Quiet exhaust, OUT

TRACTION BOOSTER and POWER-CRATER are Allis-Chalmers trademarks.



This tandem of wheat combines is part of a great fleet that follows the harvest season from the Panhandle of Texas, north across the Great Plains, and into Canada. Efficiency at harvest is only one small phase of the advancing technology which has made the American farmer's ability to produce the envy of the world . . . but has contributed to the surplus problem.

How much reduction is needed to bring feed grain supplies down to a carryover considered "adequate" by USDA economists? About one bushel in five would have to be cut to bring supplies to desirable levels in four to five years, they say.

Next summer's estimated 1.3 billion bushel wheat carryover is more than double the 500 million bushels economists estimate are needed as a backstop for crop failure or national disaster. To bring these supplies down to that level, wheat farmers must somehow limit production to an annual average of about 100 million bushels below 1961's 1.2 billion bushel output over the next four or five years.

During the past year, accumulation of dairy products in government storage has caused serious concern. Secretary Freeman is "deeply disturbed" over the situation, and new dairy legislation is at the top of the list of farm laws to be presented to Congress this year.

Adding to concern is the "unexpected 3% decrease" in consumption of dairy products along with the two-billion-pound increase in production last year. Many people apparently responded to talk of cholesterol danger and strontium 90 in milk by switching from fluid milk and butter to cheese, skim milk and cottage cheese . . . or completely away from dairy products. Another increase