

FARMER IS FACTOR IN COMING SESSIONS AT NATIONS CAPITAL

By WILLIAM R. SANBORN.

If too many cooks, and too much seasoning spoil the broth, the men who are to mix up farm legislation portions at Washington and elsewhere, are in danger of over-cooking a vast legislative mixture, this winter. We can safely assume that every agricultural state holding a legislative session, will also try to solve some of their local farm problems, by law, framed in the interest of the man of the soil.

There is a natural fear that the experience of farmers with the sudden deflation of prices may react upon production. It may seriously cut food production next year, which would not only be an American, but a world calamity to the great body of consumers, although of benefit to food producers in other countries.

A joint meeting of the house and senate committees on agriculture is being held in Washington. They are discussing the revival of the war finance corporation, the extension of credit to Russia and Germany, to enable these countries to buy in this country according to their agricultural needs. If the finance corporation again goes into action, its restricted purpose will be to aid in the financing of the sale of our farm products abroad.

As to German credits, we now have \$500,000,000 of German property, still held by the government, as security.

Adequate Farm Credits. The tentative program to come before congress includes providing adequate farm credits to obviate the need for dumping farm crops on the market at a loss.

Full authority for nation-wide co-operative marketing. This is provided for in the Capper-Hersman bill.

Strengthening and broadening of the farm loan system.

Protection for wool growers, and tariff enactment and revision covering our agriculture, its needs.

"Farmers should be afforded all the credit facilities through long and short time loans, that the situation may warrant, at all times, just as other productive lines are cared for, with any further provision that may best suit their peculiar requirements, from season to season," said a member of the committee.

Fight on Shoddy. A fight will be made to pass the Capper-French truth-in-fabrics bill.

This bill provides that where shoddy is used it must be shown in the weave or clothing, so that one desiring to buy all-wool of virgin material will know that he is getting it. A vast amount of "all-wool" goods has been made, running over 50 per cent shoddy, the latter gleaned from old clothes, woolen carpets, worn-out blankets, largely imported in European rag stock. European countries do not allow that kind of cloth manufacture for clothing. In the meantime there is no demand for home-grown fleeces.

"Fair and open markets for all farm products, free from speculation and middlemen," is one of the phases of the problem to be considered, this winter, at the abolition of the boards of trade.

We are to see lively times at Washington this winter, with the farmer in the spotlight for many a day. That something, sane practical and of general benefit to both farmer and consumer may be the outcome, all most fervently desire.

Do not imagine that the fight to come is simply to save the farmer from loss or even bankruptcy in thousands of cases. The field is much broader than that, wide as that scope may be. The farmer is the foundation of the whole superstructure and in saving the farmer who feeds us we are saving the nation.

AMERICA IS

(Continued from Page One)

world, and the control of a large share of the world's marine insurance and other commercial aspects of the shipping business.

Contest Dominance. The United States, up to the time of the recent war, never seriously contested, nor thought of contesting,

Great Britain's dominance in shipping—but since, as an incident of the war, she installed a huge shipbuilding plant and became the owner of what was for us an unprecedented quantity of tonnage, we have come to be ambitious in this field, and if the aggregate mind of our business world were distilled, it would probably be found that, consciously or unconsciously, we now have a national ambition to contest Great Britain's dominance in shipping.

At this point comes the significance of the Mesopotamian incident; coal as a fuel for ships is passing, and petroleum, because of its vastly greater economy in labor and otherwise, appears destined to take its place. Knowledge of this fact will enable any one to see the very great necessity lying upon Great Britain to own or control oil supplies adequate to her dominance in shipping.

So long as coal was the fuel, she

owned abundant supplies on her home island; but if oil is to be the fuel, she must have her supplies wherever she can acquire them. This, it may be taken for granted, explains her concern about the Mesopotamian fields, and, to a degree, our new ambition to compete with her in shipping explains our concern that the Mesopotamian oil shall be open to all owners equally.

Tolls Act Looms Up.

The third incident bearing on the same general situation is the emergence of discussion of the Panama tolls act.

If we are to be a shipping nation, it is felt that we should give our coastwise ships the benefit of the fact that we built and own the Panama canal.

If we are to achieve a position in shipping and foreign trade comparable to that which Great Britain has had

for many generations, we can only do it through time, patience and the building up of the reputation for commercial skill and integrity that makes Great Britain's prestige in every part of Asia and Africa. We shall have to work hard and compete fairly, but probably we will not continue in our easy going acceptance of advantages which Great Britain was permitted to hold by default so long as shipping was no great concern of ours.

Important History.

There is not space here to cover further incidents that have lately emerged bearing on this subject. Neither let it be said, is there space here to give adequate treatment either to the whole condition or to any one of these incidents. But it may be taken for granted, with much confidence, that what is here touched upon is one of the most important things happening in the contemporary world.

If the assumption is correct, it will be a subject for poets and historians for generations to come. If the assumption is correct, we are witnessing and participating in one of those great incidents of world history which occur only once in several centuries.

Great Britain won her dominance from Holland, Holland in turn, won it from Spain, which had it at the time she provided the ships that discovered America, and began the colonization of the American continent. Spain took it from Portugal, Portugal from the Hanseatic league, and so on back to Carthage and Tyre.

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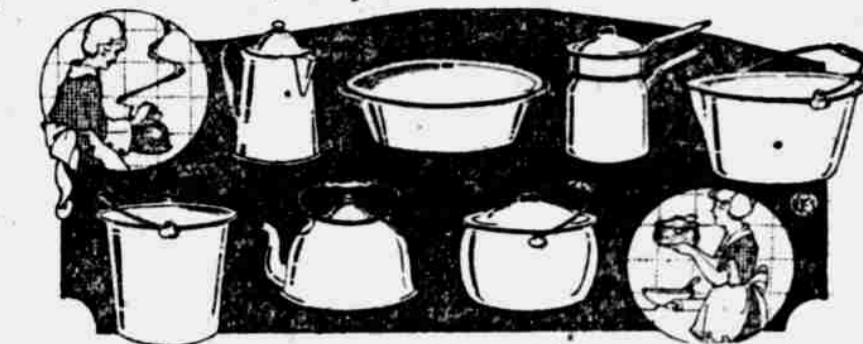
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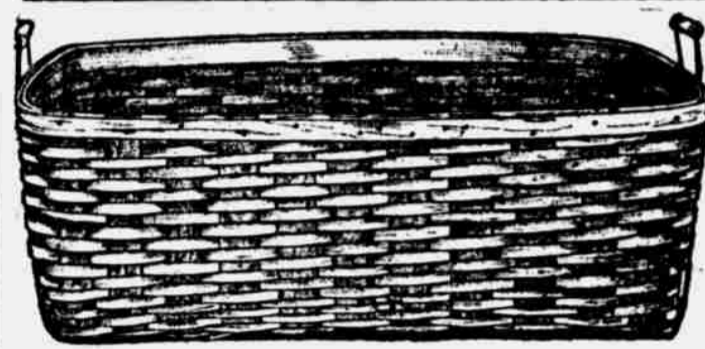
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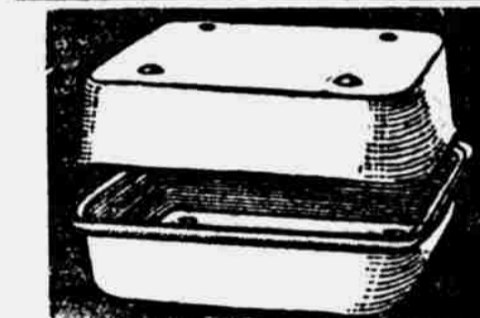
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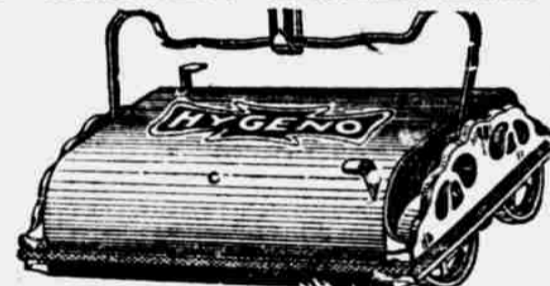
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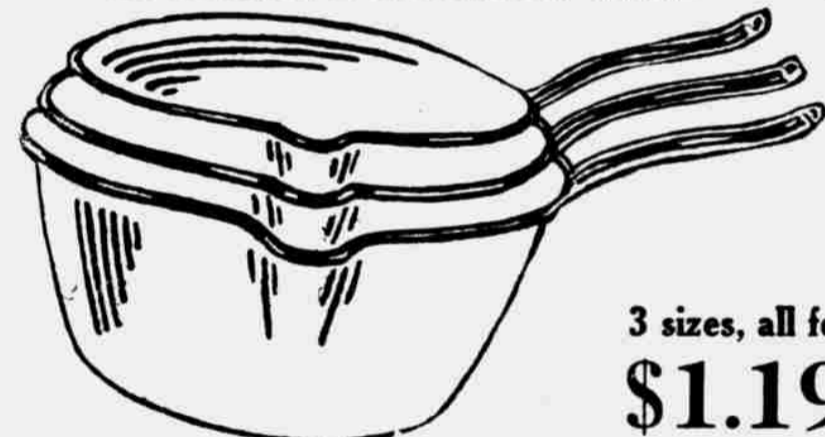
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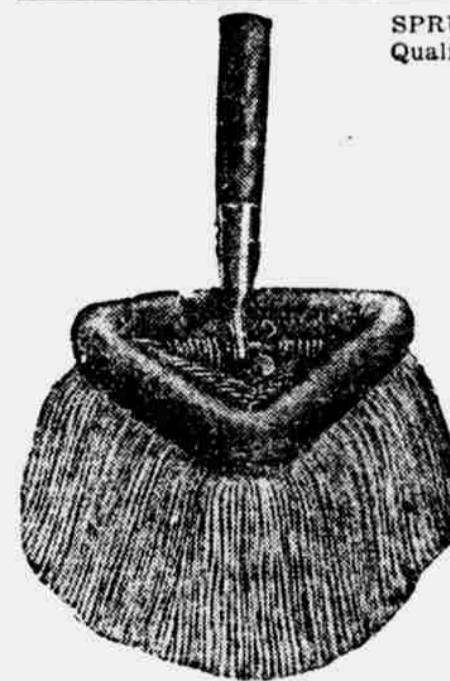


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