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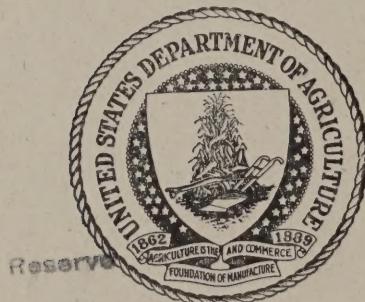
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GREAT PLAINS STATES WHEAT and SMALL GRAIN HARVEST 1943 - 1947



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UNITED STATES DEPARTMENT OF AGRICULTURE
Extension Service
Washington 25, D. C.

Farm Labor Program for Wheat and Other Small Grain Harvest
in the Great Plains States
1943 to 1947

By
E. H. Leker
North Central Area Director
Recruitment and Placement Division
Extension Farm Labor Program

Early in 1943, the Congress assigned to the Extension Service of the United States Department of Agriculture and the State extension services of the land-grant colleges, responsibility for assisting in providing an adequate supply of workers for the production, harvesting, and preparation for market of needed agricultural commodities. Under this new responsibility, the extension services of the Great Plains States acquired the job of assisting farmers in finding an adequate amount of labor and machines to help harvest wheat and other small grain crops.

In the Great Plains area, ten states produce annually the major portion of the small grains grown in our country. In this group are Texas, New Mexico, Oklahoma, Kansas, Colorado, Nebraska, Wyoming, South Dakota, North Dakota, and Montana. Wheat constitutes the major portion of the acreage planted to small grains. The others are oats, barley, rye, and flax. From a farm labor standpoint, harvesting of these crops requires the help of thousands of workers from outside the producing area. In recent years, due to the non-availability of new machines, it has also been necessary to move combines and trucks into these heavy-producing grain areas to help supplement the work of local machines.

Records of the Crop Reporting Board, Bureau of Agricultural Economics, United States Department of Agriculture, showed this area as having 66.9% of the wheat acreage and 58.9% of the wheat production during the ten-year period, 1936-45. Records for 1946 and 1947 reveal a heavy increase in the area's wheat production. The 1946 data shows 73.9% of the acreage and 65.7% of the production, while 1947 records point to 73.6% of the acreage and 69.1% of the production. From a monetary standpoint, the 1947 wheat crop will have a value in excess of \$3,000,000,000 to the farmers of the United States. The farm value to the farmers in this ten-state area will be in excess of \$2,000,000,000. (See Table I, page 4).

The Great Plains area is not only important in the production of wheat, but plays a very important part in supplying large quantities of other small grain. (See Table II, page 5). The records of the Crop Reporting Board show that during the 1936-1945 period this area grew 28.8% of the oat, 55.4% of the barley, and 58.4% of the rye acreage in the United States. The 1947 acreage in this area shows a larger percent increase than the United States

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as a whole. The area is also important in the production of flax. During the 1936-1945 period, it had 50.1% of the total flax acreage. This acreage was increased during the war and postwar years. The 1947 acreage in the ten-state area was 2,375,000 acres as compared to the ten-year average of 1,405,000 acres. For the United States as a whole, the acreage for 1947 was 4,063,000 as compared to the ten-year average of 2,807,000. In 1947, 58.7% of the flax acreage was in this Great Plains area.

HARVEST METHODS

The production of wheat and other small grains in the Great Plains States has been an important farm activity for many years. During the first 25 to 30 years of this century the grains were harvested to a very large extent with headers and binders. The header was a big machine that cut from a 12 to 20-foot swath. Its purpose was to sever the heads from the standing grain, taking just enough of the stalk to be sure that all the heads in the field were harvested. The cut portion of the grain was elevated into header barges and hauled to the stack yard and placed in stacks for threshing at a later date. The binder cut a six to ten-foot swath from six to twelve inches above the ground and bound the grain into bundles. They were shocked and at a later date hauled to a threshing machine. Many times threshing outfits were not available for several weeks or months. In such cases the bundles were hauled to the stack yard and placed in stacks for threshing at a later date.

Both of these methods of harvest required a large amount of manpower. Men were needed to operate the header barges, to shock the grain, to do the stacking, and later to help with the threshing operation. Some of the heavier grain-producing states used from 80,000 to 90,000 migratory harvest hands each year. The harvesting season usually lasted six to eight weeks.

New Equipment Cuts Labor Needs

During the past 20 years harvesting methods have changed. Today wheat and other small grains are harvested almost entirely with the combine. This is a machine which cuts and threshes in one operation. After the grain is cut and threshed, it is delivered to the storage bin or tank on the combine. When the tank is filled, the grain is dumped into a truck and hauled to the elevator or grain bin on the farm, or to the nearest commercial elevator or mill. Most of the present day trucks used in the grain harvest fields are equipped with an automatic unloading device so that it is not even necessary to scoop the grain.

For years the combine was a machine constructed only to take care of the cutting and threshing operations. A separate power unit, that is a tractor, was required to draw it through the fields. This operation required one man to operate the tractor and another man to operate the combine, with a third man operating the grain truck. In recent years, however, a new type of machine has appeared. It is the self-propelled combine which carries its own power and is operated by one man. A second man handles the truck. This two-man outfit will harvest as many acres of grain per day as 12 to 15 men harvested 25 years ago.

Mechanization of the grain harvest has greatly reduced the number of men needed in harvest operations. Where 80,000 or 90,000 migratory laborers were needed in the early twenties in some of the larger producing states, only 20,000 migratory workers will now take care of the labor needs.

The type of men needed today is radically different than that required a quarter of a century ago. Today the greatest demand is for men who are experienced combine, truck, and tractor operators. A man with experience, therefore, is in much greater demand than in the earlier days. However, some laborers are yet used for scooping grain and to do shocking and threshing work.

Lack of Machines, Wartime Problem

In the late thirties and earliest forties, the harvest labor and custom combine needs of the grain farmer were not problems. Sufficient labor automatically drifted into these states to take care of harvest needs. The use of custom combines was one of convenience to the farmer rather than an actual need, as there were usually plenty of local machines to harvest the grain. The demands of World War II very radically changed this situation. Thousands upon thousands of farm boys and men were inducted into the armed forces. Thousands of others got jobs in war industries. Many migrant laborers, who formerly helped with the grain harvest, also found themselves in the armed forces or working in wartime industrial plants.

Farm machinery, a very essential factor in the present day farm production program, quickly became another item of grave concern to the farmer. Allotments of steel for the building of war machines and equipment called for top priorities in the allotment of vital materials. Allotments for construction of farm machinery and other civilian uses were reduced to a minimum. As a result, new farm machinery was not made available in sufficient amounts to replace the older machines which normally would go to the junk pile. In order to keep the farm production program geared to wartime production needs, it became absolutely necessary to keep the existing machinery in repair insofar as parts were available. As World War II swung into action, farmers were asked to greatly expand their production in the face of a radically reduced manpower supply and an extreme scarcity of new farm machines. Congress recognized this situation and met the challenge by enacting the farm labor legislation which assigned specific farm labor responsibilities to the Extension Service.

WHEAT ACREAGE, PRODUCTION, AND FARM VALUE IN GREAT PLAINS STATES

Table I
A L L W H E A T

State	Harvested Acres*		Yield Per Acre		Production in Bushels*		Farm Value*		
	1936-45	1946	1947	1936-45	1946	1947	1936-45	1946	1947
No. Dakota	7728	10192	10186	13.7	13.7	15.1	106205	139824	154062
So. Dakota	2619	3588	3711	11.0	14.8	15.5	28816	53197	57593
Nebraska	3193	3954	4346	15.8	22.9	21.9	50328	90677	95252
Kansas	11356	13381	14718	13.95	16.2	20.0	158517	216768	294360
Oklahoma	4501	6087	6757	12.8	14.5	15.5	57681	88262	104734
Texas	3598	5992	7190	11.5	10.5	18.0	41287	62916	129420
Montana	3482	4013	4075	15.7	15.5	15.7	54564	62395	63870
Wyoming	214	245	267	15.4	22.4	20.7	3290	5488	5530
Colorado	1207	1875	2479	17.1	19.8	23.8	20670	37080	59056
New Mexico	266	350	647	11.4	8.3	15.4	3047	2895	9993
10-State Total	38164	49677	54376	13.7	15.3	17.9	524405	759502	973870
U.S. Total	57037	67201	73907	15.6	17.2	19.0	890306	1155715	1408602
10-State % of U. S. Total	66.9	73.9	73.6	--	--	--	58.9	65.7	69.1
									68.3

*Listed in Thousands.

Production data based on--Aug. 1, 1947 BAE report for winter wheat, and Sept. 1, 1947 BAE report for spring and durum wheat.

Acreage data as reported in July 1, 1947 BAE report.

WHEAT AND OTHER SMALL GRAIN ACREAGES IN GREAT PLAINS STATES

Table II

State	1936-45 Average Acreage Harvested					1947 Acreage Listed for Harvest as of July 1					
	Wheat	Oats	Barley	Rye	Flax	Wheat	Oats	Barley	Rye	Flax	Total
No. Dakota	7728	1809	1809	602	802	12750	10186	2124	2563	307	1448
So. Dakota	2619	2070	1576	548	247	7060	3711	2977	1349	323	564
Nebraska	3193	1812	1130	385	3	6523	4346	2228	478	289	--
Kansas	11356	1526	761	85	130	13858	14718	1362	284	57	116
Oklahoma	4501	1370	346	84	18	6319	6757	1251	120	53	10
Texas	3598	1426	228	15	*30	5297	7190	1488	139	32	81
Montana	3482	350	326	34	174	4366	4075	339	848	38	154
Wyoming	214	120	93	18	1	446	267	148	147	10	2
Colorado	1207	175	581	70	--	2033	2479	198	581	47	--
New Mexico	266	36	24	8	--	334	647	48	36	5	--
10-State Total	38164	10694	6874	1849	1405	58986	54376	12163	6545	1161	2375
U. S. Total	57037	37110	12407	3164	2807	112524	73907	38853	11082	1953	4063
10-State % of U. S. Total	66.9	28.8	55.4	58.4	50.1	52.4	73.6	31.3	59.1	59.4	58.5
											59.0

*Short time average
Acresges listed in thousands

HOW EXTENSION SERVICE PERFORMED WARTIME GRAIN HARVEST LABOR JOB

In the early summer of 1943 the Extension Service took over its new farm labor duties. Since the small grain harvest activities in the Great Plains States started soon after the assignment of this responsibility, it was not possible to set up a complete labor program for handling the 1943 harvest. Each state, therefore, considered its own immediate problems and organized the program necessary to handle 1943 needs. Since the United States Employment Service had been handling farm labor placement activities during the past few years, many states deemed it advisable to work closely with the United States Employment Service and, in some cases, contracted for the assistance of that organization to help with the recruitment and placement work.

A very close working arrangement was also maintained with the state and county U.S.D.A. War Boards, as it was through these groups that most farm production problems were correlated. State and county War Boards were assigned the responsibility of recruiting and directing the movement of custom combines between the various states and counties. They worked in close cooperation with the state and county extension organizations, and in many cases asked the county agent to take the entire responsibility of recruiting and placing custom combines. This proved to be a very wise decision, as the farmers' needs for custom combines, trucks, and labor were very closely related. It was confusing and difficult for the farmer to go to the county agent's office to secure labor and truck assistance and then go to the War Board office to secure a combine.

Other organizations rendering valuable assistance in helping meet production goals and in seeing that crops were harvested included Office of Defense Transportation, Office of Price Administration, and Agricultural Adjustment Administration.

County Agent - The Key Man

On a county basis the county agent assumed the responsibility of handling the farm labor activities. In many of the heavy grain-producing counties, farm labor assistants were employed to assist with the work. The county farm labor organization was further broken down to communities where extension leaders or some other public-spirited individuals gave part of their time in helping solve local farm labor problems.

When the Extension Service gave consideration to the problems ahead in providing an adequate labor supply to handle the grain harvest needs, it soon became evident that each county and community must first try to supply its own labor needs. After all possible sources of local help had been exhausted, then and only then, it was agreed, would an effort be made to bring in outside help. One State Director of Extension very aptly stated the problem as follows:

"Ours is a job of organization--a way to meet the labor demands from our own communities. It has been said from the first that 90 percent of the labor for harvest must come from our own communities. This indicates a need of cooperation of effort on the part of farmers and their families and with

other farm families. There must be an elimination of all waste of effort, a proper coordination of machinery and labor already on the farm. This, with the help of people who can be spared from shop, store, and office, must accomplish the job at hand."

The farmer's need for additional combines and trucks was very closely related to his need for harvest labor and, therefore, almost automatically became a companion problem with harvest labor. In areas where it was not possible to handle the harvest work with local machines, it was necessary to bring in outside combines and trucks to supplement the local equipment. As a result of this need, the custom combine movement, which had been under way to a small extent, received a big boost. Most new machines were sold with the distinct understanding that they must do custom work in several areas and states, if possible.

Surveying Supply and Needs

When the harvest season approached, county agents made preliminary surveys as to the probable needs of farmers for harvest labor and machines. A list of combine operators who indicated their willingness to do custom combine work either in their own community or in other parts of the state or in other states was prepared. This data was used as a guide in handling the program during the harvest. County agents tried to keep themselves informed as to current needs. Their first job in meeting these demands was to encourage farmers to cooperate among themselves in the exchange of labor and machinery. Men, women, boys, and girls in the nearby towns and cities were encouraged to assist the farmer at every opportunity.

When local sources of labor were not available, the county agent notified the State Extension Office and it assisted in publicizing the needs of the various counties for additional harvest labor or machines. State supervisors made contacts with extension personnel in other states and secured assistance from these sources. County and state personnel at all times cooperated to the fullest extent with the United States Employment Service, AAA, Office of Defense Transportation, Office of Price Administration, and the U.S.D.A. War Boards, as many of the grain harvest problems required the joint cooperation of one or more of these organizations in order to secure proper action.

In most of the states the needed labor was secured as a result of an adequate radio and press program. In some areas, however, it was not possible to secure sufficient migrant labor to handle the harvest jobs and it was necessary to supplement local and migrant labor with workers from the southern states, prisoners of war, foreign workers, soldiers on detail, and service men returning to their home communities on short periods of leave. The areas of most critical need for additional help were found in the eastern parts of the Dakotas where large numbers of hands were needed to help with shocking and threshing operations. North Dakota met this situation by utilizing the services of 5,600 soldiers on detail and by bringing in about 3,000 southern transported workers. South Dakota used some troops, but depended to a larger extent on transported workers from the South. Both states used many foreign workers as they were available during the interim

periods of other work. Foreign workers and prisoners of war were also utilized to a large extent in many of the other states to supplement the labor need in areas where domestic help was scarce.

As the 1943 harvest season advanced, it did not appear that sufficient labor and machines would move into western North Dakota and eastern Montana to handle the harvest needs. Therefore, a procedure was set up wherein the War Food Administration, through the Office of Labor, paid for transporting labor to North Dakota and Montana. This system of subsidy was used only during this one year.

No Crop Loss in '43 - Expansion in '44

The 1943 grain crop was harvested without any serious losses. The supply of labor and machines in most areas was adequate. The new farm labor organization completed its first year's operation in a very satisfactory manner, in spite of the fact that it was operating with a minimum of experience.

In 1944, on the basis of '43 experiences, Extension Services in the Great Plains States began smoothing out rough spots in organization. State supervisors knew more about the job that was to be done and set up their plans at an early date for making labor and machine need surveys and investigating sources from which labor and machines might be secured. All of the states except one decided that they could handle their own labor recruitment and direction and, therefore, discontinued their contractual agreements with the U. S. Employment Service, but did otherwise continue to work in close cooperation with that organization. They also continued to closely cooperate with the AAA and War Boards in handling the recruitment and direction of custom combines. The Office of Defense Transportation and the Office of Price Administration continued to give valuable assistance in seeing that machines, repair parts, tires, and gasoline were made available in cases of critical need.

Plans were made to work more closely with the county agents and labor assistants, and to try and help them correlate their needs with the needs of other counties in the state and in other states. The county labor organization also took more definite form. The county agents and labor assistants, with one year's experience, set up organizations which could more adequately handle the needs of their farmers. The state farm labor organizations began working with each other, and, as the harvest progressed, labor and custom combines were directed more and more as a result of interstate contacts and the interstate exchange of information.

Each state developed a harvest organization which seemed best adapted to handle its needs. Texas and Kansas each set up an office in the heart of their wheat belts from which all harvest activities were directed. The Texas office was located at Plainview and the Kansas office at Great Bend. Oklahoma and Nebraska continued to handle the general harvest supervision from the state farm labor offices, but set up area offices to assist in the direction of labor and machines. Clinton and Enid served as area offices in Oklahoma, and McCook and Alliance as area offices in Nebraska. North and South Dakota directed harvest activities from the state farm labor

offices, but worked through a series of smaller area offices serving groups of from eight to ten counties with a supervisor in charge. The problem in the other Great Plains States was not as critical and, therefore, did not require as much direction and assistance as was needed in the six principal grain-producing states.

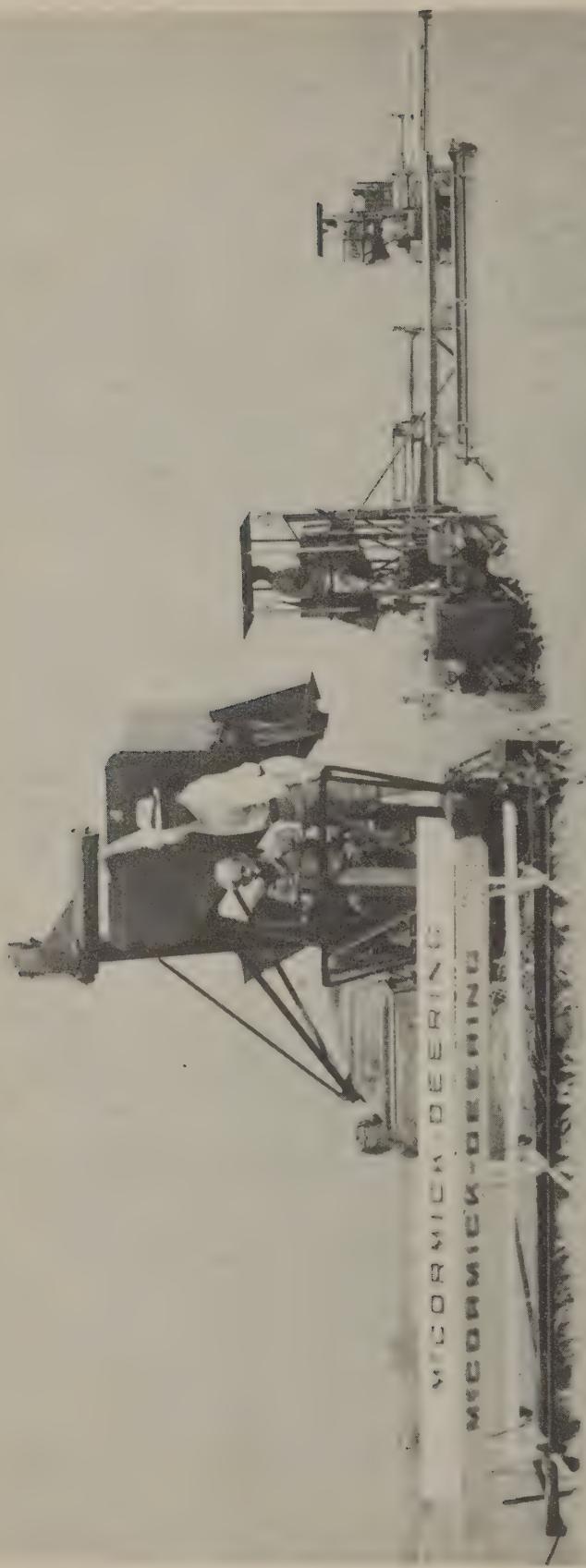
Labor Saving Methods - Training Schools

The Extension farm labor organizations in the various states not only handled the recruitment and placement activities but also started programs encouraging the use of labor-saving devices and equipment, and conducted training schools for the training of inexperienced workers in handling jobs with which they were not familiar. Every effort was made to encourage farmers to buy or build labor-saving machines or devices which would reduce the amount of manpower needed to do a given job. Thousands of farmers heeded these suggestions, and labor-saving machinery reduced the need for manpower on a large number of the farms in the area. Harvesting of the 1944 crop was accomplished without any serious losses of grain due to lack of labor or machines.

The 1945 season found the Extension Farm Labor Program well organized on a county, state, and area basis. After two years' experience, state and county farm labor personnel were beginning to feel at home in the handling of harvest labor and combine problems. In these two years, state supervisors and county agents learned much about surveying the probable harvest needs and about locating sources of available labor and machines. Valuable experience had also been gained in the best methods of handling pre-harvest and harvest information, the recruitment of workers and machines, and their direction to areas where needed. All of these experiences, if properly correlated between States, would be tremendously valuable in setting up an organization to handle future harvests.

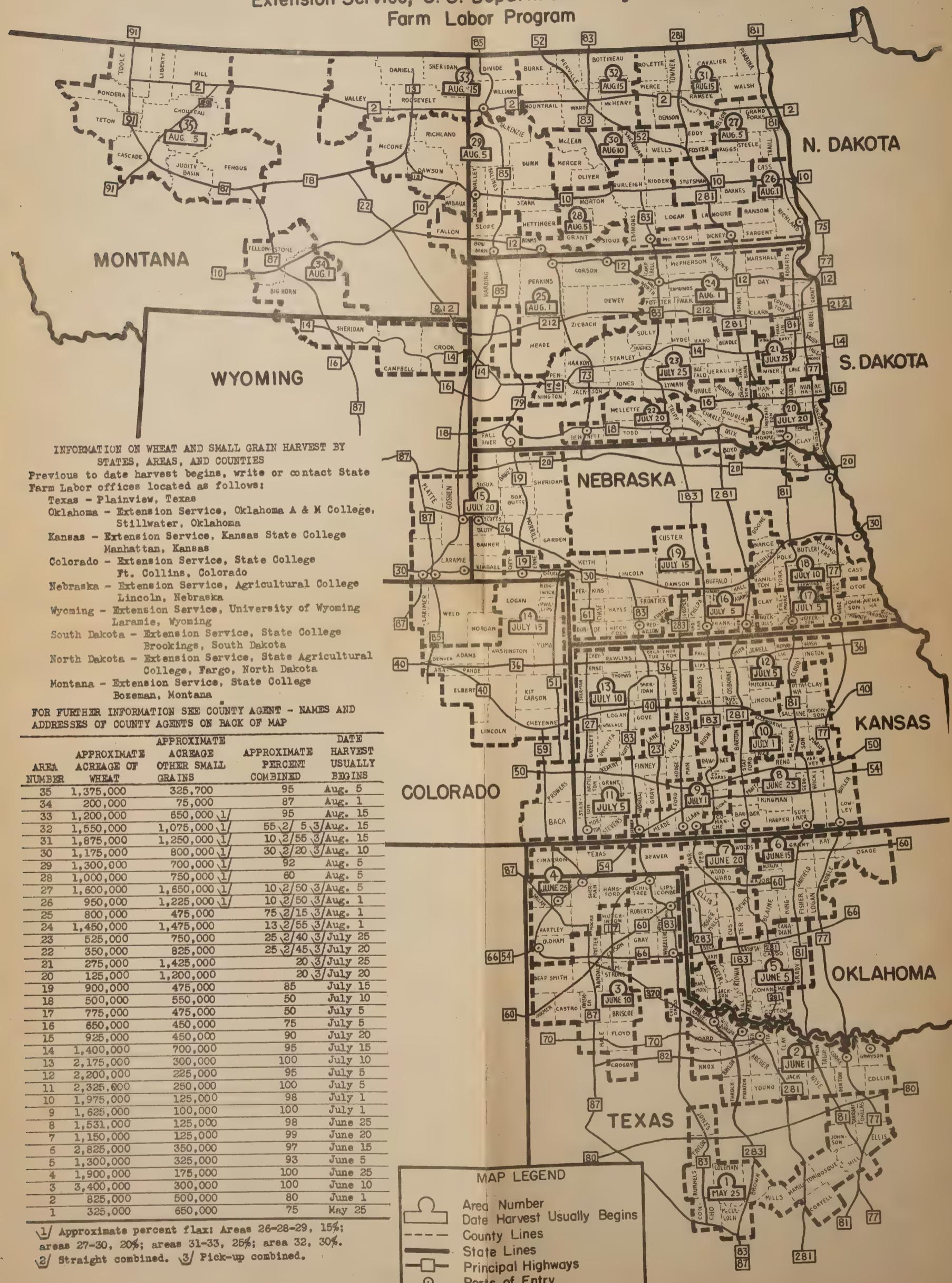
As an initial step in getting ready for the 1945 harvest, the north central area director prepared a one-sheet area map and guide of the harvest area (see preceding insert). This guide showed counties, principal highways, approximate acreages, usual harvest dates, county agent names and office locations, and other data which would be of value to workers and custom operators looking for employment. Copies were distributed at all state and county labor offices and at other points supplying harvest information.

In perfecting the 1945 harvest organization, the north central area director arranged for an area conference and tour in Texas during late April. It was attended by state farm labor personnel from the principal small grain states. State representatives, working in cooperation with the area director, outlined a specific plan of procedure for handling recruitment, direction, and placement of labor and machines. Best methods of handling news releases and radio publicity were discussed. The importance of each state office keeping in daily contact with its counties in the wheat belt during the harvest period, and the importance of having daily contacts between state offices were outlined. Each state supervisor outlined his method of procedure, and the various plans were discussed. Many valuable suggestions were exchanged and, as the harvest season opened in 1945, the Extension



Three machine outfit
(self-propelled) har-
vesting Kansas grain.

WHEAT AND SMALL GRAIN HARVEST
Western Great Plains States
Extension Service, U. S. Department of Agriculture
Farm Labor Program



1/ Approximate percent flax: Areas 26-28-29, 15%; areas 27-30, 20%; areas 31-33, 25%; area 32, 30%.

2/ Straight combined. 3/ Pick-up combined.

WHEAT AND SMALL GRAIN HARVEST
WESTERN GREAT PLAINS STATES

Information and map

for
TEXAS, OKLAHOMA, KANSAS, COLORADO, NEBRASKA, WYOMING,
SOUTH DAKOTA, NORTH DAKOTA, AND MONTANA

SEE THE COUNTY EXTENSION AGENT

The dates shown on this map are the usual harvest dates, but may vary according to the season. The county agents will have current information on crop conditions, harvest dates by areas and counties, also information regarding the need for custom combines, trucks for hauling grain, tractor operators, and for individual harvest hands. His office or that of the farm labor assistant is usually located in the county seat, either in the courthouse or post office. In some towns temporary labor offices have been established on the main street. Many towns will have parking places for trucks and combines, and accommodations for harvest hands. Do not hesitate to visit, write, telephone or telegraph the State and county agent offices if you have need for information and assistance.

Keep this map and use this information as you follow the harvest.

EXTENSION SERVICE, UNITED STATES DEPARTMENT OF AGRICULTURE
Farm Labor Program
Recruitment and Placement Division
Washington 25, D.C.

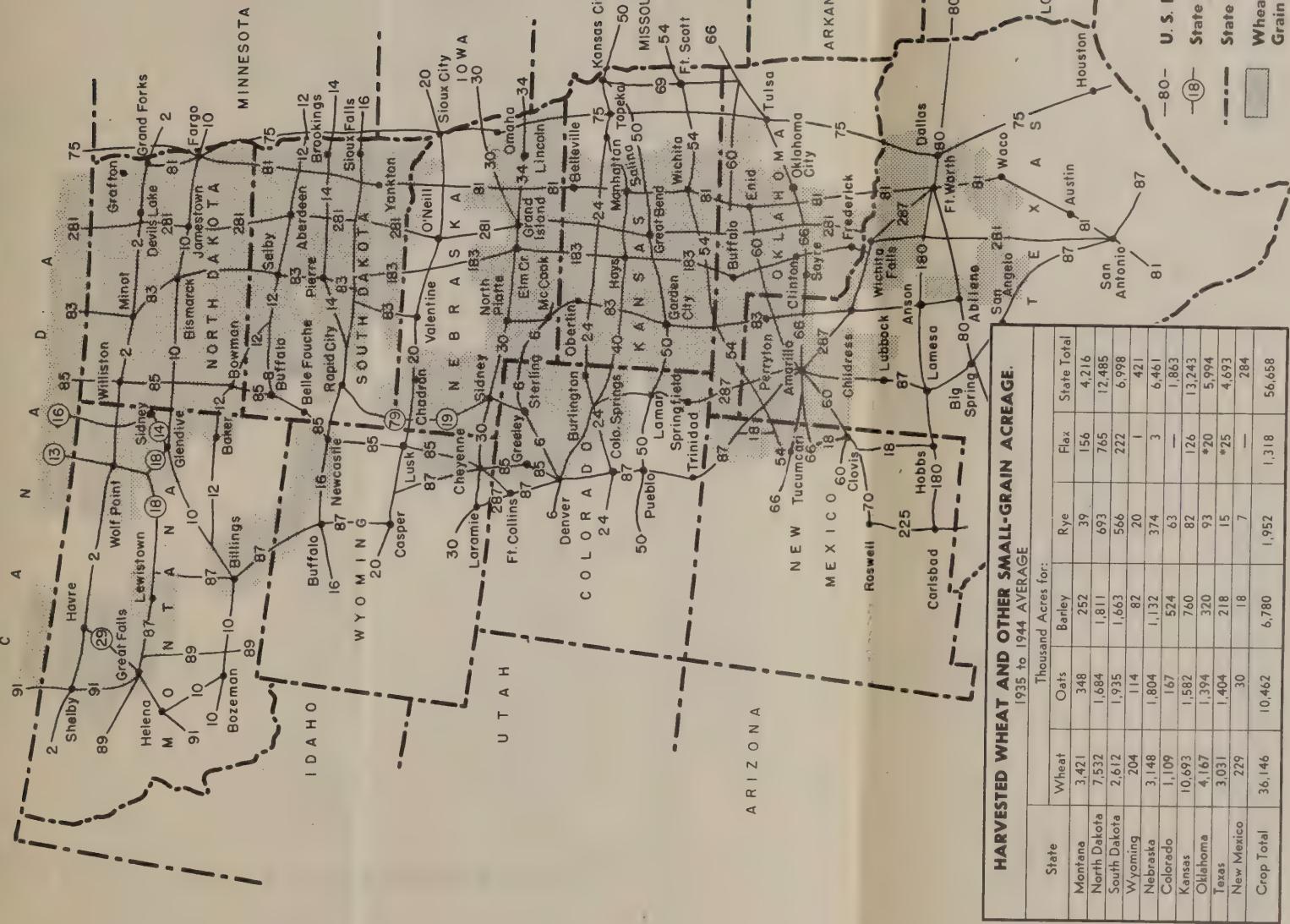
County	County Agent	Address
<u>Area 1 - Texas</u>		
Bosque	C. C. Jobson	Meridian, Texas
Brown	C. W. Lehberg	Brownwood, "
Coleman	J. M. Glover, Jr.	Coleman, "
Concho	M. H. Badger	Paint Rock, "
Coryell	W. F. Graham	Gatesville, "
Dallas	A. B. Jolley	Dallas, Hall of Records, "
Ellis	W. M. Love	Waxahachie, "
Hamilton	E. R. Lawrence	Hamilton, "
Hill	G. H. Clark	Hillsboro, "
Johnson	G. A. Munch	Cleburne, "
Jones	H. C. Stanley, Jr.	Anson, "
McCulloch	R. F. McSwain	Brady, "
Mills	C. D. Holcomb	Goldthwaite, "
Runnels	J. A. Barton	Ballingen, "
Tarrant	M. C. Counts	Ft. Worth, Co.Ct.Hs., "
Taylor	H. V. Cook	Abilene, "
<u>Area 2 - Texas</u>		
Archer	C. W. Wilhoit	Archer City, "
Baylor	O. E. Hoyle	Seymour, "
Childress	V. E. Hafner	Childress, "
Clay	J. H. Miller, Jr.	Henrietta, "
Collin	J. F. McCullough	McKinney, "
Cooke	B. T. Hawe	Gainesville, "
Denton	G. R. Warren	Denton, "
Foard	D. F. Eaton	Crowell, "
Grayson	W. H. Jones	Sherman, "
Hartman	B. H. Rector	Quanah, "
Jack	J. W. Hulsey	Jacksboro, "
Knox	R. O. Dunkle	Benjamin, "
Throckmorton	G. S. Blackburn	Throckmorton, "
Wilbarger	F. T. Wendt	Vernon, "
Wichita	G. R. McNeil	Wichita Falls, "
Wise	C. H. Bates	Decatur, "
Young	G. R. Schumann	Graham, "
<u>Area 3 - Texas - Oklahoma</u>		
Armstrong	Chas. O. Reed, Jr.	Claude, "
Briscoe	L. L. White	Silverton, "
Carson	J. F. Smith	Panhandle, "
Castro	R. L. King	Dimmit, "
Crosby	W. R. Kimbrough	Grosbyton, "
Deaf Smith	H. L. Cleerman	Hereford, "
Floyd	A. L. Hartzog	Floydada, "
Gray	R. B. Thomas	Pampa, "
Hale	C. B. Martin	Plainview, "
Hemphill	J. W. Grist	Canadian, "
Hutchinson	J. W. Neilson	Stinnett, "
Lipscomb	County Agent	Lipscomb, "
Ochiltree	H. G. Wiles	Perryton, "
Farmer	Lee H. McElroy	Farwell, "
Potter	A. P. Bralley	Amarillo, "
Randall	W. H. Upchurch	Canyon, "
Roberts	L. E. Breeding	Miami, "
Swisher	C. C. Brookhiser	Tulia, "
Wheeler	J. H. Martin	Wheeler, "
Beaver	I. C. Husky	Beaver, Oklahoma

Area 4 - Texas - Oklahoma

Dallam	M. J. Simms	Dalhart, Texas
Hansford	Zack Jagers	Spearman, "
Hartley	E. L. Dyratt	Channing, "
Moore	J. B. Waide, Jr.	Dumas, "
Oldham	County Agent	Vega, "
Sherman	Barnett Goude	Stratford, "
Cimarron	W. E. Baker	Boise City, Oklahoma
Texas	C. J. Hatcher	Guymon, "
<u>Area 5 - Oklahoma</u>		
Caddo	J. F. Tomlinson	Anadarko, "
Canadian	J. R. Tarver	El Reno, "
Comanche	Ted Krisher	Lawton, "
Cotton	W. H. Cleverdon	Walters, "
Grady	M. G. Tucker	Chickasha, "
Greer	W. J. Beck	Mangum, "
Harmon	Thomas Cunningham	Hollis, "
Jackson	D. R. Vaniman	Altus, "
Kiowa	Tom Morris	Robert, "
Tillman	S. M. Lewis	Frederick, "
Washita	James V. Son	Cordell, "
<u>Area 6 - Oklahoma</u>		
Alfalfa	A. R. Jacob	Cherokee, "
Blaine	G. W. VanNyning	Watonga, "
Garfield	J. B. Hurst	Enid, "
Grant	Lewis Haydock	Medford, "
Lev	W. R. Hutchison	Newkirk, "
Kingfisher	L. J. Cunningham	Kingfisher, "
Logan	Harold Casey	Guthrie, "
Major	Roy O. Ward	Fairview, "
Noble	V. M. Scott	Perry, "
Osage	Harold Sheehart	Fawhusha, "
<u>Area 7 - Oklahoma</u>		
Beckham	F. O. Scruggs	Sayre, "
Custer	C. F. Neumann	Arapaho, "
Dewey	E. Dale Martin	Taloga, "
Ellis	R. L. Ross	Arnett, "
Harper	Max Barth	Buffalo, "
Roger Mills	W. D. Davis	Cheyenne, "
Woods	Charles Gardner	Alva, "
Woodward	J. D. Minsonson	Woodward, "
<u>Area 8 - Kansas</u>		
Barber	Willis Wernick	Medicine Lodge, Kansas
Butler	V. E. Payson	El Dorado, "
Comanche	H. L. Murphy	Coldwater, "
Cowley	Dale Allen	Winfield, "
Harper	E. R. Dutton	Anthony, "
Harvey	H. B. Harper	Newton, "
Kingman	E. W. Pitman	Kingman, "
Pratt	E. B. Etling	Pratt, "
Reno	D. W. Ingle	Hutchinson, "
Sedgewick	A. E. Stephenson	Wichita, 142 N. Hwy:
Summer	R. G. Frye	Wellington, "

County	County Agent	Address	County	County Agent	Address
<u>Area 9 - Kansas</u>					
Clark	F. D. Engler	Ashland, Kansas	Brookings	Charles Sayre	Brookings, South Dakota
Edward	E. G. Manry	Kinsley, "	Codington	John Noonan	Watertown, South Dakota
Ford	J. P. Ferrar	Dodge City, "	Douglas	R. L. Pyman	Clear Lake, "
Kiowa	J. F. Smerchek	Greensburg, "	Grant	Fred Dosch	Milbank, "
Meads	A. E. Harris	Meads, "	Hamlin	Clayton Kelsey	Hastings, "
Pawnee	P. N. Hines	Larned, "	Kingsbury	Carroll Welman	De Smet, "
Seward	Mrs. Bertha F. Jordon Liberal	"	Lake	Clarence Schladweiler	Howard, "
<u>Area 10 - Kansas</u>					
Barton	V. E. McAdams	Great Bend, Kansas	Miner	C. M. Culhane	Plankinton, "
Clay	Brace Rowley	Clay Center, "	Moody	Cecil Sanderson	Sisseton, "
Dickinson	H. A. Daily	Abilene, "	Roberts	Maynard Warner	South Dakota - Nebraska
Ellsworth	F. M. Coleman	Ellsworth, "	Aurora	Maynard Warner	Plankinton, "
Marion	F. A. Hagan	Marion, "	Bennett	Farm Labor Asst.	Mission, "
McPherson	J. R. Cooper	McPherson, "	Brule	Farm Labor Asst.	Chamberlain, "
Ottawa	L. E. Whipple	Minneapolis, "	Charles Mix	Farm Labor Asst.	Lake Andes, "
Rice	G. W. Swallow	Lyons, "	Davison	Leonard Schrader	Mitchell, "
Saline	W. E. Gregory	Salina, "	Douglas	R. L. Pinnow	Armour, "
Stafford	Arlo A. Brown	St. John, "	Gregory	Hagen Kelsey	Burke, "
<u>Area 11 - Kansas - Colorado</u>					
Finney	Ralph Gross	Garden City, "	Mallette	County Agent	White River, "
Grant	J. W. Taylor	Ulysses, "	Todd	"	"
Gray	County Agent	Cimarron, "	Tripp	Olan Starkay	Winner, "
Hamilton	F. G. Bierley	Syracuse, "	Boyd	W. G. Sire	Butte, Nebraska
Haskell	Sam E. Altop	Sublette, "	Beadle	G. F. Peppers	Huron, South Dakota
Hodgeman	C. M. Elling	Jetmore, "	Buffalo	"	"
Kearny	Vernon Eberhart	Lakin, "	Hastak	Elbert Bentley	Philip, "
Lane	L. P. Frazier	Dighton, "	Hand	La Verne Kortan	Miller, "
Morton	W. W. White	Elkhart, "	Hughes	Farm Labor Asst.	Pierre, "
Ness	J. W. Livingston	Neosho, "	Hyde	K. J. Wanless	Highmore, "
Stanton	M. W. Smerchek	Johnson, "	Jackson	Farm Labor Asst.	Mission, "
Stevens	A. P. Timmons	Hugoton, "	Jerald	Farm Labor Asst.	Wessington Springs, "
Trego	Farm Labor Assistant	Wekeeny, "	Jones	Farm Labor Asst.	Mission, "
Baca	Martin Erikson	Springfield, Co., Colo., Colorado	Lyman	Farm Labor Asst.	Kennebec, "
Prowers	M. B. Mills	Lamar, Co., Colo.	Pennington	K. T. Mears	Rapid City, "
<u>Area 12 - Kansas</u>					
Cloud	K. V. Engle	Concordia, Kansas	Stanley	Farm Labor Asst.	Woonsocket, "
Ellis	Jewell O. Gehrt	Hays, "	Sully	J. F. Neu	Onida, "
Jewell	Edwin Hedstrom	Manhattan, "	<u>Area 13 - Kansas</u>		
Lincoln	D. D. Dickens	Lincoln, "	Corson	R. J. Gibson	McIntosh, South Dakota
Mitchell	H. C. Love	Beloit, "	Dewey	E. R. Parton	Timber Lake, "
Osborne	R. B. Poch	Osborne, "	Harding	County Agent	Buffalo, "
Phillips	C. L. Zoller	Phillipsburg, "	Graham	Kenneth Leslie	Sturgis, "
Republic	H. J. Adams	Belleview, "	Perkins	County Agent	Bison, "
Rock	Robert Danford	Stockton, "	Ziebach	County Agent	Dupres, "
Rush	V. S. Crippen	La Crosse, "	Adams	M. A. Ellington	Aberdeen, "
Russell	F. W. Carey	Russell, "	Bowman	N. C. Anderson	Mound City, "
Smith	Paul Gilpin	Smith Center, "	Slope	A.A.A. Office	Clark, "
Washington	E. L. McClelland	Washington, "	Fallon	E. A. Dooley	Webster, "
<u>Area 14 - Colorado - Nebraska</u>					
Adams	C. H. Powell	Brighton, Co., Colo.	Corson	R. J. Gibson	McIntosh, South Dakota
Arapahoe	A. H. Tedmon	Littleton, Co., Colo.	Dewey	E. R. Parton	Timber Lake, "
Cheyenne	A.A.A. Committee	Cheyenne, Colo.	Harding	County Agent	Buffalo, "
<u>Area 15 - Colorado - Wyoming - Nebraska</u>					
Elbert	Elmer Schmid	Sioux City, Nebraska	Graham	Kenneth Leslie	Sturgis, "
Kit Carson	R. O. Woodfin	Burlington, Co., Colo.	Perkins	County Agent	Bison, "
Lincoln	J. S. Jones	Hugo, Co., Colo.	Ziebach	County Agent	Dupres, "
Logan	S. S. Hoar	Sterling, P.O. Bldg.	Adams	M. A. Ellington	Aberdeen, "
Phillips	G. J. Rober	Holyoke, Co., Colo.	Bowman	N. C. Anderson	Mound City, "
Sedgwick	H. J. Hoff	Julesburg, Colo.	Slope	A.A.A. Office	Clark, "
Washington	F. H. Cornaby	Akron, Colo.	Fallon	E. A. Dooley	Webster, "
Yuma	F. A. Weverker	Wray, Co., Colo.	<u>Area 16 - Nebraska</u>		
Cheyenne	F. H. Bjurstrom	Leoti, Colo.	Corson	R. J. Gibson	McIntosh, South Dakota
<u>Area 17 - Nebraska</u>			Dewey	E. R. Parton	Timber Lake, "
Clay	Farm Labor Assistant	Clay Center, Nebraska	Harding	County Agent	Buffalo, "
Fillmore	I. E. Lindstrom	Geneva, "	Graham	Kenneth Leslie	Sturgis, "
Gage	P. S. Sutton	Beatrice, "	Perkins	County Agent	Bison, "
Jefferson	County Agent	Fairbury, "	Ziebach	County Agent	Dupres, "
Johnson	L. F. Boyden	Tecumseh, "	Adams	M. A. Ellington	Aberdeen, "
Nebraska	J. G. Steele	Auburn, "	Bowman	N. C. Anderson	Mound City, "
Nuckolls	E. F. Bowen	Nelson, "	Slope	A.A.A. Office	Clark, "
Otoe	A. H. Delong	Syracuse, "	Fallon	E. A. Dooley	Webster, "
Richardson	T. D. Aitken	Falls City, "	<u>Area 18 - Nebraska</u>		
Saline	R. N. Cain	Wilber, "	Corson	R. J. Gibson	McIntosh, South Dakota
Thayer	V. B. McClure	Hebron, "	Dewey	E. R. Parton	Timber Lake, "
Boone	E. L. Lawrence	Albion, "	Harding	County Agent	Buffalo, "
Butler	G. A. Garrison	David City, "	Graham	Kenneth Leslie	Sturgis, "
Cass	W. H. Waldo	Weeping Water, "	Perkins	County Agent	Bison, "
Hamilton	L. V. Peterson	Aurora, "	Ziebach	County Agent	Dupres, "
Lancaster	V. H. Petersen	Lincoln, "	Adams	M. A. Ellington	Aberdeen, "
Merrick	Stanley Whitson	Central City, "	Bowman	N. C. Anderson	Mound City, "
Nance	Robert Wier	Fullerton, "	Slope	A.A.A. Office	Clark, "
Polk	Carson Throckmorton	Osceola, "	Fallon	E. A. Dooley	Webster, "
Saunders	E. G. Russell	Wahoo, "	<u>Area 19 - Nebraska</u>		
Seward	H. K. Newton	Seward, "	Corson	R. J. Gibson	McIntosh, South Dakota
York	A. R. Hecht	York, "	Dewey	E. R. Parton	Timber Lake, "
<u>Area 20 - Nebraska</u>					
Chase	J. E. Reynolds	Imperial, "	Harding	County Agent	Buffalo, "
Ouster	M. L. Gould	Broken Bow, "	Graham	Kenneth Leslie	Sturgis, "

Wheat and Small-Grain Harvest Map of Great Plains States



TEXAS AND NEW MEXICO HARVEST INFORMATION

The areas where custom combines and harvest labor are needed are indicated by the shaded sections of the map on the opposite page. All harvest work is usually done by the straight combine method. Pick-up attachments are not needed. Combine operators from the north should come down highway U. S. 183 to reach the western part of Area 2, and down highway U. S. 83 to reach Areas 3 and 4.

At least 50 percent of the outside harvest workers should be experienced combine operators and tractor and truck drivers. Other help is needed for scooping grain and miscellaneous work. The demand for trucks not attached to combines is normally light, depending on the yield, but trucks attached to combines are used throughout the wheat harvest.

Texas Highway Regulations.—A commercial truck and trailer, loaded with a combine or other farming implement, over 96 inches in width, requires a special permit from the State highway department to move over State highways.

Harvested acres of small grain (1946), 7,903,000.

Ten-year average (1935 to 1944), 4,693,000.

Usual outside custom combines needed, 1,200 to 1,500.

Usual outside harvest labor needed, 3,500 to 4,500.

NEW MEXICO

Harvested acres of small grain (1946), 430,000.

Ten-year average (1935 to 1944), 284,000.

The truck and trailer, loaded with such a combine, moving as a commercial load, is not an implement of husbandry insofar as traffic regulations of the State are concerned.

The movement of combines from farm to farm, within a reasonable distance, is not restricted by the regulation. If further information is desired about travel regulations, contacts should be made with the Department of Public Safety, Texas Highway Patrol, Camp Mabry, Austin 9, Tex.

TEXAS COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; HR—Hall of Records

County	Town	Location	Phone No.
Archer	Archer City	CH	105
Armstrong	Claude	CH	162
Baylor	Seymour	CH	393-R
Bosque	Meridian	CH	111
Briscoe	Silverton	CH	54
Brown	Brownwood	CH	5509
Carson	Panhandle	CH	57
Castro	Dimmitt	CH	61
Childress	Childress	CH	78
Clay	Henrietta	CH	47
Coleman	Coleman	CH	6036
Collin	McKinney	CH	332
Concho	Paint Rock	CH	
Cooke	Gainesville	CH	115
Coryell	Gatesville	CH	30
Crosby	Crosbyton	CH	102
Dallam	Dalhart	CH	19
Dallas	Dallas	HR	Riverside 8646
Deaf Smith	Hereford	CH	477
Denton	Denton	CH	619
Ellis	Waxahachie	CH	900
Floyd	Floydada	CH	217
Foard	Crowell	CH	285
Gray	Pampa	CH	515
Grayson	Sherman	CH	615
Hale	Plainview	CH	101
Hamilton	Hamilton	CH	231
Hansford	Spearman	CH	59
Hardeman	Quanah	CH	561
Hartley	Channing	CH	44
Hemphill	Canadian	CH	13
Hill	Hillsboro	CH	975
Hutchinson	Stinnett	CH	12

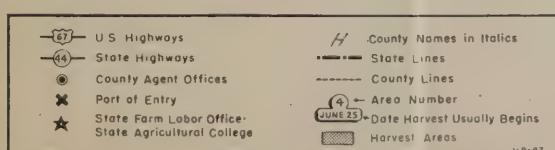
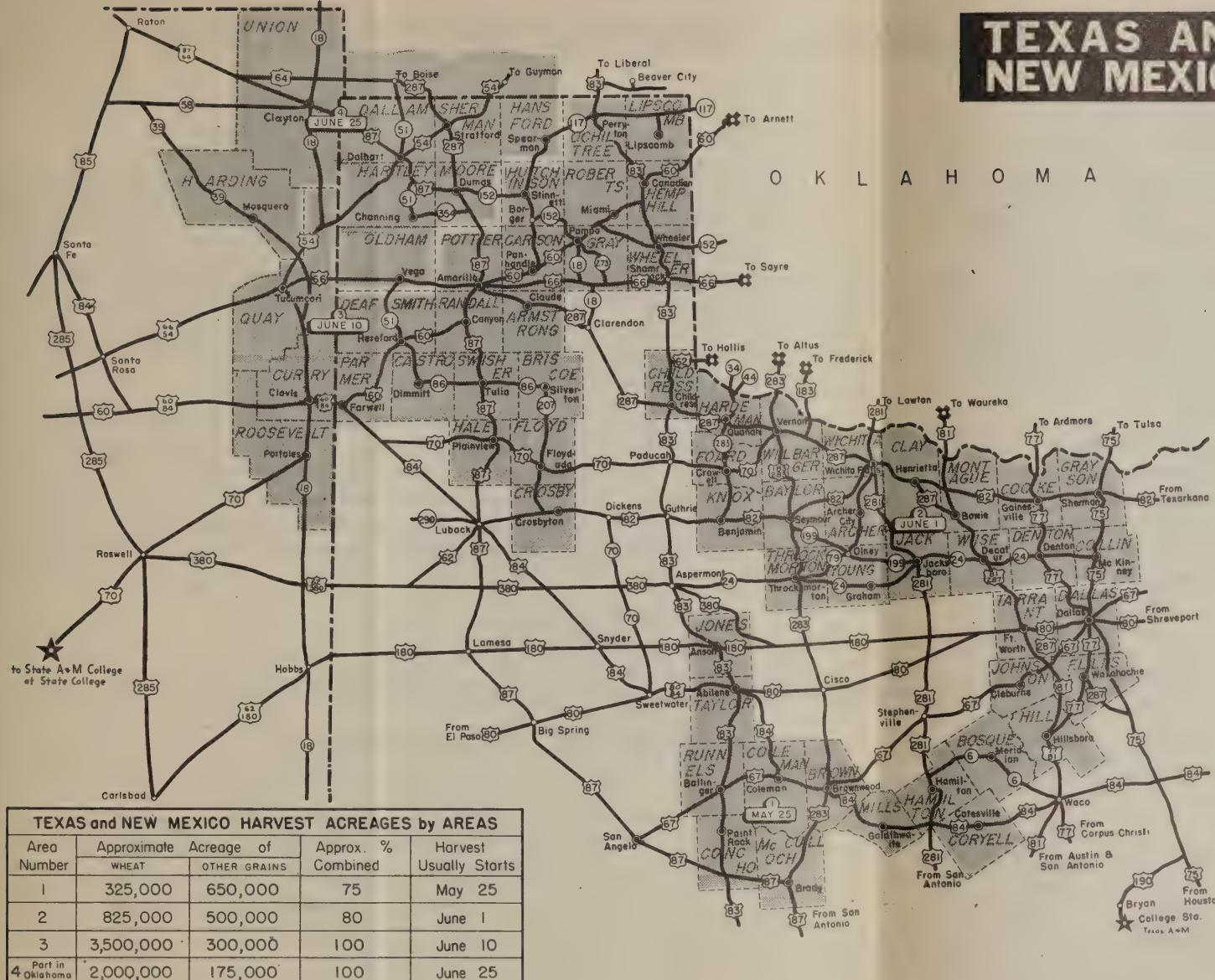
County	Town	Location	Phone No.
Jack	Jacksboro	CH	28
Johnson	Cleburne	CH	166
Jones	Anson	CH	4121
Knox	Benjamin	CH	58
Lipscomb	Lipscomb	CH	64
McCulloch	Brady	CH	543
Mills	Goldthwaite	CH	222
Moore	Dumas	CH	9
Ochiltree	Perryton	CH	29
Oldham	Vega	CH	21
Parmer	Farwell	CH	3551
Potter	Amarillo	CH	6125
Randall	Canyon	CH	241
Roberts	Miami	CH	138
Runnels	Ballinger	CH	328
Sherman	Stratford	CH	58
Swisher	Tulia	CH	14
Tarrant	Fort Worth	CH	2-9713
Taylor	Abilene	CH	3286
Throckmorton	Throckmorton	CH	135
Tom Green	San Angelo	CH	3252
Wheeler	Wheeler	CH	71
Wilbarger	Vernon	CH	222
Wichita	Wichita Falls	CH	2-0721
Wise	Decatur	CH	
Young	Graham	CH	418

NEW MEXICO COUNTY AGENT OFFICE LOCATIONS

Union	Clayton	CH	
Harding	Mosquero	CH	471
Quay	Tucumcari	CH	25
Curry	Clovis	CH	574
Roosevelt	Portales	CH	88

TEXAS AND NEW MEXICO

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Texas State Harvest Supervisor's Office:
Plainview

Texas State Farm Labor Office:
Texas A&M College, College Station Texas

Texas State Motor Vehicle Office:
Dept. of Public Safety, Texas Highway Patrol,
Camp Mabry, Austin 9.

New Mexico State Farm Labor Office:
State Agricultural College, at State College

New Mexico State Motor Vehicle Office:
Santa Fe.

OKLAHOMA HARVEST INFORMATION

Production of small grain is largely confined to 31 counties in the western half of the State. With few exceptions, it is harvested by the straight combining method. The wheat-producing area uses large combines. There is little demand for small or all-crop combines in major areas.

Harvest workers, experienced in operating combines and in driving tractors and trucks are in greatest demand. Some workers are needed to scoop grain and do other harvest work. The demand for trucks not attached to combines is very light. Trucks attached to combines usually find work. County agent offices supply current and reliable harvest information.

State Highway Regulations.—No license is required on the combine or on a farm tractor. For owners who drive automobiles, and in some cases trailers, into this State, no license is required if they display proper out-of-State license and do not remain in Oklahoma more than 60 consecutive days. No license is required for the truck or pickup if it merely passes through Oklahoma or delivers a combine in the State.

Harvested acres of small grain (1946), 7,448,000.

Ten-year average (1935 to 1944), 5,994,000.

Usual outside custom combines needed, 1,200 to 1,600.

Usual outside harvest labor needed, 2,000 to 2,500.

Hauling grain in trucks or pickups from fields to elevators or from one elevator to some other point in Oklahoma, constitutes an intrastate operation of a commercial vehicle, which requires a license. The law permits a truck owner from another State to license such a commercial vehicle for periods of 30, 60, and 90 days.

The maximum height of a vehicle and its load cannot exceed 12½ feet; the maximum length is 45 feet and the maximum width 96 inches. Any operators with vehicles exceeding these limitations must apply for a special permit, which may be obtained by writing the Highway Commission, State Office Building, Oklahoma City, Okla., giving height, length, and width of the vehicle. Permit should be obtained before entering the State.

OKLAHOMA COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; FB—Federal Bldg.; AB—Agricultural Bldg.

County	Town	Location	Phone No.	County	Town	Location	Phone No.
Alfalfa	Cherokee	CH	131	Harmon	Hollis	AB	101
Beaver	Beaver City	AB	65	Harper	Buffalo	CH	84
Beckham	Sayre	CH	139	Jackson	Altus	CH	823
Blaine	Watonga	CH	243	Kay	Newkirk	CH	494
Caddo	Anadarko	113½ W. Main	608	Kingfisher	Kingfisher	CH	220
Canadian	El Reno	FB	155	Kiowa	Hobart	FB	217
Cimarron	Boise City	CH	103	Logan	Guthrie	FB	161
Comanche	Lawton	CH	1176	Major	Fairview	CH	376
Cotton	Walters	CH	136	Noble	Perry	FB	21
Custer	Arapaho	CH	27	Roger Mills	Cheyenne	CH	113
Dewey	Taloga	CH	76	Texas	Guymon	CH	224
Ellis	Arnett	CH	56	Tillman	Frederick	CH	71
Garfield	Enid	FB	473	Washita	Cordell	CH	360
Grady	Chickasha	CH	371	Woods	Alva	CH	786
Grant	Medford	CH	34	Woodward	Woodward	FB	44
Greer	Mangum	FB	188				

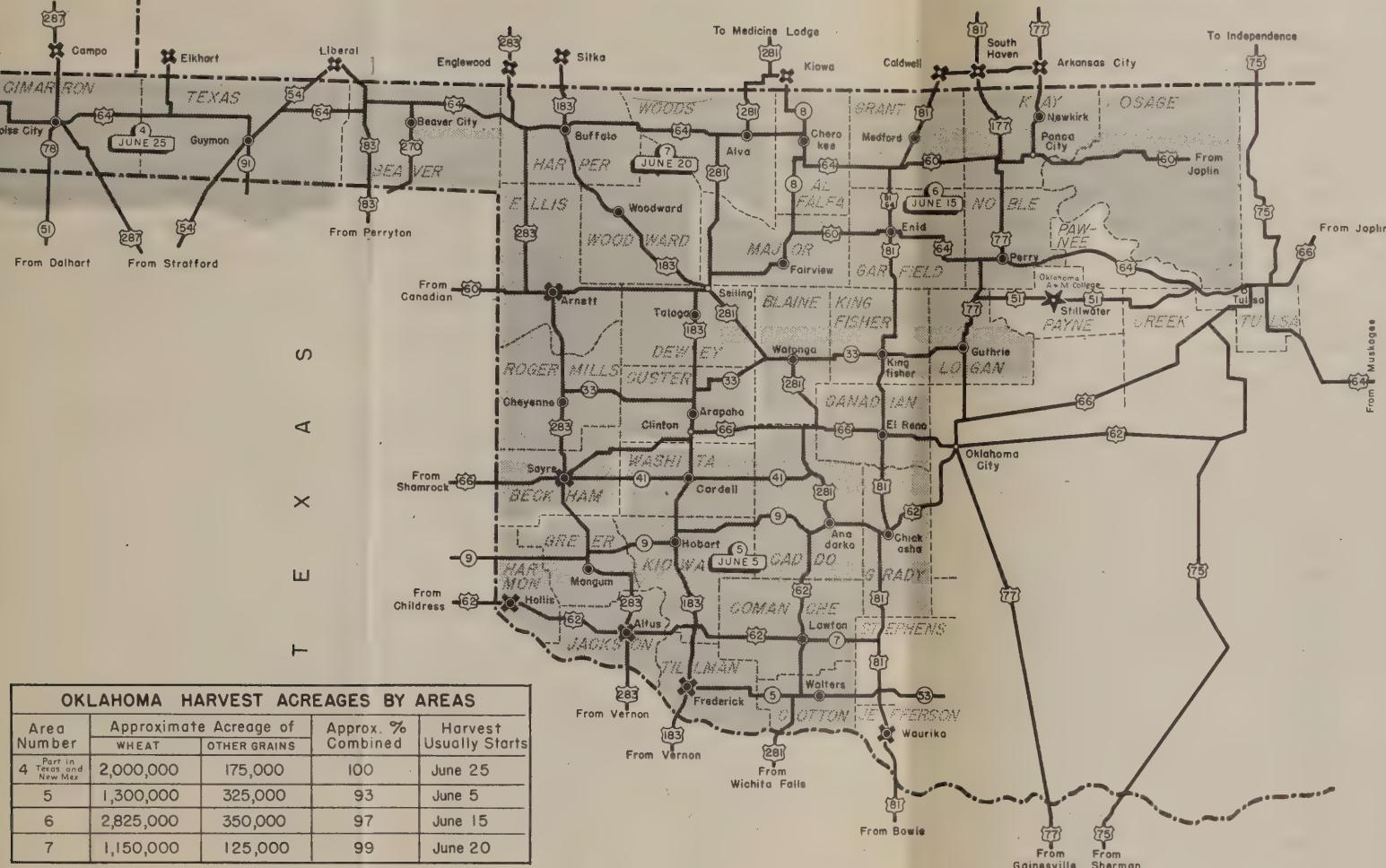
OKLAHOMA

C O L O R A D O

K A N S A S

From
Forsyth

N E W M E X I C O



T E X A S

— U.S. Highways	H County Names in Italics
— State Highways	— State Lines
◎ County Agent Offices	----- County Lines
✖ Port of Entry	— Area Number
State Farm Labor Office: State Agricultural College	Harvest Areas

State Farm Labor Office:
Oklahoma A & M College, Stillwater

State Motor Vehicle Office:
State Highway Commission, State Office Bldg, Oklahoma City

KANSAS HARVEST INFORMATION

The principal wheat production area, and the area where outside custom combines and harvest labor are needed, is in the western two-thirds of the State. Practically all of the wheat is harvested by straight combining.

Experienced combine operators and tractor and truck drivers are in greatest demand. Labor for scooping and other harvest work is in some demand. No unattached trucks are needed. Trucks attached to a combine outfit usually find work.

Cleaning of Combines.—Thorough cleaning of combines before entering the State and before leaving infested fields is required by law, under heavy penalty. It is advisable to clean thoroughly all machines, inside and out, before they leave home.

Harvested acres of small grain (1946), 15,260,000.

Ten-year average (1935 to 1944), 13,243,000.

Usual outside custom combines needed, 2,500 to 3,000.

Usual outside harvest labor needed, 15,000 to 20,000.

State Highway Regulations.—All custom combine operators must stop at the port of entry to obtain exempt clearance before entering Kansas. No charge is made for this clearance. Operators with oversize loads cannot travel after dark. Clearance of vehicles including oversize permits is obtained at ports of entry, or in a manner outlined by attendants at the ports of entry. If additional information is desired on travel over Kansas highways, contact the State Corporation Commission at Topeka.

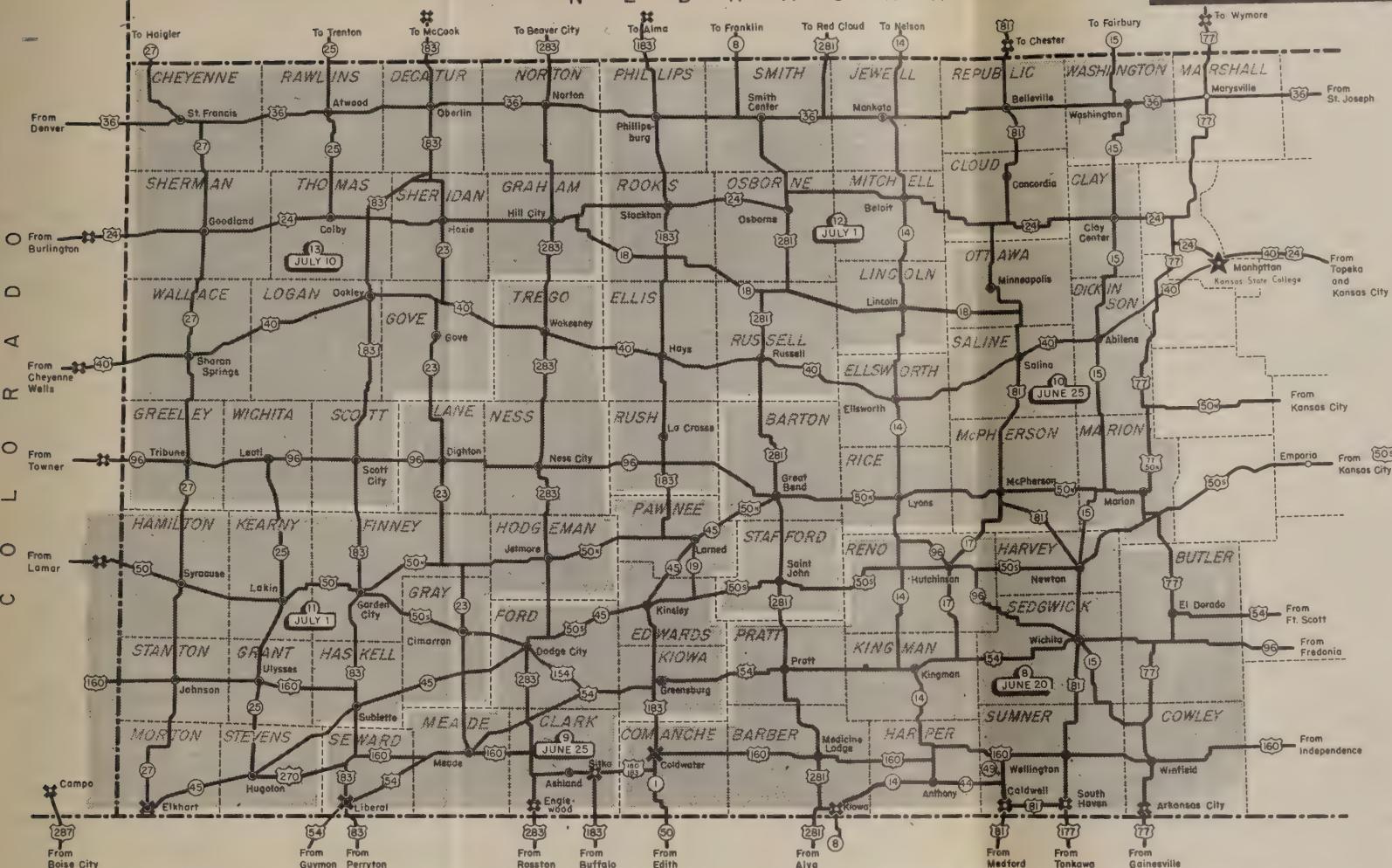
KANSAS COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; PO—Post Office; CB—County Bldg.; *In Business District

County	Town	Location	Phone No.	County	Town	Location	Phone No.
Barber	Medicine Lodge	*	49	Marion	Marion	CH	75
Barton	Great Bend	CH	275	Meade	Meade	CH	28
Butler	El Dorado	CH	1470	Mitchell	Beloit	CH	870
Cheyenne	Saint Francis	CH	86	Morton	Elkhart	*	90
Clark	Ashland	CH	76	Ness	Ness City	CH	193
Clay	Clay Center	*	281	Norton	Norton	CH	26
Cloud	Concordia	CH	1198	Osborne	Osborne	CH	85
Comanche	Coldwater	CH	43	Ottawa	Minneapolis	*	96
Cowley	Winfield	*	674	Pawnee	Larned	CH	502
Decatur	Oberlin	CH	72	Phillips	Phillipsburg	CH	137
Dickinson	Abilene	*	418	Pratt	Pratt	CH	177
Edwards	Kinsley	CH	33	Rawlins	Atwood	*	101
Ellis	Hays	CH	116	Reno	Hutchinson	CH	772
Ellsworth	Ellsworth	CH	49	Republic	Beaumont	PO	84
Finney	Garden City	CH	21	Rice	Lyons	801 E. Main	146
Ford	Dodge City	CB	242	Rooks	Stockton	CH	87
Gove	Gove City	—	—	Rush	La Crosse	CH	210
Graham	Hill City	CH	63	Russell	Russell	PO	178
Grant	Ulysses	CH	188	Saline	Salina	PO	1233
Gray	Cimarron	CH	90	Scott	Scott City	CH	284
Greeley	Tribune	CH	79	Sedgwick	Wichita	142 N. Broadway	4-4372
Hamilton	Syracuse	CH	94	Seward	Liberal	PO	600
Harper	Anthony	CH	107	Sheridan	Hoxie	CH	176
Harvey	Newton	*	1071	Sherman	Goodland	CH	7110
Haskell	Sublette	CH	104	Smith	Smith Center	CH	182
Hodgeman	Jetmore	CH	43	Stafford	Saint John	CH	215
Jewell	Mankato	CH	393	Stanton	Johnson	CH	36
Kearny	Lakin	CH	2531	Stevens	Hugoton	*	144
Kingman	Kingman	*	216	Sumner	Wellington	*	92
Kiowa	Greensburg	CH	88	Thomas	Colby	CH	123
Lane	Dighton	CH	216	Trego	Wakeeney	—	—
Lincoln	Lincoln	CH	12	Wallace	Sharon Springs	CH	18
Logan	Oakley	*	238	Washington	Washington	CH	39
McPherson	McPherson	PO	457	Wichita	Leoti	CH	69

NEBRASKA

KANSAS



KANSAS HARVEST ACREAGES BY AREAS

Area Number	Approximate Acreage of		Approx. % Combined	Harvest Usually Starts
	WHEAT	OTHER GRAINS		
8	1,531,000	125,000	98	June 20
9	1,625,000	100,000	100	June 25
10	1,975,000	125,000	98	June 25
11 <small>Part in Colorado</small>	2,325,000	250,000	100	July 1
12	2,200,000	225,000	95	July 1
13	2,175,000	300,000	100	July 10

17	U.S. Highways
14	State Highways
●	County Agent Offices
X	Port of Entry
★	State Farm Labor Office- State Agricultural College
9	Area Number
JUNE 25	Date Harvest Usually Begins
	Harvest Areas

State Farm Labor Office:
Extension Service, Kansas State College of Manhattan

State Motor Vehicle Office:
State Corporation Commission, Topeka

COLORADO HARVEST INFORMATION

Wheat production areas are in the eastern and northeastern counties. The crop is harvested almost entirely by the straight combine method. Acreages of wheat per farm are quite large, and only the larger type combines are in demand. There is a demand for harvest labor, especially men who are experienced in operating combines and in driving trucks and tractors. Trucks attached to combine outfits usually find work. Demand for unattached trucks is very light.

Machine operators and harvest workers should keep in contact with the nearest county agent or farm labor office for current harvest information. These offices direct operators and workers to areas and farms where help is needed.

Harvested acres of small grain (1946), 2,723,000.

Ten-year average (1935 to 1944), 1,863,000.

Usual outside custom combines needed, 200 to 300.

Usual outside harvest labor needed, 2,000 to 3,000.

In three counties, temporary farm-labor offices are set up to assist with the harvest at a second point in the county. At Brighton, a farm labor office is set up in the downtown district; at Fort Morgan, in the chamber of commerce office across the street from the courthouse, and in the State armory building at Lamar.

COLORADO COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; PO—Post Office; Tem.—Temporary Each Year

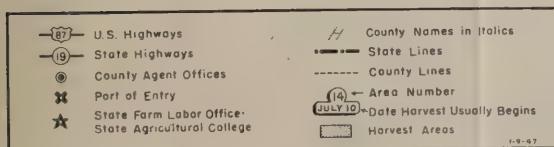
County	Town	Location	Phone No.	County	Town	Location	Phone No.
Adams	Brighton	CH	188J	Lincoln	Hugo	CH	81
Arapahoe	Littleton	PO	267		Sterling	PO	543
	Byers	Tem.		Morgan	Fort Morgan	CH	408
Baca	Springfield	CH	12		Holyoke	CH	6000
	Walsh	Tem.		Phillips	Lamar	CH	420
Denver	Denver	831 145th St.	TA 0277		Julesburg	CH	182J
Elbert	Simla	215 O. A. Bldg.	19	Washington	Ovid	Tem.	
Kiowa	Eads	Old Bank Bldg.	2612		Akron	CH	34W
Kit Carson	Burlington	CH	157	Weld	Greeley	CH	2937
					Fort Lupton	USDA Labor Camp	

W Y O M I N G

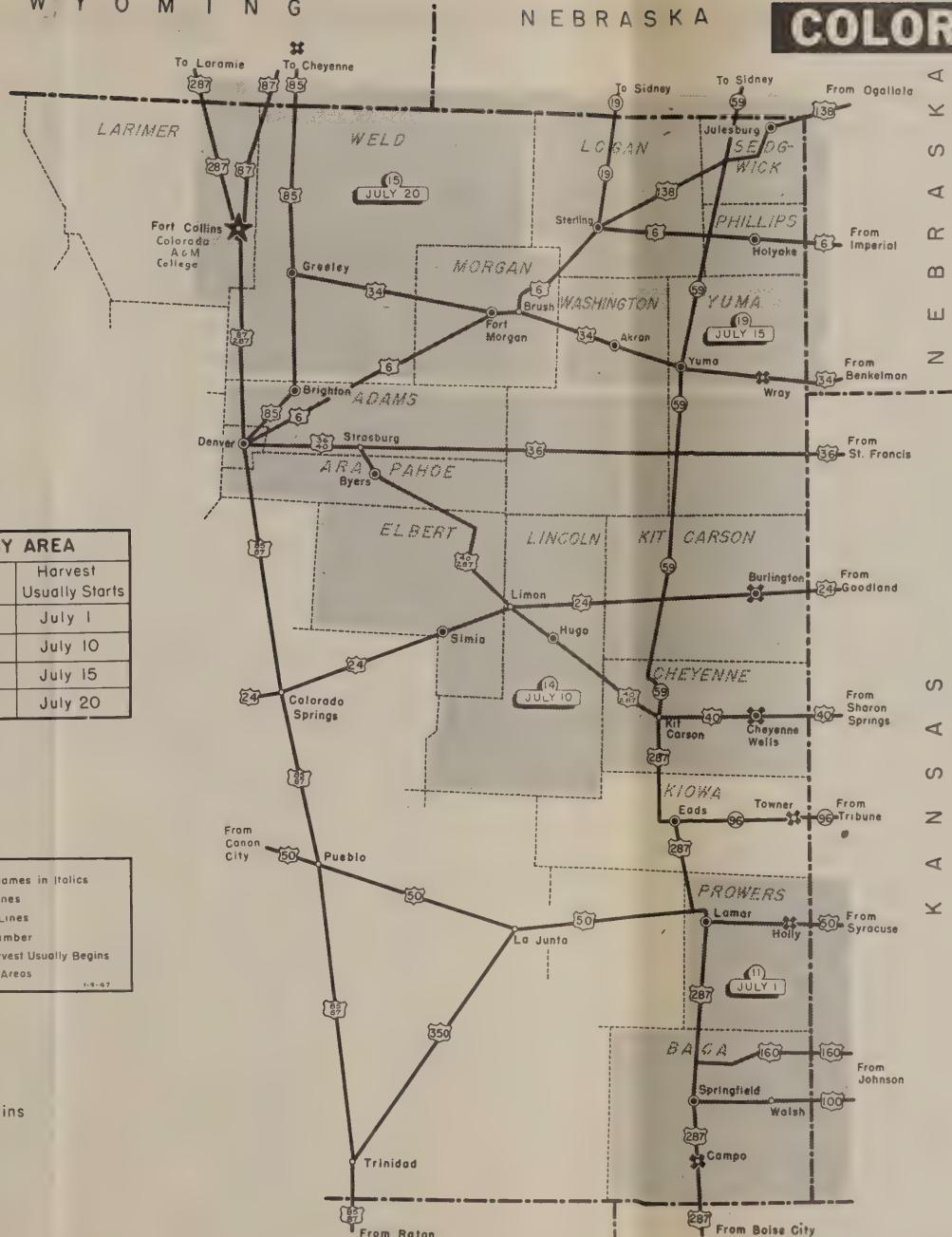
NEBRASKA

COLORADO

COLORADO HARVEST ACREAGES BY AREA				
Area Number	Approximate Acreage of		Approx. % Combined	Harvest Usually Starts
	WHEAT	OTHER GRAINS		
11 Part in Kansas	2,325,000	250,000	100	July 1
14	950,000	575,000	95	July 10
19 Part in Nebr.	1,350,000	600,000	85	July 15
15 Part in Wyo., Colo. & Dak.	925,000	450,000	90	July 20



State Farm Labor Office:
Colorado A & M, at Fort Collins
State Motor Vehicle Office:
Colorado State Patrol,
1306 Lincoln Street, Denver



NEBRASKA HARVEST INFORMATION

Only a limited acreage of wheat and other small grain is swathed and then combined by the aid of a pickup. This is done in the eastern third of the State. The rest of the State combines a large percentage of the other small grain and from 80 to 100 percent of the wheat acreage.

Many experienced combine operators and tractor and truck drivers are needed. In southern and eastern counties, help is needed for shocking and threshing. Trucks attached to combine outfits usually find work. Unattached trucks are in small demand.

Cleaning of Combines.—Thorough cleaning of combines before entering the State and before leaving infested fields is required by law, under heavy penalty.

State Highway Regulations.—Legal dimensions and weights for motor vehicles include: Permissible over-all width, 8 feet; over-all height, 12½ feet; over-all length of a single vehicle, 35 feet; over-all length of a tractor and semicombo, 42 feet; over-all length of a truck and full trailer, 45 feet. Combination of tractor, semi and follow-

Harvested acres of small grain (1946), 7,332,000.

Ten-year average (1935 to 1944), 6,461,000.

Usual outside custom combines needed, 1,200 to 1,600.

Usual outside harvest labor needed, 8,000 to 10,000.

ing trailer not allowed; gross weight on single axle, 18,000 pounds; gross weight on any two-axle single vehicle, 32,000 pounds. The gross weight of any three-axle single vehicle, the gross weight on any four-axle single vehicle, and the maximum gross weight of any vehicle or combination of vehicles is governed by the following formula: Length plus 40 times 750 for lengths over 18 feet.

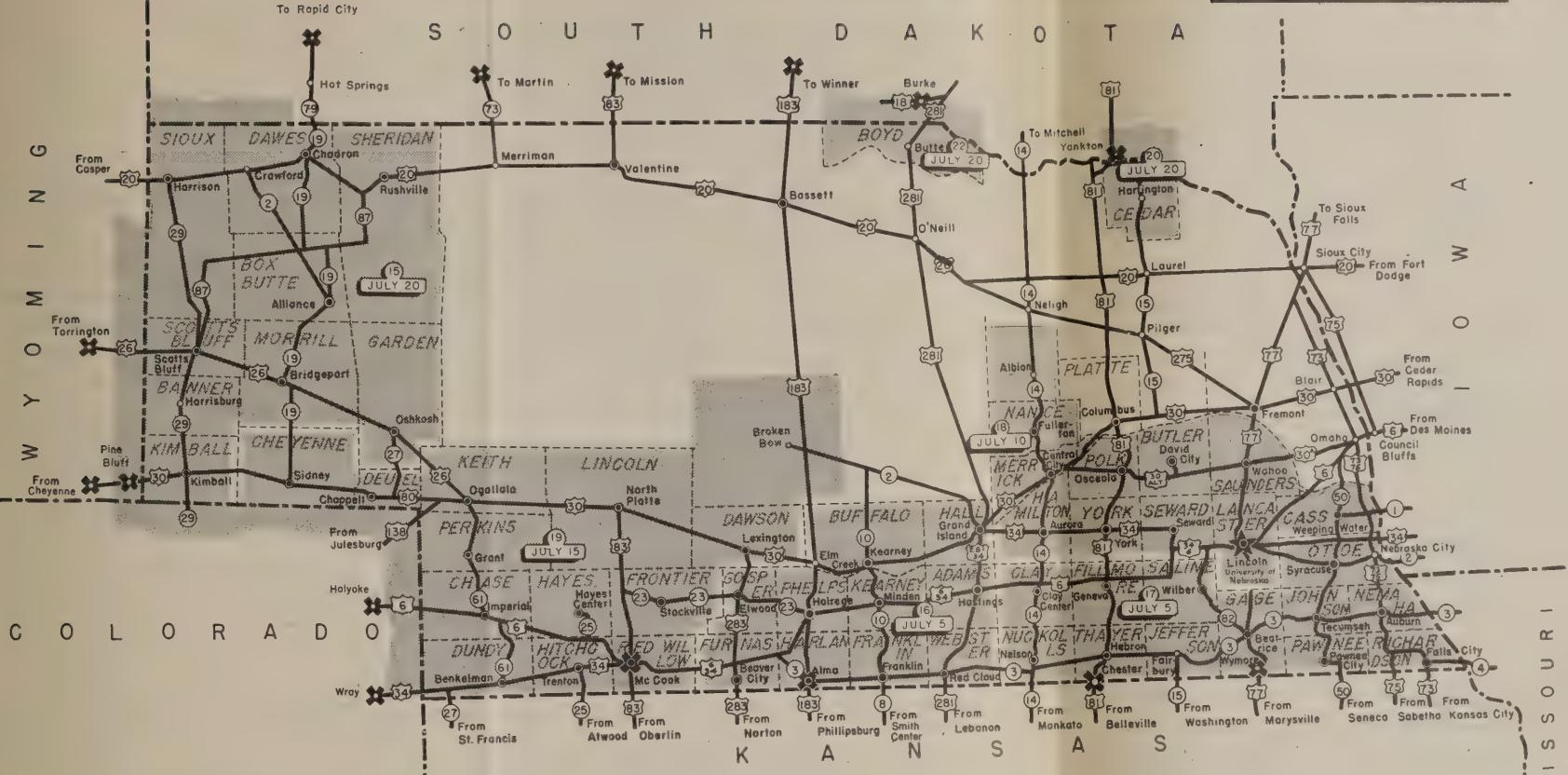
For any motor vehicle having an over-all width greater than 8 feet, the owner, before entering Nebraska, should write or call the Safety Highway Department, State Capitol, Lincoln, Nebr., phone 2-7351, for a special permit. No license is needed for combines, but out-of-State trucks, carrying wheat from field to elevator in Nebraska are required to purchase a license for rest of year.

NEBRASKA COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; PO—Post Office; Ag A—Agricultural Auditorium

County	Town	Location	Phone No.	County	Town	Location	Phone No.
Adams	Hastings	CH	1400	Kearney	Minden	CH	73-W
Box Butte	Alliance	PO	263	Keith	Ogallala	—	175
Buffalo	Kearney	CH	2-5271	Kimball; Banner	Kimball	CH	105
Butler	David City	CH	76	Lancaster	Lincoln	PO	2-2263
Cass	Weeping Water	Ag A	7	Lincoln	North Platte	CH	1209-J
Chase	Imperial	CH	131	Merrick	Central City	CH	220
Cherry	Valentine	Red Front	160	Morrill	Bridgeport	CH	235
Cheyenne	Sidney	PO	9	Nance	Fullerton	CH	260
Clay	Clay Center	CH	3-2131	Nemaha	Auburn	CH	448
Custer	Broken Bow	CH	300	Nuckolls	Nelson	CH	18
Dawes	Chadron	CH	740	Otoe	Syracuse	Own Bldg.	91
Dawson	Lexington	CH	117	Pawnee	Pawnee City	PO	2801
Dodge	Fremont	CH	613-J	Perkins	Perkins	CH	40
Deuel	Chappell	CH	—	Phelps	Holdrege	CH	421
Dundy	Benkelman	CH	7	Platte	Columbus	CH	6643
Fillmore	Geneva	PO	159	Polk	Osceola	CH	82
Frontier	Stockville	Reed	8	Red Willow	McCook	CH	165-W
Franklin	Franklin	CH	189	Richardson	Falls City	CH	789
Furnas	Beaver City	CH	130	Saline	Wilber	CH	34
Gage	Beatrice	CH	206	Saunders	Wahoo	CH	522
Garden	Oshkosh	Masonic	11	Scotts Bluff	Scottsbluff	PO	500
Gosper	Elwood	CH	29	Seward	Seward	CH	398
Hall	Grand Island	CH	676-W	Sheridan	Rushville	CH	151
Hamilton	Aurora	CH	745	Sioux	Harrison	CH	4461
Harlan	Alma	CH	230	Thayer; Jefferson	Hebron	CH	309
Hayes	Hayes Center	CH	12	Webster	Red Cloud	PO	27
Hitchcock	Trenton	CH	4401	York	York	CH	185
Johnson	Tecumseh	CH	280				

NEBRASKA

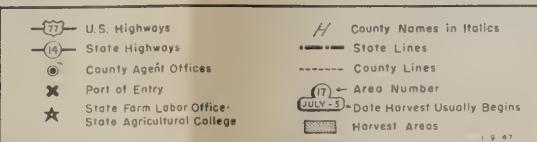


NEBRASKA HARVEST ACREAGES BY AREAS

Area Number	Approximate Acreage of		Approx. % Combined	Harvest Usually Starts
	WHEAT	OTHER GRAINS		
15 <small>Part in Colo and S Dak</small>	925,000	450,000	90	July 20
16	650,000	450,000	75	July 5
17	775,000	475,000	50	July 5
18	500,000	550,000	50	July 10
19 <small>Part in Colorado</small>	1,350,000	600,000	85	July 15
20 <small>Part in S Dak</small>	125,000	1,200,000	20 ²¹	July 20
22 <small>Part in S Dak</small>	350,000	825,000	25 ²¹ 45 ²¹	July 20

²¹ Straight Combined

²¹ Pickup Combined



State Farm Labor Office:
 Univ. of Nebraska at Lincoln

State Motor Vehicle Office:
 Safety Highway Dept., Lincoln, Neb

WYOMING HARVEST INFORMATION

State Highway Regulations.—As an aid to in-transit combines, the following information is a guide:

1. *Permit.*—Immediately after entering the State, the custom combiner's responsibility is to contact the State highway patrolman for that district. He will issue a one-way permit at \$5 per vehicle in a caravan. The permit is good as long as the operator is in the State. If the caravan leaves the State, then reenters for additional work, new permits are needed.

2. *Size of Load.*—On the highways, no vehicle should be operated when its width, including the load, is greater than 96 inches, except farm tractors, which shall not exceed 108 inches in width. The height of the vehicle, including the load, shall not be more than 12 feet 6 inches, or the length more than 40 feet, and no combination of vehicles coupled together shall be greater than 45 feet in length. In special cases the patrolman can approve a movement for oversize vehicles.

3. *Weight of Load.*—(a) The total load of any one wheel shall not exceed 9,000 pounds, and the total load shall not in any case exceed 800 pounds per inch width of tire. All wheels on the end of one axle shall be counted as one wheel.

(b) The total load on any one axle shall not exceed 18,000 pounds.

(c) The total weight shall not exceed 24,000 pounds plus 600 pounds for each foot or fraction thereof of distance between the front and rear axles of a vehicle or combination of vehicles; nor shall the partial weight and load which is carried on any two or more consecutive axles exceed 24,000 pounds plus 600 pounds for each foot or fraction thereof of distance between the front and rear axles: *Provided, however,* That the total weight shall exceed in no case 48,000 pounds.

Harvested acres of small grain (1946), 549,000.

Ten-year average (1935 to 1944), 421,000.

Usual demand for outside combines very light, not more than 50 small machines for harvest on small acreages.

There is no demand for outside labor or trucks.

4. *Age of Operator.*—It is unlawful for any person under 15 years of age to operate a motor vehicle on the highway.

5. *Motor Vehicle Lights.*—Vehicles over 86 inches in width are not allowed to travel at night without special permits, and those under this width are required to have front and rear lights, the front lights being sufficient to reveal a person on a highway at a distance of 200 feet; the rear light (red) should be plainly visible under normal atmospheric conditions from a distance of 500 feet. Clearance lights, or adequate reflectors, are required on vehicles over 70 inches in width. Side-marker lights or reflectors are required on vehicles exceeding 20 feet in length.

6. *Flares.*—Trucks shall not be operated on the highway at any time from a half hour after sunset to a half hour before sunrise unless they carry in such vehicle not less than three flares capable of continuously producing a warning light visible from a distance of at least 500 feet for a period of at least 12 hours.

7. *Parking on Highways.*—Vehicles may not be left standing on the main traveled portion of a public highway even when undergoing repairs, unless the vehicle is so disabled as to prohibit the moving of the same, in which case lights or flares are required after darkness.

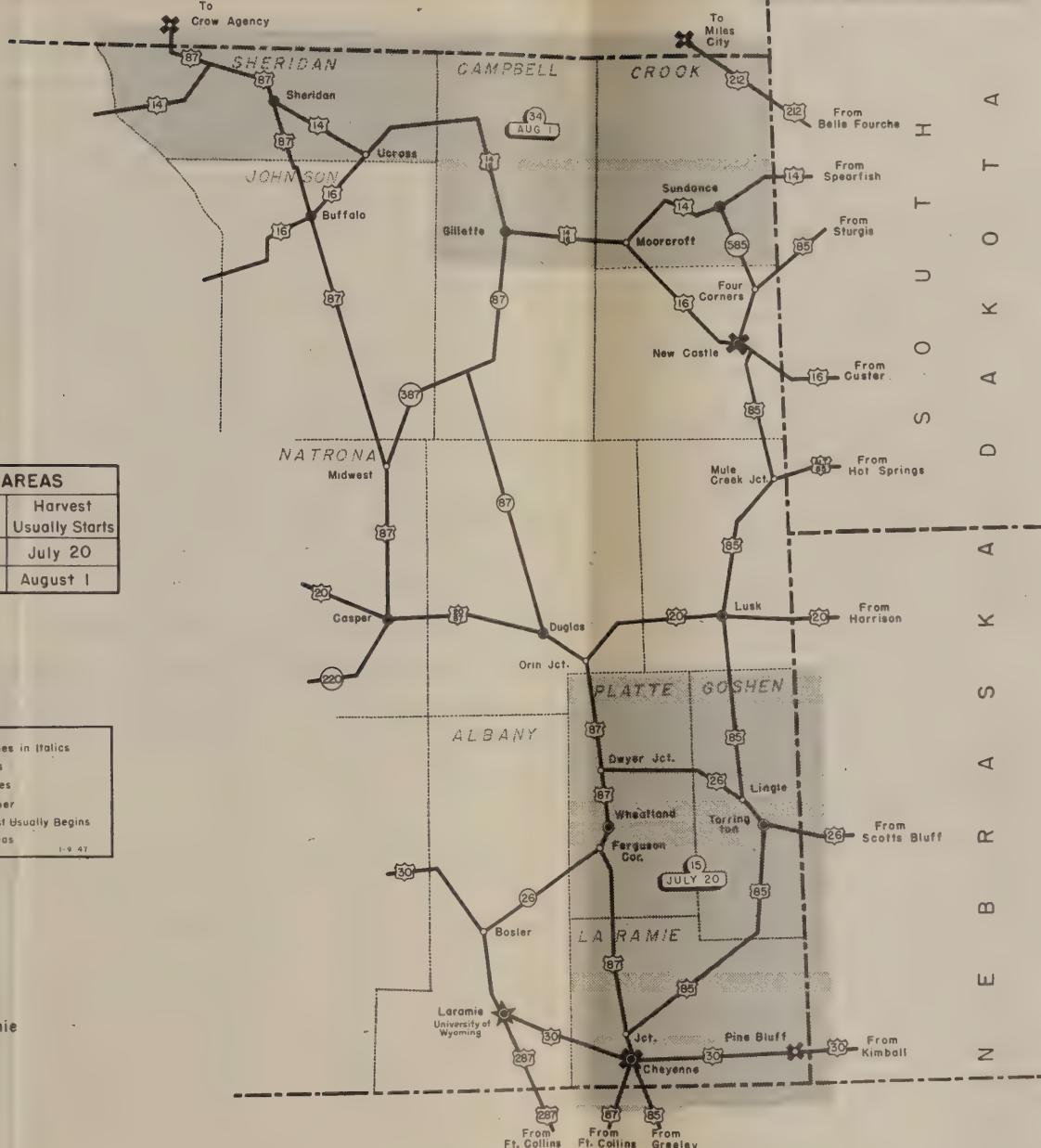
8. *Sundays and Holidays.*—There is no restriction on Sunday or holiday travel unless vehicles are over 96 inches in width, in which case a special permit is required.

WYOMING COUNTY AGENT OFFICE LOCATIONS

County	Town	Phone No.	County	Town	Phone No.
Albany	Laramie	3118	Laramie	Cheyenne	5222
Campbell	Gillette	45	Natrona	Casper	277
Converse	Douglas	61	Niobrara	Lusk	13
Crook	Sundance	29	Platte	Wheatland	168
Goshen	Torrington	269	Sheridan	Sheridan	361
Johnson	Buffalo	306-J	Weston	Newcastle	150

M O N T A N A

WYOMING



C O L O R A D O

N E B R A S K A

S O U T H D A K O T A

W Y O M I N G

U T A H

C O L O R A D O

M I S S O U R I

K Y U R G A

N E B R A S K A

W Y O M I N G

SOUTH DAKOTA HARVEST INFORMATION

Eighty percent of the small grains are produced in the eastern half of the State. In the western and central areas grain is harvested by the straight combine method. In the eastern counties grain is windrowed, and combines with pickup attachments are needed. This is not a disadvantage, as much of the best grain is harvested in this manner.

The greatest demand for harvest labor is in the central and eastern counties where many men for shocking and threshing are needed. Experienced combine operators and tractor and truck drivers are needed in the central and western parts of the State.

Combines and trucks entering South Dakota from other States must comply with the State weed law. This requires machines and trucks to be free of noxious weeds upon entry and departure from the State.

Custom-combine operators and harvest labor should keep in contact with the nearest county agent or farm labor office for current information about the harvest and direction to areas and farms needing help.

Caution for Travel.—Follow the marked routes in the Black Hills area. Certain roads in the Hills are prohibited for movement of combines. These highways are winding, treacherous, and hard to travel with heavy equipment. Alternate routes are passable and will save time and gasoline. Follow the signs posted on U. S. Highway 79

Harvested acres of small grain (1946), 9,012,000.

Ten-year average (1935 to 1944), 6,998,000.

Usual outside custom combines needed, 1,500 to 2,000.

Usual outside harvest labor needed, 12,500 to 15,000.

southeast of Hot Springs and take the cut-off to Buffalo Gap. Missouri River bridges are constructed to allow 18 feet overhead clearance. Most of the other bridges have at least 14 feet but certain underpasses have only 12½ feet clearance.

If you desire further information about highways, become separated from the other units in your outfit, or are unable to locate current harvest information, contact highway patrolman located in: Rapid City, Mobridge, Milbank, Chamberlain, Pierre, Aberdeen, Mitchell, Winner, Huron, Sioux Falls, Yankton, Vermillion, Watertown, Brookings, and Madison.

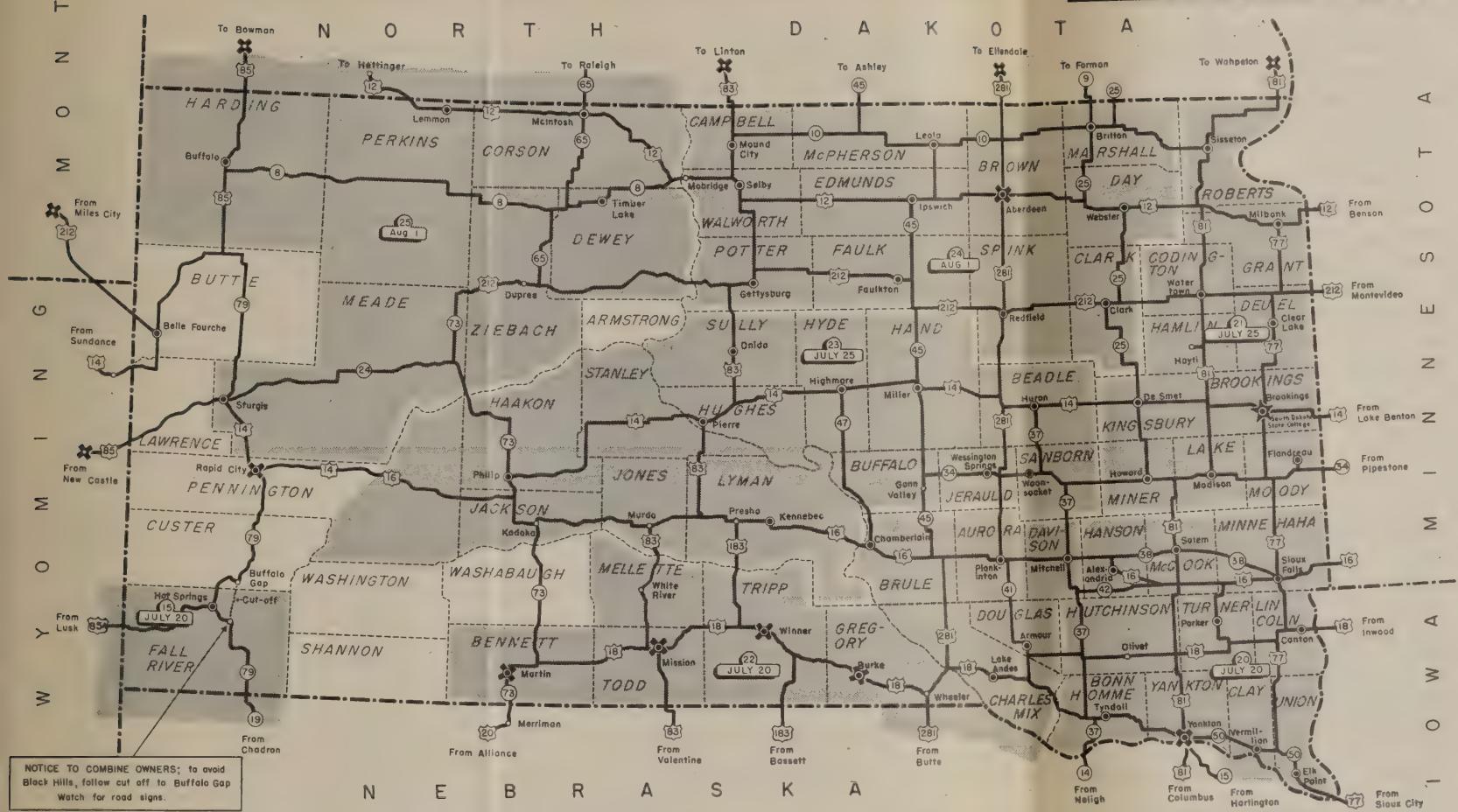
State Highway Regulations.—State laws make allowances for the movement of combines as pertaining to over-all height, length, and width. However, the law specifically provides that such machines shall be loaded properly with all protruding parts on the right side. Only one trailer may be towed behind a vehicle. Combines are not permitted to move on the highways at night.

SOUTH DAKOTA COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; PO—Post Office; CB—City Bldg.; Tem.—Temporary; *Downtown

County	Town	Location	Phone No.	County	Town	Location	Phone No.
Aurora	Plankinton	CH	102	Hyde	Highmore	CH	69
Beadle	Huron	PO	2919	Jerauld	Wessington Springs	CH	4441
Bennett	Martin	Temp.		Kingsbury	De Smet	CH	108
Bon Homme	Tyndall	CH	278	Lake	Madison	CH	2640
Brookings	Brookings	CH	606-W	Lawrence	Spearfish	PO	97
Brown	Aberdeen	PO	2838	Lincoln	Canton	CH	2
Butte	Belle Fourche	CH	84	Lyman	Kennebec	CH	61
Campbell	Mound City	CH	141	McCook	Salem	CH	47
Clark	Clark	Old CH	2271	McPherson	Leola	CH	73
Clay	Vermillion	CH	179	Marshall	Britton	*	21
Codington	Watertown	CH	3731	Meade	Sturgis	*	281
Corson	McIntosh	CH	26	Miner	Howard	CH	48
Custer	Custer	CH	309	Minnehaha	Sioux Falls	PO	1870
Davison	Mitchell	CH	4062	Moody	Flandreau	CH	320
Day	Webster	CH	105	Pennington	Rapid City	CH	136
Deuel	Clear Lake	CH	63	Perkins	Lemmon	CB	165
Dewey	Timber Lake	CH	44	Potter	Gettysburg	CH	3241
Douglas	Armour	CH	119	Roberts	Sisseton	CH	87
Edmunds	Ipswich	CH	3151	Sanborn	Woonsocket	CH	176
Fall River	Hot Springs	CH	28	Spink	Redfield	PO	21
Faulk	Faulkton	CH	186	Sully	Onida	CH	4551
Grant	Milbank	CH	280	Todd	Mission	CH	3
Gregory	Burke	CH	4111	Tripp	Winner	CH	137-W
Haakon	Philip	CH	25	Turner	Parker	CH	62
Hamlin	Hayti	CH	581	Union	Elk Point	CH	115
Hand	Miller	CH	1	Walworth	Selby	CH	70
Hanson	Alexandria	CH	79	Yankton	Yankton	PO	807 or 2593
Hughes	Pierre	CH	744				

SOUTH DAKOTA



NOTICE TO COMBINE OWNERS; to avoid
Black Hills, follow cut off to Buffalo Gap
Watch for road signs.

N E B R A S K A

SOUTH DAKOTA HARVEST ACREAGES BY AREAS

Area Number	Approximate Acreage of		Approx. % Combined	Harvest Usually Starts
	WHEAT	OTHER GRAINS		
Part in Wyo. 15 Part in Colo.	925,000	450,000	90	July 20
20 Part in Nebr.	1,200,000	1,200,000	20 $\frac{3}{4}$	July 20
21	275,000	1,425,000	20 $\frac{3}{4}$	July 25
22 Part in Nebr.	350,000	825,000	25 $\frac{1}{4}$ 45 $\frac{1}{2}$	July 20
23	525,000	750,000	25 $\frac{1}{4}$ 40 $\frac{1}{2}$	July 25
24	1,450,000	1,475,000	13 $\frac{1}{4}$ 55 $\frac{1}{2}$	Aug. 1
25 Part in Mont.-N.D.	800,000	475,000	75 $\frac{1}{4}$ 15 $\frac{1}{2}$	Aug. 1

1/ Straight Combined

2/ Pickup Combined

17	U.S. Highways	H	County Names in Italics
14	State Highways	—	State Lines
●	County Agent Offices	-----	County Lines
×	Port of Entry	—	Area Number
★	State Farm Labor Office: State Agricultural College	JULY 25	Date Harvest Usually Begins
			Harvest Areas

State Farm Labor Office:
South Dakota State College at Brookings

State Motor Vehicle Office:
South Dakota Highway Commission, Pierre

NORTH DAKOTA HARVEST INFORMATION

About 800 custom combines will find work in the eastern part of the State, where all combine harvesting is done out of swath. About 700 straight combine outfits will find long runs of work in the area generally west of Jamestown, Minot, and Mohall.

Straight combine operators entering the State on highways U. S. 85 and U. S. 83, should check with the county agents at Bowman, Linton, or Bismarck for guidance to job opportunities. Straight combines or pickup outfits entering the State on highway U. S. 281 should check with the county agent at Ellendale for further guidance.

Harvest labor should contact the nearest county agent for current harvest information and guidance to job opportunities. Unattached trucks are not solicited. Free-lance truckers are expected to comply with State regulations governing licenses to haul.

*Harvested acres of small grain (1946), 15,894,000.
Ten-year average (1935 to 1944), 12,485,000.
Usual outside custom combines needed, 1,200 to 1,700.
Usual outside harvest labor needed, 20,000 to 25,000.*

North Dakota reciprocates with other States and Canadian Provinces in honoring licenses on vehicles and equipment brought in as harvesting units. Out-of-State truck licenses are honored during the grain harvest period if the truck is part of a harvesting unit.

Last-minute guidance information on North Dakota harvest opportunity may be obtained by wire, calling the State farm labor office, or checking with the State farm labor office in the State in which you happen to be living or working.

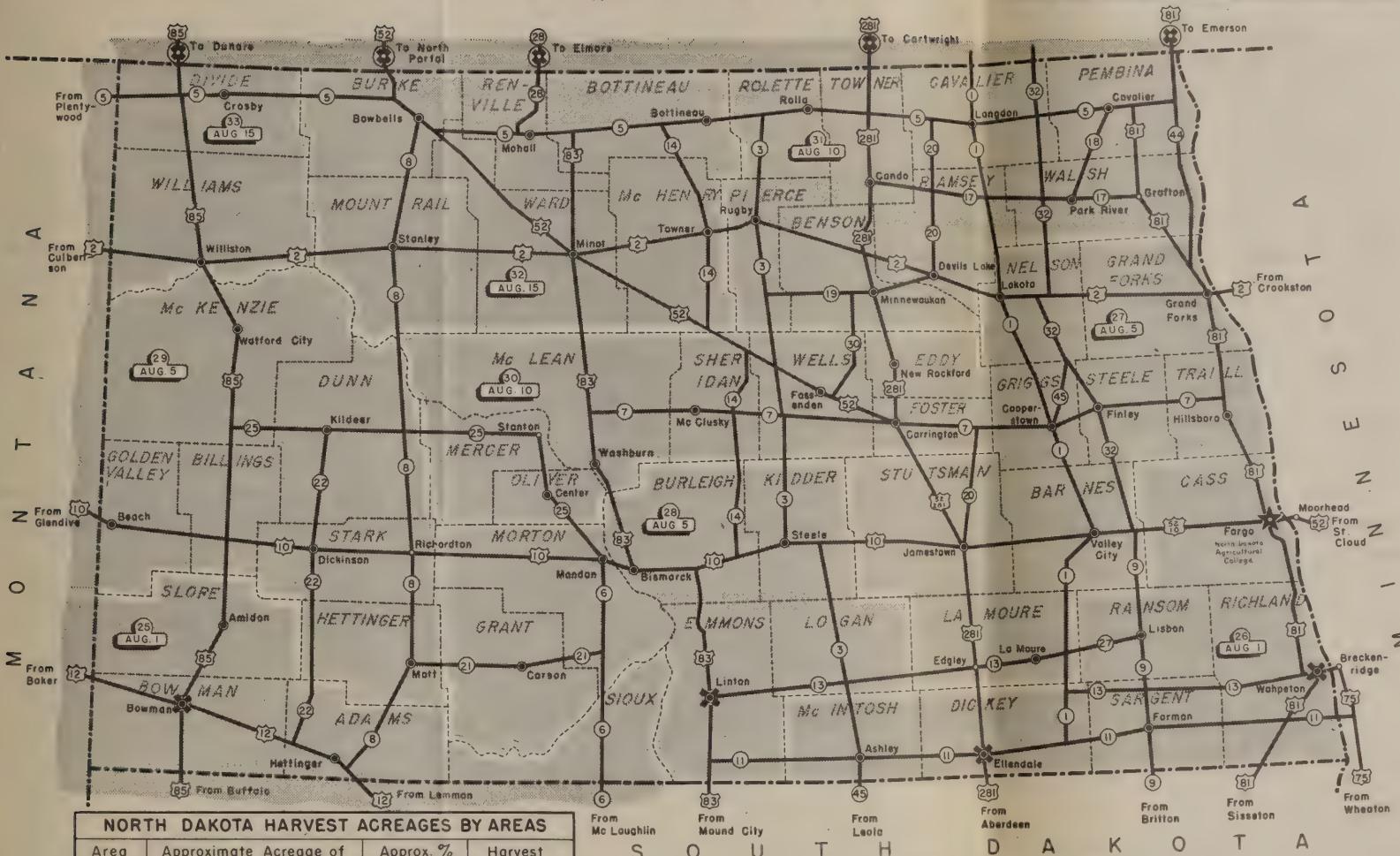
NORTH DAKOTA COUNTY AGENT OFFICE LOCATIONS

**Indicates Employment Service Office*

County	Town	Phone No.	County	Town	Phone No.
Adams	Hettinger	472	McLean	Washburn	50
Barnes	Valley City	847	Morton	Mandan	316
		85*	Mountrail	Stanley	79
Benson	Minnewaukan	4761	Nelson	Lakota	1
Bottineau	Bottineau	46	Oliver	Center	24
Bowman	Bowman	4201	Pembina	Cavalier	120
Burke	Bowbells	114-A	Pierce	Rugby	107-W
Burleigh	Bismarck	792	Ramsey	Devils Lake	524
Cass	Fargo	22475	Ransom	Lisbon	155
		4284*	Renville	Mohall	2971
Cavalier	Langdon	130	Richland	Wahpeton	503-W
Dickey	Ellendale	4111			513*
Divide	Crosby	85	Rolette	Rolla	5351
Dunn	Killdeer	4801	Sargent	Forman	4181
Eddy	New Rockford	341	Sheridan	McClusky	4731
Emmons	Linton	2111	Slope	Amidon	24-A
Foster	Carrington	204	Stark	Dickinson	178
Golden Valley	Beach	104	Steele	Finley	4311
Grand Forks	Grand Forks	225	Stutsman	Jamestown	27
		865*	Towner	Cando	350*
Grant	Carson	7491	Traill	Hillsboro	169
Griggs	Cooperstown	3771	Walsh	Park River	46
Hettinger	Mott	17			36
Kidder	Steele	7121	Ward	Minot	Grafton
La Moure	La Moure	429			335*
McHenry	Towner	86	Wells	Fessenden	777
McIntosh	Ashley	4421	Williams	Williston	311*
McKenzie	Watford City	2441			151
					256
					208*

NORTH DAKOTA

C A N A D A



NORTH DAKOTA HARVEST ACREAGES BY AREAS

Area Number	Approximate Acreage of WHEAT	OTHER GRAINS	Approx. % Combined	Harvest Usually Starts
25 <small>Part in SD: Mont</small>	800,000	475,000	75 1 15 2	Aug. 1
26	950,000	1,225,000	10 1 50 2	Aug. 1
27	1,600,000	1,650,000	10 1 50 2	Aug. 5
28	1,000,000	750,000	60	Aug. 5
29 <small>Part in Mont</small>	1,300,000	700,000	92	Aug. 5
30	1,175,000	800,000	30 1 20 2	Aug. 10
31	1,875,000	1,250,000	10 1 55 2	Aug. 15
32	1,550,000	1,075,000	55 1 5 2	Aug. 15
33 <small>Part in Mont</small>	1,200,000	650,000	95	Aug. 15

1) Straight Combined 2) Pickup Combined

S O U T H D A K O T A

- 52 — U.S. Highways
- 20 — State Highways
- — County Agent Offices
- × — Port of Entry
- ⊗ — Canadian Port of Entry
- ★ — State Farm Labor Office
- ★ — State Agricultural College
- A — County Names in Italics
- — State Lines
- - - - County Lines
- 27 — Area Number
- AUG. 5 — Date Harvest Usually Begins
- Harvest Areas

State Farm Labor Office:
North Dakota Agricultural College at Fargo.

State Motor Vehicle Office:
State Highway Commissioner, Bismarck

MONTANA HARVEST INFORMATION

In general, wheat and small grain farmers have planned their operation to take care of their own needs. This applies generally to the harvest equipment, but during the past few years farmers have been hiring more custom combine work than was previously the practice. In most cases the natural migration of these combines takes care of needs. In years of short crop over the Montana wheat area, it is doubtful if any outside combines will be needed to harvest crops.

Most farmers use the straight custom combine without pickup attachments. Though there is some pickup work in the State, local equipment is ample to take care of it, and combines coming into the State need not bring such attachments. Harvest help experienced in machine operation is in greatest demand. Trucks attached to custom combine outfits usually find work. Unattached trucks are not in demand.

Cleaning of Combines.—Combine operators are required to clean combines thoroughly before entering the State and before moving from one farm to another.

Harvested acres of small grain (1946), 5,252,000.

Ten-year average (1935 to 1944), 4,216,000.

Usual outside custom combines needed, 200 to 300.

Usual outside harvest labor needed, 1,500 to 2,000.

The State highway department maintains courtesy stations at the following points:

Rockvale, junction of Highways 310 and 12.

Crow Agency, on Highway 87.

Miles City, junction of Highways 212 and 10.

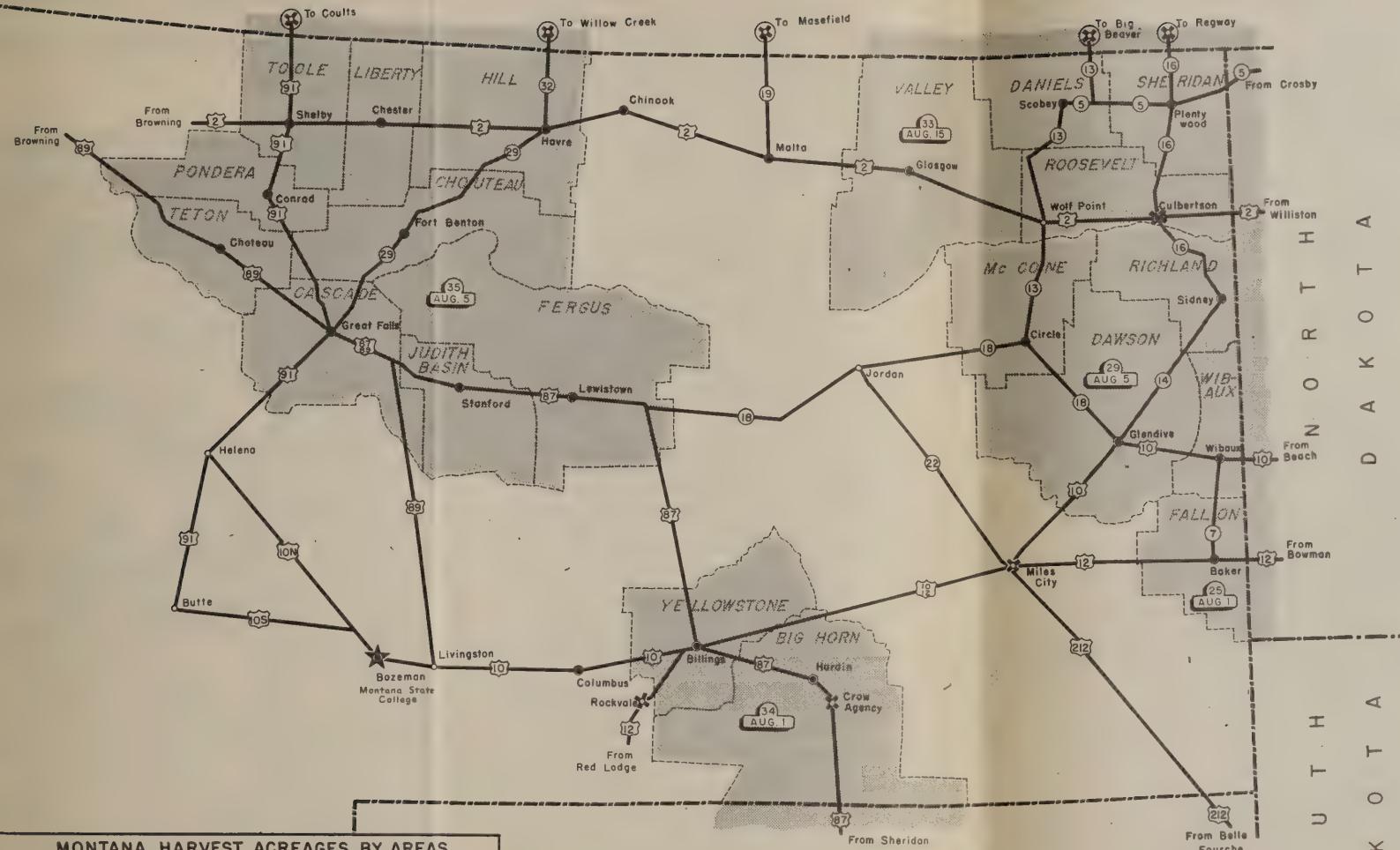
Culbertson, junction of Highways 16 and 2.

Visitors to the State are encouraged to stop at any of these stations, where information will be given by attendants. Highway patrolmen are continuously on the highways and will be helpful to you.

MONTANA COUNTY AGENT OFFICE LOCATIONS

CH—Courthouse; FB—Federal Bldg.; AB—Agriculture Bldg.; A—Armory

County	Town	Location	Phone No.	County	Town	Location	Phone No.
Big Horn	Hardin	CH	90	McCone	Circle	No office	—
Blaine	Chinook	A	83-J	Phillips	Malta	CH	171-J
Cascade	Great Falls	FB	4778	Pondera	Conrad	CH	105
Chouteau	Fort Benton	CH	2	Richland	Sidney	CH	38
Daniels	Scobey	CH	153	Roosevelt	Culbertson	AB	29
Dawson	Glendive	CH annex	57-W	Sheridan	Plentywood	CH	36
Fallon; Carter	Baker	CH	101	Stillwater	Columbus	CH	60
Fergus	Lewistown	FB	966	Teton	Choteau	CH	91
Gallatin	Bozeman	CH	227	Toole	Shelby	CH	67
Hill	Havre	CH	75	Valley	Glasgow	AB	69
Judith Basin	Stanford	CH	—	Wibaux	Wibaux	AB	2111
Liberty	Chester	No office	—	Yellowstone	Billings	AB	2267



MONTANA HARVEST ACREAGES BY AREAS

Area Number	Approximate Acreage of		Approx. % Combined	Harvest Usually Starts
	WHEAT	OTHER GRAINS		
25 Part in N. Dak.	800,000	475,000	75 (15)	Aug. 1
29 Part in N. Dak.	1,300,000	700,000	92	Aug. 5
33 Part in N. Dak.	1,200,000	650,000	95	Aug. 15
34 Part in Wyo.	200,000	75,000	87	Aug. 1
35	1,375,000	325,000	95	Aug. 5

1) Straight Combined 2) Pickup Combined

W Y O M I N G

- 10 U.S. Highways
- 7 State Highways
- County Agent Offices
- ✖ Port of Entry
- ✖ Canadian Port of Entry
- ★ State Farm Labor Office
State Agricultural College
- A County Names in Italics
- State Lines
- - - County Lines
- Area Number
- 34 AUG. 1 Date Harvest Usually Begins
- Harvest Areas

State Farm Labor Office
Montana State College at Bozeman
State Motor Vehicle Office:
Montana Highway Department,
Helena, Montana

GENERAL HARVEST INFORMATION

This guide has been prepared as an aid to operators of custom combines and trucks, and to workers who assist in the harvesting of wheat and other small grains in the western Great Plains States. It indicates principal producing areas, principal highways from area to area and from State to State, and principal ports of entry for machines entering each State.

The harvest area as a whole has been divided into smaller local areas for convenience in showing approximate acreages of grain to be harvested and the date when the harvest usually starts.

Wheat and Small-Grain Production.—The 10 western Great Plains States play a very important part in the production of wheat and other small grains in the United States.

During 1946, these 10 States harvested 71,803,000 of the 125,354,000 acres in the 48 States.

This represents 57 percent of the total harvested small-grain acreage.

During the 10-year period, 1935 to 1945, over 50 percent of the total small-grain acreage was harvested in these 10 States.

Extension Service Responsibility.—Early in 1943, the Federal Congress assigned to the Extension Service of the United States Department of Agriculture and the State extension services of the land-grant colleges, responsibility for assisting in providing an adequate supply of workers for the production, harvesting, and preparation for market of needed agricultural commodities. In each county the farm labor program is administered by the county agent, who is the local representative of the State extension service.

SUGGESTIONS TO COMBINE OWNERS

Make all necessary repairs before leaving home. Dealers representing all major implement companies maintain well-distributed offices over the area, but repair parts may not be available. If you do not own a truck, it may be well to arrange with a local trucker to accompany you on the trip. It is usually advisable for each outfit to bring a full crew of workers.

Select a tentative route before leaving home. If information is desired on the harvest in any particular State, write to the State farm labor office [See State map pages.] for the latest information. As you enter a State, stop at the port of entry and ask for information and direction to areas of need. While traveling over the harvest area contact the county agent or farm labor office for current information.

Each State has specific laws governing the size of equipment traveling over its highways and concerning license requirements for trucks. If this information is not available to you locally, write to the State farm labor office in the State in which you expect to work, or write to the State office handling highway regulations. (See State map pages.)

SUGGESTIONS TO HARVEST LABOR

Many thousands of workers are needed. The harvest starts in Texas during the latter part of May and moves progressively northward to North Dakota and Montana, where it is in full swing during August.

The greatest labor demand is for experienced combine, tractor, and truck operators. There is also need for help in other jobs, such as scooping, shocking, and threshing.

Labor moving to the harvest area, and during the harvest period, should keep in touch with the county agent or farm labor office.

Great Plains States

COMBINE AND LABOR GUIDE

Wheat and Small-Grain Harvest



Farm Labor
Program
Cooperative
Extension
Service

United States Department of Agriculture

Washington, D. C.

Service had a smoothly working ten-state organization, which started operating with the harvest in Texas, Oklahoma, and New Mexico, and carried through until the harvest was completed in the Dakotas and Montana.

Smooth-Close Teamwork Pays Big Dividends

Each state perfected its own organization within the state. State, district and county personnel were selected and given instruction. Contacts were made with state highway officials to secure data covering movement of combines and trucks over the highways, and to solicit their cooperation in helping direct these movements. Officials in charge of state ports of entry were contacted, and their cooperation secured in giving up-to-date information to machine operators as they cleared the ports. States worked out plans of cooperation with State War Boards for handling the direction of custom combines. Other organizations were contacted within each respective state, when these organizations could help with the problem.

The 1946 harvest organization and procedure were practically the same as followed in 1945, except that the AAA and War Boards had no further responsibility on the custom combine programs, and the Extension Service, for the first time, was in complete charge of all harvest activities. The one-sheet harvest guide and map was revised and re-issued. A second regional conference was held in Oklahoma where the area director and state representatives reviewed plans for handling the program.

As the season opened, state supervisors kept in constant touch with each other by 'phone and wire, and at times crossed state lines for personal conferences. A mid-season conference of the northern grain states was held at Rapid City, South Dakota, late in June to re-check plans for those states.

The season proved to be one of those ideal periods when Dame Nature smiled on the farmers during the entire harvest. Grain yields were good, the weather in general was ideal, and harvest labor, custom combines, and trucks moved into the area in sufficient numbers to meet demands at all times. There were very few times when calls for labor and machines could not be filled within 24 hours.

THE 1947 PROGRAM

Plans for handling the 1947 harvest were started early. The one-sheet harvest map and guide, which had been in use for two years, had served a good purpose, but it was decided that a more informative folder-type guide was needed. The area director, therefore, contacted the state supervisors and, with their help and the assistance of the Washington office personnel, prepared data for the 1947 Combine and Labor Guide (see insert preceding this page). This 24-page folder devoted four pages to an area map and area data, and two pages to a map and data for each of the ten states. It gave information on acreages, highways, county agent offices, their location and telephone numbers, state farm labor office locations, principal ports of entry, and data for each state as to its probable labor and combine needs. Thirty-

six thousand copies were printed for state distribution. Maps and data were prepared in January, and the completed guide was distributed to the states by the last of April, well in advance of the opening of the harvest season. Some states supplemented this guide with state guides giving more detailed information. (See photographs, page 12.)

The third annual area conference and tour was held in Kansas during the last two days of April and the first two days of May. The area director and state farm labor representatives made plans closely following those successfully used in 1945 and 1946. Too much cannot be said for the fine cooperation among the farm labor personnel in the Great Plains States.

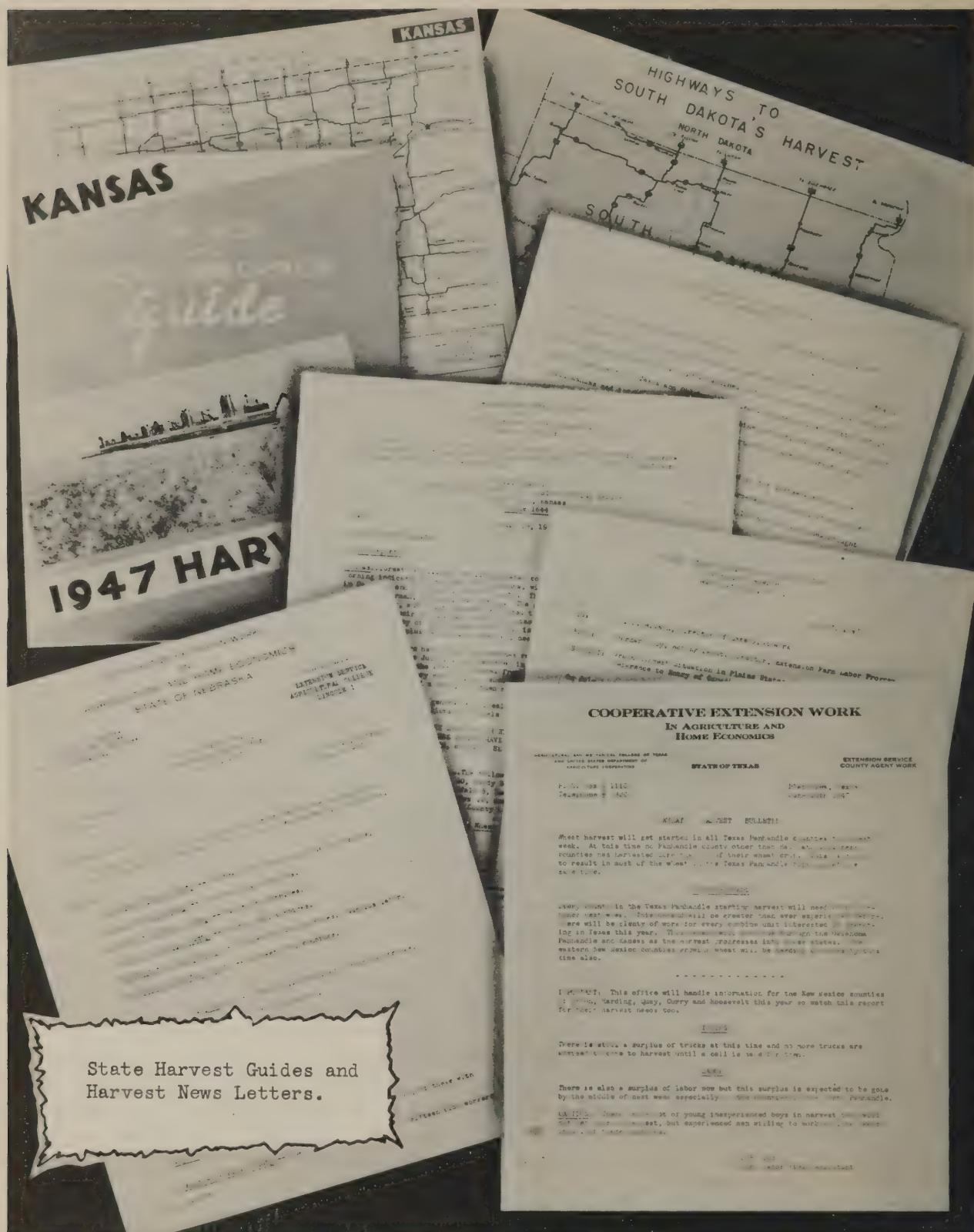
A brief review of the plans which were made and followed in handling the 1947 harvest labor and custom combine program, after four years of experience, will show the type of organization set up and its effectiveness in getting the job done. Following the area conference, each State Extension Service completed its own plans for handling needs. State supervisors appointed assistant state and field supervisors to help direct the program on a state and district basis. Some of these state assistants were assigned the job of directing the program from the state harvest headquarters. Others operated on a district or area basis and worked with the county agents and farm labor assistants to help keep labor and machines moving in the right direction. Some of the states also arranged to have men located at the ports of entry to help direct the flow of machines. Nearly all of the states used the ports of entry as key centers where incoming combine and truck operators could secure up-to-the-minute information on harvest needs.

Accurate Up-to-the-Minute Service

County agents were assisted in setting up a county labor organization which would be adequate to handle the job. In most of the larger grain-producing counties, a farm labor assistant was put on the job to assist the county agent. Most of the counties also secured additional office help to handle correspondence, reports, telephone and office calls.

The procedure followed in most of the states in handling the harvest activity was very similar. It followed this pattern: Ten days or two weeks before the harvest season opened in the state, every county agent conducted a survey of the grain farmers in the county and secured from them an estimate of their probable needs for men, combines, or trucks. As with all surveys, only part of the farmers sent their requests, but the replies were sufficient to give the county agent a good basis for determining county requirements. A summary of these harvest need surveys was mailed by all counties to the state harvest labor office, thus giving the state supervisor a picture of probable state labor and machine needs. This information was very valuable in lining up arrangements with other states and was excellent material for pre-harvest radio and press releases.

When the harvest season opened in each state, the county agent and labor assistant of every county kept current with the needs of the farmers within the county. The county agent made a daily report on progress and needs by telegraph or telephone direct to the state office at night or in the early



morning. In a few cases county agents reported to area supervisors and they, in turn, relayed the information to the state office. In any event, the state office by 8:00 or 8:30 a.m. would have up-to-date reports giving a complete picture of crop and weather conditions, opening date of harvest or its progress, needs for men, combines, or trucks, or, as the harvest neared completion, any surplus men or machines to be directed to other points. The results showed that counties were prompt in getting this information to state headquarters and daily reports could be expected from at least 85 to 90 percent of the counties.

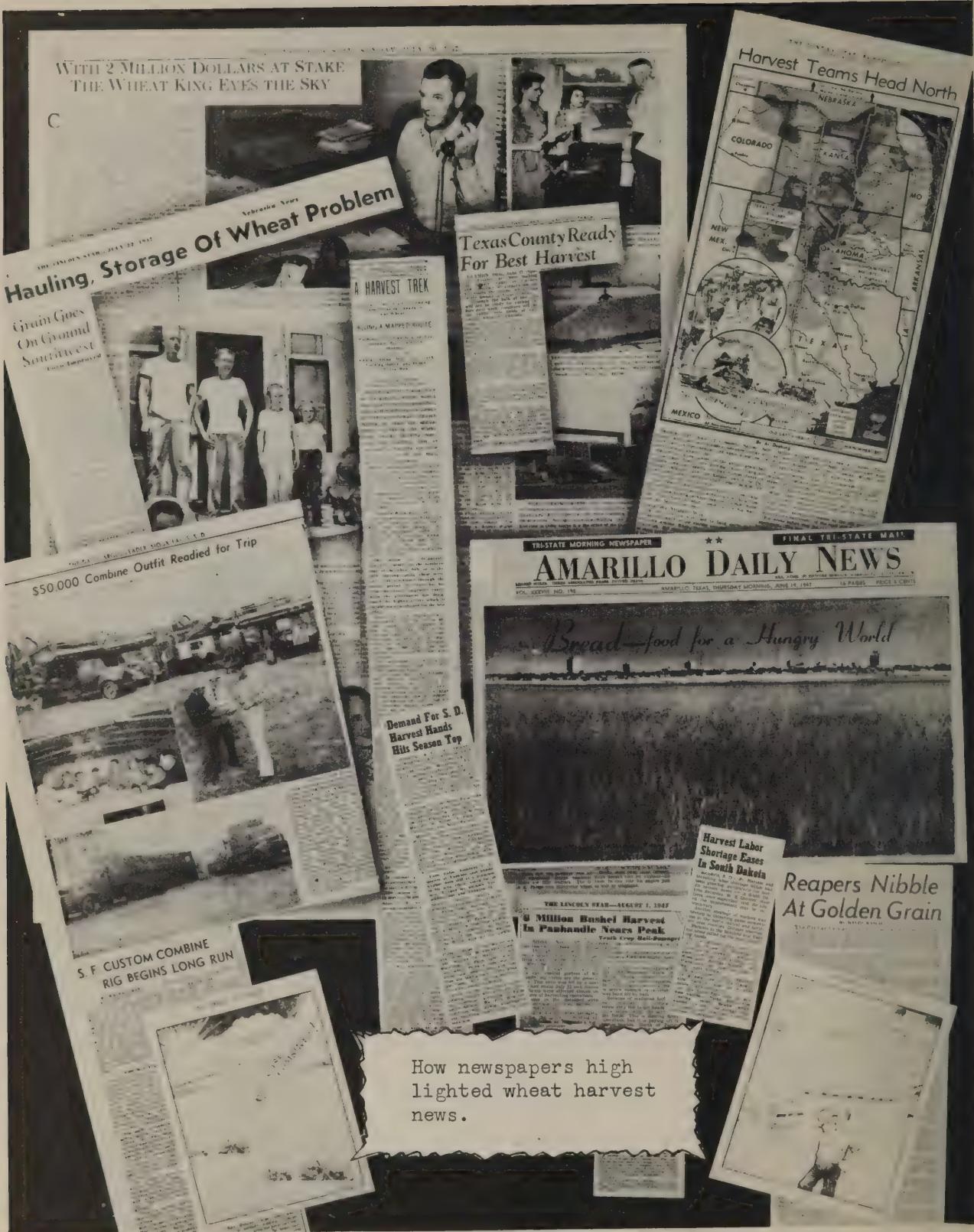
As soon as the county data was received at the state office, it was tabulated. Usually a complete summary for the state was available by 9:00 to 9:30 a.m., when activities in the state office really got under way. Radio and press releases were prepared and were on their way to the cooperative radio stations and to the press associations by 10:00 a.m. Telegrams were sent, or telephone calls made, to neighboring states to keep them informed on the progress of harvest and shortages or surpluses of labor and machines, and, in turn, to get the same information about the harvest in the adjoining states. Next on the docket were contacts by telephone with county offices helping direct the movement of surplus workers or combines to areas of need. In cases of delayed telephone service, telegrams were used to transmit this information. This type of operational service was generally used in every state and, without exception, worked very satisfactorily.

Press and Radio Cooperation

Many of the states issued a mimeographed letter which covered information on the harvest in other states and gave a county-by-county report on the counties within the state. This letter was mailed daily to all county agents, district Extension agents, ports of entry, other cooperating organizations in the state, and to state and area supervisors in cooperating states. This service and activity was maintained in each state until the harvest job was complete and all migrant labor and custom combines had been directed to areas in states to the North where the harvest was opening up or was still in progress and additional assistance was needed.

The extension editor and his assistants had a very important part in the program. In some states a special information assistant was assigned to the farm labor staff. In other states this service was handled by the regular extension information staff. These men, because of their close working relationships with the state press and radio, arranged for state and inter-state handling of harvest information. These contacts were made well in advance of harvest so that when the season approached, radio and press representatives were well informed as to the type of information that would be made available to them, and also the importance of getting this information before the public as quickly as possible. Throughout the years it was always handled as first line news, probably largely because of the food supply factor.

The fine cooperation given by press and radio was one of the most important contributing factors in securing the labor and machines needed to harvest the crops without unusual losses.



1947 Harvest Problems

As the 1947 harvest season approached, it became evident that the wheat and other small grain acreage in the Great Plains States was the largest ever recorded in the area. The seedings of winter wheat in Texas, New Mexico, Oklahoma, Kansas, Colorado, Wyoming, and Nebraska showed heavy increases over recent years. Crop condition reports indicated very little winter killing, heavier than normal straw growth, and prospects for yields much above normal. As the season advanced, it was indicated that these same conditions were to hold true for the spring wheat areas of the Dakotas and Montana. All of these conditions pointed toward the need for a greater amount of equipment than would be needed to harvest a normal crop.

Other factors which play a very important part in the successful harvest of the small grain crop are abnormal climatic conditions which affect the maturity of the crop, and rainy weather during the harvest season. Under conditions of normal maturity and favorable weather, there is a uniform succession of harvest activities from the south to the north as the season advances. Conditions which alter the periods of normal maturity or wet harvest conditions can very quickly disrupt the normal flow of the harvest movement.

During the first week of June there was a temporary shortage of combines in central Texas. These needs were soon filled by machines from the North. The harvest in southern Oklahoma was a few days late, but got away to a good start with plenty of combines and labor. The second week of June found many idle combines in parts of Texas. Many combines had completed their work in central Texas and moved to the high plains area; other machines had moved into this area from the North and were ready to start operations. At this stage Dame Nature stepped into the picture and badly disrupted what otherwise might have been a normal harvest season.

Cool, moist weather conditions during May and early June delayed the ripening of the grain over much of the winter wheat area. (See Table III, pages 17 and 18.) Grain in the south plains area of Texas and much of central Oklahoma, which is usually ready for harvest by June 10, was delayed for a week or ten days. As a result, there was a short period when many machines were temporarily idle.

Activities began picking up about June 19 as the southern plains area of Texas opened and central Oklahoma was in full swing. As the week of June 23 started, it became apparent that wheat farmers over a wide area were facing a crisis. The southern plains area of Texas, nearly all of central and northern Oklahoma, and many southern Kansas counties were in full swing at the same time, and the Texas and Oklahoma Panhandles, eastern New Mexico, and at least two-thirds of the Kansas wheat area was going into action.

By the last of this week, the entire wheat area from Plainview, Texas to Beloit, Kansas, was one seething mass of harvest activity. Never before in the history of the Great Plains wheat harvest had there been as many acres of ripe grain waiting to be harvested as there were during the last week of June and the first week of July. To make the situation more difficult, most



Typical harvest scene
at Kansas elevator.





• DEPARTMENT OF AGRICULTURE
WASHINGTON

July 7, 1947

Hon. Clifford R. Hope
House of Representatives

Dear Mr. Hope:

Knowing of your interest in problems involved in getting the all-time record crop of wheat and other small grains harvested, I am enclosing a memorandum which reviews the current situation and the problems ahead.

Our State and Federal Extension Service farm labor staff is in daily contact with the situation in every county, and I am confident that they will do everything possible to prevent any crop loss because of a shortage of men or combine.

Sincerely yours,

/s/ N. E. Dodd
Acting Secretary

Copy of letter sent July 7 to all Members of Congress in:
Texas, Oklahoma, Kansas, Nebraska, South Dakota, North
Dakota, Montana, Wyoming, Colorado and New Mexico

UNITED STATES DEPARTMENT OF AGRICULTURE
Extension Service
Washington 25, D. C.

TO: M. L. Wilson, Director of Extension Work

FROM: Barnard Joy, Acting Deputy Director, Extension Farm Labor Program

SUBJECT: Grain Harvest Situation in Plains States with Particular Reference to Entry of Canadian Combines

July 2, 1947 - There is a shortage of 3,500 custom combines in Kansas and the Texas and Oklahoma panhandles. This situation exists despite the fact that about 5,000 custom machines are at work. This is some 1,500 more than the number normally available.

From Amarillo, Texas, to Beloit in North Central Kansas, the grain is ready to harvest. In a normal season, harvest in half of this area would be from 50 to 95 percent complete on July 2 instead of just getting under way.

The much larger than normal supply of custom combines is insufficient to fill the need because the acreage now ready for harvest is much larger than normal, because the straw is unusually heavy and the daily acreage harvested by a combine is only 75 to 85 percent of that normally harvested, and because rains between June 19 and 27 retarded completion of the central Oklahoma harvest.

The seriousness and magnitude of this situation was anticipated a week ago by E. H. Leker, North Central Area Director of the Extension Farm Labor Program. Until that time the supply of custom combines had exceeded the demand because of the delayed ripening in the panhandle areas. During the last week in June, Canada was requested to send 500 additional machines bringing the total to 1,100 compared with 450 in 1946. An appeal for additional machines was sent to Montana, Wyoming, Colorado, North Dakota, South Dakota, Nebraska and Minnesota. The press and radio assisted in getting the urgent message into every community. In Oklahoma and Texas areas where the harvest was completed every machine that could do custom work, even down to the six foot size, was directed into the areas of need.

Press and radio appeals are continuing. However, State farm labor staff members who are in daily touch with every county in the area believe that practically every machine within 1,000 miles of the areas of need is either already at work or on its way.

The situation will probably remain critical until at least July 15 and reports of probable loss of wheat because of a shortage of combines will be general, and possibly hysterical.

Sometime between July 20 and August 1, this critical period will end. At this time there will probably be three custom combines seeking harvest work for every one that will be needed in Nebraska, South Dakota, North Dakota and

Montana. Among these will be the 1,100 Canadian combines. Some of the Canadians will be unable to get work, while others will get jobs that American operators would like to have. This will cause serious criticism of the program under which the Canadians were requested to come to this country.

The first consideration from a standpoint of national policy and policy in the conduct of the farm labor program is to get the wheat harvested. Some loss may occur under any circumstances. The best judgment of those closest to the Texas-Oklahoma-Kansas situation is that serious loss would occur if the 1,100 Canadian machines, that will harvest about 700,000 acres between July 1 and 20, were not part of the harvest force.

A second consideration, that the entry of Canadian combines and combine crews be limited so that they would not deprive American operators of jobs that they would like to have, has been kept in mind at all times. With full recognition of the situation that is indicated after July 20, the relatively large number of Canadian combines and crews has been requested because of the imminent loss of wheat that would result from a shortage of combines between July 1 and 20, if they were not in the harvest army.

UNITED STATES DEPARTMENT OF AGRICULTURE
Extension Service

Washington, July 8, 1947

Grain Harvest Report from Plains States:

Although the custom combine force now operating in the peak of the Southern Great Plains wheat harvest is 1,500 machines larger than ever before, State farm labor supervisors in Texas and Oklahoma reported a shortage of 400 custom outfits, while Kansas had 1,500 unfilled orders for combine service, and Nebraska and other states were beginning to ask for help, the Department of Agriculture reported here today.

The combine force now operating in Kansas and in the Texas-Oklahoma panhandles, in addition to all of the thousands of farm-owned combines, is estimated to include five thousand custom combines of which 1,100 are big combines brought in from Canada.

Trucks and general labor supply are sufficient within the area and isolated shortages of experienced tractor and combine operators and truck drivers can be met without outside help.

This critical situation in the Kansas-Texas-Oklahoma area stems from weather complications which delayed the panhandle harvest. In a normal season harvesting starts in the panhandles about June 10 and stretches into early July. Normally the harvest in half of the area now in a state of emergency, would be 75 to 85 percent completed by July 2, when it was just getting started this year.

Even without the bad weather, the 1947 harvest would be unusually difficult in this area because on the record breaking acreages there is record production per acre, while the heavier-than-usual straw cuts down the daily acreage harvested by a combine by 15 to 25 percent. All this piles up more and more work to be done in less and less time. The only solution is more and more combines, USDA's Extension Farm Labor representatives said here today.

(more)

Through Extension's four-year old harvest program the 10 major wheat producing states have been organized in a closely knit cooperative campaign in which custom combining outfits from more than 20 states are mobilized for the Texas and Oklahoma harvest. In an orderly way they are guided northward from state to state as the season progresses, and eventually some cross the border and help the Canadians if they need assistance.

Through daily contacts between harvesting counties within each state, and between the harvest headquarters of the states, the flow of men and machines is guided so that excesses or shortages of supply at any one point are reduced to a minimum. This year Kansas, center in the combine shortage, will not fully reap the benefits of this system until the panhandle harvest is nearing completion. Not enough machines will be available in time to handle all of the crop while it is in prime condition in Kansas unless many more machines pour in from the surrounding territory during the next few days. From the south about 300 machines are now moving into Kansas every day. By week end this flow is expected to increase considerably.

Kansas' peak demand for machines will begin to taper in about 10 days when harvesting outfits will become available for Nebraska where the harvest is now beginning. Demand there will reach its peak about July 20. Between then and early August, demand in Kansas and Nebraska will have faded and temporarily there will be a new problem...finding work for all of the 5,000 custom machines.

Until the harvest in the Dakotas swings into high gear there may be two or three custom outfits seeking every job that is open, and among them will be 1,100 combines brought in from Canada when the supply of American owned machines became inadequate. This is 650 more Canadian machines than were brought in last year, and 750 more than it was expected would be needed this year.

The vital importance in use of these Canadian machines, Extension farm labor representatives pointed out here today, lies in the more than 700,000 acres they will harvest during the first 20 days of July. The surplus situation now indicated for late July and early August, they say, could have been avoided only by risking serious loss on large acreages of Texas-Oklahoma and Kansas wheat at a time when it is urgently needed.

of the record-breaking acres carried a heavier than usual growth of straw and more than normal yields of grain. These two factors reduced the acreage that could be harvested by a machine during a day's operation.

Moving in to Meet New Challenge

The demands of farmers for machinery to handle this bumper crop were a real challenge to those in charge of the labor--custom combine program. At no time was there a serious shortage of harvest labor or trucks, but the need for combines was difficult to meet. Full use was made of the radio and press, and of contacts made with the state supervisors in states to the north where the harvest was still some weeks away. Canada was asked to send all available machines--1100 in place of 300 originally requested, and it sent more than 1000 of them. The responses from the northern states also were fine, but the needs still remained unfilled. Texas and Oklahoma combed areas where the harvest was completed and brought in many machines which normally are not used for custom work in other areas. These included many five and six-foot machines which during normal seasons are strangers on the big wheat farms.

The urgent need for all this additional combine assistance was apparent some days in advance of the period of critical needs. Every possible step was taken to meet these needs. Under-Secretary Dodd's letter of July 7 and enclosed memorandum to all members of Congress in the ten-state area and a national news release of July 8 outlined this situation. (See inserts preceding this page.)

Table IV, pages 19 and 20, gives the day-by-day combine shortages of the various states. As will be noted by this table, Texas and Oklahoma combine needs were met by about July 6, but the Kansas situation remained critical until well past the middle of July. Nebraska faced a combine shortage in some of the south central counties during mid-July, but the situation was eased before the harvest in the west end of the state was in full swing. Colorado never faced a critical need, and Wyoming harvested its crop in stride. As the harvest moved into the Dakotas and Montana there were no critical shortages of machines. Temporary shortages were filled within a few days.

The principal problem of the Dakotas was to secure combines equipped with pick-up attachments. Most of the combined grain in the eastern and central parts of these states is first cut and placed in windrows, after which it is harvested with combines with pick-up attachments. Most of the custom machines operating in the Great Plains area are not equipped with pick-up attachments. Therefore, the needs of these states for machines with pick-up attachments are usually filled from Iowa and Minnesota and the Province of Manitoba, Canada. Both states suffered some shortages of machines equipped with pick-ups, but not on a critical basis.

As August drew to a close, the combine harvest was nearing completion and the harvest in the three prairie provinces of Canada was in full swing. Custom combine operators from the states to the South were finishing their jobs and preparing for the long trek back home. Thus, another Great Plains States' harvest was completed. Many unusual problems had been met and, as a

whole, had been satisfactorily handled. The custom combine program had again demonstrated its usefulness. Just what is ahead of the custom combines as a regular harvest institution is still a question which only the future can settle.

A View of the Situation Now

The completion of the 1947 harvest, the return of the custom combine outfits to home quarters, and a question on the future of custom combine operations is very fittingly covered in an editorial which appeared in the September 9 issue of the Kansas City Star. It reads as follows:

"The traveler in the Great Plains States in recent days makes way now and then for a wheat combine outfit wearily rolling home after taking part in the completion of the harvest season in the North.

"Hundreds of the mammoth machines started with the first ripening wheat in Texas and cut their way north as the grain matured in the big fields of Oklahoma, Kansas, Colorado, Nebraska, Wyoming, Montana, South Dakota and North Dakota.

"The agricultural extension service, which aided in directing the migratory combines to places where they were most needed, estimated 5,000 custom machines were at work in Kansas. These machines, of course, were in addition to those owned by farmers which were used only on the owner's fields, or those of close neighbors.

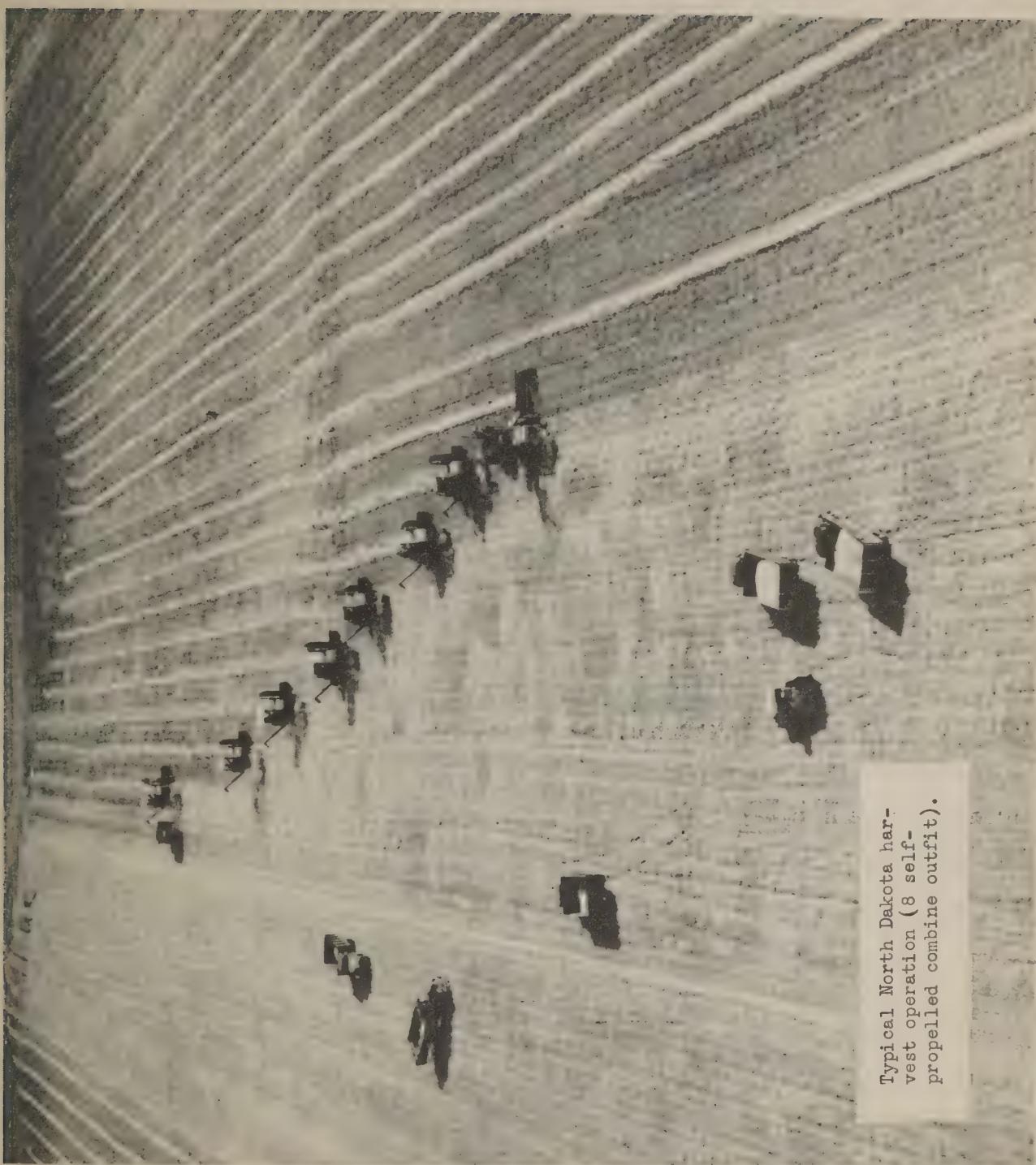
"In almost every farmyard in the western half of Kansas there stands a combine today, a long period of idleness ahead of it before the harvest of the 1948 crop.

"The experience of the 1947 season might indicate a new revolution in the harvest operations in the big grain belt. The old-time threshing machine, which once was an integral part of the harvest scene, has been out-moded for years.

"Now we have the big combines which cut a 14-foot swath, and thresh the grain in one operation. These are the machines popular with the custom outfits, the fellows who follow the harvest from south to north. The usual farm machine is smaller.

"Many farmers this year who owned combines employed migratory machines to help harvest their grain quickly. Considering the big yields and the price of the grain, every day's delay of harvest meant another day's opportunity for storm or other losses. Land owners or renters who had no equipment of their own obviously found use of the custom machines to their advantage. Others who did not want to make heavy investments in machinery that would be used only a few days considered it profitable to hire their wheat cut.

"One wonders what will happen, however, if the price of wheat should drop to around \$1.00 a bushel and the yields to twelve and fifteen bushels to the acre instead of the twenty, which was the average in Kansas this year. Will



Typical North Dakota har-
vest operation (8 self-
propelled combine outfit).

NORMAL AND 1947 DATES OF HARVEST AND DELAYS

Table III

STATE	Area*	NORMAL HARVEST		1947 HARVEST		Days De- lay Due to Rain
		From	To	From	To	
Texas	1	May 25	June 25	June 4	July 1	---
Texas	2	May 25	June 25	June 1	June 25	---
Texas	3	June 10	June 30	June 20	July 10	---
Texas- Oklahoma	4	June 25	July 10	June 25	July 15	3-5
Oklahoma	5	May 25	June 15	May 25	July 1	4
Oklahoma	6	June 5	June 25	June 10	July 5	4-5
Oklahoma	7	June 10	July 5	June 20	July 15	6
Kansas	8	June 15	July 4	June 16	July 15	4-10
Kansas	9	June 20	July 7	June 23	July 20	6-7
Kansas	10	June 20	July 7	June 28	July 18	1-4
Kansas- Colorado	11	June 27	July 20	July 2	Aug. 1	4-10
Kansas	12	June 27	July 15	July 1	July 25	2-6
Kansas	13	July 4	July 22	July 10	July 27	1-5
Colorado	14	July 10	Aug. 9	July 20	Aug. 12	1-5
Nebr.-Colo.- Wyo.-S. D.	15	July 20	Aug. 10	July 20	Aug. 15	---
Nebraska	16	July 5	July 20	July 10	July 30	9
Nebraska	17	July 5	July 20	July 10	July 30	9
Nebraska	18	July 10	July 20	July 14	July 25	4
Nebraska- Colorado	19	July 15	Aug. 5	July 10	Aug. 10	---
Nebraska- S. Dakota	20	July 20	Sept. 1	July 20	Sept. 1	---
S. Dakota	21	July 25	Sept. 5	July 15	Oct. 1	---
S. Dakota- Nebraska	22	July 20	Sept. 1	July 10	Aug. 30	---

Table III Contd.

STATE	Area*	NORMAL HARVEST		1947 HARVEST		Days De- lay Due to Rain
		From	To	From	To	
S. Dakota	23	July 25	Sept. 5	July 10	Sept. 13	---
S. Dakota	24	Aug. 1	Sept. 15	July 12	Sept. 20	---
S. Dakota- N. Dakota	25	Aug. 1	Sept. 10	Aug. 10	Sept. 5	1-2
N. Dakota	26	Aug. 1	Sept. 10	Aug. 1-6	Sept. 10	---
N. Dakota	27	Aug. 5	Sept. 15	Aug. 1-5	Sept. 10	---
N. Dakota	28	Aug. 5	Sept. 15	Aug. 5	Sept. 10	2-4
N. Dakota- Montana	29	Aug. 5	Sept. 20	Aug. 5	Sept. 10	2-3
N. Dakota	30	Aug. 10	Sept. 20	Aug. 6	Sept. 30	1-2
N. Dakota	31	Aug. 10	Sept. 30	Aug. 5	Sept. 30	3-5
N. Dakota	32	Aug. 15	Sept. 30	Aug. 5	Sept. 30	3-5
N. Dakota- Montana	33	Aug. 15	Sept. 30	Aug. 15	Sept. 30	1-2
Montana	34	Aug. 1	Sept. 10	Aug. 1	Sept. 10	---
Montana	35	Aug. 5	Sept. 20	Aug. 5	Sept. 20	---

*The areas referred to are those listed in the "Great Plains States Combine and Labor Guide". (See insert preceding page 10.)

COMBINE SHORTAGES BY DAYS
1947 HARVEST SEASON

JUNE	1	2	3	4	5	6	7	9	10	11	12	13	14	16	17	18	19	20	21	23	24	25	26	27	28	30
Texas				30	23	8	8	1	1							130			460	357	621	155	1288	1300	1450	
Oklahoma																	50	300	300	350	400	400	445	450		
Kansas													25		12	13		95	70	115	235	666	888	1463		
Colorado																										
Total				30	23	8	8	1	1				25		12	143		50	855	727	1086	790	2354	2633	3363	

JULY	1	2	3	4	5	7	8	9	10	11	12	14	15	16	17	18	19	21	22	23	24	25	26	28	29	30	31
Texas	1325	1385	1271	963	500	163	55	50	50																		
Oklahoma	440	440	450	375	300	150	100	80	75																		
Kansas	1296	1530	1501	2048	1350	1368	1872	1128	1650	1582	1650	1295	1276	1183	730	335	180	50	10								
Colorado									3				6					10									
Nebraska									41	62		207	331	599	600	632	702	602	528	426	344	172	163	119	89		
So. Dakota																		129	186	140	148	116	58	77	133	146	
No. Dakota																										8	
Montana																											
Total	3061	3355	3222	3386	2150	1681	2027	1258	1819	1644	1650	1502	1613	1782	1330	967	882	662	667	612	484	320	279	177	166	133	154

AUGUST	1	2	4	5	6	7	8	9	11	12	13	14	15	16	18	19	20	21	22	23	25	26	27	28	29	30
So. Dakota	92	46	5	16	17	13	11	3		8	10	2	2	1						1						
No. Dakota	17	8	28	38	33	52	89	90	88	109	126	114	104	50	115	85	90	91	81	78	52	38	27	10	4	
Montana								37										8								
Total	109	54	33	54	50	65	100	130	88	117	136	116	106	51	115	85	90	91	89	78	53	38	27	10	4	

farmers be so anxious to hire outside combines to rush their harvests with wheat at the lower price? And will the combine outfits be able to charge fees that will enable them to buy the big machines and transport them from one field to another? Not until these questions are answered will we be able to determine whether the migration of several thousand combines is to be an annual feature of the wheat harvest."

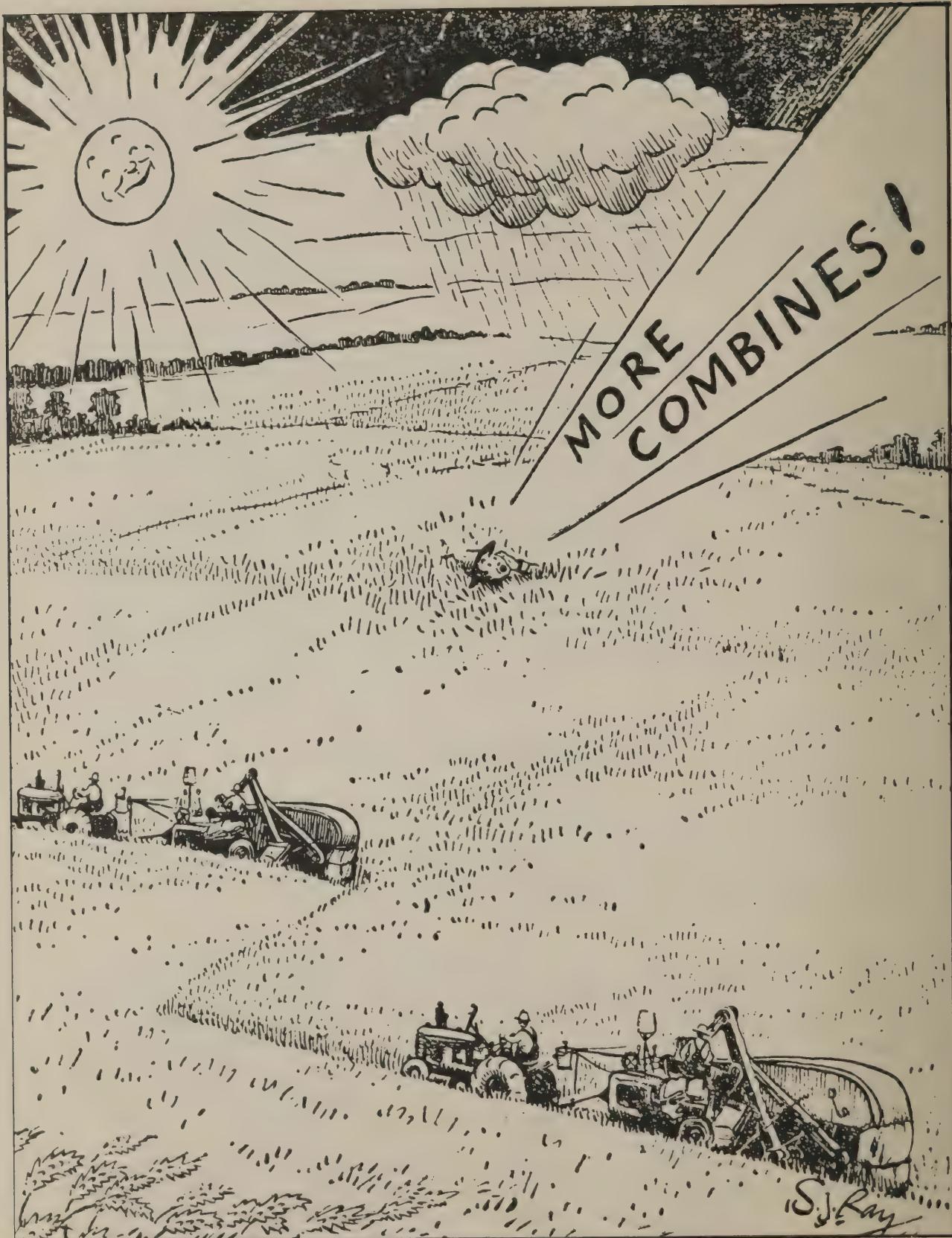
The value of the farm labor program to a typical county in the wheat belt is assayed by one county agent in his 1947 annual report. The name of the county is not given, as this report could be used to very readily tell the story in any of the wheat belt counties in the ten-state area. His report reads as follows:

"The farm labor program handled in 1947 through the Extension Service, has been one of our most popular projects. One hundred sixty-five combines, 185 single hands, and 35 trucks were placed in the county through this service during the harvest rush. Many others probably came through publicity given to our needs. One farmer stated that the two combines secured through this service were worth \$1,000 to him, aside from the saving of grain which was considerably more. In years of good harvest, the custom combine supply is very critical in _____ County. With ideal harvest conditions, this number of machines would be worth \$20,000 a day in wheat saved, plus savings in combine rates through having supply and demand more nearly in balance. It can safely be stated that the assistance given through this office in getting combines into _____ County was worth over \$100,000 in wheat saved, plus savings on combine rates. Had wet weather come during harvest, the saving would have been much greater."

KINDS OF HARVEST LABOR NEEDED

The harvest hand called for today by the farmers in the small grain belt is of a different type than the worker sought 25 years ago. Now wheat farmers are asking for men experienced in machine operations--combine, tractor, and truck operators. Demands for common labor to do scooping, shocking, and threshing operations are becoming less and less each year.

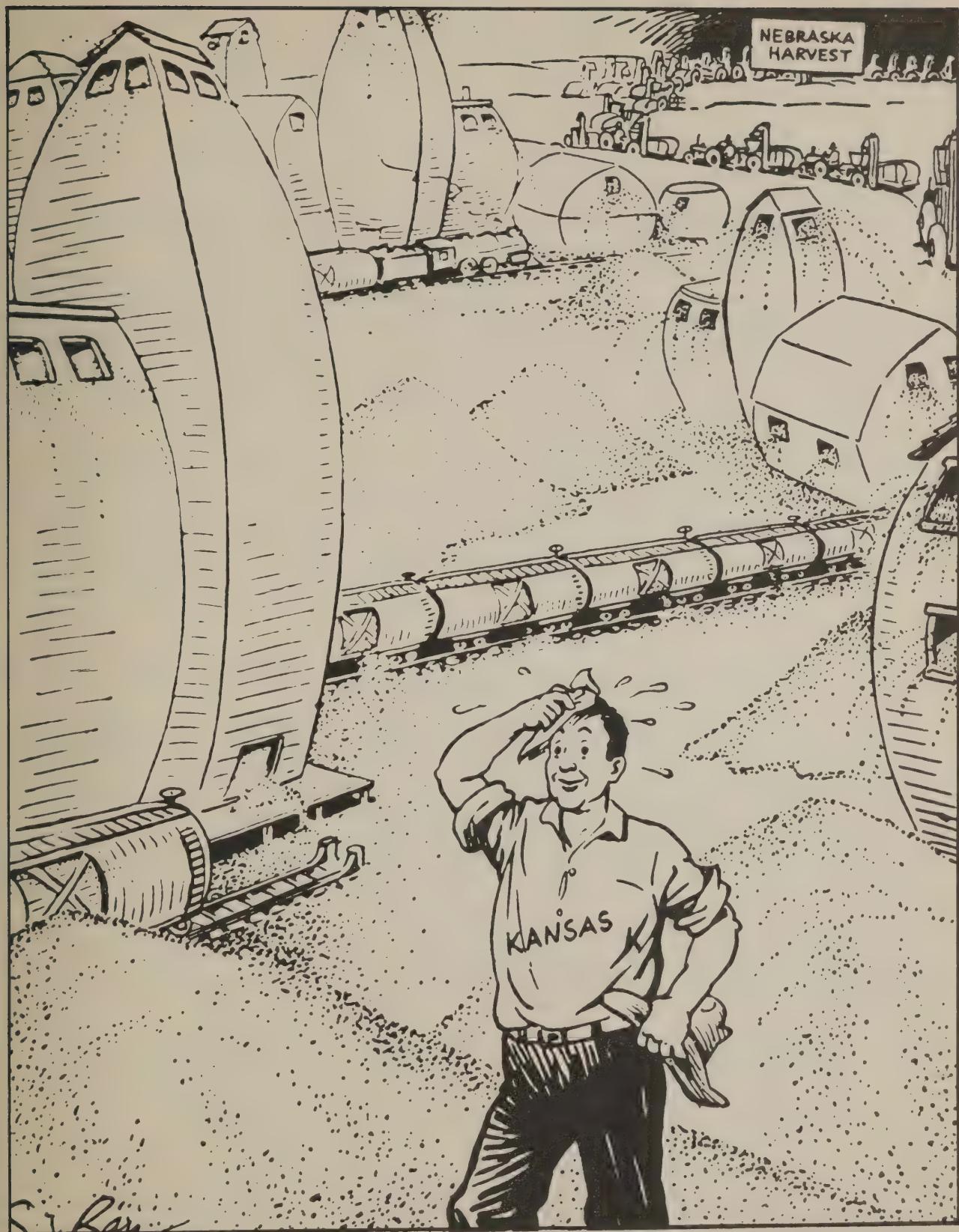
During the war years, 1943-1945, it was necessary to use every type of available help. This included the farmer's wife and children, business men from neighboring towns, migratory workers coming in from other areas looking for seasonal work, and many hundreds of high school boys from towns and cities who came out to the farms to supplement the labor needs of the wheat farmers. In some areas it became necessary to supplement domestic labor by shipping in prisoners of war, and interstate and foreign transported workers. When it was impossible to get enough experienced combine operators or operators for tractors and trucks, farmers found that satisfactory tractor and truck drivers could be supplied after giving the inexperienced boys from towns and cities a few hours training in tractor and truck driving. It was more difficult, however, to obtain experienced combine operators and, in most cases, the farmer found it necessary to operate his own combine, depending upon hired labor to handle the other harvest operations.



WHEW !

- 21b -

NEBRASKA
HARVEST



KANSAS CITY STAR

The sources of labor that assists with the harvest each year is widespread. Much of the help originates within the grain areas and travels from area to area as the harvest advances. Many additional workers, however, are needed. Eastern Oklahoma, northwestern Arkansas, and southwestern Missouri are very fertile sources of labor for the extra help that is needed in the winter wheat belt. Iowa, Minnesota, Wisconsin, and to some extent Canada, supply many of the hands needed in the eastern Dakotas and other parts of the spring wheat area. Every state, however, from the Rockies on the west to the Alleghenies on the east are well represented on the harvest labor force. Some stragglers from beyond the mountain ranges are not uncommon.

The rates paid to harvest labor are generally quite attractive and usually bring in many top harvest hands. Generally speaking, the jobs to be done fall into three classes. First is the scooping, shocking, and threshing job which calls for a minimum amount of experience. Pay for this type of work usually runs from \$7.00 to \$9.00 per day or from 65 to 85 cents per hour, depending upon the custom of the area. Second in line of experience are the tractor and truck driving jobs. Experience is essential, and harvest rates generally run from \$8.00 to \$10.00 on a day basis, or 80 cents to \$1.00 on an hourly basis. The job requiring the most experience is that of combine operator. A good, experienced operator can almost name his price, but generally is paid from \$10.00 to \$12.00 per day, or from \$1.00 to \$1.25 on an hourly basis. In almost every case, board and room are furnished in addition to the wage.

CUSTOM COMBINE RATES FOR HARVEST

The rate for harvesting grain has varied from year to year and from state to state and by areas. The rate depends upon the available supply of combines, the size and condition of the field to be harvested, and the condition of the grain. Usually when plenty of machines are available, the rates for harvesting grain with a combine run from \$2.50 to \$3.50 per acre. Sometimes this charge is on a flat rate per acre, but at other times the charge is made on the basis of a flat rate per acre plus a bushelage rate when the grain yields over a specified number of bushels per acre. This method would give a premium to the combine operator for harvesting fields of heavier yielding grains. This is fair since it requires more time to harvest an acreage of 30-bushel wheat than would be required to harvest a field of grain yielding only 10 bushels, all other conditions being equal.

If the available supply of combines is greater than the demand of an area, farmers usually attempt to reduce the cutting price. This has happened during the five year period. Then, there have been instances where the number of combines available was less than those requested by the farmers. This brought about a revised condition in which the combine operator was in the driver's seat and, as a result, began boosting the price which he asked the farmer to pay. This condition took place in some parts of the grain belt in 1945 and was very evident during the 1947 harvest season where the demand for custom combines was from 2,000 to 3,500 machines greater than the available supply. This scarcity of machines, along with rains and wind storms

which blew down fields of grain and made it difficult to harvest, brought up combine rates to the point where some farmers were offering and paying rates of \$9.00 to \$11.00 per acre.

CUSTOM COMBINE SERVICE ON INCREASE

The place of the custom combine service in the small grain harvest fields of the Great Plains States is a subject that has been under discussion during the past few years. There is no question but what the shortage of new combines during the past five years has been responsible for the rapid growth of the use of custom machines. Another factor which has encouraged operators to provide equipment for doing custom work is the rates which have been paid for doing this work. These rates have been made possible by the prices which farmers have been getting for their grain.

The sources of custom outfits that operate in the Great Plains area are extensive. Most of the machines come from the 10 small grain states. The ratio of machines coming from each state is probably closely associated with the total number of combines in use. Some outfits, however, come into the area from the adjacent states to the east and west. In 1947, some machines from as far west as California were seen in action. Canada, good neighbor to the north, helped fill the combine needs in a fine way in 1947, and to a smaller extent in 1946 and previous years.

No records are available as to the exact number of custom combine operators doing work during the 1947 season. Most of the states, however, have made estimates as to the number of custom machines doing work there. These estimates are based partially on placements made through the county extension labor office. A large number of machine operators, however, made their contacts directly with the farmers, and at best only an estimate can be made as to the possible number. Clearances through ports of entry furnish another guide as to the probable machines engaged in this fairly new line of farm activity. Table V, page 26, gives a report covering the estimated number of machines doing custom work in each state.

Custom work among neighbors has been a common practice for many years. No records, however, are available to indicate when the practice of doing extended custom combine work in two or more states was started. The movement, however, was well on its way in 1942 and has made rapid strides since that time. Very few records are available showing how rapid the growth has been, but three states in the area have information which shows, to some extent, what the rate of increase has been.

Nebraska Supplies a Yardstick

In Nebraska in 1942, Reuben W. Hecht, Associate Agricultural Economist with the Bureau of Agricultural Economics, made studies with the Nebraska Department of Agriculture and Inspection and issued a report in December 1942, covering findings on transient combine movements in 1942. In 1947 the Extension Service of Nebraska, as a part of harvest activities, stationed men at

four of the principal ports of entry to secure data covering combine movements into the state with particular reference to their source of origination. Reports were also secured from all ports of entry along the southern border of the state during the harvest period. The data secured for 1942 and 1947 is not comparable in every respect and was not taken at the same ports of entry as a whole, but does give a yardstick as to the probable number of machines entering the state and their origin during each of the two years. The following two tables show these combine movements during each of the two years and indicates changes which have taken place in combine movements over a five-year period:

Port of Entry	Number of Custom Combines Entering Nebraska through Ports of Entry	
	1942	1947
Dawson	--	500
Dubois	--	10
Adell	--	15
Summerfield	--	18
Wymore	--	175
Fairbury	--	42
Chester	--	993
Red Cloud	26	200
Franklin	--	23
Alma	57	1044
McCook	84	867
Trenton	31	---
Benkleman	42	---
Haigler	119	---
Big Springs	--	65
Lorenzo	44	1165
Total	404	5117

As will be noted, the data was not secured at all of the same ports of entry, but it may be assumed that in each of the two years the data was taken at the ports showing the greatest activity and, therefore, should represent a good cross section of the volume of movement in each of the two years.

State of Origin	Custom Combine Outfits Entering Nebraska through Ports of Entry South Line of State	
	1942	1947
Kansas	214	660
Nebraska	23	528
Canada	--	331
So. Dakota	4	303
Oklahoma	109	302
No. Dakota	11	203
Texas	42	200
Minnesota	--	154
Iowa	6	84
Missouri	--	44
Montana	1	16
Colorado	8	14
Illinois	--	4
Ohio	--	4
New Mexico	2	5
Arkansas	--	3
Oregon	--	2
California	--	1
Unknown origin	16	107
Total	447	2969

The data for 1947 covering state of origin was taken at four ports of entry and, therefore, does not cover all custom combines entering the state.

Trend in South Dakota

South Dakota presents some records which tend to show the trend of custom combine activity over a four-year period. All custom combine outfits were required to register in at the ports of entry during the 1947 season. Therefore, the data recorded for 1947 is quite accurate. The data used for 1943 is an estimate which the state supervisor of the emergency farm labor program considers quite accurate.

Port of Entry	Number of Combines and Trucks Entering South Dakota Through Ports of Entry	
	1943	1947
Burke	50	535
Oelrichs	100	2055
Martin	50	1076
Yankton	100	598
Colome	(Inc. in Burke)	709
Mission	(Inc. in Martin)	398
Checked after entering S.D.		1000
Total	300	6371

OUTSIDE LABOR, COMBINES, AND TRUCKS USED*
1945 to 1947

Table V

STATE	L A B O R			C O M B I N E S			T R U C K S	
	1945	1946	1947	1945	1946	1947	1945	1946
Texas	11905	9755	18158	2892	5097	9138	1815	1312
New Mexico	Included in Texas Report							5537
Oklahoma	4783	5150	6296	1521	1680	2781	3000	3500
Kansas	22462	15834	19783	5779	5236	7800	4790	3256
Colorado			2500			1476		1072
Nebraska	10000	13740	6715	1500	3030	2681	1000	1801
Wyoming	No labor or machines needed from outside of State							1777
South Dakota	37000	20278	25396	1000	2656	3560	500	1000
North Dakota	62286	56361	44930	1634	1637	2958	2618	2642
Montana	No reports available							
Total	114386	112340	112513	14326	19336	28614	13473	13011
								21682

*The above data is incomplete, as in many cases no estimate was available covering machines finding jobs direct without contact with the county office. Therefore, the actual number of outside combines used in harvesting the grain in some states would be larger than the number indicated.

Kansas Helps Round Out the Picture

Kansas secured records at the close of the harvest season for the past three seasons from the 16 ports of entry on the southern line of the state. These records show the trend of growth in the use of custom combine operations.

Number of Custom Combines Entering Kansas
Through Ports of Entry

Port of Entry	1945	1946	1947
Arkansas City	10	20	30
South Haven	50	120	1000
Caldwell	250	500	397
Bluff City	20	14	30
Anthony-Manchester	25	31	65
Waldron	10	4	3
Crisfield	10	30	40
Kiowa	175	66	75
Hardtner	70	121	150
Coldwater	125	100	150
Sitka	500	2000	2000
Englewood	200	250	354
Meade	30	85	50
Liberal	1400	1886	3000
Hugoton	20	21	--
Elkhart	250	1000	704
Total	3145	6248	8048

TYPICAL COMBINE OUTFITS USED ON FARM AND FOR CUSTOM WORK

The typical combine outfit ten years ago consisted of a combine, a tractor, and a grain truck. Three men were required to operate such an outfit--the combine operator, the tractor operator, and a truck driver. Today the self-propelled combine outfit is equipped with its own power plant, and, therefore, eliminates the use of the tractor. Only two men are required to operate the self-propelled outfit--an operator to handle the combine, and a truck driver to haul the grain. Most of the grain is still harvested with the tractor-combine outfits, but the self-propelled machines have increased in numbers quite rapidly in recent years.

Most of the grain farmers in the wheat belt own one or more combines. Farmers who do not own machines depend on the custom operator. At times many farmers who own combines find it advisable to employ custom outfits to supplement their own equipment. Thus a fairly large acreage of grain is available each year for custom machines.

The custom combine operator must have the same equipment and personnel as any other operator of like equipment. In addition, he must have the type of truck or trucks that can be utilized in transporting the combine, tractor, supplies, repair parts, and equipment needed to keep his machines in operation. Many times the grain truck serves the dual purpose of hauling grain on the job and transporting machinery and equipment between jobs.

The custom operator many times also finds it advisable to bring along a house trailer equipped with sleeping quarters and cooking equipment. Such facilities are almost a necessity, as housing quarters and board for the crew members are often not available in the harvest area.

Single and Multiple Units in Colorful Brigade

The brigade of custom combine outfits is interesting and colorful. Perhaps the majority of the outfits consist of a single unit--one combine, one tractor, one truck, and crew. Many outfits, however, consist of two or more units. During 1947 a number of outfits carried as many as five to eight combines and the other necessary machinery equipment and personnel to complete the working organization.

The "Hammtown" outfit from Perry, Kansas, represents a typical organization of this type. Starting modestly as a one combine outfit, it had expanded by 1947, into eight 14-foot self-propelled combines, eight grain trucks, and eight trailers for transporting the combines. Additional trailers in this outfit included two bunk houses, kitchen and dining quarters, a completely equipped machine shop, a smoker and recreation center, bathing facilities, and a trailer to carry baggage and general caravan supplies. Transportation was also available for the advance man who lined up the jobs, and for the foreman in keeping the organization on an efficient operating basis. A crew of 23 made up the personnel of this outfit in 1947. This crew started operations in Texas in early June and followed along the harvest trail into North Dakota in early fall. Each day from 400 to 500 acres of grain fell before the sickles of the machines and found the way to storage. No records are at hand as to the total acreage of grain harvested by this one outfit or by the combined efforts of all custom operators.

The combine age is a welcome one to thousands of farm wives in the harvest area. It is no longer necessary for them to spend several weeks each summer over a hot stove cooking for an army of 15 to 20 harvest hands as was the case 25 years ago. The harvest job today, on the average grain farm, means only one or two extra hands to feed and house for a week or 10 days.

Members of the custom combine crew are also finding a new era in feeding and housing arrangements. Experienced custom combine operators find it practical and economical to provide these accommodations. Usually one or more trailers, equipped with feeding and sleeping accommodations, are standard equipment with custom combine outfits. The need for such accommodations was made necessary because of the lack of housing and feeding facilities on the farms or in nearby towns. Towns in the grain belt have very few extra beds available for accommodating harvest help. The one, two, or three cafes, which is the usual number in the average small plains town, are very inadequate to handle the feeding of hundreds of harvest hands.

THE TOWN THAT MOVES NORTH



WHEELED CITY
ACHIEVES FAME
IN WHEAT BELT

'Hammonia' Helps

Speed Harvest

By GAIL COOPER

For GAIL COOPER

in the Hammonia

area

WITH THE RIPENING WHEAT CROP



Self-Contained Village Of Harvesters Shifts Address With Season

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UNITED STATES DEPARTMENT OF AGRICULTURE
Extension Service
Washington 25, D. C.

Arrangement for the Movement of Farm Machinery and Agricultural
Labor Between the Mid-Western United States and the
Prairie Provinces of Canada at Harvest Time

On April 10, 1942, the White House announced an arrangement with Canada which includes provisions for facilitating passage across the international boundary of seasonal agricultural labor and farm machinery. The Department of Agriculture, the Immigration and Naturalization Service, the Customs Service, the Department of State, and the Canadian Government are co-operating to implement those provisions with respect to grain harvesting machinery and labor.

The two Governments have agreed to continue such an arrangement for the 1947 season. May 25, 1947, has been named as the effective date for applying to the 1947 season the procedure outlined below.

Agencies Operating the Exchange

The officials through whom requests for assistance and notifications of availability of working units will be cleared between the two countries are:

For the United States:

The Assistant State Supervisor of the North Dakota Extension Farm Labor Program, Extension Service.

Address: Mr. Donald A. Peet
Assistant State Supervisor, Extension Farm Labor Program
Extension Service, North Dakota Agricultural College
State College Station
Fargo, North Dakota

For Canada:

Mr. H. R. Richardson
Director of Farm Help Service
Provincial Department of Agriculture
249 Legislative Building
Winnipeg, Manitoba

Mr. E. E. Brockelbank
Director, Agricultural Representatives
Provincial Department of Agriculture
Regina, Saskatchewan

Mr. R. M. Putnam
Director of Agricultural Extension Service
Department of Agriculture
Legislative Building
Edmonton, Alberta

The Supervisors of the State Extension Farm Labor Program in other Plains States who have determined that there is a need for Canadian combines and accompanying crews will submit such needs to the Assistant State Supervisor of the Extension Farm Labor Program in North Dakota. Requests and notifications originating in the Canadian Provinces shall be transmitted to the Assistant State Supervisor of the Extension Farm Labor Program in North Dakota by the Provincial Government officials named above. Each application for harvesting equipment must indicate the approximate rates for custom combine work, the level of wages to be paid to the crew accompanying the equipment, and must indicate whether housing, meals, etc., will be furnished. All commitments to hire working units under this arrangement shall be made with the provision that persons accompanying the unit will be paid at a rate not less than that prevailing for the type of work performed in the locality concerned.

The Working Unit

The working unit under this arrangement is the farm machinery and the vehicles necessary for harvesting and threshing grain and flaxseed, accompanied by the owner or lessee and not more than four helpers. No working unit shall cross the border in either direction except under the conditions herein provided. However, this provision does not prevent any individual bona fide farm worker of one country from entering the other at any of the ports specified, for harvest work, provided all the usual Selective Service and Immigration requirements are complied with.

Persons Eligible to Enter Canada

Under this arrangement, persons eligible for entry into Canada from the United States are:

- (1) United States citizens other than citizens of Japanese ancestry.
- (2) Aliens other than citizens of an enemy country.

If persons other than United States citizens enter Canada, they must be able to provide evidence that they will be permitted to reenter the United States. Canada requires no passports or visas for United States citizens, but it is preferable for native-born citizens to carry some evidence of United States birth, and it is required that naturalized United States citizens carry evidence of naturalization. Aliens domiciled in the United States who desire to enter Canada under this program will be issued resident alien's border crossing cards upon application to a United States Immigration and Naturalization Service Officer.

Persons Eligible to Enter the United States

Under this arrangement, persons eligible for entry into the United States from Canada are:

- (1) Citizens of Canada or British subjects domiciled in that country except those who are natives of an enemy country.
- (2) Non-enemy aliens domiciled in Canada.

Ports of Entry

Working units covered by this arrangement may enter the United States at any port of entry between Pine Creek, Minnesota, and Del Bonita, Montana, including both ports named. Working units may enter Canada at any port of entry between Piny, Manitoba, and Del Bonita, Alberta, including both ports named. See attached list of ports of entry.

Entry Procedure

Prior to entering the host country, each working unit shall be certified to the immigration authorities of the host country as participating in an arrangement to exchange harvesting facilities. In Canada the certifying officers shall be the local representatives of the Provincial Government officials named above. In the United States the State Supervisors of the Extension Farm Labor Program shall be the certifying officers.

Movement from the United States to Canada:

In the following paragraphs, the steps are described for the documenting of a party proceeding from the United States to Canada. A similar procedure will apply to persons entering the United States from Canada.

(1) The Extension Farm Labor Supervisor for any interested State will fill out Form A (copy attached) in quadruplicate to cover any working unit which is then in the State and which is available for harvest work in Canada. Each State Supervisor executing Form A shall assign consecutive numbers to the working units which are to be certified out of his State. The original and one copy of Form A shall be given to the owner or lessee of the machinery, the copy to be given to the Canadian immigration officer at the port of entry into Canada and the original to be retained for identification of that party. The issuing State Supervisor shall forward a copy of Form A to the Assistant State Supervisor of the Extension Farm Labor Program in North Dakota, and shall file a copy in the issuing office.

The issuing State Supervisor of the Extension Farm Labor Program will record on Form A the approximate point in Canada to which the working unit is proceeding, and the initial employer, if possible, so that as close a record as possible may be kept of the working unit. The members of each unit will receive documentation comparable to the U. S. Alien Laborers Identification Card, Form I-100, issued to members of Canadian working units entering the United States as described below. Members of certified units entering Canada from the United States may leave and reenter Canada when going to continue harvesting work with such units to December 31, 1947.

When United States harvesting units return from Canada, Canadian Immigration Officers will take up the United States Form A from the owner or lessee and forward it to the United States officer who issued it.

(2) The State Supervisor of the Extension Farm Labor Program will prepare one copy of Form B for each certified worker. This form is required for use by harvest workers when converting their Canadian earnings into United States dollars in Canada. A copy of Form B is attached.

Movement from Canada to the United States:

Members of Canadian harvest units entering the United States will be issued Form I-100 in lieu of any other document ordinarily required to enter the United States. Photographs for attachment thereto are to be supplied whenever possible. Exceptions will be made where it is not practicable to obtain photographs and in such instances a brief personal description will be substituted. Prints of the right thumb and right index finger will appear on the reverse side of Form I-100 and fingerprints also will be recorded on Alien Registration Form AR-4.

No health certificates will ordinarily be required nor are physical examinations to be undertaken, unless it is indicated at the time of application for admission that the applicant may be within an excludable class by reason of disease or mental disability.

Canadian workers holding Form I-100 may leave and reenter the United States at will at any time during the period of May 25 to September 1, 1947, when coming to continue employment with harvesting units, the final time to return to Canada being midnight of the latter date.

When Canadian harvesting units return to Canada, United States Immigration Officers will take up the Canadian Form A from the owner or lessee and forward it to the Canadian officer who issued it.

Machinery and Motor Vehicles

Harvesting machinery imported into the United States under this arrangement, and entitled to free entry under the Tariff Act of 1930, shall be entered free of duty. Motor vehicles (trucks and crews' automobiles) imported into the United States under this arrangement in connection with the harvesting of grain and flaxseed, and any transportation incidental thereto shall be admitted free of duty under Section 308(5), Tariff Act of 1930, as amended, for the period May 25, 1947, to September 1, 1947, inclusive. Comparable treatment will be accorded United States cars, trucks and harvesting machinery entering Canada under this arrangement up to December 31, 1947.

Attachments-3

(Suggested Form A)

UNITED STATES DEPARTMENT OF AGRICULTURE
EXTENSION SERVICE

(State of origin)

_____ Date

To the Immigration Officer for the Dominion
of Canada at _____

Grain Harvesting Party No. _____

Sir:

You are hereby informed that the following persons are proceeding to Canada as one party to work as a grain harvesting crew. They shall not be admitted into Canada unless accompanied by machinery adequate for such work, and by the owner or lessee of such machinery.

_____ State Supervisor, Extension Farm
Labor Program for (Insert name of State)

A. Owner or lessee of harvesting machinery

1. Name
2. Address
3. Place of birth
4. Citizenship

Entering Canada at _____ Date _____

B. Name of first employer, or approximate point of first employment, and description of equipment

1. First employer

- a. Name
- b. Address

2. Approximate point of first employment

- a. Province
- b. County
- c. Town

3. Trucks

a. Make	a. Make
b. Body type	b. Body type
c. Year made	c. Year made
d. Capacity	d. Capacity
e. Registration number	e. Registration number

4. Number of passenger cards in party _____

5. Number of items of harvest equipment

- a. Tractors
- b. Combines
- c. Other equipment (describe)

C. Helpers

- 1. Name
- 2. Address
- 3. Place of birth
- 4. Citizenship

Entering Canada at _____ Date _____

- 1. Name
- 2. Address
- 3. Place of birth
- 4. Citizenship

Entering Canada at _____ Date _____

- 1. Name
- 2. Address
- 3. Place of birth
- 4. Citizenship

Entering Canada at _____ Date _____

(Suggested Form B)

UNITED STATES DEPARTMENT OF AGRICULTURE
EXTENSION SERVICE

(Date)

To Any Branch of a Canadian Chartered Bank:

The Bearer, _____, a resident of the United States,
is in Canada as _____
(Write in "laborer," "owner," or "lessee")
accompanying harvesting machinery admitted into Canada under a special
arrangement with the United States for an exchange of grain harvest workers
and harvesting machinery. This form is to be retained by your Branch upon
application by the bearer for the purchase of United States dollars, in an
amount not to exceed his net earnings while in Canada. The bearer enters
Canada on _____ at _____
(Port of Entry)
His signature, appearing below, may be compared with the identification
issued by the Immigration Service of the Dominion of Canada, which he
should display upon request.

(Signature of State Supervisor,
Extension Farm Labor Program)

(Address - State of origin)

(Signature of bearer)

(Address)

Ports of Entry in the United States and Canada Designated for Use Under
the Arrangement for the Exchange of Harvest Machinery and Crews

(The names are arranged according to their general trans-border proximity.)

<u>Canadian Ports</u>		<u>United States Ports</u>	
Del Bonita,	Alberta	Del Bonita,	Montana
Coutts,	"	Sweetgrass,	"
Wild Horse,	"	Whitlash,	"
Willow Creek,	Saskatchewan	--	
Treelon,	"	Turner,	"
Monchy,	"	--	
West Poplar River,	"	Opheim,	"
East Poplar River,	"	Scobey,	"
Big Beaver,	"	Whitetail,	"
Regway,	"	Raymond,	"
Baubier,	"	--	
Oungre,	"	Fortuna,	North Dakota
Marienthal,	"	Ambrose,	"
--		Crosby,	"
Estevan Highway,	"	Noonan,	"
North Portal,	"	Portal,	"
Northgate,	"	Northgate,	"
Elmore,	"	Antler,	"
Lyleton,	Manitoba	Sherwood,	"
Coulter,	Saskatchewan	Westhope,	"
Goodlands,	"	Carbury,	"
Boissevain,	"	Dunseith,	"
Lena,	"	St. John,	"
Cartwright,	"	Hansboro,	"
Crystal City,	"	Sarles,	"
Snow Lake,	Manitoba	Hannah,	"
Windygates,	"	Maida,	"
Haskett,	"	Walhalla,	"
Gretna,	"	Neche,	"
Emerson,	"	Pembina,	"
Piny,	"	Noyes,	Minnesota
		Pine Creek,	"

Trailer equipment for feeding and housing the custom combine crew has some other very distinct advantages. The custom operator contracts for fields to be harvested and then sets up his headquarters at a nearby point. All of his equipment and crew are thus located near his actual operations and no time is lost in locating accommodations nor in making long trips to take care of feeding and housing needs. Without question such accommodations help maintain the morale of the crew.

EXCHANGE OF COMBINE UNITS WITH CANADA

A report covering grain harvesting activities during the war and postwar period would not be complete without a word of commendation for the fine cooperation of the Canadian government and combine operators.

Early in 1942 the White House announced an arrangement with Canada which included provisions for facilitating passage across the international boundary of seasonal agricultural labor and farm machinery. Early in 1943 a reciprocal agreement was executed between the two governments which permitted United States and Canadian custom combine operators, or operators of other harvesting or threshing equipment, to work in the United States and Canada. Each year since 1943, an agreement of similar nature has been effective. (See copy of 1947 Agreement preceding this page.)

The agreement each year has provided for the appointment of certifying officers who handled the clearance of men and machines for the two countries. Provincial representatives for each of the three prairie provinces of Manitoba, Saskatchewan, and Alberta were designated to handle Canadian clearances. The chairman of the North Dakota U.S.D.A. War Board was designated as certifying officer for the United States in 1943, 1944, and 1945. In 1946 and 1947 this job was handled by the North Dakota Extension Service in the office of the state farm labor supervisor.

A review of the combine activity between the two countries shows a relative light exchange of machines during the first two years of the agreement, but during the last three years the flow of Canadian machines into the states shows a rapid rise. The flow of United States' machines into Canada has never been very active. The following table shows the approximate number of combine units which have moved between the two countries during the past six years:

Year	Combine Exchange Record	
	Canadian Units Moving to the United States	United States Units Moving to Canada
1942	A limited number	50
1943	A limited number	8
1944	50	0
1945	182	A limited number
1946	460	42
1947	1000 to 1100	A limited number

These records were made available by the Assistant Director of Agriculture, Forestry, and Fisheries, Ottawa, Canada, and supplemented by data secured from the chairman of the North Dakota State AAA Committee at Fargo, North Dakota, and the State Supervisor of Emergency Farm Labor, Extension Service at Fargo.

This program of cooperation--sometimes called "Farm Hands Across the Border"--has been one of real service to the grain farmers of the Great Plains States. Canadian combine operators who came to the United States to assist with the grain harvest have helped fill the need for equipment in areas where domestic machines were not available in adequate numbers. No effort was made to bring in combines, until it was apparent that sufficient local machines were not available to harvest the crop without serious losses.

Canada can be proud of the operators who came to the states to assist with the grain harvest program. They have been efficient and courteous and, almost without exception, have done a good job. Farmers, in general speak very highly of their services. There were a few complaints of price cutting, but generally when these complaints were run down to their source, it was found that they originated with some commerical custom operator who had no interest in the farm except as a place where he could perform grain harvest operations on a custom basis.

In the spring of 1947, the Canadian Film Board discussed with the Motion Picture Service of the United States Department of Agriculture the possibility of making a motion picture of the wheat and small grain harvest in the Great Plains States and Canada. Motion Picture Service facilitated the making of the arrangements for the crossing of the border and members of the Federal and State Extension Farm Labor staffs cooperated with the crew. It included Roger Morin, Canadian Film Board photographer, his assistant, and Jack Sutherland and Ted Quaschniek, Canadian custom combine operators.

Sutherland was contact man for the combine outfit and the film board crew. He worked in close cooperation with the various state and county extension representatives in lining up their travel itinerary and in locating harvest jobs. This combine crew accompanied by the film board photographer started operations in Texas in early June and followed the harvest through Oklahoma, Kansas, Nebraska, South Dakota, and North Dakota. This picture should be a very valuable record and story of the harvest operations. Release date for the film has not been announced.

HANDLING FUTURE HARVEST NEEDS

The type of organization and procedure followed in handling the 1947 harvest program proved very satisfactory and is recommended as a guide in handling future programs. The foundation for the success of the program is an active county office and a well-organized program in each of the principal small grain-producing counties. The work of the county organization must be correlated on a state basis and some type of area or regional direction is necessary to unify the activities between the states.

It is very essential to hold a regional conference of the personnel of the various states well in advance of the harvest season. At this conference, harvest problems should be discussed, suggestions made for handling the county and state programs, and plans outlined for interstate cooperation. An area-wide map and guide, which shows the harvest areas and probable needs, principal highways and other pertinent information about the harvest, should be made available early for the guidance of labor and custom operations. Pre-harvest surveys are a big help in establishing data on crop conditions and needs.

As the harvest season opens, it is very essential that every county keep in close contact with its local situation and notify the state office daily on conditions and needs. This information enables the state office to have a complete up-to-date picture of the harvest situation at all times, for use in guiding the movement of men and machines from county to county and area to area. Daily contacts between neighboring states is very desirable.

And, with all this smooth working organization, as a sure-fire clincher, it is necessary to have a well planned and developed systematic relationship with press and radio that will guarantee the quick, efficient and accurate handling of all pre-harvest and harvest information (NEWS) for the widest possible dissemination to combine operators and other harvest workers. It costs little, and pays huge and rich 'make-the-program-click' dividends.

