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Co-Operative Extension Work in Agriculture And Home Economics

Prairie View A&M College

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**COOPERATIVE EXTENSION WORK
IN AGRICULTURE AND
HOME ECONOMICS**

AGRICULTURAL AND MECHANICAL COLLEGE OF TEXAS
AND UNITED STATES DEPARTMENT OF
AGRICULTURE COOPERATING

STATE OF TEXAS

EXTENSION SERVICE
COUNTY AGENT WORK

COLLEGE STATION, TEXAS

June 23, 1942

Mr. Hunter C. Baker
Department 414
Sears, Roebuck and Company
Dallas, Texas

Dear Mr. Baker:

I found your letter of June 9 when I returned to the office from a field trip.

I am sure you have the records and the memorandum on the request for chicks by now as I recall dates, your letter and mine passed some where enroute.

I am enclosing a clipping from the Bryan Eagle and programs as per your request.

I have seen some of the hogs on my recent trip and they are doing nicely.

Again thanking you for your wonderful assistance, I am

Very truly yours,

J. H. Williams
District Agent

c
enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE
Washington, D. C.

SUPPLEMENT TO WAR LETTER FOR AGRICULTURE, AND-29-42

JULY 27, 1942

Farmers Urged to Buy Coal for Winter Now:

Farmers who depend on coal for fuel may assure themselves of uninterrupted supplies next winter by placing orders now for delivery as soon as available.

The Office of the Solid Fuels Coordinator for War declares that, due to the effect of war on coal production and transportation, failure to build up stockpiles of coal this summer is risking difficulties in obtaining sufficient coal when needed.

Farmers who have wood supplies which can be used as a substitute for other fuel, or to supplement other fuel stocks, have already been urged to do so. But for those who must depend on coal, ordering supplies this summer is the best insurance against winter shortages.

There is enough coal available now, especially soft coal which provides the bulk of the nation's solid fuel, if orders are placed immediately. Indications are that soft coal will not be as readily available after September 1, and that various factors will lessen the opportunity to build up stockpiles. The hard coal industry is already behind in filling orders, but expects to catch up before the fall heating season begins.

Early last spring the Office of the Solid Fuels Coordinator for War began a "Buy Coal Now" campaign to induce consumers to purchase coal for storage during spring and summer months. The public is responding, but stockpiles are still insufficient to give the nation adequate wartime fuel protection.

Background Information on Factors Influencing the Coal Supply:

Coal production and distribution moves in cycles, with heaviest demand in winter months. Experts believe the tremendously increased need for coal this year can be met only by increasing production and distribution during the slack summer months.

A number of factors threaten the future of coal supplies this year:

- (1) Transportation, with the peak of war shipments striking the railroads about the time normal winter demand for coal starts. Because of limitations on critical materials, railroads are short many locomotives and cars on which they depended for meeting this shipping burden.
- (2) Labor shortages in the mines, due to selective service and loss of key men to other industries. Producers estimate, as of June 30, that they have lost 45,000 men this year, and that they are nearing the bottom of their labor pool.
- (3) Shortages of mine equipment, both of new and replacement types, due to the critical nature of materials used.
- (4) Shortages of other fuels, particularly of fuel oil on the East Coast and the threat of a natural gas shortage in Midwestern areas, especially in Missouri, Kansas and Oklahoma, which will make necessary large-scale conversion to coal.
- (5) Exceptional demands from unexpected sources, including the need for furnishing Canada with about 6 million tons more than last year.

(6) Difficulties of retail distribution, due to shortages of gasoline, rubber, trucks and truck parts, which has already compelled ODT to require a reduction in mileage operations of truckers, and which will cause further difficulties if replacement tires prove less available than now expected. Replacement of rubber may also be a factor in rural areas where much of the trucking is done by consumers themselves who get coal directly from nearby mines, or from cooperatives and dealers. It is suggested that farmers who haul farm produce by truck take coal to their farms on return trips from market.