

factory. Let me also say that the program in the future is going to be that many farmers are going to be requested and forced to haul their beets directly from the field to the factory, even though they are farther away and this will cut down greatly on this. With Mr. Lamberty saying that the damage is insignificant, and with the amendment that we put on a little bit ago that lessens it to 70 miles, you won't have trucks running all over the state as some feared. This is a fair thing to do. When a person is hauling sugar beets they can't decide exactly how much dirt and ice and stuff they have on there, have no way of knowing. When you haul grain, such as wheat and corn, from your place of business to the market you can tell, by filling the box up to a certain height, how much weight you'll have on there. In fact you can judge very closely. But when you are piling stuff on a beet truck you don't have any way of knowing. With the damage being insignificant, as set forth by Mr. Lamberty, I don't know what we're afraid of. A couple of years ago, when we wanted to help the trailer industry by letting them have several trailers going out of the state empty, we didn't have any fear of that. And I don't know of any problems. Here is another place where we are making something out of nothing, in my opinion, and I don't think we should do that. I support Mr. Haberman...Senator Haberman's amendment.

SENATOR CHRONISTER: Senator Baack.

SENATOR BAACK: Mr. Speaker and colleagues, I rise to support Senator Haberman's amendment also. I think that, you know, we've talked about many of the things that we can possibly do to help farmers in this state and I think that one of the things that hasn't been brought out is the amount of money that this means to the beet growers. I know that I have the statistics here for some of the beet growers in my area, and it shows that with a 15 percent allowance we find that the beet growers in my area could save as much as \$408,000 in hauling costs, because the hauling costs from stockpile to factory are shared by both the company and the hauler. The company only is responsible for the first \$1.75 per ton, and then the grower is responsible for the rest of it. So we find that the company would benefit by about \$60,000, but the growers themselves would benefit by over \$400,000. So I think that economically this is something that we could do. With the reports that we have from Mr. Lamberty saying that the damage is going to be minimal,