

KEEP WISCONSIN BEAUTIFUL BY KEEPING PATHOGENS OUT!

Compared to growers in Massachusetts and New Jersey, growers in Wisconsin save a bundle on fungicides. Fruit rot disease pressure generally is low here, and so far, we haven't found *Phytophthora cinnamomi*, the aggressive root rot pathogen that is common in the East. If things keep going the way they have been, however, Wisconsin's luck could soon run out. Three things make me say this: (i) the practice of bringing cranberry vines from other locations to WI; (ii) global warming; and (iii) the combination of (i) and (ii).

Time and again the movement of plants has resulted in the spread of pathogens that have devastated numerous crops and trees (e.g., chestnut blight, Dutch elm disease, Irish potato famine caused by late blight). In WI I've seen cranberry early rot, a serious disease in MA and NJ, with lots of evidence that it spread from vines that were brought in from the East. Cranberry growers should also be careful of what they bring into WI and onto their farms accidentally. The species of *Phytophthora* that causes sudden oak decline in California and Washington is also causing problems on *Rhododendron* and other woody plants,

and it is had been found on shoes of tourists leaving forests of CA and OR. Cranberry is susceptible, although to my knowledge, the oak decline species of *Phytophthora* hasn't been identified in commercial beds anywhere—yet. If you visit the forests of the western US or cranberry farms anywhere, wash your shoes and clothes thoroughly before coming home.

While the cause of warmer temperatures in recent years can be debated, the fact is, temperatures are creeping upwards. A warmer climate in Wisconsin increases the likelihood of subtropical pathogens such as *P. cinnamomi* surviving the winter, not just in cranberry beds but in forests and nurseries—this pathogen has a broad range of woody hosts. Warmer temps also could permit the survival and proliferation of insects that can vector viruses. Soybeans in WI are now getting virus diseases because the insect vectors are here in unprecedented numbers. Early springs and warmer summers generally mean more pre-harvest fruit rot, as we saw in 1998. Warmer winters have made ice cover and sanding difficult to achieve. This seems to have played a role in serious outbreaks of cranberry stem gall (canker) in 1998 and 2002. Nematodes tend to be worse in warmer climates.

Even if global warming is the result of man's burning of fossil fuels, an individual grower won't quickly fix the problem by riding his/her bike to town

instead of driving. In other words, you can't control the weather. However, you can control what you accidentally bring into Wisconsin on your shoes and what you purposely bring in on vines. It's your responsibility to monitor your activities. Bringing vines from other regions is nothing new, but that doesn't mean it's harmless, especially since our climate seems to be changing. If you engage in risky practices, then you should be especially diligent for unusual symptoms and call your pest scout or someone with UW-Extension to explain anything suspicious before it spreads further.

Patty McManus, UW-Madison Extension Plant Pathologist

TRUCK MARKING IN WISCONSIN

Some farmers have been stopped for not having their name on the side of their pickup, when pulling a trailer that raises the Gross Vehicle Weight (GVW) over 10,000 lbs. At the end of this message I will include details on compliance.

It seems pretty clear from talking to two different state patrol officers that the marking law has always been in place and has been enforced, at least to some degree. Marking is required when the GVW is over 12,000 lbs (not 10,000 lbs). The Wisconsin Department of Transportation regulation Chapter Trans 302, Vehicle Marking, <http://www.legis.state.wi.us/rsb/code/trns/trans302.pdf> does allow regulation of private carriers, which would include a farmer hauling his/her own farm products. It would include anybody hauling any property, so if urban citizens were to hook up trailers to their pickups

to haul horses, garden equipment, furniture, or anything else that resulted in the GVW exceeding 12,000 lbs, they would need signs on the side of their trucks just like a farmer.

I think most if not all farmers know and comply with the requirement to have their larger trucks marked. But I received messages back from a few of you indicating mixed compliance and enforcement on pickups with trailers. Some said it was news to them and that farmers in their area would never have heard of it. One person said that farmers who put their names on the sides of their pickups are thought of as vain. Others said they have seen a fairly high percentage of farmers complying.

I do not know what results we would get if we had a representative sample from across the state. I know I personally have rarely seen pickups pulling trailers with the name on the pickup. My gut feeling is that enforcement is not uniform across the state. I should note that one state patrol officer did say they are making an effort to get into areas in which they have had less coverage in the past, so maybe they are now seeing more farmers pulling trailers.

One thing that may work for farmers who do not want to permanently mark their pickups is to have a temporary magnetic sign to use only when pulling trailers. A temporary sign complies with the law as long as it is of durable construction and securely attached. Having a sign on the trailer by itself does not comply with the law; they must have something on the truck itself.

Here is what is necessary to comply, based on information from Trans 302.04, "Marking on Power Units", and Trans 302.08, "Size and Visibility Requirements":

On both sides of the power unit must be the name of the carrier, as shown on the registration certificate carried in the vehicle, and the city and state where

they are headquartered. So if the registration certificate says "Maple Grove Farms", that must be on the sign, along with city and state. If the truck is registered to "John Smith", then that must be on the sign along with city and state. The identification shall be at least two (2) inches in height with at least a 1/4 inch wide brush stroke or line thickness. The identification shall have a sharp color contrast with the background, and shall remain legible and maintained without deterioration.

Trans 302.10, "Additional Information", says that additional information or advertising is allowed as long as it does not defeat the purpose or intent of the identification. A patrol officer said that, for example, it is OK to include both the person's name and the farm name if desired, but at a minimum the sign must include what is on the registration certificate.

Also, there is one other marking requirement involving the empty weight. Trans 302.05, "Empty Weight Marking", says as follows: "The empty weight of a power unit, trailer, or semi-trailer shall be placed on the left side of the power unit, trailer, or semi-trailer ... except that vehicles registered with base Wisconsin registration may write or type the empty weight on the registration certificate in lieu of displaying the empty weight on the vehicle." The state patrol officer said they are encouraging people to just write the empty weight on the registration certificate.

Mark Purschwitz, Ag Safety Specialist, UW-Madison

History fails to record that any nation has ever shown good prospects of providing abundance and happiness for all, when only a few were doing the thinking, or when only a few were making the decisions.

Richard L. Evans

PHOSPHORUS TRANSPORT

Phosphorus enters lakes and streams mainly in runoff and erosion from landscapes draining to them. As rainfall or snow melt travels along the landscape, the water interacts with the topsoil and any materials on the soil surface. During this process P can be added to the runoff water from soil, plant material, manure and other soil amendments. The runoff water contains P in both the soluble (or dissolved) form as well as the particulate (sediment bound) form. Particulate P (PP) is bound to the eroded soil and organic particles carried in the runoff. In general, PP is the major portion of the P removed from agricultural land. One scientist estimates PP makes up to 60 to 90% of the total P load transported in runoff from cropland. However, the effect of the soluble P (SP) portion of runoff can be immediate on algae and aquatic weeds in lakes and streams.

In addition to runoff and erosion delivery mechanisms, other sources of P can be groundwater leaching and precipitation. Groundwater flow has been documented as a P transport mechanism to surface waters only under conditions of high water tables, soils that are extremely high in P and/or sandy soils. Groundwater contributions of P are all in the soluble or dissolved form.

The conditions for groundwater flow of P are widely available in cranberry soils. Any action that would limit addition of P to cranberry soils would reduce the danger of moving P from cranberry soils to surface waters.

Adapted from "Understanding Soil Phosphorus" by Scott Sturgul and Larry Bundy.

Tod Planer Retirement Party

After many years of working for the University of Wisconsin-Extension in Wood County, Tod Planer is retiring this fall. Tod has been an active participant in education for cranberry growers. While located in Wood County, he has worked with growers all over the state. During Tod's tenure the industry has grown and matured. When he began, cranberry school was held in the Wood County Auditorium and had fewer than 100 attendees. He has authored or co-authored numerous publications relating to the industry.

A dinner will be held in Tod's honor on Thursday September 12 and the Marshfield Agricultural Research Station (8386 Yellowstone Drive, Marshfield). An open house will precede

the dinner from 3:30 to 5:30. Dinner begins at 6:00 pm. The cost is \$11.00 per person and payment is due to the Wood County Extension office (P.O. Box 8095, Wisc. Rapids, WI 54495) by Sept 3.

If you can't come to the dinner you are invited to share a favorite story about Tod. Send submissions to the Wood County Extension office.

An open house will be held on Friday September 20 at the Wood County Courthouse Auditorium from 1:00 to 3:00 pm. There is no charge for the open houses.



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