

**TRUCK AND RAIL SHIPMENTS OF
BARLEY, OATS, RYE, AND FLAX FROM
NORTH DAKOTA ELEVATORS 1967-68 & 1968-69**

By

David C. Nelson

**UGPTI Publication No. 16
Research Report No. 13
May 1971**

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1967-68 AND 1968-69**

BY

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in cooperation with

**North Dakota State Wheat Commission
Bismarck, North Dakota
and
North Dakota Public Service Commission
Bismarck, North Dakota**

MAY 1971

PREFACE

In the development and presentation of data such as follows, many people are involved. This includes personnel in the Public Service Commission, State Wheat Commission, and the Transportation Institute, such as clerical help and grad students who spent many hours transcribing data from reports and hand tabulating into usable form.

Most important in providing funds, data, and labor, however, are the members and officers of the two State agencies. These are extremely important data in the scheme of transportation policy and rate-making.

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HIGHLIGHTS

The major findings of research reported in this publication are as follows:

1. During 1969, an extremely small amount of barley originated on farms bypassing country elevators directly to market.
2. The origins of trucked barley have shifted from the western to the eastern part of the State during the 1960's.
3. The trend in truck shipments of barley as a proportion of the total is down.
4. Duluth-Superior is becoming the dominant market for trucked grain.
5. The origins of trucked oats from country elevators have shifted from the western to the eastern part of the State during the 1960's.
6. The proportion of oats hauled by truck from country elevators appears to have settled at about 35 percent of the total shipped.
7. Minneapolis-St. Paul and Duluth-Superior are becoming the dominant markets for trucked oats from country elevators while livestock feeding states are becoming minor markets.
8. There appear to be observable fluctuations in the seasonal shipments of barley, oats, rye, and flax from North Dakota elevators.
9. Average loadings of barley, oats, rye, and flax in rail cars are increasing which appears to reflect more use of high capacity rail cars in moving grain from North Dakota elevators.

TRUCK AND RAIL SHIPMENTS OF
BARLEY, OATS, RYE, AND FLAX
FROM NORTH DAKOTA
1967-68 AND 1968-69

David C. Nelson*

Introduction

This report represents a continuation of a series of analyses of the patterns of distribution of grains from North Dakota which began in 1956-1957.¹ Each of the previous analyses have played important roles in providing basic information for the transportation rate-making process and as input into other research. Because the research has been supported both within the University and by those in the grain marketing industry, one of the best sets of data portraying State exports of grain is available to North Dakotans.

The general traditional approach to the marketing of barley, oats, rye, and flax from North Dakota has not changed greatly. The major portion of these grains is destined to the terminal markets of Minneapolis-St. Paul and Duluth-Superior, although the proportion going to each destination may change from year to year. The pattern of shifting from rail to truck as a mode for shipping grain is not a major factor in the marketing process of these grains. The country elevator continues to act as the primary shipper of these grains; that is, during the 1969 marketing year, very little of these commodities appeared to bypass country elevators going direct from farms direct to distant terminal markets.

Objectives

The primary purpose of this report is to illustrate the distribution methods and patterns of barley and oats. Basic data regarding this activity for rye and flax are also reported.

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¹See Agricultural Economics Reports 14, 15, 17, 44, and 57; Agricultural Experiment Station Bulletin 462; and Upper Great Plains Transportation Institute Report 14, Research Report 12, North Dakota State University, Fargo.

Source of Data

The data representing the 1967-1968 and 1968-1969 periods are the first results of the requirement of the North Dakota Public Service Commission that all North Dakota elevators report monthly movements of all grain by truck and rail. Subsequently, these data represent the actual reported data for the entire population of North Dakota elevators. In addition, data are reported from a percent sampling of North Dakota farms. As in past reports, the data are reported by crop reporting district (Figure 1).

Truck Shipments Direct from Farm

Less than one percent (.18) of the total barley shipped in 1968-1969 moved to market directly from farms, and less than one percent (.56) of the total rye shipped in 1968-1969 moved to market directly from farms bypassing country elevators. The entire estimated volume of barley originated in crop reporting districts (2 and 3), and the volume of rye originated in District 1. The major portion of these commodities was shipped to destinations within North Dakota (Table 1).

TABLE 1. ESTIMATED VOLUME OF BARLEY AND RYE SHIPPED BY TRUCK DIRECT FROM NORTH DAKOTA FARMS TO MAJOR MARKETS, BY STATE PLANNING REGIONS, 1969

Origin State Planning Region	Destination		
	Duluth-Superior	In-State	Total
	(bushels)		
1	--	--	--
2 (Rye)	--	251,790	251,790
3 (Barley)	35,970	--	35,970
4	--	--	--
5	--	--	--
6	--	--	--
7	--	--	--
8 (Barley)	--	71,940	71,940
	35,970	323,730	359,700
	Barley = 107,910 bushels Rye = 251,790 bushels 359,700 bushels		

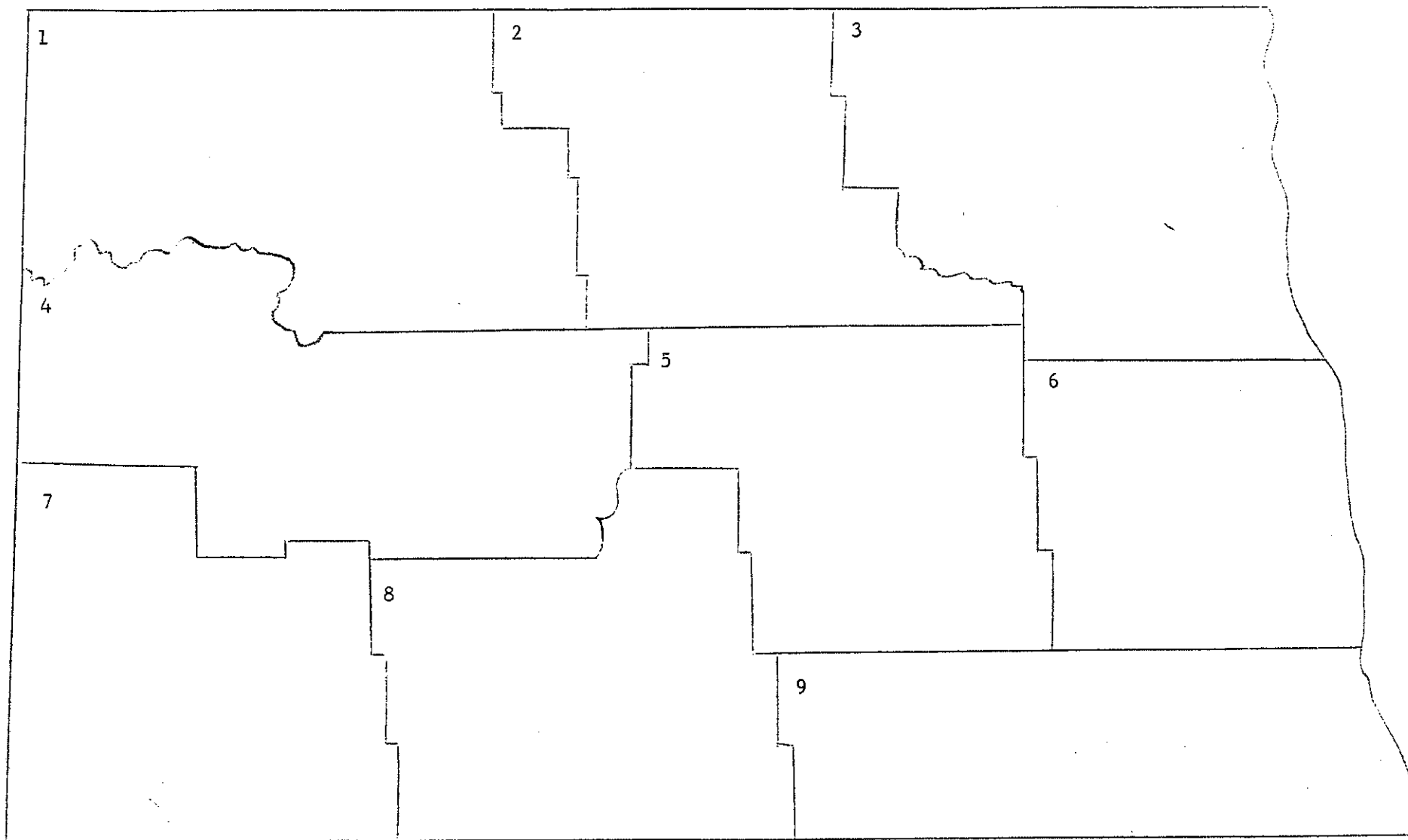


Figure 1. North Dakota Crop Reporting Districts

As was the case with the 1968-1969 movement of wheat and durum, the portion marketed from country elevators forms the basis for transportation policy in North Dakota.

Sources of Trucked Barley

During the decade of the 60's, the major origins of trucked barley have narrowed to Crop Reporting Districts 6 and 3 with about half of the total originating in District 6 (Tables 2 and 3).

Obvious changes have occurred in the general origins of trucked barley. In 1963-1964, about 27 percent originated in the western part of the State (Districts 3, 5, and 7), while 57 percent originated in the eastern part of the State (Districts 3, 6, and 9). Only 9 percent of the total originated in the west in 1968-1969, while 81 percent originated in the east during this period. The proportion originating in the central districts declined from 16 to 10 percent.

The absolute volume shipped by truck from each district decreased in all districts except District 6. This, of course, is reflected in the decline of the total volume shipped by truck from 12.2 million bushels in 1963-1964, a high of 16.4 million bushels in 1965-1966, down to slightly more than 6 million bushels in 1968-1969.

Proportion of Barley Shipped by Truck

While motor carriers were increasing their share of the total barley traffic from 1956-1957 through 1965-1966, there now appears a reversal of that trend--about 12.2 percent of the total 1967-68 shipments and 9.9 percent in 1968-69 moved by truck (Table 4). This trend is also reflected in the trend in percent of shipments moved by truck from each district. From 1963-1964 through 1968-1969, relative reliance on motor carriers increased in only three districts (1, 6, and 7) and declined in the remaining six districts.

Destinations of Trucked Barley

An obvious trend in destinations of trucked barley has continued through 1968-1969 (Table 5). Whereas Minneapolis-St. Paul, Other Minnesota destinations, and In-state locations were once the major destinations, Duluth-Superior has now become the dominant market for trucked barley from North Dakota. While slightly less than one-fourth of the total was destined to Duluth-Superior in 1958-1959 and 73 percent to Minneapolis-St. Paul, Other Minnesota, and In-State destinations, nearly 78 percent went to Duluth-Superior in 1968-1969, while slightly less than 11 percent went to

TABLE 2. TOTAL VOLUME OF BARLEY SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1968-1969

Crop Reporting District	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(000 bushels)						
1	21	258	393	1,295	430	403	389
2	6	51	110	1,320	2,027	573	223
3	55	48	76	4,340	5,940	1,839	1,356
4	17	35	14	592	269	108	93
5	0	238	73	370	293	489	309
6	221	351	609	2,163	5,175	3,431	3,291
7	33	155	112	1,473	1,462	91	62
8	35	0	61	256	298	51	58
9	<u>130</u>	<u>102</u>	<u>112</u>	<u>437</u>	<u>529</u>	<u>177</u>	<u>245</u>
Total	518	1,432	1,559	12,245	16,423	7,162	6,026

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TABLE 4. PROPORTION OF TOTAL BARLEY SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1968-1969

Crop Reporting District	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(percent)						
1	.3	3.1	3.4	9.7	4.0	13.5	14.9
2	.1	.8	1.5	15.2	21.4	10.6	5.7
3	.35	.3	.9	17.0	21.5	9.1	7.2
4	1.4	3.7	1.2	29.2	15.9	18.1	22.7
5	0	5.6	1.4	5.9	4.5	10.4	5.2
6	2.4	3.2	6.5	10.1	25.2	18.0	14.7
7	4.2	19.1	18.9	69.0	64.7	62.3	91.2
8	3.7	0	4.9	23.2	24.6	20.2	21.7
9	<u>3.6</u>	<u>2.6</u>	<u>3.1</u>	<u>12.4</u>	<u>5.6</u>	<u>3.4</u>	<u>3.8</u>
Total	1.1	2.6	2.7	14.6	18.9	12.2	9.9

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TABLE 5. MAJOR DESTINATIONS OF BARLEY SHIPPED BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS, 1956-1957
THROUGH 1968-1969

Destination	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(percent)						
Minneapolis-St. Paul	35.7	21.6	31.2	12.4	10.2	16.0	6.8
Duluth-Superior	1.4	53.7	23.1	59.5	74.3	72.6	77.9
Other Minnesota	25.6	3.4	16.1	.3	3.2	.7	.5
East and South	0	0	0	0	0	1.2	.3
Midland and Southwestern States	6.0	0	2.8	13.9	2.9	.2	.8
West Ports and States	0	0	0	1.1	0	.3	1.8
In-State	30.1	16.2	25.6	12.8	9.4	2.6	3.6
Unknown	1.4	5.1	1.2	0	0	6.4	8.3

TABLE 6. PROPORTION OF BARLEY SHIPPED BY RAIL, TRUCK, AND CCC (RAIL) TO EACH DESTINATION, 1967-1968 AND 1968-1969

Mode and Year	Destinations											In- West State	Un- State known	
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux City- Omaha- Kansas City	Other East and South ^c	Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g					
(percent)														
Rail:														
1967-1968	37.7	97.5	90.0	100.0	90.2	54.8	0	100.0	86.6	0	86.7	0		
1968-1969	35.7	91.6	95.8	88.2	98.5	56.7	50.0	35.5	55.0	0	82.2	0		
Truck:														
1967-1968	62.3	2.5	10.0	0	9.8	45.2	0	0	13.4	0	13.3	100.0		
1968-1969	26.6	1.0	4.2	11.8	1.5	43.3	50.0	64.5	45.0	0	17.8	100.0		
CCC:														
1967-1968	0	0	0	0	0	0	0	0	0	0	0	0		
1968-1969	37.7	7.4	0	0	0	0	0	0	0	100.0	0	0		

For the footnotes to this table, see page 50.

TABLE 7. PERCENT OF TOTAL BARLEY SHIPPED TO EACH DESTINATION FROM EACH CROP REPORTING DISTRICT, 1967-1968 AND 1968-1969

Crop Reporting District	Destinations											In-State	Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul ^a	Other Minnesota ^b	Sioux City-Omaha-Kansas City	Other East and South ^c	Midland States ^d	South-west States ^e	North Pacific Ports ^f	North-west States ^g	West				
(percent)														
1:														
1967-1968	3.8	5.2	2.9	--	6.3	29.0	--	11.8	2.7	--	4.6	17.1	5.1	
1968-1969	3.4	4.5	.8	5.9	.2	18.3	87.5	88.2	32.8	--	1.4	13.8	4.3	
2:														
1967-1968	10.4	9.2	15.8	--	1.2	--	--	29.4	4.3	--	5.3	14.0	9.2	
1968-1969	6.1	6.9	--	--	--	19.2	--	--	.8	--	7.2	3.0	6.4	
3:														
1967-1968	27.4	36.3	12.3	100.0	7.4	16.1	--	--	57.2	--	40.5	39.7	34.5	
1968-1969	45.2	25.9	16.5	11.8	.9	--	--	1.3	--	--	36.2	25.2	31.0	
4:														
1967-1968	1.7	.9	--	--	--	--	--	--	--	--	.1	6.0	1.0	
1968-1969	.5	--	28.7	--	--	--	--	1.3	3.8	--	--	16.4	.7	
5:														
1967-1968	8.2	8.3	7.1	--	5.0	9.8	--	--	2.1	--	3.7	5.3	8.1	
1968-1969	8.3	10.9	3.6	--	.2	4.8	--	--	47.3	61.1	5.8	1.6	9.8	
6:														
1967-1968	43.4	29.4	60.5	--	79.8	29.0	--	11.8	2.7	--	43.9	3.5	32.5	
1968-1969	32.2	37.2	38.8	82.3	98.7	53.9	12.5	9.2	--	38.9	48.9	22.6	36.8	

- continued -

TABLE 7. PERCENT OF TOTAL BARLEY SHIPPED TO EACH DESTINATION FROM EACH CROP REPORTING DISTRICT, 1967-1968 AND 1968-1969 - continued

Crop Reporting District	Destinations											In-State	Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul ^a	Other Minnesota ^b	Sioux City-Omaha-Kansas City	Other East and South ^c	Midland States ^d	South-west States ^e	North Pacific Ports ^f	North-west States ^g	West	West			
(percent)														
7:														
1967-1968	.4	.1	.2	--	--	--	--	--	7.5	--	--	8.6	.3	
1968-1969	--	--	--	--	--	--	--	--	3.1	--	--	10.8	.1	
8:														
1967-1968	.6	.4	.4	--	.3	--	--	47.0	--	--	1.0	.5	.4	
1968-1969	.8	.3	.5	--	--	--	--	--	5.3	--	.3	2.4	.4	
9:														
1967-1968	4.1	10.2	.8	--	--	16.1	--	--	23.5	--	.9	5.3	8.9	
1968-1969	3.5	14.3	11.2	--	--	3.8	--	--	6.9	--	.2	4.2	10.5	
Total:														
1967-1968	100.0	100.0	100.0	100.0	100.0	100.0	--	100.0	100.0	--	100.0	100.0	100.0	
1968-1969	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

For the footnotes to this table, see page 50.

the other three destinations. While Minneapolis-St. Paul and In-State destinations rank second and third, Other Minnesota destinations have become non-important as outlets for trucked barley.

Sources of Trucked Oats

There have been observable changes in the origins of trucked oats since the early 1960's (Tables 8 and 9). While 29 percent originated in District 1 in 1963-1964, only 8.2 percent came from that district in 1968-1969. On the other hand, while 8 percent originated in District 3 in 1963-1964, nearly 25 percent originated there in 1968-1969. In 1963-1964, nearly 15 percent originated in District 6, while almost 32 percent originated in that district in 1968-1969. The proportion shipped from District 7 declined from nearly 11 percent of the total in 1963-1964 to much less than one percent in 1968-1969.

In 1963-1964, 45 percent of the trucked oats originated in the western part of the State (Districts 1, 4, and 7) and 42 percent in the eastern part of the State (Districts 3, 6, and 9). In 1968-1969, about 71 percent originated in the eastern districts, while only 10 percent came from the western part of the State.

Even though the total absolute volume of oats shipped by truck in 1968-1969 was less than that shipped in either 1965-1966 or 1967-1968, the volume shipped from five of the nine crop reporting districts in 1968-1969 was greater than the volume shipped from these districts (2, 3, 4, 5, and 8) in 1967-1968.

Proportions Shipped by Truck

The share of the oats traffic controlled by motor carriers seems to have settled at around 35 percent. During the 1960's, the proportion hauled by truck was 34.2 percent in 1963-1964, 34.8 percent in 1965-1966, and 36.1 percent in 1968-1969 (Table 10). The 45.4 percent in 1967-1968 does not appear to be sustained.

There do not appear to be important changes in the proportion shipped by truck from each district. Districts 1, 4, and 7 were the top ranking three most important districts in terms of proportions shipped by truck in 1963-1964 and 1968-1969. Only two districts (1 and 9) did not increase the proportion shipped by truck in 1968-1969 compared to 1963-1964.

TABLE 8. TOTAL VOLUME OF OATS SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT,
1956-1957 THROUGH 1968-1969

Crop Reporting District	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(000 bushels)						
1	372	459	1,489	2,679	1,879	976	864
2	48	23	120	671	2,065	682	712
3	186	135	591	744	2,827	1,978	2,607
4	226	84	81	493	642	120	200
5	402	260	314	224	768	811	1,020
6	462	331	1,010	1,370	3,218	4,050	3,339
7	49	300	114	986	1,179	123	21
8	197	110	--	320	589	89	283
9	<u>664</u>	<u>318</u>	<u>1,000</u>	<u>1,742</u>	<u>3,202</u>	<u>2,125</u>	<u>1,530</u>
Total	2,605	2,020	4,719	9,230	16,369	10,954	10,576

TABLE 9. PROPORTION OF TOTAL OATS SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT,
1956-1957 THROUGH 1968-1969

Crop Reporting District	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(percent)						
1	14.3	22.7	31.5	29.0	11.5	8.9	8.2
2	1.8	1.1	2.5	7.3	12.6	6.2	6.7
3	7.1	6.7	12.5	8.1	17.3	18.1	24.7
4	8.7	4.2	1.8	5.3	3.9	1.1	1.9
5	15.4	12.9	6.7	2.4	4.7	7.4	9.6
6	17.7	16.4	21.4	14.8	19.7	37.0	31.6
7	1.9	14.8	2.4	10.7	7.2	1.1	.2
8	7.6	5.5	--	3.5	3.6	.8	2.7
9	<u>25.5</u>	<u>15.7</u>	<u>21.2</u>	<u>18.9</u>	<u>19.5</u>	<u>19.4</u>	<u>14.4</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 10. PROPORTION OF TOTAL OATS SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1968-1969

Crop Reporting District	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(percent)						
1	22.7	37.8	58.6	73.6	46.6	87.4	61.1
2	3.7	3.1	14.4	37.8	44.2	71.6	58.6
3	6.6	4.4	18.4	19.4	32.3	35.4	38.1
4	26.1	17.0	18.2	55.9	43.8	43.5	69.4
5	23.6	15.6	10.2	11.6	21.8	53.9	34.5
6	12.1	7.6	22.6	23.1	35.7	47.7	35.2
7	16.3	38.4	30.2	66.1	80.3	100.0	100.0
8	27.5	17.8	--	34.3	31.4	58.9	53.1
9	<u>17.3</u>	<u>9.7</u>	<u>25.7</u>	<u>26.4</u>	<u>26.6</u>	<u>35.8</u>	<u>23.3</u>
Total	15.3	12.5	24.6	34.2	34.8	45.4	36.1

Destinations of Trucked Oats

Two important trends appear regarding destinations of trucked oats. The first is that the major Minnesota terminal markets (Minneapolis-St. Paul and Duluth-Superior) are becoming the dominant markets for trucked oats. In 1969-1969, 71 percent went to these markets, while in 1963-1964, only 35 percent were destined there. At the same time, the proportion destined to livestock and horse feeding states of the Plains and the southwest has declined significantly to only 5 percent of the total. The second trend is that the Minneapolis-St. Paul market is becoming the dominant market for trucked oats from North Dakota elevators; a role once played by the Midland and Southwestern states,

Shipments by Periods

For the first time in the time period covered in analyzing distribution patterns for North Dakota grains, shipments of barley, oats, rye, and flax, by time period are now available (Appendix Tables 9-16). Although the period represents only 24 months, there appear to be sharp fluctuations from season to season in the volumes of each commodity marketed from North Dakota elevators (Figures 2, 3, 4, and 5).

Number of Cars and Trucks

As in the case of the data regarding shipments by time period, data are available for the first time regarding number of rail cars and motor vehicles used in hauling barley, oats, rye, and flax to market (Tables 14, 15, 16, and 17).

In the case of all four commodities, the average volume hauled by rail (including CCC shipments) increased from 1967-1968 to 1968-1969. In the case of barley and oats, the average volume hauled by truck also increased over this period. The average volume of rye and flax hauled by truck, however, declined from 1967-1968 to 1968-1969. The data appear to indicate that larger capacity rail cars, particularly the covered hopper, were used more in 1968-1969 than in 1967-1968. The change in motor carrier efficiency was not as apparent.

TABLE 11. MAJOR DESTINATIONS OF OATS SHIPPED BY TRUCK FROM NORTH DAKOTA ELEVATORS, 1956-1957 THROUGH 1968-1969

Destinations	Year						
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969
	(percent)						
Minneapolis-St. Paul	15.4	19.4	14.1	17.6	29.2	45.3	46.6
Duluth-Superior	1.4	3.3	14.4	18.2	26.9	22.2	24.4
Other Minnesota	11.1	2.1	13.7	2.7	4.8	.6	3.1
East and South	--	--	--	--	--	.3	.3
Midland and Southwestern States	32.4	57.8	43.1	37.4	22.4	2.8	5.1
West Ports and States	--	--	--	1.9	2.2	9.3	5.3
In-State	1.8	12.6	9.4	22.1	14.5	1.4	2.3
Unknown	37.9	4.8	5.3	.1	--	18.1	12.9

TABLE 12. PROPORTION OF OATS SHIPPED BY RAIL, TRUCK, AND CCC (RAIL) TO EACH DESTINATION, 1967-1968 AND 1968-1969

Mode and Year	Destinations												Un- known Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux City- Omaha- Kansas City	Other East and South ^c	Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State		
	(percent)												
Rail:													
1967-1968	38.9	64.4	89.7	92.4	66.3	3.5	17.2	15.4	10.5	--	36.3	--	51.5
1968-1969	34.7	67.9	21.9	75.8	18.8	33.1	21.7	28.0	21.2	--	23.5	--	53.2
Truck:													
1967-1968	53.6	32.9	10.3	7.6	33.7	96.5	82.8	84.6	89.5	--	63.7	100.0	45.4
1968-1969	36.1	26.7	78.1	24.2	81.2	66.9	78.3	72.0	78.8	--	76.5	100.0	36.1
CCC:													
1967-1968	7.5	2.7	--	--	--	--	--	--	--	100.0	--	--	3.1
1968-1969	29.2	5.4	--	--	--	--	--	--	--	100.0	--	--	10.7

For the footnotes to this table, see page 50.

TABLE 13. PERCENT OF TOTAL OATS SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1967-1968 AND 1968-1969

Crop Reporting District	Destinations											In-State	Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul ^a	Other Minnesota ^b	Sioux City-Omaha-Kansas City	Other East and South ^c	Midland States ^d	Southwest States ^e	North Pacific Ports ^f	Northwest States ^g	West				
	(percent)													
1967-1968	1.1	1.2	--	--	--	--	34.8	52.9	40.6	--	5.3	15.1	4.6	
1968-1969	3.9	1.6	2.9	17.6	--	20.7	32.3	56.8	37.0	--	33.4	10.6	4.8	
1967-1968	3.6	2.3	--	7.6	20.5	22.1	27.5	24.3	8.5	--	35.1	5.8	4.0	
1968-1969	4.5	2.6	12.3	3.3	--	8.9	28.1	1.3	7.6	--	40.6	1.3	4.1	
1967-1968	39.4	21.1	31.1	--	9.6	8.1	14.3	5.9	5.3	55.6	34.7	11.3	23.1	
1968-1969	39.9	19.6	22.4	4.4	25.0	--	2.5	--	1.0	--	6.8	16.7	23.4	
1967-1968	.9	.6	3.7	26.6	--	--	--	9.6	7.7	--	--	.3	1.2	
1968-1969	.4	.5	--	3.3	--	--	1.0	17.1	10.7	11.9	5.9	2.8	1.0	
1967-1968	5.4	5.1	1.0	--	--	11.6	9.2	--	17.9	--	--	13.4	6.2	
1968-1969	12.2	8.6	21.6	4.4	6.2	22.1	6.7	4.0	21.7	--	5.6	15.5	10.1	
1967-1968	41.7	39.8	49.8	8.8	50.6	12.8	3.3	--	13.6	11.1	20.8	1.7	35.2	
1968-1969	28.2	38.6	26.7	1.1	43.8	19.3	6.2	16.5	13.8	--	6.5	1.3	32.3	

- continued -

TABLE 13. PERCENT OF TOTAL OATS SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1967-1968 AND 1968-1969 - continued

Crop Reporting District	Destinations											In-State	Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul ^a	Other Minnesota ^b	Sioux City-Omaha-Kansas City	Other East and South ^c	Midland States ^d	Southwest States ^e	North Pacific Ports ^f	Northwest States ^g	West				
(percent)														
1967-1968	--	--	--	--	1.2	5.8	--	4.4	1.5	--	.4	4.8	.5	
1968-1969	--	--	--	--	--	--	.2	--	.7	--	--	1.1	.1	
1967-1968	.2	.3	1.5	7.6	2.4	10.5	4.7	--	.4	--	2.9	2.7	.6	
1968-1969	2.2	.9	1.4	36.2	--	--	7.6	--	6.5	--	1.2	7.9	1.8	
1967-1968	7.7	29.6	12.9	49.4	15.7	29.1	6.2	2.9	4.5	33.3	.8	44.9	24.6	
1968-1969	8.7	27.6	12.7	29.7	25.0	29.0	15.4	4.3	1.0	88.1	--	42.8	22.4	
Total:														
1967-1968	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
1968-1969	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

For the footnotes to this table, see page 50.

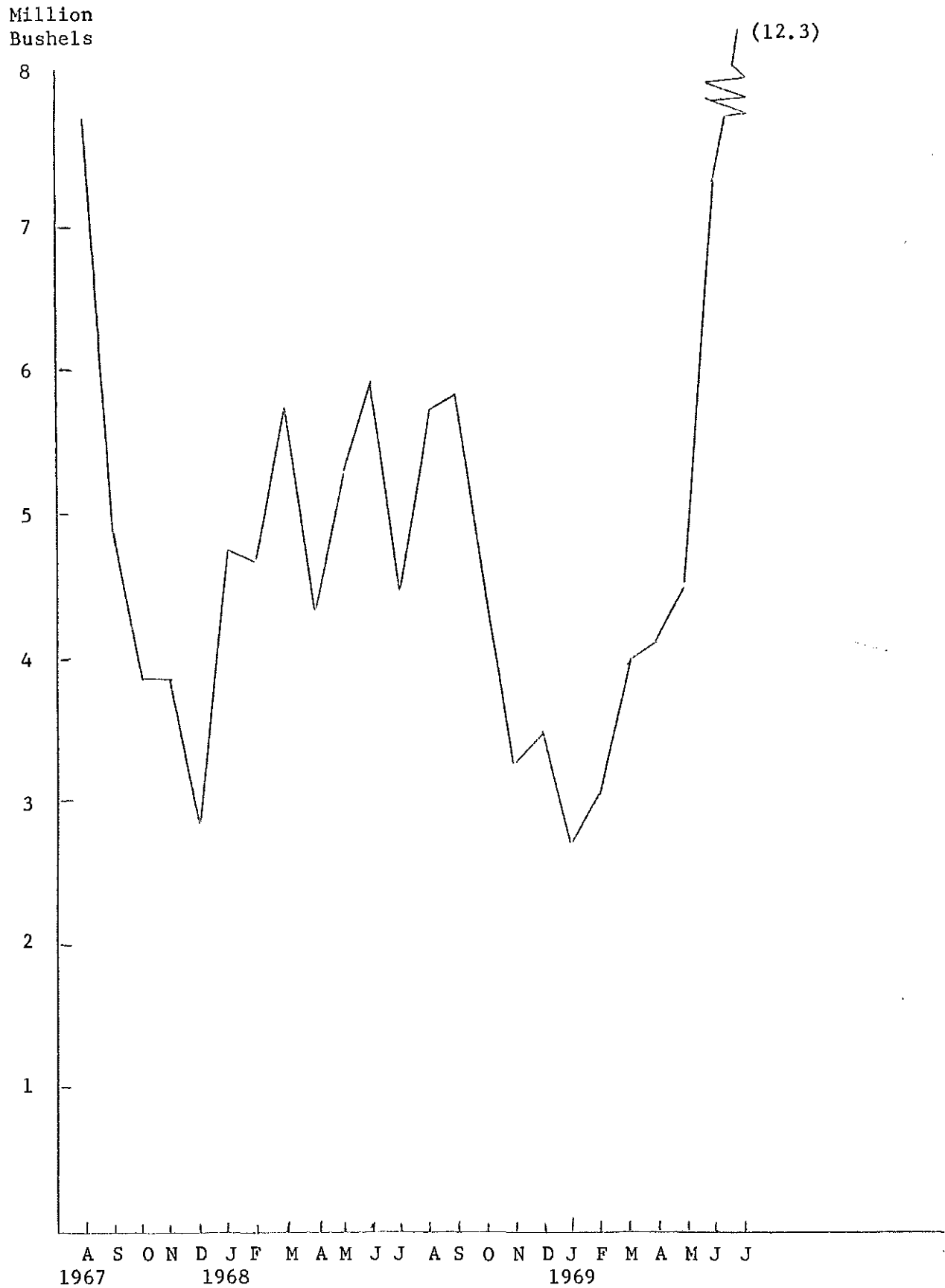


Figure 2. Shipments of Barley from North Dakota Country Elevators, by Months, August, 1967, Through July, 1969

Million
Bushels

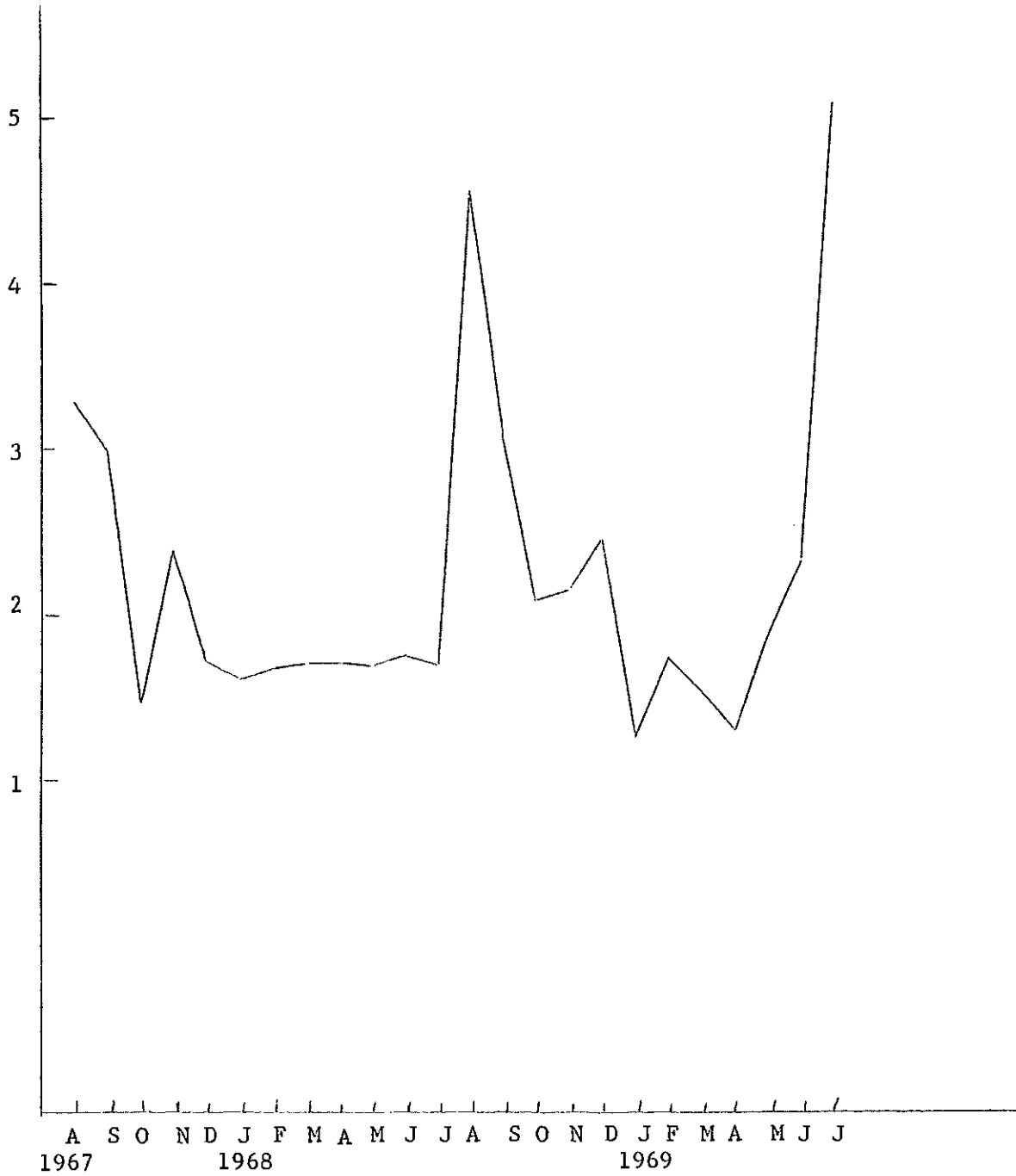


Figure 3. Shipments of Oats from North Dakota Country Elevators, by Months, August, 1967, Through July, 1969

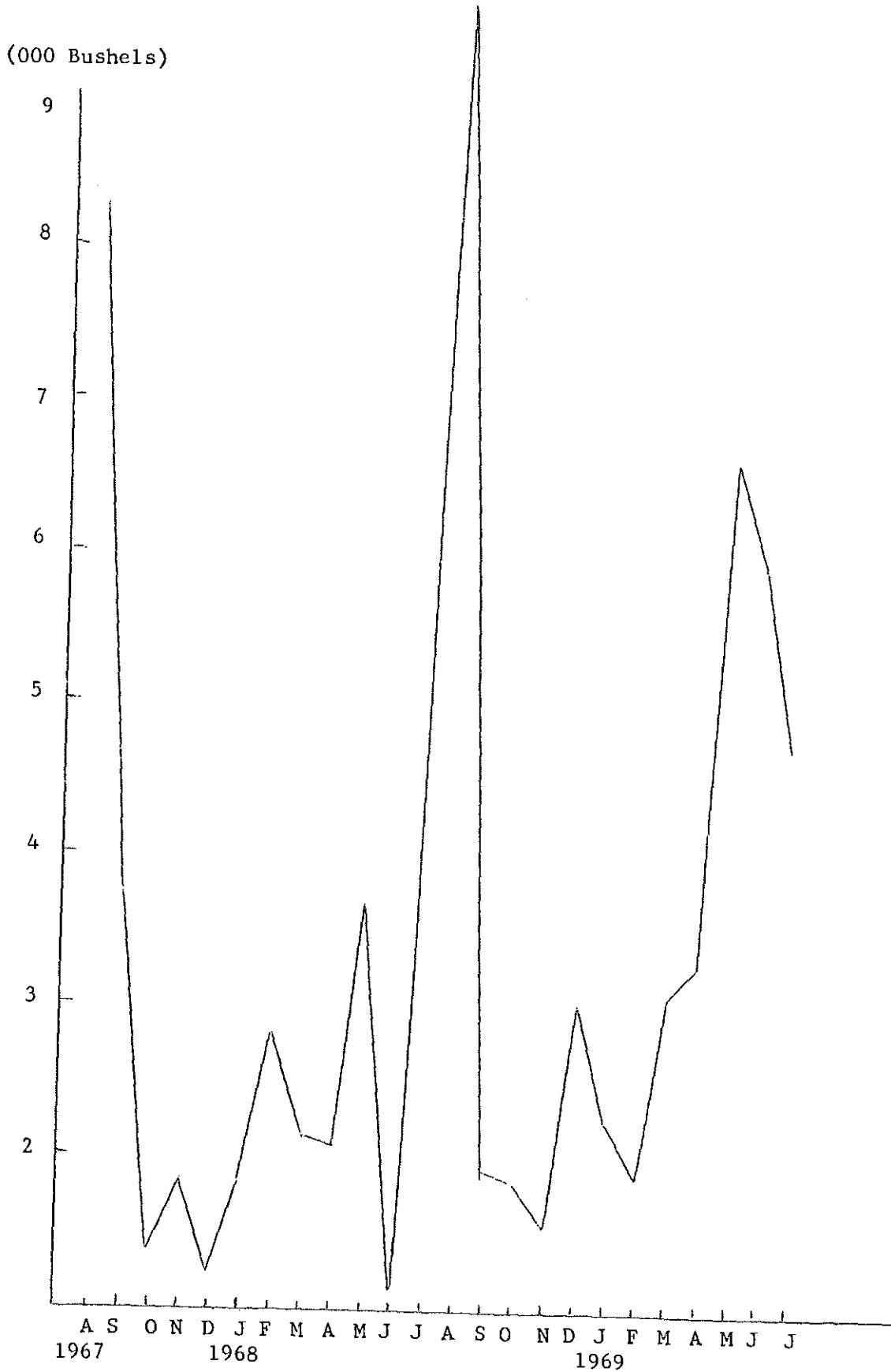


Figure 4. Shipments of Rye From North Dakota Country Elevators, by Months, August, 1967, Through July, 1969

Million
Bushels

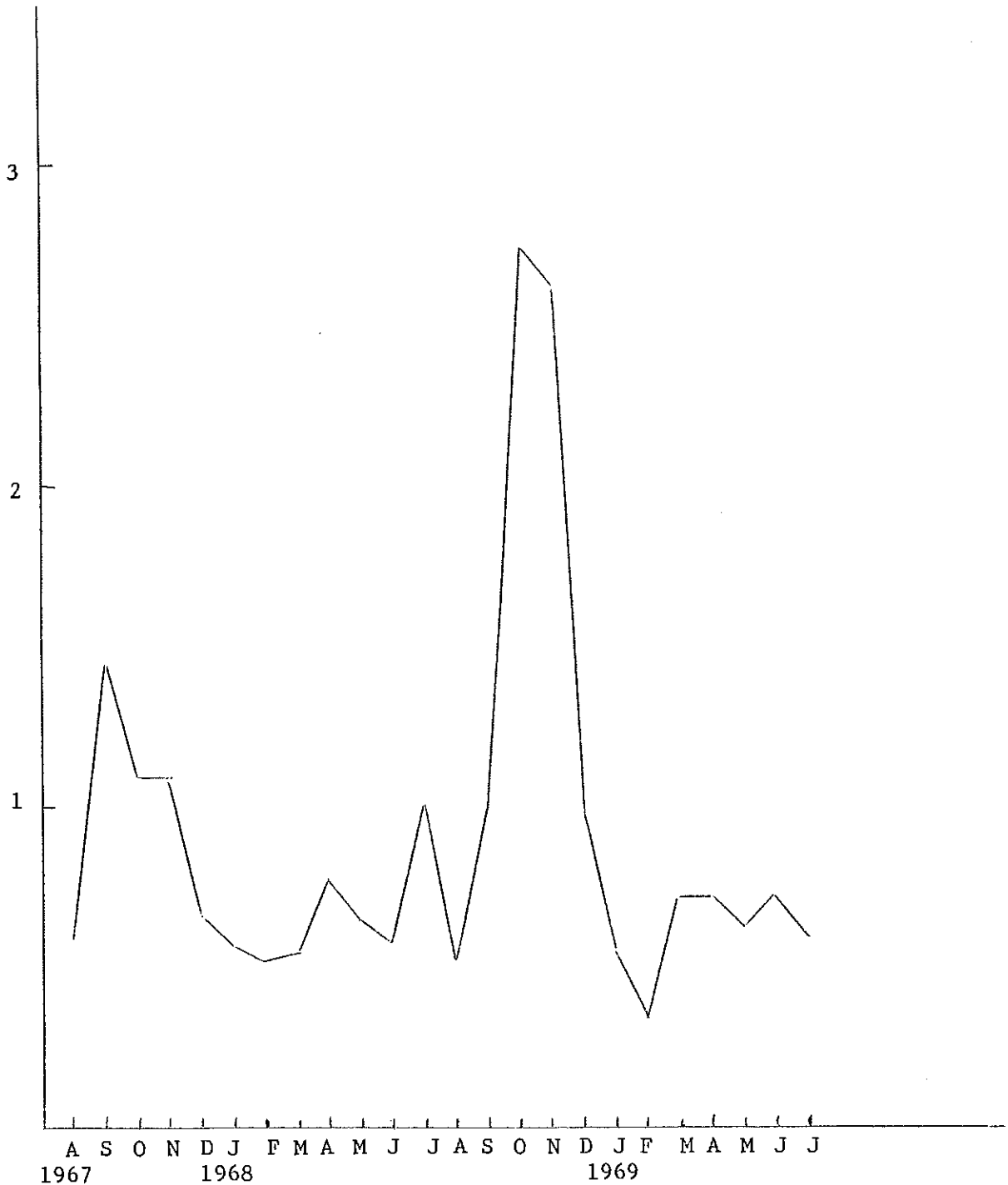


Figure 5. Shipments of Flax From North Dakota Country Elevators, by Months, August, 1967, Through July, 1969

TABLE 14. AVERAGE VOLUME OF BARLEY SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1967-1968 AND 1968-1969

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
1: Rail	1,147	668		--	2,272	2,761
Truck	--	--	383	393	958	969
CCC	--	137	--	--	--	2,656
2: Rail	1,985	1,236	--	--	2,283	2,568
Truck	--	--	572	236	996	949
CCC	--	139	--	--	--	3,215
3: Rail	7,258	4,386	--	--	2,485	2,443
Truck	--	--	1,855	1,311	960	1,028
CCC	--	2,743	--	--	--	2,487
4: Rail	212	129	--	--	2,278	2,286
Truck	--	--	172	90	1,005	1,044
CCC	--	8	--	--	--	2,125
5: Rail	1,735	1,973	--	--	2,482	2,602
Truck	--	--	3,361	297	956	1,043
CCC	6	182	--	--	2,500	2,846
6: Rail	6,120	7,015	--	--	2,550	2,560
Truck	--	--	485	3,316	1,018	988
CCC	6	443	--	--	--	2,623
7: Rail	21	3	--	--	2,619	2,000
Truck	--	--	90	62	955	1,000
CCC	--	--	--	--	--	--

- continued -

TABLE 14. AVERAGE VOLUME OF BARLEY SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1967-1968 AND 1968-1969 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
8: Rail	92	54	--	--	1,760	2,370
Truck	--	--	52	62	1,769	951
CCC	--	32	--	--	--	2,531
9: Rail	2,242	2,385	--	--	2,190	2,459
Truck	--	--	172	225	936	1,075
CCC	--	80	--	--	--	2,162
State:						
Rail	20,812	17,958	--	--	2,436	2,512
Truck	--	--	7,152	5,982	995	1,002
CCC	6	3,764	--	--	2,500	2,546

TABLE 15. AVERAGE VOLUME OF OATS SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1967-1968 AND 1968-1969

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
1: Rail	29	111	--	--	2,034	3,567
Truck	--	--	724	646	1,273	1,326
CCC	19	50	--	--	3,105	3,040
2: Rail	57	137	--	--	3,105	2,817
Truck	--	--	502	549	1,334	1,284
CCC	30	22	--	--	3,166	3,272
3: Rail	1,137	1,060	--	-	3,152	3,254
Truck	--	--	1,334	1,788	1,425	1,458
CCC	9	244	--	--	3,333	3,389
4: Rail	23	21	--	--	2,608	3,619
Truck	--	--	90	148	1,322	1,351
CCC	2	2	--	--	3,500	2,500
5: Rail	215	495	--	--	3,153	3,298
Truck	--	--	604	711	1,278	1,433
CCC	29	91	--	--	2,965	3,208
6: Rail	1,325	1,446	--	--	3,200	3,392
Truck	--	--	2,879	2,615	1,423	1,400
CCC	44	338	--	--	3,159	3,514
7: Rail	--	--	--	--	--	--
Truck	--	--	96	16	1,281	1,250
CCC	--	--	--	--	--	--

- continued -

TABLE 15. AVERAGE VOLUME OF OATS SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1967-1968 AND 1968-1969 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
8: Rail	22	45	--	--	2,863	3,022
Truck	--	--	57	197	1,421	1,406
CCC	--	37	--	--	--	3,135
9: Rail	1,105	1,415	--	--	3,182	3,270
Truck	--	--	1,501	917	1,355	1,689
CCC	77	158	--	--	3,519	3,183
State:						
Rail	3,913	4,730	--	--	3,163	3,300
Truck	--	--	7,787	7,587	1,376	1,436
CCC	210	942	--	--	3,271	3,349

TABLE 16. AVERAGE VOLUME OF RYE SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1967-1968 AND 1968-1969

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
1: Rail	92	129	--	--	2,119	2,077
Truck	--	--	373	494	823	811
CCC	52	46	--	--	2,519	2,434
2: Rail	63	107	--	--	1,746	2,317
Truck	--	--	440	571	890	833
CCC	14	35	--	--	2,000	2,085
3: Rail	24	19	--	--	1,708	1,736
Truck	--	--	68	31	852	903
CCC	2	8	--	--	3,500	2,125
4: Rail	18	29	--	--	1,833	2,172
Truck	--	--	64	123	843	804
CCC	--	4	--	--	--	2,000
5: Rail	72	104	--	--	2,000	2,096
Truck	--	--	146	140	883	828
CCC	11	67	--	--	2,090	2,343
6: Rail	37	54	--	--	1,972	2,074
Truck	--	--	155	135	832	822
CCC	5	21	--	--	2,000	2,809
7: Rail	24	31	--	--	2,000	2,290
Truck	--	--	135	149	770	838
CCC	13	19	--	--	2,076	2,157

- continued -

TABLE 16. AVERAGE VOLUME OF RYE SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1967-1968 AND 1968-1969 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
8: Rail	18	27	--	--	2,000	2,518
Truck	--	--	42	58	857	879
CCC	3	31	--	--	1,666	2,483
9: Rail	309	335	--	--	2,233	2,101
Truck	--	--	680	572	654	814
CCC	45	158	--	--	2,555	2,398
State:						
Rail	657	835	--	--	2,085	2,137
Truck	--	--	2,103	2,273	786	823
CCC	145	389	--	--	2,386	2,372

TABLE 17. AVERAGE VOLUME OF FLAX SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1967-1968 AND 1968-1969

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
1: Rail	54	80	--	--	1,777	1,800
Truck	--	--	434	683	753	770
CCC	2	--	--	--	1,000	--
2: Rail	92	128	--	--	2,304	2,148
Truck	--	--	839	976	360	787
CCC	--	4	--	--	--	2,000
3: Rail	264	294	--	--	2,034	2,197
Truck	--	--	732	849	819	811
CCC	6	30	--	--	1,666	2,166
4: Rail	77	79	--	--	1,909	2,329
Truck	--	--	403	457	794	807
CCC	3	--	--	--	2,333	--
5: Rail	242	378	--	--	1,809	2,100
Truck	--	--	1,066	1,401	807	799
CCC	7	34	--	--	1,571	2,352
6: Rail	510	452	--	--	1,923	2,316
Truck	--	--	1,322	1,668	1,045	837
CCC	7	16	--	--	1,571	2,250
7: Rail	11	1	--	--	3,727	1,000
Truck	--	--	125	72	760	763
CCC	--	2	--	--	--	2,000

- continued -

TABLE 17. AVERAGE VOLUME OF FLAX SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1967-1968 AND 1968-1969 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969
					(bushels)	
8: Rail	179	185	--	--	1,793	2,324
Truck	--	--	408	470	816	789
CCC	5	39	--	--	1,400	2,128
9: Rail	540	599	--	--	1,896	2,065
Truck	--	--	1,420	1,679	780	815
CCC	9	47	--	--	2,555	1,893
Total:						
Rail	1,969	2,196	--	--	1,928	2,166
Truck	--	--	6,749	8,255	851	806
CCC	39	172	--	--	1,820	2,122

APPENDIX

APPENDIX TABLE 1. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

		D E S T I N A T I O N S											
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total
				City- Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
I:													
Rail	87	2,347	15	--	56	8	--	2	1	--	63	--	2,579
Truck	231	89	--	--	--	1	--	--	4	--	1	77	403
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>318</u>	<u>2,436</u>	<u>15</u>	<u>--</u>	<u>56</u>	<u>9</u>	<u>--</u>	<u>2</u>	<u>5</u>	<u>--</u>	<u>64</u>	<u>77</u>	<u>2,982</u>
II:													
Rail	490	4,220	78	--	11	--	--	5	5	--	25	--	4,834
Truck	378	77	3	--	--	--	--	--	3	--	49	63	573
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>868</u>	<u>4,297</u>	<u>81</u>	<u>--</u>	<u>11</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>8</u>	<u>--</u>	<u>74</u>	<u>63</u>	<u>5,407</u>
III:													
Rail	798	16,818	59	7	56	5	--	--	107	--	519	--	18,369
Truck	1,490	110	4	--	10	--	--	--	--	--	46	179	1,839
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>2,288</u>	<u>16,928</u>	<u>63</u>	<u>7</u>	<u>66</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>107</u>	<u>--</u>	<u>565</u>	<u>179</u>	<u>20,208</u>
IV:													
Rail	59	428	--	--	--	--	--	--	--	--	2	--	489
Truck	81	--	--	--	--	--	--	--	--	--	--	27	108
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>140</u>	<u>428</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>27</u>	<u>597</u>
V:													
Rail	281	3,808	36	--	45	--	--	--	4	--	40	--	4,214
Truck	401	50	--	--	--	3	--	--	--	--	11	24	489
CCC	5	10	--	--	--	--	--	--	--	--	--	--	15
	<u>687</u>	<u>3,868</u>	<u>36</u>	<u>--</u>	<u>45</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>51</u>	<u>24</u>	<u>4,718</u>

- continued -

APPENDIX TABLE 1. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 - continued

Origin and Mode	D E S T I N A T I O N S												Un- known Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	
				City- Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
VI:													
Rail	1,174	12,966	268	--	637	--	--	2	2	--	558	--	15,607
Truck	2,453	776	42	--	78	9	--	--	3	--	54	16	3,431
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>3,627</u>	<u>13,742</u>	<u>310</u>	<u>--</u>	<u>715</u>	<u>9</u>	<u>--</u>	<u>2</u>	<u>5</u>	<u>--</u>	<u>612</u>	<u>16</u>	<u>19,038</u>
VII:													
Rail	2	53	--	--	--	--	--	--	--	--	--	--	55
Truck	34	3	1	--	--	--	--	--	14	--	--	39	91
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>36</u>	<u>56</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>14</u>	<u>--</u>	<u>--</u>	<u>39</u>	<u>146</u>
VIII:													
Rail	17	170	2	--	3	--	--	8	--	--	2	--	202
Truck	30	7	--	--	--	--	--	--	--	--	12	2	51
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>47</u>	<u>177</u>	<u>2</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>8</u>	<u>--</u>	<u>--</u>	<u>14</u>	<u>2</u>	<u>253</u>
IX:													
Rail	239	4,723	3	--	--	4	--	--	44	--	--	--	5,013
Truck	102	36	1	--	--	1	--	--	--	--	13	24	177
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>341</u>	<u>4,759</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>44</u>	<u>--</u>	<u>13</u>	<u>24</u>	<u>5,190</u>
TOTAL:													
Rail	3,147	45,533	461	7	808	17	--	17	162	--	1,209	--	51,362
Truck	5,200	1,148	51	--	88	14	--	--	24	--	186	451	7,162
CCC	<u>5</u>	<u>10</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>15</u>
	<u>8,352</u>	<u>46,691</u>	<u>512</u>	<u>7</u>	<u>896</u>	<u>31</u>	<u>--</u>	<u>17</u>	<u>187</u>	<u>--</u>	<u>1,395</u>	<u>451</u>	<u>58,539</u>

For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 2. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Minneapolis-St. Paul ^a	Other Minnesota ^b	Sioux	Other	Midland States ^d	South-	North	North-	West	In-State	Un-known	Total
				City-Omaha-Kansas	East and South ^c		west States ^e	Pacific Ports ^f	west States ^g				
(000 bushels)													
I:													
Rail	134	1,665	6	2	2	--	4	27	8	--	16	--	1,864
Truck	191	31	--	--	--	19	3	40	35	--	1	69	389
CCC	277	89	--	--	--	--	--	--	--	--	--	--	366
	<u>602</u>	<u>1,785</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>19</u>	<u>7</u>	<u>67</u>	<u>43</u>	<u>--</u>	<u>17</u>	<u>69</u>	<u>2,619</u>
II:													
Rail	625	2,609	--	--	--	--	--	--	--	--	9	--	3,243
Truck	83	26	--	--	--	20	--	--	1	--	78	15	223
CCC	372	76	--	--	--	--	--	--	--	--	--	--	448
	<u>1,080</u>	<u>2,711</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>20</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>87</u>	<u>15</u>	<u>3,914</u>
III:													
Rail	2,297	7,953	129	--	9	--	--	--	--	--	347	--	10,735
Truck	1,042	94	1	4	--	--	--	1	--	--	88	126	1,356
CCC	4,649	2,176	--	--	--	--	--	--	--	--	--	--	6,825
	<u>7,988</u>	<u>10,223</u>	<u>130</u>	<u>4</u>	<u>9</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>435</u>	<u>126</u>	<u>18,916</u>
IV:													
Rail	73	--	226	--	--	--	--	--	--	--	--	--	299
Truck	5	--	--	--	--	--	--	1	5	--	--	82	93
CCC	17	--	--	--	--	--	--	--	--	--	--	--	17
	<u>95</u>	<u>--</u>	<u>226</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>82</u>	<u>409</u>
V:													
Rail	830	4,142	28	--	2	--	--	--	55	--	58	--	5,115
Truck	205	73	--	--	--	5	--	--	7	--	11	8	309
CCC	428	86	--	--	--	--	--	--	--	11	--	--	525
	<u>1,463</u>	<u>4,301</u>	<u>28</u>	<u>--</u>	<u>2</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>62</u>	<u>11</u>	<u>69</u>	<u>8</u>	<u>5,949</u>

- continued -

APPENDIX TABLE 2. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

Origin and Mode	D E S T I N A T I O N S											Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux	Other	Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State		
				City- Omaha- Kansas City	East and South ^c								
(000 bushels)													
VI:													
Rail	1,889	14,214	277	28	942	56	--	--	--	--	553	--	17,959
Truck	2,963	129	29	--	15	--	1	7	--	--	34	113	3,291
CCC	827	327	--	--	--	--	--	--	--	7	--	--	1,161
	<u>5,679</u>	<u>14,670</u>	<u>306</u>	<u>28</u>	<u>957</u>	<u>56</u>	<u>1</u>	<u>7</u>	<u>--</u>	<u>7</u>	<u>587</u>	<u>113</u>	<u>22,411</u>
VII:													
Rail	--	6	--	--	--	--	--	--	--	--	--	--	6
Truck	--	4	--	--	--	--	--	--	4	--	--	54	62
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	--	<u>10</u>	--	--	--	--	--	--	<u>4</u>	--	--	<u>54</u>	<u>68</u>
VIII:													
Rail	31	91	4	--	--	--	--	--	--	--	2	--	128
Truck	35	2	--	--	--	--	--	--	7	--	2	12	58
CCC	65	16	--	--	--	--	--	--	--	--	--	--	81
	<u>131</u>	<u>109</u>	<u>4</u>	--	--	--	--	--	<u>7</u>	--	<u>4</u>	<u>12</u>	<u>267</u>
IX:													
Rail	430	5,438	85	--	--	3	--	--	9	--	2	--	5,967
Truck	167	53	3	--	--	1	--	--	--	--	--	21	245
CCC	27	130	--	--	--	--	--	--	--	--	--	--	157
	<u>624</u>	<u>5,621</u>	<u>88</u>	--	--	<u>4</u>	--	--	<u>9</u>	--	<u>2</u>	<u>21</u>	<u>6,369</u>
TOTAL:													
Rail	6,309	36,118	755	30	955	59	4	27	72	--	987	--	45,316
Truck	4,691	412	33	4	15	45	4	49	59	--	214	500	6,026
CCC	6,662	2,900	--	--	--	--	--	--	--	18	--	--	9,580
	<u>17,662</u>	<u>39,430</u>	<u>788</u>	<u>34</u>	<u>970</u>	<u>104</u>	<u>8</u>	<u>76</u>	<u>131</u>	<u>18</u>	<u>1,201</u>	<u>500</u>	<u>60,922</u>

For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 3. SHIPMENTS OF OATS FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968.

Origin and Mode	D E S T I N A T I O N S											In- State	Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux City- Omaha- Kansas City	Other East and South ^c	Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	West			
(000 bushels)														
I:														
Rail	--	52	--	--	--	--	2	6	22	--	--	--	--	82
Truck	18	101	--	--	--	--	93	66	386	--	13	299	976	
CCC	31	28	--	--	--	--	--	--	--	--	--	--	59	
	<u>49</u>	<u>181</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>95</u>	<u>72</u>	<u>408</u>	<u>--</u>	<u>13</u>	<u>299</u>	<u>1,117</u>	
II:														
Rail	39	122	--	--	--	--	--	5	--	--	10	--	176	
Truck	124	136	--	6	17	19	75	28	86	--	76	115	682	
CCC	--	95	--	--	--	--	--	--	--	--	--	--	95	
	<u>163</u>	<u>353</u>	<u>--</u>	<u>6</u>	<u>17</u>	<u>19</u>	<u>75</u>	<u>33</u>	<u>86</u>	<u>--</u>	<u>86</u>	<u>115</u>	<u>953</u>	
III:														
Rail	704	2,566	165	--	6	--	38	6	21	--	60	--	3,566	
Truck	1,069	592	23	--	2	7	1	2	32	--	25	225	1,978	
CCC	12	19	--	--	--	--	--	--	--	5	--	--	36	
	<u>1,785</u>	<u>3,177</u>	<u>188</u>	<u>--</u>	<u>8</u>	<u>7</u>	<u>39</u>	<u>8</u>	<u>53</u>	<u>5</u>	<u>85</u>	<u>225</u>	<u>5,580</u>	
IV:														
Rail	5	23	22	21	--	--	--	--	--	--	--	--	71	
Truck	3	20	--	--	--	--	--	13	78	--	--	6	120	
CCC	34	51	--	--	--	--	--	--	--	--	--	--	85	
	<u>42</u>	<u>94</u>	<u>22</u>	<u>21</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>13</u>	<u>78</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>276</u>	
V:														
Rail	89	512	5	--	--	3	--	--	--	--	--	--	609	
Truck	121	211	1	--	--	7	25	--	180	--	--	266	811	
CCC	34	51	--	--	--	--	--	--	--	--	--	--	85	
	<u>244</u>	<u>774</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>10</u>	<u>25</u>	<u>--</u>	<u>180</u>	<u>--</u>	<u>--</u>	<u>266</u>	<u>1,505</u>	

APPENDIX TABLE 3. SHIPMENTS OF OATS FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 - continued

		D E S T I N A T I O N S												
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux	Other	Midland States ^d	South-	North	North-	West	In- State	Un- known	Total	
				City- Omaha- Kansas City	East and South ^c		west States ^e	Pacific Ports ^f	west States ^g					
(000 bushels)														
VI:														
Rail	725	3,196	276	7	39	--	--	--	63	--	16	--	4,322	
Truck	1,049	2,810	25	--	3	11	9	--	74	--	35	34	4,050	
CCC	115	8	--	--	--	--	--	--	--	1	--	--	124	
	<u>1,889</u>	<u>6,014</u>	<u>301</u>	<u>7</u>	<u>42</u>	<u>11</u>	<u>9</u>	<u>--</u>	<u>137</u>	<u>1</u>	<u>51</u>	<u>34</u>	<u>8,496</u>	
VII:														
Rail	--	--	--	--	--	--	--	--	--	--	--	--	--	
Truck	--	--	--	--	1	5	--	6	15	--	1	95	123	
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--	
	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>5</u>	<u>--</u>	<u>6</u>	<u>15</u>	<u>--</u>	<u>1</u>	<u>95</u>	<u>123</u>	
VIII:														
Rail	9	35	9	6	--	--	--	--	--	--	3	--	62	
Truck	1	3	--	--	2	9	13	--	4	--	4	53	89	
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--	
	<u>10</u>	<u>38</u>	<u>9</u>	<u>6</u>	<u>2</u>	<u>9</u>	<u>13</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>7</u>	<u>53</u>	<u>151</u>	
IX:														
Rail	192	3,219	65	39	10	--	7	4	--	--	--	--	3,536	
Truck	43	1,095	13	--	3	25	10	--	45	--	2	889	2,125	
CCC	114	155	--	--	--	--	--	--	--	3	--	--	272	
	<u>349</u>	<u>4,469</u>	<u>78</u>	<u>39</u>	<u>13</u>	<u>25</u>	<u>17</u>	<u>4</u>	<u>45</u>	<u>3</u>	<u>2</u>	<u>889</u>	<u>5,933</u>	
TOTAL:														
Rail	1,763	9,725	542	73	55	3	47	21	106	--	89	--	12,424	
Truck	2,428	4,968	62	6	28	83	226	115	900	--	156	1,982	10,954	
CCC	340	407	--	--	--	--	--	--	--	9	--	--	756	
	<u>4,531</u>	<u>15,100</u>	<u>604</u>	<u>79</u>	<u>83</u>	<u>86</u>	<u>273</u>	<u>136</u>	<u>1,006</u>	<u>9</u>	<u>245</u>	<u>1,982</u>	<u>24,134</u>	

For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 4. SHIPMENTS OF OATS FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

Origin and Mode	D E S T I N A T I O N S											In- State	Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux City- Omaha- Kansas City	Other East and South ^c	Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West				
(000 bushels)														
I:														
Rail	82	156	--	5	--	--	76	18	11	--	48	--	396	
Truck	95	96	12	11	--	30	107	165	144	--	60	144	864	
CCC	101	52	--	--	--	--	--	--	--	--	--	--	153	
	<u>278</u>	<u>304</u>	<u>12</u>	<u>16</u>	<u>--</u>	<u>30</u>	<u>183</u>	<u>183</u>	<u>155</u>	<u>--</u>	<u>108</u>	<u>144</u>	<u>1,413</u>	
II:														
Rail	129	260	--	--	--	2	34	--	--	--	6	--	431	
Truck	156	187	51	3	--	11	125	4	32	--	125	18	712	
CCC	39	33	--	--	--	--	--	--	--	--	--	--	72	
	<u>324</u>	<u>480</u>	<u>51</u>	<u>3</u>	<u>--</u>	<u>13</u>	<u>159</u>	<u>4</u>	<u>32</u>	<u>--</u>	<u>131</u>	<u>18</u>	<u>1,215</u>	
III:														
Rail	742	2,693	--	--	3	--	--	--	--	--	--	--	3,438	
Truck	1,445	797	93	4	1	--	14	--	4	--	22	227	2,607	
CCC	670	133	--	--	--	--	--	--	--	--	--	--	803	
	<u>2,857</u>	<u>3,623</u>	<u>93</u>	<u>4</u>	<u>4</u>	<u>--</u>	<u>14</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>22</u>	<u>227</u>	<u>6,848</u>	
IV:														
Rail	25	58	--	--	--	--	--	--	--	--	--	--	83	
Truck	4	30	--	3	--	--	6	55	45	--	19	38	200	
CCC	--	--	--	--	--	--	--	--	--	5	--	--	--	
	<u>29</u>	<u>88</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>55</u>	<u>45</u>	<u>5</u>	<u>19</u>	<u>38</u>	<u>288</u>	
V:														
Rail	371	1,167	68	4	--	--	--	8	27	--	3	--	1,648	
Truck	271	361	22	--	1	32	38	5	64	--	15	211	1,020	
CCC	233	59	--	--	--	--	--	--	--	--	--	--	292	
	<u>875</u>	<u>1,587</u>	<u>90</u>	<u>4</u>	<u>1</u>	<u>32</u>	<u>38</u>	<u>13</u>	<u>91</u>	<u>--</u>	<u>18</u>	<u>211</u>	<u>2,960</u>	

- continued -

APPENDIX TABLE 4. SHIPMENTS OF OATS FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

		D E S T I N A T I O N S													
					Sioux										
					City-	Other									
Origin	Duluth-	Minnappolis-	Other	Omaha-	East	South-	North	North-							
and	Superior	St. Paul ^a	Minnesota ^b	Kansas	and	west	Pacific	west							
Mode				City	South ^c	States ^d	Ports ^f	States ^g	West	In-	Un-				
														Total	
(000 bushels)															
VI:															
Rail	742	4,061	11	--	--	15	13	50	47	--	18	--	4,957		
Truck	498	2,664	100	1	7	13	22	3	11	--	3	17	3,339		
CCC	775	409	--	--	--	--	--	--	--	--	--	--	1,184		
	<u>2,015</u>	<u>7,134</u>	<u>111</u>	<u>1</u>	<u>7</u>	<u>28</u>	<u>35</u>	<u>53</u>	<u>58</u>	<u>--</u>	<u>21</u>	<u>17</u>	<u>9,480</u>		
VII:															
Rail	--	--	--	--	--	--	--	--	--	--	--	--	--		
Truck	--	2	--	--	--	--	1	--	3	--	--	15	21		
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--		
	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>15</u>	<u>21</u>		
VIII:															
Rail	63	34	3	33	--	--	--	--	--	--	1	--	134		
Truck	45	55	3	--	--	--	43	--	27	--	3	107	283		
CCC	47	69	--	--	--	--	--	--	--	--	--	--	116		
	<u>155</u>	<u>158</u>	<u>6</u>	<u>33</u>	<u>--</u>	<u>--</u>	<u>43</u>	<u>--</u>	<u>27</u>	<u>--</u>	<u>4</u>	<u>107</u>	<u>533</u>		
IX:															
Rail	332	4,108	9	27	--	31	--	14	4	--	--	--	4,525		
Truck	69	733	44	--	4	11	87	--	--	--	--	582	1,530		
CCC	223	245	--	--	--	--	--	--	--	37	--	--	505		
	<u>624</u>	<u>5,086</u>	<u>53</u>	<u>27</u>	<u>4</u>	<u>42</u>	<u>87</u>	<u>14</u>	<u>4</u>	<u>37</u>	<u>--</u>	<u>582</u>	<u>6,560</u>		
TOTAL:															
Rail	2,486	12,537	91	69	3	48	123	90	89	--	76	--	15,612		
Truck	2,583	4,925	325	22	13	97	443	232	330	--	247	--	10,576		
CCC	2,088	1,000	--	--	--	--	--	--	--	42	--	--	3,130		
	<u>7,157</u>	<u>18,462</u>	<u>416</u>	<u>91</u>	<u>16</u>	<u>145</u>	<u>566</u>	<u>322</u>	<u>419</u>	<u>42</u>	<u>323</u>	<u>1,359</u>	<u>29,318</u>		

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For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 5. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

D E S T I N A T I O N S													
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux City-		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total
				Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
I:													
Rail	39	153	--	--	--	--	--	--	--	--	2	--	194
Truck	202	80	--	--	2	--	--	--	21	--	--	--	305
CCC	16	96	--	--	--	--	--	--	--	17	--	--	129
	<u>257</u>	<u>329</u>	--	--	<u>2</u>	--	--	--	<u>21</u>	<u>17</u>	<u>2</u>	--	<u>628</u>
II:													
Rail	33	103	3	--	--	--	--	--	--	--	--	--	139
Truck	259	95	3	--	--	--	--	--	1	--	3	--	361
CCC	5	26	--	--	--	--	--	--	--	6	--	--	37
	<u>297</u>	<u>224</u>	<u>6</u>	--	--	--	--	--	<u>1</u>	<u>6</u>	<u>3</u>	--	<u>537</u>
III:													
Rail	11	28	--	--	--	--	--	--	--	--	--	--	39
Truck	38	18	--	--	--	--	--	1	--	--	--	--	57
CCC	7	--	--	--	--	--	--	--	--	--	--	--	7
	<u>56</u>	<u>46</u>	--	--	--	--	--	<u>1</u>	--	--	--	--	<u>103</u>
IV:													
Rail	16	18	--	--	--	--	--	--	--	--	--	--	34
Truck	35	15	1	--	--	--	--	--	19	--	--	--	70
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>51</u>	<u>33</u>	<u>1</u>	--	--	--	--	--	<u>19</u>	--	--	--	<u>104</u>
V:													
Rail	32	99	4	--	--	--	--	--	--	--	--	--	135
Truck	66	46	1	--	--	--	--	--	2	--	--	6	121
CCC	25	10	--	--	--	--	--	--	--	--	--	--	35
	<u>123</u>	<u>155</u>	<u>5</u>	--	--	--	--	--	<u>2</u>	--	--	<u>6</u>	<u>291</u>

- continued -

APPENDIX TABLE 5. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 - continued

D E S T I N A T I O N S													
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total
				Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
VI:													
Rail	16	62	--	--	--	--	--	--	--	--	--	--	78
Truck	32	100	--	--	--	--	--	--	--	--	--	--	132
CCC	8	2	--	--	--	--	--	--	--	--	--	--	10
	<u>56</u>	<u>164</u>	--	--	--	--	--	--	--	--	--	--	<u>220</u>
VII:													
Rail	12	36	--	--	--	--	--	--	--	--	--	--	48
Truck	71	37	6	--	4	--	--	--	2	--	--	--	120
CCC	--	27	--	--	--	--	--	--	--	--	--	--	27
	<u>83</u>	<u>100</u>	<u>6</u>	--	<u>4</u>	--	--	--	<u>2</u>	--	--	--	<u>195</u>
VIII:													
Rail	7	36	--	--	--	--	--	--	2	--	--	--	45
Truck	16	18	2	--	--	--	--	--	--	--	--	--	36
CCC	--	8	--	--	--	--	--	--	--	--	--	--	8
	<u>23</u>	<u>62</u>	<u>2</u>	--	--	--	--	--	<u>2</u>	--	--	--	<u>89</u>
IX:													
Rail	62	648	--	--	--	--	--	--	--	--	--	--	710
Truck	103	446	31	--	--	--	1	--	--	--	--	--	581
CCC	16	99	--	--	--	--	--	--	--	--	--	--	115
	<u>181</u>	<u>1,193</u>	<u>31</u>	--	--	--	<u>1</u>	--	--	--	--	--	<u>1,406</u>
TOTAL:													
Rail	228	1,183	7	--	--	--	--	--	2	--	2	--	1,422
Truck	822	855	44	--	4	2	1	1	45	--	3	6	1,783
CCC	77	268	--	--	--	--	--	--	--	23	--	--	368
	<u>1,127</u>	<u>2,306</u>	<u>51</u>	--	<u>4</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>47</u>	<u>23</u>	<u>5</u>	<u>6</u>	<u>3,573</u>

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For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 6. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

D E S T I N A T I O N S													
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total
				Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
I:													
Rail	40	212	14	--	--	--	5	--	--	--	--	--	271
Truck	212	138	5	--	--	--	--	1	54	--	2	1	413
CCC	34	78	--	--	--	--	--	--	--	--	--	--	112
	<u>286</u>	<u>428</u>	<u>19</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>1</u>	<u>54</u>	<u>--</u>	<u>2</u>	<u>1</u>	<u>796</u>
II:													
Rail	60	170	--	--	--	--	--	--	17	--	--	--	247
Truck	379	90	2	--	--	--	--	--	5	--	2	--	478
CCC	17	37	--	--	--	--	--	--	--	20	--	--	74
	<u>456</u>	<u>297</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>22</u>	<u>20</u>	<u>2</u>	<u>--</u>	<u>799</u>
III:													
Rail	9	23	--	--	--	--	--	--	--	--	--	--	32
Truck	19	3	--	--	--	--	--	--	--	--	--	1	23
CCC	14	3	--	--	--	--	--	--	--	--	--	--	17
	<u>42</u>	<u>29</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>72</u>
IV:													
Rail	23	45	--	--	--	--	--	--	--	--	--	--	68
Truck	55	35	4	--	--	--	--	--	6	--	--	--	100
CCC	--	8	--	--	--	--	--	--	--	--	--	--	8
	<u>78</u>	<u>88</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>176</u>
V:													
Rail	73	148	--	--	--	--	--	--	--	--	--	--	221
Truck	60	46	9	--	--	--	--	--	--	--	1	--	116
CCC	66	80	--	--	--	--	--	--	--	11	--	--	157
	<u>199</u>	<u>274</u>	<u>9</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>11</u>	<u>1</u>	<u>--</u>	<u>494</u>

- continued -

APPENDIX TABLE 6. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

Origin and Mode	D E S T I N A T I O N S											Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux City- Omaha- Kansas City	Other East and South ^c	Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State		
(000 bushels)													
VI:													
Rail	32	80	2	--	--	--	--	--	--	--	--	--	114
Truck	63	48	--	--	--	--	--	--	--	--	--	--	111
CCC	19	43	--	--	--	--	--	--	--	--	--	--	62
	<u>114</u>	<u>171</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>287</u>
VII:													
Rail	4	66	--	--	--	--	--	--	--	--	--	--	70
Truck	54	53	3	--	1	--	--	--	6	--	--	9	126
CCC	--	39	--	--	--	--	--	--	--	--	--	--	39
	<u>58</u>	<u>158</u>	<u>3</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>9</u>	<u>235</u>
VIII:													
Rail	4	60	2	--	--	--	--	--	--	--	--	--	66
Truck	34	12	--	--	--	--	--	--	1	--	--	3	50
CCC	41	30	--	--	--	--	--	--	--	6	--	--	77
	<u>79</u>	<u>102</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>6</u>	<u>--</u>	<u>3</u>	<u>193</u>
IX:													
Rail	78	657	--	--	--	--	--	--	--	--	--	--	735
Truck	131	288	42	--	1	--	--	--	--	--	--	--	462
CCC	53	326	--	--	--	--	--	--	--	--	--	--	379
	<u>262</u>	<u>1,271</u>	<u>42</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1,576</u>
TOTAL:													
Rail	323	1,461	18	--	--	--	5	--	17	--	--	--	1,824
Truck	1,007	713	65	--	2	--	--	1	72	--	5	14	1,879
CCC	244	644	--	--	--	--	--	--	--	37	--	--	925
	<u>1,574</u>	<u>2,818</u>	<u>83</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>5</u>	<u>1</u>	<u>89</u>	<u>37</u>	<u>5</u>	<u>14</u>	<u>4,628</u>

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For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 7. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

		D E S T I N A T I O N S											
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total
				City- Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
I:													
Rail	20	64	4	--	--	--	--	--	--	--	--	--	88
Truck	105	198	5	--	--	--	2	2	12	--	--	--	324
CCC	--	3	--	--	--	--	--	--	--	--	--	--	3
	<u>125</u>	<u>265</u>	<u>9</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>2</u>	<u>12</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>415</u>
II:													
Rail	58	93	--	--	--	--	--	--	--	--	6	--	157
Truck	350	296	2	--	3	--	2	--	8	--	2	--	663
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>408</u>	<u>389</u>	<u>2</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>8</u>	<u>--</u>	<u>8</u>	<u>--</u>	<u>820</u>
III:													
Rail	243	296	2	--	--	--	--	--	--	--	--	--	541
Truck	432	169	11	--	--	--	--	--	--	--	3	--	615
CCC	3	3	--	--	--	--	--	--	--	--	--	--	6
	<u>678</u>	<u>468</u>	<u>13</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>1,162</u>
IV:													
Rail	80	68	--	--	--	--	--	--	--	--	--	--	148
Truck	140	160	--	--	--	--	--	12	18	--	1	--	331
CCC	--	7	--	--	--	--	--	--	--	--	--	--	7
	<u>220</u>	<u>235</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>12</u>	<u>18</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>486</u>
V:													
Rail	230	225	1	--	--	--	6	--	--	--	1	--	463
Truck	357	492	2	--	--	--	--	--	6	--	--	--	857
CCC	--	11	--	--	--	--	--	--	--	--	--	--	11
	<u>587</u>	<u>728</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>1,331</u>

- continued -

APPENDIX TABLE 7. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 - continued

Origin and Mode	D E S T I N A T I O N S											Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State		
				Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
VI:													
Rail	520	469	6	--	--	--	--	--	--	--	--	--	995
Truck	430	614	3	--	--	--	--	--	--	--	--	5	1,052
CCC	11	--	--	--	--	--	--	--	--	--	--	--	11
	<u>961</u>	<u>1,083</u>	<u>9</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>2,058</u>
VII:													
Rail	21	17	--	2	--	--	--	--	--	--	--	--	40
Truck	28	62	--	--	--	3	--	--	--	--	--	--	93
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>49</u>	<u>79</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>133</u>
VIII:													
Rail	85	231	3	--	--	--	--	1	--	--	--	--	320
Truck	90	227	5	--	--	--	--	2	15	--	--	--	339
CCC	6	1	--	--	--	--	--	--	--	--	--	--	7
	<u>181</u>	<u>459</u>	<u>8</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>15</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>666</u>
IX:													
Rail	310	772	--	--	--	--	--	2	--	--	6	--	1,090
Truck	235	830	13	--	--	--	--	--	--	--	--	1	1,079
CCC	5	20	--	--	--	--	--	--	--	--	--	--	25
	<u>550</u>	<u>1,622</u>	<u>13</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>1</u>	<u>2,194</u>
TOTAL:													
Rail	1,567	2,235	16	2	--	--	6	3	--	--	13	--	3,842
Truck	2,167	3,048	41	--	3	--	7	16	59	--	6	6	5,353
CCC	25	45	--	--	--	--	--	--	--	--	--	--	70
	<u>3,759</u>	<u>5,328</u>	<u>57</u>	<u>2</u>	<u>3</u>	<u>--</u>	<u>13</u>	<u>19</u>	<u>59</u>	<u>--</u>	<u>19</u>	<u>6</u>	<u>9,265</u>

For the footnotes to this table, see the page following Appendix Table 8.

APPENDIX TABLE 8. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

		D E S T I N A T I O N S											
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux	Other	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total	
				City- Omaha- Kansas City	East and South ^c								Midland States ^d
(000 bushels)													
I:													
Rail	36	107	--	--	--	--	--	--	--	--	--	143	
Truck	147	346	4	--	--	--	--	1	26	--	1	525	
CCC	--	--	--	--	--	--	--	--	--	--	--	--	
	<u>183</u>	<u>453</u>	<u>4</u>	--	--	--	--	<u>1</u>	<u>26</u>	--	<u>1</u>	<u>668</u>	
II:													
Rail	129	149	--	--	--	--	--	--	--	--	--	278	
Truck	432	324	5	--	--	--	--	--	3	--	2	768	
CCC	7	2	--	--	--	--	--	--	--	--	--	9	
	<u>568</u>	<u>475</u>	<u>5</u>	--	--	--	--	--	<u>3</u>	--	<u>2</u>	<u>1,055</u>	
III:													
Rail	128	502	--	--	--	--	--	--	--	7	--	637	
Truck	374	282	3	--	--	--	--	--	--	20	9	688	
CCC	32	33	--	--	--	--	--	--	--	--	--	65	
	<u>534</u>	<u>817</u>	<u>3</u>	--	--	--	--	--	--	<u>27</u>	<u>9</u>	<u>1,390</u>	
IV:													
Rail	74	99	--	--	--	--	--	--	7	--	--	180	
Truck	178	147	3	--	--	--	--	10	32	--	1	371	
CCC	--	--	--	--	--	--	--	--	--	--	--	--	
	<u>252</u>	<u>246</u>	<u>3</u>	--	--	--	--	<u>10</u>	<u>39</u>	--	<u>1</u>	<u>551</u>	
V:													
Rail	407	392	--	--	--	--	--	--	--	--	--	799	
Truck	582	546	3	--	--	--	--	--	--	--	--	1,131	
CCC	58	16	--	--	--	--	--	--	--	6	--	80	
	<u>1,047</u>	<u>954</u>	<u>3</u>	--	--	--	--	--	--	<u>6</u>	--	<u>2,010</u>	

- continued -

APPENDIX TABLE 8. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

		D E S T I N A T I O N S											
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul ^a	Other Minnesota ^b	Sioux		South- Midland States ^d	South- west States ^e	North Pacific Ports ^f	North- west States ^g	West	In- State	Un- known	Total
				City- Omaha- Kansas City	Other East and South ^c								
(000 bushels)													
VI:													
Rail	464	565	11	--	--	--	--	--	--	--	4	--	1,044
Truck	580	841	9	--	--	--	--	--	--	--	1	3	1,434
CCC	58	4	--	--	--	--	--	--	--	1	1	--	36
	<u>1,075</u>	<u>1,410</u>	<u>20</u>	--	--	--	--	--	--	<u>1</u>	<u>6</u>	<u>3</u>	<u>2,514</u>
VII:													
Rail	1	--	--	--	--	--	--	--	--	--	--	--	1
Truck	25	24	--	--	--	5	--	--	1	--	--	--	55
CCC	--	4	--	--	--	--	--	--	--	--	--	--	4
	<u>26</u>	<u>28</u>	--	--	--	<u>5</u>	--	--	<u>1</u>	--	--	--	<u>60</u>
VIII:													
Rail	168	260	--	--	--	--	--	--	--	--	--	--	428
Truck	160	210	2	--	--	--	--	--	--	--	--	--	372
CCC	52	31	--	--	--	--	--	--	--	--	--	--	83
	<u>380</u>	<u>501</u>	<u>2</u>	--	--	--	--	--	--	--	--	--	<u>883</u>
IX:													
Rail	549	664	9	--	--	--	--	--	--	--	--	--	1,222
Truck	410	926	9	--	--	--	--	--	--	--	--	1	1,346
CCC	10	78	--	--	--	--	--	--	--	--	--	--	88
	<u>969</u>	<u>1,668</u>	<u>18</u>	--	--	--	--	--	--	--	--	<u>1</u>	<u>2,656</u>
TOTAL:													
Rail	1,956	2,738	20	--	--	--	--	--	7	--	11	--	4,732
Truck	2,888	3,646	38	--	--	5	--	11	62	--	24	16	6,690
CCC	190	168	--	--	--	--	--	--	7	--	--	--	365
	<u>5,034</u>	<u>6,552</u>	<u>58</u>	--	--	<u>5</u>	--	<u>11</u>	<u>69</u>	<u>7</u>	<u>35</u>	<u>16</u>	<u>11,787</u>

For the footnotes to this table, see the following page.

FOOTNOTES

^aIncludes Savage and Shakopee.

^bRed Wing, Hastings, New Ulm, and Mankato.

^cWisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York, Rhode Island, Vermont, Maine, New Hampshire, Massachusetts, Delaware, New Jersey, Connecticut, Maryland, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, and Virginia.

^dIncludes the states of Nebraska, Kansas, Iowa, Missouri, and South Dakota.

^eIncludes the states of Wyoming, Utah, Texas, Colorado, Arizona, New Mexico, Oklahoma, Nevada, (southwest designation).

^fIncludes the ports of Portland, Seattle, Astoria, Vancouver, Longview, Tacoma, and Kaloma.

^gIncludes Montana, Idaho, Washington, Oregon, (northwest designation).

APPENDIX TABLE 9. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	257	204	168	94	95	146	235	301	199	294	374	240	2,607
Truck	4	57	44	60	27	29	28	29	11	46	14	18	367
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>261</u>	<u>261</u>	<u>212</u>	<u>154</u>	<u>122</u>	<u>175</u>	<u>263</u>	<u>330</u>	<u>210</u>	<u>340</u>	<u>388</u>	<u>258</u>	<u>2,974</u>
2:													
Rail	29	417	383	245	211	335	447	576	517	459	540	373	4,532
Truck	68	33	51	75	53	25	54	41	39	44	43	44	570
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>97</u>	<u>450</u>	<u>434</u>	<u>320</u>	<u>264</u>	<u>360</u>	<u>501</u>	<u>617</u>	<u>556</u>	<u>503</u>	<u>583</u>	<u>417</u>	<u>5,102</u>
3:													
Rail	2,054	1,665	1,327	1,253	911	1,361	1,338	1,902	1,543	1,613	1,959	1,112	18,038
Truck	192	215	232	246	97	122	152	129	77	146	77	96	1,781
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>2,246</u>	<u>1,880</u>	<u>1,559</u>	<u>1,499</u>	<u>1,008</u>	<u>1,483</u>	<u>1,490</u>	<u>2,031</u>	<u>1,620</u>	<u>1,759</u>	<u>2,036</u>	<u>1,208</u>	<u>19,819</u>
4:													
Rail	46	35	34	12	21	48	49	91	44	39	34	30	483
Truck	5	2	2	11	13	18	65	1	7	10	28	11	173
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>51</u>	<u>37</u>	<u>36</u>	<u>23</u>	<u>34</u>	<u>66</u>	<u>114</u>	<u>92</u>	<u>51</u>	<u>49</u>	<u>62</u>	<u>41</u>	<u>656</u>
5:													
Rail	497	326	169	247	172	368	503	517	392	374	451	292	4,308
Truck	-58	42	22	32	64	43	54	25	3	26	73	22	464
CCC	--	--	--	--	--	--	--	--	--	--	--	15	15
	<u>555</u>	<u>368</u>	<u>191</u>	<u>279</u>	<u>236</u>	<u>411</u>	<u>557</u>	<u>542</u>	<u>395</u>	<u>400</u>	<u>524</u>	<u>329</u>	<u>4,787</u>

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APPENDIX TABLE 9. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 -
continued

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	2,549	1,262	878	987	590	1,335	1,076	1,627	1,120	1,430	1,585	1,173	15,612
Truck	319	250	354	393	407	182	284	135	94	337	303	366	3,424
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>2,868</u>	<u>1,512</u>	<u>1,232</u>	<u>1,380</u>	<u>997</u>	<u>1,517</u>	<u>1,360</u>	<u>1,762</u>	<u>1,214</u>	<u>1,767</u>	<u>1,888</u>	<u>1,539</u>	<u>19,036</u>
7:													
Rail	18	9	---	2	--	4	2	9	2	9	--	--	55
Truck	14	6	4	13	18	4	3	12	5	3	2	2	86
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>32</u>	<u>15</u>	<u>4</u>	<u>15</u>	<u>18</u>	<u>8</u>	<u>5</u>	<u>21</u>	<u>7</u>	<u>12</u>	<u>2</u>	<u>2</u>	<u>141</u>
8:													
Rail	38	18	4	2	8	13	17	--	--	19	15	28	162
Truck	14	10	2	2	9	5	6	24	15	5	--	--	92
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>52</u>	<u>28</u>	<u>6</u>	<u>4</u>	<u>17</u>	<u>18</u>	<u>23</u>	<u>24</u>	<u>15</u>	<u>24</u>	<u>15</u>	<u>28</u>	<u>254</u>
9:													
Rail	1,310	329	173	182	133	264	334	340	258	449	465	673	4,910
Truck	15	25	25	13	14	4	13	13	2	13	8	16	161
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>1,325</u>	<u>354</u>	<u>198</u>	<u>195</u>	<u>147</u>	<u>268</u>	<u>347</u>	<u>353</u>	<u>260</u>	<u>462</u>	<u>473</u>	<u>689</u>	<u>5,071</u>
Total:													
Rail	6,798	4,265	3,136	3,024	2,141	3,874	4,001	5,363	4,075	4,686	5,423	3,921	50,707
Truck	689	640	736	845	702	432	659	409	253	630	548	575	7,118
CCC	--	--	--	--	--	--	--	--	--	--	--	15	15
	<u>7,487</u>	<u>4,905</u>	<u>3,872</u>	<u>3,869</u>	<u>2,843</u>	<u>4,306</u>	<u>4,660</u>	<u>5,772</u>	<u>4,328</u>	<u>5,316</u>	<u>5,971</u>	<u>4,511</u>	<u>57,840</u>

APPENDIX TABLE 10. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	276	266	154	97	95	96	98	76	112	144	220	211	1,845
Truck	38	28	20	9	30	35	13	13	13	23	11	148	381
CCC	--	--	--	--	--	--	--	--	2	5	162	195	364
	<u>314</u>	<u>294</u>	<u>174</u>	<u>106</u>	<u>125</u>	<u>131</u>	<u>111</u>	<u>89</u>	<u>127</u>	<u>172</u>	<u>393</u>	<u>554</u>	<u>2,590</u>
2:													
Rail	314	556	331	156	196	178	174	167	212	200	325	366	3,175
Truck	23	12	30	17	25	13	5	23	12	16	6	42	224
CCC	3	--	--	--	--	--	--	--	--	--	50	394	447
	<u>340</u>	<u>568</u>	<u>361</u>	<u>173</u>	<u>221</u>	<u>191</u>	<u>179</u>	<u>190</u>	<u>224</u>	<u>216</u>	<u>381</u>	<u>802</u>	<u>3,846</u>
3:													
Rail	1,268	1,423	721	605	605	596	539	596	707	519	1,094	2,042	10,716
Truck	158	134	163	137	110	55	77	179	100	89	71	76	1,349
CCC	--	10	--	--	--	--	--	73	451	455	2,062	3,771	6,824
	<u>1,426</u>	<u>1,567</u>	<u>884</u>	<u>742</u>	<u>715</u>	<u>651</u>	<u>618</u>	<u>848</u>	<u>1,258</u>	<u>1,063</u>	<u>3,228</u>	<u>5,889</u>	<u>18,888</u>
4:													
Rail	21	59	16	10	30	15	10	8	26	18	33	49	295
Truck	3	1	4	1	22	8	15	17	--	14	2	7	94
CCC	--	--	--	--	--	--	--	--	--	--	--	17	17
	<u>24</u>	<u>60</u>	<u>20</u>	<u>11</u>	<u>52</u>	<u>23</u>	<u>25</u>	<u>25</u>	<u>26</u>	<u>32</u>	<u>35</u>	<u>73</u>	<u>406</u>
5:													
Rail	734	466	443	328	401	288	232	270	372	524	491	586	5,135
Truck	31	16	16	4	4	4	41	56	50	28	49	11	310
CCC	--	12	--	--	--	--	--	--	5	27	55	419	518
	<u>765</u>	<u>494</u>	<u>459</u>	<u>332</u>	<u>405</u>	<u>292</u>	<u>273</u>	<u>326</u>	<u>427</u>	<u>579</u>	<u>595</u>	<u>1,016</u>	<u>5,963</u>

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APPENDIX TABLE 10. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969-continued

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	1,973	1,858	1,749	1,205	1,343	1,065	1,037	1,442	1,416	1,603	1,558	1,710	17,959
Truck	288	184	243	322	275	189	263	378	264	248	384	239	3,277
CCC	8	2	--	--	--	8	--	--	--	8	133	1,003	1,162
	<u>2,269</u>	<u>2,044</u>	<u>1,992</u>	<u>1,527</u>	<u>1,618</u>	<u>1,262</u>	<u>1,300</u>	<u>1,820</u>	<u>1,680</u>	<u>1,859</u>	<u>2,075</u>	<u>2,952</u>	<u>2,239</u>
7:													
Rail	2	--	--	--	--	--	--	--	--	4	--	2	6
Truck	6	6	3	4	1	3	19	13	3	2	--	--	62
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>8</u>	<u>6</u>	<u>3</u>	<u>4</u>	<u>1</u>	<u>3</u>	<u>19</u>	<u>13</u>	<u>3</u>	<u>6</u>	<u>--</u>	<u>2</u>	<u>68</u>
8:													
Rail	16	11	12	6	10	--	13	3	11	9	8	9	128
Truck	9	17	--	5	4	3	5	7	1	7	1	--	59
CCC	--	--	--	--	--	--	--	--	--	--	2	79	81
	<u>25</u>	<u>28</u>	<u>12</u>	<u>11</u>	<u>14</u>	<u>3</u>	<u>18</u>	<u>10</u>	<u>12</u>	<u>16</u>	<u>11</u>	<u>108</u>	<u>268</u>
9:													
Rail	543	745	458	373	312	178	443	647	342	533	568	723	5,865
Truck	42	31	14	7	--	6	45	8	24	10	36	19	242
CCC	--	--	--	--	--	--	--	--	--	4	20	149	173
	<u>585</u>	<u>776</u>	<u>472</u>	<u>380</u>	<u>312</u>	<u>184</u>	<u>488</u>	<u>655</u>	<u>366</u>	<u>547</u>	<u>624</u>	<u>891</u>	<u>6,280</u>
Total:													
Rail	5,147	5,384	3,884	2,780	2,992	2,416	2,546	3,209	3,198	3,554	4,298	5,716	45,124
Truck	598	429	493	506	471	316	483	694	467	437	560	544	5,998
CCC	11	24	--	--	--	8	--	73	458	499	2,484	6,027	9,586
	<u>5,756</u>	<u>5,837</u>	<u>4,377</u>	<u>3,286</u>	<u>3,463</u>	<u>2,740</u>	<u>3,031</u>	<u>3,976</u>	<u>4,123</u>	<u>4,490</u>	<u>7,342</u>	<u>12,287</u>	<u>60,708</u>

APPENDIX TABLE 11. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

Origin and Mode	Months (1967-1968)												Total.
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	3	3	8	2	11	2	6	3	4	10	4	3	59
Truck	135	56	30	74	90	55	58	50	103	116	86	69	922
CCC	41	--	12	--	--	--	--	--	--	--	--	6	59
	<u>179</u>	<u>59</u>	<u>50</u>	<u>76</u>	<u>101</u>	<u>57</u>	<u>64</u>	<u>53</u>	<u>107</u>	<u>126</u>	<u>90</u>	<u>78</u>	<u>1,040</u>
2:													
Rail	24	19	3	8	11	9	11	3	3	34	25	27	177
Truck	62	56	72	53	54	34	28	20	68	69	95	59	670
CCC	--	35	--	--	--	--	--	--	--	--	--	60	95
	<u>86</u>	<u>110</u>	<u>75</u>	<u>61</u>	<u>65</u>	<u>43</u>	<u>39</u>	<u>23</u>	<u>71</u>	<u>103</u>	<u>120</u>	<u>146</u>	<u>942</u>
3:													
Rail	394	727	278	504	276	196	164	202	267	218	226	132	3,584
Truck	280	197	90	224	126	119	96	114	195	165	187	108	1,901
CCC	8	--	8	--	--	--	--	--	--	--	--	14	30
	<u>682</u>	<u>924</u>	<u>376</u>	<u>728</u>	<u>402</u>	<u>315</u>	<u>260</u>	<u>316</u>	<u>462</u>	<u>383</u>	<u>413</u>	<u>254</u>	<u>5,515</u>
4:													
Rail	8	3	--	--	6	12	22	2	2	--	--	5	60
Truck	3	5	6	3	14	12	18	9	31	8	9	1	119
CCC	--	7	--	--	--	--	--	--	--	--	--	--	7
	<u>11</u>	<u>15</u>	<u>6</u>	<u>3</u>	<u>20</u>	<u>24</u>	<u>40</u>	<u>11</u>	<u>33</u>	<u>8</u>	<u>9</u>	<u>6</u>	<u>186</u>
5:													
Rail	136	141	27	34	34	36	51	50	31	49	45	44	678
Truck	45	22	16	71	108	48	76	93	118	59	82	34	772
CCC	3	31	9	--	--	--	--	--	--	--	3	40	86
	<u>184</u>	<u>194</u>	<u>52</u>	<u>105</u>	<u>142</u>	<u>84</u>	<u>127</u>	<u>143</u>	<u>149</u>	<u>108</u>	<u>130</u>	<u>118</u>	<u>1,536</u>

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APPENDIX TABLE 11. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 - continued

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	660	681	245	407	393	380	309	358	192	177	234	204	4,240
Truck	440	392	316	487	281	346	427	379	356	320	189	165	4,098
CCC	62	--	12	--	--	--	--	--	--	8	23	34	139
	<u>1,162</u>	<u>1,073</u>	<u>573</u>	<u>894</u>	<u>674</u>	<u>726</u>	<u>736</u>	<u>737</u>	<u>548</u>	<u>505</u>	<u>446</u>	<u>403</u>	<u>8,477</u>
7:													
Rail	--	--	--	--	--	--	--	--	--	--	--	--	--
Truck	11	17	15	29	5	5	7	12	3	12	6	1	123
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>11</u>	<u>17</u>	<u>15</u>	<u>29</u>	<u>5</u>	<u>5</u>	<u>7</u>	<u>12</u>	<u>3</u>	<u>12</u>	<u>6</u>	<u>1</u>	<u>123</u>
8:													
Rail	2	3	5	3	3	3	3	7	3	12	--	19	63
Truck	12	14	4	6	9	12	2	3	--	9	4	6	81
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>14</u>	<u>17</u>	<u>9</u>	<u>9</u>	<u>12</u>	<u>15</u>	<u>5</u>	<u>10</u>	<u>3</u>	<u>21</u>	<u>4</u>	<u>25</u>	<u>144</u>
9:													
Rail	797	431	146	217	144	198	243	263	212	233	304	329	3,517
Truck	112	154	157	274	148	137	171	141	124	184	216	217	2,035
CCC	73	24	13	5	--	13	3	--	4	11	25	100	271
	<u>982</u>	<u>609</u>	<u>316</u>	<u>496</u>	<u>292</u>	<u>348</u>	<u>417</u>	<u>404</u>	<u>340</u>	<u>428</u>	<u>545</u>	<u>646</u>	<u>5,823</u>
Total:													
Rail	2,024	2,008	712	1,175	878	836	809	888	714	733	838	763	12,378
Truck	1,100	913	706	1,221	835	768	883	821	998	942	874	660	10,721
CCC	187	97	54	5	--	13	3	--	4	19	51	254	687
	<u>3,311</u>	<u>3,018</u>	<u>1,472</u>	<u>2,401</u>	<u>1,713</u>	<u>1,617</u>	<u>1,695</u>	<u>1,709</u>	<u>1,716</u>	<u>1,694</u>	<u>1,763</u>	<u>1,677</u>	<u>23,786</u>

APPENDIX TABLE 12. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	13	5	24	19	22	13	15	46	30	84	33	92	396
Truck	82	93	89	66	75	66	85	129	24	54	42	52	857
CCC	21	--	--	--	--	--	--	6	--	2	3	120	152
	<u>116</u>	<u>98</u>	<u>113</u>	<u>85</u>	<u>97</u>	<u>79</u>	<u>100</u>	<u>181</u>	<u>54</u>	<u>140</u>	<u>78</u>	<u>264</u>	<u>1,405</u>
2:													
Rail	34	29	--	40	30	33	21	43	18	23	53	62	386
Truck	116	50	92	50	100	59	44	34	12	62	33	53	705
CCC	3	--	--	--	--	--	--	--	--	--	36	33	72
	<u>153</u>	<u>79</u>	<u>92</u>	<u>90</u>	<u>130</u>	<u>92</u>	<u>65</u>	<u>77</u>	<u>30</u>	<u>85</u>	<u>122</u>	<u>148</u>	<u>1,163</u>
3:													
Rail	350	505	328	385	433	185	139	152	196	197	181	399	3,450
Truck	464	497	298	241	161	151	125	131	86	143	156	155	2,608
CCC	59	--	6	--	--	--	--	--	63	52	123	524	827
	<u>873</u>	<u>1,002</u>	<u>632</u>	<u>626</u>	<u>594</u>	<u>336</u>	<u>264</u>	<u>283</u>	<u>345</u>	<u>392</u>	<u>460</u>	<u>1,078</u>	<u>6,885</u>
4:													
Rail	6	--	--	9	4	13	--	--	14	22	8	--	76
Truck	21	37	10	13	24	27	11	7	15	7	14	14	200
CCC	--	--	--	--	--	--	--	--	--	--	--	5	5
	<u>27</u>	<u>37</u>	<u>10</u>	<u>22</u>	<u>28</u>	<u>40</u>	<u>11</u>	<u>7</u>	<u>29</u>	<u>29</u>	<u>22</u>	<u>19</u>	<u>281</u>
5:													
Rail	174	94	93	86	232	106	39	46	123	105	180	355	1,633
Truck	226	180	99	131	94	54	43	28	20	31	48	65	1,019
CCC	18	12	--	--	--	--	9	--	4	24	44	181	292
	<u>418</u>	<u>286</u>	<u>192</u>	<u>217</u>	<u>326</u>	<u>160</u>	<u>91</u>	<u>74</u>	<u>147</u>	<u>160</u>	<u>272</u>	<u>601</u>	<u>2,944</u>

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APPENDIX TABLE 12. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	732	416	261	325	481	181	476	272	332	362	366	702	4,906
Truck	707	583	285	305	368	252	362	251	50	152	101	245	3,661
CCC	137	14	--	--	--	--	--	--	3	52	202	780	1,188
	<u>1,576</u>	<u>1,013</u>	<u>546</u>	<u>630</u>	<u>849</u>	<u>433</u>	<u>838</u>	<u>523</u>	<u>385</u>	<u>566</u>	<u>669</u>	<u>1,727</u>	<u>9,755</u>
7:													
Rail	--	--	--	--	--	--	--	--	--	--	--	--	--
Truck	8	--	1	7	1	--	--	--	--	--	--	3	20
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>8</u>	<u>--</u>	<u>1</u>	<u>7</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>20</u>
8:													
Rail	40	15	--	6	6	7	--	8	12	13	13	16	136
Truck	41	51	37	39	22	14	14	17	19	6	13	4	277
CCC	18	--	--	--	--	--	--	--	--	21	31	46	116
	<u>99</u>	<u>66</u>	<u>37</u>	<u>45</u>	<u>28</u>	<u>21</u>	<u>14</u>	<u>25</u>	<u>31</u>	<u>40</u>	<u>57</u>	<u>66</u>	<u>529</u>
9:													
Rail	1,024	352	286	252	305	40	314	325	178	336	476	740	4,628
Truck	243	190	164	172	107	79	80	79	88	104	96	147	1,549
CCC	59	11	6	--	--	1	7	6	21	34	71	287	503
	<u>1,326</u>	<u>553</u>	<u>456</u>	<u>424</u>	<u>412</u>	<u>120</u>	<u>401</u>	<u>410</u>	<u>287</u>	<u>474</u>	<u>643</u>	<u>1,174</u>	<u>6,680</u>
Total:													
Rail	2,373	1,416	992	1,122	1,513	578	1,004	892	903	1,142	1,310	2,366	15,611
Truck	1,908	1,681	1,074	1,024	952	702	764	676	314	559	503	738	10,895
CCC	315	37	12	--	--	1	16	12	91	185	510	1,976	3,155
	<u>4,596</u>	<u>3,134</u>	<u>2,078</u>	<u>2,146</u>	<u>2,465</u>	<u>1,281</u>	<u>1,784</u>	<u>1,580</u>	<u>1,308</u>	<u>1,886</u>	<u>2,323</u>	<u>5,080</u>	<u>29,661</u>

APPENDIX TABLE 13. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	38	32	2	22	3	6	34	19	27	6	6	32	195
Truck	32	3	10	7	6	21	14	21	23	114	4	23	307
CCC	4	--	--	13	--	--	--	15	22	24	--	50	131
	<u>74</u>	<u>35</u>	<u>12</u>	<u>42</u>	<u>9</u>	<u>27</u>	<u>48</u>	<u>55</u>	<u>72</u>	<u>144</u>	<u>10</u>	<u>105</u>	<u>633</u>
2:													
Rail	23	10	2	7	1	4	17	2	18	5	4	17	110
Truck	70	42	25	60	13	13	34	27	41	46	10	11	392
CCC	--	--	--	2	--	--	--	--	--	--	--	26	28
	<u>93</u>	<u>52</u>	<u>27</u>	<u>69</u>	<u>14</u>	<u>17</u>	<u>51</u>	<u>29</u>	<u>59</u>	<u>51</u>	<u>14</u>	<u>54</u>	<u>530</u>
3:													
Rail	11	8	--	2	--	3	6	4	2	5	--	--	41
Truck	19	5	8	8	3	3	3	2	1	3	1	2	58
CCC	--	7	--	--	--	--	--	--	--	--	--	--	7
	<u>30</u>	<u>20</u>	<u>8</u>	<u>10</u>	<u>3</u>	<u>6</u>	<u>9</u>	<u>6</u>	<u>3</u>	<u>8</u>	<u>1</u>	<u>2</u>	<u>106</u>
4:													
Rail	--	17	5	7	--	1	--	2	1	--	--	--	33
Truck	9	17	1	2	3	4	1	4	2	5	1	5	54
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>9</u>	<u>34</u>	<u>6</u>	<u>9</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>6</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>5</u>	<u>87</u>
5:													
Rail	37	14	--	4	4	12	13	16	13	10	11	10	144
Truck	25	8	5	6	13	6	19	9	2	15	6	15	129
CCC	3	2	--	--	--	5	--	--	--	--	--	13	23
	<u>65</u>	<u>24</u>	<u>5</u>	<u>10</u>	<u>17</u>	<u>23</u>	<u>32</u>	<u>25</u>	<u>15</u>	<u>25</u>	<u>17</u>	<u>38</u>	<u>296</u>

- continued -

APPENDIX TABLE 13. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968 - continued

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	23	9	1	4	5	1	15	7	--	2	2	4	73
Truck	23	23	26	6	8	6	6	2	5	9	3	12	129
CCC	8	--	--	--	--	--	--	--	--	2	--	--	10
	<u>54</u>	<u>32</u>	<u>27</u>	<u>10</u>	<u>13</u>	<u>7</u>	<u>21</u>	<u>9</u>	<u>5</u>	<u>13</u>	<u>5</u>	<u>16</u>	<u>212</u>
7:													
Rail	9	5	1	3	--	--	--	--	--	31	--	2	48
Truck	15	14	2	--	1	9	12	4	15	14	14	1	104
CCC	--	--	--	--	--	--	--	--	--	--	10	17	27
	<u>24</u>	<u>19</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>9</u>	<u>12</u>	<u>4</u>	<u>15</u>	<u>45</u>	<u>24</u>	<u>20</u>	<u>179</u>
8:													
Rail	20	--	--	4	2	--	--	2	--	--	2	6	36
Truck	11	3	--	3	4	1	8	1	2	1	--	2	36
CCC	2	--	--	--	--	--	--	--	--	--	--	3	5
	<u>33</u>	<u>3</u>	<u>--</u>	<u>7</u>	<u>6</u>	<u>1</u>	<u>8</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>11</u>	<u>77</u>
9:													
Rail	305	82	17	12	23	41	50	56	24	15	16	49	690
Truck	125	77	31	33	22	50	5	26	12	37	20	7	445
CCC	35	--	2	--	--	--	--	--	--	29	7	42	115
	<u>465</u>	<u>159</u>	<u>50</u>	<u>45</u>	<u>45</u>	<u>91</u>	<u>55</u>	<u>82</u>	<u>36</u>	<u>81</u>	<u>43</u>	<u>98</u>	<u>1,250</u>
Total:													
Rail	466	145	28	62	38	68	135	108	85	74	41	120	1,370
Truck	329	221	108	128	73	113	102	96	103	244	59	78	1,654
CCC	52	12	2	15	--	5	--	15	22	55	17	151	346
	<u>847</u>	<u>378</u>	<u>138</u>	<u>205</u>	<u>111</u>	<u>186</u>	<u>237</u>	<u>219</u>	<u>210</u>	<u>373</u>	<u>117</u>	<u>349</u>	<u>3,370</u>

APPENDIX TABLE 14. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	45	6	8	12	35	31	15	14	42	6	45	10	268
Truck	75	14	13	15	40	19	24	28	38	73	39	23	401
CCC	50	13	--	--	--	--	--	--	--	19	19	11	112
	<u>170</u>	<u>33</u>	<u>21</u>	<u>27</u>	<u>75</u>	<u>50</u>	<u>39</u>	<u>42</u>	<u>80</u>	<u>98</u>	<u>103</u>	<u>44</u>	<u>782</u>
2:													
Rail	46	--	5	10	27	40	36	26	13	17	23	5	248
Truck	69	24	21	23	30	17	11	98	57	60	43	23	475
CCC	37	--	--	--	--	--	--	--	--	10	6	20	73
	<u>152</u>	<u>24</u>	<u>26</u>	<u>33</u>	<u>57</u>	<u>57</u>	<u>47</u>	<u>124</u>	<u>70</u>	<u>87</u>	<u>72</u>	<u>48</u>	<u>797</u>
3:													
Rail	8	--	2	2	7	--	2	4	--	--	4	4	33
Truck	10	4	10	2	--	--	--	--	1	--	1	--	28
CCC	3	--	--	--	--	--	--	--	1	--	3	11	17
	<u>21</u>	<u>4</u>	<u>12</u>	<u>4</u>	<u>7</u>	<u>--</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>--</u>	<u>8</u>	<u>15</u>	<u>78</u>
4:													
Rail	29	--	3	1	2	6	--	2	3	10	8	--	63
Truck	10	3	--	1	17	1	6	10	22	19	6	5	99
CCC	8	--	--	--	--	--	--	--	--	--	--	--	8
	<u>47</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>19</u>	<u>7</u>	<u>6</u>	<u>12</u>	<u>25</u>	<u>29</u>	<u>14</u>	<u>5</u>	<u>172</u>
5:													
Rail	52	15	27	12	28	13	7	4	12	18	25	4	218
Truck	24	3	5	1	6	7	6	13	6	30	13	3	116
CCC	30	7	9	--	--	--	--	--	4	34	20	53	157
	<u>106</u>	<u>25</u>	<u>41</u>	<u>13</u>	<u>34</u>	<u>20</u>	<u>13</u>	<u>17</u>	<u>22</u>	<u>82</u>	<u>58</u>	<u>60</u>	<u>491</u>

- continued -

APPENDIX TABLE 14. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	11	9	9	--	6	2	2	12	13	20	16	13	112
Truck	45	15	9	3	7	2	4	4	10	11	1	--	111
CCC	--	11	--	--	--	--	--	--	3	24	5	16	59
	<u>56</u>	<u>35</u>	<u>18</u>	<u>3</u>	<u>13</u>	<u>4</u>	<u>6</u>	<u>16</u>	<u>26</u>	<u>55</u>	<u>22</u>	<u>29</u>	<u>282</u>
7:													
Rail	6	--	5	--	2	--	--	--	--	3	37	18	71
Truck	17	8	5	13	6	8	4	3	12	31	16	1	125
CCC	2	--	--	--	--	--	--	--	--	16	23	--	41
	<u>25</u>	<u>8</u>	<u>11</u>	<u>13</u>	<u>8</u>	<u>8</u>	<u>4</u>	<u>3</u>	<u>12</u>	<u>50</u>	<u>76</u>	<u>19</u>	<u>237</u>
8:													
Rail	8	2	--	5	--	5	5	4	2	31	4	2	68
Truck	10	11	6	1	2	8	1	1	3	5	2	2	51
CCC	29	--	--	--	--	--	--	--	--	4	2	42	77
	<u>47</u>	<u>13</u>	<u>6</u>	<u>6</u>	<u>2</u>	<u>13</u>	<u>6</u>	<u>5</u>	<u>5</u>	<u>40</u>	<u>8</u>	<u>46</u>	<u>197</u>
9:													
Rail	144	22	28	21	58	47	38	64	32	113	94	44	704
Truck	116	24	21	34	27	18	16	22	33	83	48	25	466
CCC	85	--	--	--	2	--	14	2	23	26	92	135	379
	<u>345</u>	<u>46</u>	<u>49</u>	<u>55</u>	<u>87</u>	<u>65</u>	<u>68</u>	<u>88</u>	<u>88</u>	<u>222</u>	<u>234</u>	<u>204</u>	<u>1,550</u>
Total:													
Rail	348	54	87	63	165	144	105	130	117	218	256	100	1,785
Truck	375	106	91	93	135	80	72	179	182	312	169	82	1,872
CCC	243	33	9	--	2	--	14	2	31	133	170	288	923
	<u>966</u>	<u>193</u>	<u>187</u>	<u>156</u>	<u>302</u>	<u>224</u>	<u>191</u>	<u>311</u>	<u>330</u>	<u>663</u>	<u>595</u>	<u>470</u>	<u>4,580</u>

APPENDIX TABLE 15. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967, THROUGH JULY, 1968

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	1	9	--	15	3	15	7	3	--	6	24	13	96
Truck	34	36	24	52	11	13	6	17	64	23	19	28	327
CCC	--	--	--	2	--	--	--	--	--	--	--	--	2
	<u>35</u>	<u>45</u>	<u>24</u>	<u>69</u>	<u>14</u>	<u>28</u>	<u>13</u>	<u>20</u>	<u>64</u>	<u>29</u>	<u>43</u>	<u>41</u>	<u>425</u>
2:													
Rail	4	26	69	32	5	17	10	5	20	16	6	2	212
Truck	79	106	51	91	41	41	39	52	61	53	60	48	722
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>83</u>	<u>132</u>	<u>120</u>	<u>123</u>	<u>46</u>	<u>58</u>	<u>49</u>	<u>57</u>	<u>81</u>	<u>69</u>	<u>66</u>	<u>50</u>	<u>934</u>
3:													
Rail	17	56	113	70	48	62	40	36	42	12	26	15	537
Truck	15	45	62	91	74	59	35	37	42	37	44	59	600
CCC	--	--	2	8	--	--	--	--	--	--	--	--	10
	<u>32</u>	<u>101</u>	<u>177</u>	<u>169</u>	<u>122</u>	<u>121</u>	<u>75</u>	<u>73</u>	<u>84</u>	<u>49</u>	<u>70</u>	<u>74</u>	<u>1,147</u>
4:													
Rail	6	22	25	40	2	7	8	20	6	4	2	5	147
Truck	34	24	32	34	33	17	17	35	27	19	15	33	320
CCC	--	--	--	4	3	--	--	--	--	--	--	--	7
	<u>40</u>	<u>46</u>	<u>57</u>	<u>78</u>	<u>38</u>	<u>24</u>	<u>25</u>	<u>55</u>	<u>33</u>	<u>23</u>	<u>17</u>	<u>38</u>	<u>474</u>
5:													
Rail	28	48	43	88	42	56	15	30	44	15	7	22	438
Truck	50	84	53	81	80	49	53	63	97	110	66	75	861
CCC	--	--	--	11	--	--	--	--	--	--	--	--	11
	<u>78</u>	<u>132</u>	<u>96</u>	<u>180</u>	<u>122</u>	<u>105</u>	<u>68</u>	<u>93</u>	<u>141</u>	<u>125</u>	<u>73</u>	<u>97</u>	<u>1,310</u>

- continued -

APPENDIX TABLE 15. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1967 THROUGH JULY, 1968 - continued

Origin and Mode	Months (1967-1968)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	24	245	192	134	49	37	32	26	98	65	47	32	981
Truck	40	148	145	77	82	60	61	64	80	123	82	420	1,382
CCC	--	4	--	5	2	--	--	--	--	--	--	--	11
	<u>64</u>	<u>397</u>	<u>337</u>	<u>216</u>	<u>133</u>	<u>97</u>	<u>93</u>	<u>91</u>	<u>178</u>	<u>188</u>	<u>129</u>	<u>452</u>	<u>2,465</u>
7:													
Rail	--	--	35	2	2	--	--	2	--	--	--	--	41
Truck	13	26	8	7	12	7	3	2	4	5	6	2	95
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>13</u>	<u>26</u>	<u>43</u>	<u>9</u>	<u>14</u>	<u>7</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>2</u>	<u>136</u>
8:													
Rail	30	72	23	27	24	18	22	22	17	12	10	44	321
Truck	68	39	21	58	40	15	6	6	17	15	16	32	333
CCC	--	--	--	6	--	--	--	--	--	--	--	1	7
	<u>98</u>	<u>111</u>	<u>44</u>	<u>91</u>	<u>64</u>	<u>33</u>	<u>28</u>	<u>28</u>	<u>34</u>	<u>27</u>	<u>26</u>	<u>77</u>	<u>661</u>
9:													
Rail	75	270	105	89	31	41	93	65	81	51	66	57	1,024
Truck	88	197	104	81	77	59	69	61	93	92	88	100	1,109
CCC	--	--	--	3	--	--	--	--	--	--	--	20	23
	<u>163</u>	<u>467</u>	<u>209</u>	<u>173</u>	<u>108</u>	<u>100</u>	<u>162</u>	<u>126</u>	<u>174</u>	<u>143</u>	<u>154</u>	<u>177</u>	<u>2,156</u>
Total:													
Rail	185	748	605	497	206	253	227	209	308	181	188	190	3,797
Truck	421	705	500	572	450	320	289	337	485	477	396	797	5,749
CCC	--	4	2	39	5	--	--	--	--	--	--	21	71
	<u>606</u>	<u>1,457</u>	<u>1,107</u>	<u>1,108</u>	<u>661</u>	<u>573</u>	<u>516</u>	<u>546</u>	<u>793</u>	<u>658</u>	<u>584</u>	<u>1,008</u>	<u>9,617</u>

APPENDIX TABLE 16. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	4	--	10	47	31	10	4	5	8	13	3	9	144
Truck	29	14	45	78	84	72	26	36	45	42	30	25	526
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>33</u>	<u>14</u>	<u>55</u>	<u>125</u>	<u>115</u>	<u>82</u>	<u>30</u>	<u>41</u>	<u>53</u>	<u>55</u>	<u>33</u>	<u>34</u>	<u>670</u>
2:													
Rail	--	2	40	115	42	25	8	24	7	10	2	--	275
Truck	28	28	230	112	52	53	41	65	66	32	38	24	769
CCC	2	--	--	--	--	--	--	--	--	--	6	--	8
	<u>30</u>	<u>30</u>	<u>270</u>	<u>227</u>	<u>94</u>	<u>78</u>	<u>49</u>	<u>89</u>	<u>73</u>	<u>42</u>	<u>46</u>	<u>24</u>	<u>1,052</u>
3:													
Rail	3	2	93	244	126	58	20	46	28	7	13	6	646
Truck	21	19	143	144	73	69	27	86	50	17	25	15	689
CCC	--	--	--	--	--	--	--	7	17	--	35	6	65
	<u>24</u>	<u>21</u>	<u>236</u>	<u>388</u>	<u>199</u>	<u>127</u>	<u>47</u>	<u>139</u>	<u>95</u>	<u>24</u>	<u>73</u>	<u>27</u>	<u>1,400</u>
4:													
Rail	14	27	45	48	14	--	2	--	11	6	14	3	184
Truck	19	19	94	56	27	14	10	30	40	25	24	11	369
CCC	--	--	--	--	--	--	--	--	--	--	--	--	--
	<u>33</u>	<u>46</u>	<u>139</u>	<u>104</u>	<u>41</u>	<u>14</u>	<u>12</u>	<u>30</u>	<u>51</u>	<u>31</u>	<u>38</u>	<u>14</u>	<u>553</u>
5:													
Rail	23	41	282	177	68	27	13	25	50	23	42	23	794
Truck	39	75	312	179	67	43	23	87	118	79	72	26	1,120
CCC	--	--	2	--	--	--	7	--	--	11	3	57	80
	<u>62</u>	<u>116</u>	<u>596</u>	<u>356</u>	<u>135</u>	<u>70</u>	<u>43</u>	<u>112</u>	<u>168</u>	<u>113</u>	<u>117</u>	<u>106</u>	<u>1,994</u>

- continued -

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APPENDIX TABLE 16. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1968, THROUGH JULY, 1969 - continued

Origin and Mode	Months (1968-1969)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	11	29	325	348	113	27	19	44	47	30	23	31	1,047
Truck	20	79	304	340	180	67	32	86	63	111	61	54	1,397
CCC	3	--	--	--	--	--	--	--	--	3	2	28	36
	<u>34</u>	<u>108</u>	<u>629</u>	<u>688</u>	<u>293</u>	<u>94</u>	<u>51</u>	<u>130</u>	<u>110</u>	<u>144</u>	<u>86</u>	<u>113</u>	<u>2,480</u>
7:													
Rail	--	--	--	--	--	--	--	1	--	--	--	--	1
Truck	10	9	6	10	3	2	5	4	--	4	1	1	55
CCC	--	4	--	--	--	--	--	--	--	--	--	--	4
	<u>10</u>	<u>13</u>	<u>6</u>	<u>10</u>	<u>3</u>	<u>2</u>	<u>5</u>	<u>5</u>	<u>--</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>60</u>
8:													
Rail	20	89	126	26	11	12	17	11	41	39	27	11	430
Truck	24	46	118	42	33	18	12	20	15	15	22	6	371
CCC	3	--	--	--	--	--	--	--	--	2	13	65	83
	<u>47</u>	<u>135</u>	<u>244</u>	<u>68</u>	<u>44</u>	<u>30</u>	<u>29</u>	<u>31</u>	<u>56</u>	<u>56</u>	<u>62</u>	<u>82</u>	<u>884</u>
9:													
Rail	127	313	293	60	23	14	16	48	63	62	144	74	1,237
Truck	110	241	290	107	64	51	72	89	67	105	128	45	1,369
CCC	6	--	--	--	--	--	--	--	--	--	4	79	89
	<u>243</u>	<u>554</u>	<u>583</u>	<u>167</u>	<u>87</u>	<u>65</u>	<u>88</u>	<u>137</u>	<u>130</u>	<u>167</u>	<u>276</u>	<u>198</u>	<u>2,695</u>
Total:													
Rail	202	503	1,214	1,065	428	173	99	204	255	190	268	157	4,758
Truck	300	530	1,542	1,068	583	389	248	503	464	430	401	207	6,665
CCC	14	-- 4	2	--	--	--	7	7	17	16	63	235	365
	<u>516</u>	<u>1,037</u>	<u>2,758</u>	<u>2,133</u>	<u>1,011</u>	<u>562</u>	<u>354</u>	<u>714</u>	<u>736</u>	<u>636</u>	<u>732</u>	<u>599</u>	<u>11,788</u>