

**TRUCK AND RAIL SHIPMENTS OF  
BARLEY, OATS, RYE, AND FLAX  
FROM NORTH DAKOTA ELEVATORS  
1969-70 AND 1970-71**

**Dale O. Anderson  
(Acting Director)**

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**in cooperation with**

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

**JULY 1972**

## 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 graduate 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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TRUCK AND RAIL SHIPMENTS OF  
BARLEY, OATS, RYE AND FLAX  
FROM NORTH DAKOTA  
1969-1970 AND 1970-1971

Dale O. Anderson\*

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.<sup>1</sup> 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.

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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<sup>1</sup>See Agricultural Economics Reports 14, 15, 17, 44, and 57; Agricultural Experiment Station Bulletin 462; Upper Great Plains Transportation Institute Report 14, Research Report 12; and Upper Great Plains Transportation Institute Report 16, Research Report 13, North Dakota State University, Fargo, North Dakota.



### Source of Data

The data representing the 1969-1970 and 1970-1971 periods are the 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. As in past reports, the data are reported by crop reporting district (Figure 1).

### 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 to one-third 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 1 and 7), while 57 percent originated in the eastern part of the State (Districts 3, 6, and 9). Only eight percent of the total originated in the west in 1970-1971 while 80 percent originated in the east during this period. The proportion originating in the central districts declined from 16 to 12 percent.

The absolute volume shipped by truck from each district decreased in five of the Districts, which consisted of Districts 1, 2, 4, 7, and 8. Increase in the absolute volume of barley shipped by truck were observed in the remaining crop reporting districts. A decline of the total volume of barley shipped was observed during the 1963-1964 to 1969-1971 time period. A sharp increase in trucked then took place in 1970-1971.

### 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 was a reversal of that trend--about 12.2 percent of the total 1967-1968 shipments, 9.9 percent in 1968-1969, and 7.2 percent in 1969-1970 moved by truck (Table 3). However, in 1970-1971 an increase from 7.2 percent in 1969-1970 to 24.7 percent of the total volume shipped was observed. This change was also reflected in an increase in the proportion of barley shipped by truck in all nine of the crop reporting districts.

### Destinations of Trucked Barley

An obvious trend in destinations of trucked barley has continued through 1970-1971 (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

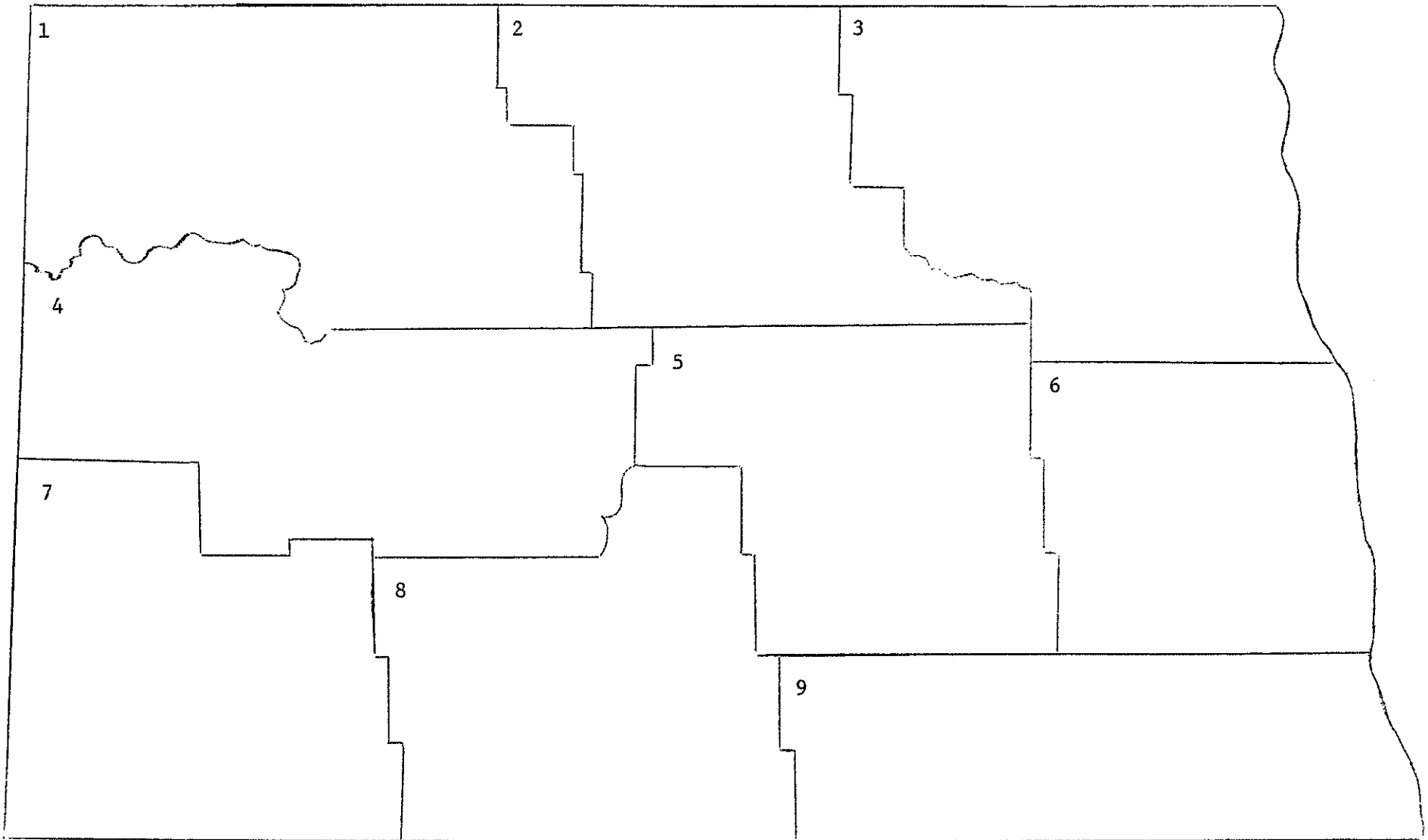


Figure 1. North Dakota Crop Reporting Districts

TABLE 1. TOTAL VOLUME OF BARLEY SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(000 bushels)								
1	21	258	393	1,295	430	403	389	199	476
2	6	51	110	1,320	2,027	573	223	276	851
3	55	48	76	4,340	5,940	1,839	1,356	1,490	7,166
4	17	35	14	592	269	108	93	65	464
5	0	238	73	370	293	489	309	79	986
6	221	351	609	2,163	5,175	3,431	3,291	3,000	5,506
7	33	155	112	1,473	1,462	91	62	64	415
8	35	0	61	256	298	51	58	31	144
9	<u>130</u>	<u>102</u>	<u>112</u>	<u>437</u>	<u>529</u>	<u>177</u>	<u>245</u>	<u>162</u>	<u>1,034</u>
Total	518	1,432	1,559	12,245	16,423	7,162	6,026	5,366	17,042

TABLE 2. PROPORTION OF TOTAL BARLEY SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)								
1	3.9	17.6	25.2	10.6	2.6	5.6	6.5	3.7	2.8
2	1.2	3.6	7.0	10.8	12.3	8.0	3.7	5.1	5.0
3	10.5	3.3	4.8	35.4	36.2	25.7	22.5	27.8	42.0
4	3.3	2.5	.9	4.8	1.7	1.5	1.5	1.2	2.7
5	0	16.6	4.7	3.0	1.8	6.8	5.1	1.5	5.8
6	42.7	38.5	39.1	17.7	31.5	47.9	54.6	55.9	32.3
7	6.4	10.8	7.2	12.0	8.9	1.3	1.0	1.2	2.4
8	6.8	0	3.9	2.1	1.8	.7	1.0	.6	.9
9	<u>25.2</u>	<u>7.1</u>	<u>7.2</u>	<u>3.6</u>	<u>3.2</u>	<u>2.5</u>	<u>4.1</u>	<u>3.0</u>	<u>6.1</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 3. PROPORTION OF TOTAL BARLEY SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)								
1	.3	3.1	3.4	9.7	4.0	13.5	14.9	3.4	8.5
2	.1	.8	1.5	15.2	21.4	10.6	5.7	3.9	14.6
3	.4	.3	.9	17.0	21.5	9.1	7.2	6.0	30.5
4	1.4	3.7	1.2	29.2	15.9	18.1	22.7	6.8	30.5
5	0	5.6	1.4	5.9	4.5	10.4	5.2	1.1	17.4
6	2.4	3.2	6.5	10.1	25.2	18.0	14.7	14.2	28.9
7	4.2	19.1	18.9	69.0	64.7	62.3	91.2	43.0	61.4
8	3.7	0	4.9	23.2	24.6	20.2	21.7	6.0	17.7
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>	<u>2.4</u>	<u>16.2</u>
Total	1.1	2.6	2.7	14.6	18.9	12.2	9.9	7.2	24.7

TABLE 4. MAJOR DESTINATIONS OF BARLEY SHIPPED BY-TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS, 1956-1957 THROUGH 1970-1971

Destination	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)								
Minneapolis-St. Paul	35.7	21.6	31.2	12.4	10.2	16.0	6.8	15.0	8.2
Duluth-Superior	1.4	53.7	23.1	59.5	74.3	72.6	77.9	74.3	87.6
Other Minnesota	25.6	3.4	16.1	.3	3.2	.7	.5	3.4	.4
East and South	0	0	0	0	0	1.2	.3	0	.1
Midland and Southwestern States	6.0	0	2.8	13.9	2.9	.2	.8	2.2	.8
West Ports and States	0	0	0	1.1	0	.3	1.8	3.1	1.3
In-State	30.1	16.2	25.6	12.8	9.4	2.6	3.6	1.9	.7
Unknown	1.4	5.1	1.2	0	0	6.4	8.3	0	.8

TABLE 5. PROPORTION OF BARLEY SHIPPED BY RAIL, TRUCK, AND CCC (RAIL) TO EACH DESTINATION, 1969-1970 AND 1970-1971

Mode and Year	Destinations											In- West	Un- State known	
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>					
(percent)														
Rail:														
1969-1970	42.2	82.1	65.7	0	99.7	12.7	75.9	4.8	14.1	0	86.5	0		
1970-1971	21.8	84.9	81.0	0	98.7	9.7	0	6.7	27.3	0	83.2	0		
Truck:														
1969-1970	44.3	1.3	34.3	0	.3	87.3	24.1	95.2	85.9	0	13.5	20.0		
1970-1971	76.6	3.0	19.0	100.0	1.3	90.3	100.0	93.3	72.7	0	16.8	93.0		
CCC:														
1969-1970	13.4	16.6	0	0	0	0	0	0	0	100.0	0	80.0		
1970-1971	1.6	12.1	0	0	0	0	0	0	0	100.0	0	7.0		

For the footnotes to this table, see page 49.

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TABLE 6. PERCENT OF TOTAL BARLEY SHIPPED TO EACH DESTINATION FROM EACH CROP REPORTING DISTRICT, 1969-1970 AND 1970-1971

Crop Reporting District	Destinations											Un-known	Total	
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	Southwest States <sup>e</sup>	North Pacific Ports <sup>f</sup>	Northwest States <sup>g</sup>	In-West	State			
(percent)														
1:														
1969-1970	4.0	8.4	4.1	--	8.5	32.2	94.4	83.1	17.0	--	4.3	--	8.0	
1970-1971	3.7	10.0	3.2	--	4.5	6.2	46.7	--	9.5	--	7.6	4.9	8.1	
2:														
1969-1970	6.1	10.1	.4	--	.6	11.0	--	1.1	12.0	--	3.8	12.5	9.4	
1970-1971	6.8	9.4	1.7	--	--	--	40.0	42.8	2.6	--	4.2	4.2	9.7	
3:														
1969-1970	36.2	33.4	9.4	--	23.7	--	--	--	2.0	--	24.3	75.0	33.2	
1970-1971	38.7	33.1	20.5	--	15.7	.9	--	--	.6	46.8	23.3	16.7	34.0	
4:														
1969-1970	.4	1.3	--	--	--	1.7	--	4.5	57.0	--	--	--	1.3	
1970-1971	3.2	1.6	--	--	.3	.9	--	28.6	28.6	--	1.9	8.3	2.2	
5:														
1969-1970	6.4	10.5	.4	--	6.2	2.5	--	4.5	--	100.0	12.7	12.5	9.8	
1970-1971	6.1	9.3	4.0	--	1.8	.9	--	--	6.9	14.9	9.5	--	8.2	
6:														
1969-1970	41.3	25.6	74.6	--	60.5	5.1	--	--	2.0	--	48.9	--	28.3	
1970-1971	33.1	24.2	43.2	100.0	76.7	3.5	6.7	--	18.8	--	45.5	6.2	27.6	

- continued -



TABLE 6. PERCENT OF TOTAL BARLEY SHIPPED TO EACH DESTINATION FROM EACH CROP REPORTING DISTRICT, 1969-1970 AND 1970-1971 - continued

Crop Reporting District	Destinations												Total
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City-Omaha-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	In-State West	Un-known State		
(percent)													
7:													
1969-1970	.2	.1	--	--	--	35.6	3.7	5.6	6.0	--	.8	--	.2
1970-1971	1.3	.4	--	--	.2	83.2	--	28.6	27.0	--	1.1	39.6	1.0
8:													
1969-1970	.4	.7	.9	--	--	2.5	1.9	1.1	2.0	--	4.4	--	.7
1970-1971	.8	1.4	--	--	.5	--	6.7	--	--	--	1.2	7.6	1.2
9:													
1969-1970	5.0	9.7	5.0	--	.6	9.3	--	--	2.0	--	.9	--	9.0
1970-1971	6.2	10.6	27.4	--	.2	4.4	--	--	5.9	38.3	5.8	12.5	9.3
Total:													
1969-1970	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
1970-1971	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 49.

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 88 percent went to Duluth-Superior in 1970-1971 while slightly less than ten percent went to the other three destinations. While Minneapolis-St. Paul ranks second, In-state destinations shipped to fourth with West Ports and States taking over third place as a major destination for trucked barley from North Dakota.

#### 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 9.4 percent came from that district in 1970-1971. On the other hand, while eight percent originated in District 3 in 1963-1964, nearly 20 percent originated there in 1970-1971. In 1963-1964, nearly 15 percent originated in District 6, while 26 percent originated in that district 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 1970-1971, about 57 percent originated in the eastern districts, while only 20 percent came from the western part of the State.

The absolute total volume of oats shipped via truck decreased from a high of 16 million plus bushels in 1965-1966 to 11 million plus bushels in 1970-1971. This decrease is also noted in the shipments from the individual districts in which all but one district (5) showed a decrease in volume from 1965-1966 as compared to 1970-1971.

#### Proportions Shipped by Truck

The share of the oats traffic controlled by motor carriers seems to be declining in the last three years. 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. The 45.4 percent in 1967-1968, the highest ever recorded, does not seem to indicate a norm. A declining proportion of oats shipped via truck has been observed from 36.1 percent in 1968-1969, 25.3 percent in 1969-1970 and 20.5 percent in 1970-1971 (Table 11).

There do not appear to be important changes in the proportion shipped by truck from each district. Districts 2, 4, and 7 were the top ranking three most important districts in terms of proportions shipped by truck in 1970-1971. Only two districts (5 and 7) did not decrease in the proportion shipped by truck in 1970-1971 compared to 1963-1964.

### 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 1970-1971, 81 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 ten 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 second 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 again regarding number of rail cars and motor vehicles used in hauling barley, oats, rye, and flax to market (Tables 13, 14, 15 and 16).

TABLE 7. TOTAL VOLUME OF OATS SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
(000 bushels)									
1	372	459	1,489	2,679	1,879	976	864	1,033	1,063
2	48	23	120	671	2,065	682	712	568	1,484
3	186	135	591	744	2,827	1,978	2,607	1,800	2,220
4	226	84	81	493	642	120	200	157	335
5	402	260	314	224	768	811	1,020	792	948
6	462	331	1,010	1,370	3,218	4,050	3,339	3,073	2,942
7	49	300	114	986	1,179	123	21	215	844
8	197	110	--	320	589	89	283	199	144
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>	<u>1,526</u>	<u>1,305</u>
Total	2,605	2,020	4,719	9,230	16,369	10,954	10,576	9,363	11,285

TABLE 8. PROPORTION OF TOTAL OATS SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)								
1	14.3	22.7	31.5	29.0	11.5	8.9	8.2	11.0	9.4
2	1.8	1.1	2.5	7.3	12.6	6.2	6.7	6.1	13.1
3	7.1	6.7	12.5	8.1	17.3	18.1	24.7	19.2	19.7
4	8.7	4.2	1.8	5.3	3.9	1.1	1.9	1.7	3.0
5	15.4	12.9	6.7	2.4	4.7	7.4	9.6	8.5	8.4
6	17.7	16.4	21.4	14.8	19.7	37.0	31.6	32.8	26.1
7	1.9	14.8	2.4	10.7	7.2	1.1	.2	2.3	7.5
8	7.6	5.5	--	3.5	3.6	.8	2.7	2.1	1.3
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>	<u>16.3</u>	<u>11.5</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 9. PROPORTION OF TOTAL OATS SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)								
1	22.7	37.8	58.6	73.6	46.6	87.4	61.1	41.8	19.0
2	3.7	3.1	14.4	37.8	44.2	71.6	58.6	34.0	31.8
3	6.6	4.4	18.4	19.4	32.3	35.4	38.1	21.4	19.1
4	26.1	17.0	18.2	55.9	43.8	43.5	69.4	33.9	28.7
5	23.6	15.6	10.2	11.6	21.8	53.9	34.5	23.7	17.5
6	12.1	7.6	22.6	23.1	35.7	47.7	35.2	28.6	22.5
7	16.3	38.4	30.2	66.1	80.3	100.0	100.0	70.7	74.3
8	27.5	17.8	--	34.3	31.4	58.9	53.1	32.9	12.1
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>	<u>16.9</u>	<u>11.7</u>
Total	15.3	12.5	24.6	34.2	34.8	45.4	36.1	25.3	20.5

TABLE 10. MAJOR DESTINATIONS OF OATS SHIPPED BY TRUCK FROM NORTH DAKOTA ELEVATORS, 1956-1957 THROUGH 1970-1971

Destinations	Year								
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)								
Minneapolis-St. Paul	15.4	19.4	14.1	17.6	29.2	45.3	46.6	60.1	51.3
Duluth-Superior	1.4	3.3	14.4	18.2	26.9	22.2	24.4	18.2	29.9
Other Minnesota	11.1	2.1	13.7	2.7	4.8	.6	3.1	2.4	1.1
East and South	--	--	--	--	--	.3	.3	.6	.7
Midland and Southwestern States	32.4	57.8	43.1	37.4	22.4	2.8	5.1	13.0	10.1
West Ports and States	--	--	--	1.9	2.2	9.3	5.3	2.9	2.0
In-State	1.8	12.6	9.4	22.1	14.5	1.4	2.3	1.1	1.7
Unknown	37.9	4.8	5.3	.1	--	18.1	12.9	1.7	3.2

TABLE 11. PROPORTION OF OATS SHIPPED BY RAIL, TRUCK, AND CCC (RAIL) TO EACH DESTINATION, 1969-1970 AND 1970-1971

Mode and Year	Destinations											Un- Known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	In- West State	Un- Known		
(percent)													
Rail:													
1969-1970	39.2	60.5	33.4	54.3	88.7	11.0	27.5	36.0	37.5	--	57.8	--	56.0
1970-1971	53.5	55.6	49.4	16.7	42.6	12.0	17.0	11.3	27.0	--	58.9	--	53.6
Truck:													
1969-1970	49.6	18.3	68.6	45.7	11.3	93.9	72.5	64.0	62.5	--	42.2	100.0	25.3
1970-1971	42.2	13.1	50.6	83.3	57.4	88.0	83.0	88.7	73.0	--	41.1	100.0	20.5
CCC:													
1969-1970	11.2	21.3	--	--	--	--	--	--	--	100.0	--	--	18.8
1970-1971	4.3	31.3	--	--	--	--	--	--	--	100.0	--	--	26.0

For the footnotes to this table, see page 49.



TABLE 12. PERCENT OF TOTAL OATS SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1969-1970 AND 1970-1971

Crop Reporting District	Destinations												Un-Known	Total
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	In-West	State			
(percent)														
1:														
1969-1970	6.3	4.9	2.6	26.7	7.5	5.8	45.1	80.1	18.0	54.8	33.8	1.9	6.7	
1970-1971	7.7	10.4	3.0	33.3	14.9	6.0	21.2	87.1	17.4	--	10.4	2.9	10.1	
2:														
1969-1970	7.0	3.9	--	--	3.8	2.8	23.0	3.0	1.6	--	11.4	14.7	4.5	
1970-1971	14.4	7.4	3.0	--	12.8	2.8	23.4	--	22.6	--	.6	2.0	8.5	
3:														
1969-1970	42.0	21.9	31.4	--	--	.9	2.4	--	21.9	--	27.8	7.1	22.7	
1970-1971	28.1	20.9	15.6	--	7.4	1.2	8.4	--	--	100.0	6.3	5.3	21.1	
4:														
1969-1970	.5	1.1	.9	14.3	--	2.0	.6	5.1	.8	--	--	30.1	1.2	
1970-1971	4.1	1.5	.8	--	--	2.2	20.6	11.3	4.3	--	2.2	1.5	2.1	
5:														
1969-1970	8.3	8.9	5.0	1.0	22.6	27.5	2.4	1.0	9.4	--	6.8	8.3	9.0	
1970-1971	12.1	9.3	--	--	30.9	19.2	11.5	--	13.5	--	11.0	2.0	9.8	
6:														
1969-1970	24.4	31.1	32.6	--	64.2	4.5	4.1	9.8	14.0	45.2	13.9	4.5	29.0	
1970-1971	21.7	25.0	21.9	11.1	11.7	5.6	6.8	--	3.9	--	37.2	--	23.8	

- continued -

TABLE 12. PERCENT OF TOTAL OATS SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1969-1970 AND 1970-1971 - continued

Crop Reporting District	Destinations											In- West State	Un- Known	Total
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>					
(percent)														
7:														
1969-1970	.6	.3	.3	--	1.9	13.4	5.4	1.0	23.4	--	1.3	--	.8	
1970-1971	1.5	.8	1.7	25.0	2.1	37.7	5.4	--	36.1	--	--	54.9	2.1	
8:														
1969-1970	.8	1.5	14.1	17.1	--	3.8	.6	--	10.9	--	5.0	--	1.6	
1970-1971	.7	2.5	--	22.2	1.1	1.8	.5	1.6	.9	--	--	1.1	2.2	
9:														
1969-1970	10.1	26.4	13.1	40.9	--	39.3	16.4	--	--	--	--	33.4	24.5	
1970-1971	9.7	22.2	54.0	8.4	19.1	23.5	2.2	--	1.3	--	32.3	30.3	20.3	
Total:														
1969-1970	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	
1970-1971	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 49.

Million  
Bushels

- 20 -

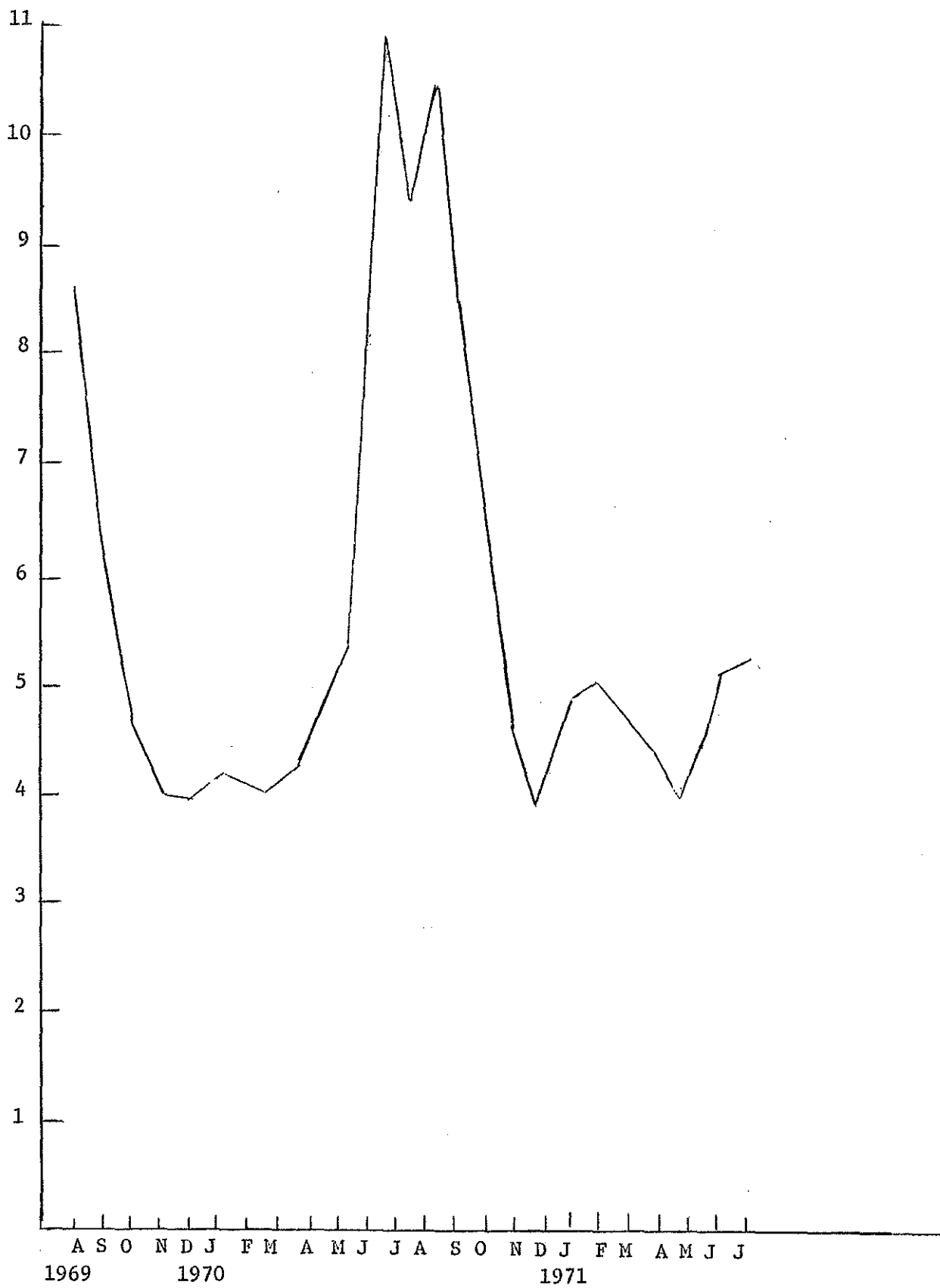


Figure 2. Shipments of Barley From North Dakota Country Elevators, By Months, August, 1969 Through July, 1971

Million  
Bushels

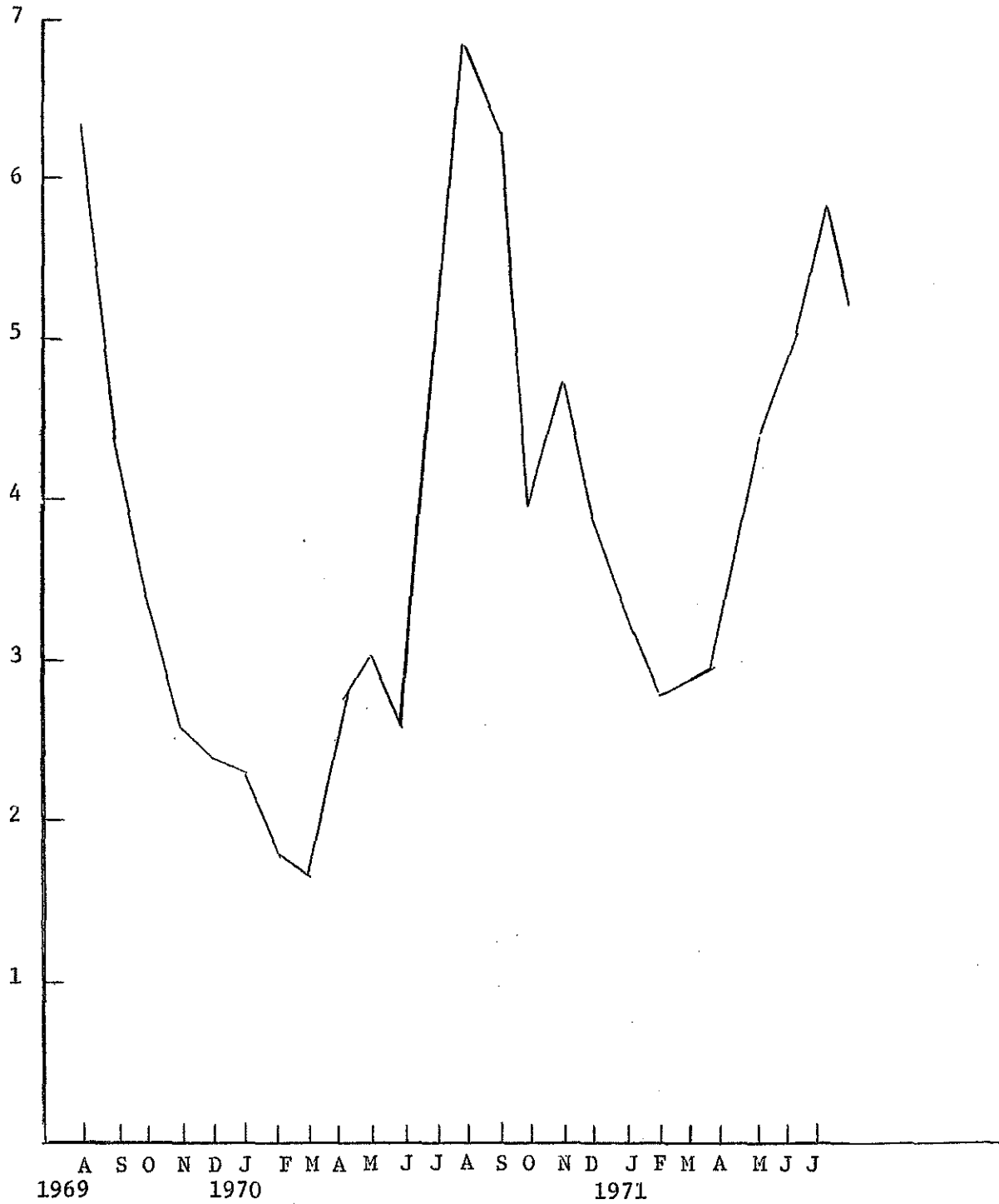


Figure 3. Shipments of Oats From North Dakota Country Elevators, by Months, August, 1969, Through July, 1971

(000 Bushels)

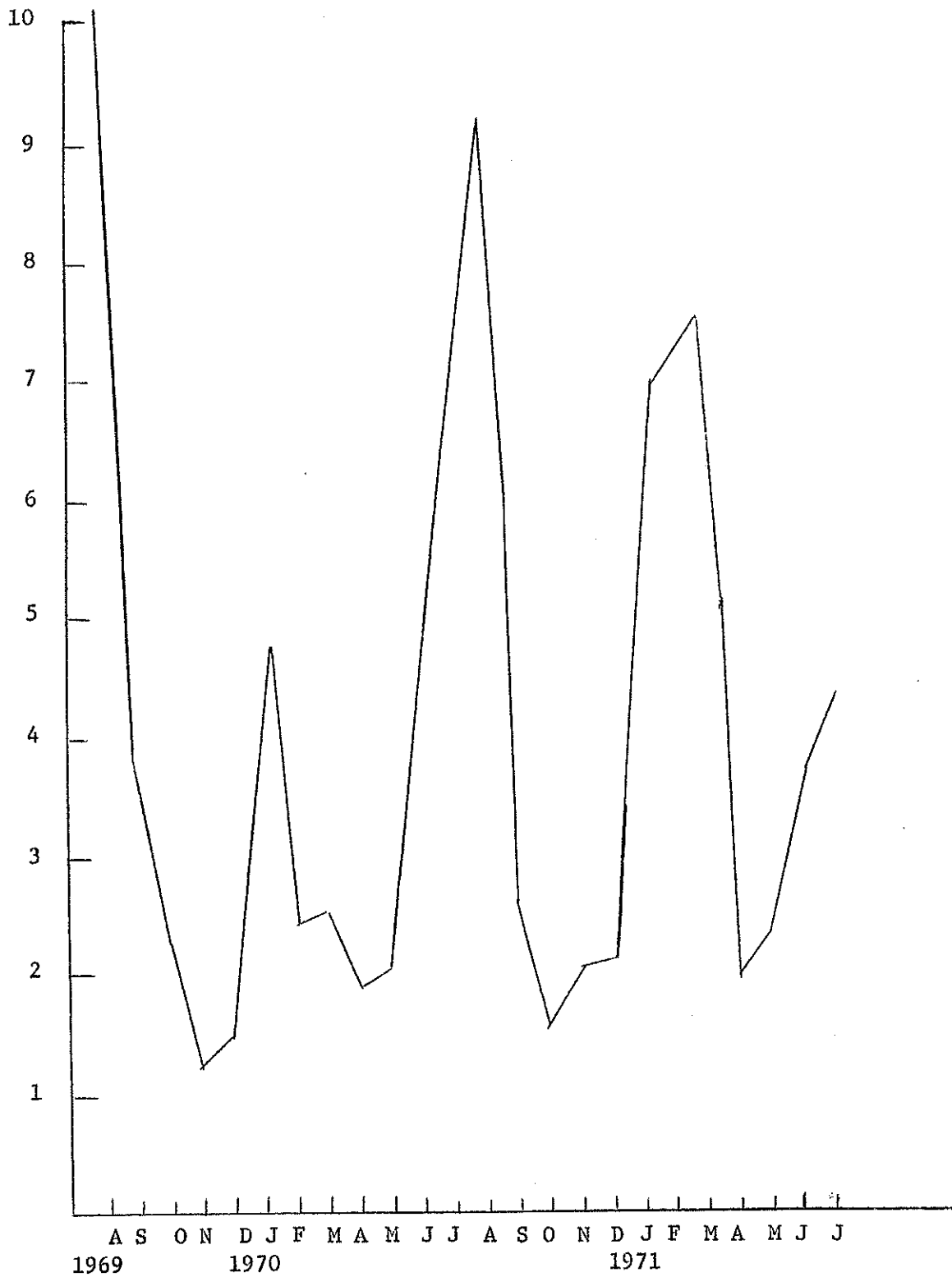


Figure 4. Shipments of Rye From North Dakota Country Elevators, by Months, August, 1969, Through July, 1971

Million  
Bushels

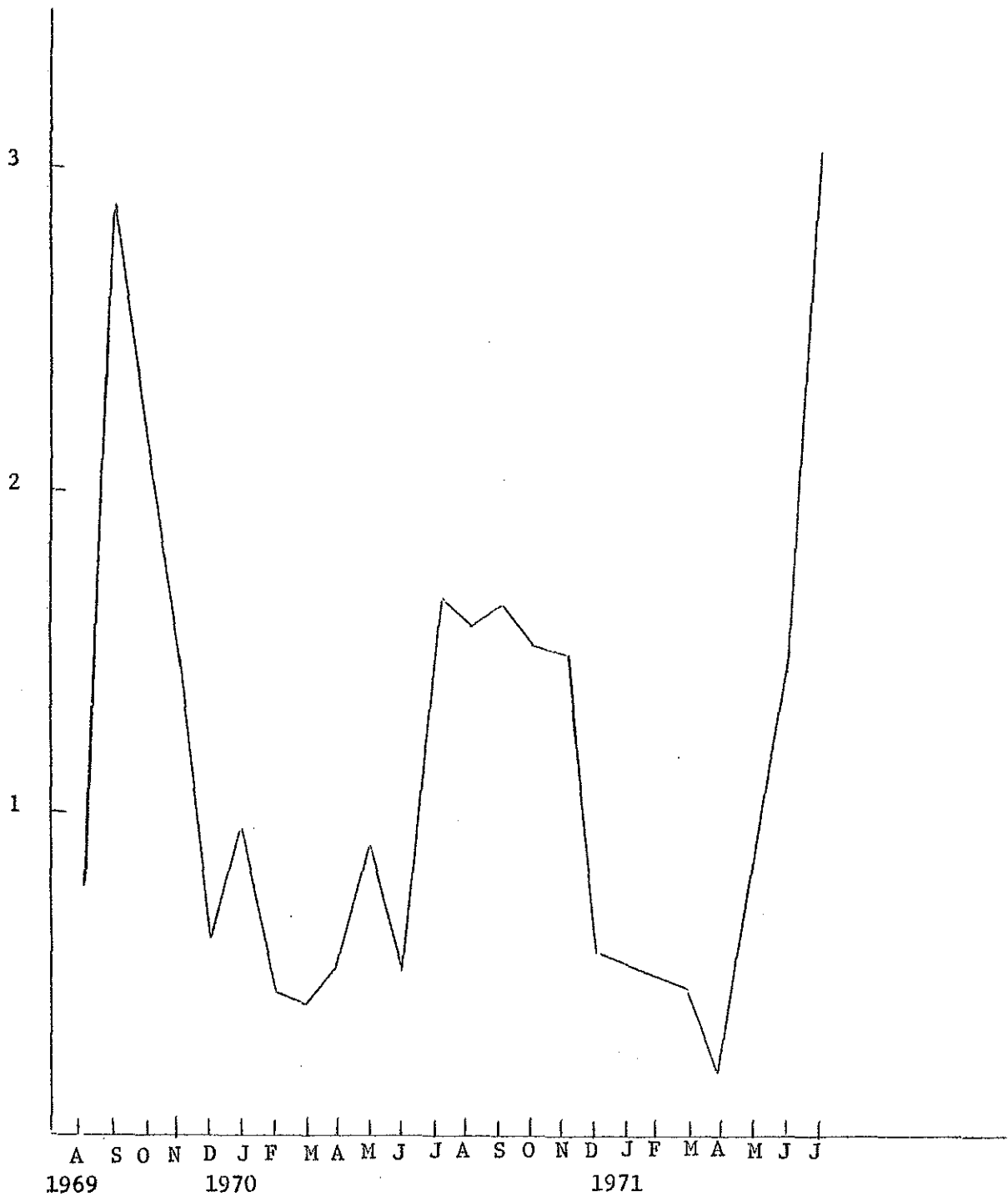


Figure 5. Shipments of Flax From North Dakota Country Elevators, by Months, August, 1969, Through July, 1971

TABLE 13. AVERAGE VOLUME OF BARLEY SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1969-1970 AND 1970-1971

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
					(bushels)	
1: Rail	1,835	1,844	--	--	2,571	2,483
Truck	--	--	117	478	1,124	995
CCC	407	210	--	--	2,506	2,474
2: Rail	1,954	1,784	--	--	2,602	2,456
Truck	--	--	183	818	1,509	1,041
CCC	648	237	--	--	2,515	2,416
3: Rail	7,444	5,759	--	--	2,564	2,493
Truck	--	--	1,403	7,224	1,062	992
CCC	1,646	803	--	--	2,506	2,434
4: Rail	302	412	--	--	2,471	2,383
Truck	--	--	72	468	910	991
CCC	54	33	--	--	2,516	2,350
5: Rail	2,162	1,389	--	--	2,572	2,577
Truck	--	--	76	1,013	1,038	973
CCC	678	422	--	--	2,472	2,628
6: Rail	6,121	4,984	--	--	2,652	2,506
Truck	--	--	2,940	5,518	1,020	998
CCC	713	435	--	--	2,558	2,471
7: Rail	22	93	--	--	2,527	2,644
Truck	--	--	65	420	981	988
CCC	14	7	--	--	2,166	2,129

- continued -

TABLE 13. AVERAGE VOLUME OF BARLEY SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1969-1970 AND 1970-1971 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
	(bushels)					
8: Rail	80	204	--	--	2,567	2,378
Truck	--	--	34	149	923	968
CCC	119	86	--	--	2,337	2,344
9: Rail	2,223	1,935	--	--	2,493	2,497
Truck	--	--	125	1,043	1,292	992
CCC	363	214	--	--	2,620	2,464
State:						
Rail	22,143	18,404	--	--	2,585	2,496
Truck	--	--	5,075	17,141	1,057	994
CCC	4,642	2,447	--	--	2,514	2,473



TABLE 14. AVERAGE VOLUME OF OATS SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1969-1970 AND 1970-1971

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
					(bushels)	
1: Rail	298	778	--	--	3,633	3,426
Truck	--	--	804	788	1,284	1,349
CCC	104	529	--	--	3,430	3,514
2: Rail	193	602	--	--	3,288	3,250
Truck	--	--	404	996	1,407	1,490
CCC	151	385	--	--	3,110	3,176
3: Rail	1,555	2,073	--	--	3,326	3,008
Truck	--	--	1,268	1,525	1,420	1,455
CCC	440	1,059	--	--	3,307	3,015
4: Rail	83	172	--	--	3,268	3,438
Truck	--	--	119	229	1,319	1,463
CCC	10	87	--	--	3,455	2,762
5: Rail	520	768	--	--	3,362	3,211
Truck	--	--	540	733	1,467	1,293
CCC	245	622	--	--	3,293	3,214
6: Rail	1,755	2,214	--	--	3,377	3,232
Truck	--	--	2,165	2,021	1,420	1,456
CCC	550	956	--	--	3,140	3,129
7: Rail	26	74	--	--	2,670	3,347
Truck	--	--	164	501	1,312	1,684
CCC	6	14	--	--	3,266	3,233

- continued -

TABLE 14. AVERAGE VOLUME OF OATS SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1969-1970 AND 1970-1971 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
	(bushels)					
8: Rail	62	116	--	--	3,135	3,272
Truck	--	--	134	100	1,481	1,441
CCC	69	198	--	--	3,059	3,360
9: Rail	1,726	2,403	--	--	3,257	3,255
Truck	--	--	993	820	1,537	1,591
CCC	589	637	--	--	3,202	3,242
State:						
Rail	6,218	9,200	--	--	3,332	3,209
Truck	--	--	6,591	7,923	1,421	1,424
CCC	2,164	4,487	--	--	3,219	3,183

TABLE 15. AVERAGE VOLUME OF RYE SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1969-1970 AND 1970-1971

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
					(bushels)	
1: Rail	144	74	--	--	2,182	2,021
Truck	--	--	462	198	841	824
CCC	100	110	--	--	2,176	2,040
2: Rail	109	70	--	--	2,107	2,048
Truck	--	--	375	159	894	1,363
CCC	26	88	--	--	2,103	2,564
3: Rail	13	17	--	--	1,803	1,753
Truck	--	--	49	60	842	786
CCC	11	12	--	--	1,890	1,957
4: Rail	18	31	--	--	1,521	2,021
Truck	--	--	64	61	833	973
CCC	10	28	--	--	1,752	2,169
5: Rail	96	100	--	--	2,041	2,183
Truck	--	--	115	71	833	810
CCC	50	99	--	--	2,287	2,002
6: Rail	113	59	--	--	2,249	2,073
Truck	--	--	166	137	841	845
CCC	15	64	--	--	2,005	2,193
7: Rail	31	27	--	--	1,381	2,156
Truck	--	--	20	113	812	837
CCC	20	149	--	--	1,869	2,318

- continued -

TABLE 15. AVERAGE VOLUME OF RYE SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1969-1970 AND 1970-1971 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
					(bushels)	
8: Rail	20	25	--	--	1,786	1,928
Truck	--	--	41	20	848	739
CCC	29	32	--	--	1,941	2,326
9: Rail	331	272	--	--	2,234	2,112
Truck	--	--	369	386	877	854
CCC	152	381	--	--	5,040	2,130
State:						
Rail	875	669	--	--	2,129	2,103
Truck	--	--	1,744	1,407	858	781
CCC	413	1,099	--	--	3,183	1,915

TABLE 16. AVERAGE VOLUME OF FLAX SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1969-1970 AND 1970-1971

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
					(bushels)	
1: Rail	113	71	--	--	1,960	2,187
Truck	--	--	988	908	775	848
CCC	12	98	--	--	2,137	2,167
2: Rail	160	209	--	--	2,178	2,066
Truck	--	--	1,096	827	805	781
CCC	76	149	--	--	2,287	2,488
3: Rail	243	209	--	--	2,350	2,284
Truck	--	--	921	707	852	882
CCC	28	124	--	--	2,435	2,273
4: Rail	87	120	--	--	2,026	2,190
Truck	--	--	472	396	786	798
CCC	22	31	--	--	2,378	2,627
5: Rail	340	216	--	--	2,133	2,173
Truck	--	--	1,120	762	812	792
CCC	151	421	--	--	2,576	2,532
6: Rail	423	214	--	--	2,171	2,098
Truck	--	--	1,565	1,084	818	794
CCC	78	439	--	--	2,271	2,441
7: Rail	11	12	--	--	1,567	1,613
Truck	--	--	69	96	887	813
CCC	6	13	--	--	2,528	2,294

- continued -

TABLE 16. AVERAGE VOLUME OF FLAX SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICTS, 1969-1970 AND 1970-1971 - continued

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1969-1970	1970-1971	1969-1970	1970-1971	1969-1970	1970-1971
					(bushels)	
8: Rail	206	180	--	--	2,133	2,038
Truck	--	--	390	357	787	842
CCC	105	246	--	--	2,156	2,246
9: Rail	681	315	--	--	2,187	2,244
Truck	--	--	1,387	1,202	845	833
CCC	230	532	--	--	2,457	2,502
Total:						
Rail	2,264	1,540	--	--	2,167	2,168
Truck	--	--	8,008	6,339	816	820
CCC	708	2,053	--	--	2,391	2,434

APPENDIX

APPENDIX TABLE 1. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969, THROUGH JULY, 1970

		D E S T I N A T I O N S											
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux	Other	Midland States <sup>d</sup>	South-	North	North-	West	In- State	Un- known	Total
				City- Omaha- Kansas City	East and South <sup>c</sup>		west States <sup>e</sup>	Pacific Ports <sup>f</sup>	west States <sup>g</sup>				
(000 bushels)													
I:													
Rail	299	4,276	5	--	59	12	41	--	3	--	24	--	4,719
Truck	15	33	17	--	1	26	10	74	14	--	9	--	199
CCC	51	969	--	--	--	--	--	--	--	--	--	--	1,020
	365	5,278	22	--	60	38	51	74	17	--	33	--	5,938
II:													
Rail	353	4,689	2	--	3	--	--	--	11	--	26	--	5,084
Truck	117	139	--	--	1	13	--	1	1	--	3	1	276
CCC	79	1,551	--	--	--	--	--	--	--	--	--	--	1,630
	549	6,379	2	--	4	13	--	1	12	--	29	1	6,990
III:													
Rail	1,188	17,517	50	--	168	--	--	--	--	--	165	--	19,088
Truck	1,318	147	--	--	--	--	--	--	2	--	23	--	1,490
CCC	748	3,371	--	--	--	--	--	--	--	--	--	6	4,125
	3,254	21,035	50	--	168	--	--	--	2	--	188	6	24,703
IV:													
Rail	38	708	--	--	--	--	--	--	--	--	--	--	746
Truck	--	3	--	--	--	2	--	4	57	--	--	--	66
CCC	--	136	--	--	--	--	--	--	--	--	--	--	136
	38	847	--	--	--	2	--	4	57	--	--	--	948
V:													
Rail	412	4,998	2	--	44	3	--	4	--	--	98	--	5,561
Truck	50	28	--	--	--	--	--	--	--	--	--	1	79
CCC	111	1,560	--	--	--	--	--	--	--	5	--	--	1,676
	573	6,586	2	--	44	3	--	4	--	5	98	1	7,316

- continued -



APPENDIX TABLE 1. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970 - continued

Origin and Mode	D E S T I N A T I O N S											In- State known	Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux	Other	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	West			
				City- Omaha-	East and South <sup>c</sup>									
(000 bushels)														
VI:														
Rail	1,103	14,140	231	--	429	--	--	--	--	--	--	327	--	16,230
Truck	2,428	348	165	--	--	6	--	--	2	--	--	51	--	3,000
CCC	182	1,642	--	--	--	--	--	--	--	--	--	--	--	1,824
	<u>3,713</u>	<u>16,130</u>	<u>396</u>	<u>--</u>	<u>429</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>378</u>	<u>--</u>	<u>21,054</u>
VII:														
Rail	8	48	--	--	--	--	--	--	--	--	--	--	--	56
Truck	9	--	--	--	--	42	2	--	5	6	--	--	--	64
CCC	4	26	--	--	--	--	--	--	--	--	--	--	--	30
	<u>21</u>	<u>74</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>42</u>	<u>2</u>	<u>--</u>	<u>5</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>150</u>
VIII:														
Rail	15	161	5	--	--	--	--	--	--	--	--	24	--	205
Truck	13	1	--	--	--	3	1	1	2	--	--	10	--	31
CCC	4	274	--	--	--	--	--	--	--	--	--	--	--	278
	<u>32</u>	<u>436</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>34</u>	<u>--</u>	<u>514</u>
IX:														
Rail	385	5,094	54	--	4	--	--	--	--	--	--	5	--	5,542
Truck	37	109	--	--	--	11	--	--	2	--	--	2	--	161
CCC	32	922	--	--	--	--	--	--	--	--	--	--	--	954
	<u>454</u>	<u>6,125</u>	<u>54</u>	<u>--</u>	<u>4</u>	<u>11</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>7</u>	<u>--</u>	<u>6,657</u>
TOTAL:														
Rail	3,801	51,631	349	--	707	15	41	4	14	--	--	669	--	57,231
Truck	3,987	808	182	--	2	103	13	80	85	--	--	104	2	5,366
CCC	1,211	10,451	--	--	--	--	--	--	--	5	--	--	--	11,667
	<u>8,999</u>	<u>62,890</u>	<u>531</u>	<u>--</u>	<u>709</u>	<u>118</u>	<u>54</u>	<u>84</u>	<u>99</u>	<u>5</u>	<u>5</u>	<u>773</u>	<u>2</u>	<u>74,264</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, 1970 THROUGH JULY, 1971

Origin and Mode	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known	
				City- Omaha- Kansas City	Other East and South <sup>c</sup>								
(000 bushels)													
I:													
Rail	409	4,056	11	--	39	7	--	--	4	--	51	--	4,577
Truck	318	103	--	--	4,369	--	14	--	25	--	5	7	4,841
CCC	1	518	--	--	--	--	--	--	--	--	--	--	519
	<u>728</u>	<u>4,677</u>	<u>11</u>	<u>--</u>	<u>4,408</u>	<u>7</u>	<u>14</u>	<u>--</u>	<u>29</u>	<u>--</u>	<u>56</u>	<u>7</u>	<u>9,937</u>
II:													
Rail	585	3,762	6	--	--	--	--	2	--	--	28	--	4,383
Truck	727	95	--	--	--	--	12	1	8	--	3	6	851
CCC	14	559	--	--	--	--	--	--	--	--	--	--	573
	<u>1,326</u>	<u>4,416</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>12</u>	<u>3</u>	<u>8</u>	<u>--</u>	<u>31</u>	<u>6</u>	<u>5,807</u>
III:													
Rail	827	13,148	71	--	148	--	--	--	2	--	159	--	14,355
Truck	6,684	444	--	--	--	1	--	--	--	--	13	24	7,166
CCC	34	1,899	--	--	--	--	--	--	--	22	--	--	1,955
	<u>7,545</u>	<u>15,491</u>	<u>71</u>	<u>--</u>	<u>148</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>22</u>	<u>172</u>	<u>24</u>	<u>23,476</u>
IV:													
Rail	273	693	--	--	3	--	--	--	--	--	12	--	981
Truck	351	9	--	--	--	1	--	2	87	--	2	12	464
CCC	7	71	--	--	--	--	--	--	--	--	--	--	78
	<u>631</u>	<u>773</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>1</u>	<u>--</u>	<u>2</u>	<u>87</u>	<u>--</u>	<u>14</u>	<u>12</u>	<u>1,523</u>
V:													
Rail	224	3,262	14	--	14	--	--	--	--	--	65	--	3,579
Truck	851	105	--	--	3	1	--	--	21	--	5	--	986
CCC	112	990	--	--	--	--	--	--	--	7	--	--	1,109
	<u>1,187</u>	<u>4,357</u>	<u>14</u>	<u>--</u>	<u>17</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>21</u>	<u>7</u>	<u>70</u>	<u>--</u>	<u>5,674</u>

- continued -

APPENDIX TABLE 2. SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 - continued

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 <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West				
				City- Omaha- Kansas City	Other East and South <sup>c</sup>									
(000 bushels)														
VI:														
Rail	1,432	9,885	102	--	720	4	--	--	57	--	289	--	12,489	
Truck	4,948	437	48	12	3	--	2	--	--	--	47	9	5,506	
CCC	76	999	--	--	--	--	--	--	--	--	--	--	1,075	
	<u>6,456</u>	<u>11,321</u>	<u>150</u>	<u>12</u>	<u>723</u>	<u>4</u>	<u>2</u>	<u>--</u>	<u>57</u>	<u>--</u>	<u>336</u>	<u>9</u>	<u>19,070</u>	
VII:														
Rail	92	152	--	--	--	--	--	--	2	--	--	--	246	
Truck	169	3	--	--	2	94	--	2	80	--	8	57	415	
CCC	--	15	--	--	--	--	--	--	--	--	--	--	15	
	<u>261</u>	<u>170</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>94</u>	<u>--</u>	<u>2</u>	<u>82</u>	<u>--</u>	<u>8</u>	<u>57</u>	<u>676</u>	
VIII:														
Rail	20	453	--	--	5	--	--	--	--	--	7	--	485	
Truck	118	11	--	--	--	--	2	--	--	--	2	11	144	
CCC	12	190	--	--	--	--	--	--	--	--	--	--	202	
	<u>150</u>	<u>654</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>9</u>	<u>11</u>	<u>831</u>	
IX:														
Rail	384	4,348	77	--	2	--	--	--	18	--	4	--	4,833	
Truck	773	191	18	--	--	5	--	--	--	--	39	8	1,034	
CCC	54	446	18	--	--	--	--	--	--	10	--	--	528	
	<u>1,211</u>	<u>4,985</u>	<u>113</u>	<u>--</u>	<u>2</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>18</u>	<u>10</u>	<u>43</u>	<u>8</u>	<u>6,395</u>	
TOTAL:														
Rail	4,246	39,759	281	--	931	11	--	2	83	--	615	--	45,928	
Truck	14,939	1,398	66	12	12	102	28	5	221	--	124	134	17,042	
CCC	310	5,686	--	--	--	--	--	--	--	47	--	10	6,052	
	<u>19,495</u>	<u>46,843</u>	<u>347</u>	<u>12</u>	<u>943</u>	<u>113</u>	<u>28</u>	<u>7</u>	<u>304</u>	<u>47</u>	<u>739</u>	<u>144</u>	<u>69,022</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, 1969 THROUGH JULY, 1970

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 <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West				
				City- Kansas City	Other East and South <sup>c</sup>									
(000 bushels)														
I:														
Rail	73	720	8	--	3	3	119	64	14	--	79	--	1,083	
Truck	143	446	1	28	1	42	184	174	9	--	1	--	1,029	
CCC	--	340	--	--	--	--	--	--	--	17	--	--	357	
	<u>216</u>	<u>1,506</u>	<u>9</u>	<u>28</u>	<u>4</u>	<u>45</u>	<u>303</u>	<u>238</u>	<u>23</u>	<u>17</u>	<u>80</u>	<u>--</u>	<u>2,469</u>	
II:														
Rail	55	523	--	--	--	3	45	9	--	--	--	--	635	
Truck	172	213	--	--	2	19	110	--	2	--	27	23	568	
CCC	15	455	--	--	--	--	--	--	--	--	--	--	470	
	<u>242</u>	<u>1,191</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>22</u>	<u>155</u>	<u>9</u>	<u>2</u>	<u>--</u>	<u>27</u>	<u>23</u>	<u>1,673</u>	
III:														
Rail	462	4,667	21	--	--	--	--	--	--	--	22	--	5,172	
Truck	843	763	87	--	--	7	17	--	28	--	44	11	1,800	
CCC	144	1,311	--	--	--	--	--	--	--	--	--	--	1,455	
	<u>1,449</u>	<u>6,741</u>	<u>108</u>	<u>--</u>	<u>--</u>	<u>7</u>	<u>17</u>	<u>--</u>	<u>28</u>	<u>--</u>	<u>66</u>	<u>11</u>	<u>8,427</u>	
IV:														
Rail	14	249	3	--	--	--	--	5	--	--	--	--	271	
Truck	2	62	--	15	--	16	4	10	1	--	--	47	157	
CCC	--	35	--	--	--	--	--	--	--	--	--	--	35	
	<u>16</u>	<u>346</u>	<u>3</u>	<u>15</u>	<u>--</u>	<u>16</u>	<u>4</u>	<u>15</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>47</u>	<u>463</u>	
V:														
Rail	73	1,648	--	--	9	--	5	--	9	--	4	--	1,748	
Truck	167	346	17	1	3	215	12	3	3	--	12	13	792	
CCC	44	763	--	--	--	--	--	--	--	--	--	--	807	
	<u>284</u>	<u>2,757</u>	<u>17</u>	<u>1</u>	<u>12</u>	<u>215</u>	<u>17</u>	<u>3</u>	<u>12</u>	<u>--</u>	<u>16</u>	<u>13</u>	<u>3,347</u>	

- continued -

APPENDIX TABLE 3. SHIPMENTS OF OATS FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970 - continued

Origin and Mode	D E S T I N A T I O N S											In- State known	Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	West			
	(000 bushels)													
VI:														
Rail	445	5,327	--	--	34	28	14	29	18	--	32	--	5,927	
Truck	300	2,632	112	--	--	7	14	--	--	--	1	7	3,073	
CCC	97	1,616	--	--	--	--	--	--	--	14	--	--	1,727	
	<u>842</u>	<u>9,575</u>	<u>112</u>	<u>--</u>	<u>34</u>	<u>35</u>	<u>28</u>	<u>29</u>	<u>18</u>	<u>14</u>	<u>33</u>	<u>7</u>	<u>10,727</u>	
VII:														
Rail	13	48	--	--	1	--	--	--	7	--	--	--	69	
Truck	1	42	1	--	--	105	37	3	23	--	3	--	215	
CCC	7	13	--	--	--	--	--	--	--	--	--	--	20	
	<u>21</u>	<u>103</u>	<u>1</u>	<u>--</u>	<u>1</u>	<u>105</u>	<u>37</u>	<u>3</u>	<u>30</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>304</u>	
VIII:														
Rail	20	109	49	15	--	--	1	--	--	--	--	--	194	
Truck	7	128	--	3	--	30	4	--	14	--	12	--	198	
CCC	--	211	--	--	--	--	--	--	--	--	--	--	211	
	<u>27</u>	<u>448</u>	<u>49</u>	<u>18</u>	<u>--</u>	<u>30</u>	<u>5</u>	<u>--</u>	<u>14</u>	<u>--</u>	<u>12</u>	<u>--</u>	<u>603</u>	
IX:														
Rail	197	5,335	34	42	--	14	--	--	--	--	--	--	5,622	
Truck	74	991	11	1	--	293	104	--	--	--	--	52	1,526	
CCC	78	1,808	--	--	--	--	--	--	--	--	--	--	1,886	
	<u>349</u>	<u>8,134</u>	<u>45</u>	<u>43</u>	<u>--</u>	<u>307</u>	<u>104</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>52</u>	<u>9,034</u>	
TOTAL:														
Rail	1,352	18,626	115	57	47	48	184	107	48	--	137	--	20,721	
Truck	1,709	5,623	229	48	6	734	486	190	80	--	100	156	9,361	
CCC	385	6,552	--	--	--	--	--	--	--	31	--	--	6,968	
	<u>3,446</u>	<u>30,801</u>	<u>344</u>	<u>105</u>	<u>53</u>	<u>782</u>	<u>670</u>	<u>297</u>	<u>128</u>	<u>31</u>	<u>237</u>	<u>156</u>	<u>37,050</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, 1970 THROUGH JULY, 1971

Origin and Mode	D E S T I N A T I O N S												Un- Known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- Known		
				City- Omaha- Kansas City	Other East and South <sup>c</sup>									
(000 bushels)														
I:														
Rail	402	2,125	5	3	3	--	39	4	36	--	48	--	2,665	
Truck	212	632	2	9	11	44	87	50	4	--	--	13	1,064	
CCC	--	1,859	--	--	--	--	--	--	--	--	--	--	1,859	
	<u>614</u>	<u>4,616</u>	<u>7</u>	<u>12</u>	<u>14</u>	<u>44</u>	<u>126</u>	<u>54</u>	<u>40</u>	<u>--</u>	<u>48</u>	<u>13</u>	<u>5,588</u>	
II:														
Rail	342	1,597	--	--	3	7	--	--	7	--	--	--	1,956	
Truck	798	460	7	--	9	14	139	--	45	--	3	9	1,484	
CCC	15	1,217	--	--	--	--	--	--	--	--	--	--	1,232	
	<u>1,155</u>	<u>3,274</u>	<u>7</u>	<u>--</u>	<u>12</u>	<u>21</u>	<u>139</u>	<u>--</u>	<u>52</u>	<u>--</u>	<u>3</u>	<u>9</u>	<u>4,672</u>	
III:														
Rail	1,114	5,050	14	--	3	6	38	--	--	--	11	--	6,236	
Truck	1,105	1,030	23	--	4	3	12	--	--	--	18	24	2,219	
CCC	31	3,161	--	--	--	--	--	--	--	1	--	--	3,193	
	<u>2,250</u>	<u>9,241</u>	<u>37</u>	<u>--</u>	<u>7</u>	<u>9</u>	<u>50</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>29</u>	<u>24</u>	<u>11,648</u>	
IV:														
Rail	218	361	--	--	--	--	--	3	9	--	--	--	591	
Truck	68	105	2	--	--	16	122	4	1	--	10	7	335	
CCC	43	197	--	--	--	--	--	--	--	--	--	--	240	
	<u>329</u>	<u>663</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>16</u>	<u>122</u>	<u>7</u>	<u>10</u>	<u>--</u>	<u>10</u>	<u>7</u>	<u>1,166</u>	
V:														
Rail	623	1,783	--	--	8	--	3	--	--	--	50	--	2,467	
Truck	349	341	--	--	21	141	65	--	31	--	1	--	949	
CCC	--	1,990	--	--	--	--	--	--	--	9	--	--	1,999	
	<u>972</u>	<u>4,114</u>	<u>--</u>	<u>--</u>	<u>29</u>	<u>141</u>	<u>68</u>	<u>--</u>	<u>31</u>	<u>9</u>	<u>51</u>	<u>--</u>	<u>5,415</u>	

- continued -

APPENDIX TABLE 4. SHIPMENTS OF OATS FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 - continued

		D E S T I N A T I O N S											
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known	Total
				City- Omaha- Kansas City	Other East and South <sup>c</sup>								
(000 bushels)													
VI:													
Rail	989	6,002	3	--	6	33	--	--	9	--	113	--	7,155
Truck	654	2,122	49	4	5	8	40	--	--	--	59	--	2,941
CCC	95	2,896	--	--	--	--	--	--	--	--	--	--	2,991
	<u>1,738</u>	<u>11,020</u>	<u>52</u>	<u>4</u>	<u>11</u>	<u>41</u>	<u>40</u>	<u>--</u>	<u>9</u>	<u>--</u>	<u>172</u>	<u>--</u>	<u>13,087</u>
VII:													
Rail	56	165	--	3	--	1	21	--	1	--	--	--	247
Truck	62	149	4	6	2	276	11	--	82	--	--	250	842
CCC	--	45	--	--	--	--	--	--	--	--	--	--	45
	<u>118</u>	<u>359</u>	<u>4</u>	<u>9</u>	<u>2</u>	<u>277</u>	<u>32</u>	<u>--</u>	<u>83</u>	<u>--</u>	<u>--</u>	<u>250</u>	<u>1,134</u>
VIII:													
Rail	14	366	--	--	--	--	--	--	--	--	--	--	380
Truck	32	79	--	8	1	13	3	1	2	--	--	5	144
CCC	8	657	--	--	--	--	--	--	--	--	--	--	665
	<u>54</u>	<u>1,102</u>	<u>--</u>	<u>8</u>	<u>1</u>	<u>13</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>1,189</u>
IX:													
Rail	529	7,091	95	--	17	41	--	--	--	--	50	--	7,823
Truck	98	868	33	3	1	132	13	--	3	--	99	56	1,306
CCC	153	1,830	--	--	--	--	--	--	--	--	--	82	2,065
	<u>780</u>	<u>9,789</u>	<u>128</u>	<u>3</u>	<u>18</u>	<u>173</u>	<u>13</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>149</u>	<u>138</u>	<u>11,194</u>
TOTAL:													
Rail	4,287	24,539	117	6	40	88	101	7	62	--	272	--	29,519
Truck	3,377	5,786	120	30	54	647	492	55	168	--	190	365	11,284
CCC	345	13,844	--	--	--	--	--	--	--	1	--	91	14,281
	<u>8,009</u>	<u>44,169</u>	<u>237</u>	<u>36</u>	<u>94</u>	<u>735</u>	<u>593</u>	<u>62</u>	<u>230</u>	<u>1</u>	<u>462</u>	<u>456</u>	<u>55,084</u>

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

APPENDIX TABLE 5. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970

Origin and Mode	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known	
(000 bushels)													
I:													
Rail	273	4	--	--	--	--	--	--	--	--	4	--	281
Truck	221	131	7	--	--	--	1	3	19	--	1	--	383
CCC	--	218	--	--	--	--	--	--	--	--	--	--	218
	<u>494</u>	<u>353</u>	<u>7</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>3</u>	<u>19</u>	<u>--</u>	<u>5</u>	<u>--</u>	<u>882</u>
II:													
Rail	27	202	--	--	--	--	--	--	--	--	--	--	229
Truck	248	65	--	--	--	--	--	--	22	--	--	--	335
CCC	2	53	--	--	--	--	--	--	--	--	--	--	55
	<u>277</u>	<u>320</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>22</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>619</u>
III:													
Rail	--	22	2	--	--	--	--	--	--	--	--	--	24
Truck	14	6	--	--	--	--	--	--	--	--	21	--	41
CCC	--	21	--	--	--	--	--	--	--	--	--	--	21
	<u>14</u>	<u>49</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>21</u>	<u>--</u>	<u>86</u>
IV:													
Rail	3	24	--	--	--	--	--	--	--	--	--	--	27
Truck	23	28	3	--	--	--	--	--	--	--	--	--	54
CCC	--	18	--	--	--	--	--	--	--	--	--	--	18
	<u>26</u>	<u>70</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>99</u>
V:													
Rail	14	180	--	--	--	--	--	--	--	--	2	--	196
Truck	61	34	--	--	--	--	--	--	--	--	1	--	96
CCC	1	113	--	--	--	--	--	--	--	--	--	--	114
	<u>76</u>	<u>327</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>406</u>

- continued -



APPENDIX TABLE 5. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970 -- continued

Origin and Mode	D E S T I N A T I O N S											Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux	Other	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State		
				City- Omaha- Kansas City	East and South <sup>c</sup>								
(000 bushels)													
VI:													
Rail	22	226	--	--	5	--	--	--	--	--	2	--	255
Truck	85	52	2	--	--	--	--	--	--	--	--	--	139
CCC	3	27	--	--	--	--	--	--	--	--	--	--	30
	<u>110</u>	<u>305</u>	<u>2</u>	<u>--</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>424</u>
VII:													
Rail	10	31	--	--	--	--	--	--	--	--	1	--	42
Truck	41	24	6	--	--	2	--	--	10	--	1	--	84
CCC	--	37	--	--	--	--	--	--	--	--	--	--	37
	<u>51</u>	<u>92</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>10</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>163</u>
VIII:													
Rail	2	32	2	--	--	--	--	--	--	--	--	--	36
Truck	29	5	1	--	--	--	--	--	--	--	--	--	35
CCC	6	51	--	--	--	--	--	--	--	--	--	--	57
	<u>37</u>	<u>88</u>	<u>3</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>128</u>
IX:													
Rail	75	65	18	--	--	--	--	--	--	--	--	--	158
Truck	96	209	18	--	--	--	--	--	--	--	--	--	323
CCC	--	766	--	--	--	--	--	--	--	--	--	--	766
	<u>171</u>	<u>1,040</u>	<u>36</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1,247</u>
TOTAL:													
Rail	188	1,637	25	--	5	--	--	--	--	9	--	--	1,864
Truck	818	554	36	--	--	2	1	3	51	--	23	5	1,493
CCC	12	1,303	--	--	--	--	--	--	--	--	--	--	1,315
	<u>1,018</u>	<u>3,494</u>	<u>61</u>	<u>--</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>51</u>	<u>9</u>	<u>23</u>	<u>5</u>	<u>1,672</u>

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

APPENDIX TABLE 6. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971

Origin and Mode	D E S T I N A T I O N S											Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	West	In-State		
(000 bushels)													
I:													
Rail	34	99	10	--	--	--	--	1	--	--	6	--	150
Truck	87	37	1	--	--	3	--	--	30	--	5	--	163
CCC	--	224	--	--	--	--	--	--	--	--	--	--	224
	<u>121</u>	<u>360</u>	<u>11</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>--</u>	<u>1</u>	<u>30</u>	<u>--</u>	<u>11</u>	<u>--</u>	<u>537</u>
II:													
Rail	53	88	--	--	--	--	--	--	2	--	--	--	143
Truck	142	22	--	--	--	--	--	--	47	--	6	--	217
CCC	--	226	--	--	--	--	--	--	--	--	--	--	226
	<u>195</u>	<u>336</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>49</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>586</u>
III:													
Rail	12	18	--	--	--	--	--	--	--	--	--	--	30
Truck	44	3	--	--	--	--	--	--	--	--	--	--	47
CCC	5	19	--	--	--	--	--	--	--	--	--	--	24
	<u>61</u>	<u>40</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>101</u>
IV:													
Rail	--	63	--	--	--	--	--	--	--	--	--	--	63
Truck	16	25	12	--	--	--	--	6	--	--	--	--	59
CCC	--	61	--	--	--	--	--	--	--	--	--	--	61
	<u>16</u>	<u>149</u>	<u>12</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>183</u>
V:													
Rail	34	182	2	--	--	--	--	--	--	--	--	--	218
Truck	40	15	2	--	--	--	--	--	--	--	--	--	57
CCC	--	198	--	--	--	--	--	--	--	--	--	--	198
	<u>74</u>	<u>395</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>473</u>

- continued -

APPENDIX TABLE 6. SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 - continued

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 <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City-		Midland States <sup>d</sup>	Southwest States <sup>e</sup>	North Pacific Ports <sup>f</sup>	Northwest States <sup>g</sup>	West	West			
				Omaha-Kansas City	Other East and South <sup>c</sup>									
(000 bushels)														
VI:														
Rail	26	87	6	--	--	--	--	--	--	--	--	2	--	121
Truck	69	32	12	--	--	--	--	--	--	--	--	2	1	116
CCC	--	140	--	--	--	--	--	--	--	--	--	--	--	140
	<u>95</u>	<u>259</u>	<u>18</u>	--	--	--	--	--	--	--	--	<u>4</u>	<u>1</u>	<u>377</u>
VII:														
Rail	12	46	--	--	--	--	--	--	--	--	--	--	--	58
Truck	39	8	6	--	--	3	1	--	34	--	--	--	43	134
CCC	109	224	--	--	--	--	--	--	--	12	--	--	--	345
	<u>160</u>	<u>278</u>	<u>6</u>	--	--	<u>3</u>	<u>1</u>	--	<u>34</u>	<u>12</u>	--	--	<u>43</u>	<u>537</u>
VIII:														
Rail	1	47	--	--	--	--	--	--	--	--	--	--	--	48
Truck	12	2	1	--	--	--	--	--	--	--	--	--	--	15
CCC	--	74	--	--	--	--	--	--	--	--	--	--	--	74
	<u>13</u>	<u>123</u>	<u>1</u>	--	--	--	--	--	--	--	--	--	--	<u>137</u>
IX:														
Rail	69	489	16	--	--	--	--	--	--	--	--	--	--	574
Truck	115	167	34	--	3	--	--	--	--	--	--	10	--	329
CCC	8	804	--	--	--	--	--	--	--	--	--	--	--	812
	<u>192</u>	<u>1,460</u>	<u>50</u>	--	<u>3</u>	--	--	--	--	--	--	<u>10</u>	--	<u>1,715</u>
TOTAL:														
Rail	241	1,121	34	--	--	--	--	1	2	--	8	--	--	1,407
Truck	564	310	68	--	3	6	1	--	117	--	23	--	52	1,144
CCC	122	1,990	--	--	--	--	--	--	--	12	--	--	--	2,124
	<u>927</u>	<u>3,421</u>	<u>102</u>	--	<u>3</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>119</u>	<u>12</u>	<u>31</u>	--	<u>52</u>	<u>4,675</u>

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

APPENDIX TABLE 7. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970

D E S T I N A T I O N S													
Origin and Mode	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known	Total
				Omaha- Kansas City	East and South <sup>c</sup>								
(000 bushels)													
I:													
Rail	103	120	--	--	--	--	--	--	--	--	--	--	223
Truck	269	454	9	1	--	--	25	7	1	--	--	--	766
CCC	--	26	--	--	--	--	--	--	--	--	--	--	26
	<u>372</u>	<u>600</u>	<u>9</u>	<u>1</u>	--	--	<u>25</u>	<u>7</u>	<u>1</u>	--	--	--	<u>1,015</u>
II:													
Rail	153	196	--	--	--	--	--	--	--	--	--	--	349
Truck	397	70	6	--	--	--	--	--	--	--	--	--	473
CCC	--	4	--	--	--	--	--	--	--	--	--	--	4
	<u>550</u>	<u>270</u>	<u>6</u>	--	--	--	--	--	--	--	--	--	<u>826</u>
III:													
Rail	215	351	6	--	--	--	--	--	--	--	--	--	572
Truck	499	253	32	--	--	--	--	--	--	--	--	--	784
CCC	5	63	--	--	--	--	--	--	--	--	--	--	68
	<u>719</u>	<u>667</u>	<u>38</u>	--	--	--	--	--	--	--	--	--	<u>1,424</u>
IV:													
Rail	38	138	--	--	--	--	--	--	--	--	--	--	176
Truck	130	7	8	--	--	--	--	14	8	--	2	14	183
CCC	--	52	--	--	--	--	--	--	8	--	--	--	52
	<u>168</u>	<u>197</u>	<u>8</u>	--	--	--	--	<u>14</u>	<u>8</u>	--	<u>2</u>	<u>14</u>	<u>411</u>
V:													
Rail	304	421	--	--	--	--	--	--	--	--	--	--	725
Truck	367	502	33	--	--	--	--	--	--	--	2	6	910
CCC	22	368	--	--	--	--	--	--	--	--	--	--	390
	<u>693</u>	<u>1,291</u>	<u>33</u>	--	--	--	--	--	--	--	<u>2</u>	<u>6</u>	<u>2,025</u>

- continued -

APPENDIX TABLE 7. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970 - continued

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 <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West				
				City- Kansas City	Other East and South <sup>c</sup>									
(000 bushels)														
VI:														
Rail	506	406	4	--	--	--	--	--	--	--	--	1	--	917
Truck	477	732	65	--	--	--	1	--	--	--	--	1	4	1,280
CCC	18	159	--	--	--	--	--	--	--	--	--	--	--	177
	<u>1,001</u>	<u>1,297</u>	<u>69</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>4</u>	<u>2,374</u>
VII:														
Rail	2	5	--	--	--	--	--	--	--	--	--	--	--	7
Truck	33	18	10	--	--	--	--	--	--	--	--	--	--	61
CCC	--	15	--	--	--	--	--	--	--	--	--	--	--	15
	<u>35</u>	<u>38</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>83</u>
VIII:														
Rail	129	297	13	--	--	--	--	--	--	--	--	--	--	439
Truck	94	9	4	--	--	--	--	--	--	--	--	--	2	109
CCC	2	10	--	--	--	--	--	--	--	5	--	--	--	17
	<u>225</u>	<u>316</u>	<u>17</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>565</u>
IX:														
Rail	543	944	2	--	--	--	--	--	--	--	--	--	--	1,489
Truck	8	6	2	--	--	--	--	--	1	--	--	--	6	23
CCC	17	8	--	--	--	--	--	--	--	--	--	--	--	25
	<u>568</u>	<u>958</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>1,537</u>
TOTAL:														
Rail	1,992	2,888	25	--	--	--	--	--	--	--	--	1	--	4,906
Truck	2,493	3,681	269	1	--	--	26	21	10	--	2	--	31	6,534
CCC	73	1,615	--	--	--	--	--	--	--	5	--	--	--	1,693
	<u>4,558</u>	<u>8,184</u>	<u>294</u>	<u>1</u>	<u>--</u>	<u>--</u>	<u>26</u>	<u>21</u>	<u>10</u>	<u>5</u>	<u>3</u>	<u>--</u>	<u>31</u>	<u>13,133</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, 1970 THROUGH JULY, 1971

Origin and Mode	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known	
				City- Omaha- Kansas City	Other East and South <sup>c</sup>								
(000 bushels)													
I:													
Rail	30	124	2	--	--	--	--	--	--	--	--	--	156
Truck	127	768	14	--	--	--	34	2	5	--	--	--	770
CCC	--	212	--	--	--	--	--	--	--	--	--	--	212
	<u>157</u>	<u>1,104</u>	<u>16</u>	--	--	--	<u>34</u>	<u>2</u>	<u>5</u>	--	--	--	<u>1,318</u>
II:													
Rail	155	277	--	--	--	--	--	--	--	--	--	--	432
Truck	215	426	5	--	--	--	--	--	--	--	--	--	646
CCC	--	371	--	--	--	--	--	--	--	--	--	--	371
	<u>370</u>	<u>1,074</u>	<u>5</u>	--	--	--	--	--	--	--	--	--	<u>1,449</u>
III:													
Rail	32	445	--	--	--	--	--	--	--	--	--	--	477
Truck	215	399	8	--	--	--	--	--	--	--	2	--	624
CCC	--	282	--	--	--	--	--	--	--	--	--	--	282
	<u>247</u>	<u>1,126</u>	<u>8</u>	--	--	--	--	--	--	--	<u>2</u>	--	<u>1,383</u>
IV:													
Rail	49	203	11	--	--	--	--	--	--	--	--	--	263
Truck	33	259	18	--	--	--	2	3	1	--	--	--	316
CCC	10	71	--	--	--	--	--	--	--	--	--	--	81
	<u>92</u>	<u>533</u>	<u>29</u>	--	--	--	<u>2</u>	<u>3</u>	<u>1</u>	--	--	--	<u>660</u>
V:													
Rail	84	383	--	--	--	--	--	--	--	--	1	--	468
Truck	128	462	13	--	--	--	--	--	--	--	--	1	604
CCC	7	1,060	--	--	--	--	--	--	--	--	--	--	1,067
	<u>219</u>	<u>1,905</u>	<u>13</u>	--	--	--	--	--	--	--	<u>1</u>	<u>1</u>	<u>2,139</u>

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APPENDIX TABLE 8. SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 - continued

Origin and Mode	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City-		Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known	
				Omaha- Kansas City	Other East and South <sup>c</sup>								
(000 bushels)													
VI:													
Rail	45	400	--	--	1	--	--	--	--	--	3	--	449
Truck	82	712	57	--	1	2	1	--	1	--	5	2	863
CCC	35	103	--	--	--	--	--	--	--	4	--	--	142
	<u>162</u>	<u>1,215</u>	<u>57</u>	<u>--</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>--</u>	<u>1</u>	<u>4</u>	<u>8</u>	<u>2</u>	<u>1,454</u>
VII:													
Rail	3	17	--	--	--	--	--	--	--	--	--	--	20
Truck	14	54	10	--	--	--	--	--	--	--	--	--	-78
CCC	6	24	--	--	--	--	--	--	--	--	--	--	30
	<u>23</u>	<u>95</u>	<u>10</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>128</u>
VIII:													
Rail	37	330	--	--	--	--	--	--	--	--	--	--	367
Truck	38	238	24	--	--	--	--	--	--	--	--	--	300
CCC	28	525	--	--	--	--	--	--	--	--	--	--	553
	<u>103</u>	<u>1,093</u>	<u>24</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1,220</u>
IX:													
Rail	86	616	5	--	--	--	--	--	--	--	--	--	707
Truck	96	836	51	--	--	4	--	--	2	--	5	8	1,002
CCC	29	1,275	--	--	--	--	--	--	--	24	--	3	1,331
	<u>211</u>	<u>2,727</u>	<u>56</u>	<u>--</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>24</u>	<u>5</u>	<u>11</u>	<u>3,040</u>
TOTAL:													
Rail	522	2,794	18	--	1	--	--	--	--	--	4	--	3,339
Truck	947	3,974	200	--	1	6	37	5	9	--	12	11	5,202
CCC	116	4,852	--	--	--	--	--	--	--	28	--	3	4,999
	<u>1,585</u>	<u>11,620</u>	<u>218</u>	<u>--</u>	<u>2</u>	<u>6</u>	<u>37</u>	<u>5</u>	<u>9</u>	<u>28</u>	<u>16</u>	<u>14</u>	<u>13,540</u>

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

FOOTNOTES

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<sup>a</sup>Includes Savage and Shakopee.

<sup>b</sup>Red Wing, Hastings, New Ulm, and Mankato.

<sup>c</sup>Wisconsin, 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.

<sup>d</sup>Includes the states of Nebraska, Kansas, Iowa, Missouri, and South Dakota.

<sup>e</sup>Includes the states of Wyoming, Utah, Texas, Colorado, Arizona, New Mexico, Oklahoma, Nevada, (southwest designation).

<sup>f</sup>Includes the ports of Portland, Seattle, Astoria, Vancouver, Longview, Tacoma, and Kaloma.

<sup>g</sup>Includes Montana, Idaho, Washington, Oregon, (northwest designation).

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APPENDIX TABLE 9. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969, THROUGH JULY, 1970

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	591	560	531	274	330	371	235	239	254	326	540	468	4,719
Truck	34	32	16	22	25	5	7	3	18	6	31	--	199
CCC	69	68	21	5	10	5	--	42	2	353	293	154	1,020
	<u>694</u>	<u>660</u>	<u>567</u>	<u>300</u>	<u>365</u>	<u>381</u>	<u>242</u>	<u>284</u>	<u>274</u>	<u>685</u>	<u>864</u>	<u>622</u>	<u>5,938</u>
2:													
Rail	410	665	394	242	268	334	259	282	394	529	704	603	5,085
Truck	15	3	26	13	28	36	21	14	52	34	15	22	276
CCC	164	191	47	5	--	17	98	35	74	342	424	231	1,630
	<u>589</u>	<u>859</u>	<u>467</u>	<u>260</u>	<u>296</u>	<u>387</u>	<u>378</u>	<u>331</u>	<u>520</u>	<u>905</u>	<u>1,143</u>	<u>856</u>	<u>6,991</u>
3:													
Rail	2,035	2,023	1,021	1,009	1,014	997	1,054	1,148	1,654	2,286	2,452	2,397	19,090
Truck	42	24	207	126	120	111	95	102	88	210	191	172	1,488
CCC	904	172	104	136	23	15	56	91	95	595	1,024	911	4,126
	<u>2,981</u>	<u>2,219</u>	<u>1,332</u>	<u>1,271</u>	<u>1,157</u>	<u>1,123</u>	<u>1,205</u>	<u>1,341</u>	<u>1,837</u>	<u>3,091</u>	<u>3,667</u>	<u>3,480</u>	<u>24,704</u>
4:													
Rail	39	64	35	27	33	27	31	61	66	104	153	105	745
Truck	2	--	3	6	11	22	5	3	--	4	10	1	66
CCC	20	2	7	--	20	--	--	--	--	29	36	21	136
	<u>61</u>	<u>66</u>	<u>45</u>	<u>33</u>	<u>64</u>	<u>49</u>	<u>36</u>	<u>64</u>	<u>66</u>	<u>137</u>	<u>199</u>	<u>127</u>	<u>947</u>
5:													
Rail	643	530	496	482	374	405	305	235	287	481	738	584	5,560
Truck	5	--	6	1	5	14	36	--	2	2	4	4	79
CCC	127	65	16	57	30	9	95	41	29	340	450	418	1,677
	<u>775</u>	<u>595</u>	<u>518</u>	<u>540</u>	<u>409</u>	<u>428</u>	<u>436</u>	<u>276</u>	<u>318</u>	<u>823</u>	<u>1,192</u>	<u>1,006</u>	<u>7,316</u>

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APPENDIX TABLE 9. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969, THROUGH JULY, 1970 -  
continued

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	2,045	1,212	1,107	968	1,159	1,253	984	1,171	1,495	1,731	1,750	1,356	16,231
Truck	219	132	257	250	131	234	201	242	231	307	476	319	2,999
CCC	269	147	7	--	--	6	68	92	107	291	309	530	1,826
	<u>2,533</u>	<u>1,491</u>	<u>1,371</u>	<u>1,218</u>	<u>1,290</u>	<u>1,493</u>	<u>1,253</u>	<u>1,505</u>	<u>1,833</u>	<u>2,329</u>	<u>2,535</u>	<u>2,205</u>	<u>21,056</u>
7:													
Rail	17	--	--	--	--	--	--	2	5	15	--	16	55
Truck	2	6	4	8	10	4	3	3	1	2	7	14	64
CCC	5	--	--	--	--	--	--	--	--	22	4	--	31
	<u>24</u>	<u>6</u>	<u>4</u>	<u>8</u>	<u>10</u>	<u>4</u>	<u>3</u>	<u>5</u>	<u>6</u>	<u>39</u>	<u>11</u>	<u>30</u>	<u>150</u>
8:													
Rail	49	15	13	--	3	--	5	10	8	47	34	22	206
Truck	--	--	3	4	2	5	6	2	4	--	5	1	32
CCC	62	44	17	2	--	--	--	--	--	48	44	59	276
	<u>111</u>	<u>59</u>	<u>33</u>	<u>6</u>	<u>5</u>	<u>5</u>	<u>11</u>	<u>12</u>	<u>12</u>	<u>95</u>	<u>83</u>	<u>82</u>	<u>514</u>
9:													
Rail	72	382	197	270	242	230	359	472	378	595	1,041	648	4,886
Truck	62	1	22	2	31	6	2	--	--	--	10	25	161
CCC	80	129	36	15	9	2	26	--	45	147	196	266	951
	<u>214</u>	<u>512</u>	<u>255</u>	<u>287</u>	<u>282</u>	<u>238</u>	<u>387</u>	<u>472</u>	<u>423</u>	<u>742</u>	<u>1,247</u>	<u>939</u>	<u>5,998</u>
Total:													
Rail	6,557	5,450	3,793	3,272	3,423	3,618	3,232	3,621	4,540	6,116	7,411	6,199	57,232
Truck	380	199	544	432	363	437	376	369	396	565	748	558	5,367
CCC	1,698	819	257	219	92	53	343	300	352	2,166	2,780	2,590	11,669
	<u>8,635</u>	<u>6,468</u>	<u>4,594</u>	<u>3,923</u>	<u>3,878</u>	<u>4,108</u>	<u>3,951</u>	<u>4,290</u>	<u>5,288</u>	<u>8,847</u>	<u>10,939</u>	<u>9,347</u>	<u>74,268</u>

APPENDIX TABLE 10. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	542	703	302	298	328	338	665	568	186	141	315	193	4,579
Truck	--	64	24	25	19	22	56	47	47	82	54	35	475
CCC	167	193	11	28	23	14	--	--	--	19	--	85	540
	<u>709</u>	<u>960</u>	<u>337</u>	<u>351</u>	<u>370</u>	<u>374</u>	<u>721</u>	<u>615</u>	<u>233</u>	<u>242</u>	<u>369</u>	<u>313</u>	<u>5,594</u>
2:													
Rail	726	599	336	255	290	345	364	415	241	123	374	314	4,382
Truck	21	59	41	26	48	111	176	61	105	119	70	14	851
CCC	208	100	6	10	2	--	5	--	5	18	23	198	575
	<u>955</u>	<u>758</u>	<u>383</u>	<u>291</u>	<u>340</u>	<u>456</u>	<u>545</u>	<u>476</u>	<u>351</u>	<u>260</u>	<u>467</u>	<u>526</u>	<u>5,808</u>
3:													
Rail	3,129	2,194	964	762	810	700	303	1,142	824	761	1,240	1,026	13,855
Truck	112	399	451	413	609	861	1,301	1,204	753	802	169	93	7,167
CCC	714	556	25	6	8	--	--	3	8	72	136	426	1,954
	<u>3,955</u>	<u>3,149</u>	<u>1,440</u>	<u>1,181</u>	<u>1,427</u>	<u>1,561</u>	<u>1,604</u>	<u>2,349</u>	<u>1,585</u>	<u>1,635</u>	<u>1,545</u>	<u>1,545</u>	<u>22,976</u>
4:													
Rail	204	145	58	95	52	43	109	114	42	43	45	32	982
Truck	16	9	11	3	34	88	71	59	40	65	23	45	464
CCC	52	4	--	--	--	--	--	--	7	--	--	15	78
	<u>272</u>	<u>158</u>	<u>69</u>	<u>98</u>	<u>86</u>	<u>131</u>	<u>180</u>	<u>173</u>	<u>89</u>	<u>108</u>	<u>68</u>	<u>92</u>	<u>1,524</u>
5:													
Rail	557	465	332	251	311	216	301	361	113	136	295	240	3,578
Truck	32	28	42	39	82	113	167	140	129	180	12	22	986
CCC	364	258	37	--	--	--	--	--	22	17	149	262	1,109
	<u>953</u>	<u>751</u>	<u>411</u>	<u>290</u>	<u>393</u>	<u>329</u>	<u>468</u>	<u>501</u>	<u>264</u>	<u>333</u>	<u>456</u>	<u>524</u>	<u>5,673</u>

- continued -

APPENDIX TABLE 10. MONTHLY SHIPMENTS OF BARLEY FROM NCRTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	1,910	1,136	880	797	1,189	988	1,008	1,516	665	555	965	880	12,489
Truck	235	320	407	340	409	495	735	791	507	769	306	192	5,506
CCC	362	357	60	34	--	--	--	--	--	--	221	41	1,075
	<u>2,507</u>	<u>1,813</u>	<u>1,347</u>	<u>1,171</u>	<u>1,598</u>	<u>1,483</u>	<u>1,743</u>	<u>2,307</u>	<u>1,172</u>	<u>1,324</u>	<u>1,492</u>	<u>1,113</u>	<u>19,070</u>
7:													
Rail	33	33	24	17	8	22	39	33	16	--	13	7	245
Truck	8	19	35	22	32	43	44	28	57	45	42	40	415
CCC	2	13	--	--	--	--	--	--	--	--	--	--	15
	<u>43</u>	<u>65</u>	<u>59</u>	<u>39</u>	<u>40</u>	<u>65</u>	<u>83</u>	<u>61</u>	<u>73</u>	<u>45</u>	<u>55</u>	<u>47</u>	<u>675</u>
8:													
Rail	75	62	29	18	19	12	35	83	26	8	60	58	485
Truck	1	14	6	3	7	15	9	14	30	34	6	7	146
CCC	78	92	2	--	--	--	--	--	--	--	23	7	202
	<u>154</u>	<u>168</u>	<u>37</u>	<u>21</u>	<u>26</u>	<u>27</u>	<u>44</u>	<u>97</u>	<u>56</u>	<u>42</u>	<u>89</u>	<u>72</u>	<u>833</u>
9:													
Rail	554	221	162	203	438	505	659	678	131	246	344	692	4,833
Truck	42	50	44	52	59	87	173	154	71	168	62	72	1,034
CCC	239	137	8	2	3	2	--	--	--	8	15	114	528
	<u>835</u>	<u>408</u>	<u>214</u>	<u>257</u>	<u>500</u>	<u>594</u>	<u>832</u>	<u>832</u>	<u>202</u>	<u>422</u>	<u>421</u>	<u>878</u>	<u>6,395</u>
Total:													
Rail	7,729	5,559	3,086	2,697	3,446	3,170	3,982	4,909	2,243	2,014	3,651	3,442	45,928
Truck	467	962	1,061	924	1,298	1,834	2,732	2,498	1,739	2,264	745	519	17,043
CCC	2,187	1,709	149	80	15	16	5	3	41	133	567	1,147	6,052
	<u>10,383</u>	<u>8,230</u>	<u>4,296</u>	<u>3,701</u>	<u>4,759</u>	<u>5,020</u>	<u>6,719</u>	<u>7,410</u>	<u>4,023</u>	<u>4,411</u>	<u>4,963</u>	<u>5,108</u>	<u>69,023</u>

APPENDIX TABLE 11. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1969, THROUGH JULY, 1970

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	61	91	233	85	122	152	86	32	62	63	40	57	1,084
Truck	127	81	128	103	52	44	83	51	93	201	36	34	1,033
CCC	31	26	11	4	--	10	--	13	52	67	15	128	357
	<u>219</u>	<u>198</u>	<u>372</u>	<u>192</u>	<u>174</u>	<u>206</u>	<u>169</u>	<u>96</u>	<u>207</u>	<u>331</u>	<u>91</u>	<u>219</u>	<u>2,474</u>
2:													
Rail	83	119	71	79	53	62	25	15	50	11	22	44	634
Truck	102	105	84	34	25	27	28	22	22	39	37	43	568
CCC	48	31	19	3	--	21	6	21	38	50	22	213	472
	<u>233</u>	<u>255</u>	<u>174</u>	<u>116</u>	<u>78</u>	<u>110</u>	<u>59</u>	<u>58</u>	<u>110</u>	<u>100</u>	<u>81</u>	<u>300</u>	<u>1,674</u>
3:													
Rail	649	1,008	674	473	501	382	197	173	251	319	149	395	5,171
Truck	428	261	179	198	58	71	80	72	90	124	107	133	1,801
CCC	233	106	14	17	7	--	33	45	220	144	172	465	1,456
	<u>1,310</u>	<u>1,375</u>	<u>867</u>	<u>688</u>	<u>566</u>	<u>453</u>	<u>310</u>	<u>290</u>	<u>561</u>	<u>587</u>	<u>428</u>	<u>993</u>	<u>8,428</u>
4:													
Rail	45	48	16	16	10	--	9	10	45	43	--	28	270
Truck	16	28	26	6	3	4	--	17	13	28	9	6	156
CCC	8	--	--	--	--	--	--	--	--	3	20	4	35
	<u>69</u>	<u>76</u>	<u>42</u>	<u>22</u>	<u>13</u>	<u>4</u>	<u>9</u>	<u>27</u>	<u>58</u>	<u>74</u>	<u>29</u>	<u>38</u>	<u>461</u>
5:													
Rail	380	216	208	163	181	123	44	36	66	64	72	196	1,749
Truck	144	139	142	51	54	50	62	40	38	28	25	19	792
CCC	93	35	89	26	18	32	43	--	104	90	56	222	808
	<u>617</u>	<u>390</u>	<u>439</u>	<u>240</u>	<u>253</u>	<u>205</u>	<u>149</u>	<u>76</u>	<u>208</u>	<u>182</u>	<u>153</u>	<u>437</u>	<u>3,349</u>

- continued -

APPENDIX TABLE 11. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1969, THROUGH JULY, 1970 - continued

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	1,036	710	540	541	503	404	353	267	428	383	324	438	5,927
Truck	533	383	358	267	149	208	205	163	158	299	167	183	3,073
CCC	227	56	3	--	--	46	27	4	155	359	145	706	1,728
	<u>1,796</u>	<u>1,149</u>	<u>901</u>	<u>808</u>	<u>652</u>	<u>658</u>	<u>585</u>	<u>434</u>	<u>741</u>	<u>1,041</u>	<u>636</u>	<u>1,327</u>	<u>10,728</u>
7:													
Rail	6	24	--	3	2	5	5	2	5	10	6	--	68
Truck	5	4	3	12	13	33	30	47	30	15	8	17	217
CCC	7	--	--	--	--	--	--	--	3	7	2	--	19
	<u>18</u>	<u>28</u>	<u>3</u>	<u>15</u>	<u>15</u>	<u>38</u>	<u>35</u>	<u>49</u>	<u>38</u>	<u>32</u>	<u>16</u>	<u>17</u>	<u>304</u>
8:													
Rail	45	14	13	41	9	6	5	7	27	20	7	--	194
Truck	12	10	32	71	12	15	5	15	7	4	9	7	199
CCC	42	27	14	--	--	--	9	15	67	--	33	64	271
	<u>99</u>	<u>51</u>	<u>59</u>	<u>112</u>	<u>21</u>	<u>21</u>	<u>19</u>	<u>37</u>	<u>101</u>	<u>24</u>	<u>49</u>	<u>71</u>	<u>664</u>
9:													
Rail	1,531	586	321	189	382	425	351	317	365	222	472	461	5,622
Truck	281	153	155	143	139	75	46	76	62	110	166	121	1,527
CCC	142	11	26	--	24	11	24	21	410	390	348	479	1,886
	<u>1,954</u>	<u>750</u>	<u>502</u>	<u>332</u>	<u>545</u>	<u>511</u>	<u>421</u>	<u>414</u>	<u>837</u>	<u>722</u>	<u>986</u>	<u>1,061</u>	<u>9,035</u>
Total:													
Rail	3,837	2,815	2,078	1,591	1,763	1,557	1,074	860	1,300	1,136	1,093	1,618	20,722
Truck	1,646	1,165	1,106	886	504	526	5,389	500	513	849	565	563	14,212
CCC	831	2,911	175	50	49	120	142	119	987	1,109	812	2,280	9,585
	<u>6,314</u>	<u>6,891</u>	<u>3,359</u>	<u>2,527</u>	<u>2,316</u>	<u>2,203</u>	<u>6,605</u>	<u>1,479</u>	<u>2,800</u>	<u>3,094</u>	<u>2,470</u>	<u>4,461</u>	<u>44,519</u>

APPENDIX TABLE 12. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	151	499	349	347	358	263	192	167	164	70	21	85	2,666
Truck	33	135	72	179	66	189	155	81	30	29	51	43	1,063
CCC	169	85	31	9	37	117	50	--	529	106	265	461	1,859
	<u>353</u>	<u>719</u>	<u>452</u>	<u>535</u>	<u>461</u>	<u>569</u>	<u>397</u>	<u>248</u>	<u>723</u>	<u>205</u>	<u>337</u>	<u>589</u>	<u>5,588</u>
2:													
Rail	159	363	130	265	187	114	73	126	172	137	114	116	1,956
Truck	110	155	159	130	120	237	131	118	47	68	98	109	1,482
CCC	134	115	2	8	3	--	18	144	245	305	127	121	1,222
	<u>403</u>	<u>633</u>	<u>291</u>	<u>403</u>	<u>310</u>	<u>351</u>	<u>222</u>	<u>388</u>	<u>464</u>	<u>510</u>	<u>339</u>	<u>346</u>	<u>4,660</u>
3:													
Rail	740	1,598	511	766	381	224	253	277	213	427	412	434	6,236
Truck	344	217	159	135	121	119	166	115	128	119	310	286	2,219
CCC	640	282	26	19	51	40	6	14	575	530	418	593	3,194
	<u>1,724</u>	<u>2,097</u>	<u>696</u>	<u>920</u>	<u>553</u>	<u>383</u>	<u>425</u>	<u>406</u>	<u>916</u>	<u>1,076</u>	<u>1,140</u>	<u>1,313</u>	<u>11,649</u>
4:													
Rail	76	144	82	52	13	13	27	15	39	20	26	87	594
Truck	16	34	17	38	37	28	31	31	40	13	31	19	335
CCC	26	3	--	--	--	17	--	--	73	20	64	37	240
	<u>118</u>	<u>181</u>	<u>99</u>	<u>90</u>	<u>50</u>	<u>58</u>	<u>58</u>	<u>46</u>	<u>152</u>	<u>53</u>	<u>121</u>	<u>143</u>	<u>1,169</u>
5:													
Rail	260	396	325	401	250	100	85	94	123	235	172	27	2,468
Truck	72	102	90	67	63	61	130	89	82	82	66	44	948
CCC	324	74	20	20	35	43	2	--	237	556	341	347	1,999
	<u>656</u>	<u>572</u>	<u>435</u>	<u>488</u>	<u>348</u>	<u>204</u>	<u>217</u>	<u>183</u>	<u>442</u>	<u>873</u>	<u>579</u>	<u>418</u>	<u>5,415</u>

- continued -

APPENDIX TABLE 12. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	716	939	865	949	549	519	341	549	505	510	382	329	7,153
Truck	258	198	238	282	264	271	235	200	174	192	392	237	2,941
CCC	787	91	11	30	56	9	--	5	220	284	862	664	3,019
	<u>1,761</u>	<u>1,228</u>	<u>1,114</u>	<u>1,261</u>	<u>869</u>	<u>799</u>	<u>576</u>	<u>754</u>	<u>899</u>	<u>986</u>	<u>1,636</u>	<u>1,230</u>	<u>13,113</u>
7:													
Rail	14	32	52	39	17	--	7	6	39	--	24	18	248
Truck	38	80	78	91	181	99	80	87	41	31	10	27	843
CCC	--	--	--	--	--	35	11	--	--	--	--	--	46
	<u>52</u>	<u>112</u>	<u>130</u>	<u>130</u>	<u>198</u>	<u>134</u>	<u>98</u>	<u>93</u>	<u>80</u>	<u>31</u>	<u>34</u>	<u>45</u>	<u>1,137</u>
8:													
Rail	103	44	21	12	3	3	--	12	7	71	32	72	380
Truck	15	16	6	7	19	19	9	19	5	3	10	16	144
CCC	46	--	42	10	--	--	--	46	144	92	81	204	665
	<u>164</u>	<u>60</u>	<u>69</u>	<u>29</u>	<u>22</u>	<u>22</u>	<u>9</u>	<u>77</u>	<u>156</u>	<u>166</u>	<u>123</u>	<u>292</u>	<u>1,189</u>
9:													
Rail	1,244	455	542	853	759	616	477	734	314	516	749	562	7,821
Truck	104	85	61	100	187	132	122	112	84	73	108	136	1,304
CCC	240	143	--	4	--	17	73	3	112	634	553	288	2,067
	<u>1,588</u>	<u>683</u>	<u>603</u>	<u>957</u>	<u>946</u>	<u>765</u>	<u>672</u>	<u>849</u>	<u>510</u>	<u>1,223</u>	<u>1,410</u>	<u>986</u>	<u>11,192</u>
Total:													
Rail	3,463	4,471	2,877	3,684	2,517	1,851	1,455	1,980	1,575	1,984	1,932	1,730	29,519
Truck	992	1,022	880	1,029	1,059	1,157	1,060	853	630	611	1,077	916	11,286
CCC	2,365	793	132	74	182	278	160	212	2,135	2,526	2,710	2,715	14,282
	<u>6,820</u>	<u>6,286</u>	<u>3,889</u>	<u>4,787</u>	<u>3,758</u>	<u>3,286</u>	<u>2,675</u>	<u>3,045</u>	<u>4,340</u>	<u>5,121</u>	<u>5,719</u>	<u>5,361</u>	<u>55,087</u>



APPENDIX TABLE 13. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	69	18	40	9	17	45	39	26	22	16	12	--	313
Truck	129	26	21	18	7	80	26	11	12	22	32	7	391
CCC	8	15	14	5	2	11	17	15	9	15	46	60	217
	<u>206</u>	<u>59</u>	<u>75</u>	<u>32</u>	<u>26</u>	<u>136</u>	<u>82</u>	<u>52</u>	<u>43</u>	<u>53</u>	<u>90</u>	<u>67</u>	<u>921</u>
2:													
Rail	29	12	3	13	24	71	13	15	23	14	7	6	230
Truck	107	21	28	15	10	52	6	28	27	21	13	7	335
CCC	16	2	--	--	--	2	12	--	--	--	12	10	54
	<u>152</u>	<u>35</u>	<u>31</u>	<u>28</u>	<u>34</u>	<u>125</u>	<u>31</u>	<u>43</u>	<u>50</u>	<u>35</u>	<u>32</u>	<u>23</u>	<u>619</u>
3:													
Rail	1	1	--	2	3	--	4	4	6	--	2	2	25
Truck	12	23	--	--	--	1	--	--	--	1	2	3	42
CCC	11	10	--	--	--	--	--	--	--	--	--	--	21
	<u>24</u>	<u>34</u>	<u>--</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>4</u>	<u>4</u>	<u>6</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>88</u>
4:													
Rail	2	--	1	--	--	2	7	5	5	--	4	2	28
Truck	8	7	1	--	2	3	8	2	7	11	2	2	53
CCC	4	--	--	--	--	--	--	--	--	--	6	8	18
	<u>14</u>	<u>7</u>	<u>2</u>	<u>--</u>	<u>2</u>	<u>5</u>	<u>15</u>	<u>7</u>	<u>12</u>	<u>11</u>	<u>12</u>	<u>12</u>	<u>99</u>
5:													
Rail	35	41	10	2	8	17	16	14	5	10	14	24	196
Truck	23	6	4	6	5	1	3	--	--	6	37	3	94
CCC	28	--	13	--	4	8	28	--	--	4	12	17	114
	<u>86</u>	<u>47</u>	<u>27</u>	<u>8</u>	<u>17</u>	<u>26</u>	<u>47</u>	<u>14</u>	<u>5</u>	<u>20</u>	<u>63</u>	<u>44</u>	<u>404</u>

- continued -

APPENDIX TABLE 13. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1969, THROUGH JULY, 1970 - continued

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	45	24	7	7	13	53	8	17	9	35	7	28	253
Truck	44	19	12	8	3	5	2	2	1	3	33	7	139
CCC	21	--	--	--	--	--	--	--	--	--	4	6	31
	<u>110</u>	<u>43</u>	<u>19</u>	<u>15</u>	<u>16</u>	<u>58</u>	<u>10</u>	<u>19</u>	<u>10</u>	<u>38</u>	<u>44</u>	<u>41</u>	<u>423</u>
7:													
Rail	2	6	10	--	--	8	--	--	--	--	2	15	43
Truck	40	5	5	8	5	8	1	3	1	2	4	3	27
CCC	12	--	--	--	--	--	--	1	--	--	2	22	95
	<u>54</u>	<u>11</u>	<u>15</u>	<u>8</u>	<u>5</u>	<u>16</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>8</u>	<u>40</u>	<u>165</u>
8:													
Rail	15	10	2	--	2	2	--	2	--	2	--	2	37
Truck	13	9	1	2	--	1	1	2	--	2	3	2	36
CCC	18	19	--	--	--	--	7	6	--	--	6	--	56
	<u>46</u>	<u>38</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>8</u>	<u>10</u>	<u>--</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>129</u>
9:													
Rail	215	60	22	15	35	84	35	82	50	13	66	61	738
Truck	84	26	26	14	7	25	10	15	3	21	37	55	323
CCC	39	24	4	2	2	--	--	--	--	--	122	57	250
	<u>338</u>	<u>110</u>	<u>52</u>	<u>31</u>	<u>44</u>	<u>109</u>	<u>45</u>	<u>97</u>	<u>53</u>	<u>34</u>	<u>225</u>	<u>173</u>	<u>1,311</u>
Total:													
Rail	414	171	95	49	101	283	121	164	121	90	113	140	1,862
Truck	460	141	98	70	38	176	57	64	51	88	162	89	1,494
CCC	157	69	31	7	8	21	65	22	9	19	209	70	687
	<u>1,031</u>	<u>381</u>	<u>224</u>	<u>126</u>	<u>147</u>	<u>480</u>	<u>243</u>	<u>250</u>	<u>181</u>	<u>197</u>	<u>484</u>	<u>299</u>	<u>4,043</u>

APPENDIX TABLE 14. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	22	22	6	6	11	22	7	26	11	4	13	--	150
Truck	29	4	13	10	12	15	11	37	4	10	12	6	163
CCC	15	14	--	4	2	88	68	--	--	6	21	8	226
	<u>66</u>	<u>40</u>	<u>19</u>	<u>20</u>	<u>25</u>	<u>125</u>	<u>86</u>	<u>63</u>	<u>15</u>	<u>20</u>	<u>46</u>	<u>14</u>	<u>539</u>
2:													
Rail	6	9	4	16	6	38	40	9	3	--	11	2	144
Truck	36	20	30	19	12	16	9	24	10	21	13	7	217
CCC	27	1	7	2	25	18	38	11	1	--	85	12	227
	<u>69</u>	<u>30</u>	<u>41</u>	<u>37</u>	<u>43</u>	<u>72</u>	<u>87</u>	<u>44</u>	<u>14</u>	<u>21</u>	<u>109</u>	<u>21</u>	<u>588</u>
3:													
Rail	--	9	--	5	--	2	--	3	--	8	4	--	31
Truck	11	22	2	1	--	1	1	--	1	3	1	3	46
CCC	6	2	--	--	--	8	--	5	2	--	--	--	23
	<u>17</u>	<u>33</u>	<u>2</u>	<u>6</u>	<u>--</u>	<u>11</u>	<u>1</u>	<u>8</u>	<u>3</u>	<u>11</u>	<u>5</u>	<u>3</u>	<u>100</u>
4:													
Rail	1	--	--	--	--	25	30	2	2	--	2	1	63
Truck	11	--	3	3	2	17	2	4	2	--	5	12	61
CCC	13	2	--	--	--	21	4	11	--	--	--	9	60
	<u>25</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>63</u>	<u>36</u>	<u>17</u>	<u>4</u>	<u>--</u>	<u>7</u>	<u>22</u>	<u>184</u>
5:													
Rail	34	11	6	18	28	34	23	3	3	15	6	37	218
Truck	17	7	3	7	4	4	2	2	3	--	7	--	56
CCC	37	19	--	2	5	38	42	5	23	14	2	12	199
	<u>88</u>	<u>37</u>	<u>9</u>	<u>27</u>	<u>37</u>	<u>76</u>	<u>67</u>	<u>10</u>	<u>29</u>	<u>29</u>	<u>15</u>	<u>49</u>	<u>473</u>

- continued -

APPENDIX TABLE 14. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 -  
continued

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	31	4	6	11	--	23	13	4	2	16	4	7	121
Truck	29	10	9	17	9	14	5	7	9	2	2	3	116
CCC	14	--	--	--	--	24	12	2	4	14	27	45	142
	<u>74</u>	<u>14</u>	<u>15</u>	<u>28</u>	<u>9</u>	<u>61</u>	<u>30</u>	<u>13</u>	<u>15</u>	<u>32</u>	<u>33</u>	<u>55</u>	<u>379</u>
7:													
Rail	6	5	--	--	--	6	23	7	2	--	9	--	58
Truck	22	13	21	4	4	5	2	3	1	7	7	5	94
CCC	--	23	--	--	--	36	75	60	12	--	41	100	347
	<u>28</u>	<u>41</u>	<u>21</u>	<u>4</u>	<u>4</u>	<u>47</u>	<u>100</u>	<u>70</u>	<u>15</u>	<u>7</u>	<u>57</u>	<u>105</u>	<u>499</u>
8:													
Rail	13	--	--	2	--	5	10	1	--	4	2	11	48
Truck	--	--	1	--	7	--	1	--	--	--	--	7	16
CCC	3	--	--	--	--	24	35	5	--	--	2	6	75
	<u>16</u>	<u>--</u>	<u>1</u>	<u>2</u>	<u>7</u>	<u>29</u>	<u>46</u>	<u>6</u>	<u>--</u>	<u>4</u>	<u>4</u>	<u>24</u>	<u>139</u>
9:													
Rail	49	30	17	55	41	70	99	80	26	65	16	27	575
Truck	68	26	25	28	50	41	13	21	17	16	7	18	330
CCC	82	--	--	--	--	93	19	150	81	53	66	97	641
	<u>199</u>	<u>56</u>	<u>42</u>	<u>83</u>	<u>91</u>	<u>204</u>	<u>131</u>	<u>251</u>	<u>124</u>	<u>134</u>	<u>89</u>	<u>142</u>	<u>1,546</u>
Total:													
Rail	162	91	40	112	85	224	244	135	48	113	67	85	1,406
Truck	222	103	107	88	100	112	46	98	47	60	54	61	1,098
CCC	197	60	7	7	31	350	465	249	121	87	243	287	2,104
	<u>581</u>	<u>254</u>	<u>154</u>	<u>207</u>	<u>216</u>	<u>686</u>	<u>755</u>	<u>482</u>	<u>216</u>	<u>260</u>	<u>364</u>	<u>433</u>	<u>4,608</u>

APPENDIX TABLE 15. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	2	57	47	51	14	16	2	8	9	12	2	1	221
Truck	25	75	178	138	65	56	33	30	55	55	31	25	766
CCC	2	--	8	--	--	--	6	--	--	4	--	6	26
	<u>29</u>	<u>132</u>	<u>233</u>	<u>189</u>	<u>79</u>	<u>72</u>	<u>41</u>	<u>38</u>	<u>64</u>	<u>71</u>	<u>33</u>	<u>32</u>	<u>1,013</u>
2:													
Rail	--	102	37	51	32	36	43	2	5	18	12	10	348
Truck	13	118	223	139	36	88	36	45	51	78	22	36	885
CCC	23	29	4	6	--	--	--	--	2	8	30	72	174
	<u>36</u>	<u>249</u>	<u>264</u>	<u>196</u>	<u>68</u>	<u>124</u>	<u>79</u>	<u>47</u>	<u>58</u>	<u>104</u>	<u>64</u>	<u>118</u>	<u>1,407</u>
3:													
Rail	21	95	83	118	41	37	7	6	8	24	45	87	572
Truck	37	118	228	177	31	74	30	14	26	34	5	11	785
CCC	19	9	5	--	--	--	--	--	2	8	--	25	68
	<u>77</u>	<u>222</u>	<u>316</u>	<u>295</u>	<u>72</u>	<u>111</u>	<u>37</u>	<u>20</u>	<u>36</u>	<u>66</u>	<u>50</u>	<u>123</u>	<u>1,425</u>
4:													
Rail	10	44	33	19	6	16	--	5	6	2	5	31	177
Truck	9	76	74	37	11	30	23	16	27	32	15	21	371
CCC	--	--	--	--	--	--	--	--	--	--	3	50	53
	<u>19</u>	<u>120</u>	<u>107</u>	<u>56</u>	<u>17</u>	<u>46</u>	<u>23</u>	<u>21</u>	<u>33</u>	<u>34</u>	<u>23</u>	<u>102</u>	<u>601</u>
5:													
Rail	25	223	103	53	44	50	15	21	36	41	24	90	725
Truck	20	179	222	114	43	50	35	39	63	90	29	26	910
CCC	84	25	6	--	3	--	3	--	--	17	70	182	390
	<u>129</u>	<u>427</u>	<u>331</u>	<u>167</u>	<u>90</u>	<u>100</u>	<u>53</u>	<u>60</u>	<u>99</u>	<u>148</u>	<u>123</u>	<u>298</u>	<u>2,025</u>

- continued -

APPENDIX TABLE 15. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA ELEVATORS, AUGUST, 1969 THROUGH JULY, 1970 -  
continued

Origin and Mode	Months (1969-1970)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	23	346	194	83	62	62	16	11	11	36	34	40	918
Truck	9	173	281	233	139	115	45	40	65	103	27	50	1,280
CCC	38	4	5	6	3	5	20	--	19	19	--	59	178
	<u>70</u>	<u>523</u>	<u>480</u>	<u>322</u>	<u>204</u>	<u>182</u>	<u>81</u>	<u>51</u>	<u>95</u>	<u>158</u>	<u>61</u>	<u>149</u>	<u>2,376</u>
7:													
Rail	2	1	2	3	--	2	--	2	--	--	--	6	18
Truck	8	13	9	3	--	3	10	3	3	7	1	1	61
CCC	8	--	--	--	--	--	--	--	--	5	--	2	15
	<u>18</u>	<u>14</u>	<u>11</u>	<u>6</u>	<u>--</u>	<u>5</u>	<u>10</u>	<u>5</u>	<u>3</u>	<u>12</u>	<u>1</u>	<u>9</u>	<u>94</u>
8:													
Rail	27	175	37	20	16	26	23	10	12	26	14	54	440
Truck	16	56	54	26	10	44	10	26	16	8	18	21	305
CCC	66	26	13	4	--	--	6	3	--	1	--	108	227
	<u>109</u>	<u>257</u>	<u>104</u>	<u>50</u>	<u>26</u>	<u>70</u>	<u>39</u>	<u>39</u>	<u>28</u>	<u>35</u>	<u>32</u>	<u>183</u>	<u>972</u>
9:													
Rail	169	631	152	63	62	102	14	34	46	71	41	105	1,490
Truck	61	194	133	113	36	110	45	76	52	167	80	106	1,173
CCC	42	11	4	--	--	9	--	12	2	26	29	430	565
	<u>272</u>	<u>836</u>	<u>289</u>	<u>176</u>	<u>98</u>	<u>221</u>	<u>59</u>	<u>122</u>	<u>100</u>	<u>264</u>	<u>150</u>	<u>641</u>	<u>3,228</u>
Total:													
Rail	279	1,675	688	462	276	346	120	98	132	229	176	425	4,906
Truck	199	1,003	1,402	980	373	569	267	289	357	574	227	295	6,535
CCC	283	102	44	16	6	14	35	15	25	87	132	934	1,693
	<u>761</u>	<u>2,780</u>	<u>2,134</u>	<u>1,458</u>	<u>655</u>	<u>929</u>	<u>422</u>	<u>402</u>	<u>514</u>	<u>890</u>	<u>535</u>	<u>1,654</u>	<u>13,134</u>

APPENDIX TABLE 16. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	15	6	47	44	5	2	2	6	2	2	13	12	156
Truck	26	27	232	90	54	43	61	42	55	65	33	43	771
CCC	21	18	4	12	7	11	2	2	--	8	4	123	212
	<u>62</u>	<u>51</u>	<u>283</u>	<u>146</u>	<u>66</u>	<u>56</u>	<u>65</u>	<u>50</u>	<u>57</u>	<u>75</u>	<u>50</u>	<u>178</u>	<u>1,139</u>
2:													
Rail	15	24	107	51	7	3	39	4	--	10	29	143	432
Truck	16	60	163	62	30	38	57	54	38	31	59	37	645
CCC	38	33	--	3	7	--	--	--	--	3	21	266	371
	<u>69</u>	<u>117</u>	<u>270</u>	<u>116</u>	<u>44</u>	<u>41</u>	<u>96</u>	<u>58</u>	<u>38</u>	<u>44</u>	<u>109</u>	<u>446</u>	<u>1,448</u>
3:													
Rail	14	71	73	75	2	17	4	7	19	12	56	128	478
Truck	19	29	99	50	46	102	72	50	55	21	34	44	621
CCC	43	35	6	8	3	2	--	--	2	16	16	151	282
	<u>76</u>	<u>135</u>	<u>178</u>	<u>133</u>	<u>51</u>	<u>121</u>	<u>76</u>	<u>57</u>	<u>76</u>	<u>49</u>	<u>106</u>	<u>323</u>	<u>1,381</u>
4:													
Rail	5	101	37	14	24	16	2	--	6	5	36	17	263
Truck	12	24	47	45	32	17	14	24	25	29	28	18	315
CCC	16	12	--	--	--	5	--	--	--	--	10	38	81
	<u>33</u>	<u>137</u>	<u>84</u>	<u>59</u>	<u>56</u>	<u>38</u>	<u>16</u>	<u>24</u>	<u>31</u>	<u>34</u>	<u>74</u>	<u>73</u>	<u>659</u>
5:													
Rail	40	129	53	37	9	23	18	24	--	48	67	20	468
Truck	14	43	111	70	36	50	58	49	42	45	53	34	605
CCC	118	125	--	67	10	2	--	--	2	94	238	410	1,066
	<u>172</u>	<u>297</u>	<u>164</u>	<u>174</u>	<u>55</u>	<u>75</u>	<u>76</u>	<u>73</u>	<u>44</u>	<u>187</u>	<u>358</u>	<u>464</u>	<u>2,139</u>

- continued -

APPENDIX TABLE 16. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-1971)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	25	59	58	66	27	25	20	19	9	5	66	70	449
Truck	41	36	96	75	172	100	71	63	50	56	49	53	862
CCC	<u>173</u>	<u>69</u>	<u>--</u>	<u>37</u>	<u>26</u>	<u>--</u>	<u>11</u>	<u>6</u>	<u>5</u>	<u>75</u>	<u>19</u>	<u>481</u>	<u>902</u>
	239	164	154	178	225	125	102	88	64	136	134	604	2,213
7:													
Rail	--	4	3	--	--	--	--	2	1	2	2	6	20
Truck	2	4	8	8	17	13	7	9	1	2	3	4	78
CCC	<u>2</u>	<u>7</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>20</u>	<u>29</u>
	4	15	11	8	17	13	7	11	2	4	5	30	127
8:													
Rail	83	82	38	18	15	16	13	6	1	33	17	44	366
Truck	46	23	42	46	14	17	23	29	8	6	18	28	300
CCC	<u>152</u>	<u>52</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>37</u>	<u>35</u>	<u>273</u>	<u>553</u>
	281	157	80	68	29	33	36	35	9	76	70	345	1,219
9:													
Rail	188	148	63	68	19	20	--	23	1	41	47	88	706
Truck	81	123	118	75	66	74	86	98	53	63	92	71	1,000
CCC	<u>219</u>	<u>103</u>	<u>8</u>	<u>16</u>	<u>--</u>	<u>17</u>	<u>27</u>	<u>--</u>	<u>6</u>	<u>247</u>	<u>241</u>	<u>449</u>	<u>1,333</u>
	488	374	189	159	85	111	113	121	60	351	380	608	3,039
Total:													
Rail	385	627	478	373	107	123	97	91	40	158	333	529	3,341
Truck	256	371	916	520	468	454	449	419	329	319	368	332	5,201
CCC	<u>781</u>	<u>455</u>	<u>18</u>	<u>147</u>	<u>54</u>	<u>37</u>	<u>40</u>	<u>8</u>	<u>14</u>	<u>479</u>	<u>754</u>	<u>2,211</u>	<u>4,998</u>
	1,422	1,453	1,412	1,040	629	614	586	518	383	956	1,455	3,072	13,540