

**VOLUME, VALUE AND TRANSPORTATION
COST OF COMMODITIES FLOWING BETWEEN
MINNESOTA AND NORTH DAKOTA BY
RAIL, TRUCK, PIPELINE, AND AIR 1969**

By

Robert W. Portiss and David C. Nelson

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BY

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Prepared for

**The Souris-Red-Rainy River Commission
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PREFACE

This report contains a series of tables which depict the flow of commodities between North Dakota and Minnesota for the year 1969. The data represents commodities which originated in each state and the first market destination was in one of the states (the product, in fact, may have been transshipped after being handled in some way in North Dakota or Minnesota). It does not contain a reporting of the flow of commodities through one or the other state which may have terminated in one of the states. It is important to keep this distinction in mind when reviewing this data.

The support to generate this data came primarily from the Souris-Red-Rainy River Basins Commission, Moorhead, Minnesota. This report represents base data as a contribution to a larger project entitled "Economic Interdependence of Minnesota and North Dakota." Other participants in the study (Department of Agricultural Economics, North Dakota State University, and Department of Applied Economics, University of Minnesota) have applied economic and statistical techniques to the data. Although this data in and of itself is useful and interesting, it should be viewed in the general sense as research base data and in the specific sense as data intermediate to the final report on Economic Interdependence of Minnesota and North Dakota.

Following is a statement on methodology which should be reviewed carefully for an understanding of the source of the data and the methods used in arriving at what are in many cases our best estimates of volumes, values, and transportation cost (value added). An additional aid to the reader is a series of maps which show the various areas referred to in the tables.

Appreciation is due a great many firms, organizations, and people for providing data, but primarily thanks is due the Souris-Red-Rainy River Basins Commission for providing the monetary support to offset the costs of this research. In addition, Mr. Robert Portiss is due a salute for performing yeoman service and whose personal sacrifice of nearly three quarters of graduate work to complete this work is acknowledged.

David C. Nelson
Director

METHODOLOGY

In compiling commodity shipment data for 1969, information was obtained from such sources as state and local agencies, business firms, and personal interviews. The various counties, crop reporting districts (CRD's), state regions (SR's), and river basin areas found to be points of origin or destination are designated on separate maps. Breakdown of commodities and their respective volumes and values are presented in tables in order according to their agricultural or nonagricultural status.

Agricultural Products

Grain shipments are shown on Tables 1 through 36. Those CRD's that are part of the Souris River Basin or the Red River Basin were identified as such in their respective table headings.

Column headings for the grain shipment tables of individual CRD's are the same in all tables. Therefore, the following explanation of the source of the volumes and values applies to each one.

The volume shipped of each grain was obtained from the records of the North Dakota Public Service Commission. Farm value per bushel was determined from the North Dakota Crop and Livestock Statistics, 1969 (May, 1970), page 71. To derive the total farm value, farm value per bushel was multiplied by the volume in bushels. The value added per bushel by elevators was based on personal interviews with various North Dakota elevator operators. This unit value per bushel was then multiplied by the volume in bushels to obtain total value added by elevator. Value added per ton by transportation was based on the rail rates in Grain Rate Book Number 8, Minneapolis Grain Exchange. A rate differential was applied to these values to obtain the truck transportation rate. The volume in tons was calculated by utilizing the standard weight for each grain used by elevators (wheat and durum - 60 lbs./bu., barley - 48 lbs./bu., oats - 32 lbs./bu., rye and flax - 56 lbs./bu.). Total value added by transportation was determined from multiplying the value added per ton by the volume in tons. To determine the total value, total farm value, total value added by elevator, and total value added by transportation were summed.

Livestock shipments (exports and imports) are listed in Tables 37 through 40. To determine exports, a 10 percent sample was taken of health certificates and quarantine-in-transits (records of the Livestock Sanitary Board, Office of the State Veterinarian, Bismarck, North Dakota). This information was aggregated by state region. Sample percentages on livestock movement by type, origin, and destination were then computed. These percentages were applied

to the total export data, North Dakota Crop and Livestock Statistics, 1969 (May, 1970), pages 64, 66, and 68, to determine livestock movement by type, number, origin, and destination.

The average weight of each type of livestock exported during 1969 was: cattle - 967 lbs., calves - 317 lbs., sheep - 123 lbs., lambs - 95 lbs., and hogs - 233 lbs. These weights were derived from information published by the North Dakota Statistical Reporting Service.

Livestock imports were derived from a 10 percent sample of out-of-state health certificates (records of the Livestock Sanitary Board, Office of the State Veterinarian, Bismarck, North Dakota). This information was aggregated by state region. Sample percentages on livestock movement by type, origin, and destination were computed. These percentages were applied to the total import data, North Dakota Crop and Livestock Statistics, 1969 (May, 1970), pages 64, 66, and 68, to determine livestock movement by type, number, origin, and destination.

The average weight of each type of livestock imported during 1969 was: cattle and calves - 542 lbs., sheep and lambs - 62 lbs., and hogs - 72 lbs. These weights were derived from information published in Agricultural Statistics, 1970, United States Department of Agriculture.

Livestock prices for each state region are based on the average price paid for each type of livestock in North Dakota during 1969. The state region representing the average price paid for each type of livestock is based on the volume of livestock sales in that region. On the basis of marketings, State Region 6 represents the average price paid in North Dakota for cattle, sheep, lambs, and hogs during 1969; State Region 7 represents the average price paid in North Dakota for calves. Cattle, calves, sheep, and lambs generally move east and southeast. Hogs move east and west in about the same numbers with substantial numbers also moving south. Livestock flow is largely south and southeast; therefore, livestock prices for other state regions are based on the difference in transportation costs between State Region 5 (Fargo) (which was calculated from the average price in SR6) and designated cities in each of the other state regions (SR3 - Cando, SR4 - Grafton, SR8 - Beach).

Following the determination of livestock exports and imports, average weights, and prices, adjustments of total livestock movements were made for SR1, SR2, and SR6 due to not having all of their counties within a river basin area. The counties affected are as follows: Divide County (SR1) - part of the Souris River Basin area, Mountrail County (SR2) - excluded from the Souris River Basin area, Griggs and Barnes counties (SR6) - included in the Red River Basin area. To make these adjustments, the separate market volume (on a percentage basis) for each type of livestock for each of these counties was determined from North Dakota Crop and Livestock Statistics, 1969 (May, 1970), pages 61-63. These percentages were

then applied to the total livestock movements (exports and imports) of their respective SR to determine their individual county movements.

The column headings are the same for each livestock shipment table. Therefore, the following explanation of calculations performed applies to each table. The value per ton multiplied by the volume in tons determined the value. Value added per ton (transportation cost) multiplied by the volume in tons yielded the value added by transportation. Total value was determined by adding value and value added.

Sugar beet shipments (exports and imports) are shown on Tables 45 and 46. The volume in tons of shipments by truck and rail transportation was obtained from the American Crystal Sugar Plant, Moorhead, Minnesota, and then aggregated into state regions. Value per ton and value added by truck transportation was determined from a Master's Thesis in process by Mr. William Zimmerman, Graduate Assistant, Department of Agricultural Economics, North Dakota State University, Fargo. Value added by rail transportation was obtained from the Burlington Northern Railroad, Fargo.

To explain the column headings of Tables 45 and 46, value was derived by multiplying the value per ton by the volume in tons. Value added by transportation was obtained by multiplying the value added per ton (transportation cost) by the volume in tons. Total value is the summation of value and value added.

Table 47 lists the dairy (unprocessed dairy products only) shipments. The volume of exports was determined through personal interview with the State Dairy Commission, North Dakota Department of Agriculture, Bismarck. Import volume and dairy values were based on the Biennial Report of the Department of Agriculture, State of North Dakota, for the period from July 1, 1968, to June 30, 1970. The transportation rate was based on personal interviews with the personnel of the North Dakota Public Service Commission, Bismarck, and with dairy processing plant managers in North Dakota.

To determine value in Table 57, the value per ton of dairy products was multiplied by the volume in tons. Value added by transportation was determined by multiplying value added per ton (transportation cost) by the volume in tons. The summation of value and value added equals the total value.

Potato shipments are shown on Tables 48 and 49. To determine the volume shipped by rail and truck, questionnaires were sent out to 544 growers and 80 shippers. Of those, growers returned 246 and shippers returned 20. By dividing 544 by 246 and 80 by 20, the multipliers of 2.2113 and 4.0 were derived, respectively. These multipliers were applied to the volume of shipments on each questionnaire returned to yield the total volume. These total volumes were then aggregated by state region.

and Livestock Statistics, 1969 (May, 1970), page 60. Value added per ton by truck transportation was obtained from published brokerage and carrier rates and for rail transportation from the Burlington Northern Railroad, Fargo. The rates obtained were from Minneapolis, Minnesota, to designated towns within each applicable state region: SR3 - Cando, SR4 - Grafton, SR5 - Fargo, SR8 - Beach.

Value Tables 48 and 49 were derived by multiplying the value per ton by the volume in tons. The value added by transportation was determined by multiplying value added per ton (transportation cost) by the volume in tons. Total value is the summation of value and value added.

Nonagricultural Products

Table 50 lists the petroleum movements by pipelines from North Dakota state regions. The volume, value per barrel, and value added per barrel attributed to transportation was provided from the following sources: American Oil Company, Lombard, Illinois, and the Portal Pipeline Company, Minot, North Dakota. The origin of crude oil is within SR2 and for products within SR7.

Value in Table 50 was derived by multiplying the value per barrel by the volume in barrels. The value added per barrel by transportation was determined by multiplying the value added per barrel by the volume in barrels. Total value is the summation of value and value added.

Freight and express shipments by air (exports and imports) are shown on Table 51. To determine the volume of shipments, questionnaires were sent out to the two airlines having flights directly to and from Minnesota's Northwest and North Central Airlines. Of the two, only Northwest responded by listing the percentage of freight and express destined to North Dakota and Minnesota carried by its planes from airports in both states. These percentages were then applied to the total freight and express volume listed for these airports and for those North Central airports listed in the Airport Activity Statistics of Certificated Route Air Carriers, 1968, Civil Aeronautics Board, Washington, D. C., to determine total volume.

Value per ton and value added per ton (transportation cost) was determined through personal interviews at the Northwest Airline Freight Office, Bismarck, North Dakota, and the North Central Airline Freight Office, Fargo, North Dakota.

The value for freight and express listed in Table 51 was derived by multiplying the value per ton by the volume in tons. To determine value added by transportation, the value added per ton (transportation cost) was multiplied by the volume in tons. Total value is the summation of value and value added.

Tables 52 through 55 list nonagricultural shipments by truck. To determine the volumes hauled, records were obtained from the North Dakota Regulatory Division weigh stations. These records list, among other things, commodity carried, date, destination, and gross weight. The records of each weigh station used (Fargo, Grand Forks, and Ellendale, North Dakota) were divided into four classes: 1) oil and gas, 2) groceries, 3) miscellaneous goods - greater than 35,000 lb. loads (truck loads), 4) miscellaneous goods - less than 35,000 lb. loads (less than truck loads). Each of these classes were sampled using a sample size based on the number of records available in each class. For the Fargo weigh station, a 10 percent sample was taken for oil and gas, 10 percent for groceries, 5 percent for miscellaneous goods greater than 35,000 lb. loads, and a 10 percent sample for miscellaneous goods less than 35,000 lb. loads. For the Grand Forks weigh station, a 20 percent sample was taken for oil and gas, 100 percent sample for groceries, 14 percent sample for miscellaneous goods greater than 35,000 lb. loads, and a 20 percent sample for miscellaneous goods less than 35,000 lb. loads. For the Ellendale weigh station, a 100 percent sample was taken for oil and gas and groceries, 20 percent for miscellaneous goods greater than 35,000 lb. loads and less than 35,000 lb. loads. The samples taken were then multiplied by the particular number that would yield 100 percent to obtain the total volume. These volumes were then aggregated by state regions.

The value per ton and value added per ton by transportation was determined through several personal interviews with retail firms and common carrier trucking firms. The rates or value added per ton and the individual commodity values were based on a net load of 20 tons for oil and gas, groceries, miscellaneous goods greater than 35,000 lb. loads, and 10 tons for miscellaneous goods less than 35,000 lb. loads. Based on these load sizes, rates were obtained to represent movements from Minneapolis, Minnesota, to central points within each state region: SR1 - Williston, SR2 - Minot, SR3 - Devils Lake, SR4 - Grand Forks, SR5 - Fargo, SR6 - Jamestown, SR7 - Bismarck, and SR8 - Dickinson.

The column headings in Tables 52 through 55 are the same. Therefore, the following explanation of calculations applies to each one. Value was derived by multiplying value per ton by the volume in tons. Value added was determined from multiplying the value added per ton (transportation cost) by the volume in tons. Total value is the summation of value and value added.

Nonagricultural shipments by rail (imports and exports) are shown on Table 56. To generate this data, Carload Waybill Statistics, 1966, Interstate Commerce Commission, Washington, D. C., were used. These statistics list, among other things, exports of various commodities from Minnesota to North Dakota and exports of various commodities from North Dakota to Minnesota. Because the statistics are one percent samples, the volume of shipments of each commodity had to be multiplied by 100 to derive the total volume. Since

this data is for 1966, a percentage increase was determined for the period 1966 to 1969. This percentage increase was derived from the Statistics of Railroads of Class I in the United States, 1959 to 1969, Association of American Railroads, Washington, D. C. These statistics list the total tons originated on all Class I railroads for each of the years 1959 to 1969. Based on these figures, the increase in total tons originated between 1966 and 1969 was estimated to be 2 percent. This figure was then applied to the individual commodity total volumes to obtain an estimated total volume for 1969.

The value per ton of each group of commodities was based on the value per ton determined for Tables 52 through 55. Value added per ton by rail transportation was obtained from the Burlington Northern Railroad, Fargo, North Dakota.

Value in Table 56 was determined by multiplying the value per ton by the volume in tons. The value added by transportation was derived by multiplying the value added per ton (transportation cost) by the volume in tons. Total value is the summation of value and value added.

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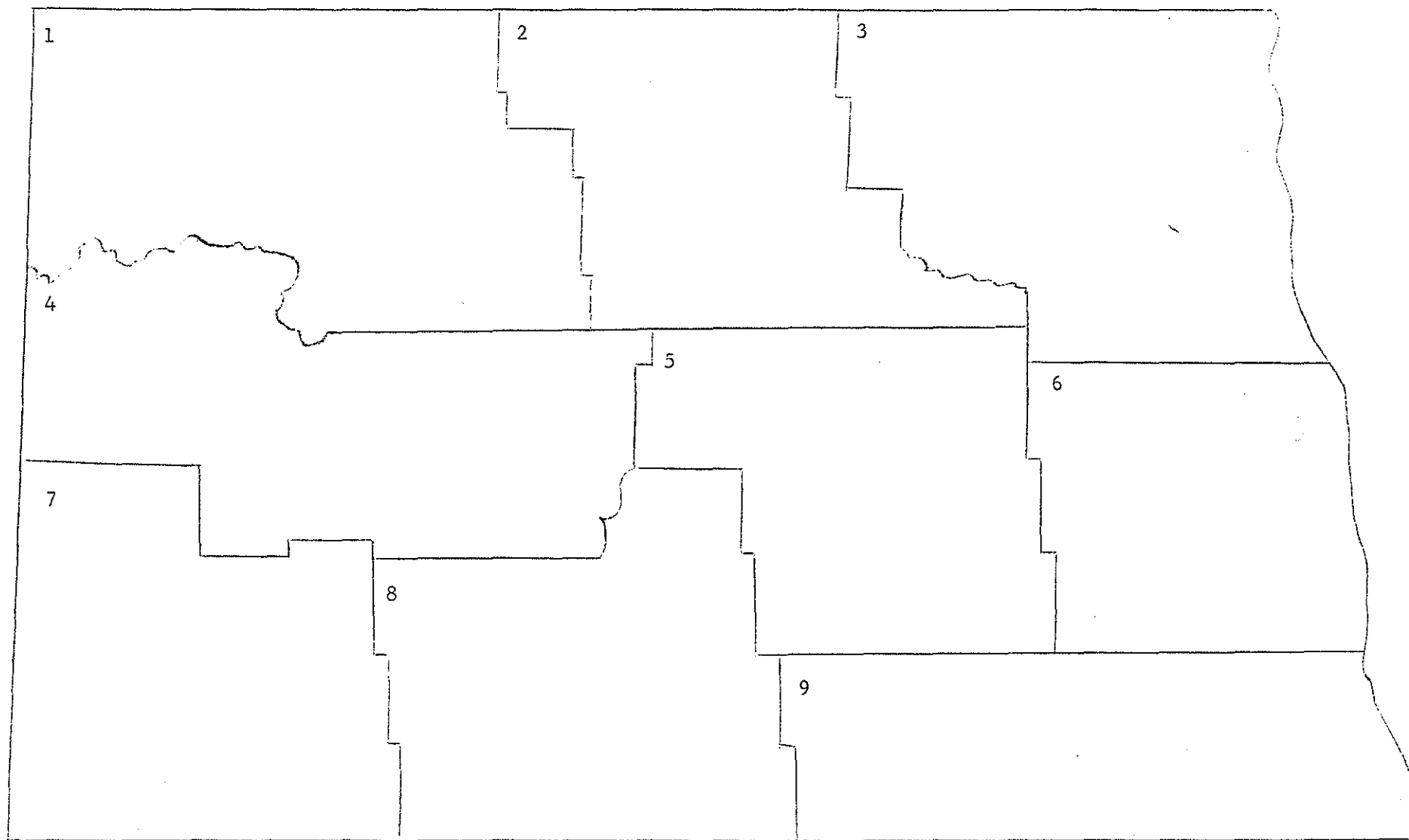


Figure 1. North Dakota Crop Reporting Districts

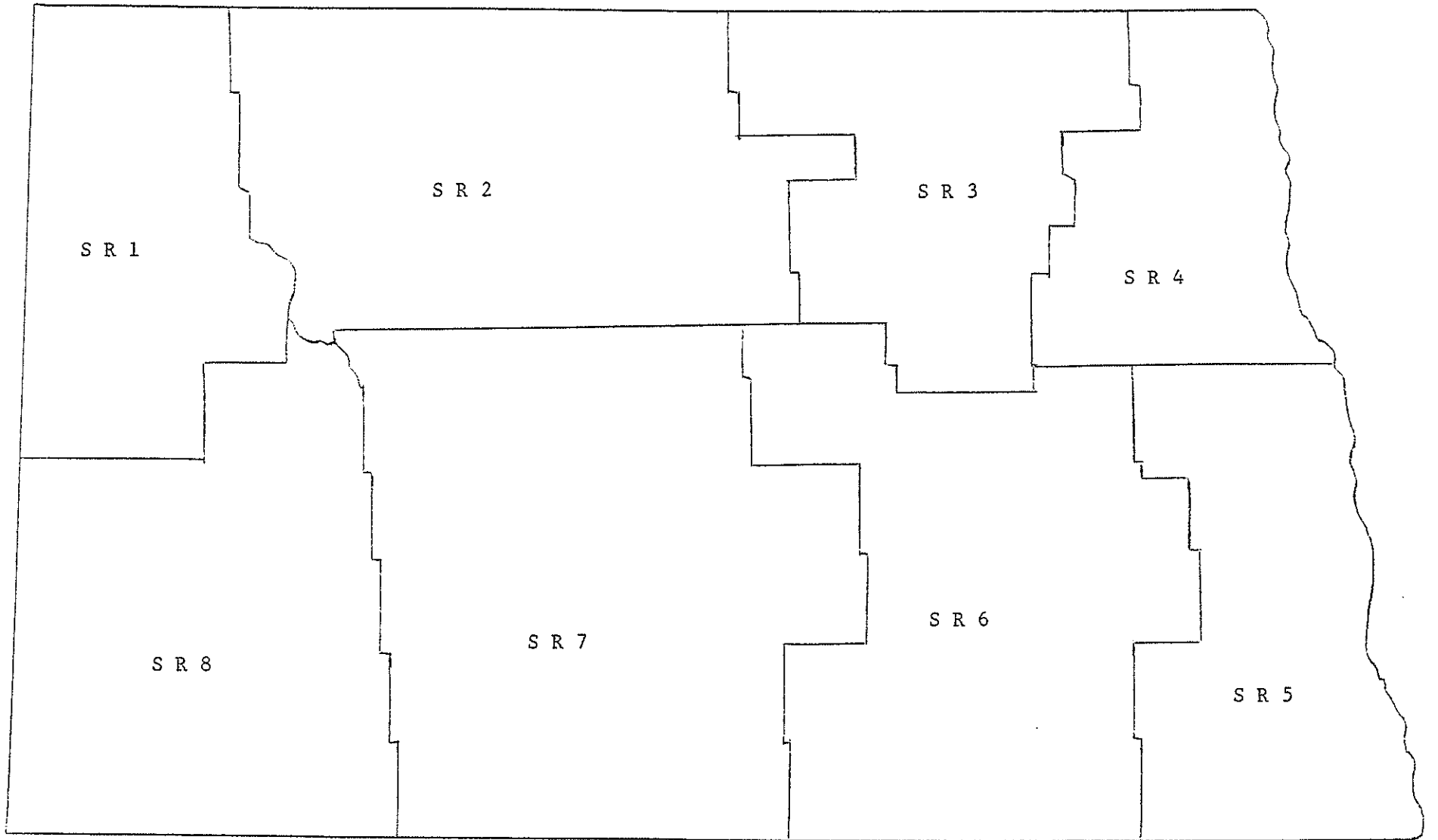


Figure 2. North Dakota State Planning Regions

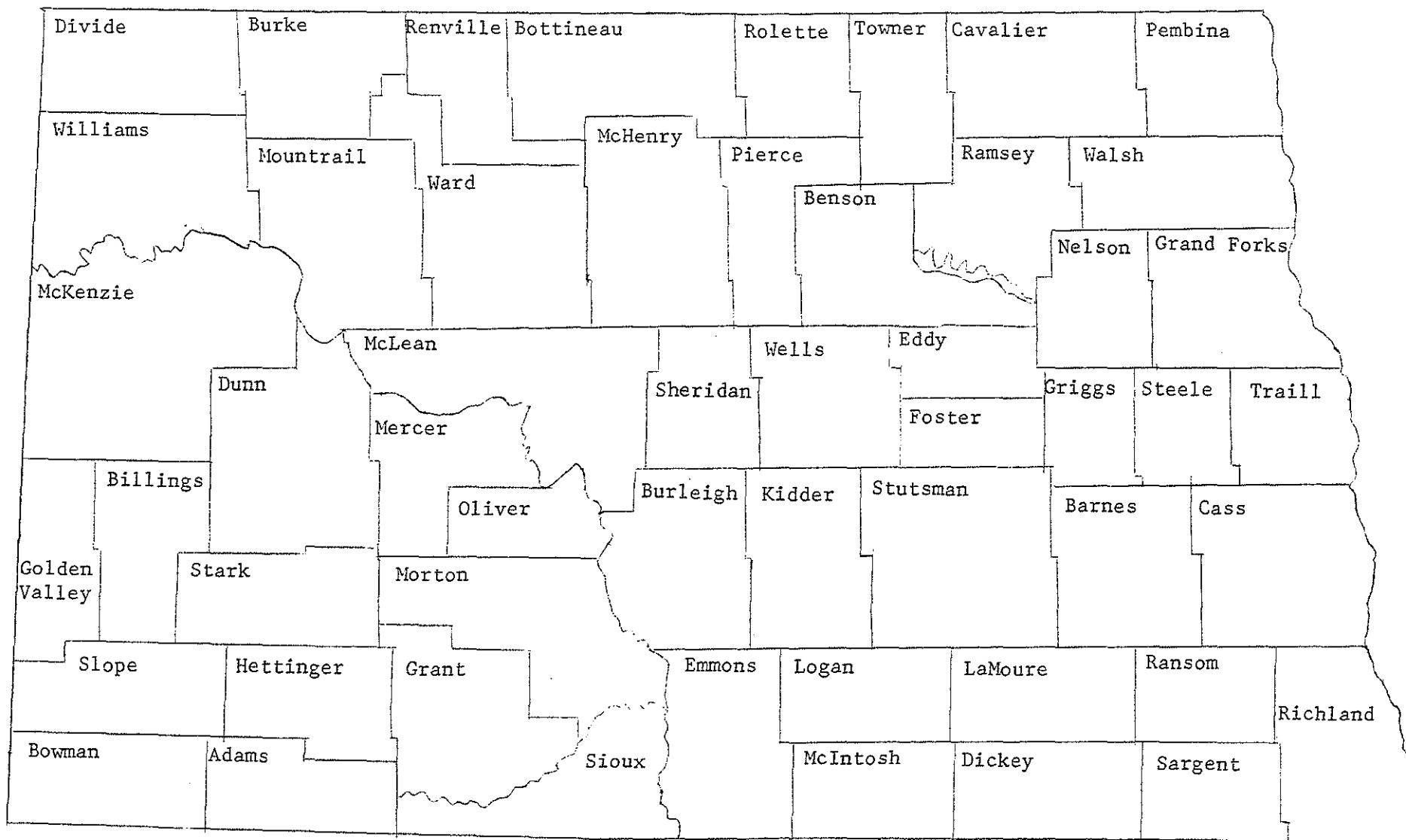


Figure 3. North Dakota Counties

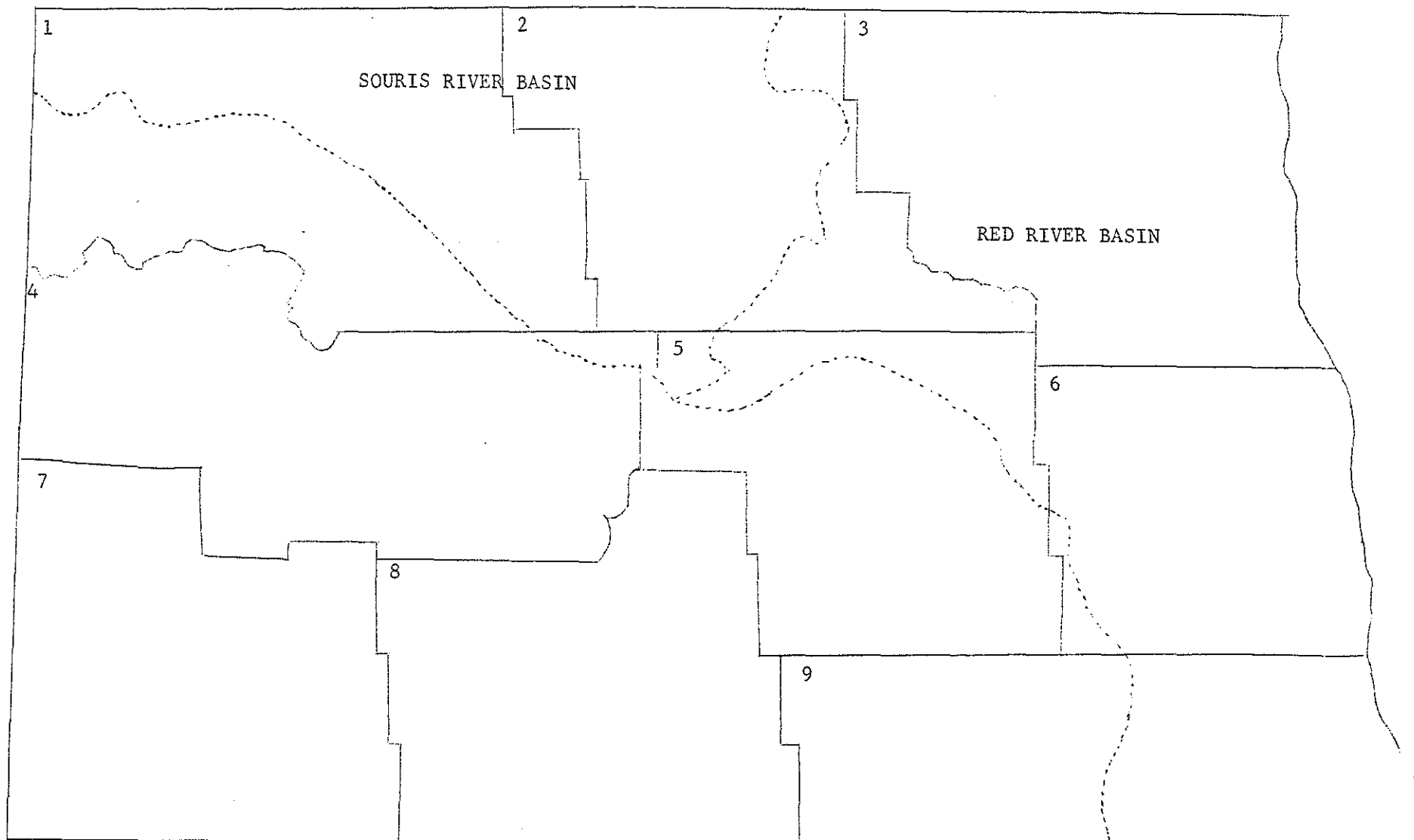


Figure 4. Souris and Red River Basins and Crop Reporting Districts

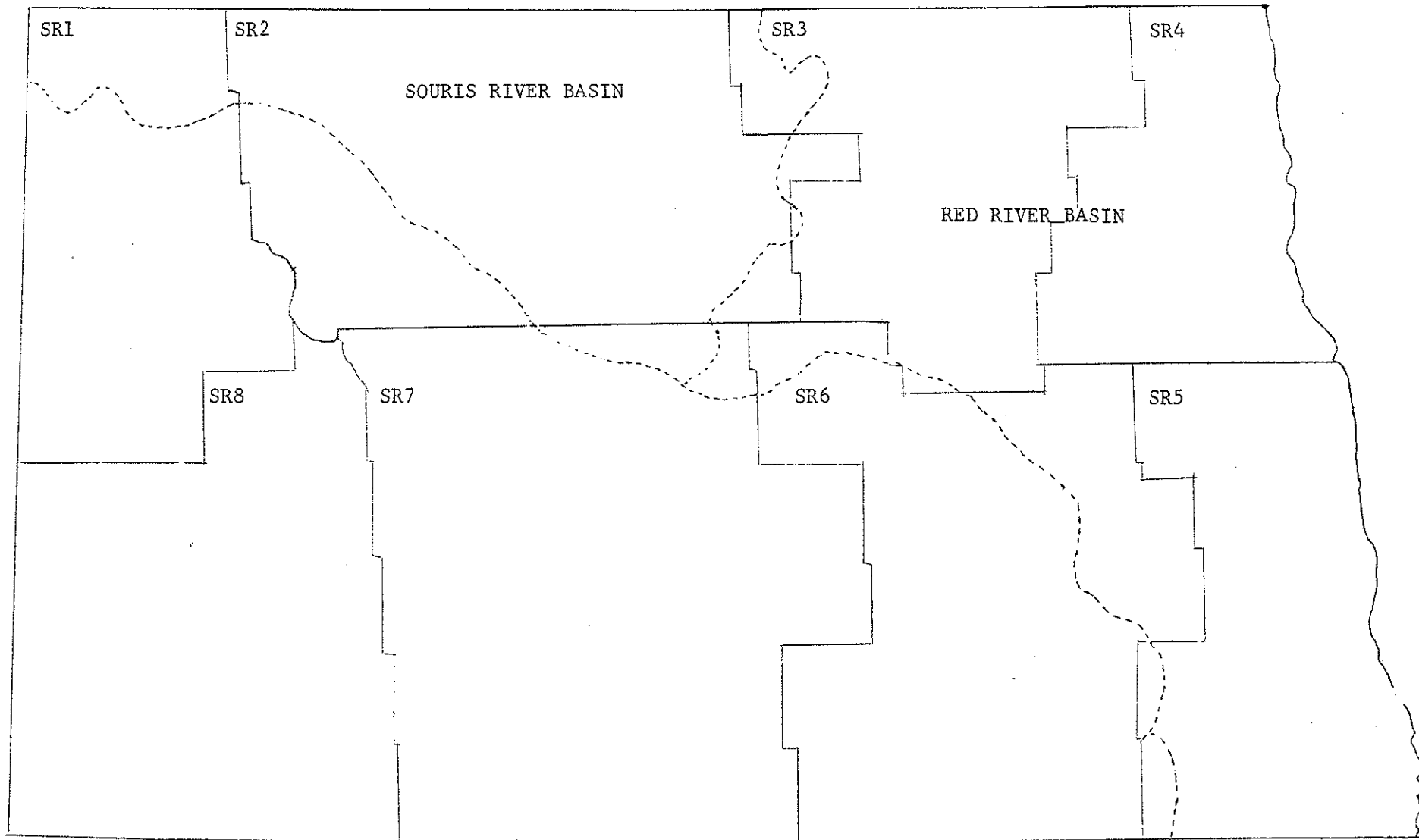


Figure 5. Souris and Red River Basins and State Planning Regions

TABLE 1. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 1 (SOURIS RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	1,780,890	\$1.32	\$ 2,350,775	\$.06	\$106,853	\$11.40	53,427	\$ 609,068	\$ 3,066,696
Truck	2,751,556	1.32	3,632,054	.06	165,093	9.40	82,547	775,942	4,573,089
	<u>4,532,446</u>		<u>5,982,829</u>		<u>271,946</u>		<u>135,974</u>	<u>1,385,009</u>	<u>7,639,785</u>
Durum:									
Rail	3,834,746	1.44	5,522,034	.06	230,085	11.40	116,960	1,333,344	7,085,463
Truck	3,003,079	1.44	4,324,434	.06	180,185	9.40	90,092	846,865	5,351,483
	<u>6,837,825</u>		<u>9,846,468</u>		<u>410,270</u>		<u>207,052</u>	<u>2,180,209</u>	<u>12,436,946</u>
Barley:									
Rail	410,804	.71	291,671	.06	24,648	11.40	9,859	112,393	428,712
Truck	191,377	.71	135,878	.06	11,483	9.40	4,593	43,174	190,534
	<u>602,181</u>		<u>427,549</u>		<u>36,131</u>		<u>14,452</u>	<u>155,567</u>	<u>619,246</u>
Oats:									
Rail	183,223	.48	87,947	.06	10,993	11.40	2,932	33,425	132,365
Truck	94,633	.48	45,424	.06	5,678	9.40	1,514	14,232	65,333
	<u>277,856</u>		<u>133,371</u>		<u>16,671</u>		<u>4,446</u>	<u>47,657</u>	<u>197,698</u>
Flaxseed:									
Rail	35,805	2.69	96,315	.06	2,148	11.40	1,003	11,434	109,898
Truck	146,838	2.69	394,994	.06	8,810	9.40	4,111	38,643	442,448
	<u>182,643</u>		<u>491,309</u>		<u>10,958</u>		<u>5,114</u>	<u>50,077</u>	<u>552,346</u>
Rye:									
Rail	73,415	.81	59,466	.06	4,405	11.40	2,056	23,438	87,309
Truck	212,279	.81	171,946	.06	12,737	9.40	5,944	55,874	240,556
	<u>285,694</u>		<u>231,412</u>		<u>17,142</u>		<u>8,000</u>	<u>79,312</u>	<u>327,865</u>
TOTAL:									
Rail	6,318,883		8,408,208		379,132		186,237	2,123,101	10,910,443
Truck	6,399,762		8,704,730		383,986		188,801	1,774,730	10,863,443
	<u>12,718,645</u>		<u>\$17,112,938</u>		<u>\$763,118</u>		<u>375,038</u>	<u>\$3,897,831</u>	<u>\$21,773,886</u>

TABLE 2. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 1 (SOURIS RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	5,861,865	\$1.32	\$ 7,737,662	\$.06	\$ 351,712	\$11.40	175,856	\$2,004,758	\$10,094,132
Truck	982,336	1.32	1,296,684	.06	58,940	9.40	29,470	277,018	1,632,642
	<u>6,844,201</u>		<u>9,034,346</u>		<u>410,652</u>		<u>205,326</u>	<u>2,281,776</u>	<u>11,726,774</u>
Durum:									
Rail	7,851,454	1.44	11,306,094	.06	471,087	11.40	235,544	2,685,202	14,462,383
Truck	195,346	1.44	281,298	.06	11,721	9.40	5,860	55,084	348,103
	<u>8,046,800</u>		<u>11,587,392</u>		<u>482,808</u>		<u>241,404</u>	<u>2,740,286</u>	<u>14,810,486</u>
Barley:									
Rail	1,753,738	.71	1,245,154	.06	105,224	11.40	42,090	479,826	1,830,204
Truck	30,886	.71	21,929	.06	1,853	9.40	741	6,965	30,748
	<u>1,784,624</u>		<u>1,267,083</u>		<u>107,077</u>		<u>42,831</u>	<u>486,791</u>	<u>1,860,952</u>
Oats:									
Rail	208,562	.48	100,110	.06	12,514	11.40	3,337	38,042	150,665
Truck	96,378	.48	46,261	.06	5,783	9.40	1,542	14,495	66,539
	<u>304,940</u>		<u>146,371</u>		<u>18,297</u>		<u>4,879</u>	<u>52,537</u>	<u>217,204</u>
Flaxseed:									
Rail	107,064	2.69	228,002	.06	6,424	11.40	2,998	34,177	328,603
Truck	345,966	2.69	930,649	.06	20,758	9.40	9,687	91,058	1,042,464
	<u>453,030</u>		<u>1,218,651</u>		<u>27,182</u>		<u>12,685</u>	<u>125,235</u>	<u>1,371,067</u>
Rye:									
Rail	289,838	.81	234,769	.06	17,390	11.40	8,115	92,511	344,670
Truck	137,829	.81	111,641	.06	8,270	9.40	3,859	36,275	156,186
	<u>427,667</u>		<u>346,410</u>		<u>25,660</u>		<u>11,974</u>	<u>128,786</u>	<u>500,856</u>
TOTAL									
Rail	16,072,521		20,911,791		964,351		467,940	5,334,516	27,210,657
Truck	1,788,741		2,688,462		107,325		51,159	480,895	3,276,682
	<u>17,861,262</u>		<u>\$23,600,253</u>		<u>\$1,071,676</u>		<u>519,099</u>	<u>\$5,815,411</u>	<u>\$30,487,339</u>

TABLE 3. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 1 (SOURIS RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added	Volume (tons)	Total Value	Total Value
						Per Ton by Transportation		Added by Transportation	
Wheat:									
Rail	160,006	\$1.32	\$211,208	\$.06	\$ 9,600	\$11.40	4,800	\$54,720	\$275,528
Truck	27,411	1.32	36,183	.06	1,645	9.40	822	7,727	45,555
	<u>187,417</u>		<u>247,391</u>		<u>11,245</u>		<u>5,622</u>	<u>62,447</u>	<u>321,083</u>
Durum:									
Rail	1,267	1.44	1,824	.06	76	11.40	38	433	2,333
Truck	24,132	1.44	34,750	.06	1,448	9.40	724	6,806	43,004
	<u>25,399</u>		<u>36,574</u>		<u>1,524</u>		<u>762</u>	<u>7,239</u>	<u>45,337</u>
Barley:									
Rail	6,284	.71	4,462	.06	377	11.40	151	1,721	6,560
Truck	--	.71	--	.06	--	9.40	--	--	--
	<u>6,284</u>		<u>4,462</u>		<u>377</u>		<u>151</u>	<u>1,721</u>	<u>6,560</u>
Oats:									
Rail	--	.48	--	.06	--	11.40	--	--	--
Truck	12,342	.48	5,924	.06	741	9.40	197	1,852	8,517
	<u>12,342</u>		<u>5,924</u>		<u>741</u>		<u>197</u>	<u>1,852</u>	<u>8,517</u>
Flaxseed:									
Rail	--	2.69	--	.06	--	11.40	--	--	--
Truck	4,055	2.69	10,908	.06	243	9.40	114	1,072	12,223
	<u>4,055</u>		<u>10,908</u>		<u>243</u>		<u>114</u>	<u>1,072</u>	<u>12,223</u>
Rye:									
Rail	13,506	.81	10,940	.06	810	11.40	378	4,309	16,059
Truck	5,304	.81	4,296	.06	318	9.40	149	1,401	6,015
	<u>18,810</u>		<u>15,236</u>		<u>1,128</u>		<u>527</u>	<u>5,710</u>	<u>22,074</u>
TOTAL:									
Rail	181,063		228,434		10,863		5,367	61,183	300,480
Truck	73,244		92,061		4,395		2,006	18,858	115,314
	<u>254,307</u>		<u>\$320,495</u>		<u>\$15,258</u>		<u>7,373</u>	<u>\$80,041</u>	<u>\$415,794</u>

TABLE 4. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 2 (SOURIS RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	659,825	\$1.34	\$ 884,166	\$.06	\$ 39,590	\$10.50	19,795	\$ 207,848	\$ 1,131,604
Truck	<u>1,841,948</u>	1.34	<u>2,468,210</u>	.06	<u>110,517</u>	8.50	<u>55,258</u>	<u>469,693</u>	<u>3,048,420</u>
	2,501,773		3,352,376		150,107		75,053	677,541	4,180,024
Durum:									
Rail	1,877,119	1.48	2,778,136	.06	112,627	10.50	56,314	591,297	3,482,060
Truck	<u>4,013,951</u>	1.48	<u>5,940,647</u>	.06	<u>240,837</u>	8.50	<u>120,419</u>	<u>1,023,562</u>	<u>7,205,046</u>
	5,891,070		8,718,783		353,464		176,733	1,614,859	10,687,106
Barley:									
Rail	996,930	.73	727,759	.06	59,816	10.50	23,926	251,223	1,038,798
Truck	<u>83,088</u>	.73	<u>60,654</u>	.06	<u>4,985</u>	8.50	<u>1,994</u>	<u>16,949</u>	<u>82,588</u>
	1,080,018		788,413		64,801		25,920	268,172	1,121,386
Oats:									
Rail	168,563	.47	79,225	.06	10,114	10.50	2,697	28,319	117,658
Truck	<u>155,578</u>	.47	<u>73,122</u>	.06	<u>9,335</u>	8.50	<u>2,489</u>	<u>21,157</u>	<u>103,614</u>
	324,141		152,347		19,449		5,186	49,476	221,272
Flaxseed:									
Rail	135,841	2.74	372,204	.06	8,150	10.50	3,804	39,942	420,297
Truck	<u>432,270</u>	2.74	<u>1,184,420</u>	.06	<u>25,936</u>	8.50	<u>12,104</u>	<u>102,884</u>	<u>1,313,240</u>
	568,111		1,556,624		34,086		15,908	142,826	1,733,537
Rye:									
Rail	76,744	.85	65,232	.06	4,605	10.50	2,149	22,565	92,402
Truck	<u>379,480</u>	.85	<u>322,558</u>	.06	<u>22,769</u>	8.50	<u>10,625</u>	<u>90,313</u>	<u>435,640</u>
	456,224		387,790		27,374		12,774	112,878	528,042
TOTAL:									
Rail	3,915,022		4,906,722		234,902		108,685	1,141,194	6,282,819
Truck	<u>6,906,315</u>		<u>10,049,611</u>		<u>414,379</u>		<u>202,889</u>	<u>1,724,558</u>	<u>12,188,548</u>
	10,821,337		\$14,956,333		\$649,281		311,574	\$2,865,752	\$18,471,367

TABLE 5. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 2 (SOURIS RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Total Value Added by Transportation		
							Volume (tons)	Total Value	Total Value
Wheat:									
Rail	1,150,649	\$1.34	\$ 1,541,870	\$.06	\$ 69,039	\$10.50	34,519	\$ 362,450	\$ 1,973,358
Truck	<u>339,962</u>	1.34	<u>455,549</u>	.06	<u>20,398</u>	8.50	<u>10,199</u>	<u>86,692</u>	<u>562,639</u>
	1,490,611		1,997,419		89,437		44,718	449,142	2,535,997
Durum:									
Rail	5,139,629	1.48	7,606,651	.06	308,378	10.50	154,189	1,618,985	9,534,013
Truck	<u>241,121</u>	1.48	<u>356,859</u>	.06	<u>14,467</u>	8.50	<u>7,234</u>	<u>61,489</u>	<u>432,815</u>
	5,380,750		7,963,510		322,845		161,423	1,680,474	9,966,828
Barley:									
Rail	2,684,775	.73	1,959,886	.06	161,087	10.50	64,435	676,568	2,797,540
Truck	<u>25,639</u>	.73	<u>18,716</u>	.06	<u>1,538</u>	8.50	<u>615</u>	<u>5,228</u>	<u>25,482</u>
	2,710,414		1,978,602		162,625		65,050	681,796	2,823,022
Oats:									
Rail	293,816	.47	138,094	.06	17,629	10.50	4,701	49,361	205,083
Truck	<u>187,100</u>	.47	<u>87,937</u>	.06	<u>11,226</u>	8.50	<u>2,994</u>	<u>25,449</u>	<u>124,612</u>
	480,916		226,031		28,855		7,695	74,810	329,695
Flaxseed:									
Rail	150,573	2.74	412,570	.06	9,034	10.50	4,216	44,268	465,872
Truck	<u>323,895</u>	2.74	<u>887,472</u>	.06	<u>19,434</u>	8.50	<u>9,069</u>	<u>77,086</u>	<u>983,992</u>
	474,468		1,300,042		28,468		13,285	121,354	1,449,864
Rye:									
Rail	206,760	.85	175,746	.06	12,406	10.50	5,789	60,785	248,936
Truck	<u>89,799</u>	.85	<u>76,329</u>	.06	<u>5,388</u>	8.50	<u>2,514</u>	<u>21,369</u>	<u>103,086</u>
	296,559		252,075		17,794		8,303	82,154	352,022
TOTAL:									
Rail	9,626,202		11,834,817		577,573		267,849	2,812,417	15,224,802
Truck	<u>1,207,516</u>		<u>1,882,862</u>		<u>72,451</u>		<u>32,625</u>	<u>277,313</u>	<u>2,232,626</u>
	10,833,718		\$13,717,679		\$650,024		300,474	\$3,089,730	\$17,457,428

TABLE 6. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 2 (SOURIS RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	12,230	\$1.34	\$16,388	\$.06	\$ 734	\$10.50	367	\$ 3,854	\$ 20,976
Truck	18,215	1.34	24,408	.06	1,093	8.50	546	4,641	30,142
	<u>30,445</u>		<u>40,796</u>		<u>1,827</u>		<u>913</u>	<u>8,495</u>	<u>51,118</u>
Durum:									
Rail	3,300	1.48	4,884	.06	198	10.50	99	1,040	6,122
Truck	2,216	1.48	3,280	.06	133	8.50	66	561	3,974
	<u>5,516</u>		<u>8,164</u>		<u>331</u>		<u>165</u>	<u>1,601</u>	<u>10,096</u>
Barley:									
Rail	--	.73	--	.06	--	10.50	--	--	--
Truck	--	.73	--	.06	--	8.50	--	--	--
	<u>--</u>		<u>--</u>		<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>
Oats:									
Rail	--	.47	--	.06	--	10.50	--	--	--
Truck	50,996	.47	23,968	.06	3,060	8.50	816	6,936	33,964
	<u>50,996</u>		<u>23,968</u>		<u>3,060</u>		<u>816</u>	<u>6,936</u>	<u>33,964</u>
Flaxseed:									
Rail	--	2.74	--	.06	--	10.50	--	--	--
Truck	5,043	2.74	13,818	.06	303	8.50	141	1,198	15,319
	<u>5,043</u>		<u>13,818</u>		<u>303</u>		<u>141</u>	<u>1,198</u>	<u>15,319</u>
Rye:									
Rail	--	.85	--	.06	--	10.50	--	--	--
Truck	1,730	.85	1,470	.06	104	8.50	48	408	1,982
	<u>1,730</u>		<u>1,470</u>		<u>104</u>		<u>48</u>	<u>408</u>	<u>1,982</u>
TOTAL:									
Rail	15,530		21,272		932		466	4,894	27,098
Truck	78,200		66,944		4,693		1,617	13,744	85,381
	<u>93,730</u>		<u>\$88,216</u>		<u>\$5,625</u>		<u>2,083</u>	<u>\$18,638</u>	<u>\$112,479</u>

TABLE 7. TOTAL GRAIN SHIPMENTS FROM THE SOURIS RIVER BASIN TO MINNESOTA MARKETS, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values					
	Total Volume (bushels)	Total Farm Value	Total Value Added by Elevator	Total Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:						
Rail	9,625,465	\$12,742,069	\$ 577,528	288,764	\$ 3,242,697	\$16,562,294
Truck	5,961,428	7,913,088	357,686	178,842	1,621,713	9,892,487
	<u>15,586,893</u>	<u>20,655,157</u>	<u>935,214</u>	<u>467,606</u>	<u>4,864,410</u>	<u>26,454,781</u>
Durum:						
Rail	18,707,515	27,219,623	1,122,451	563,144	6,230,301	34,572,375
Truck	7,479,845	10,941,268	448,791	224,395	1,994,367	13,384,426
	<u>26,187,360</u>	<u>38,160,891</u>	<u>1,571,242</u>	<u>787,539</u>	<u>8,224,668</u>	<u>47,956,801</u>
Barley:						
Rail	5,852,531	4,228,932	351,152	140,461	1,521,731	6,101,815
Truck	330,990	237,177	19,859	7,943	72,316	329,352
	<u>6,183,521</u>	<u>4,466,109</u>	<u>371,011</u>	<u>148,404</u>	<u>1,594,047</u>	<u>6,431,167</u>
Oats:						
Rail	854,164	405,376	51,250	13,667	149,147	605,773
Truck	597,027	282,636	35,823	9,552	84,121	402,580
	<u>1,451,191</u>	<u>688,012</u>	<u>87,073</u>	<u>23,219</u>	<u>233,268</u>	<u>1,008,353</u>
Flaxseed:						
Rail	429,283	1,169,091	25,756	12,021	129,821	1,324,668
Truck	1,258,067	3,422,261	75,484	35,226	311,941	3,809,686
	<u>1,687,350</u>	<u>4,591,352</u>	<u>101,240</u>	<u>47,247</u>	<u>441,762</u>	<u>5,134,354</u>
Rye:						
Rail	660,263	546,153	39,616	18,487	203,608	789,377
Truck	826,421	688,240	49,586	23,139	205,640	943,466
	<u>1,486,684</u>	<u>1,234,393</u>	<u>89,202</u>	<u>41,626</u>	<u>409,248</u>	<u>1,732,843</u>
TOTAL:						
Rail	36,129,221	46,311,244	2,167,753	1,036,544	11,477,305	59,956,302
Truck	16,453,778	23,484,670	987,229	479,097	4,290,098	28,761,997
	<u>52,582,999</u>	<u>\$69,795,914</u>	<u>\$3,154,982</u>	<u>1,515,641</u>	<u>\$15,767,403</u>	<u>\$88,718,299</u>

TABLE 8. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 3, (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	4,222,312	\$1.33	\$ 5,615,675	\$.06	\$ 253,339	\$7.70	126,669	\$ 975,351	\$ 6,844,365
Truck	5,463,860	1.33	7,266,934	.06	327,832	5.70	163,916	934,321	8,529,087
	<u>9,686,172</u>		<u>12,882,609</u>		<u>581,171</u>		<u>290,585</u>	<u>1,909,672</u>	<u>15,373,452</u>
Durum:									
Rail	5,411,427	1.47	7,954,798	.06	324,686	7.70	162,343	1,250,041	9,529,524
Truck	5,636,564	1.47	8,285,749	.06	338,194	5.70	169,097	963,853	9,587,796
	<u>11,047,991</u>		<u>16,240,547</u>		<u>662,880</u>		<u>331,440</u>	<u>2,213,894</u>	<u>19,117,320</u>
Barley:									
Rail	6,945,825	.79	5,487,202	.06	416,750	9.30	166,700	1,550,310	7,454,261
Truck	1,041,833	.79	823,048	.06	62,510	7.30	25,004	182,529	1,068,087
	<u>7,987,658</u>		<u>6,310,250</u>		<u>479,260</u>		<u>191,704</u>	<u>1,732,839</u>	<u>8,522,348</u>
Oats:									
Rail	1,412,693	.49	692,220	.06	84,762	7.70	22,603	174,043	951,024
Truck	1,445,174	.49	708,135	.06	86,710	5.70	23,123	131,801	926,646
	<u>2,857,867</u>		<u>1,400,355</u>		<u>171,472</u>		<u>45,726</u>	<u>305,844</u>	<u>1,877,670</u>
Flaxseed:									
Rail	160,242	2.79	447,075	.06	9,615	7.70	4,487	34,550	491,240
Truck	374,297	2.79	1,044,289	.06	22,458	5.70	10,480	59,736	1,126,483
	<u>534,539</u>		<u>1,491,364</u>		<u>32,073</u>		<u>14,967</u>	<u>94,286</u>	<u>1,617,723</u>
Rye:									
Rail	23,288	.87	20,261	.06	1,397	7.70	652	5,020	26,678
Truck	18,841	.87	16,392	.06	1,130	5.70	528	3,010	20,532
	<u>42,129</u>		<u>36,653</u>		<u>2,527</u>		<u>1,180</u>	<u>8,030</u>	<u>47,210</u>
TOTAL:									
Rail	18,175,787		20,217,231		1,090,549		483,454	3,989,315	25,297,092
Truck	13,980,569		18,144,547		838,834		392,148	2,275,250	21,258,631
	<u>32,156,356</u>		<u>\$38,361,778</u>		<u>\$1,929,383</u>		<u>875,602</u>	<u>\$6,264,565</u>	<u>\$46,555,723</u>

TABLE 9. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 3 (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values									
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value	
Wheat:										
Rail	5,954,136	\$1.33	\$ 7,919,001	\$.06	\$ 357,248	\$7.70	178,624	\$1,375,405	\$ 9,651,654	
Truck	714,728	1.33	950,588	.06	42,884	5.70	21,442	122,219	1,115,691	
	<u>6,668,864</u>		<u>8,869,589</u>		<u>400,132</u>		<u>200,066</u>	<u>1,497,624</u>	<u>10,767,345</u>	
Durum:										
Rail	10,849,545	1.47	15,948,831	.06	650,973	7.70	325,486	2,506,242	19,106,046	
Truck	122,830	1.47	180,560	.06	7,370	5.70	3,685	21,005	208,935	
	<u>10,972,375</u>		<u>16,129,391</u>		<u>658,343</u>		<u>329,171</u>	<u>2,527,247</u>	<u>19,314,981</u>	
Barley:										
Rail	10,128,476	.79	8,001,496	.06	607,709	9.30	243,083	2,260,672	10,869,877	
Truck	93,686	.79	74,012	.06	5,621	7.30	2,248	16,410	96,044	
	<u>10,222,162</u>		<u>8,075,508</u>		<u>613,330</u>		<u>245,331</u>	<u>2,277,082</u>	<u>10,965,921</u>	
Oats:										
Rail	2,825,936	.49	1,384,709	.06	169,556	7.70	45,215	348,156	1,902,420	
Truck	796,917	.49	390,489	.06	47,815	5.70	12,751	72,681	510,985	
	<u>3,622,853</u>		<u>1,775,198</u>		<u>217,371</u>		<u>57,966</u>	<u>420,837</u>	<u>2,413,405</u>	
Flaxseed:										
Rail	535,067	2.79	1,492,837	.06	32,104	7.70	14,982	115,361	1,640,302	
Truck	281,879	2.79	786,442	.06	16,913	5.70	7,893	44,990	848,345	
	<u>816,946</u>		<u>2,279,279</u>		<u>49,017</u>		<u>22,875</u>	<u>160,351</u>	<u>2,488,647</u>	
Rye:										
Rail	25,307	.87	22,017	.06	1,518	7.70	709	5,459	28,995	
Truck	3,327	.87	2,894	.06	200	5.70	93	530	3,624	
	<u>28,634</u>		<u>24,911</u>		<u>1,718</u>		<u>802</u>	<u>5,989</u>	<u>32,619</u>	
TOTAL:										
Rail	30,318,467		34,768,891		1,819,108		808,099	6,611,295	43,199,294	
Truck	2,013,367		2,384,985		120,803		48,112	277,835	2,783,624	
	<u>32,331,834</u>		<u>\$37,153,876</u>		<u>\$1,939,911</u>		<u>856,211</u>	<u>\$6,889,130</u>	<u>\$45,982,918</u>	

TABLE 10. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 3 (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	28,504	\$1.33	\$ 37,910	\$.06	\$ 1,710	\$7.70	855	\$ 6,584	\$ 46,204
Truck	<u>47,434</u>	1.33	<u>63,087</u>	.06	<u>2,846</u>	5.70	<u>1,423</u>	<u>8,111</u>	<u>74,044</u>
	75,938		100,997		4,556		2,278	14,695	120,248
Durum:									
Rail	15,959	1.47	23,460	.06	958	7.70	479	3,688	28,106
Truck	<u>--</u>	1.47	<u>--</u>	.06	<u>--</u>	5.70	<u>--</u>	<u>--</u>	<u>--</u>
	15,959		23,460		958		479	3,688	28,106
Barley:									
Rail	128,873	.79	101,810	.06	7,732	9.30	3,093	28,765	138,307
Truck	<u>547</u>	.79	<u>432</u>	.06	<u>33</u>	7.30	<u>13</u>	<u>95</u>	<u>560</u>
	129,420		102,242		7,765		3,106	28,860	138,867
Oats:									
Rail	--	.49	--	.06	--	7.70	--	--	--
Truck	<u>92,764</u>	.49	<u>45,454</u>	.06	<u>5,566</u>	5.70	<u>1,484</u>	<u>8,459</u>	<u>59,479</u>
	92,764		45,454		5,566		1,484	8,459	59,479
Flaxseed:									
Rail	--	2.79	--	.06	--	7.70	--	--	--
Truck	<u>3,338</u>	2.79	<u>9,313</u>	.06	<u>200</u>	5.70	<u>93</u>	<u>530</u>	<u>10,043</u>
	3,338		9,313		200		93	530	10,043
Rye:									
Rail	--	.87	--	.06	--	7.70	--	--	--
Truck	<u>--</u>	.87	<u>--</u>	.06	<u>--</u>	5.70	<u>--</u>	<u>--</u>	<u>--</u>
	--		--		--		--	--	--
TOTAL:									
Rail	173,336		163,180		10,400		4,427	39,037	212,617
Truck	<u>144,083</u>		<u>118,286</u>		<u>8,645</u>		<u>3,013</u>	<u>17,195</u>	<u>144,126</u>
	317,419		\$281,466		\$19,045		7,440	\$56,232	\$356,743

TABLE 11. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 4, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	1,824,374	\$1.33	\$2,426,417	\$.06	\$109,462	\$10.00	54,731	\$ 547,310	\$3,083,190
Truck	<u>1,529,603</u>	1.33	<u>2,034,372</u>	.06	<u>91,776</u>	8.00	<u>45,888</u>	<u>367,104</u>	<u>2,493,252</u>
	3,353,977		4,460,789		201,238		100,619	914,414	5,576,442
Durum:									
Rail	873,760	1.45	1,266,952	.06	52,426	10.00	26,213	262,130	1,581,508
Truck	<u>121,517</u>	1.45	<u>176,200</u>	.06	<u>7,291</u>	8.00	<u>3,646</u>	<u>29,168</u>	<u>212,659</u>
	995,277		1,443,152		59,717		29,859	291,298	1,794,167
Barley:									
Rail	89,584	.74	66,292	.06	5,375	11.40	2,150	24,510	96,177
Truck	<u>4,639</u>	.74	<u>3,433</u>	.06	<u>278</u>	9.40	<u>111</u>	<u>1,043</u>	<u>4,754</u>
	94,223		69,725		5,653		2,261	25,553	100,931
Oats:									
Rail	25,186	.51	12,845	.06	1,511	10.00	403	4,030	18,386
Truck	<u>4,325</u>	.51	<u>2,206</u>	.06	<u>260</u>	8.00	<u>69</u>	<u>552</u>	<u>3,018</u>
	29,511		15,051		1,771		472	4,582	21,404
Flaxseed:									
Rail	74,127	2.67	197,919	.06	4,448	10.00	2,076	20,760	223,127
Truck	<u>177,551</u>	2.67	<u>474,061</u>	.06	<u>10,653</u>	8.00	<u>4,971</u>	<u>39,768</u>	<u>524,482</u>
	251,678		671,980		15,101		7,047	60,528	747,609
Rye:									
Rail	23,397	.78	18,250	.06	1,404	10.00	655	6,550	26,203
Truck	<u>55,364</u>	.78	<u>43,184</u>	.06	<u>3,322</u>	8.00	<u>1,550</u>	<u>12,400</u>	<u>58,906</u>
	78,761		61,434		4,726		2,205	18,950	85,109
TOTAL:									
Rail	2,910,428		3,988,675		174,626		86,228	865,290	5,028,591
Truck	<u>1,892,999</u>		<u>2,733,456</u>		<u>113,580</u>		<u>56,235</u>	<u>450,035</u>	<u>3,297,071</u>
	4,803,427		\$6,722,131		\$288,206		142,463	\$1,315,325	\$8,325,662

TABLE 12. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 4, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	3,512,791	\$1.33	\$4,672,012	\$.06	\$210,767	\$10.00	105,384	\$1,053,840	\$ 5,936,619
Truck	650,226	1.33	864,801	.06	39,014	8.00	19,507	156,056	1,059,871
	<u>4,163,017</u>		<u>5,536,813</u>		<u>249,781</u>		<u>124,891</u>	<u>1,209,896</u>	<u>6,996,490</u>
Durum:									
Rail	1,145,337	1.45	1,660,739	.06	68,720	10.00	34,360	343,600	2,073,059
Truck	63,236	1.45	91,692	.06	3,794	8.00	1,897	15,176	110,662
	<u>1,208,573</u>		<u>1,752,431</u>		<u>72,514</u>		<u>36,257</u>	<u>358,776</u>	<u>2,183,721</u>
Barley:									
Rail	--	.74	--	.06	--	11.40	--	--	--
Truck	--	.74	--	.06	--	9.40	--	--	--
Oats:									
Rail	57,507	.51	29,329	.06	3,450	10.00	920	9,200	41,979
Truck	29,506	.51	15,048	.06	1,770	8.00	472	3,776	20,594
	<u>87,013</u>		<u>44,377</u>		<u>5,220</u>		<u>1,392</u>	<u>12,976</u>	<u>62,573</u>
Flaxseed:									
Rail	98,805	2.67	263,809	.06	5,928	10.00	2,767	27,670	297,408
Truck	146,766	2.67	391,865	.06	8,806	8.00	4,109	32,872	433,543
	<u>245,571</u>		<u>655,674</u>		<u>14,734</u>		<u>6,876</u>	<u>60,542</u>	<u>730,951</u>
Rye:									
Rail	53,582	.78	41,794	.06	3,215	10.00	1,500	15,000	60,009
Truck	35,421	.78	27,628	.06	2,125	8.00	992	7,936	37,689
	<u>89,003</u>		<u>69,422</u>		<u>5,340</u>		<u>2,492</u>	<u>22,936</u>	<u>97,698</u>
TOTAL:									
Rail	4,868,022		6,667,683		292,080		144,931	1,449,310	8,409,074
Truck	925,155		1,391,034		55,509		26,977	215,816	1,662,359
	<u>5,793,177</u>		<u>\$8,058,717</u>		<u>\$347,589</u>		<u>171,908</u>	<u>\$1,665,126</u>	<u>\$10,071,433</u>

TABLE 13. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 4, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Total Value Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	--	\$1.33	\$ --	\$.06	\$ --	\$10.00	--	\$ --	\$ --
Truck	52,186	1.33	69,407	.06	3,131	8.00	1,566	12,528	85,066
	<u>52,186</u>		<u>69,407</u>		<u>3,131</u>		<u>1,566</u>	<u>12,528</u>	<u>85,066</u>
Durum:									
Rail	--	1.45	--	.06	--	10.00	--	--	--
Truck	--	1.45	--	.06	--	8.00	--	--	--
	<u>--</u>		<u>--</u>		<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>
Barley:									
Rail	226,355	.74	167,503	.06	13,581	11.40	5,433	61,936	243,020
Truck	--	.74	--	.06	--	9.40	--	--	--
	<u>226,355</u>		<u>167,503</u>		<u>13,581</u>		<u>5,433</u>	<u>61,936</u>	<u>243,020</u>
Oats:									
Rail	--	.51	--	.06	--	10.00	--	--	--
Truck	--	.51	--	.06	--	8.00	--	--	--
	<u>--</u>		<u>--</u>		<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>
Flaxseed:									
Rail	--	2.67	--	.06	--	10.00	--	--	--
Truck	3,417	2.67	9,123	.06	205	8.00	96	768	10,096
	<u>3,417</u>		<u>9,123</u>		<u>205</u>		<u>96</u>	<u>768</u>	<u>10,096</u>
Rye:									
Rail	--	.78	--	.06	--	10.00	--	--	--
Truck	4,359	.78	3,400	.06	262	8.00	122	976	4,638
	<u>4,359</u>		<u>3,400</u>		<u>262</u>		<u>122</u>	<u>976</u>	<u>4,638</u>
TOTAL:									
Rail	226,355		167,503		13,581		5,433	61,936	243,020
Truck	59,962		81,930		3,598		1,784	14,272	99,800
	<u>286,317</u>		<u>\$249,433</u>		<u>\$17,179</u>		<u>7,217</u>	<u>\$76,208</u>	<u>\$342,820</u>

TABLE 14. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 5, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Total Value Added by Transportation		
							Volume (tons)	Total Value	Total Value
Wheat:									
Rail	3,160,257	\$1.34	\$ 4,234,744	\$.06	\$189,615	\$8.00	94,808	\$ 758,464	\$ 5,182,824
Truck	<u>1,700,645</u>	1.34	<u>2,278,864</u>	.06	<u>102,039</u>	6.00	<u>51,019</u>	<u>306,114</u>	<u>2,687,017</u>
	4,860,902		6,513,608		291,654		145,827	1,064,578	7,869,841
Durum:									
Rail	3,453,175	1.53	5,283,358	.06	207,191	8.00	103,595	828,760	6,319,308
Truck	<u>688,812</u>	1.53	<u>1,053,882</u>	.06	<u>41,329</u>	6.00	<u>20,664</u>	<u>123,984</u>	<u>1,219,195</u>
	4,141,987		6,337,240		248,520		124,259	952,744	7,538,503
Barley:									
Rail	1,257,801	.83	1,043,975	.06	75,468	9.00	30,187	271,683	1,391,126
Truck	<u>204,531</u>	.83	<u>169,761</u>	.06	<u>12,272</u>	7.00	<u>4,909</u>	<u>34,363</u>	<u>216,396</u>
	1,462,332		1,213,736		87,740		35,096	306,046	1,607,522
Oats:									
Rail	603,451	.49	295,691	.06	36,207	8.00	9,655	77,240	409,138
Truck	<u>271,125</u>	.49	<u>132,851</u>	.06	<u>16,268</u>	6.00	<u>4,338</u>	<u>26,028</u>	<u>175,147</u>
	874,576		428,542		52,475		13,993	103,268	584,285
Flaxseed:									
Rail	464,978	2.78	1,292,639	.06	27,899	8.00	13,019	104,152	1,424,690
Truck	<u>582,254</u>	2.78	<u>1,618,666</u>	.06	<u>34,935</u>	6.00	<u>16,303</u>	<u>97,818</u>	<u>1,751,419</u>
	1,047,232		2,911,305		62,834		29,322	201,970	3,176,109
Rye:									
Rail	138,838	.87	120,789	.06	8,330	8.00	3,887	31,096	160,215
Truck	<u>59,657</u>	.87	<u>51,902</u>	.06	<u>3,579</u>	6.00	<u>1,670</u>	<u>10,020</u>	<u>65,501</u>
	198,495		172,691		11,909		5,557	41,116	225,716
TOTAL:									
Rail	9,078,500		12,271,196		544,710		255,151	2,071,395	14,887,301
Truck	<u>3,507,024</u>		<u>5,305,926</u>		<u>210,422</u>		<u>98,903</u>	<u>598,327</u>	<u>6,114,675</u>
	12,585,524		\$17,577,122		\$755,132		354,054	\$2,669,722	\$21,001,976

TABLE 15. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 5, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	
								Total Value	Total Value
Wheat:									
Rail	3,444,210	\$1.34	\$ 4,615,241	\$.06	\$206,653	\$8.00	103,326	\$ 826,608	\$ 5,648,502
Truck	556,145	1.34	745,234	.06	33,369	6.00	16,684	100,104	878,707
	<u>4,000,355</u>		<u>5,360,475</u>		<u>240,022</u>		<u>120,010</u>	<u>926,712</u>	<u>6,527,209</u>
Durum:									
Rail	3,977,274	1.53	6,085,229	.06	238,636	8.00	21,822	174,576	6,498,442
Truck	149,811	1.53	229,211	.06	8,989	6.00	4,494	26,964	265,164
	<u>4,127,085</u>		<u>6,314,440</u>		<u>247,625</u>		<u>26,316</u>	<u>201,540</u>	<u>6,763,606</u>
Barley:									
Rail	4,227,674	.83	3,508,969	.06	253,660	9.00	101,464	913,176	4,675,806
Truck	73,330	.83	60,864	.06	4,400	7.00	1,760	12,320	77,584
	<u>4,301,004</u>		<u>3,569,833</u>		<u>258,060</u>		<u>103,224</u>	<u>925,496</u>	<u>4,753,390</u>
Oats:									
Rail	1,226,220	.49	600,848	.06	73,573	8.00	19,620	156,960	831,381
Truck	360,793	.49	176,789	.06	21,468	6.00	5,773	34,638	233,075
	<u>1,587,013</u>		<u>777,637</u>		<u>95,221</u>		<u>25,393</u>	<u>191,598</u>	<u>1,064,456</u>
Flaxseed:									
Rail	408,271	2.78	1,134,993	.06	24,496	8.00	11,432	91,456	1,250,946
Truck	546,094	2.78	1,518,141	.06	32,766	6.00	15,291	91,746	1,642,653
	<u>954,365</u>		<u>2,653,134</u>		<u>57,262</u>		<u>26,723</u>	<u>183,202</u>	<u>2,893,599</u>
Rye:									
Rail	228,001	.87	198,361	.06	13,680	8.00	6,384	51,072	263,113
Truck	45,885	.87	39,920	.06	2,753	6.00	1,285	7,710	50,383
	<u>273,886</u>		<u>238,281</u>		<u>16,433</u>		<u>7,669</u>	<u>58,782</u>	<u>313,496</u>
TOTAL:									
Rail	13,511,650		16,143,641		810,698		264,048	2,213,848	19,168,190
Truck	1,732,058		2,770,159		103,925		45,287	273,482	3,147,566
	<u>15,243,708</u>		<u>\$18,913,800</u>		<u>\$914,623</u>		<u>309,335</u>	<u>\$2,487,330</u>	<u>\$22,315,756</u>

TABLE 16. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 5, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	39,787	\$1.34	\$ 53,315	\$.06	\$ 2,387	\$8.00	1,193	\$ 9,544	\$ 65,246
Truck	47,365	1.34	63,469	.06	2,842	6.00	1,421	8,526	74,837
	<u>87,152</u>		<u>116,784</u>		<u>5,229</u>		<u>2,614</u>	<u>18,070</u>	<u>140,083</u>
Durum:									
Rail	26,853	1.53	41,085	.06	1,611	8.00	806	6,448	49,144
Truck	--	1.53	--	.06	--	6.00	--	--	--
	<u>26,853</u>		<u>41,085</u>		<u>1,611</u>		<u>806</u>	<u>6,448</u>	<u>49,144</u>
Barley:									
Rail	28,093	.83	23,317	.06	1,686	9.00	674	6,066	31,069
Truck	--	.83	--	.06	--	7.00	--	--	--
	<u>28,093</u>		<u>23,317</u>		<u>1,686</u>		<u>674</u>	<u>6,066</u>	<u>31,069</u>
Oats:									
Rail	68,334	.49	33,484	.06	4,100	8.00	1,093	8,744	46,328
Truck	22,114	.49	10,836	.06	1,327	6.00	354	2,124	14,287
	<u>90,448</u>		<u>44,320</u>		<u>5,427</u>		<u>1,447</u>	<u>10,868</u>	<u>60,615</u>
Flaxseed:									
Rail	--	2.78	--	.06	--	8.00	--	--	--
Truck	3,338	2.78	9,279	.06	200	6.00	93	558	10,037
	<u>3,338</u>		<u>9,279</u>		<u>200</u>		<u>93</u>	<u>558</u>	<u>10,037</u>
Rye:									
Rail	--	.87	--	.06	--	8.00	--	--	--
Truck	9,481	.87	8,248	.06	569	6.00	265	1,590	10,407
	<u>9,481</u>		<u>8,248</u>		<u>569</u>		<u>265</u>	<u>1,590</u>	<u>10,407</u>
TOTAL:									
Rail	163,067		151,201		9,784		3,766	30,802	191,787
Truck	82,298		91,832		4,938		2,133	12,798	109,568
	<u>245,365</u>		<u>\$243,033</u>		<u>\$14,722</u>		<u>5,899</u>	<u>\$43,600</u>	<u>\$301,355</u>

TABLE 17. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 6 (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values									
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value	
Wheat:										
Rail	6,030,114	\$1.37	\$ 8,261,256	\$.06	\$ 361,807	\$6.60	180,903	\$1,193,960	\$ 9,817,023	
Truck	3,237,389	1.37	4,435,223	.06	194,243	4.60	97,122	446,761	5,076,227	
	<u>9,267,503</u>		<u>12,696,479</u>		<u>556,050</u>		<u>278,025</u>	<u>1,640,721</u>	<u>14,893,250</u>	
Durum:										
Rail	1,563,806	1.58	2,470,813	.06	93,828	6.60	46,914	309,632	2,874,274	
Truck	778,009	1.58	1,229,254	.06	46,681	4.60	23,340	107,364	1,383,299	
	<u>2,341,815</u>		<u>3,700,067</u>		<u>140,509</u>		<u>70,254</u>	<u>416,996</u>	<u>4,257,573</u>	
Barley:										
Rail	2,716,754	.89	2,417,911	.06	163,005	8.10	65,202	528,136	3,109,053	
Truck	2,963,281	.89	2,637,320	.06	177,797	6.10	71,119	433,826	3,248,943	
	<u>5,680,035</u>		<u>5,055,231</u>		<u>340,802</u>		<u>136,321</u>	<u>961,962</u>	<u>6,357,996</u>	
Oats:										
Rail	1,516,814	.53	803,911	.06	91,009	6.60	24,269	160,175	1,055,096	
Truck	498,093	.53	263,989	.06	29,886	4.60	7,969	36,657	330,532	
	<u>2,014,907</u>		<u>1,067,900</u>		<u>120,895</u>		<u>32,238</u>	<u>196,832</u>	<u>1,385,628</u>	
Flaxseed:										
Rail	495,132	2.84	1,406,175	.06	29,708	6.60	13,864	91,502	1,527,385	
Truck	580,475	2.84	1,648,549	.06	34,829	4.60	16,253	74,764	1,758,141	
	<u>1,075,607</u>		<u>3,054,724</u>		<u>64,537</u>		<u>30,117</u>	<u>166,266</u>	<u>3,285,526</u>	
Rye:										
Rail	51,171	.91	46,566	.06	3,072	6.60	1,433	9,458	59,094	
Truck	62,504	.91	56,879	.06	3,750	4.60	1,750	8,050	68,679	
	<u>113,675</u>		<u>103,445</u>		<u>6,822</u>		<u>3,183</u>	<u>17,508</u>	<u>127,773</u>	
TOTAL:										
Rail	12,373,791		15,406,632		13,986,671		332,585	2,292,863	18,441,925	
Truck	8,119,751		10,271,214		8,604,365		217,553	1,107,422	11,865,821	
	<u>20,493,542</u>		<u>\$25,677,846</u>		<u>\$22,591,036</u>		<u>550,138</u>	<u>\$3,400,285</u>	<u>\$30,307,746</u>	

TABLE 18. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 6 (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Volume and Values										
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Valued Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation		
								Volume	Value	Total Value
Wheat:										
Rail	4,890,053	\$1.37	\$ 6,699,373	\$.06	\$ 293,403	\$6.60	146,702	\$ 968,233	\$ 7,961,009	
Truck	2,016,497	1.37	2,762,601	.06	120,990	4.60	60,495	278,277	3,161,868	
	<u>6,906,550</u>		<u>9,461,974</u>		<u>414,393</u>		<u>207,197</u>	<u>1,246,510</u>	<u>11,122,877</u>	
Durum:										
Rail	1,827,316	1.58	2,887,159	.06	109,639	6.60	54,819	361,805	3,358,604	
Truck	94,260	1.58	148,931	.06	5,656	4.60	2,828	13,009	167,595	
	<u>1,921,576</u>		<u>3,036,090</u>		<u>115,295</u>		<u>57,647</u>	<u>374,814</u>	<u>3,526,199</u>	
Barley:										
Rail	14,541,296	.89	12,941,753	.06	872,478	8.10	348,991	2,826,827	16,641,058	
Truck	129,387	.89	115,154	.06	7,763	6.10	3,105	18,941	141,858	
	<u>14,670,683</u>		<u>13,056,907</u>		<u>880,241</u>		<u>352,096</u>	<u>2,845,768</u>	<u>16,782,916</u>	
Oats:										
Rail	4,470,240	.53	2,369,227	.06	268,214	6.60	71,524	472,058	3,109,500	
Truck	2,664,399	.53	1,412,131	.06	159,864	4.60	42,630	196,098	1,768,093	
	<u>7,134,639</u>		<u>3,781,358</u>		<u>428,078</u>		<u>114,154</u>	<u>668,156</u>	<u>4,877,593</u>	
Flaxseed:										
Rail	568,788	2.84	1,615,358	.06	34,127	6.60	15,926	105,112	1,754,597	
Truck	840,661	2.84	2,387,477	.06	50,440	4.60	23,539	108,279	2,546,196	
	<u>1,409,449</u>		<u>4,002,835</u>		<u>84,567</u>		<u>39,465</u>	<u>213,391</u>	<u>4,300,793</u>	
Rye:										
Rail	122,744	.91	111,697	.06	7,365	6.60	3,437	22,684	141,746	
Truck	48,168	.91	43,833	.06	2,890	4.60	1,349	6,205	52,928	
	<u>170,912</u>		<u>155,530</u>		<u>10,255</u>		<u>4,786</u>	<u>28,889</u>	<u>194,674</u>	
TOTAL:										
Rail	26,420,437		26,624,567		1,585,226		641,399	4,756,719	32,966,514	
Truck	5,793,372		6,870,127		347,603		133,946	620,809	7,838,538	
	<u>32,213,809</u>		<u>\$33,494,694</u>		<u>\$1,932,829</u>		<u>775,345</u>	<u>\$5,377,528</u>	<u>\$40,805,052</u>	

TABLE 19. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 6, (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added		Total Value	
						Per Ton by Transportation	Volume (tons)	Added by Transportation	Total Value
Wheat:									
Rail	48,151	\$1.37	\$ 65,967	\$.06	\$ 2,889	\$6.60	1,445	\$ 9,537	\$ 78,393
Truck	121,608	1.37	166,603	.06	7,296	4.60	3,648	16,781	190,680
	169,759		232,570		10,185		5,093	26,318	269,073
Durum:									
Rail	71,595	1.58	113,120	.06	4,296	6.60	2,148	14,177	131,593
Truck	15,400	1.58	24,332	.06	924	4.60	462	2,125	27,381
	86,995		137,452		5,220		2,610	16,302	158,974
Barley:									
Rail	276,394	.89	245,991	.06	16,584	8.10	6,633	53,727	316,302
Truck	28,623	.89	25,474	.06	1,717	6.10	687	4,191	31,383
	305,017		271,465		18,301		7,320	57,918	347,685
Oats:									
Rail	11,479	.53	6,084	.06	689	6.60	184	1,214	7,987
Truck	100,383	.53	53,203	.06	6,023	4.60	1,606	7,388	66,614
	111,862		59,287		6,712		1,790	8,602	74,601
Flaxseed:									
Rail	11,279	2.84	32,032	.06	677	6.60	316	2,086	34,795
Truck	9,021	2.84	25,620	.06	541	4.60	253	1,164	27,325
	20,300		57,652		1,218		569	3,250	62,120
Rye:									
Rail	1,530	.91	1,392	.06	92	6.60	43	284	1,768
Truck	493	.91	449	.06	30	4.60	14	64	543
	2,023		1,841		122		57	348	2,311
TOTAL:									
Rail	420,428		464,586		25,227		10,769	81,025	570,838
Truck	275,528		295,681		16,531		6,670	31,713	343,926
	695,956		\$760,267		\$41,758		17,439	\$112,738	\$914,764

TABLE 20. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 7, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	
								Volume	Total Value
Wheat:									
Rail	2,427,127	\$1.31	\$3,179,536	\$.06	\$145,628	\$10.00	72,814	\$ 728,140	\$4,053,304
Truck	2,005,113	1.31	2,626,698	.06	120,307	8.00	60,153	481,224	3,228,229
	<u>4,432,240</u>		<u>5,806,234</u>		<u>265,935</u>		<u>132,967</u>	<u>1,209,364</u>	<u>7,281,533</u>
Durum:									
Rail	267,300	1.45	387,585	.06	16,038	10.00	8,019	80,190	483,813
Truck	64,614	1.45	93,690	.06	3,877	8.00	1,938	15,504	113,071
	<u>331,914</u>		<u>481,275</u>		<u>19,915</u>		<u>9,957</u>	<u>95,694</u>	<u>596,884</u>
Barley:									
Rail	--	.76	--	.06	--	11.40	--	--	--
Truck	---	.76	---	.06	---	9.40	---	---	---
Oats:									
Rail	--	.55	--	.06	--	10.00	--	--	--
Truck	---	.55	---	.06	---	8.00	---	---	---
Flaxseed:									
Rail	1,248	2.61	3,257	.06	75	10.00	35	350	3,682
Truck	25,140	2.61	65,615	.06	1,508	8.00	704	5,632	72,755
	<u>26,388</u>		<u>68,872</u>		<u>1,583</u>		<u>739</u>	<u>5,982</u>	<u>76,437</u>
Rye:									
Rail	4,393	.82	3,602	.06	264	10.00	123	1,230	5,096
Truck	54,417	.82	44,622	.06	3,265	8.00	1,524	12,192	60,079
	<u>58,810</u>		<u>48,224</u>		<u>3,529</u>		<u>1,647</u>	<u>13,422</u>	<u>65,175</u>
TOTAL:									
Rail	2,700,068		3,573,980		162,005		80,991	809,910	4,545,895
Truck	2,149,284		2,830,625		128,957		64,319	514,552	3,474,134
	<u>4,849,352</u>		<u>\$6,404,605</u>		<u>\$290,962</u>		<u>145,310</u>	<u>\$1,324,462</u>	<u>\$8,020,029</u>

TABLE 21. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 7, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added	Volume (tons)	Total Value	Total Value
						Per Ton by Transportation		Added by Transportation	
Wheat									
Rail	3,353,635	\$1.31	\$4,393,262	\$.06	\$201,218	\$10.00	100,609	\$1,006,090	\$ 5,600,570
Truck	2,515,358	1.31	3,295,119	.06	150,921	8.00	75,461	603,688	4,049,728
	<u>5,868,993</u>		<u>7,688,381</u>		<u>352,139</u>		<u>176,070</u>	<u>1,609,778</u>	<u>9,650,298</u>
Durum:									
Rail	572,077	1.45	829,512	.06	34,325	10.00	17,162	171,620	1,035,456
Truck	29,558	1.45	42,859	.06	1,773	8.00	887	7,096	51,728
	<u>601,635</u>		<u>872,371</u>		<u>36,098</u>		<u>18,049</u>	<u>178,716</u>	<u>1,087,184</u>
Barley:									
Rail	6,012	.76	4,569	.06	361	11.40	144	1,642	6,571
Truck	4,296	.76	3,265	.06	258	9.40	103	968	4,491
	<u>10,308</u>		<u>7,834</u>		<u>619</u>		<u>247</u>	<u>2,610</u>	<u>11,062</u>
Oats:									
Rail	--	.55	--	.06	--	10.00	--	--	--
Truck	1,510	.55	831	.06	91	8.00	24	192	1,114
	<u>1,510</u>		<u>831</u>		<u>91</u>		<u>24</u>	<u>192</u>	<u>1,114</u>
Flaxseed:									
Rail	3,840	2.61	10,022	.06	230	10.00	108	1,080	11,333
Truck	24,073	2.61	62,831	.06	1,444	8.00	674	5,392	69,667
	<u>27,913</u>		<u>72,853</u>		<u>1,674</u>		<u>782</u>	<u>6,472</u>	<u>81,000</u>
Rye:									
Rail	104,889	.82	86,009	.06	6,293	10.00	2,937	29,370	121,672
Truck	53,340	.82	43,739	.06	3,200	8.00	1,494	11,952	58,891
	<u>158,229</u>		<u>129,748</u>		<u>9,493</u>		<u>4,431</u>	<u>41,322</u>	<u>180,563</u>
TOTAL:									
Rail	4,040,453		5,323,374		242,427		120,960	1,209,802	6,775,602
Truck	2,628,135		3,448,644		157,687		78,643	629,288	4,235,619
	<u>6,668,588</u>		<u>\$8,772,018</u>		<u>\$400,114</u>		<u>199,603</u>	<u>\$1,839,090</u>	<u>\$11,011,221</u>

TABLE 22. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 7, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	
								Volume	Total Value
Wheat:									
Rail	13,066	\$1.31	\$ 17,116	\$.06	\$ 784	\$10.00	392	\$ 3,920	\$ 21,820
Truck	<u>518,321</u>	1.31	<u>679,001</u>	.06	<u>31,099</u>	8.00	<u>15,550</u>	<u>124,400</u>	<u>834,500</u>
	<u>531,387</u>		<u>696,117</u>		<u>31,883</u>		<u>15,942</u>	<u>128,320</u>	<u>856,320</u>
Durum:									
Rail	--	1.45	--	.06	--	10.00	--	--	--
Truck	<u>==</u>	1.45	<u>==</u>	.06	<u>==</u>	8.00	<u>==</u>	<u>==</u>	<u>==</u>
	<u>==</u>		<u>==</u>		<u>==</u>		<u>==</u>	<u>==</u>	<u>==</u>
Barley:									
Rail	--	.76	--	.06	--	11.40	--	--	--
Truck	<u>==</u>	.76	<u>==</u>	.06	<u>==</u>	9.40	<u>==</u>	<u>==</u>	<u>==</u>
	<u>==</u>		<u>==</u>		<u>==</u>		<u>==</u>	<u>==</u>	<u>==</u>
Oats:									
Rail	--	.55	--	.06	--	10.00	--	--	--
Truck	<u>==</u>	.55	<u>==</u>	.06	<u>==</u>	8.00	<u>==</u>	<u>==</u>	<u>==</u>
	<u>==</u>		<u>==</u>		<u>==</u>		<u>==</u>	<u>==</u>	<u>==</u>
Flaxseed:									
Rail	--	2.61	--	.06	--	10.00	--	--	--
Truck	<u>==</u>	2.61	<u>==</u>	.06	<u>==</u>	8.00	<u>==</u>	<u>==</u>	<u>==</u>
	<u>==</u>		<u>==</u>		<u>==</u>		<u>==</u>	<u>==</u>	<u>==</u>
Rye:									
Rail	--	.82	--	.06	--	10.00	--	--	--
Truck	<u>3,101</u>	.82	<u>2,543</u>	.06	<u>186</u>	8.00	<u>87</u>	<u>696</u>	<u>3,425</u>
	<u>3,101</u>		<u>2,543</u>		<u>186</u>		<u>87</u>	<u>696</u>	<u>3,425</u>
TOTAL:									
Rail	13,066		17,116		784		392	3,920	21,820
Truck	<u>521,422</u>		<u>681,514</u>		<u>31,285</u>		<u>15,637</u>	<u>125,096</u>	<u>837,925</u>
	<u>534,488</u>		<u>\$698,660</u>		<u>\$32,069</u>		<u>16,029</u>	<u>\$129,016</u>	<u>\$859,745</u>

TABLE 23. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 8, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Total Value Added by Transportation		
							Volume (tons)	Total Value	Total Value
Wheat:									
Rail	1,132,037	\$1.25	\$1,415,046	\$.06	\$ 67,922	\$ 9.40	33,961	\$319,233	\$1,802,202
Truck	<u>1,706,685</u>	1.25	<u>2,133,356</u>	.06	<u>102,401</u>	7.40	<u>51,201</u>	<u>378,887</u>	<u>2,614,644</u>
	2,838,722		3,548,402		170,323		85,162	698,120	4,416,846
Durum:									
Rail	188,491	1.46	275,197	.06	11,309	9.40	5,655	53,157	339,663
Truck	<u>43,525</u>	1.46	<u>63,547</u>	.06	<u>2,612</u>	7.40	<u>1,306</u>	<u>9,664</u>	<u>75,823</u>
	232,016		338,744		13,921		6,961	62,821	415,486
Barley:									
Rail	96,462	.69	66,559	.06	5,788	10.10	2,315	23,382	95,786
Truck	<u>35,102</u>	.69	<u>24,220</u>	.06	<u>2,106</u>	8.10	<u>842</u>	<u>6,820</u>	<u>33,146</u>
	131,564		90,779		7,894		3,157	30,202	128,874
Oats:									
Rail	109,351	.49	53,582	.06	6,561	9.40	1,750	16,450	76,593
Truck	<u>44,876</u>	.49	<u>21,989</u>	.06	<u>2,693</u>	7.40	<u>718</u>	<u>5,313</u>	<u>29,995</u>
	154,227		75,571		9,254		2,468	21,763	106,588
Flaxseed:									
Rail	219,761	2.68	588,959	.06	13,186	9.40	6,153	57,838	659,983
Truck	<u>159,993</u>	2.68	<u>428,781</u>	.06	<u>9,600</u>	7.40	<u>4,480</u>	<u>33,152</u>	<u>471,533</u>
	379,754		1,017,740		22,786		10,633	90,990	1,131,516
Rye:									
Rail	44,622	.76	33,913	.06	2,677	9.40	1,249	11,741	48,331
Truck	<u>34,455</u>	.76	<u>26,186</u>	.06	<u>2,067</u>	7.40	<u>965</u>	<u>7,141</u>	<u>35,394</u>
	79,077		60,099		4,744		2,214	18,882	83,725
TOTAL:									
Rail	1,790,724		2,433,256		107,443		51,083	481,801	3,022,500
Truck	<u>2,024,636</u>		<u>2,698,079</u>		<u>121,479</u>		<u>59,512</u>	<u>440,977</u>	<u>3,260,535</u>
	3,815,360		\$5,131,335		\$228,922		110,595	\$922,778	\$6,283,035

TABLE 24. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 8, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added		Total Value	
						Value Added Per Ton by Transportation	Volume (tons)	Value Added by Transportation	Total Value
Wheat:									
Rail	2,219,278	\$1.25	\$2,774,098	\$.06	\$133,157	\$9.40	66,578	\$ 625,833	\$3,533,087
Truck	1,403,680	1.25	1,754,600	.06	84,221	7.40	42,110	311,614	2,150,435
	<u>3,622,958</u>		<u>4,528,698</u>		<u>217,378</u>		<u>108,688</u>	<u>937,447</u>	<u>5,683,522</u>
Durum:									
Rail	228,465	1.46	333,559	.06	13,708	9.40	6,854	64,428	411,694
Truck	30,519	1.46	44,558	.06	1,831	7.40	916	6,778	53,167
	<u>258,984</u>		<u>378,117</u>		<u>15,539</u>		<u>7,770</u>	<u>71,206</u>	<u>464,861</u>
Barley:									
Rail	106,753	.69	73,660	.06	6,405	10.10	2,562	25,876	105,941
Truck	2,343	.69	1,617	.06	141	8.10	56	454	2,212
	<u>109,096</u>		<u>75,277</u>		<u>6,546</u>		<u>2,618</u>	<u>26,330</u>	<u>108,153</u>
Oats:									
Rail	103,138	.49	50,538	.06	6,188	9.40	1,650	15,510	72,236
Truck	55,149	.49	27,023	.06	3,309	7.40	882	6,527	36,859
	<u>158,287</u>		<u>77,561</u>		<u>9,497</u>		<u>2,532</u>	<u>22,037</u>	<u>109,095</u>
Flaxseed:									
Rail	291,638	2.68	781,590	.06	17,498	9.40	8,166	76,760	875,849
Truck	209,669	2.68	561,913	.06	12,580	7.40	5,871	43,445	617,938
	<u>501,307</u>		<u>1,343,503</u>		<u>30,078</u>		<u>14,037</u>	<u>120,205</u>	<u>1,493,787</u>
Rye:									
Rail	90,175	.76	68,533	.06	5,411	9.40	2,525	23,735	97,679
Truck	11,665	.76	8,865	.06	700	7.40	327	2,420	11,985
	<u>101,840</u>		<u>77,398</u>		<u>6,111</u>		<u>2,852</u>	<u>26,155</u>	<u>109,664</u>
TOTAL:									
Rail	3,039,447		4,081,978		182,367		88,335	832,142	5,096,486
Truck	1,713,025		2,398,576		102,782		50,162	371,238	2,872,596
	<u>4,752,472</u>		<u>\$6,480,554</u>		<u>\$285,149</u>		<u>138,497</u>	<u>\$1,203,380</u>	<u>\$7,969,082</u>

TABLE 25. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 8, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added	Volume (tons)	Total Value	Total Value
						Per Ton by Transportation		Added by Transportation	
Wheat:									
Rail	12,685	\$1.25	\$ 15,856	\$.06	\$ 761	\$ 9.40	381	\$ 3,581	\$ 20,199
Truck	55,536	1.25	69,420	.06	3,332	7.40	1,666	12,328	85,080
	<u>68,221</u>		<u>85,276</u>		<u>4,093</u>		<u>2,047</u>	<u>15,909</u>	<u>105,279</u>
Durum:									
Rail	2,053	1.46	2,997	.06	123	9.40	62	583	3,703
Truck	--	1.46	--	.06	--	7.40	--	--	--
	<u>2,053</u>		<u>2,997</u>		<u>123</u>		<u>62</u>	<u>583</u>	<u>3,703</u>
Barley:									
Rail	4,360	.69	3,008	.06	262	10.10	105	1,061	4,331
Truck	--	.69	--	.06	--	8.10	--	--	--
	<u>4,360</u>		<u>3,008</u>		<u>262</u>		<u>105</u>	<u>1,061</u>	<u>4,331</u>
Oats:									
Rail	2,664	.49	1,305	.06	160	9.40	43	404	1,869
Truck	2,772	.49	1,358	.06	166	7.40	44	326	1,850
	<u>5,436</u>		<u>2,663</u>		<u>326</u>		<u>87</u>	<u>730</u>	<u>3,719</u>
Flaxseed:									
Rail	--	2.68	--	.06	--	9.40	--	--	--
Truck	2,414	2.68	6,470	.06	145	7.40	68	503	7,118
	<u>2,414</u>		<u>6,470</u>		<u>145</u>		<u>68</u>	<u>503</u>	<u>7,118</u>
Rye:									
Rail	2,017	.76	1,533	.06	121	9.40	56	526	2,180
Truck	--	.76	--	.06	--	7.40	--	--	--
	<u>2,017</u>		<u>1,533</u>		<u>121</u>		<u>56</u>	<u>526</u>	<u>2,180</u>
TOTAL:									
Rail	23,779		24,699		1,427		647	6,155	32,282
Truck	60,722		77,248		3,643		1,778	13,157	94,048
	<u>84,501</u>		<u>\$101,947</u>		<u>\$5,070</u>		<u>2,425</u>	<u>\$19,312</u>	<u>\$126,330</u>

Note to Tables 26-28 and 30-32:

Tables 26-28 and 30-32 show the shipments from Crop Reporting District 9. Approximately one-half of District 9 lies in the Red River Basin. Therefore, it has been assumed that one-half of the volume originated in the Red River Basin portion of the District. Tables 26, 27, and 28 report the volume originating in the Basin portion of the District (identified as District 9A). Tables 30, 31, and 32 report the volume originating in the non-Basin portion of the District (identified as District 9B).

TABLE 26. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 9A (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	723,566	\$1.35	\$ 976,814	\$.06	\$ 43,414	\$7.10	21,707	\$154,120	\$1,174,348
Truck	222,542	1.35	300,432	.06	13,353	5.10	6,676	34,048	347,832
	<u>946,108</u>		<u>1,277,246</u>		<u>56,767</u>		<u>28,383</u>	<u>188,168</u>	<u>1,522,180</u>
Durum:									
Rail	563,633	1.62	913,085	.06	33,818	7.10	16,909	120,054	1,066,957
Truck	58,360	1.62	94,543	.06	3,502	5.10	1,751	8,930	106,975
	<u>621,993</u>		<u>1,007,628</u>		<u>37,320</u>		<u>18,660</u>	<u>128,984</u>	<u>1,173,932</u>
Barley:									
Rail	228,361	.84	191,823	.06	13,702	9.00	5,481	49,329	254,854
Truck	83,544	.84	70,177	.06	5,013	7.00	2,005	14,035	89,225
	<u>311,905</u>		<u>262,000</u>		<u>18,715</u>		<u>7,486</u>	<u>63,364</u>	<u>344,079</u>
Oats:									
Rail	277,551	.51	141,551	.06	16,653	7.10	4,441	31,531	189,735
Truck	34,457	.51	17,573	.06	2,067	5.10	551	2,810	22,451
	<u>312,008</u>		<u>159,124</u>		<u>18,720</u>		<u>4,992</u>	<u>34,341</u>	<u>212,186</u>
Flaxseed:									
Rail	279,700	2.81	785,957	.06	16,782	7.10	7,832	55,607	858,346
Truck	204,778	2.81	575,426	.06	12,287	5.10	5,734	29,243	616,956
	<u>484,478</u>		<u>1,361,383</u>		<u>29,069</u>		<u>13,566</u>	<u>84,850</u>	<u>1,475,302</u>
Rye:									
Rail	65,361	.91	59,479	.06	3,922	7.10	1,830	12,993	76,393
Truck	65,653	.91	59,744	.06	3,939	5.10	1,838	9,374	73,057
	<u>131,014</u>		<u>119,223</u>		<u>7,861</u>		<u>3,668</u>	<u>22,367</u>	<u>149,450</u>
TOTAL:									
Rail	2,138,172		3,068,709		128,291		58,200	423,634	3,620,633
Truck	669,334		1,117,895		40,161		18,555	98,440	1,256,496
	<u>2,807,506</u>		<u>\$4,186,604</u>		<u>\$168,452</u>		<u>76,755</u>	<u>\$522,074</u>	<u>\$4,877,129</u>

See note preceding this table.

TABLE 27. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 9A (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added	Volume (tons)	Total Value	Total Value
						Per Ton by Transportation		Added by Transportation	
Wheat:									
Rail	2,953,837	\$1.35	\$ 3,987,680	\$.06	\$177,230	\$7.10	88,615	\$ 629,167	\$ 4,794,077
Truck	787,203	1.35	1,062,724	.06	47,232	5.10	23,616	120,442	1,230,398
	<u>3,741,040</u>		<u>5,050,404</u>		<u>224,462</u>		<u>112,231</u>	<u>749,609</u>	<u>6,024,475</u>
Durum:									
Rail	1,269,887	1.62	2,057,217	.06	76,193	7.10	38,097	270,489	2,403,899
Truck	16,776	1.62	27,177	.06	1,007	5.10	503	2,565	30,749
	<u>1,286,663</u>		<u>2,084,394</u>		<u>77,200</u>		<u>38,600</u>	<u>273,054</u>	<u>2,434,648</u>
Barley:									
Rail	2,784,063	.84	2,338,613	.06	167,044	9.00	66,818	601,362	3,107,019
Truck	26,623	.84	22,363	.06	1,597	7.00	639	4,473	28,434
	<u>2,810,686</u>		<u>2,360,976</u>		<u>168,641</u>		<u>67,457</u>	<u>605,835</u>	<u>3,135,453</u>
Oats:									
Rail	2,176,534	.51	1,110,032	.06	130,592	7.10	34,825	247,258	1,487,882
Truck	366,747	.51	187,041	.06	22,005	5.10	5,868	29,927	238,973
	<u>2,543,281</u>		<u>1,297,073</u>		<u>152,597</u>		<u>40,693</u>	<u>277,185</u>	<u>1,726,855</u>
Flaxseed:									
Rail	371,150	2.81	1,042,932	.06	22,269	7.10	10,392	73,783	1,138,984
Truck	462,751	2.81	1,300,330	.06	27,765	5.10	12,957	66,081	1,394,176
	<u>833,901</u>		<u>2,343,262</u>		<u>50,034</u>		<u>23,349</u>	<u>139,864</u>	<u>2,533,160</u>
Rye:									
Rail	491,873	.91	447,604	.06	29,512	7.10	13,772	97,781	574,898
Truck	143,951	.91	130,995	.06	8,637	5.10	4,031	20,558	160,191
	<u>635,824</u>		<u>578,599</u>		<u>38,149</u>		<u>17,803</u>	<u>118,339</u>	<u>735,089</u>
TOTAL:									
Rail	10,047,344		10,984,078		602,840		252,519	1,919,840	13,506,759
Truck	1,804,051		2,730,630		108,243		47,614	244,046	3,082,921
	<u>11,851,395</u>		<u>\$13,714,708</u>		<u>\$711,083</u>		<u>300,133</u>	<u>\$2,163,886</u>	<u>\$16,589,680</u>

See note preceding Table 26.

TABLE 28. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 9A (RED RIVER BASIN), AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	25,024	\$1.35	\$ 33,782	\$.06	\$ 1,501	\$7.10	751	\$ 5,332	\$ 40,616
Truck	63,245	1.35	85,381	.06	3,795	5.10	1,897	9,675	98,850
	<u>88,269</u>		<u>119,163</u>		<u>5,296</u>		<u>2,648</u>	<u>15,007</u>	<u>139,466</u>
Durum:									
Rail	42,024	1.62	68,079	.06	2,521	7.10	1,261	8,953	79,553
Truck	1,494	1.62	2,420	.06	89	5.10	45	230	2,739
	<u>43,518</u>		<u>70,499</u>		<u>2,610</u>		<u>1,306</u>	<u>9,183</u>	<u>82,292</u>
Barley:									
Rail	42,701	.84	35,869	.06	2,562	9.00	1,025	9,225	47,656
Truck	1,537	.84	1,291	.06	92	7.00	37	259	1,642
	<u>44,238</u>		<u>37,160</u>		<u>2,654</u>		<u>1,062</u>	<u>9,484</u>	<u>49,298</u>
Oats:									
Rail	4,320	.51	2,203	.06	259	7.10	69	490	2,952
Truck	22,142	.51	11,292	.06	1,329	5.10	354	1,805	14,426
	<u>26,462</u>		<u>13,495</u>		<u>1,588</u>		<u>423</u>	<u>2,295</u>	<u>17,378</u>
Flaxseed:									
Rail	4,319	2.81	12,136	.06	259	7.10	121	859	13,255
Truck	4,737	2.81	13,311	.06	284	5.10	133	678	14,273
	<u>9,056</u>		<u>25,447</u>		<u>543</u>		<u>254</u>	<u>1,537</u>	<u>27,528</u>
Rye:									
Rail	--	.91	--	.06	--	7.10	--	--	--
Truck	21,034	.91	19,141	.06	1,262	5.10	589	3,004	23,407
	<u>21,034</u>		<u>19,141</u>		<u>1,262</u>		<u>589</u>	<u>3,004</u>	<u>23,407</u>
TOTAL:									
Rail	118,388		152,069		7,102		3,227	24,859	184,032
Truck	114,189		132,836		6,851		3,055	15,651	155,337
	<u>232,577</u>		<u>\$284,905</u>		<u>\$13,953</u>		<u>6,282</u>	<u>\$40,510</u>	<u>\$339,369</u>

See note preceding Table 26.

TABLE 29. TOTAL GRAIN SHIPMENTS FROM THE RED RIVER BASIN TO MINNESOTA MARKETS, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values					
	Total Volume (bushels)	Total Farm Value	Total Value Added by Elevator	Total Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:						
Rail	24,875,697	\$ 33,597,458	\$1,492,541	746,271	\$ 5,317,689	\$ 40,407,688
Truck	12,674,506	17,093,573	760,471	380,235	1,970,635	19,824,679
	<u>37,550,203</u>	<u>50,691,031</u>	<u>2,253,012</u>	<u>1,126,506</u>	<u>7,288,324</u>	<u>60,232,367</u>
Durum:						
Rail	21,615,192	32,436,562	1,296,912	648,456	4,845,081	38,578,555
Truck	6,723,693	9,992,966	403,423	201,711	1,119,081	11,515,470
	<u>28,338,885</u>	<u>42,429,528</u>	<u>1,700,335</u>	<u>850,167</u>	<u>5,964,162</u>	<u>50,094,025</u>
Barley:						
Rail	37,792,743	31,762,468	2,267,566	907,026	7,908,353	41,938,387
Truck	4,369,061	3,769,271	262,143	104,857	674,759	4,706,174
	<u>42,161,804</u>	<u>35,531,739</u>	<u>2,529,709</u>	<u>1,011,883</u>	<u>8,583,112</u>	<u>46,644,561</u>
Oats:						
Rail	12,695,567	6,509,937	761,734	203,130	1,434,925	8,706,596
Truck	6,021,076	3,089,307	361,265	96,336	487,626	3,938,198
	<u>18,716,643</u>	<u>9,599,244</u>	<u>1,122,999</u>	<u>299,466</u>	<u>1,922,551</u>	<u>12,644,794</u>
Flaxseed:						
Rail	2,425,677	6,834,502	145,541	67,920	478,860	7,458,903
Truck	2,761,937	7,790,757	165,717	77,335	385,465	8,341,939
	<u>5,187,614</u>	<u>14,625,259</u>	<u>311,258</u>	<u>145,255</u>	<u>864,325</u>	<u>15,800,842</u>
Rye:						
Rail	781,274	709,016	46,878	21,876	153,679	909,572
Truck	363,971	330,327	21,838	10,192	50,795	402,961
	<u>1,145,245</u>	<u>1,039,343</u>	<u>68,716</u>	<u>32,068</u>	<u>204,474</u>	<u>1,312,533</u>
TOTAL:						
Rail	100,186,150	111,849,943	6,011,172	2,594,679	20,138,587	137,999,701
Truck	32,914,244	42,066,201	1,974,857	870,666	4,688,361	48,729,421
	<u>133,100,394</u>	<u>\$153,916,144</u>	<u>\$7,986,029</u>	<u>3,465,345</u>	<u>\$24,826,948</u>	<u>\$186,729,122</u>

TABLE 30. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR FROM CROP REPORTING DISTRICT 9B, AUGUST, 1968, THROUGH JULY, 1969

Volume and Values									
Commodity and Mode	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	
								Transportation	Total Value
Wheat:									
Rail	723,566	\$1.35	\$ 976,814	\$.06	\$ 43,414	\$7.10	21,707	\$154,120	\$1,174,348
Truck	222,542	1.35	300,432	.06	13,353	5.10	6,676	34,048	347,832
	946,108		1,277,246		56,767		28,383	188,168	1,522,180
Durum:									
Rail	563,633	1.62	913,085	.06	33,818	7.10	16,909	120,054	1,066,957
Truck	58,360	1.62	94,543	.06	3,502	5.10	1,751	8,930	106,975
	621,993		1,007,628		37,320		18,660	128,984	1,173,932
Barley:									
Rail	228,361	.84	191,823	.06	13,702	9.00	5,481	49,329	254,854
Truck	83,544	.84	70,177	.06	5,013	7.00	2,005	14,035	89,225
	311,905		262,000		18,715		7,486	63,364	344,079
Oats:									
Rail	277,551	.51	141,551	.06	16,653	7.10	4,441	31,531	189,735
Truck	34,457	.51	17,573	.06	2,067	5.10	551	2,810	22,451
	312,008		159,124		18,720		4,992	34,341	212,186
Flaxseed:									
Rail	279,700	2.81	785,957	.06	16,782	7.10	7,832	55,607	858,346
Truck	204,778	2.81	575,426	.06	12,287	5.10	5,734	29,243	616,956
	484,478		1,361,383		29,069		13,566	84,850	1,475,302
Rye:									
Rail	65,361	.91	59,479	.06	3,922	7.10	1,830	12,993	76,393
Truck	65,653	.91	59,744	.06	3,939	5.10	1,838	9,374	73,057
	131,014		119,223		7,861		3,668	22,367	149,450
TOTAL:									
Rail	2,138,172		3,068,709		128,291		58,200	423,634	3,620,633
Truck	669,334		1,117,895		40,161		18,555	98,440	1,256,496
	2,807,506		\$4,186,604		\$168,452		76,755	\$522,074	\$4,877,129

See note preceding Table 26.

TABLE 31. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL FROM CROP REPORTING DISTRICT 9B, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	2,953,837	\$1.35	\$3,987,680	\$.06	\$177,230	\$7.10	88,615	\$ 629,167	\$ 4,794,077
Truck	787,203	1.35	1,062,724	.06	47,232	5.10	23,616	120,442	1,230,398
	<u>3,741,040</u>		<u>5,050,404</u>		<u>224,462</u>		<u>112,231</u>	<u>749,609</u>	<u>6,024,475</u>
Durum:									
Rail	1,269,887	1.62	2,057,217	.06	76,193	7.10	38,097	270,489	2,403,899
Truck	16,776	1.62	27,177	.06	1,007	5.10	503	2,565	30,749
	<u>1,286,663</u>		<u>2,084,394</u>		<u>77,200</u>		<u>38,600</u>	<u>273,054</u>	<u>2,434,648</u>
Barley:									
Rail	2,784,063	.84	2,338,613	.06	167,044	9.00	66,818	601,362	3,107,019
Truck	26,623	.84	22,363	.06	1,597	7.00	639	4,473	28,434
	<u>2,810,686</u>		<u>2,360,976</u>		<u>168,641</u>		<u>67,457</u>	<u>605,835</u>	<u>3,135,453</u>
Oats:									
Rail	2,176,534	.51	1,110,032	.06	130,592	7.10	34,825	247,258	1,487,882
Truck	366,747	.51	187,041	.06	22,005	5.10	5,868	29,927	238,973
	<u>2,543,281</u>		<u>1,297,073</u>		<u>152,597</u>		<u>40,693</u>	<u>277,185</u>	<u>1,726,855</u>
Flaxseed:									
Rail	371,150	2.81	1,042,932	.06	22,269	7.10	10,392	73,783	1,138,984
Truck	462,751	2.81	1,300,330	.06	27,765	5.10	12,957	66,081	1,394,176
	<u>833,901</u>		<u>2,343,262</u>		<u>50,034</u>		<u>23,349</u>	<u>139,864</u>	<u>2,533,160</u>
Rye:									
Rail	491,873	.91	447,604	.06	29,512	7.10	13,772	97,781	574,898
Truck	143,951	.91	130,995	.06	8,637	5.10	4,031	20,558	160,191
	<u>635,824</u>		<u>578,599</u>		<u>38,149</u>		<u>17,803</u>	<u>118,339</u>	<u>735,089</u>
TOTAL:									
Rail	10,047,344		10,984,078		602,840		252,519	1,919,840	13,506,759
Truck	1,804,051		2,730,630		108,243		47,614	244,046	3,082,921
	<u>11,851,395</u>		<u>\$13,714,708</u>		<u>\$711,083</u>		<u>300,133</u>	<u>\$2,163,886</u>	<u>\$16,589,680</u>

See note preceding Table 26.

TABLE 32. GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS FROM CROP REPORTING DISTRICT 9B, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values								
	Volume (bushels)	Farm Value Per Bushel	Total Farm Value	Value Added Per Bushel by Elevator	Total Value Added by Elevator	Value Added Per Ton by Transportation	Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:									
Rail	25,024	\$1.35	\$ 33,782	\$.06	\$ 1,501	\$7.10	751	\$ 5,332	\$ 40,616
Truck	63,245	1.35	85,381	.06	3,795	5.10	1,897	9,675	98,850
	<u>88,269</u>		<u>119,163</u>		<u>5,296</u>		<u>2,648</u>	<u>15,007</u>	<u>139,466</u>
Durum:									
Rail	42,024	1.62	68,079	.06	2,521	7.10	1,261	8,953	79,553
Truck	1,494	1.62	2,420	.06	89	5.10	45	230	2,739
	<u>43,518</u>		<u>70,499</u>		<u>2,610</u>		<u>1,306</u>	<u>9,183</u>	<u>82,292</u>
Barley:									
Rail	42,701	.84	35,869	.06	2,562	9.00	1,025	9,225	47,656
Truck	1,537	.84	1,291	.06	92	7.00	37	259	1,642
	<u>44,238</u>		<u>37,160</u>		<u>2,654</u>		<u>1,062</u>	<u>9,484</u>	<u>49,298</u>
Oats:									
Rail	4,320	.51	2,203	.06	259	7.10	69	490	2,952
Truck	22,142	.51	11,292	.06	1,329	5.10	354	1,805	14,426
	<u>26,462</u>		<u>13,495</u>		<u>1,588</u>		<u>423</u>	<u>2,295</u>	<u>17,378</u>
Flaxseed:									
Rail	4,319	2.81	12,136	.06	259	7.10	121	859	13,255
Truck	4,737	2.81	13,311	.06	284	5.10	133	678	14,273
	<u>9,056</u>		<u>25,447</u>		<u>543</u>		<u>254</u>	<u>1,537</u>	<u>27,528</u>
Rye:									
Rail	--	.91	--	.06	--	7.10	--	--	--
Truck	21,034	.91	19,141	.06	1,262	5.10	589	3,004	23,407
	<u>21,034</u>		<u>19,141</u>		<u>1,262</u>		<u>589</u>	<u>3,004</u>	<u>23,407</u>
TOTAL:									
Rail	118,388		152,069		7,102		3,227	24,859	184,032
Truck	114,189		132,836		6,851		3,055	15,651	155,337
	<u>232,577</u>		<u>\$284,905</u>		<u>\$13,953</u>		<u>6,282</u>	<u>\$40,510</u>	<u>\$339,369</u>

See note preceding Table 26.

TABLE 33. TOTAL GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO DULUTH-SUPERIOR, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values					
	Total Volume (bushels)	Total Farm Value	Total Value Added by Elevator	Total Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:						
Rail	22,684,068	\$ 30,321,243	\$1,361,044	680,522	\$ 5,647,613	\$ 37,329,900
Truck	20,681,883	27,476,575	1,240,914	620,456	4,228,142	32,945,631
	<u>43,365,951</u>	<u>57,797,818</u>	<u>2,601,958</u>	<u>1,300,978</u>	<u>9,875,755</u>	<u>70,275,531</u>
Durum:						
Rail	18,597,090	27,765,043	1,115,826	559,831	4,948,659	33,829,528
Truck	14,466,791	21,356,489	868,010	434,004	3,137,824	25,362,323
	<u>33,063,881</u>	<u>49,121,532</u>	<u>1,983,836</u>	<u>993,835</u>	<u>8,086,483</u>	<u>59,191,851</u>
Barley:						
Rail	12,970,882	10,485,015	778,254	641,132	2,860,295	14,123,564
Truck	4,690,939	3,994,668	281,457	112,582	746,774	5,022,899
	<u>17,661,821</u>	<u>14,479,683</u>	<u>1,059,711</u>	<u>753,714</u>	<u>3,607,069</u>	<u>19,146,463</u>
Oats:						
Rail	4,574,383	2,308,523	274,463	73,191	556,744	3,139,730
Truck	2,582,718	1,282,862	154,964	41,322	241,360	1,679,186
	<u>7,157,101</u>	<u>3,591,385</u>	<u>429,427</u>	<u>114,513</u>	<u>798,104</u>	<u>4,818,916</u>
Flaxseed:						
Rail	2,146,534	5,976,457	128,793	60,105	471,742	6,576,992
Truck	2,888,374	8,010,227	173,303	80,874	510,883	8,694,413
	<u>5,034,908</u>	<u>13,986,684</u>	<u>302,096</u>	<u>140,979</u>	<u>982,625</u>	<u>15,271,405</u>
Rye:						
Rail	566,590	487,037	33,998	15,864	137,084	658,119
Truck	1,008,303	853,157	60,497	28,232	217,748	1,131,402
	<u>1,574,893</u>	<u>1,340,194</u>	<u>94,495</u>	<u>44,096</u>	<u>354,832</u>	<u>1,789,521</u>
TOTAL:						
Rail	61,539,520	77,343,318	3,692,378	2,030,645	14,622,137	95,657,833
Truck	43,081,619	62,973,978	2,779,145	1,317,470	9,082,731	74,835,854
	<u>104,621,139</u>	<u>\$140,317,296</u>	<u>\$6,471,523</u>	<u>3,348,115</u>	<u>\$23,704,868</u>	<u>\$170,493,687</u>

TABLE 34. TOTAL GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO MINNEAPOLIS-ST. PAUL, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values					
	Total Volume (bushels)	Total Farm Value	Total Value Added by Elevator	Total Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:						
Rail	36,294,291	\$ 48,327,879	\$2,177,657	1,088,828	\$ 9,481,551	\$ 59,987,087
Truck	10,753,338	14,250,624	645,201	322,600	2,176,552	17,072,377
	<u>47,047,629</u>	<u>62,578,503</u>	<u>2,822,858</u>	<u>1,411,428</u>	<u>11,658,103</u>	<u>77,059,464</u>
Durum:						
Rail	34,130,871	50,772,208	2,047,852	926,430	8,467,436	61,287,496
Truck	960,233	1,430,322	57,615	28,807	211,731	1,699,668
	<u>35,091,104</u>	<u>52,202,530</u>	<u>2,105,467</u>	<u>955,237</u>	<u>8,679,167</u>	<u>62,987,164</u>
Barley:						
Rail	39,016,850	32,412,713	2,341,012	936,405	8,387,311	43,141,036
Truck	412,813	340,283	24,768	9,906	70,232	435,283
	<u>39,429,663</u>	<u>32,752,996</u>	<u>2,365,780</u>	<u>946,311</u>	<u>8,457,543</u>	<u>43,576,319</u>
Oats:						
Rail	13,538,487	6,892,919	812,308	216,617	1,583,803	9,289,030
Truck	4,925,246	2,530,591	295,516	78,804	413,710	3,239,817
	<u>18,463,733</u>	<u>9,423,510</u>	<u>1,107,824</u>	<u>295,421</u>	<u>1,997,513</u>	<u>12,528,847</u>
Flaxseed:						
Rail	2,906,346	8,085,045	174,379	81,379	643,450	8,902,874
Truck	3,644,505	10,127,450	218,671	102,047	627,030	10,973,151
	<u>6,550,851</u>	<u>18,212,495</u>	<u>393,050</u>	<u>183,426</u>	<u>1,270,480</u>	<u>19,876,025</u>
Rye:						
Rail	2,105,042	1,834,134	126,302	58,940	496,178	2,456,614
Truck	713,336	616,839	42,800	19,974	135,508	795,147
	<u>2,818,378</u>	<u>2,450,973</u>	<u>169,102</u>	<u>78,914</u>	<u>631,686</u>	<u>3,251,761</u>
TOTAL:						
Rail	127,991,887	148,324,898	7,679,510	3,308,599	29,059,729	185,064,137
Truck	21,409,471	29,296,109	1,284,571	562,138	3,634,763	34,215,443
	<u>149,401,358</u>	<u>\$177,621,007</u>	<u>\$8,964,081</u>	<u>3,870,737</u>	<u>\$32,694,492</u>	<u>\$219,279,580</u>

TABLE 35. TOTAL GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO OTHER MINNESOTA DESTINATIONS, AUGUST, 1968, THROUGH JULY, 1969

Commodity and Mode	Volume and Values					
	Total Volume (bushels)	Total Farm Value	Total Value Added by Elevator	Total Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:						
Rail	364,477	\$ 485,324	\$ 21,867	10,935	\$102,404	\$ 609,595
Truck	<u>1,014,566</u>	<u>1,342,340</u>	<u>60,874</u>	<u>30,436</u>	<u>214,392</u>	<u>1,617,606</u>
	1,379,043	1,827,664	82,741	41,371	316,796	2,227,201
Durum:						
Rail	205,075	323,528	12,304	6,154	44,275	380,107
Truck	<u>44,736</u>	<u>67,202</u>	<u>2,683</u>	<u>1,342</u>	<u>9,952</u>	<u>79,837</u>
	249,811	390,730	14,987	7,496	54,227	459,944
Barley:						
Rail	755,761	617,829	45,346	18,139	171,726	834,901
Truck	<u>32,244</u>	<u>28,488</u>	<u>1,934</u>	<u>774</u>	<u>4,804</u>	<u>35,226</u>
	788,005	646,317	47,280	18,913	176,530	870,127
Oats:						
Rail	91,117	45,279	5,467	1,458	11,342	62,088
Truck	<u>325,655</u>	<u>163,327</u>	<u>19,541</u>	<u>5,209</u>	<u>30,695</u>	<u>213,563</u>
	416,772	208,606	25,008	6,667	42,037	275,651
Flaxseed:						
Rail	19,917	56,304	1,195	558	3,804	61,303
Truck	<u>40,100</u>	<u>111,153</u>	<u>2,405</u>	<u>1,124</u>	<u>7,149</u>	<u>120,707</u>
	60,017	167,457	3,600	1,682	10,953	182,010
Rye:						
Rail	17,053	13,865	1,023	477	5,119	20,007
Truck	<u>66,536</u>	<u>58,688</u>	<u>3,993</u>	<u>1,863</u>	<u>11,143</u>	<u>73,824</u>
	83,589	72,553	5,016	2,340	16,262	93,831
TOTAL:						
Rail	1,453,400	1,542,129	87,202	37,721	338,670	1,968,001
Truck	<u>1,523,837</u>	<u>1,771,198</u>	<u>91,430</u>	<u>40,748</u>	<u>278,135</u>	<u>2,140,763</u>
	2,977,237	3,313,327	178,632	78,469	616,805	4,108,764

TABLE 36. TOTAL GRAIN SHIPMENTS FROM NORTH DAKOTA ELEVATORS TO ALL MINNESOTA MARKETS, AUGUST, 1968,
THROUGH JULY, 1969

Commodity and Mode	Volume and Values					
	Total Volume (bushels)	Total Farm Value	Total Value Added by Elevator	Total Volume (tons)	Total Value Added by Transportation	Total Value
Wheat:						
Rail	59,342,809	\$ 79,134,446	\$ 3,560,568	1,780,285	\$15,231,568	\$ 97,926,582
Truck	29,212,398	43,069,539	1,946,989	973,492	6,619,086	51,635,614
	<u>88,555,207</u>	<u>122,203,985</u>	<u>5,507,557</u>	<u>2,753,777</u>	<u>21,850,654</u>	<u>149,562,196</u>
Durum:						
Rail	52,933,036	78,860,779	3,175,982	1,492,415	13,460,370	95,497,131
Truck	15,471,760	22,854,013	928,308	464,153	3,359,507	27,141,828
	<u>68,404,796</u>	<u>101,714,792</u>	<u>4,104,290</u>	<u>1,956,568</u>	<u>16,819,877</u>	<u>122,638,959</u>
Barley:						
Rail	52,743,493	43,515,557	3,164,612	1,595,676	11,419,332	58,099,501
Truck	5,135,996	4,363,439	308,159	123,262	821,810	5,493,408
	<u>57,879,489</u>	<u>47,878,996</u>	<u>3,472,771</u>	<u>1,718,938</u>	<u>12,241,142</u>	<u>63,592,909</u>
Oats:						
Rail	18,203,987	9,246,721	1,092,238	291,266	2,151,889	12,490,848
Truck	7,833,619	3,976,780	470,021	125,335	685,765	5,132,566
	<u>26,037,606</u>	<u>13,223,501</u>	<u>1,562,259</u>	<u>416,601</u>	<u>2,837,654</u>	<u>17,623,414</u>
Flaxseed:						
Rail	5,072,797	14,117,806	304,367	142,042	1,118,996	15,541,169
Truck	6,572,979	18,248,830	394,379	184,045	1,145,062	19,788,271
	<u>11,645,776</u>	<u>32,366,636</u>	<u>698,746</u>	<u>326,087</u>	<u>2,264,058</u>	<u>35,329,440</u>
Rye:						
Rail	2,688,685	2,335,036	161,323	75,281	638,381	3,134,740
Truck	1,788,175	1,528,684	107,290	50,069	364,399	2,000,373
	<u>4,476,860</u>	<u>3,863,720</u>	<u>268,613</u>	<u>125,350</u>	<u>1,002,780</u>	<u>5,135,113</u>
TOTAL:						
Rail	190,984,807	227,210,345	11,459,090	5,376,965	44,020,536	282,689,971
Truck	66,014,927	94,041,285	4,155,116	1,920,356	12,995,629	111,192,060
	<u>256,999,734</u>	<u>321,251,630</u>	<u>15,614,236</u>	<u>7,297,321</u>	<u>\$57,016,165</u>	<u>\$393,882,031</u>

TABLE 37. LIVESTOCK SHIPMENTS FROM NORTH DAKOTA ORIGINS TO MINNESOTA DESTINATIONS BY STATE REGIONS
(SOURIS RIVER BASIN), 1969

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR2 (Excluding Mountrail County)							
Cattle	4,644	2,245	\$498.00	\$1,118,010	\$17.78	\$ 39,916	\$1,157,926
Calves	6,334	1,004	653.60	656,214	17.78	17,851	674,065
Sheep	365	22	121.20	2,666	20.32	447	3,113
Lambs	2,360	112	515.20	57,702	20.32	2,276	59,978
Hogs	<u>19,531</u>	<u>2,275</u>	428.00	<u>973,700</u>	17.78	<u>40,450</u>	<u>1,014,150</u>
	33,234	5,658		2,808,292		100,940	2,909,232
SR1 (Divide County Only)							
Cattle	519	251	\$493.40	\$ 123,843	23.24	5,833	129,676
Calves	707	112	649.00	72,688	23.24	2,603	75,291
Sheep	--	--	116.20	--	26.56	--	--
Lambs	--	--	510.20	--	26.56	--	--
Hogs	<u>118</u>	<u>14</u>	423.40	<u>5,928</u>	23.24	<u>325</u>	<u>6,253</u>
	1,344	377		202,459		8,761	211,220
TOTAL	34,578	6,035		\$3,010,751		\$109,701	\$3,120,452

TABLE 38. LIVESTOCK SHIPMENTS FROM NORTH DAKOTA ORIGINS TO MINNESOTA DESTINATIONS BY STATE REGIONS (RED RIVER BASIN), 1969

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR3							
Cattle	157	76	\$501.40	\$ 38,106	\$14.46	\$ 1,099	\$ 39,205
Calves	215	34	657.00	22,338	14.46	492	22,830
Sheep	57	4	125.00	500	16.52	66	566
Lambs	366	17	519.00	8,823	16.52	281	9,104
Hogs	985	115	431.40	49,611	14.46	1,663	51,274
	<u>1,780</u>	<u>246</u>		<u>119,378</u>		<u>3,601</u>	<u>122,979</u>
SR4							
Cattle	117	57	502.60	28,648	13.20	752	29,400
Calves	160	25	658.20	16,455	13.20	330	16,785
Sheep	--	--	126.20	--	15.08	--	--
Lambs	--	--	520.60	--	15.08	--	--
Hogs	--	--	432.60	--	13.20	--	--
	<u>277</u>	<u>82</u>		<u>45,103</u>		<u>1,082</u>	<u>46,185</u>
SR5							
Cattle	92,893	44,914	507.20	22,780,381	8.58	385,362	23,165,743
Calves	19,163	3,037	662.80	2,012,924	8.58	26,057	2,038,981
Sheep	3,035	187	131.80	24,647	9.80	1,833	26,480
Lambs	19,616	932	525.80	490,046	9.80	9,134	499,180
Hogs	85,707	9,985	437.20	4,365,442	8.58	85,671	4,451,113
	<u>220,414</u>	<u>59,055</u>		<u>29,673,440</u>		<u>508,057</u>	<u>30,181,497</u>

- continued -

TABLE 38. LIVESTOCK SHIPMENTS FROM NORTH DAKOTA ORIGINS TO MINNESOTA DESTINATIONS BY STATE REGIONS (RED RIVER BASIN), 1969 - continued

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR6 (Griggs County Only)							
Cattle	645	312	\$504.00	\$ 157,248	\$11.86	\$ 3,700	\$ 160,948
Calves	879	139	659.60	91,684	11.86	1,649	93,333
Sheep	25	2	128.00	256	13.56	27	283
Lambs	164	8	522.00	4,176	13.56	108	4,284
Hogs	896	104	434.00	45,136	11.86	1,233	46,369
	<u>2,609</u>	<u>565</u>		<u>298,500</u>		<u>6,717</u>	<u>305,217</u>
SR6 (Barnes County Only)							
Cattle	1,547	748	504.00	376,992	11.86	8,871	385,863
Calves	2,110	334	659.60	220,306	11.86	3,961	224,267
Sheep	22	1	128.00	128	13.56	14	142
Lambs	144	7	522.00	3,654	13.56	95	3,749
Hogs	3,047	355	434.00	154,070	11.86	4,210	158,280
	<u>6,870</u>	<u>1,445</u>		<u>755,150</u>		<u>17,151</u>	<u>772,301</u>
TOTAL	231,950	61,393		\$30,891,571		\$536,608	\$31,428,179

TABLE 39. LIVESTOCK SHIPMENTS FROM NORTH DAKOTA ORIGINS TO MINNESOTA DESTINATIONS BY STATE REGIONS (REST OF NORTH DAKOTA), 1969

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR1 (Excluding Divide County)							
Cattle	3,802	1,838	\$493.40	\$ 906,869	\$23.24	\$ 42,715	\$ 949,584
Calves	5,185	822	649.00	533,478	23.24	19,103	552,581
Sheep	--	--	116.20	--	26.56	--	--
Lambs	--	--	510.20	--	26.56	--	--
Hogs	276	32	423.40	13,549	23.24	744	14,293
	<u>9,263</u>	<u>2,692</u>		<u>1,453,896</u>		<u>62,562</u>	<u>1,516,458</u>
SR2 (Mountrail County Only)							
Cattle	885	428	498.00	213,144	17.78	7,610	220,754
Calves	1,206	191	653.60	124,838	17.78	3,396	128,234
Sheep	65	4	121.20	485	20.32	81	566
Lambs	416	20	515.20	10,304	20.32	406	10,710
Hogs	2,919	340	428.00	145,520	17.78	6,045	151,565
	<u>5,491</u>	<u>983</u>		<u>494,291</u>		<u>17,538</u>	<u>511,829</u>
SR6 (Excluding Griggs and Barnes Counties)							
Cattle	10,702	5,174	504.00	2,607,696	11.86	61,364	2,669,060
Calves	14,591	2,313	659.60	1,525,655	11.86	27,432	1,553,087
Sheep	270	17	128.00	2,176	13.56	231	2,407
Lambs	1,742	83	522.00	43,326	13.56	1,125	44,451
Hogs	13,978	1,628	434.00	706,552	11.86	19,308	725,860
	<u>41,283</u>	<u>9,215</u>		<u>4,885,405</u>		<u>109,460</u>	<u>4,994,865</u>

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TABLE 39. LIVESTOCK SHIPMENTS FROM NORTH DAKOTA ORIGINS TO MINNESOTA DESTINATIONS BY STATE REGIONS (REST OF NORTH DAKOTA), 1969 - continued

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR7							
Cattle	18,947	9,161	\$500.40	\$ 4,584,164	\$ 15.33	\$140,438	\$ 4,724,602
Calves	25,834	4,095	656.00	2,686,320	15.33	62,776	2,749,096
Sheep	34	2	124.00	248	17.52	35	283
Lambs	216	10	518.00	5,180	17.52	175	5,355
Hogs	9,748	1,136	430.40	488,934	15.33	17,415	506,349
	<u>54,779</u>	<u>14,404</u>		<u>7,764,846</u>		<u>220,839</u>	<u>7,985,685</u>
SR8							
Cattle	23,824	11,519	497.00	5,724,943	18.86	217,248	5,942,191
Calves	32,485	5,149	652.60	3,360,237	18.86	97,110	3,457,347
Sheep	1,815	112	120.00	13,440	21.56	2,415	15,855
Lambs	11,727	557	514.00	286,298	21.56	12,009	298,307
Hogs	14,343	1,671	427.00	713,517	18.86	31,515	745,032
	<u>84,194</u>	<u>19,008</u>		<u>10,098,435</u>		<u>360,297</u>	<u>10,458,732</u>
TOTAL	195,010	46,302		\$24,696,873		\$770,696	\$25,467,569

TABLE 40. TOTAL LIVESTOCK SHIPMENTS FROM NORTH DAKOTA ORIGINS TO MINNESOTA DESTINATIONS, 1969

Livestock	Volume and Values				
	Volume # Hd.	Volume (tons)	Value	Value Added	Total Value
Cattle	158,682	76,723	\$38,660,044	\$ 914,908	\$39,574,952
Calves	108,869	17,255	11,323,137	262,760	11,585,897
Sheep	5,688	351	44,546	5,149	49,695
Lambs	36,751	1,746	909,509	25,609	935,118
Hogs	<u>151,548</u>	<u>17,655</u>	<u>7,661,959</u>	<u>208,579</u>	<u>7,870,538</u>
TOTAL	461,538	113,730	\$58,599,195	\$1,417,005	\$60,016,200

TABLE 41. LIVESTOCK SHIPMENTS FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS (SOURIS RIVER BASIN), 1969

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR2 (Excluding Mountrail County)							
Cattle and Calves	717	194	\$589.00	\$114,266	\$17.78	\$3,449	\$117,715
Sheep and Lambs	192	6	550.00	3,300	20.32	122	3,422
Hogs	<u>49</u>	<u>2</u>	446.00	<u>892</u>	17.78	<u>36</u>	<u>928</u>
TOTAL	958	202		\$118,458		\$3,607	\$122,065

TABLE 42. LIVESTOCK SHIPMENTS FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS (RED RIVER BASIN), 1969

Livestock	Volume and Values						Total Value
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	
SR3							
Cattle and Calves	393	107	\$589.00	\$ 63,023	\$14.46	\$ 1,547	\$ 64,570
Sheep and Lambs	256	8	550.00	4,400	16.52	132	4,532
Hogs	672	24	446.00	10,704	14.46	347	11,051
	<u>1,321</u>	<u>139</u>		<u>78,127</u>		<u>2,026</u>	<u>80,153</u>
SR4							
Cattle and Calves	1,189	322	589.00	189,658	13.20	4,250	193,908
Sheep and Lambs	--	--	--	--	--	--	--
Hogs	168	6	446.00	2,676	13.20	79	2,755
	<u>1,357</u>	<u>328</u>		<u>192,334</u>		<u>4,329</u>	<u>196,663</u>
SR5							
Cattle and Calves	14,272	3,868	589.00	2,278,252	8.58	33,187	2,311,439
Sheep and Lambs	1,177	36	550.00	19,800	9.80	353	20,153
Hogs	560	20	446.00	8,920	8.58	172	9,092
	<u>16,009</u>	<u>3,924</u>		<u>2,306,972</u>		<u>33,712</u>	<u>2,340,684</u>
SR6 (Griggs County Only)							
Cattle and Calves	182	49	589.00	28,861	11.86	581	29,442
Sheep and Lambs	83	3	550.00	1,650	13.56	41	1,691
Hogs	--	--	--	--	--	--	--
	<u>265</u>	<u>52</u>		<u>30,511</u>		<u>622</u>	<u>31,133</u>
SR6 (Barnes County Only)							
Cattle and Calves	436	118	589.00	69,502	11.86	1,399	70,901
Sheep and Lambs	73	2	550.00	1,100	13.56	27	1,127
Hogs	--	--	--	--	--	--	--
	<u>509</u>	<u>120</u>		<u>70,602</u>		<u>1,426</u>	<u>72,028</u>
TOTAL	19,461	4,563		\$2,678,546		\$42,115	\$2,720,661

TABLE 43. LIVESTOCK SHIPMENTS FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS (REST OF NORTH DAKOTA), 1969

Livestock	Volume and Values						
	Volume # Hd.	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR2 (Mountrail County Only)							
Cattle and Calves	136	37	\$589.00	\$ 21,793	\$17.78	\$ 658	\$ 22,451
Sheep and Lambs	34	1	550.00	550	20.32	20	570
Hogs	7	.24	446.00	107	17.78	4	111
	<u>177</u>	<u>38</u>		<u>22,450</u>		<u>682</u>	<u>23,132</u>
SR6 (Excluding Barnes and Griggs Counties)							
Cattle and Calves	3,017	818	589.00	481,802	11.86	9,701	491,503
Sheep and Lambs	885	27	550.00	14,850	13.56	366	15,216
Hogs	--	--	--	--	--	--	--
	<u>3,902</u>	<u>845</u>		<u>496,652</u>		<u>10,067</u>	<u>506,719</u>
SR7							
Cattle and Calves	1,111	301	589.00	177,289	15.33	4,614	181,903
Sheep and Lambs	347	11	550.00	6,050	17.52	193	6,243
Hogs	--	--	--	--	--	--	--
	<u>1,458</u>	<u>312</u>		<u>183,339</u>		<u>4,807</u>	<u>188,146</u>
SR8							
Cattle and Calves	--	--	--	--	--	--	--
Sheep and Lambs	--	--	--	--	--	--	--
Hogs	224	8	446.00	3,568	18.86	151	3,719
	<u>224</u>	<u>8</u>		<u>3,568</u>		<u>151</u>	<u>3,719</u>
TOTAL	5,761	1,203		\$706,009		\$15,707	\$721,716

TABLE 44. TOTAL LIVESTOCK SHIPMENTS FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969

Livestock	Volume and Values				
	Volume # Hd.	Volume (tons)	Value	Value Added	Total Value
Cattle and Calves	21,453	5,814	\$3,424,446	\$59,386	\$3,483,832
Sheep and Lambs	3,047	94	51,700	1,254	52,954
Hogs	<u>1,680</u>	<u>60</u>	<u>26,867</u>	<u>789</u>	<u>27,656</u>
TOTAL	26,180	5,968	\$3,503,013	\$61,429	\$3,564,442

TABLE 45. SUGAR BEET SHIPMENTS (EXPORTS AND IMPORTS) BY MOTOR CARRIER TRANSPORTATION TO MINNESOTA FROM NORTH DAKOTA STATE REGIONS AND FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS (RED RIVER BASIN), 1969

State Region	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Exports:						
From North Dakota to Minnesota						
SR4 ^a	145,568	\$16.27	\$2,368,391	\$2.04	\$296,959	\$2,665,350
SR5 ^b	93,726	16.27	1,524,922	1.24	116,220	1,641,142
SR5 ^a	2,000	16.27	32,540	2.04	4,080	36,620
	<u>241,294</u>		<u>3,925,853</u>		<u>417,259</u>	<u>4,343,112</u>
Imports:						
From Minnesota to North Dakota						
SR4	145,435	16.27	2,366,227	2.04	296,687	2,662,914
	<u>145,435</u>		<u>2,366,227</u>		<u>296,687</u>	<u>2,662,914</u>
TOTAL	386,729		\$6,292,080		\$713,946	\$7,006,026

^aShipments to the processing plants by farm producers.

^bShipments to the processing plants by contract haulers.

TABLE 46. SUGAR BEET SHIPMENTS BY RAIL CARRIER TRANSPORTATION TO MINNESOTA FROM NORTH DAKOTA STATE
 REGIONS (RED RIVER BASIN), 1969

State Region	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR5	124,859	\$16.27	\$2,031,456	\$1.55	\$193,531	\$2,224,987
TOTAL	124,859		\$2,031,456		\$193,531	\$2,224,987

TABLE 47. DAIRY SHIPMENTS (EXPORTS AND IMPORTS) BY MOTOR CARRIER TRANSPORTATION FROM NORTH DAKOTA CROP REPORTING DISTRICTS TO MINNESOTA AND FROM MINNESOTA TO NORTH DAKOTA CROP REPORTING DISTRICTS, 1969

Crop Reporting District	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
From North Dakota to Minnesota						
Red River Basin						
CRD-6	21,732	\$ 91.60	\$1,990,651	\$5.77	\$125,394	\$2,116,045
CRD-9	7,883	83.80	660,595	5.77	45,485	706,080
	<u>29,615</u>		<u>2,651,246</u>		<u>170,879</u>	<u>2,822,125</u>
From Minnesota to North Dakota						
Red River Basin						
CRD-3	10,740	100.80	1,082,545	5.77	61,970	1,144,515
CRD-6	52,327	91.60	4,793,191	5.77	301,927	5,095,118
	<u>63,067</u>		<u>5,875,736</u>		<u>363,897</u>	<u>6,239,633</u>
TOTAL	92,682		\$8,526,982		\$534,776	\$9,061,758

TABLE 48. POTATO SHIPMENTS BY MOTOR CARRIER TRANSPORTATION FROM NORTH DAKOTA STATE REGIONS TO MINNESOTA, 1969

State Region	Volume and Values						
	Volume (cwt.)	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Red River Basin							
SR3	5,528	276	\$26.80	\$ 7,397	\$16.40	\$ 4,526	\$ 11,923
SR4	403,815	20,191	26.80	541,119	10.40	209,986	751,105
SR5	503,017	25,151	26.80	674,047	9.00	266,359	940,406
	<u>912,360</u>	<u>45,618</u>		<u>1,222,563</u>		<u>480,871</u>	<u>1,703,434</u>
Rest of North Dakota							
SR8	929	46	26.80	1,233	18.00	828	2,061
	<u>929</u>	<u>46</u>	26.80	<u>1,233</u>		<u>828</u>	<u>2,061</u>
TOTAL	913,289	45,664		\$1,223,796		\$481,699	\$1,705,495

TABLE 49. POTATO SHIPMENTS BY RAIL TRANSPORTATION FROM NORTH DAKOTA STATE REGIONS TO MINNESOTA, 1969

State Region	Volume and Values						
	Volume (cwt.)	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Red River Basin							
SR3	12,384	619	\$26.80	\$ 16,589	\$ 8.80	\$ 5,447	\$ 22,036
SR4	600,900	30,045	26.80	805,206	9.80	294,441	1,099,647
SR5	46,400	2,320	26.80	62,176	3.20	7,424	69,600
	<u>659,684</u>	<u>32,984</u>		<u>883,971</u>		<u>307,312</u>	<u>1,191,283</u>
Rest of North Dakota							
SR8	<u>3,321</u>	<u>166</u>	26.80	<u>4,449</u>	13.00	<u>2,158</u>	<u>6,607</u>
	<u>3,321</u>	<u>166</u>		<u>4,449</u>		<u>2,158</u>	<u>6,607</u>
TOTAL	663,005	33,150		\$888,420		\$309,470	\$1,197,890

TABLE 50. PETROLEUM MOVEMENTS BY PIPELINES FROM NORTH DAKOTA STATE REGIONS TO MINNESOTA, 1969

Origin and Type of Petroleum	Volume and Values					
	Volume (barrels)	Value Per Barrel	Value	Value Added Per Barrel	Value Added	Total Value
Souris River Basin						
SR2						
Crude Oil	<u>5,348,450</u>	\$2.35	<u>\$12,568,858</u>	\$.48	<u>\$2,567,256</u>	<u>\$15,136,114</u>
	5,348,450		12,568,858		2,567,256	15,136,114
Rest of North Dakota						
SR7						
Products ^a	<u>11,787,177</u>	5.00	<u>58,935,885</u>	.29	<u>3,418,281</u>	<u>62,354,166</u>
	11,787,177		\$58,935,885		\$3,418,281	\$62,354,166

^aIncludes gasoline, fuel oil, and diesel oil.

TABLE 51. FREIGHT AND EXPRESS SHIPMENTS (EXPORTS AND IMPORTS) BY AIRLINES FROM NORTH DAKOTA STATE REGIONS TO MINNESOTA AND FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969

State Region	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
North Dakota to Minnesota						
Red River Basin						
SR3	1	\$1,500	\$ 1,500	\$200	\$ 200	\$ 1,700
SR4	30	1,500	45,000	200	6,000	51,000
SR5	52	1,500	78,000	200	10,400	88,400
	<u>83</u>		<u>124,500</u>		<u>16,600</u>	<u>141,100</u>
Souris River Basin						
SR2	7	1,500	10,500		1,400	11,900
Rest of North Dakota						
SR6	2	1,500	3,000	200	400	3,400
SR7	6	1,500	9,000	200	1,200	10,200
	<u>8</u>		<u>12,000</u>		<u>1,600</u>	<u>13,600</u>
Minnesota to North Dakota						
Red River Basin						
SR4	41	1,500	61,500	200	8,200	69,700
SR5	288	1,500	432,000	200	57,600	489,600
	<u>329</u>		<u>493,500</u>		<u>65,800</u>	<u>559,300</u>
TOTAL	427		\$640,500		\$85,400	\$725,900

TABLE 52. GAS AND FUEL OIL SHIPMENTS BY TRUCK (GREATER THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969

State Regions	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Souris River Basin						
SR2	1,440	\$50.00	\$ 72,000	\$10.00	\$ 14,400	\$ 86,400
	<u>1,440</u>		<u>72,000</u>		<u>14,400</u>	<u>86,400</u>
Red River Basin						
SR3	2,600	50.00	130,000	4.50	11,700	141,700
SR4	1,400	50.00	70,000	4.50	6,300	76,300
SR5	10,200	50.00	510,000	4.50	45,900	555,900
	<u>14,200</u>		<u>710,000</u>		<u>63,900</u>	<u>773,900</u>
Rest of North Dakota						
SR1	40	50.00	200	12.50	500	700
SR6	3,860	50.00	193,000	10.00	38,600	231,600
SR7	600	50.00	30,000	10.00	6,000	36,000
SR8	200	50.00	10,000	12.50	2,500	12,500
	<u>4,700</u>		<u>233,200</u>		<u>47,600</u>	<u>280,800</u>
TOTAL	20,340		\$1,015,200		\$125,900	\$1,141,100

TABLE 53. GROCERY SHIPMENTS BY TRUCK (GREATER THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Souris River Basin						
SR2 Groceries ^a	1,400	\$300.00	\$ 420,000	\$18.75	\$ 26,250	\$ 446,250
Groceries ^b	4,000	450.00	1,800,000	18.75	75,000	1,875,000
	<u>5,400</u>		<u>2,220,000</u>		<u>101,250</u>	<u>2,321,250</u>
Red River Basin						
SR3 Groceries ^a	340	300.00	102,000	12.50	4,250	106,250
Groceries ^b	3,040	450.00	1,368,000	12.50	38,000	1,406,000
SR4 Groceries ^a	280	300.00	84,000	7.50	2,100	86,100
Groceries ^b	20	450.00	9,000	7.50	150	9,150
SR5 Groceries ^a	40	300.00	12,000	3.75	150	12,150
Groceries ^b	900	450.00	405,000	3.75	3,375	408,375
	<u>4,620</u>		<u>1,980,000</u>		<u>48,025</u>	<u>2,028,025</u>
Rest of North Dakota						
SR1 Groceries ^a	140	300.00	42,000	25.00	3,500	45,500
Groceries ^b	1,000	450.00	450,000	25.00	25,000	475,000
SR7 Groceries ^a	280	300.00	84,000	12.50	3,500	87,500
Groceries ^b	2,820	450.00	1,269,000	12.50	35,250	1,304,250
SR8 Groceries ^a	200	300.00	60,000	18.75	3,750	63,750
Groceries ^b	2,620	450.00	1,179,000	18.75	49,125	1,228,125
	<u>7,060</u>		<u>3,084,000</u>		<u>120,125</u>	<u>3,204,125</u>
TOTAL	17,080		\$7,284,000		\$269,400	\$7,553,400

^aVolume and values based on 35,000 to 50,000 lb. loads.

^bVolume and values based on greater than 50,000 lb. loads.

TABLE 54. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (GREATER THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Souris River Basin						
SR2						
Durables	1,400	\$ 350.00	\$ 490,000	\$39	\$ 54,600	\$ 544,600
Steel Fabricated	400	400.00	160,000	39	15,600	175,600
Building Materials ^a	1,180	750.00	885,000	39	46,020	931,020
Building Materials ^b	800	20.00	16,000	39	31,200	47,200
Farm Equip. and Mach. ^c	2,240	1,500.00	3,360,000	39	87,360	3,447,360
Farm Equip. and Mach. ^d	1,440	1,000.00	1,440,000	39	56,160	1,496,160
Processed Ag. Products ^e	2,800	75.00	210,000	39	109,200	319,200
Processed Ag. Products ^f	400	45.00	18,000	39	15,600	33,600
Processed Ag. Products ^g	400	175.00	70,000	39	15,600	85,600
Vehicles ^j	3,200	1,000.00	3,200,000	39	124,800	3,324,800
Vehicles ^k	1,200	500.00	600,000	39	46,800	646,800
General Freight	30,280	400.00	12,112,000	39	1,180,920	13,292,920
Total Souris River Basin	45,740		22,561,000		1,783,860	24,344,860
Red River Basin						
SR3						
Durables	400	350.00	140,000	29	11,600	151,600
Steel Fabricated	400	400.00	160,000	29	11,600	171,600
Building Materials ^a	1,340	750.00	1,005,000	29	38,860	1,043,860
Building Materials ^b	400	20.00	8,000	29	11,600	19,600
Farm Equip. and Mach. ^d	1,200	1,500.00	1,800,000	29	34,800	1,834,800
Processed Ag. Products ^e	800	75.00	60,000	29	23,200	83,200
Mining Products ^h	240	2.75	660,000	29	6,960	7,620
Vehicles ^j	2,140	1,000.00	2,140,000	29	62,060	2,202,060
Vehicles ^k	140	500.00	70,000	29	4,060	74,060
General Freight	3,120	400.00	1,248,000	29	90,480	1,338,480
	10,180		7,291,000		295,220	6,926,880

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TABLE 54. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (GREATER THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969 - continued

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR4						
Durables	140	\$ 350.00	\$ 49,000	\$28	\$ 3,920	\$ 52,920
Steel Fabricated	420	400.00	168,000	28	11,760	179,760
Building Materials ^a	280	750.00	210,000	28	7,840	217,840
Farm Equip. and Mach. ^a	1,600	20.00	32,000	28	44,800	76,800
Processed Ag. Products ^g	100	175.00	17,500	28	2,800	20,300
General Freight	500	400.00	200,000	28	14,000	214,000
	<u>3,040</u>		<u>676,500</u>		<u>85,120</u>	<u>761,620</u>
SR5						
Building Materials ^a	800	750.00	600,000	19	15,200	615,200
Building Materials ^b	100	20.00	2,000	19	1,900	3,900
Farm Equip. and Mach. ^d	200	1,000.00	200,000	19	3,800	203,800
Processed Ag. Products ^f	400	45.00	18,000	19	7,600	25,600
Processed Ag. Products ^g	100	175.00	17,500	19	1,900	19,400
Mining Products ^h	400	2.75	1,100	19	7,600	8,700
Vehicles ^j	1,200	1,000.00	1,200,000	19	22,800	1,222,800
General Freight	800	400.00	320,000	19	15,200	335,200
	<u>3,600</u>		<u>2,358,600</u>		<u>76,000</u>	<u>2,434,600</u>
Total Red River Basin	16,820		10,326,100		456,340	10,123,100
Rest of North Dakota						
SR1						
Durables	800	350.00	280,000	49	39,200	319,200
Steel Fabricated	1,200	400.00	480,000	49	58,800	538,800
Building Materials ^a	140	750.00	105,000	49	6,860	111,860
Building Materials ^b	400	20.00	8,000	49	19,600	27,600
Farm Equip. and Mach. ^c	800	1,500.00	1,200,000	49	39,200	1,239,200
Farm Equip. and Mach. ^d	1,200	1,000.00	1,200,000	49	58,800	1,258,800

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TABLE 54. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (GREATER THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969 - continued

State Regions and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Per Ton	Value Added	Total Value
Processed Ag. Products ^e	2,540	\$ 75.00	\$ 190,500	\$49	\$ 124,460	\$ 314,960
Mining Products ⁱ	100	1.50	150	49	4,900	5,050
Vehicles ^j	1,200	1,000.00	1,200,000	49	58,800	1,258,800
Vehicles ^k	400	500.00	200,000	49	19,600	219,600
General Freight	2,100	400.00	840,000	49	102,900	942,900
	<u>10,880</u>		<u>5,703,650</u>		<u>533,120</u>	<u>6,236,770</u>
SR6						
Durables	400	350.00	140,000	23	9,200	149,200
Steel Fabricated	800	400.00	320,000	23	18,400	338,400
Building Materials ^a	2,500	750.00	1,875,000	23	57,500	1,932,500
Building Materials ^b	1,600	20.00	32,000	23	36,800	68,800
Farm Equip. and Mach. ^c	100	1,500.00	150,000	23	2,300	152,300
Farm Equip. and Mach. ^d	2,400	1,000.00	2,400,000	23	55,200	2,455,200
Processed Ag. Products ^e	3,000	75.00	225,000	23	69,000	294,000
Processed Ag. Products ^f	900	45.00	40,500	23	20,700	61,200
Processed Ag. Products ^g	400	175.00	70,000	23	9,200	79,200
Mining Products ^h	400	2.75	1,100	23	9,200	10,300
Vehicles ^j	1,300	1,000.00	1,300,000	23	29,900	1,329,000
General Freight	6,500	400.00	2,600,000	23	149,500	2,749,500
	<u>20,300</u>		<u>9,153,600</u>		<u>466,900</u>	<u>9,620,500</u>
SR7						
Steel Fabricated	1,700	400.00	680,000	29	49,300	729,300
Building Materials ^a	1,200	750.00	900,000	29	34,800	934,800
Building Materials ^b	400	20.00	8,000	29	11,600	19,600
Farm Equip. and Mach. ^d	500	1,000.00	500,000	29	14,500	514,500
Processed Ag. Products ^e	2,000	75.00	150,000	29	58,000	208,000
Processed Ag. Products ^f	800	45.00	36,000	29	23,200	59,200
Mining Products ^h	400	275.00	1,100	29	11,600	12,700

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TABLE 54. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (GREATER THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969 - continued

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Mining Products ⁱ	800	\$ 1.50	\$ 1,200	\$29	\$ 23,200	\$ 24,400
Vehicles ^j	2,400	1,000.00	2,400,000	29	69,600	2,469,600
Vehicles ^k	1,600	500.00	800,000	29	46,400	846,400
General Freight	30,100	400.00	12,040,000	29	872,900	12,912,900
	<u>41,900</u>		<u>17,516,300</u>		<u>1,215,100</u>	<u>18,731,400</u>
SR8						
Durables	800	350.00	280,000	37	29,600	309,600
Steel Fabricated	1,200	400.00	480,000	37	44,400	524,400
Building Materials ^a	500	750.00	375,000	37	18,500	393,500
Building Materials ^b	400	20.00	8,000	37	14,800	22,800
Farm Equip. and Mach. ^c	1,800	1,500.00	2,700,000	37	66,600	2,766,600
Farm Equip. and Mach. ^d	1,300	1,000.00	1,300,000	37	48,100	1,348,100
Processed Ag. Products ^e	1,740	75.00	130,500	37	64,380	194,880
Vehicles ^j	2,000	1,000.00	2,000,000	37	74,000	2,074,000
Vehicles ^k	400	500.00	200,000	37	14,800	214,800
General Freight	5,900	400.00	2,360,000	37	218,300	2,578,300
	<u>15,840</u>		<u>9,833,500</u>		<u>593,480</u>	<u>10,426,980</u>
Total Rest of North Dakota	88,920		42,207,050		2,808,600	45,015,650
TOTAL	151,480		\$74,434,810		\$5,048,800	\$79,483,610

^aPrimarily lumber.

^bPrimarily cement.

^cGreater than 60,000 lb. loads.

^dFrom 35,000 to 60,000 lb. loads.

^ePrimarily feed - greater than 60,000 lb.

loads.

^fPrimarily feed - 35,000 to 60,000 lb.

loads.

^gPrimarily seed.

^hPrimarily sand and gravel - greater than 50,000 lb. loads.

ⁱPrimarily sand and gravel - 35,000 to 50,000 lb. loads.

^jPrimarily cars.

^kPrimarily boats.

TABLE 55. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (LESS THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
Souris River Basin						
SR2						
Groceries	200	\$ 400	\$ 80,000	\$32	\$ 6,400	\$ 86,400
Durables	750	200	150,000	32	24,000	174,000
Building Materials ^a	50	60	3,000	32	1,600	4,600
Processed Ag. Products ^b	50	50	2,500	32	1,600	4,100
Processed Ag. Products ^c	50	150	7,500	32	1,600	9,100
Vehicles ^d	200	250	50,000	32	6,400	56,400
General Freight	450	200	90,000	32	14,400	104,400
Total Souris River Basin	1,750		383,000		56,000	439,000
Red River Basin						
SR3						
Groceries	50	400	20,000	27	1,350	21,350
Durables	150	200	30,000	27	4,050	34,050
Processed Ag. Products ^b	25	50	1,250	27	675	1,925
Vehicles ^e	200	250	50,000	27	5,400	55,400
General Freight	750	200	150,000	27	20,250	170,250
	1,175		251,250		31,725	282,975
SR4						
Groceries	50	400	20,000	12	600	20,600
Durables	150	200	30,000	12	1,800	31,800
Building Materials ^a	250	60	15,000	12	3,000	18,000
Farm Equip. and Mach.	50	1,200	60,000	12	600	60,600
General Freight	100	200	20,000	12	1,200	21,200
	600		145,000		7,200	152,200

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TABLE 55. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (LESS THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969 - continued

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR5						
Steel Fabricated	300	\$ 350	\$ 105,000	\$12	\$ 3,600	\$ 108,600
Farm Equip. and Mach.	50	1,200	60,000	12	600	60,600
Processed Ag. Products ^b	100	50	5,000	12	1,200	6,200
General Freight	50	200	10,000	12	600	10,600
	<u>500</u>		<u>180,000</u>		<u>6,000</u>	<u>186,000</u>
Total Red River Basin	2,275		576,250		44,925	621,175
Rest of North Dakota						
SR1						
Durables	250	200	50,000	38	9,500	59,500
Building Materials ^a	100	60	6,000	38	3,800	9,800
Farm Equip. and Mach.	100	1,200	120,000	38	3,800	123,800
	<u>450</u>		<u>176,000</u>		<u>17,100</u>	<u>193,100</u>
SR6						
Groceries	100	400	40,000	23	2,300	42,300
Durables	100	200	20,000	23	2,300	22,300
Building Materials ^a	350	60	21,000	23	8,050	29,050
Farm Equip. and Mach.	150	1,200	180,000	23	3,450	183,450
Processed Ag. Products ^b	50	50	2,500	23	1,150	3,650
General Freight	450	200	90,000	23	10,350	100,350
	<u>1,200</u>		<u>353,500</u>		<u>27,600</u>	<u>381,100</u>
SR7						
Steel Fabricated	200	350	70,000	28	5,600	75,600
Building Materials ^a	200	60	12,000	28	5,600	17,600
Farm Equip. and Mach.	200	1,200	240,000	28	5,600	245,600
Vehicles ^d	150	500	75,000	28	4,200	79,200
Vehicles ^e	100	250	25,000	28	2,800	27,800
	<u>850</u>		<u>422,000</u>		<u>23,800</u>	<u>445,800</u>

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TABLE 55. NONAGRICULTURAL COMMODITY SHIPMENTS BY TRUCK (LESS THAN 35,000 LB. LOADS) FROM MINNESOTA TO NORTH DAKOTA STATE REGIONS, 1969 - continued

State Region and Commodity	Volume and Values					
	Volume (tons)	Value Per Ton	Value	Value Added Per Ton	Value Added	Total Value
SR8						
Groceries	50	\$ 400	\$ 20,000	\$33	\$ 1,650	\$ 21,650
Durables	500	200	100,000	33	1,650	101,650
General Freight	50	200	10,000	33	1,650	11,650
	<u>600</u>		<u>130,000</u>		<u>4,950</u>	<u>134,950</u>
Total Rest of North Dakota	3,100		1,081,500		73,450	1,154,950
TOTAL	7,125		\$2,040,750		\$174,375	\$2,215,125

^a Primarily lumber.

^b Primarily feed.

^c Primarily seed.

^d Primarily cars.

^e Primarily boats.

TABLE 56. NONAGRICULTURAL COMMODITY SHIPMENTS (IMPORTS AND EXPORTS) BY RAIL FROM MINNESOTA TO NORTH DAKOTA AND FROM NORTH DAKOTA TO MINNESOTA, 1969

Commodity	Volume (tons)	Volume and Values				Total Value
		Value Per Ton	Value	Value Added Per Ton	Value Added	
Imports:						
From Minnesota to North Dakota						
Food & Kindred Products ^a	29,784	\$ 450.00	\$13,402,800	\$15.00	\$ 446,760	\$13,849,560
Chemicals & Allied Products ^b	63,750	80.00	5,100,000	6.85	436,688	5,536,688
Petroleum & Coal Products ^c	23,052	50.00	1,152,600	6.60	152,143	1,304,743
Machinery ^d	7,854	1,500.00	11,781,000	21.20	166,505	11,947,505
	<u>124,440</u>		<u>31,436,400</u>		<u>1,202,096</u>	<u>32,638,496</u>
Exports:						
From North Dakota to Minnesota						
Coal ^e	305,898	4.25	1,300,067	3.64	1,113,469	2,413,536
Food & Kindred Products ^f	65,892	450.00	29,651,400	11.00	724,812	30,376,212
Petroleum & Coal Products ^c	66,708	50.00	3,335,400	6.60	440,273	3,775,673
	<u>438,498</u>		<u>34,286,867</u>		<u>2,278,554</u>	<u>36,565,421</u>
TOTAL	562,938		\$65,723,267		\$3,480,650	\$69,203,917

^aIncludes miscellaneous food preparations and meat.

^bIncludes agricultural chemicals.

^cIncludes products of petroleum refining.

^dIncludes all machinery except electrical.

^eIncludes bituminous and lignite.

^fIncludes grain mill products and flour.