

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from electronic originals
(may include minor formatting differences from printed original)

Report to the
Joint Select Committee
on Forest Resources

THE PRODUCTION AND MARKETING OF
FOREST PRODUCTS IN THE
UNITED STATES AND THE
NORTHEAST, 1972

Edward W. Potter
Legislative Assistant

November 17, 1976

The Production and Marketing of
Forest Products In The
United States and the
Northeast, 1972

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION.....	1
CHAPTER I. THE DISTRIBUTION AND MARKETING OF FOREST PRODUCTS THROUGHOUT THE NATION BY MODE OF TRANSPORTATION.....	8
A. DISTRIBUTION OF LUMBER AND WOOD PRODUCTS.....	8
B. DISTRIBUTION OF HOUSEHOLD AND OFFICE FURNITURE.....	9
C. DISTRIBUTION OF PAPER AND ALLIED PAPER PRODUCTS.....	9
CHAPTER II. DISTRIBUTION OF FOREST PRODUCTS BY LEADING PRODUCING REGIONS.....	11
A. LUMBER.....	11
B. MILLWORK, PLYWOOD, AND PREFABRICATED WOOD PRODUCTS.....	13
C. MISCELLANEOUS WOOD PRODUCTS.....	15
D. HOUSEHOLD AND OFFICE FURNITURE.....	17
E. PAPER (EXCEPT BUILDING PAPER).....	19
F. PAPERBOARD, PULPBOARD & FIBREBOARD.....	22
G. CONTAINERS AND BOXES.....	25
H. CONVERTED PAPER AND PAPERBOARD PRODUCTS.....	27

CHAPTER III.	THE DISTRIBUTION AND MARKETING OF FOREST PRODUCTS IN THE NORTHEAST BY MODE OF TRANSPORTATION.....	30
A.	LUMBER.....	31
B.	FURNITURE.....	36
C.	PAPER.....	38
D.	PAPERBOARD, PULPBOARD & FIBREBOARD PRODUCTS.....	41
E.	CONTAINERS AND BOXES.....	44
F.	CONVERTED PAPER PRODUCTS.....	47
CHAPTER IV.	FOREST PRODUCTS MANUFACTURED OUTSIDE THE NORTHEAST AND MARKETING IN THE NORTHEAST.....	50
A.	LUMBER.....	50
B.	MILLWORK PRODUCTS.....	56
C.	MISCELLANEOUS WOOD PRODUCTS.....	60
D.	FURNITURE.....	66
E.	PAPER.....	71
F.	CONVERTED PAPER PRODUCTS.....	77
G.	PAPERBOARD, PULPBOARD, AND FIBREBOARD PRODUCTS.....	82
H.	CONTAINER AND BOXES.....	86
CHAPTER V.	THE IMPORTATION OF FOREST PRODUCTS INTO THE NORTHEAST BY MODE OF TRANSPORTATION.....	91
CHAPTER VI.	THE DISTRIBUTION AND MARKETING OF FOREST PRODUCTS PRODUCED IN NEW ENGLAND BY MODE OF TRANSPORTATION.....	93

CHAPTER VII.	THE IMPORTATION OF FOREST PRODUCTS INTO NEW ENGLAND BY MODE OF TRANSPORTATION.....	95
CHAPTER VIII.	THE EXPORT OF FOREST PRODUCTS FROM NEW ENGLAND BY MODE OF TRANSPORTATION.....	97
CHAPTER IX.	THE DISTRIBUTION OF MAINE FOREST PRODUCTS AND IMPORTS OF FOREST PRODUCTS INTO MAINE BY MODE OF TRANSPORTATION.....	99
1.	MARKETING OF MAINE LUMBER IN MAINE.....	100
2.	MARKETING OF MAINE LUMBER OUTSIDE MAINE..	101
3.	DISTRIBUTION OF PAPER AND ALLIED PAPER PRODUCTS.....	102
4.	IMPORTS OF FOREST PRODUCTS INTO MAINE....	102

Introduction

Transportation is one variable that has an important impact upon the forest industry. Demand for sawtimber for all purposes exists in each of the 50 states. In 1970, only 12 widely disbursed states provided nearly 60 percent of the nation's harvested sawtimber. Transportation is vital to the national distribution and marketing of forest products.

A review of the United States and the Northeast which includes the New England, Middle Atlantic, and East North Central regions shows that New England and the nation depended upon railroad and truck transportation in roughly equal proportion for the distribution of forest product tonnage in 1972. Within the entire Northeast region however, roughly 75 percent of the forest product tonnage was distributed by truck.

Of shipments into the Northeast and New England from other regions of the nation, Bureau of the Census data shows that 75 percent of the forest product tonnage shipped into the Northeast and 88 percent of the forest products shipped into New England were transported by rail.

Nearly 60 percent of the forest product tonnage exported from New England in 1972 was shipped primarily by rail and 40 percent by truck.

Since Census Bureau data does not provide statistics for each state, it is impossible to determine from this source the movement of forest products within, into, or from Maine by mode of transportation. Estimates provided by individuals knowledgeable of the marketing of Maine forest products indicate that roughly 50 percent of Maine's hardwood long lumber, 80 percent of the state's softwood

long lumber, and 90 percent of Maine's paper product is marketed outside Maine. According to several marketing studies conducted in the mid 1960's, most of Maine's lumber products are shipped to northeastern markets by truck, and most of the state's paper products are shipped by railroad.

In 1972, the ratio of forest product tonnage carried by railroad to forest product tonnage carried by truck varied among the United States, the Northeast, and New England. In regard to truck shipments of forest products in all three areas, however, there was a high correlation between the use of private truck and commercial carrier for the distribution of forest products. For the most part, forest product tonnage transported by private truck (owned by the manufacturer or the customer) exceeded that of commercial carrier.

In order to evaluate the impact of transportation costs upon the forest products industry of Maine, it is necessary to compare and contrast the markets for forest products and the mode of transportation by which they are transported to markets in the United States and the Northeast (including New England). As a result, the following system was adopted:

1. A description and an analysis of the distribution and marketing of forest products by mode of transportation in:

- A. The nation;
- B. The Northeast;
- C. New England.

2. An analysis of the costs of shipping forest products by various modes of transportation to the same markets from different points of origin throughout the nation and from Maine.

The data indicates that transportation costs create a cost disadvantage for forest products manufacturers in Maine compared to manufacturers of forest products in other sections of the nation which market their output in the Northeast. If all variables for the production, distribution, and marketing of manufactured forest products were equal for all firms throughout the nation with the exception of transportation costs, Maine forest products would be limited almost exclusively to the Boston market. As a result of the transportation rate advantages afforded forest products manufacturers in Canada and other regions of the nation, Maine manufacturers must depend upon other variables to gain a competing advantage.

CHART I

Transportation Costs For Shipments Of
Forest Products To New York City

Railroad

<u>Type of Product</u>	<u>Point of Origin</u>	<u>Distance</u>	<u>*Cost Per Lb.</u>
Newsprint	Woodland, Me.	656 miles	.0107¢
	Clermont, Quebec	656 miles	.0097¢
Kraft and Fine Papers	Erie, Pa.	496 miles	.0080¢
	Bucksport, Me.	496 miles	.0095¢
Lumber	Ashland, Me.	599 miles	.0095¢
	LaCrosse, Va.	630 miles	.0095¢

Truck

<u>Type of Product</u>	<u>Point of Origin</u>	<u>Distance</u>	<u>*Cost Per Lb.</u>
Kraft and Fine Papers	Madawaska, Me.	651 miles	.0208¢
	Kalamazoo, Mi.	800 miles	.0177¢

* Costs are computed for carload and truckload quantities.

It is unlikely that transportation rate structures will change substantively throughout the nation, and evidence indicates that transportation rates for Maine forest products producers will continue to place them at a serious disadvantage. The decline of western saw-timber production in the future will substantially increase competition from the South which has a larger volume of softwood saw-timber (55%) than the volume of softwood timber (39.5 percent) in the forest of the Northeast. If already advantageous transportation rates for the shipments of forest products from the South

to the Northeast become increasingly more favorable to Southern manufacturers, Maine manufacturers will have to extract significantly greater savings from other factors of production to offset the serious disadvantages incurred by transportation rates. As business enterprise continues to move South which will serve to spread out increased railroad transportation costs and as the volume of forest shipments from the South increase which may enable the forest industry to obtain special rate considerations, transportation costs charged to northern forest products manufacturers may become more adverse than they are presently.

Maine's higher railroad rates, compared to other regions of the nation, are the results of a number of factors. One significant cost increase results from the number of railroad systems over which forest products must be transported to markets in the North. For example, lumber and paper products may be transported over 4 or 5 railroad systems to Boston or New York depending upon the point of origin in Maine. Forest products from the East North Central region or from the West Coast are transported over 1 to 2 railroad systems.

Another factor contributing to higher railroad transportation costs incurred by Maine firms is the dependence of the railroad systems and the forest industry upon each other. Forest products or products used in forest products manufacturing comprise most of the business of Maine railroads. As transportation costs increase, forest products manufacturers must absorb most of the cost alternatives available. In the South and West, on the other hand, many different types of industries use railroad services, and cost

increases can be spread out among many types of users. Furthermore, the forest industry in the South and West has been more successful in gaining special consideration by the railroads than many other industries which helps to limit railroad rate increases as they affect forest products. The forest industry is not only large in organizational structure, it also uses railroads more extensively than many other industries.

According to a former employee of the Interstate Commerce Commission, railroads in the South not only "bargain" with industry to formulate shipment rates, they negotiate with the Interstate Commerce Commission. By bargaining as a group, there is less duplication of effort and more continuity in rates. Therefore, the railroad industry in the South is able to more successfully obtain special consideration for its comprehensive rate plan than railroads in the Northeast which bargain individually with the I.C.C.

Since railroad rates are comparatively high in the Northeast, and truck rates are, in part, tied to railroad rates to prevent one from eliminating the other, truck rates are higher in New England than in the South. As a result, there is no substantial transportation alternatives available to Maine forest products producers to compete with South manufacturers.

In addition to comparatively less favorable transportation rates, Maine and New England forest products manufacturers will meet increased competition from southern forest products manufacturers. The United States Forest Service predicts that as softwood sawtimber harvesting declines in the West, southern softwood will be in much greater demand. Since northeastern forests are pri-

marily hardwood, southern softwood will be marketed in increasing quantities in the Northeast. As a result of the closer proximity of the South to the Northeast compared to the West, and the advantages freight rates southern sawtimber products may provide substantially greater competition on the northeastern market than presently exists.

Chapter I

The distribution and marketing of forest products throughout the nation by mode of transportation.

According to the U.S. Bureau of the Census statistics in the publication entitled Commodity Transportation Survey, "Lumber and Wood Products, Furniture and Fixtures, Pulp, Paper and Allied Products", the United States distributed roughly 150,000,000 tons of forest products in domestic markets in 1972. Lumber and wood products constituted 46 percent; furniture and fixtures constituted 5.4 percent, and paper and allied paper products constituted 48.6 percent of the total tonnage of national forest products distributed throughout the United States in 1972.

In 1972, 52 percent of the nation's forest product tonnage marketed in the United States was distributed by railroad and 47 percent was distributed by truck. Roughly 55 percent of the total tonnage carried by truck was shipped by private trucks owned by the producing firm or the customer of the firm. Commercial and contract carrier shipments comprised 45 percent of the total forest products tonnage distributed by truck.

A. Distribution of lumber and wood products

In 1972, 54% of the lumber and wood products of the nation were transported by truck to markets throughout the nation. For example, 52 percent of sawmill and planing mill products, 49 percent of millwood, plywood, and prefabricated wood products, and 60.5 percent of miscellaneous wood products

Railroad shipments of lumber and wood products were 46 percent of the total tonnage of U.S. lumber and wood products distributed throughout domestic markets.

Truck shipments of lumber and wood products to national markets in 1972 consisted primarily of shipments by private trucks which were owned by the firm producing the product. Private trucks, generally, accounted for two-thirds of the total lumber and wood tonnage carried by truck in 1972 while commercial and contract carrier carried one third.

B. Distribution of household and office furniture

A significant proportion of household and office furniture like lumber and wood products in 1972, was marketed throughout the nation by truck. Railroads carried 27 percent and trucks carried 73 percent of the household and office furniture tonnage transported to markets throughout the United States in 1972. Like truck shipments of lumber and wood products, 58% of the total truck shipments of household and office furniture were private truck shipments. Commercial and contract carriers carried 42 percent of the total.

C. Distribution of paper and allied paper products

Paper and allied paper products were marketed throughout the nation in 1972 by rail (39,803,000 tons) and truck (38,158,000 tons) in roughly equal proportions. Paper, paperboard, fibreboard, and pulpboard products, however, were shipped primarily by rail whereas paper boxes and containers were shipped primarily by truck. Of the total tonnage of paper and allied paper products distributed by truck

to retail markets throughout the nation in 1972, 60 percent (23,000,000 tons) was carried by commercial/contract carrier and 40 percent (15,000,000 tons) was carried by private truck.

Chapter II

Distribution of forest products by leading producing regions.

In order to analyze the impact of transportation costs upon the forest industry of Maine, it is necessary to delineate the major forest products producing regions of the nation which compete with Maine. In addition, it is necessary to discern the regions in which the forest products output of the major producing areas are marketed and the mode of transportation utilized to distribute these products.

A. Lumber

The largest lumber producing and exporting region of the nation in 1972 was the Pacific States Region comprising Alaska, California, Hawaii, Oregon, and Washington. The Region produced 48.6 percent (19,824,000 tons) of the lumber produced in the nation (38,732,000 tons) and exported roughly 50 percent of its output to other region's in the nation. A substantial percentage (16% or 2,961,000 tons) of the region's production in 1972 was marketed in the Northeast comprising the New England states, the Middle Atlantic states (New York, New Jersey, and Pennsylvania), and the East North Central states (Ohio, Indiana, Illinois, Michigan, and Wisconsin), and 10 percent or 1,885,000 tons was marketed in the West North Central region comprising Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota. These two regions consumed more than 50 percent of the lumber exported from the Pacific states or 25% of the total production.

The remainder of the lumber exports from the Pacific states was marketed primarily in the Mountain states region (Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming) and the West South Central states (Arkansas, Louisiana, Oklahoma, and Texas) which together imported 15.5 percent of the Pacific states region's output.

The Pacific states lumber output was marketed primarily by rail. Fifty eight percent of the total production was shipped by railroad, 18.2 percent was moved by motor carrier (commercial and contract carrier), 17.6 percent was transported by private truck (owned by the producing firm) and 2.3 percent of the lumber output was moved by water.

The second largest lumber producing and exporting region in the nation, the South Atlantic states (Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, and West Virginia) produced 13.7 percent (5,311,000 tons) of the lumber produced in the nation in 1972 and exported 30 percent (1,594,000 tons) of its total output. Nearly 25 percent (1,328,000 tons) of the regions output was marketed in the Northeast. The Middle Atlantic states received 50 percent (664,000 tons) of the South Atlantic region's exports to the Northeast.

Unlike the Pacific states region which marketed most of its lumber via railroad, the South Atlantic region marketed 70 percent of its output by truck in 1972. 45 percent of the total tonnage was transported by private truck, 17 percent of the tonnage was shipped by commercial/contract carrier, and 36 percent of the tonnage shipped by rail.

The other principal lumber producing and exporting regions of the nation in 1972 were the East South Central states (Kentucky, Tennessee, Mississippi, and Alabama) and the West South Central states (Arkansas, Louisiana, Oklahoma, and Texas) each of which produced roughly 11 percent (4,230,000 tons) of the total lumber production of the nation. The East South Central states region exported 50 percent (2,115,000 tons) of its production primarily to the South Atlantic and West South Central regions which consumed 35 percent (1,462,000 tons) of the East South Central regions production. The West South Central states region exported 35 percent of its production (1,480,000 tons) of which 50 percent of the exports were marketed in the East South Central states in 1972.

Both the East South Central and West South Central regions utilized private trucks to transport the largest percentage of the output to market. More than 50 percent of the production was marketed by private truck and the remainder was marketed roughly in equal quantities by rail and by commercial/contract carrier.

B. Millwork, plywood and prefabricated wood products

The major producing and export regions of millwork products (millwork, plywood and prefabricated wood products) in 1972 were the same regions as the major lumber producing and exporting regions in the nation in 1972. The largest millwork products producing region in the nation was the Pacific states region which produced 43.2 percent (8,248,000 tons) of the total output (19,082,000 tons) of the nation

and exported 51 percent of the region's production to other regions in the nation. Approximately 45 percent (1,841,000 tons) of the Pacific states' millwork exports in 1972 were marketed in the Northeast. Of the remainder of the Pacific states regional millwork exports, 17 percent was marketed in the South Atlantic region, 13 percent was marketed in the Mountain states region, 12 percent was marketed in the West North Central region, and 9 percent was marketed in the West South Central and East South Central regions.

The second largest millwork producing and exporting region in the nation in 1972 was the South Atlantic region which produced 18.3 percent (3,495,000 tons) of the nation's total millwork output. The South Atlantic region exported 27 percent of its production (943,000 tons) which was marketed primarily in the Northeast and East South Central states. Roughly 60 percent of the South Atlantic regional millwork products was shipped to Northeast markets and 25 percent of the region's output was marketed in the East South Central states.

The West South Central region produced 13.5 percent (2,575,000 tons) of the nation's millwork output in 1972 and exported 40 percent (1,130,000) of its production to other regions in the United States. The Northeast (35%) and South Atlantic (30%) regions received 65 percent of the West South Central region's millwork exports and the remainder was marketed in the East South Central and West South Central regions.

Similar to the region's marketing of lumber, the Pacific states region marketed its millwork production primarily by rail. Roughly 65 percent of the region's output was transported by rail, while 31 percent of the output was shipped by private truck.

The South Atlantic region, like the Pacific states region, marketed its millwork production primarily by rail. Approximately 55 percent of the region's output was marketed by rail, 18 percent was shipped by commercial/contract carrier, and 27 percent was marketed by private truck.

Millwork products from the West South Central region were, for the most part, transported by rail and private truck to marketed in 1972. Rail transportation accounted for 44 percent and private truck accounted for 48 percent of the total millwork tonnage shipped from the West South Central states.

C. Miscellaneous wood products

The Pacific states region in 1972 was the largest producing region of miscellaneous wood products in the United States. The Pacific region produced 29.5 percent (3,247,000 tons) of the total volume of wood products produced in the nation and exported 40 percent (1,299,000 tons) of its production to other regions of the nation. Roughly 45 percent of the region's exports were transported to the Northeast, 25 percent of the region's exports were shipped to the Mountain states region, and 15 percent of the regions exports were shipped to the West North Central region.

The second largest producing and exporting region of miscellaneous wood products in the nation in 1972 was the East South Central (ESC) region. The ESC region produced 20 percent (2,177,000 tons) of the output of miscellaneous wood products in the country and exported 82 percent of its production (1,785,000 tons) to other regions in the United States. The ESC region exported more tons of miscellaneous wood products than the Pacific region exported which was the largest producer of this product in 1972. The Northeast received 42 percent (910,000 tons) of the ESC region's productions or 51 percent of the ESC states' exports. The West North Central and West South Central regions together received 36 percent (784,000 tons) of the ESC region's miscellaneous wood exports.

The South Atlantic and West South Central regions each produced approximately 11 percent of the miscellaneous wood products output of the nation in 1972. The South Atlantic region exported 42 percent of its production of which 99 percent was shipped to the Northeast. The Middle Atlantic states region alone received 80 percent of the miscellaneous wood exports from the South Atlantic. The West South Central region exported 34 percent (360,000 tons) of its production in 1972, which was evenly distributed among four regions.

Unlike the shipment of other lumber and wood products from the Pacific states region, in 1972 the shipment of miscellaneous wood products from the Pacific region to other regions in the nation was primarily by truck. Roughly 45 percent of the Pacific states' production was moved by private truck and 13 percent of

the output was moved by commercial/contract carrier. The remainder, 42 percent, was transported by railroad.

The West South Central and South Atlantic regions also shipped miscellaneous wood products primarily by truck in 1972. Approximately 75 percent of the product of each region was shipped by truck, and private trucks accounted for 70 percent of the total shipments.

Unlike the other major miscellaneous wood producing regions, the East South Central region shipped 72 percent of its production by rail. Private truck carried 3.6 percent of the region's output compared to 19 percent that was shipped by commercial/contract carrier.

D. Household and office furniture

Household and office furniture production in the United States in 1972 was concentrated primarily in three regions. The South Atlantic, East South Central, and East North Central regions produced 73 percent of the furniture in the nation. The South Atlantic states produced 38.5 percent (2,986,000 tons) of the furniture in the nation and exported 71 percent of the region's output to other regions in the nation. The largest markets for South Atlantic furniture production in 1972 were the Middle Atlantic region (23.4%), East North Central region (16.3%), and the East South Central region (7.6%). Other regions received less than 6 percent of the South Atlantic region's furniture production in 1972.

The second largest furniture producing region in the nation, the East South Central states produced 19.1 percent (1,480,000 tons) of national output and exported 87 percent (1,288,000 tons) of the region's production. According to federal statistics, 60 percent (1,088,000 tons) of the furniture output of the East South Central states or 70 percent of the region's exports were marketed in the East North Central states, the Middle Atlantic states, and the South Atlantic states. The East North Central region received 31.8 percent (471,000 tons) of the output, the Middle Atlantic states received 14.6 percent (218,000 tons), and the South Atlantic states received 13.5 percent (200,000 tons) of the furniture output of the East South Central region.

The East North Central region, the third largest furniture producing region of the nation, produced 15.3 percent (1,185,000 tons) of the furniture tonnage in the United States and exported 54 percent of its production primarily to the Middle Atlantic, South Atlantic, and West North Central regions. These three regions received 36 percent of the East North Central region's furniture production or 67 percent of the East North Central region's furniture exports.

Most of the furniture produced in the nation in 1972 was marketed via truck. While 72.5 percent of the furniture was transported to market by truck in 1972, 58 percent of truck transported furniture was carried by private truck and 42 percent was carried by commercial/contract carrier. Railroads carried 27 percent of the furniture marketed throughout the nation in 1972.

Unlike the nation generally which shipped roughly 25 percent of the nation's furniture production by rail, the South Atlantic region shipped 38 percent of its furniture production in 1972 by rail. Private truck shipments of furniture produced in the South Atlantic region comprised 36.2 percent of the total regional output, and commercial/contract carrier shipments comprised 25.6 percent of the total output in 1972.

The East South Central and East North Central regions shipped a slightly larger percent of the furniture produced in each region to markets by truck than the nation, generally, in 1972. Seventy five percent of the furniture output of the East South Central region was shipped by truck. In the East North Central region, commercial/contract carrier shipments (38%) exceeded private truck shipments (37%) by 1 percent. In the East South Central region, private truck shipments (44%) exceeded commercial/contract carrier furniture shipments (37%) by 7 percent.

E. Paper (except building paper)

In 1972, the United States produced 20,024,000 tons of paper of which 58.2 percent was marketed by railroad, 32.7 percent was marketed by commercial/contract carrier, and 7.6 percent was marketed by private truck in 1972. Two regions, the East North Central and New England regions, produced 40 percent of the nation's paper production. Four other regions comprising the West South Central, East South Central, the South Atlantic, and the Pacific regions each produced roughly 12 percent of the nation's production or a combined total of 48 percent of the nation's output in 1972. With the exception of the Pacific states region which con-

sumed 75 percent of the region's paper production, each of the remaining 5 major paper producing regions marketed more than 50 percent of their production outside the producing region.

While Department of Commerce statistics indicate that there was substantial inter-region trade of paper in 1972, a significant amount of the paper production of the nation was marketed in three regions, the East North Central states, the Middle Atlantic states, and the South Atlantic states. Of the total volume of paper imported by each region, the East North Central region imported 24 percent (3,043,000 tons), the Middle Atlantic region imported 23 percent (2,905,000 tons) and the South Atlantic region imported 15 percent (1,866,000 tons). New England, the second largest paper producing region in the nation (3,652,000 tons; 18.2% of U.S. Production), imported 4.9 percent (614,000 tons). New England ranked 7 out of 9 regions in the nation in regard to the volume of paper imported into the region.

The largest paper producing region, the East North Central region, produced 4,138,000 tons or 20.7 percent of national output. The East North Central states exported 55 percent (2,276,000 tons) of the region's production primarily to the Middle Atlantic states (15% - 621,000 tons) the West North Central states (10.4% - 430,000 tons), and the South Atlantic (7.8%-323,000 tons).

Truck transportation, particularly commercial/contract carrier, constituted the primary means by which paper in the East North Central region was shipped inter and intra-regionally. While truck shipments comprised 55.7 percent of the regions paper shipments and rail transportation comprised 43.5 percent of the

paper shipments in 1972, commercial/contract carrier carried 73 percent of all truck transported paper.

New England, the second largest paper producing region in the nation (3,652,000 tons), exported 78 percent (2,849,000 tons) of its production, primarily to the Middle Atlantic East North Central and South Atlantic regions. These three regions received 83 percent of New England's paper exports in 1972. The East North Central region imported 24.6 percent, the Middle Atlantic region imported 31.3 percent, and the South Atlantic imported 8.9 percent of New England's production.

The New England states relied heavily on railroad transportation for the distribution of the regions paper output in 1972. Approximately 65 percent of the region's paper production was marketed by rail compared to 31 percent of commercial/contract carrier and 3.7 percent for private truck transportation.

The West South Central region and East South Central regions produced very similar volumes of paper for a combined total of 25 percent (4,953,000 tons) of national production. The largest markets for the two regions were the East North Central, South Atlantic, and the Middle Atlantic states.

The East South Central region exported 87.6 percent of its production to other regions of the nation. The East North Central region received 18.6%, the South Atlantic received 24.7 percent, the South Atlantic received 15.6 percent and the Middle Atlantic states received 14.3 percent for a combined total of 73.2 percent of the East South Central region's paper output.

The West South Central region exported 69 percent of its paper production in 1972 to other regions in the U.S. The East North Central region received 20.3 percent, the South Atlantic received 12.7 percent, and the West North Central region received 11 percent of the region's output.

Railroad transportation distributed the vast proportion of the paper production of the two regions. Roughly 68 percent was marketed by railroad, 25 percent by commercial/contract carrier and 5 percent by private truck.

F. Paperboard, pulpboard, and fibreboard production

In 1972, the United States produced 25,721,000 tons of paperboard, pulpboard, and fibreboard products, hereafter referred to as paperboard and allied products. The largest producing regions were the South Atlantic states which produced 37.8 percent (9,716,000 tons); the East North Central states which produced 14.7 percent (3,780,000 tons); and the East South Central, West South Central, and Pacific states which produced 34.6 percent (8,929,000 tons) of the paperboard and allied products in the nation in 1972. The ESC, WSC, and Pacific regions each produced approximately 11.5 percent of the paperboard and allied products output of the nation.

Paperboard and allied products, like paper, was distributed primarily by railroad in 1972. According to Department of Commerce Statistics, 72 percent of the paperboard and allied products were shipped by railroad, 15 percent of the output was marketed by commercial/contract carrier, and 10.8 percent of the output was shipped by private truck.

The South Atlantic region exported 71 percent (6,898,360 tons) of its production to other regions in the nation in 1972. The three largest importing regions of paperboard and allied products from the South Atlantic were the Middle Atlantic region (23.7%), the East North Central region (22.8 percent), and New England (8.3%). These three regional markets, comprising the Northeast, received 77.6 percent of the South Atlantic region's exports.

Most of the paperboard and allied products of the South Atlantic region were distributed by rail in 1972. Approximately 85 percent of the region's production was marketed by rail, 7 percent was marketed by commercial/contract carrier, and 6 percent was marketed by private truck.

The East North Central states, the second largest producing area of the nation of paperboard and allied products, exported 35 percent (1,323,000 tons) of its production to a number of other regions in the country. Unlike the South Atlantic region which exported a substantial portion to three regions namely the Northeast, the East North Central states' exports to other regions were not significantly different in terms of quantity.

Unlike the South Atlantic region which distributed most of its production by rail, the East North Central region, in 1972, marketed 57 percent of its production by truck and 43 percent by rail. Commercial/contract carrier tonnage exceeded private truck tonnage by 35 percent.

The East South Central, West South Central, and Pacific regions, each producing roughly 11.5 percent of the nation's paperboard and allied products in 1972 had different exporting patterns. The East South Central and West South Central regions were very similar to the South Atlantic regional export pattern and the Pacific region was very similar to the East North Central regional export pattern.

Most of the production of the East South Central states (91%-2,723,00 tons) and the West South Central states (77%-2,325,400 tons) was exported, primarily to the Northeast. The East South Central region exported 50.8 percent of its production or 56 percent of its exports (1,525,000 tons) to the Northeast. The East North Central region received 64 percent (987,690 tons) of the East South Central region's exports to the Northeast.

The West South Central region exported 43 percent (1,298,600 tons) of its paperboard and allied products production to the Northeast in 1972. The East North Central region received 67 percent (875,800 tons) of the West South Central states' export to the Northeast in 1972. The Northeast received 55 percent of the WSC region's exports and the West North Central region received 14 percent of the WSC region's exports.

Like the South Atlantic region, the East South Central and West South Central region distributed their region's production of paperboard and allied products primarily by rail in 1972. Roughly 85 percent of the two region's production was shipped by rail. Truck carried the remainder.

The Pacific region exported 17 percent (495,720 tons) of its production in very small quantities to a number of regions. Like most other regions of the nation in 1972, most of the region's paperboard and allied products were distributed by rail. Eighty three percent of the region's production moved by rail and 15 percent moved by truck.

G. Container and boxes

In 1972, the United States produced 18,196,000 tons of containers and boxes. The largest producing regions were the East North Central region which produced 29.5 percent (5,371,000 tons) of national output, the Middle Atlantic region which produced 20.7 percent (3,772,000 tons) of national output, the South Atlantic region which produced 13.9 percent (2,531,000 tons) of national output, and the Pacific states region which produced 10.2 percent (1,847,000 tons) of the nation's production of containers and boxes.

Unlike paper and paperboard and allied products, containers and boxes moved principally by truck. Fifty one percent of national container and box production was distributed by private truck, 41 percent of the output was distributed by commercial/contract carrier, and 7 percent of the output was distributed by railroad.

The East North Central region, the largest producing region of containers and boxes in the nation, in 1972 exported 21 percent of its production (1,128,000 tons) to other regions of the nation. The Middle Atlantic and West North Central regions were the major markets for the container and box production of the East North

Central states. Each importing region, Middle Atlantic and East North Central, received 6.2 percent of the ENC region's production for a combined total of 59 percent of the ENC region's exports. The remainder was marketed in small quantities in other regions.

The bulk of the container/box output of the East North Central states 91.8 percent, was distributed by truck in 1972. Commercial/contract carrier moved 53.3 percent of the region's container/box production, and private truck shipped 38.5 percent of the region's output.

The Middle Atlantic states, the second largest producing region of containers and boxes in the nation, exported 20 percent (754,420 tons) of its production in 1972 to other regions of the nation. The South Atlantic and East North Central regions imported 73 percent (550,712 tons) of the Middle Atlantic region's container/box exports.

Like the East North Central region, the Middle Atlantic region used truck transportation to distribute most of its container/box output. Roughly 95 percent of the Middle Atlantic region's container and box production was shipped by truck. Unlike the ENC region, however, the Middle Atlantic region distributed most of the output by private truck which exceeded the tonnage carried by commercial/contract carrier by 107 percent.

The South Atlantic region exported a larger percentage (35%-885,850 tons) of its production of containers and boxes than either the East North Central or Middle Atlantic regions). The Northeast imported 71 percent of the South Atlantic region's container and box exports. Of the total northeastern imports from the South Atlantic region, the East North Central region received 76 percent.

The South Atlantic region, like the Middle Atlantic region, used trucks to distribute 88 percent of its container/box production. Private truck (57.1 percent) shipments comprised 65 percent of all truck distributed container/box production of the South Atlantic region.

The Pacific states region consumed 97 percent of the region's container/box production in 1972. Ninety five percent of the region's production was distributed by truck, and private truck distribution comprised 80 percent of all truck distributed output.

H. Converted paper and paperboard products

In 1972, the United States produced 14,131,000 tons of converted paper and paperboard products (hereafter referred to as converted paper products). The East North Central, Middle Atlantic, Pacific states region and South Atlantic regions produced 72.5 percent, 8,624,000 tons, of the nation's output of converted paper products. Four other regions produced 27.5 percent of the nation's converted paper production in roughly equal proportions.

Distribution of converted paper products was nearly evenly divided between rail transportation and truck transportation. Rail shipments constituted 51 percent and truck shipments comprised 49 percent of the total domestic converted paper products distributed throughout the nation. Of the total volume of converted paper products shipped by truck, 75 percent was carried by commercial/contract carrier and 25 percent was carried by private truck.

The largest producing region of converted paper products in the nation in 1972 was the East North Central region. The ENC region produced 25.3 percent (3,573,000 tons) of the nation's converted paper products output and exported 44 percent (1,572,120 tons) of its production to other regions in the nation. The ENC region's converted paper exports were distributed in small quantities, for the most part, among all the regions. One region, the West North Central region, received 27 percent of the exports from the East North Central states and seven regions each received roughly between 7.5 percent and 11.3 percent of the East North Central region's exports.

Distribution of the converted paper production of the East North Central states conformed very much to the national average. Rail shipments comprised 50 percent of the total distributed production and commercial carrier comprised 75 percent of the total truck transported production.

The Middle Atlantic (MA) region, the second largest producing region of converted paper products in the nation in 1972 produced 19.4 percent (2,738,000 tons) of the nation's output. The M.A.

region exported 49 percent (1,314,240 tons) of its production and 39.7 percent of the 48 percent was distributed primarily to three regions. The South Atlantic region received 15.8 percent, the New England states received 13.2 percent, and the East North Central region received 10.7 percent.

The South Atlantic (S.A.) region, the third largest producing area of converted paper products in the nation in 1972 produced 16.4 percent (2,313,000 tons) of the nation's output and exported 62.5 percent (1,445,625 tons) of its production to other regions in the nation. The Northeast received 70 percent (1,011,938 tons) of the S.A. region's exports. New England received 7 percent, the Middle Atlantic region received 17.9 percent, and the East North Central region received 19.2 percent of the South Atlantic regions total production of converted paper products.

The Pacific states region, the fourth largest producing region of converted paper products in the nation in 1972, produced 11.4 percent (1,614,000 tons) of the nation's output. Thirty five percent of the regions production was shipped to the Mountain states (16.3%), the West South Central states (5.7%), the West North Central states (4.9%), the East North Central states (4.8%) and four other regions.

The Middle Atlantic, South Atlantic, and Pacific states regions' distribution of converted paper products in 1972 conformed, like that of the East North Central region, to the national pattern. Rail transportation carried roughly 50 percent of the total output, and commercial/contract carrier carried 75 percent of the truck shipments of converted paper of each region. The Middle Atlantic region, however, shipped more production by truck (62 percent) than the other regions.

Chapter III

The distribution and marketing of forest products
in the Northeast by mode of transportation.

Statistical data concerning the production and distribution of forest products produced in the Northeast in 1972 is incomplete, particularly in the areas of lumber and wood products, and household and office furniture production. In order to retain confidentiality of figures for individual companies, the Bureau of the Census has not disclosed the tonnage of lumber produced in and distributed by New England and the Middle Atlantic states, the tonnage of millwork products produced in and distributed by New England, the tonnage of miscellaneous wood products produced in and distributed by the Middle Atlantic region, and the tonnage of household and office furniture produced in and distributed by New England. Statistics concerning the production of paper products of the Northeast are complete.

As a result of the withheld production figures, the data pertaining to the total tonnage of forest products produced in and distributed by the Northeast is very deceptive. The data pertaining to the tonnage of paper and allied paper products produced and distributed by the Northeast, on the other hand, is much more reliable.

According to the U.S. Bureau of the Census, the Northeast produced in excess of 40,000,000 tons of forest products in 1972. Shipments of forest products by rail constituted 31 percent and shipments of forest products by truck constituted 69 percent of the total tonnage distributed by the Northeast. Of the total ton-

nage carried by truck, commercial/contract carrier shipments constituted 57 percent and private truck shipments constituted 43 percent.

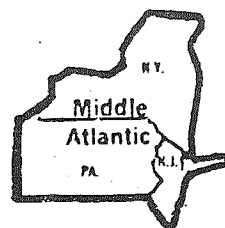
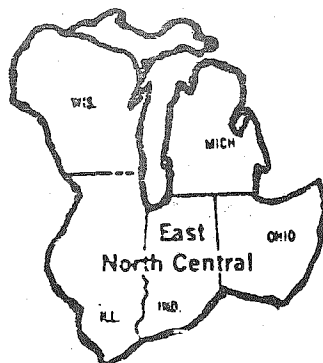
A. Lumber production and distribution

The Bureau of the Census figures indicate that lumber and wood products along with household and office furniture comprised 14.3 percent of the total forest products tonnage distributed by the Northeast, while paper and allied paper products comprised 85.7 percent of the total tonnage produced in the Northeast in 1972.

If the lumber production of New England and the Middle Atlantic region is added to the total tonnage, lumber alone comprised 7.5 percent of the region's forest product tonnage. Paper and allied products therefore, comprised roughly 80 percent of the total tonnage of forest products produced in the Northeast.

Paper and allied paper products of the Northeast in 1972 was distributed primarily by truck. Seventy seven (77) percent of the region's paper and allied paper products was distributed by truck. Commercial/contract carrier shipments comprised 60 percent of the total tonnage of truck shipments of forest products and private truck shipments comprised 40 percent of the total truck shipments.

Distribution of Millwork, Plywood and Prefabricated
Wood Products Produced by Regions of the Northeast
In 1972, by Mode of Transportation
Table II-A

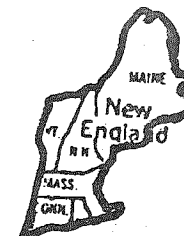
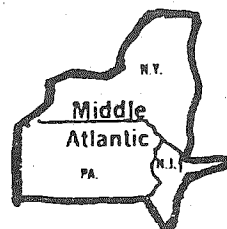
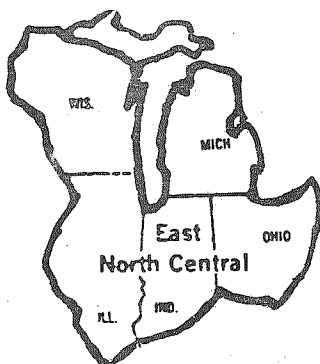


<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	231	19.9%
MOTOR CARRIER	797	41.7%
PRIVATE TRUCK	808	45.1%

<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1	0.2%
MOTOR CARRIER	40	10.0%
PRIVATE TRUCK	351	87.3%

<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD		
MOTOR CARRIER	NOT AVAILABLE	
PRIVATE TRUCK		

Exports of Millwork, Plywood, and Prefabricated Wood Products
From Regions of the Northeast to Region
Inside and Outside the Northeast
Table II-B



IMPORTING REGION	000'S OF TONS	% OF EXPORTS
WEST NORTH CENTRAL	123.6	21.6%
SOUTH ATLANTIC	354.5	44.4%
EAST SOUTH CENTRAL	91.4	15.9%
WEST SOUTH CENTRAL	78.8	13.7%
MOUNTAIN	8.9	1.6%
PACIFIC	16.1	2.8%
	<u>573.3</u>	<u>71.1% of exports from the ENC</u>

NORTHEASTERN IMPORTING REGIONS	000'S OF TONS	% OF EXPORTS
NEW ENGLAND	14.3	6.3%
MIDDLE ATLANTIC	<u>214.0</u>	<u>93.7%</u>
	<u>228.3</u>	<u>28.9% of the total exports from the East North Central Region</u>

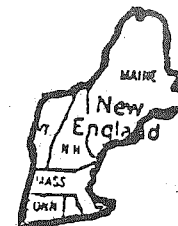
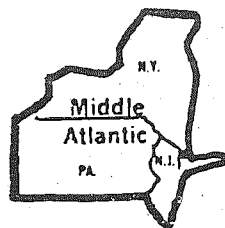
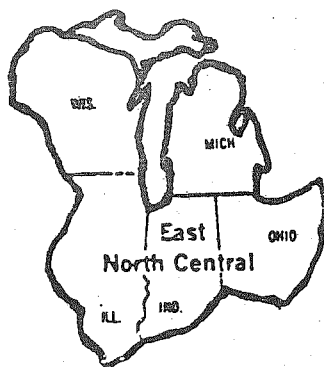
IMPORTING REGION	000'S OF TONS	% OF EXPORTS
WEST NORTH CENTRAL	2.4	4.1%
SOUTH ATLANTIC	55	93.2%
EAST SOUTH CENTRAL	0.4	0.7%
WEST SOUTH CENTRAL	0.8	1.4%
PACIFIC	<u>0.4</u>	<u>0.7%</u>
	<u>59.0</u>	<u>40% of exports from Middle Atlantic</u>

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS
NEW ENGLAND	64	72.7%
EAST NORTH CENTRAL	<u>24</u>	<u>27.3%</u>
	<u>88</u>	<u>60% of total exports from the Middle Atlantic</u>

DATA FOR NEW ENGLAND
IS NOT AVAILABLE

34.

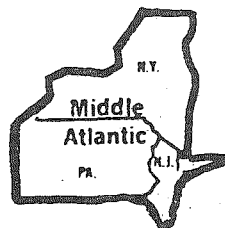
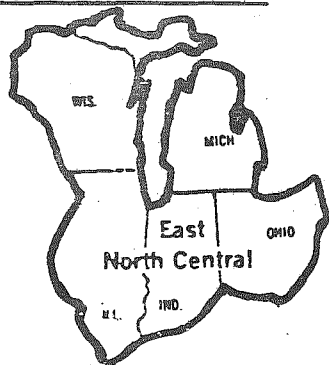
Distribution of Miscellaneous Wood Products
Produced By Regions of the Northeast In 1972
by Mode of Transportation.
Table II-C



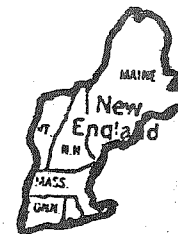
<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	363	23.7%	RAILROAD	NOT		RAILROAD	47	29.4%
MOTOR CARRIER	180	11.8%	MOTOR CARRIER	AVAILABLE		MOTOR CARRIER	95	59.4%
PRIVATE TRUCK	980	64.0%	PRIVATE TRUCK			PRIVATE TRUCK	12	7.5%

Exports of Miscellaneous Wood Products Into
the Regions of the Northeast In 1972 by
Exporting and Importing Region
Table II-E

EXPORTING REGION



EXPORTING REGION



<u>IMPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF EXPORTS (OF ENC)</u>
WEST NORTH CENTRAL	26	10.6%
SOUTH ATLANTIC	75	30.4%
EAST SOUTH CENTRAL	23	9.3%
WEST SOUTH CENTRAL	24.5	9.9%
MOUNTAIN STATES	15.3	6.2%
PACIFIC STATES	89.6	33.5%
	<u>246.4</u>	<u>100%</u>
		OR
		71.5% OF TOTAL MW EXPORTS OF EAST N.C.

<u>NORTHEASTERN IMPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF EXPORTS OF ENC</u>
MIDDLE ATLANTIC	22	22.4%
NEW ENGLAND	<u>76</u>	<u>77.6%</u>
	98	100% OR
		35.0% OF TOTAL MW EXPORTS OF ENC

<u>IMPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF EXPORTS</u>
WEST NORTH CENTRAL	9.6	15.6%
SOUTH ATLANTIC	25	40.5%
EAST SOUTH CENTRAL	2.8	4.5%
WEST SOUTH CENTRAL	9.3	15.0%
MOUNTAIN STATES	1.4	2.3%
PACIFIC STATES	13.6	22.1%
	<u>61.7</u>	<u>100%</u>
		OR
		46.3% OF TOTAL MW EXPORTS OF NEW ENGLAND

<u>NORTHEASTERN IMPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF EXPORTS</u>
MIDDLE ATLANTIC	44	61.5%
EAST NORTH CENTRAL	<u>27.6</u>	<u>38.5%</u>
	71.6	100%
		OR
		53.7% OF TOTAL MW EXPORTS OF NEW ENGLAND

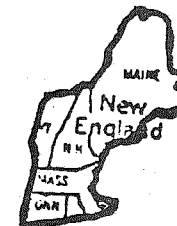
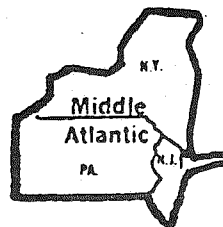
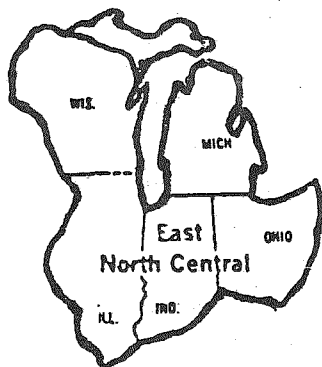
B. Furniture production and distribution of the Northeast, 1972

The Middle Atlantic and East North Central regions together produced 22.4 percent (1,737,000 tons) of the national furniture output in 1972. The Middle Atlantic states produced 7.1 percent (552,000 tons) and the East North Central states produced 15.3 percent (1,185,000 tons) of the nation's domestic furniture output. The Middle Atlantic states exported 53 percent of its production (293,000 tons), and 50 percent of these exports were shipped to New England and the East North Central regions. Thirty percent of the region's exports was sent to the South Atlantic region.

The East North Central region exported 56 percent of its production in 1972. The New England states received 2.4 percent and the Middle Atlantic states received 12.4 percent of the ENC region's production. The West North Central and South Atlantic regions received 43 percent of the ENC region's exports.

Roughly 75 percent of the furniture of the Middle Atlantic and East North Central regions was marketed by truck and 25 percent was marketed by rail. Commercial/contract carrier and private truck each distributed equal volumes of production.

Distribution of Household and Office Furniture
Produced by Regions of the Northeast
In 1972 By Mode of Transportation
Table II-F



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	288	24.3%	RAILROAD	82	14.8%	RAILROAD		
MOTOR CARRIER	450	38.0%	MOTOR CARRIER	236	42.8%	MOTOR CARRIER		NOT AVAILABLE
PRIVATE TRUCK	438	37.0%	PRIVATE TRUCK	231	41.8%	PRIVATE TRUCK		

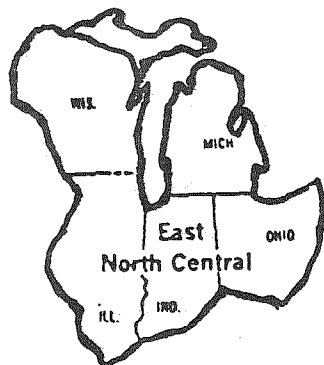
C. Northeastern production of paper, 1972

In 1972, the Northeast produced 9,790,000 tons of paper or 49 percent of the paper produced in the nation in 1972. New England produced 18.2 percent (3,652,000 tons), the Middle Atlantic states produced 10.1 percent (2,020,000 tons), and the East North Central states produced 20.7 percent (4,138,000 tons) of the nation's paper output. The larger portion of the Northeast's paper output was moved by rail. Fifty one percent of the Northeast's paper output was distributed by rail, and 49 percent of the output was marketed by truck.

The Northeast, in 1972, marketed 29 percent (2,859,700 tons) of its production outside the Northeast. New England shipped 22 percent of its production (803,440 tons), the Middle Atlantic states shipped 26 percent (525,200 tons) of its production, and the East North Central regions exported 37 percent (1,531,060 tons) of its production to regions outside the Northeast.

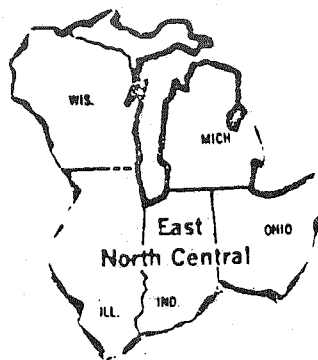
Unlike New England, which shipped 65 percent of its paper by rail, the East North Central and the Middle Atlantic regions shipped 45 percent of the paper output of each region by rail and 55 percent by truck. Private truck transported 13 percent of the paper distributed by the two regions.

Distribution of Paper (Except Building Paper)
Produced In Regions of The Northeast in 1972
By Mode of Transportation
Table II-G



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1799	43.5%	RAILROAD	910	45%	RAILROAD	2,320	63.5%
MOTOR CARRIER	1722	41.6%	MOTOR CARRIER	851	42.1%	MOTOR CARRIER	1146	31.4%
PRIVATE TRUCK	584	14.1%	PRIVATE TRUCK	253	12.5%	PRIVATE TRUCK	134	3.7%

Exports of Paper of Regions of the Northeast
to Other Regions in and Outside the Northeast, 1972
Table II-H



IMPORTING REGION	000'S OF TONS	% OF EXPORTS	IMPORTING REGION	000'S OF TONS	% OF EXPORTS	IMPORTING REGION	000'S OF TONS	% OF EXPORTS
SOUTH ATLANTIC =	322.7	21%	SOUTH ATLANTIC =	374.4	57.9%	SOUTH ATLANTIC =	325	40.3%
EAST SOUTH CENTRAL =	240	15.7%	EAST SOUTH CENTRAL =	66.6	10.2%	EAST SOUTH CENTRAL =	241	29.9%
WEST SOUTH CENTRAL =	268.9	17.6%	WEST SOUTH CENTRAL =	38.3	5.9%	WEST SOUTH CENTRAL =	62	7.7%
WEST NORTH CENTRAL =	430.3	28.1%	WEST NORTH CENTRAL =	117.1	17.9%	WEST NORTH CENTRAL =	98.6	12.2%
PACIFIC =	62	4.0%	PACIFIC =	44.1	6.8%	PACIFIC =	76.6	9.5%
MOUNTAIN =	206.9	13.5%	MOUNTAIN =	12.1	1.9%	MOUNTAIN =	3.6	0.4%
	<u>1,530.8</u>	<u>67.5%</u>		<u>652.6</u>	<u>52.3%</u>		<u>806.8</u>	<u>29.8%</u>
		(% OF TOTAL EXPORTS - TO THE NORTHEAST AND OTHER REGIONS)			(% OF TOTAL EXPORTS TO THE NORTHEAST AND OTHER REGIONS)			(% OF TOTAL EXPORTS)
NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS	NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS	NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS
NEW ENGLAND	126	17.1%	NEW ENGLAND	232	35.9%	MIDDLE ATLANTIC	1,087	55%
MIDDLE ATLANTIC	611	82.9%	EAST NORTH CENTRAL	364	61.1%	EAST NORTH CENTRAL	897	45%
	<u>737</u>	<u>32.5%</u>		<u>596</u>	<u>47.7%</u>		<u>1,984</u>	<u>70.2%</u>
		(% OF TOTAL EXPORTS - TO NORTHEAST AND OTHER REGIONS)			(% OF TOTAL EXPORTS TO THE NORTHEAST AND OTHER REGIONS)			(% OF TOTAL EXPORTS)

D. Northeast production of paperboard and allied products, 1972

The Northeast produced 23.7 percent of the paperboard and allied products manufactured in the nation in 1972. New England produced 2.3 percent (587,000 tons). The Middle Atlantic states produced 6.7 percent (1,713,000 tons), and the East North Central region produced 14.7 percent (3,780,000 tons) of national output. A substantial portion of Northeast paperboard products were marketed in the Northeast.

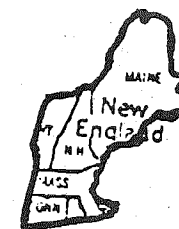
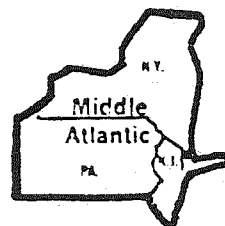
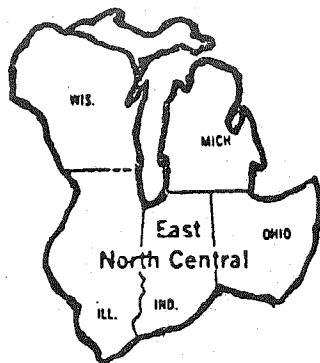
New England's paperboard and allied products output was marketed almost exclusively in the Northeast in 1972. Seventy four percent of the region's output was marketed in New England, 18.3 percent was marketed in the Middle Atlantic states, and 6 percent was marketed in the East North Central region.

The Middle Atlantic states' paperboard production in 1972 also remained primarily in the Northeast. Seventy-six percent of the region's production remained in the region, 8.6 percent of the output was marketed in New England, and 2.8 percent of the output was marketed in the East North Central states.

The East North Central states marketed 65 percent of its paperboard and allied products production in the East North Central region, and 12 percent of its output in the New England (1.4%) and Middle Atlantic (10.8%) regions. The remainder was marketed in small, nearly equal quantities in 4 other regions of the nation.

Unlike the nation generally in which 83 percent of the paperboard and allied products was distributed by rail, the Northeast's paperboard and allied products were distributed primarily by truck. Seventy-eight percent of New England's paperboard output, 84 percent of the Middle Atlantic region's output, and 57 percent of the East North Central regions marketed the remainder, 31 percent (348,000 tons).

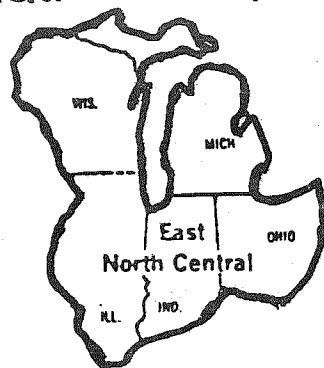
Distribution of Paperboard, Pulpboard, and Fibreboard
Products Produced In the Northeast in 1972
By Mode of Transportation
Table II-I



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1637	43.3%	RAILROAD	270	15.8%	RAILROAD	126	21.5%
MOTOR CARRIER	1308	34.6%	MOTOR CARRIER	865	50.5%	MOTOR CARRIER	249	42.5%
PRIVATE TRUCK	833	22.0%	PRIVATE TRUCK	575	33.6%	PRIVATE TRUCK	209	35.6%

Distribution of Paperboard, Pulpboard, and Fibreboard
Products Produced In the Northeast in 1972
By Mode of Transportation
Table II-I

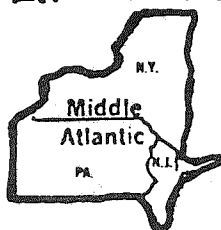
EXPORTING REGION



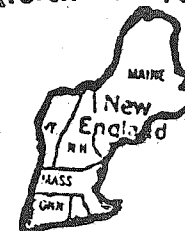
Exports of Paperboard, Pulpboard, and Fibreboard
Products From Regions of the Northeast in 1972

Table II-J

EXPORTING REGION



EXPORTING REGION



IMPORTING REGION	000'S OF TONS	% OF EXPORTS-ENC
SOUTH ATLANTIC	249.5	29.1%
WEST NORTH CENTRAL	207.9	24.2%
EAST SOUTH CENTRAL	189	22.0%
WEST SOUTH CENTRAL	151	17.6%
MOUNTAIN STATES	22.6	2.6%
PACIFIC STATES	37.8	4.4%
	857.8	100% OR 65.2% OF THE TOTAL P.P.F. EXPORTS OF THE ENC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-ENC
NEW ENGLAND	50	10.9%
MIDDLE ATLANTIC	407	89.1%
	457	100% OR 34.8% OF TOTAL EXPORTS OF THE ENC

IMPORTING REGION	000'S OF TONS	% OF EXPORTS-M.A.
SOUTH ATLANTIC	166.1	74.7%
WEST NORTH CENTRAL	6.8	3.1%
EAST SOUTH CENTRAL	18.8	8.4%
WEST SOUTH CENTRAL	29.1	13.0%
MOUNTAIN STATES	1.7	0.8
PACIFIC STATES	—	—
	222.5	100% OR 59.3% OF THE TOTAL P.P.F. EXPORTS OF THE MIDDLE ATLANTIC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-M.A.
NEW ENGLAND	147	75.4%
EAST NORTH CENTRAL	48	24.6%
	195	100% OR 46.7% OF THE TOTAL P.P.F. EXPORTS OF MIDDLE

IMPORTING REGION	000'S OF TONS	% OF EXPORTS-N.E.
SOUTH ATLANTIC	1	8.7%
WEST NORTH CENTRAL	10	87%
EAST SOUTH CENTRAL	—	—
WEST SOUTH CENTRAL	—	—
MOUNTAIN STATES	—	—
PACIFIC STATES	0.5	4.3%
	11.5	100% 7.5% OF THE TOTAL P.P.F. EXPORTS OF NEW England

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-N.E.
MIDDLE ATLANTIC	107	75.9%
EAST NORTH CENTRAL	34	24.1%
	141	100% 92.5% OF TOTAL EXPORTS OF NEW England

P.P.F. = Paperboard, Pulpboard, and Fibreboard Products.

E. Container and box production of the Northeast, 1972

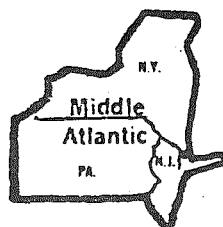
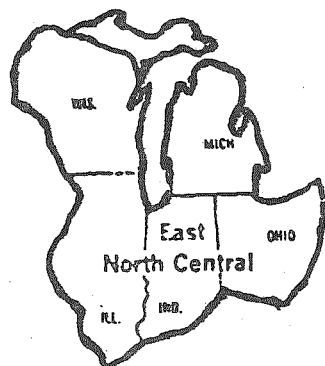
The Northeast produced 56.4 percent (19,263,000 tons) of the nation's container and box output in 1972. New England produced 6.2 percent (1,120,000 tons), and the East North Central states produced 29.5 percent (5,371,000 tons) of the nation's output of boxes and containers. Roughly 95 percent of the region's output was distributed by truck in 1972.

New England exported 30 percent (340,000 tons) of its container and box production in 1972, of which 18 percent was marketed outside the Northeast. The Middle Atlantic region received 32 percent (111,040 tons) of New England's exports of containers and boxes and the South Atlantic region received 37 percent (128,390 tons) of the New England container/box output in 1972. The East North Central and West North Central regions marketed the remainder, 31 percent (348,000 tons).

New England marketed 65 percent of its production of containers and boxes in 1972 by private truck, and 34 percent of the output was distributed by commercial/contract carrier. New England, more than most other regions, utilized private truck to ship most of its production of containers and boxes to markets throughout the nation.

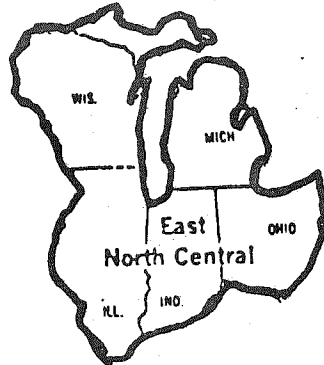
The Middle Atlantic and East North Central regions, as described previously, exported roughly 20 percent of the containers and box production of each region to other regions. The Northeast, West North Central, and South Atlantic regions received most of the container/box production of the Middle Atlantic and East North Central regions. Like New England, most of the output was transported by truck. The East North Central regions, however, marketed 53 percent of its production by commercial carrier and 39 percent by private truck.

Distribution of Paperboard Containers and Boxes
Produced in Regions of the Northeast in 1972 by
Mode of Transportation
Table II-K

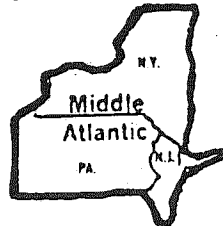


<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	411	7.7%	RAILROAD	194	5.1%	RAILROAD	13	1.2%
MOTOR CARRIER	2864	53.3%	MOTOR CARRIER	1075	28.5%	MOTOR CARRIER	379	33.8%
PRIVATE TRUCK	2066	38.5%	PRIVATE TRUCK	2484	65.9%	PRIVATE TRUCK	725	64.7%

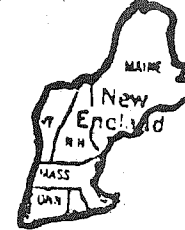
EXPORTING REGION



EXPORTING REGION



EXPORTING REGION



IMPORTING REGION	000'S OF TONS	% OF EXPORTS-ENC
SOUTH ATLANTIC	150.3	20%
WEST NORTH CENTRAL	338.3	45%
EAST SOUTH CENTRAL	177.2	23.6%
WEST SOUTH CENTRAL	48.3	6.4%
MOUNTAIN STATES	10.7	1.4%
PACIFIC STATES	26.8	3.6%
	<u>751.6</u>	<u>100% OR</u>
		66.5% OF THE TOTAL C.B.P.P. EXPORTS OF THE ENC

IMPORTING REGION	000'S OF TONS	% OF EXPORTS-M.A.
SOUTH ATLANTIC	320.6	81.8%
WEST NORTH CENTRAL	26.4	6.7%
EAST SOUTH CENTRAL	15	3.8%
WEST SOUTH CENTRAL	15	3.8%
MOUNTAIN STATES	3.7	0.9%
PACIFIC STATES	11.3	2.9%
	<u>392</u>	<u>100% OR</u>
		53% OF THE TOTAL C.B.P.P. EXPORTS OF THE MIDDLE ATLANTIC

IMPORTING REGION	000'S OF TONS	% OF EXPORTS-NEW ENGLAND
SOUTH ATLANTIC	124.3	64%
WEST NORTH CENTRAL	69.4	34%
EAST SOUTH CENTRAL	1	0.5%
WEST SOUTH CENTRAL	3.3	1.6%
MOUNTAIN STATES		
PACIFIC STATES	5.5	2.7%
	<u>203.5</u>	<u>100%</u>
		40.7% OF THE TOTAL C.B.P.P. EXPORTS OF NEW ENGLAND

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-ENC
NEW ENGLAND	64	14.2%
MIDDLE ATLANTIC	325	85.8%
	<u>379</u>	<u>100% OR</u>
		33.5% OF TOTAL C.B.P.P. EXPORTS OF THE ENC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-M.A.
NEW ENGLAND	120	34.6%
EAST NORTH CENTRAL	227	65.4%
	<u>347</u>	<u>100% OR</u>
		47% OF THE TOTAL C.B.P.P. EXPORTS OF THE MIDDLE ATLANTIC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-NEW ENGLAND
MIDDLE ATLANTIC	107	36%
EAST NORTH CENTRAL	190	64%
	<u>297</u>	<u>100%</u>
		59.3% OF TOTAL EXPORTS OF NEW ENGLAND

C.B.P.P. = Containers, Boxes, Paperboard Products

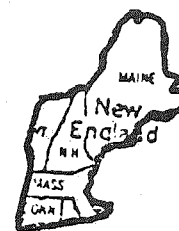
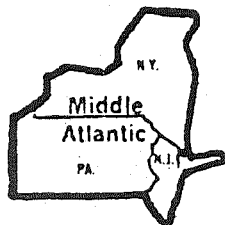
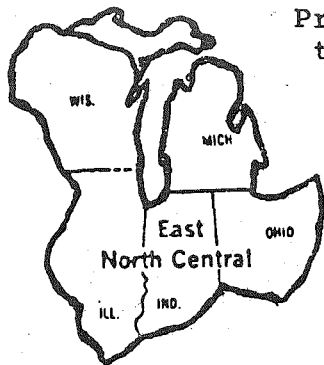
F. Northeast production of converted paper products, 1972

The Northeast, in 1972, was a major producing area of converted paper products in the nation. As described previously, the East North Central and Middle Atlantic regions were the leading producing regions of converted paper products. Combining the production of these two regions with New England's production (7.4 percent of national output), the Northeast produced 52 percent (7,361,000 tons) of the nation's converted paper products output.

The greatest proportion of the Northeast's converted paper production remained in the Northeast. Seventy-two percent (5,295,905 tons) of the Northeast converted paper products output was marketed in the Northeast, and 28 percent (2,065,095 tons) was exported from the region. The South Atlantic and West North Central regions received 63 percent (1,304,585 tons) of the Northeast's exports. The South Atlantic region which received 37.6 percent (775,900 tons) of Northeastern converted paper exports marketed a larger percentage of the production of the Middle Atlantic and New England regions compared to the East North Central exports to the South Atlantic region. On the other hand, a larger proportion of East North Central converted paper production was marketed in the West North Central region compared to New England and Middle Atlantic production marketed in the WNC region.

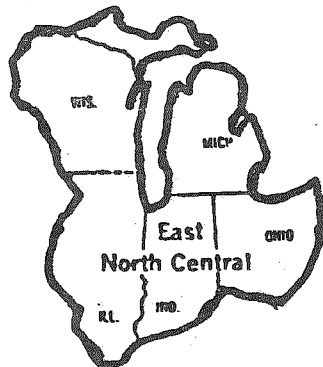
Generally, rail shipments and commercial/contract carrier shipments comprised most of the shipments of converted paper output of the Northeast. The Middle Atlantic states utilized truck transportation to a great extent than the New England and East North Central regions for the distribution of converted paper products.

Distribution of Converted Paper and Paperboard
Products, (Except Containers) Produced in Regions of
the Northeast In 1972 By Mode of Transportation
Table II-M



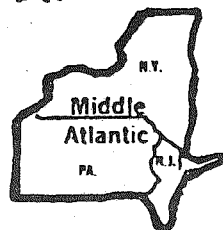
<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1797	50.3%	RAILROAD	1048	38.3%	RAILROAD	478	45.5%
MOTOR CARRIER	1419	39.7%	MOTOR CARRIER	1279	46.7%	MOTOR CARRIER	464	44.2%
PRIVATE TRUCK	336	9.4%	PRIVATE TRUCK	371	13.6%	PRIVATE TRUCK	101	9.6%

EXPORTING REGION

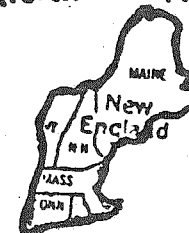


Exports of Converted Paper and Paperboard
Products of the Northeast By Region, 1972
Table II-N

EXPORTING REGION



EXPORTING REGION



IMPORTING REGION	000'S OF TONS	% OF EXPORTS-ENC
SOUTH ATLANTIC	185.8	16.0%
WEST NORTH CENTRAL	446.6	38.4%
EAST SOUTH CENTRAL	150	12.9%
WEST SOUTH CENTRAL	207	17.8%
MOUNTAIN STATES	57.1	4.9%
PACIFIC STATES	117.9	10.1%
	<u>1164</u>	100% OR

74 % OF THE
TOTAL CPP
EXPORTS OF
THE ENC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-ENC
NEW ENGLAND	130	31.7%
MIDDLE ATLANTIC	280	68.3%
	<u>410</u>	100% OR

26% OF TOTAL
EXPORTS
OF THE ENC

IMPORTING REGION	000'S OF TONS	% OF EXPORTS-M.A.
SOUTH ATLANTIC	54.7	8.3%
WEST NORTH CENTRAL	432.6	65.8%
EAST SOUTH CENTRAL	43.8	6.7%
WEST SOUTH CENTRAL	65.7	10.0%
MOUNTAIN STATES	16.4	2.5%
PACIFIC STATES	43.8	6.7%
	<u>657</u>	100% OR

50.1 % OF
THE TOTAL
CPP
EXPORTS
OF THE
MIDDLE
ATLANTIC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS-M.A.
NEW ENGLAND	360	55%
EAST NORTH CENTRAL	294	45%
	<u>654</u>	100% OR

49.9 % OF
THE TOTAL
EXPORTS

IMPORTING REGION	000'S OF TONS	% OF EXPORTS
SOUTH ATLANTIC	157.5	66.
WEST NORTH CENTRAL	27.3	11.
EAST SOUTH CENTRAL	14.7	6.
WEST SOUTH CENTRAL	35.7	15
MOUNTAIN STATES	2.1	0.
PACIFIC STATES	1.0	0.
	<u>238.3</u>	100

30
The
CP
EXP
OF
ENC

NORTHEASTERN IMPORTING REGION	000'S OF TONS	% OF EXPORTS
MIDDLE ATLANTIC	429	1
EAST NORTH CENTRAL	125	6
	<u>554</u>	100

76
The
EXP

Chapter IV

Forest products manufactured outside
the Northeast and marketed in the Northeast.

A. Lumber marketed in the Northeast

By delineating the specific regions within the Northeast in which forest products from outside the Northeast are marketed, it is possible to determine the major sources of competition to Maine's forest products. In general, lumber and wood products from the Pacific states and paper and allied paper products from the South Atlantic region provided the greatest competition to the same products produced in New England.

The Northeast, comprised of the New England, Middle Atlantic and East North Central states, imported 5,263,000 tons of lumber in 1972 or 13.6 percent of national production. The New England states imported 3.6 percent (190,000 tons), the Middle Atlantic states imported 41.1 percent (2,161,000 tons), and the East North Central states imported 55.3 percent (2,912,000 tons) of the total imports from other regions of the nation.

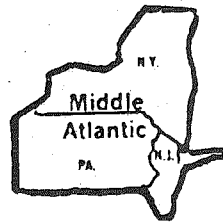
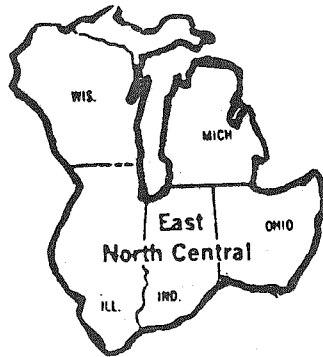
Most of the Northeast's lumber imports come from the Pacific states, the Mountain states, and the South Atlantic regions which, together, produced 85 percent of the total northeastern lumber imports. The Pacific states provided 56.8 percent, the Mountain provided 15 percent, and the South Atlantic states provided 13.2 percent of the Northeast's imports. A breakdown of each subdivision of the Northeast shows that 74 percent of New England's lumber imports, 58.2 percent of the Middle Atlantic states' lumber imports and 53.5% of the

East North Central states' lumber came from the Pacific states in 1972.

The largest volume of lumber imported into northeastern markets was shipped by rail. Of the total volume of lumber imported into the Northeast, 70 percent moved by rail, 11.8 percent moved by ship, 7 percent was transported by commercial/contract carrier, and 7 percent was shipped by private truck.

While 87 percent of the lumber imported into New England and the East North Central states was transported by railroad in 1972, 48 percent of the lumber imported into the Middle Atlantic region was shipped by rail. Unlike the New England and East North Central states, the Middle Atlantic states received 29 percent of its lumber imports by water. Ship transported lumber to the Middle Atlantic states originated exclusively in the Pacific states.

Domestic Imports of Sawmill and Planning Mill
Products Into The Regions of The Northeast, 1972
Table III-A



EXPORTING REGION	000'S OF TONS	% OF IMPORTS
EAST SOUTH CENTRAL =	417	14.3%
WEST SOUTH CENTRAL =	356	12.2%
MOUNTAIN =	580.1	19.9%
PACIFIC STATES =	1559	53.5%
	<u>2912.1</u>	

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC =	681	3.5%
EAST SOUTH CENTRAL =	37	1.7%
WEST SOUTH CENTRAL =	40.7	1.9%
MOUNTAIN STATES =	145.5	6.7%
PACIFIC STATES =	1,257	58.2%
	<u>2161.2</u>	

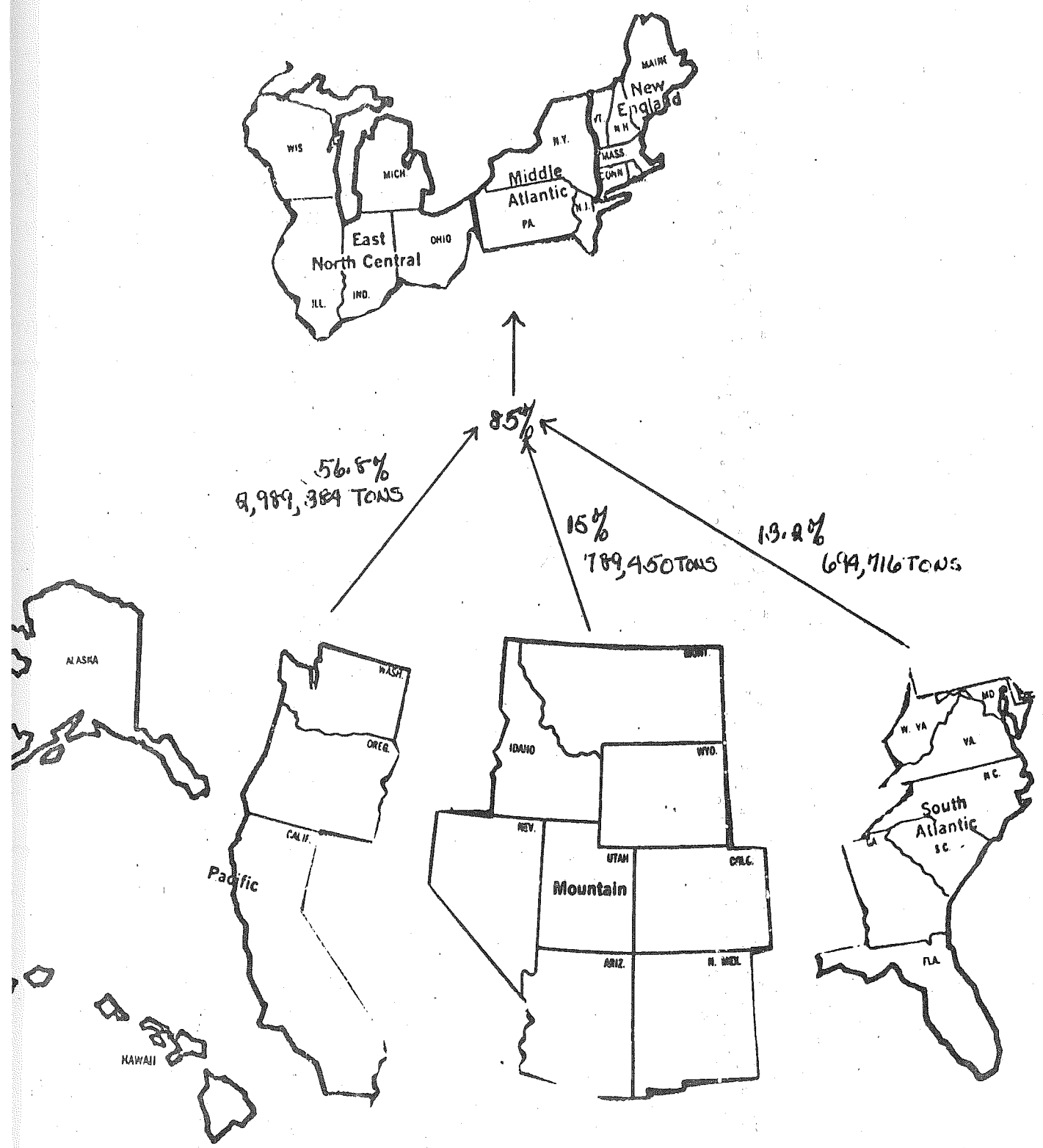
EAST NORTH CENTRAL = 56.5 TONS

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC =	15.7	8.3%
EAST SOUTH CENTRAL =	7.4	3.9%
WEST SOUTH CENTRAL =	5.8	3.1%
MOUNTAIN STATES =	15.2	8.0%
PACIFIC STATES =	145	76.3%
	<u>189.1</u>	

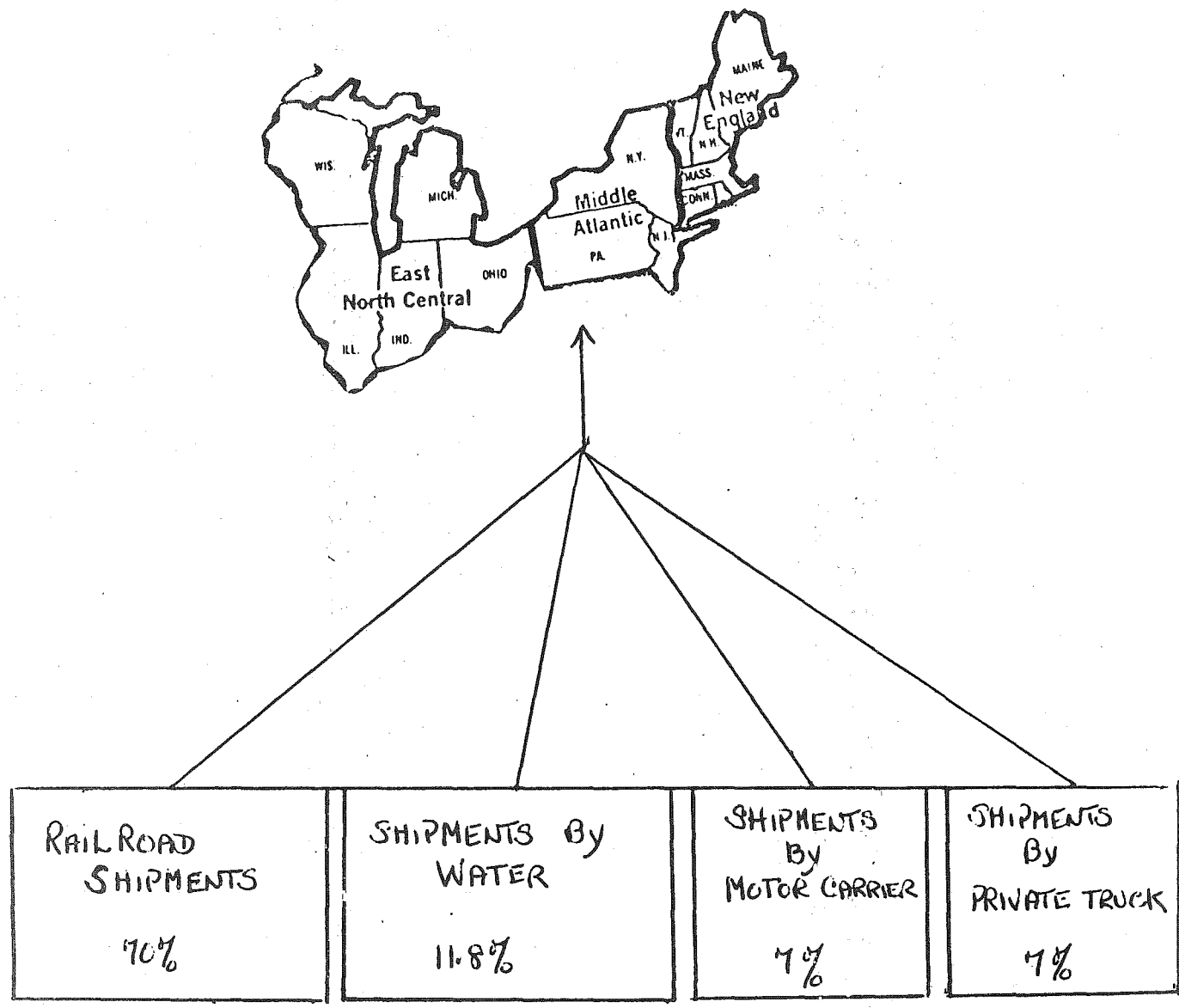
EAST NORTH CENTRAL = 19.7 TONS

* The Percentages of Imports pertain only to imports into each region from outside the Northeast.

Imports of Domestic Sawmill and Planning
Mill Products Into The Northeast, 1972
Table III-B

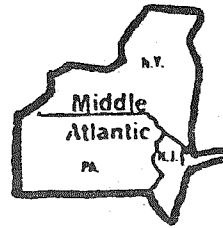
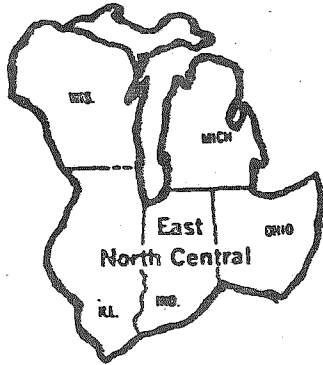


Percentage of Sawmill and Planning of Mill Products
Shipped to the Northeast In 1972
By Mode of Transportation
Table III-C



Imports of Sawmill and Planning Mill Products Into
the Regions of the Northeast in 1972 By Mode of Transportation
Table III-D

55.



MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED	MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED	MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED
RAILROAD	2,491	85.5%	RAILROAD	1,636	48%	RAILROAD	167.1	87.9%
MOTOR CARRIER	212.4	7.3%	MOTOR CARRIER	145.6	0.9%	MOTOR CARRIER	6.9	8.3%
PRIVATE TRUCK	208.5	7.2%	PRIVATE TRUCK	357.2	16.5%	PRIVATE TRUCK	15.7	3.3%
			SHIP	622	25.3%			

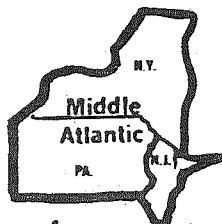
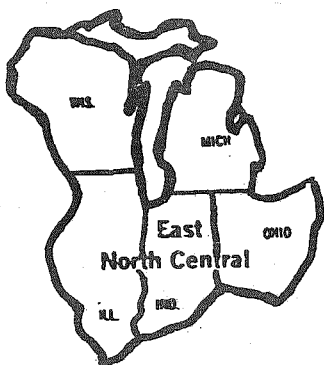
B. Northeastern imports of millwood products

In 1972, the Northeast imported 3,341 tons of millwork, plywood, and prefabricated wood products or 17.5 percent of national production. Of the total quantity of millwork products imported in to the Northeast, 14.3 percent (479,200 tons) went to New England markets, 30.7 percent (1,026,300 tons) went to Middle Atlantic regional markets, and 55 percent (1,836,100 tons) went to East North Central regional markets.

Northeastern imports of millwork, plywood, and prefabricated wood products were derived primarily from two regions of the nation, the Pacific states and the South Atlantic regions. Fifty-five percent (1,841,000 tons) of Northeastern imported millwork products came from the Pacific states and 40 percent (3,330,000 tons) of the imports came from the South Atlantic region.

Millwork, plywood and prefabricated wood products exported to the Northeast in 1972 were shipped primarily by rail. Ninety percent of the output moved by rail to the Northeast compared to 6 percent of the output moved by commercial/contract carrier and 4 percent of the output moved by private truck. Ninety nine percent of the Pacific states millwork exports to the Northeast was shipped by railroad while 54 percent of the South Atlantic regional millwork production was shipped by railroad.

Imports of Millwork, Plywood and Prefabricated Wood
Products Into Regions of the Northeast, 1972
Table III-E



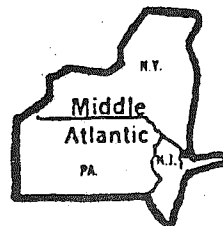
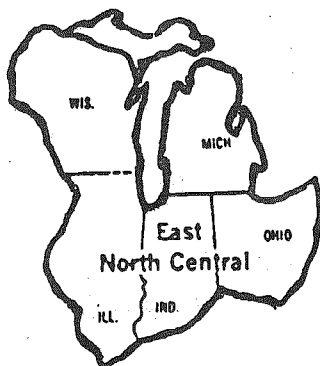
EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	208	11.3%
EAST SOUTH CENTRAL	155	8.4%
WEST SOUTH CENTRAL	916	17.2%
MOUNTAIN STATES	180	9.8%
PACIFIC STATES	977	53.2%
	<u>1836</u>	<u>98.7% of TOTAL IMPORTS INTO EAST NORTH CENTRAL</u>

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
MIDDLE ATLANTIC	24	100%
		<u>1.3% of TOTAL IMPORTS INTO THE EAST NORTH CENTRAL</u>

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	445	23.9%
EAST SOUTH CENTRAL	51	5.0%
WEST SOUTH CENTRAL	39	3.5%
MOUNTAIN STATES	107	10.4%
PACIFIC STATES	585	57.0%
	<u>1027</u>	<u>82.8% of TOTAL IMPORTS INTO THE MIDDLE ATLANTIC</u>
NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
EAST NORTH CENTRAL	214	100%
		<u>17.2% of the TOTAL IMPORTS INTO THE MIDDLE ATLANTIC</u>

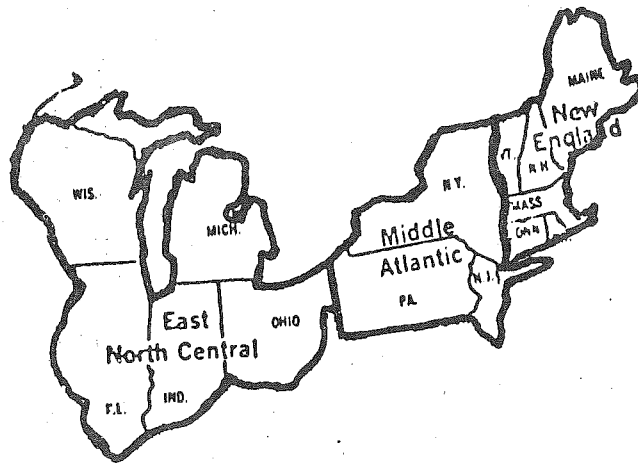
EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	106	22.1%
EAST SOUTH CENTRAL	27	5.6%
WEST SOUTH CENTRAL	3	0.6%
MOUNTAIN STATES	64	13.4%
PACIFIC STATES	279	58.2%
	<u>479</u>	<u>86% of TOTAL IMPORTS INTO NEW ENGLAND</u>
NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
MIDDLE ATLANTIC	64	82%
EAST NORTH CENTRAL	14	15%
	<u>78</u>	<u>14% of TOTAL IMPORTS INTO NEW ENGLAND</u>

Imports of Millwork, Plywood and Prefabricated Wood
Products Into Regions of the Northeast In 1972,
By Mode of Transportation
Table III-F



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1632.8	88.9%	RAILROAD	917.4	89.4%	RAILROAD	439.4	92%
MOTOR CARRIER	91.6	5.0%	MOTOR CARRIER	89.0	8.7%	MOTOR CARRIER	21.1	4.4%
PRIVATE TRUCK	111.7	6.1%	PRIVATE TRUCK	19.9	1.9%	PRIVATE TRUCK	18.6	3.6%

Domestic Imports of Millwork, Plywood and
Prefabricated Wood Products Into the Northeast in 1972
by Mode of Transportation
Table III-G



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	2990	89.5%
MOTOR CARRIER	201.7	6.0%
PRIVATE TRUCK	150.3	4.5%

C. Northeastern imports of miscellaneous wood products from United States producing areas.

In 1972, the Northeast imported 22.3 percent (2,456,000 tons) of the total volume of miscellaneous wood products manufactured in the nation. Of the total quantity of imported miscellaneous wood products in the Northeast, New England imported 4.9 percent (121,000 tons), the Middle Atlantic region imported 31.8 percent (781,000 tons), and the East North Central region imported 63.3 percent (1,554 tons).

The greatest percentage of miscellaneous wood product imports into the Northeast in 1972 came from the East South Central states. According to the Department of Commerce, 37.1 percent of the imports in the Pacific states region, 20 percent came from the South Atlantic region, 14.5 percent came from the West North Central region, and 5.1 percent of the imports originated in the West South Central states. The New England states imported approximately 33 1/3 percent of its miscellaneous wood products equally from the Pacific, East South Central, and South Atlantic regions. The Middle Atlantic states imported 50.4 percent of its miscellaneous wood products from the South Atlantic region, 19.1 percent from the East South Central states, 14 percent from the West North Central states, and 13.6 percent from the Pacific states. The East North Central region imported 46.3 percent of its miscellaneous wood products from the East South Central region, 27.2 percent was imported from the Pacific states, 15.6 percent originated in the West North Central region, 6.6 percent came from the West South Central region, and 4.3 percent was imported from the South Atlantic states.

The greatest percentage (62.5 percent) of miscellaneous wood products were imported by rail into the Northeast. Private truck transported wood products (25 percent) were 100 percent greater than wood products imported by commercial/contract carrier. Miscellaneous wood products imported by ship into the Northeast accounted for .074 percent of the imports. All ship imported wood products were marketed in New England which comprised 15 percent of New England's imported miscellaneous wood products in 1972.

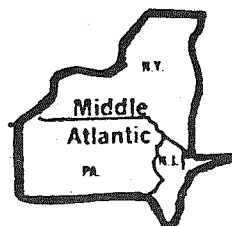
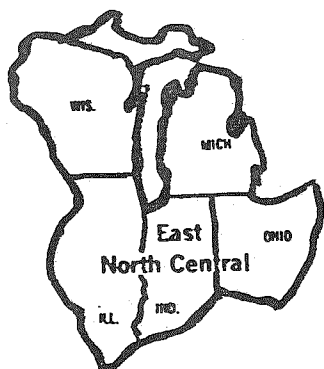
Miscellaneous Wood Products Manufactured in the Northeast

Department of Commerce statistics indicate that in 1972, the New England states produced 1.5 percent (160,000 tons) and the East North Central states produced 14 percent (1,530,000 tons) of the miscellaneous wood products in the United States. New England exported 36.8 percent (5,900 tons) and the East North Central states exported 16.2 percent of the miscellaneous wood products produced in the respective regions. Forty-two percent of New England's exported wood products were exported to the South Atlantic region and 33 1/3 percent was marketed in the West North Central and West South Central regions of the nation.

Unlike the 7 other regions of the nation which marketed the greatest percentage of miscellaneous wood products by private truck in 1972, New England marketed 60 percent of its output by commercial/contract carrier. Railroad shipments of miscellaneous wood products to markets throughout the nation comprised 29 percent of the New England's production.

The East North Central region marketed 64 percent of its miscellaneous wood production via private truck and 23 percent by railroad.

Imports of Miscellaneous Wood Products Into Regions
of the Northeast In 1972 by Exporting and Importing Region
Table III-H



EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	67	4.3%
WEST NORTH CENTRAL	243	15.6%
EAST SOUTH CENTRAL	419	46.3%
WEST SOUTH CENTRAL	103	6.6%
PACIFIC	402	27.2%
	<u>1534</u>	<u>98.3% of TOTAL IMPORTS INTO THE EAST NORTH CENTRAL</u>

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
NEW ENGLAND	27.6	100%
		<u>1.7% of TOTAL IMPORTS INTO THE EAST NORTH CENTRAL</u>

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	394	50.4%
WEST NORTH CENTRAL	109	14.0%
EAST SOUTH CENTRAL	149	19.1%
WEST SOUTH CENTRAL	23	2.9%
PACIFIC	106	13.6%
	<u>781</u>	<u>86.7% OF TOTAL IMPORTS INTO THE MIDDLE ATLANTIC</u>

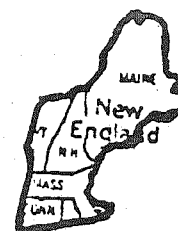
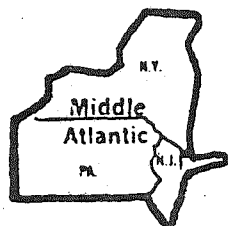
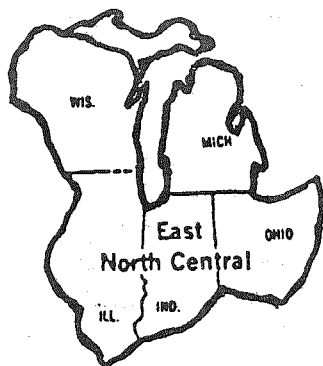
NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
NEW ENGLAND	44	36.7%
EAST NORTH CENTRAL	76	63.3%
	<u>120</u>	<u>13.3% OF TOTAL IMPORTS INTO THE MIDDLE ATLANTIC</u>

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	36	29.5%
WEST NORTH CENTRAL	3.1	2.6%
EAST SOUTH CENTRAL	42	34.7%
WEST SOUTH CENTRAL		
PACIFIC	40	33.1%
	<u>121.1</u>	<u>84.6% OF TOTAL IMPORTS INTO NEW ENGLAND</u>

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
EAST NORTH CENTRAL	22	100%
		<u>15.8% of TOTAL IMPORTS INTO NEW ENGLAND</u>

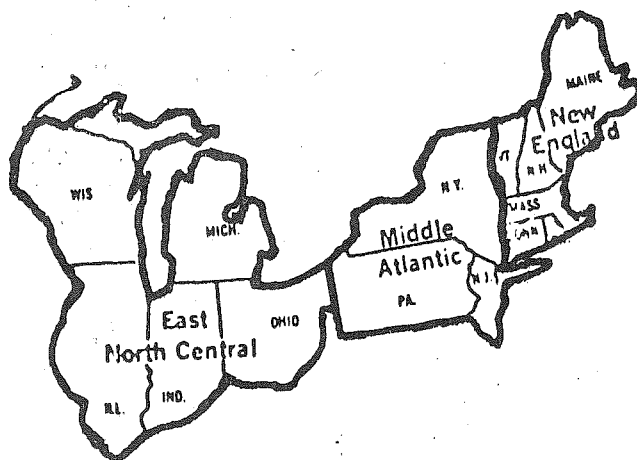
64

Imports of Miscellaneous Wood Products Into The
Northeast in 1972 By Mode of Transportation
Table III-I



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1015	65.3%	RAILROAD	441	56.3%	RAILROAD	78	64.5%
MOTOR CARRIER	220	14.2%	MOTOR CARRIER	57	7.3%	MOTOR CARRIER	15	12.4%
PRIVATE TRUCK	319	20.5%	PRIVATE TRUCK	283	36.2%	PRIVATE TRUCK	10	8.3%
						SHIP	18	14.9%

Domestic Imports of Miscellaneous Wood Products Into
The Northeast In 1972 By Mode of Transportation
Table III-J



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1534	62.5%
MOTOR CARRIER	292	12.5%
PRIVATE TRUCK	612	25.0%

D. Domestic furniture imports into the Northeast, 1972

The Northeast imported 2,113,000 tons of furniture or 27.3 percent of national output from other regions in the nation in 1972. The New England states imported 8.1 percent (172,000 tons) of the Northeast's furniture imports, the Middle Atlantic states imported 44.3 percent (936,000 tons) of the Northeast furniture imports, and the East North Central states imported 47.6 percent (1,005,000 tons) of the Northeast's imports.

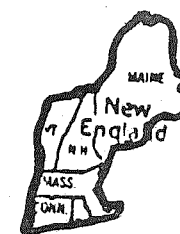
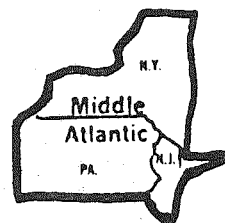
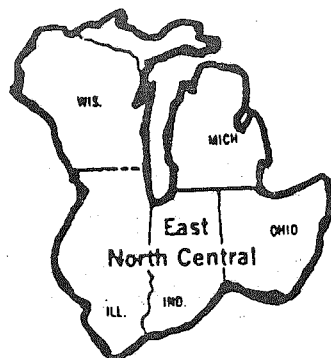
Seventy-two percent (124,000 tons) of the furniture imported into New England from outside the Northeast was produced in the South Atlantic region and 28 percent (48,000 tons) was produced in the East South Central region. An additional 122,000 tons of furniture was imported into New England in 1972 from the Middle Atlantic (61%) and East North Central regions (39%).

The Middle Atlantic states relied extensively on the neighboring South Atlantic region in 1972, which supplied 75 percent of the region's imports from outside the Northeast. The East South Central states provided an additional 23 percent of the Middle Atlantic region's furniture imports, and the Pacific and West South Central regions provided 2 percent of the Middle Atlantic region's furniture imports.

The East North Central states received 49 percent (488,000 tons) of the region's imports from the South Atlantic states, and 48 percent of its imports came from the East South Central states. The ENC region also received 67,000 tons of furniture from the Middle Atlantic states.

The greatest percentage, 70 percent (1,488,000 tons) of furniture imports into the Northeast in 1972 were shipped by truck. Commercial/contract carrier and private truck each distributed roughly 35 percent of the total imports, while rail shipments constituted 30 percent of the imports.

Unlike furniture imported into the Northeast by truck, New England truck imports were predominantly carried by private truck in 1972. Private truck furniture imports into the New England region exceeded commercial/contract carrier imports by 50 percent.



<u>EXPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF IMPORTS</u>
SOUTH ATLANTIC =	488	49%
EAST SOUTH CENTRAL =	484.5	47%
WEST SOUTH CENTRAL =	26	2.5%
PACIFIC STATES =	6.7	0.5%
<hr/>		
<u>NORTHEASTERN EXPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF IMPORTS</u>
MIDDLE ATLANTIC	67	100%

<u>EXPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF IMPORTS</u>
SOUTH ATLANTIC =	702	75%
EAST SOUTH CENTRAL =	215.3	23%
WEST SOUTH CENTRAL =	9.4	1%
PACIFIC STATES =	9.4	1%
<hr/>		936

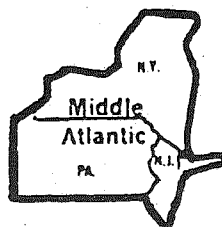
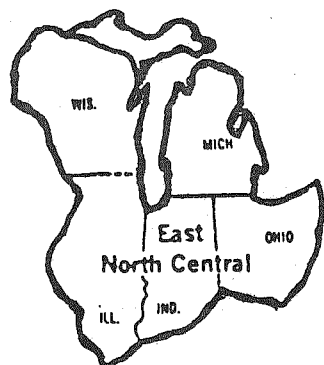
<u>EXPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF IMPORTS</u>
SOUTH ATLANTIC	124	72%
EAST SOUTH CENTRAL	48	25%
<hr/>		172
<hr/>		
<u>NORTHEASTERN EXPORTING REGION</u>	<u>000'S OF TONS</u>	<u>% OF IMPORTS</u>
MIDDLE ATLANTIC	14.4	61%
EAST NORTH CENTRAL	47.6	39%

Domestic Imports of Household and Office Furniture into the Northeast, 1972

Table III-K

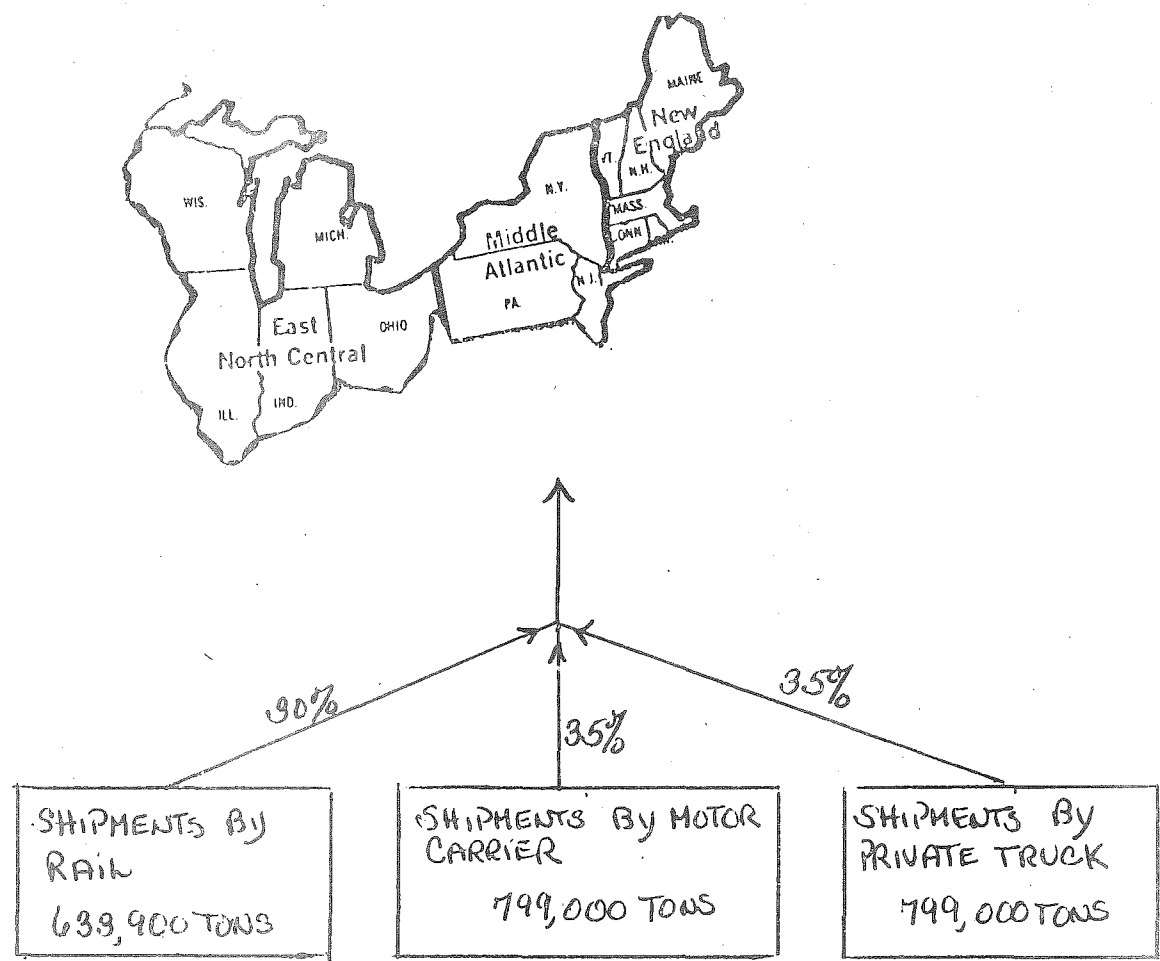
Imports of Household and Office Furniture Into Regions
of The Northeast in 1972 By Mode of Transportation
Table III-L

69.



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	220	22%	RAILROAD	367	39.2%	RAILROAD	38	22%
MOTOR CARRIER	397	39.5%	MOTOR CARRIER	285	30.4%	MOTOR CARRIER	44	35.6%
PRIVATE TRUCK	388	38.5%	PRIVATE TRUCK	284	30.4%	PRIVATE TRUCK	90	52.1%

Percentage of Imported House and Office
Furniture Imported Into the Northeast In
1972 By Mode of Transportation
Table III-M



E. Northeastern domestic paper imports, 1972

The Northeast imported 3,131,000 tons of paper or 15.6 percent of U.S. production and 32 percent of northeastern production from other regions of the nation. The East North Central region received 56.9 percent (1,781,000 tons), the Middle Atlantic region received 35.2 percent (1,101,000 tons), and the New England states received 7.9 percent (248,000 tons) of northeastern paper imports.

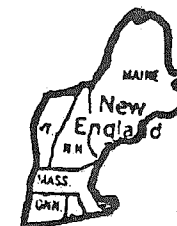
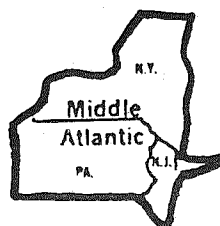
Excluding the paper exports of the East North Central and Middle Atlantic regions which were the largest paper suppliers for New England, the South Atlantic (88,000 tons), the East South Central states (78,000 tons) and the West South Central states (60,000 tons) were the major paper suppliers for New England from outside the Northeast. The three regions provided 90 percent of the paper imports imports of New England from outside the Northeast.

The Middle Atlantic states imported 1,087,000 tons of paper from New England and 611,000 tons of paper from the East North Central regions which comprised nearly 60 percent of the Middle Atlantic region's total paper imports. The South Atlantic (518,000 tons), East South Central (310,000 tons), and West South Central (194,000 tons) regions provided 35 percent of the Middle Atlantic states total paper imports and 85 percent of the Middle Atlantic region's imports from outside the Northeast.

The East North Central region imported 41 percent of its total paper imports from New England (897,000 tons) and the Middle Atlantic (364,000 tons) regions. The South Atlantic region (495,000 tons), the West North Central region (234,000 tons), the East South Central region (443,000 tons), and the West South Central regions (515,000 tons) provided 55.4 percent of the East North Central region's total imports and 95 percent of the paper imports from outside the Northeast.

Railroad transportation of paper products constituted 71 percent of the total volume of paper imports into the Northeast. Motor carrier (commercial/contract carrier) carried 28 percent of the total volume of paper imported into the Northeast and private truck shipped 1 percent of the volume of paper imported into the Northeast.

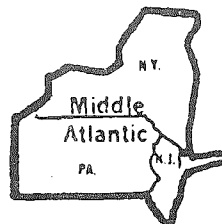
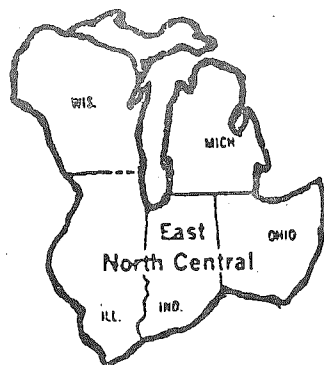
Imports of Paper into Regions of the Northeast
In 1972 by Exporting Region
Table III-N



EXPORTING REGION	000'S OF TONS	% OF IMPORTS	EXPORTING REGION	000'S OF TONS	% OF IMPORTS	EXPORTING REGION	000'S OF TONS	% OF IMPORT
SOUTH ATLANTIC =	495	27.8%	SOUTH ATLANTIC =	518	47%	SOUTH ATLANTIC	88	35.6%
WEST NORTH CENTRAL =	234	13.1%	EAST SOUTH CENTRAL =	310	28.2%	EAST SOUTH CENTRAL	78	31.8%
EAST SOUTH CENTRAL =	443	24.9%	WEST SOUTH CENTRAL =	194	17.6%	WEST SOUTH CENTRAL	60	24.4%
WEST SOUTH CENTRAL =	515	28.9%	WEST NORTH CENTRAL =	134	30.9%	WEST NORTH CENTRAL	4.5	1.8%
PACIFIC STATES =	93.5	5.3%	PACIFIC STATES =	45	4.1%	PACIFIC	17	6.9%
	1,780.5			1,101			247.5	
NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS	NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS	NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORT
NEW ENGLAND	897	71%	NEW ENGLAND =	1,087	64%	EAST NORTH CENTRAL	124	35.2%
MIDDLE ATLANTIC	364	29%	EAST NORTH CENTRAL =	611	36%	MIDDLE ATLANTIC	232	64.8%
	1,261			1,698			358	

Imports of Paper (Except Building Paper) Into
Regions of The Northeast in 1972 By Mode of Transportation
Table III-O

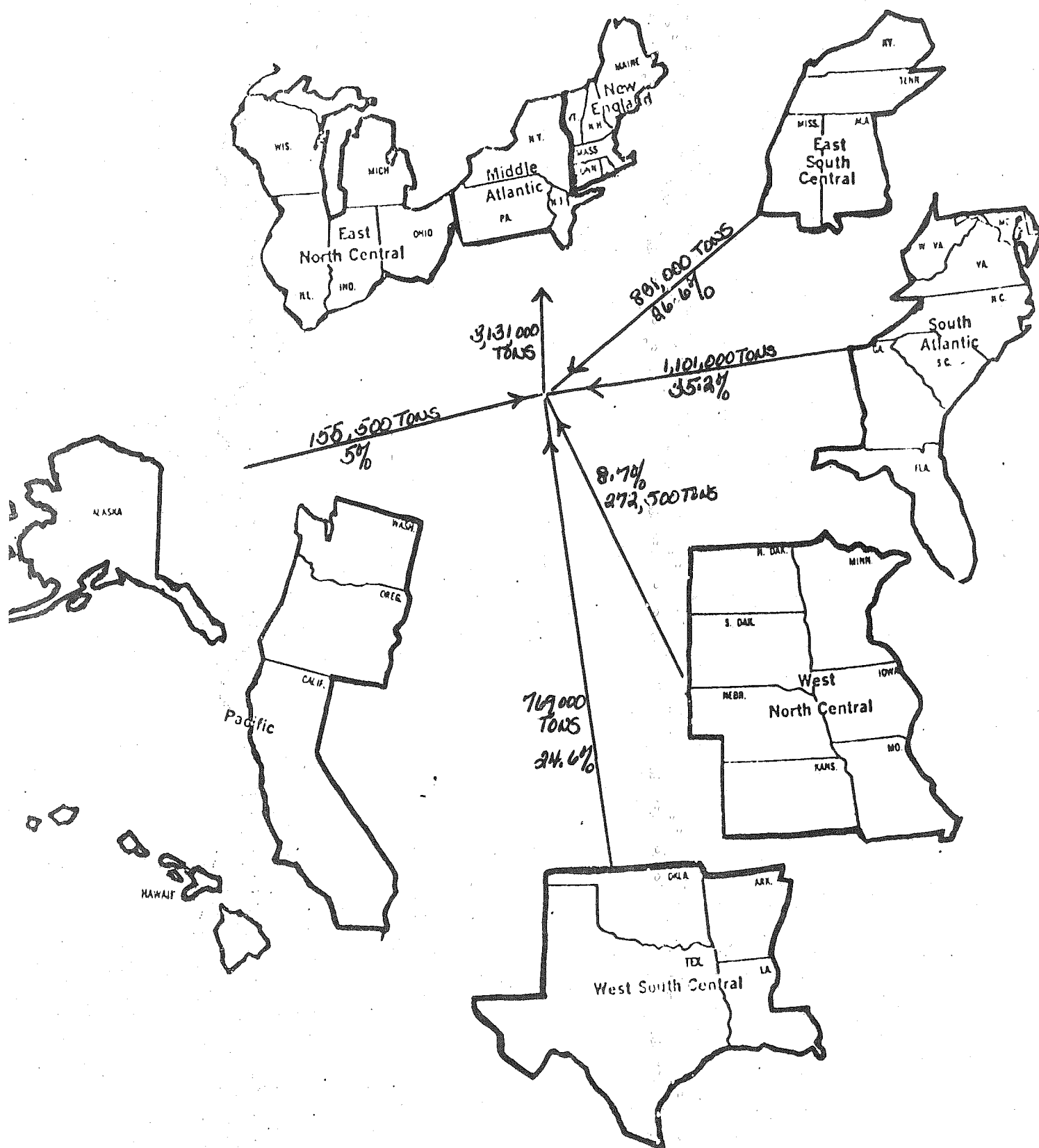
74.



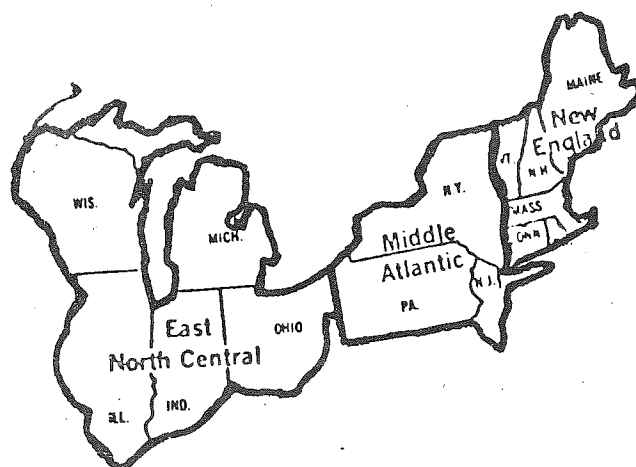
<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1274	71.5%	RAILROAD	786	71.9%	RAILROAD	156	63%
MOTOR CARRIER	181	27.0%	MOTOR CARRIER	298	27.1%	MOTOR CARRIER	90	36.3%
PRIVATE TRUCK	27	1.5%	PRIVATE TRUCK	17	0.5%	PRIVATE TRUCK	4	0.7%

Imports of Paper (Except Building Paper) Into
Regions of the Northeast in 1972 by Mode of Transportation
Table III-O

Imports of Paper Into The Northeast in 1972 By Regions
Table III-P



Domestic Imports of Paper (Excluding Building Paper)
 Into the Northeast In 1972 By Mode of Transportation
 Table III-Q



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	2216	70.8%
MOTOR CARRIER	869	27.8%
PRIVATE TRUCK	46	1.4%

F. Domestic imports of converted paper products into the Northeast in 1972.

While the Northeast produced 52 percent (7,361,000 tons) of the nation's converted paper products and exported 28 percent (2,065,095 tons) of the Northeast's production from the region, the Northeast imported 1,661,000 tons of converted paper products from outside the Northeast. Northeastern imports in 1972 were equivalent to 80 percent of northeastern exports or 22.5 percent of its production.

Most of the Northeast's converted paper imports came from two regions, the South Atlantic and East South Central regions. The South Atlantic region produced 61 percent of the Northeast's imports and the East South Central region produced 18.5 percent of the Northeast's imports.

The East North Central region imported 51.7 percent (860,000 tons) of the Northeast's converted paper product; imports in 1972. The Middle Atlantic region imported 35.2 percent (586,000 tons) and the New England states imported 13.1 percent (215,000 tons) of the Northeast's imported converted paper products.

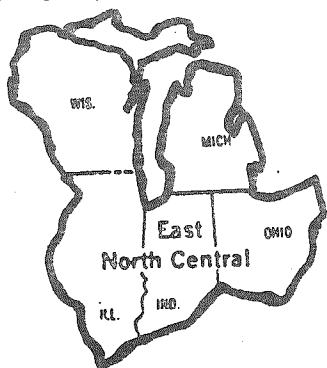
Unlike the nation transportation pattern in which rail and truck transportation each distributed roughly 50 percent of the nation's converted paper products, the northeastern import distribution pattern relied heavily on railroads. Approximately 67 percent of the Northeast's converted paper imports was carried by rail. Eighty percent of the New England's imports and 75 percent of the East North Central region's imports of converted paper were carried by railroad. The trans-

portation of the Middle Atlantic region's imports conformed to the national transportation pattern with one exception. Private truck shipments (26.5%) of converted paper into the Middle Atlantic region exceeded the shipments of commercial/contract carrier (24.2%).

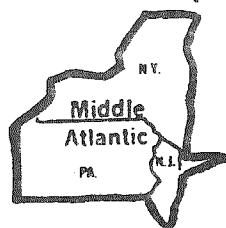
Imports of Converted Paper and Paperboard Products Into
The Northeast by Region and Exporting Region, 1972.

79.

IMPORTING REGION



IMPORTING REGION



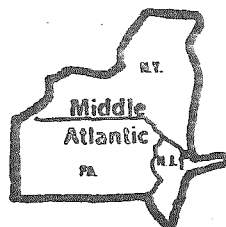
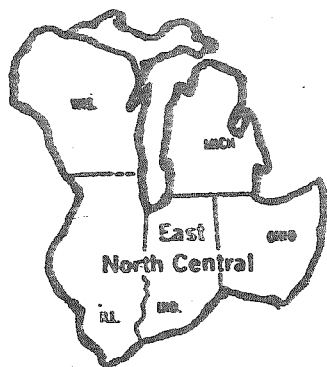
IMPORTING REGION



EXPORTING REGION	000'S OF TONS	% OF IMPORTS	EXPORTING REGION	000'S OF TONS	% OF IMPORTS	EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	444	51.6%	SOUTH ATLANTIC	413	70.5%	SOUTH ATLANTIC	161	75.1%
EAST SOUTH CENTRAL	187	21.7%	EAST SOUTH CENTRAL	105	17.9%	EAST SOUTH CENTRAL	12	5.6%
WEST SOUTH CENTRAL	152	17.7%	WEST SOUTH CENTRAL	63	10.8%	WEST SOUTH CENTRAL	24	11.2%
PACIFIC STATES	77	9.0%	PACIFIC STATES	5	0.8%	PACIFIC STATES	17.5	8.2%
	860	100% OR 67.2% OF TOTAL CPP IMPORTS OF ENC		586	100% OR 45.3% OF TOTAL CPP IMPORTS OF MIDDLE ATLANTIC		214.5	100% OR 30.1% OF TOTAL CPP IMPORTS OF NEW ENGLAND
NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS	NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS	NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
MIDDLE ATLANTIC	299	70.2%	NEW ENGLAND	429	60.5%	MIDDLE ATLANTIC	360	73.5%
NEW ENGLAND	125	29.8%	EAST NORTH CENTRAL	280	39.5%	EAST NORTH CENTRAL	130	26.5%
	419	100% OR 32.8% OF TOTAL CPP IMPORTS OF ENC		709	100% OR 54.7% OF TOTAL CPP IMPORTS OF MIDDLE ATLANTIC		490	100% OR 69.6% OF TOTAL CPP IMPORTS OF NEW ENGLAND

Imports of Converted Paper and Paperboard Products
(Except Containers) Into Regions of the Northeast
In 1972 By Mode of Transportation
Table III-S

30.

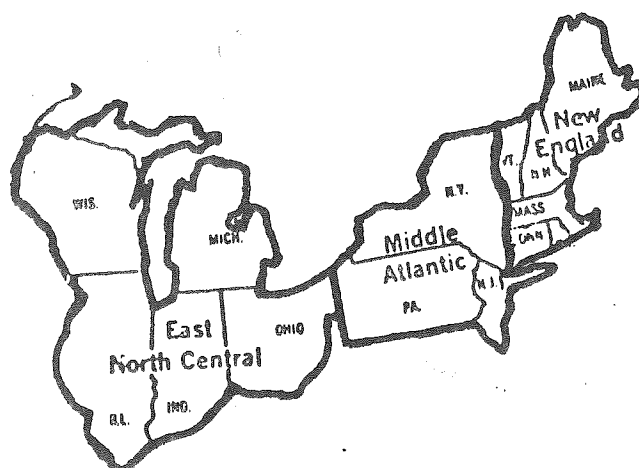


MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED	MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED	MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED
RAILROAD	644	75%	RAILROAD	289	49.3%	RAILROAD	173	80.5%
MOTOR CARRIER	161	18.7%	MOTOR CARRIER	142	24.2%	MOTOR CARRIER	22	10.2%
PRIVATE TRUCK	55	6.3%	PRIVATE TRUCK	155	26.5%	PRIVATE TRUCK	40	9.3%

Imports of Converted Paper and Paperboard Products
(Except Containers) Into Regions of the Northeast
in 1972 by Mode of Transportation

Table III-S

Domestic Imports of Converted Paper and Paperboard
 Products Into The Northeast In 1972 By Mode of Transportation
 Table III-T



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	1106	66.6%
MOTOR CARRIER	395	19.6%
PRIVATE TRUCK	230	13.8%

G. Domestic imports of paperboard, pulpboard and fibreboard into the Northeast, 1972.

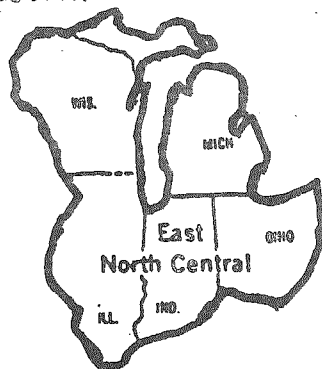
While the Northeast produced 23.7 percent (6,080,000 tons) of the nation's paperboard and allied products in 1972 and exported 17.9 percent (1,088,670 tons) of its production to other regions, the Northeast imported 8,065,000 tons of paperboard and allied products in 1972. Northeastern imports of paperboard and allied products exceeded the Northeast's production by 33 percent. Thus, the Northeast produced 23.7 percent of the nation's paperboard and allied products output, but 50.7 percent of the nation output was initially marketed in the Northeast.

New England imported 11.4 percent (923,000 tons) of the Northeast's paperboard imports in 1972 which exceeded New England production by 57 percent. The Middle Atlantic region imported 36.6 percent (2,954,000 tons) of the Northeast's paperboard imports which exceeded the Middle Atlantic production by 72 percent. The East North Central region imported 51.9 percent of the Northeast's paperboard imports which exceeded the ENC region's 1972 production by 10.8 percent.

Each region imported most of its paperboard and allied products by rail. Ninety three percent of the Northeast's paperboard imports were imported by rail, and 4 percent was imported by truck.

Imports of Paperboard, Pulpboard, and Fibreboard,
Into Regions of The Northeast, In 1972
Table III-U

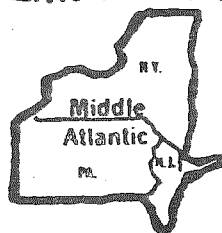
IMPORTING REGION



EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	8213	52.8%
WEST NORTH CENTRAL		
EAST SOUTH CENTRAL	981	23.9%
WEST SOUTH CENTRAL	880	41.0%
MOUNTAIN STATES		
PACIFIC STATES	114	2.5%
	<u>4188</u>	100% OR 98.1% OF THE TOTAL PPF IMPORTS OF THE ENC.

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
NEW ENGLAND	84	41.5%
MIDDLE ATLANTIC	48	58.5%
	<u>82</u>	100% OR 1.9% OF THE TOTAL PPF IMPORTS OF THE ENC.

IMPORTING REGION



EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	2260	76.0%
WEST NORTH CENTRAL		
EAST SOUTH CENTRAL	400	13.5%
WEST SOUTH CENTRAL	307	10.3%
MOUNTAIN STATES		
PACIFIC STATES	6	0.2%
	<u>2973</u>	100% OR 85.3% OF THE TOTAL PPF IMPORTS OF THE MIDDLE ATLANTIC

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
NEW ENGLAND	107	20.8%
EAST NORTH CENTRAL	407	79.2%
	<u>514</u>	100% OR 4.7% OF THE TOTAL PPF

IMPORTING REGION



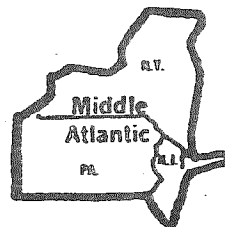
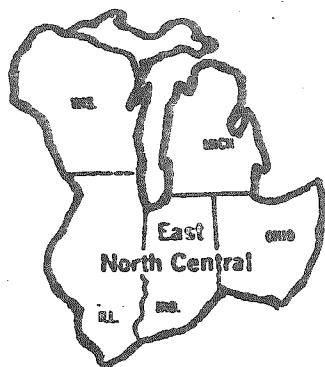
EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	705	76.4%
WEST NORTH CENTRAL		
EAST SOUTH CENTRAL	116	12.6%
WEST SOUTH CENTRAL	100	10.5%
MOUNTAIN STATES		
PACIFIC STATES	2.5	0.3%
	<u>923</u>	100% OR 82.4% OF THE TOTAL PPF IMPORTS OF NEW ENGLAND

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
MIDDLE ATLANTIC	147	74.6%
EAST NORTH CENTRAL	50	25.4%
	<u>197</u>	100% OR 7.6% OF THE TOTAL IMPORTS

Imports of Paperboard, Pulpboard, and Fibreboard Into The
Northeast in 1972 By Mode of Transportation

Table III-V

84.



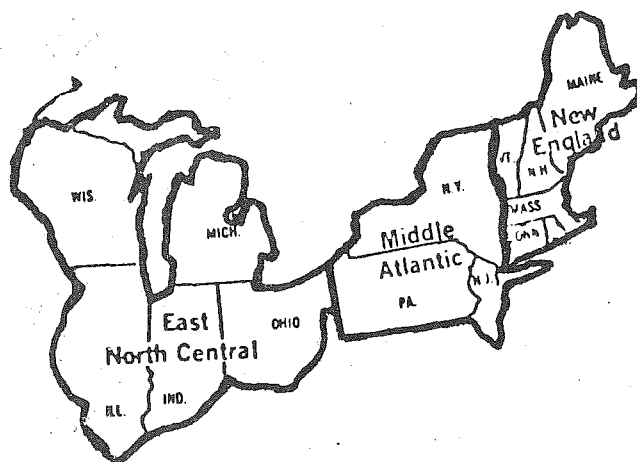
MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED	MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED	MODE OF TRANSPORTATION	000'S OF TONS	% OF TOTAL TONNAGE CARRIED
RAILROAD	397.7	95%	RAILROAD	2633	89%	RAILROAD	875	95%
MOTOR CARRIER	175.4	4.2%	MOTOR CARRIER	265	9%	MOTOR CARRIER	42	4.5%
PRIVATE TRUCK	86	0.8%	PRIVATE TRUCK	56	2%	PRIVATE TRUCK	6	0.5%

Imports of Paperboard, Pulpboard, and Fibreboard Into The
Northeast in 1972 by Mode of Transportation

Table III-V

Domestic Imports of Paperboard, Pulpboard,
and Fibreboard Products Into the Northeast
In 1972 By Mode of Transportation
Table III-W

85.



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	7,485	93%
MOTOR CARRIER	482	6%
PRIVATE TRUCK	98	1%

H. Domestic imports of containers and boxes into the Northeast in 1972.

While the Northeast produced 56.4 percent (10,263,000 tons) of the nation's containers and boxes in 1972 and exported 13.1 percent (1,348,000 tons) of its production outside the Northeast the Northeast imported 1,091,000 tons of paper containers and boxes. Northeastern imports of paper container and boxes was equivalent to 10.6 percent of the Northeast's production in 1972. Thus, there was a net export of paper containers and boxes of 3 percent from the Northeast.

New England imported 5 percent (55,000 tons), the Middle Atlantic imported 48.9 percent (534,000 tons), and the East North Central region imported 46.1 percent (502,000 tons) of the Northeast's imports of containers and boxes. New England's imports from outside the Northeast in 1972 came primarily from the South Atlantic region which provided New England with 74 percent (41,000 tons) of these imports. The Middle Atlantic states also derived most of the regions non-northeastern imports from the South Atlantic states. The South Atlantic region provided the Middle Atlantic states with 87 percent of the latter's imports from outside the Northeast. The East North Central region imported 70 percent of its non-northeastern imports from the West North Central region.

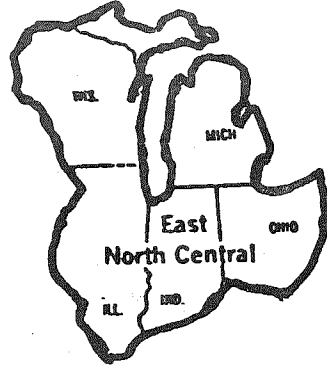
Imports of paper boxes and containers from outside the Northeast comprised a very small percentage of each region's production. New England's imports from outside the Northeast comprised 49 percent of New England's production. Middle Atlantic imports of boxes and containers from outside the Northeast comprised 14.2 percent of the region's production. The imports

of boxes and containers into the East North Central region from outside the Northeast comprised 9.3 percent of the ENC region's production.

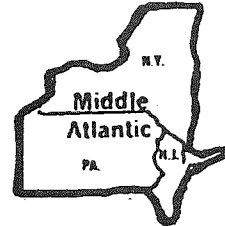
Most of the Northeast's imports of boxes and containers were imported by truck. Department of Commerce statistics show that 23 percent of the Northeast's imports of boxes and containers were shipped by rail, 46 percent of the imports were shipped by commercial/contract carrier, and 31.2 percent of the imports were shipped by private truck.

Unlike the Northeast generally, New England imported a substantial portion of its imports by railroad. Roughly 42 percent of the New England regions box and container imports were shipped by rail, 34.5 percent was shipped by commercial/contract carrier, and 23.6 percent of the imports arrived via private truck.

IMPORTING REGION



IMPORTING REGION



IMPORTING REGION



EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	111	22.1%
WEST NORTH CENTRAL	350	70%
EAST SOUTH CENTRAL	—	—
WEST SOUTH CENTRAL	87.5	5.5%
MOUNTAIN STATES	—	—
PACIFIC STATES	13	2.4%
	501.5	100% OR 54.6% OF THE TOTAL C.B.P.P. IMPORTS OF THE ENC

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	473	88.4%
WEST NORTH CENTRAL	48	9.0%
EAST SOUTH CENTRAL	—	—
WEST SOUTH CENTRAL	14	2.6%
MOUNTAIN STATES	—	—
PACIFIC STATES	—	—
	535	100% OR 55.3% OF THE TOTAL C.B.P.P. IMPORTS OF THE MIDDLE ATLANTIC

EXPORTING REGION	000'S OF TONS	% OF IMPORTS
SOUTH ATLANTIC	41	74.5%
WEST NORTH CENTRAL	8	14.5%
EAST SOUTH CENTRAL	—	—
WEST SOUTH CENTRAL	6	11.0%
MOUNTAIN STATES	—	—
PACIFIC STATES	—	—
	55	100% OR 84% OF THE TOTAL C.B.P.P. IMPORTS OF NEW ENGLAND

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
NEW ENGLAND	190	45.5%
MIDDLE ATLANTIC	227	54.5%
	417	100% OR 45.4% OF THE TOTAL C.B.P.P. IMPORTS OF THE ENC

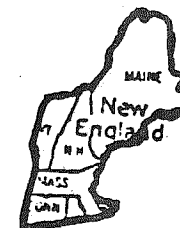
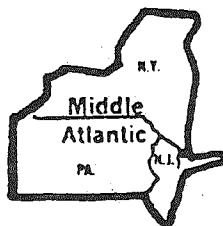
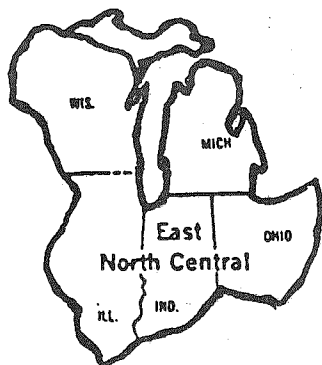
NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
NEW ENGLAND	107	24.8%
EAST NORTH CENTRAL	325	75.2%
	432	100% OR 44.7% OF THE TOTAL IMPORTS OF THE MIDDLE ATLANTIC

NORTHEASTERN EXPORTING REGION	000'S OF TONS	% OF IMPORTS
MIDDLE ATLANTIC	120	69%
EAST NORTH CENTRAL	54	31%
	174	100% OR 76% OF THE TOTAL C.B.P.P. IMPORTS OF NEW ENGLAND

C.B.P.P. = Containers, Boxes, and Paperboard Products

Imports of Paperboard Containers and Boxes
Into The Northeast In 1972 By Mode of Transportation
Table III-Y

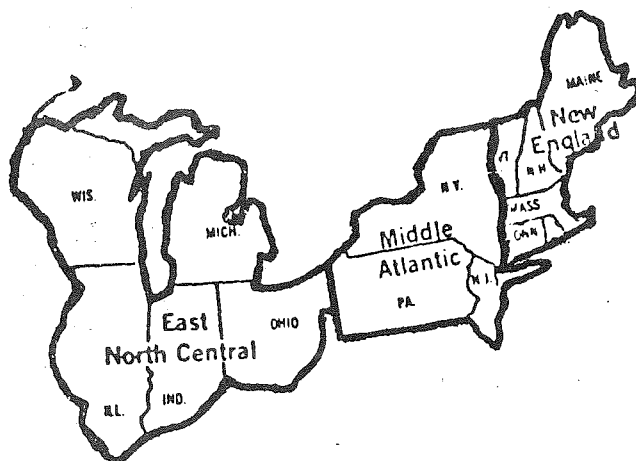
89.



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>	<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	131	26.1%	RAILROAD	97	18.2%	RAILROAD	23	41.8%
MOTOR CARRIER	326	65.0%	MOTOR CARRIER	155	29%	MOTOR CARRIER	19	34.5%
PRIVATE TRUCK	45	8.9%	PRIVATE TRUCK	252	52.8%	PRIVATE TRUCK	13	23.6%

Domestic Imports of Paperboard Containers and Boxes
Into The Northeast In 1972 By Mode of Transportation
Table III-Z

90



<u>MODE OF TRANSPORTATION</u>	<u>000'S OF TONS</u>	<u>% OF TOTAL TONNAGE CARRIED</u>
RAILROAD	251	23%
MOTOR CARRIER	500	45.8%
PRIVATE TRUCK	340	31.2%

Chapter V.

The importation of forest products into the
Northeast by mode of transportation.

Unlike the distribution of Northeast forest products which were distributed within the area primarily by truck in 1972, forest products were imported into the Northeast primarily by rail. In 1972, the Northeast imported 26,484,000 tons of forest products, primarily by rail. Lumber and wood products comprised 39.4 percent, paper and allied paper products comprised 52.7 percent, and furniture constituted 7.9 percent of the total imported tonnage. Railroad imports of these products constituted 75 percent and truck imports comprised 24 percent of the total imports.

The East North Central region imported 52.2 percent of the total forest product tonnage imported into the Northeast in 1972. The Middle Atlantic region imported 38.6 percent and New England imported 9.2 percent of the total imported forest product tonnage of the Northeast in 1972.

While most of the timber and wood products as well as furniture imported into each region of the Northeast originated in regions outside the Northeast, a considerable quantity of the paper and allied paper product imports of each region originated in the regions of the Northeast. (See Table below:)

THE PERCENTAGE OF
IMPORTS OF PAPER AND ALLIED PAPER PRODUCTS IMPORTED
INTO REGIONS OF THE NORTHEAST FROM OTHER
NORTHEASTERN REGIONS, 1972

<u>IMPORTED PRODUCTS</u>	<u>EAST NORTH CENTRAL</u>	<u>MIDDLE ATLANTIC</u>	<u>NEW ENGLAND</u>
Paper	41.5%	60.6%	59%
Paper Board	1.9%	14.7%	17.6%
Converted Paper	32.8%	54.7%	69.6%
Containers & Boxes	45.4%	44.7%	76.0%

In 1972, 78.9 percent of the lumber and wood products imported into the Northeast from other regions of the nation were shipped by rail. Roughly 13 percent of the lumber and wood products imported into the Northeast was shipped by private truck compared to 8 percent transported by commercial/contract carrier. Of the total tonnage of lumber and wood products (10,423,000 tons) imported into the Northeast in 1972, 45 percent was lumber, (4,643,100 tons) 32 percent (3,342,000 tons) was millwork plywood, and prefabricated wood products, and 23 percent (2,438,000 tons) was miscellaneous wood products.

The Northeast, in 1972, imported 79 percent of its paper and allied paper product imports by railroad. Roughly 16 percent of the region's paper and allied paper imports in 1972 were shipped by commercial/contract carrier and 5 percent of these imports were transported by private truck. Of the total tonnage of paper and allied paper products imported into the Northeast in 1972, 57.8 percent was pulpboard, fibreboard, etc., 19.9 percent was paper, 14.5 percent was converted paper products, and 7.8 % was containers and boxes.

Chapter VI

The distribution and marketing of forest products produced in New England by mode of transportation.

Statistics concerning the marketing and distribution of forest products produced in New England are incomplete for the same reason that the statistics covering forest products output of the Northeast are incomplete. The only reliable statistics for New England forest products output and distribution pertain to the region's production of paper and allied paper products.

According to Bureau of Census data, New England produced 6,409,000 tons of paper and allied paper products in 1972. Approximately 46 percent of the total output was distributed to markets by rail and 54 percent was distributed by truck. Commercial/contract carrier shipments comprised 66 percent of the total truck shipments of New England paper products in 1972. Unlike the Northeast therefore which distributed 4/5 of its paper and allied paper products output by truck, New England depended almost as much upon rail as truck for the distribution of its paper products output. A substantial portion of New England's paper and converted paper products were shipped by rail.

The largest single commodity produced in and distributed by New England was paper (excludes building paper) which comprised 57 percent of the region's paper and allied paper products output in 1972. Paper containers and boxes constituted 17.5 percent, converted paper products constituted 16.4 percent, and paperboard products comprised 9.1 percent of the regions total paper products output in 1972.

Most of New England's paper and allied paper products were marketed in the Northeast. Two regions, New England and the Middle Atlantic states, absorbed roughly 65 percent of New England's production of paper and allied paper products. New England retained 35.5 percent and the Middle Atlantic states received 27.8 percent of New England's production.

Chapter VII

The importation of forest products into New England by mode of transportation.

In 1972, New England imported 2,403,000 tons of forest products from outside the Northeast. Of this tonnage, 81 percent was shipped by rail, 11 percent was shipped by commercial/contract carrier, and 17 percent was shipped by private truck. Four products constituted roughly 80 percent of New England's forest products imports. Paperboard products (38.4%-923,000 tons), millwork (479,200 tons-20%), paper (248,000 tons-10.3%), and converted paper (215,000 tons-9%) were shipped mostly by rail into New England. Household and office furniture constituting 7 percent and paper boxes and containers constituting 2 percent of the region's forest product imports in 1972 were the only imports shipped primarily by truck to New England.

Lumber, comprising 7.9 percent of the forest product tonnage imported into New England from outside the Northeast in 1972, was shipped primarily by rail. Eighty-eight (88) percent of the lumber (167,000 tons) was imported by rail. Seventy-six (76) percent of all the region's lumber imports from outside the Northeast came from the Pacific region.

While forest products imports from outside the Northeast (6 regions) constituted 62 percent of New England's total forest product imports in 1972, imports from the Middle Atlantic and East North Central regions comprised 38 percent of the region's total imports. Middle Atlantic exports to New England comprised 68 percent of New England's imports from the Northeast.

The following table shows that 71 percent of all New England's domestic forest products imports came from three region's closest to New England, the South Atlantic, Middle Atlantic, and East North Central regions. The Pacific region, the third largest regional source of forest products for New England in 1972, shipped primarily lumber to New England.

IMPORTS OF FOREST PRODUCTS INTO NEW ENGLAND
1972

REGION	TONS OF FOREST PRODUCTS	PERCENT OF TOTAL TONNAGE IMPORTED
South Atlantic	1,277,000	3.3%
East South Central	330,000	8.5%
West South Central	199,000	5.2%
West North Central	15,000	0.4%
Mountain	79,000	2.0%
Pacific	501,000	13.0%
<u>Northeast</u>	1,460,000	38%
Middle Atlantic	997,000	25.9%
East North Central	463,000	12.0%
TOTAL	3,861,000	

Chapter VIII

The export of forest products from New England by mode of transportation.

While New England, in 1972, imported 3,861,000 tons of forest products of which paper and allied paper products comprised 69 percent (2,659,000 tons), New England exported 4,236,000 tons of paper and allied paper products in 1972. New England's paper and paper products alone were 10.4 percent greater than the region's total imports of forest products.

New England marketed its exports in regions in closest proximity to New England. Seventy percent of New England's paper and allied paper products exports were marketed in the Middle Atlantic and East North Central states, and 30 percent was marketed outside the Northeast.

Statistics concerning exports of lumber from New England are unavailable. Lumber exports would significantly add to the region's total exports which, without lumber and wood products, indicate that Maine was a net exporter of forest products in 1972.

In 1972, New England produced 6,409,000 tons of paper and allied paper products and exported 4,134,000 tons or 64.5 percent of its production. Paper comprised 69 percent, converted paper products comprised 19.2 percent, paper boxes and containers comprised 8.2 percent, and paperboard products comprised 3.7 percent of New England's paper and allied paper products reports.

New England's paper and allied paper products exports were shipped primarily by rail to markets outside the region. Rail exports comprised 58 percent and truck exports comprised 40 percent of the total paper products exports of the region in 1972. Private truck shipments constituted 25 percent of the total truck shipments of paper exports from New England.

Chapter IX

The distribution of Maine forest products and imports of forest products into Maine by mode of transportation.

Census Bureau data does not provide statistical details for each state. As a result it is necessary to establish a number of assumptions in order to draw any conclusions concerning the modes of transporting Maine forest products to market and the impact of transportation upon the state's forest industry. The assumptions are listed as follows:

1. A significant percentage of lumber produced and marketed in Maine depends upon truck transportation.
2. A significant percentage of the lumber produced in Maine and marketed outside the State is sold in markets close to Maine which can be served more efficiently by truck than by rail.
3. New England depends more upon railroad transportation for the distribution of paper and allied paper products than the Northeast in general, and Maine paper products comprise a significant proportion of New England forest products.
4. Imports of Forest Products into New England are primarily paper and allied paper products which comprise 85 percent of the total forest product imports of New England. Most paper and allied paper product imports of New England arrive by rail.

The conclusion that the assumptions imply is that lumber and wood production of Maine is distributed in and out of state primarily by truck. Paper and allied products, produced in Maine, exported from Maine and imported into the State on the other hand, are marketed primarily by rail. The assumptions are discussed as follows:

1. Marketing of Maine lumber in Maine by truck.

In 1960, 44 percent of Maine's lumber production was marketed inside the State of Maine. Of the total volume of Maine lumber sold in the State, nearly 50 percent of it was sold directly to consumers from sawmill operations. Wholesalers purchased 15 percent, retail lumber yards purchased 20 percent, and manufacturing enterprise purchased 15 percent of the lumber produced and sold in Maine.

Since truck transportation is more versatile and efficient than rail transportation, trucks compared to railroads, can better service wholesalers, retailers, and manufacturing enterprises which often do not have railroad sidings. In addition, many lumber purchasing firms in Maine do not buy sufficient quantities of lumber to obtain carload rates.

While the statistics may have changed since 1960 in regard to the distribution of Maine lumber in the State, the advantages of truck transportation have not changed. Railroads are used primarily to transport raw materials and supplies into the State and finished products out of State and are not used as an internal distribution system.

2. Marketing Maine lumber outside of Maine.

In 1960, 56 percent of Maine's lumber was marketed outside the State. Of the total volume marketed outside the State, 61 percent went to Massachusetts outlets, 9.2 percent went to Connecticut outlets, 7 percent went to New Hampshire outlets, 14.4 percent was marketed in Canada, and the remainder was marketed instates closed to New England. Roughly 80 percent of Maine's lumber exports was marketed in New England outlets that could be most efficiently served by truck.

According to the 1963 Vermont Agricultural Experiment Station Bulletin #635 entitled, Marketing of Lumber In The Northeast, sixty percent of the lumber purchased by wood products manufacturers in the Northeast is delivered via truck....

Since several large stud producing mills have recently begun operation in Maine these firms may utilize railroad transportation to a certain degree to ship their product to market. Truck transportation however will remain a tough competitor because presently it is at least equal in cost per 1,000 board feet of lumber shipped to Southern New England compared to railroad. In addition truck transportation is much more expedient than railroad transportation. A truckload of lumber can reach Southern New England in 12 hours whereas a carload of lumber may take 7 days to reach southern New England.

3. Distribution of paper and allied paper products.

In 1972, 46 percent of New England's paper and allied paper products were distributed by rail. Since 70 percent of the New England sawtimber removal in 1970 was Maine sawtimber, it is likely that the transportation data for New England reflects, to a great extent, the transportation data for Maine.

4. Imports of forest products into Maine.

Since 81 percent of the forest products imported into New England were transported by rail in 1972, it is feasible to assume that a large percentage of forest products shipped to Maine were also transported by rail.

Chapter X

Transportation costs for shipment of forest products.

Transportation costs for the marketing of Maine lumber and paper products in the Northeast contrast significantly with the transportation costs for the marketing of lumber and paper products produced in the South, Michigan, New York, Pennsylvania and Wisconsin in the Northeast. If all variables were equal for the production of lumber and paper products of the same quality produced in the North, South, and in Maine, transportation costs would have very adverse effects on the sale of Maine lumber and paper products in the Northeast.

In order to measure the impact of transportation costs upon the forest industry of Maine it is necessary to:

1. determine the markets in which a significant volume of Maine forest products are sold
2. determine the costs of transporting Maine forest products to those markets
3. determine the costs of transporting forest products from other regions of the nation to the same markets
4. compare and contrast the costs

Markets For Maine Forest Products

According to the United States Department of Commerce publication entitled Commodity Transportation Survey, 70.2 percent of New England's paper, converted paper, and converted paperboard products, 92.5 percent of New England's paperboard, pulpboard, and fibreboard products, and 60 percent of the re-

gions production of boxes and containers were marketed in the Middle Atlantic and East North Central regions in 1972. New England lumber is marketed primarily in New England and in New York and New Jersey.

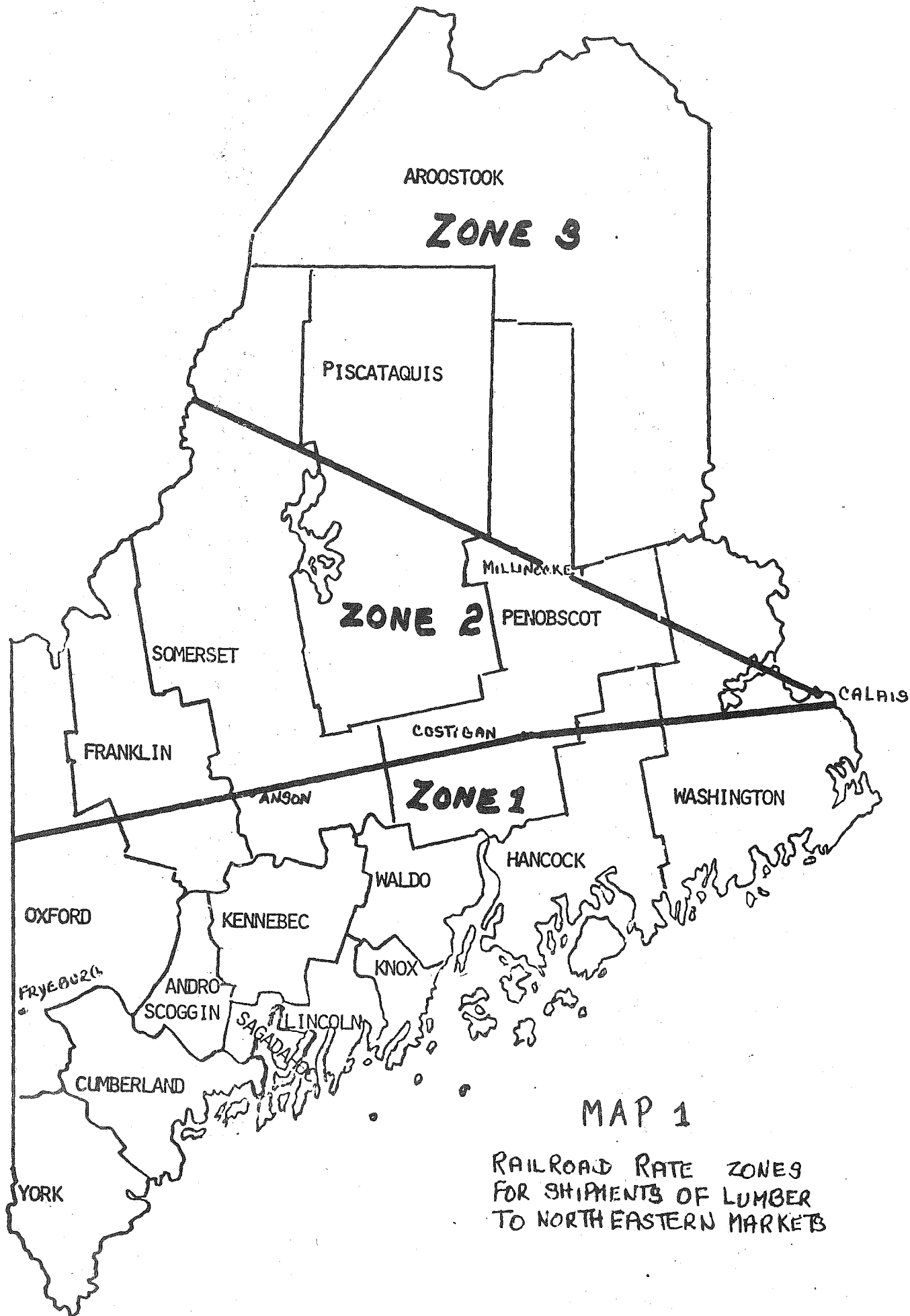
As a result of the marketing picture of New England forest products, developed by the Census Bureau as well as by state officials, 5 specific destination points were selected as markets for Maine forest products. The markets are Boston, Chicago, Cleveland, New York, and Philadelphia. While most New England forest products are marketed in Boston, New York, and Philadelphia, many products are also shipped to Chicago and Cleveland.

Transportation of Maine Forest Products To Northeastern Markets

Railroad Shipments of Lumber

There are roughly three rate zones in Maine from which lumber is shipped to Northern markets. One zone extends north from Kittery to a line drawn from Anson through Costigan. A second zone extends north from the Anson-Costigan line to a line drawn through Calais and Millinocket. A third rate zone extends north from the Calais-Millinocket line. See Map 1.

While railroad rates vary within each zone for the shipment of lumber, the variation is minimal compared to cost variations between zones. For example, the differential between the cost of shipping a carload of lumber from Ashland, Maine and from Calais, Maine to Boston is less than 5 percent. The cost differential for a carload shipment of lumber to Boston from Costigan, Maine in zone 2 and from Ashland, Maine in zone 3 is 35.3 percent. The cost differential for a carload shipment of



lumber from Fryeburg, Maine in Zone 1 and from Costigan, Maine in Zone 2 to Boston is 31 percent.

While railroad rates vary with mileage, rialroad mileage is not the exclusive factor in rate determination. For example, in TableV-A, which provides the rates for shipments of lumber to markets in the North, the rates discriminate against firms in Zone 1 compared to firms in other zones if mileage alone is considered. The following Table bases railroad rates on the Fryeburg rates for shipments of lumber to Boston and Philadelphia.

TABLE V-A
Lumber Shipments to Boston and Philadelphia

FROM:	TO:Boston			TO:Philadelphia		
	Present Rate	* Adjusted Rate	**Differential	Present Rate	Adjusted Rate	Differential
Ashland	.0069¢	.0089	29%	.0098	.0108	+10.2%
Calais	.0066¢	.0092	39%	.0098	.0110	+12.2%
Costigan	.0051¢	.0064	25%	.0089	.0092	+ 3.4%
Fryeburg	.0039¢	.0039		.0076	.0076	

* Adjusted rate is the rate that would be in effect if it were based on the rate per mile that applies to Fryeburg.

** Differential is the difference between the present rate and the adjusted rate. If lumber from Ashland, for example were shipped at the same rate per mile to Boston as lumber shipped from Fryeburg to Boston, the rail rate for lumber shipments from Ashland would have to be increased 29 percent.

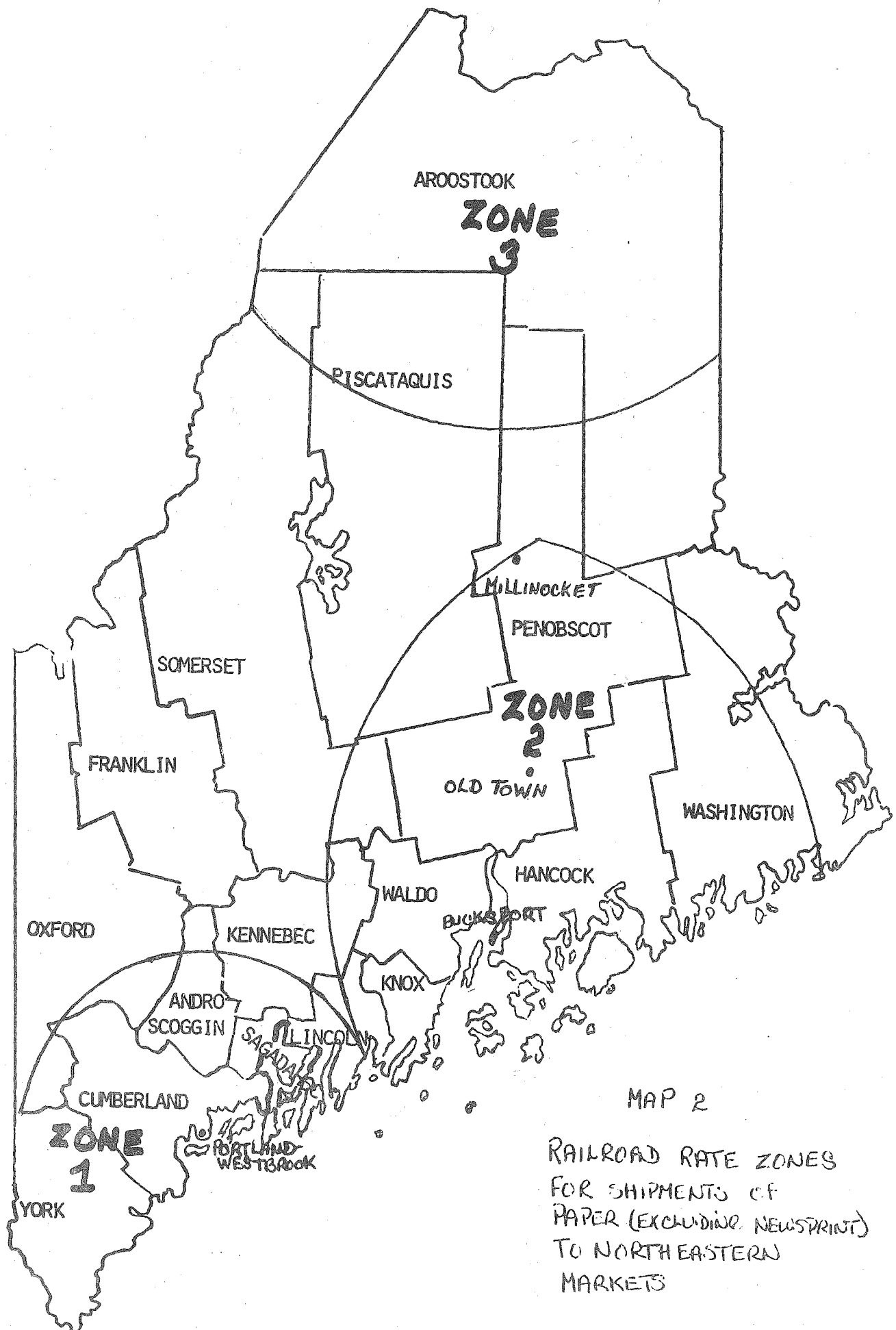
According to the data, railroad rates for shipments of lumber from zones 2 and 3 in Maine to Boston and Fryeburg are less per mile than rates charged for shipments of lumber from Fryeburg to Philadelphia. Railroad charges based on zone 2 rates and mileage and computed proportionately for zones 3 and 1 compare very closely with present rates for zone 3 and contrast by as much as 30 percent with present rates for zone 1.

Railroad shipments of Paper

Table V-A shows the costs of transporting newsprint and paper from Maine to northeastern markets. Railroad rate schedules indicate that shipment rates for machine finish book paper, coated paper, bond paper, writing paper, duplicator paper and kraft paper are identical from the same point of origin to the same destination point.

Similar to the rate zones created by Maine railroad rate schedules for lumber shipments Maine railroad rate schedules for shipments of paper (excluding newspaper) also establish three general rate zones in Maine. In addition, the rates vary disproportionately between zones based exclusively on the mileage variable. One rate zone encompasses the southern portion of the State, particularly the Portland area. A second zone includes Millinocket, Old Town, and Bucksport. A third zone encompasses the northern tip of the zone. See Map 2.

The following table provides present rates and adjusted rates for railroad shipments of paper (machine finish, coated, bond, duplicator, etc.) from points in Maine to New York and Cleveland. The adjusted rates are based on the rates and mileage of paper shipments from Southern Maine to New York and Cleveland. The differential reflects the degree to which present rates for paper shipments conform to one variable, mileage.



MAP 2

RAILROAD RATE ZONES
FOR SHIPMENTS OF
PAPER (EXCLUDING NEWSPRINT)
TO NORTHEASTERN
MARKETS

TABLE V-B
*COSTS PER POUND FOR SHIPMENTS OF
PAPERS FROM MAINE TO CLEVELAND AND NEW YORK

DESTINATION: Point of Origin	CLEVELAND			NEW YORK		
	Present Rate	Adjusted Rate	Differential	Present Rate	Adjusted Rate	Differential
Westbrook-	.0115	.0115		.0077	.0077	
Bucksport-	.0121	.0137	+13.2%	.0095	.0112	+17.9%
Millinocket-	.0121	.0147	+21.5%	.0092	.0128	+39.1%
Madawaska-	.0294	.0172	-42%	*.0208	.0168	-20%

*Rates are Per Pound

**The Adjusted Rate is lower by 42%

***The Adjusted Rate is lower by 20%

According to the data, railroad rates per mile for shipments of paper from Maine are more favorable for firms located in zone 2 compared to firms in zones 1 and 3. Rates, however, are not determined by mileage exclusively. The volume and regularity of shipments are also important variables. As a result, Maine firms located in different zones competing against each other in the paper market are definitely affected by railroad rates. Firms in zone 3 (northern tip) particularly, are in a disadvantageous position in regard to railroad shipment rates.

Truck Shipments of Lumber

Lumber, to a large extent, is shipped from Maine via contract carrier. Similar to the railroad rates schedules, the truck rate schedules establish rate zones in the State. The rate zone are based primarily on the mileage variable, according to the following schedule. The greater the hauling distance, the lower per mile shipment fee.

TABLE V-C
TRUCK RATES FOR LUMBER SHIPMENTS

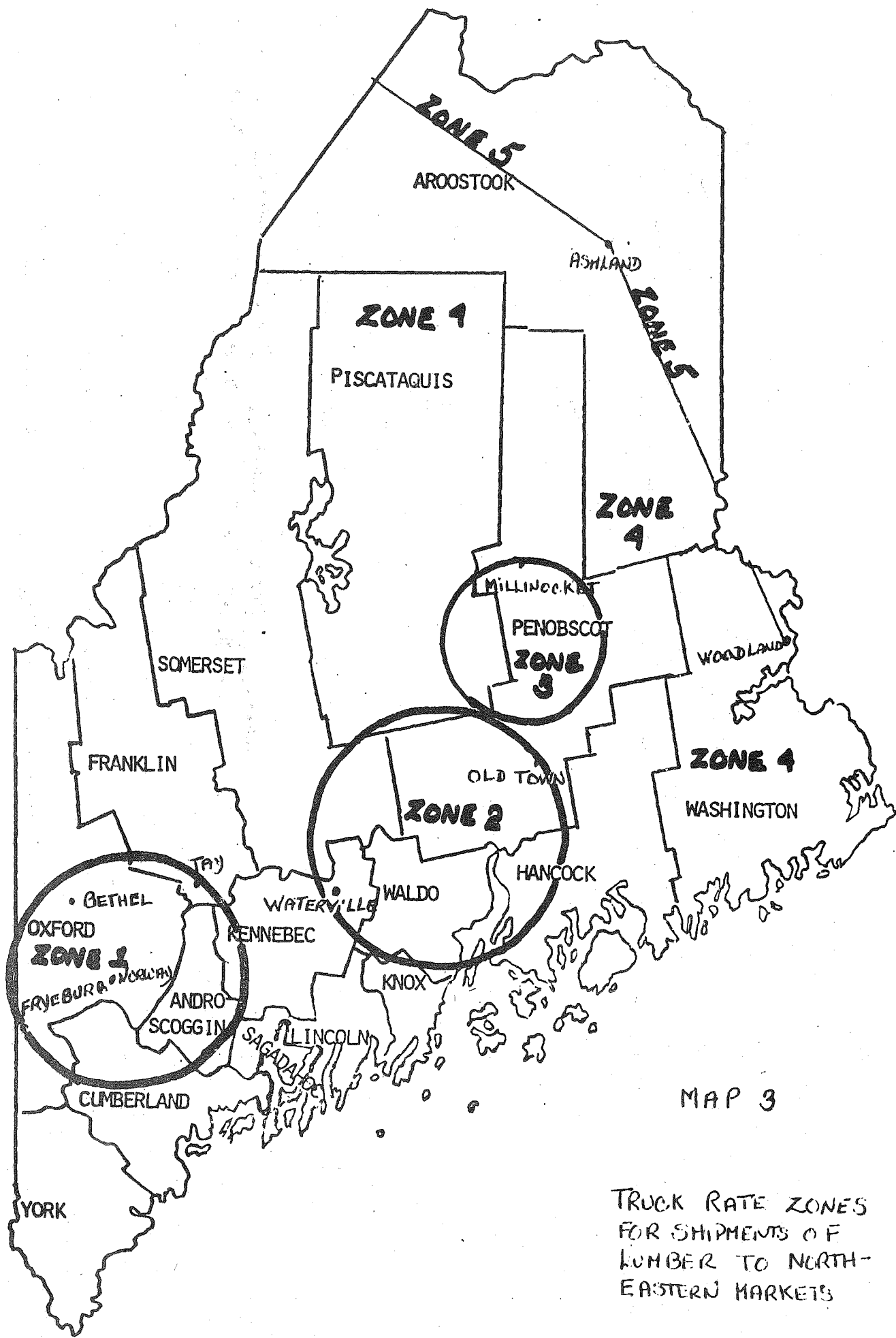
MILES	RATE PER MILE
135-140	\$1.12
141-145	1.07
146-200	1.01
201-350	.96
351+	.93

As a result of the Truck rate schedule, there are roughly 5 rate zones in Maine for lumber shipments. One zone encompasses the towns of Bethel, Fryeburg, Jay, and Norway in Southwestern Maine. A second zone encompasses an area from Waterville to Old Town. A third zone extends Northward from Old Town to Millinocket. The fourth zone encompasses the area north of Millinocket and south and west of a line drawn from Woodland, to Ashland. Zone 5 includes the area extending from the Woodland-Ashland zone northward. The following schedule describes the Per Pound rate differential between each zone. See Map 3.

TABLE V-D

Destination: Point of Origin	Boston Rate Per Pound	Differential
Zone 1 (Bethel)	.0039	
Zone 2 (Old Town)	.0045	25%
Zone 3 (Costigan)	.0057	26.6%
Zone 4 (Sherman Station)	.0067	17.5%
Zone 5 (Ashland)	.0083	29.3%

In general, railroad rates per pound for shipments of lumber are comparative with truck rates per pound for shipments of lumber from identical Maine points to Boston. Costs of lumber shipments via truck from northern Maine to Boston tend to be significantly greater than costs of lumber shipments by rail. Shipments of lumber by rail from Maine to Chicago, Cleveland, New York and Philadelphia tend to be significantly less costly than



MAP 3

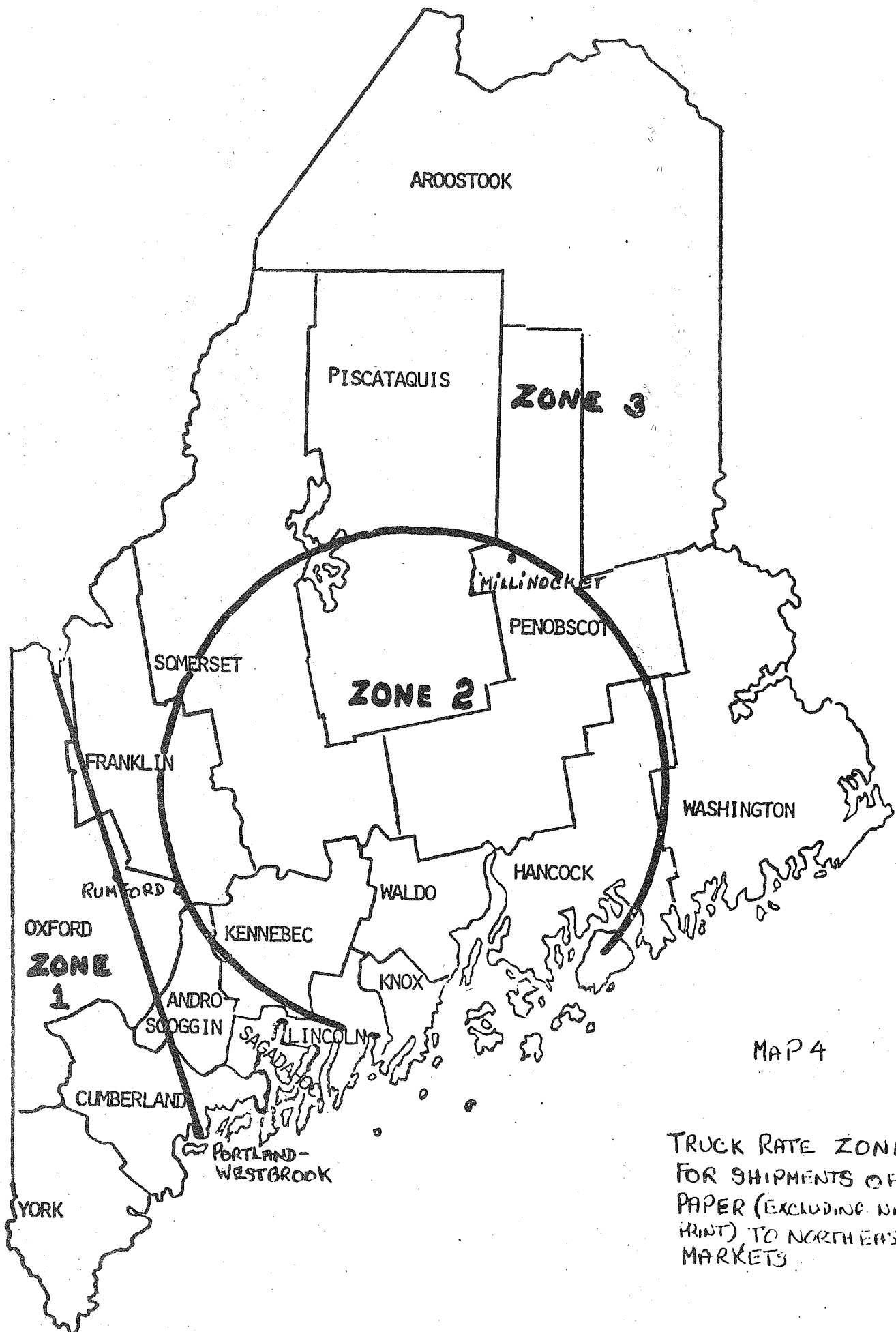
TRUCK RATE ZONES
FOR SHIPMENTS OF
LUMBER TO NORTH-
EASTERN MARKETS

truck rates per pound for lumber shipments to the same destination points. Other costs, however, must be added into the railroad transportation costs that do not apply to truck transportation. Costs for loading and unloading for example must be added. If a firm does not have a railroad head to receive a lumber shipment, the costs for unloading can be substantially greater than unloading costs at a railhead.

By adding 30¢ per hundredweight (CWT) for loading and unloading, as suggested by Furman Lumber Company officials, the differential between railroad and truck shipments costs is decreased. The unloading and loading costs make truck transportation cheaper economically for the most part, than railroad transportation to Boston, New York and Philadelphia. Truck transportation of lumber per pound to Chicago is roughly 45 percent more expensive than railroad shipments of lumber per pound. Truck shipments of lumber compared to railroad shipments of lumber to Cleveland are roughly 25-35 percent more costly per pound.

Truck Shipments of Paper

There are roughly 3 rate zones in Maine from which paper (machine finish, coated, bond, duplicator, writing paper, etc.) is transported to markets in the North. One zone encompasses the Westbrook-Rumford area, a second zone includes the Central region of Maine as far North as Millinocket, and a third zone includes the northern segment of the State (see Map 4). The cost per pound differential for truck shipments of paper from zone 1 and from zone 2 to markets in the North ranged between 15.7 percent and 85 percent. The cost per pound differential for truck shipments of paper from zones 2 and 3 to markets in the North ranged between 15.6 percent and 82.6 percent.



MAP 4

TRUCK RATE ZONES
FOR SHIPMENTS OF
PAPER (EXCLUDING NEWS
PRINT) TO NORTHEASTERN
MARKETS

Tariff schedules of truck rates and railroad rates pertaining to shipments of Paper from Maine to markets in the North vary considerably. Without considering loading and unloading costs incurred by rail transportation, railroad rates in zones 1 and 2 are 40 to 75 percent less than truck rates, but greater than truck rates from Madawaska.

If loading and unloading costs are considered in the comparisons, railroad costs, with one exception, remain less than truck costs for shipments of paper from Maine to northern markets. On the other hand, trucking costs are considerably less than railroad costs per pound for paper shipments from Madawaska to northern markets.

Transportation of Forest Products From outside Maine To Northern Markets

Railroad Shipments of Lumber

Lumber from the South and West and from the North is marketed in Boston, Chicago, Cleveland, New York, and Philadelphia. In general, railroad tariffs per pound of lumber shipped are less from the South, West, and North (New York and Pennsylvania) to Cleveland and Chicago than the railroad tariffs per pound of lumber shipped from Maine. Lumber shipped by rail from Charlotte, North Carolina, LaCrosse, Virginia and other parts of the upper South, to New York and Philadelphia is transported at less cost per pound than from points in Maine.

While railroad rates in Maine are less per pound of lumber shipped to New York and Philadelphia than railroad rates for lumber shipments from the deep South and West, the rates per mile in the South and West are considerably less compared to the rates per mile from Maine. The following table adjusts the present rates for lumber shipments and bases them on costs for shipments from Atlanta, Georgia; Birmingham, Alabama; and Sacramento, California.

The Table (V-E) indicates that if Maine railroad rates for lumber shipments sent to New York or Philadelphia were based on the rates applicable to lumber sent from Sacramento, Atlanta, or Birmingham, Maine rail rates would have to be lowered 2 to 120 percent. However, if the rates applied to western lumber shipments to New York or Philadelphia were based on the rates applied to western lumber shipments would have to be increased 39 to 47 percent greater.

TABLE V-E
COMPARATIVE RAILROAD COSTS FOR THE TRANSPORTATION OF LUMBER
TO NEW YORK AND PHILADELPHIA

TO: NEW YORK

Points of Origin	Miles	Present Rate	Adjusted Rate	Adjusted Rate	Adjusted Rate	Differen- tial	Differen- tial	Differen- tial
FROM:			(Sacramento)	(Atlanta)	(Birmingham)	(Sacramento)	(Atlanta)	(Birmingham)
Ashland, Maine	599	.0095	.0055	.0079	.0076	-73%	-20%	-25%
Costigan, Maine	495	.0079	.0045	.0066	.0063	-76%	-20%	-25.4%
Fryeburg, Maine	390	.0066	.0036	.0030	.0050	-83%	-120%	-32.0%
Birmingham, Alabama	986	.0126	.0040	.0131	.0131			
Atlanta, Georgia	862	.0115	.0079	.0115	.0110			
Bowling Green, Ky.	969	.0213	.0066	.0129	.0123			
Nashville, Tenn.	948	.0126	.0087	.0126	.0121			
Denver, Colorado	1934	.0283	.0178	.0258	.0247			
Sacramento, Calif.	3095	.0285	.0285	.0413	.0395			

TO: PHILADELPHIA

FROM:								
Ashland, Maine	691	.0098	.0067	.0096	.0091	-46%	-2.1%	-7.7%
Costigan, Maine	587	.0089	.0055	.0082	.0077	-62%	-8.5%	-15.6%
Fryeburg, Maine	482	.0076	.0045	.0067	.0063	-69%	-13.4%	-20.6%
Birmingham, Ala.	894	.0118	.0085	.0125	.0118			
Atlanta, Georgia	771	.0108	.0073	.0108	.0101			
Bowling Green, Ky.	878	.0115	.0083	.0123	.0115			
Nashville, Tenn.	856	.0119	.0081	.0119	.0113			
Denver, Colorado	1842	.0283	.0174	.0257	.0243			
Sacramento, Calif.	3003	.0285	.0285	.0420	.0396		+47%	+39%

Differential Rate - Sign Indicates relationship of Differential Rate to The Present Rate

Adjusted rate is the rate that would be in effect if it were based on the rate per mile that applies to the point of origin in the parenthesis.

Differential is the difference between the present rate and the adjusted rate. If the lumber from Ashland, Maine for example, were shipped at the same rate per mile to New York as lumber shipped from Sacramento, California, the rail rate for lumber shipments from Ashland would have to be decreased 73 percent.

RAILROAD SHIPMENTS OF PAPER TO NORTHERN MARKETS
FROM REGIONS OUTSIDE MAINE

Paper products from Canada, New York, Pennsylvania, the upper South and from the East North Central states compete with Maine paper products in northern markets. The three types of paper products discussed in this section are newsprint, kraft and fine papers (machine finish, coated, bond, writing, duplicator and draft), and facial and toilet tissue.

Newsprint produced in Canada, Michigan, Tennessee and Alabama is transported by rail to Chicago and Cleveland at less cost per pound than newsprint produced in and shipped from Maine. Newsprint shipped from Clermont, Quebec; St. John, New Brunswick; and Dalhousie, New Brunswick, is transported at less cost per pound/per mile over a greater distance to New York and Philadelphia than from Maine.

The following table shows that railroad transportation rates for newsprint shipped from points in Canada to New York and Philadelphia are 15.2 percent to 77.2 percent less per pound per mile than the railroad rates applied to Maine newsprint shipped to the same destinations.

TABLE V-F

Shipments of Newsprint to New York and Philadelphia

TO:NEW YORK

<u>From:</u>	<u>Miles</u>	<u>Present Rate PER LB.</u>	<u>Adjusted Rate (St.John)</u>	<u>Differential- Adjusted Rate</u>
Millinocket, Me.	537	.0129¢	.0112¢	-15.2%
Woodland, Me.	630	.0107¢	.0088¢	-21.6%
Clermont, Que.	656	.00975¢		
Dalhousie, N.B.	1040	.0122¢		
St. John, N.B.	796	.0112¢		

TO:PHILADELPHIA

<u>From:</u>				
Millinocket, Me.	629	.0143¢	.00807¢	-77.2%
Woodland, Me.	721	.0119¢	.00925¢	-28.6%
Clermont, Que.	744	.0152¢		
Dalhousie, N.B.	1138	.0131¢		
St. John, N.B.	888	.0114¢		

Canadian newsprint shipped by rail to northern markets in the United States qualifies for special rates known as water depressed rates. Water depressed rates are applied to railroad shipments that are subject to competition from shipments by water. As a result of the special rates, Canadian newsprint for the most part, can be transported to northern markets of the United States at less cost per mile or at similar rates compared to newsprint transported from Maine over shorter distances to the same markets. Newsprint shipped by rail from Clermont, Quebec does not qualify for water depressed rates. As a result, the rail rates are significantly higher from Clermont.

Kraft and fine papers produced in Maine must compete in the northern markets with the same product produced in the South, the North and East North Central region. In general, railroad transportation rates are less per pound of paper in areas outside Maine than Maine railroad rates. Railroad shipments of kraft and fine papers from Maine to the major markets of the North with the exception of Boston, Massachusetts, are more costly than railroad shipments of the same product from many areas outside Maine which are further from northern markets.

Table (V-G) surveys railroad rates for kraft and fine paper from 9 origin points to New York and Philadelphia. Paper shipped from Jacksonville, Florida is charged more per pound/per mile for freight rates than paper shipped from all points in Maine. Paper shipped from the eight other origin points is shipped at less cost per pound, in general, than from Maine to New York and Philadelphia.

If distance were the only variable determining the rates, Maine's railroad rates for shipments of kraft and fine papers would be considerably less. Table (V-G) describes the hypothetical rates based on the rates and mileage to market from Canton, North Carolina; Erie, Pennsylvania; Jacksonville, Florida; and Kalamazoo, Michigan. According to the data, Maine rates would be 7 percent to 145 percent lower depending upon the base upon which the rates are calculated.

COMPARATIVE RAILROAD TRANSPORTATION
COSTS FOR THE SHIPMENT OF KRAFT AND FINE PAPERS
TO NEW YORK AND PHILADELPHIA

TABLE V-G

TO: NEW YORK						
From	Mileage	Present Rate	Adjusted Rate (Canton, N.C.)	Adjusted Rate (Erie, Pa.)	Adjusted Rate (Kalamazoo, Mi.)	Adjusted Rate (Jacksonville, Fla.)
Canton, N.C.	832	.0104¢				
Chagrin Falls, Ohio	571	.0087¢				
Erie, Penn.	496	.0080¢				
Jacksonville, Fla.	838	.0124¢				
Kalamazoo, Mi.	800	.0107¢				
Middletown, Ohio	785	.0098¢				
No. Tonawanda, N.Y.	396	.0071¢				
Potsdam, N.Y.	515	.0067¢				
Richmond, Va.	341	.0067¢				
Madawaska, Me.	679	.0208¢	.0085	.0109¢	.0090	.0100
Millinocket, Me.	537	.0092¢	.0067	.0086¢	.0071	.0079
Westbrook, Me.	355	.0077¢	.0044	.0057¢	.0047	.0052
Bucksport, Me.	496	.0095¢	.0062	.0080¢	.0066	.0073
			Adjusted Rate Differ- ential (Canton)	Adjusted Rate Differ- ential (Erie)	Adjusted Rate Differ- ential (Kalamazoo)	Adjusted Rate Differ- ential (Jacksonville)
Madawaska -			-145%	-91%	-131%	-108%
Millinocket -			-37%	-7%	-30%	-16.5%
Westbrook -			-75%	-35%	-64%	-48%
Bucksport -			-53%	-19%	-44%	-30%

Adjusted rate is the rate that would be in effect if it were based on the rate per mile that applies to the point of origin depicted in the parenthesis.

Differential is the difference between the present rate and the adjusted rate. If kraft and fine papers from Madawaska, Maine, for example, were shipped at the same rate per mile to New York as kraft and fine papers from Canton, North Carolina, the rail rate for kraft and fine paper shipments from Madawaska would have to be decreased.

TO: PHILADELPHIA

From	Mileage	Present Rate Per lb.	Adjusted Rate (Canton, N.C.)	Adjusted Rate (Erie, Pa.)	Adjusted Rate (Jackson- ville, Fla.)	Adjusted Rate (Kalamazoo Mi.)
Canton, N.C.	740	.0094¢				
Cagrin Falls, Ohio	479	.0080¢				
Erie, Penn.	515	.0077¢				
Jacksonville, Fla.	758	.0116¢				
Kalamazoo, Mi.	796	.0101¢				
Middletown, Ohio	694	.0091¢				
No. Tonawanda, N.Y.	415	.0060¢				
Potsdam, N.Y.	607	.0079¢				
Richmond, Va.	250	.0052¢				
Bucksport, Me.	578	.0096¢	.0073¢	.0086¢	.0088¢	.0073¢
Millinocket, Me.	629	.0104¢	.0079¢	.0094¢	.0096¢	.0080¢
Madawaska, Me.	771	.0228¢	.0097¢	.01153¢	.01179¢	.0098¢
Westbrook, Me.	444	.0087¢	.0056¢	.0066¢	.0068¢	.0056¢
			(Canton) Adjusted Rate Differ- ential	(Erie) Adjusted Rate Differ- ential	Jackson- ville) Adjusted Rate Differ- ential	(Kalamazoo) Adjusted Rate Differ- ential
Bucksport, Me.			-31.5%	-11.6%	-9.0%	-31.5%
Millinocket, Me.			-31.6%	-13.8%	-8.3%	-30.0%
Madawaska, Me.			-135%	-98.2%	-93.2%	-132.6%
Westbrook, Me.			-55%	-32%	-28%	-55%

Railroad Shipment of Facial and Toilet Tissue

While producers of kraft paper, fine papers, and newsprint in Maine are often confronted with a railroad rate disadvantage compared to newsprint, kraft, and fine paper produced in other states and shipped to northern markets, producers of toilet and facial tissue in Maine are not confronted with a transportation rate disadvantage. Toilet and facial tissue shipped from Maine to Boston, Cleveland, New York, and Philadelphia is transported at less per pound than from most areas in the South and East North Central regions.

Table (V-G) shows the comparative costs of transporting toilet and facial tissue from 12 points of origin to 5 markets in the North. With the exception of Chicago, toilet and facial tissue shipped from Maine can be marketed in the North at less cost per pound than tissue produced in any other region. Total railroad shipment costs for toilet and facial tissue shipped from Maine compared to railroad shipment costs of Maine's closest competitors are 169 percent less to Boston, 29.3 percent less to New York City, and 10.1 percent less to Philadelphia. Maine tissue marketed in Cleveland, Ohio can be transported at less cost than tissue produced elsewhere excluding Crossett, Arkansas and Detroit, Michigan.

TABLE V-G
RAILROAD SHIPMENTS OF FACIAL AND TOILET TISSUE
TO NORTHERN MARKETS
RATES PER POUND

<u>From:</u>	<u>To: Boston</u>	<u>Chicago</u>	<u>Cleveland</u>	<u>New York</u>	<u>Philadelphia</u>
Bellingham, Wash.	.0502¢	.0365¢	.0463¢	.0502¢	.0502¢
Butler, Alabama	.0306¢	.0239¢	.0248¢	.0275¢	.0263¢
Crossett, Arkansas	.0271¢	.0166¢	.0199¢	.0249¢	.0235¢
Detroit, Michigan	.0262¢	.0159¢	.0124¢	.0247¢	.0247¢
Greensbay, Wisconsin		.0092¢			
Neenah, Wisconsin		.0056¢			
Mobile, Alabama	.0317¢	.0232¢	.0254¢	.0282¢	.0272¢
Palatka, Florida	.0292¢	.0269¢	.0269¢	.0275¢	.0243¢
Rockingham, North Carolina	.0232¢	.0241¢	.0219¢	.0190¢	.0175¢
Augusta, Maine	.0086¢	.0240¢	.0203¢	.0147¢	.0159¢
Waterville, Maine	.0086¢	.0240¢	.0203¢	.0147¢	.0159¢
Winslow, Maine	.0089¢	.0240¢	.0203¢	.0147¢	.0165¢

TABLE V-H
COMMERCIAL CARRIER SHIPMENTS OF KRAFT AND FINE PAPERS

To: New York

From:	Mileage	Present Rate Per lb.	Adjusted Rate (Rich- mond, Va.,) Falls)	Adjusted Rate (Chagrin Falls)	Adjusted Rate Differ- ential (Richmond, Va.)	Adjusted Rate Differential (Chagrin Falls)
Chagrin Falls, Ohio	571	.0150¢				
Glen Falls, N.Y.	222	.0070¢				
Kalamazoo, Mi.	800	.0177¢				
Richmond, Virginia	341	.0079¢				
Madawaska	662	.0166¢	.0153	.0173	-8.5%	+4.2%
Millinocket	529	.0142¢	.0122	.0138	-16.4%	-2.9%
Westbrook	317	.0123¢	.0073	.0093	-68.5%	-48.2%
Rumford	387	.0122¢	.0090	.0101	-35.5%	.20.8%

To: Philadelphia

From:	Mileage	Present Rate per lb.	Adjusted Rate (Rich- mond)	Adjusted Rate (Chagrin Falls)	Adjusted Rate Differ- ential (Richmond, Va.)	Adjusted Rate Differential (Chagrin Falls)
Chagrin Falls, Ohio	479	.0144¢				
Glen Falls, New York	314	.0080¢				
Kalamazoo, Michigan	796	.0134¢				
Richmond, Virginia	250	.0058¢				
Madawaska, Me.	762	.0215¢	.0176¢	.0229¢	-22.2%	+6.5%
Millinocket, Me.	629	.0147¢	.0146	.0139	-0.7%	+28.5%
Westbrook, Me.	417	.0127¢	.0096	.0125	-32.3%	-1.6%
Rumford, Me.	487	.0145¢	.0113	.0146	-28.3%	+0.7%

Commercial Carrier Shipments of Kraft and Fine Papers

There is much less variation between truck rates for transportation of kraft and fine papers to northern markets from points inside and outside Maine than there is between railroad transportation rates. The major reason for the greater similarity of truck rates is that truck rates are based on mileage. The greater the distance, however, between the origin and destination points, the lower the per mile costs.

Nevertheless, there are origin points from which kraft and fine papers are shipped to northern markets that have much lower truck rates that place Maine at a disadvantage. Table V-H provides rates per pound and mileage for truck shipments of kraft and fine papers to New York and Philadelphia. The table shows that paper shipped by truck from Richmond, Virginia; Kalamaxoo, Michigan; Glenn Falls, New York; and Chagrin Falls, Ohio to New York and Philadelphia have a competitive rate advantage compared to shipments of paper from Maine.

Railroad Transportation Costs of Forest Products
Produced Outside Maine and Shipped
To Northern Markets

Lumber

Paper Products

1. Newsprint
2. Kraft and Fine Papers
3. Facial and Toilet Tissue

-127A-

Appendices

Cost of Railroad Shipments of Lumber to Northern Markets
Table V-2

POINTS OF DESTINA- TION	POINTS OF ORIGIN LUMBER				POINTS OF ORIGIN LUMBER				POINTS OF ORIGIN LUMBER			
	ATLANTA, GEORGIA	LEXINGTON, KENTUCKY	TRAVERSE CITY, MI.	CHARLOTTE, N.C.	PORTLAND, OREGON	MEMPHIS, TENN.						
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	60,000 lbs	\$ 972.00	60,000 lbs	\$ 900.00	60,000 lbs	\$ 890.00	60,000 lbs	\$ 792.00	70,000 lbs	\$ 1953.00	60,000 lbs	\$ 1146.00
CHICAGO		720.00		465.00		396.00		792.00		1673.00		582.00
CLEVELAND		714.00		402.00		480.00		714.00		1918.00		714.00
NEW YORK		810.00		786.00		809.00		678.00		1953.00		1,026.00
PHILADELPHIA	↓	762.00	↓	726.00	↓	809.00	↓	582.00	↓	1953.00	↓	966.00
POINTS OF DESTINA- TION	POINTS OF ORIGIN LUMBER				POINTS OF ORIGIN LUMBER				POINTS OF ORIGIN LUMBER			
	SEATTLE, WASHINGTON	BECKLEY, W. VA.	GREENBAY, WIS.									
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	70,000 lbs	\$ 1953.00	60,000 lbs	\$ 786.00	60,000 lbs	1,110.00						
CHICAGO		1673.00		630.00		273.00						
CLEVELAND		1918.00		474.00		588.00						
NEW YORK		1953.00		630.00		1,002.00						
PHILADELPHIA	↓	1953.00	↓	558.00	↓	1,026.00						

Railroad Shipments of Newsprint
To Markets in The Northeast
Table V-3

13

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	CALHOUN, TENN.		MANISTIQUE, MICH.		MOBILE, ALABAMA		CORNER BROOK NFDL		QUEBEC CITY, QUE.		CLERMONT	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	120,000 lbs	\$ 2,625.00	40,000 lbs	\$ 976.00					120,000 lbs	\$ 1,395.00	120,000 lbs	\$ 1,743.00
CHICAGO	120,000 lbs	1,236.00	40,000 lbs	\$ 380.00	120,000	\$ 1,544.00	100,000 lbs	\$ 1,680.00	120,000 lbs	1,845.00	120,000 lbs	\$ 2,391.00
CLEVELAND	120,000 lbs	1,310.00	40,000 lbs	\$ 648.00			100,000 lbs	\$ 1,690.00	120,000 lbs	1,380.00	120,000 lbs	\$ 1,116.00
NEW YORK	120,000 lbs	1,752.00	40,000 lbs	\$ 904.00					120,000 lbs	1,743.00	120,000 lbs	\$ 1,176.00
PHILADELPHIA	120,000 lbs	1,971.00	40,000 lbs	\$ 976.00					120,000 lbs	1,971.00	120,000 lbs	\$ 1,834.00

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	DALBOUDIE, NEW BR.		ST. JOHN, NEW BR.									
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	120,000 lbs	\$ 1,741.00	135,000 lbs	\$ 1,431.00								
CHICAGO	120,000 lbs	1,548.00	120,000 lbs	2,439.00								
CLEVELAND	120,000 lbs	2,175.00	120,000 lbs	2,175.00								
NEW YORK	120,000 lbs	1,464.00	135,000 lbs	1,512.00								
PHILADELPHIA	120,000 lbs	2,175.00	135,000 lbs	1,539.00								

Railroad Shipments of Kraft Paper To Markets In The Northeast
Table V-4

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	ALBANY, OREGON	CAMAS, WASHINGTON	HOUSTON, TEXAS	JACKSONVILLE, FLA	KAUKAUNA, WISC.	MIDDLETOWN, OHIO				
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	100,000 lbs	\$ 3,170.00	100,000 lbs	\$ 3,170.00	90,000 lbs	\$ 1,755.00	120,000 lbs	\$ 1,645.00	120,000 lbs	\$ 1,355.00
CHICAGO	100,000 lbs	\$ 2,620.00	100,000 lbs	\$ 2,620.00	90,000 lbs	\$ 1,430.00	120,000 lbs	\$ 1,500.00	90,000 lbs	\$ 992.00
CLEVELAND	100,000 lbs	\$ 2,910.00	100,000 lbs	\$ 2,910.00	90,000 lbs	\$ 1,341.00	120,000 lbs	\$ 1,522.00	120,000 lbs	\$ 556.00
NEW YORK	100,000 lbs	\$ 3,170.00	100,000 lbs	\$ 3,170.00	90,000 lbs	\$ 1,593.00	120,000 lbs	\$ 1,489.00	120,000 lbs	\$ 1,176.00
PHILADELPHIA	100,000 lbs	\$ 3,170.00	100,000 lbs	\$ 3,170.00	90,000 lbs	\$ 1,539.00	120,000 lbs	\$ 1,400.00	120,000 lbs	\$ 1,095.00

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	N. TONAWANDA, N.Y.	TACOMA, WASHINGTON	WEST LINN, OREGON	WEST POINT, VA.						
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	120,000 lbs	\$ 950.00	100,000 lbs	\$ 3,170.00	100,000 lbs	\$ 3,170.00	120,000 lbs	\$ 1,102.00		
CHICAGO	120,000 lbs	\$ 970.00	100,000 lbs	\$ 2,620.00	100,000 lbs	\$ 2,620.00	120,000 lbs	\$ 1,364.00		
CLEVELAND	120,000 lbs	\$ 556.00	100,000 lbs	\$ 2,910.00	100,000 lbs	\$ 2,910.00	120,000 lbs	\$ 1,074.00		
NEW YORK	120,000 lbs	\$ 856.00	100,000 lbs	\$ 3,170.00	100,000 lbs	\$ 3,170.00	120,000 lbs	\$ 856.00		
PHILADELPHIA	120,000 lbs	\$ 726.00	100,000 lbs	\$ 3,170.00	100,000 lbs	\$ 3,170.00	120,000 lbs	\$ 726.00		

Railroad Transportation Costs For Shipments of Lumber From the South To Northern Markets
Table V-5

[illegible]

Costs of Railroad Shipments of Writing Paper
To Markets In the Northeast
Table V-7

153

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	ELRE, PENNSYLVANIA		JACKSON, ALABAMA		NEENAH, WISCONSIN		POMONA, CALIFORNIA		POTSDAM, NEW YORK		RICHMOND, VA.	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	120,000 LBS	1,022.00	120,000 LBS	1,776.00			100,000 LBS	3,170.00	120,000 LBS	936.00	120,000 LBS	1,094.00
CHICAGO	120,000 LBS	915.00	120,000 LBS	1,305.00	90,000 LBS	432.00	100,000 LBS	2,620.00	120,000 LBS	1,254.00	120,000 LBS	1,316.00
CLEVELAND	120,000 LBS	410.00	120,000 LBS	1,456.00			100,000 LBS	2,910.00	120,000 LBS	925.00	120,000 LBS	1,039.00
NEW YORK	120,000 LBS	970.00	120,000 LBS	1,610.00			100,000 LBS	3,170.00	120,000 LBS	814.00	120,000 LBS	514.00
PHILADELPHIA	120,000 LBS	925.00	120,000 LBS	1,584.00			100,000 LBS	3,170.00	120,000 LBS	958.00	120,000 LBS	626.00
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	SALEM, OREGON		VANCOUVER, WASH.									
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	100,000 LBS	3,170.00	100,000 LBS	3,170.00								
CHICAGO	100,000 LBS	2,620.00	100,000 LBS	2,620.00								
CLEVELAND	100,000 LBS	2,910.00	100,000 LBS	2,910.00								
NEW YORK	100,000 LBS	3,170.00	100,000 LBS	3,170.00								
PHILADELPHIA	100,000 LBS	3,170.00	100,000 LBS	3,170.00								

Costs of Railroad Shipments of Bond
Paper To Northeastern Markets
Table V-8

134

POINTS OF DESTINATION	POINTS OF ORIGIN CANTON, N. CAROLINA		POINTS OF ORIGIN ERIE, PENNSYLVANIA		POINTS OF ORIGIN JACKSON, ALABAMA		POINTS OF ORIGIN KALAMAZOO, MI.		POINTS OF ORIGIN NEENAH, WISCONSIN		POINTS OF ORIGIN POMONA, CALIFORNIA	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	120,000 lbs	\$ 1,472.00	120,000 lbs	1,022.00	120,000 lbs	1,776.00	120,000 lbs	1,358.00			100,000 lbs	3,170.00
CHICAGO		1,200.00		915.00		1,305.00		512.00	90,000 lbs	432.00		2,620.00
CLEVELAND		1,135.00		410.00		1,456.00		626.00				2,910.00
NEW YORK		1,248.00		970.00		1,610.00		1,284.00				3,170.00
PHILADELPHIA		1,135.00		928.00		1,534.00		1,215.00				3,170.00

POINTS OF DESTINATION	POINTS OF ORIGIN VANCOUVER, WASH.		POINTS OF ORIGIN SALEM, OREGON		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	100,000 lbs	\$ 3,170.00	100,000 lbs	3,170.00								
CHICAGO		2,620.00		2,620.00								
CLEVELAND		2,910.00		2,910.00								
NEW YORK		3,170.00		3,170.00								
PHILADELPHIA		3,170.00		3,170.00								

Costs of Railroad Shipments
of Coated Paper to Northeastern Markets
Table V-9

35

POINTS OF ORIGIN	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	CANAS, WASHINGTON	GRAND RAPIDS, MI	KALAMAZOO, MICH.	LEWISTON, IDAHO	NEENAH, WISCONSIN	PENSACOLA, FLA.		
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	100,000 lbs	\$ 3,170.00	120,000 lbs	\$ 1,358.00	120,000 lbs	\$ 1,358.00	100,000 lbs	\$ 3,170.00
CHICAGO		2,626.00		594.00		594.00	90,000 lbs	945.00
CLEVELAND		2,910.00		626.00		626.00		1,424.00
NEW YORK		3,170.00		1,284.00		1,284.00		1,640.00
PHILADELPHIA		3,170.00		1,242.00		1,242.00		1,598.00
POINTS OF ORIGIN	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	WEST LINN, OREGON	WEST MONROE, LA						
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	100,000 lbs	\$ 3,170.00	120,000 lbs	\$ 2,526.00				
CHICAGO		2,626.00	90,000 lbs	945.00				
CLEVELAND		2,910.00	100,000 lbs	1,548.00				
NEW YORK		3,170.00	100,000 lbs	1,800.00				
PHILADELPHIA		3,170.00	100,000 lbs	1,788.00				

Costs of Railroad Shipments of Duplicator
Paper to Northeastern Markets
Table V-10

136

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	ASHDOWN, ARKANSAS		CANTON, N. C.		ERIE PENNSYLVANIA		JACKSON, ALABAMA		MILLWOOD, WASH.		NEENAH, WISCONSIN	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	90,000 lbs	1,575.00	120,000 lbs	1,472.00	120,000 lbs	1,022.00	120,000 lbs	1,776.00	100,000 lbs	3,170.00		
CHICAGO	90,000 lbs	945.00	120,000 lbs	1,200.00	120,000 lbs	918.00	120,000 lbs	1,308.00	100,000 lbs	2,620.00	90,000 lbs	4.82.00
CLEVELAND	90,000 lbs	1,166.00	120,000 lbs	1,138.00	120,000 lbs	910.00	120,000 lbs	1,456.00	100,000 lbs	2,910.00		
NEW YORK	90,000 lbs	1,431.00	120,000 lbs	1,214.00	120,000 lbs	970.00	120,000 lbs	1,610.00	100,000 lbs	3,170.00		
PHILADELPHIA	90,000 lbs	1,395.00	120,000 lbs	1,138.00	120,000 lbs	928.00	120,000 lbs	1,584.00	100,000 lbs	3,170.00		
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	POMONA, CALIF.		SALEM, OREGON									
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	100,000 lbs	3,170.00	100,000 lbs	3,170.00								
CHICAGO	100,000 lbs	2,620.00	100,000 lbs	2,620.00								
CLEVELAND	100,000 lbs	2,910.00	100,000 lbs	2,910.00								
NEW YORK	100,000 lbs	3,170.00	100,000 lbs	3,170.00								
PHILADELPHIA	100,000 lbs	3,170.00	100,000 lbs	3,170.00								

10

10

10

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BELLINGHAM, WASH			BUTLER, ALABAMA		CLATSKANIE, OR.		DETROIT, MICHIGAN		GREENBAY, WISCONSIN	
BOSTON	36,000 LBS	\$ 1,807.20	24,000 lbs	\$ 739.40	36,000 lbs	\$ 1,807.20	24,000 lbs	\$ 625.80		
CHICAGO		1,314.00		573.60		1,314.00		381.60	40,000 lbs	\$ 365.00
CLEVELAND		1,666.80		597.60		1,666.80		297.60		
NEW YORK		1,807.20		660.00		1,807.20		542.80		
PHILADELPHIA		1,807.20		633.60		1,807.20		592.80		

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
MOBILE, ALABAMA			ROCKINGHAM, N.C.							
BOSTON	24,000 lbs	\$ 760.80	24,000 lbs	\$ 556.80						
CHICAGO		556.80		575.40						
CLEVELAND		609.60		525.60						
NEW YORK		676.80		456.00						
PHILADELPHIA		652.80		422.00						

COSTS PER TON FOR RAILROAD TRANSPORTATION OF
LUMBER TO MARKETS IN THE NORTHEAST 1940
(00.000 to 70.000 lbs)

POINTS OF DESTINA- TION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	SACRAMENTO, CALIF.	EMERYVILLE, CALIF.	ANALOGUE, CALIF.	DENVER, COLORADO	GRAND RAPIDS, MICH.	ST. LOUIS, MO.	ST. LOUIS, MO.	ST. LOUIS, MO.	ST. LOUIS, MO.	ST. LOUIS, MO.
	COST	COST	COST	COST	COST	COST	COST	COST	COST	COST
BOSTON	0255¢	2395 MILES	0255¢	2354 MILES	0255¢	2044 MILES	0283¢	2532 MILES	0283¢	
CHICAGO	0254¢	1352 MILES	0257¢	1338 MILES	0212¢	1026 MILES	0251¢	1514 MILES	0251¢	
CLEVELAND	0283¢	1728 MILES	0234¢	1678 MILES	0221¢	1364 MILES	0279¢	1854 MILES	0279¢	
NEW YORK	0285¢	2258 MILES	0263¢	2216 MILES	0251¢	1934 MILES	0283¢	2422 MILES	0283¢	
PHILADELPHIA	0285¢	2060 MILES	0263¢	2124 MILES	0251¢	1842 MILES	0283¢	2330 MILES	0283¢	
POINTS OF DESTINA- TION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	SACRAMENTO, CALIF.	EMERYVILLE, CALIF.	ANALOGUE, CALIF.	DENVER, COLORADO	GRAND RAPIDS, MICH.	ST. LOUIS, MO.	ST. LOUIS, MO.	ST. LOUIS, MO.	ST. LOUIS, MO.	ST. LOUIS, MO.
	COST	COST	COST	COST	COST	COST	COST	COST	COST	COST
BOSTON	0279¢	2395 MILES	0251¢	2356 MILES	0238¢	2044 MILES	0274¢	2532 MILES	0274¢	
CHICAGO	0241¢	1352 MILES	0175¢	1338 MILES	0175¢	1026 MILES	0215¢	1514 MILES	0215¢	
CLEVELAND	0274¢	1728 MILES	0221¢	1678 MILES	0203¢	1364 MILES	0267¢	1854 MILES	0267¢	
NEW YORK	0279¢	2258 MILES	0241¢	2216 MILES	0231¢	1934 MILES	0274¢	2422 MILES	0274¢	
PHILADELPHIA	0279¢	2060 MILES	0241¢	2124 MILES	0231¢	1842 MILES	0274¢	2330 MILES	0274¢	

TABLE V-14
COSTS PER POUND FOR RAILROAD SHIPMENTS OF
LUMBER TO NORTHEASTERN MARKETS IN 1976
60,000 LBS AND 70,000 LBS SHIPMENTS

140

POINTS OF DESTINA- TION	POINTS OF ORIGIN LUMBER				POINTS OF ORIGIN LUMBER				POINTS OF ORIGIN LUMBER			
	ATLANTA, GEORGIA		LEXINGTON, KENTUCKY		TRAVERSE CITY, MI		CHARLOTTE, N.C.		PORTLAND, OREGON		MEMPHIS, TENN.	
		COST		COST		COST		COST		COST		COST
BOSTON	1091 miles	.0162¢	1052 miles	.0150¢	1096 miles	.0140¢	832 miles	.0132¢	702 miles	.0279¢	1382 miles	.0191¢
CHICAGO	734 miles	.0120¢	495 miles	.0078¢	410 miles	.0066¢	892 miles	.0132¢		.0239¢	527 miles	.0097¢
CLEVELAND	750 miles	.0119¢	374 miles	.0067¢	516 miles	.0080¢	821 miles	.0119¢		.0274¢	754 miles	.0019¢
NEW YORK	862 miles	.0135¢	869 miles	.0131¢	995 miles	.0134¢	603 miles	.0113¢		.0279¢	1133 miles	.0171¢
PHILADELPHIA	771 miles	.0127¢	778 miles	.0121¢	994 miles	.0134¢	511 miles	.0097¢		.0279¢	1062 miles	.0161¢
POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	SEATTLE, WASH.		RECKLEY, W. VA.		GREENBAY, WISC.							
		COST		COST		COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON		.0279¢	865 miles	.0131¢	1232 miles	.0185¢						
CHICAGO		.0239¢	529 miles	.0105¢	314 miles	.0039¢						
CLEVELAND		.0274¢	500 miles	.0079¢	559 miles	.0098¢						
NEW YORK		.0279¢	636 miles	.0105¢	1122 miles	.0167¢						
PHILADELPHIA		.0279¢	595 miles	.0093¢	1030 miles	.0171¢						

141

POINTS OF DISTRIBUTION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	ST. LOUIS, MO.	CHICAGO, ILL.	ST. LOUIS, MO.	CHICAGO, ILL.	ST. LOUIS, MO.	CHICAGO, ILL.
	MILES	COST	MILES	COST	MILES	COST
BOSTON	1215 Miles	0.1478¢	1357 Miles	0.1616¢	1071 Miles	0.1300¢
CHICAGO	1151 Miles	0.0952¢	1039 Miles	0.1492¢	735 Miles	0.1008¢
CLEVELAND	741 Miles	0.0944¢	1349 Miles	0.1464¢	755 Miles	0.0994¢
NEW YORK	986 Miles	0.1266¢	1128 Miles	0.1382¢	822 Miles	0.1154¢
PHILADELPHIA	814 Miles	0.1182¢	1037 Miles	0.1396¢	771 Miles	0.1082¢

[illegible]

142

[illegible]

TABLE 1-11
COSTS PER TON FOR RAILROAD SHIPMENTS OF LUMBER AND STDS
FROM MAINE TO NORTHEASTERN MARKETS

145

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	ASHLAND, MAINE	CALDS, MAINE	COST UN. MAINE	FREESBURG, MAINE	WILSON, MAINE	
	COST	COST	COST	COST	COST	
BOSTON	.0069	.0066	.0051	.0039	.0048	
CHICAGO	.0160	.0148	.0152	.0132	.0145	
CLEVELAND	.0150	.0129	.0123	.0109	.0116	
NEW YORK	.0085	.0090	.0079	.0064	.0070	
PHILADELPHIA	.0098	.0098	.0089	.0076	.0082	
POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	ASHLAND, MAINE	CALDS, MAINE	COST UN. MAINE	FREESBURG, MAINE	WILSON, MAINE	
	COST	COST	COST	COST	COST	
BOSTON						
CHICAGO						
CLEVELAND						
NEW YORK						
PHILADELPHIA						

TABLE V-18
COSTS PER POUND FOR RAILROAD SHIPMENTS OF NEWS PRINT
TO NORTHEASTERN MARKETS

144

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	CALHOUN, TENNESSEE		MANISTIQUE, MINN.		MOBILE, ALABAMA		CORNER BROOK, N.H.		QUEBEC CITY, QUEBEC		CHERMONT, QUEBEC	
		COST		COST		COST		COST		COST		COST
BOSTON	1081 miles	.0169	1050 miles	.0244					458 miles	.0132	358 miles	.0195
CHICAGO	634 miles	.0103	558 miles	.0095	917 miles	.0187	2000 miles	.0168	900 miles	.0104	1000 miles	.0189
CLEVELAND	613 miles	.0109	164 miles	.0162			1700 miles	.0169	752 miles	.0115	852 miles	.0093
NEW YORK	798 miles	.0146	998 miles	.0226					556 miles	.0145	656 miles	.00975
PHILADELPHIA	700 miles	.0164	944 miles	.0244					644 miles	.0164	744 miles	.0152
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	DANFORTH, NEW BRUNSWICK		ST. JOHN, NEW BRUNSWICK									
		COST		COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	817 miles	.0149	567 miles	.0106								
CHICAGO	1750 miles	.0129	1500 miles	.0203								
CLEVELAND	1450 miles	.0181	1200 miles	.0181								
NEW YORK	1040 miles	.0122	796 miles	.0112								
PHILADELPHIA	1838 miles	.0181	858 miles	.0114								

TABLE 1 COSTS PER POUND FOR RAILROAD SHIPMENTS OF WRITING PAPER TO NORTHEASTERN MARKETS

195

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	PHILADELPHIA	NEW YORK	CHICAGO	BOSTON	PHILADELPHIA	NEW YORK	CHICAGO	BOSTON	PHILADELPHIA	NEW YORK	CHICAGO	BOSTON
	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST
BOSTON	594	.0085	1444	.0148			3244	.0317	574	.0079		
CHICAGO	124	.0076	917	.0109	1164	.0098	2227	.0262	819	.0107	867	.0109
CLEVELAND	84	.0064	1007	.0121			2555	.0291	584	.0077	544	.0086
NEW YORK	496	.0080	1215	.0134			3082	.0317	515	.0065	241	.0065
PHILADELPHIA	515	.0077	1063	.0132			2991	.0317	607	.0079	250	.0052
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	PHILADELPHIA	NEW YORK	CHICAGO	BOSTON	PHILADELPHIA	NEW YORK	CHICAGO	BOSTON	PHILADELPHIA	NEW YORK	CHICAGO	BOSTON
	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST
BOSTON	3217	.0317	3217	.0317								
CHICAGO	2199	.0262	2199	.0262								
CLEVELAND	2470	.0391	2470	.0291								
NEW YORK	3107	.0317	3107	.0317								
PHILADELPHIA	3015	.0317	3015	.0317								

TABLE V-20

COSTS PER TON FOR RAILROAD SHIPMENTS OF KRAFT PAPER
TO NORTHEASTERN MARKETS

146

POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	ALBANY, ORE (60A)		CAMAS, WASHINGTON		HOUSTON, TEXAS		JACKSONVILLE, FLA.		KAUKAUNA, WISC.		MIDDLETOWN, OHIO	
		COST		COST		COST		COST		COST		COST
BOSTON	9217 miles	•0317	9217 miles	•0317	1,605 miles	•0195	1017 miles	•0137			968 miles	•0113
CHICAGO	2199 miles	•0262	2199 miles	•0262	940 miles	•0127	863 miles	•0130	146 miles	•0098	281 miles	•0052
CLEVELAND	2470 miles	•0291	2470 miles	•0291	1,114 miles	•0149	770 miles	•0128			260 miles	•0096
NEW YORK	3107 miles	•0317	3107 miles	•0317	1,420 miles	•0177	838 miles	•0124			785 miles	•0098
PHILADELPHIA	3015 miles	•0317	3015 miles	•0317	1,341 miles	•0171	758 miles	•0116			694 miles	•0091
POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	N. TOWANDA, N.Y.		TACOMA, WASH.		WEST Linn, OREGON		WEST POINT, VA.					
		COST		COST		COST		COST	QUANTITY	COST	QUANTITY	COST
BOSTON	494 miles	•0081	3159 miles	•0317	3217 miles	•0317	570 miles	•0091				
CHICAGO	534 miles	•0080	2141 miles	•0262	2199 miles	•0262	862 miles	•0113				
CLEVELAND	184 miles	•0046	2481 miles	•0291	2470 miles	•0291	594 miles	•0089				
NEW YORK	396 miles	•0071	3049 miles	•0317	3107 miles	•0317	341 miles	•0071				
PHILADELPHIA	415 miles	•0060	2957 miles	•0317	3015 miles	•0317	250 miles	•0060				

$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$

[illegible]

TABLE V-22

COSTS PER POUND FOR RAILROAD SHIPMENTS OF BOND PAPER TO
NORTHEASTERN MARKETS

148

POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	CANTON, NO. CAROLINA		ERIE, PENNSYLVANIA		JACKSON, ALABAMA		KALAMAZOO, MICH		KEENAH, WISCONSIN		ROMANA, CALIFORNIA	
	MILES	COST		COST		COST		COST		COST		COST
BOSTON	1061	.0132	594 miles	.0035	1444 miles	.0148	894	.0113			3244 miles	.0317
CHICAGO	674	.0100	424 miles	.0076	917 miles	.0109	120	.0042	166 miles	.0048	2227 miles	.0262
CLEVELAND	653	.0094	84 miles	.0034	1007 miles	.0121	316	.0052			2555 miles	.0291
NEW YORK	832	.0104	496 miles	.0080	1215 miles	.0134	800	.0107			3082 miles	.0317
PHILADELPHIA	740	.0094	515 miles	.0077	1063 miles	.0132	796	.0101			2991 miles	.0317
POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	SALEM, OREGON		YANAPYER, WASH.									
		COST		COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	5217 miles	.0317	3217 miles	.0317								
CHICAGO	2199 miles	.0262	2199 miles	.0262								
CLEVELAND	2470 miles	.0291	2470 miles	.0291								
NEW YORK	3107 miles	.0317	3107 miles	.0317								
PHILADELPHIA	3015 miles	.0317	3015 miles	.0317								

TABLE I-63
COSTS PER TON FOR RAILROAD SHIPMENTS OF DUPLICATOR PAPER TO
NORTHEASTERN MARKETS

149

POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	ASHDOWN, ARIZONA		CANTON, NC. CAROLINA		FIRE, PENNSYLVANIA		JACKSON, ALABAMA		MILLWOOD, WASHINGTON		STENAH, WISCONSIN	
	MILES	COST		COST		COST		COST		COST		COST
BOSTON	1664	8 .0175	1061 miles	8 .0122	594 miles	8 .0085		8 .0148	2849	.0317		
CHICAGO	768	.0105	674 miles	.0100	424 miles	.0076		.0109	1831	.0262	166 miles	8 .0098
CLEVELAND	775	.0129	653 miles	.0094	84 miles	.0034		.0181	2171	.0291		
NEW YORK	1435	.0159	832 miles	.0104	496 miles	.0050		.0134	2739	.0317		
PHILADELPHIA	1343	.0155	740 miles	.0094	515 miles	.0077		.0132	2647	.0317		
POINTS OF DESTINA- TION	POMONA, CALIFORNIA		SPARK, OREGON									
		COST		COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	3244 miles	8 .037		8 .0317								
CHICAGO	2227 miles	.0262		.0262								
CLEVELAND	2555 miles	.0291		.0291								
NEW YORK	3082 miles	.0317		.0317								
PHILADELPHIA	2991 miles	.0317		.0317								

TABLE X-24
COSTS PER POUND FOR RAILROAD SHIPMENTS OF COATED PAPER TO
NORTHEASTERN MARKETS

150

POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	CAMAS, WASHINGTON		GRAND RAPIDS, MI.		KALAMAZOO, MI.		LEWISTON, IDAHO		NEENAH, WISCONSIN		PENSACOLA, FLORIDA	
		COST		COST		COST		COST		COST		COST
BOSTON	3217 miles	•0317	894	•0113	894 miles	•0113	2910	•0317			1444 miles	•0149
CHICAGO	2199 miles	•0262	184	•0094	180 miles	•0092	1890	•0262	166 miles	•0048	917 miles	•0116
CLEVELAND	2470 miles	•0291	316	•0053	316 miles	•0053	2230	•0291			1007 miles	•0118
NEW YORK	3107 miles	•0317	800	•0107	800 miles	•0107	2800	•0317			1215 miles	•0137
PHILADELPHIA	3015 miles	•0317	796	•0103	796 miles	•0101	2707	•0317			1063 miles	•0133
POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	WEST LINN, OREGON		WEST MONROE, LA.									
		COST		COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	3217 miles	•0317	1686	•0210								
CHICAGO	2199 miles	•0262	831	•0105								
CLEVELAND	2470 miles	•0291	1058	•0154								
NEW YORK	3107 miles	•0317	1457	•0184								
PHILADELPHIA	3015 miles	•0317	1366	•0178								

[illegible]

TABLE V-26
COSTS PER TON FOR RAILROAD SHIPMENTS OF TOILET TISSUE TO
NORTHEASTERN MARKETS

152

POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	BELLINGHAM, WASH.		BUTLER, ALABAMA		CAATSKANIE, OREGON		DETROIT, MICHIGAN		GREEN BAY, WISCONSIN		KEESHON, WISCONSIN	
	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST
BOSTON	3210	8 .0502	1403 miles	8 .0306	3217 miles	8 .0502	746	8 .0262				
CHICAGO	2192	.0365	778 miles	.0239	2199 miles	.0365	272	.0159	197	8 .0092	166 miles	8 .0056
CLEVELAND	2532	.0463	975 miles	.0298	2470 miles	.0463	164	.0124				
NEW YORK	3100	.0502	1374 miles	.0275	3107 miles	.0502	648	.0247				
PHILADELPHIA	3008	.0502	1283 miles	.0263	3015 miles	.0502	644	.0247				
POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	MOBILE, ALABAMA		ROCKINGHAM, N.C.									
	MILES	COST	MILES	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	1444	8 .0317	644	8 .0232								
CHICAGO	917	.0232	986	.0241								
CLEVELAND	1007	.0254	668	.0219								
NEW YORK	1215	.0282	465	.0190								
PHILADELPHIA	1124	.0272	374	.0175								

Truck Transportation Costs of Forest Products
Produced Outside Maine and Shipped
To Northern Markets

Lumber

Paper Products

1. Newsprint
2. Kraft and Fine Papers
3. Facial and Toilet Tissue

153

[illegible]

Costs of Truck Shipments of Writing Papers
(Machine Finish, Coated, Bond, Duplicator)
To Northeastern Markets
Table V-28

159

POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	CHAGRIN FALLS		GLENN FALLS NY		GRAND RAPIDS MI		KALAMAZOO, MI		KAUKAUNA, WI		NEENAH, WI	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	40,000 lbs	\$ 680.00	36,000 lbs	\$ 295.50	40,000 lbs	\$ 784.00	40,000 lbs	\$ 760.00	40,000 lbs	\$ 964.00	40,000 lbs	\$ 964.00
CHICAGO			39,000 lbs	601.50								
CLEVELAND			40,000 lbs	448.00								
NEW YORK		600.00	36,000 lbs	252.00	40,000 lbs	752.00	40,000 lbs	705.00	40,000 lbs	876.00	40,000 lbs	876.00
PHILADELPHIA		576.00	40,000 lbs	330.00	40,000 lbs	704.00	45,000 lbs	603.00	40,000 lbs	836.00	40,000 lbs	836.00
POINTS OF DESTINA- TION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	POTSDAM, NY		QUEBEC CITY, CA		RICHMOND, VA		VICKSBURG, MI					
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON							40,000 lbs	\$ 764.00				
CHICAGO	40,000 lbs	\$ 712.00					36,000 lbs	\$ 651.60				
CLEVELAND	40,000 lbs	\$ 532.00					30,000 lbs	411.00				
NEW YORK			30,000 lbs	\$ 630.00	42,000 lbs	331.50	40,000 lbs	705.00				
PHILADELPHIA			30,000 lbs	\$ 637.00	40,000 lbs	232.00	40,000 lbs	603.00				

155

[illegible]

156

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	MIDDLETOWN, OHIO	NORTONAWANDYNY	QUEBEC CITY, QUE.	WEST POINT, VA.		
	COST	COST	COST	COST	QUANTITY	COST
BOSTON	.0181	.0126	.0133			
CHICAGO				.0188		
CLEVELAND	.0081			.0177		
NEW YORK	.0154		.0145			
PHILADELPHIA	.0144		.0164			

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON						
CHICAGO						
CLEVELAND						
NEW YORK						
PHILADELPHIA						

TABLE V-31

COSTS PER POUND FOR COMMERCIAL CARRIER SHIPMENTS OF MAGAZINE AND FINE
PAPERS (MACHINE FINISH BOOK PAPER, COATED PAPER, BIND PAPER, DUPLICATOR PAPER)
TO NORTH EASTERN MARKETS

157

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	CHAGRIN FALLS, OHIO		CLEVELAND, N.Y.		BRAND RAPIDS, MI		KALAMAZOO, MI		KAUKAUA, WISC		NEENAH, WISC	
		COST		COST		COST		COST		COST		COST
BOSTON	648 miles	•0170	251 miles	•0083	894 miles	•0196	894 miles	•0190		•0241		•0241
CHICAGO			890 miles	•0177								
CLEVELAND			511 miles	•0112								
NEW YORK	591 miles	•0150	222 miles	•0070	800 miles	•0188	800 miles	•0177		•0219		•0219
PHILADELPHIA	479 miles	•0144	314 miles	•0080	796 miles	•0176	796 miles	•0134		•0209		•0209
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	ROSDAM, NEW YORK		QUEBEC CITY, QUE		RICHMOND, VIRGINIA		VICKSBURG, MI		QUANTITY		QUANTITY	
		COST		COST		COST		COST		COST		COST
BOSTON							894 miles	•0191				
CHICAGO	899 miles	•0178			862	•0181						
CLEVELAND	559 miles	•0133			544	•0137						
NEW YORK				•0210	341	•0079	800 miles	•0177				
PHILADELPHIA				•0179	250	•0058	796 miles	•0150				

[illegible]

Truck Transportation Costs of
Maine Forest Products

Lumber

Paper Products

- 1) Newsprint
- 2) Kraft and Fine Papers
- 3) Facial and Toilet Tissues

TABLE - II - 34
COSTS OF TRUCK SHIPMENTS OF LUMBER FROM
MAINE TO NORTHEASTERN MARKETS

157

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	ASHLAND, MAINE		BETHEL, MAINE		COSTIGAN, MAINE		JAIL, MAINE		NORWAY, MAINE		FAIRBURY, MAINE	
		COST		COST		COST		COST		COST		COST
BOSTON	516 miles	.0083¢	174 miles	.0039¢	263 miles	.0057¢	177 miles	.0090¢	158 miles	.0036¢	165 miles	.0038¢
CHICAGO	1332 miles	.0379¢	1152 miles	.0293¢	1239 miles	.0261¢	1153 miles	.0243¢	1134 miles	.0239¢	1141 miles	.0241¢
CLEVELAND	1024 miles	.02175¢	807 miles	.0170¢	896 miles	.0189¢	816 miles	.0171¢	791 miles	.0167¢	798 miles	.0168¢
NEW YORK	602 miles	.0127¢	380 miles	.0082¢	469 miles	.0099¢	385 miles	.0081¢	364 miles	.0077¢	371 miles	.0078¢
PHILADELPHIA	708 miles	.0148¢	480 miles	.0101¢	479 miles	.0101¢	485 miles	.0102¢	464 miles	.0098¢	471 miles	.0100¢
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	OLD TOWN, MAINE		SHERMAN STATION		WATERVILLE, MAINE		WOLAN, MAINE					
		COST		COST		COST		COST	QUANTITY	COST	QUANTITY	COST
BOSTON	195 miles	.0045¢	306 miles	.0067¢	184 miles	.0043¢	337 miles	.0082¢				
CHICAGO	1171 miles	.0247¢	1282 miles	.0271¢	1165 miles	.0246¢	1313 miles	.0278¢				
CLEVELAND	828 miles	.0175¢	939 miles	.0198¢	822 miles	.0173¢	1020 miles	.0215¢				
NEW YORK	401 miles	.0085¢	512 miles	.0108¢	395 miles	.0083¢	593 miles	.0125¢				
PHILADELPHIA	501 miles	.0106¢	612 miles	.0129¢	495 miles	.0104¢	693 miles	.0146¢				

160

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	MADAWASKA, ME		MILLINOCKET, ME		WESTBROOK, ME		RUMFORD, ME					
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	40,000 lbs	\$ 444.00	36,000 lbs	\$ 367.20	40,000 lbs	\$ 370.00	40,000 lbs	\$ 342.00				
CHICAGO		1,340.00	40,000 lbs	1,209.00		830.00	43,000 lbs	911.00				
CLEVELAND		1,156.00		1,000.00		672.00	72,000 lbs	743.00				
NEW YORK		667.00		568.00	36,000 lbs	444.00	40,000 lbs	488.00				
PHILADELPHIA	36,000 lbs	774.00	36,000 lbs	470.40	40,000 lbs	508.00	36,000 lbs	522.00				

$\{ \psi \}$

POINTS OF ORIGIN	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	1	.0111	1	.0102	1	.0055	1	.0055				
CHICAGO	1	.0335	1	.0301	1	.0205	1	.0216				
CLEVELAND	1	.0289	1	.0250	1	.0168	1	.0176				
NEW YORK	1	.0166	1	.0142	1	.0123	1	.0122				
PHILADELPHIA	1	.0215	1	.0147	1	.0127	1	.0145				

Railroad Transportation Costs of Maine Forest Products

lumber

paper products

1. newsprint
2. kraft and fine papers
3. facial and toilet tissue

Costs of Railroad Shipments of Maine Paper Production To Northeastern Markets
Table V-37

163

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	MILLINOCKET, ME		WOODLAND, ME.		MADAWASKA, ME		MILLINOCKET, ME		WESTBROOK, ME		BUCKSPORT, ME	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
	NEWSPRINT		NEWSPRINT		MACHINE FINISH		BOOK PAPER, COATED		PAPER, BONDED, & WRITING PAPER			
BOSTON	120,000 lbs	1,056.00	120,000 lbs	\$980.00	50,000 lbs	\$782.00	120,000 lbs	\$844.00	100,000 lbs		100,000 lbs	\$740.00
CHICAGO		2,349.00		\$2,360.00		1,660.00		1,714.00		1,450.00		1,430.00
CLEVELAND		1,984.00		2,010.00		1,970.00		1,960.00		1,150.00		1,210.00
NEW YORK		1,557.00		1,390.00		1,040.00		1,114.00		770.00		950.00
PHILADELPHIA		1,785.00		1,430.00		1,140.00		1,252.00		870.00		960.00
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	BUCKSPORT, ME		AUGUSTA, ME		WINSLOW, ME		AUGUSTA, ME		WATERVILLE, ME		WINSLOW, MAINE	
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
	KRAFT PAPER		TOILET TISSUE		TOILET TISSUE		FACIAL TISSUE		FACIAL TISSUE		SANITARY PAPER	
BOSTON	100,000 lbs	\$740.00	36,000 lbs	369.60	36,000 lbs	380.40	36,000 lbs	\$369.60	36,000 lbs	376.40	36,000 lbs	\$385.00
CHICAGO		1,430.00		864.00		864.00		864.00		864.00		
CLEVELAND		1,210.00		734.00		734.40		734.00		734.40		
NEW YORK		950.00		529.20		529.20		529.20		529.20	36,000 lbs	\$529.20
PHILADELPHIA		960.00		572.40		594.00		572.40		594.00	36,000 lbs	\$594.00

TABLE V-38
COSTS PER TON FOR RAILROAD SHIPMENTS OF MAINE
PAPER PRODUCTS TO NORTHEASTERN MARKETS

164

POINTS OF ORIGIN	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	MILLINOCKET, Me.	WOODLAND, Me.	MADAWASKA, Me.	MILLINOCKET, Me.	WESTBROOK, Me.	BUCKS PORT, Me.				
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
	NEWSPRINT		NEWSPRINT		MACHINE FINISH BOOK PAPER, COATED		PER COND. WRITING		DUPLICATOR PAPER	
BOSTON		.0088	387 MILES	.0081	312 miles	.0156	336 MILES	.0070	115	.0074
CHICAGO		.0195	MILES	.0196	1530 MILES	.0332	1354 MILES	.0145	1133 MILES	.0143
CLEVELAND		.0165	1065 MILES	.0167	1190 MILES	.0294	1014 MILES	.0121	793 MILES	.0121
NEW YORK		.0129	687 MILES	.0107	732 MILES	.0208	556 MILES	.0092	335 MILES	.0095
PHILADELPHIA		.0143	MILES	.0119	824	.0228	648	.0104	427 MILES	.0096
POINTS OF ORIGIN	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN	
	BUCKS PORT, Me.	AUGUSTA, Me.	WINSLow, Me.	AUGUSTA, Me.	WATERVILLE, Me.	WINSLow, Me.				
	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
	KRAFT PAPER		TOILET TISSUE		TOILET TISSUE		FACIAL TISSUE		FACIAL TISSUE	
BOSTON	270 MILES	.0074		.0086		.0089		.0086	189 MILES	.0086
CHICAGO		.0143		.0240		.0240		.0240		.0240
CLEVELAND		.0121		.0203		.0203		.0203		.0203
NEW YORK		.0095		.0147		.0147		.0147		.0147
PHILADELPHIA		.0096		.0159		.0165		.0159		.0159

Comparative Transportation Costs For
Shipments of Forest Products
To Northern Markets

TABLE V-40
COSTS PER POUND FOR SHIPMENTS OF COATED PAPER BY RAIL
TO MARKETS IN THE NORTHEAST

165

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	CAMPS, WASHINGTON		KALAMAZOO, MICH		LEWISTON, IDAHO		PENSACOLA, FLORIDA		WEST MANCHESTER, N.H.			
		COST		COST		COST		COST		COST		COST
BOSTON	9317 MILES	.0317¢	894 MILES	.0113¢	8910 MILES	.0317¢	1444 MILES	.0149¢	1686 MILES	.0210¢		
CHICAGO	2199 MILES	.0262¢	180 MILES	.0092¢	1890 MILES	.0262¢	977 MILES	.0116¢	831 MILES	.0105¢		
CLEVELAND	2470 MILES	.0291¢	316 MILES	.0052¢	2230 MILES	.0291¢	1007 MILES	.0118¢	1058 MILES	.0154¢		
NEW YORK	3107 MILES	.0317¢	800 MILES	.0107¢	2800 MILES	.0317¢	1215 MILES	.0137¢	1457 MILES	.0186¢		
PHILADELPHIA	3105 MILES	.0317¢	796 MILES	.0101¢	2707 MILES	.0317¢	1063 MILES	.0133¢	1366 MILES	.0178¢		
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	MADAWASKA, MAINE		MILLINOCKET, MAINE		WESTBROOK, MAINE		BUCKS PORT, MAINE					
		COST		COST		COST		COST	QUANTITY	COST	QUANTITY	COST
BOSTON	450 MILES	.0156¢	308 MILES	.0070¢	116 MILES		267 MILES	.0074¢				
CHICAGO	1468 MILES	.0332¢	1326 MILES	.0145¢	1134 MILES	.0145¢	1255 MILES	.0143¢				
CLEVELAND	1128 MILES	.0294¢	986 MILES	.0121¢	794 MILES	.0115¢	915 MILES	.0121¢				
NEW YORK	679 MILES	.0208¢	587 MILES	.0092¢	355 MILES	.0077¢	496 MILES	.0095¢				
PHILADELPHIA	771 MILES	.0288¢	629 MILES	.0104¢	444 MILES	.0087¢	578 MILES	.0096¢				

COSTS PER POUND FOR RAILROAD SHIPMENTS OF WRITING PAPER
TO NORTHEASTERN MARKETS

166

POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	EUREKA, PENNSYLVANIA		JACKSON, ILLINOIS		NEENAH, WISCONSIN		POMONA, CALIFORNIA		PATENT, NEW YORK		RICHMOND, VIRGINIA	
	MILES	COST	MILES	COST		COST	MILES	COST	MILES	COST	MILES	COST
BOSTON	594	.0085	1444	.0148			3244	.0317	574	.0078	570	.0091
CHICAGO	424	.0076	917	.0109	166 miles	.0048	2227	.0262	819	.0107	862	.0109
CLEVELAND	84	.0034	1007	.0121			2555	.0291	554	.0077	544	.0086
NEW YORK	496	.0080	1215	.0134			3082	.0317	515	.0067	341	.0067
PHILADELPHIA	515	.0077	1063	.0132			2991	.0317	607	.0079	250	.0052
POINTS OF DESTINATION	POINTS OF ORIGIN				POINTS OF ORIGIN				POINTS OF ORIGIN			
	SALEM, OREGON		VANCOUVER, WASH.		HADAWASKA, MAINE		MILUNKET, MAINE		WESTBROOK, MAINE		BROOKSBART, MAINE	
	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST	MILES	COST
BOSTON	3217	.0317	3217	.0317	450 MILES	.0156	308 MILES	.0070			267 MILES	.0044
CHICAGO	2199	.0262	2199	.0262	1468 MILES	.0332	1326 MILES	.0145	1134 MILES	.0145	1285 MILES	.0143
CLEVELAND	2470	.0291	2470	.0291	1128 MILES	.0294	986 MILES	.0121	794 MILES	.0115	945 MILES	.0121
NEW YORK	3107	.0317	3107	.0317	679 MILES	.0208	537 MILES	.0092	355 MILES	.0077	496 MILES	.0095
PHILADELPHIA	3015	.0317	3015	.0317	771 MILES	.0222	629 MILES	.0104	444 MILES	.0087	578 MILES	.0090

TABLE IV-42
COSTS PER POUND FOR RAILROAD SHIPMENTS OF NEWS PRINT
TO NORTHEASTERN MARKETS

167

POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		QUANTITY	COST
	CALHOUN, TENNESSEE	COST	MANISTIQUE, MICHIGAN	COST	QUEBEC CITY, CANADA	COST	ST. JOHN, NEW PAWS	COST	CORNER BROOK, N.Y.	COST		
BOSTON	1021 MILES	.0169	1050 MILES	.0244¢	458 MILES	.0132¢	367 MILES	.0106¢				
CHICAGO	634 MILES	.0103	558 MILES	.0095¢	900 MILES	.0104¢	1500 MILES	.0203¢	2000 MILES	.0168		
CLEVELAND	613 MILES	.0109	414 MILES	.0162¢	752 MILES	.0115¢	1200 MILES	.0181¢	1700 MILES	.0169		
NEW YORK	792 MILES	.0146	948 MILES	.0226¢	556 MILES	.0145¢	796 MILES	.0112¢				
PHILADELPHIA	700 MILES	.0164	944 MILES	.0244¢	644 MILES	.0164¢	888 MILES	.0114¢				
POINTS OF DESTINATION	POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		POINTS OF ORIGIN		QUANTITY	COST
	MILWAUKEE, WIS.	COST	WOODLAND, ME.	COST								
BOSTON	308 MILES	.0088¢	400 MILES	.0081¢								
CHICAGO	1326 MILES	.0195¢	1419 MILES	.0196¢								
CLEVELAND	986 MILES	.0165¢	1078 MILES	.0167¢								
NEW YORK	537 MILES	.0129¢	630 MILES	.0107¢								
PHILADELPHIA	627 MILES	.0143¢	721 MILES	.0119¢								