# 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

				Page
INTRODUC	TIO	N		. 1
CHAPTER	I.	THE	DISTRIBUTION AND MARKETING OF FOREST	
		PRO	DUCTS THROUGHOUT THE NATION BY MODE OF	
		TRA	NSPORTATION	. 8
•		Α.	DISTRIBUTION OF LUMBER AND WOOD PRODUCTS	. 8
		В.	DISTRIBUTION OF HOUSEHOLD AND OFFICE	
			FURNITURE	. 9
		C.	DISTRIBUTION OF PAPER AND ALLIED PAPER	
ş			PRODUCTS	. 9
CHAPTER II	II.	DIS	TRIBUTION OF FOREST PRODUCTS BY LEADING	
		PRO	DUCING REGIONS	. 11
		Α.	LUMBER	. 11
		В.	MILLWORK, PLYWOOD, AND PREFABRICATED	
			WOOD PRODUCTS	. 13
		C.	MISCELLANEOUS WOOD PRODUCTS	. 15
		D.	HOUSEHOLD AND OFFICE FURNITURE	. 17
		Ε.	PAPER (EXCEPT BUILDING PAPER)	. 19
		F.	PAPERBOARD, PULPBOARD & FIBREBOARD	22
		G.	CONTAINERS AND BOXES	25
		н.	CONVERTED PAPER AND PAPERBOARD PRODUCTS	27

			rage
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	
e e e		PRODUCTS	41
		E. CONTAINERS AND BOXES	. 44
		F. CONVERTED PAPER PRODUCTS	. 47
CHAPTER	IV.	FOREST PRODUCTS MANUFACTURED OUTSIDE THE	
		NORTHEAST AND MARKETED 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

Page

#### 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.

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

Type of Product	Point of Origin	Distance	*Cost Per Lb.
Newsprint	Woodland, Me.	656 miles	.0107¢
	Clermont, Quebec	656 miles	.0097¢
Kraft and	Erie, Pa.	496 miles	.0080¢
Fine Papers	Bucksport, Me.	496 miles	.0095¢
Lumber	Ashland, Me.	599 miles	.0095¢
	LaCrosse, Va.	630 miles	.0095¢
	Truck		
Type of Product	Point of Origin	Distance	*Cost Per Lb.
Kraft and	Madawaska, Me.	651 miles	.0208¢
Fine Papers	Kalamazoo, Mi.	800 miles	.0177¢

<sup>\*</sup> 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 softwoodawtimber (39.5 percent) in the forest of the Northeast. If alreadly 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 <u>Commodity Transportation Survey</u>, "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 mill-work 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 (3247,000 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 primarly 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 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, pulphoard, and fibreboard production

In 1972, the United States produced 25,721,000 tons of paper-board, 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 (3,7800,000 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 percnet), 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 paper-board 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 exceed the tonage 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

East OHIO
North Central





Mode of Transportation	CCC'S OF TONS	% of Total . Tounage Carried	MODE OF TRANSPORTATION	OFTONS	10 NA AGE CARRED	Mode of Transfortation	OCO'S % CFTOTAL CHEMS
RAILROAD MOTOR CARRIER	231 797	19.9%	RAILROAD MOTOR CARRIER	40	0.2%	RAILROAD MOTOR CARRIER	NOT AVAILABLE
PRIVATE TEUCK	808	70	PRIVATE TRUCK	351	. //	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	tons	% of Exidens
WEST NORTH CENTRAL	123.6	216%
South ATRANTIC	A54·5	44.4%
EAST SOUTH CENTRAL	91.4	15.9%
WEST SOUTH CEUTRAL	78.8	13.7%
MOUNTAIN	8.9	1.6%
PACIFIC	16.1	2.8%
	573, 3	This of Experience from the
NORTHEISTERN IMPORTING RECIONS	coo's of Tous	% OF EXARTS
NEW ENG LAND	14.3	6.3%
MIDDLE ATLANTIC	214.0	93.7%
	238.3	A 8.9% OF THE TOTAL EX-DATS FROM THE EAST NORTH CENTERS RECION

WEST NORTH CENTRAL 8.4 4.1%  SOUTH ATLANTIC 55 93.2%  EAST SOUTH CENTRAL 0.8 1.4%  WEST SOUTH CENTRAL 0.8 1.4%  PACIFIC 0.4 0.7%  40% of EXPARS  FROM MULLIANTIC  NORTHEASTERN THROPTING OFFINES EXPARS  NEW ENGLAND LA 72.7%  EAST NORTH  CENTRAL 88 27.3%  FROM THE  MIDDLE	IMPORTING REGION	OCOS OFTONS	% of Exidens
NEW ENGLAND LA 72.7%  EAST NORTH  CENTRAL 88  RECHON OF TOWN EXPORTS  A 72.7%  CENTRAL 88  ROM THE	SOUTH ATLANTIC EAST SOUTH CENTRAL WEST SOUTH CENTRAL	55 0.4 6.8 0.4	93.2% 0.7% 1.4% 0.7% 40% of Exports From make
	NEW ENGLAND FAST NORTH	GA SA	72.7% 27.3% 60% of 107.00

DATA FOR NEW ENGLAND IS NOT AVAILABLE Distribution of Miscellaneous Wood Products
Produced By Regions of the Northeast In 1972
by Mode of Transportation.
Table II-C







MOJE OF TRANSPORTATION	occ's of Tokis	% of Total Tounage Carried	MODE OF TRANSPORTATION	OFTONS TOWN AGE CARRIED	MODE OF TRANSPORTATION	ODO'S OFTENS	% OF TOTAL TONNAGE GARA
RAILROAD	363	23.7%	RAILROAD	NOT	RAILROAD	47	29.40/
MOTOR CARRIER	180		MOTOR CARRIER		MOTOR CARRIER	95	59.4%
PRIVATE TRUCK	980	11.8% (A.0%)	PRIVATE TRUCK	and the second of the second	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

MICH

East OHIO

North Central

MI. 1900.



EXPORTING REGION

MAINE

New

TRINGIAND

MASS

WHIT

				1704 2 CT 16 D-6 213	<i>0</i> 00!5	% OF
IMPORTING REGION	oods of Tons	% OF EXPORTS (OFFIC)		IMPORTING REGION	OF TOUS	EXBRIS
				WEST NORTH CENTERL	9.6	15.62
WEST MORTH CENTRAL	ત્રે(•	10.6%		South Atlantic	25	40.5%
BOUTH ATLANTIC	75	30.4%	•	EAST SOUTH CENTRAL	3.8	4.5%
EAST SOUTH CENTRAL	23	9.3%		WEST SOUTH CENTRA	~ 3	15.0%
WEST SOUTH CENTRAL	a4.5	9.9%		MOUNTAIN STATES	1.4	- a.38
MOUNTAIN STATES	15.3	6.2%		PACIFIC STATES	13.6	22·1%
PACIFIC STATES	89.6	33.5%		MCITIC OITHIES		
	246.4	100%			61.7	100%
		71.59 OF				46.3%0
		TOTAL NW EXPORTS				TOTAL BY OF NEW ENGLAND
No.0=1=0===2.1		OF ENSTHIC.		NORTHEASTERD.	manis	% OF
Mortheasteru . Infortide Region	ODO'S OF TOWS	% OF EXPORTS OF ENC		IMPORTING REGION	0005 0F 10NS	ENBO
MINDLE ATLANTIC	82	22.4%		MIDDLE ATLANTIC	44	61.57
NEW ENGLAND	76	77.6%		EAST NORTH CEUTRAL	27.6	38.5%
	98	100% OR			71.6	100%
		25.0% OF THAL			•	OR 53.7% (N
		MWEXDES		e de la companya del companya de la companya de la companya del companya de la co		03/7

OF ENC

## 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







MODE OF TRANSPORTATION	orcis of Tous	% of Total Tounge Carred	MODE OF TRANSPORTATION	OFTONS	S OF TATAL TOWN AGE CHARLED	Mode of Transportation	ODO'S GOFTEMA OFTENS TRANSCE GAR
RAILROAD	an	a4.3%	RAILROAD	82	14.8%	RAILROAD	NOT.
MOTOR CARRIER	460	38.0%	MOTOR CARRIER	. 234	6	MOTOR CARRIER	
PRIVATE TELEK	438	37.04	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 hte 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







MOJE OF TRANSPORTATION	2005 0F 1005	% of Total Tounage Carred	MODE OF TRAUSPORTATION	OF TONS	JOHNAGE CHOOLES	TRANSPORTATION	CFTERIS	TOWNER (SHE)
RAILROAD	1199	43.5%	RAILROAD	910	45%	RAILROAD	<i>å,320</i>	63.5%
MOTOR CARRIER	1722	41.6%	MOTOR CARRIER	851	42.17	MOTOR CARRIER	1146	91.4%
PRIVATE TEJEK	584	14.107	PRIVATE TRUCK	<i>45</i> 3		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	OF TONS	% of Exports	Induting Region	oros of tous	% OF EXPORTS	IMBRITING REGION.	000'S OF TOUS	% OF EXAPRTS
South ATHANTIC :		21%	SOUTH ATKANTIC =	374.4	57.9%	South ATLANTIC =	335	40.3%
East South Central	= 240	15.7%	EAST SOUTH CENTRAL =	66.6	10.2%	EAST SOUTH =	<b>341</b>	29.9%
WEST SOUTH CENTRAL	= 268,9	17.6%	WEST SOUTH =	38.3	5.97	WEST-BOUTH =	62	7.7%
WEST NORTH	= 430.3	28.1%	WEST NORTH -	117.1	17.9%	WEST NORTH =	98.6	12.2%
CEUTRAL	- 62	4.0%	PACIFIC =	44.1	6 87	PACIFIC =	76.4	9.5%
112	= d06.9		MOUNTAIN =	12.1	1.9%	MOUNTAIN =	3.6	0.49
MOUNTAIN	1530.8	13.5%		652.6	52.3%	•	806.8	39,8%
	1330.8	67.507 (% CFTOAN	п		(% OF TOTE EXPORTS		•	TOTAL EXIZ
		EXPORTS - TOT NORTHEAST OF OTHER REG	Ø)		NORTHER OTHER	ACTAND REGIOUS)		
3				-			<i>୭୦</i> ଥs	% OF
NORTHEASTERN IMPORTING REGION	OCO'S OFTOUS	% OF EXPORTS	NORTHEASTERN PROPERTY	OOC'S OF TOUR	% OF EXAPLS	MORTHEASTERY. IMPORTING REGION	NE THIS	EKRORTS
NEWENGLAND	126	17.1%	IMPORTING REGION		,			55%
Middle Athantic	611	8 2:9%	NEW ENGLAND	832	38.9%	MIDDLE ATLANTIC	, 00 1	
MODE MAINIE	737	32.5%-	EAST NORTH CENTRAL	<u>364</u> 596		L EAST NORTH CENTRAL	897	45%
	, ,	(2 OF TOTAL		OTP	A7.7%		1,984	40,2%
(		Exiders-to Northeast			(% of the Exiden	Store		(20 of 100)
		AND other Region	D(O)(		JOHN COM	THER REGIONS)		

## D. <u>Northeast production of paperboard and allied products,1972</u>

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 Englad'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 paper-board 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







MODE OF TRANSPARTATION	of tone	% of Total Touning Cherico	MODE OF TRANSPORTATION	cods of tons	S OF TOTAL	MODE OF TRANSPORTATION	OFTENS	Country (The
RAILROAD	1637	43.3%	RAILROAD	270	15.87	RAILROAD	126	21.5%
MOTOR CARRIER	1308	34.6%	MOTOR CARRIER	865	50.57	MOTOR CARRIER	249	42.5%
PRIVATE TEUCK	833		PRIVATE TRUCK	575	10	PRIVATE TRUCK	209	35.6%

Products Produced In the Northeast in 1972

By Mode of Transportation

Table II-I

EXPORTING REGION East North Central

Exports of Paperboard, Pulpboard, and Fibreboard Products From Regions of the Northeast in 1972 Table II-J

EXPORTING REGION



EXPORTING REGION

IN PORTING REGION	EPO'S OF TOUS	% of Exdensing	IN PORTING REGION OFTONS	% of Direnta	Thrais Recion	EDES OF TRUS	% of Expersul
			South Atlantic 166.1	A	SOUTH ATLANTIC	4	8.7%
South Atlantic	249.5	29.1%	WEST WORTH CENTRAL 6.8	3.19	MEST NORTH CENTRAL	, 10	877
WEST NORTH CENTRAL	207.9	24.2%	EAST SOUTH CEUTRAL 19.8	re	EAST SOUTH CEUTRAL		
EAST GOUTH CENTRAL	- 189	22.07	WEST SOUTH CENTRAL 29.1	8.4%	WEST-SOUTH CENTRA		Q manus
WEST SOUTH CENTRA	HL 151	17.6%		13.00%	MOUNTAIN STATES	_	
MOUNTAIN STATES	22.6	8.67	MOUTAIN STATES 1.7	0.8	PACIFIC STATES	- Carriera	
	37.8	4.4%	PACIFIC STATES		10000	<u>045</u>	A.370
PACIFIC STATES	857.8	The state of the s	222.5	100% CR		11.5	100%
	0070	100% DR		59.3 % OF			75%
		652% OF THE TOTAL P. P. F		Themal			
		EXARTS OF		EL GAS			The Ton Ex (Lers
		The EUC	Burney Burney Burney	of the Hidae			of Neu Englar
		Together and the state of the s		ATMITIC			₩
Niconiectai				••		a	
Northeasteen Thportug Region	oods of Tous	% OF Expans-exc	NORTHEASTERN DOO'S	% OF	HORTHEASTERD	000'S	% OF
			IMPORTING REGION OFTENS				
VEW ENGLAND MIDDLE ATLANTIC	50 407	10.9%	MEW ENGLAWD 147	75.48	MIDDLE ATLAUTIC		75.9
	457	100% 00	EAST NORTH CEUTRAL 48	24.6%	EAST WORTH CENTR	PL 34	a4.1
• / · · · · · · · · · · · · · · · · · ·	to i	34.80/20 OF ICAL	195	100%00	The second secon	141	100%
	•	Exaces		46-7500F	PARTICIAL PROPERTY AND		92.500
		OF The Exc		AR TOTAL	+- Automotive		TOTAL
P. P.F. = Palpulonia, Pa	upleande	and Febral	broad Reducts	E 18 5 5 1			area Cense
		~		MADILE			150. 20 1

## 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 in1972, 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







MOVE OF TRANSPIRTATION	CCOS OP TONS	% OF TOTAL TOUNDE CARDED	MODE OF TRANSPORTATION	OFTONS	TOWN FOR CHRISTIA	Mode of Transportation	OF TIKE	TOWNER GAR
RAILROAD	Hil.	7.7%	RAILROAD	AH	5.1%	RAILROAD	. 13	1.2%
MOTOR CARRIER	2864	53.3°Z	MOTOR CARRIER	. 1075	70,010	MOTOR CARRIER	Ann - CONTO	33.8 % 64,90f
PRIVATE TEUCK	2066	. •	PRIVATE TRUCK	, a484	45.9%	PRIVATE TRUCK	7a5	de ser

EXPORTING REGION East North Central





				ماد ه	% DF		දැක් .	% cf
The Barrier Den	eco's	% of Exileg-enc	IMPORTING REGION	cetchs	Erres-Ma	thybune kelion	of trus	<u>Expesti</u>
INBRTING REGION	OF TOUS			3000	81.8%	South ATLAUTIC	124.3	6M75
South Athautic	150.3	20%	WEST NORTH CENTRAL		6.7%	WEST NORTH CENTRAL		34%
WEST WORTH CENTRAL	338.3	45%	EAST SOUTH CEUTRAL		3.8%	EAST SOUTH CENTRAL		0.5%
EAST GOUTH CENTRAL	- 177. a	23.6%	WEST GOUTH CENTER		3.8%	WEST-SOUTH CEUTRA	ل على الم	1.6%
WEST SOUTH CENTRA	L 48.3	6.4%	MOUTAIN STATES	3.7	0.9%	MOUNTAIN STATES		
MOUNTAIN STATES	10.7	1.4%		11.3	2.9%	PACIFIC STATES	5.5	2.7%
PACIFIC STATES	26.8	3.6%	PACÍFIC STATES	392	100% OR		do3.5	100%
(10	751.6	100% 08		UVA	53 % OF			40.7%
		665 % OF The			The TOTAL C. B. P. P.	•		The TOT
		TOTAL CO.P.P. EXACTS OF			EX CORTS.	· .		EX PLETS
	•	The EUC			OF The			Englan
	e de la companya de l	Classification			ATHALTIC			
N lo com la management a la				- 310	A	4.004.00	2000	% OF
NORTHEASTERN IMPORTING REGION	bods of Tous	% OF Exports-enc	NORTHEASTERN IMPORTING REGION	OOD'S OFTOUS	% OF	NORTHEASTERD Imparting Region	OFTON	S E(QXS-
NEW ENGLAND	54	14. a %		120	34.6%		e 107	36%
MEDLE ATLANTO	325	85.8%	rew england	L 2017	65. H/	EAST NORTH CENTE	PL 198	64%
	379	100% OR	EHO! MOK!!! COM!	347	100%00		297	100%
		State of Table	·	•	47 700F			59.3 %
	•	Explors of the Exc			THE TOTAL			into
C.B.P.P.= Container,	Banks Out	modera de Disal	A1175 A		EX BEST P			CFNE
J. Columnation		and and and			WIED'E	Tire Bours		EN-h

#### 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







Mode of Transfirmation	cec's of tons	% of Total Tounage Carried	MODE OF TRANSPORTATION	OF TOUS	TOWN ACE CANSILLE	MODE OF TRANSPORTATION	CFTTAG	TONNACE CAS
RAILROAD	1797	50.3%	RAILROAD	1048	38.3%	RAILROAD	478	45.5%
MOTOR CARRIER	1419	39.7%	MOTOR CARRIER	. 1279	10	MOTOR CARRIER		HH. 28
PRIVATE TEUCK	336	9.4%	PRIVATE TRUCK	. 371	13.67	PRIVATE TRUCK	101	9.6%

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







IN PARTILIE REGION	oco's of Teus	% of Exident enc		DOO'S FTCOS	% of Biacs-na	FRANCIS RECION	9085 OF TOUS	% of Exper
According to the control of the cont	- And Andrews Control of the Control	Actual Section	South Atlantic	54.7	8.3%	SOUTH ATLANTIC	1575	66.
South Athautic	185.8	16.0% 3847	WEST MORTH CENTRAL	432.6	65.5%	WEST HORTH CENTRAL	<i>47.3</i>	. 11.
WEST WORTH CENTRAL	H46.6	•	East South Ceumal	43.8	6.7%	EAST SOUTH CENTRAL	, 14.7	6.
EAST GOUTH CENTRAL	150 207	12.9%	WEST SOUTH CENTRAL	65.7	10.0%	WEST-SOOTH CENTRAL	. 35.7	15
WEST SOUTH CENTRAL	<b>≥</b>	17.8%		16.4	a.5%	MOUNTAIN STATES	a.1	0-
MOUNTAIN STATES	57.1	4.9%	HOUSTAIN STATES	43.8	6.7%	PACIFIC STATES	1.0	0.
PACIFIC STATES	117.9	10.1%	PACÍFIC STATES _	-			•	
8 #	1164	100% 08		657	100 % OR		A38,3	104
•		74 % OF THE			501% OF			30 The
		TOTAL CPP BLACES OF			The topl CPP EX Ques		•	The
		The EUC		÷	of the Hiddle			op i Eng
	· · · · · · · · · · · · · · · · · · ·				PTIALTIC		; , ·	
	**			•				*
NORTHEASTERN C	tous	% of expassenc	,	DOD'S DFTOUS	% OF	HORTHEASTERD	DOO'S OF TOU	5 70
	130	31.7%	IMPORTING REGION		Ex Portal		1 40	E E
MED ENGLAND	280	68·3%	New Engrand	360	55%	MADLE ATLAUTIC		
	410	100% 28	EAST WORTH CENTRAL	294	45%	EAST NORTH CENTRA	Similar committee the committee of the c	
	g - vane** .	86% OFTEN		654	100% 00	No. of Contraction of	554	
		EXPORTS OF The ELEC			49.9 % OF			7¢
C PP = CONVERTED PAIZ	RADO PAG				CAS TOTAL	<u> </u>		ERS

#### 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 (2,912,00 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



F.1.		
Exit 2 Ting Region	CONS EF	Imports
CENTRAL	417	14.3%
WEST SOUTH _ CENTRAL	356	12.2%
MOUNTAIN =	58011	19.9%
PACIFIC STATES =	1559	53.57



SOUTH ATTAINTICS	1005 CF TONS	1.5%
EAST SOUTH =	37	1.78
WEST SOUTH =	40.7	1.9%
MOUNTAIN STATES =	145.5	6.7%
PACIFIC STATES=	216102	58.8%

EAST NORTH CENTRAL 56.5 TOUS

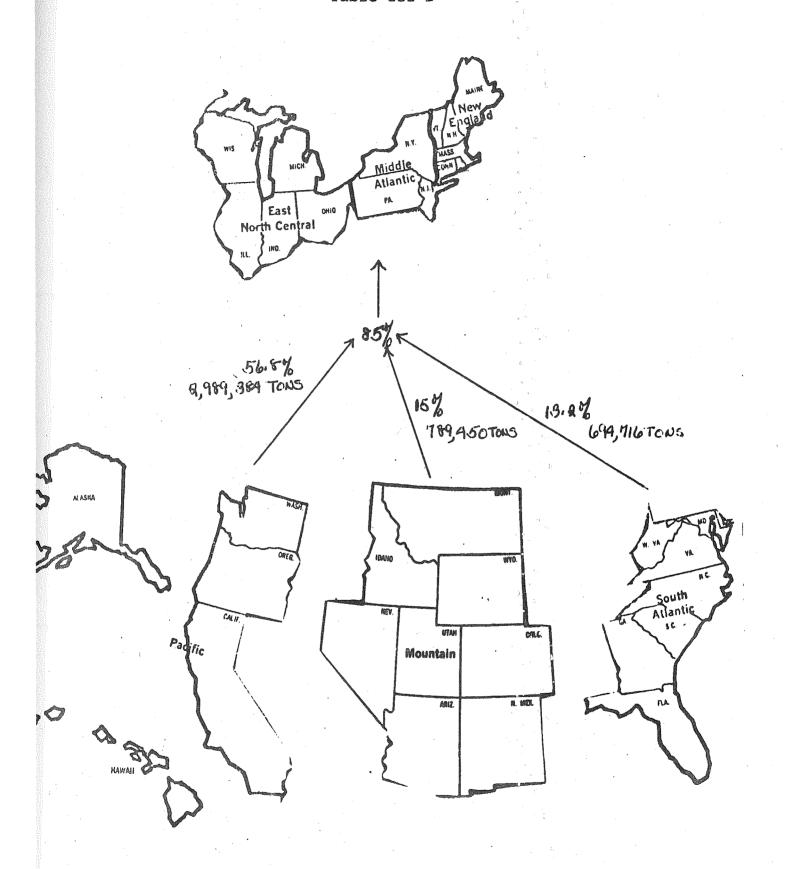


EXPORTING REGION	000'S OF TOUS	Import
BOUTH ATLANTIC =	15.7	8.3%
EAST SOUTH =	7.4	3.4%
West South = Centeal	5.8	3.1%
MOUNTAIN STATES =	15.2	४०%
PACIFIC STATES =	145	76.3%
	189.1	

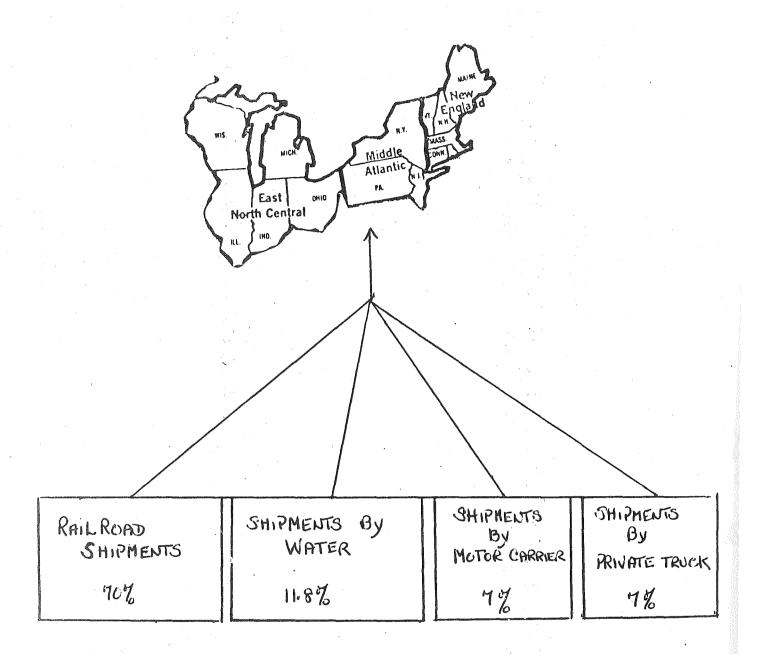
EAST NORTH CENTRAL = 19.7 TOUS

<sup>\*</sup> 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







Kode of transportation	OF TOUS	% of Total Tounge Case
PAILROAD.	2,491	85.57
10TOR CARRIER	91 <b>3</b> -4	7.3%
RIVATE TEJEK	act.5	7. 2%

MODE OF TRANSPORTATION	cròs cf trus	JOHNAGE CHOO
RAILROAD	1,636	48%
MOTOR CARRIER	145.6	0.9%
PRIVATE TRUCK	357 2	16.5%
SHIP	CAR	28.3%

MUDE OF TRANSPORTATION	OFTUS	TOWNER CHAN
RAILROAD	167.1	87.9%
MOTOR CARRIER	6.3	8.3%
PRIVATE TRUCK	15.7	5.37

### 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.

#### Improts of Millwork, Plywood and Prefabricated Wood Products Into Regions of the Northeast, 1972 able III-E







NORTHEASTERN

EXPORTING REGION

MIDDLE ATLANTIC EAST NORTH CENTRAL

EXPORTING REGION	0005 0F	NA OF
SOUTH ATLANTIC EAST SOUTH CENTRAN WEST SOUTH CENTRAN MOUNTAIN STATES PACIFIC STATES	208 255 316 180 977 1836	11.3% 8.4% 17.8% 9.8% 53.3% 98.7% of TOTAL IMAGE 10TO EAST NOATHCATAN
NORTH EASTERN, EXPORTING RECYCU	OF TOUS	% of Images
AIDOLE ATLANTIC	24	1.3% of Total indee 10 to the East worth Ceutral

•		
EXPORTING REGION	OCCS OF TOUS	Todas
SOUTH ATLANTIC	445	23.9%
EAST SOUTH CENTRAL	51	5.0%
West South Central	, 39	3.8%
MOUNTAIN STATES	107	10.4%
PARIFIC STATES	565	57.0%
	1027	82.87
		OFTOTAL
		INTO THE MIDDLE ATLANTIC
NORTH EASTERY.	2000	% OF
EXPORTING REGION	OFTOUS	IMBRS
EAST NORTH CENTRE	n an	100%
		17.27
		OF THE
		TO THE
		Middle Albanic

William -		
EXPORTING REGION	000°3 05 TOWS	% of Indices
SOUTH ATLAUTIC	106	2a-176
EAST SOUTH CENTRAL	21	5.6%
WEST SOUTH CEUTRAL	3	0.6%
MOUNTAIN STATES	69	13.4%
PACIFIC STATES	479	58. a%
	479	86% OF_
		- INTO NEW
		ENGLAND

0005

OFTOUS

78

00 OF

THARE

62%

POETS INTO NEW EXCHANGE

Imports of Millwork, Plywood and Prefabricated Wood Products Into Regions of the Northeast In 1972,

By Mode of Transportation

Table III-F

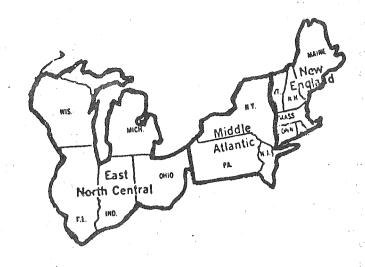






MODE OF TRANSPORTATION	cec's	% of Total Tounage Carried	MODE OF TRANSPORTATION	OFTONS	3 OFTSTAL	MODE OF TRANSPORTATION	OFTENS	age (aire
RAILROAD MOTOR CARRIER PRIVATE TRUCK	1632.8 91.6 111.7	88.9 % 5.00% 6.10%	RAILROAD MOTOR CARRIER PRIVATE TRUCK	- 0		RAILROAD MOTOR CARRIER PRIVATE TRUCK	1	92% 4.4% 3.6%

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



MODE OF TRANSPORTATION	OFTONS	% of Total Tonnage Carried
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 ports 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 perfrom the West North Central states, and 13.6 percent from The East North Central region imported 46.3 the Pacific states. 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 misscellaneous 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







		and the same of th	
xporting Region	00030F	TMBATS	
OUTH ATLANTIC	67	4.3%	
JEST MORTH CENTRAL	249	15.67	
AST SOUTH CENTRAL	419	46.3%	
VEST-SOUTH CENTRAL	103	6.6%	
PACIFIC	422	97.2%	
	1554	98.3% of TOTAL IMPORTS	
		east werk Central	
•			
KARTING REGION	oods of tous	% of Inforts	
ew engrand	27.6	1.7% of TOTAL INCES	
		CELTRAL	

Exporting Region	2005 OF TOWS	EMBRIS -
SOUTH ATLANTIC WEST NORTH CENTRAL EAST SOUTH CENTRAL WEST SOUTH CENTRAL PACIFIC	149 143 106	50.4% 14.0% 19.1% 2.9% 13.6%
	781	86.7% OF TOTAL IMPORTS INTOTHE MINDUE. ATLANTIC
NORTHEASTEAL / EXPORTING REGION	000/3 of tous	% of Impars
NEW ENGLAND	44	36.79
EAST NORTH CENTRAL	120	19.3% OF DIAL IMARTS IUTO THE HARLE

XIDETING REGION	000'S 05 TONS	IMBUZ P OF
South Atlantic NEST NORTH CENTER EAST SOUTH CENTR NEST SOUTH CENT	AL 42	29.5% 3.6% 34.7%
PACIFIC	40	33.1%  Sq. 6%  OF TOTAL  INFORMS  INTO  NEW  EUCLAND
MORTHEASTERU. Exidring Region	oods oftows	Ingge % of
GAST NORTH CAUT	201 22	100% 15AB BY TRIPL IMBERS NEW NEW ENGLAND

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

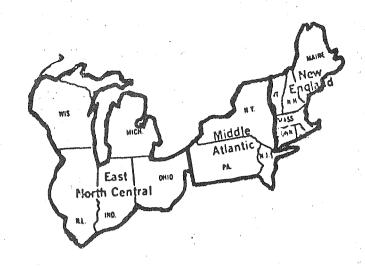






						•		3.4
OJE OF RANSPORTATION	COCKS OF TONS	% of Total Tounage Carrido	MODE OF TRANSPORTATION	OF TOUS	JOHN ACE CARRED	MUDE OF TRANSPORTATION	coo's oftens	TOWNES GARRIED
AILROAD	1015	65.37	RAILROAD	HH	56.3%	RAILROAD	78	645%
OTOR CARRIER	220	14.24	MOTOR CARRIER	. 57	7.3%	MOTOR CARRIER	13	18.4%
rivate teuck	319	20.5%	PRIVATE TRUCK	283	36.27	PRIVATE TRUCK	10	8,3%
		40 010				SHIP	18	14.9%

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



MODE OF TRANSPORTATION	of Toks	% of Total Tonnage Carried
RAILROAD	1534	62.5%
MOTOR CARRIER	892	12.5%
PRIVATE TRUCK	612	a5.0%

### 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.

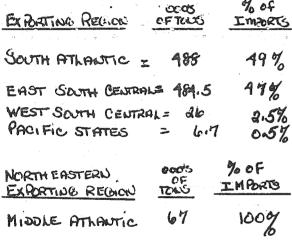
Unlike furniture imported into the Northeast by truck,

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.







RECION RECION	DOO'S CF TOWS	In document
SOUTH ATLANTIC :	702	15%
EAST SOUTH =	¥15.3	834
WEST SOUTH =	9.4	1%
PACIFIC STATES =	9.4	12
	936	•



EXPORTING REGION	of trus	To of Imports
South Athantic	194	72%
ERST SCUTH CENTRAL	48	25%
NORTHEASTERN Exporting Region	ODO'S OF TONS	% of Import
MIDDLE ATLANTIC	14.4	61%
EAST NORTH CENTRA	L 47.6	39%

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



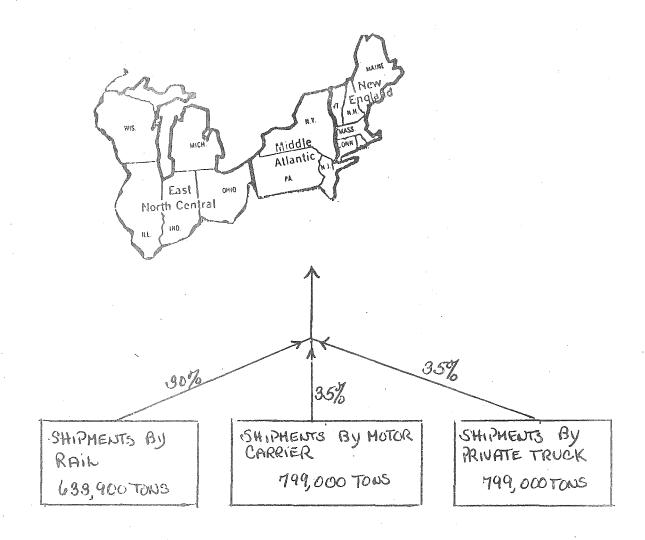




MODE OF TRANSPORTATION	of tons	% of Total Tounage Carried	MODE OF TRANSPORTATION	COUS OF TONS	JOHN AGE CHICATE	Mode of Transportation	OPTINS	TOWAGE GAR
RAILROAD	220	22%	RAILROAD	367	99.2%	RAILROAD	38	22%
MOTOR CHRRIER	397	39.5%	MOTOR CARRIER	_	30.4%	MOTOR CARRIER	44	25.6%
PRIVATE TRUCK	388	38.5%	PRIVATE TRUCK	284	30.40	PRIVATE TRUCK	90	52.4%

Mode of Transportation	APTINS	% of Total Tounage Gar
RAILROAD	38	22%
MOTOR CARRIER	94	35.6%
PRIVATE TRUCK	90	52.4%

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

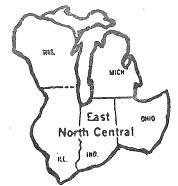






	RL. SINO.				V			
Exporting Region	000'5	2 cf	Expering Region	ooc's of tons	% OF IMPORTS	EXPORTING REGION	cools of	% OF I MADE!
OUTH ATTAINTIC :	495	IV12085	South ATLANTIC =	<i>S</i> 18	47%	South ATLANTIC	88	35.6%
VEST NORTH	<i>a3</i> 4	13.1%	East South : Central	310	98·3K	EAST SOUTH CENTRAL	78	.३।. ६४
CENTRAL -			West South =	194	176%	West South Central	60	24.4%
CENTRAL -	443	24,9%	WEST WORTH =	:34	30.9%	WEST NORTH CESTRAN	4.5	1.8%
VEST SOUTH - CENTRAL	515	28.9%	PACIFIC =	45	4.10%	PACIFIC	17	6.9%
PACIFIC STATES =	93.5	5.3%		1,101			247.5	
	1,780.5							
YORTHEASTERU , EXPORTING REGION	00013 07 TOUS	% OF Emplores	NORTHEASTERN. Ex Purting Regio	0005 0FT0US	% of Imparts	NORTHEASTERN Exporting Region	oo's of tous	I MADE
ven england	897	71%	NEW ENGLAND	= 1,087	W 7	EAST NORTH CENTRAL	126	35.2%
1.0DLE ATLAUTIC	364	29 %	EPST NORTH CENTRAL	= 611	36%	MIDDLE ATLANTIC	A = 1	LA. 8%
	1,261			1,698			303	

## Imports of Paper (Except Building Paper) Into Regions of The Northeast in 1972 By Mode of Transportation Table III-0





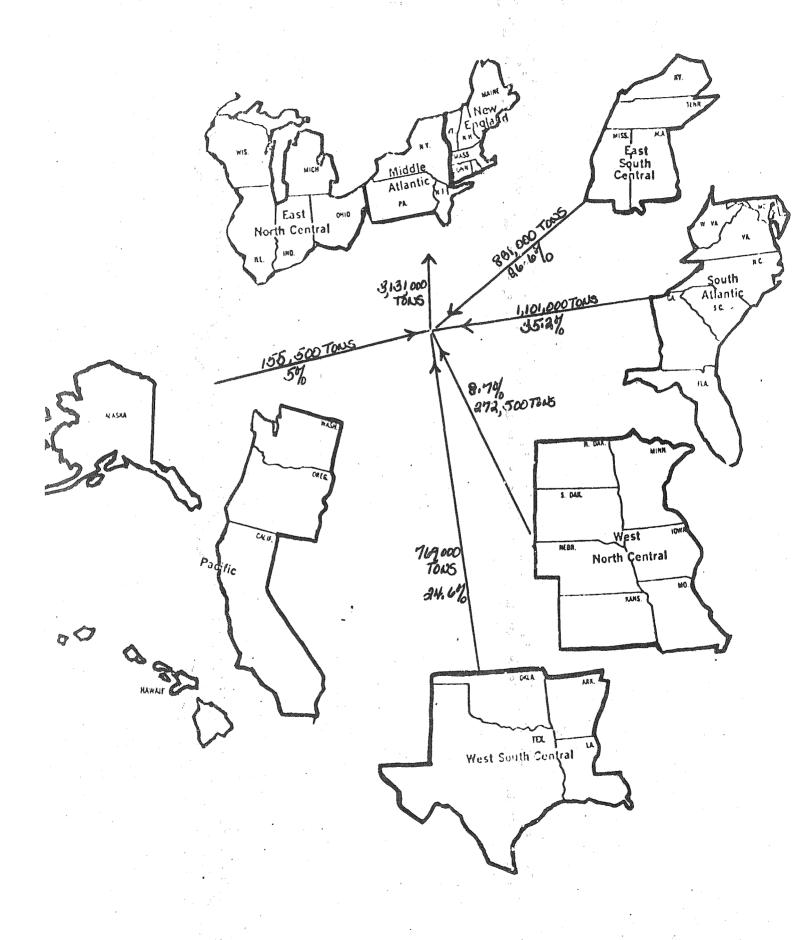


Mode of TRANSPRIATION	occus of toks	% of Total Tounage Carried	MODE OF TRANSPORTATION	ords of tons	10NN AGE CANSILL	MODE OF TRANSPORTATION	COO'S OFTENS	% of Total
RAILROAD	1274	71.5%	RAILROAD	786	71.4%	RAILROAD	i56	63%
MOTOR CARRIER	481	27.07	MOTOR CARRIER	<i>a98</i>	d7.18	MOTOR CARRIER	90	36.3%
PRIVATE TEUCK	27	1.5%	PRIVATE TRUCK	17	0.59	PRIVATE TRUCK	2	0.7%

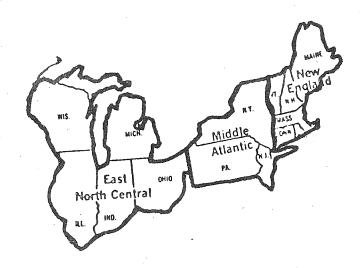
Omports of Paper (Except Building Paper) Into Regions of the Northeast in 1972 by Mode of Transportation

Table III-0

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 Transporation
Table III-Q



MODE OF TRANSPORTATION	odo's oftons	% of Total Tonnage Carried
RAILROAD	2216	70.8%
MOTOR CARRIER	869	d7.8%
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 Scuth 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.

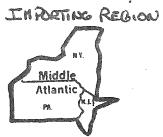
The East North Central region imported 51.7 percent (860,000 tons) of the Northeast's converted paper product imports in 1972. The Middle Atlantic region imported 35.2 percent (586,000 tons) and the New England states imported 13.1 percent (215,000 tons) of the Northeast's imported converted paper products.

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%).

I MORMOS REGION





	e
IMPORTING	REGION
	W
J mane S	
Alleni Viin.	
n/Englado	
18.8	
COULT CO	

itt.	180.							
EXPORTING REGION	800'S OF TOUS	% OF IN ROCKS	EXPORTING REGION	0005 0FT0NS	% of Indes	Eirbetine Region	apols oftons	S OF LINDES
OUTH ATKANTIC AOT SOUTH CENTRAL UEST SOUTH CENTRAL ACIFIC STATES	444 187 152 77 860	51.6% A1.7% 17.7% 9.0% 100% OR 67.2% OF TOTAL CPPEMPATS OF ENC	South Atthautic East South Ceutral West South Ceutral Pacific States	413 105 63 5 586	17.9%	SOUTH ATLANTIC EAST JOUTH CENT WEST SOUTH CENT PACIFIC STATES	ral at	15.1% 5.6% 11.2% 8.2% 100% 02.30% 600 TEML 0PPDMATS 0FNEW ENDMAND
JORTH EASTERU EXPORTING REGION	bods of Tows	% of Indees	MORTHEASTERN BURGHEASTERN	00045 0F 1 0613	% of Indeed 60.5%	NORTHEASTERN . EXPORTING REGIO		% of IM205

JORTH EASTERY Exporting Region	oods of Tows	% of Indets	MORTHEASTERN BRADETING REGION	ood's Of Tous	% of Indre	NORTHEASTERN . EXADRIMG REGICU	ODOS OF TOUS	% OF IM825
MEW ENGLAND	299 195 H1 9	70,2% 29,8% 100% 02	NEW ENGLAND EAST NORTH CEUTPAL	429 280 1091	60.5% 39.5%	MIDDLE ATTANTE EAST NORTH CEUTEAU	360 130 490	73.5% - 26.5% - 100% - 100%
		39.8% OF TOTAL CPP TOTAL CPP TOTAL CPP OF ELEC			54.7% OF BAB OF? IMAC OF MIDDLE PATIGNATIC			CF TOTAL CPRIMACE OF NEC ENGLAND

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

Table III-S





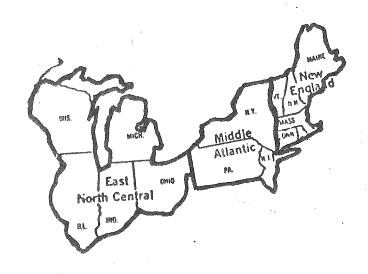


ODE OF RANSPARTATION	er ions	% of Total Tounge Cargo	MODE OF TRANSPORTATION	OFTONS	TOWN AGE CRASH	Mode of Transportation	OFTOUS	Townse (Hard
ALROAD	644	75%	RAILROAD	289	49.34	RAILROAD	173	80.5%
OTOR CARRIER	161		MOTOR CARRIER	142.	24. 2 %	MOTOR CARRIER	aa	10.2%
RIVHTE TEVEK	<i>55</i>		PRIVATE TRUCK	155	26.5%	PRINATE TRUCK	do	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



MODE OF TRANSPORTATION	OFTEND	TONNAGE CARRIED
RAILROAD	1106	66.670
MOTOR CARRIER	395	19.6%
PRIVATE TRUCK	230	13,8%

G. <u>Domestic imports of paperboard, pulpboard and fibreboard</u> 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 porducts 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



000'5





KMORTING REGION	<u>of tous</u>	IMBRIS
DUTH ATTAUT'S	8213	52.8%
EST NORTH CENTRAL		
AST GOUTH CENTRAL	981	23.4%
JEST SOUTH CENTRAL	. 880	a1.0%.
LOUNTAIN STATES		
PRIFIC STATES	114	8.5%
	9188	100% 00
		98.1% OF THE
		TOTAL PPF Imports of
		The EUC
XTHEASTERY	ods of	84 DE
KRRTIPG REGION	TOUS	THYORS
EM ENGLAND	94	41.5%
NOOLE ATLANTO	48	585%
,	8.3	100% 00
To the second se		1.9 % OFTERN
		Dimports of the eve
The second secon		

Explating Region	ODD 3 OF TONS	THOUS	
South Atlantic West worth Central	2260	76.0%	-
East Sbuth Ceural	8 00	13.5%	St. anneted St. of St.
WEST SOUTH CENTER	n 807	10-38	
HOUTHIN STATES			Sperior (Spinoration
PACIFIC STATES	6000	0.2%	
	2973	100%0R	
		THEFT	
		Imbris of the	endergreen endergreen
		HOOLE	
	- 340		ATTENDED TO STREET, ST
Northeastern Exabrting Region	OOD'S OFTENS	THOUS THOUS	uchyddiniaidddinia
NEW EUGLAUD	107	20.5%	ADTORUST SEPTEMBER
EAST HORTH CENTRA	Control of the Contro	19.2%	o king gapacated friends
	514	100% DE	MANAGED SERVICE
		The Teral	- Spenger

*		the em
Exarting Recion (	ECOS OF TRUS	36 of Impas
South Atlantic	705	76.44
WEST HORTH CENTRAL		
EAST SOUTH CENTRAL	. 116	12.6%
WEST SOOTH CELTRAL		10.6%
MOUNTAIN STATES		
PACIFIC STATES	2.5	0.3%
	923	100%00
	, , , , , , , , , , , , , , , , , , , ,	624 % OF
	•	The TOTAL
		Indes
	•	of New England
•		
		Starting Comments
northeastern Exporting redico	ODO'S	THIDE
NHOLE ATLANTIC		74.68
EAST WORTH CENTRE	x 50	25°4%
	197	
	ù ·	1706Epcf
(55:00-7:00-00-00-00-00-00-00-00-00-00-00-00-00-		TOTAL .

Table III-V





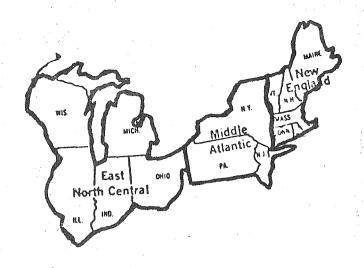


OJE OF RANSPARTATION	cock of tous	% of Total . Tounge Carrie	Mode of Teausportation	OF TOUS	TOWN AGE CROSHE	MODE OF TRANSPORTATION	OPTUS	TOWAGE GARAGO
ALROND	3977	95%	RAILROAD	A633	894	RAILROAD	875	25%
OTOR CARRIER	175.4	4.24	MOTOR CARRIER	265	98	MOTOR CARRIER	42	4.5%
ZIVATE TEJEK	86	0.8%	PRIVATE TRUCK	56	27	PRIMATE 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



MODE OF TRANSPORTATION	opo's oftono	% of Total Tonnage Carried
RAILROAD	7,485	93%
MOTOR CARRIER	482	6%
PRIVATE TRUCK	98	1%

## H. <u>Domestic imports of containers and boxes into the North-</u>east 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 wer 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

East one North Central



	٥	
IMPORTING R	දිල ලෙදු	
MAINE		
New England		
Man S		
COLB		

DUTH ATLAUTIC III & IEST WORTH CENTRAL 350 M IAST GONTH CENTRAL 47.5 IOUNTAIN STATES PACIFIC STATES 301.5 100 344.5	A.1% GOUTH AT WEST NO EAST SON MOUTHIN PACIFIC & C. 6.9.P. DOTTE OF THE CORP.	LANTIC 473 ARTH CENTRAL 48 OTH CENTRAL OTH CENTRAL 14 STATES	2.6%	EXARTING RECTION  SOUTH PHILANTIC  WEST NORTH CENTRAL  WEST SOUTH CENTRAL  MEST SOUTH CENTRAL  MOUNTAIN STATES  PACIFIC STATES	41	200 200 14.5% 14.5% 11.0
EW ENGLAND 190 45  RODLE ATLANTIC 227  H17 1009  4547  1509	EXPORTION NEW EUR	6 REGION OF TOUS	ATIMITIC  % OF EMBES  24.8%  76.2%  100% OF  THE TOTAL  IMPRETS of  MIDDLE OF	, ,		69%

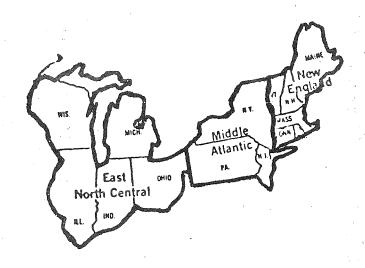
## Imports of Paperboard Containers and Boxes Into The Northeast In 1972 By Mode of Transportation Table III-Y







MODE OF TRANSPORTATION	orcis of Tous	% of Total Touning Carried	MODE OF TRANSPORTATION	OFTICUS	JOHN AGE CARRED	Mode of Transfortation	OOC'S OFTENS	% of Total Tonnage Gar
RAILROAD	131	26.1%	RAILROAD	97	18.2%	RAILROAD	23	41.8%
MOTOR CARRIER	326	65.09	MOTOR CARRIER	155	29%	MOTOR CARRIER	19	34.5%
PRIVATE TEUCK	45	8.9%	PRIVATE TRUCK	282	52.8%	PRIVATE TRUCK	13	23.6%



MODE OF TRAUSPORTATION	of Tons	% of Total Tonnage Carried
RailRoad	251	23%
MOTOR CARRIER	500	45.8%
PRIVATE TRUCK	340	31.2%

The state of the s

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 26,484,600 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

IMPORTED PRODUCTS	EAST NORTH CENTRAL	MIDDLE ATLANTIC	NEW ENGLAND
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 snipped 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 Englands 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

TONS OF FOREST PRODUCTS	PERCENT OF TOTAL TONNAGE IMPORTED
1,277,000	3.3%
330,000	8.5%
199,000	5.2%
15,000	0.4%
79,000	2.0%
501,000	13.0%
1,460,000	38%
997,000	25.9%
463,000	12.0%
3,861,000	
	PRODUCTS  1,277,000  330,000  199,000  15,000  79,000  501,000  1,460,000  997,000  463,000

#### 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 un-avavailable. 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 side 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.

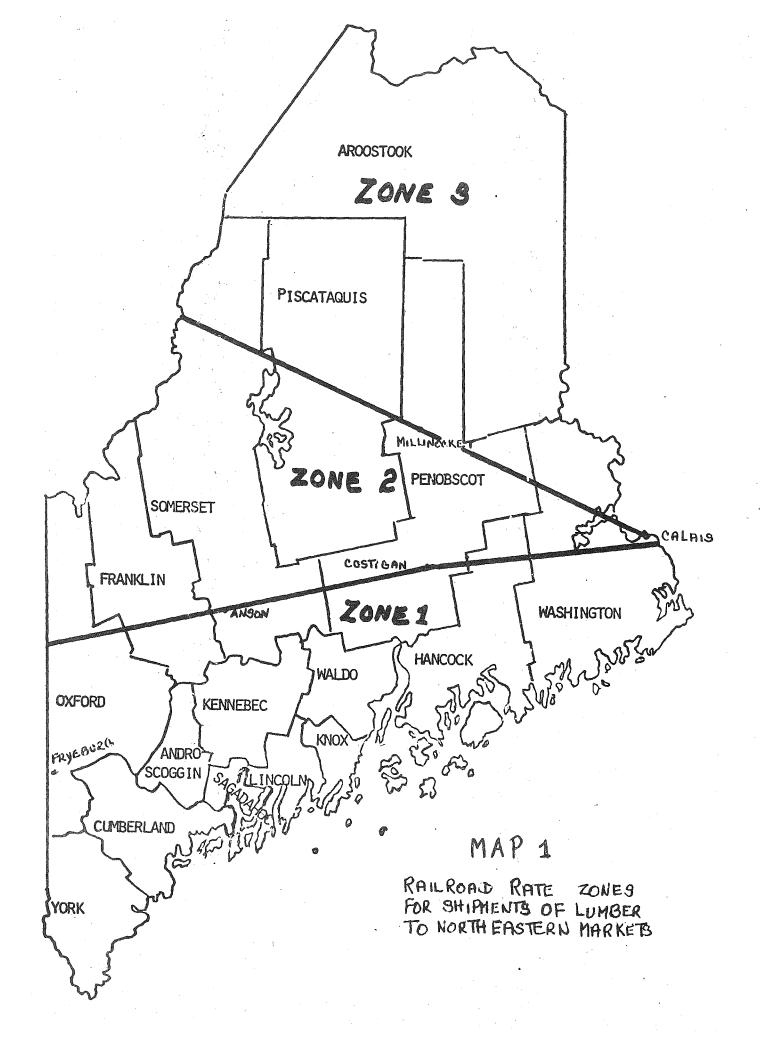
As a result of the marketing picture of New England forest products, developed by the Census Bureau as well as by state officials, 5 specific destination points were selected as markets for Maine forest products. The markets are Boston, Chicago, Cleveland, New York, and Philadelphia. While most New England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

		TO:Boston			Philadelp	hia
	Present * Ac Rate		ferential	Present Rate	Adjusted Rate	 Differential
FROM: Ashland	.0069¢ .0	0089	29%	.0098	.0108	+10.2%
Calais	.0066¢ .(	0092	39%	.0098	.0110	+12.2%
Costigan	.0051¢ .0	0064	25%	.0089	.0092	+ 3.4%
Fryeburg	.0039¢ .0	0039		.0076	.0076	

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

<sup>\*\*</sup> 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.

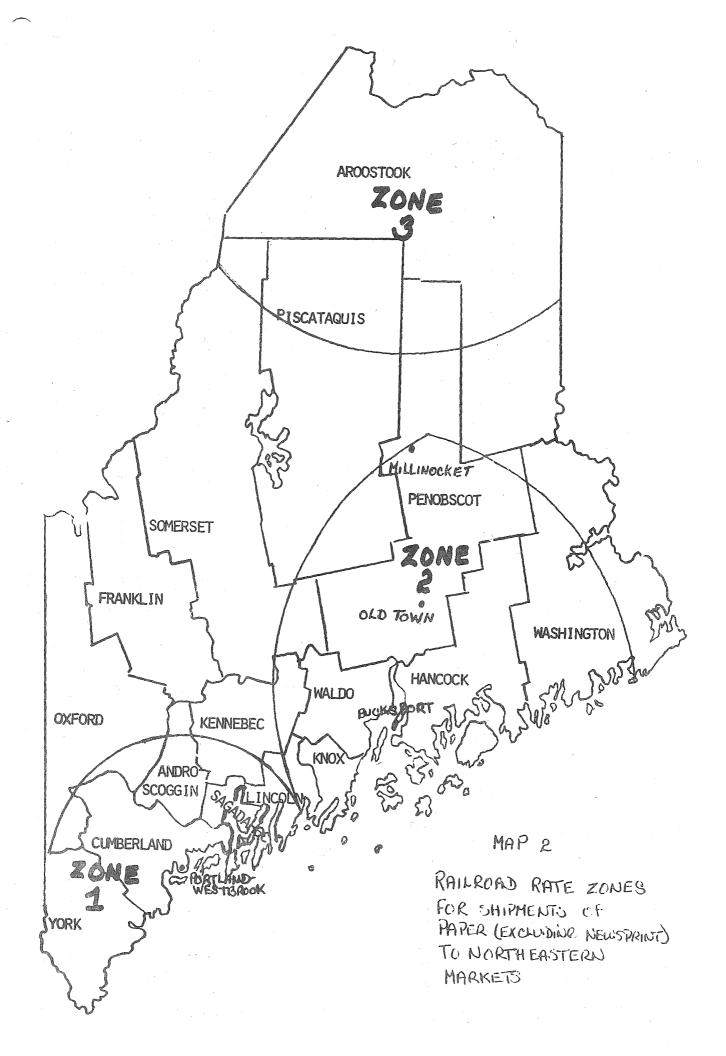
According to the data, railroad rates for shipments of lumber from zones 2 and 3 in Maine to Boston and Fryeburg are less per mile than rates charged for shipments of lumber from Fryeburg to Philadelphia. Railroad charges based on zone 2 rates and mileage and computed proportionately for zones 3 and 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.



-109TABLE V-B
\*COSTS PER POUND FOR SHIPMENTS OF
PAPERS FROM MAINE TO CLEVELAND AND NEW YORK

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

\*Rates are Per Pound

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.

<sup>\*\*</sup>The Adjusted Rate is lower by 42%

<sup>\*\*\*</sup>The Adjusted Rate is lower by 20%

TABLE V-C
TRUCK RATES FOR LUMBER SHIPMENTS

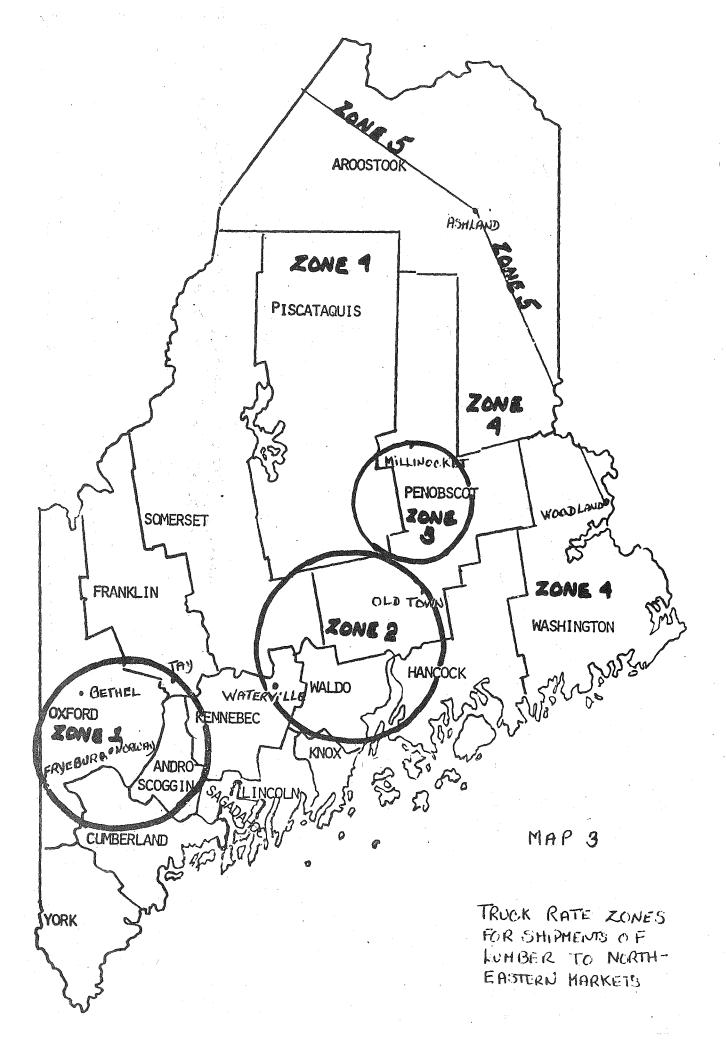
MILES	RATE PER MILE
135-140 141-145 146-200 201-350 351+	\$1.12 1.07 1.01 .96
	• • • • • • • • • • • • • • • • • • • •

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 l (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 ship ments 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

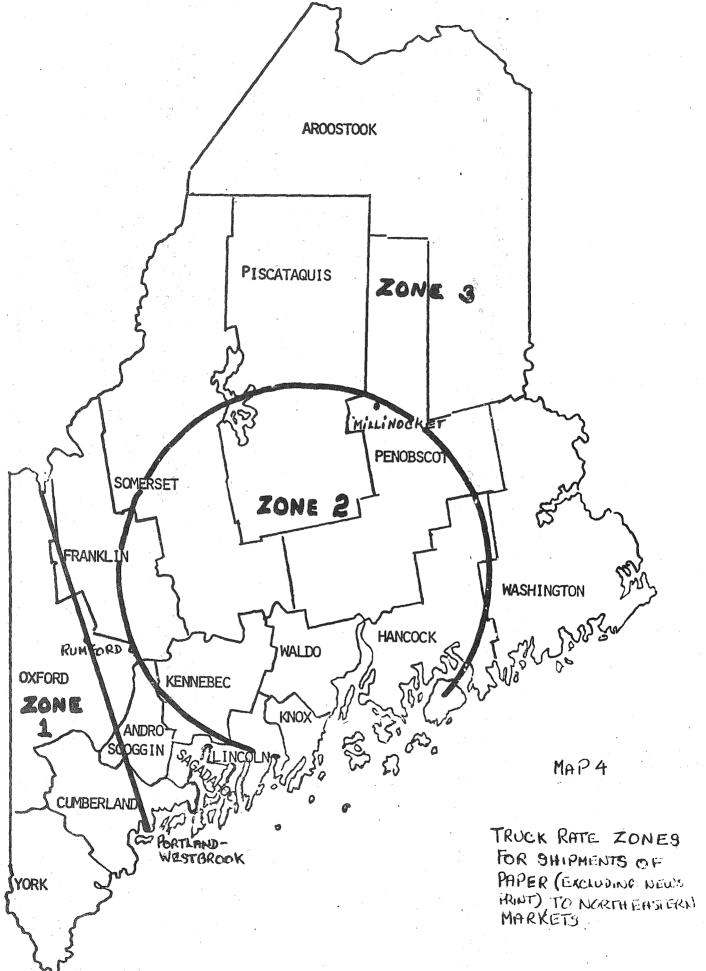


truck rates per pound for lumber shipments to the same destination points. Other costs, however, must be added into the railroad transportation costs that do not apply to truck transportation. Costs for loading and unloading for example must be added. If a firm does not have a railroad head to receive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



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 Atlantia, 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	tial	tial	Differen- tial
FROM:		<del></del>	(Sacramento)	(Atlanta)	( <u>Birmingh</u> am)	(Sacrame	nto)(Atlant	ta) (Birming
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%	-12.0%	-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		ar.	
Denver, Colorado	1934	.0283	.0178	.0258	.0247			
Sacramento, Calif.	3095	.0285	.0285_	.0413	.0395			
			TO:PHILADELPE	HIA				
FROM:		*						
Ashland, Maine	691	.0098	.0067	.0096	.0091	-46%	-2.1%	<b>-7.</b> 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		+478	+39%

Differential Rate - Sign Indicates relationahip 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

-118-

TO:	NEW	YORK
- J. '- J. o	1.10 July 1979	

From:	Miles	Present Rate PER LB.	Adjusted Rate (St.John)	Differential- Adjusted Rate
Millinocket,Me. Woodland, Me.	537 630	.0129¢ .0107¢	.0112¢ .0088¢	-15.2% -21.6%
Clermont, Que. Dalhousie, N.B. St. John, N.B.	656 1040 796	.00975¢ .0122¢ .0112¢		
TO:PHILA	DELPHIA			
From:				
Millinocket, Me. Woodland, Me.	629 721	.0143¢ .0119¢	.00807¢ .00925¢	-77.2% -28.6%
Clermont, Que. Dalhousie, N.B. St. John, N.B.	744 1138 888	.0152¢ .0131¢ .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 YO	RK	*			
From	Mileage	Present Rate	Adjusted Rate (Canton, N.C.)	Adjusted Rate (Erie,Pa.)	Rate	Adjusted Rate (Jackson- ville,Fla
Canton, N.C. Chagrin Falls,	832	.0104¢				
Ohio	571	.0087¢				
Erie,Penn. Jacksonville,	496	.0080¢				
Fla.	838	.0124¢				
Kalamazoo, Mi.	800	.0107¢				
Middletown,Ohio No. Tonawanda,	785	.0098¢				
N.Y.	396	.0071¢				
Potsdam, N.Y.	515	.0067¢				
Richmond, Va.	341	.0067¢				
Madawaska,Me. Millinocket,Me. Westbrook,Me. Bucksport,Me.	679 537 355 496	.0208¢ .0092¢ .0077¢ .0095¢	.0085 .0067 .0044 .0062	.0109¢ .0086¢ .0057¢ .0080¢	.0090 .0071 .0047 .0066	.0100 .0079 .0052 .0073
			Adjusted Rate Differ- ential (Canton)	Adjusted Rate Differ- ential (Erie)	Adjusted Rate Differ- ential (Kalama- zoo)	Rate Differ- ential
Madawaska - Millinocket - Westbrook - Bucksport -	Total Control		-145% -37% -75% -53%	-91% -7% -35% -19%	-131% -30% -64% -44%	-108% -16.5% -48% -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 shiped 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.	Rate	Adjusted Rate (Erie,Pa.)	Rate	Adjusted Rate -(Kalamazoo Mi.)
	Conton N.C	740	00044				
	Canton, N.C.	740	.0094¢				
	Cagrin Falls,Ohio		.0080¢				
	Erie, Penn.	515	.0077¢				
	Jacksonville, Fla		.0116¢				
	Kalamazoo, Mi.	796	.0101¢		(Y)		
	Middletown, Ohio	694	.0091¢				
	No.Tonawanda, N.Y.		.0060¢				
	Potsdam, N.Y.	607	.0079¢		J		
	Richmond, Va.	250	.0052¢		4		
	Bucksport, Me.	5 <b>78</b>	.0096¢	.0073¢	.0086¢	.0088¢	.0073¢
	Millinocket, Me.	629	.0104¢	.0079¢	.0094¢	.0096¢	.0075¢
	Madawaska, Me.	771	.0228¢	.0075¢	.01153¢	.01179¢	.0098¢
	Westbrook, Me.	444	.0223¢	.0056¢	.0066¢	.0068¢	.0056¢
	wescurook, Me.	3.1.1	.0007g	.0030gc	.0000p	.0000g	.0030jc
				(Canton)	(Erie)	Jackson-	(Kalamazoo)
					Adjusted	ville)	Adjusted
				Rate	Rate	Adjusted	Rate
				Differ-	Differ-	Rate	Differ-
		•		ential	ential	Differ-	ential
	•	٠				ential	
	•				,		
	Bucksport, Me.			-31.5%	-11.6%	-9.0%	-31.5%
٠	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 or 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 pount 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 oercent 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

From:	To:	Boston	Chicago	Cleveland	New York	<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¢
Greembay, 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	Rate	Rate (Rich-	Rate (Chagrin	Rate Differ- ential	Rate Differential (Chagrin Falls
	Chagrin Falls, Ohio Glen Falls, N.Y. Kalamazoo, Mi. Richmond, Virginia	571 222 800 341	.0150¢ .0070¢ .0177¢ .0079¢				
	Madawaska Millinocket Westbrook Rumford	662 529 317 387	.0166¢ .0142¢ .0123¢ .0122¢	.0153 .0122 .0073 .0090	.0173 .0138 .0083 .0101	-8.5% -16.4% -68.5% -35.5%	+4.2% -2.9% -48.2% .20.8%
Rate   Rate   Rate   Rate   Rate   Differ-   Differential   (Chagrin Falls, Ohio   S71   .0150¢   .0170¢   .0177¢   .0177¢   .0177¢   .0177¢   .0150¢   .0177¢   .0150¢   .0177¢   .0150¢   .0177¢   .0150¢   .0177¢   .0150¢   .0177¢   .0150¢   .0177¢   .0150¢   .0177¢   .0150¢   .0178¢   .0079¢   .0178¢   .0079¢   .0184   .0079¢   .0184   .0079¢   .0185   .0185   .0185   .0188							
	From:	Mileage	Rate	Rate (Rich~	Rate (Chagrin	Rate Differ- ential (Richmond	Rate Differential (Chagrin Falls
	Glen Falls, New York Kalamazoo, Michigan	314 796	.0080¢ .0134¢				
	Millinocket, Me. Westbrook, Me.	629 417	.0147¢ .0127¢	.0146	.0139 .0125	-0.7% -32.3%	+28.5% -1.6%

# 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

Appendices

POINTS OF ORIGIN POINTS OF POINTS OF ORIGIN POINTS OF ORIGIN DESTINA-Bodlin Army JACKSON MER HARMVILLA TIM ATLENTO. GA. Sizeraned Old Pollnona. Pla TION COST QUANTIT COST YTTTY**NA**UC COST TTTMAUC COST WUANTITY COST HANTITY COST 100,000160 locanibs! 1610.00 100,00 bs \$1360,00 kgacibs \$ 1382-00 100,000 lbs \$1472.1 BOSTON 1478,00 1736 00 100 miles CHICAGO 953.00 1472.00 994.00 1008.00 708.00 7.3. a 994.00 CLEVELAND 994.00 1460,00 119200 764.00 820.00 A SOUTH TO SECOND NEW YORK 1214.00 1387.00 11.5400 123200 1520.00 126A.Ci PHILADELP 1182.00 1290.00 1082.00 1154.00 1426.20 1192.0. POINTS OF POINTS OF ORIGIN POINTS OF ORIGIN POINTS OF ORIGIN DESTINA-TION UNNTITY COST UNTITY COST QUANTIT COST YTITMAU COST COST COST TITMAUC UNITITY 750 TO COMPANY La Col 100,000 ts \$ 953.00 POSTON CONTRACTOR OF STREET CHICAGO 1128.00 CLEVELAND 942.00 7.35.00 NEW YORK PHILADELPI置A JE 00

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

POINTS OF	POINT	S OF ORI	gin k	UHBER	P(	DINTS OF	ORIGIN	LUHBE	R P	OINTS OF	ORIGIN	LUMBE
DESTINA- TION	ATLANTA (			N KENTUCK COST	TROVERSE QUANTITY		CHARBATE DUANTITY		PORTLA	OREGN COST	MEM 24C	COST
BOSTON	60,000 bs	J9		900.00	અજ્ઞ	8 840.00	541000(64	R	70,0001b3	B 1953.00		જ
CHICAGO		740.00		465.∞		હુત <b>ે</b>		792.00		1673.00		58A.00
CLEVELAND		74.00		402.00		480.00	200	714.00		1918,00		714.00
NEW YORK		810.00		786·00		804.00		678.00		1953.00		1,026.00
PHILADELPH	I A	762.00	Y	4 <i>86.0</i> 0	V	804.00	V	582.00	V	1953.00	V	966.00
FOINTS OF DESTINA-	POINT	S OF ORI	GIN LU	MBER	PC:	INTS OF	ORIGIN	LUMBE	R P	OINTS OF	ORIGIN	LUNBER
NOI'F	SEATTLE, UANTITY	COST	GECTIES WANTITY	,,	GREEN R WANTITY	AJ Wise. COST	QUANTITY	COST	(TITVAUC)	COST	ZTITIVAUC	COST
	79001bs	<sup>2</sup>  9 <i>5</i> 3. <b>0</b> 0	60,000 lbs	Je16.000	bi) amiles	1,110.00						25/10
CHICAGO		613·00		630.CQ		d73.00		ov.				7
CLEVELAND		1918.00		474.00		588.00						
NEW YORK		1953.00		630.00		1,002.00						
PHILADELP	F V	Pl.53-00		558·00		1,026.00				The second secon		
· Manual Transcourt						Append William Co. Co.						

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

	POINTS	OF ORIGI	N		POI	NTS OF OR	IGIN		Ţ	OTATIC OF	UDICITY:	archementalist and There
POINTS OF	CALHOUN,	TENN.	MANISTIC	UE, MICH.	MOBILE,	ALABAMA	CORNER B	ROOK NEDL	QUEBEC C	ITY, QUE	CLERMONI	
ESTINATION	<u>ÖLYALITA</u>	COST	QUANTITY	COST	CATAILTEN		QUANTIT	COST		COST	57.7.7.7.7.	COST
OSTON	140,000 165	3,028.00	40,000 lbs	976.00					1.70,000/55	3 1,595.00	132,000 155	5 1.743.00
HICAGO	18C, CCC 16S	1,236.00	40,000 lbs	8 380.00	120,000	\$ <sub>1,534.00</sub>	100,000 103	1,680.00	120,000 lhs	1.945,00	12(100)165	s 2,341,00
LEVELAND	120,000 165	1,310.00	. 40,000 lbs	648.00			100,000 lbs	1,690.00	120 00/15	1,380.00	Ido, coo los	416.00
EW YOPK	120,0001bs	1,752.00	40,000 lbs	904.00	Dec. of the second seco				120,000/65	1,743.00	120,001/5s	\$ 1176.00
HILADELPHI	12120,000165	1,971.00	.40,00016s.	8 976.00					120,000,00	1,971.00	120,000 155	1,824.00
	POINTS	S OF ORIGI	7.		ЪС	INTS OF O	RIGIN			POINTS OF	ORIGIN	
OINTS OF .	DALBOUDI	E, NEW BR.	ST. JOH	N, NEW BR.					l'		1	
والأكاسات ووالمساكات	/						. The same of the	Terreside Visitation Control	* BATTER STATE OF THE PARTY OF	AMERICAN PROPERTY.	, 20,000,000,000	<del> </del>
. A	2020	CCST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	CONTIN	COST
OCTOR	130,000 160	8 1741.00	Trace of Warmer		QUANTITY	COST	QUANTITY	COST	QUANTITY	COST		COST
OSTON HICAGO		8 141.00 1 141.00	13 <i>5,0001b</i> 5	\$1,431.00	QUANTITY	coex	QUANTITY	COST	QUANTITY	COST	SSONEDATION	COST
!ICAGO	IAO, CCOlbs		135,000/bs	3,439.00	2/1/2	COST	QUANTITY	COS	OUANTITY	COS		COST
	120,000lbs	1,548,00	135,000/bs	\$1,431.00 3,439.00 2,175.00		COST	QUANTITY	COS	QUANTITY	COST		COST

	POINTS	OF ORIGI			POL	NTS OF OR	IGIN			POINTS OF	ORTGTY	
POINTS OF	ALBANY, O	REGON	CAMAS, W	VASHINGTON	HOUSTON,	TEXAS	JACKSONV	ILLE, FLA	KAUKAUN	A, WISC.	MIDDLETC	WN, OHIO
ESTINATION	QUANTITY	COST	QUANTITY	COST	OLVALILLA	_COST_	QUANTIT	COST_	QUANTITY	COST	GTYZÜLLE I	COST
OSTON	100,000 185	3,170.00	100,000 1bs	8 3,170.00	90,000 LBS	1,755.00	1dic, occ 16s	8 JUASICO			130,000185	\$ !,355.00
HICAGO	loojeee LBS	8 3,630.00	100,000 15s	d, 620.00	90,000ABS	1,143.00	120,000160	1,560.00	90,00 NBS	9 932:00	idoporkas	626.00
LEVELAND	100,000 KBS	2,910.00	100,000 kBs	3,91C+00	90,000 LBS	1,341.0C	IdG, acolbs	1,542.00			idição les	556,00
EW YORK	log our LBS	3,170.00	100,000 Kbs	S, 170.00	90,000 NBS	1,593.00	120,000 165	1,489.00			120,000 185	1,176.60
TIADELPHI	alog exo las	3,170.00	100,000 LBS	3 3,170.60	90,000185	1,539.00	120,000165	1,400-00.			120,000 135	1,098.00
	POINTS	OF ORIGI	N			INTS OF O	17-11-1			POINTS OF	ORIGIN	
DINTS OF		NDA, N.Y.				VIN, OREGO	-					
STIVATION	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	CUANTITY	COST	QUANTITY	COST	QUANTITY	COST
STON	130,000 lbs	980.00	100,000 185	3 3,170,00	100,000 165	3,170.00	1ac coolbs	9,102.00				s ye miningere
ICAGO	120,000 150	970.00	/003 DO: 185	B B, 62C+00	100,000165	\$ 630.00	124,000/65	1,364.00				
EVELAND	1120,000165	& 556.00	100, van 185	8 2,910.80	100,000/50	2,910.00	120,000 lbs	1,01400				
M AOSK	120,000 150	\$56,00	100,000 LBS	9,170.00	100,00016	3,70.00	120,000 lbs	856.00				
	2 126 0001-	736.00	100,000 LBS	8 8 170,00	100,000 165	9 9 1.70.04	120,000155	726.00				•
ILADELPHI	A MUJUCUIS	Name and Address of the Owner, where	Self-transport alternation (1)		-	PROPERTY AND PERSONS ASSESSMENTS		STANDARD CONTRACTOR OF THE STANDARD STA	***************************************		- Company of the Comp	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.

POINTS OF	POINT	'S OF ORI	GIN		P(	OINTS OF	ORIGIN		<u>P</u> (	OINTS OF	QRIGIN	
DESTINA- TION	K Charles and the same of the	GEORGIA !	Sta	and the second	The state of the s	to see all the second s			AND SAME TO SEE THE PARTY OF TH	LIENN	1	a-ee.co.,
was delinated and	OUANTITY	COST	VITIMAUQ	COST	YTTTMAUC	COST'	DUANTITY	COST	UANTITY	COST	PUANTITY	COST
BOSTON	100,000(65	8 1,360.00	عطاسي	6 1,373,00	100,000 65	8 1198·00	ത്രത്യം	11 <i>0</i> 8.00	iogan 163	3 16,86.00	100)ca: Us	106.00
CHICAGO	A CONTRACTOR OF THE PARTY OF TH	1,008.00		(652,000		594,∞	7 1	1176.00	ENTERNA ENT	203.00	***************************************	656.00
CLEVELAND	N N	994.00	THE SECTION OF THE SECTION OF	554: <b>0</b> 0	CATARON SERVICE	676.00		994,00		994.00		662.00
NEW YORK		1,154.00	Pales	1106.00		1148.00		938,00		1,426.00	28.742.23	686.0C
PHILADELP	ILA	1,082.00		1,014.00		1148.00		802.00		1,334.00		790.00
POINTS OF	POINT	rs of orl	IGIN		PO	INTS OF	ORIGIN	esta Carrier de la carrier	p)	OINTS OF	ORIGIN	
	A tendence control of the control of	and the same of th		and The Total Control of the Control		The state of the s	A STATE WALKERS	STATE OF THE PARTY	The second second second	STATE OF THE PARTY AND THE PAR	The state of the s	STATE OF THE PARTY
TION			AMERIKAN MENERAL PER	ATTICLE THE				A PERSONAL PROPERTY.			1000	
	UANTITY	COST	UANTITY	COST	UANTITY	COST	QUANTITY	COST	TITIANCE	COST	QUANTITY	COST
TION	UANTITY	COST	DUANTITY  OUT OF THE PROPERTY	COST	UANTITY	COST	QUANTIT	COST	)UANTITY	COST	QUANTITY	
TION	UANTTY		UANTITY	COST TO THE PROPERTY OF THE PR	UANTITY	COST	QUAVITY	COST	QUANTITY	COST	QUANTITY	
POSTON  ADDRESS: COM MARKET COM M	The second secon		UANTITY	COST Testing and the control of the cost o	UANTITY	COST	QUANTITY	COST	QUANTIT'	COST	QUANTITY	
POSTON CHICAGO CLEVELAND	The second secon	The state of the s	UANTITY  WAS AND THE PROPERTY OF THE PROPERTY	december of the second	And the state of t	COST	QUANTITY	The state of the s	DUANTITY	COST	JUANTITY	THE PROPERTY OF THE PROPERTY O
POSTON CHICAGO CLEVELAND		The state of the s	UANTITY	december of the second	And the state of t	COST	QUANTITY	The state of the s	DUANTITY	COST	DUANTITY	

, y		OF ORIGI				NTS OF ORI				POINTS OF	ORIGIN	
POINTS OF		ALLS, OHI	ERIE, PI	NNSYLVANI	A GLENN	FALLS, NY	INTERNAT	FALLS MN	JACKSON,	ALABAMA	NEENAH,	WISCONSIN
DESTINATION	QUANTITY	COST	QUANTITY	COST	CANTITA	COST	OUANTIT	COST_	CTAZMINA	COST	CIVALIAA	_COST
30STON	12600 KBS	\$1,216.00	120,000 lbs	8 1,023,00	130,000165	8 1,022-00			170,000 LBS	1,776.00		
THICAGO	120,000 KBS	794.00	120,000 1 <b>8</b> 5	918,00	lai,avuss	918.00	१००,००० १५५	8670.00	120,000 LBS	8 1,308.00	90,000 1135	\$ 439.00
CLEVELAND	1460corbs	342.00	149000 165	410.00	130,000185	410.00			140,000 KBS	8 1,458.00		
NEW YORK	140,000 H3S	1,054.00	14G0XV165	970.00	१५७ ००० १८३	970.00			120,000 LBS	1,610.00		
PHILADELPHI	190,000 1135	970.00	130,000165	928.00	racjocokiss	928.00			130,000 kBs	1,584.00		
	POINTS	OF ORIGI	Ŋ		PO.	INIS OF OF	UGIN			POINTS OF	ORIGIN	
OINTS OF	VICKSBUR	G, MICHIGA	1	. منظور بروان منظم				ا ا		er njejski diskriber njejski se se		
DESTINATION	Onyzalia,	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON	120,000 165	1,358.00		-								
CHICAGO	140,000 165	512.00										
LEVELAND	120,000 165	636.00										
EV YORK	130,00 155	1,284.00		NAME OF THE PERSON NAME OF THE P								
PHILADELPHIA	ldû, Uxolbs	1, 378.00				•				4.76		

	. 5222	OF OPERE	) <u>;</u>		an' n' ma		and the same of th		-	المال فالمعافظات		
र्रेक्टर व्ह	EIRE, PENN	NSYLVANIA	JACKSON .	ALABAMA	NEEWAH, V	WISCONSIN	POMONA,	CALIFORNL	A POISDAM,	NEW YORK	RICHMONL	), VA.
	Service Commence of the Commen		7:3				The first state of the second			च्याच्या । च्याच्या		A TO THE STREET
SOCIATIVA	. Idojaco kas	1,033.00	130,000135	19776.80			1cc, cox less	₽ 3176.60	idi kore	s 936.00	IAC CCC NOS	J.c94.60
TICLES	120,000,685	918,00	l <b>ઝ</b> ુલ્લ્યક્રિટ	1,305-00	94,000,1BS	432.00	100,00 EXBS	18 13,620,00	lac, oco LOS	B 1,25400	120,000xBS	1,316,60
	. 12Coo NES	410,00	190'ccor32	1,456.00			locy coorbs	.B 8,910,00	120 coalbs	୍ ବ୍ୟକ୍ତର	12C, Oct NBS	1,034.00
EW YORK	130 00 kB	970.00	lagono kas	1,616.00			100,000,185	3 3,170.00	120 COOLBS	814.00	lacetores	514.00
יייל בבר ליבני. הייל בבר ליבני.	- 120, ap 185	925.00	Jacobas	1,584.00			(α)απλβς	3,176.00	120,000 435	958.00	180,000185	6.CC
	507.13	OF ORIGI			50.	Das of o				Varianci V		
<i>02772</i> 6 07	SALEM, OR			ER, WASH.	·	~ <del>************************************</del>	TO SECURITY AND PROPERTY AND PARTY.					CONTRACTOR AND PRODUCTION
ESTINUTION	المستديس كري								THE RESIDENCE TAKE	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED AND ADDRESS	THE PERSON NAMED IN	
	1		STEVE TY	COST		2022						
	100,000 kB>	5 3,176.60	160,000 lbs	005T B B,170.00		The many						
OCION HICACO	logowks>	3,176.60 3,620.00					Xxxxxxx ADS-HARR		THE RESIDENCE OF THE PROPERTY		NATIONAL CONTRACTOR	
OC. A. O. N	100,000165	-	100,000155	a,6xc.xc				MATERIAL CHOOSES	AND	The second secon		
VOICH HICKO	100,000165	2,620.00 2,910.00	100,000 lbs	3,910.00								

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

	5017.118	CE OFFEE	N			<u>ರ್ಷ-೧೯,೦೫,</u>	::::::::::::::::::::::::::::::::::::::				27-27-	
DOINES OF	· <del></del>		ERIE, PE	NNSYLVANIA	JACKSON,	ALABAMA	KALAMAZO	O, MI.	NEENAH,	WISCONSIN	POMONA,	CALIFORNIA
	J. J. W. W. J. W. W. J. W. W. J. W. W. J. W. J. W. J. W. J. W. W. W. J. W. W. J. W. W. J. W. W. W. J. W.	== <u>C</u> C.6====	J. J	mar CCC			The second secon	American Comme	1.000 marine			
BOSTON	120,000 165	1,474.00	idb,ccolbs	j,oza.cc	130,000:16s	8 1,776.00	iacocolbs	1,358.00			100,000 ib	s <i>3 170,0</i> 0
THICKSO		1,200.00		918.00		1,308.00		512.00	90,000165	437.00		2.620.00
CVALEVEL		1,135,00		410.00		1,456.00		626.00				2,910.00
KEW YORK		1,348.00		970.00		1,610.00		1,284.00	,			3,178.00
DHILYDE DHI	1	1,138.00	· • • • • • • • • • • • • • • • • • • •	928,00	<u> </u>	1,584.00	<u> </u>	1, 318.CC			·	3,17C;CO
The first or a train or agent to the first	POINTS	OF OPEGE	<u>, * </u>	Marconin-20 to		DVIS OF CI		LONG TO THE STATE OF THE STATE	Turkura malay taraa			
			.\ -				ingan's Transcription			POINTS OF	- Facility E. M. (1992)	
	VANCOUVER	, WASH.	SALEM, OF	Company of the Compan				-			Facility Elizabeth	-
	VANCOUVER			EGON		Tan Switch Switch	Came Chance (	com	Variation of the state of the s	COC	The second secon	
ESTINUTON	VANCOUVER	COST	SALEM, OF	COST		CO CO						
ESTINATION	VANCOUVER	COST	SALEM, OF	COST		Transmission and transm					THE RESERVE OF THE PARTY OF THE	
PESTINATION COSTON	VANCOUVER	(c) WASH.	SALEM, OF	COST .3,170.00								
POINTS OF DESTINATION DOSTON HICAGO EM MORE	VANCOUVER	(B) (3,170.EX)	SALEM, OF	\$ 3,170.00 2,620.00				0000				

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

•	1923/19 01 02202	19 J	ئىق ئاڭ خىلاشتىد		المستحدث	
70 D.T. 97	CAMAS, WASHINGTON	GRAND RAPIDS, MI	KALAMAZOO, MICH.	LEWISTON. IDAHO	NEENAH, WISCONSIN	PENSACOLA, FLA
71 1. C. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	All Carly and Carl	Constraint and the comment	and the second second	AND THE STREET STREET STREET STREET		
Ogrovi	100,000 lbs 3,170,00	120,000 165 1,358.00	120,000165 1,358.00	100,000 lbs 3,170,00	CHICAGO ANGLASSITI COMMUNICACIONALISTA	18GCC 165 1, 198-00
	3,630.00	534.CC	513,00	2,636.00	90 0016 437.00	1,393.00
Enster Fran	2,910,00	(A2.0%	' G 26.CC	a, 910.00	4	1, Hah C
AN AODE	3/70.00	1,284.CC	1,284.00	5/70.00	GARACH LANGER MINISTER AND RECOGNISTS AND RECOGNISTS.	1, 648.00
HILYDELDHI	· 3,176.00	1,242.00	1,228,00	<b>∀</b> . 8,170,80	<u> </u>	1,598 cc
	PODITE OF ORIGI	**************************************	FORTS OF C	de describbilità de la company de la comp Describbilità de la company	* Contraction of Contraction (Contraction Contraction	
ODTES OF .	WEST LINN, OREGON	•	COCCASIONAL CONTROL CO	Company and the company of the compa	The control of the co	1 2 % Company and the second of the second o
	e		,	i i	•	
						* 1
	8 150, cco les 3, 176,00	And the Control of th				
	8 150, cco 165 3, 176.60	And the Control of th				
	3,630.00	194,400 bs 3,554.00		TORRELLIA ACTION AND AND AND AND AND AND AND AND AND AN		
	2,630.00 2,910.00	170,000/bs \$,500.00 90,000/bs 945.00	20-20-20-20-20-20-20-20-20-20-20-20-20-2			

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

ļ	POINTS	OF ORIGI	·	-		NTS OF OR				POINTS OF	ORIGIN	
POINTS OF	ASHDOWN,	ARKANSAS	CANTON,	N. C.	ERIE PEN	NSYLVANIA	JACKSON,	ALABAMA	WILLIMOOD	, WASH.	NEENAH,	WISCONSIN
ESTINATION	QUANTITY	COST	QUANTITY	COST	COVALTA	COST	TOWNIT	COST	CUMILITY	COST	CLAMELIA	COST
OSTON	90,000 lbs	1,575.00	<b>1</b> 40,000155	1,443.00	140,000165	1,022.00	120,00018	17176.60	100,000 lbs	8 3,170.00		
HICAGO	90,000 165	945.00	120,000 lbs	1,200.00	130,000165	918.00	120,000185	1,308,00	. 100,000 lbs	2,620.00	90,000 lbs	4.92.00
LEVELAND	90,000 ibs	1,166.00	130,000 165	1,138.00	140,000 1 bs	110,00	120,000/165	1, 456.00	100,000 lbs	2,910.00		·
EW YORK	90,000163	1, 431.00	14C,00016s	1,214.00	120,000 lbs	970.00	120,000 lbs	1,610.00	100,000 163	3,170.00		
HILADELPHI	490,000 lbs	1395.00	130,000 lbs	1,138.00	120,000 lbs	928.00	120,000155	1,584.00	100,000/bs	3,170.00		
	POINTS	OF ORIGI	V		PO.	INTS OF OF	RIGIN		I	POINTS OF	ORIGIN	
OINTS OF	POMONA,	CALIF.	SALEM, C	REGON								
ESTINATION	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
OSTON	100,000 155	B 3,170.00	100,000 lbs	\$ 3 170,00								
HICAGO	100,000165	2,620.00	100,000 JS	2,630.co								
CNATEVEL	100,000 165	2,910.00	100,000 155	2,910.00								
	ľ	2 70 00	100,000 160	3,176.00				No. of the last of			Jacobson Liller Control	
EW YORK	100,000 lbs	5 170.00		AND THE PERSON NAMED IN COLUMN		i				ì	11	
EW YORK				3,176.00					And the same of th	and the second second second		and the second s

÷	*****					and the second			The Control of the Co			er ar egen engan i sego i mando- <sup>e</sup>
10 F T C.	BUTLER, N		CAMAS	WASHINGTON	CROSSETI	, ARKANSAS	PALATKA,	FLORIDA.	MARINETTE	, WISCOM	ST. HELL	ns, oregoi
		Aprileo FEEDER - TERR	*	and the second s				المرسي والمعادر	a mana sama manay Tanggaran sama	Filip Salamen Salam		
			de acilb	\$ 1,807.30		Æ					the contra	1, 5277, 210
ICA	Transfer and American	573.60		\$ 1.814.CC		597.60		274.481.538 5144 514	90,000 lbs	365/00	The state of the s	1,314,05
T. N. T.	THE OWNER OF THE PERSON OF THE	.597.00		1666.82		716.46		645.60	and exchanges in the same and t	and the state of t	The second se	1, 066-5 em manualização - man-
en Aobr.		660.00		1807.30		596 AC		660.00	Marie di Marie de Marie (18			1,807,30
Section of the sectio	<b>V</b>	(686.C)	·	1,807.30	<u>.</u>	846.00	Ψ	585.50			¥	1,827,30
* 10 4 2	والتراكمين والمراكبية المراكبة	. mail landi Torror To	er andara	il in the exploration and activities		ni sansara				<del>and and property and a</del>		Managarana a an inanterior distri
one or	**************************************		-	and the stay observed the property	THE STREET	The state	Tarah Jawa			permanent inne - inn	er i juliu sulling seemen	er grande en
	The second secon		×									
									-	<del></del>		<u>Jankskir bestrannendel</u>
TTO CO	The second secon	· Tillian Barris and Salaria T		nierine <u>Datos in anderson</u> in a securio de la	Advance on the contract of	TO SERVICE PROPERTY OF THE PARTY OF THE PART	TORONO, APPLICAÇÃO PRÍME		portugue de la compositione de l	with the second	TOPPERSONAL COMMUNICATION	Odpowerowanie, was
		· populario de Table.			THE PROPERTY OF THE PARTY OF TH		_t_rc	, mariane mineral	. and the second se		Anna meritira ( anagan	· sentition of the last

4.7

	2,027,118	on openi	(3)		202	ינים עם פעוי	GIV			מייליים מייליים כייים		
POINTS OF	BELLINGHA	M, WASH	BUTLER, A	ALABAMA	CLATSKAN	IE, OR.	DETROIT,	MICHIGAN	GREENBAY,	WISCONSIN	NEENAH	WISCONSIN
XOIDUCIOX	CANALLY.	-COGT	2700000	<del></del>	20.3200-	COST			Children.			
BOSTON	36,000 LBS	1,8CM, aO	24,000 165	3 134.40	<i>3</i> 6,000/65	3 1,807.20	a4,000kBs	1648.80				
HICAGO	. —	1,814.∞		573.60		1,314,00		381.60	140,000/65	8 368.00	36, coalbo	201.60
TEVETANO_		1,66680		597.60		1,666.80		a97.60				
YEW YORK		1,807.00		660.00		1,807.20		592.80		Printer and the second of		
ht. Voer bar	<b>Y</b>	1,807.00	<u> </u>	633.60	· <del></del>	1,807.20	· · · · · · · · · · · · · · · · · · ·	.592.80				t <del>Tarak Salaman Japan Salaman J</del> apan Salaman Japan Salaman Salaman Japan Salaman Sala
:	Pomms	OF OFFEE	·		20:	DEFOR OF C			T Emilia Composition Composition (Composition Composition Composit	5077m2 00 0		
OINTS OF	MOBILE.	ALABAMA	ROCKINGH	AM, N.C.		radiomous discipr	Tono to William Confe	-		TORRE SERVICE STREET		·
			Solf Line	COST	5	2031		COFF				
03707	24,000 lbs	S 16050	24,000/bs	556.50 -	:						····	
HICAGO		556-80		578.40	Secondary Transport Colorer	THE STREET STREET	tices the section of			<del>generalijaj zami</del> težnice i	erroman	o, <del>marin and a constant</del>
TEAETVAD		609.60		525,60								
EN AOSK	,	676.80		456.CC		-	,	i i				. <u> </u>
אנות אנולע אנוני. -	<u> </u>	. 652.80	<b>↓</b>	4a3.CC				:				

# COSTS FEE HUND FOR RELIGIOND TRANSPORTATION OF LUMBER TO HARKETS IN THE WORTHEAST, 19TH (36.00) 1 70.00 (163)

POINTS OF	POINT	S OF ORI	GIN LUI	10ES	P:	OINTS OF	ORIGIN	SP. OCC	P(	OINTS OF	ONIGER	CONTROL CONTROL
DESTINA- N	SACRAHELT	CAMUF !	E.B. STE	and the same of the same of the same of	BHANGUE	POCE, N.M.	KUENYERI	Street of the second of the se		EQU VIIII	Ä	
क्रमण्यास्य । व्यवस्थात	THE PARTY.	COST		COST	residentalia.	COST	- Constitutions	COST	No.	COST	r 1. Santarinar	COST
BOSTON		10355¢	2398 Mikes	roassie.	1356 Files	·0355¢	2044 miles	,0283¢	3532 MILES	-0 <i>9</i> 83¢		
CHICAGO		0354	1352 HILES	102374	1338 MILES	CRIAC	HORE MILES	102316	1514 miles	.6231¢	e e e e e e e	The same of the sa
CLEVELAND		102834	MILES	10234¢	1675 Miles	10381¢	1366 Miles	10279d	1859 Miles	102790	( sermence) ( ) ( )	i endersters kinnerer 1 1 1 1
NEW YORK		<u> 10385¢</u>	aas8 Miles	·0263¢	1	·0351¢	1934 Miles	10283 C	miles	10353¢	() E () Sections	
PHILADELP	EA	· W850	ACCC MILES	·0263¢.	Ala4 Mikes	.005 d	1842	roadodi	4330 Miles	03834		STATE OF THE STATE
hi	!				The state of the s		the constant was a	estin commentations in	ra managagagagagan Cara	د (-::::::::::::::::::::::::::::::::::::	E: and and an amount	DOMESTIC TOWNS
POINTS OF DESCRIPTION	POINT	S OF ORI	GIN '	JO, OR 165	PO	INTS OF	ORIGIN	10.00 70.00	P(	OINTS OF	ORIGIN	- todae
POINTS OF DESTINA - TION	POINT	S OF ORI	GIN	10,00 lbs	PO	INTS OF	ORIGIN	10,06 70,06	P(	OINTS OF	ORIGIN	
DESTINA - 🖔	POINT		GIN	COST	PO	erineizmetetti.in.	ORIGIN	Un 06 70,02 COST	P	TO MAKE TOOK TOWN	ORIGIN	COST
DESTINA - 🖔	POINT	- New Year Case	2395 mileo	COST	2356 Miles	THEORY STOPE	ORIGIN DOMA DOMA MILES	COST	2532 MILES	TO MAKE TOOK TOWN	en i Lui Paralies é	COST
DESTINA TION	POINT	COS)	2395	COS <sup>1</sup>	2356	COST	204A	COST	A532 Miles 1511 Miles	COST	en i Lui Paralies é	COST
DESTINATION	POINT	COST	2395 Mileo	COS <sup>1</sup>	23.576 Hiles 13.38	COST	2044 HILES 1026 MILES	COST	2532 Miles 1511 Miles 1854 Miles	COST COST COST COST COST COST COST COST	en i Lui Paralies é	
DESTINATION TION FOSTOR CHICAGO CLEVELAND	POINT	(274 Q	2395 mileo mileo mileo	COST	3356 Miles Miles 1678 Miles Ad16 Miles	COST 103364 101756	2044 HILES 1026 MILES	COST - CO 714 0	2532 MILES 1514 MILES 1854 MILES 2422 MILES	2031 20314 C 20315 C	en i Lui Paralies é	P CONTROL OF THE PROPERTY OF T
DESTINATION  TION  FOSTOR  CHICAGO  CLEVELAND		0214	2395 mileo mileo mileo Mass	· 03516	2356 MICO 1338 MIEO 1678 MILES	COST , U 3 3 6 4 , O 1 7 5 6	2046 HILES 1026 MILES 1366 1934	COST . C2150	2532 MILES 1511 MILES 1854 MILES 2330	205T C214 C C215 C	en i Lui Paralies é	

# TABLE V-14 COSTS PER POUND FOR RAILROAD SHIPMENTS OF LUMBER TO NORTHEASTERN MARKETS IN 1976 GOODIDO AND 70,000 165 SHIPMENTS

CONTRACTOR AND	- 11 Marie 17 8 X			ua colon	10,0c	00 10 011	THIENG	the supplied was been as proper	e de Camalagare egizaci.	of the interestication		MEN TO THE OWNER OF THE
POINTS OF	POINT	CONTRACTOR OF THE PERSON OF TH	A CHARLES	MBER		OINTS OF		<b>1000 1000 1000 1000 1000 1000 1000 100</b>	2 P	OINTS OF	ORIGIN	LUMBE
DESTINA- TION	ATLANTA,	AND THE PROPERTY OF THE PARTY O	LEXILLETO	A KENTUCKI	TRAVERS		CHARlort	E, N.C.	Bethe	D'OGERM	MEM 24	S, TENN'
n <u>en zonet providel</u> ë e	*CLOSESSES	COST		COST		COST	**************************************	COST	1 7ga 165	COST	्र ु <b>प्रकार</b> कारा	COST
BOSTON	1091 miles	•टाध्य ¢	1053 miles	,0150¢	1096 Miles	101404	miles miles	.0133¢	70,000,155	10279¢	1382 miles	·019/¢
CHICAGO	734 miles	· Olaod	495 miles	100784	410 Miles	.00664	84a Miles	·3132¢		·0239\$	527 Miles	·009.7¢
CLEVELAND	750 Hiles	10119¢	374 miles	10067¢	miles 516	40080¢	bal Miles	10119¢		·0274¢	754 miles	·0019¢
NEW YORK	862 miles	10135¢	569 miles	.0131¢	998 miles	·0134¢	603 miles	Ø113¢		102794	1153 miles	·0171¢
PHILADELPH	171 miles	.01274	1778 miles	·0121¢	794 miles	10134¢	miles 511	·∞97¢		10279¢	1062 Miles	·01614
POINTS OF DESTINA-	POINT	S OF OR	GIN		PO	INTS OF	ORIGIN	erte and an individual supplication of the sup	P	OINTS OF	ORIGIN	*
	E1											
TION	SEATTLE, U	UASH	BECKLEY	WIVA.	GREEN	BAULUSC						
TION	SEATLE, V	COST	BECKE	COST	GREEN	A STATE OF THE PERSON NAMED IN COLUMN 1972	QUANTITY	COST	QUANTITY	COST	JUANTITY.	COST
TION	SEATLE, U	COST	BECKLES 865 miles	S CARROLL ST	GREEN G IA32 Miles	A STATE OF THE PERSON NAMED IN COLUMN 1972	QUANTIT)	COST	QUANTITY	COST	QUANTITY	COST
gharin an magainning or a suite about the control of the control o	SEATLE, U	COST	865 miles	COST	1232 Miles	COST		COST	QUANTITY	COST	)UANTITY	COST
BOSTON	SEATLE, U	·0279¢	865 miles 529	· 0131¢ · 0105¢	1232 Miles 214 Miles	\0.831.0.		COST	QUANTITY	COST	JUANTITY	COST
BOSTON	SEATLE, U	·0279¢	845 miles 529 miles 500 miles	· 0131¢ · 0105¢	IA32 miles AIH miles 554 miles IIAA finiles	-0185°¢ -0189¢		COST	QUANTITY	COST		COST
BOSTON CHICAGO CLEVELAND		COST 10279¢ 0239¢	865 Miles 529 Miles Miles Miles	·0131¢ ·0105¢ ·0079¢	IA32 miles AIH miles 554 miles IIAA fmiles	COST  CO ((5)  CO ((3)  CO ((		COST	QUANTITY	COST		COST

POINTS OF	POINT	'S OF ORI	raecoareose IGIF		p: P:	LE GERENTENT DINTE OF	ORIGIA	The second secon	D	OINTS OF	OPTOTA	
DLSTINA-   TION	\$P\$P\$ANA	ti blagge	CLIANA	# · · · · · · · · · · · · · · · · · · ·	TAANTI	5		CHIN LY	理生分	4,	A CALLER	
		COSI'	i Programa	COS1'	e e e e e e e e e e e e e e e e e e e	COST		COST	g gara xiba	COS	ji sii di <b>are</b> t	
BOSTON	1815 1110	( A786.		. 0/6/6 C	10911111111111111111111111111111111111	· Clared	1153/11185	. 0/309 ()	11.36 Anes	\$ 017500	1117 11/4E	· ( - 78
CHICAGO		- 009524		1-3:40g ¢.	736 Miles	· 01008¢	345 /1/1 <b>0</b>	(10 7050)	138 MAGO	00940	ALLE OF	1 0 38 FE 1000
dreveland 40 Augusta		, 20944	alder hims	eriand	150 times	<i>30</i> 9944	47: Mires ( 47: Mires	1/10 Hdc 6	105 MILES	0.900		// // // // // // // // // // // // //
i i		10126	Ude Muco	. <i>0138a</i> ¢	&2 Miles	011540	MA Miles	· 018 33 (b	140, Miles Macana	1036	The second second	· C 16/04
PHILADELP	844 Millis	011824	V037 Hiles	1013964	771 Miles	· 010894.	878/1/10	, C1154¢	131C Miles	*0/426¢	857 Hiras	·(1/9a(
PCINTS OF DESTINAT	PC IN'I	S OF OR	IGIN		PO	INTS OF	ORIGIN	erangen standige (give et)	P	OINTS OF	ORIGIN	Frantski (MTD254668 1
TION	Maria 1		pro- Comment of the American State of the Communication of the Communica		The Lawrence www.	n 77, 1146	LINE THERE'S		"TURKEN" PERSON STORY			
TTOM	UH CKUS VE	, VIRBINIA					E CALLES	, and a second	4	700	enelli i karriiki K	
The second second	The second secon	VIRBINIA	Wavill'i	COST	UNITY	COST	ANTI	COST	UANTET		UANTIT	COST
;	US!	to the second se	WITT	COST	MITITY	COST	Ž Turkketerski in der	0051	UANTIT		S SECONDARY OF THE SECO	COST
Electric designation of the second se		CUSI	WITT	COST	PAPETS	COST	Ž Turkketerski in der	0051	UANTIT	The state of the s	S SECONDARY OF THE SECO	COST
PASTON	HINICO MIKES	Less Less Less Less Less Less Less Less	PARTIES -	COST	CONTINUE OF THE PROPERTY OF TH	COST	Ž Turkketerski in der	0051	UANTIT	Particular in the second secon	JAMPIT	COST
CHICAGO	HINICO MIKES	1200 \$	PARTIES -	COST	DAVITY.	COST	Ž Turkketerski in der	0051	UANTIT		JAMIT	COST

### TABLE IX-16 COSTS PER POUND FOR RAILROAD SHIPMENTS OF LUMBER TO NORTHEASTERN MARKETS (100,000 165)

OINTS OF PC	INTS OF ORI	GIN	FOINTS OF	ORIGIN CHARLOTTE, N. CAROLUA	POINTS OF	ORIGIN
₽ .	COST	COST	IKANERSE CITY, MICHERA COST	COST	MEMPHIS, TENU.  COST	SECREY, W.VA
BOSTON	·0136¢	·0127¢	· 61 19¢		·01624	·Ollod
CHICAGO	01200	:0065¢	·005AQ	'011ad	•০০ছ০৫	, DCP.
LEVELAND	100994	·00.55¢	· col-74	·0094¢	100994	,001900
EW YORK	·0115¢	- <u>0110</u> ¢	.0114¢	°0093¢	·0142¢	,0068
HILADELPATA	101086	101014	10114¢	.00×¢	·0(33¢	.00790
OINTS OF PO ESTINA- ION	INTS OF ORI	GIN	POINTS OF	ORIGIN	POINTS OF	ORIGIN ,
UANTI	TY COST	UANTITY COST	UANTITY COST	QUANTITY COST	QUANTITY COST	QUANTITY COST
OSTON						
				1		
HICAGO						
HICAGO						
LEVELAND						
The second secon						

A Care

### COSTS PER HOOKE FOR RAILROAD SHIPMENTS OF LUMBER AND STUDE FROM MAINE TO NORTHERSTERN MARKETS

UINTS OFF	Potet	OF ORI		in makabanan 11	POINT	S OF ORIGI		POINTS OF	y distriction. <del>Me</del> sosco et militare	डिडा - <sup>रेडा स</sup> राज्यसम्बद्धाः <b>। १८</b> ४ र
USTINA- ION	<b>WATU</b>	MAINE	SALAS	MAINE	Cost One M	MUE FRYES	AIPG MAINE	MITON, MAINE	Elitaria de la composición del composición de la composición de la composición del composición de la composición de la composición del composición de la composición del composición del composición de la composición del composición del composición del composición del composición del composición del c	
Spant in the A	**************************************	TOTAL	N. C.	OST Zilateman			COST	COST		Ser.
ROSTOK BOSTOK	"Calleger et 197	10069			· 0c	57	-0039	10098		
CDICAGO P	THE STEEL STEELS	10160		10165	- 01	52,	1 + 0/3 k	000	to serve any any any	- Martin received take a control
IFVELAND	ing in the state of the state o	1000		~.2°	. 0	2	. 0/01	6.07%		
IW YORK		. <u>:</u> 0095		10094	100	77	• 606v	.00%		
HILADELPH	The second second second	10098		- 0498	200	89	10076	·0082	in the second	F 50 55
OINTS OF	POINT	3 OF ORI	GIN	Confession (12 mg	FOINTS	OF ORIGIN	egeneral and the common control can be a seen to control can be a seen	POINTO O		TO ALL THE SELECTION OF
DETINA- E	The second second				राष्ट्रभाष्ट्रभावका हाका व्यवहरू श्री स	<b>K</b>	Autoritation to the second of	, storing the strong region of the stronger ear	A STATE OF THE STA	The section of
A CONTRACTOR OF THE PARTY OF TH	THE STATE OF THE S	and the state of t	- Constitution			7.3				
ensemen, aromati	tides and an experience of	·								m-rameria (
HICAGO					To a second		A COLUMN TO SERVICE OF THE SERVICE O			and the same
LEVELAND					And the second					
EW YORK										
J. T. 2 . 10 . 37 . 70 .	17:	The state of the s		F	P	A. Williams				
UILADELPS		F		ž.		K		. – The service of	ران برمنید در سال بازی	TENTER NEWSTRAND

COSTS RE POUD FOR RAILROAD SHIPMENTS OF NEWS PRINT TO NORTHEASTERN MARKETS

POINTS OF	POINT	S OF ORI	GTN		Pr	OINTS OF	ORIGIN	CONTRACTOR OF THE PROPERTY OF	P(	OINTS OF	ORIGIN		
DESTINA-	CAL HOUN, T			L MICHOLA	Committee of the factor	CASSESSED STREET	AN EXPENSION AND PARTY.	BROCK, NAME	The state of the s	City, Quees	Contract Con	T QUEBEC	
TION		COST		COST		COST		COST		COST		COST	
BOSTON	IOAI miles	e •0169	1050 miles	<b>s</b> •0244					158 miles	•0132	558 MILES	\$ •0145	
CHICAGO	634- mile5	.0103	558 mile3	. c 095	917 miles	1810	3000 Mues	.०१८८	900 Miles	10104	1000 HU25	.0199	
CLEVELAND	**************************************	·0109	164 mies	.0162			1900 Hiles	.0169	752 Miles	10115	かと HILES	- 0693	
NEW YORK	79.g Miles	0146	948 miles	10226			78.00 (10 H)		356 miles	10A5	656 MILES	.00975	
PHILADELPI	700 LA miles	•0164	944 Miles	. <i>७४५</i> म					miles 644	:0164	744	,0152	
POINTS OF	POINT	S OF OR	GIN		PO	INTS OF	ORIGIN	and the second s	P	OINTS OF	ORIGIN		RFPKIGPE
DESTINA- TION	BALFOUR IC	NEW BRUL	ST. 30HW,	NEW BOOMS	A DAME DAME								4
Appropriate Appropriate Com-		CEI		CUST	UANTITY	COSI	CONVITTI	COST	QUANTITY	COST	QUANTITY	COST	
BOSTON	817 Hiles	.0149	567 Miles	.0106									
CHICAGO	1750 Niles	.0139	1500 HILE	.0303									
CLEVELAND	1450 Niles	-0181	1add Kiles	1810.							400000000000000000000000000000000000000		
NEW YORK	1040 Hiles	10122	796 Miles	·0113								कृत्यक्ष स्टाप्टम्स्य स्टाप्ट	
PHILADELP	1838 TAH(165	.0191	કે જ્યા Miles	·C114									
( .	C THE BOWN					e de la constanta						Caracter with	A CONTRACTOR

	46	-
1	-	- 1
		٠

Welfarena (Laudaria) and product	E to a trace	4. Company of Stransport		Concerns Construction				্য প্রভা <del>রন করারে</del> ছের বিশ্ববিদ্যালয়	شمانشيس كينية وتبارك يستبيه	TO PARTY SECTION	ه فره ۱۰ محمد ماهم سويد را مان المان ا	so est commentations	-4
POINTS OF DESTINA-	i Polii Brandinaet Broe Goo	I OF ORI	, le Li Specielle La vita Il Strange de la		PER A CONTROL ASSESSED LEGGER	OINTS OF	The state of the s	Caureno.	=====================================	OINTS OF		en de la communicación de la co	ec <del>reata</del> s. Vi
T101,	更 Miles Miles		A WITTER	COST	ic.	E .	Až	^.	£3.	<u> </u>	¢r.	M. J. 1 Color 6 . E	E www
कार्याच्या प्रकार ४००	A MANAGEMENT .		Minuses Traces		B Mines.	COST	MILEO WARE		Hiles	THE COOK			170
ROSTON	504	- 0085 <u>-</u>	[M441]	-0148	F 6	174.04	32/4   P/25	10317	18 18 274	2 - 0078		65	
ವರಿಸ <i>ಿಕ್ ೧೮೮೭</i> ಕಲಕಾಕುವಾದ್ಯ, . ಕಾ	£	2000		TO SERVER OF THE	Tions	a seriamenta anama B						10071	J. 300
(H) 1134	e entre enterente de la constant de La constant de la constant de	1279		010?	<b>2</b> 6	0018		Poare	879	•0107	in Ger	1009	
THAT THE STATE OF	r Ti	The state of the s	i samanane e K	i. Josepher	Angelogical side	James (Marroys)ic.	li mepuan ni smi N	- Trendition.	in el servene. È	PRESTRUCTION		(ในการและ h	Šag∙. Š
CLEVELAND	F 84	10034	100	10121			4555	-029:	35Y	.0077	544	1 2020 [	
					C. C		ir mans- rilati G	AUDISTRA	is energy and an inter- energy and an inter- energy and an inter-	er umart ummi	Si remonenti (i - 21.2) Si		171277
THEN TORK	496	- 0080	12.15	-0134	r F Panonenna a seur		3082	°0.31 7	55	·006		-0067	Suemo e
THULADELI		10077	1063				2991	3					, (17) ) 8
the Control of the Co		*0077	1000	'0/32	Section of the sectio	School State - Caro, 1977 - Coro.	g Dill Lorenterativativ	103.7	607	10079	\$ 250	10052	
POINTS OF	POINT	US OF ORI	[GIN	renderen vertieren in der eine eine eine eine eine eine eine ei	PO PO	INTS OF	origin	CARTAMINATOR BY THE	r, de locardesiña. P(	OINTS OF	ORIGIN	ATTENDED TO THE STATE OF THE ST	iili otto.
TION	BSHIEK OF	?s.(∞0Å	VANOOUVE	R. WASH.	ggadentera (1992) (199 M M M	an various section (	g Businese and a second	TO THUS A SHARE N	ogres overskalle Si E	DRI TEMPETERIN	gyt, to decempe the d		
	ESHEK O		-en.	R. WASH		773020000 1051	essentation.			pur 1.1111 197.4F77	gradicalization i Secure de la company Control de la company	j Jeruman zerty	
	SHIEK OF		YANGOUVE HILES	P. WASH		or more countries.	Secretary of the					j Jeruman zerty	w.
TION	TO A COMMISSION OF THE PARTY OF	The transfer of the second	HILES			773020000 1051	essentation.			2071		rae diene Cost A	
TION	P		3217	0317		773020000 1051	essentation.			2071		rae diene Cost A	
TOON	TO A COMMISSION OF THE PARTY OF	The transfer of the second	3217	0317		773020000 1051	essentation.			2071		rae diene Cost A	
TON  THE ON  THE PROPERTY OF T	FILLES	0362	3217 2199	· 03/7		773020000 1051	essentation.			2071		rae diene Cost A	
TON  THE ON  THE PROPERTY OF T	3217 2199	0262	3217 2199	· 03/7		773020000 1051	essentation.			2071		rae diene Cost A	
CUICAGO CLEVELAND	3217 3217 2170	0362	3217 3217 2199	.0317		773024411273 1051	essentation.			2071		rae diene Cost A	
TION  THE CONTROL OF	3217 3217 2170	0362	3217 3217 2199	0317		773024411273 1051	essentation.			2071		rae diene Cost A	
CHICAGO CLEVELAND NEW YORK	3217	0391	3217 2470 3107	0317		773024411273 1051	essentation.			2071		rae diene Cost A	
CUICAGO CLEVELAND	3217	0391	3217 2470 3107	0317		773024411273 1051	essentation.			2071		rae diene Cost A	
CHICAGO CLEVELAND NEW YORK	3217	0391	3217 2470 3107	0317		773024411273 1051	essentation.			2071		rae diene Cost A	

TABLE I-20
COSTS PER POWD FOR RAIL ROAD SHIPMENTS OF KRAFT PAPER
TO MORTHERSTEPH MARKETS

N ON THE OWNER.		on the college of the		eren er sal tratak	10 NOK	THEASTE	en likk	neix			Marie Control Marie	
POINTS OF	POINT	'S OF OR	IGIN		P(	OINTS OF	ORIGIN		Contract of the second second second	CINTS OF	The state of the s	
DESTINA- TION	ALBANY, O	REGON	CAMAS, W	ASHINGTON'	HOUSTOU	TEXAS	JACKS0:37	ie Ra	KAUKAUA	wisc.	MWDIET	am alio
ATTE THE MANAGEMENT		COST		COST		COST		COST	79	COST	Hermon	CCCT
	3217	<b>.</b>	32,17	60	1,605	5	1017	<b>e</b>			968	8
EOSTON	miles	10317	miles	03/7	miles	•0195	miles	.0137			miles	·0113
	3199		2199		940		8243		146	8	281	9
CHICAGO	miles	0262	miles	,0362	miles	-0127	miles	.0130	miles	.0048	miles	10052
CLEVELAND	miles		2470 miles	- 20/	1,114	0	770				360	
CALITY VEHICLE	2470	.0291	1/(10)	.0291	miles	.019	miles	.0138			miles	.0046
NEW YORK	3167 miles		3107	42.54	1,420		838		da com		785	-100
	THE RESERVE OF STREET	·6317	miles	·0317	miles	.0177	miles	•0124		***	miles	.0098
PHILADELP	ETA miles	0317	3.015 miles	10317	1,541		758 milas	0116			694	10091
TOTAL SAND CONTRACTOR	A WASHINGTON TO SERVE	THE PARTY OF THE PARTY OF THE	Section of the sectio	TATEL STREET	miles	10171		01/6			miles	
POINTS OF ! DESTINA-	POIN]	S OF OR	IGIN		PO	INTS OF	ORIGIN	1175 v 16 <b>76 m</b> . 2011 c 1 <b>27</b> 6	P	OINTS OF	ORIGIN	
TION	N. Tounw	A MY BOOK	TACOMA	WASH.	WEST L	nn coeason	WEST PO	υτ, VA .				
1.0-2.0	THE PERSONAL PROPERTY.	COST	×	COST		COST		COST	QUANTITY	COST	TTITMAUC	COST
* S. P. C. S. M. Marine 22.	194	B	3159		9217	8	THE O		i i	200000000000000000000000000000000000000	- American Company	į.
ROTTON	miles	.0081	miles	10817		0317	570 miss	10091				
Every a radiomical or	534		8191		2199		862					
CHICAGO	miles	.608€	miles	.0262	miles	.0262		.0113	ASSENSED DE			
	184		2481		3470		594					
CLEVELAND	miles	0046	miles	. 0291	miles	.0991	miles	0089	, see all the second			
	396		3049		3107		341					
NEW YORK	miles	.0071	miles	.0317	miles	.6317	miles	.007/				
מים יש האוד א השנים	415		miles		3015	2217	<i>450</i>	.0040				
PHILADELPH	A miles	.0060	1957	10317	miles	. 03/7	Wiles	.0060			Perentanakan kentar	
$\tilde{f}$ .							gjara-			HZIOTH		
	쭕	2			8 1	8	<b>5</b> €	B/ E	23	<b>5</b> 4	kď.	n Ma

TOESCHOOL THE EAST	يونو پوروېستو دو ده دخومونو د	Caldina Pultern	METERAL MARKET	CONTRACTOR CONTRACTOR	arangan daga. Ta	TO SHELL WAS THE FOURTH	erona i alesso co	1919 1919 1919 1919 1919 1919 1919 191	ালন্য ভিত্ত করেন	ARTENIO PAGENCE III ALE	THE COLUMN STREET STREET	artininia and	толи, д
POINTS OF	Constitution of the contract o	S OF ORI	STATE OF STREET		ದಿರುವ ಕರ್ಮವರ್ಷದ ಮು. ಎಸ್. ಚಿತ್ರಗಡ	OINTS OF	THE PROPERTY OF THE PARTY OF TH	magner om ej		OINTS OF			्रा ज्या
DESTINA- TION	CHACRIN F	ଖାନ : ଫା(ଠ	ERIL, R	ปฏ5y <b>LV</b> คนให้ใ	BGE45.E	AILS, LIVE	Lucenna	ovar tets k	374 SS 684	RIAGEN	FURNISH.	MISSONSIT	
Section - Telephone and province	MILES	COST	MILES	COST	MILES	CCCI:	thick	COST	8 . hures 1	COST	學也是	. con	ř N
		√r.	594		- A	6			e miles	ŕ	i.		£
BOSTON	678	-0101	miles	.0085	281	.0085				.0178			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
			424				ALL STATES	J.	9/7		ili de la completa d La completa de la completa del completa de la completa del completa de la completa del la completa del la completa del la completa de la completa de la completa de la completa del		CONTRACT.
CHICAGO	340	10066	mile5	-0076	840	10076	640	1006	miles	+0109	166	10048	
(1) FIT (WILL BANK)			84				e :		1007		D. S.		
CLEVELAND		·0048	miles	10039	5//	10034	e Opening of the	124.1.2	miles	1018:	tr. Di Otro alas i-o reven	r F F	fi. ga elestiti
NEW YORK	E CAI		496						ia15"				
AD ALL TOTAL		10087	incles	-008	220	0300	ii K Priisidekanii 1910	g gradining	miles	2013-			VENT'S.
PHI LADELP	配 D 1179		515		314				1003			i i	2560
The second secon	Toron estructor in	-0080	Miles	0077		• 0077	iy 3d T <del>awa</del> ecawaecawa, v		MICS	01.35	E D Corpo para grando a para de la composición dela composición de la composición dela composición del composición de la composición dela composición de la composición de la composición de la composición del compos	Todal Like Websit	E SALVERY S
POINTS OF	ri B Dote:		E 3 77 3 7	Desert Charles of The Michigan Charles		CONTRACT THE SECOND	PROPERTY PROPERTY.	CONTRACTOR AND ASSESSMENT	CONTRACTOR OF THE SECOND	CONTRACTOR VIOLEN	Decision and the second	CONTRACTOR OF COMMERCIAL CONTRACTOR OF CO	is a second
		ES OF OR	FGTE			INTS OF				DINTS OF			
DESTINA- TION	The construction of the state o	THE OWNER WATER	Bransan in the	TORKET AND FORM	PO yezeron ene k k			ender der Frankeiser der Frankeiser der Frankeiser der Frankeiser der Frankeiser der Frankeiser der Frankeiser Beginner der Frankeiser der Frankeiser der Frankeiser der Frankeiser der Frankeiser der Frankeiser der Frankeis		NO STRIC		æ", ", <u></u> ".	1) (;
DESTINA-	Vicksour	Z. Michigae		CUST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI		priss Lasettivimi		omish yosh yaway na unuk		gin come ce son	HINGE TO A
DESTINA-	The construction of the state o	THE OWNER WATER	Bransan in the	f r comment man of		COSI	QUALCITY	priss Lasettivimi			T AMELIAN MARKETTA		
DESTINA- TION	Vicksour	. Michigae		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMELIAN MARKETTA		ACCEPTANCE OF THE PARTY OF THE
DESTINA-	Vicksour	THE OWNER WATER		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMELIAN MARKETTA		A CONTRACTOR OF THE PARTY OF TH
DESTINA- TION	VICKSOUR INLES	Puchigae		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		A CONTRACTOR OF THE PARTY OF TH
DESTINA- TION   TION   TION   ST	Vicksour	. Michigae		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		
DESTINA- TION (1)	Vicksour Miller 120	· OCAZ		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		CONTROLL OF THE PROPERTY OF THE PARTY.
DESTINA- TION	Vicksour Miller 120	Puchigae		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		
TION TION CHICAGO CLEVELAND	VICKSOUR MILLES 120 316	· OCAZ		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		A CONTRACTOR OF THE PROPERTY O
CHICAGO CLEVELAND	VICKSOUR MILLES 120 316	.0042		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		
CHICAGO CLEVELAND	120 316	.0042		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		A CONTROL OF THE PROPERTY OF T
CHICAGO CLEVELAND NEW YORK	120 316	. 0052 . 0107		COST	Tanana and Tanana Tanana and Tanana Tanana and Tanana	COSI	QUALCITY OUVACUATION	rom Lambori Cort	energear EUANTITI		T AMERICAN MARKETTAN		

TABLE Y-22
COSTS PER PEUD FOR RAILROAD SHIPMENTS OF ACUD PAPER TO
NORTHEASTERN MARKETS

The survey at the survey of the	· Kari - Maranan Angalan		or S.C. office on Physics 2005	/	VOKTHEA	STERN		)			Carrier application	Shorten a consequence	A1. 1.00
POINTS OF	POINT	S OF ORI	GIN		P	OINTS OF	ORIGIN		P(	OINTS OF	ORIGIN		object:
DESTINA- TION	CANTON, MO	CARMINA	ERIE, PEU	NSy LYALLA	JACKSON,	<u> Акаелна</u>	KALAMAZ	co Mich	NEENAH.	لناوموميل	Comun C	<u>Рит</u> си,	
LOGGERANDIAN IN	MILES	COST	The state of the s	COST		COST		COST		COST		COST	
BOSTON	1061	10122	594 miles	8 •603:5	1444 Miles	9 .0148	894	8 ·011.3			3244 miles	8 10317	
CHICAGO	674	'0100	424 miles	-0076	917 miles	.0109	120	·0042	166 miles	.0048	aazi7 miles	0262	-
CLEVELAND	653	10094	84 miles	·0034	1007 miles	10121	316	·0052			2555° miles	10291	
NEW YORK	832	·010 <del>4</del>	196 Miles	408O	1215 miles	10134	800	·007			3032 miles	.03/7	A STATE OF THE PARTY OF THE PAR
PHILADELP.	11A 740	10099	miles 515	10077	1063 Miles	·0132	796	10101			2991 miles	10317	
OINTS OF	POINT	rs of or!	IGIN		PO	INTS OF	ORIGIN	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	P	OINTS OF	ORIGIN		ST-1865
DESTINA- TION	SPLEHOD	regnu	YANG ONE	e WASH			A CONTRACTOR LANGE						T
	<b>E</b>	COST		COST	UAITITY	COST	TITMAUÇ	COST	QUANTITY	COST	QUANTITI	COST	
BOSTON	5alt miles	B • C3/7	3817 miles	B 10317									TO NAME OF
CHICAGO	2199 Miles	<b>.</b> 0363	2199 Inites	·0262									
CLEVELAND	2470 m(165	.0291	2470 miles	.029/									
NEW YORK	3107 Miles	•0317	3 107 Thiles	.0317									
PHILADELP	3015 A miles	.0317	3015 miles	,0317									
(								E E E E E E E E E E E E E E E E E E E					

## COSTS PER BOUD FOR RAIL ROAD ISHIPMENTS OF DUPLICATOR PAPER TO NORTHERSTERN MARKETS

PHILE WAS ARRESTS.			nan was and a Fig Tie Throatenate as	e des com est a constantination de la consta		CONTRACTOR OF THE PARTY OF THE					A TANK MARKANIAN CONTRACTOR	SOUNDS OF THE MATERIAL PROPERTY OF THE	ಚಿತ್ರವರ್ಷ
FOINTS OF		S OF ORI				OINTS OF				DINTS OF	QRIGIN		guenza
DESTINA- TION	ASH DOWN !	121:1N5A3	CANTONIA	C. CARCLINA	FIRE JEN	MANAMINE	JACKSON.	RABAMA	Millwood	Westersto	TEARH, I	UISCONSIN R	
1104	. MILES	COST	S.	COST		COST	is ko	COST	TIN MARKE	COST	e Samendani	COST	ু ১ শুকুর
28 per (Prince, n) colours of Cristians, and colour, after \$15 cm ft.		c	1061	P	.594	\$		Æ					The state of the s
DOSTON	1664	0175	miles	10122	miles	• 0085		,0148	2849	10317			9
And deliver in the strict the server			674		Hau				A AND THE PROPERTY OF		166	8	1
CHICAGO	768	,0105	าหเษร	·0100	Hay miles	.0076		-0107	1831	0262	miles		i Second
			653		84			TO STATE OF THE ST	- T				e e
CLEVELAND	775	.0129	miles	10094	miles	•00.34		1010	2171	.0291		ADDRESS TO SERVICE STATE OF THE SERVICE STATE OF TH	) Process
537364 3 02317			832		496				<i>273</i> 7				Popular
NEW ZORK	1435	-0459	miles	.0109	miles	10080	Santoenen.	10134	generorst Generorst	103/7	i Postenia i		e enac:
CUILADELP	東下 カーフリク		740		515				2647				N. W. Comp.
TO LONGUE SE	1342	0155	mlles	10094	miles	.0077	Mar manuse manuserus	10132	26	10317	N. Comments	watering months	i Samo
POINTS OF	POINT	S OF ORI	IGIN		PO	INTS OF	ORIGIN	STATE STATE OF THE	P	OINTS OF	ORIGIN	CONTROLLARIOR TOPLY	Marie.
DESTINA- TION	Poncua. Ca	LIFCRUIR	SALEM, C	DRF CON			AL SAMPLE LINE MEN	PARTITION TO	NAME AND POST OF PERSONS	e and enter a second of the	g revoluence. 11	TO BE TO COMMENT OF THE	- Internal
	and the second s	COST.	d arministration :	CUST	JANTITY	COST	OUNCIA	COST	DUANTITY	generalistik (* India) G	CONTRACTOR OF THE PERSON NAMED OF THE PERSON N	er romani mark	No.
mander of the state of	The state of the state of	CALL BARRIES					St. 17:14 F 1 + + T -			COUT I	PITINAU(	i cost [	#
	34	- 199 M Sh 189-60-	-	- And Principal Artist		1				CONT	CLIMAN	COST	
= + 100 tt + 15a	1 3244 mues	8		8 103/7									o recruit and a second
DUSTON	miles	- 199 M Sh 189-60-		e 10317									A CONTRACTOR OF THE CONTRACTOR
DUSTON	miles 1227	8 903.7		10317									AND THE PROPERTY OF THE PARTY O
医加州亚二二十代医师 有关的	miles 2227 miles	8											THE PROPERTY OF THE PROPERTY O
CHICAGO	miles 2227 miles	8 *03.7 *0262		10317									THE SECOND SECURITY OF THE PROPERTY OF THE PRO
医加州亚二二十代医师 有关的	miles 2227 miles 3565 miles	8 903.7		10317									THE PROPERTY OF THE PROPERTY O
CHICAGO	miles  2227  miles  miles  miles  miles	8 *03.7 *0262		10317									THE PROPERTY OF THE PROPERTY O
CHICAGO  CLEVELAND  CLEVELAND  CLEVELAND	miles 2227 miles 3565 miles	8 •03.7 •0262 •0291		10317 10362 10291									THE PROPERTY AND ADDRESS OF THE PROPERTY OF TH
CHICAGO  CLEVELAND  CLEVELAND  CLEVELAND	miles  2227  2 miles  2082  miles  miles  miles	8 *03.7 *0262 •0291		10317 10362 10291									
CHICAGO CLEVELAND CLEVELAND NEW YORK	miles  2227  2 miles  2082  miles  miles  miles	8 *03.7 *0262 •0291		·0317 ·0362 ·0391									THE PROPERTY AND ASSESSMENT OF THE PROPERTY OF

TABLE I-AH
COSTS PER POUND FOR RAILROAD SHIPMENTS OF COATED PAPER TO
NORTHEASTERN MARKETS

	Charles Andrews		The same and the state of	way to him and the same from		HEHSIEL Markenskaren	DE JAMES ON CHARGE SHIPS			The state of the s		at ny fivonany ny fiftin'i Albania
POINTS OF	POINT		GIN		كمنتظفوه وسيسو	OINTS OF	THE TAX OF VIOLENIA PARTY AND A SECOND		Martin Company of the Part of the Company	DINTS OF	THE PARTY OF THE P	
DESTINA- TION	CAMAS, WAS		GRANT RI	P. DS, MI.	KALAMA	ZEC, NI.	LEWISE	U, IDAHO	NEENAH	Miscousin	PENSMOCI	A Floring A
		COST	-	COST		COST		COST		COST	100000	COST
POSTON	<i>ঙুধাশ</i> mile3	· 0317	894	.0113	894 miles	.0113	2910	• • 6.317			1444 miles	B •0149
CHICAGO	d199 miles	.0262	184	• 0044	1 <b>8</b> 0 miles	•0 <i>0</i> 92	1890	•0262	166 miles	• 0048	9/7 miles	.0.116
CLEVELAND	3470 miles	.0291	316	•00.5.3	mits 316	•0062	2230	. 0291			1007 miles	.0118
NEW YORK	3107 miles	-0317	800	•0107	THE RESERVE OF THE PERSON NAMED IN	•0107	2800	16317			เลิเรี miles	.0137
PHILADELP	IA miles	10317	796	'0103	796	1010	2707	.0317			1063 miles	.0133
POINTS OF	POINT	S OF OR	GIN	ACCOUNT OF THE PARTY OF THE PAR	PO	INTS OF	ORIGIN	THE BELLEVILLE OF THE PERSON O	P	OINTS OF	ORIGIN	
DESTINA- TION	WEST LIN	N. OREGOD	WEST MO	WROE, LA								
		COSI,	THE CONTRACT	E BRESCHENGER	YTITMAU	COST	Proposition of the contract of	THE COMMENTS OF THE PARTY OF TH		THE PERSON NAMED IN COLUMN TWO	and the second	Breath The Control of the
TO THE WOLLD'S TOWN			<b>84</b>	COST			QUANTITY.		ZT'ITMAUÇ	COST	YTTTMAUC	COST
BOSTON	3217 miles	9,0317	1686	·0210		CUSI.	QUANTITY	COST	OUANTITY	COST	YTTTMAUC	COST
BOSTON AND TO SECULO SE	1966 × 1	S	1686							COST		
AND THE PROPERTY OF THE PARTY O	2199 miles 2470	9,0317	1686 831	.0210						COST		
CHICAGO	2199 miles 2470	9 10317 10262	1666 831 1058	•0210 •0105						COST		
*CHICAGO ************************************	miles 2199 miles 2470 miles 3107 miles	9 ,0317 ,0362 ,0262	1686 831 1058 1457	•0210 •0105 •0154						COST		

### COSTS PER POUND FOR RALLROAD SHIPMENTS OF FACIAL TISSUE TO

					NORTH	EA STERN	MARKE	i 75					etropare t
POINTS OF		S OF ORI	GIN			DINTS OF		T-ARCHARLE TO THE STATE OF THE	Po	DINTS OF	ORIGIN.		
DESTINA- TION	BUTLER, P		Самаз, ч	RS4 WOTON	PRODETT	arkansas	MARINET	re, wisc.	ATLATKA	PORIDA	57. HELE	us dram	
Section measure agreem	MILES	COST	NILE)	COST	MILES	COST	MILES	COST	MILES	COST	MILES MILES	COST	
BOSTON	1603	5 •0306	3217 miles	656⊋	1632	.627/		,	1240	B 10292	iga17 miles	B 10502	14 (14)
CHICAGO	748	.02.39	\$199 Miles	. 0365	777	10166	197	₽ •009.2	1113	.0269	a199 miles	.0365	
CLEVELAND	975	.0348	8470 miles	10163	1004	.0199			1130	•0269	2,476 miles	10463	
NEW YORK	1374	10275	3107 miles	• 0502	1463	•0249			7011	• 0275	15107 miles	7050£	
PHILADELPI	TA1283	10285	3015 miles	•०५०३	1312	0235			920	<i>'024.</i> 3	3015 miles	0502,	TANIT MARKET
Annual State Co. Carrier	THE PERSON AND A PROPERTY OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF T	LAKE ATTEMPTED TO A PARTY AND	al view to the comment	C. DEF SECURITY OF THE SECURITY OF	ACCIDENTATION PORTER PORT	CONTROL CONTROL OF CON	that it has restore but the contribute is a	area interested above the same of	د هاد کنیلاتهای کو شایع دیران سندا	CONTRACT CONTRACTOR CONTRACTOR TO		CONTRACTOR OF THE CASE OF THE	
POINTS OF	POINT	S OF OR	GIN		PO	INTS OF	ORIGIN		P	OINTS OF	ORIGIN	The state of the s	C. FEBRUA
POINTS OF DESTINA- TION	POINT	S OF OR	GIN		PO	INTS OF	ORIGIN		P(	OINTS OF	ORIGIN		
DESTINA- TION	Olivelia.	COST	VUANTITI	COST	UNTITY	COST'	QUAVIIT		JUANTITY	COST	QUANTITY	COST	
DESTINA-	TENTON TO THE TOTAL			COST				COST				per la mer des	
DESTINA- TION	Olivelia.	COST	VUANTITI		UNTITY	COST'	QUAVIIT		JUANTITY	COST	QUANTITY	COST	
DESTINA- TION TORRESTON	Olivelia.	COST	VUANTITI		UNTITY	COST'	QUAVIIT		JUANTITY	COST	QUANTITY	COST	
DESTINA- TION  TON  POSTON  CONTRACTOR  CO	Olivelia.	COST	VUANTITI		UNTITY	COST'	QUAVIIT		JUANTITY	COST	QUANTITY	COST	
DESTINA- TION BOSTON CHICAGO	Olivelia.	COST	UANTII		UNTITY	COST	QUAVIIT		CANTITY	COST	QUANTITY	COST	
DESTINA- TION  BOSTON  CHICAGO  CLEVELAND	THE CONTRACT OF THE CONTRACT O	COST	UANTII		UNTITY	COST	QUAVIIT		CANTITY	COST	QUANTITY	COST	

COSTS PER BUILD FOR RAILROAD SHIPMENTS OF TOILET TISSUE TO

THE LOUIS COLUMN	Market Commencer			NOR	THEASTER	J MAKK	EIJ			Department of the second second	parameter and a manager of the	taren de la composition de la Composition de	
POINTS OF	POINT		GIN		Po	OINTS OF	ORIGIN	12	P(	DINTS OF	ORIGIN	a secondario del Marco de	
DESTINA~ TION	BELLINGHA	M, WASH.	BUTLER ,	<b>Ч</b> РВРИР	CARTSKRA	e, dregan	DETROIT,	Michigan	GREENB	y wixas	MEENING W	/scouding	
	MILES	COST		COST'		COST	. MILES	COST	MILES	COST		COST	
BOSTON	3210	8 10502	1403 miles	B 10306	শুঝ্রাপ miles	8 . 0503	746	8 10362		- prime			
CHICAGO	2192	.0365	7198 Indes	•0239	2199 miles	10365	272	•0159	197	.009.2	166 Iniles	8.0056	
CLEVELAND	<i>25</i> 32	.0463	975 miles	·0298	ล470 miles	10463	164	·0124					
NEW YORK	3100	చిస్త్రంపె	/3,74 miles	10275	3107 miles	·0502	648	·0247					
PHILADELPI	IA 3008	6050Z	1283 miles	·026.3	3015 miles	. <i>05</i> 03	644	10247					
POINTS OF DESTINA-	POINT	rs of ori	IGIN		PO	INTS OF	ORIGIN		P	OINTS OF	ORIGIN		
TION	MOBILE, A	LABAMA	ROCK! WOL	IAM N.C.									
ጋ ነ አርባው ፓርቲያ የሚፈረርር በነት ነገ። ነብ ዜተም የሚመል የኒያኒኒኒኒኒኒኒኒ	MILES	COST	MILES	COST	UANTITY	COSI,	QUANTITY	COST	YTTTVAUC	COST	YTITMAUC	COST	
BOSTON	1444	# •03!7	644	6 •0232									
CHICAGO	917	•0232	986	.021									
CLEVELAND	1007	·0354	668	10219									
NEW YOFK	1215	'6282	465	10190									
PHILADELP	TA 1124	10272	374	10175									
or men.						e de la composition della comp				Collegeror		A THE TRANSPORTER	

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

#### Lumber

### Paper Products

- l. Newsprint
- 2. Kraft and Fine Papers
- 3. Facial and Toilet Tissue

#### Costs of Truck Shipments of Newsprint to Markets In the Northeast Table V-27

OINTS OF ESTINA-	POINT MIDDLET	OWN, OHI	GIN N.TONA	WANDA N		OINTS OF	State of the other winds on	OINT,VA	PO	OINTS OF	ORIGIN	
ION	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	DUANTITY	COST	YTTINAUC	COST
BOSTON	40,000165	3 184.00	40,000ks	\$ 504.00	84,000 lbo	1,119,30						
CHICAGO							40,000lbs	752,00		Total Control of the		
EVELAND	40,00016s	324.00					40.000 UE	588.00				
EW YORK		616,00			84,000 lbs	1,220.00						
HILADELPI	[A	576.00	.40,000/bs	412.00	84,000lbs	1,379.70						
DINTS OF ESTINA-	POIN	rs of or	IGIN		PO.	INTS OF				OINTS OF	ORIGIN	
CANAL CONTRACTOR OF THE CONTRA	UANTITY	COST	DUANTITY	COST	UANTITY	COST	QUANTITY	COST	QUANTITY	COST	DUANTITY	COST
OSTON							A BOST TELLS	The Control of the Co				
HICAGO							e compressive and					
LEVELAND												
EW YORK												
HILADELP	The ra	G Germania i Granda (1980)	gged Liekt atmeter, terrer - ≥ ≥	en Variation (not a considerate and considerate and considerate and considerate and considerate and considerate a	THE RESERVE OF THE PROPERTY OF THE PARTY OF	A Company of the Comp	The state of the s	700	de la companya della companya della companya de la companya della	Marie Company	Est .	6

POINTS OF DESTINA-	POINT	S OF ORI FALLS	r consumer reserve	ALLS NY		DINTS OF APIDS MI		ZOO, MI		DINTS OF NA, WI	NEENAH,	WI
TION	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	)UANTTTY	COST
BOSTON	40,000 ibs	\$ 680.00	36,000 LBS	s 298.80	40, cmlbs	78400		®760.00	40, ecolos	8 904,00	40,000 15S	ь 964.00
CHICAGO			JA,OWIBS	601.80								
CLEVELAND			4c,œoibs	448:00				19 <b>18</b>				
NEW YORK		600.00	36,000 bs	a5a.00	16,000 lbs	754.00	40,000lbs	708.00	46,000lbs	876,00	40,000 lbs	876.00
PHILADELPI	TA	576.00	16,000 lbs	330.00	Aciocolles	704.00	4 <i>5</i> ,ccclbs	(205.0C)	10,a01bs	836.00	40,anbs	836,00
POINTS OF	POINT	S OF OR	IGIN		PO	INTS OF	ORIGIN		P	OINTS OF	ORIGIN	
DESTINA- TION	POTSDA	L NY	QUEBEC	CITY,CA	RICHMO	ND, VA	VICKSBU					e de la corre de
	DUANTITY	COST	YTTTYAU	COST	LUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
BOSTON							4υ, ανίσο	3 764,0C		agg a seja siringan		
CHICAGO	Ac, cere lbs	B 712,00			Blyccolbs	<b>3</b> 651-60						
CLEVELAND	40,00c 165	<b>.s</b> .552,00			<i>30,000165</i>	411.CC		72.0				
NEW YORK			30 px/172	8 630.00	4a,ccolbs	331.80	14c,0coibs	708,00				
PHILADELPH	AT A			e 537.00					Ė			
	e ye megatikên diku destanê dibe (e.  -  -	er jogen med en er en er	And the second second second second	e neutrani anno interne metti de Palisi I		F		e i	es:	[] 62	the state of the s	

POINTS OF DESTINA-	The second second	S OF ORI			to an annual contract of the second	OINTS OF	ORIGIN		P(	DINTS OF	ORIGIN	The second of the second
JESTINA- LION	DETROIT	Carl Mark Carls (1997)		Y, WISC	A STATE OF THE STA	WISCON.						The second second
· · · · · · · · · · · · · · · · · · ·	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	YTTIMAUC	COST	DUANTITY	COST	DUANTITY	COST
BOSTON	<i>35,0</i> 0155	689.5C	42,000165	1,011.00 8	35,000 lbs	B 924.00						
CHICAGO								angelija i i i i i i i i i i i i i i i i i i				
CLEVELAND	· constant of the second			Tr.				and the second second			S.	
NEW YORK	35,000/65	630,00	42,000bs	907,20	<i>35,0</i> 0165	854.00				artis milato co		
PEILADELPE			12,000 lbs	873.6C	35(XX)65	805.00						
POINTS OF DESTINA- TION	POINT	'S OF ORI	GIN			INTS OF	ORIGIN		P(	DINTS OF	ORIGIN	
A 150 S. Paris Carlos Species Species B. H. M. Mic Opp. 6 (Mary 1)	UANTITY	COST	YTITMAU	COST	DUANTITY	COST	QUANTITY	COST	QUANTITY	COST	OUANTITY	COST
BOSTON										Access to the second	i i	
CPICAGO	-			THE STATE OF THE STATE OF					***************************************			
CLEVELAND									E			O Zemannia
NEW YORK												
PHILADELP	TA											
<i>(</i> -		Washing to										

### COSTS PER HOURD FOR COMMERCIAN CARRIER SHIPMENTS OF NEWSMRINT TO

NORTHEASTERN MARKETS POINTS OF ORIGIN POINTS OF ORIGIN FOINTS OF MADLETOWN, OHIO MOTONAWANDA, MY QUEBEC CITY, QUE WEST POINT, VA. DESTINA-TION COST COST COST COST PUANTITY COST DUANTITY WORLD STORY OF THE PARTY BOSTON .0181 10126 -0133 CHICAGO .0188 CLEVELAND 1800 .0117 NEW YORK .0145 -0154 PHILADELPHIA 0144 0164 POINTS OF POINTS OF ORIGIN POINTS OF ORIGIN POINTS OF ORIGIN DESTINA-TION QUANTITY QUANTITY UANTITY QUANTITY COST COST COST COST QUANTITY. 100200 BOSTON CHICAGO CLEVELAND ASSESSED THE LEADING NEW YORK PHILADELPIÑIA

COSTS PER PUND FOR COMMERCIAL CARRIER SHIPMENTS OF NAGAZINE AND FINE PAPERS (MACHINE FINISH BOOK PAPER, COATED PAPER, BUND PAPER, DUPLOATOR ARER)
TO NORTH EASTERN MARKETS

. C.	DOTATE	S OF ORI	CIN		THE RESERVE THE PERSON NAMED IN	<i>h easter</i> oints of	No on Control of the Party of the Party of	KETS				
COINTS OF	CHACRIN F	A CONTROL OF THE PARTY OF THE P	GLENS FR	LLO, N.Y.	The second second	THE RESERVE THE PARTY OF THE PA	KALAMAZ	.∞ MI	THE RESERVE TO SERVE THE PARTY OF THE PARTY	DINTS OF UALWISC	NEENH	twise .
NOI'		COST		COST		COST		COST		COST		COST
POSTON	698 miles	. 0170	281 Miles	• 0083	8,94 miles	•0196	894 miles	· 0190		B :0341		•0241
HICAGO		-	840 miles	10!77								
LEVELAND			Jil miles	·0112								
EW YORK	1571 miles	•0150	miles	•0070	80-0 miles	•0188	miles 500	.0177		'0219		•6219
HILADELPE	179 TA miles	10144	314 miles	•0080	-196 miles	.0176	796	•0134		.0209		10209
OINTS OF ESTINA-	POINT	S OF OR	IGIN	CONTRACTOR OF THE PROPERTY OF	PO	INTS OF	ORIGIN		P	OINTS OF	ORIGIN	
ION	Porsonn	NEW YORK	<b>ರು</b> ೯3೯೦	City, QUE	RICHHOU	Dyvirain	YICKSBU	PO, MI				
		COST		COST		COST		COST	QUANTITY	COST	CUANTITY	COST
OSTON							894 miles	& •0191	i.			
HICAGO	miles 899	B •0178			862	9 10181						
LEVELAND	miles 559	10133			544	·0137						
EW YORK				.0310	341	.0079	m145 800	-0177				
HILADELPE	ELA			0179	250	.0058	196 miles	•0150				
THE THE PARTY OF T	No. Colonial Property							ESTABLE STATES				

### COSTS PER POUND FOR COMMERCIAL CA RRIER SHIPMENTS OF TOLLET & FACIAL TISSUE TO MORTHERSTERN MARKETS

DETON HIGH COST CUMPITY COST CU	PCINTS OF		'S OF ORI		ET P HAC	De Tiss			) FISK 1.	ATTENDED TO SERVICE AND AND ADDRESS OF THE PERSON NAMED AND AD	DINTS OF	ORIGIN		
BOSTON 6/3 .0/97 .0955 .0041 COST QUANTITY C	ESTINA-			The state of the s	y Wise	KEN THE RESIDENCE AND ASSESSED.	CONTRACTOR OF THE PARTY OF THE	CE TOWN						
CHICAGO CHEVELAND CHEW YORK  UNITED TO POINTS OF ORIGIN  UNITED TO ORIGIN  UNITED TO ORIGIN  CHAPTER  COST  CHAPTER  CHAPTER  COST  CHAPTER  CHAPTER  COST  CHAPTER  COST  CHAPTER  COST  CHAPTER  COST  CHAPTER  CHAPTE		MILES	COST	QUANTIT	COST	PTTTMAUC	COST	QUANITIY	COST	UANTITY	COST	UANTITY	COST	
THEVELAND  THE YORK  USE YORK  USE 100 100 100 100 100 100 100 100 100 10		613					B *							
EW YORK	CHICAGO					ATTENDED ATTENDED				Š				
CINTS OF POINTS OF ORIGIN POINTS OF ORIGIN POINTS OF ORIGIN  UANTITY COST UANTITY COST UANTITY COST QUANTITY COST	I.EVELAND													
OINTS OF POINTS OF ORIGIN POINTS OF ORIGIN UANTITY COST UANTITY COST QUANTITY COST QUANTITY COST QUANTITY COST CHICAGO CLEVELAND NEW YORK		482	° 0180		.0216		10244		T. 257					T. T
OINTS OF POINTS OF ORIGIN POINTS OF ORIGIN POINTS OF ORIGIN  UANLITY COST UANTITY COST QUANTITY COST	HILADELPI	IV 443	.0164		.0308		·0230							STEEDING ST
OSTON HICAGO LEVELAND EW YORK	ESTINA-	POIN	rs of or	IGIN			INTS OF			P	OINTS OF	' ORIGIN		******
HICAGO LEVELAND LEW YORK							COST:	QUANTIT)				DUANTITY	COST	
LEVELAND  EW YORK	OSTON							A war a war a						T. C. STORY
EW YORK				ę.										7
	LEVELAND													***************************************
	IEW YORK												E TOTAL	
THI DADLIEF RUA	HILADELP	MAT A	E!									器 (性) (性)	A COLUMN TO THE	

### Truck Transportation Costs of Maine Forest Products

#### Lumber

### Paper Products

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

## TABLE - I - 39 COSTS OF TROOK SHIPHENTS OF WHOFE FROM

POINTS OF	POINT	S OF ORI	GIN		P(	DINTS OF	ORIGIN		P(	DINTS OF	ORIGIN	
DESTINA- TION	MAHLAW!	HAINE	BETHEL	HRUNE	A 1000 W-FIRST TOPP	L MAINE	- F - D-Comment - Comment	AINE.	MORWAY	MAINE	Zive mineral contraction of the	PG HAINE
POSTERNIC CLASS	A COLUMN TO THE PARTY.	COST		COST	THE PERSON NAMED IN	COST	11 War And Market 2	COST	Parameter (	COST	जस् <b>रका</b> र्केट	COST
BOSTON	396 miles	•0083¢	174 miles	•0039¢	163 Hiles	· 00.57\$	177 Miles	·009 00	158 MILES	·0036¢	165 Hiles	.00384
CHICAGO	Compared to the Compared Compa	.02794	115Z MILES	·02430	1239 MILES	. 02/61 €	THE PERSON NAMED IN COLUMN	<u>.0243</u> ¢	1134 MILES	02394	THES.	102914
CLEVELAND	1024 Trulia	.021754	807 MILES	·01700	Bib MILES	· 0/89¢	PIC HILES	·0171¢	791 MILES	'0167¢	798 Nikes	·0168¢
NEW YORK	bos.	·0127¢	380 HILES	·00 80¢	469 Miles	00994	385 HILES	.00814	364 HILES	.00774	371 MILES	.00784
PHILADELP	702. 112 Wiles	·0148¢	1 480 Miles	-010/6.	479 Miles	· 0/0/6	485 Miles	· // // 26.	464	· 00984	ATI MILES	'Olood
POINTS OF	POINT	'S OF ORI	GIN	reasonate inc	PO.	INTS OF		Krest Land Att. T	P(	DINTS OF	ORIGIN	CARREST TO PROTECT THE RESERVED
	INTERNAL	THOWE!	DHERMAL	۸.	•			D. MAINE	4	Section 2017	್ಷಾಣ್ಣ ಮತ್ತಾದಿದ್ದ ∮	
Sharaker committee and materials are the country day of the country of	ir.			,			The second of	The second secon	Committee Committee Committee	OTRING BATTANES, C. 1977	ili 1809 Papari Janes	THE PARTY OF THE P
	Company of the compan	COST	THE PROJECT OF THE PARTY OF THE	COST		COSI		COST	OUANTIT	CST	DUANTITY	COST
EOSTCI	195 M.E	_α45¢	306 MILED	COST . 0067¢	Miles 184	COS1 (00434)	307		is a second management of	CST	DUANTITY	COST
EGSTCH CHICAGO	1.1	<u>·</u> α45¢	1282		184		307 Miles	COST DE SOO	is a second management of	COST	DUANTITY	COST
न देशभाव १४०० व्यवस्था नाम्यः -	M.E	<u>·</u> α45¢	11165 1282 11165 939	.0067¢	1165 Miles	•00A3¥	337 MILES 1313 MILES	1200 ·	is a second management of	CST	DUANTITY	COST
CHICAGO	M.LE 1171 MILES 828	.α45¢ .0347¢	MILES 1282 MILES 939 MILES	.0061¢	1165 Miles Bad Miles	·00434 ·0246¢	357 MILES 1313 MILES 1020 MILES 543	COST: .008.4¢ .0878¢	is a second management of	CST	DUANTITY	
CHICAGO CLEVELAND	MILES 828 MILES 401 MILES	.0.45¢ .0347¢ .0176¢ .0085¢	1282 Miles 939 Miles 512 Miles	.0067¢ .087/¢,	1165 Miles 822 Miles 385 Miles	·0246¢ ·0173¢	337 Miles 1313 Miles 1020 Miles 593 Miles	.008.4¢ .0278¢ .0215¢	is a second management of	CST	JUANTITY	7.00 P. C.

POINTS OF		S OF ORI	GIN		P(	OINTS OF	ORIGIN		P(	DINTS OF	ORIGIN	97 - 15 in ,	
DESTINA- TION	MADAWAS		MILLING	OCKET, M	WESTBR	OOK, ME	RUHFOR	D. ME					
entra Timeser	QUANTITY	COST	(TITMAUQ		QUANTITY	COST	PITTMAUC	COST	OUANTITY	COST	DUANTITY	COST	
BOSTON	Aljaribs	8 444.cc	36,000ks	3 367. ac	4 <i>0,00</i> 015	930.00 #	Havibs	8 344.00	ms: was		THE WINE COMME		
CHICAGO		1,340,00	40,anbs	1304.00		830.00	43,०००१४५	911.00	**************************************			Martin Maria de la	
CLEVELAND		00 عا 1,15		1,000-00	<b>1</b>	672.00	12,000 bs	743.00					A STANKE
NEW YORK	<b>.</b>	667.CO		565.00	ઉદ,∞ાઇં	494.00	10,000 lbs	488·∞					
PHILADELPI	36,000 lb/3 [A	774.CO	34,(૮૮/b5	470AC	4 <i>0,00</i> 0 ls	<i>5</i> 08:00	36,exolls	•5२३:००					
POINTS OF	POINT	S OF ORI	[GIN	Control of the Contro	PO.	INTS OF	MANAGEMENT AND	Control Control Control	P(	OINTS OF	ORIGIN		Eliment 137
DESTINA- TION	S CONCRETE S CONTRACT	a residential		A	yandiradir a.andira		grander (n. 1912) See	ento I.O. Gregoria	rusterst. T <b>aberei</b> se	ersenenenenenen (° 12			
TOTAL CONTROL STORE STOR	HANTTTY	CUSI	UNTITY	COST	DUANTITY	COST	QUANTITY	COST	CAVIII	COST	QUANTITY	COST	
BOSTON	PERC LISTAGE					7	150			and the second			
CHICAGO			i.						Commence of the Commence of th				
CLEVELAND													
NEW YORK									75.4				
PHILADELPI	IA												
. Commence					in the second se		PARTIES AND ADDRESS OF THE PARTIES AND ADDRESS O						

TAGKE L'SS

COSTS PER POUND FOR COMMERCIAL CARRIER SHIPMENTS OF MAGAZINE
AND FINE PAPERS (CONTED PRODUCTION, MACHINE FANOH) TO NORTHERSTERN HKTS

EXAMERITY SHARING THE	WHEN THE PLANT OF THE PARTY OF				THE MAIN	Management of			A CONTRACTOR OF THE PARTY OF TH	A STATE OF THE PARTY OF THE PAR		
INTS OF	POINTS OF ORI			P	OINTS OF	ORIGIN		P(	INTS OF	ORIGIN		
STINA- ON	MADAWASKA NE	MILLING	CKET HE	WESTBR	OCK, ME	RUMFO	RD, ME	etamener			-	
	QUANTITY COST	CLILINARO	COST	YTTTNAUÇ	COST	QUANTITY	COST	PTTTMAUC	COST	PUANTITY	COST	
	8		<b>9</b> 7			20						
OSTON	-0111		10102	2	.0055		·0055					
							marketak isan	TERRITORIA TERRI			SECTION TO PROPER MARKET	
RICAGO	0335		-0301		.0805	2000	10216					
		Ž						9				
EVELAND	1.0289		· 0250		10168		.0176					
					22.52.1	Ch Bo in Branc	1 N. J.			E .		
W YORK	3.0166		10192	nulistre essant	.0123		.0122		16 Proposition		- manufactura (1941).	
TINDELE												
TLADELPE	10215		10117		.0127		10145					<b>7</b>
INTS OF	POINTS OF OR	IGIN	Pairs Anther Control (Control	PO	INTS OF	ORIGIN	FREE STATE OF TAKE	F.	DINTS O	CORIGIN	A Company	No. 1 COSTICION
ISTINA- P	्र चिक्रण प्रकार विकासिती प्रकार प्रकार प्रकार (१०००) है। क्षार शहर स्थान	TO PR. HERT	Andrew Commence	en an incomme	THE PROPERTY OF THE PARTY OF THE	i Exercise de la company	ा <b>यक्ताक शत्रका</b> दत् ज्ञायकारक	e emperaturation I	<b>ermanikanski</b> (1997)	ii. annamas	PHARMAN AREST	er M
₩ •	THE PROPERTY OF THE PROPERTY AND AND THE PROPERTY AND	The second secon	CUST	Tarecaring properties -		. hatter incidence.	COMPANIES CONTRACTOR	Andrew Control Control	PRINCIPLE CONTRACTOR	<sup>्रि</sup> अक्षरहरशक्तराक्षरा	g: unacumentary:	
राज्य क्षेत्र क्षेत्र क्षेत्र का विकास का विकास विकास का विकास का वि						2.5	1 5	A-CAMET T	CC5T	P water	\$ 70 <del>5</del> 77	F.s
	The state of the s	And the Market and the Andrews	F CCCC	CALTELICY	COST	UCAVITUT	USST TELEVISION	"TETYES."	COST	1.0897.4.	COST	e Tsana U
											COST	
	THE STREET STREET									1 (100 ) (1 ) (1 ) (1 ) (1 ) (1 ) (1 ) (	2051	
AND THE PROPERTY OF THE PROPER											COST	
IICAGO											COST	
IICAGO											COST	
Section of the sectio											COST	
IICAGO							- Parameter -				COST	
ICAGO							- Parameter -				COST	
ICAGO							- Parameter -				COST	
EVELAND W YORK							- Parameter -				COST	
EVELAND W YORK							- Parameter -				COST	

### Railroad Transportation Costs of Maine Forest Products

### lumber

### paper products

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

DINTS OF ESTINA-	POINT	S OF ORI		MAINE	P COSTIG	OINTS OF		RG, ME.	PI ANSON,	DINTS OF	ORIGIN	
ION	QUANTITY		QUANTITY	COST	YTTTMAUC	COST	YTTINAUC	COST	DUANTITY	THE PERSON NAMED IN COLUMN	UANTITY	COST
BOSTON	loo,ooc lbs	698.00	160,000 lbs	(662.CO	. 1ന,ന്നുക	<u> </u>	100,00018	394.00	IO. arls	) 484.00		F 4632
CHICAGO		1606.00		1654.00		1,526-00;		1366.00		1,476.00		
LEVELAND		1,30000		1,296.00		1,23000		1648.00		1,48·00		
EW YORK		95000		944,00		790.00		662.00		744.00		
HILADELPE	V SEA	985.CO	Į Į	985-00	V	894.00	$\downarrow$	766,00	<b>\</b>	\$20.7V		
DINTS OF ESTINA-	en e	S OF OR	GIN	Pendang Calebra Calebr	РС	INTS OF		AND		OINTS OF	ORIGIN	
ION	ASHLANL )UANTITY	, MAINE C(ST	VITITANU	CUST	YTTTVALU	COST	QUANTITY	4	OUANFITY	COST	YTTTMAUC	COST
KARTFORD	logacibs	3540,00						STREET NO. STREET	ELECTI DESCRIPTIONS			
VASHING- TON, D.C	58 1 1	1145,00								<b>Foresitt</b> (1902)		
BUFFALO,		1148, OC								- A 24		
PITTSBUR PENN.		1,300.00										
Indian- Apolis		, 572.60	<b>M</b>					F F Francis ve				
								1)	i.	1 2 1	h/ h/	,

OINTS OF ESTINA-	DESCRIPTION OF THE PROPERTY OF	S OF ORI	GIN WOODLAN	D, ME.	P( MADAWAS	OINTS OF KA, ME	ORIGIN	OCKET, M		OINTS OF ROOK, ME		ORT, ME
ION	QUANTITY NEW	COST SPRINT	QUANTITY NEWS	COST PRINT	QUANTITY MACHIN	COST E FINISI	DUANTITY BOOK P	COST APER, CO	UANTITY TED PAR	COST PER, BON	UANTITY , & WRI	COST ITING PA
BOSTON	120,000 ibs	1,056.00	180,000165	<sup>6</sup> 980.00	50,000 US	£780.00	180,000 155	\$ 844.00	loc, ocelbs		100,000/65	£140.00
CHICAGO	THE RESERVE THE SECOND	2,349.00	_	\$1,360.00		1,660 00		1,714.00		1,450.00		1,430.00
LEVELAND		1,984.00		2,010.∞		1,970.00		1,460.00		1,150.00	AUD.	1,210.00
EW YORK		1,557.00		1, 290,00		1,040,00		1,114.00		770 ac		950.00
HILADELPI		1,785.00	<b>1</b>	1,430.00	V	1,14020	<b>V</b>	1, 25200	<b>1</b>	870.00		960.00
OINTS OF ESTINA-			***************************************		gantina and an and an	A CONTRACTOR OF THE PARTY OF TH	ORIGIN	ME		OINTS OF		LI MATNIT
ION	BUCKSPC DUANTITY KRAFT F	COST CAPER	AUGUST DUANTITY TOILET		WINSLOW DUANTITY TOILET	COST TISSUE	QUANTITY	COST TISSUE	QUANTITY	COST	YTTTMAUC	W, MAINE COST RY PAPER
OSTON	്യവുന്നു	5 140.00	36,000 / bs	309.60	36,00065	<i>9</i> 20,40	36,000,65	£309.60	36,000/155	37U.4C	30,000 LBS	8 385.00
HICAGO		1,430.00		864,00		8(A, CO		8C4.C0		8(A.0C		7,000
LEVELAND		1,310:00		734.00		734,4C		734.00		734. 4c		
EW YORK		952,00		:539.3C		હેરૂધ રેલ		539,30		529.20	36,000155	539. 30
HILADELPE	TA	960,00		:573.4c		594.00		57240		\$ .594.∝	30,000 v35	8594W
			V					233	圓 小			No.

### TAGKE IT JA

COSTS FER THURS FOR RAILROAD SHIPMENTS OF MAINE PAPER PRODUCTS TO NORTHEASTERN MARKETS

MULINCK	et. Me	Moopre	w Me.	MADAW	ASKO MA	M. I i us		Mal		Banker	) to #
YUAWITTY !	CCC-D R		Commence of the Commence of th	A SECTION OF THE PROPERTY OF T	THE PARTY OF THE P	The second second	Jeke ne	The 21 an	OK Ne		det no e
		ONNLLLA	COST	QUANTITY	COST	QUANTITY	COST	UANTITY	COST	YTTYMAUG	COST
NEWSPA	7415	NEWS	PRINT	MACHINE	PINISH BO	CK PAPER,	CONTED P	PER CONV	D. WRITING	OUPLE	MOR AIRE
	,0088.	381 HILES	1800	512 miles	0156	136 Miles	B 0070	115	6	270 MILES	10074
	·0195	MILES 1405	10196	1530 M: Vés	10332	1354 Miles	·0145	//33 Miles	1043	1288 MILES	·043
	.0165	1065 MILES	*0167	/19 <u>0</u> Miles	·6294	1014 Miles	.0121	793 Miles	·0115	948 Milies	.0121
	.0129	607 Miles	•0107	732 Miles	*0808	556 Miles	·009a	335 MINES	-0077	MILES 490	10095
A	·0143	Miles 699	-0119	824	,0338	GA 8	°0104	MILES 427	•0087	Miles 382	.0096
POINT	S OF ORI	IGIN		PO	INTS OF	ORIGIN		P(	OINTS OF	ORIGIN	
Bucksibe	IT. Me	AUCUST	A.Me	Minaro	w, Me	AUGUST	n. Me	WAITERV	ILL HE	WIUSIO	U. Ne
YTITMAU		CUANTITY		PUANTITY	COST	QUANTITY	COST	YLLTNAUC	The second second	Thomas and the same of	
KRAPT		TOILET		TOILET	TISSUE	FHCIPL	TISSUE	FACIAL	TISSUE	SANTA	The state of the s
	AND DESCRIPTION OF THE PARTY OF		-0086		.0089		10086	C. March Street, Communication of			.0095
	·0143		·0240		.0240		•0240		• 0240		
	•01 <i>8</i> 1		·0203		.020.3		,0203		•0203		
	• <i>୍</i> 095		·0147		.0147		.0197		0147		.0176
īā ļ	1.096		10167		·0165		10159	<i>i</i>	·0/6°		10198
	POINT DUCKS POE JANFITY KRAPT 370 Hus	.0195 .0106 .0129 .0129 .0129 .0129 .0129 .0121 .013 .013 .013	POINTS OF ORIGIN  COPY  POINTS OF ORIGIN  COPY  KRAPT PARE.  TOILET	.0195 HH25 .0196 .0195 HH25 .0196 .0197 HH25 .0107 .0139 HH25 .0107 MH25 .010	OOSE ON THE TOTAL TOLLET TOLET TOLLET TOLLET TOLLET TOLLET TOLLET TOLLET TOLLET TOLLET TOLLET	.0088 001112 .0081 miles .0156  .0195 1405 .0196 M.LES .03.32  .0196 MILES .0197 MILES .03.32  .0189 G07 MILES .0808  A .0189 G99 .0119 824 .0228  POINTS OF ORIGIN POINTS OF DUNTITY COST  KRAPTREE DUNTITY COST DUNTITY COST  KRAPTREE TOILET TISSUE TOILET TISSUE  .0183 .0240 .0269  .0181 .0240 .0203	.0088 00000 .0081 miles .0156 Miles .0195 1465 .0196 Miles .0332 Miles .0195 1465 .0196 Miles .0332 Miles .0106 Miles .0167 Miles .0394 Miles .0139 Miles .0107 Miles .0394 Miles .0139 Miles .0107 Miles .0308 Miles .0139 Miles .0107 Miles .0308 Miles .0139 Miles .0107 Miles .0308 Miles .0139 Miles .0109 824 .0228 648  POINTS OF ORIGIN POINTS OF ORIGIN DUCKSPIET, Me AUCUSTA Me WIUDLOW, Me AUCUST UNNTITY COST DUANTITY COST DUANTITY KRAFT PARE. TOILET TISSUE TOILET TISSUE FACIAL .0143 .0340 .0340 .0141 .0340 .0340 .0147 .0147	.0195   MILES   .0091   miles   .0156   Miles   .0070	OSS OF MILE 10051 miles 10150 Miles 10070 1/5  O195 1405 10196 Miles 10333 Miles 10145 Miles  O1065 Miles 10167 Miles 10167 Miles 10144 Miles 10141 Miles  O189 Miles 10107 Miles 10808 Miles 1098 Miles  O189 Miles 10107 Miles 10808 Miles 1098 Miles  O189 Miles 10107 Miles 10808 Miles 1098 Miles  O189 Miles 1019 824 10228 648 10104 Miles  POINTS OF ORIGIN POINTS OF ORIGIN PROCESTAL ME WINDLOW, Me AUGUSTA, Me WHIERU MINITY COST WANTITY COST WANTI	.0088	10088 1000 1008 1008 1008 1008 1008 100

Comparative Transportation Costs For Shipments of Forest Products To Northern Markets

### TABLE X=39 COSTS PER POUND FOR RAILROAD STHIPMENTS OF LUMBER TO NORTHEASTERN MARKETS, 1976

POINTS OF	POINT	S OF ORI	GIN		P	OINTS OF	ORIGIN		P	DINTS OF	ORIGIN	
DESTINA- TION	ATLANTA.	ECROIA_	LEXINGTO			EJNO-CHRO	HEH PHIS		The second second	y warata	Contract of the second	H
mengamentalist.	COLUMN COMPANY	COST	10.50	COST		COST	· reconstruct	COST		COST	THE SECOND	COST
BOSTON	1091 Miles	10136¢	1052 Miles	•०।२७ क्	832 HILES	Onad	1382 MILES	10162¢	1232 HICES	10185¢	8044 Miles	·02534
CHICAGO	734 MILES	.0100¢	295 Miles	<i>10</i> 06 <i>5</i> ¢	842 MILES	•01126	SAT MILES	·0080¢	214 MILES	·00394	1026 Miles	12016
CLEVELAND	730 Miles	100994	374 Miles	· <u>0055</u> ¢	821 Miles	100994	754 Miles	. <sub>00</sub> 99¢	534 Miles	·0095¢	1366 Miles	102790
NEW YORK	HITE:	10115¢	869 MILES	·0110¢	603 MILES	100936	1153 Mikes	·01424	1128 MILES	.01674	1934 Miles	102839
PHILADELPI	177/ LA MILES	,0108d:	178 HINES	10101¢	511 HILES	.0080E	1062 MILES	·0(33¢	1030 MILES	:01.714	1842 Miles	10283¢
POINTS OF	POINT	rs of ORI	GIN		PO	INTS OF	ORIGIN	er e	be stationed and P	OINTS OF	ORIGIN	- Charles ( Marie
DESTINA-												
TION	Albraien	COST	SEATTLE	UHBHLUNION COST	ASHARNO	MAWE.	Coros.	MÁINE COST	COSTIGAL	COST	FRYEGUA	COST
TION	d356	COST	niles	COST	370	COST	381	COST	266	COST	1,61	COST
POSTON	d356 MILES 1338	·0238-\$	MILES 3159	COST 10279¢	1370 miles 1388	.0069¢	381 mulis 1399	COST	266 Miles 1284	COST - 000/4	1,61 MILES 1179	· 00394
TION	d356 Miles 1338 Miles	COST	MILES 3159 3141 HILES	COST	1370 mules 1388 Miles	COST	351 mules 1399 Miles	COST	alub Miles 1284 Miles	COST	I,61 HILES 1179 MILES	COST
POSTON	2356 MILES 1338 MILES 1678	·0238-\$	7141 3159 3141 HILES	COST 10279¢	1370 mulia 1388 HILES	.0069¢	351 mules 1399 Miles 1059 Mikes	COST	ALG MILES 1284 MILES 944 MILES	COST - 000/4	1,61 MILES 1179	· 00394
POSTON CHICAGO	2356 MILES 1338 MILES 1678	.0238¢	7141 3159 3141 HILES	'0279¢	1388 Miles 1048 Miles	· 0069¢	351 mules 1399 Miles 1059 Mikes 610	.0066¢	266 Miles 1284 Miles 944	COST .00514	1,61 MILES 1179 MILES	·00394
POSTON CHICAGO CLEVELAND	2356 MILES 1338 MILES 1678 HILES 2216 MILES	.0235\$ .0235\$ .0175\$	1141 1141 1141 1145 1148 1148 1148 1148	10279¢ 10239¢ 10239¢	1370 melso 1388 HILES 1045 MILES 519 MILES	.0069¢ .0130¢ .0130¢	351 mules 1399 Miles 1059 Mikes 610	·00664 ·01654 ·01294 ·0746	AGG MILES 1284 MILES 944 MILES MILES	·00614 ·01824 ·01834	1,61 HILES 1179 MILES 839 MILES 482	·00394 ·01364 ·01044

# COSTS PER BOND FOR SHIPMENTS OF COATED PAPER BY RAIL TO MARKETS IN THE NORTHEAST

POINTS OF		S OF ORI	GIN	of Statement Sta	P	OINTS OF	ORIGIN		P(	DINTS OF	ORIGIN	
DESTINA- V	CAMPS, W		KALAMA	C∞, Hich	LEWISTO	OHAGZ,U	PENDAGO	LA, FORIDA	MEST N	ONE VA		
DETERMINATION OF	<0.00 mg	COST		COST	() ()	COST	* PROPERTY AND THE T	COST		COST	THE KOTO	COST
	<i>3</i> 217		894		8910		1444		1686			
BOSTON	MILES	.03174	MILES	-01136	MILES	·0317¢	MILES	·0149¢	MILES	·0210¢		
CHICAGO	2199	102636	180	s baad	1890 MILES	الم من ما	917	4	831	. ( - ~A		
Name of the last o	MILES 2470	7	MILES	'009a¢	2230	·09694	1	·01160	MANAGESCHIA.	.c/05¢		- Peril Tradition (State Concess
CLEVELAND	MILES	102914	316 Miles	1005a¢	Mikes	0291¢	1007 MINES	-01184	1058 MILES	01544		į
	3107		800		2800		1315		1457		***************************************	
NEW YORK	MILES	10317¢	MILES	.01074		.03,74	MILES	.01374	Hires	.01864		
PHILADELPU	BID5 TA MILES	02174	796		2707		1063		1366			
CONTRACTOR OF THE PARTY OF THE	Commence of the last of the la	103174	MILES	10101¢	MILES	·0317¢	MILES	·CY 334	MILES	0784	AC -New York Dalay	LIPPONT STATE OF THE STATE OF T
POINTS OF DESTINA-	***	S OF ORI			PO	INTS OF	ORIGIN		P	OINTS OF	ORIGIN	
TION	MADAWA	SKA, Häine	MILLINOCI	KET MAINE	WESTGROOM	K. MOWE	Bucks?	PT. MAINE		THE CONTRACTOR STREET	100000000000000000000000000000000000000	
	-	COST	-	COST		COST	)	COST	'TITMAUC	COST	UAMTITY	COST
ŧ.	450		308		116		267				14	
BOSTON	MULES	.01560	HILES	·0070¢	MILES		HILES	1 004111				<u> </u>
Į.	N , _		THE REAL PROPERTY.	- CONTRACTOR - CON	C AND DESCRIPTION	- THE MANAGEMENT .	- Hardwell Com	.00144	Water Control	manuscrie a:	THE COLUMN TO	- A SPECIAL DESCRIPTION
CUTORCO	1468		1326		1134		1285					
CHICAGO	Hiles	·0332¢	1326 Hiles	·0145\$	1134 Miles	·0145¢	1285 1285	·01436				
CHICAGO CLEVELAND	Hiles 1128		1326 Miles 986		1134 Miles 1794		1285 Miles 915					
	Hiles 1128 Miles	·0331¢	1326 Miles 986 Miles	·0145¢	1134 Miles 1794 Miles	·0145¢	1285 1416 445 miles	101436				
Maria Caracana and	Hiles 1128		1326 Hiles 986 Miles 537		1134 Miles 1794 Miles 355		1285 14165 14165 14165 1496	101436				
CLEVELAND NEW YORK	Hiles 1128 MILES 679 MILES 771	·02084	13.76 Miles 986 Miles 53.7 Miles	.01214 .00924	1134 Miles 1794 Miles Miles 4355 Miles	·0115¢ ·0077¢	1285 14165 945 miles 1916 miles	·0143 \$ ·01214				
CLEVELAND	Hiles 1128 MILES 679 MILES 771	·02084	13.76 Miles 986 Miles 53.7 Miles	·01214	1134 Miles 1794 Miles Miles 4355 Miles	·0115¢	1285 14165 945 miles 1916 miles	·01436				

OINTS OF	POINT	'S OF ORI	GIN		P(	OINTS OF	ORIGIN		P(	INTS OF	ORIGIN	
ESTINA-	EIRE IR	PINENTA	JACKSON	предна		UI SCON SIA!		CALIFRAIR	NAME OF TAXABLE PARTY.	nem losk	The remainder of the second	P.VIRCINIA
	MILES	COST	MILES	COST		COST	MILES	COST	MILES	COST	HILES	COST
BOSTON	594	9 10085	1444	3 -0148			3244	*0317	574	•0078	570	B 1009/
CHICAGO	424	.0076	917	. 0109	166 miles	8 · 0018	2227	.0362	819	.0107	862	<b>'010</b> 9
LEVELAND	84	· 0034	1007	10121			2555	.0291	559	•0077	544	.0086
EW YORK	496	·008c	1215	·0134			3082	•6.317	515	.0067	341	.0067
'HILADELP	ta <b>515</b>	.00:17	1063	٠٥/3،2			2991	10317	607	.0079	250	·0052
1112 200 ,	LES SERVIZOR RESIDENCE	TOTAL NAME OF STREET, THE	<b>1000年,1000年,1000年,1000年</b>	PPS. 在在一个图像的文字的图像不是	PROCESSOR TO A COM	and the same of th	No. of the Continues of Marco St.	an and an included and the	والمناب والإرافيذ ومناوي والمنا			
OINTS OF	POINT	rs of or	IGIN		PO	INTS OF	ORIGIN		P	OINTS OF	ORIGIN	
OINTS OF ESTINA-	SALEN, CO	SE (-CN	VANOOUV	R. WASH.	Madawas	ka. Majue	Rimmer	ET HOINE	WESTARO	OK. MAWE	BUKSAR	i 14
ESTINA-					The second second		Miles	COST	C STREET, BUTCHES	war management	BUKSBR MILES	COST F
ESTINA-	SALEN, CO	SE (-CN	VANOOUV		Madawas	ka. Majue	Rimmer	- Caraller - 1	WEST BRO	OK, <i>MAUNE</i> COST	BUKBAR MILES	COST
ESTINA- TON	SALEM, CO	COTI	YANGOUYA HILES	COST	MADAWAS MILES 450 Hiles 1468	KA. MÁJUE COST	MILES 308	COST	WEST BRO	OK, <i>MAUNE</i> COST	BUCKSBR MILES 267	COST
ESTINA- TON	SPLEN, CO MILEG 3217	COTI B : 0317	Vancouve Hiles 3217	COST • 03/7	MADAWAS MILES 450 Hiles 1468	ка. И́а́ие сост •0151 <sub>6</sub>	MILLES 308 MILLES 1326	.00 <sup>.</sup> 70	WEST BRO MILES MILES	OK, MAWE COST	AUNSAR MILES AG7 MILES IRSS MILES 945 MILES	· o c14
PESTINA- LION  OSTON  HICAGO	3217 2199	COTE 6 0317 0362 0391	VANCOUVE HILES 3217 2199	©ST • 0317 • 0262	MADAWAS  MILES  450  Miles  1468  Miles  Hiles  Hiles  W19	(0.5%	MILLES  MILES  JOSE  MILES  JANGE  HILES  986	·00'70	WESTIBRO MILES MILES JUBB JUBB JUBB JUBB JUBB JUBB JUBB JUB	OK, MAWE COST '0145	AUKSAR MILES AGY MILES IRSS MILES 496	· 00144
PESTINA- TION  OSTON  CHICAGO  LEVELAND	3217 2199 2470	COTE 6 . 03/7 . 03/7	VANOQUVIE HILES 3217 2199 2470	.0317 .0362	MADAWAS MILES A50 HILES 1466 MILES 1128 HILES 1079 MILES 771	(0.5% (0.5%) (0.332) (0.294)	MILLES  308  MILLES  308  MILLES  1326  MILLES  986  MILLES  986  MILLES  53.7	·00'70  ·0145	MILES  MI	OK. MAWE COST '0145	BUCKSAP MILES AGT MILES MILES 945 MILES 496 MILES STE	0014 0134

TABLE I -42 COSTS PER POUND FOR RAILROAD SHIPMENTS OF NEWS PRINT 167

POINTS OF	POINT	S OF ORI	GIN		P	OINTS OF	ORIGIN		P	OINTS OF	ORIGIN	
DESTINA- TION	Carron		MANISTIQU	JE, Michier	QUEBEC		2.24		Corner	BROK, MFL	THE RESERVE OF THE PERSON NAMED IN COLUMN	GOOT!
Benederation	1021	COST	1050	COST	458	COST	367	COST	PERMIT	COST	UANTITY	COST
BOSTON	HILES	10169	HILES	10244¢		·013a¢	Miles	·0106¢				
CHICAGO	634 11155	·0103	558 HILES	:0095¢	900 MILES	, Cic 4 ¢	1500 MILES	102036	4:10 900	10/68		
CLEVELAND	613 Hiles	·0109	41A Miles	101624	752 Hiles	·0115¢	IQOO HILES	· 018/4	1700 Hilo	10169		
NEW YORK	992 Hiles	0146،	948 Miles	10226¢	556 HILES	101454	796 HILES	નાર¢				
PHILADELPE	100 EA HILES	.0164	944 MILES	·6 2446	GHH MILES	·0164¢	HIYEZ 888	<u>01146</u>				
POINTS OF DESTINA-	POINT	S OF OR	IGIN		PO	INTS OF	ORIGIN	and the second second second	P	OINTS OF	ORIGIN	
TION	MILLUNG	The state of the s	Moody	uo He	1							
Property and the second of the	Asias Imageliation	COST	1	COST	UANTITY	COST	QUATITY	COST	'QUANTITY	COST	ZTITMAU(	COST
POSTON	308 Miles	,00884	40,0 MILES	·0081¢				-				THE RESIDENCE OF THE PARTY OF T
CHICAGO	1326 MILES	·0195¢	miles 1419	·0196¢	Non-seminari (Non-semi						7	7
CLEVELAND	950 Mikes	101659	1018 Miles	.01674								
NEW YORK	537 Miles	-01294	630 HILES	·0107¢								
	629		721	•0119¢	18 70 70 70 70 70 70 70 70 70 70 70 70 70							
PHILADELPI	TA MILES	.01434	3 PINES	9.01116				CONTRACTOR SO		H MANAGEMENT OF THE STREET	Language Common L	TATION OF THE PARTY OF THE PART