WHAT'S AHEAD FOR THE DOUGLAS-FIR LUMBER INDUSTRY

By

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I

INTRODUCTION

One of the leading questions in the minds of foresters, loggers, and lumber manufacturers in the Douglas-fir region today concerns the future of the lumber industry as regards marketing its products. At the present time the principal market is in the Eastern United States. The principal competitor is the Southern pine region, and the principal problem is getting the product to that market at a low enough cost so that it may compete favorably.

In presenting this paper, the writer has drawn upon the information contained within the several references listed in the bibliography section of this report, and he has also drawn upon information presented in the classrooms of the School of Forestry, Oregon State College.

For the purpose of this report, the Douglas-fir region and the Pacific Northwest are used synonymously as are the Southern pine region and the South. The term "Eastern Markets" shall be used to include all lumber markets east of the Rocky Mountains.

II

PRESENT COMPETITIVE PICTURE OF DOUGLAS-FIR ON EASTERN MARKETS

At the present time the Douglas-fir lumber industry is enjoying a period of relative prosperity. Lumber requirements which were not met in the recent war years have resulted in high demands now. As a result of the high demand for lumber for homes, wood-using industries, and industrial reconversion and expansion, there has been a very marked change in the lumber industry of the Douglas-fir region.

One of the most significant results of the very high demand is high prices. Never before in the history of the lumber industry have prices been so high. Private individuals and business concerns have been so anxious to get lumber for their own individual building enterprises that sheer competitive bidding, as it were, has forced lumber prices upward.

Results of high prices are reflected in the very large number of small operators who have gone into the logging and sawmill business. The lumber market has become a seller's market, and lower grades of lumber are readily sold. Second-growth stands which should have been left to form the basis of future crops are being logged. Wherever there is available timber and a possible logging chance, one finds a logging operation.

Another significant result of the high prices for lumber is that at the present prices a great deal of lumber can be shipped east by rail or by water and still make a profit despite the high freight rates. In normal times, however, only the better grades of construction

and finish lumber can stand the transportation charges and still compete favorably on the eastern lumber markets.

Douglas-fir is now competing successfully with southern pine, its greatest competitor, on the eastern markets. Lumber grades which in normal times could not be marketed profitably in these markets are now being marketed. The question that remains is how long will these lower grades be able to compete successfully, and what will be the picture when these markets are no longer available for these lower grades. Will the lumber industry be able to dispose of these lower grades when the demand for them drops off?

III

FACTORS WHICH LIMIT THE USE OF DOUGLAS-FIR ON EASTERN MARKETS

If Douglas-fir were able to meet its southern pine competitor on an equal basis, it would have certain advantages. While old-growth timber still remains, Douglas-fir has the advantage of being able to produce more clears and timbers of bigger sizes. In addition, the strength-weight ratio of Douglas-fir is higher. However, not all lumber is bought and sold on the basis of its desirable qualities unless for specialized use; price enters into the picture. Douglas-fir must necessarily be priced higher for several reasons. It is therefore at a disadvantage in competition with southern pine.

Transportation Charges

Transportation charges are the greatest single reason for the higher price of Douglas-fir on eastern markets. In normal times, as stated before, only the product that is desired for special purposes, such as construction timbers, is purchased in spite of the necessarily

higher price. Other less desirable grades must be marketed either locally, in California, or in other far western markets.

At the present time transportation rates are undergoing changes. In July, 1947, the railroads asked for an increase of rates from 15 and 25 per cent with a maximum of 12 cents per 100 pounds. Again in September, they increased the proposal to 38 and 28 per cent with a maximum of 18 cents per 100 pounds.[1]

At the old rate, for example, for timbers weighing 2500 pounds per 1,000 board feet moving to New York City where the rate was 92 cents per 100 pounds, the freight charges would be $23.00 per 1,000 board feet. At the rate proposed in July, that is, a 12 cent increase, the freight charges would be 104 cents per 100 pounds, or $26.00 per 1,000 board feet. If we use the September proposal, we find that the freight charges would be $28.00 per 1,000 board feet.

In October, 1947, the Interstate Commerce Commission granted a temporary increase of 10 per cent,and in January, 1948, the Commission granted an additional increase of 10 per cent, bringing the present rate to 110 cents per 100 pounds. This increase would bring the shipping cost of 1,000 board feet of timbers weighing 2500 pounds to $27.44 if the destination were New York City.

Southern railroads were also affected by the rate change proposal, but they still average some forty cents per 100 pounds lower than the Douglas-fir region. From Hattiesburg, Mississippi, for example, to New York City, for timbers weighing 2,500 pounds per 1,000 board feet

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1 Information from a personal letter from K. C. Batchelder, Traffic Manager, West Coast Lumbermen's Association.

and a freight rate of 54 cents per 100 pounds, the freight charges would be $13.50 per 1,000 board feet. Since this example is figured at the pre-July rate, the advantage enjoyed at that time by the southern pine over the Douglas-fir was $9.50 per 1,000 board feet. Each increase since that time has been correspondingly the same for the southern railroads, and the southern pine advantage is still $9.50 per 1,000 board feet.

According to a personal letter from the late W. G. Tilton of the West Coast Lumbermen's Association, lumber can be shipped to the eastern seaboard at a slightly lower cost by water. However, handling charges in unloading from the ship and reloading on freight cars for shipment inland, plus the railroad freight charge, limit the distance of the inland freight haul. Charges are on a cubic volume basis, but for convenience in estimating costs they have been set at $25.00 per 1,000 board feet for shipment to New York City. Because lumber shipped by sea is more unprotected than that shipped by rail, only the common grades are shipped in this manner.

Southern Pine Competition

In addition to the freight rate advantage, the Southern pine region enjoys several other advantages over the Douglas-fir region. One of the most obvious advantages is its labor. A comparison of the average hourly wage for logging and sawmill workers for October, 1946, shows that the average wage for the Southern pine region was 70 cents per hour.[1] At the same time, the average wage for the Douglas-fir

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1 "Wages in Sawmills in the South", Monthly Labor Review, U. S. Bureau of Labor Statistics, Vol. 64, p. 1031 (June, 1947).

region was $1.35 per hour.[1] This advantage by the South can be lost, however, because of the increased labor union activity in that region.

The Southern pine region also has an advantage in the terrain on which its trees grow. The region is accessible in nearly all of its parts, and there is very little of the "rough" terrain which is the rule rather than the exception in the Douglas-fir region. Almost the entire Southern pine region is admirably suited to tractor logging, and tractors are rapidly replacing animals for yarding purposes. In addition to the ease of logging which the terrain affords, there is also a much better opportunity for intensive management of the forest stands. Thinnings can be made with relative ease, and they are readily marketed. Markets for these thinnings are nearby, and transportation to them is a minor problem. Developments in the Douglas-fir region which would allow for marketing this type of product may reduce this advantage.

The South is a region of rapid growth which, however, is not a clear-cut advantage since the Douglas-fir region is able to support very rapid growth in most of the timber stands. Nevertheless, the southern pines clear their boles at an earlier age than do the Douglas-fir and associated species. This factor gives the southern pine the advantage of marketability at an earlier age and rotations of shorter durations. Douglas-fir, however, produces a larger and taller tree which is more useful as heavy construction timber than southern pine.

Advantages of the Douglas-fir Region

The Douglas-fir region has the advantage of highly efficient

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[1] "Postwar Development on The Pacific Coast," Monthly Labor Review, U. S. Bureau of Labor Statistics, Vol. 64, p. 621 (April, 1947).

logging and manufacturing methods which are of very considerable importance in reducing the advantage of the southern pine over Douglas-fir. Volumes per acre are high, and volumes logged per man-day are considerably higher in the Douglas-fir region because of the heavy mechanization of the logging methods. Mr. Ralph W. Marquis, Forest Economist for the U. S. Forest Service, states in a personal letter to the writer that this efficiency in logging and in manufacturing is one of the principal reasons why the Douglas-fir region has been able to compete successfully. He further states, however, that the Pacific Northwest could lose this advantage.

The other advantage of Douglas-fir over southern pine is the quality of the product. As has been stated before, Douglas-fir has been able to compete on eastern markets as construction and special use lumber despite the necessarily higher price. Quality, then, has been one of the primary factors which has kept Douglas-fir on the competitive market.

Mr. Marquis states that a complete series of tests for quality of second-growth Douglas-fir is being conducted at the Forest Products Laboratory, Madison, Wisconsin. However, results of these tests have not yet been published. Mr. Tilton, in his letter, stated that "The grades of construction and special-use lumber from second-growth timber are ordinarily as high or higher than from old-growth timber". No definite conclusions can be reached on this matter, however, until the results of the tests at the Forest Products Laboratory are made known.

IV

PRESENT FOREST RESOURCE SITUATION IN THE DOUGLAS-FIR REGION

With the demand for lumber very high during the recent war years and with the demand also very high in the postwar period, the old-growth stands of timber in the Douglas-fir region are being depleted at an alarming rate.

The present stand in the Douglas-fir region, according to the latest figures available, is 117,222,000,000 cubic feet.[1] With an estimated annual growth of 1,024,000,000 cubic feet and an estimated annual drain of 2,150,000,000 cubic feet, it is apparent that the drain is greatly in excess of the growth. However, since about thirty-five per cent of the total area within the Douglas-fir region is in virgin stands, an increase in the growth rate can be expected as the old-growth stands are cut off. The increase will not be as large as one might expect, however, because much of the area previously logged and now in a reproducing and growing state is on the better sites. A good percentage of the old-growth stand that is left is on the poorer and more inaccessible sites. Therefore, the reproduction which will come after logging the present old-growth stands will not produce wood as fast as the second-growth stands on the better sites which were logged first.

Much more serious, perhaps, than the growth versus drain situation is the depletion of many fine second-growth stands during the recent

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[1] "Gaging The Timber Resources of The United States," Report Number 1 from A Reappraisal of The Forest Situation, U. S. Department of Agriculture, Forest Service, pp. 50-56 (1946).

years of high demand for logs. These are the stands which should have been left to form the basis for future cuts. When the present old-growth stands are cut out, there may be a serious shortage of logs as the result of the present practice of cutting in second-growth stands. Then, in order to maintain full log production, it may be necessary to log the species which are now considered as undesirable and to log the younger age classes of Douglas-fir which are now considered uneconomical to log. Development of better utilization practices, however, may change this picture considerably.

V

DEVELOPMENT OF BETTER UTILIZATION PRACTICES

The need for a more complete utilization of the timber stands in the Douglas-fir region has been felt for some time. The research work of the Oregon Forest Products Laboratory at Oregon State College and the many research experiments being carried out by private concerns is directed toward a more complete utilization of our timber resources.

Today, on a typical Douglas-fir logging show, 67 cubic feet per 1,000 board feet or about forty per cent of the total cubic volume of the stand is left on the ground as slashing.[1] Seventy cubic feet per 1,000 board feet or about forty-two per cent of those logs which reach the mill is wasted or burned as mill fuel.[2] If all of the waste material could be utilized, the drain on the timber resources of the region

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[1] "Wood Waste in The United States," Report Number 4 from A Reappraisal of the Forest Situation, U. S. Department of Agriculture, Forest Service, p. 7 (1947).

[2] Ibid., p. 11.

would be materially reduced and the competitive advantage of Douglas-fir would be strengthened. Mr. Marquis states in his letter:

> "A more complete utilization of woods and mill waste can, as adjuncts of lumber manufacture, improve the competitive position of Douglas-fir lumber through a reduction in manufacturing costs. Today, in a typical sawmill operation, the lumber produced from a tree must pay the cost of logging and transporting a much greater volume of wood."

Undoubtedly, if the material now wasted could be marketed profitable, the costs attributed to lumber and log production would be much lower.

In addition to the full utilization of the timber that is logged, there is a distinct need of utilizing the unfavored species which are not ordinarily logged. If these species were utilized more fully, the life of the old-growth stands might be further extended toward the time when the second-growth stands are ready to cut.

Another utilization factor which might change the picture considerably would be the development of lumber remanufacturing industries on the West Coast. At the present time, a good deal of lumber is shipped to the eastern part of the United States, remanufactured into doors, window casings, and other specialty products, and then shipped back to the West Coast consumer. The price the West Coast consumer pays includes not only the freight from West to East and return on the lumber used in the product but also he must pay the freight from West to East on the material wasted in the remanufacturing process. If these products were manufactured on the West Coast, the West Coast consumer would not have to pay the freight of the product to the East and return, and the Eastern consumer would not have to pay the freight on the material wasted in manufacture. In this case, the remanufacturer on the West Coast would have a decided advantage over the remanufacturer in the Eastern United States.

VI

POPULATION INCREASE IN THE WEST

In comparison with the rest of the United States, most of the West Coast has been settled for only a relatively few years. About one hundred years ago, a few Spanish Dons and missionaries in California and a handful of trappers and traders in the Pacific Northwest represented the total encroachment of civilization upon the West Coast.

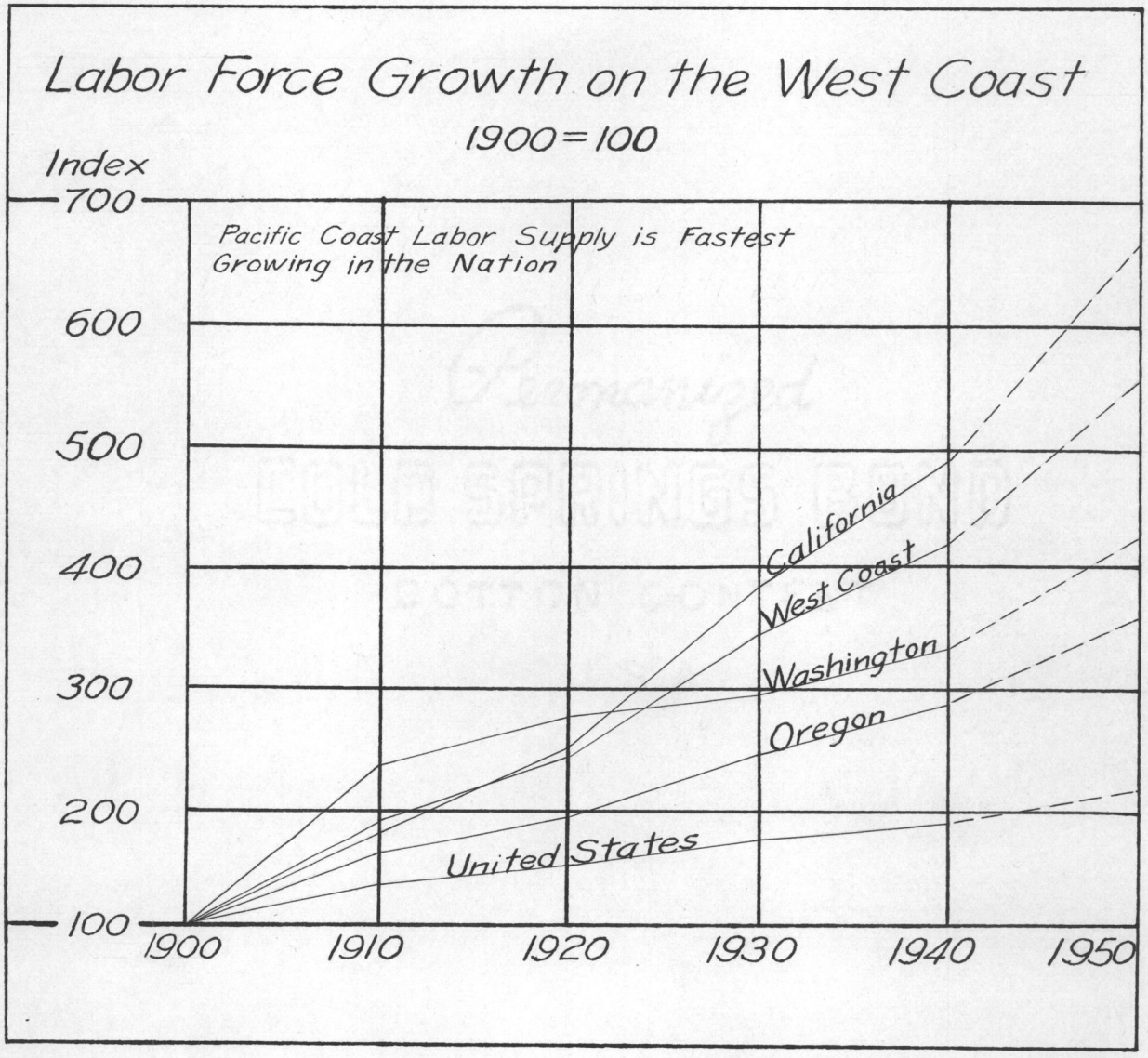
On January 23, 1848, James W. Marshall was operating a small sawmill for Captain John Sutter of Sacramento. The mill was located on the banks of the South Fork of the American River at what is now Coloma, California. While inspecting the tailrace of the sawmill on that historic morning, Marshall picked up a few grains of gold, and when the news leaked out, one of the greatest gold rushes in history began. This gold rush launched the West Coast upon a period of population increase which even now shows no signs of abatement.

During the recent war years, populations on the West Coast increased a great deal. Industrial development for the production of war materials was largely responsible for this increase. In back of this industrial development, however, was the wealth of natural resources, such as hydroelectric power, minerals, and timber, which are to be found in abundance in different localities on the Pacific Coast and in neighboring states.

While no complete information as to the total increase in the population on the West Coast during this decade will be available until the 1950 Census, estimates have been made by the U. S. Bureau of the Census and by the U. S. Bureau of Labor Statistics. These

Chart Showing Labor Force Increase

On The West Coast[1]



1 "Postwar Development on The Pacific Coast," p. 571.

estimates indicate a very marked increase in the West Coast population during and following the war years. In 1944, the Bureau of the Census sampled the population of the city of Los Angeles and recorded the following data:[1]

Population of City of Los Angeles

	1940	1944
Male - - - - - - -	1,429,532	1,518,825
Female - - - - - -	1,486,871	1,838,144
Total - - - - -	2,916,403	3,356,969

These figures indicate an increase of 440,566 persons or 15.3 per cent over 1940, and, since members of the armed forces were not included in the sampling, the figures do not give a true picture of the increase.

Another estimate by the Bureau of the Census for the State of California as a whole shows that between 1940 and 1946 the population increased by 32.6 per cent.[2]

The Bureau of Labor Statistics, U. S. Department of Labor, estimates that between 1940 and 1945, the labor force in the three Pacific Coast States increased by 1,591,000 to a total of 5,859,000 workers, an increase of 38.3 per cent.[3]

This great population increase should have a pronounced affect upon the future of the lumber industry in the Douglas-fir region. In 1944, 12,000,000,000 cubic feet of all timber, including 50,000,000,000

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1 "A Chapter in Population Sampling," U.S. Bureau of the Census, U. S. Government Printing Office, Washington, D.C. (1944).

2 "State Shows Large Population Increase," The Sacramento Union, March 18, 1948, p. 5, col. 4.

3 Monthly Labor Review, Postwar Development on The Pacific Coast, p. 563.

board feet of saw timber, was cut from the forests of the United States.[1] Potential timber requirements for the United States during the period of 1950 to 1955, add up to 15,000,000,000 cubic feet annually.[2] It is estimated that by 1950 there will be 150,000,000 people in the United States.[3] This means that the per capita utilization will amount to about one hundred and three cubic feet.

As the West Coast grows in population, so does its requirements for timber products. More and more of the output of Douglas-fir sawmills can be marketed on the West Coast, and these mills should be less and less dependent upon the Eastern lumber markets for their existence.

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1 "Gaging The Timber Resources of the United States," p. 1.

2 "Potential Requirements for Timber Products in the United States," Report Number 2 from A Reappraisal of The Forest Situation, U. S. Department of Agriculture, Forest Service, p. 6 (1946).

3 Ibid., p. 8

VII

CONCLUSIONS

The freight rates which Douglas-fir products must pay in order to enter into competition upon eastern markets are the industry's greatest single competitive disadvantage at the present time. An adjustment of these freight rates would be advantageous to the Douglas-fir lumber industry in the future.

The advantages which the Southern pine region now has over the Douglas-fir region may be reduced considerably as the result of future developments in the Pacific Northwest. These developments should allow for more intensive forest management through the marketing of material which is now uneconomical to market. The labor cost advantage which the South now has may be reduced considerably through union activity which is only now gaining a foothold in that region.

The advantage of the Douglas-fir region in its intensive mechanization may be lost to increased mechanization of logging and milling operations in the South. The quality of the product, however, is one advantage the Douglas-fir region may never lose.

The depletion rate of the Douglas-fir region is very high, and the drain is greatly in excess of the growth. However, with the development of higher utilization, the growth-drain situation may be somewhat more equalized in the future. Better utilization should also reduce the cost of logging and milling per unit cut and increase the competitive advantage of Douglas-fir.

Finally, the rapidly growing population of the West Coast

should furnish a market which could relieve the competitive pressure on the Douglas-fir lumber industry.

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APPENDIX

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CHICAGO CONFERENCE

FREIGHT TRAFFIC MANAGERS

TRANSCONTINENTAL RAIL LINES

AND

WEST COAST LUMBER INDUSTRY

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EXHIBITS CONCERNING COMPETITIVE

LUMBER RATE RELATIONSHIPS

EX PARTE 166

AUGUST 7, 1947

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August 5, 1947

West Coast Lumbermen's Association
Portland, Oregon

DISTRIBUTION OF LUMBER BY RAIL
FROM OREGON AND WASHINGTON
YEAR 1946

New England Territory	Number of Cars	Weight 1000 Lbs.	Percent of Total
Connecticut	2,674	196,882	
Maine	272	19,776	
Massachusetts	3,024	223,374	
New Hampshire	161	12,063	
Rhode Island	725	51,838	
Vermont	107	7,297	
Subtotal	6,963	511,230	
Trunk Line Territory			
Delaware	309	24,316	
Maryland & Dist. of Columbia	1,924	137,979	
New Jersey	5,068	381,417	
New York	9,707	730,146	
Pennsylvania	6,353	463,825	
Virginia	705	55,908	
West Virginia	684	51,389	
Subtotal	24,750	1,844,980	
CFA Territory			
Indiana	3,078	224,157	
Michigan	5,035	376,852	
Ohio	4,215	305,181	
Subtotal	12,328	906,190	
Total Official Territory	44,041	3,262,400	28
Southeastern Territory			
Alabama	647	45,827	
Florida	210	17,559	
Georgia	33	2,315	
Kentucky	363	26,450	
Mississippi	194	14,873	
North Carolina	29	2,006	
South Carolina	4	334	
Tennessee	309	23,542	
Subtotal	1,789	132,906	1

Western Trunk Line Territory	Number of Cars	Weight 1000 Lbs.	Percent of Total
Illinois	10,384	826,398	
Iowa	6,370	452,438	
Kansas	4,689	334,309	
Minnesota	12,459	925,727	
Missouri	4,524	310,384	
Nebraska	3,333	233,616	
North Dakota	3,036	219,884	
South Dakota	3,160	233,773	
Wisconsin	3,469	253,285	
Subtotal	51,424	3,789,814	33
Southwestern Territory			
Arkansas	626	43,598	
Louisiana	1,079	89,742	
Oklahoma	5,867	401,667	
Texas	4,091	306,586	
Subtotal	11,663	841,593	7
Western Territory			
Arizona	1,735	132,396	
Colorado	2,262	161,364	
Idaho	1,640	119,472	
Montana	1,557	109,485	
Nevada	202	14,535	
New Mexico	791	59,802	
Utah	1,854	135,564	
Wyoming	981	69,232	
Subtotal	11,022	801,850	7
Pacific Coast States Territory			
California	22,903	1,743,090	
Oregon	4,054	271,046	
Washington	10,218	665,940	
Subtotal	37,175	2,680,076	24
Grand Total	157,114	11,508,639	100

August 4, 1947

Comparison of Present and Proposed Increased Rates Ex Parte 166
From
Portland, Ore. and Hattiesburg, Miss.
To
Typical C.F.A. and Trunk Line Destinations

Rates in cents per 100 lbs.

TO	From Portland Ore. Pres. Rates	From Portland Ore. Prop. Inc. Rates	From Hattiesburg Pres. Rates	From Hattiesburg Prop. Inc. Rates	Spread Portland Ore. over Hattiesburg Pres.	Spread Portland Ore. over Hattiesburg Prop.	Amount of Increase Portland	Amount of Increase Hatt. Miss.
	Increase 25% Maximum 12¢ per 100 lbs.							
Centralia Ill.	85½	97½	36	45	49½	52½	12	9
Chicago "	85½	97½	48	60	37½	37½	12	12
Rockford "	85½	97½	48	60	37½	37½	12	12
Milwaukee Wis.	85½	97½	49	61	36½	36½	12	12
Beloit "	85½	97½	49	61	36½	36½	12	12
Terre Haute Ind.	92	104	46	58	46	46	12	12
Indianapolis "	92	104	48	60	44	44	12	12
Ft. Wayne "	92	104	48	60	44	44	12	12
Lansing Mich.	92	104	49	61	43	43	12	12
Detroit "	92	104	49	61	43	43	12	12
Grand Rapids "	92	104	49	61	43	43	12	12
Bay City "	92	104	52	64	40	40	12	12
Dayton Ohio	92	104	48	60	44	44	12	12
Toledo "	92	104	49	61	43	43	12	12
Akron "	92	104	50	62	42	42	12	12
Pittsburgh Pa.	92	104	50	62	42	42	12	12
Harrisburg "	92	104	52	64	40	40	12	12
Philadelphia "	92	104	53	65	39	39	12	12
Buffalo N.Y.	92	104	52	64	40	40	12	12
Syracuse "	92	104	53	65	39	39	12	12
New York "	92	104	54	66	38	38	12	12
Boston Mass.	92	104	59	71	33	33	12	12
Concord N.H.	92	104	59	71	33	33	12	12
Portland Me.	92	104	59	71	33	33	12	12

WCLA Traffic Department
August 4, 1947.

Comparison of Present and Proposed Increased Rates Ex Parte 166
From
Portland, Ore. and Hattiesburg, Miss.
To
Typical Western Trunk Line Destinations

Rates in cents per 100 lbs.

TO	From Portland Ore. Pres. Rates	From Portland Ore. Prop. Inc. Rates	From Hattiesburg Pres. Rates	From Hattiesburg Prop. Inc. Rates	Spread Portland over Hattiesburg Pres.	Spread Portland over Hattiesburg Prop.	Amount of Increase Portland	Amount of Increase Hatt. Miss.
Increase 15% or Maximum 12¢ per 100 lbs.								
Chillicothe Mo.	81½	93½	43	49	38½	44½	12	6
Kansas City "	75½	86½	43	49	32½	37½	11	6
Springfield "	82½	94½	40	46	42½	48½	12	6
Sedalia "	84	96	43	49	41	47	12	6
Joplin "	75½	86½	43	49	32½	37½	11	6
Atchison Kans.	75½	86½	43	49	32½	37½	11	6
Topeka "	75½	86½	46	53	29½	33½	11	7
Wichita "	75½	86½	46	53	29½	33½	11	7
Salina "	75½	86½	46	53	29½	33½	11	7
Coffeyville "	75½	86½	46	53	29½	33½	11	7
Lincoln Nebr.	75½	86½	48	55	27½	31½	11	7
Omaha "	75½	86½	48	55	27½	31½	11	7
Grand Island "	75½	86½	60	69	15½	17½	11	9
North Platte "	72	83	66	76	6	7	11	10
Ottumwa Ia.	81½	93½	48	55	33½	38½	12	7
Des Moines "	81½	93½	48	55	33½	38½	12	7
Cedar Rapids "	81½	93½	52	60	29½	33½	12	8
Mason City "	81½	93½	52	60	29½	33½	12	8
Sioux City "	75½	86½	52	60	23½	26½	11	8
Mankato Minn.	75½	86½	59	68	16½	18½	11	9
Pipestone "	75½	86½	66	76	9½	10½	11	10
Minneapolis "	75½	86½	56	64	19½	22½	11	8
Duluth "	75½	86½	60	69	15½	17½	11	9
Watertown S. D.	66½	76½	69	79	* 3½	* 2½	10	10
Madison Wis.	85½	97½	56	64	29½	33½	12	8
Green Bay "	85½	97½	55	63	30½	34½	12	8
Chippawa Falls "	82½	94½	56	64	26½	30½	12	8

* Spread favor North Pacific Coast

WCLA Traffic Department
August 4, 1947

Comparison of Present and Proposed Increased Rates Ex Parte 166
From
Portland, Ore. and Hattiesburg, Miss.
To
Typical Southwestern Destinations

Rates in cents per 100 lbs.

TO	From Portland Ore. Pres. Rates	From Portland Ore. Prop. Inc. Rates	From Hattiesburg Pres. Rates	From Hattiesburg Prop. Inc. Rates	Spread Portland Over Hattiesburg Pres.	Spread Portland Over Hattiesburg Prop.	Amount of Increase Portland	Amount of Increase Hatt. Miss.
	Increase 15% Maximum 12¢ per 100 lbs.							
Shreveport La.	85½	97½	29	33	56½	64½	12	4
Little Rock Ark.	85½	97½	36	41	49½	56½	12	5
Ft. Smith "	75½	86½	40	46	35½	40½	11	6
Springfield Mo.	82½	94½	40	46	42½	48½	12	6
Tulsa Okla.	75½	86½	43	49	32½	37½	11	6
Oklahoma City "	75½	86½	43	49	32½	37½	11	6
Houston Tex.	85½	97½	37	43	48½	54½	12	6
Ft. Worth "	85½	97½	38	44	47½	53½	12	6
Austin "	85½	97½	42	48	43½	49½	12	6
San Antonio "	85½	97½	42	48	43½	49½	12	6
El Paso "	83½	95½	55	63	28½	32½	12	8
Amarillo "	75½	86½	52	60	23½	26½	11	8

WCLA Traffic Dept.
August 4, 1947

Comparison of Present and Proposed Increased Rates Ex Parte 166
From
Portland, Ore. and Hattiesburg, Miss.
To
Typical Southeastern Destinations

Rates in cents per 100 lbs.

TO	From Portland Ore. Pres. Rates	From Portland Ore. Prop. Inc. Rates	From Hattiesburg Pres. Rates	From Hattiesburg Prop. Inc. Rates	Spread Portland Ore. over Hattiesburg Pres.	Spread Portland Ore. over Hattiesburg Prop.	Amount of Increase Portland	Amount of Increase Hatt. Miss.
	Increase 15% Maximum 12¢ per 100 lbs.							
Memphis Tenn.	85½	97½	22	25	63½	72½	12	3
Nashville "	99½	111½	33	38	66½	73½	12	5
Chattanooga "	102	114	29	33	73	81	12	4
Knoxville "	102	114	34	39	68	75	12	5
Jackson Miss.	89	101	11	13	78	88	12	2
Birmingham Ala.	99½	111½	20	23	79½	88½	12	3
Montgomery "	99½	111½	20	23	79½	88½	12	3
Mobile "	94½	106½	13	15	81½	91½	12	2
Atlanta Ga.	102	114	31	36	71	78	12	5
Savannah "	104½	116½	36	41	68½	75½	12	5
Tallahassee Fla.	104½	116½	29	33	75½	83½	12	4
Jacksonville "	104½	116½	36	41	68½	75½	12	5
Miami "	104½	116½	44	51	60½	65½	12	7
Columbia S.C.	104½	116½	38	44	66½	72½	12	6
Charleston "	104½	116½	38	44	66½	72½	12	6
Winston-Salem N.C.	104½	116½	41	47	63½	69½	12	6
Raleigh "	104½	116½	43	49	61½	67½	12	6
Wilmington "	104½	116½	43	49	61½	67½	12	6

WCLA Traffic Department
August 4, 1947

West Coast and Southern Pine Lumber

Rate History Shows the West is Losing

Competitively in Western Trunk Line Territory

Rates in cents per 100 lbs.

TO	From Portland Ore.	From Hattiesburg Miss.	Spread Portland over Hattiesburg	Increase in Spread
Topeka, Kansas				
May 15, 1943	65½	36	29½	-
Jan. 1, 1947, Ex P162	75½	43	32½	3
Proposed Ex P166	86½	49	37½	8
Omaha, Nebraska				
May 15, 1943	65½	40	25½	-
Jan. 1, 1947, Ex P162	75½	48	27½	2
Proposed Ex P166	86½	55	31½	6
Des Moines, Iowa				
May 15, 1943	71½	40	31½	-
Jan. 1, 1947 Ex P162	81½	48	33½	2
Proposed Ex P166	93½	55	38½	7
Sioux City, Iowa				
May 15, 1943	65½	43	22½	-
Jan. 1, 1947, Ex P162	75½	52	23½	1
Proposed Ex P166	86½	60	26½	4

August 5, 1947

West Coast and Southwestern Lumber

Rate History Shows the West is Losing Competitively

In Southwestern Territory

Rates in cents per 100 lbs.

TO	From Portland Ore.	From Alexandria La.	Spread Portland over Alexandria	Increase in Spread
Tulsa, Oklahoma				
May 15, 1943	65½	28	37½	-
Jan. 1, 1947, Ex P 162	75½	34	41½	4
Proposed Ex P 166	86½	39	47½	10
Ft. Worth, Texas				
May 15, 1943	75½	25	50½	-
Jan. 1, 1947, Ex P 162	85½	30	55½	5½
Proposed Ex P 166	97½	35	62½	12
Houston, Texas				
May 15, 1943	75½	25	50½	-
Jan. 1, 1947, Ex P 162	85½	30	55½	5½
Proposed Ex P 166	97½	35	62½	12
Austin, Texas				
May 15, 1943	75½	27	48½	-
Jan. 1, 1947, Ex P 162	85½	32	53½	5
Proposed Ex P 166	97½	37	60½	12

August 5, 1947

RAIL LUMBER SHIPMENTS

1937-9 and 1946

Total and Western Trunk Line

Year	Total Cars	W. T. L. Cars	Percent of Total
1937	49,236	18,843	38.27
1938	38,231	16,966	44.38
1939	47,808	21,047	44.02
1946	38,376	12,724	33.16

WCLA Traffic Department
August 5, 1947

Position of West Coast Lumber Industry:

The Committee representing the West Coast Lumber Industry asks that carriers petition in Ex Parte 166 be amended to provide a maximum increase of 7 cents per one hundred pounds, where increase proposed is 15 percent.

Portland, Oregon
August 5, 1947

RAIL FREIGHT COSTS

Rail Freight to be Added to F. O. B. Mill Prices to Convert to Delivered Price Basis for Individual Listed Rates

LUMBER RAIL FREIGHT CHARGES ADJUSTED TO NEAREST 25¢ — SHINGLE RAIL FREIGHT CHARGES ADJUSTED TO NEAREST 1¢

CALIFORNIA

1410 S. W. Morrison St.
Portland 5, Oregon

1410 S. W. Morrison St.
Portland 5, Oregon

Pounds per M. B. M.	LUMBER RATE—In Cents Per Hundred Pounds															Pounds per M. B. M.
	20.9	22.0	24.2	30.8	31.9	33.0	34.1	35.2	37.4	39.6	40.7	41.8	44	45.1	46.2	
400	.75	1.00	1.00	1.25	1.25	1.25	1.25	1.50	1.50	1.50	1.75	1.75	1.75	1.75	1.75	400
500	1.00	1.00	1.25	1.50	1.50	1.75	1.75	1.75	1.75	2.00	2.00	2.00	2.25	2.25	2.25	500
600	1.25	1.25	1.50	1.75	2.00	2.00	2.00	2.00	2.25	2.50	2.50	2.50	2.75	2.75	2.75	600
700	1.50	1.50	1.75	2.25	2.25	2.25	2.50	2.50	2.50	2.75	2.75	3.00	3.00	3.25	3.25	700
750	1.50	1.75	1.75	2.25	2.50	2.50	2.50	2.75	2.75	3.00	3.00	3.25	3.25	3.50	3.50	750
800	1.75	1.75	2.00	2.50	2.50	2.75	2.75	2.75	3.00	3.25	3.25	3.25	3.50	3.50	3.75	800
900	2.00	2.00	2.25	2.75	2.75	3.00	3.00	3.25	3.25	3.50	3.75	3.75	4.00	4.00	4.25	900
1000	2.00	2.25	2.50	3.00	3.25	3.25	3.50	3.50	3.75	4.00	4.00	4.25	4.50	4.50	4.50	1000
1100	2.25	2.50	2.75	3.50	3.50	3.75	3.75	3.75	4.00	4.25	4.50	4.50	4.75	5.00	5.00	1100
1200	2.50	2.75	3.00	3.75	3.75	4.00	4.00	4.25	4.50	4.75	5.00	5.00	5.25	5.50	5.50	1200
1300	2.75	2.75	3.25	4.00	4.25	4.25	4.50	4.50	4.75	5.25	5.25	5.50	5.75	5.75	6.00	1300
1400	3.00	3.00	3.50	4.25	4.50	4.50	4.75	5.00	5.25	5.50	5.75	5.75	6.25	6.25	6.50	1400
1500	3.25	3.25	3.75	4.50	4.75	5.00	5.00	5.25	5.50	6.00	6.00	6.25	6.50	6.75	7.00	1500
1550	3.25	3.50	3.75	4.75	5.00	5.00	5.25	5.50	5.75	6.25	6.25	6.50	6.75	7.00	7.25	1550
1600	3.25	3.50	3.75	5.00	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	1600
1700	3.50	3.75	4.00	5.25	5.50	5.50	5.75	6.00	6.25	6.75	7.00	7.00	7.50	7.75	7.75	1700
1750	3.75	3.75	4.25	5.50	5.50	5.75	6.00	6.25	6.50	7.00	7.00	7.25	7.75	8.00	8.00	1750
1800	3.75	4.00	4.25	5.50	5.75	6.00	6.25	6.25	6.75	7.25	7.25	7.50	8.00	8.00	8.25	1800
1900	4.00	4.25	4.50	5.75	6.00	6.25	6.50	6.75	7.00	7.50	7.75	8.00	8.25	8.50	8.75	1900
2000	4.25	4.50	4.75	6.25	6.50	6.50	6.75	7.00	7.50	8.00	8.25	8.25	8.75	9.00	9.25	2000
2100	4.50	4.50	5.00	6.50	6.75	7.00	7.25	7.50	7.75	8.25	8.50	8.75	9.25	9.50	9.75	2100
2150	4.50	4.75	5.25	6.50	6.75	7.00	7.25	7.50	8.00	8.50	8.75	9.00	9.50	9.75	10.00	2150
2200	4.50	4.75	5.25	6.75	7.00	7.25	7.50	7.75	8.25	8.75	9.00	9.25	9.75	10.00	10.25	2200
2250	4.75	5.00	5.50	7.00	7.25	7.50	7.75	8.00	8.50	9.00	9.25	9.50	10.00	10.25	10.50	2250
2300	4.75	5.00	5.50	7.00	7.25	7.50	7.75	8.00	8.50	9.00	9.25	9.50	10.00	10.25	10.75	2300
2350	5.00	5.25	5.75	7.25	7.50	7.75	8.00	8.25	8.75	9.25	9.50	9.75	10.25	10.50	10.75	2350
2400	5.00	5.25	5.75	7.50	7.75	8.00	8.25	8.50	9.00	9.50	9.75	10.00	10.50	10.75	11.00	2400
2450	5.00	5.50	6.00	7.50	7.75	8.00	8.25	8.50	9.25	9.75	10.00	10.25	10.75	11.00	11.25	2450
2500	5.25	5.50	6.00	7.75	8.00	8.25	8.50	8.75	9.25	10.00	10.25	10.50	11.00	11.25	11.50	2500
2550	5.25	5.50	6.25	7.75	8.25	8.50	8.75	9.00	9.50	10.00	10.50	10.75	11.25	11.50	11.75	2550
2600	5.50	5.75	6.25	8.00	8.25	8.50	8.75	9.25	9.75	10.25	10.50	10.75	11.50	11.75	12.00	2600
2650	5.50	5.75	6.50	8.25	8.50	8.75	9.00	9.25	10.00	10.50	10.75	11.00	11.75	12.00	12.25	2650
2700	5.75	6.00	6.50	8.25	8.50	9.00	9.25	9.50	10.00	10.75	11.00	11.25	12.00	12.25	12.50	2700
2750	5.75	6.00	6.75	8.50	8.75	9.00	9.50	9.75	10.25	11.00	11.25	11.50	12.00	12.50	12.75	2750
2800	5.75	6.25	6.75	8.50	9.00	9.25	9.50	9.75	10.50	11.00	11.50	11.75	12.25	12.75	13.00	2800
2850	6.00	6.25	7.00	8.75	9.00	9.50	9.75	10.00	10.75	11.25	11.50	12.00	12.50	12.75	13.25	2850
2900	6.00	6.50	7.00	9.00	9.25	9.50	10.00	10.25	10.75	11.50	11.75	12.00	12.75	13.00	13.50	2900
2950	6.25	6.50	7.25	9.00	9.50	9.75	10.00	10.50	11.00	11.75	12.00	12.25	13.00	13.25	13.75	2950
3000	6.25	6.50	7.25	9.25	9.50	10.00	10.25	10.50	11.25	12.00	12.25	12.50	13.25	13.50	13.75	3000
3050	6.25	6.75	7.50	9.50	9.75	10.00	10.50	10.75	11.50	12.00	12.50	12.75	13.50	13.75	14.00	3050
3100	6.50	6.75	7.50	9.50	10.00	10.25	10.50	11.00	11.50	12.25	12.50	13.00	13.75	14.00	14.25	3100
3150	6.50	7.00	7.50	9.75	10.00	10.50	10.75	11.00	11.75	12.50	12.75	13.25	13.75	14.25	14.50	3150
3200	6.75	7.00	7.75	9.75	10.25	10.50	11.00	11.25	12.00	12.75	13.00	13.50	14.00	14.50	14.75	3200
3300	7.00	7.25	8.00	10.25	10.50	11.00	11.25	11.50	12.25	13.00	13.50	13.75	14.50	15.00	15.25	3300
3500	7.25	7.75	8.50	10.75	11.25	11.50	12.00	12.25	13.00	13.75	14.25	14.75	15.50	15.75	16.25	3500

Pounds per Square	SHINGLE RATE—In Cents Per Hundred Pounds															Pounds per Square
	33.0	34.1	35.2	37.4	39.6	40.7	41.8	44.0	45.1	46.2	46.75	47.3	48.4	50.6	51.7	
144	.48	.49	.51	.54	.57	.59	.60	.63	.65	.67	.67	.68	.70	.73	.74	144
158	.52	.54	.56	.59	.63	.64	.66	.70	.71	.73	.74	.75	.76	.80	.82	158
192	.63	.65	.68	.72	.76	.78	.80	.84	.87	.89	.90	.91	.93	.97	.99	192

Note: For complete freight actuary, see West Coast Lumbermen's Association Rate Book.

Pounds per M. B. M.	LUMBER RATE—In Cents Per Hundred Pounds															Pounds per M. B. M.
	47.3	48.4	50.6	51.7	52.8	53.9	55.0	57.2	58.3	59.4	60.5	63.8	64.9	67.1	70.4	
400	2.00	2.00	2.00	2.00	2.00	2.25	2.25	2.25	2.25	2.50	2.50	2.50	2.50	2.75	2.75	400
500	2.25	2.50	2.50	2.50	2.75	2.75	2.75	2.75	3.00	3.00	3.00	3.25	3.25	3.25	3.50	500
600	2.75	3.00	3.00	3.00	3.25	3.25	3.25	3.50	3.50	3.50	3.75	3.75	4.00	4.00	4.25	600
700	3.25	3.50	3.50	3.50	3.75	3.75	3.75	4.00	4.00	4.25	4.25	4.50	4.50	4.75	5.00	700
750	3.50	3.75	3.75	4.00	4.00	4.00	4.25	4.25	4.25	4.50	4.50	4.75	4.75	5.00	5.25	750
800	3.75	3.75	4.00	4.25	4.25	4.25	4.50	4.50	4.75	4.75	4.75	5.00	5.25	5.25	5.75	800
900	4.25	4.25	4.50	4.75	4.75	4.75	5.00	5.25	5.25	5.25	5.50	5.75	5.75	6.00	6.25	900
1000	4.75	4.75	5.00	5.25	5.25	5.50	5.50	5.75	5.75	6.00	6.00	6.50	6.50	6.75	7.00	1000
1100	5.25	5.25	5.50	5.75	5.75	6.00	6.00	6.25	6.50	6.50	6.75	7.00	7.25	7.50	7.75	1100
1200	5.75	5.75	6.00	6.25	6.25	6.50	6.50	6.75	7.00	7.25	7.25	7.75	7.75	8.00	8.50	1200
1300	6.25	6.25	6.50	6.75	6.75	7.00	7.25	7.50	7.50	7.75	7.75	8.25	8.50	8.75	9.25	1300
1400	6.50	6.75	7.00	7.25	7.50	7.50	7.75	8.00	8.25	8.25	8.50	9.00	9.00	9.50	9.75	1400
1500	7.00	7.25	7.50	7.75	8.00	8.00	8.25	8.50	8.75	9.00	9.00	9.50	9.75	10.00	10.50	1500
1550	7.25	7.50	7.75	8.00	8.25	8.25	8.50	8.75	9.00	9.25	9.50	10.00	10.00	10.50	11.00	1550
1600	7.50	7.75	8.00	8.25	8.50	8.50	8.75	9.25	9.25	9.50	9.75	10.25	10.50	10.75	11.25	1600
1700	8.00	8.25	8.50	8.75	9.00	9.25	9.25	9.75	10.00	10.00	10.25	10.75	11.00	11.50	12.00	1700
1750	8.25	8.50	8.75	9.00	9.25	9.50	9.75	10.00	10.25	10.50	10.50	11.25	11.25	11.75	12.25	1750
1800	8.50	8.75	9.00	9.25	9.50	9.75	10.00	10.25	10.50	10.75	11.00	11.50	11.75	12.00	12.75	1800
1900	9.00	9.25	9.50	9.75	10.00	10.25	10.50	10.75	11.00	11.25	11.50	12.00	12.25	12.75	13.50	1900
2000	9.50	9.75	10.00	10.25	10.50	10.75	11.00	11.50	11.75	12.00	12.00	12.75	13.00	13.50	14.00	2000
2100	10.00	10.25	10.75	10.75	11.00	11.25	11.50	12.00	12.25	12.50	12.75	13.50	13.75	14.00	14.75	2100
2150	10.25	10.50	11.00	11.00	11.25	11.50	11.75	12.25	12.50	12.75	13.00	13.75	14.00	14.50	15.25	2150
2200	10.50	10.75	11.25	11.25	11.50	11.75	12.00	12.50	12.75	13.00	13.25	14.00	14.25	14.75	15.50	2200
2250	10.75	11.00	11.50	11.75	12.00	12.25	12.50	12.75	13.00	13.25	13.50	14.25	14.50	15.00	15.75	2250
2300	11.00	11.25	11.75	12.00	12.25	12.50	12.75	13.25	13.50	13.75	14.00	14.75	15.00	15.50	16.25	2300
2350	11.00	11.25	12.00	12.25	12.50	12.75	13.00	13.50	13.75	14.00	14.25	15.00	15.25	15.75	16.50	2350
2400	11.25	11.50	12.25	12.50	12.75	13.00	13.25	13.75	14.00	14.25	14.50	15.25	15.50	16.00	17.00	2400
2450	11.50	11.75	12.50	12.75	13.00	13.25	13.50	14.00	14.25	14.50	14.75	15.75	16.00	16.50	17.25	2450
2500	11.75	12.00	12.75	13.00	13.25	13.50	13.75	14.25	14.50	14.75	15.25	16.00	16.25	16.75	17.50	2500
2550	12.00	12.25	13.00	13.25	13.50	13.75	14.00	14.50	14.75	15.25	15.50	16.25	16.50	17.00	18.00	2550
2600	12.25	12.50	13.25	13.50	13.75	14.00	14.25	14.75	15.25	15.50	15.75	16.50	16.75	17.50	18.25	2600
2650	12.50	12.75	13.50	13.75	14.00	14.25	14.50	15.25	15.50	15.75	16.00	17.00	17.25	17.75	18.75	2650
2700	12.75	13.00	13.75	14.00	14.25	14.50	14.75	15.50	15.75	16.00	16.25	17.25	17.50	18.00	19.00	2700
2750	13.00	13.25	14.00	14.25	14.50	14.75	15.25	15.75	16.00	16.25	16.75	17.50	17.75	18.50	19.25	2750
2800	13.25	13.50	14.25	14.50	14.75	15.00	15.50	16.00	16.25	16.75	17.00	17.75	18.25	18.75	19.75	2800
2850	13.50	13.75	14.50	14.75	15.00	15.25	15.75	16.25	16.50	17.00	17.25	18.25	18.50	19.00	20.00	2850
2900	13.75	14.00	14.75	15.00	15.25	15.75	16.00	16.50	17.00	17.25	17.50	18.50	18.75	19.50	20.50	2900
2950	14.00	14.25	15.00	15.25	15.50	16.00	16.25	16.75	17.25	17.50	17.75	18.75	19.25	19.75	20.75	2950
3000	14.25	14.50	15.25	15.50	15.75	16.25	16.50	17.25	17.50	17.75	18.25	19.25	19.50	20.25	21.00	3000
3050	14.50	14.75	15.50	15.75	16.00	16.50	16.75	17.50	17.75	18.00	18.50	19.50	19.75	20.50	21.50	3050
3100	14.75	15.00	15.75	16.00	16.25	16.75	17.00	17.75	18.00	18.50	18.75	19.75	20.00	20.75	21.75	3100
3150	15.00	15.25	16.00	16.25	16.75	17.00	17.25	18.00	18.25	18.75	19.00	20.00	20.50	21.25	22.25	3150
3200	15.25	15.50	16.25	16.50	17.00	17.25	17.50	18.25	18.75	19.00	19.25	20.50	20.75	21.50	22.50	3200
3300	15.50	16.00	16.75	17.00	17.50	17.75	18.25	19.00	19.25	19.50	20.00	21.00	21.50	22.25	23.25	3300
3500	16.50	17.00	17.75	18.00	18.50	18.75	19.25	20.00	20.50	20.75	21.25	22.25	22.75	23.50	24.75	3500

Pounds per Square	SHINGLE RATE—In Cents Per Hundred Pounds															Pounds per Square
	52.8	53.35	53.9	55.0	57.2	58.3	59.4	59.95	60.5	63.8	64.9	67.1	70.4	71.5	73.7	
144	.76	.77	.78	.79	.82	.84	.86	.86	.87	.92	.93	.97	1.01	1.03	1.06	144
158	.83	.84	.85	.87	.90	.92	.94	.95	.96	1.01	1.03	1.06	1.11	1.13	1.16	158
192	1.01	1.02	1.03	1.06	1.10	1.12	1.14	1.15	1.16	1.22	1.25	1.29	1.35	1.37	1.42	192

Note: For complete freight actuary, see West Coast Lumbermen's Association Rate Book.

RAIL FREIGHT COSTS

Rail Freight to be Added to F. O. B. Mill Prices to Convert to Delivered Price Basis for Individual Listed Rates

LUMBER RAIL FREIGHT CHARGES ADJUSTED TO NEAREST 25¢ — SHINGLE RAIL FREIGHT CHARGES ADJUSTED TO NEAREST 1¢

STATES EAST OF ROCKY MOUNTAINS

WEST COAST LUMBERMEN'S ASSOCIATION
AMERICA'S PERMANENT LUMBER SUPPLY
1410 S. W. Morrison St.
Portland 5, Oregon

WEST COAST LUMBERMEN'S ASSOCIATION
AMERICA'S PERMANENT LUMBER SUPPLY
1410 S. W. Morrison St,
Portland 5, Oregon

Pounds per M. B. M.	LUMBER RATE—In Cents Per Hundred Pounds															Pounds per M. B. M
	61.6	66.0	69.85	73.15	76.45	79.2	80.3	81.4	83.05	83.6	85.8	88.55	89.1	89.65	90.75	
400	2.50	2.75	2.75	3.00	3.00	3.25	3.25	3.25	3.25	3.25	3.50	3.50	3.50	3.50	3.75	400
500	3.00	3.25	3.50	3.75	3.75	4.00	4.00	4.00	4.25	4.25	4.25	4.50	4.50	4.50	4.50	500
600	3.75	4.00	4.25	4.50	4.50	4.75	4.75	5.00	5.00	5.00	5.25	5.25	5.25	5.50	5.50	600
700	4.25	4.50	5.00	5.00	5.25	5.50	5.50	5.75	5.75	5.75	6.00	6.25	6.25	6.25	6.25	700
750	4.50	5.00	5.25	5.50	5.75	6.00	6.00	6.00	6.25	6.25	6.50	6.75	6.75	6.75	6.75	750
800	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.50	6.75	6.75	6.75	7.00	7.25	7.25	7.25	800
900	5.50	6.00	6.25	6.50	7.00	7.25	7.25	7.25	7.50	7.50	7.75	8.00	8.00	8.00	8.25	900
1000	6.25	6.50	7.00	7.25	7.75	8.00	8.00	8.25	8.25	8.25	8.50	8.75	9.00	9.00	9.00	1000
1100	6.75	7.25	7.75	8.00	8.50	8.75	8.75	9.00	9.25	9.25	9.50	9.75	9.75	9.75	10.00	1100
1200	7.50	8.00	8.50	8.75	9.25	9.50	9.75	9.75	10.00	10.00	10.25	10.75	10.75	10.75	11.00	1200
1300	8.00	8.50	9.00	9.50	10.00	10.25	10.50	10.50	10.75	10.75	11.25	11.50	11.50	11.75	11.75	1300
1400	8.50	9.25	9.75	10.25	10.75	11.00	11.25	11.50	11.75	11.75	12.00	12.50	12.50	12.50	12.75	1400
1500	9.25	10.00	10.50	11.00	11.50	12.00	12.00	12.25	12.50	12.50	12.75	13.25	13.25	13.50	13.50	1500
1550	9.50	10.25	10.75	11.25	11.75	12.25	12.50	12.50	12.75	13.00	13.25	13.75	13.75	14.00	14.00	1550
1600	9.75	10.50	11.25	11.75	12.25	12.75	12.75	13.00	13.25	13.50	13.75	14.25	14.25	14.25	14.50	1600
1700	10.50	11.25	11.75	12.50	13.00	13.50	13.75	13.75	14.00	14.25	14.50	15.00	15.25	15.25	15.50	1700
1750	10.75	11.50	12.25	12.75	13.50	13.75	14.00	14.25	14.50	14.75	15.00	15.50	15.50	15.75	16.00	1750
1800	11.00	12.00	12.50	13.25	13.75	14.25	14.50	14.75	15.00	15.00	15.50	16.00	16.00	16.25	16.25	1800
1900	11.75	12.50	13.25	14.00	14.50	15.00	15.25	15.50	15.75	16.00	16.25	16.75	17.00	17.00	17.25	1900
2000	12.25	13.25	14.00	14.75	15.25	15.75	16.00	16.25	16.50	16.75	17.25	17.75	17.75	18.00	18.25	2000
2100	13.00	13.75	14.75	15.25	16.00	16.75	16.75	17.00	17.50	17.50	18.00	18.50	18.75	18.75	19.00	2100
2150	13.25	14.25	15.00	15.75	16.50	17.00	17.25	17.50	17.75	18.00	18.50	19.00	19.25	19.25	19.50	2150
2200	13.50	14.50	15.25	16.00	16.75	17.50	17.75	18.00	18.25	18.50	19.00	19.50	19.50	19.75	20.00	2200
2250	13.75	14.75	15.75	16.50	17.25	17.75	18.00	18.25	18.75	18.75	19.25	20.00	20.00	20.25	20.50	2250
2300	14.25	15.25	16.00	16.75	17.50	18.25	18.50	18.75	19.00	19.25	19.75	20.25	20.50	20.50	20.75	2300
2350	14.50	15.50	16.50	17.25	18.00	18.50	18.75	19.25	19.50	19.75	20.25	20.75	21.00	21.00	21.25	2350
2400	14.75	15.75	16.75	17.50	18.25	19.00	19.25	19.50	20.00	20.00	20.50	21.25	21.50	21.50	21.75	2400
2450	15.00	16.25	17.00	18.00	18.75	19.50	19.75	20.00	20.25	20.50	21.00	21.75	21.75	22.00	22.25	2450
2500	15.50	16.50	17.50	18.25	19.00	19.75	20.00	20.25	20.75	21.00	21.50	22.25	22.25	22.50	22.75	2500
2550	15.75	16.75	17.75	18.75	19.50	20.25	20.50	20.75	21.25	21.25	22.00	22.50	22.75	22.75	23.25	2550
2600	16.00	17.25	18.25	19.00	20.00	20.50	21.00	21.25	21.50	21.75	22.25	23.00	23.25	23.25	23.50	2600
2650	16.25	17.50	18.50	19.50	20.25	21.00	21.25	21.50	22.00	22.25	22.75	23.50	23.50	23.75	24.00	2650
2700	16.75	17.75	18.75	19.75	20.75	21.50	21.75	22.00	22.50	22.50	23.25	24.00	24.00	24.25	24.50	2700
2750	17.00	18.25	19.25	20.00	21.00	21.75	22.00	22.50	22.75	23.00	23.50	24.25	24.50	24.75	25.00	2750
2800	17.25	18.50	19.50	20.50	21.50	22.25	22.50	22.75	23.25	23.50	24.00	24.75	25.00	25.00	25.50	2800
2850	17.50	18.75	20.00	20.75	21.75	22.50	23.00	23.25	23.75	23.75	24.50	25.25	25.50	25.50	25.75	2850
2900	17.75	19.25	20.25	21.25	22.25	23.00	23.25	23.50	24.00	24.25	25.00	25.75	25.75	26.00	26.25	2900
2950	18.25	19.50	20.50	21.50	22.50	23.25	23.75	24.00	24.50	24.75	25.25	26.00	26.25	26.50	26.75	2950
3000	18.50	19.75	21.00	22.00	23.00	23.75	24.00	24.50	25.00	25.00	25.75	26.50	26.75	27.00	27.25	3000
3050	18.75	20.25	21.25	22.25	23.25	24.25	24.50	24.75	25.25	25.50	26.25	27.00	27.25	27.25	27.75	3050
3100	19.00	20.50	21.75	22.75	23.75	24.50	25.00	25.25	25.75	26.00	26.50	27.50	27.50	27.75	28.25	3100
3150	19.50	20.75	22.00	23.00	24.00	25.00	25.25	25.75	26.25	26.25	27.00	28.00	28.00	28.25	28.50	3150
3200	19.75	21.00	22.25	23.50	24.50	25.25	25.75	26.00	26.50	26.75	27.50	28.25	28.50	28.75	29.00	3200
3300	20.25	21.75	23.00	24.25	25.25	26.25	26.50	26.75	27.50	27.50	28.25	29.25	29.50	29.50	30.00	3300
3500	21.50	23.00	24.50	25.50	26.75	27.75	28.00	28.50	29.00	29.25	30.00	31.00	31.25	31.50	31.75	3500

Pounds per Square	SHINGLE RATE—In Cents Per Hundred Pounds															Pounds per Square
	61.6	66.0	69.85	73.15	76.45	79.2	80.3	81.4	83.05	83.6	85.8	88.55	89.1	89.65	90.75	
144	.89	.95	1.01	1.05	1.10	1.14	1.16	1.17	1.20	1.20	1.24	1.28	1.28	1.29	1.31	144
158	.97	1.04	1.10	1.16	1.21	1.25	1.27	1.29	1.31	1.32	1.36	1.40	1.41	1.42	1.43	158
192	1.18	1.27	1.34	1.40	1.47	1.52	1.54	1.56	1.59	1.61	1.65	1.70	1.71	1.72	1.74	192

Note: For complete freight actuary, see West Coast Lumbermen's Association Rate Book.

5M—10-47—JK&A

Pounds per M. B. M.	LUMBER RATE—In Cents Per Hundred Pounds															Pounds per M. B. M.
	91.85	92.4	94.05	97.9	101.2	103.95	105.05	106.15	107.25	108.35	109.45	111.65	112.2	113.3	114.95	
400	3.75	3.75	3.75	4.00	4.00	4.25	4.25	4.25	4.25	4.25	4.50	4.50	4.50	4.50	4.50	400
500	4.50	4.50	4.75	5.00	5.00	5.25	5.25	5.25	5.25	5.50	5.50	5.50	5.50	5.75	5.75	500
600	5.50	5.50	5.75	5.75	6.00	6.25	6.25	6.25	6.50	6.50	6.50	6.75	6.75	6.75	7.00	600
700	6.50	6.50	6.50	6.75	7.00	7.25	7.25	7.50	7.50	7.50	7.75	7.75	7.75	8.00	8.00	700
750	7.00	7.00	7.00	7.25	7.50	7.75	8.00	8.00	8.00	8.25	8.25	8.25	8.50	8.50	8.50	750
800	7.25	7.50	7.50	7.75	8.00	8.25	8.50	8.50	8.50	8.75	8.75	9.00	9.00	9.00	9.25	800
900	8.25	8.25	8.50	8.75	9.00	9.25	9.50	9.50	9.75	9.75	9.75	10.00	10.00	10.25	10.25	900
1000	9.25	9.25	9.50	9.75	10.00	10.50	10.50	10.50	10.75	10.75	11.00	11.25	11.25	11.25	11.50	1000
1100	10.00	10.25	10.25	10.75	11.25	11.50	11.50	11.75	11.75	12.00	12.00	12.25	12.25	12.50	12.75	1100
1200	11.00	11.00	11.25	11.75	12.25	12.50	12.50	12.75	12.75	13.00	13.25	13.50	13.50	13.50	13.75	1200
1300	12.00	12.00	12.25	12.75	13.25	13.50	13.75	13.75	14.00	14.00	14.25	14.50	14.50	14.75	15.00	1300
1400	12.75	13.00	13.25	13.75	14.25	14.50	14.75	14.75	15.00	15.25	15.25	15.75	15.75	15.75	16.00	1400
1500	13.75	13.75	14.00	14.75	15.25	15.50	15.75	16.00	16.00	16.25	16.50	16.75	16.75	17.00	17.25	1500
1550	14.25	14.25	14.50	15.25	15.75	16.00	16.25	16.50	16.50	16.75	17.00	17.25	17.50	17.50	17.75	1550
1600	14.75	14.75	15.00	15.75	16.25	16.75	16.75	17.00	17.25	17.25	17.50	17.75	18.00	18.25	18.50	1600
1700	15.50	15.75	16.00	16.75	17.25	17.75	17.75	18.00	18.25	18.50	18.50	19.00	19.00	19.25	19.50	1700
1750	16.00	16.25	16.50	17.25	17.75	18.25	18.50	18.50	18.75	19.00	19.25	19.50	19.75	19.75	20.00	1750
1800	16.50	16.75	17.00	17.50	18.25	18.75	19.00	19.00	19.25	19.50	19.75	20.00	20.25	20.50	20.75	1800
1900	17.50	17.50	17.75	18.50	19.25	19.75	20.00	20.25	20.50	20.50	20.75	21.25	21.25	21.50	21.75	1900
2000	18.25	18.50	18.75	19.50	20.25	20.75	21.00	21.25	21.50	21.75	22.00	22.25	22.50	22.75	23.00	2000
2100	19.25	19.50	19.75	20.50	21.25	21.75	22.00	22.25	22.50	22.75	23.00	23.50	23.50	23.75	24.25	2100
2150	19.75	19.75	20.25	21.00	21.75	22.25	22.50	22.75	23.00	23.25	23.50	24.00	24.00	24.25	24.75	2150
2200	20.25	20.25	20.75	21.50	22.25	22.75	23.00	23.25	23.50	23.75	24.00	24.50	24.75	25.00	25.25	2200
2250	20.75	20.75	21.25	22.00	22.75	23.50	23.75	24.00	24.25	24.50	24.75	25.00	25.25	25.50	25.75	2250
2300	21.25	21.25	21.75	22.50	23.25	24.00	24.25	24.50	24.75	25.00	25.25	25.75	25.75	26.00	26.50	2300
2350	21.50	21.75	22.00	23.00	23.75	24.50	24.75	25.00	25.25	25.50	25.75	26.25	26.25	26.75	27.00	2350
2400	22.00	22.25	22.50	23.50	24.25	25.00	25.25	25.50	25.75	26.00	26.25	25.75	27.00	27.25	27.50	2400
2450	22.50	22.75	23.00	24.00	24.75	25.50	25.75	26.00	26.25	26.50	26.75	27.25	27.50	27.75	28.25	2450
2500	23.00	23.00	23.50	24.50	25.25	26.00	26.25	26.50	26.75	27.00	27.25	28.00	28.00	28.25	28.75	2500
2550	23.50	23.50	24.00	25.00	25.75	26.50	26.75	27.00	27.25	27.75	28.00	28.50	28.50	29.00	29.25	2550
2600	24.00	24.00	24.50	25.50	26.25	27.00	27.25	27.50	28.00	28.25	28.50	29.00	29.25	29.50	30.00	2600
2650	24.25	24.50	25.00	26.00	26.75	27.50	27.75	28.25	28.50	28.75	29.00	29.50	29.75	30.00	30.50	2650
2700	24.75	25.00	25.50	26.50	27.25	28.00	28.25	28.75	29.00	29.25	29.50	30.25	30.25	30.50	31.00	2700
2750	25.25	25.50	25.75	27.00	27.75	28.50	29.00	29.25	29.50	29.75	30.00	30.75	30.75	31.25	31.50	2750
2800	25.75	25.75	26.25	27.50	28.25	29.00	29.50	29.75	30.00	30.25	30.75	31.25	31.50	31.75	32.25	2800
2850	26.25	26.25	26.75	28.00	28.75	29.75	30.00	30.25	30.50	31.00	31.25	31.75	32.00	32.25	32.75	2850
2900	26.75	26.75	27.25	28.50	29.25	30.25	30.50	30.75	31.00	31.50	31.75	32.50	32.50	32.75	33.25	2900
2950	27.00	27.25	27.75	29.00	29.75	30.75	31.00	31.25	31.75	32.00	32.25	33.00	33.00	33.50	34.00	2950
3000	27.50	27.75	28.25	29.25	30.25	31.25	31.50	31.75	32.25	32.50	32.75	33.50	33.75	34.00	34.50	3000
3050	28.00	28.25	28.75	29.75	30.75	31.75	32.00	32.50	32.75	33.00	33.50	34.00	34.25	34.50	35.00	3050
3100	28.50	28.75	29.25	30.25	31.25	32.25	32.50	33.00	33.25	33.50	34.00	34.50	34.75	35.00	35.75	3100
3150	29.00	29.00	29.75	30.75	32.00	32.75	33.00	33.50	33.75	34.25	34.50	35.25	35.25	35.75	36.25	3150
3200	29.50	29.50	30.00	31.25	32.50	33.25	33.50	34.00	34.25	34.75	35.00	35.75	36.00	36.25	36.75	3200
3300	30.25	30.50	31.00	32.25	33.50	34.25	34.75	35.00	35.50	35.75	36.00	36.75	37.00	37.50	38.00	3300
3500	32.25	32.25	33.00	34.25	35.50	36.50	36.75	37.25	37.50	38.00	38.25	39.00	39.25	39.75	40.25	3500

Pounds per Square	SHINGLE RATE—In Cents Per Hundred Pounds															Pounds per Square
	91.85	92.4	94.05	97.9	101.2	103.95	105.05	106.15	107.25	108.35	109.45	111.65	112.2	113.3	114.95	
144	1.32	1.33	1.35	1.41	1.46	1.50	1.51	1.53	1.54	1.56	1.58	1.61	1.62	1.63	1.66	144
158	1.45	1.46	1.49	1.55	1.60	1.64	1.66	1.68	1.69	1.71	1.73	1.76	1.77	1.79	1.82	158
192	1.76	1.77	1.81	1.88	1.94	2.00	2.02	2.04	2.06	2.08	2.10	2.14	2.15	2.18	2.21	192

Note: For complete freight actuary, see West Coast Lumbermen's Association Rate Book.

WEST COAST LUMBERMEN'S ASSOCIATION

PORTLAND OREGON

LUMBER AND SNGLE RATES

EFFECTIVE JANRY 13, 1948

FR.

NORTH PACIFIC OAST"GROUP

IN CENTS PE3O POUNDS

VANCOUVER
BELLINGHAM
VICTORIA
EVERETT
SEATTLE
ABERDEEN
TACOMA
SPOKANE
SAND PT.
LONGVIEW
VANCOUVER
PORTLAND
SALEM
EUGENE
MARSHFIELD
KLAMATH FALLS
WEED
SACRAMENTO
STOCKTON
SAN FRANCISCO
RENO
FRESNO
BAKERSFIELD
LOS ANGELES
YUMA
PHOENIX
TUCSON
WASH.
OREGON
CALIF.
NEVADA
ARIZONA
MISSOULA
GREAT FALLS
HELENA
BUTTE
BILLINGS
MILES CITY
MONTANA
67.2
BOISE
IDAHO
POCATELLO
TWIN FALLS
OGDEN
SALT LAKE CITY
72.0
UTAH
CASPER
WYOMING
76.2
DENVER
COLORADO SPRINGS
PUEBLO
TRINIDAD
SANTA FE
ALBUQUERQUE
NEW MEXICO
90.6
AMARILLO
WICHITA FALLS
100.2
EL PASO
TEXAS
SAN ANTONIO
GRAND FORKS
BISMARK
FARGO
79.8
NO. DAKOTA
ABERDEEN
SO. DAKOTA
FALLS
SIOUX CITY
97.8
CHEYENNE
HASTINGS
BEATRICE
NEBRASKA
90.
OMAHA
DES MOINES
IOWA
CEDAR RAPIDS
DUBUQUE
HUTCHINSON
TOPEKA
KANSAS CITY
WICHITA
KANSAS
TULSA
OKLA.
ARDMORE
OKLAHOMA
102.6
FT. WORTH
DALLAS
DULUTH
90.6
MINNEAPOLIS
ST. PAUL
MINN.
EAU CLAIRE
WISC.
LA CROSSE
MANITOWOC
MILWAUKEE
102.6
CHICAGO
MICH.
MACKINAW CITY
J 116.5
J 114.5
BAY CITY
GRAND RAPIDS
LANSING
DETROIT
TOLEDO
FORT WAYNE
J 116.5
PEORIA
SPRINGFIELD
TERRE HAUTE
ILL.
IND.
ST. LOUIS
MO.
SPRINGFIELD
EVANSVILLE
PADUCAH
CADIZ
115.5
KY.
117.5
LOUISVILLE
LEXINGTON
J 117.5
AKRON
CLEVELAND
ERIE
J 121.0
PITTSBURGH
WHEELING
OHIO
J 119.5
CINCINNATI
COLUMBUS
DAYTON
W. VA.
HUNTINGTON
ROCHESTER
BUFFALO
ALBANY
J 122.5
SCRANTON
N.Y.
PENN.
PHILADELPHIA
N.J.
MD.
BALTIMORE
DEL.
J 122.5
RICHMOND
VA.
NORFOLK
H
MAINE
VT. N.H.
J 122.5
MASS.
BOSTON
CONN. R.I.
NEW YORK
GREENSBORO
ASHEVILLE
NO. CAROLINA
122.5
WILMINGTON
TENN.
NASHVILLE
120.0
CHATTANOOGA
122.5
MEMPHIS
ARK.
LITTLE ROCK
PINE BLUFF
106.8
GREENVILLE
TEXARKANA
110.0
MISS.
JACKSON
SHREVEPORT
NATCHEZ
ALEXANDRIA
BATON ROUGE
NEW ORLEANS
ATLANTA
BIRMINGHAM
ALA.
COLUMBUS
GA.
MONTGOMERY
112.5
117.5
120.0
122.5
SAVANNAH
COLUMBIA
SO. CAR.
CHARLESTON
MOBILE
PENSACOLA
GULFPORT
JACKSONVILLE
FLORIDA
122.5
MIAMI

- LEGEND -

BLANKET 110.0¢ RATE APPLIES ON LUMBER (WILL NOT APPLY ON SHINGLES) TO OFFICIAL TERRITORY.

(G) GRADED RATES.

(H) TO STATIONS ON B&ArRR, BLANKET 110.0¢ RATE WILLNOT APPLY.

(J) ALTERNATE RATE ON LUMBER; APPLIES ALSO ON SHINGLES.

RATES ON LUMBER AND SHINGLES APPLY FROM OREGON AND WASHINGTON "COAST" GROUP SHIPPING POINTS TO TRANSCONTINENTAL DESTINATION BLANKET GROUPS.

FOR RATES, ROUTINGS, MINIMUM WEIGHTS AND COMMODITY DESCRIPTION, SEE WEST COAST LUMBERMEN'S ASSOCIATION FREIGHT RATE BOOK.

COMPILED BY
TRAFFIC DEPARTMENT
WEST COAST LUMBERMEN'S ASSN.

WEST COAST LUMBERMEN'S ASSOCIATION

PORTLAND OREGON

LUMBER AND SINGLE RATES

EFFECTIVE OCTOBER 13, 1947

FROM

NORTH PACIFIC COAST "GROUP"

IN CENTS PER 100 POUNDS

VANCOUVER
BELLINGHAM
VICTORIA
EVERETT
SEATTLE
ABERDEEN
TACOMA
SPOKANE
SAND PT.
LONGVIEW
VANCOUVER
PORTLAND
SALEM
EUGENE
MARSHFIELD
COAST
WASH.
OREGON
(G)
MISSOULA
GREAT FALLS
HELENA
61.6
BUTTE
BILLINGS
MILES CITY
MONTANA
GRAND FORKS
NO. DAKOTA
BISMARK
FARGO
73.15
ABERDEEN
SO. DAKOTA
MINN.
DULUTH
83.05
MINNEAPOLIS
ST. PAUL
KLAMATH FALLS
WEED
BOISE
IDAHO
TWIN FALLS
POCATELLO
WYOMING
CASPER
69.85
SFALLS
SIOUX CITY
89.65
DUBUQUE
IOWA
CEDAR RAPIDS
DES MOINES
(G)
(G)
WISC
EAU CLAIRE
LA CROSSE
MANITOWOC
MILWAUKEE
94.05
CHICAGO
MICH.
MACKINAW CITY
J 108.35
J 106.15
BAY CITY
GRAND RAPIDS
LANSING
DETROIT
TOLEDO
FORT WAYNE
J 108.35
IND.
SPRINGFIELD
TERRE HAUTE
INDIANAPOLIS
DAYTON
CINCINNATI
J 111.65
OHIO
COLUMBUS
CLEVELAND
AKRON
J 109.45
ERIE
J 113.3
PITTSBURGH
WHEELING
W. VA.
HUNTINGTON
BUFFALO
ROCHESTER
ALBANY
N.Y.
SCRANTON
J 114.95
PENN.
PHILADELPHIA
NEW YORK
N.J.
BOSTON
MASS.
CONN. R.I.
VT. N.H.
J 114.95
(H)
MAINE
MD.
BALTIMORE
DEL.
J 114.95
RICHMOND
VA.
NORFOLK
GREENSBORO
ASHEVILLE
NO. CAROLINA
J 114.95
WILMINGTON
COLUMBIA
SO. CAR.
J 114.95
CHARLESTON
SAVANNAH
ATLANTA
GA.
J 114.95
JACKSONVILLE
FLORIDA
MIAMI
SACRAMENTO
RENO
NEVADA
SALT LAKE CITY
OGDEN
66.0
CHEYENNE
DENVER
COLORADO SPRINGS
PUEBLO
TRINIDAD
COLORADO
NEBRASKA
OMAHA
HASTINGS
BEATRICE
83.0
KANSAS
TOPEKA
KANSAS CITY
HUTCHINSON
WICHITA
STOCKTON
SAN FRANCISCO
FRESNO
BAKERSFIELD
LOS ANGELES
CALIF.
UTAH
SANTA FE
ALBUQUERQUE
AMARILLO
83.05
TULSA
OKLA. C.
OKLAHOMA
ARDMORE
WICHITA FALLS
ARIZONA
PHOENIX
YUMA
TUCSON
NEW MEXICO
EL PASO
91.85
FT. WORTH
DAL
TEXAS
SAN ANTONIO
94.05
HOUSTON
GALVESTON
(G)
ST. LOUIS
SPRINGFIELD
MO.
PADUCAH
CADIZ
J 109.45
107.25
NASHVILLE
J 112.2
TENN.
CHATTANOOGA
114.95
MEMPHIS
ARK.
LITTLE ROCK
PINE BLUFF
97.9
GREENVILLE
TEXARKANA
101.2
MISS.
SHREVEPORT
JACKSON
NATCHEZ
ALEXANDRIA
LA.
BATON ROUGE
NEW ORLEANS
BIRMINGHAM
ALA.
MONTGOMERY
103.95
MOBILE
GULFPORT
PENSACOLA
COLUMBUS
J 109.45
J 112.2
EVANSVILLE
LOUISVILLE
LEXINGTON
KY.

RATES ON LUMBER AND SHINGLES APPLY FROM OREGON AND WASHINGTON "COAST" GROUP SHIPPING POINTS TO TRANSCONTINENTAL DESTINATION BLANKET GROUPS.

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WEST COAST LUMBERMEN'S ASSN.

- LEGEND -

- BLANKET 101.2¢ RATE APPLIES ON LUMBER (WILL NOT APPLY ON SHINGLES) TO OFFICIAL TERRITORY.
- (G) GRADED RATES.
- (H) TO STATIONS ON B&AfRR, BLANKET 101.2¢ RATE WILL NOT APPLY.
- (J) ALTERNATE RATE ON LUMBER; APPLIES ALSO ON SHINGLES.