

Transportation Rates on Livestock and Meat Products in Western States

W. H. DREESEN

Agricultural Experiment Station
Oregon State College
Corvallis

Foreword

The importance of transportation in connection with the livestock industry is difficult to overestimate. Livestock is normally produced in the sparsely populated grazing and grain-producing areas with stocker or feeder stock moving between the two sources of feed supply.

Grazing areas are usually widely distributed and distantly removed from the large centers of population.

An inadequate supply of feed grains and other concentrated feeds in Oregon as well as in the other Coast states intensifies the problem and leaves each of the three states to a varying degree dependent on the Middle West for meat supplies.

It is evident that meat products, whether in the form of livestock or packing house products, are necessarily moved great distances. The transportation costs are production costs as production is not completed until the product reaches the consumer.

Producers of livestock, processors, and consumers are variously affected by transportation costs. Relative costs of moving livestock and meat products are important factors in determining the location of the processing plants. Total costs may affect the location of the livestock industry.



F. E. PRICE
Dean and Director

Table of Contents

	Page
Introduction	5
Livestock Freight Rates in Pacific Coast Areas	11
Trans-Continental Rates and Rate Territory	16
Western Trunk Line Territory and North Pacific Coast Destinations	20
Western Trunk Line Territory and Southern Pacific Coast Destination	24
Southwestern Territory and South Pacific Coast Destinations	24
East-Bound and West-Bound Livestock Rates from Shipping Points Grouped by Rail Routes	27
East-Bound Livestock Rates	32
Appendix :	
Rules and Regulations Governing the Transportation of Livestock and Stopping in Transit of Live- stock in the Pacific Northwest	35
Charges for Refrigeration Service	37

Transportation Rates on Livestock and Meat Products in Western States

By

W. H. DRESEN¹

Introduction

Reasonably adequate transportation facilities keep Oregon livestock prices closely tied in with the prices of livestock and meat products in the other western states of the United States. The price determining forces of supply and demand, in fact, operate on a practically nation-wide basis. States drawing upon Oregon for beef cattle also draw upon the cattle in those middle western states that constitute the most important source of supply for the great eastern centers of population. Pacific coast states, as well as the eastern states, draw upon the pork supply of the Corn Belt.

It is for this reason that the livestock producer, the processor, and the consumer are so vitally interested in the costs of moving livestock and meat products between the sources of supply and the centers of demand. The interest is in both the absolute and the relative levels of freight charges.

The spread in prices of livestock and meat products between the different areas is very closely related to transportation costs.

From the standpoint of the nation as a whole, the area west of the Mississippi River constitutes a surplus area in the production of the more important meat-providing animals—cattle, swine, and sheep. This area, with less than 32 per cent of the population of continental United States,² contained in excess of 62 per cent of the cattle and calves, 52 per cent of the hogs and pigs, and 83 per cent of the sheep and lambs in the United States.³

A number of the 22 states within this section, however, do not produce surpluses of all of these major kinds of livestock. Some are definitely deficit areas.

Data presented in Tables 1 and 2 indicate that on January 1, 1950, cattle and calves were below the national average of .54 head

¹ACKNOWLEDGMENTS. The author acknowledges the many helpful suggestions and constructive criticisms by Professor E. L. Potter, head of the Division of Agricultural Economics.

The author also expresses his sincerest appreciation for the information and the assistance generously given by the personnel of the traffic departments of every line contacted.

²Source: Preliminary 1950 Census data, Bureau of the Census, U. S. Department of Commerce.

³Preliminary 1950 Livestock Data, Bureau of Agricultural Economics, U. S. Department of Agriculture.

Table 1. CATTLE, HOGS, AND SHEEP ON FARMS IN ILLINOIS AND ALL STATES WEST OF THE MISSISSIPPI RIVER, AS OF JANUARY 1, 1950.

United States and States	All cattle and calves on farms	Cows and heifers two years old	Heifers one to two years old	Heifer calves for milk cows	Hogs and pigs on farms	All sheep and lambs on farms	Stock sheep and lambs on farms
United States	80,277	24,625	5,610	7,030	60,424	30,797	27,064
Illinois	3,159	992	252	322	6,285	585	396
Minnesota	3,276	1,486	374	397	3,498	732	554
Iowa	5,007	1,182	275	320	11,920	949	605
Missouri	3,107	975	180	227	4,429	1,194	1,054
North Dakota	1,542	421	94	154	413	388	346
South Dakota	2,479	379	97	186	1,442	874	721
Nebraska	3,920	477	119	206	2,475	588	168
Kansas	3,627	628	134	185	1,253	786	336
Arkansas	1,209	444	109	160	974	51	51
Louisiana	1,439	331	78	124	731	140	140
Oklahoma	2,655	654	165	255	835	155	105
Texas	8,658	1,296	277	398	1,701	6,821	6,703
Colorado	1,746	202	42	58	351	1,731	1,186
New Mexico	1,166	60	12	18	73	1,392	1,364
Arizona	849	47	12	13	24	392	382
Montana	1,731	128	29	50	192	1,735	1,623
Wyoming	1,001	56	14	15	85	2,063	1,980
Idaho	939	222	59	82	209	1,065	990
Utah	560	116	27	40	88	1,332	1,284
Nevada	552	21	7	13	28	442	435
Washington	885	329	77	103	160	324	298
Oregon	1,107	240	58	85	166	689	671
California	2,709	920	217	283	879	1,769	1,602

Source: Preliminary Report for 1950 by the Bureau of Agricultural Economics, U. S. Department of Agriculture. (Data in thousands.)

Table 2. UNITS OF LIVESTOCK PER CAPITA HUMAN POPULATION

United States and States	All cattle and calves on farms	Cows and heifers two years old	Heifers one to two years old	Heifer calves for milk cows	Hogs and pigs on farms	All sheep and lambs on farms	Stock sheep and lambs on farms
United States .....	.5357	.1643	.0374	.0469	.4032	.2055	.1806
Illinois .....	.3638	.1142	.0290	.0371	.7237	.0674	.0456
Minnesota	1.1037	.5007	.1260	.1338	1.1785	.2466	.1866
Iowa	1.9165	.4524	.1053	.1225	4.5625	.3632	.2316
Missouri .....	.7899	.2479	.0458	.0577	1.1259	.3035	.2679
North Dakota	2.4953	.6813	.1521	.2492	.6683	.6279	.5599
South Dakota	3.8137	.5831	.1492	.2861	2.2184	1.3446	1.1092
Nebraska	2.9740	.3619	.0903	.1563	1.8777	.4461	.1275
Kansas	1.9146	.3315	.0707	.0977	.6614	.4149	.1774
Arkansas .....	.6358	.2335	.0573	.0841	.5122	.0268	.0268
Louisiana .....	.5396	.1241	.0292	.0465	.2741	.0525	.0525
Oklahoma	1.1940	.2941	.0742	.1147	.3755	.0697	.0472
Texas	1.1277	.1688	.0361	.0518	.2215	.8884	.8730
Colorado	1.3247	.1533	.0319	.0440	.2663	1.3133	.8998
New Mexico	1.7219	.0886	.0177	.0266	.1078	2.0557	2.0143
Arizona	1.1392	.0631	.0161	.0174	.0322	.5260	.5126
Montana	2.9472	.2179	.0494	.0851	.3269	2.9540	2.7633
Wyoming	3.4661	.1939	.0485	.0519	.2943	7.1434	6.8560
Idaho	1.6049	.3794	.1008	.1401	.3572	1.8202	1.6920
Utah .....	.8154	.1689	.0393	.0582	.1281	1.9394	1.8695
Nevada	3.4874	.1327	.0442	.0821	.1769	2.7925	2.7482
Washington .....	.3745	.1392	.0326	.0436	.0677	.1371	.1261
Oregon .....	.7321	.1587	.0384	.0562	.1098	.4557	.4438
California .....	.2582	.0877	.0207	.0270	.0838	.1686	.1527

Sources: Preliminary 1950 Census Data, Bureau of Census, U. S. Department of Commerce, and Preliminary 1950 Livestock Data, Bureau of Agricultural Economics, U. S. Department of Agriculture.

per capita population in the states of California and Washington; hogs and pigs were below the national average of .40 head per capita population in the states of Arizona, California, Colorado, Idaho, Louisiana, Montana, New Mexico, Nevada, Oklahoma, Oregon, Texas, Utah, Washington, and Wyoming; and sheep and lambs were below the national average of .21 head per capita population in the states of Arkansas, California, Louisiana, Oklahoma, and Washington.¹

The great variations in the density of livestock distribution, the seasonal movements of feeder or stocker livestock, and the rather high concentration of the larger meat-packing plants in a few centers has made the transportation of livestock and livestock products a major industry.

The North Portland Union Stockyards report receipts of livestock from Oregon, Washington, Idaho, Montana, North Dakota, South Dakota, Minnesota, Nebraska, Iowa, Kansas, Missouri, Wyoming, Colorado, California, Utah, Arizona, and Texas, and from Canada. The stockyards of Washington report receipts from an equally wide area; California obtains supplies from even more distant points.²

Three major groups outside of the transportation companies are directly interested in the transportation costs of moving livestock and livestock products: the producers, the consumers, and the meat-packing industries.

Each of these groups is variously interested in the absolute level of the rates as applying to both livestock and livestock products and in the relativity of the rates as applying to livestock on the one hand and livestock products on the other hand. Again each group is interested in the outbound or outgoing rate as compared with the inbound or incoming rate.

The producer is interested in obtaining the highest possible price for his product. He is consequently interested in a rate structure that will enable him to reach the widest possible market. If he is in a deficit area, low outbound and high inbound rates on both livestock and meat products naturally inure to his profit.

The consumer's immediate interest may appear to be best served by the reverse in the rate situation. Over a long period, however, the consumer's and producer's interest may be more nearly mutual.

The packer makes his profit out of the processing of meats. He is interested in relatively low inbound rates on livestock and relatively low outbound rates on fresh meats and other packing house products.

¹See Table 25, Appendix.

²*California Livestock and Poultry* (p. 60), California Department of Agriculture.

Any rate structure is necessarily in major part a resultant of these various and divergent interests expressed through economic and political pressures and brought to bear upon the transportation companies and the utility commissions, both state and interstate.

The purpose of this study is to present a broad picture of the freight rate structure applicable to the shipments of livestock, fresh meats, and other packing house products between points in the west coast states and points in these states and eastern destinations.¹ The study is not intended to serve as a substitute for official freight tariffs. For currently applicable rates, minimum carload weights, transit and diversion privileges, feed and service charges, routing, and so forth, the official tariffs must be consulted.

During the past five years the Interstate Commerce Commission has authorized three major rate increases on interstate rail freight traffic. All three increases are of the horizontal or percentage type.

Under the first authorized increase the rates then effective on movements of livestock were made subject to a 15 per cent increase and the corresponding rates on movements of meat products were made subject to a 20 per cent increase.² These increases apply uniformly on the freight rates on all interstate movements of these commodities within the United States.³

Increases under the second and third authorizations are more involved.⁴ Under both of these orders the percentage increases vary with the areas within which the freight moves, with freight moving between areas of different rate increases taking intermediate increases. Under these two orders, however, livestock and meat products were made subject to similar increases.

Freight charges on livestock and meat products moving within western territory up to and including Missouri River points were subjected to a 20 per cent increase under the second order or authorization and to an 8 per cent increase under the third order. Corresponding increases of rates on similar movements in most of the territory east of the Mississippi River were 30 and 10 per cent under the second and third orders respectively.

Freight rates on livestock and meat products moving between western territory and eastern territory are subject to intermediate increases of 25 per cent and 9 per cent under the two orders respectively.

¹Fresh meats are placed in a class separate from other packing house products because they invariably take a higher freight rate.

²No. X-162-B, effective January 1, 1947 (final order).

³In most of the states the intrastate rates have been increased in line with the interstate rate increases.

⁴No. X-166-C, effective August 21, 1948 (final order) and No. X-168-A, effective September 1, 1949 (final order).

The authorized increases are compounded on the rates that were in effect at the time of the first increase or as subsequently changed. Hence the three consecutively authorized increases of 15 per cent, 20 per cent, and 8 per cent on livestock moving in western territory represent a total increase of 49.04 per cent on the base rates: $1.00 \times 1.15 \times 1.20 \times 1.08$. Similarly the three authorized increases of 20 per cent, 25 per cent, and 9 per cent on meat products moving between Chicago and Portland total 63.5 per cent on the base rates: $1.00 \times 1.20 \times 1.25 \times 1.09$.

Authorized rate increases have been incorporated into the published rates of relatively few tariffs. One method of determining the freight charges on a shipment is to figure the charges under the old or base rates and then apply the compounded percentage increase to these charges. Both railroads and rate bureaus have compiled tables of increased rates and charges for the convenience of traffic personnel.¹

All rates appearing in this publication are currently effective rates, base rates raised under the three authorizations.²

Rates on stocker or feeder livestock are 85 per cent of the rates on "ordinary" livestock.

All the livestock rates quoted in this publication are applicable on "ordinary" livestock only. For rates on livestock "chiefly valuable for breeding, racing, show purposes or other special uses" the tariffs must be consulted.

The usual minimum weight requirements for livestock shipped in a 36-foot car are:

	<i>Pounds</i>		<i>Pounds</i>
Cattle S.D.	24,000	Sheep D.D.	20,000
Calves D.D.	23,000	Hogs D.D.	24,000

Corresponding minimum weight requirements for packing house products are:³

	<i>Pounds</i>		<i>Pounds</i>
Fresh meats	21,000	Other packing house products	30,000

All rail and motor truck freight charges paid by private shippers or consignees on both intrastate or interstate freight movements are subject to a 3 per cent Federal tax.

¹Authorized rate increases have been incorporated into the published rates of the Trans-Continental Freight Bureau Livestock Tariff No. 52-H and into the rates of Livestock Tariffs Nos. 67 and 68 issued by the North Pacific Coast Freight Bureau. Authorized rate increases have not been incorporated into the rates of the T.C.F.B. Tariffs Nos. 4 and 1, the tariffs containing the rates on west-bound fresh meats and other packing house products.

²Wherever the authorized increases had not been incorporated into the published rates the base rates were increased by the applicable percentages after they had been checked for possible changes made subsequent to the date of the first order.

³For definition of packing house products see footnote on page 22.

Livestock Freight Rates in Pacific Coast Areas

Freight rates on cattle, hogs, and sheep moving between designated points in Oregon, Washington, Idaho, and western Montana, on the one hand, and Portland, Seattle, and Spokane, on the other hand, are found in tables 3 to 7 inclusive.¹ In line with livestock rates generally, these rates apply equally in both directions.

Oregon points as listed in Table 3 enjoy lower rates to and from Portland than to and from Seattle. Washington points near the northern boundary of Oregon, including Goldendale and Walla Walla, also have lower Portland than Seattle rates.

Territory immediately north of this area, including Colfax, Pasco, and Spokane, is parity territory relative to the two coast terminals.² More northern Washington territory enjoys lower rates to and from Puget Sound points than to and from Portland.

Rates in Table 5 lend support to the distance principle in rate making. Southern Idaho points have lower Portland rates than Seattle rates and northern Idaho points have lower Seattle than Portland rates.

Table 7 contains rates on truckload shipments of livestock, cattle, sheep, and hogs between Portland and other Oregon points.

Truck rates are differentiated from rail rates by their greater

Table 3. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN	and→	PORTLAND ¹	SEATTLE	SPOKANE
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
The Dalles, Oregon		32	51	56
Corvallis, Oregon		33	53	56
Moro, Oregon		40	53	56
Condon, Oregon		45	58	53
Heppner, Oregon		46	58	53
Madras, Oregon		46	58	60
Pendleton, Oregon		50	56	46
Redmond, Oregon		51	60	64
Prineville, Oregon		51	60	64
Bend, Oregon		52	64	66
La Grande, Oregon		56	60	53
Klamath Falls, Oregon		58	71	78
Baker, Oregon		59	67	58
Enterprise, Oregon		60	69	59
North Portland, Oregon	43	57
Ontario, Oregon		67	76	67
Burns, Oregon		79	85	79

Source: North Pacific Coast Freight Bureau Tariff No. 67-C. Effective August 21, 1950.

¹Shipping livestock from side-line points in this table to Seattle, Washington, via Portland, Oregon, enables the shipper to take advantage of the transit privileges, such as trying the market, sorting and consolidation at Portland as authorized by the carriers.

Freight charges are subject to a 3 per cent Federal tax.

Rates on stocker or feeder livestock are 85 per cent of rates on ordinary livestock.

For minimum weight requirements see page 10.

²The terms Portland and North Portland are used interchangeably.

³All points in a given territory enjoying the same rates to or from a given point are in parity territory relative to that point. The points are called parity points.

Table 4. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN	and→	PORTLAND	SEATTLE	SPOKANE
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Goldendale, Washington		38	52	58
Walla Walla, Washington		52	56	43
Spokane, Washington		57	57	....
Colfax, Washington		58	58	31
Pasco, Washington		50	50	41
Colville, Washington		69	64	32
Davenport, Washington		64	57	27
Ephrata, Washington		57	51	38
Ellensburg, Washington		52	38	46
Prosser, Washington		52	46	45
Republic, Washington		77	71	43
Okanogan, Washington		66	52	53
Wenatchee, Washington		57	41	45
Yakima, Washington		56	41	51
Seattle, Washington		43	....	57

Source: North Pacific Coast Freight Tariff Bureau No. 67-C. Effective August 21, 1950. Freight charges are subject to a 3 per cent Federal tax.

Goldendale and Walla Walla are representative of points in southern Washington enjoying lower Portland rates than Seattle rates. Advantage may be taken of the transit privilege of trying the market at North Portland.

Spokane, Colfax, and Pasco are examples of points in parity territory in Washington relative to Portland and Seattle. Shipments may move via Portland to Seattle.

Rates from the remaining side-line points in the table are higher to Portland than to Seattle. Shipments from Okanogan, Wenatchee, Ephrata, and Ellensburg to Portland would normally move via Seattle. Shipments from Yakima would move directly to Portland.

Table 5. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN	and→	PORTLAND	SEATTLE	SPOKANE
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Weiser, Idaho ¹		66	71	64
Idaho Falls, Idaho		92	97	78
Pocatello, Idaho		90	96	83
Caldwell, Idaho		70	77	69
Twin Falls, Idaho ²		86	91	85
Boise, Idaho		71	78	70
Salt Lake City, Utah		98	103	91
Ogden, Utah		98	103	91
Orofino, Idaho		64	66	41
Bonnors Ferry, Idaho		70	66	37
Sandpoint, Idaho		67	64	28
Coeur d'Alene, Idaho		64	59	24

Source:

Weiser, Idaho, to Ogden, Utah, rates inclusive—base rates were increased in line with the percentage increases under the three authorizations, X-162, 166, and 168.

Orofino, Idaho, to Coeur d'Alene rate inclusive—North Pacific Coast Freight Bureau Tariff No. 68-C.

¹Shipments from the first nine side-line stations, Weiser, Idaho, to Orofino, Idaho, inclusive, would normally move to Seattle via Portland. This enables the shippers to take advantage of the transit privileges at Portland as authorized by the carrier, in this case the U.P. Railroad; shipments from the other three points, Sandpoint, Bonnors Ferry, and Coeur d'Alene, are subject to higher rates to Portland than to Seattle.

²Rates on 10,000 pounds minimum weight shipments of fresh meats from Twin Falls to Portland 124¢ per 100 pounds. Rates on 23,000 pounds minimum weights shipments of fresh meats from Boise and Caldwell to Portland 93¢ per 100 pounds.

Freight charges are subject to a 3 per cent Federal tax.

For minimum weight requirements see page 10.

complexity. Truck rates on shipments between given points vary with the minimum weight requirements. Frequently as many as four different rates are in effect between two points, each one applying on a different minimum weight. The different minimum weights on livestock shipments between John Day and Portland, for example, are "any quantity" weight, 7,500 pounds, 18,000 pounds, and 28,000 pounds. The respective rates per 100 pounds are 94¢, 86¢, 76¢ and 72¢.

Different minimum weights are more frequently applicable to different kinds of livestock in truck rates than in rail freight rates.

Rates on truck load shipments usually exceed those on corresponding rail shipments. In a few instances as found in Tables 3 and 7, the truck and rail rates are the same—for example, the La Grande-Portland rates and the Redmond and Prineville-Portland rates. In a few cases the rail rates exceed the truck rates. Examples are the Madras-Portland and the Bend-Portland rates.

Rates on shipments of livestock between Montana points, on the one hand, and Oregon and Washington points, on the other, are found in Table 6. Portland and Puget Sound points are in the same zone and enjoy the same or equal rates to and from all Montana points. Rates on shipments between Spokane and Montana points usually range from 60 to 70 per cent of the Montana-Portland and Montana-Seattle rates.

Table 8 contains rates on shipments between Oregon, Idaho, and Utah points, on the one hand, and San Francisco, Sacramento, Stockton, and Los Angeles, on the other hand. Rates applicable on shipments between Oregon points and San Francisco are higher than those applying between Oregon points and Sacramento. Oregon-

Table 6. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN	and→	PORTLAND	SEATTLE	SPOKANE
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Anaconda, Montana		85	85	59
Billings, Montana		102	102	79
Butte, Montana		85	85	59
Clearwater, Montana		79	79	53
Deerlodge, Montana		83	83	57
Drummond, Montana		79	79	56
Great Falls, Montana		91	91	69
Hamilton, Montana		79	79	56
Jennings, Montana		71	71	43
Kalispell, Montana		80	80	56
Miles City, Montana		109	109	36
Missoula, Montana		78	78	51
Polson, Montana		78	78	52
St. Regis, Montana		67	67	40
Thompson Falls, Montana		67	67	40

Source: North Pacific Coast Freight Bureau Tariff No. 68-C. Effective January 10, 1950.

Freight charges are subject to a 3 per cent Federal tax.

Table 7. RATES IN CENTS PER 100 POUNDS ON TRUCK LOAD SHIPMENTS OF CATTLE, SHEEP AND GOATS, AND HOGS

BETWEEN	and→	NORTH PORTLAND						
		A Q ¹ rate	Minimum weight	Rate	Minimum weight	Rate	Minimum weight	Rate
		Cents	Pounds	Cents	Pounds	Cents	Pounds	Cents
<i>Cattle, Sheep, and Hogs</i>								
Albany, Oregon	53	18,000	31	24,000	29	.....	.....
Baker, Oregon	92	10,000	73	15,000	70	24,000	65	
Bend, Oregon	.....	5,000	80	10,000	63	18,000	51
Burns, Oregon	.....	7,500	80 ²	.....	.....	.....	.....
.....	.....	5,500	107 ³	10,000	99 ³	.....	.....
.....	.....	7,500	99 ⁴	15,000	83 ⁴	.....	.....
Canyon City, Oregon	94	7,500	86	18,000	76	28,000	72	
Condon, Oregon	74	7,500	58	18,000	43 ²	.....	.....
Coquille, Oregon ⁵	.....	7,500	87	18,000	75	24,000	71
Enterprise, Oregon	108	10,000	86	15,000	81	24,000	73	
Grants Pass, Oregon ⁶	.....	7,500	93	18,000	80	24,000	76
Grass Valley, Oregon	70	6,000	63	16,000	44	.....	.....
Heppner, Oregon	80	7,500	70	15,000	57	.....	.....
John Day, Oregon	94	7,500	86	18,000	76	28,000	72	
Kinzua, Oregon	74	7,500	71	18,000	60	28,000	58	
Klamath Falls, Oregon	.....	8,000	95 ⁷	16,000	75 ⁷	26,000	70 ⁷
.....	.....	5,500	79 ³	10,000	72 ³	.....	.....
La Grande, Oregon	80	7,500	70	15,000	60	24,000	56	
Madras, Oregon	.....	7,500	53 ²	18,000	43 ²	.....	.....
.....	.....	5,500	68 ³	10,000	57 ³	.....	.....
.....	.....	7,500	59 ⁴	15,000	48 ⁴	.....	.....
Coos Bay, Oregon	.....	7,500	80	18,000	68	24,000	65
Medford, Oregon	.....	7,500	94	18,000	81	24,000	77
Moro, Oregon	70	6,000	63	16,000	44	.....	.....
Nyssa, Oregon	.....	10,000	92	15,000	82	24,000	76
Ontario, Oregon	.....	10,000	92	15,000	82	24,000	76
Pendleton, Oregon	83	7,500	72	18,000	62	28,000	56	
Prineville, Oregon	.....	5,000	80	10,000	63	18,000	51
Redmond, Oregon	.....	5,000	80	10,000	63	18,000	51
Roseburg, Oregon	.....	7,500	69	18,000	57	24,000	54
Shaniko, Oregon	70	6,000	63	16,000	44	.....	.....
The Dalles, Oregon	59	7,500	43	18,000	38	24,000	36	
Tillamook, Oregon	76	10,000	60	18,000	46	.....	.....
Tygh Valley, Oregon	63	5,000	51	16,000	41	.....	.....
Vale, Oregon	.....	10,000	85	15,000	76	24,000	70
Wasco, Oregon	65	6,000	58	16,000	41	.....	.....
Caldwell, Idaho ⁸	.....	7,500	91 ²	18,000	78 ²	.....	.....
.....	.....	5,500	117 ³	10,000	103 ³	.....	.....
.....	.....	7,500	108 ⁴	15,000	95 ⁴	.....	.....
Twin Falls, Idaho	.....	7,500	106 ²	18,000	93 ²	.....	.....
.....	.....	5,500	131 ³	10,000	117 ³	.....	.....
.....	.....	7,500	122 ⁴	15,000	108 ⁴	.....	.....

Table 7 Continued. RATES IN CENTS PER 100 POUNDS ON TRUCK LOAD SHIPMENTS OF CATTLE, SHEEP AND GOATS, AND HOGS

	Rates per 100 pounds to Portland						
	A Q ¹ rate	Minimum weight	Rate	Minimum weight	Rate	Minimum weight	Rate
	<i>Cents</i>	<i>Pounds</i>	<i>Cents</i>	<i>Pounds</i>	<i>Cents</i>	<i>Pounds</i>	<i>Cents</i>
<i>Fresh Meats and Other Packing</i>							
<i>House Products</i>							
Boise, Idaho	148	10,000	125	23,000	93	.....	....
Boise, Idaho	130 ²	.....	.....	.....	.....	.....	.....
Caldwell, Idaho ¹⁰	148	10,000	125	23,000	93	.....	....
Twin Falls, Idaho	148	10,000	131	.....	.....	.....	.....
Burns, Oregon .....	.....	5,000	125 ³	10,000	108 ³	.....	.....
Ontario, Oregon	148	5,000	125	23,000	91	.....	.....
	Rate per 100 pounds to San Francisco						
	A Q ¹ rate	Minimum weight	Rate	Minimum weight	Rate	Minimum weight	Rate
	<i>Cents</i>	<i>Pounds</i>	<i>Cents</i>	<i>Pounds</i>	<i>Cents</i>	<i>Pounds</i>	<i>Cents</i>
Portland, Oregon .....	.....	5,000	149	10,000	135	20,000	120
Portland, Oregon .....	.....	.....	.....	.....	.....	30,000	107

15

Source: Tariffs on file with Public Utilities Commission of the State of Oregon.

¹"Any quantity" shipment rates are always higher than rates for designated minimum weight shipments.

²This rate applies on cattle only.

³This rate applies on sheep and goats only.

⁴This rate applies on hogs only.

⁵Rates apply within 10 road miles of Coquille.

⁶Rates apply within 10 road miles of Grants Pass.

⁷Applies on cattle and hogs only.

⁸Caldwell, Idaho, rates also apply from Boise and Nampa.

⁹Fresh meat only.

¹⁰Caldwell, Idaho, rates also apply from Nampa.

Freight charges are subject to a 3 per cent Federal tax.

Stockton rates are in all cases intermediate to Oregon-San Francisco and Oregon-Sacramento rates. This is consistent with the distance principle in rate structure. Oregon-Los Angeles and Idaho-Los Angeles rates are in all instances higher than Oregon-San Francisco and Idaho-San Francisco rates.

Table 8. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN	and→	SAN FRANCISCO	SACRAMENTO	STOCKTON	LOS ANGELES
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Baker, Oregon ¹		103	98	102	130
Bend, Oregon		77	70	76	102
Burns, Oregon		118	111	112	135
Chiloquin, Oregon		67	59	64	92
Enterprise, Oregon		105	99	103	131
Heppner, Oregon		92	89	91	119
Klamath Falls, Oregon ²		63	58	60	91
La Grande, Oregon		99	96	98	127
Lakeview, Oregon		76	67	70	98
Ontario, Oregon		106	102	103	123
Pendleton, Oregon		96	90	92	121
Portland, Oregon		89	83	86	112
Prineville, Oregon		86	80	85	110
Redmond, Oregon		78	71	76	102
The Dalles, Oregon		86	83	85	111
Burley, Idaho		91	85	89	109
Caldwell, Idaho		105	98	102	121
Pocatello, Idaho		97	91	92	103
Twin Falls, Idaho		89	83	86	111
Ordgen, Utah		92	86	90	96

Source: Pacific South Coast Freight Bureau Tariff No. 220-D. Effective September 20, 1950.

¹Routing and transit privileges. All southbound shipments of livestock from Baker, Enterprise, Heppner, La Grande, Pendleton, and The Dalles are via Portland with the privilege of "trying the market" at Portland. Southbound shipments from Bend, Prineville, and Redmond may be routed either via Portland or Klamath Falls, the same rates applying. The transit privilege of "trying the market" at Portland is accorded these shipments.

Shipments from Burns, Ontario, Burley, Caldwell, Pocatello, and Twin Falls to California points may move via Wells.

Southbound shipments from Chiloquin, Lakeview, and Klamath Falls are direct via the Southern Pacific route.

The Southern Pacific tariffs provide for the transit privilege of "trying the market" at Stockton, Sacramento, Oakland, and South San Francisco if shipments are routed via these points.

²Through rates between California points and Horton, Beatty, and Bly, Oregon, exceed the rates to Klamath Falls, Oregon, by the following arbitraries respectively: 6¢, 7½¢, and 9½¢ per 100 pounds.

Trans-Continental Rates and Rate Territory

Trans-continental rate territory includes Oregon, Washington, California, Arizona, Nevada, the western parts of Utah and New Mexico, and northern Idaho. In a general way this area includes the territory west of the Rocky Mountains. It is divided into the so-called North Coast Territory and South Coast Territory by an east and west boundary line passing through northern California.

Trans-continental rates are rates on freight movements between points in the above described territory and points in territory east of a line irregularly extending north from El Paso, Texas, through

Denver, Colorado, and Cheyenne, Wyoming, and following the eastern boundary of Montana to the Canadian line.¹

Trans-continental rates, in their broader outlines, are built on the distance principle and are in general conformity with Section 4, the so-called "Long and Short Haul Clause," of the Interstate Commerce Act.²

On the majority of commodities moving in trans-continental traffic the rates apply in one direction only. Such rates are quoted "from" points of origin "to" points of destination. Both east-bound and west-bound rates may be published in the same tariff or they may appear in separate tariffs.

Rates applying in both directions on a given commodity are quoted "between" shipping points. Some tariffs are limited in their application of rates to commodities moving to or from points in North Coast Territory and other tariffs are limited in their rate applications to commodities moving to or from points in South Coast Territory.³

Trans-Continental Freight Bureau East-Bound Tariffs, Nos. 2 and 3, are applicable to shipments "from" points in North Coast Territory and in South Coast Territory respectively, and Trans-Continental Freight Bureau West-Bound Tariffs, Nos. 4 and 1, are applicable to shipments "to" points in North Coast Territory and in South Coast Territory respectively. These tariffs contain the rates on fresh meats and other packing house products. Rates on livestock shipments are found in Trans-Continental Freight Bureau Tariff, No. 52, and with practically no exceptions are quoted "between" points, the same rates applying in both directions.

West-bound trans-continental commodity rates, including rates on fresh meats and other packing house products, are quoted "from" groups of points designated by letters and east-bound commodity rates are quoted "to" the same groups of points similarly designated. This simplifies the rate structure as it makes unnecessary the quoting of rates to and from innumerable individual points. On east-bound shipments, commodity rates are quoted from points taking the so-called Rate Basis 1, including practically all of the shipping points in Trans-Continental Rate territory. On west-bound shipments, rates are quoted to points taking the so-called Rate Basis 1, 2, or 3.

¹Rates between points in Oregon, Washington, and northern Idaho are made by the North Pacific Coast Freight Bureau with headquarters in Seattle. The north-bound and south-bound rates in the Coast States are made by the Pacific South Coast Freight Bureau with headquarters in San Francisco. Trans-continental rates are made by the Trans-Continental Freight Bureau with the principal offices in Chicago.

²Section 4 prohibits higher rates for a short haul than for a long haul on the same commodity in the same direction over the same lines.

³Commodity rates are placed directly on the commodity without regard to the class into which the commodity would fall in the "Western Classification." Commodity rates may be specific or they may be distance or mileage rates.

In nontechnical terms all of the points or stations in Trans-Continental Rate Territory as points of origin are in the same zone, Rate Basis 1. This implies, for example, that, with certain exceptions as indicated in the tariffs, the rates on similar commodities from all points in North Coast Territory to any given group of points in eastern or middle western territory in the United States are the same and that all rates on similar commodities from all points in South Coast Territory to any given group of points in eastern or middle western territory in the United States are likewise the same.

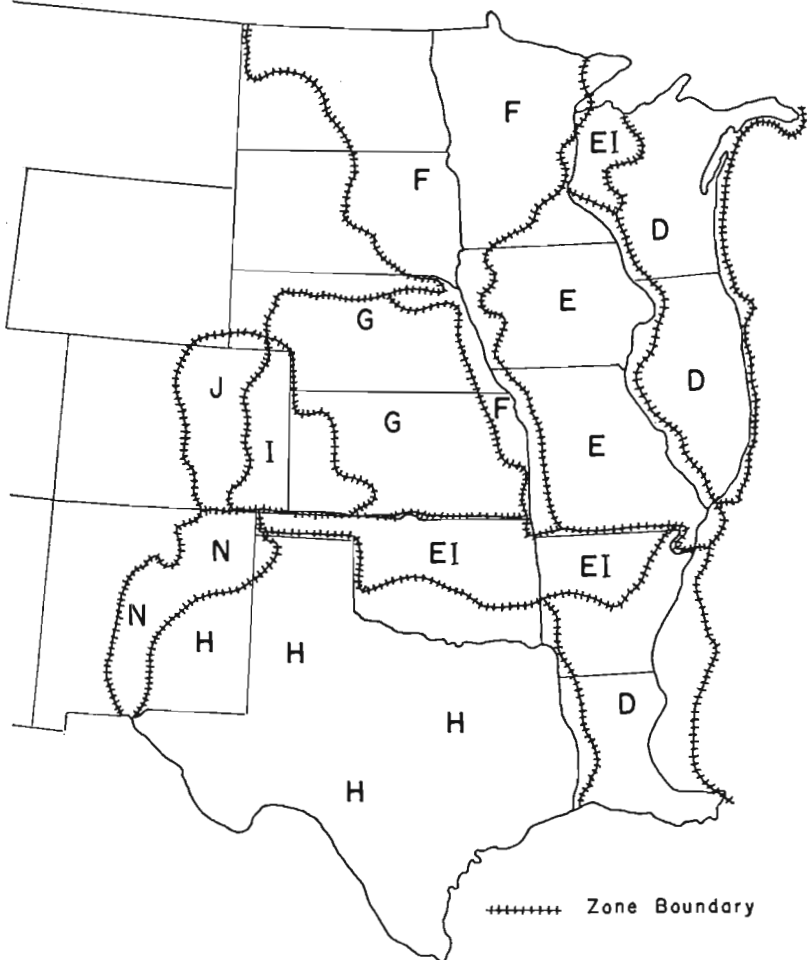


Figure 1. Trans-Continental Freight Bureau rate graph; North Coast Territory.

Points in Trans-Continental Rate Territory as points of destination, however, are arranged in three zones. The first zone, Rate Basis 1, in North Coast Territory is the most westerly zone, including among other points Portland and Seattle. Most eastern Oregon points such as La Grande, Baker, and Pendleton are in zone three or Rate Basis 3, with Arlington, Hood River, and The Dalles as examples of points in the intermediate zone or Rate Basis 2. Almost without exception, however, the rates on any given commodity from any group of points in the middle western or eastern parts of the

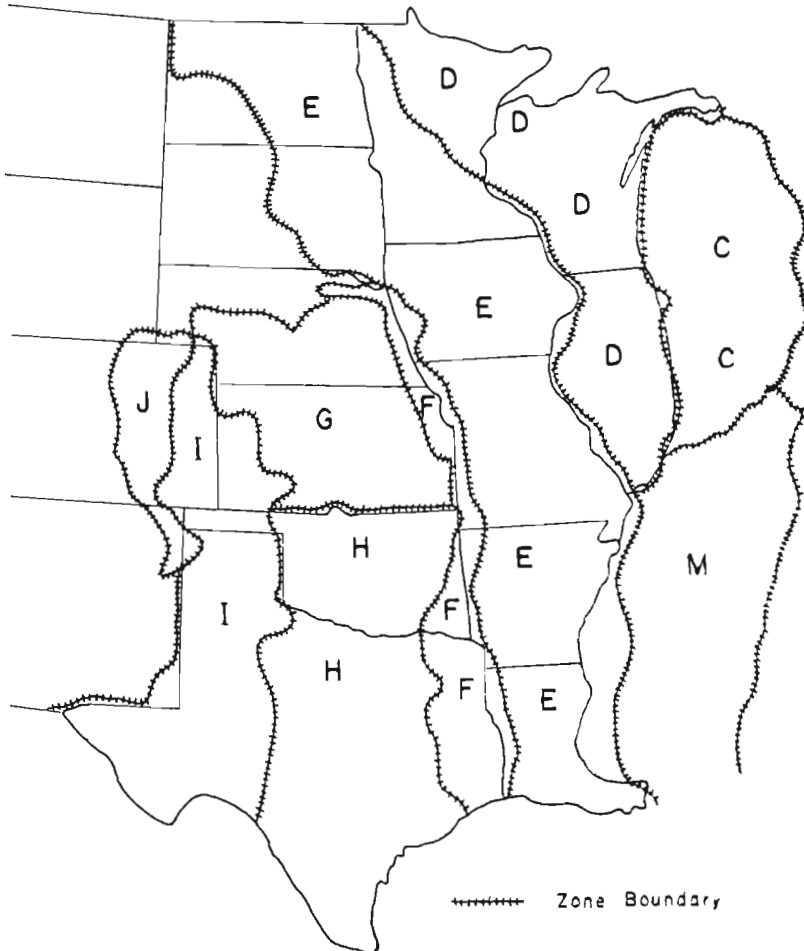


Figure 2. Trans-Continental Freight Bureau rate graph; South Coast Territory.

United States to Trans-Continental Rate Territory are the same irrespective of the zone or Rate Basis of the point of destination.¹

Figures 1 and 2 illustrate the zones or groups of points from and to which the group rates apply in trans-continental freight rate traffic. The zones or groups of points to and from which rates apply relative to North Coast Territory are given in Figure 1, and the zones or groups of points to and from which rates apply relative to South Coast Territory are presented in Figure 2. For the most part the boundaries of these zones coincide.

In relation to North Pacific Coast Rate Territory, most Wisconsin and Illinois points, including Chicago, are in so-called Group D. Des Moines, St. Louis, and Jefferson City are examples of Group E points; Minneapolis, St. Paul, Fargo, Omaha, Kansas City, and Sioux Falls are Group F points; Grand Island and Wichita are Group G points; Denver and Pueblo are Group J points; and Fort Worth, Dallas, and Amarilla are examples of Group H points.

As tariffs deal with groups of points, rather than with geographical zones, it is difficult to draw accurate geographical boundaries of these zones.

Western Trunk Line Territory and North Pacific Coast Destinations

"Western Trunk Line Territory," a term used in trans-continental railway tariffs, includes Iowa, Kansas, Minnesota, Nebraska, North Dakota, South Dakota, Wisconsin, and portions of Colorado, Illinois, Indiana, Michigan, Missouri, and Wyoming.¹ This territory is the most important livestock producing region in the United States. Both livestock and livestock products in the form of fresh meats and other packing house products flow from this area into practically all other parts of the United States. The freight rate structure is instrumental in determining the form of the shipments.

Tables 9 and 10 quote the rates on livestock and livestock products from this area to North Pacific Coast destinations.²

It will be noted that the rates on livestock are quoted "between" points, the same rate applying in both directions, whereas the rates on fresh meats and other packing house products are quoted "from" points of origin "to" destination, the rate applying in one direction

¹The rates quoted from points in eastern and middle western groups of points cannot be indiscriminately applied to all points in Trans-Continental Rate Territory. Many of these points are subject to additional charges called arbitraries generally because they are off the main railway lines.

²Trans-Continental Freight Bureau Tariff No. 52-G, Item 22.

³Both tables contain a number of points outside of Western Trunk Line Territory.

only. Table 11 quotes the rates on fresh meats and other packing house products from a number of points in percentages of the rates on livestock.¹

Table 9. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE S.D.; CALVES, HOGS, OR SHEEP D.D.

BETWEEN	and→	NORTH PORTLAND, SEATTLE, TACOMA	SPOKANE
		<i>Cents</i>	<i>Cents</i>
Minot, North Dakota		122	103
Bismarck, North Dakota		129	106
Jamestown, North Dakota		135	111
Aberdeen, South Dakota		135	112
Redfield, South Dakota		136	116
Grand Forks, North Dakota		137	116
Valentine, Nebraska		138	118
Watertown, South Dakota		140	118
Huron, South Dakota		140	118
Mitchell, South Dakota		141	119
Fergus Falls, Minnesota		141	119
Fargo, North Dakota		142	118
North Platte, Nebraska		143	121
Pueblo, Colorado		143	129
Denver, Colorado		143	121
Sioux Falls, South Dakota		145	123
Granite Falls, Minnesota		145	123
St. Cloud, Minnesota		149	129
Sioux City, Iowa		149	130
O'Neil, Nebraska		149	127
Minneapolis, Minnesota		150	131
St. Paul, Minnesota		150	131
Duluth, Minnesota		150	131
Grand Island, Nebraska		151	130
Austin, Minnesota		158	138
Albert Lea, Minnesota		158	136
Fort Dodge, Iowa		158	138
Mason City, Iowa		160	138
Council Bluffs, Iowa		164	141
St. Joseph, Missouri		164	141
Nebraska City, Nebraska		164	141
Omaha, Nebraska		164	141
Kansas City, Missouri		164	141
Atchison, Kansas		164	141
Leavenworth, Kansas		164	141
Winona, Minnesota		165	142
Waterloo, Iowa		165	143
Des Moines, Iowa		165	143
Cedar Rapids, Iowa		170	146
Ottumwa, Iowa		171	147
Peoria, Illinois		181	159
East St. Louis, Illinois		184	165
St. Louis, Missouri		184	165
Chicago, Illinois		185	161
South Chicago, Illinois		185	161

Source: Trans-Continental Freight Bureau Tariff No. 52-H.
Freight charges are subject to a 3 per cent Federal tax.

¹In line with the decision of the Interstate Commerce Commission in the west-bound meat rate case, ICC Docket 28978, rates on fresh meats and packing house products were reduced approximately 35 per cent, effective November 10, 1945, thus greatly reducing the spread in the rates on livestock and processed meats.

In the foregoing decision, the reduction in rates was made applicable from certain designated points only. More recently the reduction has been made applicable from all points in Zone C-1, D, E, E-1, F, G, H, I, J, and N. See Item No. 1644 in Supplement No. 40 to T.C.F.B. Tariff No. 4-V and in Supplement No. 52 to T.C.F.B. Tariff No. 1-Y. Also see Item No. 1644-A in Supplement No. 15 to T.C.F.B. Tariff No. 4-W, and Item No. 1644-C in Supplement No. 78 in T.C.F.B. Tariff No. 1-Y.

Table 10. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF FRESH MEATS AND OTHER PACKING HOUSE PRODUCTS

Origin	Destination			
	Fresh meats ¹		Other packing house products ¹	
	Portland, Seattle	Spokane	Portland, Seattle	Spokane
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Cheyenne, Wyoming	226	226	188	188
Denver, Colorado	226	226	188	188
Gering, Nebraska	226	226	188	188
Scottsbluff, Nebraska	226	226	188	188
Aberdeen, South Dakota	232	232	193	193
Colorado Springs, Colorado	232	232	193	193
Pueblo, Colorado	232	232	193	193
Sioux Falls, South Dakota	233	233	194	194
Watertown, South Dakota	242	242	202	202
Grand Forks, North Dakota	242	242	202	202
Huron, South Dakota	242	242	202	202
Minneapolis, Minnesota	242	242	202	202
Omaha, Nebraska	242	242	202	202
Duluth, Minnesota	242	242	202	202
Fergus Falls, Minnesota	242	242	202	202
Sioux City, Iowa	242	242	202	202
St. Paul, Minnesota	242	242	202	202
West Fargo, North Dakota	242	242	202	202
Arkansas City, Kansas	252	252	210	210
Garden City, Kansas	252	252	210	210
Hutchinson, Kansas	252	252	210	210
Kansas City, Missouri	252	252	210	210
Leavenworth, Kansas	252	252	210	210
Nebraska City, Nebraska	252	252	210	210
St. Joseph, Missouri	252	252	210	210
Salina, Kansas	252	252	210	210
Atchison, Kansas	257	257	213	213
Bismarck, North Dakota	257	257	213	213
Council Bluffs, Iowa	257	257	213	213
Fargo, North Dakota	257	257	213	213
Granite Falls, Minnesota	257	257	213	213
Jamestown, North Dakota	257	257	213	213
Minot, North Dakota	257	257	213	213
Mitchell, South Dakota	257	257	213	213
Redfield, South Dakota	257	257	213	213
St. Cloud, Minnesota	257	257	213	213
Albert Lea, Minnesota	262	262	218	218
Austin, Minnesota	262	262	218	218
Cedar Rapids, Iowa	262	262	218	218
Davenport, Iowa	262	262	218	218
Des Moines, Iowa	262	262	218	218
Estherville, Iowa	262	262	218	218
Faribault, Minnesota	262	262	218	218
Fort Dodge, Iowa	262	262	218	218
Marshalltown, Iowa	262	262	218	218
Mason City, Iowa	262	262	218	218
Ottumwa, Iowa	262	262	218	218
Spencer, Iowa	262	262	218	218
Waterloo, Iowa	262	262	218	218
Dubuque, Iowa	267	267	223	223
Madison, Wisconsin	267	267	223	223
Winona, Minnesota	267	267	223	223
East St. Louis, Illinois	275	275	230	230
St. Louis, Missouri	275	275	230	230
Green Bay, Wisconsin	281	281	235	235
Chicago, Illinois	288	288	240	240
Milwaukee, Wisconsin	288	288	240	240
Peoria, Illinois	288	288	240	240

Source: Trans-Continental Freight Bureau Tariff No. 4-X. Rates increased under authorized increases X-162, X-166, and X-168.

¹Freight charges are subject to a 3 per cent Federal tax.

²Packing house products (P.H.P.) as the name would indicate consists of the products coming from the livestock slaughtering and meat processing plants. The products are roughly divided into two major groups, the fresh meats group and the other packing house products group.

Under the fresh meats group are meats fresh, not salted, or certain boneless meats, beef lard, hams, shoulders, sides and carcasses and part carcasses. Under other packing house products are primarily processed meats, cooked, cured, salted, pickled, dried, and frozen.

Freight rates are usually, although not always, higher on fresh meats than on other packing house products. Minimum carload weight on the former is 21,000 pounds and on the latter 30,000 pounds. Refrigerator cars are provided by the carriers at no extra cost but the shipper pays for the icing, both the initial and subsequent re-icing if necessary.

Table 11. RATES ON FRESH MEATS AND PACKING HOUSE PRODUCTS IN PERCENTAGES OF RATES ON LIVESTOCK

FROM	to→	Fresh meats		Other packing house products	
		PORTLAND, SEATTLE, TACOMA	SPOKANE	PORTLAND, SEATTLE, TACOMA	SPOKANE
		<i>Per cent</i>	<i>Per cent</i>	<i>Per cent</i>	<i>Per cent</i>
Minot, North Dakota		209	250	173	207
Bismarck, North Dakota		199	242	165	201
Jamestown, North Dakota		190	232	158	192
Aberdeen, South Dakota		172	207	143	172
Redfield, South Dakota		189	222	157	184
Grand Forks, North Dakota		177	209	147	174
Fargo, North Dakota		181	218	150	181
Watertown, South Dakota		173	205	144	171
Huron, South Dakota		173	205	144	171
Mitchell, South Dakota		182	216	151	179
Fergus Falls, Minnesota		172	203	143	170
Sioux Falls, South Dakota		161	189	134	158
Granite Falls, Minnesota		177	209	147	173
St. Cloud, Minnesota		172	199	143	165
Sioux City, Iowa		162	186	136	155
Minneapolis, Minnesota		161	185	135	154
St. Paul, Minnesota		161	185	135	154
Duluth, Minnesota		161	185	135	154
Austin, Minnesota		166	190	138	158
Albert Lea, Minnesota		166	193	138	160
Fort Dodge, Iowa		166	190	138	158
Mason City, Iowa		164	190	136	158
Winona, Minnesota		162	188	135	157
Waterloo, Iowa		159	183	132	152
Des Moines, Iowa		159	183	132	152
St. Joseph, Missouri		154	179	128	149
Nebraska City, Nebraska		154	179	128	149
Omaha, Nebraska		148	172	123	143
Kansas City, Missouri		154	179	128	149
Atchison, Kansas		157	182	130	151
Leavenworth, Kansas		154	179	128	149
Cedar Rapids, Iowa		154	179	128	149
Ottumwa, Iowa		153	178	127	148
Peoria, Illinois		159	181	133	151
Chicago, Illinois		156	179	130	149
St. Louis, Missouri		149	167	125	139
Pueblo, Colorado		162	180	135	150
Denver, Colorado		158	187	131	155
Council Bluffs, Iowa		157	182	130	151
East St. Louis, Illinois		149	167	125	139

Western Trunk Line Territory and South Pacific Coast Destinations¹

Rates on livestock, fresh meats, and other packing house products from points in Western Trunk Line Territory² to the South Pacific Coast destinations of San Francisco, Los Angeles, and San Diego are presented in tables 12 and 13.³

The rates on livestock from points in Illinois, Iowa, Missouri, Eastern Nebraska, Kansas, and Colorado are higher to San Francisco and vicinity than to Los Angeles and San Diego. The opposite rate situation prevails with few exceptions in the case of livestock

Table 12. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN	and→	SACRAMENTO, SAN FRANCISCO, OAKLAND, STOCKTON	LOS ANGELES, SAN DIEGO
		<i>Cents</i>	<i>Cents</i>
Chicago, Illinois		195	185
Peoria, Illinois		189	179
East St. Louis, Illinois		184	172
St. Cloud, Minnesota		176	180
Austin, Minnesota		173	174
Fergus Falls, Minnesota		173	181
Duluth, Minnesota		183	189
Granite Falls, Minnesota		170	175
Minneapolis, Minnesota		176	176
St. Paul, Minnesota		176	176
Sioux City, Iowa		160	153
Council Bluffs, Iowa		160	153
St. Louis, Missouri		184	172
St. Joseph, Missouri		160	153
Fargo, North Dakota		170	179
Grand Forks, North Dakota		171	180
Jamestown, North Dakota		164	173
Bismarck, North Dakota		158	166
Minot, North Dakota		158	166
Aberdeen, South Dakota		166	175
Mitchell, South Dakota		167	171
Sioux Falls, South Dakota		164	168
Redfield, South Dakota		167	176
Watertown, South Dakota		168	173
Huron, South Dakota		164	168
Nebraska City, Nebraska		160	153
Omaha, Nebraska		160	153
North Platte, Nebraska		141	145
Grand Island, Nebraska		148	150
O'Neil, Nebraska		157	161
Kansas City, Missouri		160	153
Atchison, Kansas		160	153
Leavenworth, Kansas		160	153
Wichita, Kansas		157	138
Pueblo, Colorado		135	123
Denver, Colorado		135	123
Colorado Springs, Colorado		135	123

Source: Trans-Continental Freight Bureau Tariff No. 52-H.

Freight charges are subject to a 3 per cent Federal tax.

For minimum weight requirements see page 10.

¹For reduction in rates on fresh meats and packing house products under recent ICC order see footnote page 21.

²For states included in Western Trunk Line Territory see page 20.

³Both tables contain a number of points outside of Western Trunk Line Territory.

rates from points in Minnesota and North and South Dakota. The twin cities of Minneapolis and St. Paul are parity points with respect to the above-mentioned California points.

Table 13. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF FRESH MEAT AND OTHER PACKING HOUSE PRODUCTS

FROM	to→	Fresh meat, N.O.S.		Other packing house products	
		SAN FRANCISCO	LOS ANGELES, SAN DIEGO	SAN FRANCISCO	SAN DIEGO, LOS ANGELES
		Cents	Cents	Cents	Cents
Chicago, Illinois		288	288	240	240
Peoria, Illinois		288	288	240	240
East St. Louis, Illinois ¹		275	263	230	219
St. Cloud, Minnesota		267	267	222	222
Austin, Minnesota ¹		262	262	218	218
Fergus Falls, Minnesota		267	267	222	222
Duluth, Minnesota		273	273	228	228
Granite Falls, Minnesota		267	267	222	222
St. Paul, Minnesota		267	267	222	222
Sioux City, Iowa ¹		254	254	212	212
Council Bluffs, Iowa		257	257	213	213
St. Louis, Missouri ¹		275	263	230	219
St. Joseph, Missouri ²		252	252	210	210
Fargo, North Dakota		267	267	222	222
Grand Forks, North Dakota		267	267	222	222
Jamestown, North Dakota		267	267	222	222
Bismarck, North Dakota		267	267	222	222
Minot, North Dakota		267	267	222	222
Aberdeen, South Dakota		267	267	222	222
Mitchell, South Dakota		267	267	222	222
Sioux Falls, South Dakota ¹		254	254	212	212
Redfield, South Dakota		267	267	222	222
Watertown, South Dakota		267	267	222	222
Huron, South Dakota		267	267	222	222
Nebraska City, Nebraska ²		252	252	210	210
Omaha, Nebraska ²		242	242	202	202
North Platte, Nebraska		257	257	213	213
Grand Island, Nebraska		257	257	213	213
O'Neil, Nebraska		257	257	213	213
Kansas City, Missouri ²		252	234	210	195
Atchison, Kansas		257	257	213	213
Leavenworth, Kansas ²		252	252	210	210
Wichita, Kansas ³		252	228	210	192
Pueblo, Colorado		226	216	188	180
Denver, Colorado ⁴		226	216	188	180
Colorado Springs, Colorado ⁴		226	216	188	180

Source: Trans-Continental Freight Bureau Tariff No. 1, New Series. Rates increased in line with X-162, 166, and 168.

¹Rate to San Diego on fresh meats 276; on packing house products 229.

²Rate to San Diego on fresh meats 257; on packing house products 213.

³Rate to San Diego on fresh meats 252; on packing house products 210.

⁴Rate to San Diego on fresh meats 226; on packing house products 188.

Freight charges are subject to a 3 per cent Federal tax.

For minimum weight requirements see page 10.

Southwestern Territory and South Pacific Coast Destinations

The livestock industry of the Southwestern Territory, including Arkansas, Oklahoma, Louisiana, Texas, and eastern New Mexico, is one of the most important sources of meat supply for the South Pacific Coast centers of population. And as an important source of our national meat supply it affects meat prices in the Pacific Northwest with the transportation costs controlling the spread in prices.

The rates on livestock, fresh meats, and other packing house products from some of the more important shipping centers in the southwestern states to California points are presented in tables 14 and 15.¹

Table 14. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, SHEEP, OR HOGS, D.D.

FROM	to→	SAN FRANCISCO	LOS ANGELES
		<i>Cents</i>	<i>Cents</i>
Elko, Nevada		78	102
Reno, Nevada		45 ²	77 ³
Winnemucca, Nevada		66	91
Ogden, Utah		92	96
San Antonio, Texas		161	135
Houston, Texas		173	147
Dallas, Texas		162	135
Fort Worth, Texas		161	135
Amarillo, Texas		140	118
Douglas, Arizona		110	80
Phoenix, Arizona		92	67
Tucson, Arizona		102	76
Yuma, Arizona		89	52
Prescott, Arizona		96	76
Colfax, New Mexico		147	123
Deming, New Mexico		118	89
Tucumcari, New Mexico		133	112
Silver City, New Mexico		121	91
Roswell, New Mexico		140	119
Las Cruces, New Mexico		122	96
Las Vegas, New Mexico		129	108
Tulsa, Oklahoma		164	143
Oklahoma City, Oklahoma		158	136
Pawhuska, Oklahoma		164	143

Source: Reports from traffic departments of roads having lines in the area. Trans-Continental Freight Bureau Tariff No. 52-H.

All freight charges are subject to a 3 per cent Federal tax. For minimum weight requirements see page 10.

¹A number of the shipping points presented in the tables are outside of the territory designated as "Southwestern Territory," notably Ogden, Utah, and Arizona points.

²For reduction in rates on fresh meats and other packing house products under recent ICC order see footnote on page 21.

³Calves and sheep, double deck 51 per 100 pounds.

⁴Calves and sheep, double deck 79 per 100 pounds.

East-Bound and West-Bound Livestock Rates from Shipping Points Grouped by Rail Routes

Tables 16-20 present east-bound and west-bound livestock rates from shipping points arranged in order of distance on four of the principal trans-continental rail routes: Union Pacific, Santa Fe, Southern Pacific, and Northern Pacific.

The purpose of these tables is to discover the points or areas that enjoy equality or parity of rates to given eastern and western termini. Provided that the same livestock prices prevailed in these termini, livestock would flow freely in either direction from these rate parity areas.

On the Union Pacific Route (Table 16) with Chicago and Portland as eastern and western termini respectively, parity territory lies between Ogden, Utah, and Denver, Colorado. With a rate from Ogden to Portland of 98¢ and from Ogden to Chicago of 143¢, livestock from the Ogden area would flow west, assuming equality of prices in both termini. With a rate from Denver, Colorado, to Portland of 143¢ and a rate from Denver to Chicago of 102¢, livestock would move east with equal livestock prices prevailing in both termini.

As between the South Pacific Coast points and Chicago, western and eastern termini respectively, rate parity territory on the Union Pacific Route (Table 17) lies between Green River and Rawlins, Wyoming.

On the Santa Fe Route (Table 18) with Chicago and San Francisco as eastern and western termini respectively, parity territory is found between Flagstaff, Arizona, and Belen, New Mexico. On the Southern Pacific Route (Table 19) with the eastern and western termini as above, parity territory is found between Lordsburg, New Mexico, and El Paso, Texas.

As between northern Pacific Coast points and Chicago, western and eastern termini respectively, parity rate territory on the Northern Pacific Route (Table 20) lies in the Great Falls and Miles City, Montana, area.

Table 15. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF FRESH MEATS AND OTHER PACKING HOUSE PRODUCTS

FROM	to→	SAN FRANCISCO		LOS ANGELES	
		Fresh meats	Other packing house products	Fresh meats	Other packing house products
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Elko, Nevada		168	135	210	185
Winnemucca, Nevada		168	135	210	180
Reno, Nevada		64	49	110	82
Ogden, Utah		168	135	168	135
San Antonio, Texas		257	213	234	195
Houston, Texas		257	213	234	195
Fort Worth, Texas		257	213	234	195
Amarillo, Texas		252	210	234	195
Douglas, Arizona		226	158	216	117
Phoenix, Arizona		173	163	123	84
Tucson, Arizona		226	135	177	93
Yuma, Arizona		173	89	113	46
Tucumcari, New Mexico		226	188	216	180
Deming, New Mexico		216	180	180	135
Las Cruces, New Mexico		216	180	168	135
Tulsa, Oklahoma		257	213	234	195
Oklahoma City, Oklahoma		257	213	234	195
Pawhuska, Oklahoma		257	213	234	195

Source: Trans-Continental Freight Bureau Tariff No. 1. Reports from traffic departments of the roads having lines in the area.

Table 16. UNION PACIFIC ROUTE: RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, SHEEP, OR HOGS, D.D.

BETWEEN	and→	WEST-BOUND POINTS		EAST-BOUND POINTS		
		Portland	Seattle	Spokane	Omaha	Chicago
		<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Portland, Oregon	43	57	164	185
The Dalles, Oregon		32	51	56	156	180
Moro, Oregon ¹		40	53	56	156	180
Condon, Oregon ¹		45	58	53	156	178
Madras, Oregon ¹		46	58	60	162	185
Heppner, Oregon ¹		46	58	53	156	178
Pendleton, Oregon ¹		50	58	46	148	169
Redmond, Oregon ¹		51	60	64	162	185
Prineville, Oregon ¹		51	60	64	162	185
Bend, Oregon ¹		52	64	66	162	185
Walla Walla, Washington ..		52	56	43	148	169
La Grande, Oregon		56	60	53	143	175
Baker, Oregon		59	67	58	137	170
Enterprise, Oregon ¹		60	69	59	147	181
Ontario, Oregon		67	76	67	126½	159½
Weiser, Idaho		66	71	64	132	167
Caldwell, Idaho		70	77	69	130	164
Boise, Idaho		71	78	70	130	161
Pocatello, Idaho ¹		90	96	83	111	145
Idaho Falls, Idaho		92	97	78	116	148
Ogden, Utah		98	103	91	110	143
Denver, Colorado ¹		143	143	121	71	102
North Platte, Nebraska		143	143	121	51	86
Grand Island, Nebraska		151	151	130	37	76
Omaha, Nebraska		164	164	141	.....	65
Chicago, Illinois		185	185	161	65	.....

Source: Trans-Continental Freight Bureau Tariff No. 52-H. North Pacific Coast Freight Bureau Tariff No. 67-C.

¹Branch line points.

Freight charges are subject to a 3 per cent Federal tax.

Table 17. UNION PACIFIC ROUTE: RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN and→	WEST-BOUND POINTS				EAST-BOUND POINTS	
	San Francisco	Stockton	Sacramento	Los Angeles	Omaha	Chicago
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Reno, Nevada	45 ¹	45 ¹	45 ¹	77 ²	145	179
Winnenuca, Nevada..	66	77	77	91	131	167
Elko, Nevada	78	78	78	102	125	158
Ogden, Utah	92	90	86	96	110	143
Green River, Wyo- ming	105	105	105	105	97	126
Rawlins, Wyoming ..	112	112	112	116	85	116
Denver, Colorado ..	135	135	135	123	71	102
N. Platte, Nebraska...	141	141	141	145	51	86
Grand Island, Nebraska	148	148	148	150	37	76
Omaha, Nebraska ..	160	160	160	153	.....	65
Chicago, Illinois	194	194	194	185	65	.....

Source: Trans-Continental Freight Bureau Tariff No. 52-H.

¹Calves and sheep, 51¢.

²Calves and sheep, 79¢.

Freight charges are subject to a 3 per cent Federal tax.

Table 18. SANTA FE ROUTE: RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN and→	WEST-BOUND POINTS		EAST-BOUND POINTS		
	San Francisco	Los Angeles	Kansas City, Missouri	Chicago	
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	
Barstow, California {	Cattle	60	26	143	173
	Hogs	60	24		
	Sheep	69	32		
Williams, Arizona ..	96	76	118	150	
Flagstaff, Arizona ..	97	77	116	147	
Belen, New Mexico ..	119	98	86	121	
Clovis, New Mexico ..	129	109	76	107	
Amarillo, Texas	140	118	69	130 ¹	
Kansas City, Missouri	160	153	.....	65
Chicago, Illinois	194	185	65	.....

¹Local rate to Chicago.

²Proportional rate to Chicago applicable on shipments destined beyond.

Freight charges are subject to a 3 per cent Federal tax.

For minimum required weights see page 10.

Table 19. SOUTHERN PACIFIC ROUTE: RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, SHEEP, AND HOGS, D.D.

BETWEEN and→	LOS ANGELES	STOCKTON	SAN FRANCISCO	KANSAS CITY	CHICAGO
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Yuma, Arizona	52	89	89	141	173
Tucson, Arizona	76	101	102	119	155
Lordsburg, New Mexico ..	85	118	118	107	141
El Paso, Texas	95	122	122	94	127
Tucumcari, New Mexico ..	112	133	133	73	105
Kansas City, Missouri ..	153	160	160	.....	65
Chicago, Illinois	185	194	194	65	.....

Freight charges are subject to a 3 per cent Federal tax.

Table 20. NORTHERN PACIFIC ROUTE: RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF CATTLE, S.D.; CALVES, SHEEP, OR HOGS, D.D.

BETWEEN and→	WEST-BOUND POINTS			EAST-BOUND POINTS	
	Spokane	Portland, Seattle	Differential between the rate to Spokane and the rate to Portland or Seattle ¹	St. Paul	Chicago
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Spokane, Washington..	.....	57	....	131	161
St. Regis, Montana ..	40	67	27	116	147
Thompson Falls, Montana	40	67	27	121	150
Jennings, Montana ..	43	71	28	119	150
Missoula, Montana	51	78	27	113	143
Polson, Montana	52	78	26	115	143
Clearwater, Montana..	53	79	26	116	147
Drummond, Montana..	56	79	23	110	139
Kalispell, Montana	56	80	24	113	143
Hamilton, Montana	56	79	23	113	149
Deerlodge, Montana ..	57	83	26	107	138
Anaconda, Montana ..	59	85	26	107	138
Great Falls, Montana..	69	91	22	104	135
Miles City, Montana ..	86	109	23	79	107
Bismarck, North Dakota	106	129	23	60	92
Jamestown, North Dakota	111	135	24	53	85
Fargo, North Dakota..	118	142	24	48	80
St. Paul, Minnesota....	135	157	22	.....	61
Chicago, Illinois	161	185	24	61	.....

Source: North Pacific Coast Freight Bureau Tariff No. 68-C. Traffic departments of Great Northern and Northern Pacific Railways.

¹The differential here indicated is the difference between the rates from a given point of origin to Spokane and the rate from the same point of origin to Portland or Seattle.

Freight charges are subject to a 3 per cent Federal tax.

Shipments destined to Chicago may be stopped to try the market at South St. Paul, or Minneapolis, Minnesota, at through rate points of origin to Chicago if shipper complies with all of the provisions of the tariff involved.

Table 21. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS FROM KEY HOG-SHIPPING POINTS; CATTLE, S.D.; CALVES, HOGS, OR SHEEP, D.D.

BETWEEN and→	ST. PAUL	CHICAGO	Differential in rate between River Point and Chicago rate
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Bismarck, North Dakota	60	92	32
Jamestown, North Dakota	53	85	32
Fargo, North Dakota..	48	80	32
Aberdeen, South Dakota	51	81	30
	STOUX FALLS, S.D.	CHICAGO	
	<i>Cents</i>	<i>Cents</i>	
Mitchell, South Dakota	52	75	23
	STOUX CITY, IOWA	CHICAGO	
	<i>Cents</i>	<i>Cents</i>	
Valentine, Nebraska ..	52	86	34
O'Neil, Nebraska	33	80	47
	OMAHA	CHICAGO	
	<i>Cents</i>	<i>Cents</i>	
North Platte, Nebraska	51	86	35
Grand Island, Nebraska	37	76	39
Denver, Colorado	71	102	31
	KANSAS CITY	CHICAGO	
	<i>Cents</i>	<i>Cents</i>	
Wichita, Kansas	37	80	43
Topeka, Kansas	19	71	52
Oklahoma City, Oklahoma	56	87	31
Fort Worth, Texas	69	98	29
St. Paul, Minnesota ..	....	61	....
Omaha, Nebraska .....	....	65	....
St. Joseph, Missouri ..	....	65	....
Kansas City, Kansas..	....	65	....
Sioux Falls, South Dakota .....	....	66	....
Sioux City, Iowa .....	....	66	....

Freight charges are subject to a 3 per cent Federal tax.

East-Bound Livestock Rates

For the purpose of comparing rates on east-bound and west-bound shipments, rates on livestock and packing house products from selected points in Western Trunk Line Territory and Southwestern Territory to St. Paul and Chicago are presented in tables 22 and 23. Rates on east-bound shipments from selected points to New York City are also given.

One of the major groups, mentioned earlier in this bulletin, having a vital interest in the rates on livestock and livestock products shipments, is the meat-packing industry. This group is interested, not so much in the absolute level of the rates, as in the relative level of rates on livestock, fresh meats, and other packing house products.

Table 22. RATES IN CENTS PER 100 POUNDS OF CARLOAD SHIPMENTS OF LIVESTOCK, FRESH MEATS, AND OTHER PACKING HOUSE PRODUCTS

Points	Cattle S.D., hogs and sheep D.D.	Fresh meats	Other packing house products
	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>
Fargo, North Dakota, to St. Paul, Minnesota	48	45	45
Jamestown, North Dakota, to St. Paul, Minnesota	53	129	79
Bismarck, North Dakota, to St. Paul, Minnesota	60	170	98
Fargo, North Dakota, to Chicago, Illinois	80	96	84
Jamestown, North Dakota, to Chicago, Illinois	85	.....	128
Bismarck, North Dakota, to Chicago, Illinois	92	.....	144
Aberdeen, South Dakota, to St. Paul, Minnesota	51	97	73
Mitchell, South Dakota, to St. Paul, Minnesota	52	97	73
Sioux Falls, South Dakota, to St. Paul, Minnesota	47	47	47
Aberdeen, South Dakota, to Chicago, Illinois	81	154	118
Mitchell, South Dakota, to Chicago, Illinois	75	112	105
Sioux Falls, South Dakota, to Chicago, Illinois	66	67	67
Sioux City, Iowa, to St. Paul, Minnesota	52	49	49
Sioux City, Iowa, to Chicago, Illinois	66	65	65
North Platte, Nebraska, to Chicago, Illinois	86	146	150
North Platte, Nebraska, to Omaha, Nebraska	51	76	75
Grand Island, Nebraska, to Chicago, Illinois	76	147	119
Grand Island, Nebraska, to Omaha, Nebraska	37	103	56
Topeka, Kansas, to Chicago, Illinois	71	72	72
Wichita, Kansas, to Chicago, Illinois	80	99	86
Topeka, Kansas, to Kansas City, Missouri	19	35	30
Wichita, Kansas, to Kansas City, Missouri	37	50	35
Oklahoma City, Oklahoma, to Chicago, Illinois	97	111	99
Oklahoma City, Oklahoma, to Kansas City, Missouri ..	56	68	47
Fort Worth, Texas, to Kansas City, Missouri	69	82	57
Billings, Montana, to Chicago, Illinois	118	.....	.....
Billings, Montana, to St. Paul, Minnesota	89	.....	.....
Spokane, Washington, to Chicago, Illinois	161	.....	.....
Spokane, Washington, to St. Paul, Minnesota	131	.....	.....
Jennings, Montana, to Chicago, Illinois	150	.....	.....
Kalispell, Montana, to Chicago, Illinois	143	.....	.....
Great Falls, Montana, to Chicago, Illinois	135	.....	.....
Jennings, Montana, to St. Paul, Minnesota	119	.....	.....
Kalispell, Montana, to St. Paul, Minnesota	113	.....	.....
Great Falls, Montana, to St. Paul, Minnesota	104	.....	.....
O'Neil, Nebraska, to Sioux City, Iowa	33	.....	.....
O'Neil, Nebraska, to Omaha, Nebraska	40	.....	.....
O'Neil, Nebraska, to Chicago, Illinois	80	.....	.....

Source: Trans-Continental Freight Bureau Tariff No. 52-H. Reports from traffic departments of railroads having lines in the area.

Freight charges are subject to a 3 per cent Federal tax.

It is the relativity of these rates that so largely determines the location of the meat-packing industry. The location of the meat-packing industry may in turn influence the rate structure.

According to the data presented in Table 11, the rates on fresh meats and other packing house products from Western Trunk Line Territory to North Pacific Coast points average 166 and 138 per cent, respectively, of the rates on livestock shipments.

By comparison, the rates on east-bound fresh meats from selected points in Western Trunk Line and Southwestern territory to Chicago average 106 per cent of the livestock rates. The rates on other packing house products from the same points to Chicago average 100 per cent of the livestock rates.

The rates on fresh meats from St. Paul, Albert Lea, Ottumwa, Waterloo, Omaha, St. Joseph, Chicago, Fort Worth, Tulsa, and Indianapolis to New York City average 145 per cent of the livestock rates from these points to New York City. The rates on other packing house products between the corresponding points average 102 per cent of the livestock rates.

Table 23. RATES IN CENTS PER 100 POUNDS ON CARLOAD SHIPMENTS OF LIVESTOCK AND LIVESTOCK PRODUCTS

Point	Cattle S.D.; calves, hogs, or sheep D.D.	Fresh meat N.O.S.	Other packing house products
	Cents	Cents	Cents
<i>To Chicago from—</i>			
St. Paul, Minnesota	61	52	47
Winona, Minnesota	53	47	44
Grand Forks, North Dakota	85	97	88
Sioux Falls, South Dakota	66	66	66
Fort Dodge, Iowa	60	50	49
Cedar Rapids, Iowa	45	39	39
Des Moines, Iowa	56	48	48
Kansas City, Missouri	65	65	65
St. Joseph, Missouri	65	65	65
St. Louis, Missouri	47 ¹	51	.....
Omaha, Nebraska	65	65	65
Tulsa, Oklahoma	81	112	96
Fort Worth, Texas	98	129	108
Denver, Colorado	102	165	156
<i>To New York City from—</i>			
St. Paul, Minnesota	137	195	132
Albert Lea, Minnesota	136	179	132
Ottumwa, Iowa	123	167	118
Waterloo, Iowa	121	167	121
Omaha, Nebraska	144	205	149
Chicago, Illinois	91	143	97
Fort Worth, Texas	167	243	191
Tulsa, Oklahoma	148	222	178
Indianapolis, Indiana	86	133	79
St. Joseph, Missouri	138	205	137

Source: Traffic departments of railroad companies operating lines in the area.

¹Cattle 32, and calves and sheep 42.

Freight charges are subject to a 3 per cent Federal tax.

Table 24. TRANSPORTATION CHARGES ON FRESH MEATS AND PACKING HOUSE PRODUCTS IN PERCENTAGES OF TRANSPORTATION CHARGES ON LIVESTOCK SHIPMENTS

Points	Cattle S. D. ; calves, hogs, or sheep D. D.	Fresh meat N. O. S.	Other packing house products
	Per cent	Per cent	Per cent
<i>To Chicago from—</i>			
St. Paul, Minnesota	100	85	77
Winona, Minnesota	100	89	83
Grand Forks, North Dakota	100	114	104
Sioux Falls, South Dakota	100	100	100
Fort Dodge, Iowa	100	83	82
Cedar Rapids, Iowa	100	87	87
Des Moines, Iowa	100	86	86
Kansas City, Missouri	100	100	100
St. Joseph, Missouri	100	100	100
St. Louis, Missouri	100	109	.....
Omaha, Nebraska	100	100	100
Tulsa, Oklahoma	100	138	119
Fort Worth, Texas	100	132	110
Denver, Colorado	100	162	153
<i>To New York City from—</i>			
St. Paul, Minnesota	100	142	96
Albert Lea, Minnesota	100	132	97
Ottumwa, Iowa	100	136	96
Waterloo, Iowa	100	138	100
Omaha, Nebraska	100	142	103
Chicago, Illinois	100	157	107
Fort Worth, Texas	100	146	114
Tulsa, Oklahoma	100	150	120
Indianapolis, Indiana	100	155	92
St. Joseph, Missouri	100	149	99

Appendix

RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVESTOCK AND STOPPING IN TRANSIT OF LIVESTOCK IN THE PACIFIC NORTHWEST

The rules governing the transportation and the stopping in transit of livestock are basically the same in the Pacific Northwest and the Western Trunk Line territories. In many instances the wording of the rules in the North Pacific Coast Freight Bureau tariffs and the tariffs of the lines in Western Trunk Line Territory is identical. Charges for similar in-transit privileges, however, indicate considerable variation.

An in transit privilege or right authorizes the shipper or owner of the freight (in the case under consideration, livestock) to unload it at the transit station for any one or more of several designated purposes, for a greater or shorter period of time, and to reload it at the transit station, or other allowable point, and ship it to its destination at the through rate applying from point of origin to destination. The through rate from point of origin to destination is as a rule appreciably lower than the aggregate of the local inbound rate from point of origin to transit station plus the local outbound rate from the transit station to destination. Some transit privileges are free of charge; others are subject to a charge.

The general rule is for the transportation company to collect on arrival of the shipment at the transit station an amount equal to the local inbound rate from point of origin to the transit station. If and when the livestock is shipped from the transit station to destination an amount equal to the through rate from point of origin to destination together with the transit charge, if any, less the inbound rate paid, is due the transportation company.

The through rate which is used as a basis for the freight charge is the through rate in effect on the date of shipment from the point of origin.

The purpose of the treatment following is to present in outline some of the regulations applying in connection with the more usual in transit privileges. For detailed treatment the tariffs must be consulted. Some rules are quoted verbatim. Some have been abbreviated.

Stopping in transit of ordinary livestock for feeding and grazing

The time limit is one year from date of freight bill covering the inbound shipment from point of origin to initial transit station.

The transit charges may be on a per stop per car basis or they may be levied on the weight of the livestock stopped in transit.

In some instances, transit privileges authorize two or more stops for feeding and grazing. Each stop is subject to the transit charge applicable at each of the respective transit stations. All rules and regulations of the transportation companies concerned must be observed by the owner of the livestock in order to protect the through or transit rate.

No switching, loading or unloading charges, feeding charges, or bedding charges are absorbed by the carrier.

In line with the general rule, charges into the transit station will be collected on the basis of the applicable tariff rate from the point of origin to the transit station.

When satisfactory loading facilities are available, livestock may be loaded at points other than where unloaded. If this results in a longer haul for the carrier, however, an extra charge will be made.

Stopping shipments of livestock at the request of the owner for feed, water, and rest at railroad-operated stockyards while remaining in the custody of the carrier at the stop-over point is subject to a car stop charge. The stop-over may not exceed 10 days.*

Stopping in transit of livestock to complete loading

The charge for stopping to complete loading is on a per stop per car basis. Stop-over privileges are not permitted at prepay or non-agency stations.

When freight is billed to complete loading, no portion of the contents of the car may be unloaded at stop point.

Stopping in transit of cattle, hogs, and sheep to try the market†

Ordinary livestock (not feeder or stocker), carloads, may be stopped en route at public livestock markets for the purpose of trying the market without change of ownership, and subsequent reshipment to other public livestock markets subject to the following conditions:

1. The stop-over point must be directly intermediate between the points of origin and the ultimate destination via routes over which the through rates apply.
2. Shipment must be reforwarded within 48 hours after time of arrival, except that 72 hours may be allowed when a Sunday or legal holiday intervenes.
3. The identity of the shipment must be preserved at the stop-over point and no substitution will be permitted.
4. All switching charges, loading, and unloading charges, bedding and other charges must be paid by the owner of the livestock.
5. The stop-over privilege does not apply on shipments originating within the switching limits of the stop-over point nor when the ultimate destination is within the switching limits of the stop-over point.

The Trans-continental Freight Bureau Livestock Tariff No. 52, specifically provides for stop-over of shipments of ordinary livestock for trying the market at Billings, Montana; North Portland, Oregon; and Pasco, Seattle, or Spokane, Washington, without extra charge. The rules that must be observed by the owner of the livestock to protect the through rate are essentially the same as those found in the North Pacific Coast Freight Bureau Tariffs.

Stopping of stocker or feeder livestock in transit to try the market*

Feeder and stocker livestock, cattle, calves, and sheep, may be stopped for sale in transit or for trying the market, with or without change of ownership and/or sorting and subsequent reshipment to points located beyond the transit station with protection of the through rate.

Stopping in transit may not be for periods exceeding 10 days, exclusive of Sundays and legal holidays.

Loading and unloading charges, switching charges, feeding and bedding charges or any other charges incident to the stopping in transit must be paid by the owner of the livestock.

* For points at which livestock may be stopped for feeding, grazing, also for feed, water, and rest, see North Pacific Coast Freight Bureau Tariff No. 96-C and supplements.

† Livestock originating at stations on the Northern Pacific Railway or connections, or Chicago, Milwaukee, St. Paul and Pacific Railroad, or connections, from which through rates are in effect via Butte, Montana, when destined to points east of the eastern boundary of the states of Montana and Wyoming on east-bound traffic, or when destined to points in Oregon or Washington on west-bound traffic, may be stopped at Butte, Montana, for the purpose of trying the market, with or without change of ownership.

The foregoing in-transit privilege is extended to both ordinary and stocker or feeder livestock.

The disposition of the livestock at destination determines which rate applies, the rate on ordinary livestock or the rate on stocker or feeder livestock.

Stopping in transit of livestock other than horses and mules for sorting and consolidation

East-bound shipments of cattle, calves, hogs, and sheep originating at stations on the Northern Pacific Railway and connections west of Laurel, Montana, may be stopped in transit at the public stockyards, Billings, Montana, for sorting and consolidation with other shipments of livestock similarly originating at stations on the Northern Pacific Railway and connections and destined for points east of Billings via the Northern Pacific Railway.

Consolidation and change of ownership is permitted.

Stopping in transit may not exceed ten days from date of in-bound shipment.

All switching charges, loading and unloading charges, as well as all other charges incident to the stopping in transit are assessed against the owner of the livestock.

Stopping in transit of cattle, calves, hogs, and sheep for change of ownership, sorting, and consolidation

*Cattle, calves, hogs, and sheep, carloads, originating at and destined to points on the Chicago, Milwaukee, St. Paul and Pacific Railroad; Great Northern Railway; Northern Pacific Railway; Spokane, Coeur d'Alene, and Pacific Railway; Spokane International Railroad; Spokane, Portland, and Seattle Railway; and Union Pacific Railroad, or points on connecting lines, may be billed to or stopped at North Portland, Oregon; Pasco, Seattle, or Spokane, Washington, for the purpose of change of ownership, sorting and/or consolidation with other shipments of the same class of livestock, subject among other conditions to the following limitations:

The transit station must be intermediate between point of origin and destination.

Only one stop is permitted.

Applies only on livestock unloaded into, yarded in, and loaded from public stockyards.

Applies only on livestock moving under ordinary livestock rates.

The stop-over is limited to ten days from the time the livestock was unloaded at the transit station.

CHARGES FOR REFRIGERATION SERVICE

Charges for the services of icing and re-icing essential in the transportation of fresh meats and other packing house products are separate from and in addition to the regular line haul freight charges. Refrigerator cars, however, are provided by the carriers at no additional costs to the shippers.

Charges for the services of icing and re-icing are made on a cost basis. These costs vary from state to state and often between points within the same state.

The quantities of ice and salt used vary greatly with the season of the year. In the transportation of fresh meats and packing house products from Missouri River points to the Pacific Coast 4 or 5 re-icings, in addition to the

* In connection with the Northern Pacific Railway this in only at Seattle, Auburn, Tacoma, Spokane, and Walla Walla, Washington; North Portland, The Dalles, Pendleton, La Grande, Baker, and Huntington, Oregon.

Livestock originating at certain points on the Camas Prairie Railroad and destined to points on railroads named in this section may be stopped at Lewiston, Idaho.

Livestock originating at points on the Camas Prairie Railroad or points on the Northern Pacific Railway, Arrow to Troy, Idaho, may be stopped at Spokane, Washington, for sorting and consolidation at an addition charge of 10¢ per 100 pounds.

initial icing, are generally necessary during the summer season. The initial icing may require from 4 to 5½ tons and each re-icing from 1,200 to 2,000 pounds of ice per car with the total charges for ice, salt, and switching services averaging about \$95 per car. During the winter season, the aggregate charges for these services may be as low as \$35 per car.

Charges for corresponding services on shipments between Denver and Coast points approximate \$55 per car during the summer season and \$35 per car during the winter season. During the winter season, the initial icing at Denver is usually all that is required.

The line haul freight charges do not apply to the weight of the ice and salt used in refrigeration.

CHARGES FOR THE SERVICES OF ICING AND RE-ICING

At stations where ice or ice and salt are furnished	Ice charge per ton of 2,000 pounds	Salt charge per 100 pounds	Switching charge per icing ¹
		<i>Cents</i>	<i>Cents</i>
Arizona	\$6.28	99	60
Arkansas	6.68	99	106
California:			
Coachella Valley, Imperial Valley, and Palo Verde Valley	6.28	99	60
Great Northern Railway Stations:			
Dalton Spur, Kalina Spur, Kandra, Liskey Spur, Stronghold, Suty Spur	5.62	99	60
Modesta and Empire Traction Company:			
All stations	4.04	99	106
Southern Pacific Company stations:			
Copic, Dorris, Hatfield, Homestead, MacDoel, May, Mt. Hebron, Somerset, Staley, Stronghold, Tuber, Tule Lake	5.62	99	60
Other points	4.04	99	60
Colorado	5.43	99	106
Idaho	5.43	99	106
Illinois	5.75	99	106
Iowa	5.75	99	106
Kansas	5.75	99	106
Louisiana	6.68	99	106
Minnesota	4.96	99	106
Missouri	5.75	99	106
Montana	4.96	99	106
Nebraska	5.75	99	106
Nevada:			
Sparks	4.04	99	60
Other points	6.28	99	60
New Mexico	6.68	99	106
New York	6.01	99	106
North Dakota	4.96	99	106
Oklahoma	6.68	99	106
Oregon:			
Stations on main line Union Pacific Railroad Com- pany, as follows: Arcadia, Blaker Junction, Nyssa, and Ontario; also stations on Brogan Branch, Brogan to Dennis, inclusive; Home- dale Branch, Dunaway to Napton, inclusive; Oregon Eastern Branch, Burns to Malheur Junction, inclusive; Homestead Branch, Blaker to Robinette, inclusive	5.43	99	60
Other points	5.62	99	60
South Dakota	4.96	99	106
Texas:			
Interstate traffic	6.68	99	106
Intrastate traffic	5.18	86	.....
Utah	5.43	99	106
Washington	5.62	99	106
Wyoming	5.43	99	106

Source: Perishable Protective Tariff No. 15, Section 4.

¹Switching charges apply whether or not switching is actually performed. Protective service charges are subject to a 3 per cent Federal tax.

An indirect expense or cost in the shipment of livestock is the shrinkage or loss of weight in the livestock shipped. The shrinkage in weight is closely related to the time the livestock is in transit and the conditions under which it is shipped. In the shipment of hogs from Missouri River points to the Pacific Coast a loss of 4 per cent in weight is considered normal.

PRODUCTION OF SELECTED FARM CROPS (TABLES 25, 26)

Table 25. SELECTED FARM CROPS—PRODUCTION BY STATES IN 1949

United States and States	Sorghum grain	Corn	Silage corn	Oats	Barley	All hay
	<i>Thousand bushels</i>	<i>Thousand bushels</i>	<i>Thousand tons</i>	<i>Thousand bushels</i>	<i>Thousand bushels</i>	<i>Thousand tons</i>
United States	152,630	3,377,790	37,516	1,322,924	238,104	99,305
Illinois		518,112	1,806	168,990	960	3,753
Minnesota		248,512	4,972	178,272	25,464	5,021
Iowa	22	553,847	2,071	238,222	800	4,855
Missouri	506	173,963	336	43,248	1,840	5,095
North Dakota	48	23,361	599	36,550	26,608	2,818
South Dakota	120	82,824	434	67,988	14,958	2,939
Nebraska	1,592	239,330	229	49,720	5,833	4,786
Kansas	26,404	73,196	484	18,942	3,757	3,299
Arkansas	301	28,368	10	6,642	72	1,681
Louisiana	20	18,446	12	2,929		446
Oklahoma	10,362	29,392	25	17,460	1,610	1,880
Texas	92,676	58,208	58	34,020	2,774	1,366
Colorado	4,212	17,314	664	7,470	23,256	2,360
New Mexico	8,684	2,160	35	943	726	506
Arizona	2,684	420	22	330	5,440	629
Montana		1,572	40	8,091	12,052	2,479
Wyoming		1,085	22	3,982	5,310	1,283
Idaho		1,598	192	7,470	10,098	2,422
Utah		900	162	2,115	6,063	1,219
Nevada		90	18	360	972	688
Washington		884	115	6,815	2,871	1,571
Oregon		1,095	80	11,088	9,933	1,710
California	3,496	2,376	308	4,806	47,038	5,771

Source: Annual Crop Summary for 1949 by Bureau of Agricultural Economics, U. S. Department of Agriculture.

Table 26. UNITS OF SELECTED GRAIN AND HAY CROP PRODUCTION PER CAPITA POPULATION BY STATES

United States and States	Sorghum grain	Corn	Silage corn	Oats	Barley	All hay
	<i>Bushels</i>	<i>Bushels</i>	<i>Tons</i>	<i>Bushels</i>	<i>Bushels</i>	<i>Tons</i>
United States	1.0186	22.5415	.2504	8.8285	1.5890	.6627
Illinois		59.6596	.2080	19.4589	.1105	.4322
Minnesota		83.7267	1.6751	60.0620	8.5791	1.6916
Iowa .....	.0084	211.9910	.7927	91.1821	.3062	1.8533
Missouri .....	.1286	44.2245	.0854	10.9944	.4678	1.2952
North Dakota .....	.0777	37.8030	.9693	59.1456	43.0573	4.5601
South Dakota .....	.1846	127.4156	.6677	104.5921	23.0112	4.5213
Nebraska	1.2078	181.5749	.1737	37.7216	4.4254	3.6310
Kansas	13.9380	38.6383	.2555	9.9990	1.9832	1.7415
Arkansas .....	.1583	14.9177	.0053	3.4928	.0379	.8840
Louisiana .....	.0075	6.9163	.0045	1.0982		.1672
Oklahoma	4.6599	13.2179	.0112	7.8520	.7240	.8455
Texas	12.0706	7.5813	.0076	4.4309	.3613	.1779
Colorado	3.1956	13.1361	.5038	5.6675	17.6443	1.7905
New Mexico	12.8243	3.1898	.0517	1.3926	1.0721	.7472
Arizona	3.6014	.5636	.0295	.4428	7.2995	.8440
Montana		2.6765	.0681	13.7757	20.5197	4.2207
Wyoming		3.7569	.0762	13.7881	18.3864	4.4425
Idaho		2.7312	.3282	12.7672	17.2588	4.1395
Utah		1.3104	.2359	3.0795	8.8279	1.7749
Nevada .....		.5686	.1137	2.2744	6.1409	4.3466
Washington .....		.3741	.0487	2.8837	1.2148	.6648
Oregon .....		.7242	.0529	7.3328	6.5690	1.1309
California .....	.3333	.2265	.0294	.4581	4.4840	.5501

Source: Crop Summary Data, Table 25; Preliminary 1950 Census Data, Bureau of the Census, U. S. Department of Commerce.