

REPORT ON INTERNATIONAL
FREIGHT RATES

UNITED STATES CONGRESS
BOARD OF INVESTIGATION AND
RESEARCH

**REPORT ON INTERTERRITORIAL
FREIGHT RATES**

LETTER

FROM THE

BOARD OF INVESTIGATION AND RESEARCH

TRANSMITTING

**REPORT ON INTERTERRITORIAL
FREIGHT RATES**



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**BOARD OF INVESTIGATION AND RESEARCH
TRANSPORTATION ACT OF 1940**

NELSON LEE SMITH, *Chairman*

ROBERT E. WEBB

C. E. CHILDE

LETTER OF TRANSMITTAL

BOARD OF INVESTIGATION AND RESEARCH,
Transportation Act of 1940,
Washington, September 24, 1943.

The PRESIDENT.

The VICE PRESIDENT.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIRS: The Board of Investigation and Research has the honor to transmit to the President and the Congress a report on its study of interterritorial freight rates.

This study was undertaken by the Board in December 1941 and has been made under the direction of Dr. D. Philip Locklin, professor of economics and transportation at the University of Illinois.

On March 30, 1943, a condensed summary report on the study which contained recommendations of the Board was transmitted to the President and the Congress. The present report contains the underlying factual data as well as a more detailed analysis of the problem.

A separate expression of one member of the Board follows the main body of the report.

Respectfully,

NELSON LEE SMITH, *Chairman.*
ROBERT E. WEBB.
C. E. CHILDE.

PREFACE

The present study of interterritorial freight rates was instituted by the Board in December of 1941. The objective of the study was: First, to present to the Congress and to the public factual information concerning the level and structure of interterritorial rates and their relation to intraterritorial rates; second, to consider the criticisms which are directed at the present rates, and also the arguments which are urged in defense of the present structures and levels of rates; and, third, to consider the practicability of various proposals for changes in the level and structure of the rates—all for the purpose of aiding in the formulation of sound public policy in dealing with the problem. The Board has not undertaken to inquire into the lawfulness or unlawfulness of the present rates under existing statutes—a matter which is within the jurisdiction of the Interstate Commerce Commission. The Board's study is concerned with the broad questions of public policy which are involved in the controversy.

On March 30, 1942, a letter was addressed to various parties known to be interested in the problem, and to the State commissions, and to the Governors of the several States, expressing the Board's desire to obtain information bearing on the problem, and inviting them to submit material to the Board which was pertinent to the investigation.

In response to the letter referred to numerous letters were received, some of which set forth the views of the parties on the problem, or on certain aspects thereof. More extensive statements were filed with the Board by the following: The class I steam railroads of the Western District; the Southern Governors' Conference; the class I Southern railroads; the Official Territory railroads; the State of New York; and the West Coast Lumbermen's Association. The Board has made use of various exhibits introduced in Interstate Commerce Commission Docket 28300, *Class Rate Investigation*, and also exhibits in various other proceedings before the Commission, but for the most part the rate data in the Board's study were developed by the Board's own staff.

A summary report on the study was transmitted to the President and the Congress on March 30, 1943, and was printed as House Document No. 145, Seventy-eighth Congress, first session. The present report contains the underlying factual data and also a more detailed analysis of the problem. The summary report included recommendations of the Board for legislative action, which are repeated herein. These legislative recommendations are those of the Board and to some degree go beyond the conclusions of the staff.

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APPENDICES

APPENDIX A

Intraterritorial scales of first-class rates excluding Ex Parte 123 increases

[In cents per hundred pounds]

Miles	East-ern ¹ (ap-pendix E)	South-ern ² (ap-pendix K-2)	Western ³				Moun-tain-Pacific (single-line) ⁴
			Zone I	Zone II	Zone III	Zone IV	
1 to 5.....	30	34	32	34	36	38	
6 to 10.....	31	36	33	36	38	41	25
11 to 15.....	33	39	35	38	41	44	
16 to 20.....	34	41	36	40	43	47	30
21 to 25.....	36	44	38	42	46	50	
26 to 30.....	37	46	40	45	49	53	35
31 to 35.....	39	49	42	47	51	56	
36 to 40.....	40	51	44	50	54	59	40
41 to 45.....	42	54	46	52	56	62	
46 to 50.....	43	56	48	55	59	65	45
51 to 55.....	45	59	50	57	62	68	
56 to 60.....	46	61	52	59	64	71	50
61 to 65.....	48	64	54	62	67	74	
66 to 70.....	49	66	56	64	69	77	55
71 to 75.....	51	68	58	66	72	80	
76 to 80.....	52	70	60	68	74	83	60
81 to 85.....	53	72	62	70	76	86	
86 to 90.....	54	73	64	72	78	89	66
91 to 95.....	55	74	65	74	80	92	
96 to 100.....	56	76	66	75	82	94	70
101 to 110.....	58	79	69	79	85	98	
111 to 120.....	60	82	71	81	88	101	79
121 to 130.....	62	85	74	84	91	105	
131 to 140.....	64	88	76	86	94	108	85
141 to 150.....	66	91	78	89	97	111	
151 to 160.....	67	94	80	91	100	115	90
161 to 170.....	69	96	82	94	103	118	
171 to 180.....	70	98	84	96	106	122	96
181 to 190.....	72	100	86	99	109	125	
191 to 200.....	73	102	88	101	112	128	101
201 to 210.....	75	104	90	103	114	131	
211 to 220.....	76	106	92	105	116	133	107
221 to 230.....	78	108	93	107	118	136	
231 to 240.....	79	110	95	110	121	139	113
241 to 260.....	82	114	99	114	125	144	118
261 to 280.....	84	118	103	119	130	149	124
281 to 300.....	87	122	106	122	134	153	128
301 to 320.....	89	126	110	126	139	159	134
321 to 340.....	92	130	114	130	143	164	140
341 to 360.....	94	134	118	134	148	169	145
361 to 380.....	96	138	121	138	152	174	151
381 to 400.....	99	142	124	142	156	179	155
401 to 420.....	101	145	128	146	161	185	160
421 to 440.....	104	148	132	150	166	190	166
441 to 460.....	106	151	136	154	170	195	171
461 to 480.....	108	154	139	158	174	200	176
481 to 500.....	111	157	142	162	178	205	182
501 to 520.....	113	160	146	166	183	210	186
521 to 540.....	116	163	150	170	187	215	191
541 to 560.....	118	166	153	174	192	220	197
561 to 580.....	120	169	157	178	196	225	203
581 to 600.....	123	172	160	182	200	230	207
601 to 620.....	125	175	164	186	205	235	212
621 to 640.....	128	178	168	190	209	240	217
641 to 660.....	130	181	171	194	213	245	222
661 to 680.....	132	184	175	198	218	250	227
681 to 700.....	135	187	178	202	222	255	231
701 to 720.....	137	190	181	205	226	259	236
721 to 740.....	139	193	183	208	229	263	241
741 to 760.....	141	196	186	211	233	267	246

Footnotes at end of table.

INTERTERRITORIAL FREIGHT RATES

Intraterritorial scales of first-class rates excluding *Ex Parte* 123 increases—Con.

[In cents per hundred pounds]

Miles	East- ern ¹ (ap- pendix E)	South- ern ² (ap- pendix K-2)	Western ³				Moun- tain- Pacific (single- line) ⁴
			Zone I	Zone II	Zone III	Zone IV	
761 to 780.....	143	199	189	214	236	271	251
781 to 800.....	145	202	191	217	239	275	255
801 to 820.....							260
801 to 825.....	148	205	195	221	244	280	
821 to 840.....							265
826 to 850.....	150	208	198	225	248	285	
841 to 860.....							270
851 to 875.....	153	211	202	229	252	290	
861 to 880.....							275
876 to 900.....	155	214	205	233	256	294	
891 to 900.....							279
901 to 920.....							284
901 to 925.....	158	217	208	237	261	299	
921 to 940.....							289
926 to 950.....	160	220	212	241	265	304	
941 to 960.....							294
951 to 975.....	163	223	215	245	269	309	
961 to 980.....							299
976 to 1,000.....	165	226	218	248	273	314	
981 to 1,000.....							303
1,001 to 1,025.....	168	229	222	252	278	319	308
1,026 to 1,050.....	170	232	225	256	282	324	312
1,051 to 1,075.....	173	235	229	260	286	329	316
1,076 to 1,100.....	175	238	232	264	290	333	320
1,101 to 1,125.....	178	241	236	268	295	338	325
1,126 to 1,150.....	180	244	239	272	299	343	329
1,151 to 1,175.....	183	247	242	276	303	348	333
1,176 to 1,200.....	185	250	245	279	307	353	337
1,201 to 1,225.....	188	253	249	283	312	358	342
1,226 to 1,250.....	190	256	252	287	316	363	346
1,251 to 1,275.....	193	259	256	291	320	368	350
1,276 to 1,300.....	195	262	259	295	324	372	354
1,301 to 1,325.....	198	265	263	299	329	377	359
1,326 to 1,350.....	200	268	266	303	333	382	363
1,351 to 1,375.....	203	271	269	307	337	387	367
1,376 to 1,400.....	205	274	272	310	341	392	371
1,401 to 1,425.....	208	277	276	314	346	397	376
1,426 to 1,450.....	210	280	279	318	350	402	380
1,451 to 1,475.....	213	283	282	322	354	407	384
1,476 to 1,500.....	215	286	286	326	358	411	388

¹ Appendix E, I. C. C. Docket No. 15879, *Eastern Class Rate Investigation*, 164 I. C. C. 214, 467 (1930).

² Appendix K-2, I. C. C. Docket No. 13494, *Southern Class Rate Investigation*, 113 I. C. C. 200, 207 (1926).

³ Appendix U, I. C. C. Docket No. 17006 Part 2, *Western Trunk-Line Class Rates*, 204 I. C. C. 595, 709 (1934).

⁴ Appendix B, I. C. C. Docket No. 13535, *Consolidated Southwestern Cases*, 205 I. C. C. 601, 673 (1934).

⁵ *Utah Shippers, v. A. T. & S. F. Ry. Co.*, 172 I. C. C. 306, 311 (1931).

APPENDIX B

Intraterritorial scales of first-class rates including Ex Parte 123 increases

[In cents per hundred pounds]

Miles	Eastern ¹	South- ern ²	Western ³				Moun- tain- Pacific (single- line) ⁴
			Zone I	Zone II	Zone III	Zone IV	
1 to 5.....	33	40	35	37	40	42	
6 to 10.....	34	40	36	40	42	45	28
11 to 15.....	36	42	39	42	45	48	
16 to 20.....	37	44	40	44	47	52	33
21 to 25.....	40	46	42	46	51	55	
26 to 30.....	41	48	44	50	54	58	39
31 to 35.....	43	51	46	52	56	62	
36 to 40.....	44	53	48	55	59	65	44
41 to 45.....	46	55	51	57	62	68	
46 to 50.....	47	57	53	61	65	72	50
51 to 55.....	50	59	55	63	68	75	
56 to 60.....	51	62	57	65	70	78	55
61 to 65.....	53	64	59	68	74	81	
66 to 70.....	54	66	62	70	76	85	61
71 to 75.....	56	68	64	73	79	88	
76 to 80.....	57	70	66	75	81	91	66
81 to 85.....	58	73	68	77	84	95	
86 to 90.....	59	75	70	79	86	98	73
91 to 95.....	61	77	72	81	88	101	
96 to 100.....	62	79	73	83	90	103	77
101 to 110.....	64	83	76	86	94	108	
111 to 120.....	66	86	78	89	97	111	87
121 to 130.....	68	89	81	92	100	116	
131 to 140.....	70	92	84	95	103	119	94
141 to 150.....	73	96	86	98	107	122	
151 to 160.....	74	99	88	100	110	127	99
161 to 170.....	76	102	90	103	113	130	
171 to 180.....	77	106	92	106	117	134	106
181 to 190.....	79	109	95	109	120	138	
191 to 200.....	80	112	97	111	123	141	111
201 to 210.....	83	114	99	113	125	144	
211 to 220.....	84	117	101	116	128	146	118
221 to 230.....	86	119	102	118	130	150	
231 to 240.....	87	121	105	121	133	153	124
241 to 260.....	90	125	109	125	138	158	130
261 to 280.....	92	130	113	131	143	164	136
281 to 300.....	96	134	117	134	147	168	141
301 to 320.....	98	139	121	139	153	175	147
321 to 340.....	101	143	125	143	157	180	154
341 to 360.....	103	147	130	147	163	186	160
361 to 380.....	106	152	133	152	167	191	166
381 to 400.....	109	156	136	156	172	197	171
401 to 420.....	111	160	141	161	177	204	176
421 to 440.....	114	163	145	165	183	209	183
441 to 460.....	117	166	150	169	187	215	188
461 to 480.....	119	169	153	174	191	220	194
481 to 500.....	122	173	156	178	196	226	200
501 to 520.....	124	176	161	183	201	231	205
521 to 540.....	128	179	165	187	206	237	210
541 to 560.....	130	183	168	191	211	242	217
561 to 580.....	132	186	173	196	216	248	223
581 to 600.....	135	189	176	200	220	253	228
601 to 620.....	138	193	180	205	226	259	233
621 to 640.....	141	196	185	209	230	264	239
641 to 660.....	143	199	188	213	234	270	244
661 to 680.....	145	202	193	218	240	275	250
681 to 700.....	149	206	196	222	244	281	254
701 to 720.....	151	209	199	226	249	285	260
721 to 740.....	153	212	201	229	252	289	265
741 to 760.....	155	216	205	232	256	294	271
761 to 780.....	157	219	208	235	260	298	276
781 to 800.....	160	222	210	239	263	303	281
801 to 820.....							286
801 to 825.....	163	226	215	243	268	308	
821 to 840.....							292
826 to 850.....	165	229	218	248	273	314	
841 to 860.....							297
851 to 875.....	168	232	222	252	277	319	
861 to 880.....							303
876 to 900.....	171	235	226	256	282	323	
881 to 900.....							307
901 to 920.....							312

Footnotes at end of table.

INTERTERRITORIAL FREIGHT RATES

Intraterritorial scales of first-class rates including *Ex Parte* 123 increases—Continued

[In cents per hundred pounds]

Miles	Eastern ¹	South- ern ²	Western ³				Moun- tain- Pacific (single- line) ⁴
			Zone I	Zone II	Zone III	Zone IV	
901 to 925.....	174	239	230	261	287	329	
921 to 940.....							318
926 to 950.....	176	242	233	265	292	334	
941 to 960.....							323
951 to 975.....	179	245	237	270	296	340	
961 to 980.....							329
976 to 1,000.....	182	249	240	273	300	345	
981 to 1,000.....							333
1,001 to 1,025.....	185	252	244	277	306	351	339
1,026 to 1,050.....	187	255	248	282	310	356	343
1,051 to 1,071.....	190	259	252	286	315	362	348
1,076 to 1,100.....	193	262	255	290	319	366	352
1,101 to 1,125.....	196	265	260	295	325	372	358
1,126 to 1,150.....	198	268	263	299	329	377	362
1,151 to 1,175.....	201	272	266	304	333	383	366
1,176 to 1,200.....	204	275	270	307	338	388	371
1,201 to 1,225.....	207	278	274	311	343	394	376
1,226 to 1,250.....	209	282	277	316	348	399	381
1,251 to 1,275.....	212	285	282	320	352	405	385
1,276 to 1,300.....	215	288	285	325	356	409	389
1,301 to 1,325.....	218	292	289	329	362	415	395
1,326 to 1,350.....	220	295	293	333	366	420	399
1,351 to 1,375.....	223	298	296	338	371	426	404
1,376 to 1,400.....	226	301	299	341	375	431	408
1,401 to 1,425.....	229	305	304	345	381	437	414
1,426 to 1,450.....	231	308	307	350	385	442	418
1,451 to 1,475.....	234	311	311	354	389	448	422
1,476 to 1,500.....	237	315	315	359	394	452	427

¹ Appendix E, I. C. C. Docket No. 15879, *Eastern Class Rate Investigation*, 164 I. C. C. 314, 467 (1930).² Appendix K-2, I. C. C. Docket No. 13494, *Southern Class Rate Investigation*, 113 I. C. C. 200, 207 (1926), as modified by carriers following decision *In the Matter of Class Rates within the State of North Carolina*, Docket No. 27900, 248 I. C. C. 479 (1942).³ Appendix U, I. C. C. Docket No. 17000, pt. 2, *Western Trunk-Line Class Rates*, 204 I. C. C. 595, 709 (1934) and Appendix B, I. C. C. Docket No. 13535, *Consolidated Southwestern Cases*, 205 I. C. C. 601, 673 (1934).⁴ *Utah Shippers v. A. T. & S. F. Ry. Co.*, 172 I. C. C. 306, 311 (1931).

APPENDIX C

"Appendix Q-1" scales of first-class differentials

[Does not include *Ex Parte* 183 increases]

	1	2	3	4		1	2	3	4
	Cents	Cents	Cents	Cents		Cents	Cents	Cents	Cents
10 miles and under	10	10	10	10	650 miles and over 625	92	89	86	82
20 miles and over 10	12	12	10	10	675 miles and over 650	95	92	89	85
30 miles and over 20	16	14	12	10	700 miles and over 675	98	95	92	88
40 miles and over 30	19	16	14	10	725 miles and over 700	101	98	95	91
60 miles and over 40	22	19	16	12	750 miles and over 725	103	100	97	93
80 miles and over 60	25	22	19	15	775 miles and over 750	106	103	100	96
100 miles and over 80	27	24	21	17	800 miles and over 775	108	105	102	98
120 miles and over 100	29	26	23	19	825 miles and over 800	111	108	105	101
140 miles and over 120	31	28	25	21	850 miles and over 825	113	110	107	103
160 miles and over 140	34	31	28	24	875 miles and over 850	116	113	110	106
180 miles and over 160	36	33	30	26	900 miles and over 875	118	115	112	108
200 miles and over 180	38	35	32	28	925 miles and over 900	121	118	115	111
220 miles and over 200	41	38	35	31	950 miles and over 925	123	120	117	113
240 miles and over 220	43	40	37	33	975 miles and over 950	126	123	120	116
260 miles and over 240	45	42	39	35	1,000 miles and over 975	128	125	122	118
280 miles and over 260	48	45	42	38	1,025 miles and over 1,000	131	128	125	121
300 miles and over 280	50	47	44	40	1,050 miles and over 1,025	133	130	127	123
325 miles and over 300	53	50	47	43	1,075 miles and over 1,050	136	133	130	126
350 miles and over 325	56	53	50	46	1,100 miles and over 1,075	138	135	132	128
375 miles and over 350	59	56	53	49	1,125 miles and over 1,100	141	138	135	131
400 miles and over 375	62	59	56	52	1,150 miles and over 1,125	143	140	137	133
425 miles and over 400	65	62	59	55	1,175 miles and over 1,150	146	143	140	136
450 miles and over 425	68	65	62	58	1,200 miles and over 1,175	148	145	142	138
475 miles and over 450	71	68	65	61	1,225 miles and over 1,200	151	148	145	141
500 miles and over 475	74	71	68	64	1,250 miles and over 1,225	153	150	147	143
525 miles and over 500	77	74	71	67	1,275 miles and over 1,250	156	153	150	146
550 miles and over 525	80	77	74	70	1,300 miles and over 1,275	158	155	152	148
575 miles and over 550	83	80	77	73	1,325 miles and over 1,300	161	158	155	151
600 miles and over 575	86	83	80	76	1,350 miles and over 1,325	163	160	157	153
625 miles and over 600	89	86	83	79					

EXPLANATORY NOTE

The differentials in column 1 apply to or from points in Southern Territory 30 miles or less from the gateways.

The differentials in column 2 apply on traffic to or from points in Southern Territory more than 30 miles but not more than 100 miles from the gateways.

The differentials in column 3 apply to or from points more than 100 miles but not more than 340 miles from the gateways.

The differentials in column 4 apply to or from points more than 340 miles from the gateways.

APPENDIX D

Scale of southern factors, first-class, for computing interterritorial rates between Official Territory and "border territory" in the South

[Does not include *Ex Parte* 183 increases]

	Cents		Cents
10 miles and under	36	160 miles and over 150	90
20 miles and over 10	40	170 miles and over 160	93
30 miles and over 20	44	180 miles and over 170	96
40 miles and over 30	48	190 miles and over 180	99
50 miles and over 40	52	200 miles and over 190	102
60 miles and over 50	56	210 miles and over 200	104
70 miles and over 60	60	220 miles and over 210	106
80 miles and over 70	64	230 miles and over 220	108
90 miles and over 80	68	240 miles and over 230	110
100 miles and over 90	72	250 miles and over 240	112
110 miles and over 100	75	160 miles and over 250	114
120 miles and over 110	78	270 miles and over 260	116
130 miles and over 120	81	280 miles and over 270	118
140 miles and over 130	84	290 miles and over 280	120
150 miles and over 140	87	300 miles and over 290	122

APPENDIX E

Scales of first-class differentials applicable for distances in Official Territory used in computing interterritorial rates between Official Territory and "border territory" in the South

[Does not include Ex Parte 123 increases]

	Column A ^a	Column B ^b	Column C ^c	Column D ^d		Column A ^a	Column B ^b	Column C ^c	Column D ^d
	Cents	Cents	Cents	Cents		Cents	Cents	Cents	Cents
10 miles and under	4	3	3	2	350 miles and over 325	57	52	47	44
15 miles and over 10	6	4	4	3	375 miles and over 350	60	55	50	47
20 miles and over 15	7	6	5	4	400 miles and over 375	63	58	53	50
25 miles and over 20	8	7	6	5	425 miles and over 400	66	61	56	53
30 miles and over 25	10	8	7	6	450 miles and over 425	69	64	59	56
35 miles and over 30	11	9	8	7	475 miles and over 450	72	67	62	59
40 miles and over 35	12	10	9	8	500 miles and over 475	75	70	65	62
45 miles and over 40	13	11	10	9	525 miles and over 500	79	73	68	65
50 miles and over 45	14	12	10	9	550 miles and over 525	81	76	71	68
55 miles and over 50	15	13	11	9	575 miles and over 550	84	79	74	71
60 miles and over 55	16	14	12	10	600 miles and over 575	87	82	77	74
65 miles and over 60	17	15	13	11	625 miles and over 600	90	85	80	77
70 miles and over 65	18	16	14	12	650 miles and over 625	93	88	83	80
80 miles and over 70	20	18	16	13	675 miles and over 650	96	91	86	83
90 miles and over 80	22	19	17	14	700 miles and over 675	99	94	89	86
100 miles and over 90	24	21	18	15	725 miles and over 700	102	97	92	89
120 miles and over 100	27	24	20	17	750 miles and over 725	104	99	94	91
140 miles and over 120	30	26	22	19	775 miles and over 750	107	102	97	94
160 miles and over 140	33	29	25	22	800 miles and over 775	109	104	99	96
180 miles and over 160	36	32	27	24	825 miles and over 800	112	107	102	99
200 miles and over 180	39	34	29	26	850 miles and over 825	114	109	104	101
220 miles and over 200	41	36	31	28	875 miles and over 850	117	112	107	104
240 miles and over 220	44	39	34	31	900 miles and over 875	119	114	109	106
260 miles and over 240	46	41	36	33	925 miles and over 900	122	117	112	109
280 miles and over 260	49	44	39	36	950 miles and over 925	124	119	114	111
300 miles and over 280	51	46	41	38	975 miles and over 950	127	122	117	114
325 miles and over 300	54	49	44	41	1,000 miles and over 975	129	124	119	116

^a Applicable when Southern origins or destinations are 30 miles or less from the gateways.

^b Applicable when Southern origins or destinations are more than 30 miles but not more than 60 miles from the gateways.

^c Applicable when Southern origins or destinations are more than 60 miles but not more than 180 miles from the gateways.

^d Applicable when Southern origins or destinations are more than 180 miles from the gateways.

APPENDIX F

Western Trunk-Line "basic scale," of first-class rates and zone differentials

[Does not include Ex Parte 123 increases]

Distance	Basic scale (cents)	Differentials (cents)			
		Zone I	Zone II	Zone III	Zone IV
5 miles and under	30	2	2	2	2
10 miles and over 5	31	2	3	2	3
15 miles and over 10	33	2	3	3	3
20 miles and over 15	34	2	4	3	4
25 miles and over 20	36	2	4	4	4
30 miles and over 25	37	3	5	4	4
35 miles and over 30	39	3	5	4	5
40 miles and over 35	40	4	6	4	5
45 miles and over 40	42	4	6	4	6
50 miles and over 45	43	5	7	4	6
55 miles and over 50	45	5	7	5	6
60 miles and over 55	46	6	7	5	7
65 miles and over 60	48	6	8	5	7
70 miles and over 65	49	7	8	5	8
75 miles and over 70	51	7	8	6	8
80 miles and over 75	52	8	8	6	9
85 miles and over 80	53	9	8	6	10
90 miles and over 85	55	9	8	6	11
95 miles and over 90	56	9	9	6	12
100 miles and over 95	57	9	9	7	12
110 miles and over 100	60	9	9	7	13
120 miles and over 110	62	9	10	7	13

INTERTERRITORIAL FREIGHT RATES

365

Western Trunk-Line "basic scale," of first-class rates and zone differentials—Con.

[Does not include *Ex Parte* 123 increases]

Distance	Basic scale (cents)	Differentials (cents)			
		Zone I	Zone II	Zone III	Zone IV
130 miles and over 120.....	64	10	10	7	14
140 miles and over 130.....	66	10	10	8	14
150 miles and over 140.....	68	10	11	8	14
160 miles and over 150.....	70	10	11	9	15
170 miles and over 160.....	72	10	12	9	15
180 miles and over 170.....	74	10	12	10	16
190 miles and over 180.....	76	10	13	10	16
200 miles and over 190.....	78	10	13	11	16
210 miles and over 200.....	80	10	13	11	17
220 miles and over 210.....	81	11	13	11	17
230 miles and over 220.....	82	11	14	11	18
240 miles and over 230.....	83	12	15	11	18
260 miles and over 240.....	87	12	15	11	19
280 miles and over 260.....	90	13	16	11	19
300 miles and over 280.....	93	13	16	12	19
320 miles and over 300.....	97	13	16	13	20
340 miles and over 320.....	100	14	16	13	21
360 miles and over 340.....	103	15	16	14	21
380 miles and over 360.....	106	15	17	14	22
400 miles and over 380.....	109	15	18	14	23
420 miles and over 400.....	113	15	18	15	24
440 miles and over 420.....	116	16	18	16	24
460 miles and over 440.....	119	17	18	16	25
480 miles and over 460.....	122	17	19	16	26
500 miles and over 480.....	125	17	20	16	27
520 miles and over 500.....	128	18	20	17	27
540 miles and over 520.....	131	19	20	17	28
560 miles and over 540.....	134	19	21	18	28
580 miles and over 560.....	137	20	21	18	29
600 miles and over 580.....	140	20	22	18	30
620 miles and over 600.....	143	21	22	19	30
640 miles and over 620.....	146	22	22	19	31
660 miles and over 640.....	149	22	23	19	32
680 miles and over 660.....	152	23	23	20	32
700 miles and over 680.....	155	23	24	20	33
720 miles and over 700.....	158	23	24	21	33
740 miles and over 720.....	160	23	25	21	34
760 miles and over 740.....	163	23	25	22	34
780 miles and over 760.....	165	24	25	22	35
800 miles and over 780.....	167	24	26	22	36
825 miles and over 800.....	170	25	26	23	36
850 miles and over 825.....	173	25	27	23	37
875 miles and over 850.....	176	26	27	23	38
900 miles and over 875.....	179	26	28	23	38
925 miles and over 900.....	182	27	28	24	38
950 miles and over 925.....	185	27	29	24	39
975 miles and over 950.....	188	27	30	24	40
1,000 miles and over 975.....	191	27	30	25	41
1,025 miles and over 1,000.....	194	28	30	26	41
1,050 miles and over 1,025.....	197	28	31	26	42
1,075 miles and over 1,050.....	200	29	31	26	43
1,100 miles and over 1,075.....	203	29	32	26	43
1,125 miles and over 1,100.....	206	30	32	27	43
1,150 miles and over 1,125.....	209	30	33	27	44
1,175 miles and over 1,150.....	212	30	34	27	45
1,200 miles and over 1,175.....	215	30	34	28	46
1,225 miles and over 1,200.....	218	31	34	29	46
1,250 miles and over 1,225.....	221	31	35	29	47
1,275 miles and over 1,250.....	224	32	35	29	48
1,300 miles and over 1,275.....	227	32	36	29	48
1,325 miles and over 1,300.....	230	33	36	30	48
1,350 miles and over 1,325.....	233	33	37	30	49
1,375 miles and over 1,350.....	236	33	38	30	50
1,400 miles and over 1,375.....	239	33	38	31	51
1,425 miles and over 1,400.....	242	34	38	32	51
1,450 miles and over 1,425.....	245	34	39	32	52
1,475 miles and over 1,450.....	248	35	39	32	53
1,500 miles and over 1,475.....	251	35	40	32	53
1,525 miles and over 1,500.....	254	36	40	33	-----
1,550 miles and over 1,525.....	257	36	41	33	-----
1,575 miles and over 1,550.....	260	37	41	33	-----
1,600 miles and over 1,575.....	263	37	41	34	-----
1,625 miles and over 1,600.....	266	38	41	35	-----
1,650 miles and over 1,625.....	269	38	42	35	-----
1,675 miles and over 1,650.....	272	39	42	35	-----

Western Trunk-Line "basic scale," of first-class rates and zone differentials—Con.

[Does not include *Ex Parte* 123 increases]

Distance	Basic scale (cents)	Differentials (cents)			
		Zone I	Zone II	Zone III	Zone IV
1,725 miles and over 1,700	278	40	43	36	
1,750 miles and over 1,725	281	40	44	36	
1,775 miles and over 1,750	284	40	45	36	
1,800 miles and over 1,775	287	40	45	37	
1,825 miles and over 1,800	290	41	45	38	
1,850 miles and over 1,825	293	41	46	38	
1,875 miles and over 1,850	296	42	46	39	
1,900 miles and over 1,875	299	42	47	39	
1,925 miles and over 1,900	302				
1,950 miles and over 1,925	305				
1,975 miles and over 1,950	308				
2,000 miles and over 1,975	311				
2,025 miles and over 2,000	314				
2,050 miles and over 2,025	317				
2,075 miles and over 2,050	320				
2,100 miles and over 2,075	323				
2,125 miles and over 2,100	326				
2,150 miles and over 2,125	329				
2,175 miles and over 2,150	332				
2,200 miles and over 2,175	335				
2,225 miles and over 2,200	338				
2,250 miles and over 2,225	341				
2,275 miles and over 2,250	344				
2,300 miles and over 2,275	347				
2,325 miles and over 2,300	350				
2,350 miles and over 2,325	353				
2,375 miles and over 2,350	356				
2,400 miles and over 2,375	359				

APPENDIX G

"Bridge scale" of first-class arbitraries used in Western Trunk-Line-Official adjustment

[Does not include *Ex Parte* 123 increases]

Distance	Arbitrary	Distance	Arbitrary
20 miles and under	Cents 10	90 miles and over 75	Cents 24
30 miles and over 20	12	110 miles and over 90	29
40 miles and over 30	14	130 miles and over 110	34
50 miles and over 40	16	150 miles and over 130	39
60 miles and over 50	18	170 miles and over 150	44
75 miles and over 60	21		

APPENDIX H

"Bridge scale" of first-class arbitraries used in Southwestern-Official and Southwestern-Southern adjustment

[Does not include *Ex Parte* 123 increases]

Distance	Arbitrary	Distance	Arbitrary
20 miles and under	Cents 11	90 miles and over 75	Cents 31
30 miles and over 20	14	105 miles and over 90	35
40 miles and over 30	17	120 miles and over 105	39
50 miles and over 40	20	135 miles and over 120	43
60 miles and over 50	23	150 miles and over 135	47
75 miles and over 60	27	170 miles and over 150	52

APPENDIX J

STATISTICS SUPPLEMENTING CHAPTER VIII

TABLE I.—Percentage of United States production of sugar beets and beet sugar produced by certain States, 1939¹

State	Percent of U. S. production		State	Percent of U. S. production	
	Sugar beets	Beet sugar		Sugar beets	Beet sugar
Michigan.....	9.6	9.9	Utah.....	6.3	6.1
Ohio.....	3.4	2.6	Idaho.....	9.1	7.7
Colorado.....	14.1	15.9	Montana.....	8.3	8.5
Nebraska.....	7.3	6.4	California.....	25.1	27.6
Wyoming.....	4.9	5.6			

¹ From U. S. Department of Agriculture, Agricultural Statistics, 1941, and 16th Census of the United States, Manufactures, 1939.

TABLE II.—Percentage of United States production of copper ore, and of smelter output of domestic ores, by States, 1939¹

State	Percent of U. S. production of domestic ore	Percent of U. S. smelter output from domestic ore	State	Percent of U. S. production of domestic ore	Percent of U. S. smelter output from domestic ore
Colorado.....	1.81	1.79	Nevada.....	9.20	9.04
New Mexico.....	6.33	5.20	Utah.....	23.60	22.89
Arizona.....	36.02	36.87	California.....	.60	.60
Idaho.....	.40	.32	Washington.....	1.20	1.18

¹ Data from Minerals Yearbook, Review of 1940, pp. 90 and 91.

TABLE III.—Number of establishments, persons employed, and value added by manufacture in the nonalcoholic beverages industry, by States and freight rate territories, 1939¹

	Number of establishments	Manufacturing employees	Percent of United States total	Value added by manufacture	Percent of United States total
United States.....	4,504	54,991	100.00	\$211,843,681	100.00
Official Territory:					
Connecticut.....	82	582	1.06	2,039,838	.96
Maine.....	42	292	.53	772,373	.36
Massachusetts.....	162	1,963	3.57	7,111,389	3.36
New Hampshire.....	24	159	.29	423,169	.20
Rhode Island.....	28	349	.63	926,490	.44
Vermont.....	12	65	.12	178,473	.08
Delaware.....	11	121	.22	439,885	.21
District of Columbia.....	13	436	.79	1,783,182	.84
Illinois.....	259	3,415	6.21	13,207,503	6.23
Indiana.....	115	1,676	3.05	6,659,644	3.14
Maryland.....	57	952	1.73	3,269,931	1.54
Michigan.....	115	1,583	2.88	6,435,494	3.04
New Jersey.....	153	1,853	3.37	6,426,468	3.03
New York.....	329	3,649	6.64	14,544,856	6.87
Ohio.....	193	2,701	4.91	11,336,263	5.35
Pennsylvania.....	314	3,315	6.03	12,237,804	5.78
Virginia.....	106	1,332	2.42	5,560,661	2.62
West Virginia.....	67	676	1.23	2,439,220	1.15
Total Official.....	2,082	25,119	45.68	95,792,643	45.22

Footnote at end of table.

TABLE III.—Number of establishments, persons employed, and value added by manufacture in the nonalcoholic beverages industry, by States and freight rate territories, 1939—Continued

	Number of establishments	Manufacturing employees	Percent of United States total	Value added by manufacture	Percent of United States total
Southern:					
Alabama.....	90	1,277	2.37	\$4,533,671	2.14
Florida.....	122	1,404	2.55	5,149,584	2.43
Georgia.....	138	1,984	3.61	8,487,637	4.01
Kentucky.....	86	1,142	2.08	4,885,902	2.31
Mississippi.....	89	1,031	1.87	4,321,561	2.04
North Carolina.....	154	2,364	4.30	9,838,075	4.65
South Carolina.....	77	998	1.81	4,215,409	2.00
Tennessee.....	98	1,541	2.80	6,271,471	2.96
Total Southern.....	854	11,739	21.35	47,743,440	22.54
Western Trunk-Line:					
Colorado.....	41	386	.70	1,203,953	.57
Iowa.....	89	911	1.66	3,272,113	1.54
Kansas.....	75	583	1.08	1,998,530	.94
Minnesota.....	91	943	1.71	2,827,574	1.33
Missouri.....	138	2,116	3.85	7,813,109	3.55
Nebraska.....	49	400	.73	1,366,118	.64
North Dakota.....	17	143	.30	593,377	.28
South Dakota.....	19	153	.28	491,199	.23
Wyoming.....	12	72	.13	217,234	.10
Wisconsin.....	140	1,092	1.98	4,306,600	2.03
Total Western Trunk-Line.....	672	6,918	12.40	23,789,826	11.23
Southwestern:					
Arkansas.....	73	782	1.42	3,498,468	1.61
New Mexico.....	27	198	.36	697,155	.33
Oklahoma.....	89	938	1.71	3,354,811	1.58
Texas.....	307	4,113	7.48	14,379,043	6.79
Louisiana.....	65	1,548	2.82	6,440,980	3.04
Total Southwestern.....	561	7,579	13.78	28,286,400	13.35
Intermountain:					
Arizona.....	24	232	.42	772,769	.36
Idaho.....	19	116	.21	397,385	.19
Montana.....	29	162	.29	543,107	.26
Nevada.....	8	69	.13	211,191	.10
Utah.....	22	184	.33	583,791	.28
Total Intermountain.....	102	763	1.39	2,508,243	1.18
Pacific:					
California.....	166	2,422	4.40	11,535,671	5.45
Oregon.....	32	251	.46	941,686	.44
Washington.....	35	300	.55	1,246,682	.59
Total Pacific.....	233	2,973	5.40	13,724,030	6.48

¹ Sixteenth Census of the United States 1940, Manufactures 1939, Beverages, table 2, pp. 1, 2, and 3.

TABLE IV.—Number of establishments, persons employed, and value added by manufacture in cotton broad woven goods industry, by States and freight rate territories, 1939¹

	Number of establishments	Manufacturing employees	Percent of United States total	Value added by manufacture	Percent of United States total
United States.....	661	325,372	100.00	\$438,330,852	100.00
Official Territory:					
Connecticut.....	15	4,995	1.54	8,563,809	1.95
Maine.....	9	9,597	2.95	16,111,191	3.68
Massachusetts.....	56	23,783	8.85	36,843,565	8.29
New Hampshire.....	8	6,593	2.03	11,211,934	2.56
Rhode Island.....	16	7,580	2.33	10,227,665	2.33

Footnotes at end of table.

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TABLE IV.—Number of establishments, persons employed, and value added by manufacture in cotton broad woven goods industry, by States and freight rate territories, 1939 ¹—Continued

	Number of establishments	Manufacturing employees	Percent of United States total	Value added by manufacture	Percent of United States total
Official Territory—Continued.					
Vermont.....	² (2)				
Delaware.....	² (2)				
Illinois.....	8	439	.13	\$1,186,146	.27
Indiana.....	² (2)				
Maryland.....	6	1,276	.39	1,856,909	.42
Michigan.....					
New Jersey.....	22	1,279	.39	2,814,299	.64
New York.....	13	8,997	1.23	11,243,580	2.57
Ohio.....	² (2)				
Pennsylvania.....	42	3,170	.97	6,349,730	1.45
Virginia.....	10	12,761	3.92	19,575,213	4.47
West Virginia.....					
Total Official.....	205	80,470	24.73	125,483,941	28.63
Southern:					
Alabama.....	50	29,539	9.08	34,807,237	7.94
Florida.....					
Georgia.....	81	50,896	15.64	60,836,114	13.89
Kentucky.....	² (1)				
Mississippi.....	9	2,705	.83	1,795,877	.41
North Carolina.....	128	72,935	22.43	117,829,021	26.88
South Carolina.....	140	72,818	22.39	77,942,553	17.78
Tennessee.....	5	4,423	1.36	4,758,703	1.09
Total Southern.....	413	233,366	71.72	298,019,505	67.99
Western Trunk-Line:					
Colorado.....					
Iowa.....					
Kansas.....					
Minnesota.....					
Missouri.....	² (1)				
Nebraska.....					
North Dakota.....					
South Dakota.....					
Wyoming.....					
Utah.....					
Wisconsin.....	² (1)				
Total Western Trunk-Line.....					
Southwestern:					
Arkansas.....	4	666	.20	723,243	.16
New Mexico.....					
Oklahoma.....	² (1)				
Texas.....	21	6,066	1.86	6,501,005	1.48
Louisiana.....	² (1)				
Total Southwestern.....	25	6,732	2.07	7,224,248	1.65
Intermountain:					
Arizona.....					
Idaho.....					
Montana.....					
Nevada.....					
Utah.....					
Total Intermountain.....					
Pacific:					
California.....	² (4)				
Oregon.....	² (1)				
Washington.....					
Total Pacific.....					
Other States.....	18	4,804	1.48	7,603,158	1.73

¹ Sixteenth Census of the United States, 1940, Manufactures, 1939, Cotton Manufactures, p. 2, table 2.
² Data incomplete for establishments in parentheses, but combined and shown under "Other States."

TABLE V.—Number of establishments, persons employed, and value added by manufacture in cotton narrow fabrics industries, by States and freight rate territories, 1939¹

	Number of establishments	Manufacturing employees	Percent of United States total	Value added by manufacture	Percent of United States total
United States.....	163	13, 194	100. 00	\$25, 566, 259	100. 00
Official Territory:					
Connecticut.....	11	2, 146	14. 12	2, 491, 869	13. 66
Maine.....					
Massachusetts.....	34	2, 988	19. 67	5, 205, 967	20. 34
New Hampshire.....	6	264	1. 74	399, 820	1. 55
Rhode Island.....	38	4, 317	28. 41	6, 243, 019	24. 42
Vermont.....					
Delaware.....					
District of Columbia.....					
Illinois.....	4	401	2. 64	557, 358	2. 18
Indiana.....	² (2)				
Maryland.....	² (1)				
Michigan.....	² (2)				
New Jersey.....	2	201	1. 32	417, 076	1. 63
New York.....	14	780	5. 00	1, 930, 916	7. 61
Ohio.....	3	119	. 74	323, 753	1. 27
Pennsylvania.....	22	2, 458	16. 19	4, 478, 534	17. 52
Virginia.....					
West Virginia.....					
Total Official.....	140	13, 654	89. 86	23, 065, 292	90. 22
Southern:					
Alabama.....					
Florida.....					
Georgia.....	² (2)				
Kentucky.....	² (2)				
Mississippi.....					
North Carolina.....	10	421	2. 77	722, 281	2. 82
South Carolina.....	² (1)				
Tennessee.....					
Total Southern.....	10	421	2. 77	722, 281	2. 82
Western Trunk-Line:					
Colorado.....					
Iowa.....					
Kansas.....					
Minnesota.....					
Missouri.....	² (1)				
Nebraska.....					
North Dakota.....					
South Dakota.....					
Wyoming.....					
Wisconsin.....					
Total Western Trunk-Line.....					
Southwestern:					
Arkansas.....					
New Mexico.....					
Oklahoma.....					
Texas.....					
Louisiana.....					
Total Southwestern.....					
Intermountain:					
Arizona.....					
Idaho.....					
Montana.....					
Nevada.....					
Utah.....					
Total Intermountain.....					
Pacific:					
California.....	² (1)				
Oregon.....	² (1)				
Washington.....					
Total Pacific.....					
Other States.....	13	1, 119	7. 36	1, 773, 686	6. 93

¹ Sixteenth Census of the United States 1940, Manufactures 1939, Cotton Manufactures, p. 3, table 2.

² Data incomplete for establishments in parentheses, but combined and shown under "Other States."

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TABLE VI.—Men's and boys' shirts (except work and polo shirts) produced, by States and freight rate territories, 1939 ¹

	Quantity (dozens)	Percent		Quantity (dozens)	Percent
United States.....	13,362,361	100.00	Western Trunk-Line—Con.		
Official Territory:			Kansas.....		
Connecticut.....	868,373	6.50	Minnesota.....	3,572	0.03
Maine.....			Missouri.....	873,773	6.64
Massachusetts.....	887,033	6.64	Nebraska.....		
New Hampshire.....			North Dakota.....		
Rhode Island.....			South Dakota.....		
Vermont.....			Wyoming.....		
Delaware.....	100,422	0.75	Wisconsin.....		
District of Columbia.....			Total Western Trunk-Line.....	877,345	6.57
Illinois.....	130,779	0.98	Southwestern:		
Indiana.....	194,327	1.45	Arkansas.....		
Maryland.....	829,711	6.21	New Mexico.....		
Michigan.....	5,317	0.04	Oklahoma.....		
New Jersey.....	857,863	6.42	Texas.....	30,536	0.23
New York.....	1,412,610	10.57	Louisiana.....		
Ohio.....	266,666	1.99	Total Southwestern.....	30,536	0.23
Pennsylvania.....	3,777,323	28.27	Intermountain:		
Virginia.....	294,096	2.20	Arizona.....		
West Virginia.....			Idaho.....		
Total Official.....	9,624,520	72.03	Montana.....		
Southern:			Nevada.....		
Alabama.....	370,271	2.77	Utah.....		
Florida.....			Total Intermountain.....		
Georgia.....	393,484	2.94	Pacific:		
Kentucky.....			California.....	109,571	0.81
Mississippi.....	380,851	2.85	Oregon.....		
North Carolina.....	352,310	2.64	Washington.....		
South Carolina.....	298,875	2.24	Total Pacific.....	109,571	0.81
Tennessee.....	423,715	3.17	Other States ²	500,883	3.75
Total Southern.....	2,219,506	16.61			
Western Trunk Line:					
Colorado.....					
Iowa.....					

¹ Sixteenth Census of the United States 1940, Manufactures 1939, Men's and Boys' Furnishings, Work and Sport Garments, table 5, p. 12.

² Data for some establishments combined and shown under "Other States."

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TABLE VII.—Men's and boys' furnishings, work and sport garments produced by States and freight rate territories, 1939¹

	Quantity (dozens)	Percent		Quantity (dozens)	Percent
United States.....	6,830,042	100.00	Western Trunk-Line:		
Official Territory:			Colorado.....		
Connecticut.....			Iowa.....	134,312	2.28
Maine.....			Kansas.....		
Massachusetts.....	5,615	.08	Minnesota.....	9,204	.14
New Hampshire.....			Missouri.....	192,492	2.81
Rhode Island.....			Nebraska.....		
Vermont.....			North Dakota.....		
Total New England.....	5,615	.08	South Dakota.....		
Delaware.....			Wyoming.....		
District of Columbia.....			Wisconsin.....		
Illinois.....	28,370	.41	Total Western Trunk-Line.....	356,068	5.20
Indiana.....	733,747	10.77	Southwestern:		
Maryland.....	280,017	4.09	Arkansas.....	108,916	1.59
Michigan.....			New Mexico.....		
New Jersey.....	64,567	.94	Oklahoma.....		
New York.....	141,142	2.06	Texas.....	211,518	3.07
Ohio.....	28,952	.42	Louisiana.....	106,007	1.55
Pennsylvania.....	444,336	6.49	Total Southwestern.....	430,441	6.71
Virginia.....	333,137	4.88	Intermountain:		
West Virginia.....			Arizona.....		
Total Official.....	2,089,883	30.06	Idaho.....		
Southern:			Montana.....		
Alabama.....	278,731	4.07	Nevada.....		
Florida.....			Utah.....		
Georgia.....	104,049	1.52	Total Intermountain.....		
Kentucky.....	274,037	4.00	Pacific:		
Mississippi.....	1,129,617	16.49	California.....	33,265	.48
North Carolina.....	201,224	2.94	Oregon.....		
South Carolina.....			Washington.....		
Tennessee.....	1,890,099	27.59	Total, Pacific.....	33,265	.48
Total Southern.....	3,877,757	56.61	Other States ²	63,628	.93

¹ Sixteenth Census of the United States 1940, Manufactures 1939, Men's and Boys' Furnishings, Work and Sport Garments, table 5, p. 13.

² Data for some establishments combined and shown under "Other States."

TABLE VIII.—Number of establishments, persons employed, and value added by manufacture in women's, children's, and infants' underwear and nightwear of knitted fabrics, and of cotton and flannelette woven fabrics, by States and freight rate territories, 1939¹

	Number of establish- ments	Manufac- turing employees	Percent of United States total	Value added by manu- facture	Percent of United States total
United States.....	313	19,635	100.00	\$24,993,943	100.00
Official Territory:					
Connecticut ²	{ (2) 11 }	1,100	5.60	1,157,155	4.63
Maine.....					
Massachusetts ²	{ (7) 12 }	2,360	12.02	3,052,891	12.21
New Hampshire.....					
Rhode Island.....					
Vermont.....					
Total New England.....	23	3,460	17.62	4,210,046	16.84
Delaware ²	(2)				
District of Columbia.....					
Illinois ²	{ (5) 10 }	874	4.45	1,575,354	6.30
Indiana.....	(2)				
Maryland.....					

Footnotes at end of table.

TABLE VIII.—Number of establishments, persons employed, and value added by manufacture in women's, children's, and infants' underwear and nightwear of knitted fabrics, and of cotton and flannelette woven fabrics, by States and freight rate territories, 1939¹—Continued

	Number of establishments	Manufacturing employees	Percent of United States total	Value added by manufacture	Percent of United States total
Official Territory—Continued.					
Michigan.....	(2)				
New Jersey.....	26	2,237	11.39	\$3,079,827	12.32
New York.....	164	5,342	27.21	6,840,309	27.37
Ohio.....	(4)				
Pennsylvania.....	33	3,989	20.32	4,761,453	19.05
Virginia.....	(3)				
West Virginia.....					
Wisconsin.....					
Total Official.....	256	15,902	80.99	20,466,989	81.89
Southern:					
Alabama.....					
Florida.....					
Georgia.....					
Kentucky.....					
Mississippi.....					
North Carolina ²	(2)	28	.14	22,455	.09
South Carolina ²	(2)				
Tennessee ²	(1)				
Total Southern.....	3	28	.14	22,455	.09
Western Trunk-Line:					
Colorado.....					
Iowa ²	(1)				
Kansas.....					
Minnesota ²	(3)				
Missouri ²	(1)				
Nebraska.....					
North Dakota.....					
South Dakota.....					
Wyoming.....					
Utah.....					
Wisconsin.....					
Total Western Trunk-Line.....					
Southwestern:					
Arkansas.....					
New Mexico.....					
Oklahoma.....					
Texas ²	(5)				
Louisiana ²	(2)				
Total Southwestern.....					
Intermountain:					
Arizona.....					
Idaho.....					
Montana.....					
Nevada.....					
Utah.....					
Total Intermountain.....					
Pacific:					
California ²	(3)	116	.59	138,857	.55
Oregon.....	(6)				
Washington ²	(1)				
Total Pacific.....	6	116	.59	138,857	.55
Other States⁴.....	48	3,589	18.28	4,365,642	17.47

¹ Sixteenth Census of the United States 1940, Manufactures 1939, Women's Accessories Except Millinery, Tables 2 and 3, p. 2.
² Knitted fabrics only.
³ Cotton and flannelette woven fabrics only.
⁴ Data for establishments in parentheses not shown separately, but combined under "Other States."

TABLE IX.—Number of wage earners engaged in manufacturing, value of products, and value added by manufacture, 1919 and 1939, by States and freight-rate territories¹

	Number of wage earners ²			Value of products			Value added by manufacture		
	1919	1939	Percent 1939 is of 1919	1919	1939	Percent 1939 is of 1919	1919	1939	Percent 1939 is of 1919
United States.....	9,094,373	7,886,567	86.70	\$62,418,078,773	\$56,843,024,800	91.07	\$25,041,698,490	\$24,662,918,119	98.57
Official:									
Connecticut.....	292,672	233,525	79.79	1,392,431,620	1,229,583,773	88.30	706,494,421	692,154,692	97.97
Maine.....	88,651	75,656	85.34	456,821,783	345,368,595	75.60	202,253,290	152,423,414	75.36
Massachusetts.....	713,836	460,674	64.53	4,011,181,532	2,459,771,043	61.32	1,750,468,496	1,198,319,408	69.48
New Hampshire.....	83,074	85,781	67.15	407,204,934	237,398,013	58.30	167,677,317	103,167,800	62.73
Rhode Island.....	139,665	106,275	76.09	747,322,858	516,390,541	69.10	231,333,655	238,288,590	71.92
Vermont.....	33,491	21,759	64.97	168,108,072	103,154,301	61.36	72,935,491	51,940,579	71.21
Total New England.....	1,351,389	953,670	70.57	7,183,070,799	4,891,666,268	68.10	3,231,162,640	2,428,246,462	75.15
Delaware.....	29,035	20,392	70.23	163,073,009	114,753,652	69.82	79,640,076	53,183,179	66.29
District of Columbia.....	10,482	7,877	75.15	68,826,570	79,875,299	116.05	37,806,470	44,316,845	116.97
Illinois.....	653,114	596,476	91.33	5,425,244,694	4,794,860,733	88.38	1,936,974,248	2,201,564,196	113.66
Indiana.....	277,580	277,467	99.96	1,898,753,387	2,227,648,011	117.32	723,802,819	970,211,797	134.04
Maryland.....	140,342	141,643	100.93	873,944,774	1,027,354,074	117.55	324,597,395	422,649,359	130.27
Michigan.....	471,242	522,242	110.82	3,466,188,483	4,348,223,244	125.45	1,546,945,240	1,798,404,302	116.26
New Jersey.....	508,686	433,471	85.21	3,672,064,987	3,428,947,188	93.38	1,401,591,708	1,524,113,554	108.74
New York.....	1,228,130	957,854	77.99	8,667,004,906	7,134,400,147	80.46	3,923,790,987	3,341,694,759	85.17
Ohio.....	730,733	598,397	81.89	4,100,308,728	4,864,665,659	99.89	2,188,360,857	2,125,474,003	97.13
Pennsylvania.....	1,135,837	858,296	75.57	7,315,702,867	5,475,925,482	74.85	3,105,294,239	2,480,128,930	80.16
Virginia.....	119,352	133,894	112.18	643,511,621	868,813,246	133.66	371,970,788	379,488,055	102.03
West Virginia.....	83,036	74,989	90.31	471,970,877	441,840,388	93.62	201,031,291	214,774,747	106.84
Total Official.....	6,733,958	4,576,668	82.75	43,151,665,702	39,538,973,391	87.57	18,973,047,748	17,995,765,159	94.85
Southern:									
Alabama.....	107,159	116,800	109.00	492,730,895	574,670,690	116.63	192,066,605	247,383,611	126.80
Florida.....	74,415	52,732	70.86	213,326,811	241,538,534	113.22	120,644,567	119,015,663	97.82
Georgia.....	123,441	157,804	127.84	693,237,096	677,402,657	97.72	252,747,039	283,316,138	112.09
Kentucky.....	69,340	62,794	90.56	345,630,417	481,029,771	121.58	159,944,791	187,000,426	117.17
Mississippi.....	57,560	40,359	69.94	197,746,987	174,937,294	88.47	101,069,116	73,662,419	72.89
North Carolina.....	157,659	270,207	171.39	943,807,949	1,421,329,578	150.60	416,901,768	545,952,290	130.95
South Carolina.....	79,450	126,983	159.83	381,452,984	397,512,863	104.21	153,466,690	169,846,619	110.67
Tennessee.....	93,167	131,874	141.57	556,253,162	728,067,823	130.89	211,486,432	320,341,902	151.47
Total Southern.....	764,191	965,553	126.35	3,874,216,301	4,666,809,212	120.44	1,608,328,938	1,945,719,267	120.96

Western Trunk-Line:									
Colorado.....	35,254	23,719	67.28	275,622,335	221,642,666	80.42	100,752,060	91,256,161	90.57
Iowa.....	80,551	65,314	81.08	745,472,687	718,531,801	96.39	225,231,890	244,795,279	108.69
Kansas.....	61,049	31,614	51.78	913,667,094	464,353,596	50.82	163,579,107	118,952,470	72.72
Minnesota.....	115,623	79,753	68.98	1,218,129,735	845,771,514	69.43	335,039,958	310,628,396	92.71
Missouri.....	195,037	178,538	91.54	1,594,208,338	1,388,056,267	87.07	527,751,174	587,961,729	109.34
Nebraska.....	36,521	19,807	54.25	599,042,498	273,524,541	45.89	115,268,376	69,687,373	59.94
North Dakota.....	4,472	2,637	59.00	57,373,622	43,767,082	76.28	12,884,123	11,102,198	86.17
South Dakota.....	6,382	5,538	86.78	62,170,782	81,171,887	130.56	19,184,912	19,955,057	104.01
Wyoming.....	6,634	3,484	52.52	81,445,394	45,423,103	55.77	39,194,866	15,629,475	39.88
Wisconsin.....	263,949	200,897	76.11	1,846,984,307	1,604,507,356	86.87	719,709,346	686,605,326	95.40
Total Western Trunk-Line.....	805,472	610,301	75.77	7,391,116,802	5,686,749,763	76.94	2,269,595,812	2,155,973,464	95.04
Southwestern:									
Arkansas.....	49,954	36,256	72.58	200,312,858	160,166,984	79.96	97,499,881	67,390,149	69.12
New Mexico.....	5,739	3,250	56.66	17,856,602	25,123,641	140.70	10,129,119	8,711,704	86.01
Oklahoma.....	29,693	28,114	95.29	401,362,869	312,168,499	77.78	88,757,040	103,118,419	116.18
Texas.....	107,522	126,992	118.11	990,995,796	1,530,220,676	153.02	298,824,898	453,105,423	151.63
Louisiana.....	98,265	71,218	72.48	676,189,770	565,265,273	83.60	244,785,963	200,085,837	81.74
Total Southwestern.....	290,980	265,830	91.36	2,293,717,895	2,592,945,073	112.95	739,996,841	832,411,592	112.49
Intermountain:									
Arizona.....	8,528	6,096	71.48	120,769,112	97,529,481	80.70	28,123,675	32,011,290	113.93
Idaho.....	13,917	10,877	78.16	80,510,749	90,475,147	112.38	36,562,244	31,770,204	86.89
Montana.....	17,160	9,171	53.44	166,694,518	151,885,026	91.13	44,512,594	39,790,182	89.39
Nevada.....	3,119	1,093	35.04	22,874,311	20,581,713	89.98	6,383,694	11,727,506	183.71
Utah.....	18,863	11,555	61.24	156,933,071	167,172,226	106.52	46,778,722	43,719,862	93.46
Total Intermountain.....	61,592	38,793	62.96	547,751,761	527,643,593	96.33	162,360,929	159,049,044	97.96
Pacific:									
California.....	243,692	275,477	113.04	1,981,204,701	2,798,179,523	141.24	762,846,183	1,135,157,587	148.90
Oregon.....	58,559	63,622	108.65	366,782,627	365,374,436	99.62	100,576,586	172,174,744	107.22
Washington.....	132,928	90,324	67.95	509,622,984	636,649,509	78.64	366,445,453	286,647,263	78.22
Total Pacific.....	435,179	429,423	98.68	3,157,610,312	3,800,203,768	120.35	1,280,368,222	1,593,979,594	123.62
Total Western.....	1,593,223	1,314,346	84.38	13,392,196,770	12,607,542,197	94.14	4,460,321,804	4,741,413,694	100.30

¹ U. S. Department of Commerce, Census of Manufactures.

² Average for the year.

APPENDIX K

TABLES OF RATES ON FRESH MEATS AND PACKING-HOUSE PRODUCTS

TABLE I.—Carload commodity rates on fresh meats within Official Territory showing relationship to Appendix E first-class rates

[Rates in cents per 100 pounds]

From—	To—	Short-line distance (miles)	Present commodity rate	Appendix E first-class	Percent of appendix E first-class
Baltimore, Md.	Washington, D. C.	50	23.0	47	48.0
Philadelphia, Pa.	Atlantic City, N. J.	73	28.0	59	67.9
Do.	New York, N. Y.	90	18.0	59	30.5
Jersey City, N. J.	Stamford, Conn.	58	40.5	51	79.4
Cleveland, Ohio	Youngstown, Ohio	67	26.0	54	48.1
Indianapolis, Ind.	Brazil, Ind.	57	29.0	51	58.0
Cleveland, Ohio	Frie, Pa.	95	33.0	61	54.1
Baltimore, Md.	Philadelphia, Pa.	108	26.0	64	40.6
Cleveland, Ohio	Toledo, Ohio	107	33.0	64	51.6
Reading, Pa.	Baltimore, Md.	126	35.0	64	51.5
Indianapolis, Ind.	Fort Wayne, Ind.	121	35.0	64	51.5
Reading, Pa.	New York, N. Y.	125	36.0	64	52.9
Louisville, Ky.	Cincinnati, Ohio	125	40.0	64	58.8
Philadelphia, Pa.	Washington, D. C.	139	28.0	70	40.0
Cleveland, Ohio	Columbus, Ohio	138	36.0	70	51.4
Philadelphia, Pa.	Wilkes-Barre, Pa.	149	30.0	73	41.1
Chicago, Ill.	Fort Wayne, Ind.	148	35.0	73	47.9
Reading, Pa.	Washington, D. C.	158	36.0	74	48.6
Milwaukee, Wis.	Walkerton, Ind.	159	40.5	74	54.7
Jersey City, N. J.	Wilkes-Barre, Pa.	153	42.0	74	58.8
Indianapolis, Ind.	Michigan City, Ind.	152	35.0	74	47.3
Jersey City, N. J.	Springfield, Mass.	161	45.5	76	59.9
Cleveland, Ohio	Springfield, Ohio	163	36.0	76	47.4
Jersey City, N. J.	Holyoke, Mass.	169	45.5	76	59.9
Indianapolis, Ind.	Evansville, Ind.	169	33.0	76	43.4
Jersey City, N. J.	Northampton, Mass.	191	50.0	80	62.5
Indianapolis, Ind.	Tiffin, Ohio	198	42.0	80	52.5
Baltimore, Md.	New York, N. Y.	201	42.0	83	50.6
Indianapolis, Ind.	Kalamazoo, Mich.	202	42.0	83	50.6
Baltimore, Md.	Wilkes-Barre, Pa.	212	42.0	84	50.0
Indianapolis, Ind.	Toledo, Ohio	212	42.0	84	50.0
Jersey City, N. J.	Lynn, Mass.	250	54.0	90	60.0
Chicago, Ill.	Dayton, Ohio	250	42.0	90	40.7
Jersey City, N. J.	Fitchburg, Mass.	228	45.5	86	52.9
Fostoria, Ohio	Oil City, Pa.	228	42.5	86	49.4
Baltimore, Md.	Scranton, Pa.	230	42.0	86	48.8
Chicago, Ill.	Toledo, Ohio	230	42.0	86	48.8
Philadelphia, Pa.	Richmond, Va.	253	40.5	90	45.0
Indianapolis, Ind.	Lansing, Mich.	252	42.0	90	46.7
Jersey City, N. J.	Wilmington, Del.	253	54.0	90	60.0
Indianapolis, Ind.	Grand Rapids, Mich.	259	45.5	90	50.6
Baltimore, Md.	Elmira, N. Y.	268	45.5	92	49.5
Milwaukee, Wis.	Muncie, Ind.	263	45.5	92	49.5
Baltimore, Md.	Kingston, N. Y.	279	45.5	92	49.5
Fostoria, Ohio	Buffalo, N. Y.	278	42.5	92	46.5
Philadelphia, Pa.	Worcester, Mass.	292	51.5	96	53.6
Chicago, Ill.	Columbus, Ohio	295	48.0	96	50.0
Baltimore, Md.	Geneva, N. Y.	322	50.5	101	50.0
Indianapolis, Ind.	Bellaire, Ohio	321	51.0	101	50.5
Buffalo, N. Y.	Bennington, Vt.	321	51.5	101	50.5
Indianapolis, Ind.	Wheeling, W. Va.	321	51.5	101	51.0
Philadelphia, Pa.	Boston, Mass.	327	48.0	101	47.5
Chicago, Ill.	Chillicothe, Ohio	326	51.5	101	51.0
Jersey City, N. J.	Plymouth, N. H.	334	54.0	101	53.8
Milwaukee, Wis.	Dayton, Ohio	335	48.0	101	47.5
Baltimore, Md.	Troy, N. Y.	339	51.5	101	51.1
Chicago, Ill.	Akron, Ohio	344	48.0	103	49.6
Jersey City, N. J.	Lincoln, N. H.	355	63.5	103	61.7
Indianapolis, Ind.	Ludington, Mich.	354	60.5	103	58.7
Baltimore, Md.	Rochester, N. Y.	362	50.5	106	47.6
Indianapolis, Ind.	Pittsburgh, Pa.	364	53.0	106	50.0
Jersey City, N. J.	Bridgeport, Conn.	375	40.5	106	38.2
Detroit, Mich.	Syracuse, N. Y.	378	50.5	106	47.6
Baltimore, Md.	Utica, N. Y.	380	50.5	106	47.6
Louisville, Ky.	Alliance, Ohio	383	58.5	109	53.7
Buffalo, N. Y.	Springfield, Mass.	391	51.5	109	47.2
Chicago, Ill.	Ironton, Ohio	309	55.0	109	50.5
Jersey City, N. J.	Beecher Falls, Vt.	405	63.5	111	57.2
Chicago, Ill.	Parkersburg, W. Va.	407	55.0	111	49.5
Jersey City, N. J.	Pittsburgh, Pa.	426	55.0	114	48.2
Louisville, Ky.	Grafton, W. Va.	426	58.0	114	50.9

INTERTERRITORIAL FREIGHT RATES

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TABLE I.—*Carload commodity rates on fresh meats within Official Territory showing relationship to Appendix E first-class rates—Continued*

From—	To—	Short-line distance (miles)	Present commodity rate	Appendix E first-class	Percent of appendix E first-class
Buffalo, N. Y.	Fitchburg, Mass.	425	51.5	114	45.2
Louisville, Ky.	Pittsburgh, Pa.	426	55.0	114	48.2
Baltimore, Md.	Watertown, N. Y.	432	51.5	114	45.2
Milwaukee, Wis.	Zanesville, Ohio	438	59.5	114	52.2
Baltimore, Md.	Boston, Mass.	428	51.5	114	45.2
Detroit, Mich.	Cumberland, Md.	433	60.5	114	44.3
Buffalo, N. Y.	Boston, Mass.	475	51.5	119	43.3
Muncie, Ind.	Rochester, N. Y.	472	62.0	119	52.1
Chicago, Ill.	Pittsburgh, Pa.	454	55.0	117	47.0
Buffalo, N. Y.	Indianapolis, Ind.	463	53.0	119	44.5
Cleveland, Ohio.	Albany, N. Y.	468	53.0	119	48.7
Louisville, Ky.	Oil City, Pa.	481	55.0	122	45.1
Indianapolis, Ind.	Cumberland, Md.	488	63.0	122	51.6
Cleveland, Ohio.	Philadelphia, Pa.	490	58.0	122	47.5
Chicago, Ill.	Gauley, W. Va.	497	62.5	122	51.2
Buffalo, N. Y.	Chicago, Ill.	498	55.0	122	45.1
Chicago, Ill.	Grafton, W. Va.	511	58.0	124	46.8
Milwaukee, Wis.	Pittsburgh, Pa.	518	61.0	124	49.2
Chicago, Ill.	Johnstown, Pa.	532	61.0	128	47.7
Milwaukee, Wis.	Rochester, N. Y.	546	62.5	130	48.1
Frankfort, Ind.	Cumberland, Md.	537	71.0	128	55.5
Pittsburgh, Pa.	Bennington, Vt.	511	51.5	124	41.5
Buffalo, N. Y.	Plymouth, Vt.	520	51.5	124	41.5
Do.	North Stratford, N. H.	535	51.5	128	40.2
Do.	Portland, Maine	547	51.5	130	39.6
Do.	Berlin, N. H.	537	51.5	128	40.2
Indianapolis, Ind.	Utica, N. Y.	563	70.0	132	53.0
Chicago, Ill.	Rochester, N. Y.	567	62.5	132	47.3
Do.	Altoona, Pa.	571	67.0	132	50.8
Indianapolis, Ind.	Hagerstown, Md.	575	74.5	132	56.4
Chicago, Ill.	Cumberland, Md.	596	67.0	135	49.6
Indianapolis, Ind.	Elmira, N. Y.	609	63.0	138	45.7
Do.	Harrisburg, Pa.	611	64.5	138	54.0
Do.	Washington, D. C.	625	74.5	141	52.8
Chicago, Ill.	Elmira, N. Y.	644	67.0	143	46.9
Indianapolis, Ind.	Baltimore, Md.	650	75.5	143	52.1
Chicago, Ill.	Williamsport, Pa.	657	80.0	143	55.9
Peoria, Ill.	Altoona, Pa.	669	75.0	145	51.7
Chicago, Ill.	Hagerstown, Md.	674	80.0	145	55.2
Peoria, Ill.	Rochester, N. Y.	676	70.5	145	48.6
Indianapolis, Ind.	Richmond, Va.	679	74.5	145	51.4
Chicago, Ill.	Harrisburg, Pa.	702	80.0	151	53.0
Indianapolis, Ind.	Wilmington, Del.	710	75.5	151	50.0
St. Louis, Mo.	Cumberland, Md.	729	75.0	153	49.0
Chicago, Ill.	Lancaster, Pa.	738	81.0	153	52.9
Do.	Washington, D. C.	743	80.0	153	51.6
Peoria, Ill.	Williamsport, Pa.	755	88.0	155	56.8
Do.	Elmira, N. Y.	757	75.0	155	49.4
St. Louis, Mo.	Rochester, N. Y.	767	70.5	157	44.9
Chicago, Ill.	Baltimore, Md.	767	80.0	157	51.0
St. Louis, Mo.	Hagerstown, Md.	796	88.0	160	55.0
Peoria, Ill.	Harrisburg, Pa.	800	88.0	160	55.0
Chicago, Ill.	Philadelphia, Pa.	814	81.0	163	49.7
Peoria, Ill.	Washington, D. C.	824	88.0	163	54.0
Do.	Lancaster, Pa.	836	89.0	165	53.9
St. Louis, Mo.	Elmira, N. Y.	850	75.0	165	45.5
Do.	Washington, D. C.	866	88.0	168	52.4
Do.	Lancaster, Pa.	898	89.0	171	52.0
Chicago, Ill.	New York, N. Y.	890	83.0	171	48.5
St. Louis, Mo.	Utica, N. Y.	895	83.0	171	48.5
Peoria, Ill.	Wilmington, Del.	899	89.0	171	52.0
Do.	Philadelphia, Pa.	912	89.0	174	51.1
Chicago, Ill.	Norfolk, Va.	914	80.0	174	46.0
Indianapolis, Ind.	Boston, Mass.	934	74.5	176	42.3
St. Louis, Mo.	Wilmington, Del.	951	89.0	179	49.7
Do.	Philadelphia, Pa.	974	89.0	179	49.7
Peoria, Ill.	Norfolk, Va.	971	88.0	179	49.2
Chicago, Ill.	Boston, Mass.	973	83.0	179	46.4
Peoria, Ill.	New York, N. Y.	988	91.0	182	50.0
St. Louis, Mo.	Albany, N. Y.	990	88.0	182	57.9
Do.	Norfolk, Va.	996	88.0	182	57.9

Average relation to appendix E first-class rates (based on totals of rates shown) 50.1 percent.

TABLE I.—Carload commodity rates on fresh meats with Official Territory showing relationship to Appendix E first-class rates—Continued

TARIFF AUTHORITY		
	Tariff No.	I. C. C. No.
Issuing Carrier:	840-F	2398
The Pennsylvania R. R. Co.....	913-F	2414
	1864-F	2585
Reading Co.....	81	2166
The Baltimore & Ohio R. R. Co.....	79	2191
	163-A	23320
	130-B	2604
Issuing Agent: B. T. Jones.....	470-B	2490
	480-A	2779
	218-N	2758

Also Exhibit No. FM-4 I. C. C. Docket No. 28277.

TABLE II.—Carload commodity rates on fresh meats between points in Western Trunk-Line Territory compared with the generally applicable basis within Official Territory

[Rates in cents per 100 pounds]

From—	To—	Short-line distance (miles)	Present commodity rate	Official Territory basis (50 percent of appendix E first-class rate)	Percent commodity rate is of Official Territory basis
Topeka, Kans.....	Atchison, Kans.....	51	22.5	25	90.0
Do.....	Leavenworth, Kans.....	57	21.5	26	82.7
Do.....	Kansas City, Mo.....	65	22.5	24	83.8
Kansas City, Kans.....	Topeka, Kans.....	65	25.0	24	92.6
Topeka, Kans.....	St. Joseph, Mo.....	72	22.5	26	80.3
Sioux Falls, S. Dak.....	Sioux City, Iowa.....	89	27.5	30	91.7
Waterloo, Iowa.....	Prairie du Chien, Wis.....	98	28.5	31	91.9
Ottumwa, Iowa.....	Rock Island, Ill.....	109	22.5	32	70.3
Kansas City, Mo.....	Manhattan, Kans.....	116	25.0	33	75.8
St. Joseph, Mo.....	do.....	123	30.0	34	89.2
Waterloo, Iowa.....	Rock Island, Ill.....	130	28.5	34	85.1
St. Joseph, Mo.....	Beatrice, Nebr.....	131	27.5	35	78.6
Sioux City, Iowa.....	Lincoln, Nebr.....	132	34.5	35	98.6
Waterloo, Iowa.....	Moline, Ill.....	133	29.5	35	81.4
Minneapolis, Minn.....	Cloquet, Minn.....	139	16.0	35	45.7
Do.....	Superior, Wis.....	144	14.0	37	43.2
St. Joseph, Mo.....	Lincoln, Nebr.....	146	27.5	37	74.3
Kansas City, Mo.....	Beatrice, Nebr.....	161	27.5	38	72.4
Ottumwa, Iowa.....	Beardstown, Ill.....	165	22.5	38	59.2
Madison, Nebr.....	Manchester, Iowa.....	175	34.5	39	84.5
Gering, Nebr.....	Cheyenne, Wyo.....	176	28.0	39	71.8
Waterloo, Iowa.....	Galesburg, Ill.....	184	28.5	40	71.3
Huron, S. Dak.....	Sioux City, Iowa.....	187	36.0	40	90.0
Madison, Wis.....	Cedar Rapids, Iowa.....	191	24.5	40	61.3
Lincoln, Nebr.....	Kansas City, Mo.....	192	23.0	40	57.5
Kansas City, Mo.....	Lincoln, Nebr.....	192	27.5	40	68.8
Madison, Wis.....	Waterloo, Iowa.....	195	34.5	40	86.3
Watertown, S. Dak.....	Fargo, N. Dak.....	208	29.0	42	69.0
Do.....	Minneapolis, Minn.....	214	27.0	42	64.3
Ottumwa, Iowa.....	Prairie du Chien, Wis.....	216	26.0	42	61.9
Arkansas City, Kans.....	Kansas City, Mo.....	225	32.0	43	74.4
Madison, S. Dak.....	Austin, Minn.....	228	32.0	43	74.4
Mason City, Iowa.....	Fremont, Nebr.....	229	42.5	43	98.8
Minneapolis, Minn.....	Fargo, N. Dak.....	237	42.0	44	95.5
St. Paul, Minn.....	Sioux Falls, S. Dak.....	239	36.0	44	81.8
Madison, Wis.....	Marshalltown, Iowa.....	242	34.5	45	76.7
Ottumwa, Iowa.....	Lincoln, Nebr.....	256	38.0	45	84.4
Madison, Wis.....	Montezuma, Iowa.....	258	34.5	45	77.5
Mason City, Iowa.....	Lincoln, Nebr.....	261	42.5	46	92.4
South St. Paul, Minn.....	Sioux City, Iowa.....	266	36.0	46	79.3
Sioux City, Iowa.....	Aberdeen, S. Dak.....	266	50.5	46	109.8
Grand Forks, N. Dak.....	Duluth, Minn.....	280	34.0	46	85.0
Mitchell, S. Dak.....	Austin, Minn.....	284	32.0	48	66.7
Huron, S. Dak.....	Minneapolis, Minn.....	284	32.0	48	66.7

TABLE II—Carload commodity rates on fresh meats between points in Western Trunk-Line Territory compared with the generally applicable basis within Official Territory—Continued

[Rates in cents per 100 pounds]

From—	To—	Short-line distance (miles)	Present commodity rate	Official Territory basis (50 percent of appendix E first-class rate)	Percent commodity rate is of Official Territory basis
Grand Forks, N. Dak	Minneapolis, Minn.	308	32.0	49	65.3
South St. Paul, Minn	Moline, Ill	309	31.5	49	64.3
Pittsburg, Kans.	St. Louis, Mo.	319	47.0	49	95.9
Waterloo, Iowa	Alton, Ill	319	34.5	49	70.4
Watertown, S. Dak	Duluth, Minn	320	43.0	49	87.8
Albert Lea, Minn	Quincy, Ill	322	34.5	51	67.6
Do	Fargo, N. Dak	335	44.0	51	86.3
South St. Paul, Minn	Omaha, Nebr	338	40.0	51	78.4
Do	Fremont, Nebr	345	40.0	52	76.9
Madison, Wis	Manning, Iowa	354	40.0	52	76.9
Austin, Minn	Fargo, N. Dak	354	44.0	52	84.6
South Omaha, Nebr	Aberdeen, S. Dak	366	90.0	63	170.0
Sioux City, Iowa	Fargo, N. Dak	379	89.0	53	167.9
Sioux Falls, S. Dak	Grand Forks, N. Dak	384	84.5	55	153.6
Madison, Wis	Hawarden, Iowa	394	41.0	55	74.5
South St. Paul, Minn	Lincoln, Nebr	394	46.0	55	83.6
Omaha, Nebr	Rockford, Ill	413	40.0	56	71.4
Watertown, S. Dak	St. Joseph, Mo.	417	49.0	56	87.5
South St. Paul, Minn	Hannibal, Mo	421	81.6	57	55.3
Sioux City, Iowa	Rapid City, S. Dak	425	52.0	57	91.2
South St. Paul, Minn	Beatrice, Nebr	433	52.0	57	91.2
Madison, Wis	Shenandoah, Iowa	431	40.0	57	70.2
East St. Louis, Ill	Beatrice, Nebr	434	44.0	57	77.2
Madison, S. Dak	Rock Island, Ill	436	48.0	57	84.2
Mitchell, S. Dak	do	444	68.5	59	115.3
East St. Louis, Ill	Lincoln, Nebr	449	38.0	59	64.4
South St. Paul, Minn	Grand Island, Nebr	453	90.0	59	152.5
Kansas City, Mo	St. Paul, Minn	466	42.5	60	70.8
Watertown, S. Dak	Kansas City, Mo	468	49.0	60	81.7
St. Paul, Minn	Independence, Mo.	477	42.5	60	70.8
Omaha, Nebr	Fargo, N. Dak	480	95.0	60	158.3
Duluth, Minn	Fremont, Nebr	485	46.0	61	75.4
Huron, S. Dak	Clinton, Iowa	492	52.0	61	85.2
South St. Paul, Minn	Alton, Ill	499	36.5	61	59.8
Average relation of commodity rates to Official Territory basis, 51 to 500 miles					84.3
Omaha, Nebr	Cheyenne, Wyo	507	96.0	62	154.8
Wichita, Kans	Denver, Colo	511	65.0	62	104.8
Wahpeton, N. Dak	Rock Island, Ill	518	102.0	62	164.5
Omaha, Nebr	Rapid City, S. Dak	523	66.0	64	103.1
St. Paul, Minn	Concordia, Kans	525	90.0	64	140.6
Do	Lexington, Nebr	530	114.0	64	178.1
East St. Louis, Ill	Minneapolis, Minn	530	47.0	64	73.4
Do	Hastings, Nebr	530	81.5	64	127.3
Duluth, Minn	Lincoln, Nebr	541	46.0	65	70.8
East St. Louis, Ill	Grand Island, Nebr	542	81.5	65	125.4
Fargo, N. Dak	Rock Island, Ill	548	104.0	65	160.0
St. Joseph, Mo	Wahpeton, N. Dak	559	89.0	65	136.9
Yankton, S. Dak	St. Louis, Mo.	568	68.5	66	103.8
Atchison, Kans	Wahpeton, N. Dak	580	89.0	66	134.8
Leavenworth, Kans	do	594	89.0	68	130.9
St. Paul, Minn	Norton, Kans	608	117.0	69	169.6
Madison, S. Dak	St. Louis, Mo	610	51.0	69	73.9
Sugar Creek, Mo	Wahpeton, N. Dak	618	89.0	69	129.0
Omaha, Nebr	Casper, Wyo	612	147.0	69	224.6
Atchison, Kans	Fargo, N. Dak	625	98.0	71	138.0
Mitchell, S. Dak	St. Louis, Mo	633	54.0	71	78.1
Leavenworth, Kans	Fargo, N. Dak	640	98.0	71	138.0
Kansas City, Mo	do	656	98.0	72	136.1
Ottumwa, Iowa	Crawford, Nebr	674	142.0	73	194.5

Average relation of commodity rates to Official Territory basis:

500 to 674 miles	Percent	132.7
51 to 674 miles		99.3

TABLE II.—Carload commodity rates on fresh meats between points in Western Trunk-Line Territory compared with the generally applicable basis within Official Territory—Continued.

TARIFF AUTHORITY

	Tarif No.	Interstate Commerce Commission No.
Issuing Carrier:		
The Atchison, Topeka & Santa Fe Railway Co.....	8804-N 8038-II 8778-N	• 14220 10932 10985
Chicago & North Western Ry. Co. (Charles M. Thomson, trustee).....	11000-G 15000-G 18549-F 18181-F	10838 10886 10958 10580
Chicago, Burlington & Quincy R. R. Co.....	8000-II	19809
Chicago, Milwaukee, St. Paul & Pacific R. R. Co. (Henry A. Scandrett, Walter J. Cummings, and George I. Haight, trustees)	10632-J	F-7260
The Chicago, Rock Island & Pacific Ry. Co. (Frank O. Lowden and Joseph B. Fleming, trustees).....	28000-L 29800-J	C-13039 C-13067
Great Northern R. R. Co.....	600-M 605-L	8016 8051
Union Pacific R. R. Co.....	8000-II 25-D 18-Q	4480 A-8479 A-3362
Issuing Agent: L. E. Kipp.....		
	111-B 208-F 231-A	A-3459 A-3322 A-2503

TABLE III.—Carload commodity rates applicable on packing-house products between points in Western Trunk-Line Territory compared with the basis applicable within Official Territory

[Rates in cents per 100 pounds]

From—	To—	Distance (miles)	Commodity rate except as noted	Official Territory basis (class 37.5-L)	Percent commodity rate in Official Territory basis
Kansas City, Mo.....	Manhattan, Kans.....	116	25.0	23	108.7
St. Joseph, Mo.....	Beatrice, Nebr.....	131	19.8	24	81.3
Beatrice, Nebr.....	St. Joseph, Mo.....	131	23.0	24	95.8
Sioux City, Iowa.....	Lincoln, Nebr.....	132	27.0	24	112.5
Kansas City, Mo.....	Beatrice, Nebr.....	161	19.8	26	75.0
Gering, Nebr.....	Cheyenne, Wyo.....	176	28.0	26	107.7
Lincoln, Nebr.....	Kansas City, Mo.....	192	23.0	27	85.2
Kansas City, Mo.....	Lincoln, Nebr.....	192	22.8	27	83.2
Watertown, S. Dak.....	Minneapolis, Minn.....	214	27.0	29	93.1
Wichita, Kans.....	Beatrice, Nebr.....	220	36.8	29	125.0
Ottumwa, Iowa.....	St. Louis, Mo.....	244	26.0	31	83.0
Do.....	Lincoln, Nebr.....	256	37.0	31	119.4
St. Louis, Mo.....	Independence, Mo.....	266	32.0	32	100.0
Kansas City, Mo.....	St. Louis, Mo.....	273	32.0	32	100.0
Ottumwa, Iowa.....	Crete, Nebr.....	276	44.0	32	137.5
Huron, S. Dak.....	Minneapolis, Minn.....	284	32.0	33	97.0
Watertown, S. Dak.....	Omaha, Nebr.....	292	39.0	33	118.2
Mitchell, S. Dak.....	St. Paul, Minn.....	310	47.0	33	142.4
Wichita, Kans.....	Omaha, Nebr.....	315	36.8	33	110.6
Stillwater, Minn.....	Ishpeming, Mich.....	324	34.8	35	98.6
Lincoln, Nebr.....	Burlington, Iowa.....	329	37.0	35	105.7
St. Paul, Minn.....	Norfolk, Nebr.....	341	48.0	36	137.1
South St. Paul, Minn.....	Fremont, Nebr.....	345	40.0	36	114.3
Ottumwa, Iowa.....	Hastings, Nebr.....	352	51.0	36	145.7
St. Louis, Mo.....	Falls City, Nebr.....	359	32.0	36	91.4
Mitchell, S. Dak.....	Winona, Minn.....	359	48.0	36	127.1
Ottumwa, Iowa.....	Superior, Nebr.....	363	53.0	36	147.2
Burlington, Iowa.....	Exeter, Mo.....	375	57.0	36	158.3
St. Louis, Mo.....	Auburn, Nebr.....	385	32.0	37	86.5
Huron, S. Dak.....	Duluth, Minn.....	360	48.0	37	129.7
South St. Paul, Minn.....	Lincoln, Nebr.....	394	45.0	37	121.6
East St. Louis, Ill.....	Plattsmouth, Nebr.....	406	32.0	38	84.3

INTERTERRITORIAL FREIGHT

TABLE III.—Carload commodity rates applicable to points in Western Trunk-Line Territory compared Official Territory—Continued

[Rates in cents per 100 pounds]

From—	To—	Distance (miles)	Rate	Exception note
Omaha, Nebr.	St. Louis, Mo.	413	32.0	
Burlington, Iowa	Plainview, Nebr.	425	1 59.0	
Beatrice, Nebr.	St. Louis, Mo.	430	41.0	
South St. Paul, Minn.	Beatrice, Nebr.	433	49.0	
Superior, Nebr.	Burlington, Iowa	436	1 57.0	
Mitchell, S. Dak.	Rock Island, Ill.	444	54.0	
Lincoln, Nebr.	St. Louis, Mo.	446	37.0	
East St. Louis, Ill.	Lincoln, Nebr.	449	37.0	
Burlington, Iowa	Kearney, Nebr.	465	1 60.0	
Kansas City, Mo.	St. Paul, Minn.	471	40.5	41
Duluth, Minn.	Fremont, Nebr.	485	45.0	42
St. Louis, Mo.	Columbus, Nebr.	495	56.0	42
St. Paul, Minn.	Kearney, Nebr.	495	1 62.0	42
St. Louis, Mo.	Edgar, Nebr.	501	1 63.0	42
Do	Superior, Nebr.	502	1 63.0	42
Do	Nelson, Nebr.	502	1 64.0	42
Omaha, Nebr.	Cheyenne, Wyo.	507	1 71.0	42
St. Paul, Minn.	St. Louis, Mo.	516	36.5	42
Omaha, Nebr.	Rapid City, S. Dak.	523	57.0	44
St. Paul, Minn.	Concordia, Kans.	525	1 66.0	44
St. Louis, Mo.	Hastings, Nebr.	528	65.0	44
St. Paul, Minn.	Lexington, Nebr.	530	1 67.0	44
St. Louis, Mo.	Norfolk, Nebr.	532	56.0	44
North Platte, Nebr.	St. Paul, Minn.	590	1 72.0	46
St. Paul, Minn.	North Platte, Nebr.	590	1 72.0	46
Duluth, Minn.	Grand Island, Nebr.	594	1 68.0	46
St. Paul, Minn.	Almena, Kans.	597	1 72.0	46
Almena, Kans.	St. Paul, Minn.	597	1 72.0	46
St. Louis, Mo.	Lexington, Nebr.	602	1 73.0	47
St. Paul, Minn.	Norton, Kans.	608	1 72.0	47
Norton, Kans.	St. Paul, Minn.	608	1 72.0	47
Ottumwa, Iowa	Sidney, Nebr.	608	1 78.0	47
Omaha, Nebr.	Casper, Wyo.	613	1 91.0	47
Joplin, Mo.	St. Paul, Minn.	620	1 71.0	47
Do	Minneapolis, Minn.	623	1 71.0	48
Sterling, Colo.	Ottumwa, Iowa	624	1 78.0	48
Mitchell, S. Dak.	St. Louis, Mo.	633	54.0	48
St. Louis, Mo.	Mitchell, S. Dak.	633	57.0	48
Do	North Platte, Nebr.	662	1 79.0	50
Minneapolis, Minn.	Crawford, Nebr.	673	1 81.0	50
Burlington, Iowa	Sidney, Nebr.	682	1 82.0	51
Sidney, Nebr.	Burlington, Iowa	682	1 82.0	51

Average relation of applicable rates to Official Territory basis (percent)..... 131.1

TARIFF AUTHORITY

Same as shown on table II, and the following:

	Tariff No.	Interstate Commerce Commission No.
Issuing Agent L. E. Kipp.....	* 25-D 1-C 230-A 231-A 232-A	A-3479 A-3176 A-2592 A-2593 A-2594

1 Class 36, Exceptions to Western Classification.

EDITORIAL FREIGHT RATES

Rates on fresh meats in Mountain-Pacific Territory generally applicable within Official Territory

(Rates in cents per 100 pounds)

To	Short-line distance (miles)	Commodity rate	Official Territory basis: (Class 50, appendix E)	Percent commodity rate of Official Territory basis
Hunter, Idaho	115	59.0	33	178.8
Silver City, N. Mex.	134	51.0	35	145.7
Delta, Utah	170	64.0	38	173.7
Seattle, Wash.	182	33.0	40	82.5
Idaho Falls, Idaho	185	65.0	40	162.5
Fillmore, Utah	202	64.0	42	157.1
Pocatello, Idaho	203	93.0	46	202.1
Cedar City, Utah	310	66.0	49	134.7
Las Vegas, Nev.	325	54.0	51	113.7
Santa Fe, N. Mex.	340	64.0	51	121.5
Boulder City, Nev.	341	62.0	52	131.3
Butte, Mont.	354	54.0	52	111.5
Helena, Mont.	354	54.0	52	111.5
Spokane, Wash.	354	59.0	52	113.5
Kingman, Ariz.	367	84.0	53	158.5
Boise, Idaho	369	79.0	53	149.1
Roswell, N. Mex.	374	76.0	53	143.4
Twin Falls, Idaho	381	112.0	55	203.6
Las Vegas, N. Mex.	397	74.0	55	134.5
Phoenix, Ariz.	425	91.0	57	159.6
do.	432	67.0	57	117.5
Salt Lake City, Utah	433	114.0	57	207.0
Helena, Mont.	469	125.0	60	208.3
Las Vegas, Nev.	495	65.0	61	104.2
Portland, Oreg.	493	60.0	61	94.4
Boise, Idaho	496	130.0	61	213.1
Raton, N. Mex.	498	81.5	61	139.6
Tucson, Ariz.	502	106.0	62	171.0
Williams, Ariz.	502	106.0	62	171.0
Prescott, Ariz.	504	102.0	62	164.5
Nampa, Idaho	506	130.0	62	209.7
Ogden, Utah	515	70.0	62	112.9
Los Angeles, Calif.	536	109.0	64	170.3
El Paso, Tex.	554	107.0	66	162.1
Do.	554	109.0	66	165.2
Do.	564	113.0	66	171.2
Denver, Colo.	570	84.0	66	127.3
Boise, Idaho	574	75.0	66	113.6
Do.	574	75.0	66	113.6
Spokane, Wash.	621	83.0	71	116.9
Denver, Colo.	648	70.0	72	97.9
Butte, Mont.	656	109.0	72	151.4
Portland, Oreg.	717	69.0	76	90.8
Ogden, Utah	754	110.0	77	142.9
Butte, Mont.	763	109.0	79	134.9
Ogden, Utah	774	104.0	79	116.7
Los Angeles, Calif.	774	104.0	79	116.7
Ogden, Utah	777	109.0	79	116.7
El Paso, Tex.	813	144.0	83	173.5
Ogden, Utah	851	108.0	84	128.6
Denver, Colo.	880	100.0	86	118.3
Seattle, Wash.	898	74.0	86	86.0
Ogden, Utah	931	113.0	88	129.4
Spokane, Wash.	966	103.0	90	114.4
Portland, Oreg.	1,085	84.0	97	89.6
Seattle, Wash.	1,265	90.0	106	84.9
Spokane, Wash.	1,334	118.0	110	107.3

Average relation of commodity rates to Official Territory basis (percent)..... 137.1