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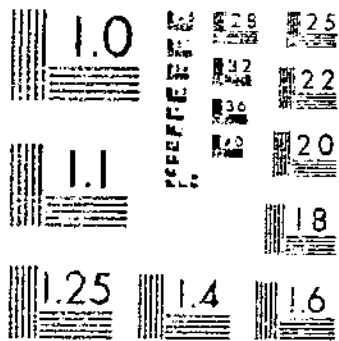
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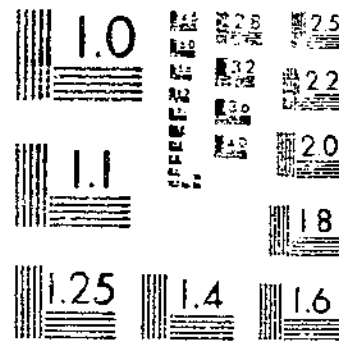
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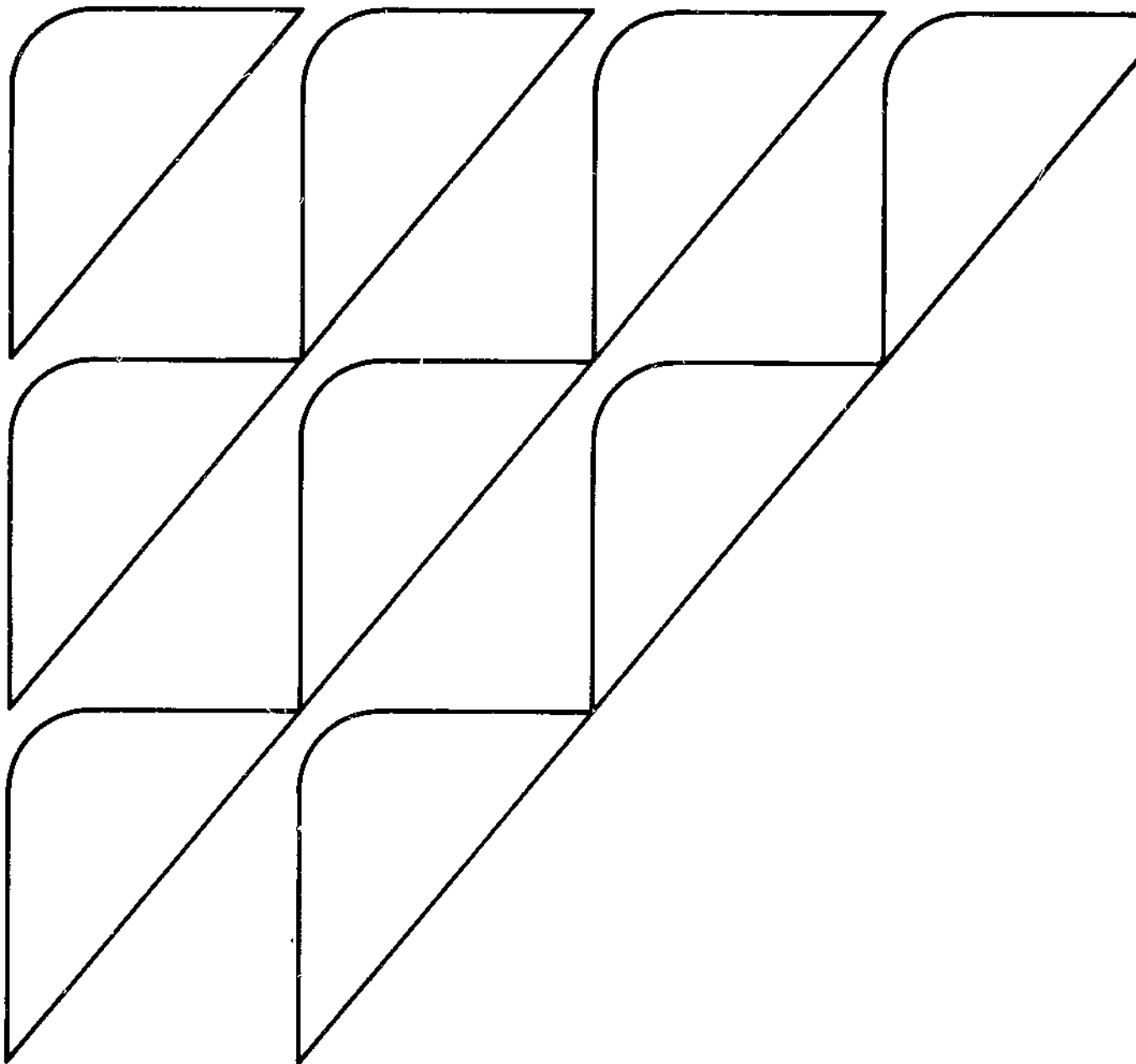
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Statistical
Bulletin
Number 696

U.S. Cotton Distribution Patterns, 1980/81

Edward H. Glade, Jr.
Mae Dean Johnson

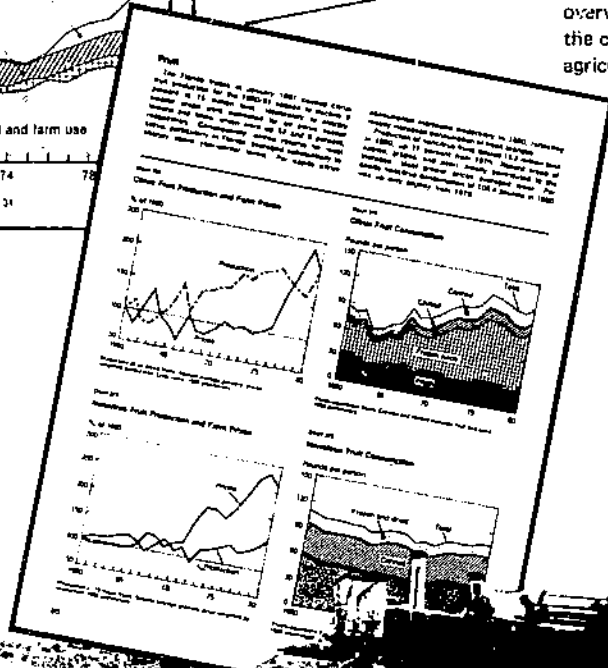
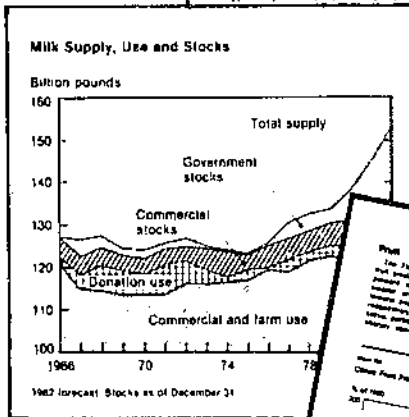
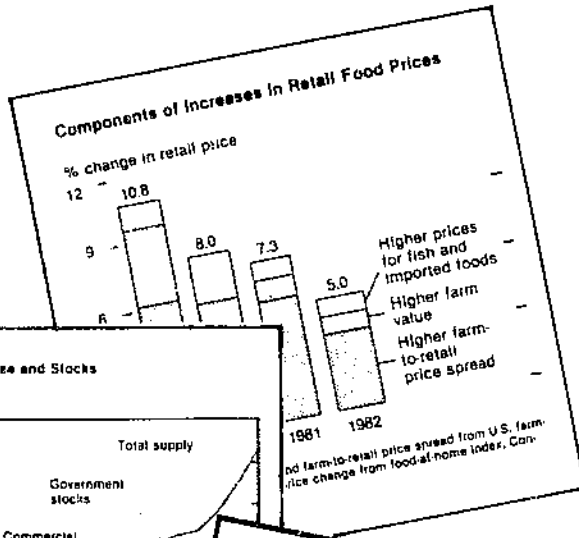


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U.S. COTTON DISTRIBUTION PATTERNS, 1980/81. Edward H. Glade, Jr., and Mae Dean Johnson. National Economics Division, Economic Research Service, U.S. Department of Agriculture. Statistical Bulletin No. 696.

ABSTRACT

Expanding U.S. cotton exports and declining domestic demand reduced domestic mill shipments from 68 percent of all shipments in 1970/71 to 45 percent in 1980/81. Trucks, recently replacing rail as the primary cotton transporter, moved 53 percent of the shipments in 1975/76, but 69 percent in 1980/81. Results of an industrywide survey to determine the origins, destinations, and volumes of cotton shipped to alternative domestic outlets and export points during 1980/81 are presented, with data by State, region, and for the Nation, by mode of transportation. Results are also compared with similar surveys of the 1970 and 1975 crop years.

KEYWORDS: Cotton transportation, regional patterns, distribution

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PREFACE

This report continues a series of studies providing basic information on the origins, destinations, and modes of transportation involved in marketing U.S. cotton from production areas to domestic mills and export locations. Previous reports covering the 1961, 1970, and 1975 crop years are out of print. Some limited data covering these years are contained in this report, but more detailed information is available from the authors upon request.

Special appreciation is expressed to the many individuals in the cotton warehousing industry and to the Cotton Warehouse Association of America for its continued support of these studies.

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U.S. Cotton Distribution Patterns, 1980/81

Edward H. Glade, Jr.
Mae Dean Johnson

INTRODUCTION

Significant shifts have occurred in the trade patterns for U.S. cotton during the past 10 years. Expanding U.S. cotton exports--especially to the fast-growing Far East market--plus declining domestic demand have sharply reduced domestic mill shipments in the last 10 years. The Pacific coast has become the leading cotton-exporting area while the amount of cotton embarking from Atlantic and Gulf coast ports has remained stable during the decade. Trucks have overtaken rail as the major cotton transporter.

This report documents current cotton origins, destinations, volumes, and modes of transportation. Data presented here provide a link between activities at the farm level and those at the final market. Firms involved in cotton marketing examine trends in distribution patterns to determine the need for adjustments in storage and handling facilities. Moreover, an analysis of changes in State and regional cotton flows and in modes of transportation enables cotton merchants and the transportation industry to anticipate future demands for service.

METHOD OF STUDY

This report is based on a survey of cotton warehouses located in each of the 14 cotton-producing States. A mail questionnaire was sent to 523 facilities identified by the Agricultural Stabilization and Conservation Service (ASCS) as Government-approved warehouses. A total of 194 usable responses was obtained. An additional 150 firms returned the questionnaire but reported being out of business or handling no cotton during the survey period. Also, a number of large warehouse chains within a State reported their combined operations on one survey form. Data were obtained on shipments of approximately 8.4 million bales during the 1980/81 season, or about 76 percent of 1980/81 production.

Resulting tables and figures show: the major destinations to which cotton was shipped from each producing State and region; the relative importance of rail and truck shipments in these areas; and the shifts that have occurred in destinations and type of carrier used to transport cotton from warehouses since 1970/71 and 1975/76.

Total shipments may not coincide exactly with production data for a State or region, because a few Government-approved warehouses did not respond and non-Government-approved storage facilities were not included in the survey. Also, some cotton moved directly from gins to mills, and some cotton from previous crops entered distribution channels. Moreover, destinations reported were first destinations and may not have been final destinations. Data are not available for determining the extent to which reshipment contributed to total shipments.

FINDINGS

Cotton shipped to Alabama, Georgia, North Carolina, South Carolina, and Virginia was assumed to be a direct movement for domestic mill consumption and was identified as the "Southeast mill area." Shipments to the New England States are also for direct mill use. A few textile mills are located in other States, but reported shipments to Arkansas, Louisiana, Mississippi, Missouri, Tennessee, and Texas are primarily for concentrating cotton into larger lots for eventual reshipment. Therefore, all movements to these States were assumed to be for concentration purposes. The destinations of cotton shipped for export are the four primary port areas. These are: the Atlantic coast ports; the Pacific coast ports; the central gulf ports of New Orleans, Mobile, and Pensacola; and the west gulf ports in Texas.

U.S. Distribution Patterns

About 45 percent of all U.S. cotton shipments during the 1980/81 season went to domestic textile mills and interior concentration points, compared with 63 percent in 1975/76 and 68 percent in 1970/71 (fig. 1). Expanding U.S. cotton exports and reduced domestic demand have caused the sharp drop in domestic mill shipments. Exports through the four major ports accounted for over 53 percent of total shipments in 1980/81, up from about 33 percent in both previous time periods (table 1). The Pacific coast has become the leading cotton-exporting center while the proportion of cotton moving to Atlantic and gulf coast ports has remained fairly stable over the past 10 years. Shipments to Pacific port areas during 1980/81 represented over 33 percent of total cotton movement to all destinations.

Rapid changes have occurred in the modes of cotton transportation. Since 1975, motor trucks have replaced rail as the primary transporter of U.S. cotton. Truck movements accounted for approximately 53 percent of all shipments during the 1975/76 season and increased to almost 69 percent for the 1980 crop (fig. 2).

The steady increase in the proportion of cotton moving by truck has resulted from increasingly competitive truck rates; more flexible scheduling; generally shorter delivery time of truck transportation, which lowers interest charges; and efficiencies gained by containerized shipments, especially for export movement.

Regional Distribution Patterns

Regional cotton marketing patterns have been affected by the westward movement of cotton production, differences in cotton quality among regions, shifts in consumption patterns, and changing transportation rate structures.

Southeast--Cotton shipments from the Southeast were primarily to textile mills located within the area. Over 93 percent of Southeast cotton transported in 1980/81 remained within the region, with 51 percent being intrastate shipments (table 4). The significant transportation cost advantages over other regions encourages the consumption of Southeast cotton within the region. In addition, a large part of the crop can be transported to local textile mills without further compression, either directly from the gin or from local warehouses. This has resulted in stability in distribution patterns since 1970/71 (fig. 3). Trucks have been used for transporting nearly 66 percent of the Southeast crop during the past 10 years because of the generally short distance between production and consumption centers (fig. 4).

South Central--Nearly 72 percent of all South Central cotton moved to Southeast mills in 1980/81. The proportions ranged from 66.5 percent of Mississippi shipments to over 83 percent of the cotton shipped from Missouri (tables 9-14). An increasing share of cotton grown in the South Central States is exported--about 18 percent of total shipments during 1980/81 compared with 10 percent for the 1970/71 season (fig. 5). The most rapid adjustment in distribution patterns in the region has come in the methods of transportation used. Approximately 24 percent of all regional shipments were rail movements in 1980/81, compared with about 62 percent during the 1970/71 season (fig. 6). The increased use of motor trucks as the primary transporter of South Central cotton reflects the strong competition of motor carriers in the region, plus problems of availability of rail cars and abandonment of numerous connecting rail lines within the area.

Southwest--About 28 percent of the Southwest cotton marketed in 1980/81 was shipped to the Southeast mill area. Most Southwest cotton, however, moved to export markets. Shipments to Canada and ports accounted for 64 percent of all regional movements in 1980/81, compared with about 59 and 55 percent during 1975/76 and 1970/71, respectively (fig. 7 and table 15).

While the largest proportion of Southwest exports are handled through the west gulf ports (mainly Houston-Galveston), a growing and significant volume is now shipped directly to the Pacific coast. For exports to countries in the Far East, merchants can use the "mini-bridge" system, whereby Southwest cotton is preloaded into exportable containers at the point of origin, requiring no reloading. The cotton is then shipped either by rail or truck to Pacific ports. About 17 percent of all Southwest marketing for 1980/81 were "mini-bridge" movements.

Approximately 54 percent of the Southwest crop was transported by truck in 1980/81, compared with only 14 percent during 1970/71, primarily reflecting the substitution of trucks for traditional rail shipments for cotton moving to west gulf ports (fig. 8).

West--In 1980/81, about 71 percent of Western cotton was shipped for export, compared with around 50 percent of the crop during the past decade (fig. 9). The expansion of cotton sales to the Far East and sharply higher transportation rates to the Southeast mill area, are primarily responsible for this shift. Because of the increasing share of Western cotton moving to nearby ports, trucks were used to transport about 79 percent of the 1980 crop, compared with 58 percent 5 years earlier (fig. 10). While rail is the predominant mode of transportation to the Southeast mill area, trucks are also used for these long-haul movements in many cases because of shorter delivery times (table 18).

Figure 1
 DISTRIBUTION OF U.S. COTTON
 SHIPMENTS BY DESTINATION

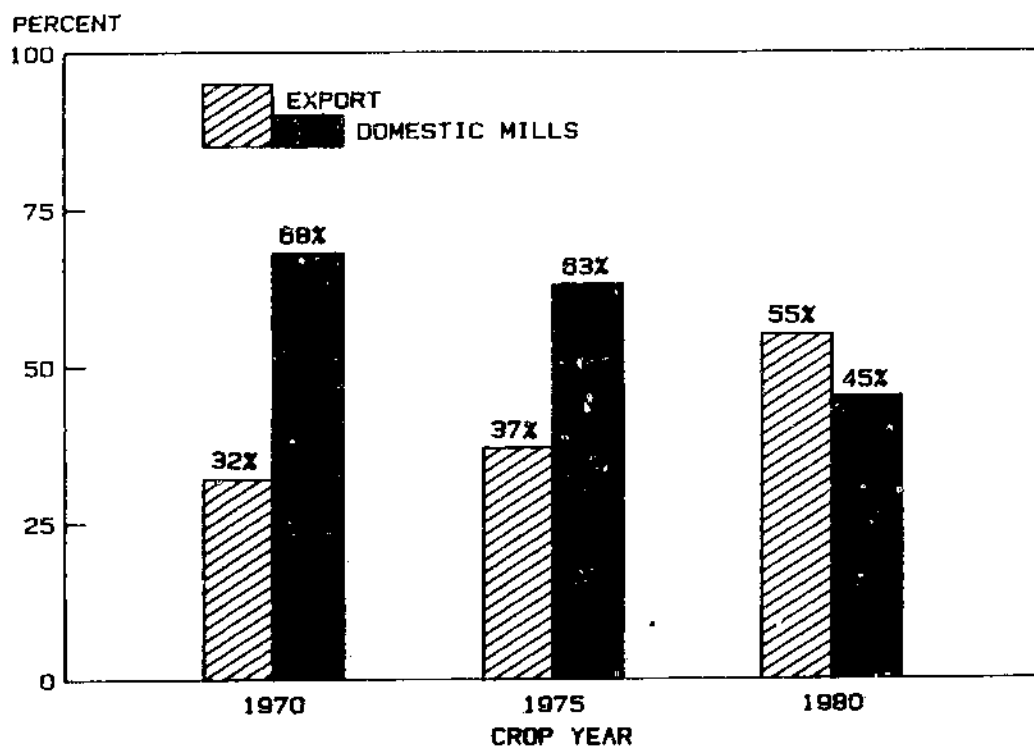


Figure 2
 Distribution of U.S. Cotton
 Shipments by Mode of Transportation

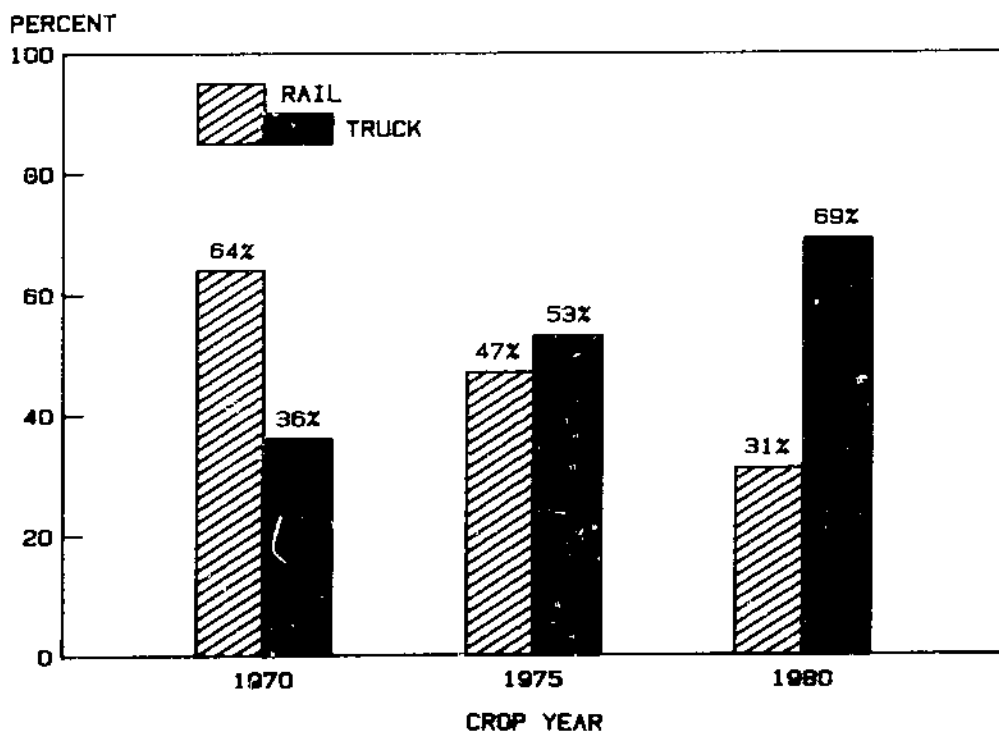


Table 1--Cotton shipments from warehouses, by destinations and mode of transportation, United States 1980/81

Destination	Mode of transportation			Share of U.S. total
	Rail	Truck	Total	
	-----Bales-----			Percent
Southeast mill area:				
Interstate--				
Alabama	268,173	272,913	541,086	6.5
Georgia	197,660	341,975	539,635	6.4
North Carolina	401,339	470,782	872,121	10.4
South Carolina	499,788	521,842	1,021,630	12.2
Virginia	21,616	24,987	46,603	.6
Total	1,388,576	1,632,499	3,021,075	36.1
Intrastate--				
Alabama	4,704	34,619	39,323	.5
Georgia	12,799	35,078	47,877	.6
North Carolina	30,776	51,146	81,922	1.0
South Carolina	16,710	36,486	53,196	.6
Virginia	0	0	0	0
Total	64,989	157,329	222,318	2.7
New England	770	4,567	5,337	0
Interior concentration points <u>1/</u>	<u>2/</u> 86,600	<u>3/</u> 382,934	469,534	5.6
Canada	119,631	16,977	136,608	1.6
Ports:				
Atlantic coast	321	9,721	10,042	.1
Central gulf	7,455	133,623	141,078	1.7
West gulf	386,306	1,117,346	1,503,652	17.9
Pacific Coast	538,679	2,263,664	2,802,343	33.5
Other <u>4/</u>	21,681	42,602	64,283	.8
Total shipments	2,615,008	5,761,262	8,376,270	100.0
		Percent		
Distribution	31.2	68.8	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Arkansas, 2,157; Louisiana, 25; Mississippi, 11,820; Missouri, 356; Tennessee, 53,482; Texas, 18,760.

3/ Arkansas, 29,278; Louisiana, 38,522; Mississippi, 66,838; Missouri, 1,965; Tennessee, 53,343; Texas, 191,060.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 2--Cotton shipments from producing States and regions,
by mode of transportation, 1980/81

Origin	Total shipments	Mode of transportation		Percentage shipped by	
		Rail	Truck	Rail	Truck
		-----Bales-----		-----Percent-----	
Southeast:					
Alabama	173,251	51,809	121,442	29.9	70.1
Georgia	89,030	25,728	63,302	28.9	71.1
North Carolina	92,966	33,393	59,573	35.9	64.1
South Carolina	81,081	20,254	60,827	25.0	75.0
Virginia	0	0	0	0	0
Total	436,328	131,184	305,144	30.1	69.9
South Central:					
Arkansas	241,706	79,505	162,201	32.9	67.1
Louisiana	290,645	43,430	247,215	14.9	85.1
Mississippi	742,392	145,908	596,484	19.7	80.3
Missouri	103,375	32,682	70,693	31.6	68.4
Tennessee	209,012	77,791	131,221	37.2	62.8
Total	1,587,130	379,316	1,207,814	23.9	76.1
Southwest:					
Oklahoma	154,049	68,866	85,183	44.7	55.3
Texas	2,929,655	1,351,155	1,578,500	46.1	53.9
Total	3,083,704	1,420,021	1,663,683	46.1	53.9
West:					
Arizona	764,500	62,795	701,705	8.2	91.8
California	2,322,357	552,915	1,769,442	23.8	76.2
New Mexico	182,251	68,777	113,474	37.7	62.3
Total	3,269,108	684,487	2,584,621	20.9	79.1
Total	8,376,270	2,615,008	5,761,262	31.2	68.8

Table 3--Contribution of producing States and regions to total cotton flow, by origin and mode of transportation, 1980/81

Origin	Rail	Truck
<u>Percent</u>		
Southeast:		
Alabama	2.0	2.1
Georgia	1.0	1.1
North Carolina	1.3	1.0
South Carolina	.8	1.1
Virginia	0	0
South Central:		
Arkansas	3.0	2.8
Louisiana	1.7	4.3
Mississippi	5.6	10.3
Missouri	1.2	1.2
Tennessee	3.0	2.3
Southwest:		
Oklahoma	2.6	1.5
Texas	51.7	27.4
West:		
Arizona	2.4	12.2
California	21.1	30.7
New Mexico	2.6	2.0
Total	100.0	100.0

Figure 3
 DISTRIBUTION OF SOUTHEAST COTTON
 SHIPMENTS BY DESTINATION

PERCENT

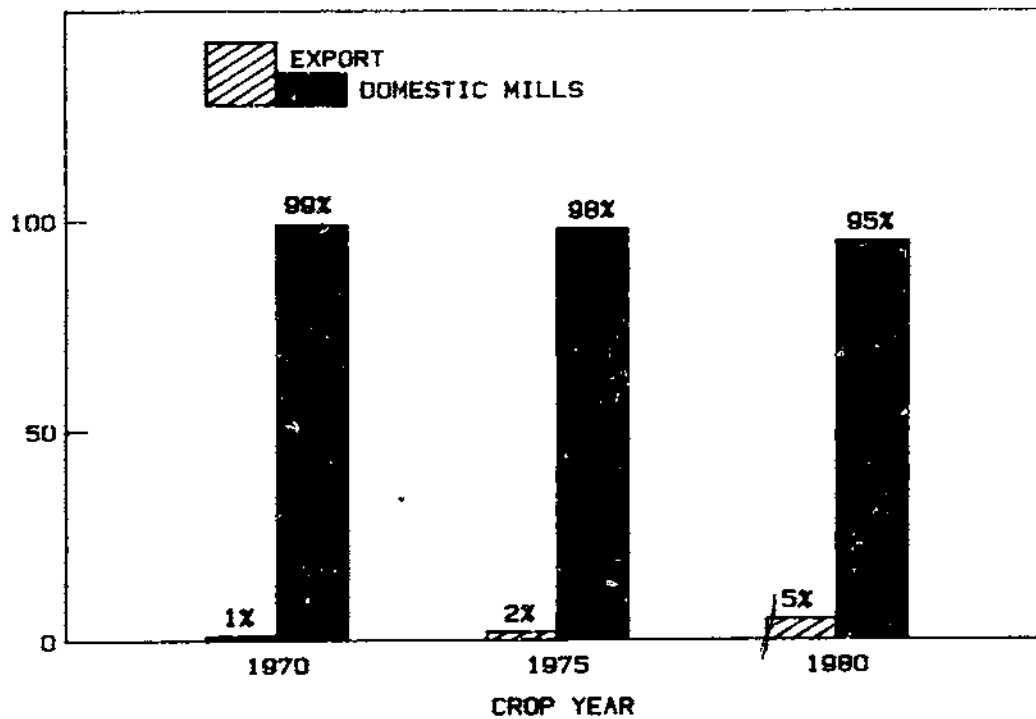


Figure 4
 Distribution of Southeast Cotton
 Shipments by Mode of Transportation

PERCENT

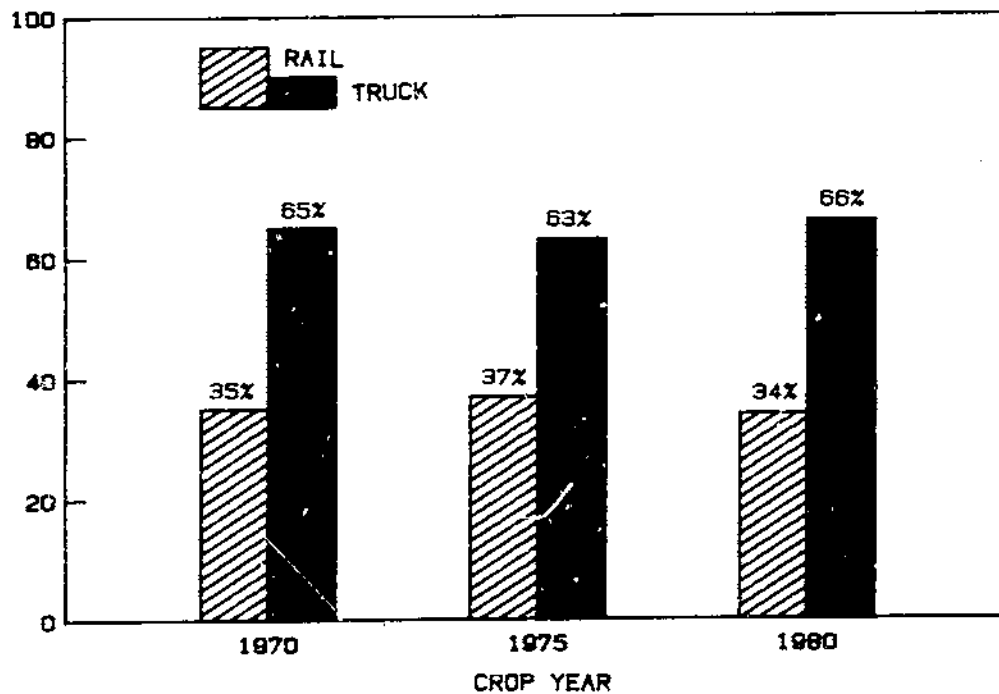


Table 4—Southeast: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	-----Bales-----			Percent
Southeast mill area:				
Interstate--				
Alabama	45,911	71,521	117,432	26.9
Georgia	12,568	18,634	31,202	7.2
North Carolina	2,617	7,111	9,728	2.2
South Carolina	2,342	24,341	26,683	6.1
Virginia	0	0	0	0
Total	63,438	121,607	185,045	42.4
Intrastate--				
Alabama	4,704	34,619	39,323	9.0
Georgia	12,799	35,078	47,877	11.0
North Carolina	30,776	51,146	81,922	18.8
South Carolina	16,710	36,486	53,196	12.2
Virginia	0	0	0	0
Total	64,989	157,329	222,318	51.0
Total mill area	128,427	278,936	407,363	93.4
New England	361	675	1,036	.2
Interior concentration points <u>1/</u>	<u>2/</u> 1,534	<u>3/</u> 5,083	6,617	1.5
Canada	0	206	206	.1
Ports:				
Atlantic coast	321	3,179	3,500	.8
Central gulf	240	15,878	16,118	3.7
West gulf	0	0	0	0
Pacific coast	0	0	0	0
Other <u>4/</u>	301	1,187	1,488	.3
Total shipments	131,184	305,144	436,328	100.0
		Percent		
Distribution	30.1	69.9	100.0	NA

NA = Not applicable.

1/ Nonconsuming establishments from which cotton is reshipped to final destinations.

2/ Mississippi, 950; Tennessee, 584.

3/ Louisiana, 741; Mississippi, 1,880; Tennessee, 49; Texas, 2,413.

4/ Minor destinations and destinations designated as "Other" by shipping warehouse.

Table 5--Alabama: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Interstate--				
Georgia	18,910	45,823	64,733	37.4
North Carolina	9,908	14,341	24,249	14.0
South Carolina	17,093	11,357	28,450	16.4
Virginia	0	0	0	0
Total	45,911	71,521	117,432	67.8
Intrastate--	4,704	34,619	39,323	22.7
New England	0	0	0	0
Interior concentration points <u>1/</u>	<u>2/</u> 954	<u>3/</u> 2,432	3,386	2.0
Canada	0	206	206	.1
Ports:				
Atlantic coast	0	0	0	0
Central gulf	240	11,515	11,755	6.8
West gulf	0	0	0	0
Pacific coast	0	0	0	0
Other <u>4/</u>	0	1,149	1,149	.6
Total shipments	51,809	121,442	173,251	100.0
		<u>Percent</u>		
Distribution	29.9	70.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Mississippi, 770; Tennessee, 184.

3/ Louisiana, 353; Mississippi, 1,478; Tennessee, 38; Texas, 563.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 6--Georgia: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Interstate--				
Alabama	4,272	5,699	9,971	11.2
North Carolina	4,606	4,583	9,189	10.4
South Carolina	3,591	8,352	11,943	13.4
Virginia	99	0	99	35.1
Total	12,568	18,634	31,202	35.1
Intrastate--	12,799	35,078	47,877	53.8
New England	361	435	796	.9
Interior concentration points <u>1/</u>	0	<u>2/</u> 1,575	1,575	1.7
Canada	0	0	0	0
Ports:				
Atlantic coast	0	3,179	3,179	3.6
Central gulf	0	4,363	4,363	4.9
West gulf	0	0	0	0
Pacific coast	0	0	0	0
Other <u>3/</u>	0	38	38	0
Total shipments	25,728	63,302	89,030	100.0
		<u>Percent</u>		
Distribution	28.9	71.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Mississippi, 389; Tennessee, 11; Texas, 1,175.

3/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 7--North Carolina: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Interstate--				
Alabama	88	466	554	.6
North Carolina	2,178	0	2,178	2.3
South Carolina	65	6,254	6,319	6.8
Virginia	286	391	677	.7
Total	2,617	7,111	9,728	10.4
Intrastate--	30,776	51,146	81,922	88.1
New England	0	240	240	.3
Interior concentration points <u>1/</u>	0	<u>2/</u> 1,076	1,076	1.2
Canada	0	0	0	0
Ports:				
Atlantic coast	0	0	0	0
Central gulf	0	0	0	0
West gulf	0	0	0	0
Pacific coast	0	0	0	0
Other <u>3/</u>	0	0	0	0
Total shipments	33,393	59,573	92,966	100.0
		<u>Percent</u>		
Distribution	35.9	64.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Louisiana, 388; Mississippi, 13; Texas, 675.

3/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 8--South Carolina: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Interstate--				
Alabama	616	1,381	1,997	2.5
Georgia	278	2,699	2,997	3.6
North Carolina	1,365	20,261	21,626	26.7
Virginia	83	0	83	.1
Total	2,342	24,341	26,683	32.9
Intrastate--	16,710	36,486	53,196	65.6
New England	0	0	0	0
Interior concentration points <u>1/</u>	<u>2/</u> 580	<u>3/</u> 0	580	.7
Canada	0	0	0	0
Ports:				
Atlantic coast	321	0	321	.4
Central gulf	0	0	0	0
West gulf	0	0	0	0
Pacific coast	0	0	0	0
Other <u>3/</u>	301	0	301	.4
Total shipments	20,254	60,827	81,081	100.0
		<u>Percent</u>		
Distribution	25.0	75.0	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Mississippi, 180; Tennessee, 400.

3/ Minor destinations and destinations designated as "other" by shipping warehouse.

Figure 5
 DISTRIBUTION OF SOUTH CENTRAL COTTON
 SHIPMENTS BY DESTINATION

PERCENT

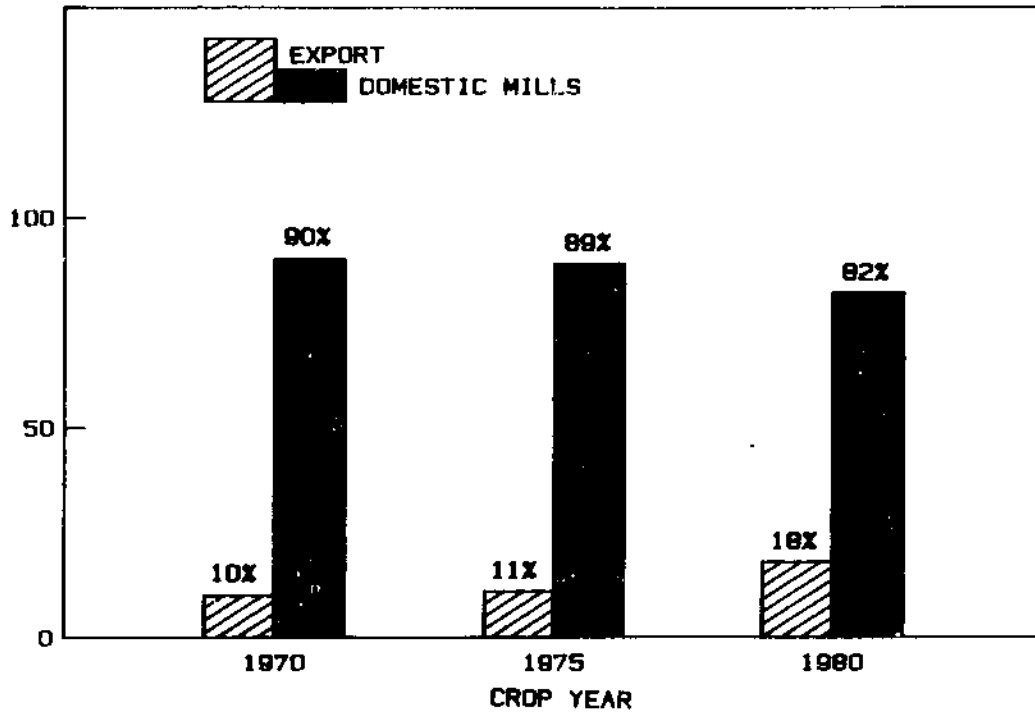


Figure 6
 Distribution of South Central Cotton
 Shipments by Mode of Transportation

PERCENT

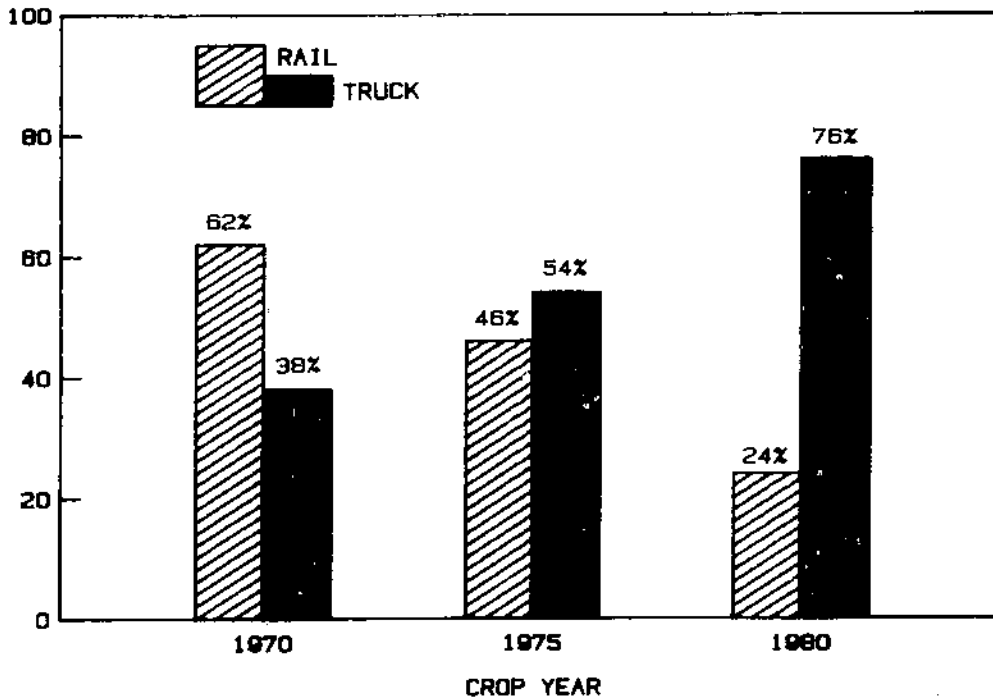


Table 9--South Central: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	Bales			Percent
Southeast mill area:				
Alabama	39,396	92,711	132,107	8.3
Georgia	35,869	144,905	180,774	11.4
North Carolina	90,850	263,124	353,974	22.3
South Carolina	133,595	312,471	446,066	28.1
Virginia	5,337	17,416	22,753	1.4
Total	305,047	830,627	1,135,674	71.5
New England	0	1,084	1,084	.1
Interior concentration points <u>1/</u>	<u>2/</u> 11,866	<u>3/</u> 150,226	162,092	10.2
Canada	42,874	14,489	57,363	3.6
Ports:				
Atlantic coast	0	1,190	1,190	.1
Central gulf	7,065	117,217	124,282	7.8
West gulf	367	21,641	22,008	1.4
Pacific coast	11,873	60,648	72,521	4.6
Other <u>4/</u>	224	10,692	10,916	.7
Total shipments	379,316	1,207,814	1,587,130	100.0
		Percent		
Distribution	23.9	76.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Louisiana, 25; Mississippi, 2,495; Tennessee, 6,002; Arkansas, 820; Missouri, 60; Texas, 2,464.

3/ Arkansas, 25,131; Louisiana, 37,479; Mississippi, 36,353; Tennessee, 34,174; Texas, 16,174; Missouri, 915.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 10--Arkansas: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	3,452	9,678	13,130	5.4
Georgia	2,460	13,696	16,156	6.7
North Carolina	15,425	40,462	55,887	23.1
South Carolina	36,634	57,011	93,645	38.7
Virginia	910	1,726	2,636	1.1
Total	58,881	122,573	181,454	75.0
New England	0	0	0	0
Interior concentration points <u>1/</u>	<u>2/</u> 970	<u>3/</u> 10,392	11,362	4.7
Intrastate	321	8,108	8,429	3.5
Canada	17,234	1,456	18,690	7.7
Ports:				
Atlantic coast	0	0	0	0
Central gulf	1,546	18,632	20,178	8.4
West gulf	367	856	1,223	.5
Pacific coast	0	0	0	0
Other <u>4/</u>	186	184	370	.2
Total shipments	79,505	162,201	241,706	100.0
		<u>Percent</u>		
Distribution	32.9	67.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Tennessee, 970.

3/ Louisiana, 1,686; Mississippi, 1,406; Tennessee, 5,021; Texas, 2,193; Missouri, 86.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 11--Louisiana: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	7,371	21,238	28,609	9.8
Georgia	1,834	35,945	37,779	13.0
North Carolina	14,124	65,750	79,874	27.5
South Carolina	9,206	73,089	82,295	28.3
Virginia	185	839	1,024	.4
Total	32,720	196,861	229,581	79.0
New England	0	80	80	0
Interior concentration points <u>1/</u>	<u>2/</u> 181	<u>3/</u> 21,848	22,029	7.6
Intrastate	0	163	163	.1
Canada	9,673	2,334	12,007	4.1
Ports:				
Atlantic coast	0	608	608	.2
Central gulf	856	10,092	10,948	3.7
West gulf	0	5,950	5,950	2.1
Pacific coast	0	0	0	0
Other <u>4/</u>	0	9,279	9,279	3.2
Total shipments	43,430	247,215	290,645	100.0
		<u>Percent</u>		
Distribution	14.9	85.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Tennessee, 181.

3/ Arkansas, 3,492; Mississippi, 5,240; Tennessee, 6,365; Texas, 6,751.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 12--Mississippi: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	14,180	37,905	52,085	7.0
Georgia	21,559	68,236	89,795	12.1
North Carolina	37,455	110,580	148,035	19.9
South Carolina	56,421	136,608	193,029	26.0
Virginia	2,302	8,624	10,926	1.5
Total	132,154	390,500	502,654	66.5
New England	0	135	135	0
Interior concentration points <u>1/</u>	<u>2/</u> 5,645	<u>3/</u> 59,140	64,785	8.7
Intrastate	1,762	26,271	28,033	3.8
Canada	3,444	9,652	13,096	1.8
Ports:				
Atlantic coast	0	284	284	0
Central gulf	3,102	66,901	70,003	9.4
West gulf	0	11,137	11,137	1.5
Pacific coast	0	60,648	60,648	8.2
Other <u>4/</u>	38	363	401	.1
Total shipments	145,908	596,484	742,392	100.0
		<u>Percent</u>		
Distribution	19.7	80.3	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Arkansas, 199; Missouri, 60; Tennessee, 2,922; Texas, 2,464.

3/ Arkansas, 8,528; Louisiana, 33,725; Missouri, 466; Tennessee, 11,974; Texas, 4,447.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 13--Missouri: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	1,344	9,402	10,746	10.4
Georgia	886	8,352	9,238	8.9
North Carolina	11,068	19,103	30,171	29.2
South Carolina	14,848	17,616	32,464	31.4
Virginia	746	2,875	3,621	3.5
Total	28,892	57,348	86,240	83.4
New England	0	0	0	0
Interior concentration points <u>1/</u>	<u>2/</u> 666	<u>3/</u> 8,878	9,544	9.2
Intrastate	0	363	363	0.4
Canada	3,124	156	3,280	3.2
Ports:				
Atlantic coast	0	0	0	0
Central gulf	0	3,653	3,653	3.5
West gulf	0	0	0	0
Pacific coast	0	0	0	0
Other <u>4/</u>	0	295	295	.3
Total shipments	32,682	70,693	103,375	100.0
		<u>Percent</u>		
Distribution	31.6	68.4	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Arkansas, 300; Tennessee, 366.

3/ Arkansas, 2,239; Louisiana, 1,597; Mississippi, 861; Tennessee, 3,918; Texas, 263.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 14--Tennessee: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	13,049	14,488	27,537	13.2
Georgia	9,130	18,676	27,806	13.3
North Carolina	12,778	27,229	40,007	19.1
South Carolina	16,486	28,147	44,633	21.4
Virginia	1,194	3,352	4,546	2.2
Total	52,637	91,892	144,529	69.2
New England	0	869	869	.4
Interior concentration points <u>1/</u>	<u>2/</u> 758	<u>3/</u> 8,167	8,925	4.3
Intrastate	1,563	6,896	8,459	4.0
Canada	9,399	891	10,290	4.9
Ports:				
Atlantic coast	0	298	298	.1
Central gulf	1,561	17,939	19,500	9.3
West gulf	0	3,698	3,698	1.8
Pacific coast	11,873	0	11,873	5.7
Other <u>4/</u>	0	571	571	.3
Total shipments	77,791	131,221	209,012	100.0
		<u>Percent</u>		
Distribution	37.2	62.8	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Louisiana, 25; Mississippi, 733.

3/ Arkansas, 2,764; Louisiana, 308; Mississippi, 2,575; Texas, 2,520.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Figure 7
 DISTRIBUTION OF SOUTHWEST COTTON
 SHIPMENTS BY DESTINATION

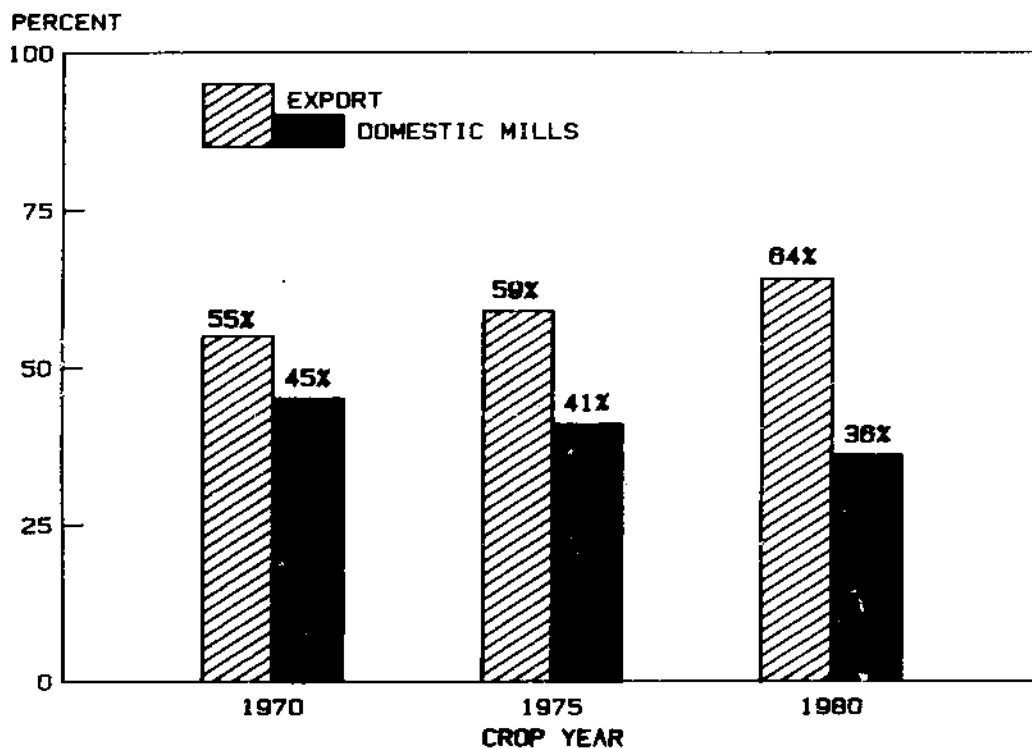


Figure 8
 Distribution of Southwest Cotton
 Shipments by Mode of Transportation

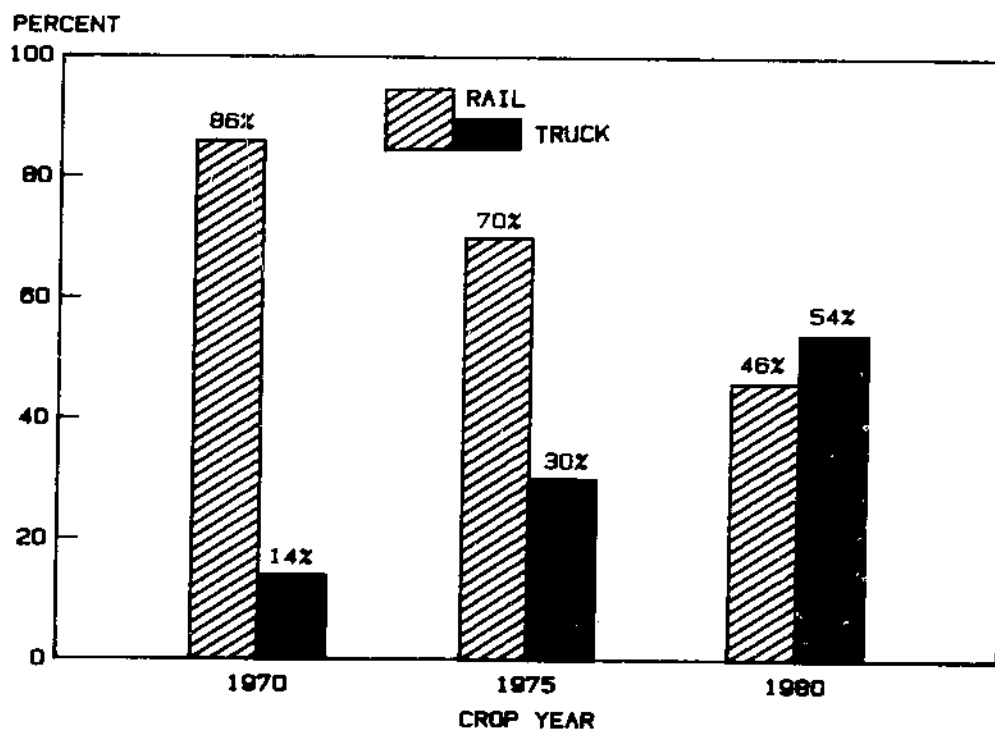


Table 15--Southwest: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	109,123	74,999	184,122	5.9
Georgia	97,346	139,235	236,581	7.7
North Carolina	95,024	126,161	221,185	7.2
South Carolina	132,179	99,416	231,595	7.5
Virginia	150	2,762	2,912	.1
Total	433,822	442,573	876,395	28.4
New England	229	2,781	3,010	.1
Interior concentration points <u>1/</u>	<u>2/</u> 36,008	<u>3/</u> 183,607	219,615	7.1
Canada	54,251	2,202	56,453	1.8
Ports:				
Atlantic coast	0	1,802	1,802	.1
Central gulf	150	528	678	0
West gulf	377,231	946,652	1,323,883	42.9
Pacific coast	514,022	77,289	591,311	19.2
Other <u>4/</u>	4,308	6,249	10,557	.4
Total shipments	1,420,021	1,663,683	3,083,704	100.0
		<u>Percent</u>		
Distribution	46.0	54.0	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Arkansas, 1,337; Mississippi, 7,342; Missouri, 115; Tennessee, 11,098; Texas, 16,116.

3/ Arkansas, 3,607; Louisiana, 183; Mississippi, 13,732; Missouri, 890; Tennessee, 1,694; Texas, 163,501.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 16--Oklahoma: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	1,576	2,515	4,091	2.7
Georgia	1,695	8,111	9,806	6.4
North Carolina	3,819	3,991	7,810	5.1
South Carolina	2,509	3,468	5,977	3.9
Virginia	0	0	0	0
Total	9,599	18,085	27,684	18.1
New England	0	0	0	0
Interior concentration points <u>1/</u>	<u>2/</u> 1,212	<u>3/</u> 15,289	16,501	10.7
Intrastate	0	0	0	0
Canada	736	0	736	.4
Ports:				
Atlantic coast	0	0	0	0
Central gulf	0	42	42	0
West gulf	9,720	43,745	53,465	34.7
Pacific coast	43,501	6,725	50,226	32.6
Other <u>4/</u>	4,098	1,297	5,395	3.5
Total shipments	68,866	85,183	154,049	100.0
		<u>Percent</u>		
Distribution	44.7	55.3	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Mississippi, 548; Tennessee, 431; Texas, 233.

3/ Mississippi, 79; Tennessee, 1; Texas, 15,209.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 17--Texas: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	-----Bales-----			Percent
Southeast mill area:				
Alabama	107,547	72,484	180,031	6.2
Georgia	95,651	131,124	226,775	7.7
North Carolina	91,205	122,170	213,375	7.3
South Carolina	129,670	95,948	225,618	7.7
Virginia	150	2,762	2,912	.1
Total	424,223	424,488	848,711	29.0
New England	229	2,781	3,010	.1
Interior concentration points <u>1/</u> <u>2/</u>	18,913	<u>3/</u> 20,026	38,939	1.3
Intrastate	15,883	148,292	164,175	5.6
Canada	53,515	2,202	55,717	1.9
Ports:				
Atlantic coast	0	1,802	1,802	.1
Central gulf	150	486	636	0
West gulf	367,511	902,907	1,270,418	43.4
Pacific coast	470,521	70,564	541,085	18.4
Other <u>4/</u>	210	4,952	5,162	.2
Total shipments	1,351,155	1,578,500	2,929,655	100.0
		Percent		
Distribution	46.1	53.9	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Arkansas, 1,337; Mississippi, 6,794; Missouri, 115; Tennessee, 10,667.

3/ Arkansas, 3,607; Louisiana, 183; Mississippi, 13,653; Missouri, 890; Tennessee, 1,693.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Figure 9
**DISTRIBUTION OF WESTERN COTTON
 SHIPMENTS BY DESTINATION**

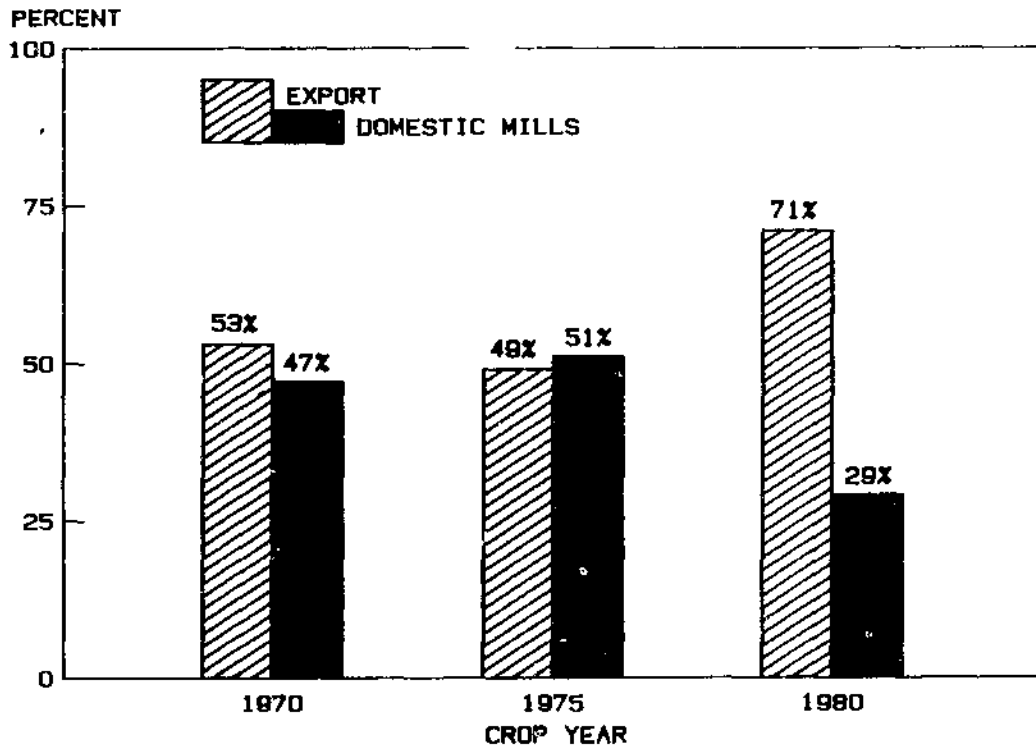


Figure 10
 Distribution of Western Cotton
 Shipments by Mode of Transportation

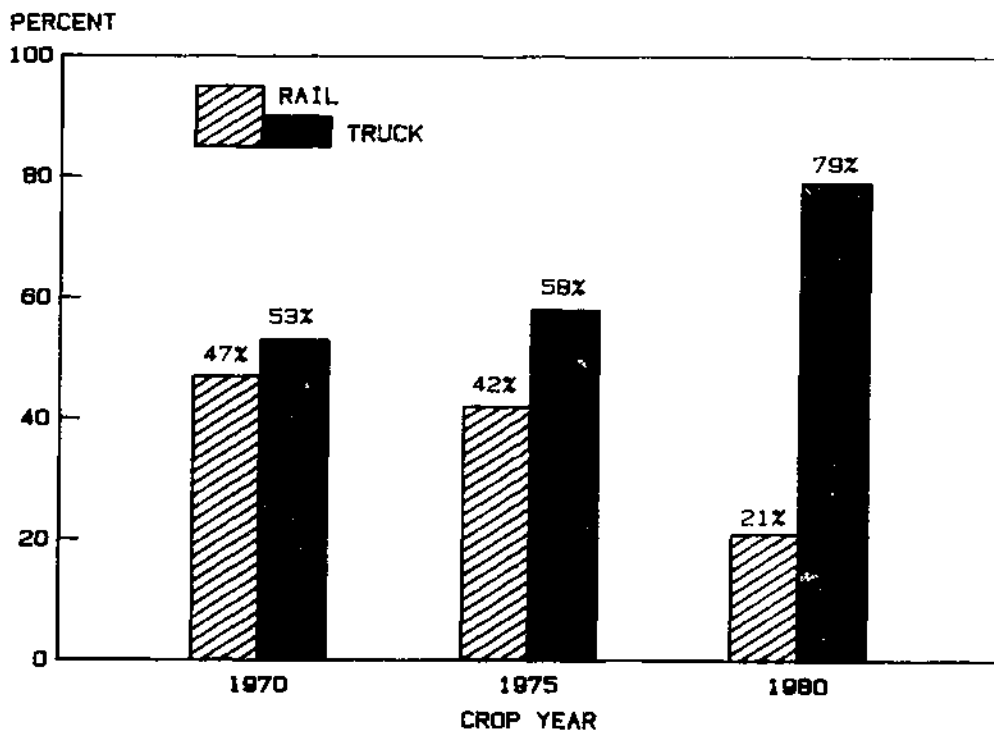


Table 18--Western: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	73,743	33,682	107,425	3.3
Georgia	51,877	39,201	91,078	2.8
North Carolina	212,848	74,386	287,234	8.8
South Carolina	231,672	85,614	317,286	9.7
Virginia	16,129	4,809	20,938	.6
Total	586,269	237,692	823,961	25.2
New England	180	27	207	0
Interior concentration points <u>1/</u>	<u>2/</u> 37,192	<u>3/</u> 42,090	79,282	2.4
Canada	22,506	80	22,586	.7
Ports:				
Atlantic coast	0	3,550	3,550	.1
Central gulf	0	0	0	0
West gulf	8,708	149,053	157,761	4.8
Pacific coast	12,784	2,127,655	2,140,439	65.5
Other <u>4/</u>	16,848	24,474	41,322	1.3
Total shipments	684,487	2,584,621	3,269,108	100.0
		<u>Percent</u>		
Distribution	20.9	79.1	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Missouri, 181; Tennessee, 35,798; Mississippi, 1,033; Texas, 180.

3/ Louisiana, 119; Mississippi, 14,873; Tennessee, 17,426; Texas, 8,972; Arkansas, 540; Missouri, 160.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 19--Arizona: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of
	Rail	Truck	Total	regional total
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	8,020	6,785	14,805	1.9
Georgia	2,381	7,950	10,331	1.4
North Carolina	15,301	7,888	23,189	3.0
South Carolina	20,717	8,098	28,815	3.8
Virginia	540	2,936	3,476	.5
Total	46,959	33,657	80,616	10.6
New England				
	180	0	180	0
Interior concentration points <u>1/</u>				
	<u>2/</u> 3,376	<u>3/</u> 5,486	8,862	1.2
Intrastate				
	0	0	0	0
Canada				
	6,360	80	6,440	.8
Ports:				
Atlantic coast	0	3,550	3,550	.5
Central gulf	0	0	0	0
West gulf	0	105,818	105,818	13.5
Pacific coast	0	550,898	550,898	72.0
Other <u>4/</u>				
	5,920	2,216	8,136	1.1
Total shipments	62,795	701,705	764,500	100.0
		<u>Percent</u>		
Distribution	18.2	91.8	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Missouri, 181; Tennessee, 3,015; Texas, 180.

3/ Arkansas, 540; Louisiana, 80; Tennessee, 927; Texas, 3,939.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 20--California: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	59,913	20,374	80,287	3.5
Georgia	44,038	23,507	67,545	2.9
North Carolina	190,447	55,120	245,567	10.6
South Carolina	190,352	58,912	249,264	10.7
Virginia	15,049	1,099	16,148	.7
Total	499,799	159,012	658,811	28.4
New England	0	0	0	0
Interior concentration points <u>1/</u>	<u>2/</u> 30,744	<u>3/</u> 32,378	63,122	2.7
Intrastate	0	1,928	1,928	.1
Canada	11,444	0	11,444	.5
Ports:				
Atlantic coast	0	0	0	0
Central gulf	0	0	0	0
West gulf	0	0	0	0
Pacific coast	0	1,568,150	1,568,150	67.5
Other <u>4/</u>	10,928	7,974	18,902	.8
Total shipments	552,915	1,769,442	2,322,357	100.0
		<u>Percent</u>		
Distribution	23.8	76.2	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Mississippi, 180; Tennessee, 30,564.

3/ Mississippi, 14,797; Missouri, 160; Tennessee, 16,193; Texas, 1,228.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

Table 21--New Mexico: Cotton shipments from warehouses,
by destination and mode of transportation, 1980/81

Destination	Mode of transportation			Share of regional total
	Rail	Truck	Total	
	<u>Bales</u>			<u>Percent</u>
Southeast mill area:				
Alabama	5,810	6,523	12,333	6.8
Georgia	5,458	7,744	13,202	7.3
North Carolina	7,100	11,378	18,478	10.1
South Carolina	20,603	18,604	39,207	21.5
Virginia	540	774	1,314	.7
Total	39,511	45,023	84,534	46.4
New England	0	27	27	0
Interior concentration points <u>1/</u>	<u>2/</u> 3,072	<u>3/</u> 4,226	7,298	4.0
Intrastate--	0	0	0	0
Canada	4,702	0	4,702	2.6
Ports:				
Atlantic coast	0	0	0	0
Central gulf	0	0	0	0
West gulf	8,708	43,235	51,943	28.5
Pacific coast	12,784	6,679	19,463	10.7
Other <u>4/</u>	0	14,284	14,284	7.8
Total shipments	68,777	113,474	182,251	100.0
		<u>Percent</u>		
Distribution	37.7	62.3	100.0	NA

NA = Not applicable.

1/ Nonconsuming points from which cotton is reshipped to final destination.

2/ Mississippi, 853; Tennessee, 2,219.

3/ Louisiana, 39; Mississippi, 76; Tennessee, 306; Texas, 3,805.

4/ Minor destinations and destinations designated as "other" by shipping warehouse.

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