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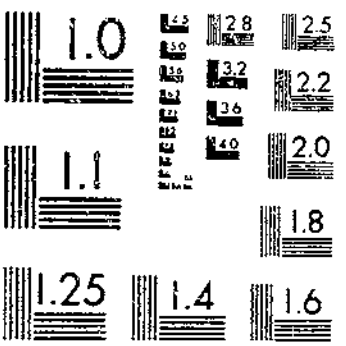

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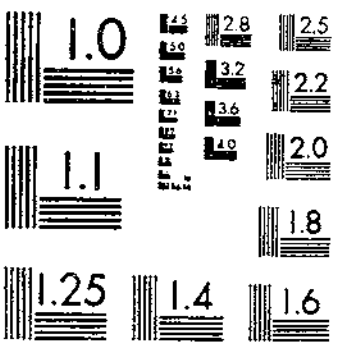

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NATIONAL BUREAU OF STANDARDS-1963-A

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UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C.

ORIGIN AND DISTRIBUTION OF THE COMMERCIAL STRAWBERRY CROP

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CONTENTS

INTRODUCTION

Strawberries constitute one of the most widely grown fruit crops of the United States. They can be grown successfully in all latitudes of the country and are the first deciduous fruit to mature each season in the localities in which they are grown. Strawberries are available on the larger markets for practically nine months of each year. Although the total crop of strawberries in the United States could be produced on less acreage than the land area of an average county, the labor and money expended in details of production, harvesting, and marketing, approximate an estimated value of more than $44,000,000 annually.

Although estimates of commercial strawberry acreages are made each season by the United States Department of Agriculture, records of the entire acreage of the United States are available only for census years. The 1924 census reports, combined with the Bureau of Crop and Livestock Estimates reports, indicate that an area that approximated 211,000 acres was utilized for production of the crop that season, exclusive of many small plots grown wholly or in part for home consumption. (Tables 1 and 2.)

TABLE 1.—*Estimated strawberry acreage by States, season 1924*

State	Acreage			State	Acreage		
	Market [1]	All other [2]	Total		Market [1]	All other [2]	Total
	Acres	*Acres*	*Acres*		*Acres*	*Acres*	*Acres*
Alabama	3,460	464	4,424	Nevada		25	25
Arkansas	20,780	736	21,516	New Hampshire		352	352
Arizona		38	38	New Jersey	6,500		6,500
California	3,740	410	4,150	New Mexico		20	20
Connecticut		600	600	New York	4,900	1,086	5,986
Colorado	[3] 489	301	790	North Carolina	6,180	771	6,951
Delaware	4,900		4,900	North Dakota		60	60
Florida	4,600	302	4,900	Ohio	3,800	1,053	4,853
Georgia	[3] 445	570	1,015	Oklahoma	[3] 471	666	1,137
Idaho		357	357	Oregon	6,020	462	6,482
Illinois	3,660	1,617	5,207	Pennsylvania	3,250	922	4,172
Indiana	2,020	1,378	3,398	Rhode Island		88	88
Iowa	2,560	709	3,269	South Carolina	550	179	729
Kansas	920	968	1,888	South Dakota		115	115
Kentucky	4,370	1,277	5,647	Tennessee	26,220	1,401	27,621
Louisiana	14,600	213	14,813	Texas	1,070	905	1,975
Maine		714	714	Utah	813	151	964
Maryland	11,080	20	12,000	Vermont		261	261
Massachusetts		1,373	1,373	Virginia	11,360	2,121	13,481
Michigan	7,790	1,920	9,710	Washington	5,620	238	5,858
Minnesota	[3] 1,652	913	2,465	West Virginia		838	838
Mississippi	1,100	205	1,305	Wisconsin	2,040	1,542	3,582
Missouri	11,120	1,958	13,078	Wyoming		52	52
Montana	[3] 80	202	282				
Nebraska		382	382	Total	179,370	31,600	210,970

[1] Compiled from revised unpublished estimates of market or commercial acreage reported by the Division of Crop and Livestock Estimates under date of May 21, 1927, and from 1925 Census of Agriculture reports.
[2] Acreage in those counties which were not included in the reports of the Division of Crop and Livestock Estimates, but for which figures were published in the State reports of the Census of Agriculture, 1925.
[3] Acreage, considered as commercial in this bulletin, which was published in the State reports of the Census of Agriculture, 1925, but was not included in the Division of Crop and Livestock Estimate reports.

The yield per acre reported by commercial growers for the 1924 crop was practically the same as the United States average yield of 1,758 quarts reported for the 7-year period ended with 1926. If it is assumed that this yield is fairly representative for the country, the total production for the 1924 season was about 371,000,000 quarts, equivalent to 43,647 average carloads. This indicates a per capita consumption of 3.3 quarts.

A considerable part of the strawberry production is grown and consumed locally, but the greater part of the crop in certain districts must be disposed of on the general market in carloads. Thirty of the States make carload shipments each year. The total of these yearly shipments has averaged 14,203 cars during the 7-year period ended with 1926. (Fig. 6.)

The details of marketing the strawberry crop present many recurrent problems. Statistical information as to areas of production, time and volume of movements, sources of market supplies, and volume of market demands will aid in solving these problems.

TABLE 2.—*Estimated commercial acreage, production, and carload shipments of strawberries by States, 1920–1926* [1]

State	1920			1921			1922			1923			1924			1925			1926		
	Acreage	Production	Shipments	Acreage	Production	Shipments	Acreage	Production	Shipments	Acreage	Production	Shipments	Acreage	Production	Shipments	Acreage	Production	Shipments	Acreage	Production	Shipments
Early:	*Acres*	*Cars*	*Cars*	*Acres*	*Cars*	*Cars*	*Acres*	*Cars*	*Cars*	*Acres*	*Cars*	*Cars*	*Acres*	*Cars*	*Cars*	*Acres*	*Cars*	*Cars*	*Acres*	*Cars*	*Cars*
Alabama	1,380	197	139	1,640	328	285	2,450	508	460	3,660	762	693	3,960	550	408	3,440	546	421	3,620	486	[2] 440
Florida	1,190	351	[2] 3	1,050	225	142	2,170	641	322	3,810	1,247	1,038	4,690	1,291	587	4,240	1,199	668	2,980	820	309
Louisiana	6,500	1,167	626	8,250	1,798	1,525	11,560	2,252	1,576	14,350	1,993	1,678	14,600	1,911	1,865	10,340	1,105	1,076	18,500	2,668	2,342
Mississippi	780	141	16	700	100	38	790	158	89	970	164	141	1,190	142	108	1,160	127	54	920	110	73
Texas	400	67	2	520	80	2	630	105	9	900	144	59	1,070	137	76	980	115	21	720	106	45
Second early:																					
Arkansas	9,070	1,404	650	14,240	2,034	1,087	18,360	3,660	2,165	16,960	1,682	1,342	20,780	3,092	1,613	14,940	1,038	993	14,140	2,188	1,375
California (southern district)	900	277	11	920	288	22	960	289	20	1,580	506	11	1,970	1,642	64	1,150	649	18	820	425	15
Carolinas	1,970	552	363	2,000	600	503	4,020	1,464	1,109	5,780	1,930	1,726	6,730	2,448	2,116	5,560	1,797	1,678	5,380	1,556	1,274
Tennessee	11,090	1,848	1,150	13,540	2,257	1,839	19,640	4,208	3,634	21,210	3,367	3,279	26,220	3,496	2,902	18,780	2,236	1,637	13,730	1,703	1,273
Virginia	2,000	467	270	2,700	877	679	5,000	1,875	1,691	6,500	1,892	1,193	11,360	3,106	1,919	8,600	3,135	1,249	8,000	2,521	1,136
Intermediate:																					
California (other)	2,300	609	247	2,260	768	270	2,340	768	181	2,120	892	215	1,770	705	127	2,020	1,295	112	2,090	1,121	89
Delaware	3,720	806	652	4,460	1,115	866	5,040	1,365	940	6,100	1,906	924	4,900	1,531	1,307	2,600	542	472	3,200	937	671
Illinois	3,210	458	112	3,270	387	73	3,370	562	260	3,410	541	224	3,590	712	367	3,330	462	295	3,060	343	247
Indiana	2,020	365	65	1,920	228	25	1,780	318	51	2,000	377	26	2,020	401	24	1,540	183	29	1,650	311	52
Iowa	2,590	456	43	2,610	373	20	2,950	492	73	3,300	753	82	2,960	499	113	2,760	356	37	2,850	479	49
Kansas	200	63	0	320	44	0	300	58	8	280	65	19	920	234	40	950	132	20	960	166	1
Kentucky	3,440	532	265	4,200	750	395	4,520	915	772	5,080	984	827	4,370	541	467	4,260	338	312	4,790	810	581
Maryland	7,910	1,648	793	8,720	2,107	1,132	8,890	2,222	1,634	10,320	2,688	1,916	11,080	3,174	2,155	9,100	2,251	1,092	10,650	4,437	1,394
Missouri	5,420	800	215	6,980	997	451	9,990	1,855	1,963	10,560	1,048	872	11,420	1,813	990	11,960	2,492	1,497	14,030	2,021	1,434
New Jersey	5,230	1,090	363	5,460	1,137	363	5,650	1,177	274	5,500	1,003	187	6,500	1,895	402	5,500	688	126	5,500	1,375	207
Late:																					
Massachusetts	[3]	[3]	64	[3]	[3]	102	[3]	[3]	81	[3]	[3]	108	[3]	[3]	71	[3]	[3]	48	[3]	[3]	84
Michigan	5,900	953	446	6,550	756	454	5,850	945	640	6,000	808	408	7,790	1,498	554	6,450	310	39	6,230	920	155
New York	3,720	775	257	3,930	982	243	3,860	1,045	325	3,900	1,371	301	4,900	1,340	345	4,400	1,776	200	4,570	1,479	238
Ohio	2,810	488	5	2,890	495	19	2,740	444	25	2,800	556	8	3,800	754	11	3,700	330	0	3,600	893	0
Oregon	2,970	594	103	3,560	890	116	3,440	764	141	3,500	648	115	6,020	1,115	39	5,930	1,510	57	7,320	1,478	39
Pennsylvani	3,100	630	18	3,140	785	5	2,920	684	9	3,200	958	9	3,250	677	27	3,100	484	0	3,100	605	9
Washington	2,900	572	22	3,160	834	140	2,960	740	188	3,770	960	177	5,620	1,171	39	5,430	880	42	6,090	1,311	17
Wisconsin	610	99	80	620	71	52	620	97	84	800	159	151	2,040	354	183	1,840	160	27	1,870	316	34
All others	[3]	[3]	10	[3]	[3]	9	[3]	[3]	37	[3]	[3]	73	[3]	[3]	54	[3]	[3]	26	[3]	[3]	34
Total	93,420	17,409	7,207	109,590	21,306	10,857	132,800	29,011	18,761	148,360	29,354	17,804	175,520	36,230	18,973	144,060	26,136	12,246	150,370	31,485	13,577

These data represent that part of the total acreage, production, and shipments included in the official commercial reports. Estimated production in quarts reduced to carloads on a basis of 6,720 quarts per car for Florida; 7,424 quarts for the Carolinas; 7,680 quarts for Virginia, Delaware, Maryland, New Jersey, New York, and Pennsylvania; 7,800 quarts for California, 8,640 quarts for Kansas, Oregon, and Washington; 9,360 quarts for Texas and Louisiana; 10,400 quarts for Michigan; 11,520 quarts for Wisconsin; and 10,080 quarts for all other States in this table.

[1] Revised unpublished estimates of commercial acreage and production reported by the Division of Crop and Livestock Estimates under date of May 21, 1927.

[2] Includes 2 cars in December not in daily shipment table.

[3] Not available.

Statistical data are records of past performances. Knowledge of the past is necessary for the safe conduct of any industry although there is no assurance that exact duplications of experiences will occur in the future. These records show that the several areas have produced strawberries each year for a continued period and have distributed them among specified markets in variable quantities each season. Therefore it is logical to assume that these areas will continue to produce and distribute during the next few seasons approximately as in the past. The distribution from all districts is subject to variations each season in volume, time, and destinations of shipments. These changes are influenced by volume of production, weather, and market conditions.

Experience has proved that a proper use of records of the past, in conjunction with current official information on crop and market conditions, is of value in determining market operations. In practice past records of such factors as acreage, production, yield, and prices are often used as a measure for comparison with current attainments in those items. Present acreages are compared usually with acreages of certain outstanding years of the past, or with average acreages of a definite period of time. The prominent years of an industry are those in which unusual results (large acreages, crop failures, etc.) occurred, which were caused by exceptional conditions.[1] Comparisons with unusual results are likely to convey, to a certain degree, wrong impressions as to the true significance of the factors involved at the present time. An average affords a much wider measure for comparison than does any single year. The total production of the strawberry industry for a term of years is the result of all influences affecting production during the period involved. If this total production is evenly apportioned among the years of the period, the average thus obtained represents the result in production which would have been attained each season under average or ordinary conditions. It is a fact that average results are seldom attained; consequently, the results of the current season are reported usually as above or below the average, or, in other words, they are above or below the results which occur under average conditions.

To present the statistical situation of the strawberry industry in the United States, as indicated by the Department of Agriculture's records of the 7-year period ended with 1926, many graphic illustrations are given in this bulletin.

COMMERCIAL POSITION OF THE CROP

The production of strawberries is classed among the leading truck-crop industries of the United States. The estimated value of the market-strawberry crops of the country averaged $44,128,000 for the three years ended with 1926. During this period the crop was fifth among the fruit crops of the country in total farm cash value, and in gross returns to the growers it was exceeded only by apples, oranges, grapes, and peaches in the order named. As compared with the cash values of truck crops for this period, the total cash values of the strawberry crop were exceeded only by those of early-crop potatoes and tomatoes. During the years mentioned the average gross returns per acre for the United States from 10 important truck crops are esti-

[1] Conditions as used in this sentence represent a combination of prices, demand, competition, shipments, and all other factors that directly or indirectly affect the strawberry industry.

mated as follows: Celery, $525; strawberries, $278; lettuce, $272; onions, $259; cantaloupes, $202; asparagus, $163; snap beans, $150; cabbage, $142; tomatoes, $124; and cucumbers, $94. Data drawn from Government studies of cost of producing these fruits and vegetables are too meager to be of value as a guide for estimating the net returns per acre.

GROWTH OF THE INDUSTRY

The commercial strawberry of to-day is believed to be a descendant of the wild meadow strawberry native to the country. The crossing of this wild strawberry of the eastern part of the United States with the cultivated varieties from Chili resulted in hybrids from which the strawberry grown at the present time is the result. Market production began about 1800, but, because of the perishable nature of the varieties then grown, only small quantities were produced and those in localities near points of consumption. The expansion of the industry as a commercial proposition began about 1860 and has been encouraged by better methods of culture and the development of varieties which are adapted to meet the varied growing conditions in many producing sections of the country and which have qualities that give a reasonable assurance of delivery in good condition to distant markets.

The use of refrigeration and other improvements in transportation facilities have aided the development of the industry in sections far removed from the centers of consumption. As a result of these improvements and the growing public demand for strawberries, the industry has increased to the extent that 150,370 acres were utilized for market production during 1926, and the average was 136,304 acres during the 7-year period ended with that year.

AREAS OF PRODUCTION

The data of the 1925 census of agriculture[2] indicate the wide extent of the strawberry industry in the United States. These data show acreage distributed over 2,395 of the 3,068 counties into which the 48 States are divided.

Although these reports show a wide dissemination of the cultivated strawberry crop in the United States, most of the counties in the greater part of the territory included report less than 10 scattered acres per county. (Fig. 1.)

The greater part of the strawberry crop is produced on small acreages. Plots ranging in size from less than one-fourth to 4 or 5 acres are the usual limitations of the individual operators. More extensive operations than this statement would indicate are practiced in certain localities, but they are the exceptions rather than the rule. Strawberry "patches" are to be found scattered over practically all tilled sections of the country. The combination of small acreages that are located in sections especially adapted to strawberry culture form the larger districts of the industry.

A very large percentage of the total production of strawberries is intended for market purposes, but all the acreage (fig. 1) utilized for

[2] UNITED STATES DEPARTMENT OF COMMERCE. BUREAU OF THE CENSUS. UNITED STATES CENSUS OF AGRICULTURE, 1925. 3 pts. Washington, [D. C.], 1927.

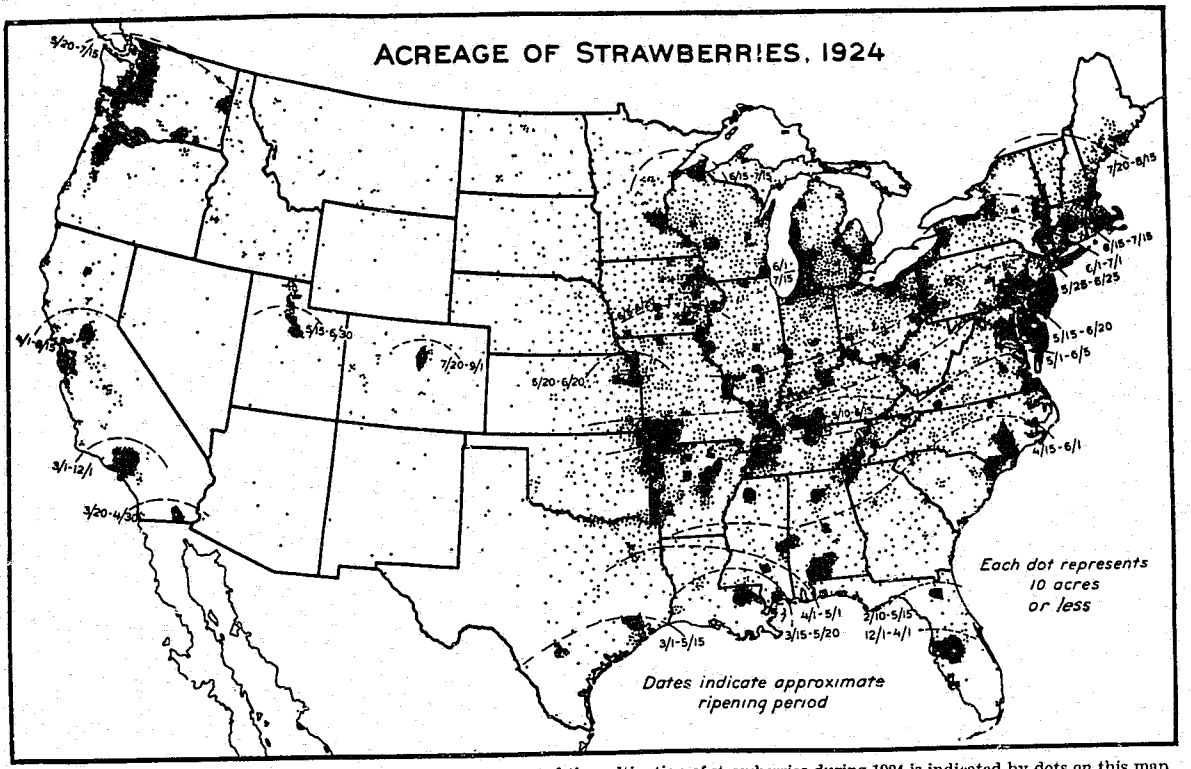


FIGURE 1.—Acreage of all counties in the United States that reported the cultivation of strawberries during 1924 is indicated by dots on this map. (1925 census and Division of Crop and Livestock Estimates report.) The sections south of each date line are included in the harvesting period indicated by date given

this purpose is not included in the commercial estimates. The total strawberry crop of the country is here considered under two heads—that part of the crop grown for home consumption or sale on near-by markets in small lots and the general market supply grown principally in the larger producing centers for delivery in carloads or motor-truck loads to more distant points. The information received by the United States Department of Agriculture from these larger districts is the basis of the official commercial or market acreage yield and crop-condition estimates reported each season.

The latest available data on the total acreage of strawberries grown in the United States are for the season of 1924. These data are included in the 1925 agriculture census reports. For the purposes of this bulletin that part of the acreage included in the official estimates and some of the larger acreages reported in the census but not included in the official estimates have been combined and will be designated as market acreage. Table 1 includes these data and they form the basis of Figure 2.

Practically two-thirds of the market production is confined to a few large centralized shipping districts. These include the Eastern Shore district,[3] the Norfolk section of Virginia, and the Carolina district, all situated in the Atlantic coast area; Florida, Louisiana, Mississippi, Alabama, and Texas in the Gulf area; Tennessee, Kentucky, southern Illinois, and Indiana in the east-central area; and the Ozark[4] and the White County[5] districts in the west-central area.

The Pacific-coast area includes California, Washington, and Oregon. These States form a self-sustaining strawberry industry inasmuch as they produce and consume in the fresh state or preserve practically all stock handled in the home territory.

Michigan, New York, Wisconsin, Pennsylvania, Ohio, and Iowa each have small acreages that produce minor quantities for carload distribution. Maine and Montana have small acreages that produce late crops, from which the last carload shipments of the season are made.

Massachusetts reports carload shipments each season, but no other data regarding the industry in this State are available. The New Jersey area is, practically, a part of the Eastern Shore district. Utah, Colorado, and Minnesota have small areas that produce market stock, but this is for local consumption, no carload shipments being reported out of these sections. (Fig. 2.)

Tennessee, which averaged 17,744 acres per year during the period 1920–1926, leads the States in strawberry acreage; Arkansas, with an average of 15,499 acres, is second.

The grouping of States used in official-estimate reports is determined by the probable maturing period of the crops of the different States. Those States south of the thirty-fourth parallel are classed as the early-crop group. The second-early-crop and intermediate-crop groups are located in a belt that extends east and west across the country and is bounded by the thirty-fourth and fortieth parallels. These groups produce the greater part of the eastern market supply. The States north of the fortieth parallel form the late-crop group. The States included in each group are named in Table 3.

[3] Includes Delaware, and those parts of Maryland and Virginia situated on the peninsula that lies east of Chesapeake Bay.
[4] Includes parts of Missouri, Arkansas, and Oklahoma.
[5] Includes White County, Ark., and vicinity.

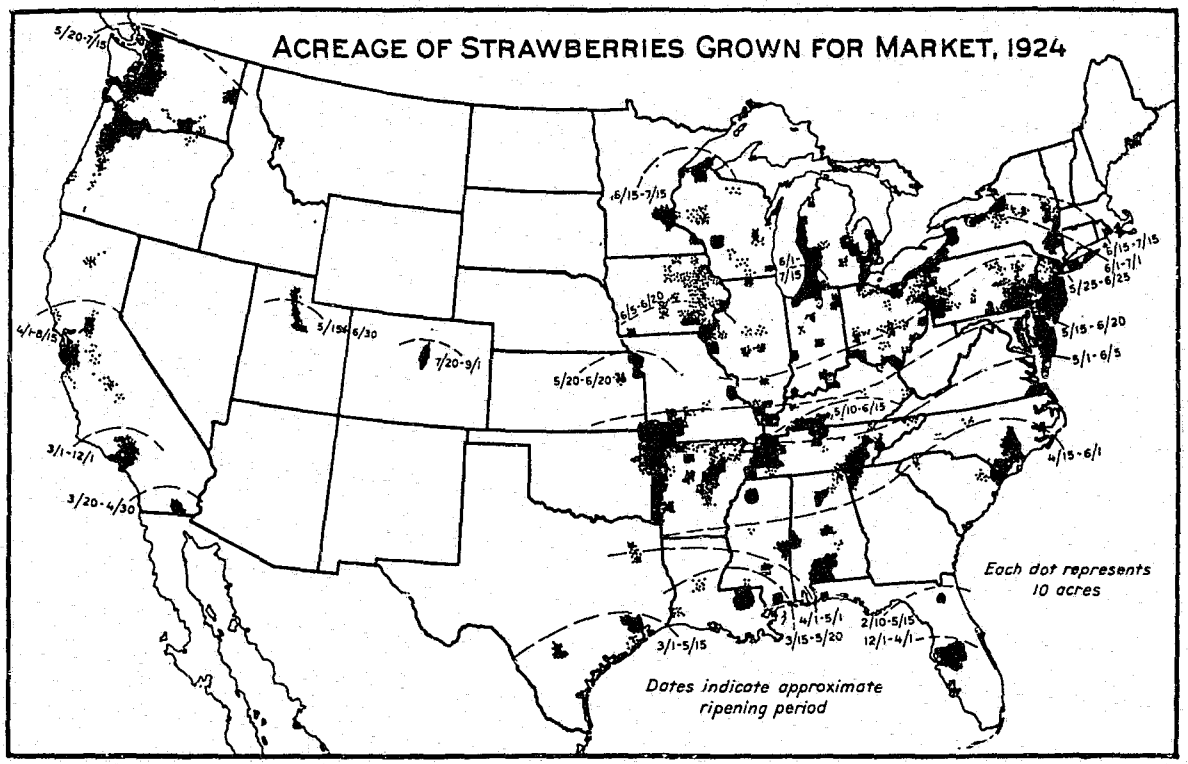


FIGURE 2.—The principal commercial areas are indicated on this map. Data for the New England areas are *not* available. The greater part of the production of Washington, Oregon, Utah, and Colorado districts is barreling, canning, or motor-truck shipment stock.

TABLE 3.—*Average of estimated market acreage, yield per acre, production, and carload shipments of strawberries by States, 1920–1926*

State	Acreage	Yield per acre [1]	Estimated production		Carload shipments	
					Total	Percentage of production
	Acres [2]	*Quarts*	*1,000 quarts*	*Cars* [2]	*Cars* [2]	*Per cent*
Early crop:						
Alabama	2,879	1,689	4,863	482	407	34
Florida	2,876	1,927	5,542	825	465	56
Louisiana	12,014	1,435	17,240	1,842	1,627	83
Mississippi	930	1,456	1,354	134	71	53
Texas	746	1,355	1,011	108	31	29
Total or average	19,445	1,543	30,010	3,391	2,501	74
Second early crop:						
Arkansas	15,499	1,347	20,876	2,071	1,318	64
California (southern district)	1,186	3,830	4,542	582	23	4
Carolinas	4,491	2,443	10,973	1,478	1,253	85
Tennessee	17,744	1,551	27,528	2,731	2,242	82
Virginia	6,309	2,408	15,191	1,978	1,162	59
Total or average	45,229	1,749	79,110	8,840	5,998	68
Intermediate crop:						
California (other)	2,129	3,224	6,864	880	177	20
Delaware	4,289	2,098	8,998	1,172	833	71
Illinois	3,317	1,505	4,992	405	225	45
Indiana	1,847	1,703	3,145	312	39	13
Iowa	2,860	1,665	4,762	472	59	13
Kansas	574	1,639	941	109	13	12
Kentucky	4,380	1,602	7,016	696	517	74
Maryland	9,524	2,134	20,328	2,647	1,445	55
Missouri	10,051	1,580	15,876	1,575	1,065	68
New Jersey	5,620	1,633	9,177	1,105	275	25
Total or average	44,591	1,841	82,099	9,553	4,048	40
Late crop:						
Massachusetts [3]					80	
Michigan	6,396	1,437	9,194	884	385	44
New York	4,183	2,299	9,615	1,253	273	22
Ohio	3,191	1,788	5,705	566	10	2
Oregon	4,677	1,847	8,640	1,000	87	9
Pennsylvania	3,116	1,699	5,294	689	11	2
Washington	4,276	1,807	7,983	924	89	10
Wisconsin	1,200	1,690	2,028	176	87	49
All other [3]					35	
Total or average	27,039	1,792	48,459	5,492	1,057	[4] 17
United States	136,304	1,758	239,678	27,276	14,203	52

[1] Weighted averages.
[2] Averages of data in Table 2.
[3] Acreages and production data not available.
[4] Massachusetts and "all other" not included.

YIELD PER ACRE

The yield per acre is the main factor, other than acreage, to be considered when estimating the volume of a season's crop. The importance of this statement is shown in a comparison of the average production factors for Delaware and Kentucky. Delaware, with a yield of 2,098 quarts and an acreage that averaged 91 acres less than that of Kentucky, produced 1,982,000 more quarts per year during the 7-year period (1920–1926) than did Kentucky with a yield of 1,602 quarts. (Table 3 and Fig. 3.)

The quantity of yield in all sections is affected by weather conditions at all stages of the crop's development. This fact shows the necessity for the use of daily information on weather conditions in the producing sections as a basis for estimating the prospective yield

of the current season's crop. It is reasonable to assume that practically all weather or other conditions affecting the strawberry yield were encountered at one time or another during the 7-year period

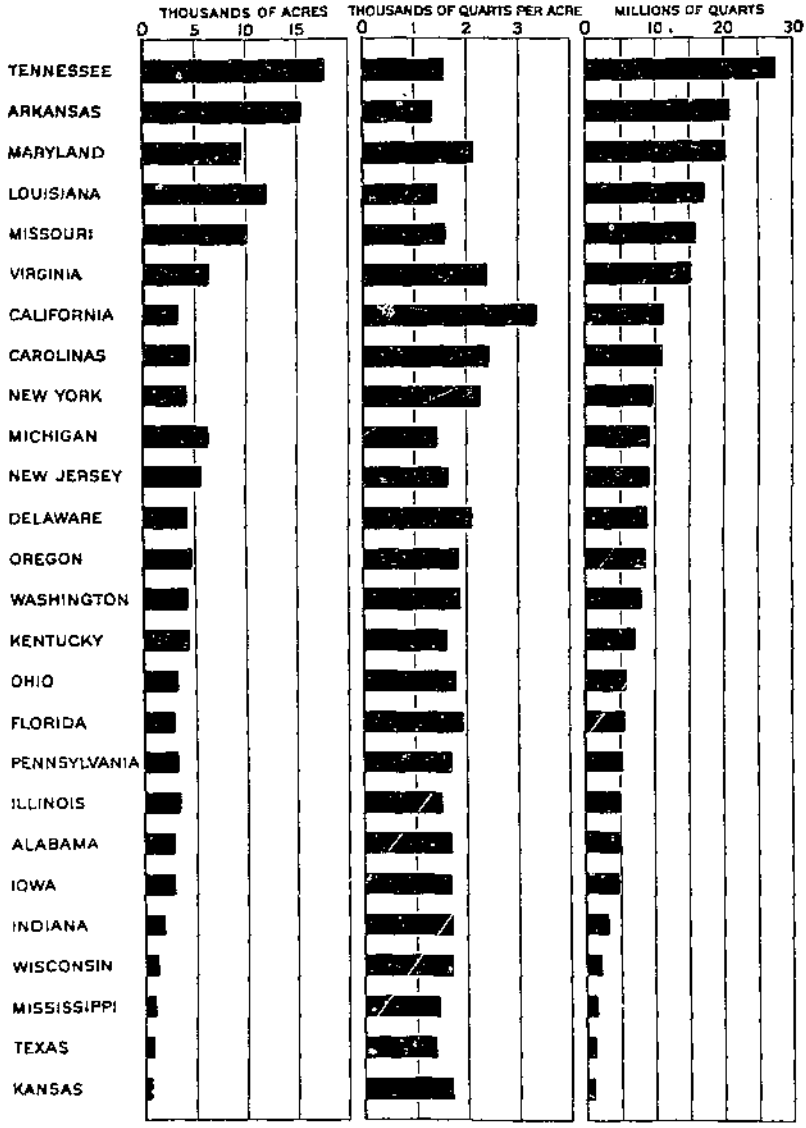


FIGURE 3.—AVERAGE MARKET ACREAGE, YIELD PER ACRE, AND PRODUCTION OF STRAWBERRIES, 1920-1926

A comparison of the acreages and yields of California and the Carolinas shows the effect of yields per acre on total production. A similar outstanding example is shown by a comparison of Michigan, New Jersey, and Delaware.

ended with 1926. Upon this assumption is based the conclusion that the weighted average obtained by dividing the total production by the total acreage for that period is a fair estimate of the yield per acre that may be anticipated for any given area.

From 1920 to 1926, inclusive, the yearly average yield per acre in the United States was estimated as 1,758 quarts; the early-crop States, 1,543 quarts; the second-early crop States, 1,749 quarts; the intermediate-crop States, 1,841 quarts; and the late-crop States, 1,792 quarts. These average yields indicate that, considering each group as a whole, the most favorable growing conditions for strawberries occur in the intermediate and late-crop States. (Fig. 4 and Table 3.) California, with a 7-year (1920–1926) State average of 3,441 quarts per acre, leads the country in bounteous strawberry yields. The Carolinas (2,443 quarts), Virginia (2,408 quarts), New York (2,299 quarts), and Maryland (2,134 quarts), in the order named, are the five States next in rank in yields per acre. (Fig. 3 and Table 3.)

PRODUCTION

The yearly average market production of strawberries in those States included in the official estimates is about 240,000,000 quarts,

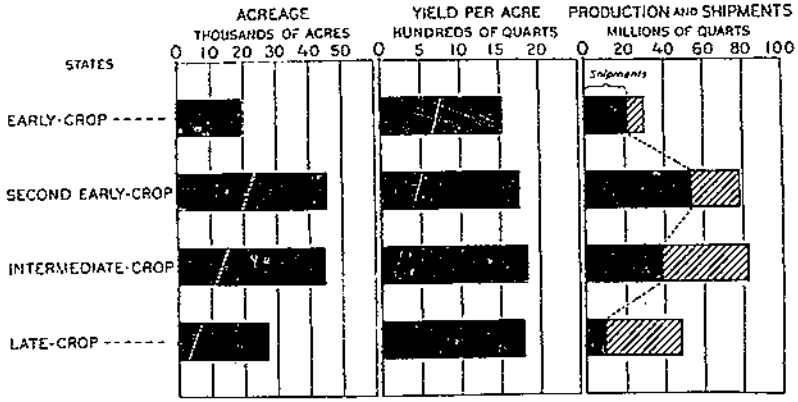


FIGURE 4.—AVERAGE MARKET ACREAGE, YIELD PER ACRE, AND PRODUCTION OF STRAWBERRIES, 1920–1926

The second early-crop States averaged the largest acreage among the four groups, but the intermediate-crop States with a smaller acreage and a larger yield per acre ranked first in volume of production. The greater part of the late crop is for local consumption.

which is equivalent to 27,276 average cars. This quantity is estimated to be about 83 per cent of the total average production of the country. The volume of the production of any district, or of the country as a whole, is very difficult to anticipate each season, for, no matter how favorable the growing conditions may have been during the season, the conditions during the harvest period determine the final results. From the viewpoint of safety in marketing activities, it is well to plan operations on the basis that production of strawberries during any season will be indicated by estimated acreage and yield-per-acre reports.

Although strawberries are grown in each of the 48 States, and usually the production is for market purposes, yet over one-half of the commercial crop originates in 6 leading States which, in order of number of quarts produced, are Tennessee, Arkansas, Maryland, Louisiana, Missouri, and Virginia. (Fig. 3.)

TREND OF ACREAGES

The conditions of 1920 are considered as the beginning of an upward trend of the strawberry industry of the United States, and for

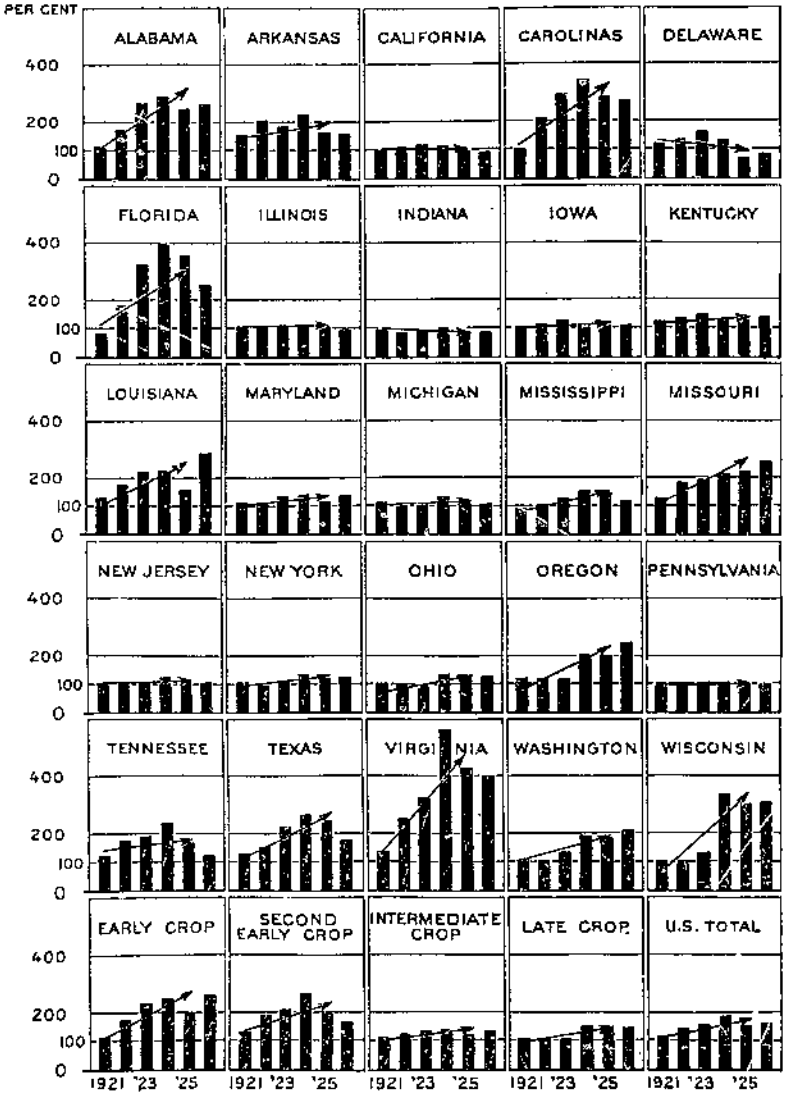


FIGURE 5.—ESTIMATED COMMERCIAL STRAWBERRY ACREAGE BY STATES, 1921–1926 (1920=100)

Each State panel in this figure stands alone and is not comparable with the panels of any other State. The bars indicate each year's acreage expressed in per cent of the acreage of 1920. The arrow indicates the trend of the acreage in each State for the period. Virginia shows the greatest upward trend and Delaware the greatest decline. The early-crop group shows the largest percentage of increase.

that reason the comparisons in this bulletin for the succeeding years are based on data of that year.

The status of an industry of national importance that specializes in a perishable commodity does not remain stationary. It advances

or recedes in accord with the financial results attained. An industry may slump or may boom for a season, but these abnormal conditions are incidental, and real growth or decline is determined by average results for a period of years.

There are certain factors which indicate the tendency of the developments of an industry. The progress of the strawberry industry for seven years (1920–1926) is indicated by the extent of acreage cultivated from year to year during that period. For the United States, there was an increase above the previous year's acreage during each of the four seasons following 1920 that resulted in the peak of 1924. (Tables 2 and 4.) The 1925 acreage was 18 per cent less than that of 1924, but during 1926 a considerable part of this loss was regained. The average acreage cultivated for the entire period (1920–1926) was 46 per cent above that of 1920. The gains in acreage that were made during 1926, following the general decrease of 1925, occurred in the early-crop and intermediate-crop groups. The second-early-crop and late-crop groups continued the reduction of acreage in 1926. Considering the area indicated in Table 4 as a whole or in detail, there was an upward trend in the strawberry acreages from 1920 to 1926, inclusive. Delaware, Indiana, and California were the exceptions. (Fig. 5.)

TABLE 4.—*Estimated commercial strawberry acreage by States, 1920–1926* [1]

[Acreage of 1920=100]

State	1920	Percentage of 1920 acreage in—						Average	
		1921	1922	1923	1924	1925	1926		
	Acres							*Per cent*	*Acres*
Early crop:									
Alabama	1,380	119	178	265	287	249	282	209	2,870
Florida	1,190	88	182	320	304	356	250	242	2,876
Louisiana	6,569	127	178	221	225	159	285	185	12,014
Mississippi	780	90	101	124	153	149	118	119	930
Texas	400	130	158	225	208	245	189	185	746
Total	10,259	119	172	231	249	197	261	190	19,445
Second early:									
Arkansas	9,070	157	202	187	229	165	156	171	15,499
California (southern district)	900	102	107	170	210	128	91	132	1,186
Carolinas [2]	1,970	102	204	203	342	252	273	228	4,491
Tennessee	11,000	122	177	191	236	169	124	160	17,744
Virginia	2,000	135	250	325	558	430	400	315	6,300
Total	25,030	133	192	208	268	196	168	181	45,229
Intermediate:									
California (other)	2,300	98	102	92	77	88	91	93	2,120
Delaware	3,720	120	135	164	132	70	86	115	4,280
Illinois	3,210	101	105	106	112	104	95	103	3,317
Indiana	2,020	95	88	99	100	76	82	91	1,847
Iowa	2,500	101	114	127	114	107	110	110	2,860
Kansas	200	110	103	97	317	328	331	198	574
Kentucky	3,440	122	131	148	127	124	139	127	4,380
Maryland	7,910	110	112	130	140	115	135	120	9,524
Missouri	5,420	120	184	195	211	221	250	185	10,051
New Jersey	6,230	104	108	105	124	105	105	107	5,620
Total	36,030	111	124	135	137	122	135	124	44,591

[1] 1920 data used as base or 100 per cent.

[2] Includes North Carolina and South Carolina.

TABLE 4.—*Estimated commercial strawberry acreage by States, 1920–1926*—Con.

State	1920	Percentage of 1920 acreage in—						Average	
		1921	1922	1923	1924	1925	1926		
Late:	*Acres*							*Per cent*	*Acres*
Michigan	5,900	111	99	102	132	109	106	108	6,396
New York	3,720	106	104	105	132	118	123	112	4,183
Ohio	2,810	103	98	100	135	132	128	114	3,191
Oregon	2,970	120	116	118	203	200	248	15	4,077
Pennsylvania	3,100	101	94	103	165	100	100	101	3,116
Washington	2,900	109	102	130	194	187	210	147	4,276
Wisconsin	510	102	102	131	334	302	307	197	1,000
Total	22,010	108	102	109	152	140	140	123	27,030
Grand total	93,420	117	142	159	188	154	161	140	136,304
	Cars								*Cars*
Total production	17,499	122	163	169	208	150	181	157	27,276
Total shipments	7,207	151	260	247	263	170	188	197	14,203

PRODUCTION AND SHIPMENTS

It has required a season's production from about 4.8 acres of average yield to supply an average carload of strawberries during the period covered in this report. This indicates that a district must include a considerable acreage in order to produce carload quantities within the limited time that the perishable nature of strawberries allows. There are many districts scattered over the several States that produce strawberries in carload quantities, but 80 per cent of the carload shipments each season are produced in five large centralized districts which include Louisiana, the Carolinas, the Eastern Shore, Arkansas-Missouri, and Tennessee-Kentucky.

From 1920 to 1926, inclusive, about 52 per cent of the estimated market production of the United States was delivered in carloads. During this period, the States included in the early-crop group shipped 74 per cent of their estimated market production in carloads, and, in addition to these shipments, Florida distributed by express among the larger markets a considerable part of its early production in containers known as "pony refrigerators." This group is located a long distance from the consuming centers and has comparatively small local demands to supply. Practically, the same conditions exist in the second-early-crop group, which moved 68 per cent of its market crop in the same manner. The intermediate-crop group is situated in a more densely populated area which furnishes a local demand that reduced carload shipments to less than 50 per cent of its production. The late-crop group, which is situated in the northern market areas, moved only 17 per cent of its crop in carloads. (Fig. 6 and Table 3.)

The Pacific Coast States make comparatively few carload shipments to points outside the three States. The total carload movement reported by the railroads from this territory during the 7-year period ended with 1926 averaged 376 cars annually, of which 97 per cent were unloaded on markets situated within the coast area.

In addition to the carload movement, a motor-truck movement has developed in practically all strawberry areas. In many instances

this movement covers the territory within 100 or more miles of a market. No authentic records of this truck movement are kept at the present time, and, until adequate information as to the extent of these shipments is available, the shipper will continue to forward his products to the several markets with only incomplete knowledge of supplies on hand at such points. A noticeable example of the present extent of this truck movement is revealed by the records of the Philadelphia market. During the 1926 season this market reported a total unload of 363 cars of strawberries received from various sources by rail and an equivalent of more than 600 cars by motor truck from the Eastern Shore and New Jersey districts.

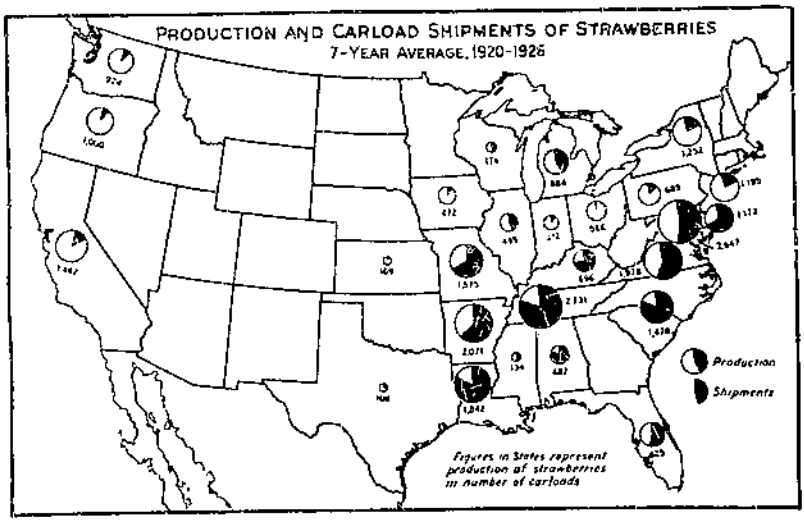


FIGURE 6.—The white sectors of the State circles represent that part of the estimated production for which no authentic disposal records are available, but it is assumed that less-than-carload freight and express shipments, motor-truck shipments, local consumption, canning, barreling, and deterioration during the harvesting period will account, for all practical purposes, for the disappearance of this part of the crop

During the trucking season (May 14 to June 24, inclusive) only 44 cars were reported as having been received at this market by rail.

A considerable difference between the estimated production and carload shipments is shown for each State. This difference represents one of the "unknown quantities" among the strawberry-marketing problems, as no authentic information as to its disposal is available. It is assumed that a large part of this difference represents home consumption or consumption within a motor-trucking radius of the point of production when it occurs in the more populous sections, and that less-than-carload shipments by freight and express will account for a large part of the differences that occur in the carload shipping districts. Canning and barreling of the berries near points of production represent the disappearance in some sections, and deterioration of the crop during the harvesting period may occur in any section. (Fig. 6.)

CROP-MOVEMENT PERIOD

The shipping period in each of the strawberry districts varies from season to season to such an extent that to anticipate dates of the current seasonal movement is a difficult problem. There is often a difference of three weeks or more in the time of the beginning of the movements of two consecutive seasons in the same area. Weather conditions are the main factors that control the shipping dates each year and current crop-condition reports are the only trustworthy guide as to the prospects for the time of movement of any present season's crop.

Table 5 was compiled to ascertain the approximate earliest and latest dates within which the carload movements of the several States occurred during the 7-year period ended with 1926 and to determine the time of the peak movements of the period.

TABLE 5.—*Cars of strawberries reported shipped from each State each day during the season, average of 1920–1926 seasons, and 1926*

State	Month	Period [1]	Shipments on day of month indicated (cars)																													Total
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Florida	January	1920–1926	1	1	2	1	2	2	1	1	1	3	4	2	5	1	2	2	2	4	2	5	3	6	5	4	5	2	4	3	3	5	5	89
	Do	1926																											1		1		1	3
	February	1920–1926	7	6	7	3	7	11	8	5	5	8	4	7	7	7	6	7	9	4	6	9	7	8	5	9	4	8	12	10	(2)			196
	Do	1926			1			1	1		2	1	1	1	2		1	4		1	6	4			5	3	6	9	10					60
	March	1920–1926	6	7	6	3	5	7	7	6	6	4	3	4	6	6	5	5	5	4	5	5	6	4	6	5	3	5	4	5	3	3	3	152
	Do	1926		6	9	3	6	9	18		12	7	4	5	8	7		3	8	3	9	9	16		21	14	11	11	8	14		3	2	226
	April	1920–1926	3	3	3	3	3	2	3	2	3	2	2	1	2	1	1	2	2	1	2	2	3	2	3	2	1	1	1	1	1	1		59
	Do	1926	5	2	1	2		2		2		1			1													2						18
Louisiana	March	1920–1926		(2)	(2)		1	(2)	1	1	1	2	1	4	1	3	4	5	5	5	5	3	6	6	9	6	8	9	5	10	10	7	9	130
	Do	1926																											1		1	2	3	7
	April	1920–1926	8	11	12	16	18	21	22	22	21	28	21	28	27	29	27	22	41	31	47	37	48	42	44	43	40	50	43	49	40	40		928
	Do	1926	2	4	14		23	14	20	23	31	32	13	34	27	35	28	38	61	25	98	75	77	63	60	57	30	81	59	56	56	65		1, 201
	May	1920–1926	40	29	40	30	38	26	27	31	24	31	18	24	16	19	16	11	16	9	12	8	6	4	1	2	1	1	(2)	(2)	2			481
	Do	1926	63	29	74	53	72	61	45	75	37	92	58	66	57	45	48	13	58	44	46	36	21	12		10	7	5	3	2	2			1, 134
Alabama	March	1920–1926																		(2)			(2)	(2)	(2)	(2)	(2)	1	1	2	2	2	1	9
	Do	1926																																0
	April	1920–1926	2	1	1	4	3	4	7	5	6	7	9	6	5	9	6	6	8	7	7	7	11	8	10	12	9	11	8	13	9	9		210
	Do	1926																			8	10	12	9	12	16	2	29	14	18	14	20		164
	May	1920–1926	12	7	12	8	12	6	9	9	6	9	5	8	3	6	5	5	8	6	5	4	6	4	3	4	2	3	3	2	2	2	2	176
	Do	1926	17	1	30	17	18	15	15	14	1	22	9	15	4	7	7		14	5	8	7	6	4	1	7	5	2	7	1	4	2	4	269
	June	1920–1926	1	2	(2)	(2)	1	1	(2)	(2)	(2)																							5
	Do	1926	3	3	1																													7
Texas	March	1920–1926																			(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
	Do	1926																						1		1							1	3
	April	1920–1926	(2)	1		(2)	(2)		(2)	1	1	(2)	(2)	1	1	(2)	(2)	(2)	(2)	(2)	(2)	1	(2)	1	1	1	(2)	(2)	1	1	1	1	1	13
	Do	1926		1			2		2	3	3	1	1	4	3	2	1	1	2	2	2	1	2	2	2									37
	May	1920–1926	1	2	1	1	3	1	1	1	1	1	1	2	(2)	(2)	1	(2)	(2)	(2)	1	(2)		(2)	(2)		(2)		(2)			(2)		18
	Do	1926				1	1					1								1		1												5
California	March	1920–1926																			(2)			(2)	(2)	(2)			(2)	(2)	(2)	(2)	(2)	(2)
	Do	1926																			1	1	1	1					1	1		1	1	8
	April	1920–1926	(2)	(2)		(2)	(2)	(2)	(2)	(2)		(2)	(2)	1	1	1	(2)	(2)	(2)	(2)	1	1	1	1	1	2	2	2	2	3	3	3		25
	Do	1926		1		1	1		1	1				1	1	1					1	1	3	3	5	5	5	6		5	6			56
	May	1920–1926	3	4	5	5	5	4	6	6	6	6	6	5	5	7	4	5	7	6	5	4	3	3	4	4	3	2	3	2	1	2	3	134
	Do	1926	5	6	7	6	4		3	4		1	1	1	1	1																		40
Mississippi	March	1920–1926																									(2)			(2)		(2)	(2)	(2)
	Do	1926																																0
	April	1920–1926		(2)		(2)	(2)	1	1	(2)	1	1	(2)	1	1	1	1	(2)	1	1	1	1	1	1	2	1	2	1	1	2	2	4		22
	Do	1926																					1		1			1		2		2		7
	May	1920–1926	2	2	2	3	3	3	3	3	2	3	2	3	1	2	1	2	1	1	2	1	1	(2)	(2)	(2)	(2)							43
	Do	1926	2		4	2	3	2	3	2		6	2	3	2	1	3		2	1	1	2	1		1	1	1	1						46

[1] The average daily for the period 1920–1926, and the daily for 1926.
[2] Indicates shipments on this date for one or more years of the 1920–1926 period, but the average of the seven seasons on this date was less than one car.

TABLE 5.—*Cars of strawberries reported shipped from each State each day during the season, average of 1920–1926 seasons, and 1926*—Con.

State	Month	Period	Shipments on day of month indicated (cars)																													Total
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
North Carolina	April	1920–1926	---	---	---	---	1	---	1	1	2	(2)	5	3	4	6	7	8	10	19	9	22	15	19	12	21	23	16	34	27	18	22	---	311
	Do	1926																								3	1	11	7	10	8	20	---	60
	May	1920–1926	38	37	48	49	62	47	48	65	45	56	36	51	28	45	39	28	36	15	26	21	20	16	11	10	3	9	5	4	3	2	1	904
	Do	1926	46	5	119	113	123	72	97	105	---	125	69	50	24	37	43	1	47	24	16	19	---	20	---	11	7	3	1	2	1	---	---	1, 180
	June	1920–1926	1	1	1	1	1	1	(2)	1	1	(2)	1	1	(2)	(2)	1	1	(2)	(2)	1	(2)	(2)	(2)	(2)	---	(2)	(2)	(2)	(2)	(2)	---	---	13
	Do	1926	1	1	1	---	1	---	1	1	1								2						1									10
Arkansas	April	1920–1926	---	---	---	---	(2)	---	(2)	---	(2)	(2)	(2)	(2)	(2)	1	1	1	1	3	2	5	3	5	7	8	17	12	16	19	16	15	---	132
	Do	1926																																0
	May	1920–1926	18	21	17	26	22	37	30	41	45	51	49	55	54	42	56	46	62	43	58	48	57	44	43	42	33	32	22	27	21	13	14	1, 169
	Do	1926	3	---	4	5	11	8	12	23	12	74	51	48	50	70	59	37	129	87	95	75	81	78	31	70	62	43	22	22	21	4	11	1, 298
	June	1920–1926	10	11	5	7	3	3	3	1	1	(2)	(2)	(2)	---	---	(2)	---	(2)	---	(2)	---	---	---	---	---	---	---	---	---	---	---	---	44
	Do	1926	13	19	13	12	9	1	7	3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	77
South Carolina	April	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	(2)	---	(2)	---	(2)	(2)	1	1	1	1	1	1	1	(2)	1	2	---	9
	Do	1926																										1	---	1	---	1	---	3
	May	1920–1926	1	1	2	2	2	1	3	1	2	1	1	2	1	2	1	2	1	(2)	2	1	1	1	1	(2)	---	(2)	(2)	(2)	---	(2)	---	32
	Do	1926	1	---	3	1	2	---	2	1	---	2	---	2	1	---	1	---	1	---	1	---	---	1	---	---	---	---	---	---	---	---	---	19
Tennessee	April	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	(2)	(2)	2	2	13	6	20	23	27	25	---	118
	Do	1926																																0
	May	1920–1926	30	25	29	41	36	52	32	72	82	72	63	80	55	67	80	110	92	78	103	68	65	96	67	71	47	60	48	52	49	40	40	1, 902
	Do	1926							3		19	7	26	9	39	50	10	120	77	91	56	59	82	1	97	31	39	27	39	47	5	57		908
	June	1920–1926	25	31	19	21	19	10	13	6	7	2	3	2	1	(2)	(2)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	159
	Do	1926	45	45	42	23	33	5	25	13	12	8	4																					255
Virginia	May	1920–1926	3	5	6	7	12	23	10	38	48	47	49	58	52	23	77	82	66	59	89	43	41	67	36	54	38	48	44	30	47	26	41	1, 272
	Do	1926											1	5	5	10	20	---	58	73	89	67	60	115	---	102	125	73	40	48	57	---	25	972
	June	1920–1926	17	27	24	15	12	5	8	2	2	4	2	1	(2)	---	(2)	---																119
	Do	1926	61	53	22	9	2	---	6	6	1	2	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	163
Illinois	May	1920–1926	(2)	---	(2)	1	1	2	1	1	1	1	3	4	4	2	5	3	3	4	4	4	5	6	9	11	9	11	8	9	9	8	8	137
	Do	1926																			1	2	2	5	3	14	9	11	9	9	10	5	16	96
	June	1920–1926	8	8	5	8	5	5	7	5	6	3	4	3	3	3	1	3	1	1	1	1	1	---	(2)	(2)	---	(2)						82
	Do	1926	18	19	12	12	6	8	17	14	10	5	5	3	3	6	5	2	2	1	1		1											150
Missouri	May	1920–1926	(2)	1	(2)	2	3	5	3	6	8	8	14	11	13	15	14	15	10	13	17	16	22	28	32	36	44	53	53	50	57	44	43	636
	Do	1926																			1	2	2	4	3	18	16	35	37	45	55	29	56	302
	June	1920–1926	44	47	55	42	51	32	34	30	28	22	14	13	7	6	4	3	1	1	1	(2)	---	---	---	---	---	---	---	---	---	---	---	435
	Do	1926	87	108	189	105	168	57	90	91	89	63	17	26	11	14	11	3	2	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1, 132
Maryland	May	1920–1926	---	(2)	(2)	(2)	1	(2)	1	(2)	3	5	6	9	11	9	17	26	24	25	27	24	28	40	51	51	58	65	55	39	82	64	82	806
	Do	1926																			5	4	9	21	---	47	72	59	58	33	111	---	96	515
	June	1920–1926	65	73	72	49	44	36	50	27	25	41	27	29	10	20	11	15	18	12	7	2	2	2	1	(2)	1	---	---	---	---	---	---	639
	Do	1926	142	105	74	62	47	---	66	68	59	53	37	47	---	34	34	18	11	7	7	---	1	6	1									879
Kentucky	May	1920–1926	---	---	---	---	(2)	---	(2)	(2)	1	(2)	2	2	4	3	8	12	13	14	13	15	13	16	18	18	18	16	19	23	20	15	27	299
	Do	1926																				1	---	---	---	3	3	11	17	27	37	22	57	178
	June	1920–1926	26	33	23	26	23	15	17	10	10	5	5	3	1	(2)	(2)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	197
	Do	1926	61	64	61	43	47	12	51	26	18	9	6	5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	403

Oregon	May	1920–1926	---	---	---	---	---	---	---	---	(2)	---	---	(2)	---	---	(2)	(2)	(2)	1	(2)	(2)	(2)	(2)	(2)	(2)	1	1	1	2	1	2	2	11
	Do	1926	---	---	---	---	---	---	---	---	1	---	---	1	---	---	2	1	2	3	1	1	1	2	1	1	1	1	---	1	2	1	1	24
	June	1920–1926	1	1	1	2	2	2	2	3	3	4	4	4	3	3	4	5	4	3	3	3	3	3	2	2	1	1	1	1	1	(2)	---	72
	Do	1926	2	3	2	3	1	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	15
	July	1920–1926	(2)	(2)	(2)	---	---	(2)	(2)	(2)	---	---	---	(2)	(2)	(2)	(2)	(2)	(2)	(2)	---	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
New Jersey	May	1920–1926	---	---	---	---	---	---	---	---	---	---	---	(2)	(2)	---	---	1	(2)	(2)	(2)	1	1	1	6	5	4	7	7	4	2	13	13	65
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	June	1920–1926	13	9	9	13	10	11	12	11	12	9	12	7	10	13	10	13	12	13	8	8	9	4	7	4	2	(2)	(2)	1	(2)	(2)	---	242
	Do	1926	3	4	6	9	1	---	10	11	11	16	23	13	---	28	19	12	11	8	6	---	9	4	1	1	---	---	---	---	---	---	---	206
Delaware	May	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	2	2	4	5	6	10	6	16	22	21	31	24	21	25	38	38	272
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	3	3	5	13	---	38	62
	June	1920–1926	41	40	51	25	31	28	34	25	24	57	29	27	15	26	13	23	26	18	14	8	5	5	5	3	(2)	(2)	(2)	(2)	(2)	(2)	---	553
	Do	1926	59	46	52	30	34	---	35	50	40	39	38	41	---	35	35	20	12	12	11	---	9	8	3	---	2	1	---	---	---	---	---	612
Indiana	May	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	(2)	(2)	(2)	---	(2)	(2)	(2)	1	1	1	1	1	1	1	2	---	1	10
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
	June	1920–1926	1	1	1	1	1	2	2	2	2	1	2	1	2	1	1	1	1	1	(2)	---	(2)	(2)	---	(2)	(2)	(2)	(2)	(2)	(2)	(2)	---	24
	Do	1926	---	---	---	2	---	2	4	2	6	2	4	2	3	3	4	2	2	1	1	---	1	1	---	1	1	1	1	2	2	2	---	52
Iowa	May	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	(2)	---	1	1	1	3	2	2	10
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
	June	1920–1926	2	1	1	2	1	2	2	2	3	3	3	4	3	4	4	3	2	2	2	1	1	(2)	(2)	(2)	(2)	(2)	---	(2)	---	---	---	48
	Do	1926	---	---	---	---	---	---	2	5	3	5	4	5	---	7	5	7	---	4	---	---	2	---	---	---	---	---	---	---	---	---	---	49
New York	May	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	(2)	---	---	1	1	2
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
	June	1920–1926	(2)	(2)	1	1	1	3	3	3	3	5	4	6	8	7	9	9	4	8	8	9	8	13	9	9	11	7	9	10	11	11	---	190
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	3	2	1	5	1	4	8	6	8	9	10	2	11	13	11	9	---	103
	July	1920–1926	11	7	5	7	8	7	7	6	3	5	4	3	2	3	3	1	2	1	1	2	1	1	1	1	(2)	(2)	1	1	(2)	(2)	(2)	94
	Do	1926	9	9	1	2	14	14	8	10	3	9	5	8	7	4	6	---	7	3	4	3	3	3	---	3	---	---	---	---	---	---	---	135
Michigan	May	1920–1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	5	7
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
	June	1920–1926	4	6	8	4	6	13	13	14	12	13	7	8	10	13	13	13	6	12	12	13	17	14	14	11	9	13	7	12	6	13	---	316
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	3	2	2	---	2	---	8	7	6	6	6	10	---	10	9	13	---	84
	July	1920–1926	5	10	7	5	4	4	4	2	4	2	2	1	1	1	(2)	(2)	1	1	(2)	(2)	(2)	(2)	(2)	---	(2)	---	---	---	(2)	(2)	(2)	54
	Do	1926	10	5	9	---	9	7	7	6	4	2	---	3	2	2	1	2	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	71
Massachusetts	June	1920–1926	---	---	---	---	(2)	---	(2)	(2)	(2)	1	(2)	1	1	1	2	2	2	1	3	3	3	3	4	3	3	4	5	3	5	4	---	54
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	2	---	2	---	3	2	4	5	---	8	7	7	6	---	48
	July	1920–1926	2	4	2	4	2	2	2	1	2	1	1	1	1	(2)	(2)	(2)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	25
	Do	1926	5	4	---	8	5	2	3	2	2	---	2	2	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	36
Wisconsin	June	1920–1926	---	---	---	---	---	---	---	(2)	---	(2)	(2)	(2)	(2)	(2)	2	1	1	3	2	3	4	3	4	2	2	3	3	4	3	4	---	44
	Do	1926	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	1	1	1	3	1	2	3	1	1	1	2	3	2	---	24
	July	1920–1926	3	3	3	2	3	3	3	3	2	2	2	1	1	1	1	1	(2)	(2)	(2)	(2)	(2)	(2)	(2)	---	(2)	---	---	---	---	---	---	34
	Do	1926	1	1	---	1	2	---	2	2	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10
Washington	May	1920–1926	---	---	---	---	---	---	---	(2)	(2)	---	(2)	(2)	(2)	---	(2)	(2)	---	(2)	(2)	(2)	(2)	---	(2)	(2)	(2)	(2)	(2)	1	1	(2)	1	3
	Do	1926	---	---	---	---	---	---	---	1	1	1	1	2	2	1	1	1	---	2	2	1	---	---	---	1	---	---	---	---	---	---	---	17
	June	1920–1926	1	(2)	(2)	(2)	1	1	2	2	2	2	4	4	3	4	4	4	3	2	3	4	3	3	4	2	2	2	2	2	2	1	---	69
	Do	1926	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	July	1920–1926	(2)	(2)	(2)	---	---	(2)	(2)	(2)	(2)	(2)	(2)	1	(2)	---	---	---	---	---	(2)	(2)	---	---	---	---	---	---	---	---	---	---	---	1
	Do	1926	2	---	4	---	---	5	---	---	4	2	2	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	21

[2] Indicates shipments on this date for one or more years of the 1920–1926 period, but the average of the seven seasons on this date was less than one car.

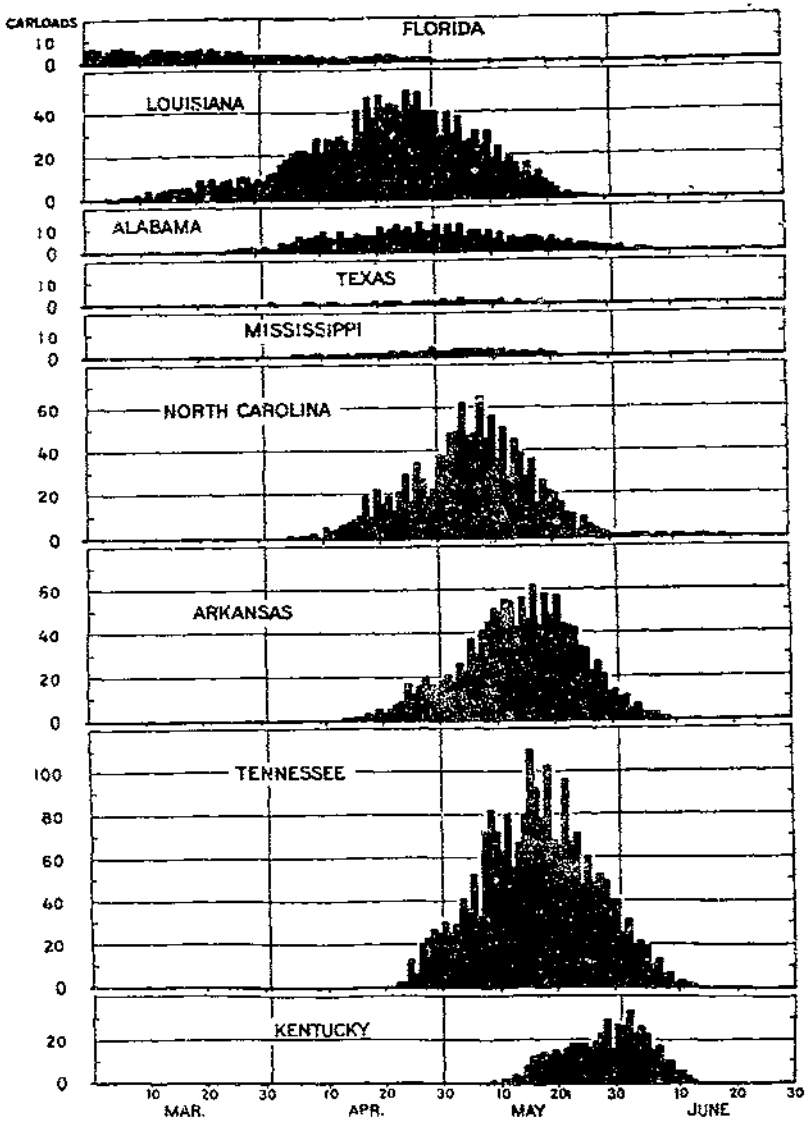


FIGURE 7.—DAILY AVERAGE SHIPMENTS OF STRAWBERRIES, BY STATES. AVERAGE 1920–1926 SEASONS

The competitive-marketing season of the several carlond-shipping districts occurs from March 1 to June 30. The order of succession of shipments within this period is an important marketing factor of the strawberry industry.

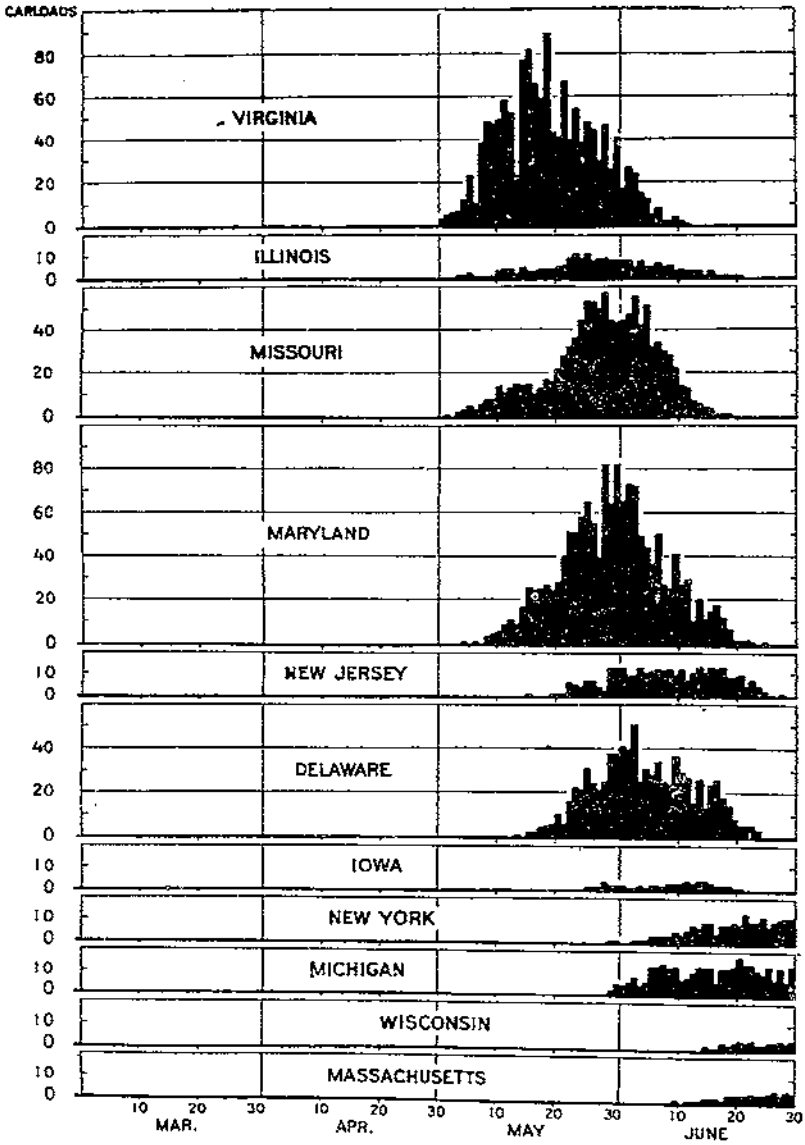


FIGURE 7.—DAILY AVERAGE SHIPMENTS OF STRAWBERRIES, BY STATES. AVERAGE 1920–1926 SEASONS—Continued

The heavy crop-movement period occurs from May 1 to June 10. During this time North Carolina, Arkansas, Tennessee, Virginia, Missouri, Maryland, and Delaware ship the greater part of their crops.

Louisiana has made carload shipments as early as March 2 and as late as May 29 during the period mentioned. The peak movements from the State have been made between April 17 and May 3. The 1926 movement from Louisiana began March 27 and ended May 29. The peak movement occurred from April 17 to May 17. The start of the movement from the State in 1926 was practically 20 days late, but the movement ended on the average closing date. That the 1926 total State shipments were about 53 per cent larger than the average, coupled with the fact that the shipping period was shortened by 20 days, which necessarily increased daily shipments, explains partially the larger daily shipments of that year as compared with the daily average for the period.

Variations in the seasonal movements of Louisiana strawberries are similar to those of strawberries from other States. The start of the 1926 movement in 14 of the States named in Table 5 was from 11 to 20 days late as compared with the average; nevertheless the movement in each of the States terminated on practically the same date as that on which the 7-year average season ended.

There are less-than-carload or motor-truck movements from most areas that take care of the early production until such a time as the output reaches carload proportions. The "clean-up" at the end of the season is usually shipped in the same way, and there is a less-than-carload movement throughout the season that accounts for a considerable part of the total production. Available data on these movements are too inadequate to be included in the general review of the strawberry situation.

The maturing period of the strawberry crop is reached in each of the several areas in accordance with the climatic conditions of the current season. The beginning of the strawberry season usually occurs in December at points in southern Florida. This State is the source of practically all strawberry supplies from the beginning of its movement until March. The competitive marketing period of the industry begins in March, with the general movement of the crop. From time to time, with the advance of the season northward, the different areas reach the harvest period and begin to add their quota to the daily shipments. Usually, as a result of these additions, there is a steady increase in total shipments from day to day, which culminates in the peak movement that occurs near the last of May or in early June. Following the peak movement, there is a rather rapid decrease in daily shipments which continues to the end of the season in July. The succession of the average daily carload movement of the several States from March 1 to June 30 is illustrated in Figure 7.

VARIETIES OF STRAWBERRIES [6]

It is important in a commercial sense to know the varieties of strawberries grown for market in the different districts, for the trade, as a rule, is familiar with the distinctive market qualities of the principal varieties. The producer should learn the important qualities of the different varieties adapted to his locality and should select for growing those that conform to the requirements of his prospective market.

[6] This information was derived from the following publication: DARROW, G. M. STRAWBERRY VARIETIES IN THE UNITED STATES. U. S. Dept. Agr. Farmers' Bul. 1043, 36 p., illus. 1919. (Revised, 1927.)

A large number of varieties of strawberries are grown for market purposes in the United States, but about 87 per cent of the total strawberry acreage is utilized in growing the first eight varieties named in Table 6. Other varieties are grown locally in several districts, but usually these are in favor only as they have qualities that are suitable to the conditions existing in the localities in which they are grown.

TABLE 6.—*Percentage distribution of principal strawberry varieties in the United States, in the order of their importance* [1]

Rank	Variety	Total acreage	Rank	Variety	Total acreage
		Per cent			*Per cent*
1	Klondike	25.0	11	Belt	1.0
2	Aroma	22.0	12	Sample	1.0
3	Howard 17 (Premier)	16.0	13	Ettersburg 121	1.0
4	Marshall, Oregon	7.0	14	Glen Mary	1.0
5	Dunlap	6.0	15	Heflin	.5
6	Missionary	6.0	16	Lupton	1.0
7	Parsons (Gibson)	3.0	17	Mastodon	.5
8	Gandy	2.0		Other varieties	4.0
9	Chesapeake	1.5		Total	100.0
10	Joe	1.5			

[1] Computed on the basis of the acreage of each variety as estimated by George M. Darrow, Bureau of Plant Industry.

The Klondike is the leading variety in the early-crop group of States. The Missionary is the main-crop variety of south central Florida, and both Missionary and Klondike are grown in the northern

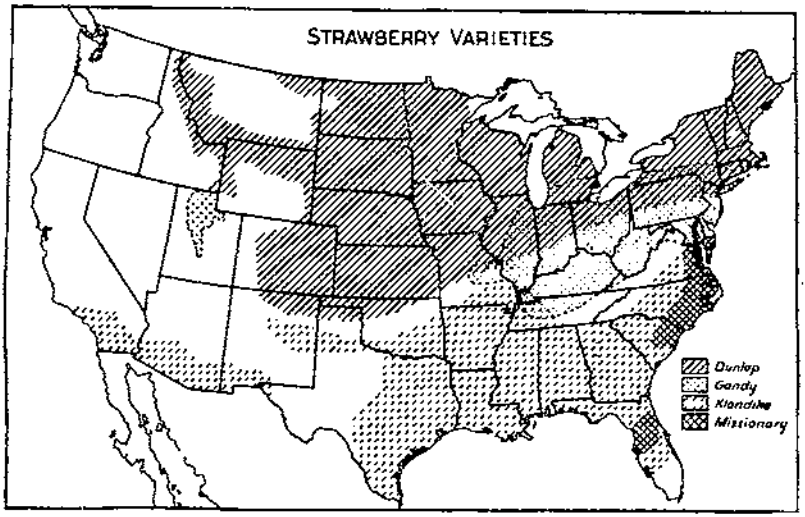


FIGURE 8.—The Dunlap is the general-purpose midseason variety grown in the States of the North and mid-West. The Gandy is grown as a late variety in an area extending from the Atlantic westward to the Mississippi River and bounded by the thirty-sixth and forty-second parallels. The Klondike is the early variety grown in the sections shown on the map. The Missionary is the chief variety grown in Florida, and it is grown extensively in the Carolinas, Virginia, and Maryland

parts of this State. (Fig. 8.) The Aroma is grown as a late crop in Alabama. (Fig. 9.)

The Klondike is grown in each State of the second-crop group. (Fig. 8.) In Arkansas the Klondike is grown for the early crop and

the Aroma for the late crop. California grows several varieties, but the Klondike is recommended for commercial planting in the southern part of the State. Both Missionary and Klondike are grown in the Carolinas and the Missionary almost entirely in the Norfolk section of Virginia. Various varieties are grown in the Eastern Shore district. The Klondike, Aroma, and Gandy are the principal varieties in Tennessee. (Figs. 8 and 9.)

The Aroma, Dunlap, and Gandy are the main varieties of the intermediate-crop group of States. Delaware, Maryland, and New Jersey grow various varieties. (Figs. 8 and 9.)

The Dunlap, Howard 17, and Gandy are the principal varieties of the late-crop group of States. Several minor varieties are grown in

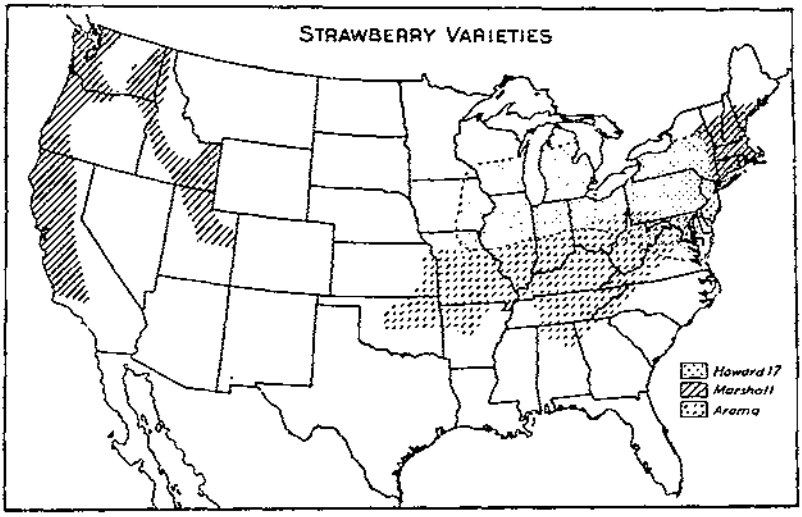


FIGURE 9.—Howard 17 is grown as an early variety in the New England, Middle Atlantic, and North Central States. The Marshall is the general-purpose variety of the western districts and it is grown for special markets in the New England States. The Aroma is grown for a late crop in the inland sections of the intermediate-crop areas

different parts of these States. The Marshall (fig. 9) and the Oregon are grown extensively in Washington and Oregon.

REVIEW OF THE STRAWBERRY INDUSTRY BY STATES, 1920 TO 1926, INCLUSIVE

The strawberry is a highly perishable commodity which is usually in its best condition for consumption at the time of picking. Although deliveries to market are usually made in what is considered quick time and while the berries are in good condition, yet each hour added to the interval between time of picking and time of consumption increases the effect of the deterioration that starts at the moment the berry is detached from the plant. For this reason an economic distribution of a strawberry crop should begin as near to the point of production as is possible when all other market conditions are equal. Near-by markets stand first, to the extent of their needs, as an outlet for a crop. To go beyond these markets unless assured of a better price is to incur the unnecessary hazards of time and distance.

Large producing districts must extend their distribution beyond the local markets, but even these sections should work from the point of production outward and should use available markets in the order in which they occur geographically. To go beyond usual available markets with the idea of betterment on a sale is to take the risk of poorer condition on delivery, of decline in prices from changing market conditions, and of adding to the cost of delivery. When the net return from a shipment to a distant market is equal only to the net return that could have been received from a near-by sale, the shipper is a loser to the extent that he has increased his risks in transit. It is conceded that the larger consuming centers afford better prices during certain seasons; and long-distance deliveries are justifiable at such times because of the increased net return, but this condition does not exist at all times.

The producer of strawberries is better equipped for marketing activities when he is familiar with the distribution of his own and competing State crops. To aid producers and shippers with reliable information regarding the distribution of fruits and vegetables among the markets of the country, the Department of Agriculture is furnished by the railroads with data on carload unloads of the several commodities on 79 of the important markets. Ten of these markets are situated in strawberry-producing areas and did not report any carload receipts of strawberries during 1926, but during that year 69 of the markets (Table 7) reported the unloading of practically 74 per cent of the total carload shipments of strawberries in the United States, and a study of that carload distribution among those markets will show the value of the unload reports as a marketing guide for all sections engaged in the strawberry industry.

There are certain strawberry-producing districts that are favorably situated near large consuming centers which furnish an outlet for a large part of the crop. This causes a decrease in the proportion of the production that is shipped in carloads to distant markets as compared with districts situated farther from the market centers. (Fig. 6.)

The distribution of strawberries from States of origin, as discussed in the following paragraphs, is based on the unload reports from the 69 markets, supplemented by all available data on carload destinations of strawberries furnished by the railroads. The term "average" as here used refers to the average for the period from 1920 to 1926, inclusive, unless otherwise stated.

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 60 markets, season 1926* [1]

State and market	February	March	April	May	June	July	August	September	Total
Florida:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Baltimore		1							1
Boston	4	30	8						42
Chicago		34	4	2					40
Cincinnati		3	1						4
Cleveland			1						1
Columbus			1						1
New York	20	110	40	10					180
Philadelphia	8	38	7						53
Pittsburgh		11	3						14
Wilkes-Barre			1						1
Total	32	227	66	12					337
California:									
Denver			1	0					7
El Paso				1					1
Los Angeles		2	7	12					21
Portland, Oreg			6						6
Seattle		2	16	0					24
Spokane		2	2						4
Total		6	32	25					63
Alabama:									
Akron				1					1
Atlanta				3	2				5
Birmingham			3	10	2				15
Buffalo			5	6					11
Chicago				6					6
Cincinnati			19	77	6				102
Cleveland			5	23					28
Columbus				45	2				47
Dayton				30					30
Detroit			6	4					10
Evansville				6					6
Indianapolis			8	29					37
Louisville			5	22	2				29
Pittsburgh			1	10	1				12
Toledo			4	16					20
Wilkes-Barre				1					1
Williamsport				1					1
Total			56	290	15				361
Louisiana:									
Akron			3	5					8
Albany			4	7					11
Baltimore			10						10
Boston			59	69	1				129
Bridgeport			5	2					7
Buffalo			25	13					38
Chicago			201	408	9				618
Cincinnati			13						13
Cleveland			25	14					39
Columbus			6	3					9
Dallas			8	21	2				31
Denver			4	5					9
Des Moines			8	7					15
Detroit			55	130	3				188
Duluth			4	4					8
Easton-Phillipsburg				3					3
El Paso			2	5					7
Fort Worth			3	6					9
Grand Rapids			3	8					11
Hartford			1	1					2
Indianapolis			17	11					28
Kansas City			24	17					41
Los Angeles				2					2
Louisville			7		2				9
Milwaukee			20	56					76
Minneapolis			18	20					38
Newark			6	1					7
New Haven			2	1					3
New York			122	65					187
Oklahoma City			0	1					10
Omaha			11	20					31
Peoria			2	8					10

[1] All cities in Pennsylvania other than Philadelphia and Pittsburgh are reported by the Bureau of Markets, Pennsylvania Department of Agriculture.

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 69 markets, season 1926*—Continued

State and market	February	March	April	May	June	July	August	September	Total
Louisiana—Continued.	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Philadelphia			48	15					63
Pittsburgh			31	37					68
Portland, Me.			6	2					8
Providence			10	6					16
Rochester			5	15					20
St. Louis			33	31					64
St. Paul			7	10					17
San Antonio				1					1
Scranton			3	7					10
Shreveport					1				1
Sioux City			8	5					13
Springfield, Mass.			12	17					29
Syracuse			10	11					21
Toledo			4						4
Washington			6						6
Wilkes-Barre			4						4
Worcester				1					1
Youngstown				22					22
Total			864	1,093	18				1,975
Mississippi:									
Birmingham				1					1
Boston				3					3
Chicago				3	2				5
Cincinnati				1					1
Cleveland				4					4
Columbus				6					6
Dayton				1					1
Detroit				3	1				4
Duluth				5					5
Indianapolis				7					7
Louisville				2					2
Milwaukee			1	1					2
Pittsburgh				1					1
Providence				1					1
Rochester					1				1
St. Louis			1						1
Syracuse					1				1
Terre Haute				2					2
Total			2	41	5				48
North Carolina:									
Allentown				5					5
Albany			1	9					10
Altoona				5					5
Atlanta					1				1
Baltimore				20					20
Boston			4	129	3				136
Bridgeport				5					5
Buffalo				33					33
Cincinnati				1					1
Dayton				3	1				4
Harrisburg				7					7
Hartford				13					13
Indianapolis				1					1
New Haven				6					6
Newark			3	60					63
New York City			5	440	4				449
Norfolk				1					1
Philadelphia			5	195	1				201
Pittsburgh				17					17
Providence				23	1				24
Portland, Me.				10					10
Richmond				1					1
Rochester				7					7
Scranton				9					9
Syracuse				6	6				12
Toledo				1					1
Washington				37					37
Wilkes-Barre				11					11
Williamsport				3					3
Worcester				4					4
Total			18	1,002	17				1,097

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 69 markets, season 1926*—Continued

State and market	February	March	April	May	June	July	August	September	Total
South Carolina:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Bethlehem					1				1
Boston				1	1				2
Buffalo				1	1				2
Newark				1					1
New York City				6					6
Philadelphia			2	3					5
Providence				1					1
Portland, Me				1					1
Syracuse				2	2				4
Washington				1					1
Wilkes-Barre				1					1
Total			2	18	5				25
Texas:									
Dallas			8						8
Des Moines				1					1
Fort Worth		3	4	5					12
Indianapolis			1						1
Kansas City			7						7
Oklahoma City				1					1
Omaha			4						4
Syracuse				1					1
Total		3	24	8					35
Arkansas:									
Akron				1					1
Albany				1					1
Boston				48	3				51
Bridgeport				1					1
Buffalo				14					14
Chicago				82	15				97
Cleveland				36					36
Columbus				3					3
Dallas				1	3				4
Denver				40	5				45
Des Moines				24					24
Detroit				38	8				46
Duluth				13	3				16
Fort Worth				3	1				4
Grand Rapids				7	3				10
Indianapolis				10					10
Kansas City				52	7				59
Milwaukee				10	4				14
Minneapolis				69	6				75
New York City				14					14
New Haven				3					3
Oklahoma City				1	4				5
Omaha				29	7				36
Peoria				5					5
Pittsburgh				47	5				52
Portland, Me				1					1
Rochester, N. Y				6					6
St. Louis				86	2				88
St. Paul				36	4				40
Scranton				3					3
Shreveport				2					2
Sioux City				15					15
Springfield, Mass				4					4
Syracuse				1					1
Toledo				10	2				12
Wilkes-Barre				2					2
Worcester				13					13
Total				731	82				813
Delaware:									
Akron					1				1
Albany					12				12
Altoona				1	4				5
Boston					59				59
Buffalo				2	53				55
Cleveland					15				15
Columbus					3				3
Detroit				1	7				8
Easton-Phillipsburg					4				4
Erie					5				5
Hartford					15				15
Newark					7				7

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 69 markets, season 1926*—Continued

State and market	February	March	April	May	June	July	August	September	Total
Delaware—Continued.	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
New Haven					16				16
New York City				2	61				63
Philadelphia					1				1
Pittsburgh					3				3
Portland, Me				4	27				31
Providence					28				28
Rochester					24				24
Scranton					7				7
Springfield, Mass					10				10
Syracuse				1	21				22
Wilkes-Barre					2				2
Williamsport					5				5
Worcester					7				7
Youngstown					2				2
Total				11	399				410
Illinois:									
Akron					1				1
Chicago				21	111				132
Cleveland					4				4
Detroit					2				2
Milwaukee					2				2
Minneapolis				1					1
Peoria				3	11				14
Total				25	131				156
Virginia:									
Albany				17	6				23
Allentown				4	2				6
Altoona				7	3				10
Baltimore				184	54				238
Boston				32	4				36
Bridgeport				5					5
Buffalo				20	7				27
Detroit					1				1
Easton-Phillipsburg				5	2				7
Erie				7	4				11
Harrisburg				9	4				13
Hartford				6	1				7
Newark				27	5				32
New Haven				7					7
New York City				270	11				281
Norfolk				17					17
Philadelphia				24	2				26
Pittsburgh				6	5				11
Portland, Me				1					1
Providence				21	2				23
Reading				2	2				4
Rochester				6	1				7
Scranton				8	2				10
Springfield, Mass				2	4				6
Syracuse				13	5				18
Washington				17					17
Wilkes-Barre				18	13				31
Williamsport				11					11
Worchester				1	3				4
Total				747	143				890
Kentucky:									
Akron				1	7				8
Atlanta					1				1
Buffalo				1	11				12
Boston				2	6				8
Chicago				10	74				84
Cincinnati				2	31				33
Cleveland					48				48
Columbus				2	16				18
Dayton					4				4
Detroit					82				82
Duluth					1				1
Erie					3				3
Grand Rapids					20				20
Indianapolis				1	8				9
Louisville					1				1
Milwaukee				1	2				3
Minneapolis					2				2
Peoria				1					1

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 69 markets, season 1926*—Continued

State and market	February	March	April	May	June	July	August	September	Total
Kentucky—Continued.	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Pittsburgh					41				41
Providence				1	2				3
Rochester, N. Y.				2	9				11
Springfield, Mass.					2				2
Syracuse					6				6
Toledo					2				2
Worcester					3				3
Youngstown					16				16
Total				24	398				422
Maryland:									
Albany				1	12				13
Altoona					7				7
Baltimore				12	41				53
Boston				53	226				279
Bridgeport				7	14				21
Buffalo				8	47				55
Cleveland				1	11				12
Columbus				1					1
Detroit					5				5
Easton-Phillipsburg				1					1
Erie				1	6				7
Harrisburg					1				1
Hartford				17	19				36
Indianapolis					1				1
Johnstown				2	1				3
Newark				3	10				13
New Haven				6	7				13
New York City				93	177				270
Philadelphia					6				6
Pittsburgh				1	33				34
Portland, Me.				9	30				39
Providence				6	33				39
Rochester				10	28				38
Scranton				4	12				16
Springfield, Mass.				10	21				31
Syracuse				4	15				19
Toledo				2	5				7
Wilkes-Barre				1	14				15
Williamsport				1	2				3
Worcester				4	13				17
Youngstown					1				1
Total				258	798				1,056
Missouri:									
Akron				1	1				2
Boston				8	23				32
Buffalo				2	19				21
Chicago				11	152				163
Cleveland				10	9				19
Columbus					3				3
Dallas					7				7
Denver				1	25				26
Des Moines				7	27				34
Detroit				9	60				69
Duluth					15				15
El Paso					3				3
Erie					1				1
Fort Worth					4				4
Grand Rapids					6				6
Hartford					1				1
Indianapolis				2	2				4
Kansas City				1	16				17
Milwaukee				5	55				60
Minneapolis				3	114				117
New Haven					1				1
New York City					8				8
Omaha					46				46
Oklahoma City					6				6
Peoria					2				2
Pittsburgh					24				24
Portland, Me.					2				2
Providence				1	1				2
Rochester					2				2
St. Louis				2	11				13
St. Paul				1	37				38
San Antonio					2				2

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 69 markets, season 1926*—Continued

State and market	February	March	April	May	June	July	August	September	Total
Missouri—Continued.	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
Shreveport				1	5				6
Sioux City					35				35
Springfield, Mass				1	2				3
Syracuse					6				6
Scranton					8				8
Toledo				2	14				16
Worcester				2	7				9
Youngstown					1				1
Total				71	763				834
Tennessee:									
Akron				16	8				24
Albany				2					2
Altoona				1	1				2
Atlanta					5				5
Boston				27	2				29
Bridgeport				1					1
Buffalo				25	1				26
Chicago				160	40				200
Cincinnati				80	48				128
Cleveland				29	43				72
Columbus				45	17				62
Dayton				25	27				52
Detroit				19	42				61
Evansville				2					2
Grand Rapids				13	3				16
Hartford				3					3
Indianapolis				29	6				35
Louisville				11	17				28
Lexington				2	2				4
Milwaukee				1	1				2
New York City				1					1
Peoria				6					6
Philadelphia				1					1
Pittsburgh				28	21				49
Portland, Me				7					7
Providence				9					9
Rochester				5					5
St. Louis				5					5
Sioux City				1					1
Springfield, Mass				7					7
Syracuse				6					6
Terre Haute				6					6
Toledo				22	24				46
Wilkes-Barre				1					1
Worcester				3					3
Youngstown				8	4				12
Total				607	321				928
Indiana:									
Buffalo					1				1
Chicago					20				20
Detroit					1				1
Pittsburgh					20				20
Total					48				48
Iowa:									
Chicago					26				26
Duluth					1				1
Milwaukee					8				8
Total					35				35
Kansas:									
Minneapolis					1				1
New York:									
Boston					3				3
Newark						1			1
New York					51	85			160
Philadelphia					2	5			7
Pittsburgh					1	5			6
Portland, Me					1				1
Rochester					3				3
Springfield, Mass					1				1
Syracuse						1			1
Total					92	97			189

TABLE 7.—*Distribution of carload shipments of strawberries from State of origin as indicated by time of arrivals on 69 markets, season 1926*—Continued

State and market	February	March	April	May	June	July	August	September	Total
Massachusetts:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Albany					1				1
Boston					44	46			90
Portland, Me.					6	9			15
Total					51	55			106
Michigan:									
Chicago					51	56			107
Milwaukee					38	17			55
Total					89	73			162
New Jersey:									
Boston					11				11
Providence					4				4
Springfield					6				6
Worcester					1				1
Total					22				22
Washington:									
Minneapolis					1				1
St. Paul						1			1
Total					1	1			2
Wisconsin:									
Chicago						1			1
Duluth					9	3			12
Milwaukee					1	2			3
Total					10	6			16
Oregon:									
Los Angeles						1			1
Minneapolis					1				1
Total					1	1			2
Maine:									
Boston						2	1		3
Pennsylvania:									
Pittsburgh						8			8
Montana:									
Chicago							6	6	12
Detroit								1	1
Total							6	7	13
Grand total	32	226	1,064	5,023	3,445	243	7	7	10,057

ALABAMA

The Alabama market-strawberry acreages are scattered across the State from its southern boundary northward. The State reported 1,380 acres as having been utilized for growing market strawberries in 1920, and there was a steady upward trend of the acreages during the period ended with 1926. The peak of the acreages planted during the 7-year period was reached in 1924. A considerable decrease occurred in 1925, but a part of this loss was regained in 1926. The State cultivated an average of 2,879 acres for the 7-year period, which was 109 per cent above the 1920 acreage.

Alabama has produced an average of 4,863,000 quarts of market strawberries per year, which is equivalent to 482 cars with a capacity of four hundred and twenty 24-quart crates each, which is the usual car-

load from this State. Although 19 States produce larger strawberry crops than does Alabama, the production of this State is a considerable factor in the market-strawberry trade because of the large proportion of its production that is moved in carloads. These shipments move an average of 84 per cent of the State crop, and the State ranks eleventh among the strawberry-producing States in number of carload shipments.

The average yield per acre of strawberries in Alabama is 1,689 quarts, which is 69 quarts below the average for the United States. This yield is the second largest of the yields in the early-crop States and is 146 quarts above the average for its group, which, other conditions being equal, places Alabama in a strong position to compete with other State crops that are encountered on the markets used.

Alabama is an early-crop State in which the marketing period occurs usually between March 18, and June 8. The 1926 movement began April 19, continued 46 days, and was terminated June 3. This was a late start for shipments from this State, but as is usual in such instances, the season was over on about the average closing date. The greater part of the shipments of strawberries from this State are unloaded on Ohio markets. These shipments arrive in May, and meet in competition early-season shipments from Tennessee and Arkansas, and late-season shipments from Louisiana.

The Klondike, the principal market variety in southern Alabama, is grown for the early crop in the northern parts, and the Aroma is grown for the late crop.

Castleberry, Conecuh County, is the principal carload shipping point for strawberries in Alabama.[7]

References to Alabama are made in Figures 2, 3, 5, 6, 8, 9, and 10, and in Tables 2 and 4.

ARKANSAS

The Arkansas market-strawberry acreages are divided between two important districts. The principal district is part of the large Ozark section, which is located along the western boundary of the State and extends into southwestern Missouri. Another important district is situated in White County, which is located in the central part of the State. Arkansas reported 9,070 acres as having been utilized for growing market strawberries in 1920. This acreage was increased to 14,240 in 1921 and in 1922 to 18,360. There was a decrease from the 1922 acreage in 1923, but in 1924 the plantings were again increased to reach the peak for the period, which was 20,780 acres. There was a considerable decrease from the peak during 1925 and 1926. Notwithstanding these decreases, each year of the period shows a larger acreage than was reported for 1920, and the total acreage planted was equal to a yearly average of 15,499 acres, which was 71 per cent above that of 1920. These acreages indicate an upward trend of the industry in this State for the period.

[7] The following publications list all strawberry shipping stations in the United States that ship 10 or more cars per year:

UNITED STATES DEPARTMENT OF AGRICULTURE, BUREAU OF AGRICULTURAL ECONOMICS. CARLOAD SHIPMENTS OF FRUITS AND MELONS FROM STATIONS IN THE UNITED STATES FOR THE CALENDAR YEARS 1920, 1921, 1922, AND 1923. U. S. Dept. Agr. Statis. Bul. 8, 79 p. 1925.

——— CARLOAD SHIPMENTS OF FRUITS AND VEGETABLES FROM STATIONS IN THE UNITED STATES FOR THE CALENDAR YEARS 1924, 1925. U. S. Dept. Agr. Statis. Bul. 19, 158 p. 1927.

Arkansas has a comparatively small average yield per acre (1,347 quarts), which discounts somewhat the importance of the large acreages reported each season. The average yield is about 400 quarts below the United States average and is the smallest among the strawberry-producing States.

The State produces an average of 20,876,000 quarts of market strawberries per year, which is equivalent to 2,071 cars with a capacity of four hundred and twenty 24-quart crates each, which is the usual carload from this State. Arkansas ranks second in volume of market production and moves about 64 per cent of the crop in carloads, which places it third among the strawberry-shipping States in carload shipments.

Arkansas is considered as a second-early-crop State. The marketing period occurs usually between April 14 and June 9. The 1926 movement began May 3, continued 39 days, and was terminated June 8. The movement was late in starting, but the ripening period ended on about the average closing date. Arkansas strawberries are distributed among 37 of the 69 markets reporting strawberry unloads. The markets shown unloaded about 59 per cent of the State shipments during 1926. (Fig. 10.) Tennessee, North Carolina, Virginia, Alabama, and Missouri market the larger part of their crop during May in competition with Arkansas.

The Klondike is grown for the early crop in Arkansas and the Aroma for the late crop.

Judsonia, Bald Knob, McRae, and Springdale in the order named are the most important strawberry shipping points in Arkansas.

References to Arkansas are made in Figures 2, 3, 5, 6, 7, 8, 9, and 10 and Tables 2 and 5.

CALIFORNIA

The California strawberry acreages are scattered over most of the State from its southern boundary northward. The largest district is situated in Los Angeles County and the principal commercial (rail) sections are in Sacramento and Imperial Counties. The State reported 3,200 acres as having been utilized for growing strawberries in 1920, and it cultivated about that number as the yearly average during the period from 1920 to 1926, inclusive. The southern district of California increased its average acreage about 32 per cent above that of 1920 during the period, but other sections of the State reduced their acreage 7 per cent.

California produces an average of 11,406,000 quarts of market strawberries per year, which is equivalent to 1,462 cars with a capacity ranging from twelve hundred to fourteen hundred 12-pint crates, which is the usual carload in this State. California ranks seventh in volume of strawberry production, but only about 14 per cent of the crop is moved in carloads.

The average yield per acre in this State is 3,830 quarts in the southern district and 3,224 quarts in other sections. These are the largest average yields among the strawberry-producing States and are usually the results of irrigation.

California is considered as both a second-early-crop and an intermediate-crop State. The carload-shipping season occurs usually

between March 19 and May 31, but the trucking season extends over a much longer period. The greater part of the carload shipments are

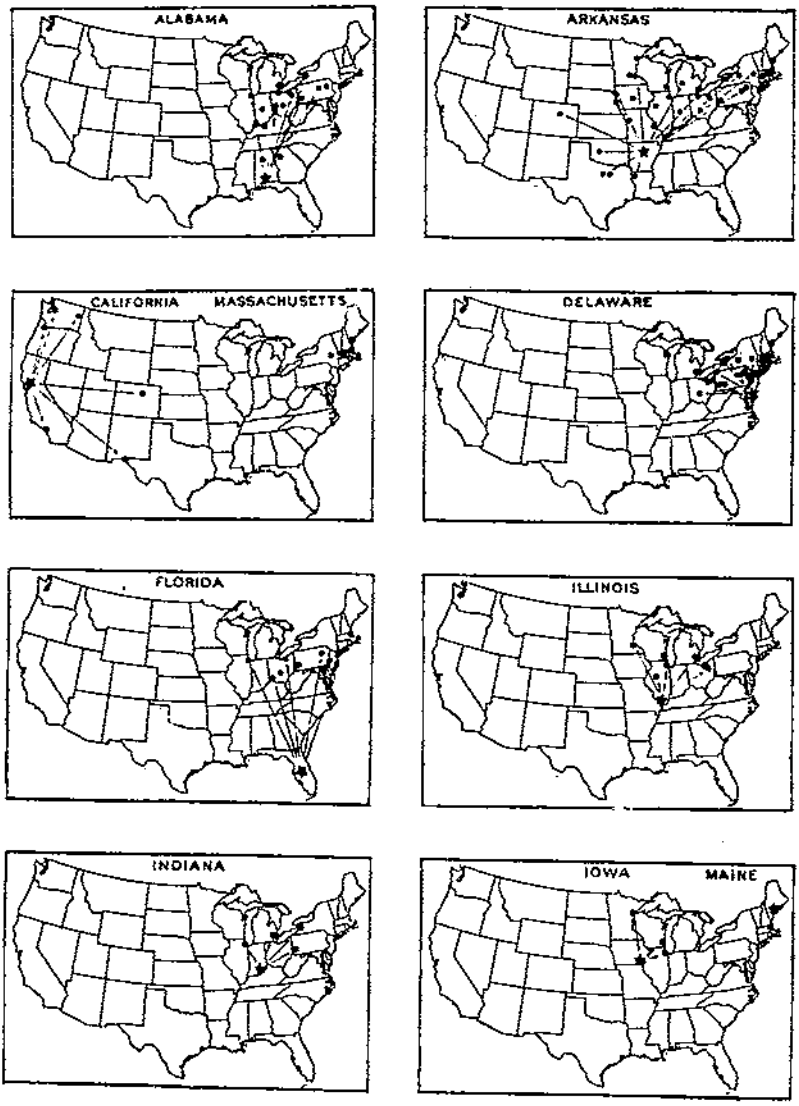


FIGURE 10.—CARLOAD STRAWBERRY DISTRIBUTION FROM ORIGIN, 1926

The destinations indicated on this map are named in Table 7, which also gives volume and months of arrival at each market.

unloaded on the Pacific-coast markets and meet little carload competition.

The Marshall and the Oregon are the chief varieties of strawberries grown in California. The Dollar is grown near Sacramento and the Klondike to some extent, south of Fresno.

Brawley, Imperial County, and Florin, Sacramento County, are the principal carload-shipping stations in the State.

References to California are made in Figures 2, 3, 5, 9, and 10 and Table 4.

DELAWARE

Strawberries are grown in nearly all parts of Delaware, but the principal district is in the southern half of the State. The State reported 3,720 acres as having been utilized for growing strawberries in 1920 and an increase each year until the peak, 6,100 acres, was reached in 1923. From the peak there was a drop to 4,900 acres in 1924, and in 1925 the low point of the period (2,600 acres) was reached. There was an increase to 3,200 acres in 1926. The average for the period was 4,289 acres, but there was a considerable downward trend of the acreages of this State for the period as a whole.

Delaware has produced an average of 8,998,000 quarts of market strawberries per year for the period, which is equivalent to 1,172 cars with a capacity of two hundred and forty 32-quart crates each, which is the usual carload from this State. Delaware ranks twelfth in order of production among the strawberry-producing States, and ships 71 per cent of its crop in carloads. This places the State eighth in order of carload shipments.

The average yield per acre of strawberries in Delaware is 2,098 quarts. This is about 257 quarts above the average of the intermediate-crop group and 340 quarts above the United States average yield.

Delaware is considered as an intermediate-crop State. It markets its crop usually between May 14 and June 30. The 1926 movement, began May 26, continued 32 days, and was terminated June 26. The daily average shipments of strawberries from Delaware during the flush of the 1926 season were above the average of the period as a result of the short ripening season of a crop that was above the average for the State. About 48 per cent of the carload shipments from this State are marketed among the cities that report carload unloads to the Bureau of Agricultural Economics.

The competition met by Delaware on the markets comes from June shipments from Maryland, New Jersey, Missouri, Kentucky, Tennessee, Indiana, New York, and Massachusetts.

Several varieties of strawberries are grown in Delaware: Howard 17 and Missionary are planted for the early crop and the Gandy, Joe, Lupton, and Chesapeake for the late crop. Some Klondikes are grown.

Selbyville, Bridgeville, and Millsboro in Sussex County are the principal strawberry-shipping stations in Delaware.

References to Delaware are made in Figures 2, 3, 5, 6, 7, 8, 9, and 10 and in Tables 2 and 5.

FLORIDA

There are two important market-strawberry districts in Florida. Hillsborough and Polk Counties in the southern part of the State form the earlier district and Bradford County in the northern part produces a crop that is marketed somewhat later. The State reported

1,190 acres as having been utilized for growing market strawberries in 1920, and this acreage was reduced slightly in 1921, but an increase in yearly plantings began in 1922 and continued until the peak, 4,690 acres was reached in 1924. The acreage was reduced to 4,240 acres in 1925, and in 1926 it was reported as 2,980. Considering the acreages cultivated by the State for the 7-year period as a whole, there was a decided upward trend of the industry in this State. The average acreage was 2,876, which was 142 per cent above that of 1920.

Florida produces an average of 5,542,000 quarts of market strawberries per year, which is equivalent to 825 cars of average-size shipments from this State. Florida ranks seventeenth among the strawberry-producing States in volume of production and ships about 56 per cent of its crop in carloads. A large part of the remainder of the crop is shipped by express to the large northern markets in containers known as "pony refrigerators." These shipments have a very wide distribution.

The average yield per acre of strawberries in Florida is 1,927 quarts, which is the largest yield in the early-crop group of States and is 169 quarts above the United States average.

Florida is an early-crop State from which the early movement usually begins in December with less-than-carload shipments. The carload movement often starts as early as January 1 and continues for a period of about four months, ending usually during the last week of April. The greater part of the carload shipments are unloaded on the large northern markets, of which New York is the most important. The State has little competition in marketing its crop from the beginning of the movement until March. During March Louisiana enters the markets and is a strong competitor of Florida to the end of the season.

The Missionary is practically the only variety grown in the southern districts of Florida, and is the chief variety in the northern part, although a few Klondikes are grown there.

Plant City and Lakeland in the west-central part and Lawtey in the northern part are the leading carload-strawberry-shipping stations in Florida.

References to Florida are made in Figures 2, 3, 5, 6, 7, and 10 and Tables 2, 4, and 5.

ILLINOIS

The Illinois market-strawberry districts are situated in the south-central and extreme southern parts of the State. This State reported 3,210 acres as having been utilized for growing strawberries in 1920, and a small increase was reported each succeeding year until the peak was reached in 1924. There was a decrease from the 1924 acreage during 1925, and in 1926 the decline continued. The State cultivated an average of 3,317 acres for the 7-year period. This was about 3 per cent above the 1920 plantings and shows a slight upward trend for the period as a whole.

Illinois produces an average of 4,992,000 quarts of market strawberries per year, which is equivalent to 495 cars with a capacity of four hundred and twenty 24-quart crates each, which is the usual carload from this State. Illinois is nineteenth in rank in volume of market production and ships less than 50 per cent of its market crop in carloads.

The average yield per acre of strawberries in Illinois is 1,505, which is 253 quarts below the average for the United States and 336 quarts below the average of the intermediate-crop group of States, of which this State is one.

The marketing period for Illinois strawberries usually occurs between May 4 and June 26. The 1926 movement began May 19, continued 33 days, and was terminated June 21. This was a late season for this State, but the country in general had a late season during that year. The greater part of the Illinois shipments are made in June to the Chicago market and meet competition on that market with shipments from Missouri, Tennessee, Arkansas, Kentucky, Indiana, Iowa, and Michigan.

The leading varieties grown in Illinois are the Dunlap and Howard 17 in the northern part and the Gandy and Aroma in the southern part. (Figs. 8 and 9.)

Villa Ridge, Pulaski, and Fayette are the principal strawberry carload-shipping points in Illinois.

References to Illinois are made in Figures 2, 3, 5, 6, 7, 8, 9, and 10.

INDIANA

The Indiana strawberry districts are situated in Clark and Floyd Counties in the southeastern part of the State. The State reported 2,020 acres as having been utilized for growing market strawberries in 1920. There was a slight downward trend in acreage in Indiana from 1920 to the end of the period in 1926. The average cultivated by the State for the period was 1,847 acres, which is about 9 per cent less than the 1920 plantings.

Indiana produces an average of 3,145,000 quarts of market strawberries each year, which is equivalent to 312 cars with a capacity of four hundred and twenty 24-quart crates each. The market production of this State has little bearing on the general market as only about 13 per cent is moved in carloads.

The average yield per acre of strawberries in Indiana is 1,703 quarts, which is 138 quarts below the average of the intermediate-crop group of States, of which it is one.

The marketing period of Indiana occurs usually between May 15 and June 30. The greater part of the shipments from this State are unloaded on the Chicago and Pittsburgh markets during June in competition with shipments from Tennessee, Maryland, Missouri, and Kentucky.

The Gandy, Dunlap, Howard 17, and Aroma are the most important varieties grown in Indiana.

References to Indiana are made in Figures 2, 3, 5, 6, 8, 9, and 10, and in Table 5.

IOWA

The Iowa market-strawberry district is situated in the extreme southeastern part of the State, in Lee County. The State reported 2,590 acres as having been utilized for growing market strawberries in 1920 and an increase each year until the peak was reached in 1923. From the peak of 3,300 acres in 1923 there was a decrease to 2,850 acres in 1926, which made the average 2,860 acres for the 7-year period. This average was 10 per cent above the 1920 acreage and shows a slight upward trend of the acreages of this State for the period.

Iowa produces an average of 4,762,000 quarts of market strawberries per year, which is equivalent to 472 cars with a capacity of four hundred and twenty 24-quart crates each. Iowa ships about 13 per cent of its crop in carloads; that is, about 59 cars.

The average yield per acre of strawberries in Iowa is 1,665 quarts, which is 93 quarts below the average for the United States and 176 quarts below the average of the intermediate-crop group of States, of which it is one.

The marketing period of Iowa occurs usually between May 24 and June 28. The greater part of the Iowa carload shipments are unloaded on the Chicago and Milwaukee markets in June and come into competition with shipments from Missouri, Kentucky, Indiana, Illinois, Tennessee, and Arkansas.

The Dunlap is the chief variety of strawberry grown in Iowa.

Keokuk and Montrose are the principal strawberry-shipping stations.

References to Iowa are made in Figures 2, 3, 5, 6, 7, 8, and 10, and in Table 5.

KANSAS

The Kansas strawberry acreages are located in the northeastern part of the State, the larger part being in Doniphan County. The average plantings from 1920 to 1926 were 574 acres, but there was a considerable increase during the last three years, which show an average of 943 acres.

The average production of Kansas has been 941,000 quarts per year, which is equivalent to 109 cars with a capacity of seven hundred and twenty 24-pint crates, which is the usual carload from this State. The increase in the industry during the last three years of the period indicates a much larger production than the average for the period.

The average yield per acre of strawberries in Kansas is 1,639 quarts, which is 119 quarts below the average for the United States.

Kansas is a late-crop State which markets its crop in June. Only about 12 per cent of the crop is moved in carloads; in 1926 but one car was reported as received from Kansas and that was delivered to Minneapolis.

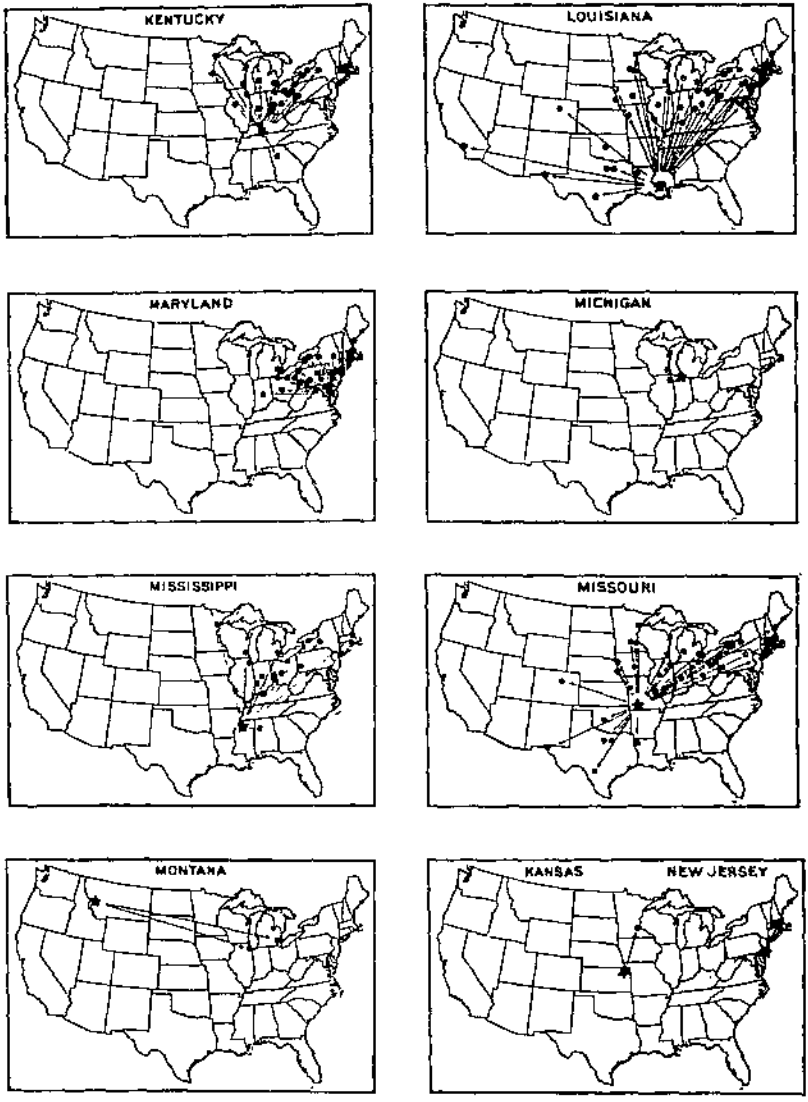
The Aroma is the chief variety grown for market.

References to Kansas are made in Figures 2, 3, 5, and 11.

KENTUCKY

The Kentucky strawberry districts are located along the southern boundary of the western part of the State and in the vicinity of Louisville in the north-central part. The State reported 3,440 acres as having been utilized for growing market strawberries in 1920 and an increase for each of the following years until the peak (5,080 acres) was reached in 1923. There was a reduction to 4,370 acres in 1924, and, in 1925, the acreage was reduced to 4,260, but an increase to 4,790 acres was made in 1926. The average of these changing acreages for the period was 4,380 acres, which was 27 per cent above the 1920 plantings. As a whole, the period shows a slight upward trend in the strawberry industry of this State from 1920 to 1926, inclusive.

Kentucky produces an average of 7,016,000 quarts of market strawberries per year, which is equivalent to 696 cars with a capacity



Dots represent markets reporting unloads
Stars represent points of origin

FIGURE 11.—CARLOAD STRAWBERRY DISTRIBUTION BY ORIGIN, 1926

These distributions represent only that part of the crop which was reported as unloads at the markets involved. Stations in some States report the shipment of cars to other markets, but no report of their arrival at those markets is received by the Department of Agriculture from the railroads.

of four hundred and twenty 24-quart crates, which is the usual load from this State. Kentucky is fifteenth in order of rank in production of market strawberries, but as 74 per cent of the crop is marketed in carloads, its production is an important factor among the larger markets. The State ranks ninth among the strawberry-producing States in number of carload shipments.

The average yield per acre of strawberries in Kentucky is 1,602 quarts, which is 156 quarts below the average for the United States and 239 quarts below the average of the intermediate-crop group of States.

The marketing period of Kentucky occurs usually between May 5 and June 15. The 1926 strawberry season in Kentucky was of short duration. Shipments were not begun until May 24, which is a late date for the State, the movement was continued for 20 days only, and was terminated June 12. About 61 per cent of Kentucky carload shipments are unloaded on 26 of the markets that report their receipts to the Bureau of Agricultural Economics. The greater part of the shipments are made in June and come into competition on the markets with shipments from Tennessee, Maryland, Missouri, Delaware, Alabama, Arkansas, Illinois, and Michigan.

The Aroma is the principal variety grown in Kentucky, though the Gandy is grown to some extent. The Aroma is a medium-late berry in this State and the Gandy is a late variety.

Paducah, Franklin, Bowling Green, Bristow, and Oakland are the principal strawberry carload-shipping stations in Kentucky.

References to Kentucky are made in Figures 2, 3, 5, 6, 7, 8, 9, and 11 and in Table 5.

LOUISIANA

The Louisiana market-strawberry acreages are situated in the southeastern part of the State, in Tangipahoa, Livingston, and St. Helena Parishes. The State reported 6,500 acres as having been utilized for growing market strawberries in 1920, which was increased to 8,250 acres in 1921. The 1921 acreage was increased by more than 3,000 acres in 1922 and an additional 3,000 was reported in 1923. The 1924 acreage was practically the same as that reported for 1923, but a decrease of more than 4,000 acres was reported for 1925. The peak acreage of this State for the period was reached in 1926, when the plantings were increased to 18,500 acres. The average for the period was 12,014 acres, which was 85 per cent above the number reported in 1920. The trend of the industry in this State was decidedly upward from 1920 to the end of 1926.

Louisiana produces an average of 17,240,000 quarts of market strawberries per year, which is equivalent to 1,842 cars with a capacity of 9,360 quarts, which is estimated as an average car for this State. Some cars shipped from Louisiana carry seven hundred and twenty 24-pint crates and others four hundred and twenty 24-quart crates. Louisiana is fourth among the strawberry-producing States in volume of production and first among the early-crop group of States. The carload shipments from Louisiana represent about 83 per cent of the production and have equaled 1,527 cars each year, which places the State second in rank among the strawberry-shipping States in number of carload shipments.

The average yield per acre of strawberries in Louisiana is 1,435 quarts, which is 323 quarts below the average of the United States and 108 quarts below the early-crop group average.

Louisiana is an early-crop State in which the marketing period occurs usually between March 2 and May 29. The 1926 movement began March 27, continued 64 days, and was terminated May 29. This was a late start for the early shipments from this State, but the ripening period was shortened, and the season closed May 29. During 1926, 50 of the 69 markets reporting strawberry unloads received shipments from Louisiana. The greater part of these shipments were received during April and May and represented more than 84 per cent of the State shipments for the season. Shipments from Louisiana usually meet only limited competition on the markets during April, but during May shipments from this State have to compete for sale with the bulk of the shipments that originate in Tennessee, Missouri, Kentucky, North Carolina, Arkansas, Virginia, Maryland, Mississippi, and Alabama.

The Klondike is the principal variety grown in Louisiana.

Albany and Denham Springs, Livingston Parish; Montpelier, Saint Helena Parish; and Amite, Hammond, Independence, and Ponchatoula in Tangipahoa Parish, are important strawberry-shipping stations in Louisiana.

References to Louisiana are made in Figures 2, 3, 5, 6, 7, 8, and 11, and Tables 2 and 5.

MAINE

Maine cultivated 714 acres of strawberries in 1924, according to the 1925 agricultural census report. Information for other years of the period is not available. The acreages reported for 1924 are located in the southeastern part of the State. During July and August of the 1926 season Maine shipped 3 carloads of strawberries to the Boston market.

MARYLAND

The chief market-strawberry acreages of Maryland are situated in the counties on the east side of Chesapeake Bay which are part of the territory known commercially as the Eastern Shore district. The State reported 7,910 acres as having been utilized for growing market strawberries in 1920, and an increase during each of the following years until the peak, 11,080 acres, was reached in 1924. There was a decrease to 9,100 acres in 1925, but this acreage was increased to 10,650 acres in 1926. The average cultivated for the 7-year period was 9,524 acres, which is 20 per cent above the 1920 acreage. These acreages indicate that there was a slight but steady upward trend of the strawberry industry of Maryland from 1920 to 1926.

Maryland produces an average of 20,328,000 quarts of market strawberries per year, which is equivalent to 2,647 cars with a capacity of two hundred and forty 32-quart crates, which is the usual carload from this State. Maryland ranks third among the States in volume of strawberry production. Only 55 per cent of the crop is moved in carloads, but there is a large additional movement by truck which includes the greater part of the remainder and makes the State second only to Tennessee in volume of market deliveries.

The average yield per acre of strawberries in Maryland is 2,134 quarts, which is 376 quarts above the United States average and

293 quarts above the average of the intermediate-crop group of States, of which Maryland is one.

The marketing period of Maryland occurs usually between May 2 and June 21. The 1926 movement began May 19, continued 36 days, and was terminated June 23. Thirty-one of the sixty-nine markets that furnish carload-unload reports of strawberries were included in the distribution of Maryland strawberries in 1926. The shipments to these markets represented about 73 per cent of the carload movement from the State. About 76 per cent of the Maryland carload shipments are made in June and come into competition on the markets with shipments from Delaware, Virginia, Missouri, New Jersey, Tennessee, New York, Kentucky, North Carolina, Massachusetts, Arkansas, Illinois, and Indiana.

Several varieties are grown in Maryland, but the Howard 17 and Missionary for the early crop, and the Lupton, Chesapeake, Joe, and Gandy, for the late crop are extensively planted.

Marion, Pittsville, Fruitland, and Berlin are important strawberry carload-shipping stations in Maryland.

References to Maryland are made in Figures 2, 3, 5, 6, 7, 8, 9, and 11 and in Tables 2 and 5.

MASSACHUSETTS

Massachusetts has produced and shipped an average of 80 carloads of strawberries per year from 1920 to 1926, inclusive. This information is furnished by the market-unload reports made to the Bureau of Agricultural Economics. Acreage, yield, and other data for this State are not available in the commercial records at the present time. The 1924 agricultural census reported 1,373 acres of strawberries scattered over a large part of the State.

During the 1926 season, a total of 106 cars of Massachusetts strawberries were among the reported receipts at Albany, Boston, and Portland.

References to Massachusetts are made in Figures 1 and 10.

MICHIGAN

The Michigan market-strawberry acreages are located in the Lower Peninsula in those counties that border on Lake Michigan, and in the southeastern counties of the State. The State reported 5,900 acres as having been utilized for growing market strawberries in 1920 which was increased to 6,550 acres in 1921. There was a small decrease in the acreages of 1922 and 1923, but there was an increase to 7,790 acres in 1924, which was the peak year of the 7-year period. There was a drop to 6,450 acres in 1925, and in 1926 the acreage was reduced to 6,230 acres. The State cultivated a yearly average of 6,396 acres during the period, which was 8 per cent above the 1920 acreage. The plantings for the period indicate a slight upward trend of the strawberry industry of this State.

Michigan produces an average of 9,194,000 quarts of market strawberries per year, which is equivalent to 884 cars with a capacity of six hundred and fifty 16-quart crates each, which is the usual carload from this State. Michigan ranks tenth in order of volume of production among the strawberry-producing States. Carload and boat shipments represent about 44 per cent of the crop; the larger part of the crop moves by truck.

The average yield per acre of strawberries in Michigan is 1,437 quarts, which is 321 quarts below the average for the United States and is the lowest yield among the late-crop group of States.

The marketing period of Michigan occurs usually between May 30 and July 31. The 1926 carload movement began June 15, continued 36 days, and was terminated July 20. Chicago and Milwaukee are the only markets that reported carload receipts of Michigan strawberries in 1926. The June shipments from Michigan are sold in competition with Arkansas, Tennessee, Illinois, Missouri, Kentucky, Indiana, and Iowa shipments.

Several varieties are grown in Michigan; chief among them are the Howard 17, Dunlap, Parsons (Gibson), and Gandy.

References to Michigan are made in Figures 2, 3, 5, 7, 8, 9, and 11, and Tables 2 and 5.

MISSISSIPPI

The Mississippi market-strawberry acreages are located in Panola County, in the northern part, Lauderdale County, in the east-central part; and in Covington and Harrison Counties, in the southern part. The State reported 780 acres as having been utilized for growing market strawberries in 1920 and there was little change in the reported acreage for the three years following. In 1924 the plantings were increased to 1,190 acres, and practically the same acreage was cultivated in 1925, but reports for 1926 show a reduction to 920 acres. The State cultivated an average of 930 acres for the period, which was 19 per cent above the acreage of 1920. A comparison of the acreages cultivated each year indicates that there was an upward trend of the strawberry industry in Mississippi during the period.

Mississippi produces an average of 1,354,000 quarts of market strawberries per year, which is equivalent to 134 cars with a capacity of four hundred and twenty 24-quart crates each, which is the usual carload from this State. The carload shipments have averaged 71 cars per year, which is about 53 per cent of the crop. Only two of the market-strawberry States produce less than Mississippi.

The average yield per acre of strawberries in Mississippi is 1,456 quarts, which is 302 quarts below the average of the United States and 87 quarts below the average of early-crop group.

Mississippi is an early-crop State in which the marketing period occurs usually between March 25 and May 26. The 1926 movement began April 21, continued 35 days, and was terminated May 25. A large percentage of the carload shipments from Mississippi are made in May and are distributed in small numbers among 18 of the markets reporting carload unloads. These shipments meet in competition with shipments from Alabama, Louisiana, North Carolina, Maryland, Virginia, Missouri, Kentucky, Tennessee, Arkansas, and Illinois.

The Klondike is the chief variety grown in Mississippi for market purposes.

Sanford, Marion, and Batesville are the most important strawberry carload-shipping stations in Mississippi.

References to Mississippi are made in Figures 2, 3, 5, 6, 7, 8, and 11 and in Tables 2 and 5.

MISSOURI

The Missouri market-strawberry acreages are situated in the southwestern counties of the State, in the Ozark section. There are some market acreages in the vicinity of St. Louis and Kansas City. The State reported 5,420 acres as having been utilized for growing market strawberries in 1920. An increase over the previous year was reported for each of the following seasons until the acreage reached 14,030 acres in 1926. The yearly average was 10,051 acres for the period, which was 85 per cent above the acreage of 1920. As Missouri was the only State that increased its acreage over the previous year during each season of the period, it developed the most consistent upward trend of the strawberry industry among the States, although its percentage of average increase was exceeded by several States.

Missouri produces an average of 15,876,000 quarts of market strawberries per year, which is equivalent to 1,575 cars with a capacity of four hundred and twenty 24-quart crates, which is the usual carload from this State. Missouri ranks seventh among the strawberry States in number of carload shipments, and fifth in production. These shipments represent 68 per cent of the State production and make the State a leading factor in the commercial strawberry markets.

The yield per acre of strawberries in Missouri is comparatively small; the average of 1,580 quarts is 178 quarts below the average for the United States and 261 quarts below the average of the intermediate-crop group of States.

The marketing period of Missouri occurs usually between May 1 and June 20. The 1926 movement began May 19, continued 31 days, and was terminated June 18. This was a short shipping season for Missouri, and the carload movement was above the average for the period. As a result the daily shipments during the flush of the 1926 season were far above the daily average for the period. More than 58 per cent of the carload shipments from Missouri were unloaded among 40 of the markets which report unloads. A very large percentage of the carload shipments from Missouri are marketed in June in competition with shipments from Tennessee, Kentucky, Illinois, Delaware, North Carolina, Maryland, Virginia, Arkansas, New Jersey, New York, Massachusetts, Indiana, Louisiana, Mississippi, Iowa, Michigan, and Alabama.

Several varieties are grown in Missouri, but the principal one of the Ozark section is the Aroma, though a few Klondikes are grown for the early crop. In districts north of the Missouri River, the Dunlap and Howard 17 are grown; south of the river, the Aroma, Gandy, and Dunlap are planted.

Sarcoxie, Jasper County; Neosho, Newton County; and Anderson, McDonald County, are important strawberry carload-shipping points in Missouri.

References to Missouri are made in Figures 2, 3, 5, 6, 7, 8, 9, and 11, and in Tables 2 and 5.

MONTANA

Montana produces a few cars of strawberries each year, which are usually moved in August and September. In 1926 the State shipped 12 cars to Chicago and 1 car to Detroit. The chief variety grown is the Progressive, an ever-bearing sort.

The 1924 agricultural census reported 282 acres as having been utilized for growing strawberries. These acreages are widely scattered over the State. (Fig. 1.)

NEW JERSEY

The New Jersey market-strawberry acreages are scattered over most of the State, but the principal district is situated in the southern half. The State reported 5,230 acres as having been utilized for growing market strawberries in 1920, which was gradually increased each season until the peak (6,500 acres) was reached in 1924. The acreage was reduced to 5,500 acres in 1925 and the same number of acres was reported for 1926. The State cultivated an average of 5,620 acres per year for the period, which was about 7 per cent above the 1920 acreage. A comparison of the acreages cultivated each season indicates that the strawberry industry did little more than hold its own in New Jersey during the period.

New Jersey produces an average of 9,177,000 quarts of market strawberries per year, which is equivalent to 1,195 cars with a capacity of two hundred forty 32-quart crates each, which is the usual carload from this State. New Jersey is eleventh in rank among the strawberry-producing States in volume of production, but its carload movement is relatively small, only about 23 per cent of the crop being moved in that manner. The importance of the New Jersey strawberry crop is shown by receipts on near-by markets of truck and less-than-carload shipments which move the greater part of the State production.

The average yield per acre of strawberries in New Jersey is 1,633 quarts, which is 125 quarts below the United States average and 208 quarts below the average of the intermediate-crop group of States.

The marketing period of New Jersey occurs usually between May 12 and June 30. The 1926 movement began May 31, continued 25 days, and was terminated June 24. Only a small number of the carload shipments from New Jersey are unloaded on markets that report receipts to the Bureau of Agricultural Economics. The remainder of the carload shipments are distributed among smaller markets which do not report unloads.

Twelve varieties are reported as being grown in New Jersey, but the Howard 17, Lupton, Aberdeen, Gandy, Chesapeake, Joe, and Success predominate.

Cedarville, Cumberland County, is the principal strawberry carload-shipping station in New Jersey.

References to New Jersey are made in Figures 2, 3, 5, 7, and 11 and in Tables 2 and 5.

NEW YORK

The New York market acreages are situated in the Hudson River Valley, and along the shores of Lake Ontario and Lake Erie. The State reported 3,720 acres as having been utilized for growing market strawberries in 1920, which was increased during the following years until the peak, 4,900 acres, was reached in 1924. This was reduced to 4,400 acres in 1925, and 4,590 acres were reported for 1926. These plantings represent a yearly average of 4,183 acres for the period, which was 12 per cent above the 1920 acreage. A comparison of the

acreages cultivated each season indicates that the strawberry industry of New York was on the upward trend during the period as a whole.

New York produces an average of 9,615,000 quarts of market strawberries per year, which is equivalent to 1,253 cars with a capacity of two hundred and forty 32-quart crates each, which is the usual carload from this State. New York is ninth in order of volume of market production among the strawberry-producing States. The New York carload shipments are comparatively small; only about 22 per cent of the crop is moved in this way. A large part of the production is moved by truck.

The average yield per acre of strawberries in New York is 2,299 quarts, which is 541 quarts above the United States average and 507 quarts above the average of the late-crop group of States.

The marketing period in New York occurs usually between May 30 and July 31. The 1926 movement began June 15, continued 39 days, and was terminated July 24. This was a late season for this State. The greater part of the carload shipments from New York are sent to New York City, but a few cars are distributed among the other eastern markets.

Twenty varieties are reported as being grown in New York, of which the Howard 17, Dunlap, Gandy, Glen Mary, and Late Stevens are the leaders.

Germantown, Columbia County; Tivoli, Dutchess County; Richland, Oswego County; and Marlboro, Ulster County, are the principal shipping stations in New York.

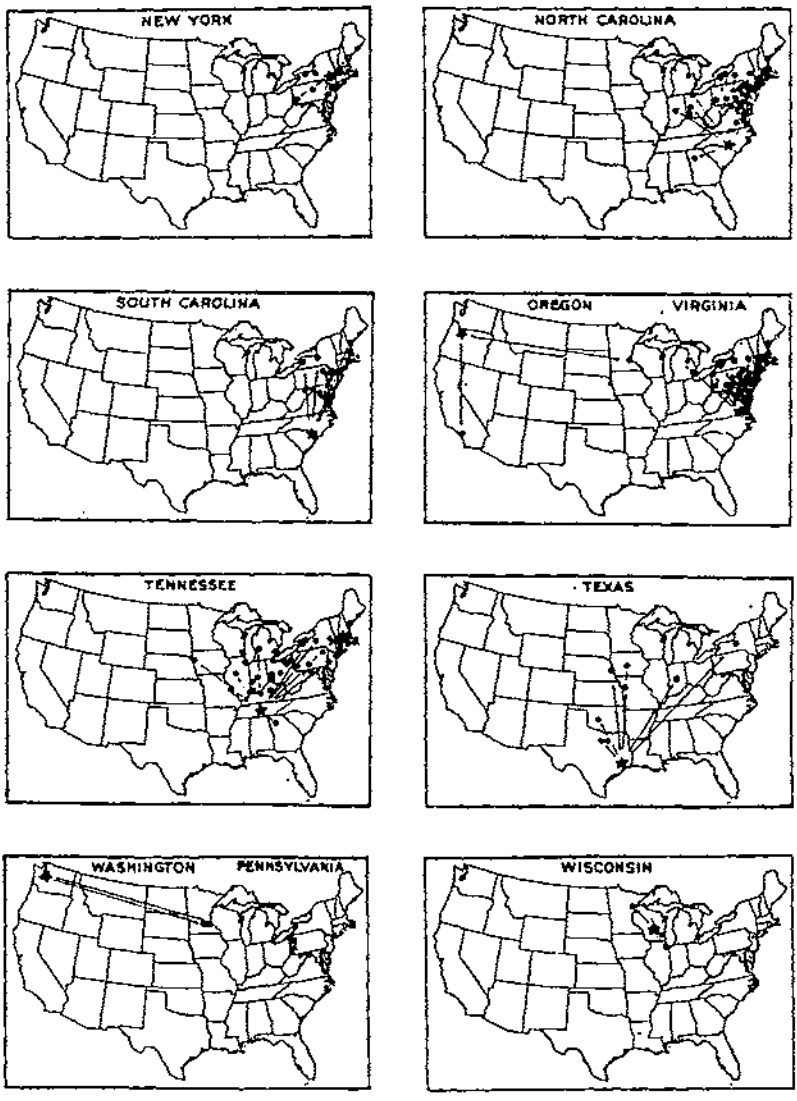
References to New York are made in Figures 2, 3, 5, 6, 7, 8, 9, and 12, and in Tables 2 and 5.

NORTH CAROLINA AND SOUTH CAROLINA COMBINED

The Carolina market-strawberry acreages are situated in one district, which is located in the eastern part of the States and separated by the State line only. The larger part of the acreage is located in North Carolina. The States reported 1,970 acres as having been utilized for growing market strawberries in 1920, which was increased during each of the following years until a peak of 6,730 acres was reached in 1924. A drop from the high point to 5,560 acres occurred in 1925, and in 1926 the acreage was lowered to 5,380 acres. The plantings for the period were equal to a yearly average of 4,491 acres, which was 128 per cent above the acreage of 1920. A comparison of the acreages cultivated each season indicates a decided upward trend of the strawberry industry of these States for the period as a whole.

The Carolinas produce an average of 10,973,000 quarts of market strawberries per year, which is equivalent to 1,478 cars with a capacity of two hundred and forty 32-quart crates, which is the usual carload from these States. Seven States produce larger strawberry crops than do the Carolinas, but as 85 per cent of the production is moved in carloads, the two States together rank fifth in number among the strawberry-shipping States.

The average yield per acre of strawberries in the Carolinas is 2,443 quarts, which is the largest among the market-strawberry-producing States excepting California. This yield is 685 quarts above the average for the United States and 702 quarts above the average of



Dots represent markets reporting unloads
Stars represent points of origin

FIGURE 12.—CARLOAD STRAWBERRY DISTRIBUTION FROM ORIGIN, 1926

The smaller volume shipped from certain districts is as important to those interested as are the larger shipments from other sections.

the second early-crop group of States, with which these States are classed.

The marketing period of North Carolina begins usually about April 7 and closes as late as June 29. The 1926 movement began April 24, continued 47 days, and was terminated June 9. The South Carolina movement occurs usually between April 16 and May 30. The greater part of the strawberry shipments from these States are unloaded on the eastern markets that report carload receipts to the Bureau of Agricultural Economics. The largest movement is in May and meets in competition shipments from Louisiana, Tennessee, Arkansas, Virginia, Maryland, Delaware, Mississippi, Missouri, Kentucky, and Alabama.

The Missionary variety is grown in the Wallace to Mount Olive district and Klondike in the Chadbourn to Mount Tabor district.

Chadbourn, Mount Tabor, Rose Hill, Teacheys, Wallace, and Rocky Point in North Carolina, and Loris in South Carolina are important strawberry carload-shipping stations.

References to the Carolinas are made in Figures 2, 3, 5, 6, 7, 8, and 12, and Tables 2 and 5.

OREGON

The Oregon market-strawberry acreages are situated in the Willamette and Hood River Valleys, in the northwestern part of the State. The State reported 2,970 acres as having been utilized for growing market strawberries in 1920, which was increased to 3,560 acres in 1921, and about that number of acres was cultivated during each of the three years following. In 1924 the acreage was increased to 6,020, but a slight decrease was reported for 1925. The peak acreage for the period was reached in 1926, when 7,320 acres were reported. The average yearly acreage for the period was 4,677, which was 57 per cent above the 1920 plantings. A comparison of the acreages cultivated each season indicates an upward trend of the strawberry industry of Oregon for the period as a whole.

Oregon produces an average of 8,640,000 quarts of market strawberries per year, which is equivalent to 1,000 cars with a capacity of seven hundred and twenty 24-pint crates, which is the usual carload from this State. Oregon ranks thirteenth in volume of strawberry production, but the carload movement (87 cars) has little influence on general market supplies. A very large part of the Oregon strawberry crop is barreled or canned. It is estimated that 10,000,000 quarts were barreled and from 2,500,000 to 3,000,000 quarts were canned during 1926 in this State and the State of Washington combined.

The average yield per acre of strawberries in Oregon is 1,847 quarts, which is 89 quarts above the United States average and 55 quarts above the average of the late-crop group of States.

The Clark is the chief variety grown in the Hood River district, and the Gold Dollar, Magoon, Marshall, Wilson, and Oregon are grown throughout the State.

The greater part of the carload shipments are from Hood River station.

References to Oregon are made in Figures 2, 3, 6, 9, and 12 and in Table 2.

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PENNSYLVANIA

The Pennsylvania market-strawberry acreages are situated in the western and southeastern parts of the State. The plantings of this State have averaged 3,116 acres per year, which were rather evenly distributed over the period from 1920 to 1926, inclusive.

Pennsylvania produces an average of 5,294,000 quarts of market strawberries per year, which is equivalent to 689 cars with a capacity of two hundred and forty 32-quart crates. Only about 2 per cent of the crop is moved in carloads, and the shipments are usually from Mercer County, in the western part of the State, and are destined for Pittsburgh. The eastern strawberry district of Pennsylvania is in a trucking belt which handles the greater part of the production.

From the last of May until early July is the usual marketing period for Pennsylvania strawberries. Howard 17, Gandy, and Dunlap are the chief varieties.

References to Pennsylvania are made in Figure 2, 5, 6, 8, 9, and 12.

TENNESSEE

The market-strawberry acreages of this State are situated in three separate localities that are known commercially as north, east, and west Tennessee districts. The State reported 11,090 acres as having been utilized for growing market strawberries in 1920, and a substantial increase was reported for each of the years following until the peak for the period (26,220 acres) was reached in 1924. The acreage was decreased to 18,780 acres in 1925, and again, in 1926, to 13,730. The total acreage for the period represents a yearly average of 17,744 acres, which was 60 per cent above the number cultivated in 1920. A comparison of the acreages cultivated each season in Tennessee indicates that, although there was a considerable decrease in the 1925–26 acreage, yet for the period as a whole there was an upward trend of the strawberry industry of the State.

Tennessee produces an average of 27,528,000 quarts of market strawberries per year, which is equivalent to 2,731 cars with a capacity of four hundred and twenty 24-quart crates each, which is the usual carload from this State. Tennessee ranks first in volume of production and carload shipments among the strawberry-producing States. Eighty-two per cent of the crop of this State is shipped in carloads which indicates the extent to which the producers have to go to outside markets for outlets.

The average yield per acre of strawberries in Tennessee is 1,551 quarts, which is 207 quarts below the average for the United States, and 190 quarts below the average of the second early-crop group of States of which it is one. This comparatively small yield discounts to some extent the production indicated each season by the large acreages reported.

The marketing period of Tennessee occurs usually between April 21 and June 15. The 1926 movement began May 3, continued 33 days, and was terminated June 11. This was a very late season in Tennessee as compared with other seasons of the period. Tennessee shipments have a very wide distribution among the markets of the mid-west, and reach also most of the eastern markets that report carload unloads. The volume of the competition met on these markets by Tennessee shipments originates during May and early

June in Louisiana, Alabama, Arkansas, Missouri, Kentucky, Illinois, Delaware, North Carolina, Maryland, Virginia, and Mississippi.

The Klondike, Aroma, and Gandy are the chief varieties in Tennessee. The Klondike is planted for the earlier and the Aroma and Gandy for later crops.

Dayton, Spring City, Ripley, Humboldt, Jackson, and Portland are the principal carload-shipping stations in Tennessee.

References to Tennessee are made in Figure 2, 3, 5, 6, 7, 8, 9, and 12 and Tables 2 and 5.

TEXAS

The Texas market-strawberry acreages are located in three districts in the southeastern part of the State. The State reported 400 acres as having been utilized for growing market strawberries in 1920, and, although the strawberry interests of this State are comparatively small, the trend of the industry was decidedly upward. The increase in acreage for the period raised the yearly average to 746 acres by the end of the 1926 season.

Texas produces an average of 1,011,000 quarts of market strawberries per year, which is equivalent to 108 cars with a capacity of four hundred and twenty 24-quart crates each, which is the usual carload from this State. The total market crop of Texas is small as compared with those of other strawberry-shipping States, and only about 29 per cent of the production is moved in carloads.

The average yield per acre of strawberries in Texas is 1,355 quarts, which is a small yield in comparison with those of other States or with that of the United States as a whole.

The carload-marketing period of Texas is uncertain each year as scattering carload shipments were made at different times each season of the seven years from 1920 to 1926, but all shipments were made within the limits of March 19 and May 30. The greater part of these shipments are unloaded on the markets of the mid-west.

The Klondike is the chief variety grown in Texas.

Pasadena, Harris County, is the principal carload-shipping station in Texas.

References to Texas are made in Figures 2, 3, 5, 6, 8, and 12 and Tables 2 and 5.

VIRGINIA

The Virginia market-strawberry acreages are located in two districts—the Norfolk district, situated in the southeastern part of the State, and the Eastern Shore district, on the peninsula east of Chesapeake Bay. The State reported 2,000 acres as having been utilized for growing market strawberries in 1920, which was increased to 2,700 acres in 1921, to 5,000 in 1923, and to 11,360 in 1924. The 1924 acreage was the peak for the 7-year period. A reduction was made in 1925 to 8,600 acres, which was continued in 1926 to 8,000 acres. The growth of the strawberry industry in Virginia exceeded that of any other State during the seven years from 1920 to 1926. The yearly average of 6,309 acres for the period represents a 215 per cent increase of the acreage of 1920.

Virginia produced an average of 15,191,000 quarts of market strawberries per year, which is equivalent to 1,978 cars with a capacity of

two hundred and forty 32-quart crates each, which is the usual carload from this State. Virginia ranks sixth among the strawberry carload-shipping States in volume of total market production, but as a large percentage of the crop is moved by truck the carload movement is reduced to about 59 per cent of the production.

The average yield per acre of strawberries in Virginia is 2,408 quarts, which is the third largest yield among the States and is exceeded only by California and the Carolinas. This yield is 650 quarts, or practically 37 per cent more than the United States average.

Virginia is classed as a second-early-crop State in which the marketing period occurs between May 1 and June 15. The 1926 movement began May 11, continued 33 days, and was terminated June 12. About 77 per cent of the carload unloads of strawberries from Virginia are received on those markets which report unloads and are situated in the Middle Atlantic and southern New England States. The volume of the competition that is met by Virginia strawberry shipments is greatest in May and originates in Louisiana, North Carolina, Tennessee, Arkansas, Delaware, Maryland, Missouri, and Kentucky.

The Missionary is the chief variety grown about Norfolk, while Heflin, Howard 17, and Missionary are grown about Onley, on the Eastern Shore.

Onley, Malfa, Painter, and Makemie Park, in Accomac County; Port Norfolk, in Norfolk County; and Bayview, Northampton County, are the principal shipping points in Virginia.

References to Virginia are made in Figures 2, 3, 5, 6, 7, 8, and 12 and Tables 4 and 5.

WASHINGTON

The most important Washington market-strawberry acreages are situated in the northwestern counties of the State. The State reported 2,900 acres as having been utilized for growing market strawberries in 1920. There was a small increase in the acreages of 1921 and 1922, which was continued in 1923, when 3,770 acres were reported. In 1924 the acreage planted was increased to 5,620 acres, which was decreased to 5,430 acres in 1925 and again increased to 6,090 acres in 1926. The average yearly plantings for the 7-year period were 4,276 acres, which is 47 per cent above that of 1920 and indicates an upward trend of the strawberry industry of the State for the period.

Washington produces an average of 7,983,000 quarts of market strawberries per year, which is equivalent to 924 cars with a capacity of seven hundred and twenty 24-pint crates, which is the usual carload from this State. About 10 per cent of the State production is moved in carloads and a large percentage of the remainder is either barreled or canned. The only data available regarding the quantity of stock barreled and canned in Washington includes the Oregon stock handled in the same manner. It is estimated that the two States combined barreled 10,000,000 quarts and canned from 2,500,000 to 3,000,000 quarts in 1926.

The Marshall, Gold Dollar, Clark, and Ettersburg 121 are the chief varieties grown in Washington.

References to Washington are made in Figures 2, 5, 9, and 12.

WISCONSIN

The Wisconsin market-strawberry acreages are scattered over the greater part of the State, but the carload-shipping districts are centralized in Bayfield, Door, Monroe, and Racine Counties. The State reported 610 acres as having been utilized for growing market strawberries in 1920. This acreage was not greatly changed until 1924, when it was increased to 2,040 acres. The acreage was reduced to 1,840 acres in 1925 and 1,870 acres were reported for 1926. The acreages cultivated during the last three years of the period indicate a considerable increase in the strawberry industry of the State.

Wisconsin produces an average of 2,028,000 quarts of market strawberries per year, which is equivalent to 176 cars with a capacity of seven hundred and twenty 16-quart crates, which is the usual carload from this State. The average production was 276 cars for the three years 1924–1926. About one-half of the market production of this State has been moved in carloads.

The average yield per acre of strawberries in Wisconsin is 1,690 quarts, which is about 68 quarts below the average of the United States.

Wisconsin is a late-crop State in which the marketing period occurs usually between June 8 and July 25. A large percentage of the carloads have been distributed in Duluth, Milwaukee, and Chicago.

The Dunlap, Howard 17, Warfield, and Progressive are the chief varieties grown for market purposes in this State.

References to Wisconsin are made in Figures 2, 3, 5, 6, 7, 8, and 12, and in Table 5.

APPROXIMATE DISTRIBUTION FROM FIVE IMPORTANT DISTRICTS

EASTERN SHORE DISTRICT

The Eastern Shore district includes the State of Delaware and those counties of Maryland and Virginia that are situated on the peninsula that lies east of Chesapeake Bay. This section is the largest market strawberry-producing area in the United States, and it is estimated that production during 1926 reached 54,981,000 quarts, which are equivalent to 7,159 cars with a capacity of two hundred and forty 32-quart crates, which is the usual carload from this section. The distribution of the strawberry crop from the Eastern Shore usually occurs between May 3 and June 25 and reaches a majority of the larger and a great many of the smaller markets situated in the territory extending northward from the point of origin to include a number of Canadian markets and eastward from the central Indiana markets to points in Maine.

Available records show that the equivalent of about 4,117 cars of the usual capacity were distributed from the Eastern Shore during the strawberry season of 1926. This distribution represented 3,031 cars shipped by rail and the equivalent of 1,086 cars by motor truck. The rail shipments were distributed among 114 markets in the United States and 8 markets in Canada. (Fig. 13 and Table 9). The distribution by truck reached the markets in eastern Pennsylvania, New York, New Jersey, Delaware, Connecticut, Maryland, Massachusetts, and Washington, D. C. (Fig. 14 and Table 8.)

TABLE 8.—*Approximate distribution of Eastern Shore district carload strawberry shipments by cities, season 1926* [1]

Market	Estimate of deliveries	Market	Estimate of deliveries	Market	Estimate of deliveries
	Cars		*Cars*		*Cars*
Akron, Ohio	1	Hazelton, Pa.	2	Quebec, Canada	4
Albany, N. Y.	[2] 48	Indianapolis, Ind.	1	Reading, Pa.	[2] 4
Allentown, Pa.	[2] 6	Ithaca, N. Y.	6	Ridgway, Pa.	3
Altoona, Pa.	[2] 22	Jamestown, N. Y.	1	Rochester, N. Y.	[2] 69
Amsterdam, N. Y.	6	Johnstown, Pa.	[2] 3	Rockland, Me.	4
Ashtabula, Ohio	4	Keene, N. H.	6	Rutland, Vt.	3
Auburn, Me.	8	Kenton, Del.	3	St. Johnsbury, Vt.	4
Baltimore, Md.	[2] 291	Lawrence, Mass.	1	Salisbury, Md.	14
Bangor, Me.	26	Lebanon, Pa.	3	Saranac Lake, N. Y.	1
Bethlehem, Pa.	1	Lehighton, Pa.	4	Saratoga Springs, N. Y.	5
Binghamton, N. Y.	33	Lewiston, Me.	1	Schenectady, N. Y.	22
Boston, Mass.	[2] 374	London, Canada	1	Scranton, Pa.	[2] 33
Bradford, Pa.	7	Lowell, Mass.	8	Selbyville, Del.	1
Brantford, Canada	4	Mahonoy City, Pa.	1	Shamokin, Pa.	2
Bridgeport, Conn.	[2] 28	Malone, N. Y.	6	Shenandoah, Va.	1
Buffalo, N. Y.	[2] 137	Manchester, N. H.	20	South Bend, Ind.	1
Burlington, Vt.	15	Middletown, N. Y.	6	Springfield, Mass.	[2] 47
Canton, Ohio	1	Millsboro, Del.	1	Sunbury, Pa.	1
Clayton, Del.	67	Milton, Pa.	3	Syracuse, N. Y.	[2] 50
Cleveland, Ohio	[2] 27	Montreal, Canada	39	Toledo, Ohio	[2] 7
Columbus, Ohio	[2] 4	New Bedford, Mass.	3	Toronto, Canada	30
Concord, N. H.	1	Newark, N. J.	[2] 52	Trenton, N. J.	4
Corning, N. Y.	4	Newburg, N. Y.	4	Troy, N. Y.	20
Delmar, Del.	4	New Haven, Conn.	[2] 36	Uniontown, Pa.	1
Detroit, Mich.	[2] 14	New London, Conn.	5	Utica, N. Y.	15
Dover, Del.	9	New York, N. Y.	[2] 614	Wellington, N. Y.	1
Dover, N. H.	7	Norfolk, Va.	[2] 17	Washington, D. C.	[2] 17
Dubois, Pa.	1	North Adams, Mass.	11	Waterbury, Conn.	24
Easton, Pa.–Phillipsburg, N. J.	[2] 12	North Bay, Canada	1	Watertown, N. Y.	19
		Norwich, Conn.	6	Wheeling, W. Va.	1
Edgemoor, Del.	17	Oakville, Pa.	1	White River Jct. Vt.	4
Elmira, N. Y.	17	Ogdensburg, N. Y.	13	Wilkes Barre, Pa.	[2] 48
Erie, Pa.	[2] 23	Olean, N. Y.	4	Williamson, W. Va.	1
Fall River, Mass.	15	Oneonta, N. Y.	11	Williams Park, Pa.	1
Felton, Del.	2	Ottawa, Canada	6	Williamsport, Pa.	[2] 19
Fitchburg, Mass.	12	Paterson, N. J.	4	Winona, Canada	3
Fort Wayne, Ind.	2	Philadelphia, Pa.	[2] 33	Worcester, Mass.	[2] 28
Glen Rock, Pa.	1	Phillipsburg, N. J.	3	Wyoming, Pa.	3
Glens Falls, N. Y.	15	Pittsburgh, Pa.	[2] 48	Youngstown, Ohio	[2] 3
Harrington, Del.	1	Pittsfield, Mass.	8		
Harrisburg, Pa.	[2] 14	Portland, Me.	[2] 71	Total	3,031
Hartford, Conn.	[2] 58	Providence, R. I.	[2] 90		

The total carload shipments reported by the railroads from this district during 1926 were 3,201; from Delaware, 671; Virginia, 1,136; and Maryland, 1,394. This table compiled from railroad destination reports and unload reports from 69 markets for 1926 which include only 3,031 of the 3,201 cars shipped.

[1] Includes Delaware and that part of Maryland and Virginia east of Chesapeake Bay.
[2] Estimated from market unload reports which show State of origin, but do not show districts.

The truck loads were reported as ranging from sixteen to one hundred and seventy-five 32-quart crates each. This range in size of truck shipments allows the smaller markets to handle supplies direct from the producing section instead of depending upon reshipments from the larger centers which receive supplies in carload quantities. These truck deliveries are reported by the receivers as being in better condition than the usual rail receipts, and as good quality will usually increase consumption, there is likely to be a considerable increase in the future use of trucks for the delivery to market of strawberries.

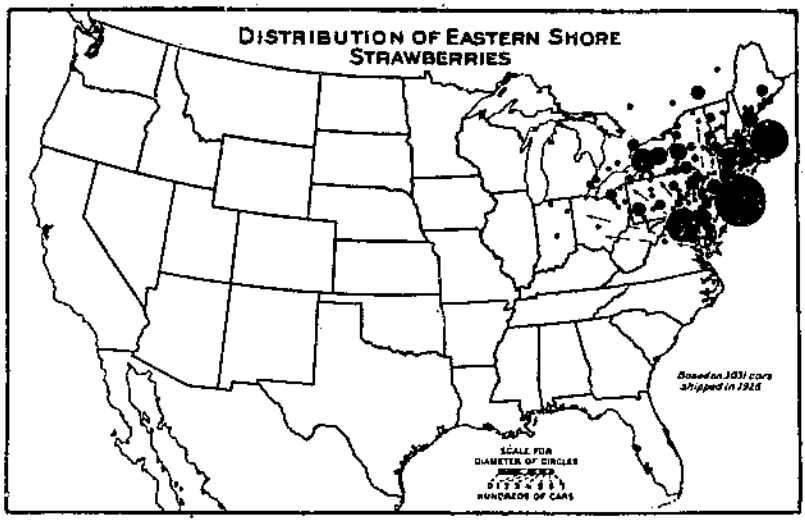

FIGURE 13.—The Eastern Shore district is advantageously situated for the distribution of its crop among the markets of the most densely populated area of the United States. The markets are named in Table 8

TABLE 9.—*Approximate autotruck distribution of strawberries from the Eastern Shore district May 14 to June 24, 1926* [1]

Destination	Shipments		Destination	Shipments	
	Crates	*Cars*		*Crates*	*Cars*
Philadelphia, Pa.[2]	130,527	543.86	Lexington, Pa	314	1.31
New York, N. Y	72,094	300.39	Brooklyn, N. Y	298	1.24
Newark, N. J	17,947	74.78	Felton, Del	261	1.09
Baltimore, Md	7,679	32.00	Camden, N. J	256	1.07
Wilmington, Del	5,481	22.84	Atlantic City, N. J	210	.88
Trenton, N. J	3,116	12.98	Boston, Mass	204	.85
Wyoming, Pa	3,039	12.66	Harrington, Del	165	.69
Chester, Pa	2,117	8.82	Milford, Del	150	.62
Woodstown, N. J	2,013	8.39	Fredonia, N. Y	150	.62
Easton, Pa	1,541	6.42	Kenton, Del	147	.61
Allentown, Pa	1,373	5.72	Bridgeville, Del	142	.59
Dover, Del	1,182	4.93	Hartly, Del	136	.57
Washington, D. C	1,014	4.22	Darby, Pa	128	.53
Reading, Pa	871	3.63	Pottstown, Pa	101	.42
Bethlehem, Pa	858	3.58	Middletown, N. Y	101	.42
Asbury Park, N. J	704	3.18	Woodbury, Pa	100	.42
Hazelton, Pa	711	2.96	Lancaster, Pa	100	.42
Wilkes-Barre, Pa	666	2.78	Pennsville, N. J	97	.40
Lititz, Pa	663	2.76	Mahonoy City, Pa	67	.28
Pottsville, Pa	660	2.75	Jersey City, N. J	65	.27
Fredericktown, Pa	645	2.69	Newburgh, N. Y	65	.27
Norwalk, Conn	555	2.31	Bridgeton, N. J	27	.11
Pedricktown, N. J	549	2.28	Perkasie, Pa	18	.08
Frederick, Md	513	2.14	Cheswold, Del	10	.07
Paterson, N. J	421	1.75			
Penns Grove, N. J	362	1.51	Total	260,679	1,086.16

[1] Compiled from the Delaware State Highway Department records of truck passings at Bridgeville, Dover, and Georgetown, Del.
[2] Includes 2,840 crates in barrels.

MISSOURI AND ARKANSAS (OZARK DISTRICT)

Under this heading the Ozark district of Missouri and Arkansas and the White County district of Arkansas will be discussed as a unit. (Fig. 2.) Although the distribution reports from the Ozark district

and the White County district are furnished to the Department of Agriculture as separate units, the unload reports of 69 markets

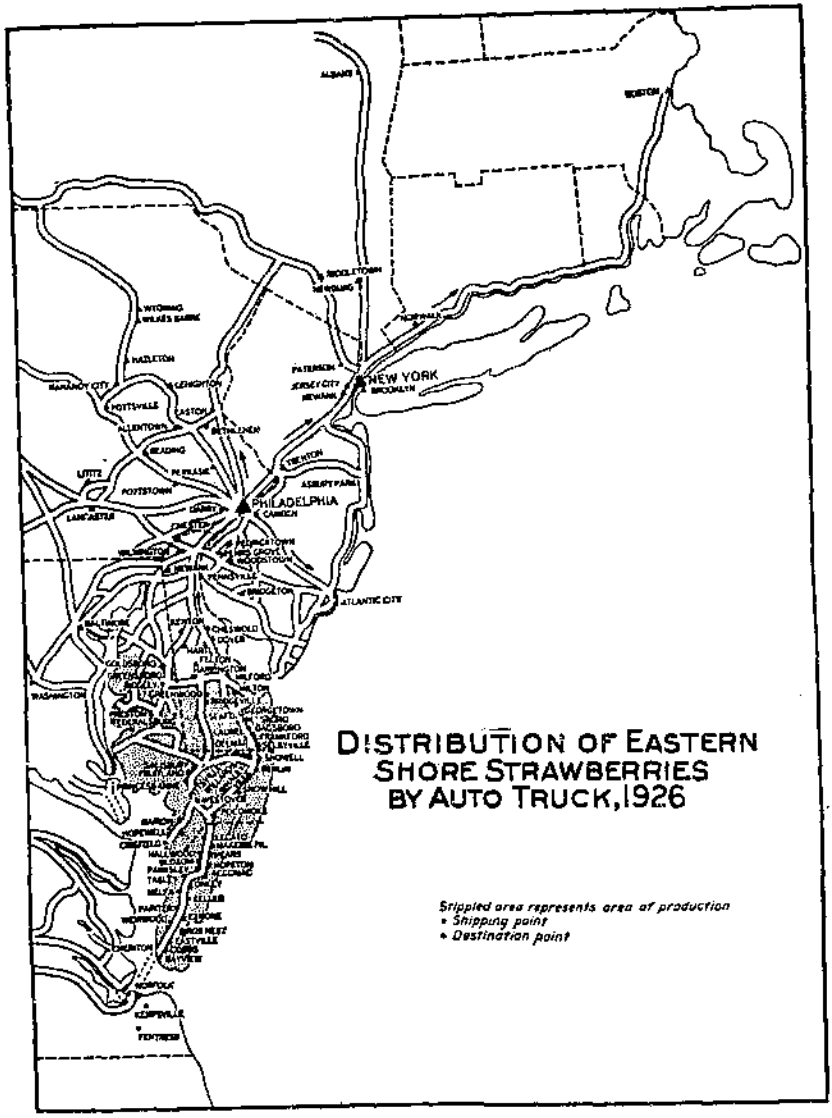

FIGURE 14.—This illustrates the extent to which the motor truck may be employed in the distribution of perishable commodities in sections provided with improved highways. The volume of these shipments is shown in Table 9

designate State shipments only, and, in order to check the unload reports against the shipping reports, it is necessary to combine the three. Table 10 represents the result of the combination.

TABLE 10.—*Approximate distribution of Missouri and Arkansas carload strawberry shipments, season 1926*

Market	Estimate of deliveries	Market	Estimate of deliveries	Market	Estimate of deliveries
	Cars		*Cars*		*Cars*
Aberdeen, S. Dak.	3	Fort Smith, Ark.	1	Ponce City, Okla.	7
Abilene, Tex.	1	Fort Wayne, Ind.	8	Portland, Me.	3
Akron, Ohio	3	Fort Worth, Tex.	8	Providence, R. I.	2
Albany, N. Y.	1	Freeport, Ill.	1	Pueblo, Colo.	7
Amarillo, Tex.	3	Galesburg, Ill.	5	Racine, Wis.	2
Appleton, Wis.	4	Grand Rapids, Mich.	16	Regina, Canada	2
Auburn, N. Y.	1	Green Bay, Wis.	4	Rochester, N. Y.	3
Bangor, Me.	1	Hannibal, Mo.	7	Rochester, Minn.	1
Battle Creek, Mich.	1	Hartford, Conn.	1	Rockford, Ill.	4
Bay City, Mich.	7	Hastings, Nebr.	6	Rock Island, Ill.	1
Bismarck, N. Dak.	2	Hays, Kans.	1	Saginaw, Mich.	2
Bloomington, Ill.	2	Herrin, Ill.	1	Salina, Kans.	1
Boston, Mass.	83	Huron, S. Dak.	2	San Antonio, Tex.	2
Brandon, Canada	3	Huron, Mich.	3	Saskatoon, Canada	1
Brantford, Canada	2	Hutchinson, Kans.	3	Sault Ste. Marie, Mich.	2
Bridgeport, Conn.	1	Indianapolis, Ind.	14	Scranton, Pa.	11
Buffalo, N. Y.	35	Ishpeming, Mich.	1	Sherman, Tex.	1
Burlington, Iowa	5	Jackson, Mich.	1	Shreveport, La.	8
Carroll, Iowa	2	Jamestown, N. Dak.	2	Sioux City, Iowa	50
Carthage, Mo.	3	Kalamazoo, Mich.	1	Sioux Falls, S. Dak.	8
Casper, Wyo.	4	Kansas City, Mo.	76	South Bend, Ind.	4
Cedar Rapids, Iowa	7	Kearney, Nebr.	1	Spencer, Iowa	1
Cheyenne, Wyo.	2	Kewanee, Ill.	1	Springfield, Ill.	1
Chicago, Ill.	260	La Crosse, Wis.	3	Springfield, Mass.	7
Cleveland, Ohio	55	Lansing, Mich.	2	Springfield, Mo.	3
Colorado Springs, Colo.	1	La Prairie, Canada	1	St. Joseph, Mich.	2
Columbia, Mo.	1	Lincoln, Nebr.	11	St. Louis, Mo.	101
Columbus, Ohio	6	Logansport, Ind.	1	St. Paul, Minn.	78
Council Bluffs, Iowa	3	Lowell, Mass.	4	Stevens Point, Wis.	1
Crawford, Nebr.	2	Mason City, Iowa	2	Syracuse, N. Y.	7
Dallas, Tex.	11	Malone, N. Y.	1	Toledo, Ohio	28
Danville, Ill.	3	Mankato, Minn.	7	Topeka, Kans.	5
Davenport, Iowa	15	Marshalltown, Iowa	1	Toronto, Canada	3
Decatur, Ill.	2	Menominee, Mich.	1	Trinidad, Colo.	1
Denver, Colo.	71	Milwaukee, Wis.	74	Tulsa, Okla.	1
Des Moines, Iowa	58	Minneapolis, Minn.	192	Utica, N. Y.	3
Detroit, Mich.	115	Minot, N. Dak.	2	Van Buren, Ark.	1
Dixon, Ill.	1	Mitchell, S. Dak.	2	Waterloo, Iowa	3
Dodge City, Kans.	1	Monett, Mo.	[1] 90	Watertown, N. Y.	2
Dubuque, Iowa	3	Montreal, Canada	6	Watertown, S. Dak.	1
Duluth, Minn.	31	New Bedford, Mass.	1	Wheeling, W. Va.	1
Eau Claire, Wis.	1	New Haven, Conn.	4	Wichita, Kans.	15
Eldorado, Kans.	1	New York, N. Y.	22	Wilkes Barre, Pa.	2
El Paso, Tex.	3	Norfolk, Nebr.	2	Williston, N. D.	6
Enid, Okla.	2	North Bay, Canada	4	Winfield, Kans.	3
Erie, Pa.	1	Ogdensburg, N. Y.	1	Winnipeg, Canada	7
Escanaba, Mich.	2	Oklahoma City, Okla.	11	Winona, Minn.	1
Estherville, Iowa	1	Omaha, Nebr.	82	Worcester, Mass.	22
Fairmont, W. Va.	1	Ottawa, Canada	5	Youngstown, Ohio	1
Fargo, N. Dak.	5	Ottumwa, Iowa	1		
Fitchburg, Mass.	1	Pittsburgh, Pa.	76	Total	2,064
Flint, Mich.	8	Peoria, Ill.	7		

This table compiled from railroad destination reports, and unload reports from 69 markets which show destination for only 2,061 of the 2,809 cars shipped by Arkansas (1,375), and Missouri (1,434) during 1926.

[1] Diversion point from which the 90 cars shown were distributed, but the destinations not reported.

This combined territory is the second largest market-strawberry-producing district in the United States. The district produced 2,204 cars with a capacity of four hundred and twenty 24-quart crates each during 1920, which was increased to 4,209 cars in 1926. The average production of Arkansas during the 7-year period was 2,071 cars and that of Missouri 1,575 cars, which, combined, gives an average of 3,646 for the period from this district. The greatest growth of the industry in this district was in Missouri, which increased its average yearly acreage 85 per cent over that of 1920, whereas the acreage in Arkansas increased only 71 per cent. The distribution of the strawberry crop from this district usually occurs between April 15 and June 20, and the 2,064 cars moved during 1926 reached markets

scattered over the territory extending from Wyoming in the West to Maine in the East and northward to Canadian markets. This distribution includes practically the same territory as that from the Eastern Shore district but extends farther westward, and the greater part of the shipments are to points in the western part of the area reached. (Fig. 15.) The distribution as shown reaches 143 markets in the United States and 10 in Canada. The Missouri and Arkansas movement occurs somewhat in advance of that from the Eastern Shore, but the greater part of the shipments from both districts are made during the same period.

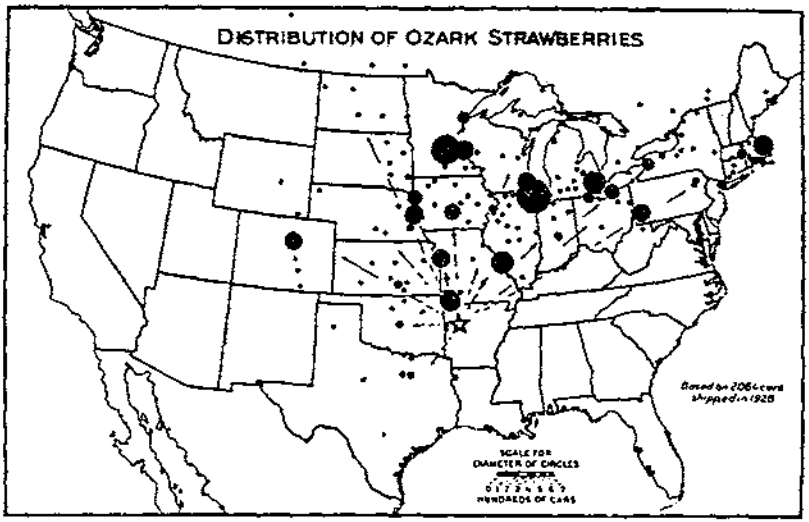

FIGURE 15.—The Ozark district has a wide distribution both east and west of the Mississippi River and in Canada. The cars indicated for Monett (a division point) were undoubtedly forwarded to other points but not reported

TENNESSEE-KENTUCKY

The five commercial strawberry-producing centers located in Tennessee and Kentucky are included in this review. (Fig. 2.) The latest available data on the distribution of the strawberry crop of Tennessee-Kentucky are for 1924. These data include shipments from north and west Tennessee and Kentucky only. Data on the distribution from east Tennessee for that year are not available.

The combined production of Kentucky and the three Tennessee districts is the third largest of the five large strawberry-producing centers of the United States. These districts produced 2,380 cars with a capacity of four hundred and twenty 24-quart crates each in 1920, and the average production was 3,427 cars per year until the end of 1926. About 80 per cent of the total production of these districts is Tennessee stock, and the remainder is from Kentucky. The largest growth of the industry in these districts was made in Tennessee, which increased its average production about 47 per cent over that of 1920; the Kentucky increase was about 31 per cent.

The distribution of the strawberry crop from these districts occurs usually between April 21 and June 15, and, although the average time of movement is somewhat later than that from Missouri and Arkansas and a little earlier than that from the Eastern Shore, the larger part

of the crops of the three districts are marketed at the same time. Either through established business connections or habit or both, a district uses practically the same markets for disposal of its crop year after year; consequently, under normal seasonal conditions shipments from the same districts meet in competition on the same markets each season. A comparison of the distribution of shipments from the Tennessee-Kentucky districts with the distribution of shipments from Missouri-Arkansas and the Eastern Shore districts shows that Tennessee-Kentucky shipments competed with Missouri-Arkansas shipments on 74 markets and with the Eastern Shore shipments on 44 markets.

The distribution during 1924 of 2,299 cars from the Tennessee-Kentucky districts (east Tennessee not included) reached 142 markets in the United States and 4 markets in Canada. (Fig. 16.)

TABLE 11.—*Approximate distribution of western Tennessee and Kentucky carload strawberry shipments, season 1924*[1]

Market	Estimate of deliveries	Market	Estimate of deliveries	Market	Estimate of deliveries
	Cars		*Cars*		*Cars*
Aberdeen, S. Dak.	2	Grand Rapids, Mich.	15	Ottawa, Canada	1
Akron, Ohio	14	Green Bay, Wis.	3	Ottumwa, Iowa	2
Albany, N. Y.	2	Greensburg, Pa.	1	Parkersburg, W. Va.	1
Alliance, Ohio	1	Hannibal, Mo.	6	Peoria, Ill.	7
Altoona, Pa.	6	Hartford, Conn.	4	Pittsburgh, Pa.	110
Appleton, Wis.	4	Haverhill, Mass.	1	Portland, Me.	10
Ashland, Ky.	1	Herrin, Ill.	3	Providence, R. I.	19
Atlanta, Ga.	4	Huntington, W. Va.	1	Quincy, Ill.	2
Auburn, Me.	2	Huron, S. Dak.	2	Racine, Wis.	5
Aurora, Ill.	1	Indianapolis, Ind.	98	Robinson, Ill.	1
Battle Creek, Mich.	2	Ishpeming, Mich.	6	Rochester, N. Y.	18
Bay City, Mich.	6	Ithaca, N. Y.	3	Rockford, Ill.	3
Binghamton, N. Y.	5	Jackson, Mich.	3	Rock Island, Ill.	1
Boston, Mass.	24	Jacksonville, Ill.	2	Rockland, Me.	2
Bloomington, Ill.	7	Jamestown, N. Y.	1	St. Joseph, Mo.	1
Buffalo, N. Y.	31	Kalamazoo, Mich.	6	St. Louis, Mo.	14
Burlington, Vt.	2	Kankakee, Ill.	1	St. Paul, Minn.	9
Cambridge, Ohio	1	Kansas City, Mo.	1	Saginaw, Mich.	2
Canton, Ohio	3	Kenosha, Wis.	1	Saratoga Springs, N.Y.	5
Carpentersville, Ill.	2	Kewanee, Ill.	3	Schunectady, N. Y.	5
Cedar Rapids, Iowa	2	Kewanna, Ind.	1	Sioux City, Iowa	10
Centralia, Ill.	5	La Fayette, Ind.	9	Sioux Falls, S. Dak.	6
Champaign, Ill.	3	Lansing, Mich.	7	South Bend, Ind.	4
Chicago, Ill.	460	La Salle, Ill.	3	Springfield, Ill.	2
Cincinnati, Ohio	220	Latona, Ill.	[2] 19	Springfield, Ohio	1
Cleveland, Ohio	157	Lexington, Ky.	1	Steubenville, Ohio	1
Charleston, W. Va.	3	Lima, Ohio	8	Stevens Point, Wis.	2
Columbus, Ind.	2	Logansport, Ind.	6	Streator, Ill.	3
Columbus, Ohio	134	London, Canada	4	Syracuse, N. Y.	5
Conneaut, Ohio	1	Louisville, Ky.	32	Terre Haute, Ind.	1
Council Bluffs, Iowa	3	Madison, Wis.	1	Toledo, Ohio	92
Cumberland, Md.	6	Manchester, N. H.	5	Tolona, Ill.	2
Danville, Ill.	4	Mansfield, Ohio	3	Toronto, Canada	10
Davenport, Iowa	6	Marion, Ohio	1	Troy, N. Y.	11
Dayton, Ohio	3	Mattoon, Ill.	[2] 78	Utica, N. Y.	1
Detroit, Mich.	189	Milwaukee, Wis.	42	Vincennes, Ind.	1
Dixon, Ill.	1	Minneapolis, Minn.	12	Wabash, Ind.	1
East St. Louis, Ill.	[2] 31	Mitchell, S. Dak.	2	Wapakoneta, Ohio	2
Effingham, Ill.	4	Moberly, Mo.	1	Warren, Pa.	1
Elgin, N. Y.	7	Montreal, Canada	12	Watertown, N. Y.	6
Elwood, Ind.	1	Morgantown, W. Va.	2	Wheeling, W. Va.	8
Erie, Pa.	7	Mounds, Ill.	2	Wilkes-Barre, Pa.	1
Evansville, Ind.	1	Muncie, Ind.	8	Wooster, Ohio	1
Fitchburg, Mass.	3	New York, N. Y.	1	Worcester, Mass.	6
Flint, Mich.	5	Norfolk, Nebr.	1	Youngstown, Ohio	11
Freeport, Ill.	2	Ogdensburg, N. Y.	1	Zanesville, Ohio	1
Fort Wayne, Ind.	12	Olean, N. Y.	1		
Gainesville, Ill.	1	Omaha, Nebr.	1	Total	2,299
Galesburg, Ill.	8	Oneonta, N. Y.	8		
Glens Falls, N. Y.	4	Oshkosh, Wis.	1		

The latest available data for this district are the 1921 destination and unload reports which include only 2,299 of the 3,300 cars shipped by these States that year. Destination data for eastern Tennessee shipments for 1921 are not available.

[1] Includes western Tennessee and Tennessee-Kentucky sections.

[2] Diversion point

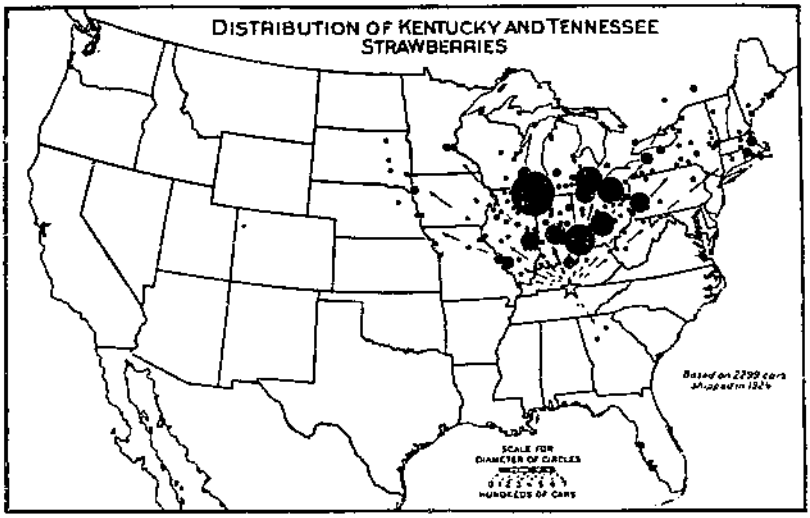

FIGURE 16.—This district includes nearly the same area in its distribution as the Ozark and Eastern Shore districts, but centralizes a large percentage of its shipments in near-by available markets

LOUISIANA

Louisiana ranks fourth in production among the five large market-strawberry districts of the United States. The industry of this State is centralized in Tangipahoa, Livingston, and St. Helena Parishes, and practically 6 per cent of the farm lands of those parishes are utilized for growing market strawberries.

The Louisiana strawberry season follows closely that of Florida, and during the early part of the season there is little competition from other districts. The demand for strawberries at this time comes from all parts of the country, and carload shipments from Louisiana were sent to markets scattered over a territory that extends from Phoenix in Arizona on the west to Portland in Maine, and from the point of origin northward to Winnipeg and Montreal, Canada. This represents a wider distribution of carload shipments than that of any other strawberry district. (Fig. 17.)

The approximate destinations of 2,208 of the 2,342 cars reported as having been shipped by Louisiana in 1926 are named in Table 12, and the distribution is illustrated in Figure 17. These shipments reached 88 markets in the United States and 4 in Canada.

TABLE 12.—*Approximate distribution of Louisiana carload strawberry shipments, season 1926*

Market	Estimate of deliveries	Market	Estimate of deliveries	Market	Estimate of deliveries
	Cars		*Cars*		*Cars*
Aberdeen, N. Dak	2	Grand Rapids, Mich	11	St. Joseph, Mo	2
Albany, N. Y	11	Green Bay, Wis	2	St. Louis, Mo	64
Akron, Ohio	8	Hartford, Conn	2	St. Paul, Minn	17
Baltimore, Md	10	Indianapolis, Ind	28	San Antonio, Tex	1
Battle Creek, Mich	4	Jackson, Tenn	1	Schenectady, N. Y	13
Binghamton, N. Y	2	Kalamazoo, Mich	3	Scranton, Pa	10
Bloomington, Ill	2	Kansas City, Mo	41	Shreveport, La	1
Boston, Mass	129	Lansing, Mich	1	Sioux City, Iowa	13
Bridgeport, Conn	7	Lincoln, Nebr	8	Sioux Falls, S. Dak	16
Buffalo, N. Y	38	Los Angeles, Calif	3	South Bend, Ind	8
Burlington, Vt	3	Louisville, Ky	9	Springfield, Ill	1
Butte, Mont	4	Marshfield, Wis	1	Springfield, Mass	29
Cedar Rapids, Iowa	2	Milwaukee, Wis	76	Springfield, Mo	1
Chicago, Ill	918	Minneapolis, Minn	38	Syracuse, N. Y	21
Cincinnati, Ohio	13	Montreal, Canada	22	Toledo, Ohio	4
Cleveland, Ohio	39	Newark, N. J	7	Topeka, Kans	15
Columbus, Ohio	9	New Haven, Conn	3	Toronto, Canada	28
Dallas, Tex	31	New York, N. Y	187	Troy, N. Y	3
Davenport, Iowa	9	Ogdensburg, N. Y	1	Tulsa, Okla	10
Decatur, Ill	9	Oklahoma City, Okla	13	Utica, N. Y	6
Denver, Colo	9	Omaha, Nebr	21	Washington, D. C	9
Des Moines, Iowa	15	Ottawa, Canada	2	Waterloo, Iowa	1
Detroit, Mich	188	Peoria, Ill	16	Wichita, Kans	9
Duluth, Minn	8	Philadelphia, Pa	63	Wichita Falls, Tex	3
Easton Pa.–Phillipsburg, N. J	4	Phoenix, Ariz	2	Wilkes-Barre, Pa	4
El Paso, Tex	7	Pittsburgh, Pa	68	Winnipeg, Canada	8
Flint, Mich	2	Ponca City, Okla	3	Worcester, Mass	1
Fort Worth, Tex	9	Portland, Me	8	Youngstown, Ohio	22
Glens Falls, N. Y	4	Providence, R. I	16		
Grand Forks, N. Dak	5	Racine, Wis	3	Total	2,208
Grand Island, Nebr	12	Rochester, N. Y	20		
		Rockford, Ill	5		

Compiled from the 1926 destination reports from the railroads and unload reports from 69 cities, which include 2,208 of the 2,312 cars shipped from the State.

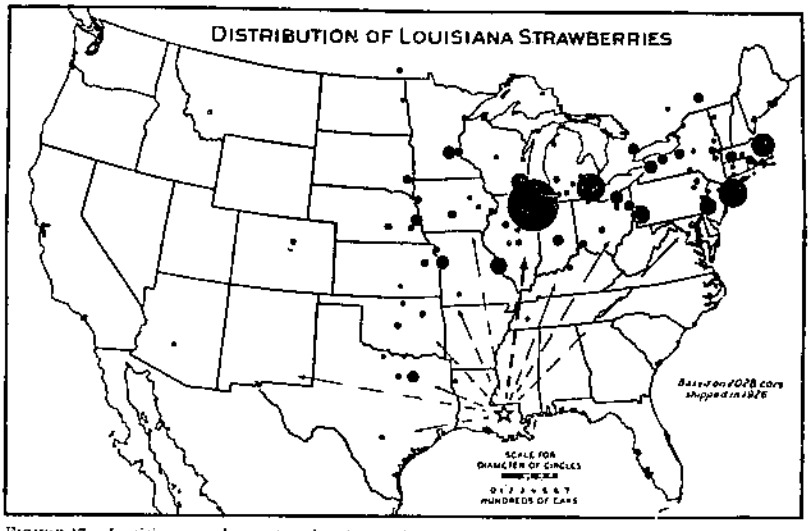

FIGURE 17.—Louisiana produces strawberries at that season of the year when they are in demand as an out-of-season commodity on most markets of the country. This demand, together with a lack of competition from other producing districts, results in prices which justify wide distribution

THE CAROLINAS

The Carolina strawberry district ranks fifth in estimated production among the large producing districts of the United States. The railroads reported that 1,274 cars of strawberries were shipped from this district during 1926. (Table 13.) New York State, Pennsylvania, New England, Baltimore, and Washington markets receive the greater part of the crop. (Fig. 18.) The peak of the Carolina movement follows those of Louisiana and Alabama and precedes that of Arkansas, but a large percentage of the crop from these four districts is moving to markets during the same period. (Fig. 7.)

TABLE 13.—*Approximate distribution of the North Carolina and South Carolina carload strawberry shipments, season 1926*

Market	Estimate of deliveries	Market	Estimate of deliveries	Market	Estimate of deliveries
	Cars		*Cars*		*Cars*
Albany, N. Y.	10	Hartford, Conn.	13	Schenectady, N. Y.	2
Allentown, Pa.	5	Hazelton, Pa.	2	Scranton, Pa.	9
Altoona, Pa.	5	Ithaca, N. Y.	1	Syracuse, N. Y.	10
Atlanta, Ga.	1	Indianapolis, Ind.	1	Toledo, Ohio	1
Baltimore, Md.	20	Montreal, Canada	1	Toronto, Canada	1
Bangor, Me.	2	Newark, N. J.	64	Trenton, N. J.	5
Bethlehem, Pa.	1	New Haven, Conn.	0	Troy, N. Y.	9
Binghamton, N. Y.	8	New York, N. Y.	455	Utica, N. Y.	4
Boston, Mass.	138	Norfolk, Va.	1	Washington, D. C.	38
Brandford, Pa.	3	North Adams, Mass.	2	Waterbury, Conn.	1
Bridgeport, Conn.	5	Ottawa, Canada	1	Watertown, N. Y.	1
Buffalo, N. Y.	35	Petersburg, Va.	2	Wilkes-Barre, Pa.	12
Charleston, W. Va.	3	Philadelphia, Pa.	206	Williamsport, Pa.	3
Cincinnati, Ohio	1	Pittsburgh, Pa.	17	Wilmington, Del.	1
Dayton, Ohio	4	Portland, Me.	11	Worcester, Mass.	4
Dubois, Pa.	1	Providence, R. I.	25		
Elmira, N. Y.	8	Richmond, Va.	1	Total	1,183
Glens Falls, N. Y.	1	Ridgway, Pa.	2		
Harrisburg, Pa.	7	Rochester, N. Y.	7		

Compiled from railroad destination reports and unload reports from 69 markets which include 1,183 of the 1,274 cars shipped by these States during 1926.

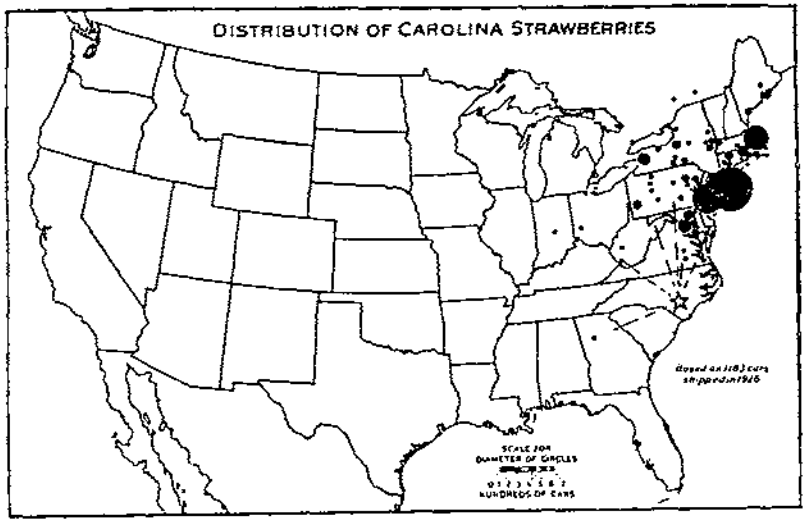

FIGURE 18.—About 68 per cent of the Carolina shipments were unloaded on the markets of New York, Boston, and Philadelphia. The peak of this movement occurs about 10 days in advance of that of Arkansas. (Fig. 7)

CARLOAD UNLOADS AT 50 MARKETS

(Fig. 19 and Table 14)

The majority of the markets that handle strawberries in carload quantities are located in the northern part of the eastern half of the United States and are outside the areas that produce the bulk of the market strawberries. The relative importance of these markets in carload strawberry consumption is governed to a large extent by the population of each. In certain cases, however, the carload demand that might be expected from a market when judged by its size is curtailed, at times, through use of supplies from local or motor-truck deliveries. To what extent these local supplies will influence a market during any season can be ascertained only through use of current local market reports.

TABLE 14.—*Carload unloads of strawberries at 69 markets, by State of origin and months, season 1926*

Receiving market and State of origin	Apr.	May	June	Total
	Cars	*Cars*	*Cars*	*Cars*
Akron, Ohio:				
Louisiana	3	5		8
Alabama		1		1
Arkansas		1		1
Tennessee		16	8	24
Missouri		1	1	2
Kentucky		1	7	8
Illinois			1	1
Delaware			1	1
Total	3	25	18	46
Albany, N. Y.:				
Louisiana	4	7		11
North Carolina	1	9		10
Tennessee		2		2
Arkansas		1		1
Virginia		17	6	23
Maryland		1	12	13
Delaware			12	12
Massachusetts			1	1
Unknown			3	3
Total	5	37	34	76
Allentown, Pa.:[1]				
North Carolina		5		5
Virginia		4	2	6
Total		9	2	11
Altoona, Pa.:[1]				
North Carolina		5		5
Delaware		1	4	5
Virginia		7	3	10
Tennessee		1	1	2
Maryland			7	7
Total		14	15	29
Atlanta, Ga.:				
Alabama		3	2	5
Tennessee			5	5
North Carolina			1	1
Kentucky			1	1
Total		3	9	12

Receiving market and State of origin	Apr.	May	June	Total
	Cars	*Cars*	*Cars*	*Cars*
Baltimore, Md.:				
Florida				[2] 1
Louisiana	10			10
North Carolina		20		20
Virginia		184	54	238
Maryland		12	41	53
Total	10	216	95	[2] 322
Bethlehem, Pa.:[1]				
South Carolina			1	1
Birmingham, Ala.:				
Alabama	3	10	2	15
Mississippi		1		1
Total	3	11	2	16
Boston, Mass.:				
Florida	8			[3] 42
Louisiana	59	60	1	120
North Carolina	4	129	3	136
Mississippi		3		3
South Carolina		1	1	2
Maryland		53	226	279
Virginia		32	4	36
Missouri		9	23	32
Kentucky		2	6	8
Tennessee		27	2	29
Arkansas		48	3	51
Delaware			59	59
New Jersey			11	11
New York			3	3
Massachusetts			44	[3] 90
Maine				[3] 3
Nova Scotia				[3] 21
New Brunswick				[3] 3
Unknown				[4] 1
Total	71	373	386	[4] 938
Bridgeport, Conn.:				
Louisiana	5	2		7
North Carolina		5		5
Virginia		5		5
Tennessee		1		1
Arkansas		1		1
Maryland		7	14	21
Total	5	21	14	40

[1] Data furnished by Bureau of Markets, Pennsylvania Department of Agriculture.
[2] Total includes cars shipped before April 1.
[3] Total includes cars shipped after June 30.
[4] Total includes cars shipped before April 1 and after June 30.

TABLE 14.—*Carload unloads of strawberries at 69 markets, by State of origin and months, season 1926*—Continued

Receiving market and State of origin	Apr.	May	June	Total
Buffalo, N. Y.:	*Cars*	*Cars*	*Cars*	*Cars*
Louisiana	25	13		38
Alabama	5	6		11
North Carolina		33		33
Arkansas		14		14
South Carolina		1	1	2
Virginia		20	7	27
Maryland		8	47	55
Missouri		2	19	21
Kentucky		1	11	12
Delaware		2	53	55
Tennessee		25	1	26
Indiana			1	1
Total	30	125	140	295
Chicago, Ill.:				
Florida	4	2		[3] 40
Louisiana	201	408	9	618
Alabama		6		6
Mississippi		3	2	5
Arkansas		82	15	97
Tennessee		160	49	209
Illinois		21	111	132
Missouri		11	152	163
Kentucky		10	74	84
Indiana			26	26
Iowa			20	20
Michigan			51	[4] 107
Wisconsin				[3] 1
Montana				[4] 12
Total	205	703	515	[2] 1,526
Cincinnati, Ohio:				
Florida	1			[3] 4
Louisiana	13			13
Alabama	19	77	6	102
Mississippi		1		1
North Carolina		1		1
Tennessee		80	46	126
Kentucky		2	31	33
Total	33	161	85	[2] 282
Cleveland, Ohio:				
Florida	1			1
Louisiana	25	14		39
Alabama	5	23		28
Mississippi		4		4
Arkansas		36		36
Tennessee		29	43	72
Maryland		1	11	12
Missouri		10	9	19
Illinois			4	4
Kentucky			48	48
Delaware			15	15
Unknown			1	1
Total	31	117	131	270
Columbus, Ohio:				
Florida	1			1
Louisiana	6	3		9
Alabama		45	2	47
Mississippi		6		6
Arkansas		3		3
Maryland		1		1
Tennessee		45	17	62
Kentucky		2	16	18
Missouri			3	3
Delaware			3	3
Unknown				[3] 1
Total	7	105	41	[3] 154
Dallas, Tex.:				
Texas	8			8
Louisiana	8	21	2	31
Arkansas		1	3	4
Missouri			[4] 7	7
Total	16	22	12	50
Dayton, Ohio:				
Alabama		30		30
Mississippi		1		1
North Carolina		3	1	4
Tennessee		25	27	52
Kentucky			4	4
Total		59	32	91
Denver, Colo.:				
California	1	6		7
Louisiana	4	5		9
Arkansas		40	5	45
Missouri		1	25	26
Total	5	52	30	87
Des Moines, Iowa:				
Louisiana	8	7		15
Texas		1		1
Arkansas		24		24
Missouri		7	27	34
Total	8	39	27	74
Detroit, Mich.:				
Louisiana	55	130	3	188
Alabama	6	4		10
Mississippi		3	1	4
Arkansas		38	8	46
Tennessee		19	42	61
Missouri		9	60	69
Kentucky			82	82
Delaware		1	7	8
Virginia			1	1
Illinois			2	2
Maryland			5	5
Indiana			1	1
Montana				[3] 1
Total	61	204	212	[2] 478
Easton, Pa.-Phillipsburg, N. J.: [1]				
Louisiana		3		3
Maryland		1		1
Virginia		5	2	7
Delaware			4	4
Total		9	6	15
Duluth, Minn.:				
Louisiana	4	4		8
Mississippi		5		5
Arkansas		13	3	16
Missouri			15	15
Kentucky			1	1
Iowa			1	1
Wisconsin			9	[3] 12
Total	4	22	29	[3] 58
El Paso, Tex.:				
Louisiana	2	5		7
California		1		1
Missouri			3	3
Total	2	6	3	11

[1] Data furnished by Bureau of Markets, Pennsylvania Department of Agriculture.
[2] Total includes cars shipped before April 1.
[3] Total includes cars shipped after June 30.
[4] Total includes cars shipped before April 1 and after June 30.

TABLE 14.—*Carload unloads of strawberries at 69 markets, by State of origin and months, season 1926*—Continued

Receiving market and State of origin	Apr.	May	June	Total
Erie, Pa.:[1]	*Cars*	*Cars*	*Cars*	*Cars*
Virginia		7	4	11
Maryland		1	6	7
Missouri			1	1
Kentucky			3	3
Delaware			5	5
Total		8	19	27
Evansville, Ind.:				
Alabama		6		6
Tennessee		2		2
Total		8		8
Fort Worth, Tex.:				
Texas	4	5		[2] 12
Louisiana	3	6		9
Arkansas		3	1	4
Missouri			4	4
Total	7	14	5	[2] 29
Grand Rapids, Mich.:				
Louisiana	3	8		11
Arkansas		7	3	10
Tennessee		13	3	16
Missouri			6	6
Kentucky			20	20
Total	3	28	32	63
Harrisburg, Pa.:[1]				
North Carolina		7		7
Virginia		9	4	13
Maryland			1	1
Total		16	5	21
Hartford, Conn.:				
Louisiana	1	1		2
North Carolina		13		13
Tennessee		3		3
Virginia		6	1	7
Maryland		17	19	36
Missouri			1	1
Delaware			15	15
Total	1	40	36	77
Indianapolis, Ind.:				
Texas	1			1
Louisiana	17	11		28
Alabama	8	29		37
Mississippi		7		7
North Carolina		1		1
Arkansas		10		10
Tennessee		29	6	35
Missouri		2	2	4
Kentucky		1	8	9
Maryland			1	1
Total	26	90	17	133
Johnstown, Pa.:[1]				
Maryland		2	1	3
Kansas City, Mo.:				
Texas	7			7
Louisiana	24	17		41
Arkansas		52	7	59
Missouri		1	16	17
Total	31	70	23	124

Receiving market and State of origin	Apr.	May	June	Total
Lexington, Ky.:	*Cars*	*Cars*	*Cars*	*Cars*
Tennessee		2	2	4
Los Angeles, Calif.:				
California	7	12		[4] 21
Louisiana		2		2
Oregon				[3] 1
Total	7	14		[4] 24
Louisville, Ky.:				
Louisiana	7		2	9
Alabama	5	22	2	29
Mississippi		2		2
Tennessee		11	17	28
Kentucky			1	1
Unknown				[3] 1
Total	12	35	22	[2] 70
Milwaukee, Wis.:				
Louisiana	20	50		70
Mississippi	1	1		2
Arkansas		10	4	14
Tennessee		1	1	2
Missouri		5	55	60
Kentucky		1	2	3
Illinois			2	2
Iowa			8	8
Michigan			36	[3] 55
Wisconsin			1	[3] 3
Total	21	74	111	[4] 225
Minneapolis, Minn.:				
Louisiana	18	20		38
Illinois		1		1
Arkansas		69	6	75
Missouri		3	114	117
Kentucky			2	2
Kansas			1	1
Washington			1	1
Oregon			1	1
Total	18	93	125	236
Newark, N. J.:				
Louisiana	6	1		7
North Carolina	3	60		63
South Carolina		1		1
Virginia		27	5	32
Maryland		3	10	13
Delaware			7	7
New York				[3] 1
Total	9	92	22	[4] 124
New Haven, Conn.:				
Louisiana	2	1		3
North Carolina		6		6
Arkansas		3		3
Virginia		7		7
Maryland		6	7	13
Missouri			1	1
Delaware			16	16
Total	2	23	24	49
New York, N. Y.:				
Florida	40	10		[2] 180
Louisiana	122	65		187
North Carolina	5	440	4	449
South Carolina		6		6
Arkansas		14		14
Tennessee		1		1

[1] Data furnished by Bureau of Markets, Pennsylvania Department of Agriculture.
[2] Total includes cars shipped before April 1.
[3] Total includes cars shipped after June 30.
[4] Total includes cars shipped before April 1 and after June 30.

TABLE 14.—*Carload unloads of strawberries at 69 markets, by State of origin and months, season 1926*—Continued

Receiving market and State of origin	Apr.	May	June	Total
	Cars	*Cars*	*Cars*	*Cars*
New York, N. Y.—Con.				
Virginia	------	270	11	281
Maryland	------	93	177	270
Delaware	------	2	61	63
Missouri	------	------	8	8
New York	------	------	81	[3] 166
Total	107	991	342	[4] 1,625
Norfolk, Va.:				
North Carolina	------	1	------	1
Virginia	------	17	------	17
Total	------	18	------	18
Oklahoma City, Okla.:				
Texas	------	1	------	1
Louisiana	9	1	------	10
Arkansas	------	1	4	5
Missouri	------	------	6	6
Total	9	3	10	22
Omaha, Nebr.:				
Texas	4	------	------	4
Louisiana	11	20	------	31
Arkansas	------	20	7	36
Missouri	------	------	46	46
Total	15	49	53	117
Peoria, Ill.:				
Louisiana	2	8	------	10
Arkansas	------	5	------	5
Tennessee	------	6	------	6
Kentucky	------	1	------	1
Illinois	------	3	11	14
Missouri	------	------	2	2
Total	2	23	13	38
Philadelphia, Pa.:				
Florida	7	------	------	[2] 53
Louisiana	48	15	------	63
North Carolina	5	195	1	201
South Carolina	2	3	------	5
Tennessee	------	1	------	1
Virginia	------	24	2	26
Maryland	------	------	6	6
Delaware	------	------	1	1
New York	------	------	2	[3] 7
Total	62	238	12	[4] 363
Pittsburgh, Pa.:				
Florida	3	------	------	[2] 14
Louisiana	31	37	------	68
Alabama	1	10	1	12
Mississippi	------	1	------	1
North Carolina	------	17	------	17
Arkansas	------	47	5	52
Tennessee	------	28	21	49
Virginia	------	6	5	11
Maryland	------	1	33	34
Missouri	------	------	24	24
Kentucky	------	------	41	41
Delaware	------	------	3	3
Indiana	------	------	20	20
Unknown	------	------	1	1
New York	------	------	------	[3] 5
Pennsylvania	------	------	------	[3] 8
Total	35	147	154	[4] 360

Receiving market and State of origin	Apr.	May	June	Total
	Cars	*Cars*	*Cars*	*Cars*
Portland, Me.:				
Louisiana	6	2	------	8
North Carolina	------	10	------	10
South Carolina	------	1	------	1
Arkansas	------	1	------	1
Tennessee	------	7	------	7
Virginia	------	1	------	1
Maryland	------	9	30	39
Delaware	------	4	27	31
Missouri	------	------	2	2
New York	------	------	1	1
Massachusetts	------	------	6	[3] 15
Total	6	35	66	[3] 116
Portland, Oreg.:				
California	6	------	------	6
Providence, R. I.:				
Louisiana	10	6	------	16
Mississippi	------	1	------	1
Tennessee	------	9	------	9
South Carolina	------	1	------	1
North Carolina	------	23	1	24
Virginia	------	21	2	23
Maryland	------	6	33	39
Missouri	------	1	1	2
Kentucky	------	1	2	3
Delaware	------	------	28	28
New Jersey	------	------	4	4
Total	10	69	71	150
Reading, Pa.:[1]				
Virginia	------	2	2	4
Unknown	------	1	------	1
Total	------	3	2	5
Richmond, Va.:				
North Carolina	------	1	------	1
Rochester, N. Y.:				
Louisiana	5	15	------	20
Arkansas	------	6	------	6
North Carolina	------	7	------	7
Tennessee	------	5	------	5
Virginia	------	6	1	7
Maryland	------	10	28	38
Kentucky	------	2	9	11
Mississippi	------	------	1	1
Missouri	------	------	2	2
Delaware	------	------	24	24
New York	------	------	3	3
Total	5	51	68	124
St. Louis, Mo.:				
Mississippi	1	------	------	1
Louisiana	33	31	------	64
Tennessee	------	5	------	5
Arkansas	------	86	2	88
Missouri	------	2	11	13
Total	34	124	13	171
St. Paul, Minn.:				
Louisiana	7	10	------	17
Arkansas	------	36	4	40
Missouri	------	1	37	38
Washington	------	------	------	[3] 1
Total	7	47	41	[3] 96

[1] Data furnished by Bureau of Markets, Pennsylvania Department of Agriculture.
[2] Total includes cars shipped before April 1.
[3] Total includes cars shipped after June 30.
[4] Total includes cars shipped before April 1 and after June 30.

TABLE 14.—*Carload unloads of strawberries at 69 markets, by State of origin and months, season 1926*—Continued

Receiving market and State of origin	Apr.	May	June	Total
	Cars	*Cars*	*Cars*	*Cars*
San Antonio, Tex.:				
Louisiana		1		1
Missouri			2	2
Total		1	2	3
Scranton, Pa.:[1]				
Louisiana	3	7		10
Arkansas		3		3
North Carolina		9		9
Virginia		8	2	10
Maryland		4	12	16
Missouri			8	8
Delaware			7	7
Total	3	31	29	63
Seattle, Wash.:				
California	16	6		[2] 24
Shreveport, La.:				
Arkansas		2		2
Missouri		1	5	6
Louisiana			1	1
Total		3	6	9
Sioux City, Iowa:				
Louisiana	8	5		13
Arkansas		15		15
Tennessee		1		1
Missouri			35	35
Total	8	21	35	64
Spokane, Wash.:				
California	2			[4] 4
Springfield, Mass.:				
Louisiana	12	17		29
Arkansas		4		4
Tennessee		7		7
Virginia		2	4	6
Maryland		10	21	31
Missouri		1	2	3
Kentucky			2	2
Delaware			10	10
New Jersey			6	6
New York			1	1
Total	12	41	46	99
Syracuse, N. Y.:				
Louisiana	10	11		21
Texas		1		1
Arkansas		1		1
Unknown		3		3
Mississippi			1	1
Tennessee		6		6
North Carolina		6	6	12
South Carolina		2	2	4
Virginia		13	5	18
Maryland		4	15	19
Delaware		1	21	22
Missouri			6	6
Kentucky			6	6
New York				[3] 1
Total	10	48	62	[3] 121
Terre Haute, Ind.:				
Mississippi		2		2
Tennessee		6		6
Total		8		8

Receiving market and State of origin	Apr.	May	June	Total
	Cars	*Cars*	*Cars*	*Cars*
Toledo, Ohio:				
Louisiana	4			4
Alabama	4	16		20
North Carolina		1		1
Arkansas		10	2	12
Tennessee		22	24	46
Maryland		2	5	7
Missouri		2	14	16
Kentucky			2	2
Total	8	53	47	108
Washington, D. C.:				
Louisiana	6			6
North Carolina		37		37
South Carolina		1		1
Virginia		17		17
Total	6	55		61
Wilkes-Barre, Pa.:[3]				
Florida	1			1
Louisiana	4			4
Arkansas		2		2
Alabama		1		1
North Carolina		11		11
South Carolina		1		1
Tennessee		1		1
Virginia		18	13	31
Maryland		1	14	15
Delaware			2	2
Total	5	35	29	69
Williamsport, Pa.:[3]				
Alabama		1		1
North Carolina		3		3
Virginia		11		11
Maryland		1	2	3
Delaware			5	5
New York			1	1
Total		16	8	24
Worcester, Mass.:				
Louisiana		1		1
North Carolina		4		4
Arkansas		13		13
Tennessee		3		3
Virginia		1	3	4
Maryland		4	13	17
Missouri		2	7	9
Kentucky			3	3
Delaware			7	7
New Jersey			1	1
Total		28	34	62
Youngstown, Ohio:				
Louisiana		23		23
Tennessee		8	4	12
Maryland			1	1
Missouri			1	1
Kentucky			16	16
Delaware			2	2
Unknown			1	1
Total		30	25	55
Grand total	1,064	5,027	3,451	10,094

[1] Data furnished by Bureau of Markets, Pennsylvania Department of Agriculture.
[2] Total includes cars shipped before April 1.
[3] Total includes cars shipped after June 30.
[4] Total includes cars shipped before April 1 and after June 30.

ORIGIN OF THE CARLOAD STRAWBERRY SUPPLY OF 69 MARKETS

When planting a crop, the operator has two major objects in view. The production of the greatest possible quantity of first-quality stock at the least possible cost is one and the disposal of the crop at the highest net price is the other. Under favorable climatic conditions, an industrious producer can usually insure the first object, but price depends to a large extent upon the supply and demand of the consuming markets. There are limitations to the demand of the public for strawberries, and, frequently, the supplies equal or exceed the requirements of the general market. At such times, the pressure to sell that develops in all competing districts usually creates an unbalanced market supply in the consuming centers, and the disposal of

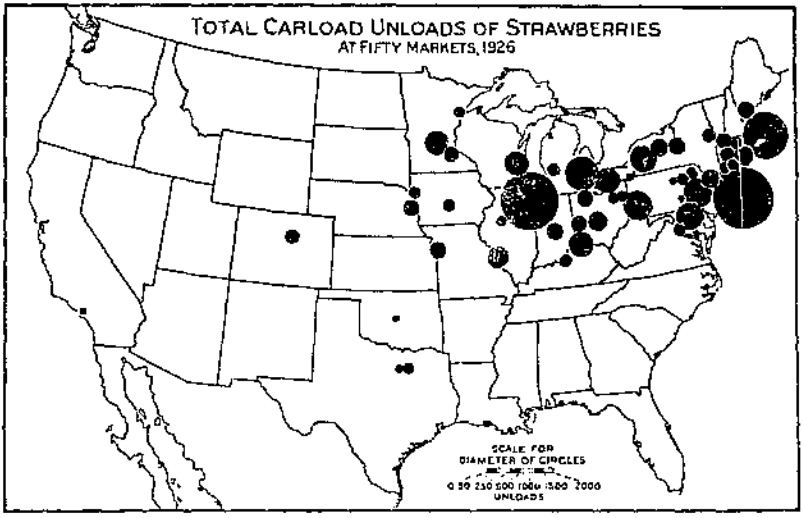

FIGURE 19.—The relative importance of 18 of the principal and 32 of the secondary strawberry markets named in Table 14 is shown in this illustration

the daily receipts becomes an individual problem of each dealer. Such situations signify a consumer's market, and a wide range of prices is the result at each market, as well as at the markets in general.

Where to market to the best advantage is a problem in normal seasons, and the problem becomes more complicated in seasons in which chaotic conditions exist. Therefore, any authentic information regarding the supplies of a specific or the general market, whether for the present or past seasons, is of value as an aid to a decision in answer to this important question.

There are 69 markets from which data on carload strawberry receipts are available. Fifty-one of these markets reported from 1 to 124 cars each as their receipts during the 1926 season. The total of these receipts represented 23 per cent of the total unloads at the 69 markets. Eighteen of the 69 markets have reported an average of 150 cars or more per year during the 7-year period ended with 1926. The total carload receipts on these 18 markets represented a volume equal to practically 4 quarts per capita for the markets involved.

The series of market maps (figs. 20–52) include considerable comparable information regarding the supply of strawberries at each

market center, and the following explanations are offered as suggestions as to what the details illustrate. The circles in each State of the series of maps are drawn to the same scale and represent the total carload shipments from the State to all points. These circles are comparable with each other as to volume of shipments from the State. The black and hatched sectors of these circles indicate that part of the total shipments from the State that were unloaded on the market involved and show to what extent the State depends upon the market for an outlet for its crop. The black dotted circles represent the total carloads on the market named and are drawn to the same scale as the State circles. They are comparable in carload volume with other markets of the series and with total shipments from the State. The market legend circles are drawn to a larger scale for convenience in reading the sectors, but represent the same volume as the black dotted market circle. Each sector of the legend represents that part of the total carload receipts on the market that was received from the source indicated, and shows the extent of the dependence of the market on that source for its supply.

NEW YORK CITY

New York City is the leading carload strawberry market in the United States. This market has received an average of 1,815 cars of strawberries per year during the time under review, which are equivalent to about 15,000,000 quarts. The smallest receipts reported during the period were for 1920, when only 736 cars arrived on the market. During 1921 the receipts were increased to 1,101 cars, and from 1922 to 1925, inclusive, the arrivals averaged 2,310 cars per year. The peak of the carload receipts on this market was reached during the 1924 season, when the arrivals were reported to be 2,537 cars. (Table 15.)

TABLE 15.—*Carload unloads of strawberries at New York City, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average[1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Early crops:								
Alabama		1	4			4		1
Florida	113	86	204	510	312	353	180	251
Louisiana	31	63	50	96	140	99	187	96
Second early:								
Arkansas	1	8	6	1		10	14	6
Carolinas[2]	204	260	536	751	964	736	455	557
Tennessee	13	30	31		1		1	11
Virginia	118	262	512	330	430	382	281	331
Intermediate:								
Delaware	60	160	219	214	126	59	63	130
Maryland	46	131	452	405	700	238	270	301
Missouri	4	2	11	1		2	8	4
Late:								
New York	146	85	153	131	58	107	166	124
All other		1	5	8	6	1		3
Total	736	1,101	2,193	2,507	2,537	2,005	1,625	1,815

[1] Averages adjusted.
[2] Includes North Carolina and South Carolina.

The Carolinas have been the leading States in carload shipments of strawberries to the New York market. A little over 44 per cent of the carload shipments from these States was received at this market,

and these shipments represented about 31 per cent of the market's carload supply. Virginia, Maryland, and Florida, in the order named, use New York City as an outlet for a considerable part of their carload shipments, which, combined, have averaged about 49 per cent of the carload receipts on the market. New York State has supplied about 7 per cent of the carload strawberry supply of the city, and is the only late-crop State that has made carload shipments to this point. (Fig. 20 and Table 16.)

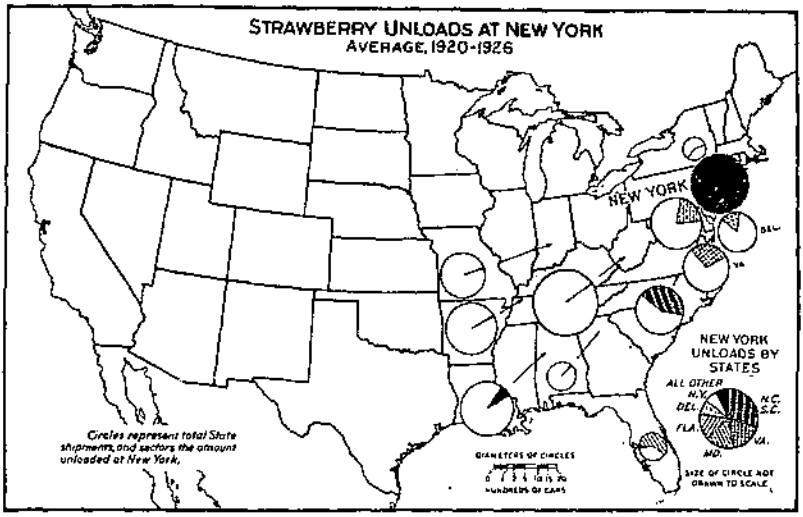

FIGURE 20.—Florida sends nearly 54 per cent of its carload shipments to New York City, which is equivalent to about one-seventh of the market's supply. These shipments form the early-season receipts. The Carolinas, Virginia, and Maryland supply over 65 per cent of the carload receipts on this market. These shipments represent over 30 per cent of the total carload movement from these States

TABLE 16.—*Shipments of strawberries by State of origin, and unloads at New York City, average 1920–1926*

State of origin	Average State shipments		Average unloads at New York City	
	To all points	To New York City		
	Cars	*Per cent*	*Cars*	*Per cent*[1]
Carolinas[2]	1,253	44.45	557	30.09
Virginia	1,162	28.49	331	18.24
Maryland	1,445	21.04	304	16.75
Florida	485	53.98	251	13.83
Delaware	833	15.61	130	7.16
New York	273	44.32	121	6.67
Louisiana	1,527	6.29	90	5.29
Tennessee	2,242	.49	11	.61
Arkansas	1,318	.46	6	.33
Missouri	1,065	.38	4	.22
Alabama	407	.25	1	.05
All other			3	.16
Total	11,990	15.14	1,815	100.00

[1] Per cent adjusted.
[2] Includes North Carolina and South Carolina.

Carload supplies of strawberries are usually available on the New York market from the first of January until near the end of the following July. The early supply is furnished from Florida and is followed by shipments from Louisiana, after which the source of shipments moves to points northward with the advance of the season. During the period of the principal movement of each season's crop, shipments from the several States meet in competition on this market at variable times. (Fig. 21.)

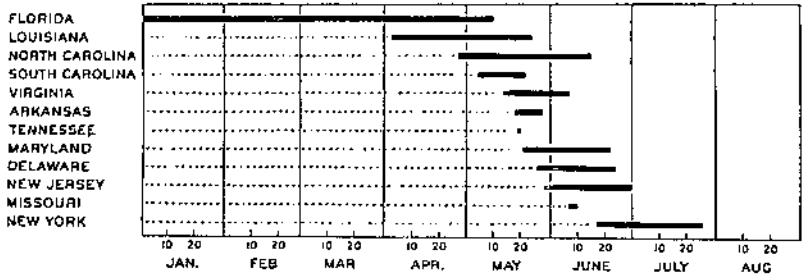

FIGURE 21.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON NEW YORK MARKET, 1926 SEASON

Although the length of the strawberry season varies from year to year, this shows the long period through which Florida may be free from competition from other sections in marketing its strawberry crop.

CHICAGO

Chicago is the second largest carload strawberry market in the United States. The receipts on this market have averaged 1,422 cars per year during the period under discussion. The 1920 receipts were 767 cars, which were increased to an average of 1,681 cars during the four years following. During 1925, the receipts dropped to 942 cars but reached 1,526 cars in 1926. (Table 17.) These receipts approximated 5.2 quarts per capita for the city.

TABLE 17.—*Carload unloads of strawberries at Chicago, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average[1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:								
Alabama	16		1	18	11	19	6	10
Florida	6	3	38	77	29	60	40	30
Louisiana	143	630	432	504	401	272	618	428
Mississippi	1	13	9	12	1	6	5	7
Second early:								
Arkansas	54	79	110	63	26	16	97	64
California	1	21	5		2			4
Tennessee	127	279	354	538	447	200	209	308
Intermediate:								
Illinois	37	78	125	80	204	89	132	108
Indiana	1	7		1	3	10	26	7
Iowa	24	1	3	15	42	19	26	18
Kentucky	35	69	42	32	43	41	84	40
Missouri	1	11	80	9	42	171	163	68
Late:								
Michigan	309	288	457	300	520	33	107	288
Montana						1	12	2
Ohio		9	3	2				3
Oregon		2	15	4				3
Washington		5	32					5
Wisconsin	9	4	8	30	30	3	1	13
All others	3		5	2	2	2		2
Total	767	1,499	1,719	1,696	1,809	942	1,526	1,422

[1] Averages adjusted.

Louisiana sends about 28 per cent of its carload shipments to Chicago, which represents about 30 per cent of the market's carload supply. A large part of the Michigan strawberry movement to Chicago is by boat and is reported by the market in carload equivalents. There are some scattering carload shipments by rail from sections of Michigan that are without boat connection. About 75 per cent of the total combined boat and rail shipments from Michigan are delivered to Chicago, and they are equal in quantity to more than 20 per cent of the market's carload supply. Tennessee and Illinois also use this market to a considerable extent. (Fig. 22 and Table 18.)

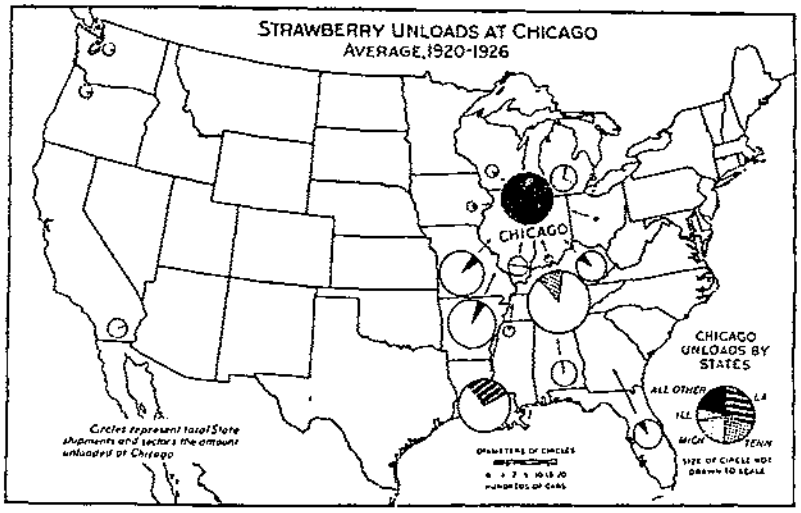

FIGURE 22.—Chicago receives about 28 per cent of the Louisiana carload shipments, and these shipments combined with those from Tennessee and Michigan represent over 72 per cent of this market's carload supply

TABLE 18.—*Shipments of strawberries by State of origin and unloads at Chicago, average 1920–1926*

State of origin	Average State shipments		Average unloads at Chicago	
	To all points	To Chicago		
	Cars	*Per cent*	*Cars*	*Per cent*[1]
Louisiana	1,527	28.03	428	30.10
Tennessee	2,242	13.74	308	21.66
Michigan	385	74.81	288	20.25
Illinois	225	43.00	108	7.60
Missouri	1,065	6.39	68	4.78
Arkansas	1,318	4.86	64	4.50
Kentucky	517	9.48	49	3.45
Florida	465	7.74	36	2.53
Iowa	60	30.00	18	1.27
Wisconsin	87	14.94	13	.92
Alabama	407	2.46	10	.70
Indiana	39	17.95	7	.49
Mississippi	71	9.86	7	.49
Washington	89	5.62	5	.35
California	200	2.00	4	.28
Oregon	87	3.45	3	.21
Ohio	10	20.00	2	.14
All others	[2]	100.00	4	.28
Total	8,798	16.16	1,422	100.00

[1] Per cent adjusted.

Carload supplies of strawberries were available on the Chicago market from the last of January until September during the 1926 season. The early shipments were from Florida and the late ones from Montana. The time that each of the State's shipments were available on this market is shown in Figure 23.

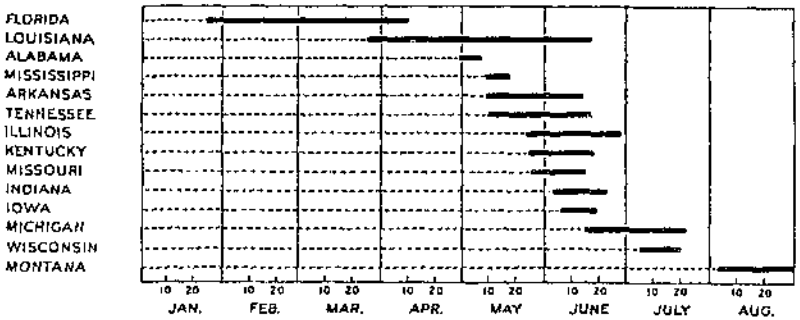

FIGURE 23.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON CHICAGO MARKET, 1926 SEASON

Strawberries from all States shipping to Chicago during 1926, except those from Wisconsin and Montana, met Louisiana strawberries in competition on this market.

BOSTON

Boston is the third largest strawberry market in the United States. The carload receipts on this market are considerably less in number than are those at either New York or Chicago, but, considered on the basis of the population of the three cities, the Boston carload receipts are nearly four times as large as those of New York and more than twice as large as those of Chicago. Boston received an average of 920 cars per year during the period under discussion. The smallest receipts (526 cars) of the period were in 1920, and the largest (1,237 cars) in 1924. (Table 19.)

TABLE 19.—*Carload unloads of strawberries at Boston, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average[1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:								
Florida	14	5	34	99	82	104	42	54
Louisiana	34	72	104	100	160	47	120	93
Mississippi	3		9	3	1		3	3
Second early:								
Arkansas	15	17	14	25	38	34	51	28
Carolinas[2]	1	20	50	160	147	149	138	97
Tennessee	30	53	73	32	20	15	20	36
Virginia	19	25	159	72	129	94	36	76
Intermediate:								
Delaware	65	148	134	140	118	38	50	100
Kentucky		2	35	18	4	10	8	11
Maryland	237	260	281	301	351	202	272	274
Missouri		3	59	17	15	72	32	28
New Jersey	23	28	12	1	24	8	11	15
Late:								
Connecticut	10	4	16	10	5			6
Massachusetts	45	35	61	85	50	43	90	60
Maine				18	9	7	3	5
New York	26	28	13	4	2		3	11
Imports[3]	3	2		28	35	31	24	18
All other	1			5	35	2	1	6
Total	526	701	1,060	1,127	1,237	856	938	920

[1] Averages adjusted.
[2] Includes North Carolina and South Carolina.
[3] From Nova Scotia and New Brunswick.

Maryland sends more carload shipments to Boston than does any other State. These shipments represent a little less than 19 per cent of the State's carload movement and are equal to about 30 per cent of the market's carload supply. Delaware, the Carolinas, and Louisiana together furnish about 31 per cent of the carload supply of Boston. These shipments are divided about equally among the three States. Nova Scotia and New Brunswick usually make some late carload shipments to this market. (Fig. 24 and Table 20.)

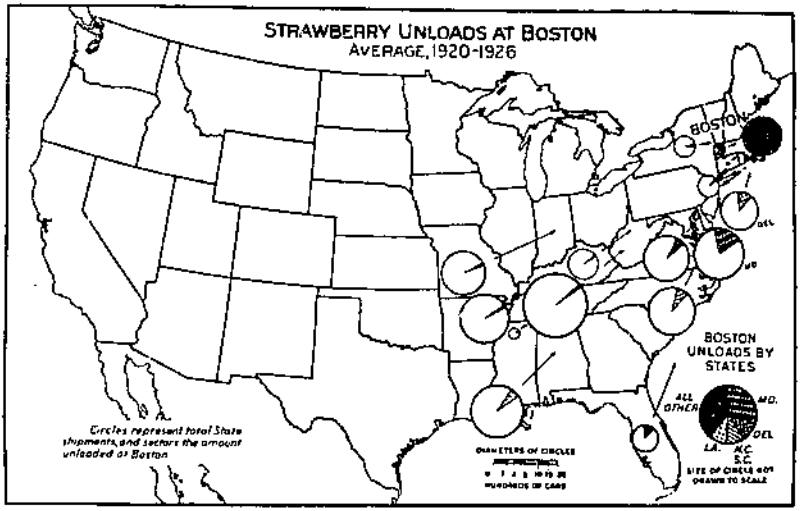

FIGURE 24.—Maryland is the principal single source of the carload supply of Boston. Delaware, the Carolinas, and Louisiana supply about 31 per cent of this market's carload needs, these shipments being divided about equally among the States. The remainder, about 30 per cent, represents scattering shipments from the various States shown

TABLE 20.—*Shipments of strawberries by State of origin, and unloads at Boston, average 1920–1926*

State of origin	Average State shipments		Average unloads at Boston	
	To all points	To Boston		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Maryland	1,445	18.96	274	29.78
Delaware	833	12.00	100	10.87
Carolinas [2]	1,253	7.74	97	10.55
Louisiana	1,527	6.02	92	10.00
Virginia	1,162	6.54	76	8.26
Massachusetts	80	75.00	60	6.52
Florida	465	11.61	54	5.87
Tennessee	2,242	1.61	36	3.91
Arkansas	1,318	2.12	28	3.04
Missouri	1,065	2.63	28	3.04
New Jersey	275	5.45	15	1.63
Kentucky	517	2.13	11	1.20
New York	273	4.03	11	1.20
Connecticut	6	100.00	6	.65
Maine	5	100.00	5	.54
Mississippi	71	4.23	3	.33
Imports [3]	18	100.00	18	1.96
All others	6	100.00	6	.65
Total	12,561	7.32	920	100.00

[1] Per cent adjusted.
[2] Includes North Carolina and South Carolina.
[3] From Nova Scotia and New Brunswick.

The Boston market reports indicate that a continuous carload supply of strawberries was available on this market from January 1 to August 8, 1926. The earlier shipments of the supply were from Florida, and the carload season closed with Massachusetts shipments. (Fig. 25.)

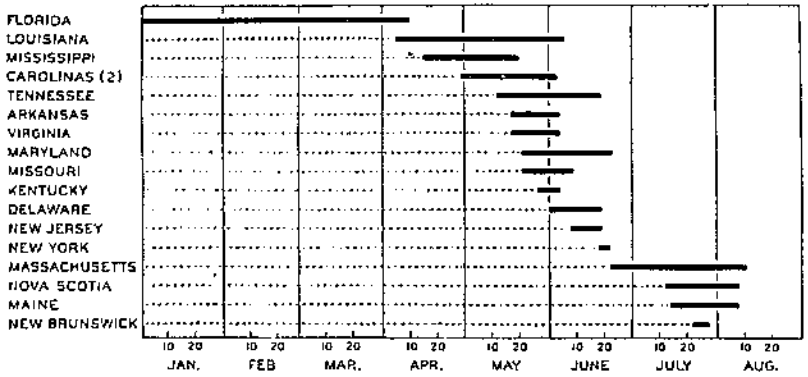

FIGURE 25.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON BOSTON MARKET, 1926 SEASON

Eight important districts compete for sales of strawberries on the Boston market during the last of May and early June period.

PHILADELPHIA

Philadelphia is fourth in rank among the large markets in number of carload strawberry receipts. The average carload unloads on this market have been 486 cars each season for the 7-year period. (Table 21.) This number does not indicate the true volume of strawberry consumption on this market. Available records show that the equivalent of more than 600 cars was shipped to this market by motor truck during the 1926 season. Perhaps similar conditions exist at the other large markets, but no authentic data have been compiled to verify the extent of the truck movement at those markets.

TABLE 21.—*Carload unloads of strawberries at Philadelphia, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average[1]
Early crop:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Florida	42	7	30	139	77	98	53	64
Louisiana	10	31	33	24	37	11	63	30
Second early:								
Arkansas			7	2	2			2
Carolinas[2]	97	93	168	274	350	259	206	207
Tennessee	3	3	12			1		3
Virginia	78	100	225	218	182	73	26	129
Intermediate:								
Delaware	10	49	30	23	12		1	22
Kentucky	17	3	3					3
Maryland	2	12	43	60	31	4	6	22
Late:								
New York			5			10	7	3
All other		2	3					1
Total	268	300	568	750	691	455	363	486

[1] Averages adjusted. [2] Includes North Carolina and South Carolina shipments.

The Carolinas are the largest carload shippers of strawberries to the Philadelphia market. They furnish about 43 per cent and Virginia about 26 per cent of the carload receipts at this point. The remainder, which is about 31 per cent of the receipts, is divided among eight other States. (Fig. 26 and Table 22.)

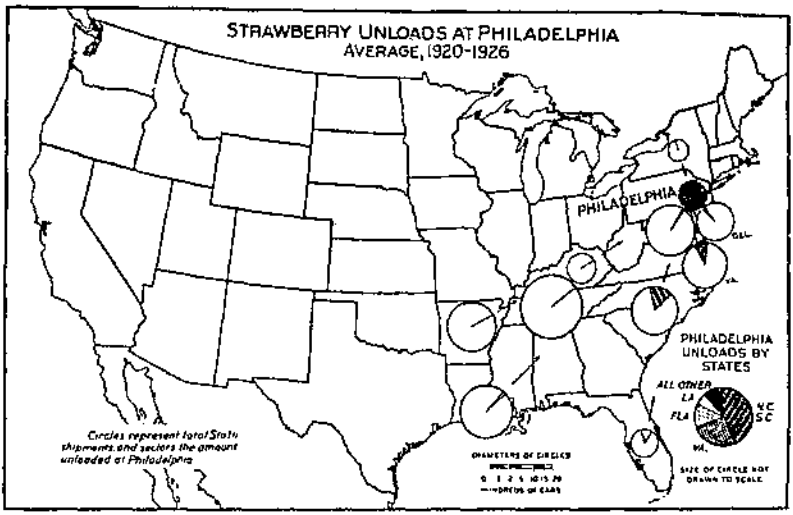

FIGURE 26. The Carolinas and the Norfolk district of Virginia are the leading carload shippers to Philadelphia. The greater part of the shipments are made previous to the beginning of the Eastern Shore season

TABLE 22.—*Shipments of strawberries by State of origin, and unloads at Philadelphia, average 1920–1926*

State of origin	Average State shipments		Average unloads at Philadelphia	
	To all points	To Philadelphia		
	Cars	*Per cent*	*Cars*	*Per cent*[1]
Carolinas[2]	1,253	16.52	207	42.50
Virginia	1,162	11.10	129	26.54
Florida	465	13.76	64	13.17
Louisiana	1,827	1.96	30	6.17
Delaware	833	2.64	22	4.53
Maryland	1,445	1.52	22	4.53
Tennessee	2,242	.13	3	.62
Kentucky	517	.58	3	.62
Arkansas	1,318	.15	2	.41
New York	273	1.10	3	.62
All other	.....	.....	1	.20
Total	11,635	4.40	486	100.00

[1] Per cent adjusted. [2] Includes North Carolina and South Carolina shipments.

During 1926 carload supplies of strawberries were available on the Philadelphia market from February 11 to June 10, both inclusive. The early-season carload supply was furnished by Florida, and the carload season terminated June 10 with Virginia and Maryland

shipments. Carload quantities delivered by motor truck continued to be available as late as June 25. (Fig. 27.)

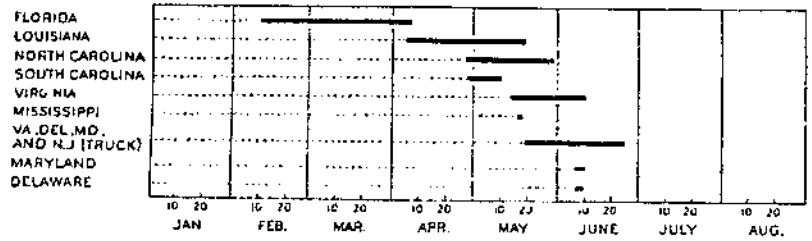

FIGURE 27.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON PHILADELPHIA MARKET, 1926 SEASON

Competition among the producing districts for the sale of strawberries on this market began April 26 in the 1926 season.

DETROIT

Detroit, with an average unload of 420 cars per year during the 7-year period, was fifth in rank among the larger markets in number of carload-strawberry receipts. This market received 171 cars of strawberries in 1920, but the receipts were increased to 552 cars during 1922. The supply during 1923 and 1924 was practically the same as that of 1922, but was decreased to 478 cars during 1926. The average receipts on this market are equal to about 1 car for each 2,500 inhabitants. (Table 23.)

TABLE 23.—*Carload unloads of strawberries at Detroit, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average[1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:								
Alabama		17	6	22	21	20	10	14
Louisiana	64	61	89	116	111	88	188	102
Mississippi	2	2	17	1	2	3	4	4
Second early:								
Arkansas	4	9	82	20	91	37	46	42
Tennessee	56	65	214	263	111	145	61	131
Virginia					11		1	2
Intermediate:								
Delaware					35	5	8	7
Kentucky	31	50	102	72	78	44	82	66
Maryland				4	13	6	5	4
Missouri	8	1	18	12	50	54	69	32
Late:								
Michigan	3	16	8	9				6
All other[2]	3	4	16	23	18	11	4	11
Total	171	225	552	548	550	413	478	420

[1] Averages adjusted. [2] Includes Illinois, Indiana, and imports.

Tennessee ships about 6 per cent of its carload movement to Detroit; this represents a little over 31 per cent of the market's carload supply. Kentucky sends about one-eighth of its shipments, and Louisiana, Arkansas, and Missouri use this outlet for a portion of their shipments. Michigan makes a very few carload shipments to this market, but as supplies of Michigan strawberries are reported as being available on the market part of each season, it is inferred that these supplies represent truck deliveries. (Fig. 28 and Table 24.)

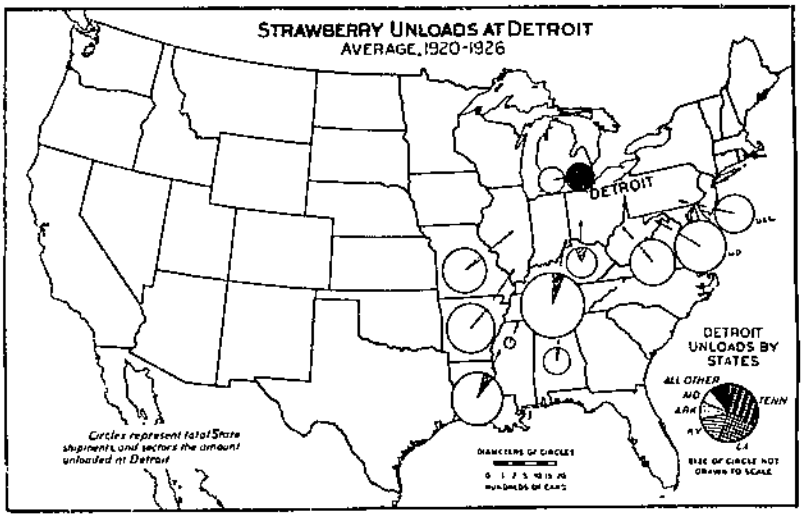

FIGURE 28.—Tennessee, Louisiana, and Kentucky are the principal sources of the carload-strawberry supply of Detroit. The combined receipts from the three States constituted more than 71 per cent of the market's carload unloads

TABLE 24.—*Shipments of strawberries by State of origin, and unloads at Detroit, average 1920–1926*

State of origin	Average State shipments		Average unloads at Detroit	
	To all points	To Detroit		
	Cars	*Per cent*	*Cars*	*Per cent*[1]
Tennessee	2,242	5.84	131	31.19
Louisiana	1,527	6.68	102	24.29
Kentucky	517	12.77	66	15.71
Arkansas	1,318	3.19	42	10.00
Missouri	1,065	3.00	32	7.62
Alabama	407	3.44	14	3.33
Delaware	333	.84	7	1.67
Michigan	385	1.30	5	1.19
Mississippi	71	5.63	4	.95
Maryland	1,445	.28	4	.95
Virginia	1,162	.17	2	.48
All other[2]			11	2.62
Total	10,972	3.83	420	100.00

[1] Per cent adjusted. [2] Includes Illinois, Indiana, and imports.

This market had carload-strawberry supplies available from March 10 to June 19, 1926. Florida supplies the early receipts, and 10 other States continued the supply until the end of the season. Michigan stock was quoted on this market as late as July 20. (Fig. 29.)

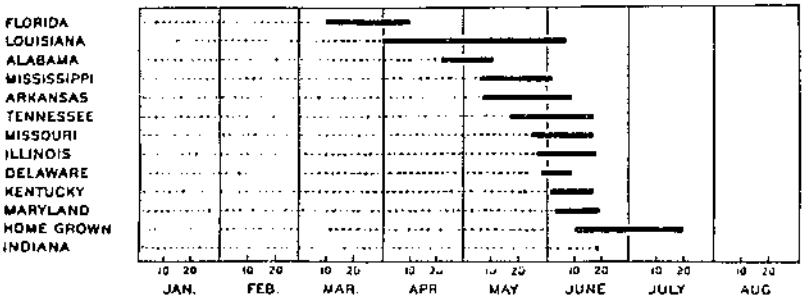

FIGURE 29.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON DETROIT MARKET, 1926 SEASON

The lines represent the length of time that strawberries from the various sources were quoted in the market reports received from this market.

PITTSBURGH

The average carload receipts on the Pittsburgh market have been 374 cars for the period, which is about 1 car to each 1,600 inhabitants. The smallest receipts (185 cars) were received in 1920. From 1922 to 1924, inclusive, the receipts averaged 490 cars, but there was a decrease from this number during 1925 and 1926, when only 285 and 360 cars were received. (Table 25.) The average receipts approximate 5.9 quarts per capita for the city.

TABLE 25.—*Carload unloads of strawberries at Pittsburgh, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average [1]
Early crop:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Alabama	22	26	35	37	15	12	12	23
Florida	2		1	38	19	34	14	15
Louisiana	3	63	65	55	71	28	68	51
Mississippi		4		3	11	1	1	3
Second early:								
Arkansas	2	23	20	13	40	40	52	28
Carolinas [2]	8	11	10	12	17	13	17	13
Tennessee	18	63	229	209	91	54	40	102
Virginia	1	18	10	10	22	4	11	11
Intermediate:								
Delaware	37	35	20	33	64	12	3	29
Kentucky	30	41	67	70	25	35	41	47
Maryland	24	24	8	18	50	25	34	26
Missouri		4	6	2	4	23	24	9
Indiana					4	4	20	4
Late:								
New York	2	5					5	2
Ohio	23	3	9	2	8			6
Pennsylvania			3		12		8	3
All other	4	1	5	2	2		1	2
Total	185	321	497	518	458	285	360	374

[1] Averages adjusted. [2] Includes North Carolina and South Carolina.

Tennessee furnishes about 27 per cent of Pittsburgh's unloads and is the principal source of its carload supply. The remainder of the carload supply of this market originates in 15 other States. (Fig. 30 and Table 26.) There is a rather extensive strawberry district in western Pennsylvania that is within trucking distance of the Pittsburgh market. (Fig. 2.)

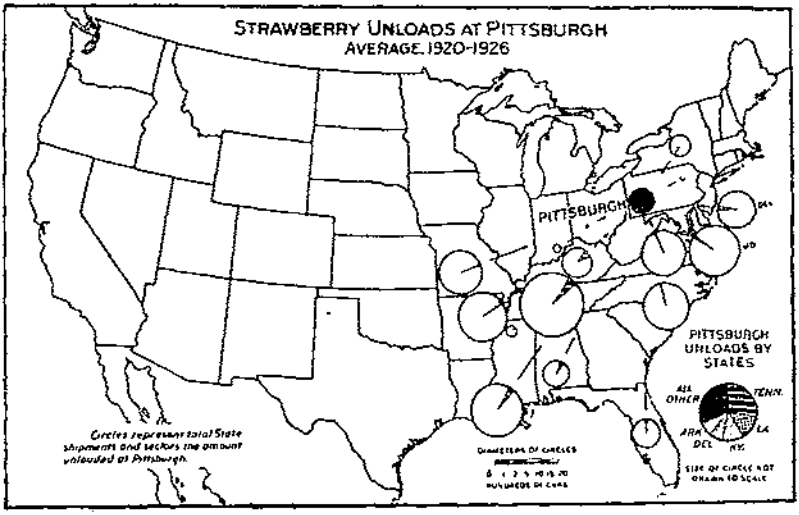

FIGURE 30.—Tennessee supplies over one-fourth of the Pittsburgh carload-strawberry receipts, and Louisiana, Kentucky, Delaware, and Arkansas, combined, furnish about one-third. The remainder represents the total of all shipments received from States showing black sectors in the chart

TABLE 26.—*Shipments of strawberries by State of origin, and unloads at Pittsburgh, average 1920–1926*

State of origin	Average State shipments		Average unloads at Pittsburgh	
	To all points	To Pittsburgh		
	Cars	*Per cent*	*Cars*	*Per cent*[1]
Tennessee	2,242	4.55	102	27.27
Louisiana	1,527	3.34	51	13.64
Kentucky	517	9.09	47	12.57
Delaware	833	3.48	29	7.75
Arkansas	1,318	2.12	28	7.49
Maryland	1,445	1.80	26	6.95
Alabama	407	5.65	23	6.15
Florida	485	3.23	15	4.01
Carolinas[2]	1,253	1.04	13	3.48
Virginia	1,162	.95	11	2.94
Missouri	1,065	.85	9	2.41
Ohio	10	60.00	6	1.61
Indiana	39	10.26	4	1.07
Pennsylvania	11	27.27	3	.80
Mississippi	71	4.23	3	.80
New York	273	.73	2	.53
All others			2	.53
Total	12,638	2.96	374	100.00

[1] Per cent adjusted. [2] Includes North Carolina and South Carolina.

During 1926, carload receipts from Florida were available on this market on January 8, and there was a continuous carload supply of strawberries on this market from that date until July 23. The late receipts were from New York State shipments. (Fig. 31.)

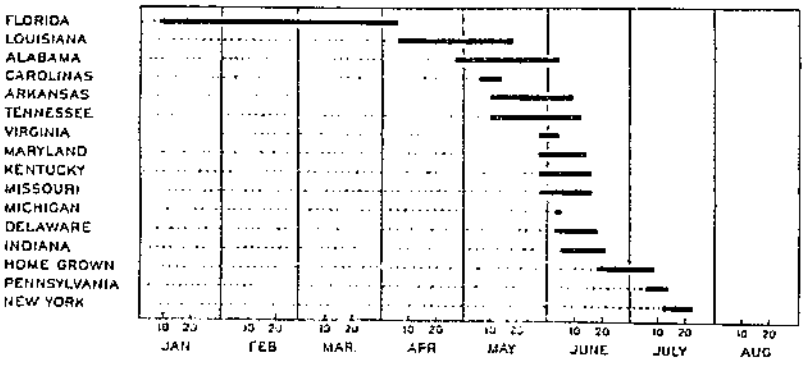

FIGURE 31.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON PITTSBURGH MARKET, 1926 SEASON

Strawberries were quoted on this market for about six and one-half months of the 1926 season.

CINCINNATI

Cincinnati ranks seventh among the larger markets in number of cars of strawberries received each year. These receipts have averaged 350 cars and represented 1 car for each 1,150 population. The largest receipts on this market arrived during 1922 and 1923 and the smallest in 1920, when only 80 cars were available. (Table 27.)

TABLE 27.— *Carload unloads of strawberries at Cincinnati, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average [1]
Early crop:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Alabama	1	99	138	159	99	61	102	98
Florida	2		2	29	1	17	4	8
Louisiana		3		5	10	1	13	5
Mississippi		2	2	7	2	3	1	2
Georgia	5			6	6	2		3
Second early:								
Tennessee	72	228	315	314	228	252	128	220
Intermediate:								
Kentucky		2	5	6	1	1	33	7
Late:								
Michigan		21	11	2	4			6
All other		1	1	1	4	3	1	1
Total	80	356	474	560	355	340	282	350

[1] Averages adjusted.

Nearly 63 per cent of the carload supply of strawberries at Cincinnati originated in Tennessee. Alabama supplied 28 per cent of the market's carload needs, and the remainder of the carload supply was shipped by Florida, Kentucky, Louisiana, Georgia, Michigan, and Mississippi. (Fig. 32 and Table 28.)

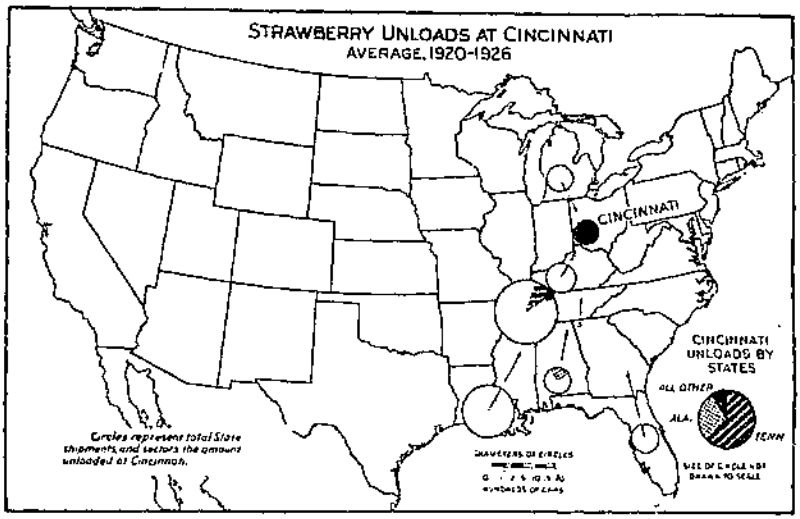

FIGURE 32.—Nearly one-fourth of the carload strawberry shipments from Alabama and about one-tenth of those from Tennessee reach the Cincinnati market. These shipments, combined, are equal practically to 31 per cent of the market's carload supply

TABLE 28.—*Shipments of strawberries by State of origin, and unloads at Cincinnati, average 1920–1926*

State of origin	Average State shipments		Average unloads at Cincinnati	
	To all points	To Cincinnati		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Tennessee	2,242	9.81	220	62.86
Alabama	407	24.08	98	28.00
Florida	465	1.72	8	2.28
Kentucky	517	1.35	7	2.00
Michigan	385	1.56	6	1.71
Louisiana	1,627	.33	5	1.43
Georgia	11	27.27	3	.86
Mississippi	71	.28	2	.57
All other	----------	----------	1	.29
Total [2]	5,625	6.22	350	100.00

[1] *Per cent adjusted.*
[2] Some less-than-carload or express shipments received on this market from North Carolina and Georgia during 1926.

During 1926 carload quantities of strawberries were available on this market from January 6 to June 12. The early shipments were from Florida, and the late supply came from Kentucky. (Fig. 33.)

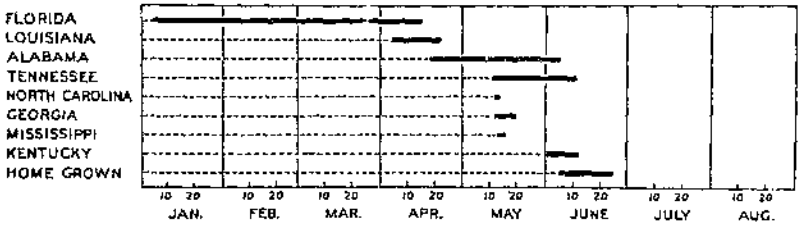

FIGURE 33.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON CINCINNATI MARKET, 1926 SEASON

Louisiana stock is usually available on most of the large markets during the period of that State's strawberry season, but, in 1926, this stock disappeared from the Cincinnati market *soon after* the arrival of Alabama shipments on April 19.

Ohio-grown strawberries were quoted on this market as late as June 25.

MINNEAPOLIS AND ST. PAUL

The combined receipts at Minneapolis and St. Paul give this market center the rank of eighth among the larger markets in number of strawberry-carload unloads. These receipts have averaged 317 cars per year for the period and represent 1 car for each 1,950 of population. The largest receipts reported for Minneapolis and St. Paul were for 1922, when 511 cars were unloaded. The receipts during 1926 were 332 cars. (Table 29.)

TABLE 29.—*Carload unloads of strawberries at Minneapolis and St. Paul, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average [1]
Early crop:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Louisiana	32	48	55	59	70	39	55	51
Second early:								
Arkansas	43	98	200	131	126	123	115	119
Tennessee	7	5	45	30	12	4		15
Intermediate:								
Iowa	5	5	17	20	10	1		8
Kansas	1		2	9	21	15	1	7
Kentucky		3	1	7	1	2	2	2
Missouri	21	42	171	93	113	84	155	98
Late:								
Wisconsin	10	7	15	22	23	1		11
All other [2]	11	13	5	5	4	1	4	6
Total	133	219	511	376	380	270	332	317

[1] Averages adjusted.
[2] Includes shipments from Michigan, Illinois, Washington, Oregon, Minnesota, Indiana, and Texas.

Arkansas and Missouri are the main sources of the strawberry supply on these markets. These States supplied practically 69 per cent of the carload needs of these markets during the 7-year period. Louisiana has furnished about 16 per cent of the receipts, and Tennessee, Wisconsin, Iowa, Kansas, and Kentucky supplied the remainder of the carload unloads. (Fig. 34 and Table 30.)

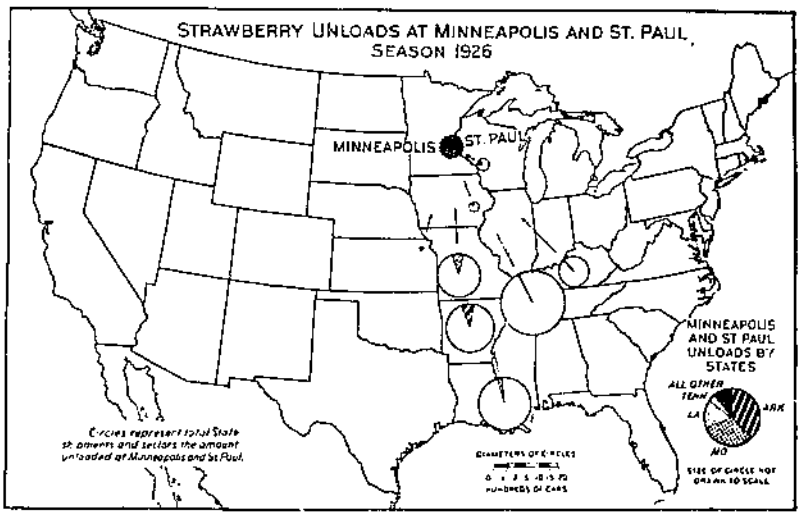

FIGURE 34. These markets are more important to Wisconsin, Iowa, and Kansas in proportion to their total carload movement than they are to Louisiana, Arkansas, and Missouri, which are the principal sources of the carload strawberry supply of these cities

TABLE 30.—*Shipments of strawberries by State of origin, and unloads at Minneapolis and St. Paul, average 1920–1926*

State of origin	Average State shipments		Average unloads at Minneapolis and St. Paul	
	To all points	To Minneapolis and St. Paul		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Arkansas	1,318	9.03	119	37.54
Missouri	1,065	9.20	98	30.92
Louisiana	1,527	3.34	51	16.09
Tennessee	2,242	.67	15	4.73
Wisconsin	87	12.64	11	3.47
Iowa	60	13.33	8	2.52
Kansas	13	53.85	7	2.21
Kentucky	517	.39	2	.63
All other [2]			6	1.89
Total	6,829	4.64	317	100.00

[1] Per cent adjusted.
[2] Includes shipments from Michigan, Illinois, Washington, Oregon, Minnesota, California, Indiana, and Texas.

Louisiana strawberries were available on these markets April 13, 1926, and a continuous supply from various sources was reported from that date until July 15. The last of the supplies of 1926 were reported as being from Minnesota, but dates are not available. (*Fig.* 35.)

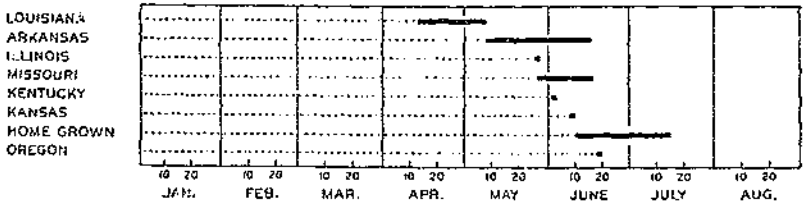

FIGURE 35.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON MINNEAPOLIS AND ST. PAUL MARKETS, 1926 SEASON

Arkansas follows Louisiana with strawberry supplies for these markets and meets in competition Missouri and home-grown stock during the last part of the season.

CLEVELAND

The average unloads of strawberries at Cleveland were 285 cars per year during the 7-year period. This number represents 1 car for each 2,800 population. The average receipts from 1922 to 1924, inclusive, were 361 cars, and the 393 cars received during the 1923 season were the peak of the yearly unloads. (Table 31.)

TABLE 31.—*Carload unloads of strawberries at Cleveland, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average [1]
Early crop:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Alabama	6	25	35	93	68	45	28	43
Louisiana	13	37	36	20	25	9	39	26
Mississippi			4	6	5		4	3
Second early:								
Arkansas	4	22	20	6	36	20	36	22
Tennessee	70	105	180	105	120	85	72	120
Intermediate:								
Delaware	1	6			20	8	15	8
Kentucky	21	29	32	58	37	27	48	36
Maryland	6	6	5	6	27	10	12	11
Missouri		2	22		1	34	19	11
All other [2]	3	7	2	9	4	7	6	5
Total	138	239	342	393	349	260	279	285

[1] Averages adjusted.
[2] Includes shipments from Florida, Georgia, Carolinas, Virginia, Illinois, Michigan, and Ohio.

Tennessee, Alabama, and Kentucky supply about 70 per cent of this market's carload needs. The remainder of the supply is furnished by six other States. (Fig. 36 and Table 32.)

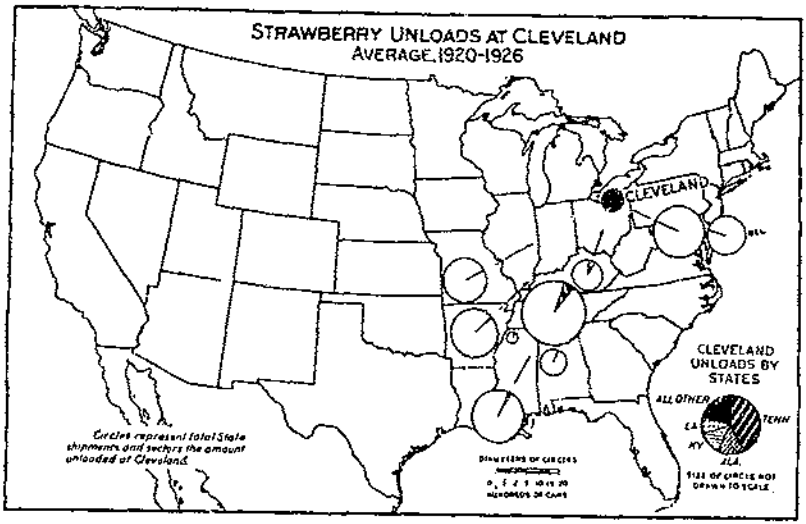

FIGURE 36.—Cleveland has received about 42 per cent of its strawberry supply from Tennessee, 15 per cent from Alabama, and 13 per cent from Kentucky during this period. Shipments are not shown for Florida, Georgia, Carolinas, Virginia, Illinois, Michigan, or Ohio, but each of those States made one or more carload shipments to this market during this period

TABLE 32.—*Shipments of strawberries by State of origin, and unloads at Cleveland, average 1920–1926*

State of origin	Average State shipments		Average unloads at Cleveland	
	To all points	To Cleveland		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Tennessee	2,242	5.35	120	42.11
Alabama	407	10.57	43	15.09
Kentucky	517	6.96	36	12.63
Louisiana	1,527	1.70	26	9.12
Arkansas	1,313	1.67	22	7.72
Maryland	1,445	.76	11	3.86
Missouri	1,065	1.03	11	3.86
Delaware	833	.96	8	2.81
Mississippi	71	4.23	3	1.05
All other [2]			5	1.75
Total	9,625	3.02	285	100.00

[1] Per cent adjusted.
[2] Includes shipments from Florida, Georgia, Carolinas, Virginia, Illinois, Michigan, and Ohio.

On January 27, 1926, the first strawberries of the season were reported on the Cleveland market. These were from Florida and were followed by shipments from other States that continued the supply until June 18. The supplies after June 18, were home-grown berries. (Fig. 37.)

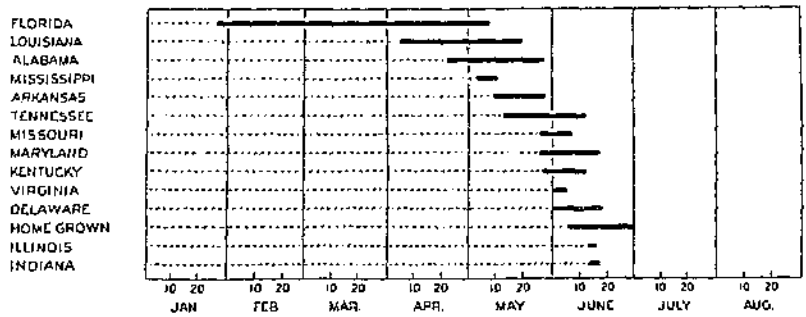

FIGURE 37.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON CLEVELAND MARKET, 1926 SEASON

Strawberries were quoted on this market from all the principal shipping districts except the Carolinas during 1926.

BUFFALO

Records of carload receipts of strawberries at Buffalo are available for only four years. During this period (1923 to 1926, inclusive) the average unloads on this market were 278 cars per year. On the basis of the usual carload shipment from each of the States that supplied this market, the average receipts represented about 2,349,000 quarts, which is equivalent to 4.6 quarts per capita for the city. The largest yearly receipts at this market during the four years were 338 cars, unloaded in 1924. The unloads of that year furnished a carload supply equal to 5.8 quarts per capita. (Table 33.)

TABLE 33.—*Carload unloads of strawberries at Buffalo, 1923–1926*

Origin	1923	1924	1925	1926	Averages[1]
Early crops:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Alabama	2	3	6	11	6
Louisiana	40	49	18	38	34
Mississippi	3	1	3		2
Second early:					
Arkansas	14	30	2	14	17
Carolinas[2]	14	26	23	35	24
Tennessee	62	28	30	20	36
Virginia	13	28	36	27	26
Intermediate:					
Delaware	10	66	32	55	41
Kentucky	23	3		12	9
Maryland	31	54	31	55	43
Missouri	34	20	37	21	28
All other[3]	16	31	1	1	12
Total	262	338	219	285	278

[1] Averages adjusted.
[2] Includes North Carolina and South Carolina.
[3] Known States included are California, Delaware, Florida, Illinois, Indiana, Michigan, and New York.

The shipments from Maryland, Delaware, Tennessee, Louisiana, Missouri, and Virginia to Buffalo, when combined, represent about 75 per cent of the market's carload supply of strawberries. The remainder of the shipments to this market are divided among six other States. (Fig. 38 and Table 34.)

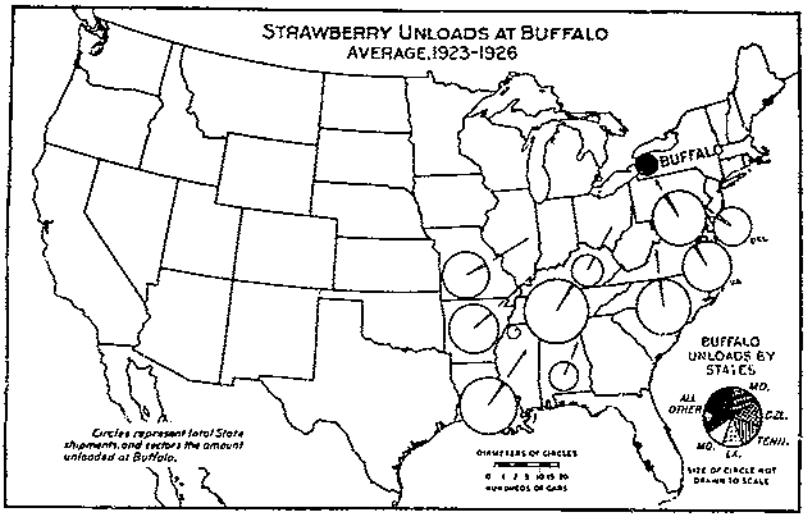

FIGURE 38.—The carload-strawberry shipments to Buffalo are rather evenly divided among several producing States. Maryland, Delaware, Tennessee, Louisiana, Missouri, and Virginia supplied about 75 per cent of the shipments, and "all other" States supplied the remainder

TABLE 34.—*Shipments of strawberries by State of origin, and unloads at Buffalo, average 1923–1926*

State of origin	Average State shipments		Average unloads at Buffalo	
	To all points	To Buffalo		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Maryland	1,639	2.62	43	15.47
Delaware	844	4.86	41	14.75
Tennessee	2,268	1.59	36	12.95
Louisiana	1,740	1.95	34	12.23
Missouri	1,198	2.34	28	10.07
Virginia	1,374	1.89	26	9.35
Carolinas [2]	1,699	1.41	24	8.63
Arkansas	1,331	1.28	17	6.11
Kentucky	547	1.65	9	3.24
Alabama	490	1.22	6	2.16
Mississippi	89	2.25	2	.72
All other [3]			12	4.32
Total	13,219	2.10	278	100.00

[1] Per cent adjusted.
[2] Includes North Carolina and South Carolina.
[3] Known States included are California, Delaware, Florida, Illinois, Indiana, Michigan, and New York.

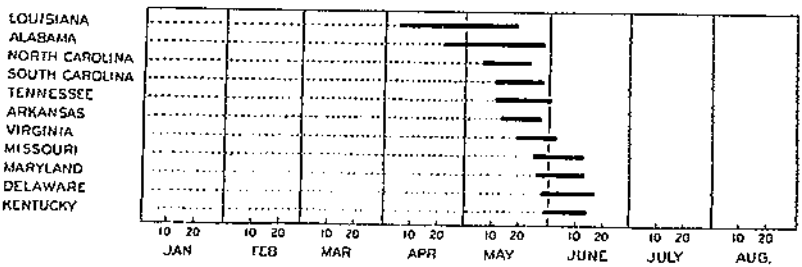

FIGURE 39.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON BUFFALO MARKET, 1926 SEASON

Considerable competition among the States for sales on this market is indicated.

In 1926 the first strawberries of the season were reported to be available on this market April 2, and the supply continued until June 25. The earlier shipments were from Florida and Louisiana, and the season closed with supplies from New York State. (Fig. 39.)

BALTIMORE

Records of carload-strawberry receipts on the Baltimore market are available for the seasons of 1924 to 1926, inclusive. A large percentage of the strawberry deliveries to this market arrive by boat, but the Federal market news service reports these arrivals in carload equivalents for the purpose of comparison with other markets. The yearly average receipts by boat and rail on this market during the three years included were equivalent to 264 cars. This supply was equal to about 2,028,000 quarts, or 2.7 quarts per capita for the city. The supply received by boat and rail during 1926 was practically 322 cars. (Table 35.)

TABLE 35.—*Carload unloads of strawberries at Baltimore, 1924–1926*

Origin	1924	1925	1926	Average [1]
	Cars	*Cars*	*Cars*	*Cars*
Early crop:				
Florida	2	1	1	1
Louisiana	3		10	4
Second early:				
Carolinas [2]	17	25	20	21
Virginia	180	147	238	190
Intermediate:				
Maryland	69	21	53	48
Total	277	194	322	264

[1] Averages adjusted. [2] Includes North Carolina and South Carolina.

Virginia and Maryland furnish about 90 per cent of the carload supply of the Baltimore market. The remainder of the carload supply is usually from the Carolinas, Louisiana, and Florida. (Fig. 40 and Table 36.)

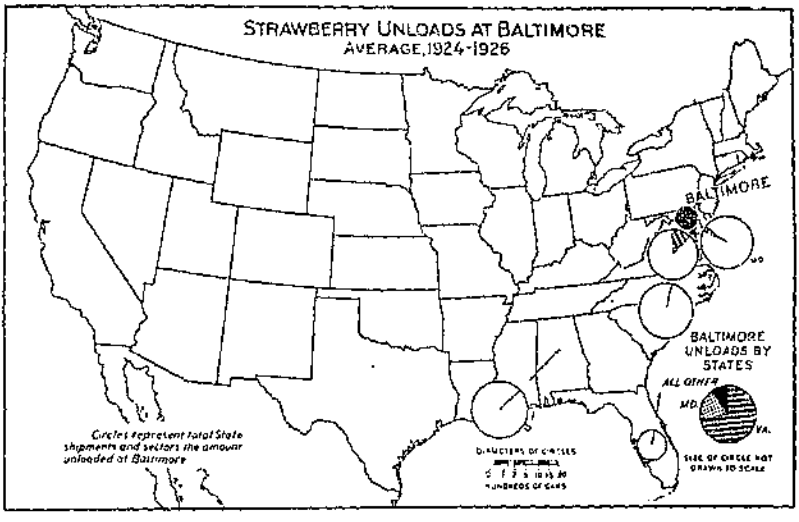

FIGURE 40.—More than 87 per cent of the Baltimore strawberry receipts (truck deliveries not included) arrive by boat, but are reported by the market in carload equivalents. Maryland and Virginia furnish over 90 per cent of these supplies

TABLE 36.—*Shipments of strawberries by State of origin, and unloads at Baltimore, average 1924–1926*

State of origin	Average State shipments		Average unloads at Baltimore	
	To all points	To Baltimore		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Virginia	1,435	13.24	190	71.97
Maryland	1,547	3.10	48	18.18
Carolinas [2]	1,089	1.24	21	7.95
Louisiana	1,761	.23	4	1.52
Florida	521	.10	1	.38
Total	6,953	3.80	264	100.00

[1] Per cent adjusted. [2] Includes North Carolina and South Carolina.

During 1926, Florida strawberries were reported on this market January 8, and a continuous supply of strawberries was available at this point until June 28. (Fig. 41.)

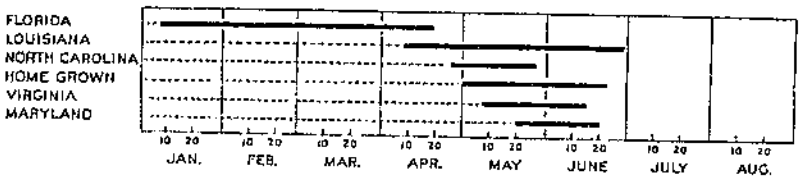

FIGURE 41.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON BALTIMORE MARKET, 1925 SEASON

Strawberries from localities that are comparatively near predominate on this market while they are available.

MILWAUKEE

Records of strawberry unloads at Milwaukee are available for the four years from 1923 to 1926, inclusive. During this period the receipts averaged 205 cars per year which were equivalent to about 2,664,000 quarts, and represented a volume equal to 4.5 quarts per capita for the city. The largest yearly receipts (226 cars) of the 4-year period were unloaded during 1923, and these represent 5.1 quarts per capita for the city. (Table 37.)

TABLE 37.—*Carlead unloads of strawberries at Milwaukee, 1923–1926*

Origin	1923	1924	1925	1926	Average [1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:					
Louisiana	46	34	35	70	48
Mississippi	3	4	2	2	3
Second early:					
Arkansas	27	24	13	14	19
Tennessee	38	42	20	2	25
Intermediate:					
Illinois	7	17	14	2	10
Iowa	0	0		8	0
Kentucky	11	13	2	3	8
Missouri	40	49	62	60	53
Late:					
Michigan	1			55	14
Wisconsin	41	21	7	3	19
All other [2]			2		
Total	226	213	157	225	205

[1] Averages adjusted. [2] Includes shipments from Alabama and Oregon.

Missouri, Louisiana, and Tennessee are the largest shippers to the Milwaukee market and their combined shipments during the 4-year period averaged over 61 per cent of the market's carload receipts. (Fig. 42 and Table 38.)

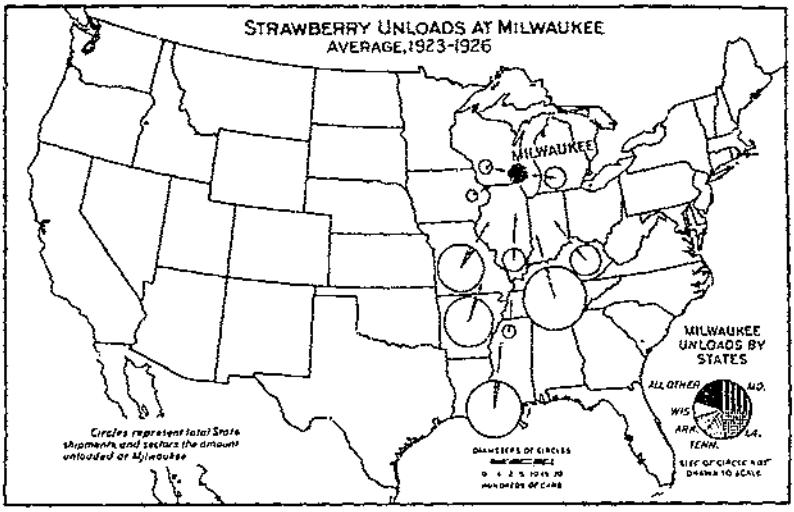

FIGURE 42.—Missouri, Louisiana, and Tennessee are the sources of over 61 per cent of the carload supply of Milwaukee

TABLE 38.—*Shipments of strawberries by State of origin, and unloads at Milwaukee, average 1923–1926*

State of origin	Average State shipments		Average unloads at Milwaukee	
	To all points	To Milwaukee		
	Cars	*Per cent*	*Cars*	*Per cent*[1]
Missouri	1,198	4.42	53	25.85
Louisiana	1,740	2.76	48	23.41
Tennessee	2,288	1.10	25	12.20
Arkansas	1,331	1.43	19	9.27
Wisconsin	89	19.19	19	9.27
Michigan	280	4.84	14	6.83
Illinois	283	3.53	10	4.88
Kentucky	547	1.46	8	3.90
Iowa	70	8.57	6	2.93
Mississippi	89	3.37	3	1.46
Total	7,919	2.59	205	100.00

[1] Per cent adjusted.

During 1926, Louisiana strawberries appeared on this market April 15, and a continuous supply was available from that time until July 15. The late supplies were from Wisconsin and Michigan stock. (Fig. 43.)

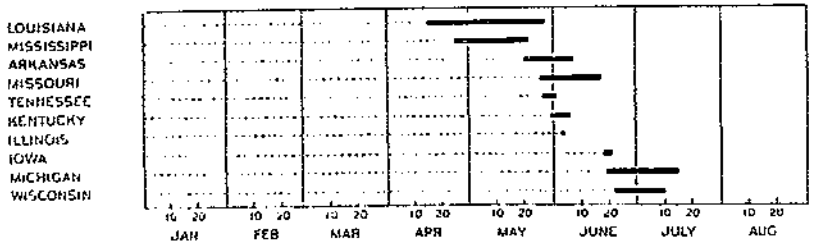

FIGURE 43.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON MILWAUKEE MARKET, 1926 SEASON

Louisiana and Mississippi compete for the early sales on this market, but both are supplanted by Arkansas and Missouri stock soon after it becomes available.

ST. LOUIS

As there is a considerable local production of strawberries in the vicinity of St. Louis, the carload needs of this market are comparatively small. The average unloads from 1920 to 1926, inclusive, were 184 cars, which represent a per capita supply for the city of only 2.3 quarts in addition to local production. The largest yearly receipts of the period were 277 cars in 1923. (Table 39.)

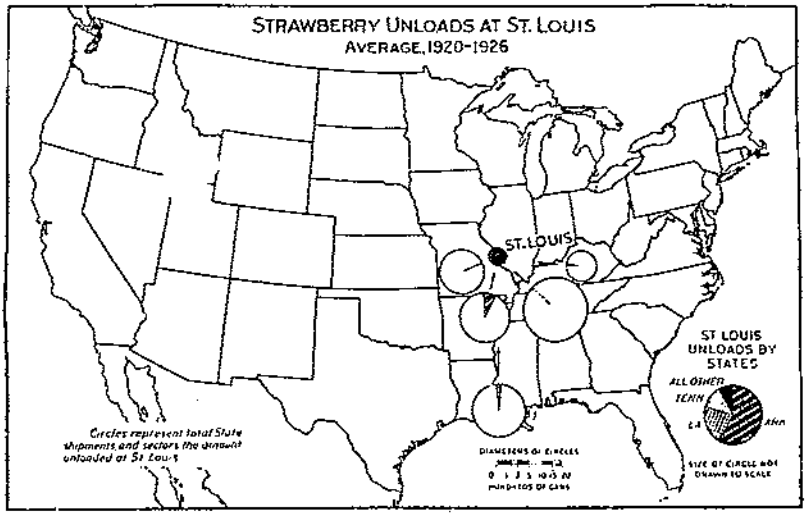

FIGURE 44.—Arkansas markets a little over 8 per cent of its carload shipments in St. Louis, and these shipments represent something over 58 per cent of the market's carload supply. Truck deliveries to this market reduce the volume of the carload demand below the average of other cities of its rank

TABLE 39.—*Carload unloads of strawberries at St. Louis, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average [1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:								
Louisiana	20	25	40	47	40	19	64	37
Mississippi		1		7	3	11	1	3
Second early:								
Arkansas	40	97	170	131	165	61	86	107
Tennessee	25	3	23	62	14	25	5	22
Intermediate:								
Kentucky		5	6	8				3
Missouri		1	21	4	2	12	13	8
All other [2]			5	18	5	2		4
Total	85	132	265	277	229	130	171	184

[1] Averages adjusted.
[2] Includes shipments from Florida, Alabama, Texas, Illinois, Michigan, Iowa, and Wisconsin.

Arkansas, Louisiana, and Tennessee are the principal sources of the carload supply on this market, and their combined shipments have averaged nearly 92 per cent of the carload receipts. (Fig. 44 and Table 40.)

TABLE 40.—*Shipments of strawberries by State of origin, and unloads at St. Louis, average 1920-1926*

State of origin	Average State shipments		Average unloads at St. Louis	
	To all points	To St. Louis		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Arkansas	1,318	8.12	107	58.15
Louisiana	1,527	2.42	37	20.11
Tennessee	2,242	.98	22	11.96
Missouri	1,065	.75	8	4.35
Kentucky	517	.58	3	1.63
Mississippi	71	4.23	3	1.63
All other [2]			4	2.17
Total	6,740	2.73	184	100.00

[1] Per cent adjusted.
[2] Includes shipments from Florida, Alabama, Texas, Illinois, Michigan, Iowa, and Wisconsin.

Florida strawberries were reported on this market from January 27 to April 7, 1926. Supplies from local points only were available on the St. Louis market at the end of the season which terminated June 20, 1926. (Fig. 45.)

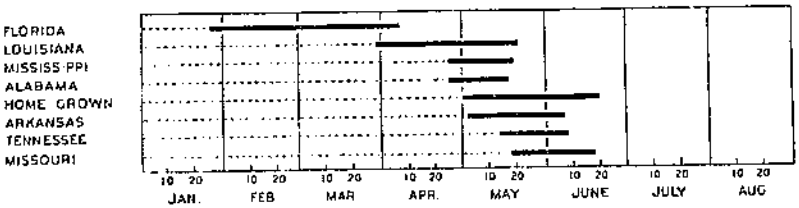

FIGURE 45.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON ST. LOUIS MARKET, 1926 SEASON

The St. Louis market attracts long-distance carload shipments during the early-crop season but depends to a large extent upon comparatively near-by production for the remainder of the season.

PROVIDENCE

Data regarding strawberry-carload receipts on the Providence market are available for the four years 1923 to 1926, inclusive. The yearly receipts on this market for the four years averaged 177 cars, which were equivalent to about 1,421,000 quarts. This supply represents 5.9 quarts per capita for the city. The largest receipts were 240 cars, which arrived during 1924. (Table 41.)

TABLE 41.—*Carload unloads of strawberries at Providence, 1923–1926*

Origin	1923	1924	1925	1926	Average [1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:					
Louisiana	15	10	1	16	10
Second early:					
Arkansas		13	1		3
Carolinas [2]	29	23	21	25	24
Tennessee	2	16	5	9	9
Virginia	24	50	31	23	32
Intermediate:					
Delaware	38	38	16	28	30
Maryland	78	80	30	30	57
Missouri		1	11	2	4
New Jersey		5	5	4	3
Kentucky			12	3	4
All other		1	1	1	1
Total	184	240	134	160	177

[1] Averages adjusted.
[2] Includes North Carolina and South Carolina.

Maryland supplies nearly one-third of this market's carload needs, and the Virginia, Delaware, and Carolina shipments, combined, represented about 49 per cent of the supply. The remainder of the receipts originated in six other States. (Fig. 46 and Table 42.)

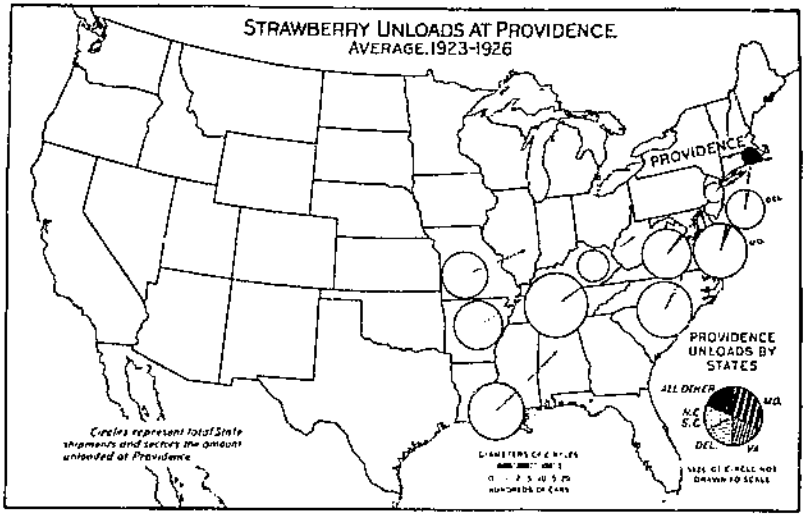

FIGURE 46.—Maryland, Virginia, Delaware, and the Carolinas are the leading shippers to this market, but the "all other" receipts include shipments from most of the other important districts

TABLE 42.—*Shipments of strawberries by State of origin, and unloads at Providence, average 1923–1926*

State of origin	Average State shipments		Average unloads at Providence	
	To all points	To Providence		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Maryland	1,630	3.38	57	32.20
Virginia	1,374	2.33	32	18.08
Delaware	844	3.55	30	16.95
Carolinas [2]	1,699	1.41	24	13.56
Louisiana	1,740	.57	10	5.65
Tennessee	2,268	.40	9	5.08
Kentucky	547	.73	4	2.26
Missouri	1,198	.33	4	2.26
Arkansas	1,331	.23	3	1.70
New Jersey	230	1.30	3	1.70
All other			1	.56
Total	32,870	1.35	177	100.00

[1] Per cent adjusted. [2] Includes North Carolina and South Carolina.

Louisiana strawberries appeared on this market April 12, 1926, and the strawberry supply of this market was continuous from that date until June 18. (Fig. 47.)

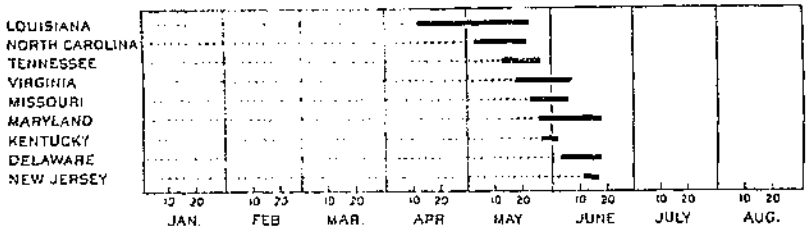

FIGURE 47.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON PROVIDENCE MARKET, 1926 SEASON

The order of succession of the sources of supply of this market follows closely the northward movement of the season.

COLUMBUS

The strawberry carload supply of Columbus averaged 168 cars during the four years 1923 to 1926, inclusive. These receipts were equivalent to 1,683,000 quarts and represented a per capita supply of 7.1 quarts, which is a large carload supply when compared to other markets. The receipts were 192 cars during 1924. (Table 43.)

TABLE 43.—*Carload unloads of strawberries at Columbus, 1923–1926*

Origin	1923	1924	1925	1926	Average [1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:					
Alabama	35	37	32	47	38
Louisiana	2	6		9	4
Mississippi	5	2	2	6	4
Second early:					
Arkansas	2		14	3	5
Tennessee	104	119	77	82	90

[1] Averages adjusted.

TABLE 43.—*Carload unloads of strawberries at Columbus, 1923–1926*—Continued

Origin	1923	1924	1925	1926	Average
Intermediate:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Delaware		2		3	1
Kentucky	20	15	7	18	15
Maryland	1	3	2	1	2
Missouri		3	8	3	4
All other [1]	10	5	3	2	5
Total	179	192	145	154	168

[1] Includes shipments from Florida, Georgia, South Carolina, Texas, and Virginia.

Tennessee and Alabama supply over 76 per cent of the carload needs of Columbus. Seven other States contribute the remainder of the carload supply. (Fig. 48 and Table 44.)

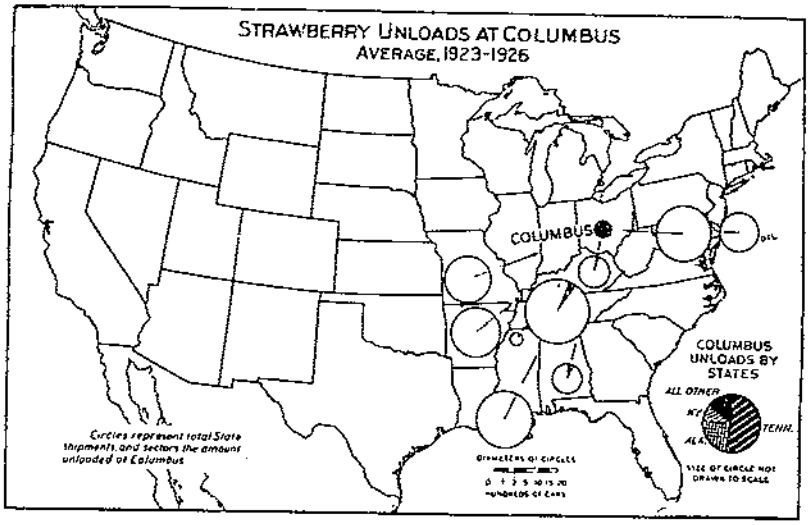

FIGURE 48.—Tennessee supplies more than one-half of this market's carload needs, and these shipments combined with those from Alabama and Kentucky, represent 85 per cent of the Columbus carload supply

TABLE 44.—*Shipments of strawberries by State of origin, and unloads at Columbus, average 1923–1926*

State of origin	Average State shipments		Average unloads at Columbus	
	To all points	To Columbus		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Tennessee	2,268	3.97	90	53.57
Alabama	490	7.76	38	22.62
Kentucky	547	2.74	15	8.93
Arkansas	1,331	.38	5	2.98
Louisiana	1,740	.23	4	2.38
Mississippi	89	4.49	4	2.38
Missouri	1,198	.33	4	2.38
Maryland	1,689	.12	2	1.19
Delaware	844	.12	1	.59
All other [2]			5	2.98
Total	10,146	1.66	168	100.00

[1] Per cent adjusted.
[2] Includes shipments from Florida, Georgia, South Carolina, Texas, and Virginia.

Louisiana shipments were the first to arrive on this market during the 1926 season. These supplies were available April 13, and there was a continuous carload supply of strawberries on this market from that date until June 16. (Fig. 49.) The season ended June 30 with supplies of Ohio-grown berries.

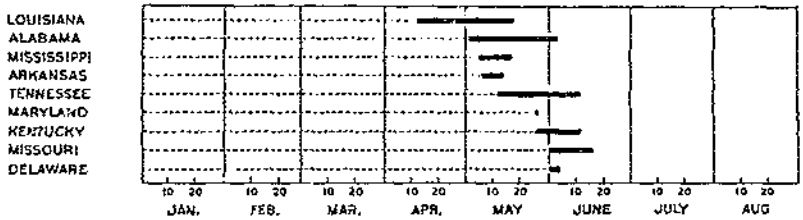

FIGURE 49.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON COLUMBUS MARKET, 1926 SEASON

Delaware and Maryland make shipments to Columbus in competition with western districts. See Figures 28, 31, and 37 for other markets of the mid-West used by these States. This movement is contrary to the general eastward movement of the crop.

INDIANAPOLIS

The receipts of strawberries at Indianapolis averaged 158 cars per year from 1923 to 1926, inclusive. This average was equivalent to 1,577,000 quarts and represented a supply equal to 5 quarts per capita for the city. The largest receipts of the 4-year period arrived during 1923, when 192 cars were reported. (Table 45.)

TABLE 45.—*Carload unloads of strawberries at Indianapolis, 1923–1926*

Origin	1923	1924	1925	1926	Average [1]
Early crop:	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Alabama	10	13	26	37	22
Louisiana	36	35	1	28	25
Mississippi	3	4		7	3
Second early:					
Arkansas	3	16	43	10	18
Tennessee	112	88	46	35	70
Intermediate:					
Kentucky	12	10		9	8
Missouri	3	5	12	4	6
Late:					
Michigan	7	2			2
All other [2]	6	5	1	3	4
Total	192	178	129	133	158

[1] Averages adjusted.
[2] Includes shipments from Florida, Illinois, Maryland, North Carolina, and Texas.

Tennessee supplies about 44 per cent of the market's carload needs, and the combined shipments from Louisiana, Alabama, and Arkansas average 41 per cent. The shipments from the last-named States are divided about equally among them. Kentucky, Missouri, Mississippi, and Michigan contribute the remainder of the supply. (Fig. 50 and Table 46.)

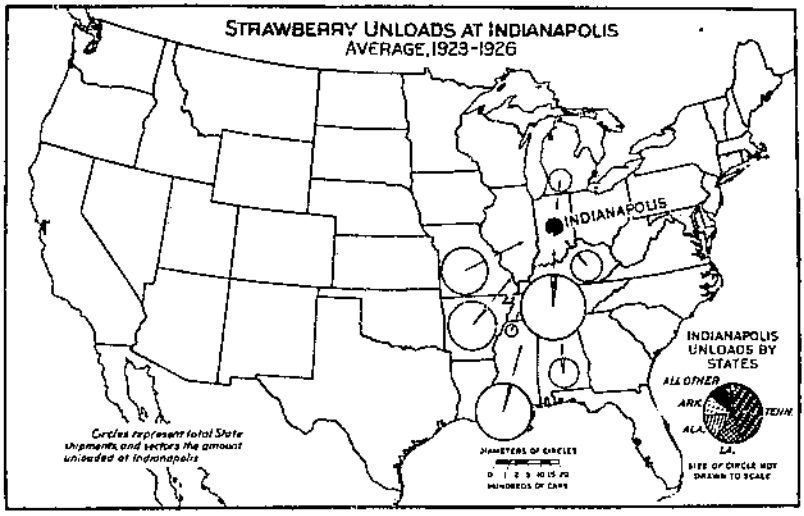

FIGURE 50.—Tennessee, Alabama, Louisiana, and Arkansas furnish more more than 85 per cent of the carload needs of this market. The carload receipts of Indianapolis have averaged 158 cars during the 1923–1926 period

TABLE 46.—*Shipments of strawberries by State of origin, and unloads at Indianapolis, average 1923–1926*

State of origin	Average State shipments		Average unloads at Indianapolis	
	To all points	To Indianapolis		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Tennessee	2,268	3.09	70	44.30
Louisiana	1,740	1.44	25	15.82
Alabama	490	4.49	22	13.93
Arkansas	1,331	1.35	18	11.39
Kentucky	547	1.46	8	5.05
Missouri	1,198	.50	6	3.80
Mississippi	89	3.37	3	1.90
Michigan	280	.69	2	1.27
All other [2]			4	2.53
Total	7,952	1.99	158	100.00

[1] Per cent adjusted.
[2] Includes shipments from Florida, Illinois, Maryland, North Carolina, and Texas.

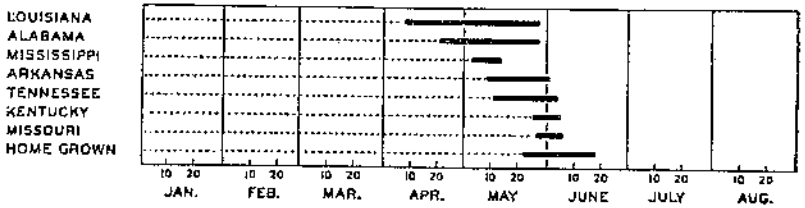

FIGURE 51.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON INDIANAPOLIS MARKET, 1926 SEASON

[1] The strawberry season of 1926 at the Indianapolis market began April 9 and ended June 18.

During 1926, Louisiana strawberries were available on this market April 9, and the supply was continuous from that date until the season ended on June 18, with berries from Indiana. (Fig. 51.)

KANSAS CITY

The receipts of strawberries at Kansas City averaged 151 cars per year from 1920 to 1926, inclusive. This volume was equal to 1,490,000 quarts and represented a city per capita supply of 4.6 quarts. The receipts at this market were 262 cars during 1922. That year Arkansas delivered 140 cars to this market or nearly double the usual shipments to Kansas City from this State. (Table 47.)

TABLE 47.—*Carload unloads of strawberries at Kansas City, 1920–1926*

Origin	1920	1921	1922	1923	1924	1925	1926	Average [1]
	Cars	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*	*Cars*
Early crop:								
Louisiana	26	35	57	49	50	32	41	41
Texas				6	9	5	7	4
Second early:								
Arkansas	38	87	140	48	73	49	59	71
Tennessee			1	5	1			1
Intermediate:								
Missouri	4	58	57	16	7	58	17	31
All other [2]			7	5	6	1		3
Total	68	180	262	129	146	145	124	151

[1] Averages adjusted.
[2] Includes shipments from California, Kansas, Oklahoma, Wisconsin, and Washington.

Arkansas supplies about 47 per cent of the Kansas City carload receipts of strawberries, and the combined shipments from Louisiana and Missouri to this market equal about the same quantity. Texas and Tennessee make a few shipments to this market. (Fig. 52 and Table 48.)

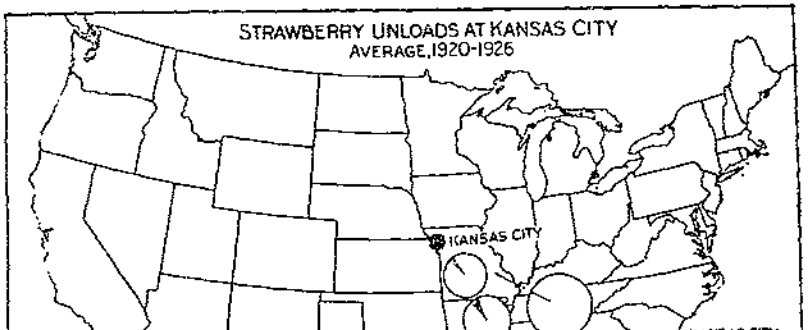

FIGURE 52.—Carload receipts at Kansas City average the smallest among the 18 large markets included in this review. Near-by production is available for this market to a considerable extent

TABLE 48.—*Shipments of strawberries by State of origin, and unloads at Kansas City, average 1920–1926*

State of origin	Average State shipments		Average unloads at Kansas City	
	To all points	To Kansas City		
	Cars	*Per cent*	*Cars*	*Per cent* [1]
Arkansas	1,318	5.39	71	47.02
Louisiana	1,527	2.69	41	27.15
Missouri	1,065	2.91	31	20.53
Texas	31	12.90	4	2.65
Tennessee	2,242	.04	1	.66
All other [2]			3	1.99
Total	6,183	2.44	151	100.00

[1] Per cent adjusted.
[2] Includes shipments from California, Kansas, Oklahoma, Wisconsin, and Washington.

Florida strawberries were available in Kansas City January 26, 1926, and the strawberry supply was continuous from that date until June 18. (Fig. 53.) Considerable local stock is grown in the vicinity of Kansas City. (Fig. 2.)

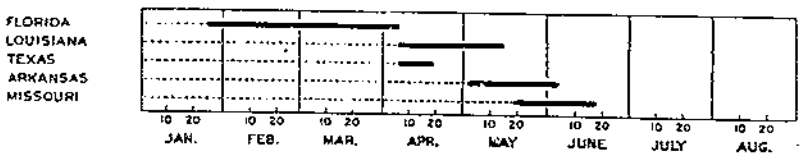

FIGURE 53.—APPROXIMATE TIME STRAWBERRIES WERE AVAILABLE ON KANSAS CITY MARKET, 1926 SEASON

The early supplies at Kansas City during 1926 were received from Florida in less-than-carload shipments.

FIFTY-ONE SECONDARY MARKETS

Although the 40 markets shown in Figures 54 and 55 are not so important in volume of consumption as are the 18 which have been discussed, they are a considerable factor in the carload-distribution scheme inasmuch as they are prospective outlets for strawberries in carload quantities. A consideration of the possibilities for a sale on these markets is often advisable when making a decision as to where to place a shipment.

Table 14 includes data regarding sources and volume of supply, with dates received, on 69 strawberry markets. This distribution is illustrated in Figures 20 to 55, inclusive, for 58 of these markets. The 11 markets not included in the illustrations but which reported carload receipts during the season, together with number of shipments, are as follows: Bethlehem, Pa., 1; Birmingham, Ala., 16; Johnstown, Pa., 3; Lexington, Ky., 4; Norfolk, Va., 19; Portland, Oreg., 6; Richmond, Va., 1; San Antonio, Tex., 3; Seattle, Wash., 24; Spokane, Wash., 4; Terre Haute, Ind., 8.

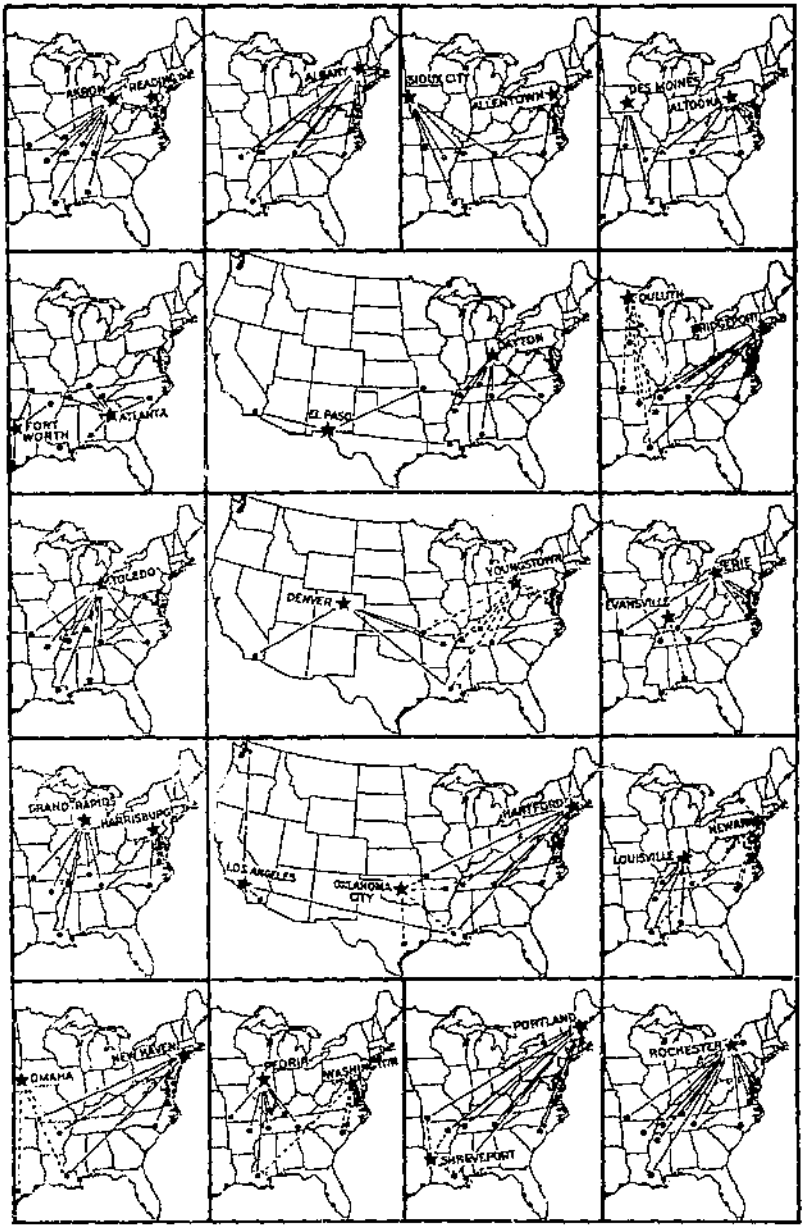

FIGURE 54.—CARLOAD UNLOADS OF STRAWBERRIES AT 32 MARKETS BY STATES OF ORIGIN, 1926 SEASON

These cities represent 32 prospective carload-strawberry markets.

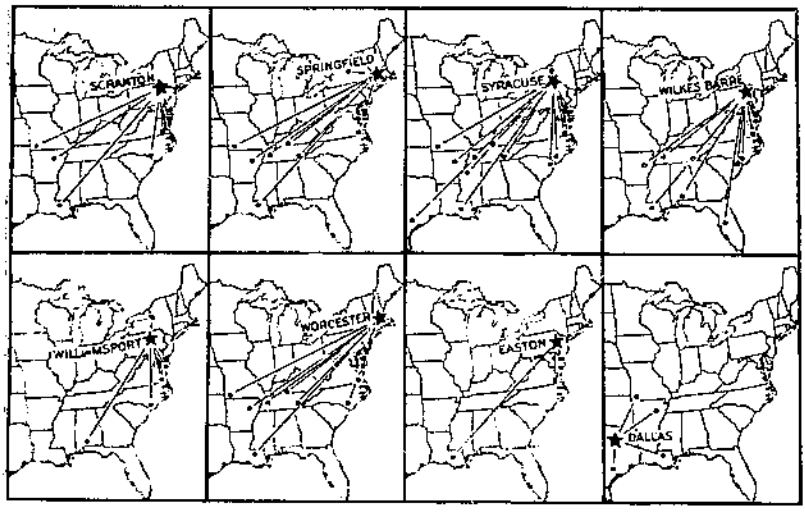

FIGURE 55.—CARLOAD UNLOADS OF STRAWBERRIES AT 8 MARKETS BY STATES OF ORIGIN, 1926 SEASON

Each of the important shipping districts uses one or more of these markets as an outlet for a portion of its crop.

COST PER QUART FOR TRANSPORTATION OF STRAWBERRIES

The cost of delivery of strawberries, whether by truck to near-by points or by rail to more distant markets, is an important item in the marketing scheme of this commodity. Table 49 (illustrated in figs. 56 and 57) has been compiled to show the estimated cost per quart for delivery by rail to each of 10 important markets from a point in each of the large shipping districts. The minimum carload freight or express rate was used for computing cost in each case. Carloads were reduced to quart equivalents on the basis of 24 pounds

TABLE 49.—*Estimated cost in cents per quart for transportation of strawberries from point of origin to 10 markets* [1]

Shipping point	To Boston		To Buffalo		To Chicago		To Cleveland		To Detroit	
	Freight	Express	Freight	Express	Freight	Express	Freight	Express	Freight	Express
Castleberry, Ala.	5.0	8.3	3.3	6.8	2.7	5.8	3.2	6.3	3.3	6.3
Dayton, Tenn.	4.6	6.7	3.0	5.5	2.9	4.4	2.9	4.8	3.0	4.6
Franklin, Ky.	3.9	6.3	2.3	5.0	2.2	3.7	2.2	4.4	2.3	4.1
Hammond, La.	5.6	5.9	3.4	5.1	2.7	3.9	3.2	4.7	3.3	4.9
Humboldt, Tenn.	4.3	5.0	2.7	4.2	2.0	3.0	2.5	3.8	2.5	3.9
Judsonia, Ark.	5.5	5.2	4.4	4.5	2.8	3.3	4.0	4.3	4.0	4.3
Lawley, Fla.	8.8	7.8	8.5	7.4	5.3	6.9	5.3	7.3	5.3	7.6
Marion, Md.	3.3	4.2	3.4	4.6	5.1	6.1	3.9	4.7	4.1	5.6
Monett, Mo.	5.5	5.2	4.5	4.9	2.5	3.6	4.2	4.7	4.1	4.5
Port Norfolk, Va.	2.2	4.6	3.5	4.7	5.0	6.0	4.0	4.8	4.0	5.6
Selbyville, Del.	3.3	4.1	3.4	4.6	5.1	6.1	3.9	4.7	4.1	5.6
Wallace, N. C.	4.5	5.8	3.5	5.8	3.9	6.7	3.8	5.8	3.9	6.5

[1] Based upon published minimum carload freight and express rates including refrigeration charge. Minimum carload from 15,000 to 17,000 pounds. Eighty per cent of freight-refrigeration charge used to compute express cost when not specified in express rate. Since freight and express rates are frequently changed, the figures represented can have no standing in adjusting claims against carriers.

TABLE 40.—*Estimated cost in cents per quart for transportation of strawberries from point of origin to 10 markets*—Continued

Shipping point	To Kansas City		To Minneapolis		To New York		To Philadelphia		To Pittsburgh	
	Freight	Express	Freight	Express	Freight	Express	Freight	Express	Freight	Express
Castleberry, Ala.	3.4	7.0	3.7	7.3	4.7	7.5	4.6	7.2	3.2	6.5
Dayton, Tenn.	3.4	5.8	3.4	6.1	4.4	6.1	4.2	5.8	2.8	5.0
Franklin, Ky.	3.1	5.8	3.2	5.7	3.6	5.7	3.5	5.3	2.3	4.6
Hammond, La.	3.3	4.3	3.6	7.6	4.7	5.4	4.8	5.4	3.3	5.1
Humboldt, Tenn.	2.8	3.8	3.1	5.6	4.0	5.0	3.9	5.0	2.7	4.2
Judsonia, Ark.	2.3	3.0	3.2	6.1	5.3	4.8	5.2	4.8	4.4	4.3
Lawtey, Fla.	5.8	8.3	5.8	9.3	7.5	7.0	7.2	6.5	7.6	7.3
Marion, Md.	7.1	9.4	6.8	9.6	2.7	3.2	2.3	2.5	3.2	4.2
Monett, Mo.	1.8	2.3	2.7	6.3	5.4	5.2	5.3	5.2	4.5	4.7
Port Norfolk, Va.	5.8	7.9	6.6	8.2	2.2	3.9	2.2	3.4	3.3	4.3
Selbyville, Del.	6.9	8.4	6.8	8.6	2.7	3.2	2.3	2.4	3.2	4.2
Wallace, N. C.	5.2	8.6	5.2	9.0	3.0	5.2	3.0	4.5	3.8	5.4

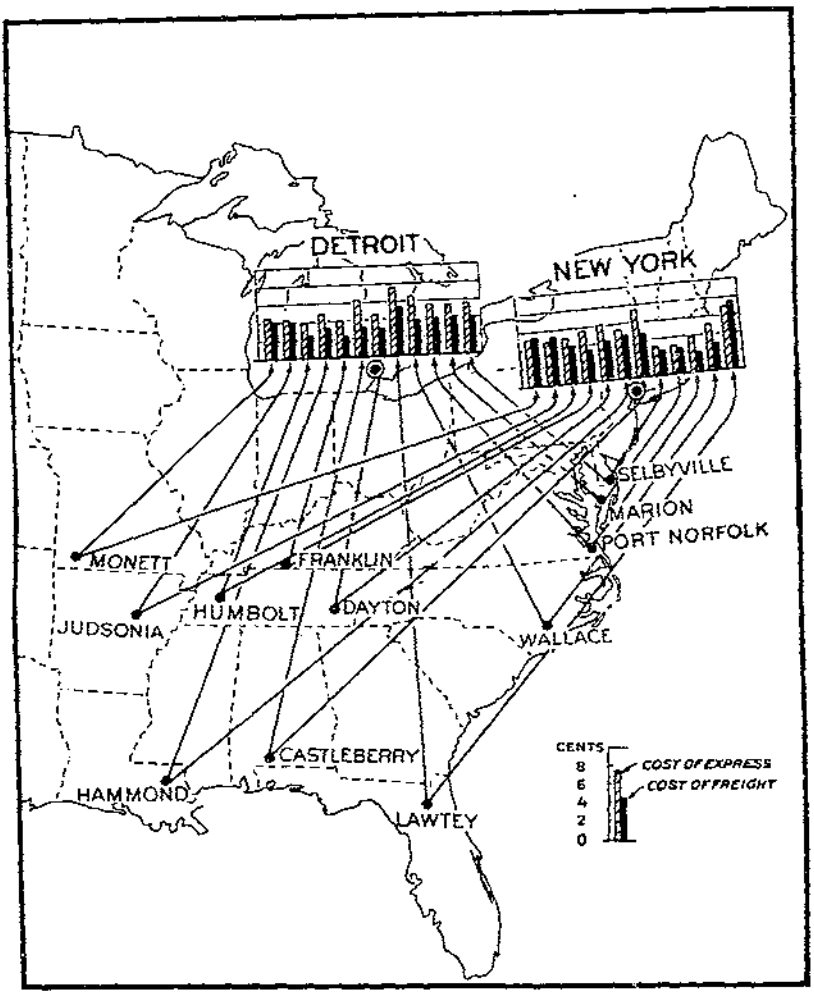

FIGURE 56.—ESTIMATED TRANSPORTATION COST PER QUART OF STRAWBERRIES FROM POINT OF ORIGIN

The station named is the most important market center in each of the principal strawberry districts. These costs are merely estimates and should be used only as an index for comparison.

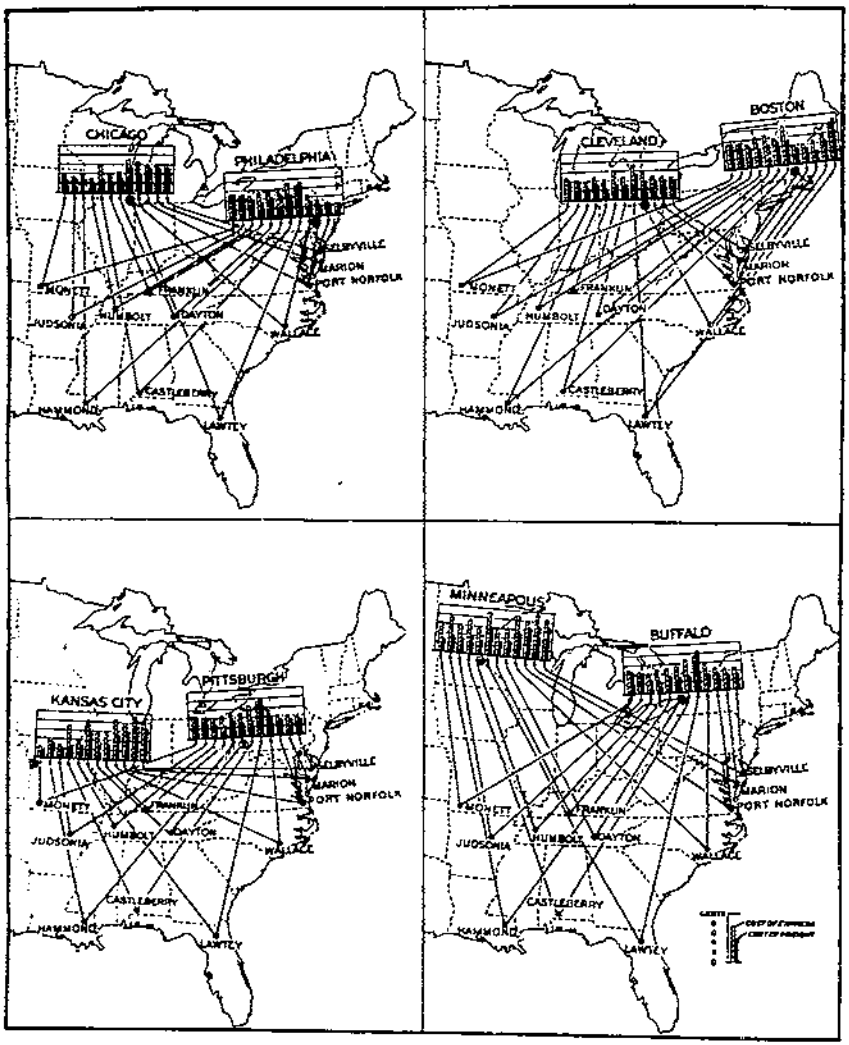

FIGURE 57.—ESTIMATED TRANSPORTATION COST PER QUART OF STRAWBERRIES FROM POINT OF ORIGIN

The station named is the most important market center in each of the principal strawberry districts. These costs are merely estimates and should be used only as an index for comparison.

per 24-pint crate, 25 pounds per 16-quart crate, 45 pounds per 24-quart crate, and 63 pounds per 32-quart crate. The icing charge was added to the transportation charge, and the total was divided by the number of quarts per car. In certain cases the express-tariff schedules do not give the exact icing charge, but state that the charge will be at "cost." In such instances, 80 per cent of the freight-schedule icing charge between the points involved was used as an estimate of this cost. Actual cost of delivery will vary to some extent from the estimates in this table because of the differences in the detail of the conditions under which shipments are made.

CONCLUSIONS

The strawberry is adapted to practically all tilled sections of the United States. It is an early cash crop for each locality in which it is grown. In general, each village, town, and city is a prospective market for a limited quantity of strawberries. They can be grown successfully in small "patches" to supply local demands, or on a more extensive scale to meet the larger market requirements.

The strawberry must be considered as a delicacy at all times, and, as such, the consumer must be tempted by quality and appearance to use them, as necessity will never influence the demand for production. A united effort by the industry as a whole to deliver to the consumer at all times well-graded stock in prime condition should tend to increase consumption, which is the main basis for expansion of the industry.

That part of the industry located in the early-crop and second-early-crop districts is favored, from a marketing viewpoint, inasmuch as its production reaches the northern markets during the winter and early spring months when fresh home-grown strawberries are not in season in that latitude. Owing to lack of competition at this season, prices are usually comparatively high, and consumption is limited accordingly. These early districts made a greater percentage of increase in acreage during the 7-year period than did the other producing districts, which indicates an increased consumption for this early production. To what extent this early production can be increased and still maintain satisfactory sales depends in a measure upon the general prosperity of the country.

The largest production of strawberries during the 7-year period occurred in 1924. The marketing of this crop resulted in a season of comparatively low prices, and a general reduction in cultivated acreages occurred during the following year. The conditions of the 1924 season are worthy of the attention of all sections interested in the strawberry industry. As the greater part of the volume of market-strawberry production is grown in the intermediate-crop districts, these are essentially more interested in the prospective volume of production than are the other districts; consequently, all contemplated increases in acreage for these sections should be governed by discretion.

The late crop is grown principally in the areas in which the consuming centers are located, and as only a small percentage of the crop is moved by rail, these producers can use local markets mainly as a gage for measuring production.

The presentations in this bulletin, although not complete in all details, furnish a fairly accurate picture of the strawberry industry of the United States during the 1920–1926 period. With this information as a background, the reader will be better equipped to interpret the current seasonal information on present-day conditions as they affect his individual problems.

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