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ORIGIN, DISTRIBUTION AND MARKET PRICE OF THE COMMERCIAL WATERMELON CROP

STRONBRIDGE, J W.

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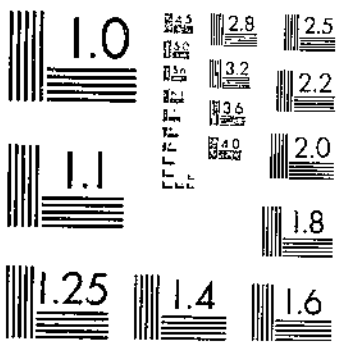


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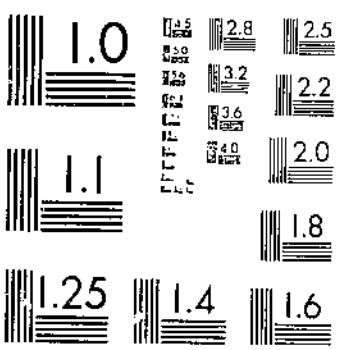


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# ORIGIN, DISTRIBUTION AND MARKET PRICE OF THE COMMERCIAL WATERMELON CROP

BY

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# ORIGIN, DISTRIBUTION, AND MARKET PRICE OF THE COMMERCIAL WATERMELON CROP

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CONTENTS



## INTRODUCTION

The watermelon is an important cash crop in many sections of the United States. A large percentage of the commercial production is centralized in southern areas where soil and climatic conditions are suited to its growth. Thirty-three of the States have made carload shipments at various times during the 1926–31 period. Although part of the crop is consumed locally, the disposal of the larger part of the commercial production must be made in markets outside the area where grown. The weight and bulk of the crop tend to limit the area of profitable market distribution.

The reports of the Division of Crop and Livestock Estimates indicate an average of 215,728 acres utilized for growing watermelons commercially in the United States during the period from 1927 to 1931, inclusive. This acreage produced an estimated average of 69,868,400 melons per year, equivalent to about 70,000 cars, from which an average of 51,233 cars were reported shipped to market each season. The farm value of the crop is estimated to have averaged $10,031,600 per year for the period included.

Florida, Georgia, Alabama, and the Carolinas, named in the order of movement, supply the greater part of the territory east of the Mississippi River. Texas melons go to the Central States, and California supplies a large part of the Pacific coast area.

The marketing of these watermelon crops, which approximate 70 million melons annually, presents many problems. Statistical information as to areas of production, time and volume of the carload

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movement, sources of market supply, and volume of market demands will aid in solving these problems.

The analysis in this bulletin is based on the carload movement, since a large part of the commercial movement is by rail in carload lots. Largely because of the bulk and relative cheapness of watermelons the proportion of the crop hauled to distant markets by truck is smaller than for most other fruits and vegetables grown in the same areas.

Past performances are not infallible indicators for future operations, yet experience has proved that proper use of the records of the past, in connection with the current official information on crop and market conditions, is of value in determining marketing activities. To present the watermelon statistical situation of the United States, as indicated by the Department of Agriculture's records of the 6 years, 1926–31, typical graphic illustrations are included in this bulletin. Statistical tables and comments are added as such information aids in solving a specific problem.

## AREAS WHERE GROWN

Although the crop is grown as far north as Minnesota and Michigan, practically 93 percent of the volume shipped originates south of the thirty-seventh parallel. The bulk of the commercial watermelon crop is grown in the five Southeastern States. Eastern Texas, the Imperial Valley, and central California are other important centers.

The watermelon can be grown in many sections of the United States but the southern sections seem better adapted to its cultivation. Florida produces the early crop for eastern markets. Texas and the Imperial Valley grow the early crop for the middle western and western markets. Central Georgia is the leading watermelon section of the United States. Washington, Colorado, South Dakota, and Michigan are the northern limits of commercial watermelon production.

## ACREAGE

During the 1931 season, 238,620 acres were utilized for growing the commercial crop of watermelons in the United States (table 1). This acreage is about 13 percent larger than that of 1922 and nearly 52 percent above the low acreage of 1923. The trend of watermelon acreage as a whole has been upward in recent years. The greatest increase in acreage occurred in the second-early group of States.

Georgia planted about 30 percent of the total commercial watermelon acreage of the United States during the period of 1922–31. Texas, Florida, and South Carolina are other leading States in watermelon acreage. Imperial Valley of California has more than doubled its acreage since 1922.

## YIELD PER ACRE

The yield per acre of watermelons varies considerably from year to year. During the 10 years 1922–31, the range of yields in Imperial Valley was from 540 to 790 melons per acre, with an average of 680. Georgia reports a range of 188 to 400 melons per acre with an average of 322 for the same period. Delaware, in the late-crop area, reported a range of 100 to 400 with an average of 287 melons per acre. The

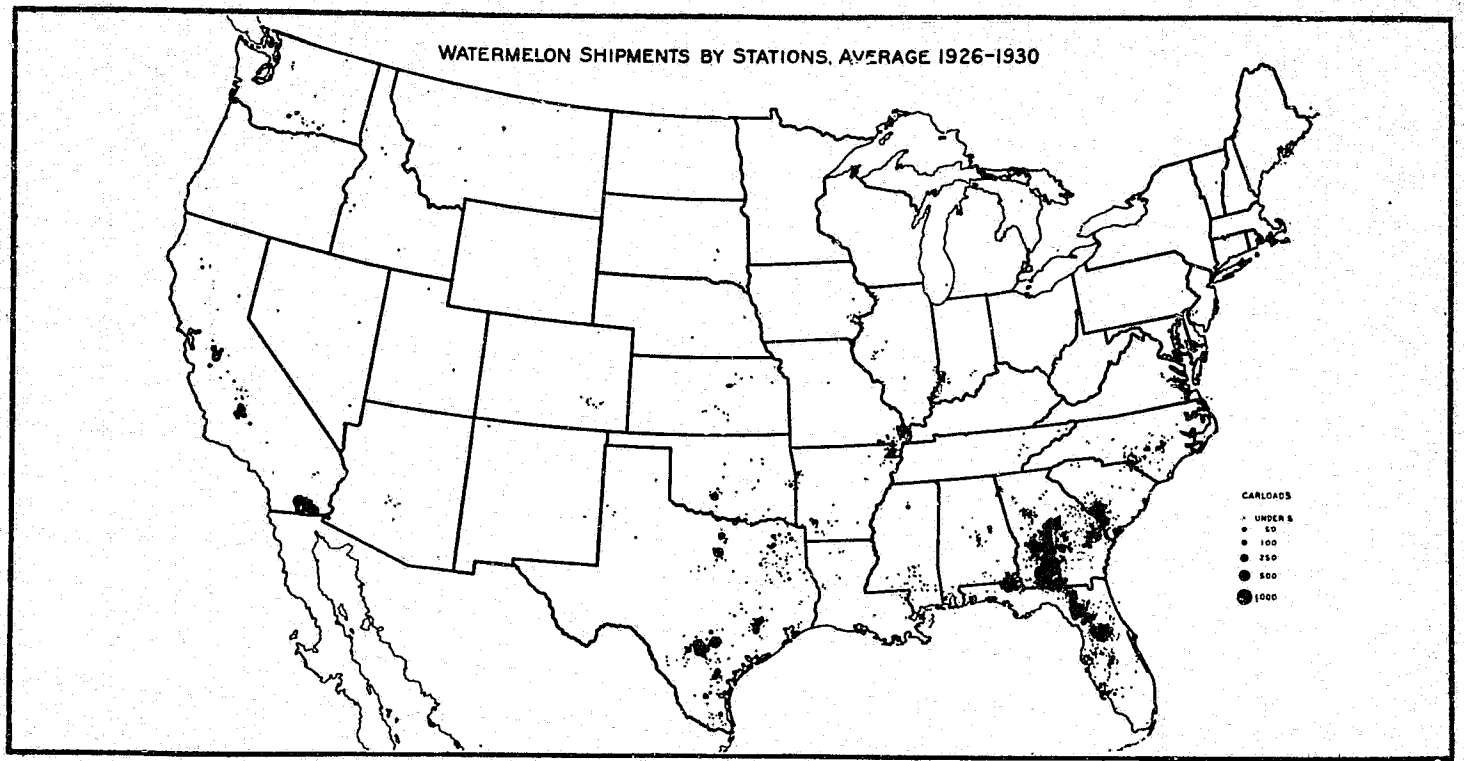


FIGURE 1.—This map is based on the average carload shipments of watermelons by stations, as reported by the railroads, and indicates the relative importance of each of the commercial producing sections of the United States.

average yield for the entire commercial area was reported as 322 melons per acre. These yields represent the entire production. During this period about one car of melons was marketed by rail for each 4 acres planted.

TABLE 1.—*Estimated commercial acreage of watermelons, by States, 1922–31* [1]

| Group and State | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 |
|---|---|---|---|---|---|---|---|---|---|---|
| Early: | *Acres* | *Acres* | *Acres* | *Acres* | *Acres* | *Acres* | *Acres* | *Acres* | *Acres* | *Acres* |
| California (Imperial Valley) | 4,300 | 3,400 | 3,800 | 4,000 | 6,000 | 5,500 | 7,000 | 8,000 | 8,500 | 9,300 |
| Florida | 38,080 | 30,880 | 28,280 | 22,100 | 24,150 | 29,420 | 37,840 | 40,000 | 34,700 | 31,000 |
| Group total | 42,380 | 34,280 | 32,080 | 26,100 | 30,150 | 34,920 | 44,840 | 48,000 | 43,200 | 40,300 |
| Second early: | | | | | | | | | | |
| Alabama | 12,760 | 7,130 | 10,040 | 10,030 | 11,030 | 9,820 | 9,330 | 7,460 | 7,000 | 7,100 |
| Arizona | 1,200 | 900 | 1,230 | 1,100 | 1,200 | 1,200 | 1,150 | 1,250 | 1,250 | 1,250 |
| Georgia | 66,550 | 42,410 | 45,390 | 45,890 | 53,600 | 55,220 | 62,950 | 71,000 | 80,000 | 75,000 |
| Mississippi | 740 | 750 | 800 | 810 | 1,240 | 1,300 | 1,400 | 1,330 | 1,440 | 1,150 |
| North Carolina | 5,100 | 4,730 | 6,420 | 4,100 | 4,880 | 5,610 | 5,610 | 5,590 | 7,600 | 10,500 |
| South Carolina | 15,710 | 11,200 | 15,070 | 11,010 | 12,720 | 12,470 | 14,340 | 11,500 | 15,200 | 16,000 |
| Texas | 25,500 | 24,920 | 30,800 | 32,020 | 34,900 | 29,660 | 35,080 | 34,240 | 34,800 | 34,100 |
| Group total | 127,560 | 92,040 | 111,150 | 104,960 | 119,570 | 115,280 | 129,860 | 132,280 | 147,290 | 145,100 |
| Late: | | | | | | | | | | |
| Arkansas | 1,340 | 780 | 950 | 1,480 | 2,700 | 2,200 | 2,700 | 2,400 | 3,800 | 4,000 |
| California (other than Imperial Valley) | 6,220 | 5,080 | 8,040 | 6,370 | 6,820 | 4,280 | 5,300 | 6,520 | 8,070 | 9,750 |
| Colorado | 660 | 400 | 380 | 300 | 300 | 700 | 1,150 | 1,070 | 1,070 | 1,120 |
| Delaware | 1,380 | 920 | 1,000 | 1,900 | 2,000 | 980 | 880 | 600 | 690 | 760 |
| Illinois | 2,710 | 1,870 | 3,120 | 2,820 | 3,200 | 2,880 | 3,170 | 3,200 | 3,620 | 3,800 |
| Indiana | 2,850 | 3,050 | 3,540 | 3,440 | 3,440 | 2,720 | 3,240 | 3,200 | 3,780 | 4,300 |
| Iowa | 2,240 | 2,200 | 2,840 | 1,880 | 1,640 | 1,380 | 1,610 | 1,580 | 1,850 | 2,400 |
| Maryland | 2,100 | 1,850 | 2,000 | 1,920 | 1,800 | 1,240 | 1,280 | 1,400 | 1,600 | 1,900 |
| Missouri | 11,670 | 6,420 | 9,670 | 12,200 | 17,500 | 8,000 | 5,000 | 5,700 | 8,550 | 10,690 |
| New Jersey | 1,060 | 1,100 | 2,400 | 2,400 | 2,200 | 1,500 | 1,000 | 1,000 | 1,200 | 1,300 |
| Oklahoma | 4,520 | 3,850 | 3,800 | 4,000 | 4,000 | 3,000 | 3,270 | 4,260 | 5,110 | 8,000 |
| Virginia | 3,400 | 2,480 | 3,040 | 3,100 | 3,100 | 2,320 | 2,320 | 4,100 | 4,300 | 4,300 |
| Washington | 750 | 800 | 820 | 840 | 640 | 710 | 890 | 1,000 | 1,060 | 900 |
| Group total | 40,900 | 30,850 | 41,600 | 42,650 | 49,340 | 31,910 | 31,710 | 36,030 | 44,700 | 53,220 |
| Grand total | 210,840 | 157,180 | 184,830 | 173,710 | 199,060 | 182,110 | 206,410 | 216,310 | 235,190 | 238,620 |

[1] As reported by Bureau of Agricultural Economics (truck crop section) in Crops and Markets, December 1931; and special reports of Jan. 7, 1931, and May 11, 1932, except that estimates for Idaho, Nevada, and Oregon in some years have been omitted from this table. Acreage estimates are not prepared for certain other States which occasionally report shipments in carloads. 1928 to 1931, inclusive, partially revised to 1929 census basis; for earlier years not so revised.

## PRODUCTION

The total commercial production for the States shown in table 2 has averaged 64,636 cars per year for the 10-year period 1922–31. Of this production 37,078 carloads or more than 57 percent were grown in the second-early group States. The remainder of the production, a little less than 43 percent, has been divided about equally between the early and late groups. Idaho, Nevada, and Oregon which appear in the reports of the Division of Crop and Livestock Estimates are omitted from this table. Production is stated in carloads for comparison with carload shipments shown in table 3.

The early crop grown in Florida represents about 15 percent of the commercial production of the United States. Georgia produces more than one half of the second-early crop or about 30 percent of the total commercial crop. California, other than Imperial Valley, leads the late-crop States in volume of production. Missouri and Texas produce about 16 percent of the commercial crop (table 2).

TABLE 2.—*Estimated commercial production of watermelons, by States, 1922–31* [1]

| Group and State | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 |
|---|---|---|---|---|---|---|---|---|---|---|
| Early: | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| California (Imperial Valley) | 2,322 | 2,040 | 2,280 | 3,000 | 4,560 | 3,597 | 4,914 | 6,304 | 6,060 | 6,520 |
| Florida | 14,470 | 5,404 | 6,929 | 8,288 | 10,843 | 8,826 | 10,406 | 11,600 | 10,410 | 10,230 |
| Group total | 16,792 | 7,444 | 9,209 | 11,288 | 15,403 | 12,423 | 15,320 | 17,904 | 16,470 | 16,759 |
| Second early: | | | | | | | | | | |
| Alabama | 3,056 | 1,697 | 3,173 | 2,618 | 3,254 | 2,946 | 2,332 | 2,387 | 2,660 | 2,414 |
| Arizona | 408 | 288 | 184 | 352 | 492 | 420 | 391 | 400 | 412 | 425 |
| Georgia | 20,630 | 7,973 | 16,750 | 15,878 | 20,958 | 17,946 | 18,885 | 23,430 | 32,000 | 20,250 |
| Mississippi | 248 | 202 | 212 | 304 | 217 | 390 | 392 | 466 | 396 | 380 |
| North Carolina | 1,632 | 1,745 | 963 | 1,304 | 1,484 | 2,014 | 1,683 | 990 | 2,052 | 2,940 |
| South Carolina | 4,713 | 4,200 | 6,706 | 4,668 | 5,215 | 4,240 | 4,302 | 3,795 | 5,472 | 4,560 |
| Texas | 8,542 | 9,195 | 6,930 | 5,636 | 6,980 | 8,156 | 8,770 | 6,163 | 8,178 | 8,525 |
| Group total | 40,129 | 25,300 | 34,918 | 30,760 | 38,510 | 36,112 | 36,755 | 37,631 | 51,170 | 39,494 |
| Late: | | | | | | | | | | |
| Arkansas | 415 | 220 | 380 | 432 | 540 | 594 | 810 | 893 | 665 | 1,200 |
| California (other than Imperial Valley) | 2,612 | 2,032 | 3,851 | 2,548 | 3,008 | 1,644 | 4,235 | 4,920 | 6,359 | 6,844 |
| Colorado | 231 | 140 | 114 | 97 | 168 | 105 | 367 | 321 | 342 | 336 |
| Delaware | 345 | 350 | 280 | 697 | 800 | 98 | 132 | 180 | 166 | 304 |
| Illinois | 881 | 720 | 780 | 818 | 816 | 734 | 824 | 1,120 | 724 | 1,064 |
| Indiana | 998 | 854 | 1,062 | 1,204 | 980 | 778 | 1,134 | 1,152 | 869 | 1,290 |
| Iowa | 784 | 500 | 781 | 658 | 420 | 442 | 523 | 291 | 388 | 576 |
| Maryland | 735 | 703 | 500 | 691 | 648 | 446 | 401 | 385 | 360 | 760 |
| Missouri | 3,618 | 1,926 | 2,418 | 3,575 | 5,688 | 1,800 | 1,430 | 1,550 | 1,824 | 3,207 |
| New Jersey | 450 | 454 | 948 | 1,200 | 462 | 300 | 250 | 500 | 600 | 520 |
| Oklahoma | 1,582 | 962 | 950 | 1,260 | 1,300 | 1,146 | 818 | 1,193 | 869 | 1,280 |
| Virginia | 1,190 | 662 | 608 | 976 | 781 | 731 | 784 | 1,476 | 1,376 | 1,505 |
| Washington | 300 | 240 | 287 | 294 | 234 | 248 | 305 | 400 | 318 | 288 |
| Group total | 14,141 | 9,929 | 12,959 | 14,450 | 15,785 | 9,067 | 12,013 | 14,390 | 14,660 | 19,174 |
| Grand total | 71,062 | 42,673 | 57,086 | 56,498 | 69,698 | 57,602 | 64,088 | 69,925 | 82,300 | 75,427 |

[1] Production for the States named, as reported by Truck Crop Section, Bureau of Agricultural Economics, reduced to cars on a basis of 1,000 melons to the car. Commercial production not estimated for certain States. See also note to table 1.

## COMMERCIAL VARIETIES

Relatively few varieties of watermelons are of commercial importance. The Tom Watson is by far the leading commercial variety. Some of the other varieties appearing on the markets in 1931 include the Thurmond Gray, Irish Gray, Dixie Belle, Excell, Rattlesnake, Stone Mountain, and Klondike.

## CROP MOVEMENT

The States name in table 3 are considered representative of the commercial watermelon industry. These States are included in the acreage, yield, and production estimates issued by the Division of Crop and Livestock Estimates. The Market News Service of the Department of Agriculture includes in its reports all car-lot shipments made in the United States which accounts for the slightly larger total shipments published by that service.

During the 10-year period (1922–31) practically 74 percent of the total watermelon production (table 2) of the United States was marketed in carloads. These shipments included 85 percent of the early crop, 80 percent of the second-early crop, and 47 percent of the late crop. The smallest total shipments were made in 1923, and the largest during 1930 (table 3).

The shipment of watermelons to market by motor truck is of much less importance than in the case of many other fruits and vegetables.

For example, the reported motor-truck unloads in percentage of total watermelon unloads in 1931 were for New York City 0.5 percent, for Philadelphia 17 percent, for Boston, less than 1 percent, for Denver 4 percent, and for Los Angeles 28 percent. The truck receipts of this commodity are probably of relatively greater importance in Philadelphia and Los Angeles than in most of the other markets.

TABLE 3.—*Carload shipments of watermelons from the States shown, 1922–31* [1]

| Group and State | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 |
|---|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | | |
| California (Imperial Valley) | Cars [2] 2,024 | Cars [2] 2,030 | Cars 2,202 | Cars 2,800 | Cars 4,513 | Cars 3,550 | Cars 3,477 | Cars 4,658 | Cars 4,320 | Cars 4,686 |
| Florida | 11,341 | 4,317 | 6,355 | 7,190 | 8,384 | 8,485 | 9,195 | 10,479 | 8,687 | 9,503 |
| Group total | 13,365 | 6,347 | 8,557 | 9,990 | 12,897 | 12,035 | 12,672 | 15,137 | 13,007 | 14,189 |
| Second early: | | | | | | | | | | |
| Alabama | 1,941 | 1,256 | 2,278 | 1,880 | 1,943 | 1,379 | 769 | 722 | 1,056 | 978 |
| Arizona | 50 | 109 | 159 | 167 | 176 | 133 | 88 | 126 | 83 | 24 |
| Georgia | 13,418 | 7,222 | 16,347 | 14,754 | 19,379 | 16,762 | 17,558 | 21,882 | 25,824 | 18,499 |
| Mississippi | 113 | 75 | 198 | 219 | 208 | 182 | 197 | 251 | 206 | 138 |
| North Carolina | 993 | 1,542 | 664 | 991 | 1,301 | 1,144 | 1,252 | 758 | 1,765 | 2,486 |
| South Carolina | 4,677 | 4,009 | 4,972 | 4,232 | 5,395 | 4,031 | 3,822 | 3,494 | 4,953 | 4,206 |
| Texas | 4,209 | 5,317 | 6,513 | 3,157 | 6,314 | 5,619 | 6,450 | 4,460 | 6,049 | 4,082 |
| Group total | 25,404 | 19,530 | 31,131 | 25,400 | 34,716 | 29,250 | 30,136 | 31,693 | 39,935 | 30,414 |
| Late: | | | | | | | | | | |
| Arkansas | 325 | 190 | 352 | 411 | 471 | 321 | 347 | 439 | 270 | 307 |
| California (other than Imperial Valley) | [2] 2,278 | [2] 2,024 | 2,103 | 1,722 | 1,765 | 1,671 | 2,112 | 1,708 | 1,959 | 1,568 |
| Colorado | 148 | 55 | 56 | 80 | 71 | 34 | 35 | 31 | 90 | 93 |
| Delaware | 269 | 245 | 259 | 348 | 181 | 64 | 50 | 52 | 41 | 58 |
| Illinois | 229 | 433 | 188 | 339 | 166 | 66 | 153 | 159 | 81 | 96 |
| Indiana | 542 | 484 | 378 | 646 | 389 | 45 | 322 | 299 | 102 | 305 |
| Iowa | 394 | 586 | 50 | 289 | 135 | 107 | 123 | 83 | 100 | 109 |
| Maryland | 379 | 566 | 427 | 531 | 402 | 161 | 208 | 210 | 311 | 651 |
| Missouri | 2,752 | 1,783 | 1,432 | 3,293 | 2,843 | 533 | 851 | 1,039 | 1,405 | 2,602 |
| New Jersey | 39 | 59 | 10 | 78 | 22 | 14 | 17 | 16 | 23 | 45 |
| Oklahoma | 308 | 66 | 305 | 141 | 249 | 429 | 513 | 538 | 611 | 244 |
| Virginia | 156 | 156 | 99 | 375 | 276 | 294 | 488 | 487 | 510 | 939 |
| Washington | 252 | 175 | 215 | 259 | 291 | 200 | 261 | 307 | 239 | 192 |
| Group total | 8,461 | 6,832 | 5,774 | 8,512 | 7,260 | 3,939 | 5,480 | 5,368 | 5,642 | 7,269 |
| Grand total | 47,220 | 32,709 | 45,462 | 43,902 | 54,873 | 45,224 | 48,288 | 52,198 | 58,584 | 51,872 |

[1] Carload shipment reports also include shipments from Idaho, Kansas, Louisiana, Michigan, Mississippi, Nevada, Oregon, South Dakota, and Utah during the period.

[2] State total was divided on a basis of average shipments for the subsequent years shown, during which shipments from these sections were reported separately.

During the 1926–31 period, shipments of watermelons have been reported by the railroads from 1,351 stations in the United States. The time and volume of these movements vary considerably from year to year. Although the major portion of these shipments are made from a few large centers, there are many scattering shipments which appear from time to time from stations outside the centralized sections. Moultrie, Colquitt County, Ga., made the largest number of carload shipments of watermelons in the United States during the 5-year period, 1926–30. These shipments averaged 824 cars per year.

## TIME OF CROP MOVEMENT

The shipping period for watermelons varies each year in accordance with the climatic conditions of the season. During the 6 years, 1926–31, the shipping season has started as early as April 20, from

Florida in 1929, and as late as May 16, from California in 1931. Table 4.

TABLE 4.—*Shipping season of watermelons, by States, 1926–31*

| Group and State | 1926 shipments | | | 1927 shipments | | | 1928 shipments | | |
|---|---|---|---|---|---|---|---|---|---|
| | First | Last | Total | First | Last | Total | First | Last | Total |
| | | | *Cars* | | | *Cars* | | | *Cars* |
| Western: | | | | | | | | | |
| California | May 14 | Oct. 9 | 6,278 | May 17 | Oct. 25 | 5,221 | May 18 | Oct. 13 | 5,589 |
| Arizona | May 18 | July 30 | 176 | May 28 | Aug. 7 | 133 | May 24 | Oct. 7 | 88 |
| Nevada | July 8 | July 29 | 16 | July 22 | Aug. 18 | 13 | July 17 | Aug. 14 | 13 |
| Idaho | July 21 | Sept. 8 | 44 | Aug. 13 | Sept. 28 | 24 | July 30 | Sept. 13 | 39 |
| Oregon | July 27 | Aug. 30 | 24 | Aug. 16 | Sept. 23 | 10 | Aug. 4 | Aug. 29 | 24 |
| Washington | July 28 | Sept. 25 | 191 | Aug. 5 | Oct. 4 | 260 | Aug. 1 | Sept. 25 | 261 |
| Colorado | Aug. 14 | Oct. 7 | 71 | Aug. 23 | Oct. 15 | 34 | Sept. 1 | Oct. 23 | 35 |
| Eastern: | | | | | | | | | |
| Florida | May 23 | Aug. 9 | 8,384 | Apr. 27 | Aug. 24 | 8,485 | May 1 | Aug. 1[illegible] | 3,195 |
| Texas | May 28 | Oct. 13 | 6,314 | May 17 | Oct. 7 | 5,619 | June 2 | Oct. 25 | 6,450 |
| Georgia | June 19 | Oct. 3 | 19,379 | June 6 | Oct. 5 | 16,762 | June 26 | Sept. 23 | 17,558 |
| Alabama | June 24 | ...do... | 943 | June 8 | Sept. 15 | 1,397 | June 9 | Sept. 21 | 769 |
| South Carolina | June 29 | Sept. 17 | 5,395 | June 18 | Aug. 31 | 4,031 | July 4 | Aug. 4 | 3,822 |
| North Carolina | June 30 | Sept. 25 | 1,301 | July 3 | Sept. 5 | 1,144 | July 17 | Aug. 30 | 1,252 |
| Missouri | July 5 | Sept. 24 | 2,843 | July 29 | Oct. 5 | 533 | Aug. 3 | Sept. 23 | 851 |
| Mississippi | July 7 | ...do... | 208 | June 16 | Aug. 31 | 182 | July 10 | Sept. 14 | 197 |
| Louisiana | July 8 | Aug. 15 | 24 | June 28 | Aug. 1 | 58 | July 13 | Aug. 8 | 25 |
| Virginia | July 13 | Sept. 17 | 375 | Aug. 12 | Sept. 16 | 294 | July 17 | Sept. 13 | 488 |
| Arkansas | July 16 | Aug. 26 | 471 | July 10 | ...do... | 321 | July 23 | Sept. 24 | 347 |
| Oklahoma | July 28 | Sept. 11 | 249 | July 25 | Sept. 14 | 429 | Aug. 2 | Sept. 17 | 513 |
| Illinois | Aug. 10 | Oct. 21 | 166 | Aug. 25 | Oct. 5 | 68 | Aug. 13 | Oct. 6 | 155 |
| Indiana | Aug. 11 | Oct. 6 | 389 | Aug. 31 | Sept. 24 | 45 | Aug. 15 | Oct. 9 | 322 |
| Maryland | ...do... | Sept. 22 | 402 | Aug. 19 | Sept. 19 | 161 | Aug. 4 | Sept. 6 | 208 |
| Kansas | Aug. 12 | Sept. 23 | 137 | Aug. 26 | Oct. 3 | 114 | Aug. 26 | Oct. 3 | 92 |
| Iowa | Aug. 16 | Oct. 9 | 135 | Aug. 23 | Oct. 5 | 107 | Aug. 13 | Oct. 8 | 123 |
| Delaware | Aug. 21 | Sept. 17 | 181 | Aug. 30 | Sept. 20 | 64 | Sept. 1 | Sept. 7 | 50 |
| South Dakota | Sept. 2 | Sept. 26 | 20 | Aug. 15 | Sept. 30 | 5 | Sept. 10 | Sept. 26 | 4 |
| New Jersey | Sept. 15 | Oct. 9 | 22 | Aug. 10 | Sept. 24 | 14 | Sept. 2 | Sept. 19 | 17 |

| Group and State | 1929 shipments | | | 1930 shipments | | | 1931 shipments | | |
|---|---|---|---|---|---|---|---|---|---|
| | First | Last | Total | First | Last | Total | First | Last | Total |
| | | | *Cars* | | | *Cars* | | | *Cars* |
| Western: | | | | | | | | | |
| California | May 23 | Oct. 18 | 6,366 | May 19 | Oct. 28 | 6,279 | May 16 | Oct. 14 | 6,250 |
| Arizona | June 1 | Aug. 24 | 126 | June 2 | Aug. 20 | 83 | June 17 | Aug. 13 | 24 |
| Nevada | July 30 | Aug. 22 | 31 | Aug. 1 | Aug. 27 | 7 | | | |
| Idaho | Aug. 8 | Sept. 6 | 35 | Aug. 11 | Sept. 5 | 21 | July 29 | Aug. 26 | 10 |
| Oregon | Aug. 13 | Sept. 18 | 36 | Aug. 20 | Sept. 21 | 9 | Aug. 7 | Sept. 12 | 34 |
| Washington | Aug. 7 | Sept. 20 | 307 | Aug. 7 | Sept. 22 | 239 | Aug. 2 | Sept. 16 | 185 |
| Colorado | Sept. 13 | Oct. 25 | 31 | Sept. 1 | Oct. 18 | 90 | Aug. 28 | Oct. 18 | 87 |
| Eastern: | | | | | | | | | |
| Florida | Apr. 20 | July 27 | 10,479 | May 13 | Aug. 7 | 8,687 | May 28 | Aug. 31 | 9,507 |
| Texas | May 17 | Sept. 25 | 4,460 | May 18 | Oct. 10 | 6,048 | May 29 | Oct. 2 | 4,058 |
| Georgia | June 6 | Sept. 26 | 21,882 | June 16 | Oct. 2 | 25,824 | June 15 | Sept. 26 | 18,326 |
| Alabama | June 11 | Sept. 21 | 722 | June 18 | Oct. 3 | 1,056 | June 18 | Oct. 2 | 987 |
| South Carolina | June 20 | Sept. 6 | 3,494 | June 26 | Sept. 17 | 4,953 | June 29 | Sept. 15 | 4,234 |
| North Carolina | July 11 | Aug. 29 | 758 | July 15 | Sept. 10 | 1,765 | July 11 | Aug. 27 | 2,608 |
| Missouri | July 20 | Sept. 18 | 1,039 | July 14 | Oct. 15 | 1,405 | July 24 | Sept. 29 | 2,671 |
| Mississippi | June 12 | Sept. 20 | 251 | June 23 | Oct. 30 | 206 | June 30 | Aug. 13 | 136 |
| Louisiana | June 7 | July 24 | 32 | June 28 | July 11 | 11 | July 10 | Aug. 31 | 77 |
| Virginia | Aug. 1 | Sept. 13 | 487 | July 7 | Sept. 27 | 516 | July 23 | Oct. 2 | 977 |
| Arkansas | July 16 | Sept. 4 | 439 | July 15 | Sept. 26 | 270 | July 21 | Aug. 21 | 314 |
| Oklahoma | July 17 | Sept. 25 | 538 | July 17 | Oct. 4 | 511 | July 27 | Sept. 14 | 241 |
| Illinois | Aug. 14 | Oct. 5 | 159 | July 9 | Oct. 13 | 81 | Aug. 6 | Oct. 6 | 88 |
| Indiana | Aug. 3 | Oct. 2 | 299 | July 31 | Oct. 14 | 102 | Aug. 11 | Oct. 8 | 304 |
| Maryland | Aug. 7 | Sept. 16 | 210 | July 30 | Sept. 20 | 311 | Aug. 5 | Sept. 12 | 651 |
| Kansas | Aug. 23 | Sept. 28 | 155 | Aug. 19 | Oct. 14 | 115 | Aug. 3 | Sept. 16 | 51 |
| Iowa | Aug. 15 | Sept. 30 | 83 | Aug. 13 | Oct. 11 | 100 | Aug. 14 | Oct. 8 | 107 |
| Delaware | Aug. 19 | Sept. 10 | 52 | Aug. 19 | Oct. 12 | 41 | ...do... | Sept. 12 | 57 |
| South Dakota | Aug. 30 | Sept. 14 | 6 | Sept. 4 | Sept. 23 | 5 | Sept. 17 | Sept. 22 | 3 |
| New Jersey | ...do... | Sept. 19 | 16 | Sept. 2 | Sept. 27 | 23 | Sept. 5 | Sept. 16 | 45 |

The early movement from the eastern producing sections begins in southern Florida in April or May. As the season advances, shipments from the northern sections of the State appear, but often

there is a slight break between the southern and northern movement in this State. The movement from Georgia follows and often overlaps the north Florida movement. These movements are followed and enlarged by shipments from Alabama, the Carolinas, and Virginia, in the order named. The Texas movement usually starts in May but somewhat later than Florida each year. The California shipments start in May. From the sections named and other sections where the shipments begin later, the movement is usually continuous until the first week in October.

Although the shipping season in most years is from April to October, a large part of the movement is in June and July. For the period 1926–31, the percentages of carload shipments moved each month were in round numbers: May, 2 percent; June, 30 percent; July, 47 percent; August, 18 percent; and September, 3 percent. For April and October the percentages were less than 0.5 percent.

## DISTRIBUTION

The market distribution of watermelons from each State follows closely the same lines each season. The variations in time of movement and volume of shipments which occur are usually influenced by seasonal conditions. The sources of supply, the period by months during which watermelons are available, and the volume of consumption for each of the 66 large markets are indicated in table 5. The months named in table 5 indicate the time of arrival at the markets instead of the date of shipment.

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*

AKRON, OHIO

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | 2.0 | 26.2 | 13.8 | | | | | 42.0 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 1.0 | | | | | 1.4 |
| Georgia | | | 18.0 | 122.6 | 55.6 | 1.0 | | | 197.2 |
| North Carolina | | | | | 3.0 | | | | 3.0 |
| Texas | | | .2 | .2 | | | | | .4 |
| Total | | | 18.6 | 123.8 | 55.6 | 1.0 | | | 202.0 |
| Late: | | | | | | | | | |
| Indiana | | | | | .2 | | | | .2 |
| Missouri | | | | | 1.2 | .6 | | | 1.8 |
| Total | | | | | 1.4 | .6 | | | 2.0 |
| All other: | | | | | | | | | |
| Kentucky | | | | .2 | | | | | .2 |
| Unknown | | | .6 | | .6 | | | | 1.2 |
| Total | | | .6 | .2 | .6 | | | | 1.4 |
| Total | | 2.0 | 45.4 | 137.8 | 60.6 | 1.6 | | | 247.4 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

ALBANY, N.Y.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | 1.0 | 21.0 | 8.4 | | | | | 30.4 |
| Second early: | | | | | | | | | |
| Georgia | | | 15.4 | 32.2 | 2.8 | 0.2 | | | 50.6 |
| North Carolina | | | | .8 | 7.6 | | | | 8.4 |
| South Carolina | | | .8 | 17.8 | 7.0 | | | | 25.6 |
| Total | | | 16.2 | 50.8 | 17.4 | .2 | | | 84.6 |
| Late: Delaware | | | | | .2 | | | | .2 |
| All other | | | | .4 | | | | | .4 |
| Total | | 1.0 | 37.2 | 59.6 | 17.6 | .2 | | | 115.6 |

ATLANTA, GA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 1.2 | 22.6 | 12.0 | | | | | 35.8 |
| Second early: | | | | | | | | | |
| Georgia | | | 47.0 | 473.2 | 177.0 | 22.6 | 0.4 | | 720.2 |
| South Carolina | | | | | .2 | | | | .2 |
| Total | | | 47.0 | 473.2 | 177.2 | 22.6 | .4 | | 720.4 |
| Total | | 1.2 | 69.6 | 485.2 | 177.2 | 22.6 | .4 | | 756.2 |

BALTIMORE, MD.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 3.0 | 51.0 | 48.0 | | | | | 102.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | 2.8 | | | | | 2.8 |
| Georgia | | | 18.4 | 106.6 | 24.4 | | | | 140.4 |
| North Carolina | | | | 7.8 | 35.6 | 0.6 | | | 44.0 |
| South Carolina | | | .6 | 167.0 | 77.4 | .2 | | | 245.2 |
| Total | | | 19.0 | 284.2 | 137.4 | .8 | | | 441.4 |
| Late: | | | | | | | | | |
| Delaware | | | | | | 2.2 | | | 2.2 |
| Maryland | | | | | 102.6 | 53.6 | | | 156.2 |
| Virginia | | | | .4 | 133.6 | 20.6 | | | 154.6 |
| Total | | | | .4 | 236.2 | 76.4 | | | 313.0 |
| Total | | 3.0 | 70.0 | 332.6 | 373.6 | 77.2 | | | 856.4 |

BIRMINGHAM, ALA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 5.0 | 52.0 | 61.6 | 0.2 | | | | 118.8 |
| Second early: | | | | | | | | | |
| Alabama | | | 29.8 | 234.0 | 114.4 | 65.0 | 1.0 | | 444.2 |
| Georgia | | | 18.6 | 88.0 | 27.6 | 1.0 | | | 135.8 |
| Texas | | | .2 | | | | | | .2 |
| Total | | | 48.6 | 322.0 | 142.0 | 66.0 | 1.0 | | 580.2 |
| Late: Missouri | | | | | | .2 | | | .2 |
| All other | | | | | | .4 | .2 | | .6 |
| Total | | 5.0 | 100.6 | 384.2 | 142.2 | 66.6 | 1.2 | | 699.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

BOSTON, MASS.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | 22.0 | 209.4 | 81.4 | | | | | 312.8 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 1.2 | | | | | 1.6 |
| Georgia | | | 43.8 | 144.0 | 5.8 | | | | 193.6 |
| North Carolina | | | | 6.2 | 42.2 | 0.2 | | | 48.6 |
| South Carolina | | | .2 | 120.4 | 55.2 | | | | 175.8 |
| Texas | | | .4 | .2 | | | | | .6 |
| Total | | | 44.8 | 272.0 | 103.2 | .2 | | | 420.2 |
| Late: | | | | | | | | | |
| Delaware | | | | | 1.2 | .6 | | | 1.8 |
| Maryland | | | | | 1.0 | 1.4 | | | 2.4 |
| New Jersey | | | | | | .4 | 0.2 | | .6 |
| Virginia | | | | .2 | 3.8 | .4 | | | 4.4 |
| Total | | | | .2 | 6.0 | 2.8 | .2 | | 9.2 |
| All other | | | | .4 | | | | | .4 |
| Total | | 22.0 | 254.2 | 354.0 | 109.2 | 3.0 | .2 | | 742.6 |

BRIDGEPORT, CONN.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 0.2 | 11.2 | 6.8 | | | | | 18.2 |
| Second early: | | | | | | | | | |
| Alabama | | | | .4 | | | | | .4 |
| Georgia | | | 4.8 | 20.6 | 0.4 | | | | 25.8 |
| North Carolina | | | | .8 | 2.8 | | | | 3.6 |
| South Carolina | | | | 18.6 | 9.4 | | | | 28.0 |
| Total | | | 4.8 | 40.4 | 12.6 | | | | 57.8 |
| All other | | | | .2 | .4 | | | | .6 |
| Total | | .2 | 16.0 | 47.4 | 13.0 | | | | 76.6 |

BUFFALO, N.Y.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | | 1.2 | | | 1.2 |
| Florida | | 9.6 | 63.2 | 29.0 | | | | | 101.8 |
| Total | | 9.6 | 63.2 | 29.0 | | 1.2 | | | 103.0 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 1.0 | | | | | 1.4 |
| Georgia | | | 40.4 | 113.4 | 24.4 | | | | 178.2 |
| North Carolina | | | | 2.8 | 13.0 | .2 | | | 16.0 |
| South Carolina | | | | 31.0 | 12.4 | | | | 43.4 |
| Total | | | 40.8 | 148.2 | 49.8 | .2 | | | 239.0 |
| Late: | | | | | | | | | |
| Delaware | | | | | .2 | | | | .2 |
| Illinois | | | | | .4 | | | | .4 |
| Indiana | | | | | .4 | .2 | | | .6 |
| Maryland | | | | | | .4 | | | .4 |
| Virginia | | | | .2 | | | | | .2 |
| Total | | | | .2 | 1.0 | .6 | | | 1.8 |
| All others: | | | | | | | | | |
| Kentucky | | | | .2 | | | | | .2 |
| Unknown | | | | .8 | .6 | | | | 1.4 |
| Total | | | | 1.0 | .6 | | | | 1.6 |
| Total | | 9.6 | 104.0 | 178.4 | 51.4 | 2.0 | | | 345.4 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

CHICAGO, ILL.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| Early: | Cars | Cars | Cars | Cars | Cars | Cars | Cars | Cars | Cars |
| California | | | 0.4 | 0.2 | | | | | 0.6 |
| Florida | 0.4 | 35.4 | 328.0 | 279.8 | 0.8 | | | | 644.4 |
| Total | .4 | 35.4 | 328.4 | 280.0 | .8 | | | | 645.0 |
| Second early: | | | | | | | | | |
| Alabama | | | 5.2 | 52.8 | 7.2 | | | | 65.2 |
| Georgia | | | 82.8 | 818.0 | 325.0 | 14.2 | | | 1,240.0 |
| Mississippi | | | | 1.0 | | | | | 1.0 |
| North Carolina | | | | .4 | 1.6 | | | | 2.0 |
| South Carolina | | | | 12.0 | 1.8 | | | | 13.8 |
| Texas | | .2 | 47.4 | 94.4 | 48.2 | | | | 190.2 |
| Total | | .2 | 135.4 | 978.6 | 383.8 | 14.2 | | | 1,512.2 |
| Late: | | | | | | | | | |
| Arkansas | | | | 5.2 | 38.6 | 1.0 | | | 44.8 |
| Colorado | | | | | | .6 | 0.4 | | 1.0 |
| Illinois | | | | | 3.0 | 7.8 | .4 | | 11.2 |
| Indiana | | | | .2 | 8.0 | 46.2 | 11.0 | | 65.4 |
| Iowa | | | | | .8 | 1.2 | | | 2.0 |
| Missouri | | | | .6 | 104.2 | 73.4 | .4 | | 178.6 |
| Oklahoma | | | | 1.4 | 45.8 | 23.8 | .6 | | 71.6 |
| Total | | | | 7.4 | 200.4 | 154.0 | 12.8 | | 374.6 |
| All other: | | | | | | | | | |
| Kansas | | | | | | 1.2 | | | 1.2 |
| Louisiana | | | | .2 | | | | | .2 |
| Cuba | | .2 | | | | | | | .2 |
| Total | | .2 | | .2 | | 1.2 | | | 1.6 |
| Total | .4 | 35.8 | 463.8 | 1,260.2 | 585.0 | 169.4 | 12.8 | | 2,533.4 |

CINCINNATI, OHIO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 4.6 | 92.4 | 74.8 | | | | | 171.8 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | 7.4 | 1.0 | 3.2 | 1.0 | | 12.8 |
| Georgia | | | 31.4 | 403.8 | 316.4 | 52.2 | | | 800.8 |
| South Carolina | | | | | 1.0 | | | | 1.0 |
| Texas | | | .2 | .2 | | | | | .4 |
| Total | | | 31.8 | 408.4 | 318.4 | 55.4 | 1.0 | | 815.0 |
| Late: Indiana | | | | | | 2.6 | | | 2.6 |
| All other: | | | | | | | | | |
| Tennessee | | | | | .4 | | | | .4 |
| Unknown | | | | .2 | | .2 | | | .4 |
| Total | | | | .2 | .4 | .2 | | | .8 |
| Total | | 4.6 | 124.2 | 483.4 | 318.8 | 58.2 | 1.0 | | 990.2 |

CLEVELAND, OHIO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 16.0 | 142.8 | 105.6 | 0.2 | | | | 263.6 |
| Second early: | | | | | | | | | |
| Alabama | | | .8 | 8.0 | 3.0 | 2.0 | | | 13.8 |
| Georgia | | | 37.0 | 378.4 | 231.2 | 12.6 | | | 659.2 |
| North Carolina | | | | .4 | 5.0 | | | | 5.4 |
| South Carolina | | | | 3.4 | 1.8 | | | | 5.2 |
| Texas | | | .4 | .4 | .4 | | | | 1.2 |
| Total | | | 38.2 | 390.6 | 241.4 | 14.6 | | | 684.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

CLEVELAND, OHIO—Continued

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| Late: | Cars | Cars | Cars | Cars | Cars | Cars | Cars | Cars | Cars |
| Arkansas | | | | 0.4 | 1.0 | | | | 1.4 |
| Delaware | | | | | | 0.2 | | | .2 |
| Illinois | | | | | | .6 | 0.2 | | .8 |
| Indiana | | | | | 1.6 | 1.8 | | | 3.4 |
| Maryland | | | | | 2.8 | .2 | | | 3.0 |
| Missouri | | | | | 2.8 | 5.8 | | | 8.6 |
| Oklahoma | | | | | .4 | | | | .4 |
| Total | | | | .4 | 8.6 | 8.6 | .2 | | 17.8 |
| All other: | | | | | | | | | |
| Louisiana | | | | | .2 | | | | .2 |
| Tennessee | | | | | .2 | | | | .2 |
| Unknown | | | 0.2 | | .4 | | | | .6 |
| Total | | | .2 | | .8 | | | | 1.0 |
| Total | | 15.0 | 181.2 | 496.6 | 251.0 | 23.2 | .2 | | 967.2 |

COLUMBUS, OHIO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 2.4 | 33.6 | 20.2 | | | | | 56.2 |
| Second early: | | | | | | | | | |
| Alabama | | | .6 | 1.6 | | | | | 2.2 |
| Georgia | | | 34.0 | 147.0 | 83.0 | 0.8 | | | 264.8 |
| North Carolina | | | | .6 | 2.6 | | | | 3.2 |
| South Carolina | | | | 1.8 | .2 | | | | 2.0 |
| Texas | | | .2 | .4 | | | | | .6 |
| Total | | | 34.8 | 151.4 | 85.8 | .8 | | | 272.8 |
| Late: | | | | | | | | | |
| Arkansas | | | | .2 | .4 | | | | .6 |
| Illinois | | | | | .2 | | | | .2 |
| Indiana | | | | | 2.8 | 4.8 | 0.2 | | 7.8 |
| Missouri | | | | | 2.4 | 2.2 | | | 4.6 |
| Total | | | | .2 | 5.8 | 7.0 | .2 | | 13.2 |
| All other: | | | | | | | | | |
| Kentucky | | | | .2 | | | | | .2 |
| Unknown | | | .4 | | .4 | | | | .8 |
| Total | | | .4 | .2 | .4 | | | | 1.0 |
| Total | | 2.4 | 69.8 | 172.0 | 92.0 | 7.8 | .2 | | 343.2 |

DALLAS, TEX.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | | | | | 1.2 | | | 1.2 |
| Second early: | | | | | | | | | |
| Arizona | | 0.2 | | | | | | | .2 |
| Texas | | 1.6 | 86.6 | 96.4 | 10.0 | 3.0 | 0.4 | | 198.0 |
| Total | | 1.8 | 86.6 | 96.4 | 10.0 | 3.0 | .4 | | 198.2 |
| All other: Mexico | | .2 | | | | | | | .2 |
| Total | | 2.0 | 86.6 | 96.4 | 10.0 | 4.2 | .4 | | 199.6 |

DAYTON, OHIO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | 1.0 | 0.2 | | | | 1.2 |
| Florida | | 2.0 | 28.0 | 12.2 | .4 | | | | 42.6 |
| Total | | 2.0 | 28.0 | 13.2 | .6 | | | | 43.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

DAYTON, OHIO—Continued

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| Second early: | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Alabama | | | 1.2 | 1.4 | | 0.2 | | | 2.8 |
| Georgia | | | 29.8 | 152.0 | 66.6 | 1.8 | | | 250.2 |
| Mississippi | | | | .2 | | | | | .2 |
| Texas | | | | .2 | | | | | .2 |
| Total | | | 31.0 | 153.8 | 66.6 | 2.0 | | | 253.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | .2 | | | | | .2 |
| Colorado | | | | | | .4 | 0.2 | | .6 |
| Illinois | | | | | 1.2 | | | | 1.2 |
| Indiana | | | | | 5.6 | 3.0 | .2 | | 8.8 |
| Missouri | | | | .2 | .2 | .4 | | | .8 |
| Virginia | | | | | .2 | | | | .2 |
| Total | | | | .4 | 7.2 | 3.8 | .4 | | 11.8 |
| All other: | | | | | | | | | |
| Kentucky | | | | | .2 | | | | .2 |
| Louisiana | | | | .4 | | | | | .4 |
| Unknown | | | .2 | 1.4 | 1.0 | .4 | | | 3.0 |
| Total | | | .2 | 1.8 | 1.2 | .4 | | | 3.6 |
| Total | | 2.0 | 59.2 | 169.2 | 75.6 | 6.2 | .4 | | 312.6 |

DENVER, COLO.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | 0.2 | 7.8 | 2.0 | 0.2 | | 0.4 | | 10.6 |
| Florida | | .2 | .2 | | | | | | .4 |
| Total | | .4 | 8.0 | 2.0 | .2 | | .4 | | 11.0 |
| Second early: | | | | | | | | | |
| Arizona | | | | 1.2 | | | | | 1.2 |
| Georgia | | | .4 | .4 | | | | | .8 |
| Texas | | 1.4 | 59.8 | 121.8 | 90.8 | 9.8 | .2 | | 283.8 |
| Total | | 1.4 | 60.2 | 123.4 | 90.8 | 9.8 | .2 | | 285.8 |
| Late: | | | | | | | | | |
| Colorado | | | | .2 | 2.8 | 7.2 | 1.4 | | 11.6 |
| Oklahoma | | | | | 4.8 | .2 | | | 5.0 |
| Total | | | | .2 | 7.6 | 7.4 | 1.4 | | 16.6 |
| All other: Utah | | | | | | | .8 | | .8 |
| Total | | 1.8 | 68.2 | 125.6 | 98.6 | 17.2 | 2.8 | | 314.2 |

DES MOINES, IOWA

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | 0.4 | 1.4 | 0.2 | 0.2 | | | 2.2 |
| Florida | | 0.2 | 3.2 | 2.0 | | | | | 5.4 |
| Total | | .2 | 3.6 | 3.4 | .2 | .2 | | | 7.6 |
| Second early: | | | | | | | | | |
| Alabama | | | | .2 | | | | | .2 |
| Arizona | | | | .2 | 1.4 | | | | 1.6 |
| Georgia | | | 2.6 | 19.2 | 2.0 | | | | 23.8 |
| North Carolina | | | | | .4 | | | | .4 |
| Texas | | | 21.0 | 54.2 | 28.6 | .6 | | | 104.4 |
| Total | | | 23.6 | 73.8 | 32.4 | .6 | | | 130.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | .8 | 5.6 | | | | 6.4 |
| Colorado | | | | | | .2 | | | .2 |
| Illinois | | | | | | .4 | | | .4 |
| Iowa | | | | | 1.0 | 3.0 | 0.4 | | 4.4 |
| Missouri | | | | .2 | 10.2 | .6 | | | 11.0 |
| Oklahoma | | | | | 7.2 | 2.6 | | | 9.8 |
| Total | | | | 1.0 | 24.0 | 6.8 | .4 | | 32.2 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

DES MOINES, IOWA—Continued

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| All other: | | | | | | | | | |
| Kansas | | | | | | 0.4 | | | 0.4 |
| Louisiana | | | | | 0.4 | | | | .4 |
| Unknown | | | 0.8 | 1.4 | | | | | 2.2 |
| Total | | | .8 | 1.4 | .4 | .4 | | | 3.0 |
| Total | | 0.2 | 28.0 | 79.6 | 57.0 | 8.0 | 0.4 | | 173.2 |

DETROIT, MICH.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | 1.2 | | | | | 1.2 |
| Florida | | 22.8 | 278.8 | 185.2 | 1.6 | | | | 488.4 |
| Total | | 22.8 | 278.8 | 186.4 | 1.6 | | | | 489.6 |
| Second early: | | | | | | | | | |
| Alabama | | | 2.2 | 11.4 | 4.2 | | | | 17.8 |
| Georgia | | | 45.6 | 490.6 | 289.2 | 8.2 | | | 833.6 |
| Mississippi | | | | .2 | | | | | .2 |
| North Carolina | | | | | .8 | | | | .8 |
| South Carolina | | | | 2.8 | .4 | | | | 3.2 |
| Texas | | | 1.0 | 12.8 | 3.0 | | | | 16.8 |
| Total | | | 48.8 | 517.8 | 297.6 | 8.2 | | | 872.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | | 1.4 | | | | 1.4 |
| Illinois | | | | | 2.0 | | | | 2.0 |
| Indiana | | | | | 1.4 | 2.6 | | | 4.0 |
| Maryland | | | | | | .2 | | | .2 |
| Missouri | | | | | 17.2 | 14.2 | | | 31.4 |
| Oklahoma | | | | | 4.0 | .4 | | | 4.4 |
| Total | | | | | 26.0 | 17.4 | | | 43.4 |
| All other | | | | 1.6 | .2 | .4 | | | 2.2 |
| Total | | 22.8 | 327.6 | 705.8 | 325.4 | 26.0 | | | 1,407.6 |

DULUTH, MINN.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | 0.2 | 0.6 | | | 0.8 |
| Florida | | | 5.4 | 1.8 | | | | | 7.2 |
| Total | | | 5.4 | 1.8 | .2 | .6 | | | 8.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | .2 | .2 | | | | .4 |
| Arizona | | | | .2 | | | | | .2 |
| Georgia | | | 2.6 | 16.6 | 4.4 | | | | 23.6 |
| South Carolina | | | | .2 | | | | | .2 |
| Texas | | | 5.0 | 16.2 | 3.6 | .2 | | | 28.0 |
| Total | | | 10.6 | 33.4 | 8.2 | .2 | | | 52.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | | .6 | | | | .6 |
| Illinois | | | | .4 | 2.2 | .2 | | | 2.8 |
| Indiana | | | | .6 | .2 | | | | .8 |
| Iowa | | | | | .2 | .4 | | | .6 |
| Missouri | | | | 1.6 | 2.8 | .6 | | | 5.0 |
| Oklahoma | | | | | 1.2 | | | | 1.2 |
| Total | | | | 2.6 | 7.2 | 1.2 | | | 11.0 |
| All other | | | .2 | 3.8 | | | | | 4.0 |
| Total | | | 16.2 | 41.6 | 15.6 | 2.0 | | | 75.4 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

EL PASO, TEX.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: California | | 0.4 | 13.2 | 16.6 | | | | | 30.2 |
| Second early: | | | | | | | | | |
| Arizona | | .2 | .4 | | | | | | .6 |
| Texas | | .2 | 15.6 | 15.4 | 9.0 | | | | 40.2 |
| Total | | .4 | 16.0 | 15.4 | 9.0 | | | | 40.8 |
| Total | | .8 | 29.2 | 32.0 | 9.0 | | | | 71.0 |

EVANSVILLE, IND.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 1.0 | 17.6 | 16.4 | | | | | 35.0 |
| Second early: | | | | | | | | | |
| Alabama | | | 1.2 | 9.4 | 0.2 | | | | 10.8 |
| Georgia | | | 13.6 | 79.2 | 28.8 | 0.2 | | | 121.8 |
| South Carolina | | | | .2 | | | | | .2 |
| Total | | | 14.8 | 88.8 | 29.0 | .2 | | | 132.8 |
| Late: | | | | | | | | | |
| Illinois | | | | | .2 | | | | .2 |
| Indiana | | | | | | .2 | | | .2 |
| Missouri | | | | | .2 | | | | .2 |
| Total | | | | | .4 | .2 | | | .6 |
| All other | | | | .2 | .2 | | | | .4 |
| Total | | 1.0 | 32.4 | 105.4 | 29.6 | .4 | | | 168.8 |

JACKSONVILLE, FLA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | | 0.2 | | | 0.2 |
| Florida | 0.2 | 23.0 | 108.4 | 65.6 | 1.2 | .2 | | | 198.6 |
| Total | .2 | 23.0 | 108.4 | 65.6 | 1.2 | .4 | | | 198.8 |
| Second early: | | | | | | | | | |
| Alabama | | | | | | 1.2 | | | 1.2 |
| Georgia | | | 8.8 | 122.4 | 138.6 | 20.4 | 0.4 | | 290.6 |
| North Carolina | | | | .4 | | .2 | | | .6 |
| South Carolina | | | | | 2.0 | | | | 2.0 |
| Total | | | 8.8 | 122.8 | 140.6 | 21.8 | .4 | | 294.4 |
| All other | | | | | .2 | | | | .2 |
| Total | .2 | 23.0 | 117.2 | 188.4 | 142.0 | 22.2 | .4 | | 493.4 |

FORT WORTH, TEX.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Second early: | | | | | | | | | |
| Arizona | | 0.2 | | | | | | | 0.2 |
| Texas | | .6 | 24.6 | 26.8 | 1.8 | | | | 53.8 |
| Total | | .8 | 24.6 | 26.8 | 1.8 | | | | 54.0 |

GRAND RAPIDS, MICH.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 0.8 | 30.0 | 13.4 | | | | | 44.2 |
| Second early: | | | | | | | | | |
| Alabama | | | 1.0 | 3.4 | | | | | 4.4 |
| Georgia | | | 9.2 | 75.4 | 27.4 | | | | 112.0 |
| South Carolina | | | | .4 | | | | | .4 |
| Texas | | | .2 | .6 | | | | | .8 |
| Total | | | 10.4 | 79.8 | 27.4 | | | | 117.6 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

GRAND RAPIDS, MICH.—Continued

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Late: | | | | | | | | | |
| Arkansas | | | | 0.2 | 0.2 | 0.2 | | | 0.6 |
| Illinois | | | | | | .2 | | | .2 |
| Indiana | | | | | 1.0 | | | | 1.0 |
| Missouri | | | | | .8 | 3.0 | | | 3.8 |
| Oklahoma | | | | | | .2 | | | .2 |
| Total | | | | .2 | 2.0 | 3.6 | | | 5.8 |
| All other: | | | | | | | | | |
| Louisiana | | | | | .2 | | | | .2 |
| Tennessee | | | | .2 | | | | | .2 |
| Unknown | | | 0.4 | .4 | .2 | | | | 1.0 |
| Total | | | .4 | .6 | .4 | | | | 1.4 |
| Total | | 0.8 | 40.8 | 94.0 | 29.8 | 3.6 | | | 169.0 |

HARTFORD, CONN.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 2.8 | 22.6 | 7.0 | | | | | 32.4 |
| Second early: | | | | | | | | | |
| Georgia | | | 7.2 | 34.8 | 2.2 | | | | 44.2 |
| North Carolina | | | | .4 | 2.2 | | | | 2.6 |
| South Carolina | | | | 12.4 | 4.0 | | | | 16.4 |
| Total | | | 7.2 | 47.6 | 8.4 | | | | 63.2 |
| Late: Virginia | | | | | .2 | 0.2 | | | .4 |
| All other | | | | | .2 | | | | .2 |
| Total | | 2.8 | 29.8 | 54.6 | 8.8 | .2 | | | 96.2 |

HOUSTON, TEX.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | 0.2 | 1.0 | | | | | | 1.2 |
| Florida | | .2 | | | | | | | .2 |
| Total | | .4 | 1.0 | | | | | | 1.4 |
| Second early: Texas | | 3.4 | 96.2 | 97.6 | 54.0 | 12.8 | 1.4 | | 265.4 |
| Late: Oklahoma | | | | | .2 | | | | .2 |
| Total | | 3.8 | 97.2 | 97.6 | 54.2 | 12.8 | 1.4 | | 267.0 |

INDIANAPOLIS, IND.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | 0.2 | | | | 0.2 |
| Florida | 0.2 | 2.6 | 49.8 | 22.2 | .4 | | | | 75.2 |
| Total | .2 | 2.6 | 49.8 | 22.2 | .6 | | | | 75.4 |
| Second early: | | | | | | | | | |
| Alabama | | | 2.6 | 10.2 | 1.6 | 0.2 | | | 14.6 |
| Georgia | | | 31.8 | 188.0 | 121.6 | 1.6 | | | 343.0 |
| Texas | | | .8 | .6 | | | | | 1.4 |
| Total | | | 35.2 | 198.8 | 123.2 | 1.8 | | | 359.0 |
| Late: | | | | | | | | | |
| Illinois | | | | | 2.8 | .4 | 0.2 | | 3.4 |
| Indiana | | | | .4 | 12.8 | 6.8 | | | 20.0 |
| Missouri | | | | | 3.4 | 1.0 | | | 4.4 |
| Virginia | | | | .2 | | | | | .2 |
| Total | | | | .6 | 19.0 | 8.2 | .2 | | 28.0 |
| All other: Louisiana | | | | | .4 | | | | .4 |
| Total | .2 | 2.6 | 85.0 | 221.6 | 143.2 | 10.0 | .2 | | 462.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

KANSAS CITY, MO.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| Early: | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| California | | | 2.8 | 0.2 | | | | | 3.0 |
| Florida | | 3.4 | 20.4 | 11.0 | | | | | 34.8 |
| Total | | 3.4 | 23.2 | 11.2 | | | | | 37.8 |
| Second early: | | | | | | | | | |
| Alabama | | | .6 | .6 | | | | | 1.2 |
| Arizona | | | .2 | | | | | | .2 |
| Georgia | | | 8.6 | 26.6 | 1.8 | | | | 37.0 |
| Texas | | .6 | 79.0 | 238.6 | 81.4 | 0.6 | | | 400.2 |
| Total | | .6 | 88.4 | 265.8 | 83.2 | .6 | | | 438.6 |
| Late: | | | | | | | | | |
| Arkansas | | | | 4.2 | 9.0 | .6 | | | 13.8 |
| Missouri | | | | | 17.0 | 13.6 | | | 30.6 |
| Oklahoma | | | | .2 | 69.8 | 9.0 | | | 69.0 |
| Total | | | | 4.4 | 85.8 | 23.2 | | | 113.4 |
| All other: | | | | | | | | | |
| Kansas | | | | | .6 | 9.0 | 0.8 | | 10.4 |
| Louisiana | | | | .4 | .4 | | | | .8 |
| Total | | | | .4 | 1.0 | 9.0 | .8 | | 11.2 |
| Total | | 4.0 | 111.6 | 281.8 | 170.0 | 32.8 | .8 | | 601.0 |

LEXINGTON, KY.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 1.4 | 12.2 | 7.2 | | | | | 20.8 |
| Second early: | | | | | | | | | |
| Alabama | | | | | 0.2 | 0.2 | | | .4 |
| Georgia | | | 8.4 | 52.4 | 46.6 | 5.4 | | | 112.8 |
| South Carolina | | | | 1.6 | .4 | | | | 2.0 |
| Total | | | 8.4 | 54.0 | 47.2 | 5.6 | | | 115.2 |
| Late: | | | | | | | | | |
| Indiana | | | | | | 1.0 | | | 1.0 |
| Missouri | | | | | .6 | | | | .6 |
| Total | | | | | .6 | 1.0 | | | 1.6 |
| Total | | 1.4 | 20.6 | 61.2 | 47.8 | 6.6 | | | 137.6 |

LOS ANGELES, CALIF.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | 34.0 | 826.2 | 1,609.8 | 200.6 | 28.4 | 1.2 | | 2,100.2 |
| Second early: Arizona | | | .4 | | .6 | | | | 1.0 |
| All other: Mexico | | 4.0 | | | | | | | 4.0 |
| Total | | 38.0 | 826.6 | 1,609.8 | 201.2 | 28.4 | 1.2 | | 2,105.2 |

LOUISVILLE, KY.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | 0.2 | 0.4 | | | 0.6 |
| Florida | | 2.0 | 40.8 | 40.0 | | | | | 82.8 |
| Total | | 2.0 | 40.8 | 40.0 | .2 | .4 | | | 83.4 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

LOUISVILLE, KY.—Continued

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Second early: | | | | | | | | | |
| Alabama | | | 1.2 | 10.6 | 8.0 | 1.6 | | | 21.4 |
| Arizona | | | | | .2 | | | | .2 |
| Georgia | | | 21.4 | 166.2 | 115.2 | 8.2 | | | 311.0 |
| North Carolina | | | | .2 | | | | | .2 |
| South Carolina | | | | 1.0 | 2.4 | | | | 3.4 |
| Total | | | 22.6 | 178.0 | 125.8 | 9.8 | | | 336.2 |
| Late: | | | | | | | | | |
| Arkansas | | | | .8 | 2.0 | | | | 2.8 |
| Illinois | | | | | .4 | .4 | | | .8 |
| Colorado | | | | | | .2 | | | .2 |
| Indiana | | | | | 3.4 | 6.6 | | | 10.0 |
| Missouri | | | | | 1.0 | | | | 1.0 |
| Total | | | | .8 | 6.8 | 7.2 | | | 14.8 |
| All other: Tennessee | | | | | | .2 | | | .2 |
| Total | | 2.0 | 63.4 | 218.8 | 132.8 | 17.6 | | | 434.6 |

MEMPHIS, TENN.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 4.8 | 42.8 | 27.6 | 10.8 | | | | 86.0 |
| Second early: | | | | | | | | | |
| Alabama | | | 1.0 | 18.6 | 14.4 | 4.4 | | | 38.4 |
| Georgia | | | 38.8 | 141.0 | 43.2 | | | | 223.0 |
| South Carolina | | | | 1.2 | .2 | | | | 1.4 |
| Mississippi | | | .2 | | 1.2 | | | | 1.4 |
| Texas | | | 13.4 | 5.0 | 1.8 | | | | 20.2 |
| Total | | | 53.4 | 165.8 | 60.8 | 4.4 | | | 284.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | 5.0 | 11.2 | .4 | | | 16.6 |
| Missouri | | | | | 15.8 | 14.2 | 0.2 | | 30.2 |
| Oklahoma | | | | | .2 | | | | .2 |
| Total | | | | 5.0 | 27.2 | 14.6 | .2 | | 47.0 |
| All other: Louisiana | | | .4 | .4 | | | | | .8 |
| Total | | 4.8 | 96.6 | 198.8 | 98.8 | 19.0 | .2 | | 418.2 |

MILWAUKEE, WIS.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 1.8 | 42.2 | 39.4 | 1.6 | | | | 85.0 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | 4.6 | 1.0 | | | | 5.8 |
| Georgia | | | 14.8 | 138.8 | 46.2 | 0.2 | | | 200.0 |
| Mississippi | | | | .2 | | | | | .2 |
| South Carolina | | | | .8 | 1.0 | | | | 1.8 |
| Texas | | | 4.6 | 16.8 | 5.4 | .2 | | | 27.0 |
| Total | | | 19.6 | 161.2 | 53.6 | .4 | | | 234.8 |
| Late: | | | | | | | | | |
| Arkansas | | | | | 5.4 | .4 | | | 5.8 |
| Illinois | | | | | | .8 | | | .8 |
| Indiana | | | | | | .4 | | | .4 |
| Missouri | | | | | 8.2 | 2.6 | | | 10.8 |
| Oklahoma | | | | | 1.8 | | | | 1.8 |
| Virginia | | | | | .8 | | | | .8 |
| Total | | | | | 16.2 | 4.2 | | | 20.4 |
| All other | | | .2 | | | | | | .2 |
| Total | | 1.8 | 62.0 | 200.6 | 71.4 | 4.6 | | | 340.4 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

MINNEAPOLIS, MINN.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: | | | | | | | | | |
| California | | | 0.2 | | | | | | 0.2 |
| Florida | | 2.4 | 23.4 | 13.8 | 0.2 | | | | 39.8 |
| Total | | 2.4 | 23.6 | 13.8 | .2 | | | | 40.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | 1.6 | .2 | | | | 1.8 |
| Georgia | | .4 | 9.0 | 77.4 | 28.4 | 0.2 | | | 115.4 |
| South Carolina | | | | .4 | | | | | .4 |
| Texas | | | 26.6 | 77.6 | 36.4 | .4 | | | 141.0 |
| Total | | .4 | 35.6 | 157.0 | 65.0 | .6 | | | 258.6 |
| Late: | | | | | | | | | |
| Arkansas | | | | | 1.6 | .4 | | | 2.0 |
| Illinois | | | | | .2 | | | | .2 |
| Iowa | | | | | .4 | 1.2 | | | 1.6 |
| Missouri | | | | | 12.5 | 7.0 | | | 19.8 |
| Oklahoma | | | | | 5.6 | 1.2 | | | 6.8 |
| Total | | | | | 20.6 | 9.8 | | | 30.4 |
| All other: South Dakota | | | | | | | 0.2 | | .2 |
| Total | | 2.8 | 59.2 | 170.8 | 85.8 | 10.4 | .2 | | 329.2 |

NASHVILLE, TENN.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 3.0 | 31.4 | 28.6 | 0.2 | | | | 63.2 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 4.6 | 3.8 | 5.6 | | | 14.4 |
| Georgia | | | 27.2 | 147.6 | 119.4 | 12.6 | 0.2 | | 307.0 |
| South Carolina | | | | 1.4 | .2 | | | | 1.6 |
| Texas | | | .2 | | | | | | .2 |
| Total | | | 27.8 | 153.6 | 123.4 | 18.2 | .2 | | 323.2 |
| Late: | | | | | | | | | |
| Indiana | | | | | | .4 | | | .4 |
| Missouri | | | | | .2 | .8 | | | 1.0 |
| Total | | | | | .2 | 1.2 | | | 1.4 |
| All other: | | | | | | | | | |
| Tennessee | | | | | .4 | | | | .4 |
| Unknown | | .2 | | | | | | | .2 |
| Total | | .2 | | | .4 | | | | .6 |
| Total | | 3.2 | 59.2 | 182.2 | 124.2 | 19.4 | .2 | | 388.4 |

NEWARK, N.J.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | 0.2 | | | | 0.2 |
| Florida | | 1.8 | 40.6 | 40.6 | | | | | 83.0 |
| Total | | 1.8 | 40.6 | 40.6 | .2 | | | | 83.2 |
| Second early: | | | | | | | | | |
| Georgia | | | 11.8 | 84.4 | 16.4 | | | | 112.6 |
| North Carolina | | | | 5.2 | 36.8 | | | | 42.0 |
| South Carolina | | | .6 | 66.2 | 37.6 | | | | 104.4 |
| Total | | | 12.4 | 155.8 | 90.8 | | | | 259.0 |
| Late: | | | | | | | | | |
| Delaware | | | | | .8 | 1.6 | | | 2.4 |
| Maryland | | | | | 2.2 | | | | 2.2 |
| Virginia | | | | | 1.6 | .8 | | | 2.4 |
| Total | | | | | 4.6 | 2.4 | | | 7.0 |
| All other | | | | | .8 | | | | .8 |
| Total | | 1.8 | 53.0 | 196.4 | 96.4 | 2.4 | | | 350.0 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

NEW HAVEN, CONN.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| Early: | Cars | Cars | Cars | Cars | Cars | Cars | Cars | Cars | Cars |
| California | | | | | 0.8 | 0.6 | | | 1.4 |
| Florida | | 3.0 | 27.6 | 11.4 | | | | | 42.0 |
| Total | | 3.0 | 27.6 | 11.4 | .8 | .6 | | | 43.4 |
| Second early: | | | | | | | | | |
| Alabama | | | | .2 | | | | | .2 |
| Georgia | | | 3.4 | 27.6 | .4 | | | | 31.4 |
| North Carolina | | | | | 1.8 | | | | 1.8 |
| South Carolina | | | | 17.0 | 8.6 | | | | 25.6 |
| Total | | | 3.4 | 44.8 | 10.8 | | | | 59.0 |
| Late: | | | | | | | | | |
| Delaware | | | | | .4 | .2 | | | .6 |
| Maryland | | | | | .2 | | | | .2 |
| Total | | | | | .6 | .2 | | | .8 |
| All other | | | | | .6 | | | | .6 |
| Total | | 3.0 | 31.0 | 56.2 | 12.8 | .8 | | | 103.8 |

NEW ORLEANS, LA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 22.0 | 106.8 | 84.6 | 7.2 | | | | 220.4 |
| Second early: | | | | | | | | | |
| Alabama | | | 36.0 | 60.8 | 15.8 | 1.2 | | | 113.8 |
| Georgia | | | 5.8 | 61.2 | 109.8 | 3.2 | | | 180.0 |
| Mississippi | | | | 1.4 | | | | | 1.4 |
| South Carolina | | | | 7.0 | .2 | | | | 7.2 |
| Texas | | | 8.4 | 1.8 | 10.8 | .6 | | | 21.6 |
| Total | | | 50.2 | 132.2 | 136.6 | 5.0 | | | 324.0 |
| Late: | | | | | | | | | |
| Arkansas | | | | | 1.6 | | | | 1.6 |
| Illinois | | | | | | .2 | | | .2 |
| Missouri | | | | | | .8 | | | .8 |
| Oklahoma | | | | | .4 | 1.0 | | | 1.4 |
| Total | | | | | 2.0 | 2.0 | | | 4.0 |
| All other: Louisiana | | | | 12.8 | .6 | | | | 13.4 |
| Total | | 22.0 | 156.8 | 229.6 | 140.4 | 7.0 | | | 561.8 |

NEW YORK, N.Y.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | 0.2 | 95.4 | 690.0 | 320.8 | | | | | 1,106.4 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 6.8 | | | | | 7.2 |
| Georgia | | | 265.2 | 834.0 | 105.0 | 4.8 | | | 1,209.0 |
| North Carolina | | | | 38.2 | 310.8 | 6.0 | | | 355.0 |
| South Carolina | | | 2.8 | 652.6 | 253.4 | .2 | | | 909.0 |
| Total | | | 268.4 | 1,531.6 | 669.2 | 11.0 | | | 2,480.2 |
| Late: | | | | | | | | | |
| Delaware | | | | | 8.2 | 23.4 | | | 31.6 |
| Maryland | | | | | 16.6 | 20.0 | | | 36.6 |
| New Jersey | | | | | | 15.4 | 0.8 | | 16.2 |
| Virginia | | | | .2 | 47.4 | 26.4 | | | 74.0 |
| Total | | | | .2 | 72.2 | 85.2 | .8 | | 158.4 |
| All other: Cuba | .2 | .2 | | | | | | | .4 |
| Total | .4 | 95.6 | 958.4 | 1,852.6 | 741.4 | 96.2 | .8 | | 3,745.4 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

NORFOLK, VA.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| Early: | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| California | | | | 0.2 | 0.8 | 0.6 | | | 1.6 |
| Florida | | 2.6 | 19.4 | 6.2 | | | | | 28.2 |
| Total | | 2.6 | 19.4 | 6.4 | .8 | .6 | | | 29.8 |
| Second early: | | | | | | | | | |
| Alabama | | | | .8 | | | | | .8 |
| Georgia | | | 14.0 | 18.6 | .4 | | | | 33.0 |
| North Carolina | | | | 3.6 | 14.2 | | | | 17.8 |
| South Carolina | | | 3.6 | 64.0 | 10.4 | | | | 78.0 |
| Total | | | 17.6 | 87.0 | 25.0 | | | | 129.6 |
| Late: Virginia | | | | | .4 | .4 | | | .8 |
| Total | | 2.6 | 37.0 | 93.4 | 26.2 | 1.0 | | | 160.2 |

OKLAHOMA CITY, OKLA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | 0.2 | | | | | | | 0.2 |
| Florida | | .2 | 0.2 | | | | | | .4 |
| Total | | .4 | .2 | | | | | | .6 |
| Second early: | | | | | | | | | |
| Arizona | | | | 1.8 | | | | | 1.8 |
| Texas | | 1.0 | 17.8 | 38.8 | 2.0 | 0.2 | | | 59.8 |
| Total | | 1.0 | 17.8 | 40.6 | 2.0 | .2 | | | 61.6 |
| Late: Oklahoma | | | | | .8 | .2 | | | 1.0 |
| Total | | 1.4 | 18.0 | 40.6 | 2.8 | .4 | | | 63.2 |

OMAHA, NEBR.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | 1.8 | | | | | | 1.8 |
| Florida | | 0.6 | 6.0 | 2.6 | | | | | 9.2 |
| Total | | .6 | 7.8 | 2.6 | | | | | 11.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | 1.4 | | | | | 1.4 |
| Arizona | | | 1.0 | | | | | | 1.0 |
| Georgia | | | 1.4 | 15.8 | 4.8 | | | | 22.0 |
| Texas | | .4 | 30.0 | 102.2 | 44.4 | 0.6 | | | 177.6 |
| Total | | .4 | 32.4 | 119.4 | 49.2 | .6 | | | 202.0 |
| Late: | | | | | | | | | |
| Arkansas | | | | .2 | 3.4 | .2 | | | 3.8 |
| Colorado | | | | | | .4 | 0.2 | | .6 |
| Iowa | | | | | | .4 | .2 | | .6 |
| Missouri | | | | .2 | 7.4 | 2.0 | | | 9.6 |
| Oklahoma | | | | | 12.2 | 2.6 | | | 14.8 |
| Total | | | | .4 | 23.0 | 5.6 | .4 | | 29.4 |
| All other: | | | | | | | | | |
| Kansas | | | | | | 1.6 | | | 1.6 |
| Nebraska | | | | | | .2 | | | .2 |
| Total | | | | | | 1.8 | | | 1.8 |
| Total | | 1.0 | 40.2 | 122.4 | 72.2 | 8.0 | .4 | | 244.2 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

PEORIA, ILL.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | | 7.0 | 4.8 | | | | | 11.8 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | 1.6 | | | | | 1.8 |
| Georgia | | | 4.0 | 42.2 | 16.4 | | | | 62.6 |
| Texas | | | 3.6 | 9.4 | 1.0 | | | | 14.0 |
| Total | | | 7.8 | 53.2 | 17.4 | | | | 78.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | .8 | 5.8 | 0.2 | | | 6.8 |
| Illinois | | | | | .8 | .4 | | | 1.2 |
| Indiana | | | | | | .6 | | | .6 |
| Missouri | | | | .2 | 4.8 | | | | 5.0 |
| Oklahoma | | | | | | .6 | | | .6 |
| Total | | | | 1.0 | 11.4 | 1.8 | | | 14.2 |
| All other | | | .4 | .4 | | | | | .8 |
| Total | | | 15.2 | 59.4 | 28.8 | 1.8 | | | 105.2 |

PHILADELPHIA, PA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | 0.2 | 21.2 | 191.8 | 66.8 | | | | | 280.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | | | 0.4 | | | .4 |
| Georgia | | | 77.4 | 361.6 | 96.6 | 11.6 | | | 547.2 |
| North Carolina | | | | 7.0 | 192.6 | 6.4 | | | 206.0 |
| South Carolina | | | 1.8 | 354.4 | 168.2 | | | | 524.4 |
| Texas | | | | | .2 | | | | .2 |
| Total | | | 79.2 | 723.0 | 457.6 | 18.4 | | | 1,278.2 |
| Late: | | | | | | | | | |
| Delaware | | | | | 1.4 | 13.2 | | | 14.6 |
| Maryland | | | | | 9.2 | 12.0 | | | 21.2 |
| New Jersey | | | | | | 1.0 | | | 1.0 |
| Virginia | | | | | 7.0 | 11.0 | | | 18.0 |
| Total | | | | | 17.6 | 37.2 | | | 54.8 |
| Total | .2 | 21.2 | 271.0 | 789.8 | 475.2 | 55.6 | | | 1,613.0 |

PITTSBURGH, PA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 10.0 | 137.8 | 78.4 | 0.6 | | | | 226.8 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 6.8 | | | | | 7.2 |
| Georgia | | | 43.4 | 341.2 | 197.4 | 7.2 | | | 589.2 |
| North Carolina | | | | .8 | 25.8 | 1.2 | | | 27.8 |
| South Carolina | | | | 40.6 | 27.6 | .4 | | | 68.6 |
| Texas | | | 1.4 | 1.2 | | | | | 2.6 |
| Total | | | 45.2 | 390.8 | 250.8 | 8.8 | | | 695.6 |
| Late: | | | | | | | | | |
| Colorado | | | | | | | 0.4 | | .4 |
| Delaware | | | | | | 2.6 | | | 2.6 |
| Indiana | | | | | 1.0 | 3.6 | | | 4.6 |
| Maryland | | | | | .6 | .6 | | | 1.2 |
| Missouri | | | | | 1.2 | 2.8 | | | 4.0 |
| Virginia | | | | | .8 | .2 | | | 1.0 |
| Total | | | | | 3.6 | 9.8 | .4 | | 13.8 |
| Total | | 10.0 | 183.0 | 469.2 | 255.0 | 18.6 | .4 | | 938.2 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

PORTLAND, ME.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | 1.2 | 21.6 | 3.6 | 0.4 | | | | 26.8 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | .2 | | | | | .4 |
| Georgia | | | 4.8 | 10.8 | .4 | | | | 16.0 |
| North Carolina | | | | | .4 | | | | .4 |
| South Carolina | | | | 11.6 | 3.2 | | | | 14.8 |
| Total | | | 5.0 | 22.6 | 4.0 | | | | 31.6 |
| Late: | | | | | | | | | |
| Delaware | | | | | | 0.2 | | | .2 |
| Maryland | | | | | .2 | | | | .2 |
| Total | | | | | .2 | .2 | | | .4 |
| All other | | | .2 | .2 | .4 | | | | .8 |
| Total | | 1.2 | 26.8 | 26.4 | 5.0 | .2 | | | 62.6 |

PORTLAND, OREG.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | 1.0 | 50.2 | 147.0 | 121.0 | 14.4 | 2.2 | 0.4 | 336.2 |
| Second early: Arizona | | | | 1.4 | | | | | 1.4 |
| Late: Washington | | | | .2 | 10.6 | 18.4 | 1.0 | | 30.2 |
| All other: Oregon | | | | | 2.4 | 5.6 | | | 8.0 |
| Total | | 1.0 | 50.2 | 148.6 | 134.0 | 38.4 | 3.2 | .4 | 375.8 |

PROVIDENCE, R.I.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | 0.8 | 0.2 | | | | 1.0 |
| Florida | | 4.6 | 37.8 | 16.8 | | | | | 59.2 |
| Total | | 4.6 | 37.8 | 17.6 | .2 | | | | 60.2 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | | | | | | .2 |
| Arizona | | | | 1.6 | | | | | 1.6 |
| Georgia | | | 21.6 | 56.4 | 4.8 | | | | 82.8 |
| North Carolina | | | | 2.8 | 23.0 | 1.0 | | | 26.8 |
| South Carolina | | | .2 | 40.6 | 14.4 | | | | 55.2 |
| Texas | | | | | .2 | | | | .2 |
| Total | | | 22.0 | 101.4 | 42.4 | 1.0 | | | 166.8 |
| Late: | | | | | | | | | |
| Delaware | | | | | 2.2 | 2.4 | | | 4.6 |
| Illinois | | | | | | .2 | | | .2 |
| Maryland | | | | | 1.0 | | | | 1.0 |
| New Jersey | | | | | .2 | .2 | | | .4 |
| Virginia | | | | | 1.6 | | | | 1.6 |
| Total | | | | | 5.0 | 2.8 | | | 7.8 |
| All other | | | .2 | 1.6 | .8 | | | | 2.6 |
| Total | | 4.6 | 60.0 | 120.6 | 48.4 | 3.8 | | | 237.4 |

RICHMOND, VA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 0.8 | 12.6 | 8.8 | | | | | 22.2 |
| Second early: | | | | | | | | | |
| Georgia | | | 6.8 | 15.4 | 3.6 | | | | 25.8 |
| North Carolina | | | | .6 | 2.8 | | | | 3.4 |
| South Carolina | | | .8 | 54.6 | 19.0 | | | | 74.4 |
| Total | | | 7.6 | 70.6 | 25.4 | | | | 103.6 |
| Late: Virginia | | | | | 2.0 | | | | 2.0 |
| Total | | .8 | 20.2 | 79.4 | 27.4 | | | | 127.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

ROCHESTER, N.Y.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: | | | | | | | | | |
| California | | | | 0.2 | | | | | 0.2 |
| Florida | | 7.2 | 55.2 | 24.4 | | | | | 86.8 |
| Total | | 7.2 | 55.2 | 24.6 | | | | | 87.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | 5.8 | 0.6 | | | | 6.4 |
| Georgia | | | 27.0 | 68.2 | 15.0 | 0.2 | | | 110.4 |
| North Carolina | | | | .4 | 8.8 | | | | 9.2 |
| South Carolina | | | | 23.4 | 17.2 | | | | 40.6 |
| Texas | | | | .2 | | | | | .2 |
| Total | | | 27.0 | 98.0 | 41.6 | .2 | | | 166.8 |
| Late: Delaware | | | | | | .2 | | | .2 |
| All other | | | 1.0 | .2 | | | | | 1.2 |
| Total | | 7.2 | 83.2 | 122.8 | 41.6 | .4 | | | 255.2 |

ST. LOUIS, MO.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | | 0.2 | 0.4 | | | 0.6 |
| Florida | | 11.4 | 90.0 | 54.0 | 2.2 | | | | 157.6 |
| Total | | 11.4 | 90.0 | 54.0 | 2.4 | .4 | | | 158.2 |
| Second early: | | | | | | | | | |
| Alabama | | | .4 | 10.2 | 3.2 | | | | 13.8 |
| Georgia | | | 37.4 | 404.0 | 80.0 | .2 | | | 521.6 |
| South Carolina | | | | 1.4 | | | | | 1.4 |
| Texas | | .4 | 18.0 | 31.2 | 23.2 | 1.0 | | | 73.8 |
| Total | | .4 | 55.8 | 446.8 | 106.4 | 1.2 | | | 610.6 |
| Late: | | | | | | | | | |
| Arkansas | | | | 5.4 | 39.6 | 3.0 | 0.2 | | 48.2 |
| Colorado | | | | | | .8 | | | .8 |
| Illinois | | | | | .4 | 1.6 | .6 | | 2.6 |
| Missouri | | | | 10.0 | 231.2 | 125.4 | 3.8 | | 370.4 |
| Oklahoma | | | | | 16.0 | 4.4 | | | 20.4 |
| Total | | | | 15.4 | 287.2 | 135.2 | 4.6 | | 442.4 |
| All other: | | | | | | | | | |
| Louisiana | | | | 1.8 | | | | | 1.8 |
| Unknown | | | .2 | .2 | .6 | .2 | | | 1.2 |
| Total | | | .2 | 2.0 | .6 | .2 | | | 3.0 |
| Total | | 11.8 | 146.0 | 518.2 | 396.6 | 137.0 | 4.6 | | 1,214.2 |

ST. PAUL, MINN.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | 0.4 | | | | | | 0.4 |
| Florida | | 0.2 | 10.6 | 6.8 | | | | | 17.6 |
| Total | | .2 | 11.0 | 6.8 | | | | | 18.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | .6 | | | | | .6 |
| Georgia | | .2 | 3.0 | 31.8 | 16.8 | 0.2 | | | 52.0 |
| South Carolina | | | | .2 | | | | | .2 |
| Texas | | | 12.8 | 51.4 | 16.4 | | | | 80.6 |
| Total | | .2 | 15.8 | 84.0 | 33.2 | .2 | | | 133.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | .4 | 4.6 | .2 | | | 5.2 |
| Illinois | | | | | .2 | | | | .2 |
| Missouri | | | | | 5.8 | 3.8 | | | 9.6 |
| Oklahoma | | | | | 2.6 | .4 | | | 3.0 |
| Washington | | | | | | | 0.2 | | .2 |
| Total | | | | .4 | 13.2 | 4.4 | .2 | | 18.2 |
| All other | | | | .2 | | | | | .2 |
| Total | | .4 | 26.8 | 91.4 | 46.4 | 4.6 | .2 | | 169.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

SALT LAKE CITY, UTAH

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: California | | 0.4 | 28.6 | 65.8 | 39.6 | 1.4 | | | 135.8 |
| Second early: | | | | | | | | | |
| Arizona | | | .2 | .2 | | | | | .4 |
| Texas | | | .6 | 2.6 | .6 | | | | 3.8 |
| Total | | | .8 | 2.8 | .6 | | | | 4.2 |
| Late: | | | | | | | | | |
| Idaho | | | | | .2 | | | | .2 |
| Washington | | | | | .2 | | | | .2 |
| Total | | | | | .4 | | | | .4 |
| All other: | | | | | | | | | |
| Utah | | | | | | | 0.2 | | .2 |
| Mexico | | .2 | | | | | | | .2 |
| Nevada | | | | 2.2 | 6.8 | | | | 9.0 |
| Total | | .2 | | 2.2 | 6.8 | | .2 | | 9.4 |
| Total | | .6 | 29.4 | 70.8 | 47.4 | 1.4 | .2 | | 149.8 |

SAN ANTONIO, TEX.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | | | 0.4 | | 0.4 | 0.2 | | 1.0 |
| Second early: Texas | | 1.6 | 7.4 | 3.2 | 9.2 | 3.8 | | | 25.2 |
| Late: Oklahoma | | | | | .6 | | | | .6 |
| All other: Mexico | | .2 | | | | | | | .2 |
| Total | | 1.8 | 7.4 | 3.6 | 9.8 | 4.2 | .2 | | 27.0 |

SAN FRANCISCO, CALIF.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | 3.8 | 95.8 | 137.4 | 90.6 | 59.2 | 14.0 | 0.8 | 401.6 |
| Second early: Arizona | | | .8 | .4 | | | | | 1.2 |
| Total | | 3.8 | 96.6 | 137.8 | 90.6 | 59.2 | 14.0 | .8 | 402.8 |

SEATTLE, WASH.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | 1.2 | 52.6 | 125.0 | 71.0 | 1.8 | 1.0 | | 252.6 |
| Second early: | | | | | | | | | |
| Arizona | | | .2 | | | | | | .2 |
| Texas | | | .2 | | | | | | .2 |
| Total | | | .4 | | | | | | .4 |
| Late: Washington | | | | .2 | 28.6 | 23.2 | | | 52.0 |
| All other | | | .2 | | | .2 | | | .4 |
| Total | | 1.2 | 53.2 | 125.2 | 99.6 | 25.2 | 1.0 | | 305.4 |

SHREVEPORT, LA.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 0.6 | 1.2 | | | | | | 1.8 |
| Second early: Texas | | .6 | 16.0 | 7.2 | | 0.4 | | | 24.2 |
| Total | | 1.2 | 17.2 | 7.2 | | .4 | | | 26.0 |

SIOUX CITY, IOWA

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | 1.6 | | | | | | 1.6 |
| Florida | | 0.8 | 1.2 | 0.2 | | | | | 2.2 |
| Total | | .8 | 2.8 | .2 | | | | | 3.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

SIOUX CITY, IOWA—Continued

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Second early: | | | | | | | | | |
| Georgia | | | 0.8 | 2.0 | 0.6 | 0.2 | | | 3.6 |
| Texas | | | 17.2 | 40.6 | 18.8 | .2 | | | 76.8 |
| Total | | | 18.0 | 42.6 | 19.4 | .4 | | | 80.4 |
| Late: | | | | | | | | | |
| Arkansas | | | | | 1.0 | | | | 1.0 |
| Iowa | | | | | .2 | | | | .2 |
| Missouri | | | | | 3.4 | 1.4 | | | 4.8 |
| Oklahoma | | | | | 1.0 | .4 | | | 1.4 |
| Total | | | | | 5.6 | 1.8 | | | 7.4 |
| All other: Unknown | | | | .2 | | | | | .2 |
| Total | | 0.8 | 20.8 | 43.0 | 25.0 | 2.2 | | | 91.8 |

SPOKANE, WASH.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: California | | 0.2 | 13.4 | 40.0 | 24.8 | 0.2 | | | 87.4 |
| Second early: Arizona | | | .4 | .2 | | | | | .6 |
| Late: Washington | | | | .4 | 27.2 | 6.8 | | | 34.4 |
| All other: Oregon | | | | | .2 | | | | .2 |
| Total | | .2 | 13.8 | 40.6 | 52.0 | 7.0 | | | 122.6 |

SPRINGFIELD, MASS.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 2.6 | 31.8 | 10.0 | | | | | 44.4 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | | | | | | .2 |
| Georgia | | | 16.0 | 36.2 | 3.8 | | | | 56.0 |
| North Carolina | | | | | 4.4 | | | | 4.4 |
| South Carolina | | | | 24.6 | 9.2 | | | | 33.8 |
| Total | | | 16.2 | 60.8 | 17.4 | | | | 94.4 |
| Late: Maryland | | | | | .6 | | | | .6 |
| All other | | | .4 | | | | | | .4 |
| Total | | 2.6 | 48.4 | 70.8 | 18.0 | | | | 139.8 |

SYRACUSE, N.Y.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | 0.4 | 0.4 | | | | | 0.8 |
| Florida | | 1.4 | 18.8 | 9.4 | | | | | 29.6 |
| Total | | 1.4 | 19.2 | 9.8 | | | | | 30.4 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | .4 | | | | | .6 |
| Arizona | | | | .4 | | | | | .4 |
| Georgia | | | 13.8 | 30.8 | 4.2 | | | | 48.8 |
| North Carolina | | | | 1.0 | 11.4 | | | | 12.4 |
| South Carolina | | | .4 | 31.4 | 10.6 | | | | 42.4 |
| Total | | | 14.4 | 64.0 | 26.2 | | | | 104.6 |
| Late: | | | | | | | | | |
| Maryland | | | | | .2 | | | | .2 |
| Virginia | | | | | .2 | | | | .2 |
| Total | | | | | .4 | | | | .4 |
| All other | | | .2 | | | 0.2 | | | .4 |
| Total | | 1.4 | 33.8 | 73.8 | 26.6 | .2 | | | 135.8 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

TAMPA, FLA.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | 2.6 | 20.0 | 38.8 | 0.6 | | | | 62.0 |
| Second early: | | | | | | | | | |
| Alabama | | | | 1.4 | | | | | 1.4 |
| Georgia | | | 1.8 | 20.0 | 39.6 | 5.0 | | | 66.4 |
| South Carolina | | | | | 1.0 | | | | 1.0 |
| Total | | | 1.8 | 21.4 | 40.6 | 5.0 | | | 68.8 |
| All other: Louisiana | | | | .4 | | | | | .4 |
| Total | | 2.6 | 21.8 | 60.6 | 41.2 | 5.0 | | | 131.2 |

TERRE HAUTE, IND.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | | 8.4 | 7.4 | 0.2 | | | | 16.0 |
| Second early: | | | | | | | | | |
| Alabama | | | .2 | .6 | .2 | | | | 1.0 |
| Georgia | | | 4.8 | 29.4 | 12.4 | | | | 46.6 |
| Texas | | | | .2 | | | | | .2 |
| Total | | | 5.0 | 30.2 | 12.6 | | | | 47.8 |
| Late: | | | | | | | | | |
| Indiana | | | | | .4 | 0.2 | | | .6 |
| Missouri | | | | | .8 | | | | .8 |
| Oklahoma | | | | .4 | | | | | .4 |
| Total | | | | .4 | 1.2 | .2 | | | 1.8 |
| All other | | | | .4 | .2 | | | | .6 |
| Total | | | 13.4 | 38.4 | 14.2 | .2 | | | 66.2 |

TOLEDO, OHIO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 1.2 | 28.4 | 14.0 | | | | | 43.6 |
| Second early: | | | | | | | | | |
| Alabama | | | .6 | 5.2 | | | | | 5.8 |
| Georgia | | | 19.4 | 92.8 | 43.0 | 0.2 | | | 155.4 |
| North Carolina | | | | .8 | 1.8 | | | | 2.6 |
| South Carolina | | | | 1.8 | | | | | 1.8 |
| Texas | | | .6 | .4 | | | | | 1.0 |
| Total | | | 20.6 | 101.0 | 44.8 | .2 | | | 166.6 |
| Late: | | | | | | | | | |
| Arkansas | | | | .2 | | | | | .2 |
| Indiana | | | | | 2.0 | .2 | | | 2.2 |
| Illinois | | | | | .2 | | | | .2 |
| Total | | | | .2 | 2.2 | .2 | | | 2.6 |
| All other | | | .6 | .6 | 1.0 | | | | 2.2 |
| Total | | 1.2 | 49.6 | 115.8 | 48.0 | .4 | | | 215.0 |

WASHINGTON, D.C.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: Florida | | 5.2 | 53.4 | 30.2 | | | | | 88.8 |
| Second early: | | | | | | | | | |
| Georgia | | | 24.4 | 97.6 | 26.6 | 0.6 | | | 149.2 |
| North Carolina | | | | 7.0 | 27.4 | | | | 34.4 |
| South Carolina | | | .6 | 98.2 | 31.2 | | | | 130.0 |
| Total | | | 25.0 | 202.8 | 85.2 | .6 | | | 313.6 |
| Late: | | | | | | | | | |
| Colorado | | | | | | .2 | 0.4 | | .6 |
| Delaware | | | | | | 1.4 | | | 1.4 |
| Maryland | | | | | 13.6 | 12.0 | .2 | | 25.8 |
| Virginia | | | | 2.8 | 97.2 | 39.8 | .4 | | 140.2 |
| Total | | | | 2.8 | 110.8 | 53.4 | 1.0 | | 168.0 |
| All other | | | | .6 | | | | | .6 |
| Total | | 5.2 | 78.4 | 236.4 | 196.0 | 54.0 | 1.0 | | 571.0 |

TABLE 5.—*Carload unloads of watermelons at 66 markets by months, average, 1926–30*—Continued

WORCESTER, MASS.

| State of origin | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Total |
|---|---|---|---|---|---|---|---|---|---|
| | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* | *Cars* |
| Early: Florida | | 0.6 | 15.0 | 8.8 | | | | | 24.4 |
| Second early: | | | | | | | | | |
| Alabama | | | | 1.0 | | | | | 1.0 |
| Georgia | | | 6.2 | 14.9 | 0.2 | | | | 20.1 |
| North Carolina | | | | .2 | .8 | | | | 1.0 |
| South Carolina | | | | 8.2 | 3.0 | | | | 11.2 |
| Total | | | 6.2 | 23.4 | 4.0 | | | | 33.6 |
| Total | | .6 | 21.2 | 32.2 | 4.0 | | | | 58.0 |

YOUNGSTOWN, OHIO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Early: | | | | | | | | | |
| California | | | | 0.2 | | | | | 0.2 |
| Florida | | 2.2 | 37.2 | 23.6 | 0.2 | | | | 63.2 |
| Total | | 2.2 | 37.2 | 23.8 | .2 | | | | 63.4 |
| Second early: | | | | | | | | | |
| Alabama | | | 1.4 | 2.8 | .6 | | | | 4.8 |
| Georgia | | | 18.4 | 91.8 | 44.8 | 0.8 | | | 155.8 |
| North Carolina | | | | .4 | .8 | | | | 1.2 |
| South Carolina | | | | 1.4 | .4 | | | | 1.8 |
| Texas | | | 1.0 | 1.0 | | | | | 2.0 |
| Total | | | 20.8 | 97.4 | 46.6 | .8 | | | 165.6 |
| Late: | | | | | | | | | |
| Indiana | | | | | .2 | .2 | | | .4 |
| Missouri | | | | | | .2 | | | .2 |
| Total | | | | | .2 | .4 | | | .6 |
| All other | | | .4 | 4.2 | .2 | | | | 4.8 |
| Total | | 2.2 | 58.4 | 125.4 | 47.2 | 1.2 | | | 234.4 |

The unload reports received by the Market News Service of the United States Department of Agriculture indicate the distribution among these markets of the production of each State that made carload shipments of watermelons during the 1926–30 period. During this period these markets unloaded 58 percent of the total carload shipments of watermelons in the United States.

The watermelon season at each of the 66 markets usually begins in May and continues for about 5 months to September. The shipments from some one State usually predominate on each of the markets. This condition is influenced somewhat by the accessibility of the market from the sources of supply. The peak of the season at each of the markets is reached in either June or July, depending upon the seasonal movement of the principal source of supply.

The early crop from Florida reaches those of the 66 markets (table 5) situated east of the Mississippi River and a few of those markets west of that river. The early crop of California is usually distributed among western markets, but an occasional shipment from this crop appears on the middle western or eastern markets. California ships watermelons during the early, second early, and late period of each season, but the State is arbitrarily listed in table 5 as "early."

Competition in marketing the watermelon crop usually begins in June. At this time shipments from northern sections of Florida,

southern Georgia, and Alabama appear on the eastern markets, and Texas is making shipments to the middle western markets in competition with those States. As the season advances, shipments from South Carolina and North Carolina enter the eastern markets. During July the overlapping shipments from several States reach the seasonal peak.

Producers, shippers, and dealers want to know the carload markets that can handle the commodities in which they are interested and the volume that each market can consume, but only meager data are available upon which to base a distribution table showing such information. The railroads report each car of watermelons shipped from point of origin as billed to some specific destination. Each car so reported is subject to diversion while in transit. The railroads report changes in destination in passing reports issued from different stations along the route. During the Florida season Waycross, Ga., reports

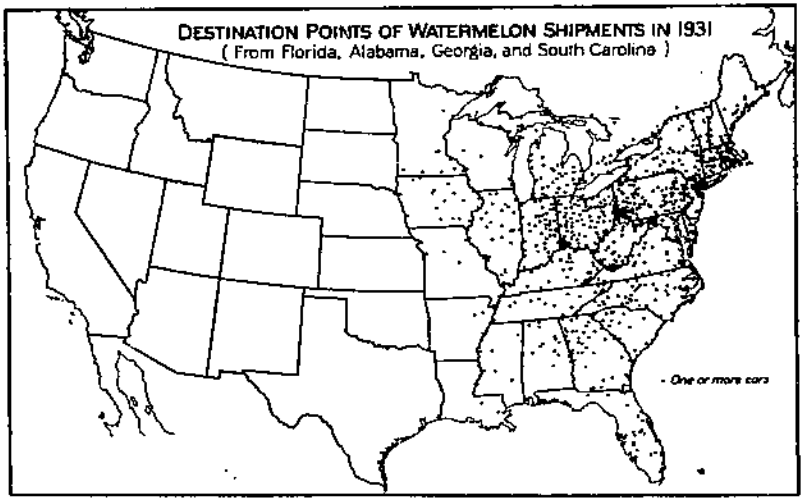


FIGURE 2.—Many of the points shown on this map represent distribution centers for the surrounding territory. Supplies for the smaller markets are delivered by motor truck, or otherwise, from these points.

watermelon passings, and Potomac Yards, Va., and Cincinnati, Ohio, report passings throughout the season.

Table 6 was compiled from original billings for 1931, corrected by "passing" reports. The last point reported for each car was used as the final destination as shown in the table. No reports of the arrival of these cars at points designated are available except for the 66 large markets that report unloads to the Department of Agriculture. Diversions made but not reported may increase or decrease the number of cars shown for any of the stations named.

The markets named in table 6 are shown in figure 2. These markets represent the destination of watermelon shipments from Florida, Alabama, Georgia, and South Carolina during the 1931 season. This distribution reaches 813 markets in the United States and Canada. The total shipments from the four States during 1931 approximated 33,186 cars by rail, of which about 91 percent, or 30,106 cars, are accounted for in this illustration. The density of this distribution corresponds closely to the density of the population.

TABLE 6.—*Approximate distribution of 30,106 cars of watermelons from Florida, Georgia, Alabama, and South Carolina, season, 1931*

| State and market | Estimate of deliveries |
|---|---|
| Alabama: | *Cars* |
| Alabama City | 1 |
| Alexander City | 1 |
| Anniston | 11 |
| Athens | 1 |
| Bessemer | 1 |
| Birmingham | [1] 320 |
| Decatur | 3 |
| Gadsden | 6 |
| Girard | 1 |
| Mobile | 1 |
| Montgomery | 162 |
| Opelika | 7 |
| Sheffield | 2 |
| Sylacauga | 1 |
| Tuscaloosa | 2 |
| Total | 520 |
| Arkansas: | |
| Blytheville | 1 |
| Helena | 2 |
| Jonesboro | 1 |
| Newport | 1 |
| Total | 5 |
| Connecticut: | |
| Bridgeport | [1] 88 |
| Bristol | 2 |
| Danbury | 1 |
| Hartford | 95 |
| New Britain | 8 |
| New Haven | [1] 103 |
| New London | 11 |
| Norwalk | 6 |
| Norwich | 8 |
| Putnam | 2 |
| South Norwalk | 11 |
| Torrington | 5 |
| Waterbury | 23 |
| Willimantic | 6 |
| Total | 360 |
| Delaware: | |
| Milford | 2 |
| Wilmington | 50 |
| Total | 52 |
| District of Columbia: | |
| Washington | [1] 487 |
| Florida: | |
| Arcadia | 2 |
| Baldwin | 2 |
| Bartow | 1 |
| Belle Glade | 1 |
| Bowling Green | 3 |
| Bradenton | 9 |
| Clearwater | 6 |
| Clewiston | 2 |
| Daytona Beach | 4 |
| De Land | 1 |
| Fort Lauderdale | 18 |
| Fort Myers | 6 |
| Fort Pierce | 5 |
| Hollywood | 1 |
| Holopaw | 1 |
| Jacksonville | [1] 401 |
| Key West | 14 |
| Lakeland | 3 |
| Live Oak | 1 |
| Miami | 225 |
| Orlando | 10 |
| Palatka | 2 |

| State and market | Estimate of deliveries |
|---|---|
| Florida—Continued. | *Cars* |
| Palm Beach | 1 |
| Palmetto | 2 |
| Pensacola | 27 |
| Plant City | 11 |
| St. Petersburg | 38 |
| Sanford | 5 |
| Sarasota | 7 |
| Sebring | 1 |
| Tallahassee | 1 |
| Tampa | [1] 84 |
| Tarpon Springs | 1 |
| Wauchula | 8 |
| West Palm Beach | 57 |
| Winter Haven | 1 |
| Total | 962 |
| Georgia: | |
| Americus | 2 |
| Athens | 5 |
| Atlanta | [1] 896 |
| Augusta | [1] 811 |
| Baldwin | 1 |
| Barnesville | 2 |
| Blue Ridge | 1 |
| Boston | 6 |
| Brenan | 1 |
| Brunswick | 2 |
| Camak | 6 |
| Canton | 2 |
| Cartersville | 1 |
| Cedartown | 3 |
| Central Junction | 1 |
| Columbus | 38 |
| Dalton | 2 |
| Dillard | 1 |
| Duluth | 1 |
| Elberton | 1 |
| Everett City | [3] 1,411 |
| Gainesville | 4 |
| Griffin | 6 |
| Hapeville | 1 |
| Industry Yards | [3] 1,944 |
| Inman Yards | [3] 1,709 |
| Lagrange | 16 |
| Lindale | 4 |
| Macon | 8 |
| Manchester | 2 |
| Ray City | 2 |
| Rome | 3 |
| Rossville | 12 |
| Savannah | [3] 354 |
| Social Circle | 2 |
| Statesboro | 7 |
| Thomaston | 1 |
| Thomasville | [3] 100 |
| Valdosta | 50 |
| Waycross | [3] 4,361 |
| West Point | 4 |
| Total | 11,784 |
| Diverted | [4] 10,325 |
| Total | 1,459 |
| Illinois: | |
| Aurora | 1 |
| Benton | 1 |
| Bloomington | 7 |
| Burlington | 3 |
| Cairo | 4 |
| Canton | 1 |
| Carbondale | 1 |
| Champaign | 8 |
| Chicago | [1] 2,038 |

| State and market | Estimate of deliveries |
|---|---|
| Illinois—Continued. | *Cars* |
| Danville | 5 |
| Decatur | 5 |
| Dixon | 3 |
| East St. Louis | 8 |
| Freeport | 1 |
| Galesburg | 2 |
| Granite City | 3 |
| Herrin | 3 |
| Kankakee | 8 |
| Kewanee | 2 |
| Mattoon | 1 |
| Ottawa | 1 |
| Peoria | [1] 93 |
| Quincy | 5 |
| Rockford | 5 |
| Springfield | 7 |
| Urbana | 1 |
| Total | 2,217 |
| Indiana: | |
| Anderson | 8 |
| Auburn | 3 |
| Austin | 1 |
| Bedford | 1 |
| Bloomington | 4 |
| Boston | 1 |
| Carlisle | 1 |
| Columbus | 2 |
| Connersville | 2 |
| Crawfordsville | 1 |
| Elkhart | 4 |
| Elwood | 4 |
| Evansville | [1] 162 |
| Fort Wayne | 80 |
| Frankfort | 2 |
| Gary | 1 |
| Hartford City | 6 |
| Huntington | 13 |
| Indianapolis | [1] 455 |
| Jeffersonville | 2 |
| Kentland | 3 |
| Kokomo | 12 |
| La Fayette | 12 |
| Lawrenceburg | 2 |
| Logansport | 6 |
| Marion | 20 |
| Muncie | 15 |
| Newcastle | 1 |
| New Haven | 5 |
| Peru | 5 |
| Portland | 1 |
| Richmond | 19 |
| Rushville | 1 |
| Seymour | 1 |
| Shelbyville | 2 |
| South Bend | 39 |
| Terre Haute | [1] 77 |
| Vincennes | 2 |
| Wabash | 3 |
| Warsaw | 1 |
| Total | 980 |
| Iowa: | |
| Burlington | 3 |
| Chariton | 1 |
| Cedar Rapids | 3 |
| Council Bluffs | 1 |
| Davenport | 19 |
| Des Moines | [1] 29 |
| Dubuque | 1 |
| Eagle Grove | 1 |
| Estherville | 1 |
| Fairfield | 2 |

[1] Reported unloads. [2] Some diverted [3] For diversion. [4] Estimated.

TABLE 6.—*Approximate distribution of 30,106 cars of watermelons from Florida, Georgia, Alabama, and South Carolina, season, 1931*—Continued

| State and market | Estimate of deliveries |
|---|---|
| Iowa—Continued. | *Cars* |
| Fort Dodge | 1 |
| Marshalltown | 1 |
| Ottumwa | 1 |
| Preston | 1 |
| Sioux City | [1] 1 |
| Spencer | 2 |
| Waterloo | 1 |
| Total | 69 |
| Kansas: Hutchinson | 1 |
| Kentucky: | |
| Ashland | 27 |
| Berea | 1 |
| Cave City | 2 |
| Corbin | 5 |
| Covington | 1 |
| Cumberland | 4 |
| Cynthiana | 1 |
| Danville | 11 |
| Erlanger | 1 |
| Frankfort | 2 |
| Franklin | 1 |
| Harlan | 7 |
| Hazard | 3 |
| Henderson | 1 |
| Hopkinsville | 2 |
| Lexington | [1] 105 |
| Lothair | 1 |
| Louisville | [1] 503 |
| Maysville | 6 |
| Middlesboro | 1 |
| Newport | 3 |
| Owensboro | 1 |
| Paducah | 6 |
| Paintsville | 3 |
| Paris | 1 |
| Pikeville | 1 |
| Pineville | 1 |
| Prestonsburg | 1 |
| Somerset | 1 |
| Winchester | 1 |
| Total | 705 |
| Louisiana: | |
| Baton Rouge | 5 |
| New Orleans | [1] 791 |
| Total | 796 |
| Maine: | |
| Auburn | 5 |
| Bangor | 13 |
| Biddeford | 10 |
| Calais | 1 |
| Caribou | 3 |
| Gardiner | 2 |
| Lewiston | 2 |
| Old Town | 1 |
| Portland | [1] 57 |
| Presque Isle | 2 |
| Rockland | 6 |
| Rumford | 2 |
| Saco | 1 |
| Waterville | 8 |
| Total | 123 |
| Maryland: | |
| Baltimore | [1] 900 |
| Berlin | 2 |
| Cumberland | 27 |
| Frederick | 2 |
| Gwynns Run | 5 |

| State and market | Estimate of deliveries |
|---|---|
| Maryland—Continued. | *Cars* |
| Hagerstown | 28 |
| Lineboro | 1 |
| Oakland | 5 |
| Princess Ann | 1 |
| Salisbury | 7 |
| Total | 678 |
| Massachusetts: | |
| Athol | 2 |
| Bedford | 5 |
| Boston | [1] 979 |
| Brockton | 1 |
| Cambridge | 6 |
| Fall River | 9 |
| Fitchburg | 7 |
| Framingham | 1 |
| Gardner | 1 |
| Grafton | 1 |
| Great Barrington | 1 |
| Greenfield | 2 |
| Haverhill | 9 |
| Holyoke | 5 |
| Lawrence | 2 |
| Lowell | 4 |
| Medford | 3 |
| Middleboro | 1 |
| Nantucket | 1 |
| New Bedford | 28 |
| Newburyport | 1 |
| North Adams | 10 |
| Palmer | 1 |
| Pittsfield | 9 |
| Somerville | 26 |
| Springfield | [1] 153 |
| Walpole | 1 |
| Watuppa | 11 |
| Webster | 8 |
| West Medford | 2 |
| Worcester | [1] 36 |
| Total | 1,026 |
| Michigan: | |
| Adrian | 1 |
| Alma | 2 |
| Ann Arbor | 1 |
| Bay City | 9 |
| Battle Creek | 7 |
| Benton Harbor | 4 |
| Big Rapids | 1 |
| Brampton | 1 |
| Cadillac | 2 |
| Charlevoix | 1 |
| Charlotte | 2 |
| Detroit | [1] 1,251 |
| Durand | 1 |
| Escanaba | 2 |
| Flint | 62 |
| Grand Rapids | [1] 194 |
| Hancock | 1 |
| Hillsdale | 4 |
| Holland | 3 |
| Houghton | 1 |
| Imlay City | 1 |
| Iron Mountain | 1 |
| Ironwood | 2 |
| Iron River | 1 |
| Ishpeming | 1 |
| Ithaca | 2 |
| Jackson | 32 |
| Kalamazoo | 13 |
| Lansing | 22 |
| Ludington | 2 |
| Manistee | 1 |
| Marlette | 1 |

| State and market | Estimate of deliveries |
|---|---|
| Michigan—Continued. | *Cars* |
| Menominee | 1 |
| Midland | 1 |
| Muskegon | 8 |
| Niles | 1 |
| Owosso | 1 |
| Petoskey | 4 |
| Pontiac | 1 |
| Port Huron | 6 |
| Saginaw | 14 |
| Sturgis | 2 |
| Traverse City | 4 |
| Three Rivers | 1 |
| Total | 1,073 |
| Minnesota: | |
| Duluth | [1] 51 |
| Hibbing | 1 |
| Marshall | 3 |
| Minneapolis | [1] 179 |
| Owatonna | 1 |
| Red Wing | 1 |
| Rochester | 1 |
| St. Paul | [1] 98 |
| Windom | 1 |
| Winona | 1 |
| Total | 337 |
| Mississippi: | |
| Greenville | 4 |
| Greenwood | 1 |
| Jackson | 3 |
| Laurel | 1 |
| Natchez | 1 |
| Tupelo | 1 |
| Vicksburg | 1 |
| Total | 12 |
| Missouri: | |
| Hannibal | 1 |
| Jefferson City | 1 |
| Kansas City | [1] 62 |
| Marshall | 1 |
| St. Joseph | 1 |
| St. Louis | [1] 922 |
| Springfield | 2 |
| Total | 990 |
| Nebraska: | |
| Grand Island | 1 |
| Omaha | [1] 47 |
| Total | 48 |
| New Hampshire: | |
| Claremont | 4 |
| Concord | 4 |
| Dover | 5 |
| Keene | 2 |
| Lebanon | 1 |
| Manchester | 21 |
| Nashua | 2 |
| Portsmouth | 2 |
| Total | 41 |
| New Jersey: | |
| Asbury Park | 26 |
| Atlantic City | 23 |
| Dover | 3 |
| Elizabeth | 1 |
| Freehold | 1 |
| Hackensack | 2 |

[1] Reported unloads.

TABLE 6.—*Approximate distribution of 30,106 cars of watermelons from Florida, Georgia, Alabama, and South Carolina, season, 1931*—Continued

| State and market | Estimate of deliveries |
|---|---|
| New Jersey—Contd. | *Cars* |
| Long Branch | 1 |
| Metuchen | 10 |
| Morristown | 4 |
| Newark | [1] 383 |
| North Bergen | 1 |
| Orange | 5 |
| Passaic | 1 |
| Paterson | 27 |
| Perth Amboy | 2 |
| Phillipsburg | 18 |
| Pittstown | 2 |
| Plainfield | 8 |
| Pleasantville | 8 |
| Red Bank | 1 |
| Trenton | 12 |
| Waverly | 72 |
| Wildwood | 5 |
| Total | 614 |
| New York: | |
| Albany | [1] 153 |
| Amsterdam | 14 |
| Attica | 1 |
| Auburn | 3 |
| Batavia | 2 |
| Binghamton | 42 |
| Brocton | 2 |
| Buffalo | [1] 372 |
| Bushwick | 2 |
| Canajoharie | 2 |
| Chester | 2 |
| Clifton | 2 |
| Cohoes | 2 |
| Corning | 1 |
| Cornwall | 1 |
| Cortland | 3 |
| Delhi | 2 |
| Dunkirk | 1 |
| Elmira | 67 |
| Endicott | 2 |
| Falconer | 6 |
| Fonda | 4 |
| Fulton | 2 |
| Garden City | 26 |
| Geneva | 4 |
| Glens Falls | 15 |
| Gloversville | 2 |
| Greenwich | 2 |
| Hastings | 2 |
| Homer | 1 |
| Hornell | 4 |
| Hudson | 3 |
| Ithaca | 2 |
| Jamestown | 14 |
| Johnson City | 3 |
| Kingston | 6 |
| Lake View | 8 |
| Liberty | 8 |
| Little Falls | 1 |
| Lockport | 5 |
| Long Island City | 1 |
| Malone | 5 |
| Maspeth | 75 |
| Massena | 3 |
| Middletown | 13 |
| Mineola | 22 |
| Mount Vernon | 4 |
| Nassau | 3 |
| Newburgh | 15 |
| New York City | [1] 3,252 |
| Niagara Falls | 10 |
| Norwich | 1 |
| Nyack | 1 |
| New York—Contd. | |
| Ogdensburg | 6 |
| Olean | 9 |
| Oneonta | 20 |
| Oneida | 5 |
| Oswego | 2 |
| Patchogue | 13 |
| Peekskill | 1 |
| Plattsburg | 9 |
| Port Henry | 1 |
| Port Jervis | 2 |
| Poughkeepsie | 15 |
| Riverhead | 1 |
| Rochester | [1] 243 |
| Rome | 7 |
| Saranac Lake | 1 |
| Saratoga Springs | 7 |
| Schenectady | 58 |
| Spencerport | 1 |
| Suspension Bridge | 1 |
| Syracuse | [1] 152 |
| Troy | 28 |
| Tupper Lake | 1 |
| Utica | 41 |
| Valley Stream | 1 |
| Watertown | 37 |
| Watervliet | 2 |
| Waverly | 2 |
| Total | 4,863 |
| North Carolina: | |
| Albemarle | 1 |
| Asheville | 35 |
| Burlington | 3 |
| Chadbourn | 2 |
| Charlotte | 50 |
| Clyde | 3 |
| Concord | 3 |
| Durham | 7 |
| Fayetteville | 3 |
| Gastonia | 4 |
| Goldsboro | 1 |
| Greensboro | 24 |
| Greenville | 2 |
| Hamlet | 1 |
| Hendersonville | 2 |
| Hickory | 2 |
| High Point | 7 |
| Kannapolis | 1 |
| Madison | 11 |
| Marion | 1 |
| Mooresville | 2 |
| Mount Airy | 1 |
| Norlina | 13 |
| Raleigh | 19 |
| Rocky Mount | 5 |
| Salisbury | 21 |
| Severn | 5 |
| Sylva | 1 |
| Thomasville | 2 |
| Wadesboro | 1 |
| Washington | 1 |
| Weldon | 1 |
| Wilmington | 1 |
| Wilson | 1 |
| Winston-Salem | 16 |
| Total | 253 |
| Ohio: | |
| Akron | [1] 245 |
| Alliance | 5 |
| Ashland | 8 |
| Ohio—Continued. | |
| Ashtabula | 7 |
| Athens | 9 |
| Barnesville | 7 |
| Bellefontaine | 11 |
| Blanchester | 1 |
| Bowling Green | 5 |
| Bryan | 2 |
| Cambridge | 9 |
| Canton | 44 |
| Chillicothe | 11 |
| Cincinnati | [1] 1,499 |
| Cleveland | [1] 1,023 |
| Columbus | [1] 328 |
| Conneaut | 3 |
| Coshocton | 7 |
| Dayton | [1] 320 |
| Defiance | 15 |
| Delaware | 6 |
| Dennison | 1 |
| Dover | 2 |
| East Liverpool | 3 |
| Elyria | 1 |
| Findlay | 11 |
| Fostoria | 9 |
| Fremont | 2 |
| Gallon | 1 |
| Gallipolis | 2 |
| Greenville | 4 |
| Hamilton | 17 |
| Hicksville | 1 |
| Hillsboro | 6 |
| Kenton | 4 |
| Lancaster | 21 |
| Lima | 29 |
| Lorain | 4 |
| Manchester | 1 |
| Mansfield | 32 |
| Marietta | 3 |
| Marion | 19 |
| Marysville | 1 |
| Massillon | 15 |
| Miami | 1 |
| Middleport | 2 |
| Middletown | 8 |
| Milford | 1 |
| Mount Vernon | 1 |
| Nelsonville | 4 |
| Newark | 13 |
| New Lexington | 1 |
| New Philadelphia | 1 |
| Norwalk | 2 |
| Orrville | 1 |
| Ottawa | 5 |
| Piqua | 4 |
| Plymouth | 1 |
| Portsmouth | 20 |
| Ravenna | 1 |
| Salem | 2 |
| Sandusky | 3 |
| Sidney | 10 |
| Somerville | 1 |
| Springfield | 47 |
| Steubenville | 10 |
| Tiffin | 5 |
| Toledo | [1] 179 |
| Troy | 4 |
| Urbana | 1 |
| Van Wert | 1 |
| Wapakoneta | 1 |
| Warren | 4 |
| Washington Court House | 1 |
| Wilmington | 2 |
| Williamsburg | 1 |

[1] Reported unloads.

TABLE 6.—*Approximate distribution of 80,106 cars of watermelons from Florida, Georgia, Alabama, and South Carolina, season, 1931*—Continued

| State and market | Estimate of deliveries |
|---|---|
| Ohio—Continued. | Cars |
| Winchester | 3 |
| Wooster | 3 |
| Xenia | 2 |
| Youngstown | [1] 257 |
| Zanesville | 27 |
| Total | 4,384 |
| Pennsylvania: | |
| Allentown | 37 |
| Altoona | 113 |
| Bethlehem | 24 |
| Blairsville | 4 |
| Bloomsburg | 6 |
| Bradford | 8 |
| Brookville | 3 |
| Brownsville | 1 |
| Burgettstown | 3 |
| Butler | 1 |
| Carbondale | 8 |
| Carlisle | 2 |
| Corry | 1 |
| Chambersburg | 2 |
| Charleroi | 6 |
| Chester | 23 |
| Clearfield | 1 |
| Coatesville | 1 |
| Connellsville | 6 |
| Cresson | 2 |
| Du Bois | 14 |
| Easton | 7 |
| Elizabeth | 2 |
| Ellsworth | 1 |
| Ephrata | 1 |
| Erie | 22 |
| Ford City | 2 |
| Franklin | 4 |
| Greensburg | 4 |
| Halifax | 1 |
| Hanover | 2 |
| Harrisburg | 151 |
| Hazleton | 16 |
| Hershey | 1 |
| Homestead | 1 |
| Indiana | 5 |
| Jeannette | 2 |
| Johnstown | 34 |
| Kane | 7 |
| Kittanning | 2 |
| Lancaster | 22 |
| Lansford | 4 |
| Latrobe | 2 |
| Lebanon | 4 |
| Lehighton | 10 |
| Lock Haven | 3 |
| Mahanoy City | 9 |
| McKeesport | 13 |
| Meadville | 7 |
| Meyersdale | 2 |
| Milton | 3 |
| Mount Carmel | 10 |
| Mount Pleasant | 3 |
| Mount Union | 1 |
| New Brighton | 1 |
| New Castle | 9 |
| New Kensington | 1 |
| Oil City | 14 |
| Petersburg | 2 |
| Philadelphia | [1] 1,605 |
| Pittsburgh | [1] 820 |
| Pittston | 1 |
| Portage | 1 |

| State and market | Estimate of deliveries |
|---|---|
| Pennsylvania—Contd. | Cars |
| Pottstown | 2 |
| Pottsville | 23 |
| Punxsutawney | 5 |
| Quakertown | 10 |
| Reading | 64 |
| Redbank | 1 |
| Ridgway | 1 |
| Rochester | 1 |
| Saint Marys | 2 |
| Scranton | 68 |
| Shamokin | 16 |
| Sharon | 13 |
| Shenandoah | 15 |
| Somerset | 6 |
| Souderton | 1 |
| Stroudsburg | 10 |
| Sunbury | 20 |
| Susquehanna | 2 |
| Sykesville | 1 |
| Tyrone | 6 |
| Union City | 1 |
| Uniontown | 25 |
| Warren | 7 |
| Washington | 1 |
| Waynesboro | 1 |
| West Brownsville | 1 |
| West Elizabeth | 1 |
| Wilkes-Barre | 103 |
| Williamsport | 20 |
| Wilson | 1 |
| York | 22 |
| Total | 3,519 |
| Rhode Island: | |
| Newport | 4 |
| Providence | [1] 207 |
| Olneyville | 38 |
| Westerly | 1 |
| Woonsocket | 1 |
| Total | 251 |
| South Carolina: | |
| Anderson | 1 |
| Charleston | 41 |
| Chester | 1 |
| Columbia | 17 |
| East Spartanburg | 1 |
| Florence | 64 |
| Greenville | 30 |
| Greenwood | 11 |
| Laurens | 3 |
| Newberry | 3 |
| Spartanburg | 27 |
| Sumter | 1 |
| Warrenville | 1 |
| Yemassee | [3] 158 |
| Total | 359 |
| Diverted | [4] 158 |
| Total | 201 |
| South Dakota: Sioux Falls | 2 |
| Tennessee: | |
| Athens | 1 |
| Bristol | 7 |
| Chattanooga | 93 |
| Copperhill | 1 |

| State and market | Estimate of deliveries |
|---|---|
| Tennessee—Continued. | Cars |
| Dickson | 1 |
| Greenville | 1 |
| Jonesboro | 1 |
| Johnson City | 8 |
| Kingsport | 2 |
| Knoxville | 82 |
| McKenzie | 1 |
| McMinnville | 1 |
| Memphis | [1] 231 |
| Milan | 1 |
| Murfreesboro | 4 |
| Nashville | [1] 342 |
| Sunbright | 3 |
| Total | 780 |
| Vermont: | |
| Barre | 4 |
| Bellows Falls | 3 |
| Burlington | 19 |
| Montpelier | 1 |
| Newport | 1 |
| Rutland | 8 |
| Saint Albans | 1 |
| Saint Johnsbury | 7 |
| White River Junction | 4 |
| Total | 48 |
| Virginia: | |
| Acca | 1 |
| Bristol | 1 |
| Charlottesville | 5 |
| Cloverdale | 1 |
| Courtland | 1 |
| Covington | 2 |
| Danville | 47 |
| Exmore | 1 |
| Fredericksburg | 2 |
| Harrisonburg | 2 |
| Lexington | 1 |
| Lynchburg | 53 |
| Martinsville | 6 |
| Newport News | 8 |
| Norfolk | [1] 89 |
| Norton | 1 |
| Petersburg | [2] 199 |
| Pochahontas | 1 |
| Potomac Yards | [3] 2,706 |
| Richmond | [1] 107 |
| Roanoke | 31 |
| Staunton | 7 |
| South Boston | 1 |
| Suffolk | 2 |
| Winchester | 6 |
| Total | 3,371 |
| Diverted | [4] 2,896 |
| Total | 475 |
| West Virginia: | |
| Beckley | 5 |
| Berkeley Springs | 3 |
| Bluefield | 10 |
| Charleston | 56 |
| Clarksburg | 33 |
| Clendenin | 1 |
| Elkins | 1 |
| Fairmont | 35 |
| Gaulay | 1 |

[1] Reported unloads. [2] Some diverted. [3] For diversion. [4] Estimated.

TABLE 6.—*Approximate distribution of 30,106 cars of watermelons from Florida, Georgia, Alabama, and South Carolina, season, 1931*—Continued

| State and market | Estimate of deliveries | State and market | Estimate of deliveries | State and market | Estimate of deliveries |
|---|---|---|---|---|---|
| West Virginia—Contd. | *Cars* | West Virginia—Contd. | *Cars* | Canada—Continued. | *Cars* |
| Hinton | 1 | Weston | 1 | Guelph | 5 |
| Huntington | 52 | Wheeling | 78 | Halifax | 2 |
| Keyser | 4 | Williamson | 3 | Hamilton | 21 |
| Logan | 10 | | | Kingston | 1 |
| Mabscott | 1 | Total | 411 | Kitchener | 5 |
| Martinsburg | 14 | | | London | 9 |
| Matoaka | 8 | Wisconsin: | | Montreal | 104 |
| Merrimac | 1 | Eau Claire | 2 | North Bay | 3 |
| Middlebourne | 1 | Green Bay | 1 | Ontario | 1 |
| Montgomery | 1 | La Crosse | 9 | Oshawa | 2 |
| Morgantown | 18 | Milwaukee | [1] 385 | Ottawa | 25 |
| Moundsville | 9 | Racine | 1 | Peterboro | 1 |
| Mount Hope | 1 | Stevens Point | 1 | Saint Johns | 1 |
| Mullens | 4 | | | St. Williams | 1 |
| New Martinsville | 1 | Total | 399 | Sault Ste. Marie | 3 |
| Northfork | 1 | | | Stratford | 3 |
| Parkersburg | 40 | Canada: | | Sudbury | 1 |
| Piedmont | 2 | Belleville | 2 | Toronto | 147 |
| Princeton | 1 | Brantford | 3 | West Toronto | 7 |
| Ronceverte | 4 | Cedar Brae | 1 | Winnipeg | 2 |
| Saint Albans | 3 | Chatham | 3 | | |
| War | 1 | Erin | 1 | Total | 356 |
| Welch | 6 | Fort William | 2 | | |

[1] Reported unloads.

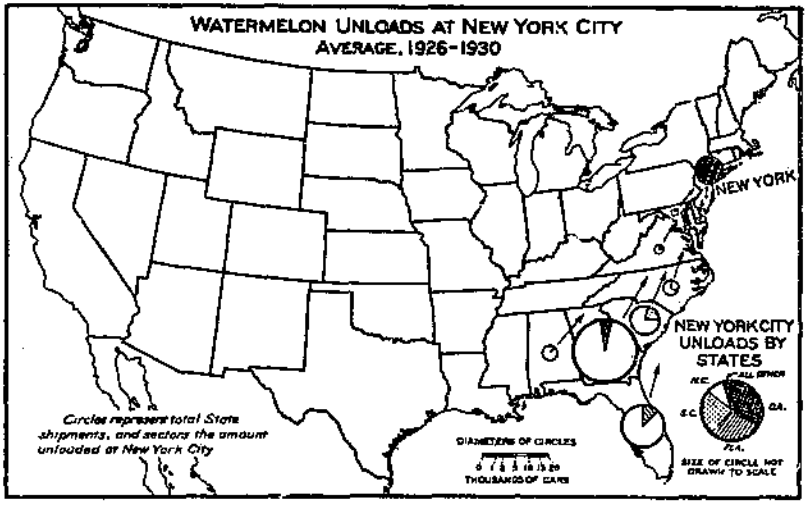


FIGURE 3.—New York City is the largest carload watermelon market in the United States. About one third of the carload supply at this market originates in Georgia. The early supply originates in Florida and represents one eighth of the shipments from that State.

## ANALYSIS OF SUPPLY OF SEVEN MARKETS

### NEW YORK CITY MARKET

Practically 86 percent of the New York City watermelon supply originates in Florida, Georgia, and South Carolina. The early arrivals on this market are from Florida. As the season advances these arrivals are followed by others from Georgia, Alabama, South Carolina, North Carolina, Virginia, Delaware, Maryland, and New Jersey in the order named. The market relations of these States to the New York City market are shown in figure 3. Some shipments

from nearby States arrive at this market by motor truck, but the truck receipts of watermelons are a relatively small quantity and in 1931 were equivalent to only 20 cars as compared with rail and boat unloads of 3,632 cars.

Over 10 percent of the total average shipments from the States shown in table 7 have been reported as unloads on this market. A considerable number of cars of watermelons are shipped to other points within the New York City metropolitan area in addition to those billed direct to the city market. There is a large accumulation of watermelons at this market during the height of each season.

TABLE 7.—*Carload shipments of watermelons from States supplying New York City and unloads at New York City, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at New York City | |
|---|---|---|---|---|
| | To all points | To New York City | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Georgia | 20,281 | 5.96 | 1,209.0 | 32.23 |
| Florida | 9,048 | 12.23 | 1,106.4 | 29.54 |
| South Carolina | 4,330 | 20.95 | 909.0 | 24.27 |
| North Carolina | 1,244 | 28.54 | 355.0 | 9.48 |
| Virginia | 431 | 17.17 | 74.0 | 1.98 |
| Maryland | 258 | 14.19 | 36.6 | .98 |
| Delaware | 78 | 40.51 | 31.6 | .84 |
| New Jersey | 18 | 90.00 | 16.2 | .43 |
| Alabama | 1,174 | .61 | 7.2 | .19 |
| All other | | | .4 | .01 |
| Total | 36,869 | 10.16 | 3,745.4 | 100.00 |

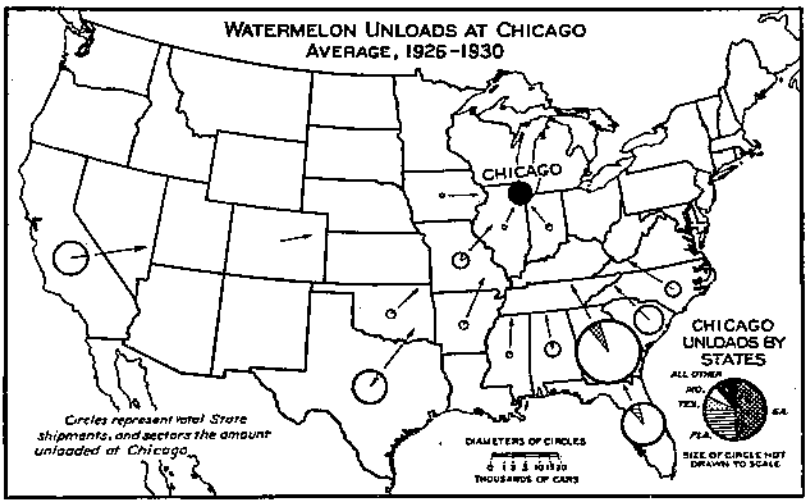


FIGURE 4.—Chicago is the second largest carload watermelon market. Practically one half of its carload supply originates in Georgia. Shipments from Florida, Texas, and Missouri represent about 40 percent of the market's needs. The remainder of the supply is scattering.

### CHICAGO MARKET

Nearly all of the leading watermelon States use Chicago as an outlet for a part of their crop. Georgia and Florida are the principal sources of supply. The market relation of each State shipping to this market is shown in figure 4.

An average of 2,533 cars of watermelons has been reported as unloads on the Chicago market during the 5-year period, 1926–30. A graphic drawing showing trends of the daily supply and disappearance of watermelons at Chicago resembles that part of figure 10 which shows those items for the New York City market. The carry-over from day to day represents the total of both broken and unbroken cars. This market consumes considerable stock from the late-crop States (table 8).

TABLE 8.—*Carload shipments of watermelons from States supplying Chicago, and unloads at Chicago, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at Chicago | |
|---|---|---|---|---|
| | To all points | To Chicago | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Georgia | 20,281 | 6.11 | 1,240.0 | 48.95 |
| Florida | 9,046 | 7.12 | 644.4 | 25.44 |
| Texas | 5,778 | 3.29 | 190.2 | 7.51 |
| Missouri | 1,334 | 13.39 | 178.6 | 7.05 |
| Oklahoma | 448 | 15.98 | 71.6 | 2.83 |
| Indiana | 231 | 28.31 | 65.4 | 2.58 |
| Alabama | 1,174 | 5.55 | 65.2 | 2.57 |
| Arkansas | 370 | 12.11 | 44.8 | 1.77 |
| South Carolina | 4,339 | .32 | 13.8 | .54 |
| Illinois | 125 | 8.96 | 11.2 | .44 |
| North Carolina | 1,244 | .16 | 2.0 | .08 |
| Iowa | 110 | 1.82 | 2.0 | .08 |
| Mississippi | 209 | .48 | 1.0 | .04 |
| Colorado | 52 | 1.92 | 1.0 | .04 |
| California | 5,947 | .01 | .6 | .02 |
| All other | 154 | 1.04 | 1.6 | .06 |
| Total | 50,842 | 4.98 | 2,533.4 | 100.00 |

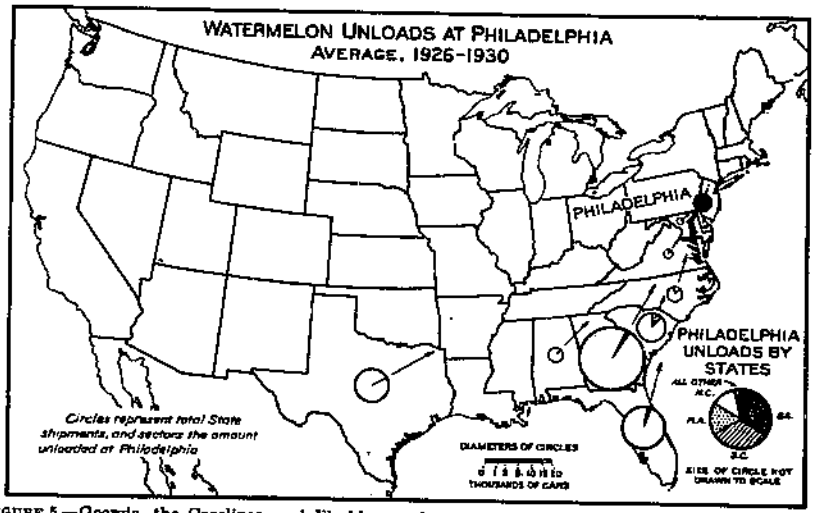


FIGURE 5.—Georgia, the Carolinas, and Florida supply more than 96 percent of the carload supply at this market. The late supply for this market is from nearby States.

### PHILADELPHIA MARKET

Nearly all of the total supply of watermelons at the Philadelphia market originates in the Atlantic Coast States. Georgia and South Carolina are the leading carload shippers to this market. Figure 5 shows this market's relation to each of the States contributing to this supply. It is estimated that during the 1931 season the equivalent

of 328 cars of watermelons were delivered on the Philadelphia market by truck. These receipts originated in Delaware, Maryland, and New Jersey.

A little over 17 percent of the Philadelphia carload supply of watermelons originates in Florida. South Carolina shipments to this market nearly equal those received from Georgia, a condition that occurs at few of the large markets (table 9).

The truck receipts from Delaware, Maryland, and New Jersey during 1931 (328 cars) nearly equalled the average (1926–30) carload shipments from those States. Delaware supplied more than 55 percent of these truck supplies.

TABLE 9.—*Carload shipments of watermelons from States supplying Philadelphia, and unloads at Philadelphia, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at Philadelphia | |
|---|---|---|---|---|
| | To all points | To Philadelphia | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Georgia | 20,281 | 2.70 | 547.2 | 33.92 |
| South Carolina | 4,339 | 12.08 | 524.4 | 32.51 |
| Florida | 9,046 | 3.10 | 280.0 | 17.36 |
| North Carolina | 1,244 | 10.56 | 206.0 | 12.77 |
| Maryland | 258 | 8.22 | 21.2 | 1.31 |
| Virginia | 431 | 4.18 | 18.0 | 1.12 |
| Delaware | 78 | 13.72 | 14.6 | .91 |
| New Jersey | 18 | 5.56 | 1.0 | .06 |
| Alabama | 1,174 | .03 | .4 | .03 |
| Texas | 5,778 | | .2 | .01 |
| Total | 42,647 | 3.78 | 1,613.0 | 100.00 |

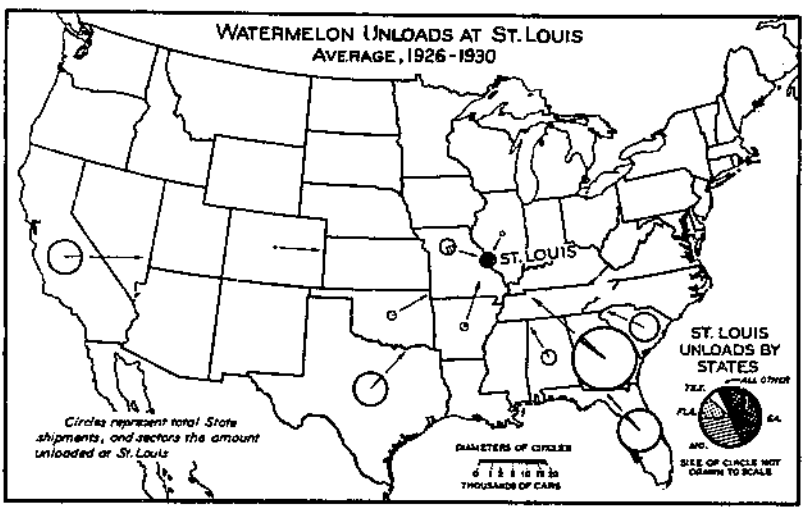


FIGURE 6.—St. Louis receives nearly 28 percent of the Missouri carload shipments of watermelons. Georgia is the principal source of supply. Florida and Texas furnish the early shipments.

### ST. LOUIS MARKET

St. Louis receives the greater part of its watermelon supply from Georgia, Missouri, and Florida. The market relations of this city to those States from which its watermelon supply originates is shown in figure 6. The extent of the truck movement to this market has not been officially determined.

St. Louis is fourth in rank as a watermelon market among those cities east of the Rocky Mountains. It is centrally located as regards the southeastern producing sections and those of Texas. The main Texas movement begins to arrive on this market the last of June in competition with the peak movement from Florida. During July the peak of the Texas movement competes on this market with the peak shipments from Georgia, and, during August, shipments from Missouri are at their peak. Arkansas sends about one eighth of its crop, and Oklahoma and Alabama make small shipments to this market each year (table 10).

TABLE 10.—*Carload shipments of watermelons from States supplying St. Louis, and unloads at St. Louis, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at St. Louis | |
|---|---|---|---|---|
| | To all points | To St. Louis | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Georgia | 20,281 | 2.57 | 521.6 | 42.96 |
| Missouri | 1,334 | 27.77 | 370.4 | 30.50 |
| Florida | 9,046 | 1.74 | 157.6 | 12.98 |
| Texas | 5,778 | 1.28 | 73.8 | 6.08 |
| Arkansas | 370 | 13.03 | 48.2 | 3.97 |
| Oklahoma | 448 | 4.55 | 20.4 | 1.68 |
| Alabama | 1,174 | 1.18 | 13.8 | 1.14 |
| Illinois | 125 | 2.08 | 2.6 | .21 |
| South Carolina | 4,339 | .03 | 1.4 | .11 |
| Colorado | 52 | 1.54 | .8 | .07 |
| California | 5,947 | .01 | .6 | .05 |
| All other | 30 | 10.00 | 3.0 | .25 |
| Total | 48,924 | 2.48 | 1,214.2 | 100.00 |

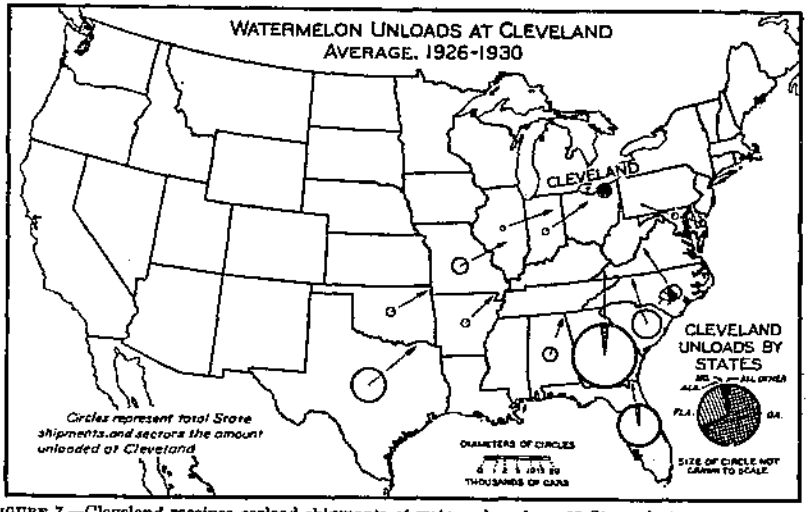


FIGURE 7.—Cleveland receives carload shipments of watermelons from 13 States, but over 95 percent of its total carload supply originates in Georgia and Florida.

### CLEVELAND MARKET

Thirteen States were named in the watermelon unload reports from Cleveland during the 1926–30 period. The marketing relation of each of those States to the Cleveland market is shown in figure 7. With the exception of Georgia and Florida, the receipts were comparatively small from each of the States named. An average of

1.2 cars per year was received from Texas which is the most distant State shown in this figure.

During the early season Florida is the principal source of supply for the Cleveland market. That State ships to this market over 27 percent of this market's carload supply. Following the Florida season, Georgia predominates on this market during the period of its season. Georgia shipments unloaded on this market represent more than 68 percent of the markets total carload supply. Eleven other States named in table 11 supply less than 5 percent of this market's carload supply.

TABLE 11.—*Carload shipments of watermelons from States supplying Cleveland, and unloads at Cleveland, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at Cleveland | |
|---|---|---|---|---|
| | To all points | To Cleveland | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Georgia | 20,281 | 3.25 | 659.2 | 68.16 |
| Florida | 9,046 | 2.02 | 263.6 | 27.25 |
| Alabama | 1,174 | 1.18 | 13.8 | 1.43 |
| Missouri | 1,334 | .64 | 8.6 | .89 |
| North Carolina | 1,244 | .43 | 5.4 | .56 |
| South Carolina | 4,339 | .12 | 5.2 | .54 |
| Indiana | 231 | 1.47 | 3.4 | .35 |
| Maryland | 258 | 1.16 | 3.0 | .31 |
| Arkansas | 370 | .38 | 1.4 | .15 |
| Texas | 5,778 | .02 | 1.2 | .12 |
| Illinois | 125 | .64 | .8 | .08 |
| Oklahoma | 448 | .09 | .4 | .04 |
| Delaware | 78 | .26 | .2 | .02 |
| All other | 34 | 2.94 | 1.0 | .10 |
| Total | 44,740 | 2.16 | 967.2 | 100.00 |

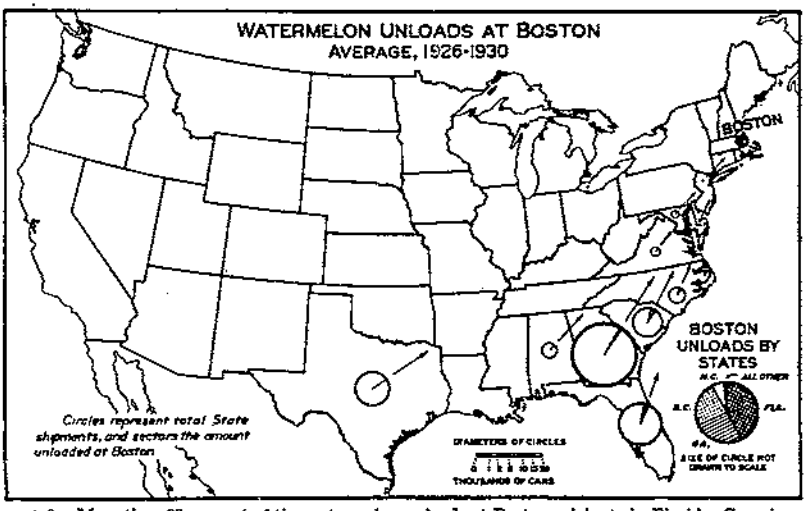


FIGURE 8.—More than 98 percent of the watermelon unloads at Boston originate in Florida, Georgia and the Carolinas.

### BOSTON MARKET

Florida is the leading source of the Boston supply. All of the other Atlantic States shown in figure 8 make shipments to this market during some period of the season. Georgia and South Carolina ship-

ments to this market represent nearly 50 percent of its total supply. North Carolina ships nearly 4 percent of its carload shipments to Boston which amount is 6.55 percent of total unloads at this point. Minor shipments from other States represent less than 2 percent of the market's supply (table 12).

TABLE 12.—*Carload shipments of watermelons from States supplying Boston, and unloads at Boston, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at Boston | |
|---|---|---|---|---|
| | To all points | To Boston | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Florida | 9,046 | 3.46 | 312.8 | 42.12 |
| Georgia | 20,281 | .96 | 193.6 | 26.07 |
| South Carolina | 4,339 | 4.05 | 175.8 | 23.67 |
| North Carolina | 1,244 | 3.91 | 48.6 | 6.55 |
| Virginia | 431 | 1.02 | 4.4 | .59 |
| Maryland | 258 | .93 | 2.4 | .33 |
| Delaware | 76 | 2.30 | 1.8 | .24 |
| Alabama | 1,174 | .14 | 1.6 | .22 |
| New Jersey | 18 | 3.33 | .6 | .08 |
| Texas | 5,778 | .01 | .6 | .08 |
| All other | | | .4 | .05 |
| Total | 42,647 | 1.74 | 742.6 | 100.00 |

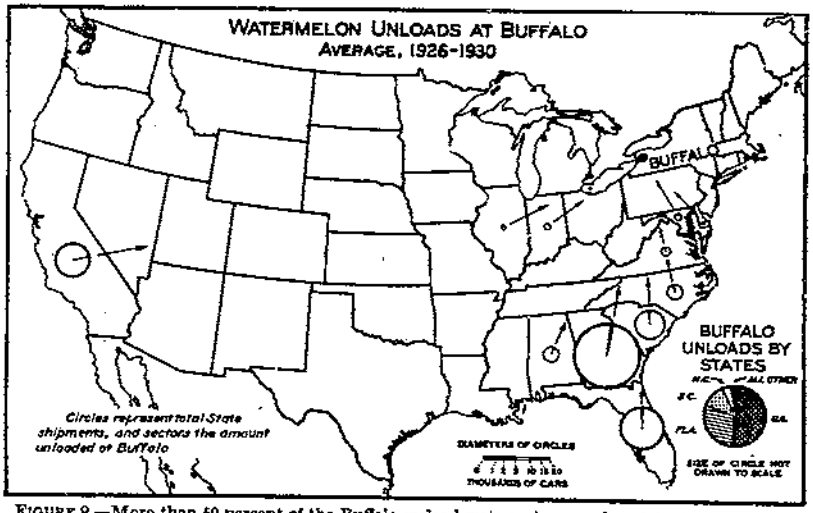


FIGURE 9.—More than 50 percent of the Buffalo carload watermelon supply originates in Georgia.

### BUFFALO MARKET

More than one half of the Buffalo watermelon supply originates in Georgia. Florida and the Carolinas furnish the larger part of the remainder of the supply. Five of the States in the late crop area use this market to some extent (table 13).

TABLE 13.—*Carload shipments of watermelons from States supplying Buffalo, and unloads at Buffalo, average, 1926–30*

| State of origin | Average State shipments | | Average unloads at Buffalo | |
|---|---|---|---|---|
| | To all points | To Buffalo | | |
| | *Cars* | *Percent* | *Cars* | *Percent* |
| Georgia | 20,281 | 0.80 | 178.2 | 51.59 |
| Florida | 9,048 | 1.13 | 101.8 | 29.47 |
| South Carolina | 4,339 | 1.00 | 43.4 | 12.56 |
| North Carolina | 1,244 | 1.29 | 16.0 | 4.63 |
| Alabama | 1,174 | .12 | 1.4 | .41 |
| California | 5,947 | .02 | 1.2 | .35 |
| Indiana | 231 | .26 | .6 | .17 |
| Illinois | 125 | .32 | .4 | .12 |
| Maryland | 258 | .16 | .4 | .12 |
| Delaware | 78 | .26 | .2 | .06 |
| Virginia | 431 | .05 | .2 | .06 |
| All other | | | 1.6 | .46 |
| Total | 43,154 | .80 | 345.4 | 100.00 |

## WATERMELON CONSUMPTION

The total population reported in the 1930 census of the 66 cities that report unloads of watermelons to the Department of Agriculture was 32,521,059. The yearly average carload unloads of watermelons on these markets has been 30,691 during the 5-year period 1926–30, or one car for each 1,060 persons (table 14). In addition to the needs of the population of the city proper, a demand from the surrounding metropolitan area of each market is supplied from the city-market receipts. This outside demand varies with each market and no official records are available upon which to base an estimate of its extent. San Antonio, Fort Worth, Shreveport, and Oklahoma City show small carload consumption as compared with their population. Worcester shows the lowest per capita consumption among the northern markets. In general the southern markets show a larger per capita consumption of watermelons than the more northern cities.

TABLE 14.—*Comparison of watermelon carload unloads and population of 66 markets, 1926–30*

| City | Yearly average unloads | Population | | City | Yearly average unloads | Population | |
|---|---|---|---|---|---|---|---|
| | | Total, 1930 census | Per car of unloads | | | Total, 1930 census | Per car of unloads |
| | *Cars* | | *Number* | | *Cars* | | *Number* |
| Akron | 247 | 255,040 | 1,033 | Denver | 314 | 287,861 | 917 |
| Albany | 116 | 127,412 | 1,098 | Des Moines | 173 | 142,559 | 824 |
| Atlanta | 756 | 270,366 | 358 | Detroit | 1,408 | 1,568,662 | 1,114 |
| Baltimore | 856 | 804,874 | 940 | Duluth | 75 | 101,463 | 1,353 |
| Birmingham | 700 | 259,678 | 371 | El Paso | 71 | 102,421 | 1,443 |
| Boston | 743 | 781,188 | 1,051 | Evansville | 169 | 102,249 | 605 |
| Bridgeport | 77 | 146,716 | 1,905 | Fort Worth | 54 | 169,447 | 3,138 |
| Buffalo | 345 | 573,076 | 1,661 | Grand Rapids | 169 | 168,592 | 998 |
| Chicago | 2,533 | 3,376,438 | 1,333 | Hartford | 96 | 164,072 | 1,709 |
| Cincinnati | 990 | 451,160 | 456 | Houston | 267 | 292,352 | 1,095 |
| Cleveland | 967 | 900,429 | 931 | Indianapolis | 463 | 364,161 | 787 |
| Columbus | 343 | 290,564 | 847 | Jacksonville | 493 | 129,549 | 263 |
| Dallas | 200 | 260,475 | 1,302 | Kansas City, Mo | 601 | 399,746 | 665 |
| Dayton | 313 | 200,982 | 642 | Lexington | 138 | 46,000 | 333 |

TABLE 14.—*Comparison of watermelon carload unloads and population of 66 markets, 1926–30*—Continued

| City | Yearly average unloads | Population | | City | Yearly average unloads | Population | |
|---|---|---|---|---|---|---|---|
| | | Total, 1930 census | Per car of unloads | | | Total, 1930 census | Per car of unloads |
| | *Cars* | | *Number* | | *Cars* | | *Number* |
| Los Angeles | 2,105 | 1,238,048 | 588 | Rochester | 255 | 328,132 | 1,287 |
| Louisville | 435 | 307,745 | 707 | St. Louis | 1,214 | 821,960 | 677 |
| Memphis | 418 | 253,143 | 606 | St. Paul | 170 | 271,606 | 1,598 |
| Milwaukee | 340 | 578,249 | 1,701 | Salt Lake City | 150 | 140,267 | 935 |
| Minneapolis | 329 | 464,356 | 1,411 | San Antonio | 27 | 231,542 | 8,576 |
| Nashville | 388 | 153,866 | 397 | San Francisco | 403 | 634,394 | 1,574 |
| Newark | 350 | 442,337 | 1,264 | Seattle | 305 | 385,583 | 1,199 |
| New Haven | 104 | 162,655 | 1,564 | Shreveport | 26 | 76,655 | 2,948 |
| New Orleans | 562 | 458,762 | 816 | Sioux City | 92 | 79,183 | 861 |
| New York | 3,745 | 6,930,446 | 1,851 | Spokane | 123 | 115,514 | 939 |
| Norfolk | 160 | 129,910 | 812 | Springfield, Mass | 140 | 149,900 | 1,071 |
| Oklahoma City | 63 | 185,389 | 2,943 | Syracuse | 136 | 209,326 | 1,539 |
| Omaha | 244 | 214,006 | 877 | Tampa | 131 | 101,161 | 772 |
| Peoria | 105 | 104,969 | 1,000 | Terre Haute | 66 | 62,810 | 952 |
| Philadelphia | 1,613 | 1,950,961 | 1,210 | Toledo | 215 | 290,718 | 1,352 |
| Pittsburgh | 936 | 669,817 | 716 | Washington | 571 | 426,269 | 852 |
| Portland, Maine | 60 | 70,810 | 1,180 | Worcester | 58 | 195,311 | 3,367 |
| Portland, Oreg | 376 | 301,815 | 803 | Youngstown | 234 | 170,002 | 727 |
| Providence | 237 | 252,981 | 1,067 | | | | |
| Richmond | 128 | 182,929 | 1,429 | Total | 30,691 | 32,521,059 | 1,060 |

## SUPPLY AND PRICE

The southeastern watermelon crop is marketed in those States that lie east of the ninety-fifth meridian. Keen competition centers in the large markets situated in that area. The early shipments from Florida escape this competition, but the later shipments from that State share with the more northern States the general troubles encountered in marketing a perishable crop. Texas, Oklahoma, Arkansas, and Missouri supply the Middle West and to some extent compete with the southeastern crop in the area named above. California meets little competition, as its crop is largely distributed among Western markets.

The supplies from all sections vary each year both in volume and time of movement. The increases or decreases in acreages reported each year usually indicate the trend of total production that can be expected for the season. The total cars reported on track (tables 16 and 17) by the several markets each morning usually include cars that have been partly unloaded (usually referred to as "broken cars") as well as fully loaded cars ("unbroken cars"). The unknown factor in the volume of watermelons that these reports include is the number of full cars the broken cars represent, on which no official information is available.

The disappearance shown in figure 10 represents the unloads and reconsigned cars that are taken from the total supply each day. The outline of the seasonal supply and disappearance shown in figure 10 is typical of many of the large markets.

Condition is an important matter in the sale of a perishable commodity. Receivers have been granted the privilege of holding cars on track for 48 hours free of charge and as long thereafter as they desire on payment of $2 per day demurrage charges for the first 4

days, and $5 per day for the remainder of the time cars are held. Under this arrangement the dealer can hold his stock for several days for a moderate charge. Results apparently do not justify the practice of holding large numbers of cars on track in the markets.

Carloads of watermelons are often sold on the New York City market for $200 per car or less. The freight charge stands first against the sale price of each car. To move a minimum-weight car to New York City from Trenton, Gilchrist County, Fla., costs approximately $171 (table 15), and from Barnwell, Barnwell County, S.C., $126.

One to three cars usually represent the daily supply on each of the large markets during the early part of the season. After the first week or 10 days the supply gradually increases from week to week until a peak is reached about the eighth week of the season.

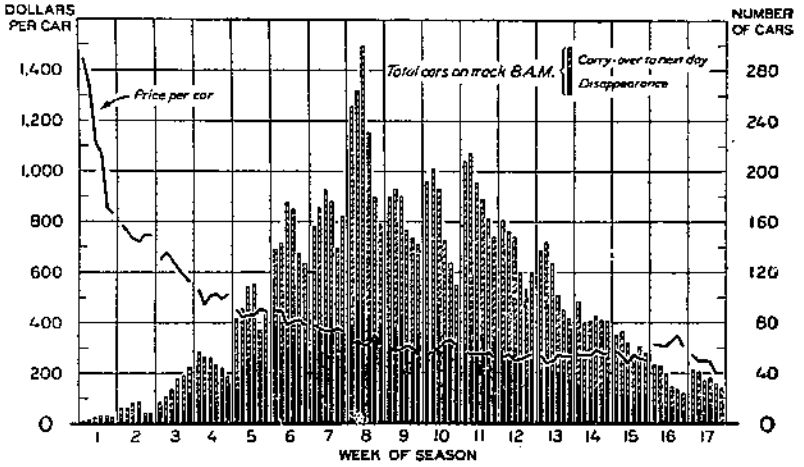


FIGURE 10.—PRICE, SUPPLY, AND DISAPPEARANCE OF WATERMELONS AT NEW YORK CITY, 5-SEASON AVERAGE, 1926–30.

The trends outlined are typical of many of the large markets. Variations occur at specific markets, caused by local market conditions.

Following this point there is a gradual decline in supplies to the end of the season. The plotting of a supply line for each of the 5 years included in table 16 will show that the trend of the New York City supply for each of the years follows the general direction of the supply line shown in figure 11. The supply trend of the New York City market represents in general the supply trend of the 12 markets included in table 17. The arrangement of tables 16 and 17 was based upon the similarity (regardless of the time of movement) of the trends shown for the different years. The first Monday of each year on which watermelons were quoted by the Market News Service of the Deparment of Agriculture was selected as the first day of the season. The consecutive weeks of the different years are run parallel for comparison.

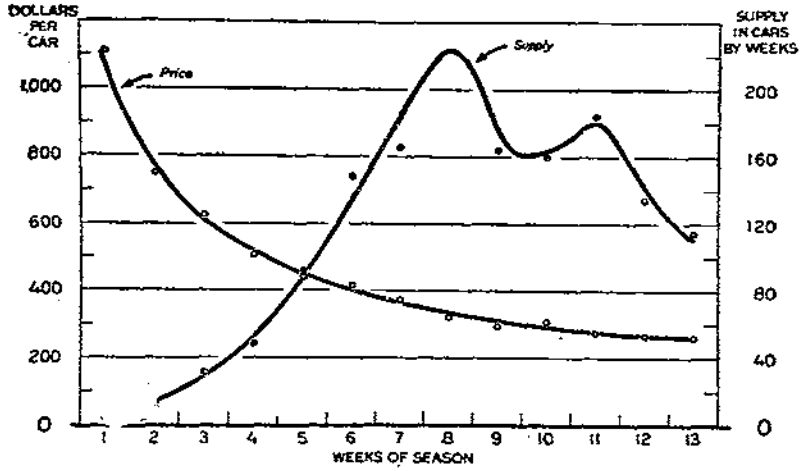


FIGURE 11.—RELATION OF SUPPLY AND PRICE OF WATERMELONS AT NEW YORK, 5-SEASON AVERAGE, 1926–30.

The inverse correlation shown for the first 8 weeks of the season may be accounted as the result of increases in volume of supply, but the factors that influence the continued decline are not so easily explained. These conditions have recurred year after year.

TABLE 15.—*Approximate freight charge*[1] *per car of watermelons 24,000 pounds minimum weight*

| Shipping station | To New York | To Chicago |
|---|---|---|
| Trenton, Gilchrist County, Fla. | $171.19 | $176.40 |
| Moultrie, Colquitt County, Ga. | 160.80 | 153.60 |
| Ashford, Houston County, Ala. | 172.80 | 157.60 |
| Barnwell, Barnwell County, S.C. | 126.00 | 171.60 |
| Weatherford, Parker County, Tex. | ---------- | 192.00 |

[1] These freight charges are presented as a matter of general information. They can have no standing in adjusting claims with the carriers.

TABLE 16.—*Supply of watermelons at New York City, daily, 1926–31*

[Supply (cars on track at 8 a. m.)]

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30, cars | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Cars | Date | Cars | Date | Cars | Date | Cars | Date | Cars | | Date | Cars |
| May 31 | 1 | May 9 | 1 | May 14 | 1 | May 6 | 3 | May 26 | 2 | 2 | June 8 | 6 |
| June 1 | 2 | May 10 | 1 | May 15 | 2 | May 7 | 4 | May 27 | 4 | 3 | June 9 | 11 |
| 2 | 7 | May 11 | 2 | May 16 | 2 | May 8 | 7 | May 28 | 5 | 5 | June 10 | 16 |
| 3 | 8 | May 12 | 1 | May 17 | 1 | May 9 | 11 | May 29 | 10 | 6 | June 11 | 18 |
| 4 | 6 | May 13 | 1 | May 18 | 2 | May 10 | 12 | May 30 | 7 | 6 | June 12 | 27 |
| 5 | 4 | May 14 | 2 | May 19 | 1 | May 11 | 14 | May 31 | 4 | 5 | June 13 | 28 |
| Av. | 5 | | 1 | | 2 | | 8 | | 5 | 4 | | 17 |
| June 7 | 3 | May 16 | 11 | May 21 | 2 | May 13 | 28 | June 2 | 16 | 12 | June 15 | 58 |
| 8 | 5 | May 17 | 8 | May 22 | 5 | May 14 | 25 | June 3 | 16 | 12 | June 16 | 57 |
| 9 | 11 | May 18 | 9 | May 23 | 6 | May 15 | 29 | June 4 | 26 | 16 | June 17 | 74 |
| 10 | 14 | May 19 | 9 | May 24 | 6 | May 16 | 23 | June 5 | 26 | 17 | June 18 | 68 |
| 11 | 11 | May 20 | 6 | May 25 | 5 | May 17 | 7 | June 6 | 9 | 8 | June 19 | 58 |
| 12 | 13 | May 21 | 4 | May 26 | 5 | May 18 | 11 | June 7 | 8 | 8 | June 20 | 50 |
| Av. | 10 | | 8 | | 5 | | 22 | | 17 | 12 | | 61 |
| June 14 | 19 | May 23 | 9 | May 28 | 12 | May 20 | 25 | June 9 | 21 | 17 | June 22 | 34 |
| 15 | 29 | May 24 | 9 | May 29 | 12 | May 21 | 27 | June 10 | 28 | 21 | June 23 | 97 |
| 16 | 27 | May 25 | 15 | May 30 | 12 | May 22 | 43 | June 11 | 40 | 27 | June 24 | 139 |
| 17 | 40 | May 26 | 30 | May 31 | 12 | May 23 | 55 | June 12 | 45 | 36 | June 25 | 125 |
| 18 | 31 | May 27 | 28 | June 1 | 8 | May 24 | 65 | June 13 | 56 | 38 | June 26 | 178 |
| 19 | 40 | May 28 | 36 | June 2 | 10 | May 25 | 75 | June 14 | 63 | 45 | June 27 | 187 |
| Av. | 31 | | 21 | | 11 | | 48 | | 42 | 31 | | 127 |

TABLE 16.—*Supply of watermelons at New York City, daily, 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30, cars | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Cars | Date | Cars | Date | Cars | Date | Cars | Date | Cars | | Date | Cars |
| June 21 | 49 | May 30 | 48 | June 4 | 22 | May 27 | 78 | June 16 | 86 | 57 | June 29 | 312 |
| 22 | 50 | May 31 | 48 | June 5 | 36 | May 28 | 65 | June 17 | 67 | 53 | June 30 | 240 |
| 23 | 47 | June 1 | 49 | June 6 | 44 | May 29 | 75 | June 18 | 47 | 52 | July 1 | 243 |
| 24 | 41 | June 2 | 55 | June 7 | 52 | May 30 | 34 | June 19 | 51 | 47 | July 2 | 175 |
| 25 | 24 | June 3 | 38 | June 8 | 59 | May 31 | 60 | June 20 | 39 | 44 | July 3 | 125 |
| 26 | 27 | June 4 | 32 | June 9 | 55 | June 1 | 34 | June 21 | 35 | 37 | July 4 | 125 |
| Av. | 40 | | 45 | | 44 | | 58 | | 54 | 48 | | 203 |
| June 28 | 91 | June 6 | 72 | June 11 | 113 | June 3 | 85 | June 23 | 56 | 83 | July 6 | 221 |
| 29 | 136 | June 7 | 85 | June 12 | 125 | June 4 | 106 | June 24 | 71 | 105 | July 7 | 233 |
| 30 | 172 | June 8 | 77 | June 13 | 98 | June 5 | 127 | June 25 | 67 | 108 | July 8 | 213 |
| July 1 | 188 | June 9 | 58 | June 14 | 62 | June 6 | 140 | June 26 | 101 | 110 | July 9 | 180 |
| 2 | 91 | June 10 | 42 | June 15 | 59 | June 7 | 177 | June 27 | 49 | 74 | July 10 | 158 |
| 3 | 72 | June 11 | 18 | June 16 | 64 | June 8 | 146 | June 28 | 147 | 89 | July 11 | 165 |
| Av. | 125 | | 59 | | 88 | | 120 | | 82 | 95 | | 195 |
| July 5 | 57 | June 13 | 45 | June 18 | 93 | June 10 | 199 | June 30 | 294 | 138 | July 13 | 256 |
| 6 | 59 | June 14 | 58 | June 19 | 84 | June 11 | 195 | July 1 | 318 | 143 | July 14 | 249 |
| 7 | 85 | June 15 | 78 | June 20 | 101 | June 12 | 192 | July 2 | 417 | 175 | July 15 | 231 |
| 8 | 82 | June 16 | 79 | June 21 | 114 | June 13 | 184 | July 3 | 392 | 170 | July 16 | 157 |
| 9 | 48 | June 17 | 57 | June 22 | 82 | June 14 | 163 | July 4 | 327 | 135 | July 17 | 107 |
| 10 | 68 | June 18 | 85 | June 23 | 87 | June 15 | 125 | July 5 | 271 | 127 | July 18 | 120 |
| Av. | 66 | | 67 | | 94 | | 176 | | 336 | 148 | | 187 |
| July 12 | 155 | June 20 | 153 | June 25 | 82 | June 17 | 166 | July 7 | 224 | 156 | July 20 | 222 |
| 13 | 175 | June 21 | 205 | June 26 | 79 | June 18 | 154 | July 8 | 241 | 171 | July 21 | 225 |
| 14 | 221 | June 22 | 225 | June 27 | 86 | June 19 | 137 | July 9 | 255 | 185 | July 22 | 129 |
| 15 | 215 | June 23 | 196 | June 28 | 92 | June 20 | 139 | July 10 | 236 | 176 | July 23 | 221 |
| 16 | 182 | June 24 | 137 | June 29 | 61 | June 21 | 91 | July 11 | 226 | 139 | July 24 | 232 |
| 17 | 214 | June 25 | 128 | June 30 | 68 | June 22 | 125 | July 12 | 285 | 164 | July 25 | 242 |
| Av. | 194 | | 174 | | 78 | | 135 | | 244 | 165 | | 212 |
| July 19 | 337 | June 27 | 141 | July 2 | 128 | June 24 | 266 | July 14 | 381 | 251 | July 27 | 306 |
| 20 | 372 | June 28 | 169 | July 3 | 121 | June 25 | 307 | July 15 | 350 | 264 | July 28 | 204 |
| 21 | 310 | June 29 | 208 | July 4 | 33 | June 26 | 323 | July 16 | 320 | 239 | July 29 | 243 |
| 22 | 293 | June 30 | 174 | July 5 | 79 | June 27 | 318 | July 17 | 291 | 231 | July 30 | 215 |
| 23 | 200 | July 1 | 126 | July 6 | 36 | June 28 | 269 | July 18 | 263 | 179 | July 31 | 210 |
| 24 | 144 | July 2 | 126 | July 7 | 77 | June 29 | 255 | July 19 | 190 | 158 | Aug. 1 | 187 |
| Av. | 276 | | 157 | | 79 | | 290 | | 299 | 220 | | 238 |
| July 26 | 192 | July 4 | 85 | July 9 | 134 | July 1 | 324 | July 21 | 159 | 179 | Aug. 3 | 332 |
| 27 | 199 | July 5 | 105 | July 10 | 180 | July 2 | 288 | July 22 | 158 | 186 | Aug. 4 | 301 |
| 28 | 217 | July 6 | 99 | July 11 | 209 | July 3 | 264 | July 23 | 119 | 180 | Aug. 5 | 303 |
| 29 | 205 | July 7 | 109 | July 12 | 188 | July 4 | 166 | July 24 | 96 | 153 | Aug. 6 | 261 |
| 30 | 193 | July 8 | 73 | July 13 | 153 | July 5 | 223 | July 25 | 92 | 147 | Aug. 7 | 197 |
| 31 | 155 | July 9 | 80 | July 14 | 169 | July 6 | 177 | July 26 | 131 | 142 | Aug. 8 | 135 |
| Av. | 194 | | 92 | | 171 | | 240 | | 126 | 165 | | 255 |
| Aug. 2 | 235 | July 11 | 134 | July 16 | 212 | July 8 | 126 | July 28 | 253 | 192 | Aug. 10 | 134 |
| 3 | 268 | July 12 | 152 | July 17 | 214 | July 9 | 140 | July 20 | 235 | 202 | Aug. 11 | 94 |
| 4 | 237 | July 13 | 131 | July 18 | 218 | July 10 | 122 | July 30 | 224 | 186 | Aug. 12 | 101 |
| 5 | 180 | July 14 | 67 | July 19 | 178 | July 11 | 109 | July 31 | 193 | 145 | Aug. 13 | 98 |
| 6 | 140 | July 15 | 58 | July 20 | 160 | July 12 | 107 | Aug. 1 | 170 | 127 | Aug. 14 | 130 |
| 7 | 108 | July 16 | 62 | July 21 | 157 | July 13 | 77 | Aug. 2 | 146 | 110 | Aug. 15 | 154 |
| Av. | 195 | | 101 | | 190 | | 114 | | 204 | 161 | | 118 |
| Aug. 9 | 196 | July 18 | 133 | July 23 | 368 | July 15 | 190 | Aug. 4 | 154 | 208 | Aug. 17 | 199 |
| 10 | 193 | July 19 | 163 | July 24 | 397 | July 16 | 188 | Aug. 5 | 129 | 214 | Aug. 18 | 168 |
| 11 | 158 | July 20 | 241 | July 25 | 304 | July 17 | 167 | Aug. 6 | 83 | 191 | Aug. 19 | 152 |
| 12 | 123 | July 21 | 233 | July 26 | 270 | July 18 | 188 | Aug. 7 | 74 | 178 | Aug. 20 | 136 |
| 13 | 116 | July 22 | 205 | July 27 | 269 | July 19 | 166 | Aug. 8 | 61 | 163 | Aug. 21 | 147 |
| 14 | 114 | July 23 | 103 | July 28 | 235 | July 20 | 143 | Aug. 9 | 79 | 148 | Aug. 22 | 117 |
| Av. | 150 | | 190 | | 307 | | 174 | | 96 | 184 | | 155 |
| Aug. 16 | 123 | July 25 | 203 | July 30 | 212 | July 22 | 148 | Aug. 11 | 119 | 161 | Aug. 24 | 77 |
| 17 | 114 | July 26 | 227 | July 31 | 182 | July 23 | 120 | Aug. 12 | 115 | 152 | Aug. 25 | 72 |
| 18 | 104 | July 27 | 213 | Aug. 1 | 182 | July 24 | 140 | Aug. 13 | 99 | 148 | Aug. 26 | 69 |
| 19 | 65 | July 28 | 184 | Aug. 2 | 137 | July 25 | 114 | Aug. 14 | 100 | 120 | Aug. 27 | 48 |
| 20 | 60 | July 29 | 170 | Aug. 3 | 101 | July 26 | 104 | Aug. 15 | 96 | 106 | Aug. 28 | 43 |
| 21 | 70 | July 30 | 223 | Aug. 4 | 98 | July 27 | 94 | Aug. 16 | 117 | 120 | Aug. 29 | 45 |
| Av. | 89 | | 203 | | 152 | | 120 | | 108 | 134 | | 59 |

TABLE 16.—*Supply of watermelons at New York City, daily, 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30, cars | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Cars | Date | Cars | Date | Cars | Date | Cars | Date | Cars | | Date | Cars |
| Aug. 23 | 88 | Aug. 1 | 224 | Aug. 6 | 127 | July 29 | 107 | Aug. 18 | 138 | 137 | Aug. 31 | 62 |
| 24 | 100 | Aug. 2 | 205 | Aug. 7 | 169 | July 30 | 91 | Aug. 19 | 153 | 144 | Sept. 1 | 72 |
| 25 | 86 | Aug. 3 | 193 | Aug. 8 | 138 | July 31 | 82 | Aug. 20 | 138 | 127 | | |
| 26 | 74 | Aug. 4 | 128 | Aug. 9 | 134 | Aug. 1 | 63 | Aug. 21 | 113 | 102 | | |
| 27 | 67 | Aug. 5 | 125 | Aug. 10 | 119 | Aug. 2 | 71 | Aug. 22 | 70 | 90 | | |
| 28 | 44 | Aug. 6 | 116 | Aug. 11 | 120 | Aug. 3 | 84 | Aug. 23 | 51 | 83 | | |
| Av. | 76 | | 165 | | 134 | | 83 | | 110 | 114 | | 67 |
| Aug. 30 | 43 | Aug. 8 | 128 | Aug. 13 | 139 | Aug. 5 | 97 | Aug. 25 | 78 | 97 | | |
| 31 | 19 | Aug. 9 | 112 | Aug. 14 | 106 | Aug. 6 | 93 | Aug. 26 | 64 | 79 | | |
| Sept. 1 | 21 | Aug. 10 | 120 | Aug. 15 | 100 | Aug. 7 | 101 | Aug. 27 | 62 | 81 | | |
| | | Aug. 11 | 103 | Aug. 16 | 90 | Aug. 8 | 91 | Aug. 28 | 56 | 85 | | |
| | | Aug. 12 | 99 | Aug. 17 | 81 | Aug. 9 | 93 | Aug. 29 | 55 | 82 | | |
| | | Aug. 13 | 101 | Aug. 18 | 59 | Aug. 10 | 84 | Aug. 30 | | 81 | | |
| Av. | 28 | | 110 | | 96 | | 93 | | 63 | 78 | | |
| | | Aug. 15 | 62 | Aug. 20 | 57 | Aug. 12 | 90 | | | 70 | | |
| | | Aug. 16 | 64 | Aug. 21 | 53 | Aug. 13 | 102 | | | 73 | | |
| | | Aug. 17 | 61 | Aug. 22 | 46 | Aug. 14 | 84 | | | 64 | | |
| | | Aug. 18 | 61 | Aug. 23 | 37 | Aug. 15 | 62 | | | 53 | | |
| | | Aug. 19 | 68 | Aug. 24 | 58 | Aug. 16 | 56 | | | 61 | | |
| | | Aug. 20 | 49 | Aug. 25 | 65 | Aug. 17 | 53 | | | 56 | | |
| Av. | | | 61 | | 53 | | 74 | | | 63 | | |
| | | | | | | Aug. 19 | 47 | | | | | |
| | | | | | | Aug. 20 | 46 | | | | | |
| | | | | | | Aug. 21 | 40 | | | | | |
| | | | | | | Aug. 22 | 29 | | | | | |
| | | | | | | Aug. 23 | 27 | | | | | |
| | | | | | | Aug. 24 | 24 | | | | | |
| Av. | | | | | | | 36 | | | | | |
| | | | | | | Aug. 26 | 42 | | | | | |
| | | | | | | Aug. 27 | 41 | | | | | |
| | | | | | | Aug. 28 | 34 | | | | | |
| | | | | | | Aug. 29 | 36 | | | | | |
| | | | | | | Aug. 30 | 32 | | | | | |
| | | | | | | Aug. 31 | 28 | | | | | |
| Av. | | | | | | | 36 | | | | | |

TABLE 17.—*Supply of watermelons at 12 markets, daily 1926–31* [1]

[Supply (cars on track at 8 a.m.)]

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30, [2] cars | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Cars | Date | Cars | Date | Cars | Date | Cars | Date | Cars | | Date | Cars |
| May 31 | 27 | May 9 | 18 | May 14 | 8 | May 6 | 12 | May 26 | 1 | 13 | June 8 | 16 |
| June 1 | 34 | May 10 | 18 | May 15 | 12 | May 7 | 8 | May 27 | 8 | 16 | June 9 | 28 |
| 2 | 37 | May 11 | 28 | May 16 | 11 | May 8 | 11 | May 28 | 13 | 20 | June 10 | 49 |
| 3 | 49 | May 12 | 24 | May 17 | 13 | May 9 | 15 | May 29 | 26 | 25 | June 11 | 51 |
| 4 | 41 | May 13 | 21 | May 18 | 12 | May 10 | 36 | May 30 | [3] 26 | 27 | June 12 | 73 |
| 5 | 29 | May 14 | 15 | May 19 | 11 | May 11 | 41 | May 31 | [3] 26 | 24 | June 13 | 85 |
| Av. | 36 | | 21 | | 11 | | 21 | | 17 | 21 | | 50 |
| June 7 | 49 | May 16 | 35 | May 21 | 22 | May 13 | 61 | June 2 | 52 | 48 | June 15 | 211 |
| 8 | 68 | May 17 | 37 | May 22 | 24 | May 14 | 80 | June 3 | 61 | 54 | June 16 | 276 |
| 9 | 68 | May 18 | 52 | May 23 | 24 | May 15 | 86 | June 4 | 71 | 60 | June 17 | 273 |
| 10 | 124 | May 19 | 31 | May 24 | 30 | May 16 | 100 | June 5 | 82 | 73 | June 18 | 263 |
| 11 | 95 | May 20 | 60 | May 25 | 25 | May 17 | 72 | June 6 | 45 | 59 | June 19 | 260 |
| 12 | 82 | May 21 | 72 | May 26 | 27 | May 18 | 56 | June 7 | 53 | 58 | June 20 | 235 |
| Av. | 81 | | 48 | | 25 | | 79 | | 61 | 59 | | 253 |

[1] New York City, Chicago, Philadelphia, Pittsburgh, Baltimore, Cleveland, Boston, Cincinnati, Detroit, Washington, Kansas City, and St. Louis.

[2] Average for years shown.

[3] No report, number of cars interpolated.

TABLE 17.—*Supply of watermelons at 12 markets, daily 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30, cars | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Cars | Date | Cars | Date | Cars | Date | Cars | Date | Cars | | Date | Cars |
| June 14 | 162 | May 23 | 72 | May 28 | 42 | May 20 | 123 | June 9 | 106 | 101 | June 22 | 347 |
| 15 | 196 | May 24 | 162 | May 29 | 70 | May 21 | 140 | June 10 | 153 | 144 | June 23 | 463 |
| 16 | 201 | May 25 | 205 | May 30 | 87 | May 22 | 184 | June 11 | 201 | 176 | June 24 | 578 |
| 17 | 208 | May 26 | 198 | May 31 | 108 | May 23 | 201 | June 12 | 205 | 184 | June 25 | 480 |
| 18 | 173 | May 27 | 160 | June 1 | 113 | May 24 | 207 | June 13 | 201 | 171 | June 26 | 596 |
| 19 | 143 | May 28 | 122 | June 2 | 114 | May 25 | 200 | June 14 | 213 | 158 | June 27 | 651 |
| Av. | 181 | | 153 | | 89 | | 181 | | 180 | 156 | | 518 |
| June 21 | 331 | May 30 | 122 | June 4 | 278 | May 27 | 253 | June 16 | 297 | 256 | June 20 | 1,257 |
| 22 | 318 | May 31 | 245 | June 5 | 337 | May 28 | 221 | June 17 | 253 | 275 | June 30 | 1,108 |
| 23 | 487 | June 1 | 209 | June 6 | 249 | May 29 | 218 | June 18 | 256 | 286 | July 1 | 1,110 |
| 24 | 432 | June 2 | 185 | June 7 | 362 | May 30 | 218 | June 19 | 262 | 292 | July 2 | 750 |
| 25 | 385 | June 3 | 128 | June 8 | 209 | May 31 | 213 | June 20 | 190 | 237 | July 3 | 587 |
| 26 | 358 | June 4 | 95 | June 9 | 102 | June 1 | 142 | June 21 | 180 | 193 | July 4 | 687 |
| Av. | 385 | | 164 | | 281 | | 211 | | 240 | 256 | | 933 |
| June 28 | 358 | June 6 | 155 | June 11 | 334 | June 3 | 330 | June 23 | 304 | 293 | July 6 | 1,177 |
| 29 | 606 | June 7 | 240 | June 12 | 340 | June 4 | 429 | June 24 | 372 | 389 | July 7 | 1,227 |
| 30 | 617 | June 8 | 279 | June 13 | 367 | June 5 | 530 | June 25 | 384 | 435 | July 8 | 1,180 |
| July 1 | 524 | June 9 | 236 | June 14 | 365 | June 6 | 582 | June 26 | 431 | 428 | July 9 | 1,019 |
| 2 | 384 | June 10 | 183 | June 15 | 317 | June 7 | 559 | June 27 | 348 | 358 | July 10 | 964 |
| 3 | 453 | June 11 | 235 | June 16 | 292 | June 8 | 559 | June 28 | 739 | 456 | July 11 | 907 |
| Av. | 490 | | 221 | | 337 | | 500 | | 430 | 396 | | 1,094 |
| July 5 | 673 | June 13 | 416 | June 18 | 349 | June 10 | 804 | June 30 | 1,347 | 718 | July 13 | 1,309 |
| 6 | 939 | June 14 | 600 | June 19 | 434 | June 11 | 802 | July 1 | 1,608 | 877 | July 14 | 1,149 |
| 7 | 1,071 | June 15 | 502 | June 20 | 424 | June 12 | 836 | July 2 | 1,773 | 921 | July 15 | 1,096 |
| 8 | 1,044 | June 16 | 610 | June 21 | 474 | June 13 | 790 | July 3 | 1,431 | 870 | July 16 | 820 |
| 9 | 935 | June 17 | 465 | June 22 | 390 | June 14 | 691 | July 4 | [1]1,431 | 782 | July 17 | 644 |
| 10 | 984 | June 18 | 466 | June 23 | 348 | June 15 | 591 | July 5 | [1]1,431 | 764 | July 18 | 616 |
| Av. | 941 | | 510 | | 403 | | 752 | | 1,504 | 822 | | 939 |
| July 12 | 1,429 | June 20 | 574 | June 25 | 508 | June 17 | 716 | July 7 | 1,368 | 919 | July 20 | 907 |
| 13 | 1,424 | June 21 | 554 | June 26 | 574 | June 18 | 760 | July 8 | 1,291 | 921 | July 21 | 493 |
| 14 | 1,152 | June 22 | 593 | June 27 | 574 | June 19 | 698 | July 9 | 1,331 | 870 | July 22 | 884 |
| 15 | 956 | June 23 | 398 | June 28 | 394 | June 20 | 585 | July 10 | 1,141 | 695 | July 23 | 761 |
| 16 | 803 | June 24 | 411 | June 29 | 236 | June 21 | 503 | July 11 | 1,138 | 618 | July 24 | 880 |
| 17 | 803 | June 25 | 355 | June 30 | 281 | June 22 | 601 | July 12 | 1,100 | 628 | July 25 | 1,170 |
| Av. | 1,094 | | 481 | | 428 | | 644 | | 1,228 | 775 | | 851 |
| July 19 | 980 | June 27 | 355 | July 2 | 660 | June 24 | 1,021 | July 14 | 1,799 | 963 | July 27 | 1,707 |
| 20 | 909 | June 28 | 579 | July 3 | 754 | June 25 | 1,376 | July 15 | 1,362 | 996 | July 28 | 1,560 |
| 21 | 925 | June 29 | 508 | July 4 | 854 | June 26 | 1,467 | July 16 | 1,531 | 1,057 | July 29 | 1,304 |
| 22 | 1,097 | June 30 | 444 | July 5 | 726 | June 27 | 1,469 | July 17 | 1,156 | 978 | July 30 | 1,054 |
| 23 | 1,073 | July 1 | 404 | July 6 | 679 | June 28 | 1,262 | July 18 | 997 | 883 | July 31 | 839 |
| 24 | 883 | July 2 | 307 | July 7 | 703 | June 29 | 1,212 | July 19 | 789 | 779 | Aug. 1 | 771 |
| Av. | 978 | | 433 | | 730 | | 1,301 | | 1,272 | 943 | | 1,206 |
| July 26 | 1,246 | July 4 | 472 | July 9 | 1,081 | July 1 | 1,496 | July 21 | 900 | 1,039 | Aug. 3 | 1,275 |
| 27 | 1,140 | July 5 | 571 | July 10 | 1,144 | July 2 | 1,294 | July 22 | 813 | 994 | Aug. 4 | 1,126 |
| 28 | 1,045 | July 6 | 469 | July 11 | 1,166 | July 3 | 1,127 | July 23 | 660 | 891 | Aug. 5 | 1,044 |
| 29 | 984 | July 7 | 333 | July 12 | 780 | July 4 | 1,127 | July 24 | 556 | 756 | Aug. 6 | 873 |
| 30 | 984 | July 8 | 243 | July 13 | 816 | July 5 | 1,111 | July 25 | 499 | 731 | Aug. 7 | 875 |
| 31 | 575 | July 9 | 292 | July 14 | 752 | July 6 | 860 | July 26 | 687 | 633 | Aug. 8 | 888 |
| Av. | 997 | | 397 | | 956 | | 1,169 | | 684 | 840 | | 1,014 |
| Aug. 2 | 857 | July 11 | 593 | July 16 | 1,396 | July 8 | 889 | July 28 | 1,155 | 978 | Aug. 10 | 1,129 |
| 3 | 794 | July 12 | 638 | July 17 | 1,336 | July 9 | 809 | July 29 | 1,132 | 942 | Aug. 11 | 978 |
| 4 | 664 | July 13 | 759 | July 18 | 1,300 | July 10 | 702 | July 30 | 974 | 880 | Aug. 12 | 918 |
| 5 | 534 | July 14 | 683 | July 19 | 1,053 | July 11 | 666 | July 31 | 1,138 | 815 | Aug. 13 | 854 |
| 6 | 443 | July 15 | 674 | July 20 | 875 | July 12 | 516 | Aug. 1 | 911 | 683 | Aug. 14 | 912 |
| 7 | 451 | July 16 | 691 | July 21 | 758 | July 13 | 438 | Aug. 2 | 853 | 638 | Aug. 15 | 893 |
| Av. | 624 | | 673 | | 1,120 | | 670 | | 1,027 | 822 | | 947 |
| Aug. 9 | 642 | July 18 | 1,037 | July 23 | 1,036 | July 15 | 785 | Aug. 4 | 1,166 | 933 | Aug. 17 | 982 |
| 10 | 637 | July 19 | 957 | July 24 | 1,008 | July 16 | 580 | Aug. 5 | 1,035 | 843 | Aug. 18 | 813 |
| 11 | 527 | July 20 | 887 | July 25 | 840 | July 17 | 838 | Aug. 6 | 768 | 772 | Aug. 19 | 690 |
| 12 | 412 | July 21 | 679 | July 26 | 784 | July 18 | 661 | Aug. 7 | 617 | 627 | Aug. 20 | 591 |
| 13 | 426 | July 22 | 557 | July 27 | 634 | July 19 | 579 | Aug. 8 | 570 | 553 | Aug. 21 | 532 |
| 14 | 426 | July 23 | 635 | July 28 | 547 | July 20 | 564 | Aug. 9 | 652 | 565 | Aug. 22 | 479 |
| Av. | 512 | | 792 | | 905 | | 668 | | 801 | 716 | | 681 |

[1] No report, number of cars interpolated.

TABLE 17.—*Supply of watermelons at 12 markets, daily 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30, cars | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Cars | Date | Cars | Date | Cars | Date | Cars | Date | Cars | | Date | Cars |
| Aug. 16 | 685 | July 25 | 780 | July 30 | 654 | July 22 | 826 | Aug. 11 | 1,023 | 794 | Aug. 24 | 579 |
| 17 | 688 | July 26 | 782 | July 31 | 739 | July 23 | 706 | Aug. 12 | 962 | 775 | Aug. 25 | 459 |
| 18 | 604 | July 27 | 686 | Aug. 1 | 662 | July 24 | 721 | Aug. 13 | 906 | 728 | Aug. 26 | 395 |
| 19 | 512 | July 28 | 600 | Aug. 2 | 510 | July 25 | 599 | Aug. 14 | 911 | 620 | Aug. 27 | 346 |
| 20 | 462 | July 29 | 576 | Aug. 3 | 477 | July 26 | 485 | Aug. 15 | 812 | 562 | Aug. 28 | 386 |
| 21 | 345 | July 30 | 573 | Aug. 4 | 472 | July 27 | 479 | Aug. 16 | 771 | 528 | Aug. 29 | 349 |
| Av.... | 549 | | 660 | | 586 | | 636 | | 908 | 669 | | 419 |
| Aug. 23 | 437 | Aug. 1 | 732 | Aug. 6 | 704 | July 29 | 481 | | | 588 | Aug. 31 | 352 |
| 24 | 375 | Aug. 2 | 636 | Aug. 7 | 559 | July 30 | 449 | | | 505 | Sept. 1 | 336 |
| 25 | 308 | Aug. 3 | 489 | Aug. 8 | 520 | July 31 | 390 | | | 427 | | |
| 26 | [1] 308 | Aug. 4 | 396 | Aug. 9 | 414 | Aug. 1 | 254 | | | 343 | | |
| 27 | [1] 308 | Aug. 5 | 312 | Aug. 10 | 388 | Aug. 2 | 330 | | | 334 | | |
| 28 | [1] 308 | Aug. 6 | 281 | Aug. 11 | 397 | Aug. 3 | 417 | | | 351 | | |
| Av.... | 341 | | 475 | | 497 | | 387 | | | 425 | | 344 |
| | | Aug. 8 | 285 | Aug. 13 | 392 | Aug. 5 | 723 | | | 460 | | |
| | | Aug. 9 | 260 | Aug. 14 | 297 | Aug. 6 | 854 | | | 470 | | |
| | | Aug. 10 | 192 | Aug. 15 | 310 | Aug. 7 | 745 | | | 416 | | |
| | | Aug. 11 | 192 | Aug. 16 | 265 | Aug. 8 | 704 | | | 387 | | |
| | | Aug. 12 | 195 | Aug. 17 | 351 | Aug. 9 | 606 | | | 404 | | |
| | | Aug. 13 | 203 | Aug. 18 | [1] 351 | Aug. 10 | 620 | | | 393 | | |
| Av.... | | | 221 | | 328 | | 720 | | | 423 | | |
| | | Aug. 15 | 260 | | | Aug. 12 | 616 | | | 438 | | |
| | | Aug. 16 | 187 | | | Aug. 13 | 521 | | | 354 | | |
| | | Aug. 17 | 167 | | | Aug. 14 | 450 | | | 308 | | |
| | | Aug. 18 | 123 | | | Aug. 15 | 402 | | | 262 | | |
| | | Aug. 19 | [1] 123 | | | Aug. 16 | 379 | | | 251 | | |
| | | Aug. 20 | [1] 123 | | | Aug. 17 | 401 | | | 262 | | |
| Av.... | | | 104 | | | | 462 | | | 313 | | |
| | | | | | | Aug. 19 | 391 | | | | | |
| | | | | | | Aug. 20 | 341 | | | | | |
| | | | | | | Aug. 21 | 297 | | | | | |
| | | | | | | Aug. 22 | 240 | | | | | |
| | | | | | | Aug. 23 | 216 | | | | | |
| | | | | | | Aug. 24 | 205 | | | | | |
| Av.... | | | | | | | 282 | | | | | |

[1] No report, number of cars interpolated.

The prices quoted in table 18 are for 26-pound Tom Watson watermelons. The prices quoted for the New York City market include auction and private carload sales, and l.c.l. (less than car lot) sales by receivers in large quantities. Prices were estimated for those days in which 26-pound stock did not appear in the sales reported. A large proportion of the sales by receivers of watermelons on the New York City market is made in carloads through both auction and private sales.

The 12 markets included in tables 17 and 19 are New York City, Chicago, Philadelphia, Pittsburgh, Baltimore, and Cleveland which report prices on carloads; Boston, Cincinnati, Detroit, and Washington which report price per melon; and Kansas City and St. Louis which report price per hundredweight. Carload prices for those markets that quote on l.c.l. basis were computed on 800 melons per car in all cases. Prices on all weights of Tom Watson watermelons that appeared in the MARKET NEWS SERVICE reports from the 12 markets each day were included in the average daily prices. Prices were not weighted. The prices used represented both auction and private carload sales and l.c.l. sales in large lots. All prices are rounded to the nearest $5.

The early-season sales are usually made at comparatively high prices. The average price per car of 26-pound Tom Watson melons was $1,440 for sales made on the first days of the 5 years averaged in table 18, and an average price of $1,110 was maintained for the first week. The lowest prices for the period 1926–30 were received for the 1929 crop. The 1931 prices for the first week of the season were the lowest shown for the period 1926–31; following the higher price level of the first week of each of the six seasons there is a general decline during the remaining weeks of the season.

TABLE 18.—*Average price per car of 26-pound average weight Tom Watson watermelons at New York City, daily, 1926–31*

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30 | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Dollars | Date | Dollars |
| May 31 | 1,600 | May 9 | 1,440 | May 14 | 1,650 | May 6 | 825 | May 26 | 1,680 | 1,440 | June 8 | 830 |
| June 1 | 1,520 | May 10 | 1,200 | May 15 | 1,500 | May 7 | 800 | May 27 | 1,680 | 1,340 | June 9 | 830 |
| 2 | 1,480 | May 11 | 1,100 | May 16 | 1,250 | May 8 | 775 | May 28 | 965 | 1,115 | June 10 | 800 |
| 3 | 1,400 | May 12 | 1,000 | May 17 | 1,000 | May 9 | 925 | May 29 | 960 | 1,070 | June 11 | 700 |
| 4 | 895 | May 13 | 960 | May 18 | 965 | May 10 | 550 | May 30 | 915 | 855 | June 12 | 485 |
| 5 | 905 | May 14 | 920 | May 19 | 920 | May 11 | 525 | May 31 | 890 | 830 | June 13 | 510 |
| Av. | 1,300 | | 1,105 | | 1,225 | | 735 | | 1,180 | 1,110 | | 690 |
| June 7 | 800 | May 16 | 875 | May 21 | 875 | May 13 | 595 | June 2 | 870 | 785 | June 15 | 430 |
| 8 | 800 | May 17 | 720 | May 22 | 840 | May 14 | 610 | June 3 | 820 | 760 | June 16 | 435 |
| 9 | 835 | May 18 | 720 | May 23 | 800 | May 15 | 525 | June 4 | 780 | 730 | June 17 | 400 |
| 10 | 820 | May 19 | 700 | May 24 | 800 | May 16 | 440 | June 5 | 840 | 720 | June 18 | 420 |
| 11 | 800 | May 20 | 720 | May 25 | 800 | May 17 | 540 | June 6 | 865 | 745 | June 19 | 470 |
| 12 | 850 | May 21 | 700 | May 26 | 800 | May 18 | 565 | June 7 | 805 | 745 | June 20 | 460 |
| Av. | 820 | | 740 | | 820 | | 530 | | 830 | 750 | | 435 |
| June 14 | 650 | May 23 | 700 | May 28 | 650 | May 20 | 490 | June 9 | 750 | 650 | June 22 | 485 |
| 15 | 725 | May 24 | 700 | May 29 | 650 | May 21 | 520 | June 10 | 775 | 675 | June 23 | 485 |
| 16 | 650 | May 25 | 705 | May 30 | 650 | May 22 | 555 | June 11 | 665 | 645 | June 24 | 450 |
| 17 | 600 | May 26 | 650 | May 31 | 700 | May 23 | 490 | June 12 | 645 | 615 | June 25 | 445 |
| 18 | 590 | May 27 | 540 | June 1 | 800 | May 24 | 430 | June 13 | 590 | 590 | June 26 | 445 |
| 19 | 550 | May 28 | 485 | June 2 | 800 | May 25 | 405 | June 14 | 535 | 565 | June 27 | 310 |
| Av. | 630 | | 630 | | 710 | | 490 | | 660 | 625 | | 435 |
| June 21 | 500 | May 30 | 460 | June 4 | 705 | May 27 | 500 | June 16 | 480 | 530 | June 29 | 310 |
| 22 | 425 | May 31 | 435 | June 5 | 475 | May 28 | 500 | June 17 | 530 | 475 | June 30 | 300 |
| 23 | 435 | June 1 | 495 | June 6 | 470 | May 29 | 535 | June 18 | 580 | 505 | July 1 | 365 |
| 24 | 435 | June 2 | 515 | June 7 | 485 | May 30 | 550 | June 19 | 595 | 515 | July 2 | 340 |
| 25 | 480 | June 3 | 525 | June 8 | 330 | May 31 | 570 | June 20 | 565 | 495 | July 3 | 350 |
| 26 | 470 | June 4 | 520 | June 9 | 350 | June 1 | 610 | June 21 | 590 | 510 | July 4 | 350 |
| Av. | 460 | | 490 | | 470 | | 545 | | 555 | 505 | | 350 |
| June 28 | 365 | June 6 | 490 | June 11 | 300 | June 3 | 510 | June 23 | 625 | 450 | July 6 | 335 |
| 29 | 310 | June 7 | 455 | June 12 | 295 | June 4 | 505 | June 24 | 535 | 420 | July 7 | 310 |
| 30 | 210 | June 8 | 515 | June 13 | 385 | June 5 | 495 | June 25 | 555 | 430 | July 8 | 310 |
| July 1 | 275 | June 9 | 490 | June 14 | 435 | June 6 | 450 | June 26 | 505 | 430 | July 9 | 350 |
| 2 | 300 | June 10 | 600 | June 15 | 445 | June 7 | 430 | June 27 | 505 | 455 | July 10 | 315 |
| 3 | 350 | June 11 | 710 | June 16 | 445 | June 8 | 415 | June 28 | 305 | 445 | July 11 | 315 |
| Av. | 300 | | 540 | | 380 | | 470 | | 505 | 440 | | 320 |
| July 5 | 350 | June 13 | 685 | June 18 | 555 | June 10 | 400 | June 30 | 225 | 445 | July 13 | 285 |
| 6 | 350 | June 14 | 705 | June 19 | 505 | June 11 | 430 | July 1 | 225 | 445 | July 14 | 235 |
| 7 | 410 | June 15 | 600 | June 20 | 390 | June 12 | 375 | July 2 | 175 | 390 | July 15 | 315 |
| 8 | 425 | June 16 | 600 | June 21 | 430 | June 13 | 390 | July 3 | 175 | 405 | July 16 | 315 |
| 9 | 385 | June 17 | 645 | June 22 | 400 | June 14 | 380 | July 4 | 250 | 410 | July 17 | 315 |
| 10 | 400 | June 18 | 400 | June 23 | 430 | June 15 | 430 | July 5 | 300 | 390 | July 18 | 295 |
| Av. | 385 | | 605 | | 450 | | 400 | | 225 | 415 | | 295 |

TABLE 18.—*Average price per car of 28-pound average weight Tom Watson watermelons at New York City, daily, 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30 | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Dollars | Date | Dollars |
| July 12 | 325 | June 20 | 335 | June 25 | 465 | June 17 | 435 | July 7 | 380 | 390 | July 20 | 275 |
| 13 | 275 | June 21 | 325 | June 26 | 525 | June 18 | 460 | July 8 | 390 | 375 | July 21 | 295 |
| 14 | 225 | June 22 | 370 | June 27 | 475 | June 19 | 485 | July 9 | 275 | 385 | July 22 | 270 |
| 15 | 200 | June 23 | 415 | June 28 | 480 | June 20 | 485 | July 10 | 250 | 385 | July 23 | 235 |
| 16 | 200 | June 24 | 395 | June 29 | 530 | June 21 | 460 | July 11 | 290 | 375 | July 24 | 215 |
| 17 | 165 | June 25 | 415 | June 30 | 585 | June 22 | 410 | July 12 | 250 | 365 | July 25 | 215 |
| Av. | 235 | | 375 | | 510 | | 455 | | 290 | 375 | | 250 |
| July 19 | 125 | June 27 | 485 | July 2 | 420 | June 24 | 345 | July 14 | 295 | 315 | July 27 | 190 |
| 20 | 175 | June 28 | 425 | July 3 | 475 | June 25 | 340 | July 15 | 205 | 325 | July 28 | 200 |
| 21 | 175 | June 29 | 385 | July 4 | 475 | June 26 | 290 | July 16 | 220 | 310 | July 29 | 205 |
| 22 | 200 | June 30 | 350 | July 5 | 535 | June 27 | 310 | July 17 | 185 | 315 | July 30 | 205 |
| 23 | 225 | July 1 | 395 | July 6 | 595 | June 28 | 305 | July 18 | 225 | 350 | July 31 | 200 |
| 24 | 225 | July 2 | 305 | July 7 | 485 | June 29 | 295 | July 19 | 250 | 310 | Aug. 1 | 200 |
| Av. | 190 | | 390 | | 500 | | 315 | | 215 | 320 | | 200 |
| July 26 | 250 | July 4 | 330 | July 9 | 400 | July 1 | 255 | July 21 | 280 | 305 | Aug. 3 | 170 |
| 27 | 225 | July 5 | 355 | July 10 | 330 | July 2 | 230 | July 22 | 290 | 285 | Aug. 4 | 170 |
| 28 | 225 | July 6 | 445 | July 11 | 335 | July 3 | 165 | July 23 | 315 | 295 | Aug. 5 | 150 |
| 29 | 235 | July 7 | 395 | July 12 | 400 | July 4 | 180 | July 24 | 315 | 305 | Aug. 6 | 130 |
| 30 | 200 | July 8 | 400 | July 13 | 320 | July 5 | 200 | July 25 | 390 | 300 | Aug. 7 | 130 |
| 31 | 175 | July 9 | 325 | July 14 | 305 | July 6 | 260 | July 26 | 280 | 270 | Aug. 8 | 160 |
| Av. | 220 | | 375 | | 350 | | 215 | | 310 | 295 | | 150 |
| Aug. 2 | 125 | July 11 | 385 | July 16 | 290 | July 8 | 290 | July 28 | 295 | 275 | Aug. 10 | 180 |
| 3 | 125 | July 12 | 390 | July 17 | 295 | July 9 | 320 | July 29 | 280 | 280 | Aug. 11 | 175 |
| 4 | 150 | July 13 | 400 | July 18 | 295 | July 10 | 380 | July 30 | 275 | 300 | Aug. 12 | 200 |
| 5 | 215 | July 14 | 435 | July 19 | 300 | July 11 | 415 | July 31 | 265 | 325 | Aug. 13 | 215 |
| 6 | 225 | July 15 | 440 | July 20 | 285 | July 12 | 410 | Aug. 1 | 285 | 330 | Aug. 14 | 145 |
| 7 | 165 | July 16 | 440 | July 21 | 250 | July 13 | 410 | Aug. 2 | 285 | 310 | Aug. 15 | 145 |
| Av. | 170 | | 415 | | 285 | | 370 | | 280 | 305 | | 175 |
| Aug. 9 | 175 | July 18 | 395 | July 23 | 195 | July 15 | 360 | Aug. 4 | 285 | 280 | Aug. 17 | 130 |
| 10 | 235 | July 19 | 355 | July 24 | 145 | July 16 | 350 | Aug. 5 | 300 | 275 | Aug. 18 | 135 |
| 11 | 215 | July 20 | 320 | July 25 | 205 | July 17 | 340 | Aug. 6 | 295 | 275 | Aug. 19 | 135 |
| 12 | 225 | July 21 | 285 | July 26 | 200 | July 18 | 345 | Aug. 7 | 325 | 275 | Aug. 20 | 150 |
| 13 | 235 | July 22 | 270 | July 27 | 185 | July 19 | 355 | Aug. 8 | 350 | 280 | Aug. 21 | 130 |
| 14 | 215 | July 23 | 250 | July 28 | 200 | July 20 | 325 | Aug. 9 | 310 | 260 | Aug. 22 | 130 |
| Av. | 215 | | 310 | | 190 | | 345 | | 310 | 275 | | 135 |
| Aug. 16 | 250 | July 25 | 230 | July 30 | 215 | July 22 | 295 | Aug. 11 | 300 | 260 | Aug. 24 | 170 |
| 17 | 215 | July 26 | 240 | July 31 | 245 | July 23 | 390 | Aug. 12 | 280 | 275 | Aug. 25 | 170 |
| 18 | 225 | July 27 | 240 | Aug. 1 | 200 | July 24 | 310 | Aug. 13 | 285 | 250 | | |
| 19 | 225 | July 28 | 240 | Aug. 2 | 240 | July 25 | 300 | Aug. 14 | 265 | 255 | | |
| 20 | 225 | July 29 | 230 | Aug. 3 | 300 | July 26 | 320 | Aug. 15 | 245 | 265 | | |
| 21 | 205 | July 30 | 255 | Aug. 4 | 335 | July 27 | 365 | Aug. 16 | 235 | 275 | | |
| Av. | 225 | | 240 | | 255 | | 330 | | 270 | 285 | | 170 |
| Aug. 23 | 190 | Aug. 1 | 245 | Aug. 6 | 280 | July 29 | 410 | Aug. 18 | 225 | 270 | | |
| 24 | 190 | Aug. 2 | 260 | Aug. 7 | 220 | July 30 | 350 | Aug. 19 | 190 | 240 | | |
| 25 | 195 | Aug. 3 | 240 | Aug. 8 | 250 | July 31 | 340 | Aug. 20 | 210 | 245 | | |
| 26 | 185 | Aug. 4 | 265 | Aug. 9 | 265 | Aug. 1 | 400 | Aug. 21 | 235 | 270 | | |
| 27 | 150 | Aug. 5 | 275 | Aug. 10 | 235 | Aug. 2 | 410 | Aug. 22 | 245 | 265 | | |
| 28 | 200 | Aug. 6 | 280 | Aug. 11 | 230 | Aug. 3 | 370 | Aug. 23 | 250 | 265 | | |
| Av. | 185 | | 260 | | 245 | | 380 | | 225 | 260 | | |
| Aug. 30 | 265 | Aug. 8 | 285 | Aug. 13 | 230 | Aug. 5 | 335 | Aug. 25 | 260 | 275 | | |
| 31 | 225 | Aug. 9 | 260 | Aug. 14 | 280 | Aug. 6 | 310 | Aug. 26 | 270 | 270 | | |
| Sept. 1 | 225 | Aug. 10 | 300 | Aug. 15 | 265 | Aug. 7 | 310 | Aug. 27 | 240 | 270 | | |
| | | Aug. 11 | 325 | Aug. 16 | 265 | Aug. 8 | 310 | Aug. 28 | 265 | 290 | | |
| | | Aug. 12 | 320 | Aug. 17 | 290 | Aug. 9 | 250 | Aug. 29 | 265 | 280 | | |
| | | Aug. 13 | 325 | Aug. 18 | 260 | Aug. 10 | 255 | | | 280 | | |
| Av. | 240 | | 300 | | 265 | | 295 | | 280 | 270 | | |

TABLE 18.—*Average price per car of 26-pound average weight Tom Watson watermelons at New York City, daily, 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average 1926–30 | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Dollars | Date | Dollars |
| | ------ | Aug. 15 | 330 | Aug. 20 | 260 | Aug. 12 | 235 | | | 285 | | |
| | ------ | Aug. 16 | 310 | Aug. 21 | 300 | Aug. 13 | 200 | | | 270 | | |
| | ------ | Aug. 17 | 230 | Aug. 22 | 300 | Aug. 14 | 185 | | | 240 | | |
| | ------ | Aug. 18 | 220 | Aug. 23 | 335 | Aug. 15 | 275 | | | 275 | | |
| | ------ | Aug. 19 | 210 | Aug. 24 | 285 | Aug. 16 | 290 | | | 260 | | |
| | ------ | Aug. 20 | 215 | Aug. 25 | 250 | Aug. 17 | 300 | | | 255 | | |
| Av. | | | 255 | | 290 | | 250 | | | 265 | | |
| | | | | | | Aug. 19 | 315 | | | | | |
| | | | | | | Aug. 20 | 310 | | | | | |
| | | | | | | Aug. 21 | 310 | | | | | |
| | | | | | | Aug. 22 | 330 | | | | | |
| | | | | | | Aug. 23 | 350 | | | | | |
| | | | | | | Aug. 24 | 310 | | | | | |
| Av. | | | | | | | 320 | | | | | |
| | | | | | | Aug. 26 | 270 | | | | | |
| | | | | | | Aug. 27 | 250 | | | | | |
| | | | | | | Aug. 28 | 250 | | | | | |
| | | | | | | Aug. 29 | 250 | | | | | |
| | | | | | | Aug. 30 | 200 | | | | | |
| | | | | | | Aug. 31 | 200 | | | | | |
| Av. | | | | | | | 235 | | | | | |

TABLE 19.—*Average price per car of all weights of Tom Watson watermelons at 12 markets,[1] daily, 1926–31*

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average[2] 1926–30 | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Dollars | Date | Dollars |
| May 31 | [3]1,055 | May 9 | 880 | May 14 | 950 | May 6 | 800 | May 26 | 1,400 | 1,015 | June 8 | 925 |
| June 1 | 915 | May 10 | 860 | May 15 | 850 | May 7 | 980 | May 27 | 1,185 | 960 | June 9 | 920 |
| 2 | 885 | May 11 | 875 | May 16 | 1,005 | May 8 | 950 | May 28 | 1,085 | 960 | June 10 | 795 |
| 3 | 1,005 | May 12 | 885 | May 17 | 795 | May 9 | 810 | May 29 | 1,005 | 900 | June 11 | 740 |
| 4 | 820 | May 13 | 725 | May 18 | 880 | May 10 | 620 | May 30 | [3]1,005 | 810 | June 12 | 645 |
| 5 | 810 | May 14 | 675 | May 19 | 875 | May 11 | 700 | May 31 | [3]1,005 | 815 | June 13 | 650 |
| Av. | 915 | | 815 | | 890 | | 810 | | 1,115 | 910 | | 780 |
| June 7 | 775 | May 16 | 765 | May 21 | 895 | May 13 | 610 | June 2 | 840 | 775 | June 15 | 570 |
| 8 | 745 | May 17 | 695 | May 22 | 850 | May 14 | 680 | June 3 | 785 | 750 | June 16 | 520 |
| 9 | 745 | May 18 | 725 | May 23 | 850 | May 15 | 600 | June 4 | 730 | 730 | June 17 | 475 |
| 10 | 740 | May 19 | 715 | May 24 | 870 | May 16 | 620 | June 5 | 780 | 745 | June 18 | 460 |
| 11 | 665 | May 20 | 710 | May 25 | 730 | May 17 | 630 | June 6 | 785 | 705 | June 19 | 470 |
| 12 | 665 | May 21 | 660 | May 26 | 645 | May 18 | 625 | June 7 | 885 | 700 | June 20 | 480 |
| Av. | 720 | | 715 | | 805 | | 630 | | 800 | 735 | | 495 |
| June 14 | 670 | May 23 | 680 | May 28 | 630 | May 20 | 615 | June 9 | 780 | 675 | June 22 | 485 |
| 15 | 610 | May 24 | 670 | May 29 | 590 | May 21 | 630 | June 10 | 735 | 645 | June 23 | 450 |
| 16 | 580 | May 25 | 595 | May 30 | 530 | May 22 | 570 | June 11 | 720 | 600 | June 24 | 435 |
| 17 | 520 | May 26 | 565 | May 31 | 530 | May 23 | 590 | June 12 | 665 | 575 | June 25 | 445 |
| 18 | 530 | May 27 | 505 | June 1 | 535 | May 24 | 560 | June 13 | 655 | 555 | June 26 | 450 |
| 19 | 545 | May 28 | 520 | June 2 | 460 | May 25 | 530 | June 14 | 675 | 545 | June 27 | 420 |
| Av. | 575 | | 590 | | 545 | | 585 | | 705 | 600 | | 445 |

[1] New York City, Chicago, Philadelphia, Pittsburgh, Baltimore, Cleveland, Boston, Cincinnati, Detroit, Washington, Kansas City, and St. Louis.
[2] Average for years shown.
[3] No report, price interpolated.

TABLE 19.—*Average price per car of all weights of Tom Watson watermelons at 12 markets, daily, 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average[1] 1926–30 | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Dollars | Date | Dollars |
| June 21 | 480 | May 30 | 520 | June 4 | 420 | May 27 | 555 | June 16 | 620 | 520 | June 29 | 410 |
| 22 | 455 | May 31 | 495 | June 5 | 460 | May 28 | 560 | June 17 | 645 | 525 | June 30 | 415 |
| 23 | 430 | June 1 | 545 | June 6 | 440 | May 29 | 595 | June 18 | 630 | 530 | July 1 | 390 |
| 24 | 440 | June 2 | 525 | June 7 | 440 | May 30 | 595 | June 19 | 625 | 525 | July 2 | 425 |
| 25 | 445 | June 3 | 585 | June 8 | 465 | May 31 | 640 | June 20 | 710 | 570 | July 3 | 390 |
| 26 | 450 | June 4 | 610 | June 9 | 470 | June 1 | 600 | June 21 | 650 | 560 | July 4 | 390 |
| Av. | 450 | | 545 | | 450 | | 590 | | 550 | 535 | | 405 |
| June 28 | 450 | June 6 | 615 | June 11 | 525 | June 3 | 570 | June 23 | 620 | 555 | July 6 | 380 |
| 29 | 400 | June 7 | 575 | June 12 | 500 | June 4 | 530 | June 24 | 585 | 520 | July 7 | 375 |
| 30 | 400 | June 8 | 530 | June 13 | 480 | June 5 | 520 | June 25 | 550 | 495 | July 8 | 330 |
| July 1 | 405 | June 9 | 580 | June 14 | 480 | June 6 | 505 | June 26 | 545 | 505 | July 9 | 335 |
| 2 | 445 | June 10 | 550 | June 15 | 500 | June 7 | 450 | June 27 | 500 | 490 | July 10 | 355 |
| 3 | 410 | June 11 | 510 | June 16 | 505 | June 8 | 450 | June 28 | 415 | 460 | July 11 | 340 |
| Av. | 420 | | 560 | | 500 | | 505 | | 535 | 505 | | 350 |
| July 5 | 385 | June 13 | 510 | June 18 | 525 | June 10 | 420 | June 30 | 370 | 440 | July 13 | 325 |
| 6 | 325 | June 14 | 400 | June 19 | 500 | June 11 | 430 | July 1 | 330 | 395 | July 14 | 320 |
| 7 | 330 | June 15 | 410 | June 20 | 490 | June 12 | 435 | July 2 | 290 | 390 | July 15 | 345 |
| 8 | 285 | June 16 | 450 | June 21 | 485 | June 13 | 430 | July 3 | 330 | 395 | July 16 | 340 |
| 9 | 295 | June 17 | 425 | June 22 | 560 | June 14 | 405 | July 4 | [2] 330 | 405 | July 17 | 355 |
| 10 | 270 | June 18 | 450 | June 23 | 535 | June 15 | 440 | July 5 | [2] 330 | 405 | July 18 | 340 |
| Av. | 310 | | 440 | | 515 | | 425 | | 330 | 405 | | 335 |
| July 12 | 250 | June 20 | 456 | June 25 | 455 | June 17 | 445 | July 7 | 360 | 395 | July 20 | 370 |
| 13 | 285 | June 21 | 445 | June 26 | 430 | June 18 | 450 | July 8 | 330 | 390 | July 21 | 370 |
| 14 | 275 | June 22 | 400 | June 27 | 430 | June 19 | 475 | July 9 | 325 | 380 | July 22 | 365 |
| 15 | 290 | June 23 | 415 | June 28 | 435 | June 20 | 490 | July 10 | 325 | 390 | July 23 | 355 |
| 16 | 295 | June 24 | 430 | June 29 | 425 | June 21 | 465 | July 11 | 330 | 390 | July 24 | 340 |
| 17 | 295 | June 25 | 430 | June 30 | 495 | June 22 | 465 | July 12 | 350 | 405 | July 25 | 325 |
| Av. | 280 | | 430 | | 445 | | 465 | | 335 | 390 | | 355 |
| July 19 | 315 | June 27 | 430 | July 2 | 455 | June 24 | 430 | July 14 | 385 | 385 | July 27 | 305 |
| 20 | 295 | June 28 | 385 | July 3 | 445 | June 25 | 420 | July 15 | 310 | 370 | July 28 | 285 |
| 21 | 280 | June 29 | 410 | July 4 | 410 | June 26 | 395 | July 16 | 295 | 360 | July 29 | 270 |
| 22 | 275 | June 30 | 400 | July 5 | 405 | June 27 | 365 | July 17 | 285 | 345 | July 30 | 260 |
| 23 | 255 | July 1 | 420 | July 6 | 370 | June 28 | 360 | July 18 | 305 | 340 | July 31 | 285 |
| 24 | 235 | July 2 | 395 | July 7 | 345 | June 29 | 340 | July 19 | 340 | 335 | Aug. 1 | 285 |
| Av. | 275 | | 405 | | 405 | | 385 | | 305 | 355 | | 290 |
| July 26 | 225 | July 4 | 420 | July 9 | 330 | July 1 | 340 | July 21 | 335 | 330 | Aug. 3 | 270 |
| 27 | 215 | July 5 | 395 | July 10 | 305 | July 2 | 340 | July 22 | 360 | 325 | Aug. 4 | 255 |
| 28 | 215 | July 6 | 415 | July 11 | 290 | July 3 | 315 | July 23 | 375 | 320 | Aug. 5 | 240 |
| 29 | 235 | July 7 | 470 | July 12 | 270 | July 4 | 315 | July 24 | 385 | 335 | Aug. 6 | 245 |
| 30 | 235 | July 8 | 540 | July 13 | 295 | July 5 | 340 | July 25 | 390 | 360 | Aug. 7 | 250 |
| 31 | 245 | July 9 | 445 | July 14 | 265 | July 6 | 330 | July 26 | 380 | 335 | Aug. 8 | 245 |
| Av. | 230 | | 450 | | 290 | | 330 | | 370 | 335 | | 250 |
| Aug. 2 | 285 | July 11 | 435 | July 16 | 270 | July 8 | 355 | July 28 | 350 | 340 | Aug. 10 | 240 |
| 3 | 275 | July 12 | 405 | July 17 | 255 | July 9 | 385 | July 29 | 360 | 335 | Aug. 11 | 250 |
| 4 | 285 | July 13 | 330 | July 18 | 280 | July 10 | 385 | July 30 | 365 | 330 | Aug. 12 | 275 |
| 5 | 300 | July 14 | 360 | July 19 | 280 | July 11 | 400 | July 31 | 385 | 345 | Aug. 13 | 265 |
| 6 | 320 | July 15 | 305 | July 20 | 280 | July 12 | 435 | Aug. 1 | 380 | 345 | Aug. 14 | 275 |
| 7 | 295 | July 16 | 315 | July 21 | 285 | July 13 | 405 | Aug. 2 | 410 | 340 | Aug. 15 | 245 |
| Av. | 295 | | 360 | | 275 | | 395 | | 375 | 340 | | 250 |
| Aug. 9 | 320 | July 18 | 265 | July 23 | 260 | July 15 | 395 | Aug. 4 | 375 | 325 | Aug. 17 | 215 |
| 10 | 290 | July 19 | 275 | July 24 | 275 | July 16 | 450 | Aug. 5 | 340 | 325 | Aug. 18 | 230 |
| 11 | 295 | July 20 | 265 | July 25 | 285 | July 17 | 380 | Aug. 6 | 360 | 315 | Aug. 19 | 215 |
| 12 | 325 | July 21 | 295 | July 26 | 300 | July 18 | 430 | Aug. 7 | 390 | 350 | Aug. 20 | 205 |
| 13 | 315 | July 22 | 350 | July 27 | 300 | July 19 | 450 | Aug. 8 | 345 | 350 | Aug. 21 | 245 |
| 14 | 315 | July 23 | 300 | July 28 | 320 | July 20 | 435 | Aug. 9 | 355 | 345 | Aug. 22 | 205 |
| Av. | 310 | | 290 | | 290 | | 425 | | 360 | 335 | | 220 |

[1] Average for years shown.
[2] No report, price interpolated.

TABLE 19.—*Average price per car of all weights of Tom Watson watermelons at 12 markets, daily, 1926–31*—Continued

| 1926 | | 1927 | | 1928 | | 1929 | | 1930 | | Average[1] 1926–30 | 1931 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Date | Dollars | Dollars | Date | Dollars |
| Aug. 16 | 260 | July 25 | 315 | July 30 | 315 | July 22 | 450 | Aug. 11 | 370 | 345 | Aug. 24 | 255 |
| 17 | 240 | July 26 | 290 | July 31 | 320 | July 23 | 475 | Aug. 12 | 360 | 335 | Aug. 25 | 235 |
| 18 | 235 | July 27 | 270 | Aug. 1 | 335 | July 24 | 410 | Aug. 13 | 315 | 315 | Aug. 26 | 205 |
| 19 | 260 | July 28 | 330 | Aug. 2 | 365 | July 25 | 415 | Aug. 14 | 305 | 335 | Aug. 27 | 225 |
| 20 | 215 | July 29 | 310 | Aug. 3 | 375 | July 26 | 500 | Aug. 15 | 365 | 355 | Aug. 28 | 230 |
| 21 | 215 | July 30 | 315 | Aug. 4 | 405 | July 27 | 475 | Aug. 16 | 370 | 355 | Aug. 29 | 190 |
| Av. | 240 | | 305 | | 350 | | 455 | | 350 | 340 | | 225 |
| Aug. 23 | 235 | Aug. 1 | 340 | Aug. 6 | 355 | July 29 | 480 | | | 360 | Aug. 31 | 255 |
| 24 | 170 | Aug. 2 | 325 | Aug. 7 | 360 | July 30 | 505 | | | 340 | Sept. 1 | 235 |
| 25 | 165 | Aug. 3 | 340 | Aug. 8 | 375 | July 31 | 495 | | | 336 | Sept. 2 | 205 |
| 26 | [2] 165 | Aug. 4 | 390 | Aug. 9 | 370 | Aug. 1 | 500 | | | 356 | Sept. 3 | 225 |
| 27 | [2] 165 | Aug. 5 | 375 | Aug. 10 | 355 | Aug. 2 | 530 | | | 355 | Sept. 4 | 230 |
| 28 | [2] 165 | Aug. 6 | 370 | Aug. 11 | 345 | Aug. 3 | 505 | | | 345 | Sept. 5 | 190 |
| Av. | 180 | | 355 | | 360 | | 500 | | | 350 | | 225 |
| | | Aug. 8 | 415 | Aug. 13 | 365 | Aug. 5 | 495 | | | 425 | Sept. 7 | 200 |
| | | Aug. 9 | 420 | Aug. 14 | 370 | Aug. 6 | 460 | | | 415 | Sept. 8 | 185 |
| | | Aug. 10 | 390 | Aug. 15 | 320 | Aug. 7 | 400 | | | 370 | | |
| | | Aug. 11 | 420 | Aug. 16 | 340 | Aug. 8 | 430 | | | 395 | | |
| | | Aug. 12 | 305 | Aug. 17 | 345 | Aug. 9 | 390 | | | 375 | | |
| | | Aug. 13 | 430 | Aug. 18 | [2] 345 | Aug. 10 | 355 | | | 375 | | |
| Av. | | | 410 | | 350 | | 420 | | | 395 | | 193 |
| | | Aug. 15 | 360 | | | Aug. 12 | 395 | | | 380 | | |
| | | Aug. 16 | 355 | | | Aug. 13 | 420 | | | 390 | | |
| | | Aug. 17 | 430 | | | Aug. 14 | 345 | | | 390 | | |
| | | Aug. 18 | 315 | | | Aug. 15 | 345 | | | 330 | | |
| | | Aug. 19 | 530 | | | Aug. 16 | 370 | | | 450 | | |
| | | Aug. 20 | [2] 530 | | | Aug. 17 | 355 | | | 440 | | |
| Av. | | | 420 | | | | 370 | | | 395 | | |
| | | | | | | Aug. 19 | 305 | | | | | |
| | | | | | | Aug. 20 | 300 | | | | | |
| | | | | | | Aug. 21 | 350 | | | | | |
| | | | | | | Aug. 22 | 355 | | | | | |
| | | | | | | Aug. 23 | 430 | | | | | |
| | | | | | | Aug. 24 | 385 | | | | | |
| Av. | | | | | | | 365 | | | | | |

[1] Average for years shown.

[2] No report, price interpolated.

The highest average daily prices for the 1926–31 period were quoted for 1927. These higher prices followed the lower average prices of 1926. The average prices of 1928 were below the 1927 level, and still lower average prices were quoted through 1929. These two lower average price years were followed by higher average prices in 1930, but during 1931 the average prices went below the lower average prices of 1926.

Florida melons brought the higher prices that prevailed during the early part of each season. A decline in price began each season during the shipping period of Florida. Those declines continued until near the end of each of the seasons regardless of the higher or lower price level that was maintained for any single year. The average supply and price curves for these five seasons are shown in figure 11.

It is generally expected by those interested in marketing perishable commodities that an appreciable increase in volume of supply on any

market indicates a probable decrease in price, and, likewise, a similar decrease in volume of supply indicates a probable increase in price. The sale records of watermelons for the New York City market, however, do not show that the changes in volume of supply that occur from day to day can be depended upon to indicate the price trend.

On the eighteenth day shown in table 20 there was an increase of 7 cars in supply as compared with the previous day's supply and a decrease in price of $25 per car. On the twenty-seventh day the supply increased 17 cars and the price increased $10 per car. On the thirty-first day the supply increased 49 cars with no change in price. Similarity in price and supply relations will be found in this table where decreases in supply occur. On the fifth day of the season with no change in volume of supply the price decreased $215.

TABLE 20.—*Changes in supply and price of watermelons at New York daily, average 1928–30*[1]

| Day of season | Supply | | Price per car | | Day of season | Supply | | Price per car | |
|---|---|---|---|---|---|---|---|---|---|
| | De-crease | In-crease | De-crease | In-crease | | De-crease | In-crease | De-crease | In-crease |
| | *Cars* | *Cars* | *Dollars* | *Dollars* | | *Cars* | *Cars* | *Dollars* | *Dollars* |
| 1 | 0 | 0 | 0 | 0 | 52 | 27 | 0 | 0 | 10 |
| 2 | 0 | 1 | 100 | 0 | 53 | 16 | 0 | 5 | 0 |
| 3 | 0 | 2 | 225 | 0 | 54 | 5 | 0 | 30 | 0 |
| 4 | 0 | 1 | 45 | 0 | 55 | 0 | 50 | 0 | 5 |
| 5 | 0 | 0 | 215 | 0 | 56 | 0 | 10 | 0 | 5 |
| 6 | 1 | 0 | 25 | 0 | 57 | 16 | 0 | 0 | 20 |
| 7 | 0 | 7 | 45 | 0 | 58 | 41 | 0 | 0 | 25 |
| 8 | 0 | 0 | 25 | 0 | 59 | 18 | 0 | 0 | 5 |
| 9 | 0 | 4 | 30 | 0 | 60 | 17 | 0 | 20 | 0 |
| 10 | 0 | 1 | 10 | 0 | 61 | 0 | 98 | 30 | 0 |
| 11 | 9 | 0 | 0 | 25 | 62 | 0 | 6 | 5 | 0 |
| 12 | 0 | 0 | 0 | 0 | 63 | 23 | 0 | 0 | 0 |
| 13 | 0 | 9 | 95 | 0 | 64 | 13 | 0 | 0 | 0 |
| 14 | 0 | 4 | 0 | 25 | 65 | 15 | 0 | 0 | 5 |
| 15 | 0 | 6 | 30 | 0 | 66 | 15 | 0 | 20 | 0 |
| 16 | 0 | 9 | 30 | 0 | 67 | 0 | 49 | 0 | 0 |
| 17 | 0 | 2 | 25 | 0 | 68 | 9 | 0 | 0 | 15 |
| 18 | 0 | 7 | 25 | 0 | 69 | 4 | 0 | 25 | 0 |
| 19 | 0 | 12 | 35 | 0 | 70 | 28 | 0 | 0 | 5 |
| 20 | 4 | 0 | 55 | 0 | 71 | 14 | 0 | 0 | 10 |
| 21 | 1 | 0 | 0 | 30 | 72 | 0 | 14 | 0 | 10 |
| 22 | 5 | 0 | 0 | 10 | 73 | 0 | 17 | 5 | 0 |
| 23 | 3 | 0 | 20 | 0 | 74 | 0 | 7 | 30 | 0 |
| 24 | 7 | 0 | 0 | 15 | 75 | 17 | 0 | 0 | 5 |
| 25 | 0 | 46 | 60 | 0 | 76 | 25 | 0 | 0 | 25 |
| 26 | 0 | 8 | 30 | 0 | 77 | 12 | 0 | 5 | 0 |
| 27 | 0 | 17 | 0 | 10 | 78 | 7 | 0 | 0 | 0 |
| 28 | 0 | 2 | 0 | 0 | 79 | 0 | 14 | 0 | 10 |
| 29 | 36 | 0 | 0 | 25 | 80 | 18 | 0 | 5 | 0 |
| 30 | 0 | 15 | 10 | 0 | 81 | 0 | 2 | 0 | 0 |
| 31 | 0 | 49 | 0 | 0 | 82 | 0 | 4 | 0 | 20 |
| 32 | 0 | 5 | 0 | 0 | 83 | 3 | 0 | 10 | 0 |
| 33 | 0 | 32 | 55 | 0 | 84 | 1 | 0 | 0 | 0 |
| 34 | 5 | 0 | 0 | 15 | 85 | 11 | 0 | 0 | 5 |
| 35 | 35 | 0 | 0 | 5 | 86 | 0 | 3 | 15 | 0 |
| 36 | 8 | 0 | 20 | 0 | 87 | 9 | 0 | 30 | 0 |
| 37 | 0 | 29 | 0 | 0 | 88 | 11 | 0 | 0 | 35 |
| 38 | 0 | 15 | 15 | 0 | 89 | 0 | 8 | 15 | 0 |
| 39 | 0 | 14 | 10 | 0 | 90 | 5 | 0 | 0 | 10 |
| 40 | 9 | 0 | 0 | 0 | 91 | 9 | 0 | 0 | 60 |
| 41 | 37 | 0 | 0 | 10 | 92 | 1 | 0 | 5 | 0 |
| 42 | 0 | 25 | 10 | 0 | 93 | 0 | 0 | 0 | 0 |
| 43 | 0 | 87 | 50 | 0 | 94 | 11 | 0 | 0 | 20 |
| 44 | 0 | 13 | 0 | 10 | 95 | 2 | 0 | 0 | 20 |
| 45 | 0 | 39 | 15 | 0 | 96 | 3 | 0 | 40 | 0 |
| 46 | 68 | 0 | 0 | 5 | 97 | 0 | 18 | 40 | 0 |
| 47 | 52 | 0 | 0 | 35 | 98 | 1 | 0 | 20 | 0 |
| 48 | 11 | 0 | 40 | 0 | 99 | 7 | 0 | 0 | 0 |
| 49 | 0 | 21 | 5 | 0 | 100 | 0 | 2 | 0 | 0 |
| 50 | 0 | 7 | 20 | 0 | 101 | 4 | 0 | 50 | 0 |
| 51 | 6 | 0 | 0 | 10 | 102 | 4 | 0 | 0 | 0 |

[1] The increase or decrease in supply or price as compared with the previous day's supply or price.

Forty-five cars of watermelons (supply) were reported on track at New York City at 8 a.m. June 12, 1930 (table 16). Tom Watson 26-pound melons were reported sold that day for an average of $645 per car (table 18). The next day the supply was 56 cars. This supply was an increase of 11 cars over the previous day, and the average of the quoted prices was decreased to $590. May 29, 1929, the reported supply was 75 cars on track and the average price for that day was $535 per car. The next day the supply decreased to 34 cars on track and the average price increased to $550. In both cases cited, the price for the current day changed as would be expected; that is, increased supply lowered prices, and decreased supply raised prices. These relations of supply and price that would be expected occurred on only 56 percent of the 508 market days at New York City during the 6 years 1926–31 (tables 16 and 18). The average price and supply changed in the same direction, both up or both down, on 27 percent of the market days. No change in price occurred from the increase or decrease in supply reported on 13 percent of the market days. The average price went up or down without change in volume of supply on 3 percent of the market days. No change in supply or price appeared on 1 percent of the days.

The number of cars reported on track at New York City each morning usually represents a volume in excess of the needs of this market for that day. This is emphasized by the carry-over shown from day to day on that market (fig. 10). This condition of a market modifies the usual "supply-and-demand" basis for determining prices, and therefore, can be considered as one of the factors that cause the uncertain supply and price relation as they appear on the New York City market.

A review of the New York City market reports on the movements of supply and price for the 81 weeks included in the 1926–30 watermelon seasons shows to what extent the daily changes in supply and price have moved as would be expected (table 21). Seventy-four comparisons of average daily supply by weeks with average daily prices by weeks show that, during 80 percent of the time, price and supply moved as would be expected; 11 percent of the time both moved downward; 5 percent of the time both moved upward; and other changes occurred 4 percent of the time.

TABLE 21.—*Relation of the movement of supply and price of watermelons at New York City, daily for 81 weeks of the 1926–30 seasons*

| Relation of movements of supply and price as compared with the previous market day's supply and price | Percentage of days that supply and price moved as indicated | | | | | |
|---|---|---|---|---|---|---|
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
| | *Percent* | *Percent* | *Percent* | *Percent* | *Percent* | *Percent* |
| Supply moved up and price down, or supply moved down and price up | 76 | 49 | 55 | 51 | 53 | 53 |
| Supply and price both moved downward | 3 | 18 | 15 | 19 | 32 | 19 |
| Supply and price both moved upwards | 15 | 14 | 10 | 9 | 5 | 11 |
| Supply moved up or down without change in price | 6 | 13 | 16 | 12 | 9 | 14 |
| Price moved up or down without change in supply | 0 | 6 | 4 | 9 | 1 | 3 |

From the foregoing it appears that the supply situation on Monday of each week has indicated the price trends that would be expected 76 percent of the time. The volume of supply on other days of the

week has indicated the price trend that would be expected less than 53 percent of the time. The relation of supply and price has been

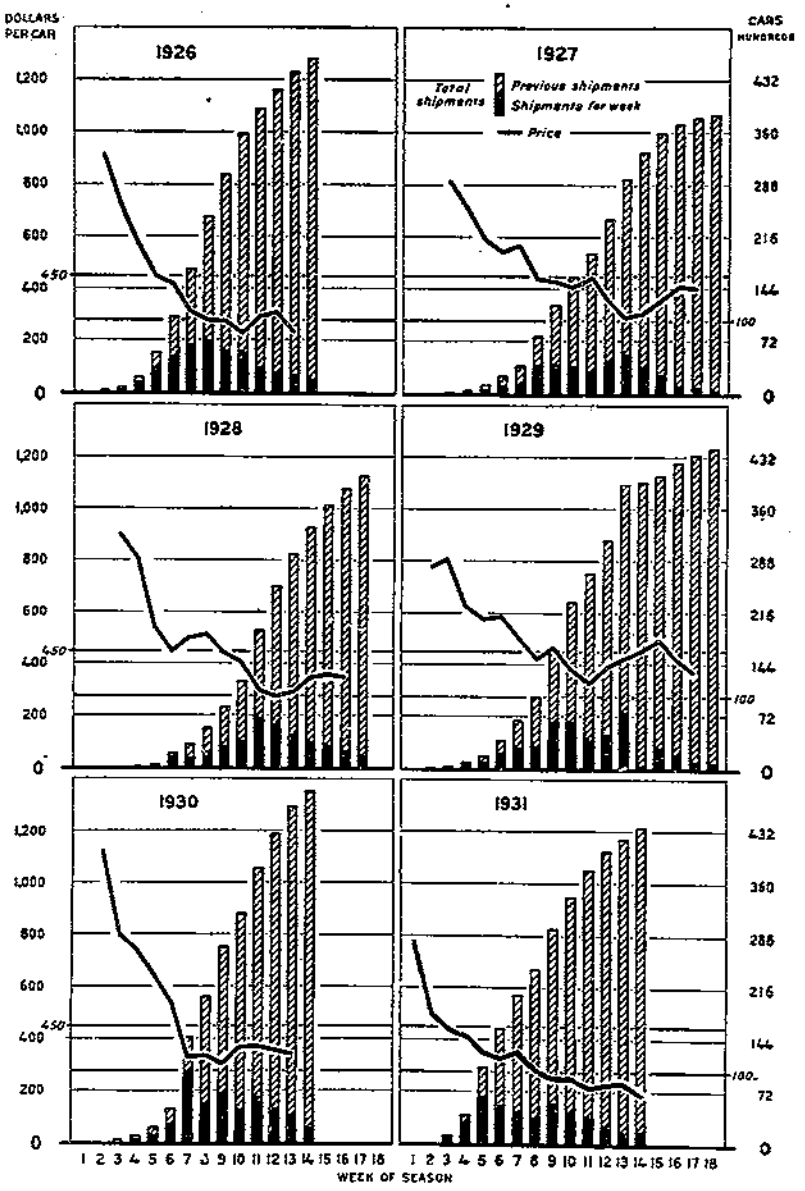


FIGURE 12.—WATERMELONS: SUPPLY AND PRICE, 1926-31.

The market price usually dropped below $450 per car by the time the total shipments reached 10,000 cars. The market seldom recovered after this point was reached.

most uncertain on Tuesdays. The trend downward of both price and supply has been most frequent on Fridays. This trend seldom occurs on Mondays.

Consumer demand, quality of the melons, weather conditions, and volume of supply are among the factors generally considered as influencing the prices for watermelons.

Watermelons are a perishable commodity that must be priced on a level that will induce the consuming public to use them soon after they appear on the markets.

Quality and consumption of watermelons are closely related. Poor quality curtails consumption which in turn makes for lower prices.

The concensus of the watermelon trade indicates that weather conditions are important factors in determining the market price of this commodity. Whether the effect of climatic changes are reflected in the current day's business or are general in their effect is hard to determine. The daily prices change inversely with the supply, over 50 percent of the time. Weather conditions may be among the factors that determined the prices in the other instances.

The volume of the cumulative shipments on any definite date of the season indicates the part of the total production that has entered consumption channels. The cars reported on track each morning by the several markets, plus the reported passing of cars by certain stations, plus the shipments reported for the day, can be considered as the visible supply of watermelons. The daily shipments and passings reported represent the volume from which replenishment of stocks will be made.

The volume of shipments of watermelons that have been marketed at an average weekly price above $450 a car in the city markets has been less than 10,000 cars each year of the period 1926–31. The 10,000 mark in shipments has been reached as early as the fifth week of the shipping season and as late as the tenth week (1928). The small shipments during the fourteenth week of the 1929 season forced the price above $450 during the fifteenth week. Except for that instance the price never recovered from the $450 average weekly price after the 10,000-car shipment period had been reported in any year of this period (fig. 12).

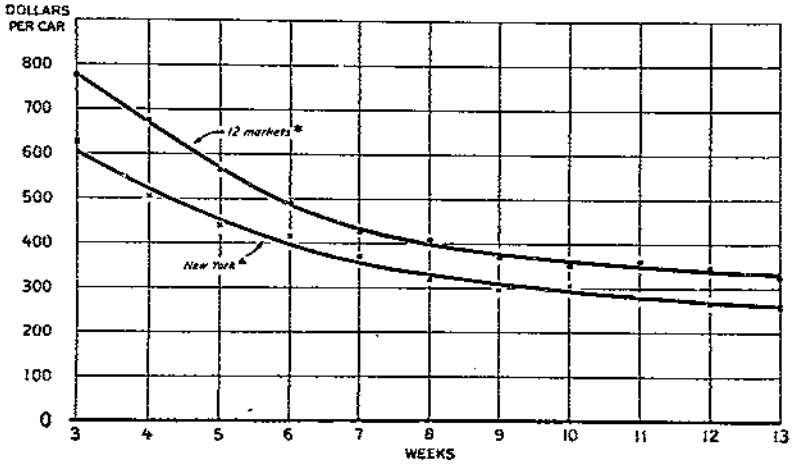


FIGURE 13.—WATERMELON PRICES: NEW YORK AND 12 MARKETS, AVERAGE OF 5 SEASONS, 1926-30.

From the third to the thirteenth (inclusive) weeks of the average season the general trend of the average price of all weights of the Tom Watson watermelons on the 12 markets follows closely the trend of 20-pound Tom Watson melons on the New York City market.

During the week beginning August 17, 1931 (table 18) 26-pound Tom Watson watermelons were reported as selling on the New York City markets for an average of $135 per car. The range of the average daily prices for the week was from $130 to $150. These prices were below the cost of freight. The average price per car on melons of this weight dropped below $300 during the eleventh week of the 1926–30 period (table 18) and remained below that price to the end of the season. In some years there has been a slight recovery in price at the extreme end of the season but this is of little material benefit to producers as the bulk of the crop has already been marketed by that time.

The seasonal trend of the average prices of all weights of Tom Watson watermelons on the 12 markets follows closely the trend of the average prices of 26-pound Tom Watson melons on the New York City market (fig. 13). Based upon the assumption that the trend of the average prices for 26-pound Tom Watson melons on the New York City market is a fair indication of the trend of the average prices of all weights of that variety of melons on that market, it is concluded that the New York City market reports show rather accurately the watermelon-price situation in the area in which the large consuming markets are situated.

## SUMMARY

The watermelon is an important cash crop in many sections of the United States. Carload shipments originate in more than 30 States. The principal producing area is located in the southeastern part of the country.

The average value to growers of the commercial crop for the period 1926–31 was estimated at more than $10,000,000 annually. The shipments average more than 50,000 cars per year. A yearly average of more than 215,000 acres are utilized for commercial production of the crop.

The shipping season usually extends from April to October, inclusive, but the greater part of the movement is in June and July. Practically all carload markets receive supplies of watermelons at some time during the season. The carload distribution reaches the larger markets, and local distribution from those points covers the smaller towns and rural sections.

A large number of the carload watermelon shipments are started rolling from the point of origin without a definite destination in view. These cars are subject to diversion to any point by the shipper. Many of these cars are sold while rolling and are diverted to the final destination. Other cars are consigned for sale by brokers, by commission men, or at auction. The accumulation at the larger markets usually occurs from these consignments. During some seasons the market congestion becomes so great that watermelons are sold for less than the freight charges.

Excessive accumulations of supplies at receiving points indicate poor distribution, overlapping of ripening periods, or overproduction. No organized plan of distribution among the markets is apparent. The accumulation of a perishable commodity will develop a buyers market. Melons of both good and poor quality are to be found on

the markets each season. The distribution of poor quality melons decreases the number of melons that will be consumed. The smaller towns and rural districts are good markets for high-quality melons.

New York City with its vicinity is the largest watermelon market in the United States. The Chicago area is second in volume of consumption. The territory that is supplied through the 66 markets reported by the Market News Service consumes more than 58 percent of the total carload shipments of watermelons.

The meager reports on motor-truck movements of watermelons that have been received by the United States Department of Agriculture do not indicate that the volume so marketed would change to any great extent the situation as shown by the carload reports. Motor-truck distribution to local points from both producing sections and carload receiving points is practiced to some extent.

The consumption of watermelons varies in the different sections. Seemingly the southern markets have a greater per capita consumption than do the more northern markets. During the period 1926–30, Atlanta, Ga., reported a yearly average unload of one carload for each 358 population. During this same period Milwaukee, Wis., reported only one car for each 1,701 population.

The volume of supply on the several markets does not always indicate the market situation. Prices do not move inversely to the volume of supply at all times. Often, but by no means regularly, an increase or decrease in reported supplies of a market may indicate an inverse change in price. The prices quoted for watermelons on the New York City market have changed inversely to the volume of supply more times on Mondays than on other days of the week during the period 1926–30.

Consumer demand, quality, volume of supply, use of competitive fruits, and weather conditions in the producing areas and in the consuming centers are among the factors advanced by the trade as reasons for the changing prices of watermelons. Any one or all of these factors may affect watermelon prices provided their influence is sustained for a continued period of time, but the day-to-day changes in price that occur are not easily explained.

The cumulative shipments to any date of the season indicate the volume of watermelons that have passed into consumptive channels. It appears that there is a relation between the cumulative volume of shipments and the price of watermelons during most of the season. During each of the 6 seasons, 1926–31, when the cumulative shipments reached approximately 10,000 cars, the reported market-price average at New York City dropped below $450 and remained below that point for the remainder of the season. From the $450 point the price in general continued its downward trend to the end of the season as the volume of cumulative shipments increased regardless of diminishing daily supplies.

The presentations in this bulletin, although not complete in all details, furnish a fairly accurate picture of the watermelon industry of the United States during the 1926–31 period. With this information as a background, the reader will be better equipped to interpret the current seasonal information on watermelon production, shipments, market receipts, and prices as they affect his individual problems.

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