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PEACH SUPPLY AND DISTRIBUTION IN 1914.¹

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INTRODUCTION.

Peaches, being among the most highly perishable crops, present many difficult marketing problems. A large part of the crop must be transported over long distances to find profitable markets, being handled under refrigeration in insulated cars especially constructed for the transportation of perishable commodities.

In many sections large orchards have been planted and careful study has been given to the best methods of propagation, pruning, cultivation, and general care of the trees, so that there are perhaps few crops to which more scientific methods are applied so far as production is concerned.²

Much attention recently has been given in certain sections to grading and packing, but in most localities these two essentials in the successful marketing of peaches are not receiving the attention they deserve. All growers should realize the importance of taking the greatest care in the preparation of this crop for market. When the

¹ About 95 per cent of the reports of shipments listed in this publication were furnished by railroad officials, to whom grateful acknowledgment is made for their courtesy and assistance.

² Gould, H. P. Growing Peaches: Sites, propagation, planting, tillage, and maintenance of soil fertility. (Farmers' Bulletin 631.) Growing Peaches: Pruning, renewal of tops, thinning, interplanted crops, and special practices. (Farmers' Bulletin 632.)

NOTE.—This bulletin is of general interest to peach growers, shippers, dealers, transportation companies, and consumers.

grading is carefully performed and the packing is standardized and rigidly inspected, peaches will be much more profitably marketed in almost all cases.

Most of the crop is marketed in containers holding from one-third to 1 bushel, the size and kind of container varying with the section of the country from which the peaches are shipped. In the West the peach box holding approximately 20 pounds is used; in the Southwest the four-basket crate, six-basket crate, and bushel basket; in the Central States Climax baskets, half-bushel and bushel baskets; and in the East and South six-basket carriers, half-bushel and bushel baskets.

The large number of varieties of peaches that may be grown successfully in some sections tends to prolong the period within which they can be marketed profitably. By planting a proper assortment of varieties the peach season in any particular locality can be extended somewhat, but as the picking season for any one variety is very short and as the principal commercial orchards are planted largely to Elbertas the commercial shipping season in these districts is very short in proportion to the large percentage of the total crop which they produce.¹

The peach, on account of its very perishable nature, must be marketed as soon as possible after reaching maturity; therefore, the proper dispatch and distribution present many difficulties. Peaches will not stand delay, even when graded, packed, and handled in the best possible manner. If the grower of apples is not satisfied with the price offered at the time of harvest, he can store certain varieties until the following spring, when prices may be better. Peaches, on the other hand, must be disposed of immediately. If not already sold when loaded on the cars they must be started at once toward the market, and if they are not sold while en route it is important that they go to a market not already overstocked. An oversupply may occur in one market meaning heavy losses to certain growers, while at the same time consumers may be paying high prices in other localities. It is probable that many smaller towns could serve as carload distributing points if local dealers in these towns would cooperate in buying peaches by the carload and in pushing their sale.

The problem of peach marketing is one of irregular production and of unsatisfactory preparation and distribution rather than of overproduction. The increased consumption of California oranges made possible by effective distribution is an example of results accruing from care in the marketing of a crop of which there is a comparatively uniform supply.

¹ Gould, H. P. Growing Peaches: Varieties and classification. (Farmers' Bulletin 633.)

PRELIMINARY INQUIRY.

Previous to the marketing of the 1914 crop inquiries were sent out by the Office of Markets and Rural Organization to station agents at all points from which peaches were believed to be shipped in full carloads, and also to every cooperative organization listed by the department. These letters asked for a record of the actual number of carloads shipped in 1913, an estimate of the probable shipments in 1914, lists of important growers and shippers of peaches, the extent of the peach-shipping season in each district, and other information bearing on this subject.

Numerous data were gathered regarding the movement of the 1913 crop, the information being summarized from these inquiries and from many letters which were written to develop certain special features that arose during their tabulation. Only very general results of this investigation were made public, as it was felt that it was not sufficiently complete to warrant a separate publication.

SECOND INQUIRY—SOURCES OF INFORMATION.

After the shipping season of 1914 the inquiry was renewed. In addition to the sources already mentioned, the general railroad officials and others known to be interested largely in peach distribution were consulted. As a result this office has received definite reports on the shipments during 1914 from 993 shipping points at which peaches originate in car lots and a statement from the transportation and shipping agencies as to the number of carloads shipped from nearly all of these stations in that year.

It is somewhat difficult to obtain a statement of shipments in many localities. This is particularly true in territory surrounding the lakes and bays, where many of the shipments are made by boat to markets located comparatively near to point of origin. It has been found extremely difficult to get a statement from the many small boat lines which handle considerable quantities. In fact, with the facilities at hand it seems impossible to secure complete and accurate records for this class of business. Catawba Island, Ohio, is an important commercial peach section, and all the shipments are made by boat. Many shipments to Portland, Oreg., also are carried by boat. So far as possible, these figures have been obtained and reduced to equivalent carloads.

THE SHIPPING SEASON.

The peach season, when considered for the whole United States, extends from the middle of May, when shipments begin in Florida, to the latter part of October, when they end in the northern States. California, with its diversified climate and great number of varieties

of peaches, probably has the longest season, i. e., from the middle of May to the end of September. The following diagram (fig. 1) shows

FIG. 1.—Peach-shipping season.

in detail the comparative shipping seasons of the different States. On the opposite page will be found a diagram (fig. 2) showing the comparative volume of shipments from the leading areas.

AREAS OF COMMERCIAL PRODUCTION.

A glance at the map (fig. 3) shows that the use of State names to designate commercial peach areas is often misleading. In certain cases it leads to useless subdivision of a single continuous producing area. Such is the case when we speak of the West Virginia, Maryland, and Pennsylvania peach areas separately, for the bulk of the shipments from these three States comes from a few contiguous counties forming a rather compact producing area extending from northeastern West Virginia through western Maryland and southern Pennsylvania.

FIG. 2.—Relative bulk of peach shipments in 1914.

This area could be accurately referred to either as the Central Appalachian or Eastern Mountain district.

There is no geographical nor economic reason for distinguishing the shipments of central Alabama, central Georgia, and South Carolina by their respective State names. The greater part of the commercial crop of these three States is produced in what is essentially a single commercial area. North Georgia and southeastern Tennessee constitute a rather distinct district with somewhat later shipping dates, which, geographically, should be known as the Southern Appalachian or Southern Mountain district.

Delaware and New Jersey peaches are properly so called, since the shipping district in each case covers a large part of the State. Commercially, however, they constitute essentially one crop, all produced under similar climatic conditions and naturally supplying the same markets.

The Michigan, Ohio, and New York peach-shipping regions could be more accurately described as the Lake Michigan, Lake Erie, and Lake Ontario districts. In each case heavy shipments originate chiefly in a narrow belt close to the lake and are confined to a very small part of the agricultural area of the State.

Missouri peaches are not essentially different from the bulk of the Arkansas and a part of the Oklahoma crop. Most of the shipments of the three States could fairly be called Ozark peaches. Texas has a distinct shipping area in a region of lower altitudes and earlier season.

Colorado as a whole is not a peach State. It has an important shipping area, but it is almost wholly confined to two counties.

If the commercial movement of the peach crop of the country is to be reported daily with a degree of accuracy which will assist materially in its distribution and marketing, the chief shipping areas should be grouped somewhat as follows:

- (1) Southeastern—Including the Carolinas, Georgia, Florida, Alabama, and eastern Tennessee.
- (2) Southwestern—Including Texas, Louisiana, Arkansas, Oklahoma, and Missouri.
- (3) Eastern—Including Virginia, West Virginia, Maryland, Pennsylvania, Delaware, New Jersey, and Connecticut.
- (4) New York.
- (5) Lake districts—Michigan and Ohio.
- (6) Mountain districts—Colorado, Utah, and New Mexico.
- (7) California.
- (8) Northwestern—Including Washington, Oregon, and Idaho.

It would be logical to include New York shipments in the Lake district, but the trade is accustomed to think of the New York crop as a separate unit in the national supply.

The suggested grouping provides for practically all car-lot movement except from a few localities of minor importance in Kentucky, western Tennessee, southern Illinois, Indiana, Ohio, and West Virginia. These points might constitute a ninth group—the Ohio Valley.

PRESENTATION OF THE DATA.

The tabulated statement which is placed at the end of the bulletin shows the peach-shipping stations, and the number of cars reported as shipped from each point during the 1914 season, classified by States and to some extent by shipping districts. No attempt has

been made to list stations where no full car lots originate. At those stations where full cars do originate the less than car-lot shipments have been ascertained so far as possible and reduced to equivalent carloads, and are included in the figures shown. Some of these stations this year did not ship in full carloads. However, if they usually are carload shipping points, they are still listed, and the amount shipped is less than car lots has been inserted.

Certain stations which are ordinarily car-lot shipping points are listed, although because of a failure of the crop no peaches were shipped therefrom in 1914. As the peach crop often suffers from extreme cold in the winter, or from frosts and other weather conditions in the spring and summer, the shipments from large districts may vary greatly from year to year. There are also certain producing areas where many trees are beginning to come into bearing, and this has a tendency to increase the shipments year by year. For these reasons, the figures given for any particular point in 1914 may be either much above or much below the average shipments, and this office has no authentic figures for the several preceding years which can be used by way of comparison.

No attempt has been made to secure figures for peaches supplied to neighboring markets by trucks or other similar conveyances, and while it is recognized that large quantities are thus conveyed to market, it is believed that these may be considered as purely for local use.

WORK UNDER WAY.

A survey of this character presents many difficulties and the department will gladly receive any suggestions in order that future publications may be more complete. This compilation, the map showing graphically the location of the important peach-shipping areas, and the approximate date for shipments have been verified as far as possible with the facilities at hand. It is believed to be the most comprehensive statement of the commercial peach crop that has been attempted, and is published with a belief that it will be found immediately useful in marketing the peach crop in 1915.

PRINCIPAL SHIPPING STATES.

The 10 leading States in the shipment of peaches in 1914, each showing shipments of more than 1,000 carloads, were as follows:

Shipment of peaches in 1914 by 10 leading States.

State.	Carloads.	State.	Carloads.
Georgia.....	4,803	Colorado.....	2,075
California.....	2,983	West Virginia.....	1,978
Washington.....	2,501	New Jersey.....	1,556
Ohio.....	2,340	Utah.....	1,556
Michigan.....	2,266	Maryland.....	1,231

EXPLANATION OF MAP.

The accompanying map (fig. 3) indicates the reported actual car-load shipments of peaches in the season of 1914. Each dot represents from 1 to 5 cars. For example, a county having two dots shipped from 6 to 10 cars, and one having 20 dots from 96 to 100 cars. Mechanical difficulties have necessitated the grouping of the dots in the county in which the shipping stations are located, although county lines are of no significance as boundaries for shipping areas. In cases where shipments are too heavy to be represented by dots, the counties have been blacked in and the actual number of cars shipped are given in figures. The size of the blackened area is not directly in proportion to the quantity shipped, and in order to make exact comparisons the tabulation by stations should be consulted.

The reported dates within which the various areas ship are shown by curved lines, all areas shipping at a given period being grouped in a zone under a line representing that period. The map in this way shows the various competing areas as well as the dates of heaviest crop movement, although these dates are subject to considerable seasonal variation.

PROSPECTIVE SHIPMENTS FOR 1915.

Early in the season of 1915, or after the bloom had dropped and the crop had set, estimates were secured of the prospective car-load shipments for 1915 from 571 shipping points in 28 States. In every case the estimate was furnished by an official of a shipping organization, by a prominent grower, or by some one specifically interested in the crop. The total shipments from these 571 stations in 1914 were 22,877 cars. The estimates made indicated a total of 43,623 cars in prospect for 1915, or an increase of 90 per cent. These figures are not presented in detail because "June drops" reduced the prospective crop of certain districts while later condition reports to the department indicate that the shipments will not be as heavy as expected in other localities. The fact remains, however, that as this bulletin goes to press it is apparent that no important shipping area, except Colorado, will have a notably decreased output compared with last year, while many important districts will have very greatly increased shipments. This is notably true of the Southwest as a whole, of New York, and of the eastern mountain section.

The Bureau of Crop Estimates reported the condition of the peach crop of the entire United States on July 1 at 73.1 per cent of a normal, as compared with a 10-year average July 1 condition of 56.1 per cent of normal; from which figures a production forecast is made of 58,328,000 bushels this year, compared with a final estimate last year of 54,109,000 bushels.

These figures refer to the entire crop including those areas which are close to market and which do not contribute largely to the car-lot movement. They also include all fruit produced for canning and evaporating and the enormous aggregate which is produced in home orchards and for strictly local consumption.

It appears reasonable to assume that a large part of the indicated excess over the production of 1914 will appear as added commercial shipments this season. This indicates that there will be a much larger proportionate increase of shipments than of total production.

The best-informed marketing organizations and distributing agencies are anticipating for the country as a whole one of the heaviest commercial peach movements in the history of the industry.

PEACH SHIPMENTS, 1914.

All numbers which are marked with an asterisk (*) are estimates, based upon the shipments for 1913, figures furnished for the 1914 crop previous to its being marketed, and estimates for the 1915 crop. Figures for the actual shipments in 1914 from these stations have not been obtained.

[illegible]

ARKANSAS—Continued.

	Carloads.
Lowell.....	.5
Oneal.....	.5
Tontitown.....	.5
Bellfonte.....	.3
Berryville.....	.3
Green Forest.....	.3
Mammoth Spring.....	.3
Prairie Grove.....	.3
St. Joe.....	.3
Abbott.....	.0
Barber.....	.0
Batavia.....	.0
Bentonville.....	.0
Bergman.....	.0
Blue Mountain.....	.0
Centerton.....	.0
Chapman.....	.0
Charleston.....	.0
Chester.....	.0
Crickett.....	.0
Danville.....	.0
Doniphan.....	.0
Farmington.....	.0
Fayetteville.....	.0
Felker.....	.0
Garfield.....	.0
Greenwood.....	.0
Harrison.....	.0
Highfill.....	.0
Hiwassee.....	.0
Huntington.....	.0
Johnson.....	.0
Marshall.....	.0
Mid Post No. 115.....	.0
Plainview.....	.0
Schaberg.....	.0
Siloam Springs.....	.0
Smeltzer.....	.0
Springtown.....	.0
Steel.....	.0
Sulphur Rock.....	.0
Sulphur Springs.....	.0
West Fork.....	.0
Winslow.....	.0
Total.....	622.2
State total.....	816.4

CALIFORNIA.

(May 25 to Oct. 1.)

Newcastle.....	571.0
Loomis.....	365.0
Sanger.....	310.0
Kingsbury.....	250.0
Selma.....	200.0
Penryn.....	162.0
Cucamonga.....	148.0
Parlier.....	143.0
Armona.....	141.0
Corning.....	123.0
Fresno.....	68.5
Winters.....	55.0
Del Ray.....	43.0
Tulare.....	43.0

CALIFORNIA—Continued.

	Carloads.
Clovis.....	40.0
Auburn.....	38.0
Hanford.....	30.0
Dinuba.....	28.0
Yam.....	28.0
Fowler.....	20.0
Reedley.....	13.0
Sultana.....	12.0
Yuba City.....	12.0
Cutler.....	11.0
Riverbank.....	11.0
Suisun.....	10.3
Oleander.....	10.0
Denair.....	8.0
Pasadena.....	8.0
Swall.....	8.0
Hemet.....	7.0
Lincoln.....	7.0
Oakdale.....	7.0
Oakland.....	7.0
Anderson.....	5.0
Guinda.....	4.0
Loma.....	4.0
Seville.....	4.0
Yettam.....	4.0
Cornwall.....	3.0
Los Angeles.....	3.0
Visalia.....	3.0
Antioch.....	2.0
Bowles.....	2.0
Merced.....	2.0
Laton.....	2.0
Monmouth.....	2.0
Winton.....	2.0
Corona.....	1.0
Miley.....	1.0
Stockton.....	1.0
Woodsbro.....	1.0
State total.....	2,983.8

COLORADO.

(July 15 to Oct. 1.)

Palisade.....	1,096.0
Paonia.....	405.0
Clifton.....	211.0
Hotchkiss.....	152.0
Austin.....	78.0
Delta.....	73.0
Lazear.....	23.0
Montrose.....	16.0
Grand Junction.....	15.0
Grand Valley.....	5.0
Silt.....	1.0
Fruita.....	.0
State total.....	2,075.0

CONNECTICUT.

(Aug. 10 to Oct. 10.)

East Wallingford.....	225.0
Wallingford.....	69.0
Middlefield.....	23.0
Yalesville.....	22.0

CONNECTICUT—Continued.

	Carloads.
Tracy.....	14.0
Meriden.....	13.0
South Glastonbury.....	11.0
Deep River.....	.3
Berlin.....	.0
Cheshire.....	.0
Farmington.....	.0
Highwood.....	.0
New Britain.....	.0
State total.....	377.3

DELAWARE.

(Aug. 1 to Sept. 15.)

Wyoming.....	244.0
Bridgeville.....	67.0
Seaford.....	*50.0
Milford.....	24.0
Milton.....	21.0
Harrington.....	7.0
Lincoln.....	5.0
Ellendale.....	3.0
Houston Station.....	2.0
Woodside.....	2.0
Farmington.....	.5
Greenwood.....	.0
Smyrna.....	.0
State total.....	425.5

FLORIDA.

(May 15 to July 15.)

Seville.....	9.0
Edgar.....	3.0
McMeekin.....	3.0
State total.....	15.0

GEORGIA.

(June 15 to Aug. 1.)

Fort Valley.....	1,526.0
Marshallville.....	565.0
Byron.....	265.0
Lee Pope.....	122.0
Warm Springs.....	102.0
Reynolds.....	96.0
Adairsville.....	94.0
Woodbury.....	92.5
Trebor.....	84.0
Bradley.....	81.0
Zenith.....	80.0
Mount Airy.....	79.0
Cohutta.....	77.0
Gray.....	70.0
Mayfield.....	66.0
Kitchens Siding.....	55.0
Summerville.....	54.0
Betts Siding.....	53.0
Hartleys.....	53.0
Baldwin.....	50.0
Cornelia.....	50.0
Americus.....	48.0
Montezuma.....	47.0
Red Clay.....	40.0

GEORGIA—Continued.

	Carloads.
Slappeys Siding.....	40.0
James.....	36.0
Richland.....	35.0
Williamson.....	32.0
Wilsons Mill.....	32.0
Elberta.....	26.0
Thomson.....	26.0
Hillsboro.....	25.0
Agricola.....	24.0
Cleveland.....	23.0
Roberta.....	23.0
Lorane.....	20.5
Dyas.....	20.0
Keithsburg.....	20.0
Varnell.....	20.0
Alto.....	19.0
Middleton.....	19.0
Musella.....	19.0
Thomaston.....	19.0
Goggins.....	17.0
Grovania.....	17.0
Round Oak.....	17.0
Univeter.....	17.0
Barnesville.....	16.0
Emerson.....	15.0
Linden.....	15.0
Lizella.....	15.0
Oakhurst.....	15.0
Crest.....	14.0
Renfroes.....	13.0
Wayside.....	13.0
Jasper.....	11.0
Marietta.....	11.0
Silver Creek.....	11.0
Perry.....	10.5
Culverton.....	10.0
Rome.....	10.0
Yatesville.....	9.0
Halls.....	8.0
Millers.....	8.0
Rockmart.....	8.0
Shiloh.....	8.0
Butler.....	7.0
Hopedale.....	7.0
Trenton.....	7.0
Dawson.....	6.0
Menlo.....	6.0
Norwood.....	6.0
Zebulon.....	6.0
Bremen.....	5.0
Calhoun.....	5.0
Dallas.....	5.0
Elko.....	5.0
Rover.....	5.0
Smyrna.....	5.0
Sparta.....	5.0
Stevens Siding.....	5.0
The Rock.....	5.0
Berzelia.....	4.0
Dalton.....	4.0
Eatonton.....	4.0
Hunters Siding.....	4.0
Putnam.....	4.0
Stone Mountain.....	4.0

GEORGIA—Continued.

	Carloads.
Wellston.....	4.0
West Lake.....	4.0
Newnan.....	3.5
Cuthbert.....	3.3
Allston Spur.....	3.0
Ball Ground.....	3.0
Chambers.....	3.0
Commerce.....	3.0
Gainesville.....	3.0
Hollywood.....	3.0
Persico.....	3.0
Bolingbroke.....	2.0
Culloden.....	2.0
Dennis.....	2.0
Greenville.....	2.0
Harrisburg.....	*2.0
Molena.....	*2.0
Plainville.....	2.0
Reeves.....	2.0
Rising Fawn.....	2.0
Willard.....	2.0
Elijay.....	1.5
Orchard Hill.....	1.5
Lyerly.....	1.3
Arlington Vineyard.....	1.0
Austell.....	1.0
Elkin.....	1.0
Forsyth.....	1.0
Fort Gaines.....	1.0
Klondyke.....	1.0
Macon.....	1.0
Nona.....	1.0
Shannon.....	1.0
Sofkee.....	1.0
Cave Springs.....	.5
Dooling.....	.5
Meda.....	.5
Tifton.....	.5
Walden.....	.5
Douglasville.....	.3
Mitchell.....	.3
Beall Springs.....	.0
Canton.....	.0
Griffin.....	.0
State total.....	<u>4,803.7</u>

IDAHO.

(Aug. 15 to Oct. 1.)

Lewiston.....	300.0
Emmett.....	77.0
Payette.....	13.5
Crystal.....	5.0
Buhl.....	3.3
Twin Falls.....	3.0
Filer.....	2.0
Boise.....	1.0
Gooding.....	1.0
Weiser.....	1.0
Wendell.....	1.0
New Meadows.....	.0
State total.....	<u>407.8</u>

ILLINOIS.

(Aug. 1 to Sept. 20.)

	Carloads.
Cobden.....	107.0
Alto Pass.....	*30.0
Anna.....	22.0
Alma.....	21.0
Walnut Hill.....	17.0
Makanda.....	16.0
Kimmundy.....	13.0
Kell.....	9.0
Neoga.....	8.5
New Burnside.....	8.0
Altamont.....	4.0
Flora.....	3.5
Norris City.....	.8
Texico.....	.5
Salem.....	.0
State total.....	<u>260.3</u>

INDIANA.

(July 20 to Sept. 1.)

Mitchell.....	2.0
New Albany.....	2.0
Marion.....	1.0
New Paris.....	1.0
Claypool.....	.0
State total.....	<u>6.0</u>

KANSAS.

(Aug. 1 to Sept. 1.)

Troy.....	2.0
Baldwin.....	.3
State total.....	<u>2.3</u>

KENTUCKY.

(July 20 to Sept. 15.)

Brooks.....	26.0
Shepherdsville.....	26.0
Bowling Green.....	21.5
Sulphur.....	20.0
Stites.....	9.0
Cecelia.....	.0

State total.....102.5

LOUISIANA.

(June 20 to Aug. 15.)

Haynesville.....	5.0
Dubach.....	4.0
Pickering.....	3.3
Athens.....	2.5
Plain Dealing.....	2.0
Gibbsland.....	.8
Dodson.....	.0
Minden.....	.0
Ruston.....	.0

State total.....17.6

MARYLAND.

(WESTERN SECTION.)

(Aug. 1 to Oct. 10.)

	Carloads.
Smithsburg.....	699.0
Potomac.....	156.8
Rawlings.....	111.0
Edgemont.....	86.0
Shockeys.....	43.0
Chewsville.....	21.5
Rohrersville.....	18.0
Hancock.....	14.0
Spring Gap.....	13.0
Cavetown.....	12.0
Cohill.....	9.0
Cumberland.....	3.5
Asbestos.....	3.0
Hagerstown.....	2.0
Woodmont.....	2.0
Deerfield.....	1.0
Mapleville.....	.0
Total.....	<u>1,194.8</u>

(BAY SECTION.)

(Aug. 1 to Sept. 15.)

Pocomoke City.....	30.0
Preston.....	3.0
Worton.....	3.0
New Windsor.....	.3
Berlin.....	.0
Goldsboro.....	.0
Henderson.....	.0
Total.....	<u>36.3</u>
State total.....	<u>1,231.1</u>

MICHIGAN.

(Aug. 1 to Oct. 15.)

Benton Harbor.....	1,132.0
Coloma.....	334.0
Fennville.....	191.0
Hartford.....	116.0
South Haven.....	77.0
Kibbie.....	70.0
Shelby.....	40.0
Bangor.....	37.0
Lacota.....	37.0
Frankfort.....	35.0
Watervliet.....	32.0
Ludington.....	27.0
Beulah.....	16.0
New Era.....	10.0
Sodus.....	10.0
Allegan.....	9.5
Hart.....	8.0
New Buffalo.....	8.0
Mears.....	7.0
Riverside.....	6.0
Onkama.....	5.5
Arcadia.....	5.0
Grand Junction.....	5.0
Manistee.....	5.0

MICHIGAN—Continued.

Carloads.

Fountain.....	4.0
St. Joseph.....	4.0
Union Pier.....	4.0
Bravo.....	3.0
Sawyer.....	3.0
Grant.....	2.0
Grand Rapids.....	2.0
Owosso.....	2.0
St. Johns.....	2.0
Bloomingsdale.....	1.5
Traverse City.....	1.5
Wayland.....	1.3
Birmingham.....	1.0
Breedsville.....	1.0
Bridgman.....	1.0
Clarkston Station.....	1.0
Detroit.....	1.0
Durand.....	1.0
Eau Claire.....	1.0
Fremont.....	1.0
Lee.....	1.0
Pontiac.....	1.0
Rothbury.....	1.0
Royal Oak.....	1.0
Scottsville.....	.5
Stevensville.....	.5
Bailey.....	.3
Custer.....	.3
Almont.....	.0
Brunswick.....	*.0
Casnovia.....	.0
Free Soil.....	.0
Harbert.....	*.0
Howell.....	.0
Kent City.....	.0
Montague.....	.0
Newark.....	.0
Newaygo.....	.0
Paw Paw.....	.0
Sparta.....	.0
Whitehall.....	.0
State total.....	<u>2,266.9</u>

MISSISSIPPI.

(June 20 to July 15.)

Ingomar.....	9.0
State Line.....	8.0
Vosburg.....	.5
State total.....	<u>17.5</u>

MISSOURI.

(Aug. 1 to Sept. 1.)

Koshkonong.....	45.0
Brandsville.....	27.0
Haskins Spur.....	16.0
Elberta.....	15.0
Torrey.....	10.0
Olden.....	8.5
Marionville.....	6.0
Forest City.....	5.0
Saint Elmo.....	5.0

MISSOURI—Continued.

Carloads.

Cassville.....	4.0
Mountain Grove.....	3.5
Pomona.....	3.0
Cedar Gap.....	2.0
Oregon.....	2.0
Exeter.....	1.8
Seligman.....	1.8
Willow Springs.....	1.5
Blue Springs.....	1.3
Cabool.....	1.0
Forbes.....	1.0
Hunter.....	1.0
Jefferson City.....	1.0
Logan.....	1.0
Monett.....	1.0
Seymour.....	1.0
Washburn.....	1.0
Diggins.....	.5
Fordland.....	.5
Hutton Valley.....	.5
Norwood.....	.5
Richmond.....	.5
Rockport.....	.5
Bois D' Arc.....	.3
Burnham.....	.3
Doniphan.....	.3
Lanagan.....	.3
Mansfield.....	.3
Thayer.....	.3
Ash Grove.....	.0
Aurora.....	.0
Branson.....	.0
Hollister.....	.0
Independence.....	.0
Lebanon.....	.0
McCracken.....	.0
Morley.....	.0
Mountain View.....	.0
Purdy.....	.0
Rushville.....	.0
West Plains.....	.0
State total.....	<u>171.2</u>

NEW JERSEY.

(July 20 to Sept. 15.)

Lebanon.....	409.0
White House Station.....	284.0
Elm.....	275.0
Ammandale.....	126.0
Hammonton.....	106.0
Flemington.....	57.0
Moorestown.....	44.0
Middletown.....	41.0
Landisville.....	38.0
Califon.....	33.0
Mount Holly.....	29.0
Glenwood.....	25.0
Vineland.....	24.0
Glassboro.....	15.5
Main Avenue.....	14.0
Somerville.....	10.0
High Bridge.....	6.3
Wheat Road.....	6.0

NEW JERSEY—Continued.		NEW YORK—Continued.		OKLAHOMA.	
	Carloads.		Carloads.	(July 1 to Sept. 1.)	Carloads.
Phillipsburg.....	4.0	East Williamson.....	.0	Checotah.....	33.0
Plainfield.....	3.0	Elberta.....	.0	Crescent.....	7.0
Red Bank.....	2.0	Florida.....	*.0	Poteau.....	7.0
Bloomsbury.....	1.0	Gasport.....	.0	Wetumka.....	7.0
Greenwich.....	1.0	Greece.....	.0	Oklahoma.....	5.0
Hampton.....	1.0	Highland.....	*.0	Muskogee.....	4.3
Masonville.....	1.0	Himrods.....	.0	Boynton.....	4.0
Egg Harbor City.....	.8	Junius Station.....	.0	Hulbert.....	4.0
Jutland.....	.3	Kendaia.....	.0	Cameron.....	2.0
Sussex.....	.0	Lodi.....	.0	Spiro.....	2.0
State total.....	1,556.9	Marlboro.....	*.0	Muldrow.....	1.0
NEW MEXICO.		Milton.....	.0	Sparks.....	1.0
(July 1 to Oct. 1.)		Model City.....	.0	Stillwell.....	1.0
Farmington.....	83.5	Newfane.....	.0	Haskell.....	.8
Carlsbad.....	*25.0	New Milford.....	.0	Sallisaw.....	.5
Aztec.....	12.0	Ransomville.....	*.0	Jones.....	.3
Cedar Hill.....	3.0	Ripley.....	.0	Marble City.....	.3
Bernalillo.....	2.5	Spencerport.....	.0	Wynnewood.....	.3
Flora Vista.....	2.0	Union Hill.....	.0	Ardmore.....	.0
Hendrix.....	2.0	Walcott.....	.0	Bestin.....	.0
State total.....	130.0	Walworth.....	.0	Cement.....	.0
NEW YORK.		Waterport.....	.0	Chickasha.....	.0
(Aug. 20 to Oct. 10.)		Wilson.....	.0	Chocktaw.....	.0
Calverton.....	31.0	Youngstown.....	.0	Coyle.....	.0
Morton.....	29.5	State total.....	221.2	Crowder.....	.0
Williamson.....	23.0	NORTH CAROLINA.		Elgin.....	.0
Carlton.....	15.5	(June 1 to Aug. 15.)		Fitzhugh.....	.0
Lyndonville.....	15.5	Aberdeen.....	60.0	Fletcher.....	.0
Barker.....	13.0	Candor.....	47.0	Fort Towson.....	.0
Holley.....	13.0	Southern Pines.....	22.0	Guthrie.....	.0
Caywood.....	11.0	Mount Airy.....	18.0	Harrah.....	.0
Rochester.....	10.0	Eagle Springs.....	8.0	Lawton.....	.0
Kendall.....	8.0	Carthage.....	1.0	McLoud.....	.0
Hamlin.....	6.0	Mount Tabor.....	.0	Manitou.....	.0
Buffalo.....	5.5	State total.....	156.0	Meridian.....	.0
Ashwood.....	5.0	OHIO.		Mulhall.....	.0
Penn Yan.....	5.0	(Aug. 1 to Oct. 10.)		Mustang.....	.0
Albion.....	3.0	Gypsum.....	857.0	Oakwood.....	.0
Hilton.....	3.0	Danbury.....	488.0	Panama.....	.0
Sodus.....	3.0	Oak Harbor.....	341.0	Park Hill.....	.0
Walker.....	3.0	Port Clinton.....	250.0	Perry.....	.0
Brockport.....	2.5	Lakeside.....	114.0	Rush Springs.....	.0
Medina.....	2.5	Catawba Island.....	112.0	Russet.....	.0
Brice.....	2.0	Lacarne.....	101.0	Spencer.....	.0
Fancher.....	2.0	Waterville.....	25.0	Tahlequah.....	.0
Geneva.....	2.0	Sandusky.....	15.0	Teague.....	.0
Millers.....	1.5	Berlin Heights.....	10.0	Witcher.....	.0
Knowlesville.....	1.0	Vermilion.....	7.0	Yale.....	.0
Lewiston.....	1.0	Guysville.....	5.5	State total.....	80.5
Lockport.....	1.0	Cincinnati.....	5.0	OREGON.	
Eagle Harbor.....	.8	Frazeysburg.....	3.0	(July 15 to Sept. 15.)	
Warwick.....	.8	Middle Bass.....	3.0	The Dalles.....	160.0
Charlotte.....	.5	Middleport.....	2.0	Freewater.....	39.0
Fruitland.....	.3	Quaker City.....	2.0	Salem.....	39.0
Ontario.....	.3	Madison.....	.0	Waconda.....	22.0
Adams Basin.....	.0	Painesville.....	.0	Milton.....	21.0
Appleton.....	.0	State total.....	2,340.5	Brooks.....	13.0
Barnard.....	.0			Ashland.....	12.0
Burt.....	.0			Merlin.....	12.0
				Brogan.....	7.0

¹ An equivalent of 25 cars, included here, was picked up by boats at landings along the Columbia River within 40 miles of The Dalles

OREGON—Continued.

	Carloads.
Grants Pass.....	4.5
Medford.....	4.0
Hermiston.....	3.0
Hood River.....	3.0
Dillard.....	1.0
Talent.....	1.0
Brownsville.....	.5
Central Point.....	.5
Chemawa.....	.5
Phoenix.....	.5
Rogue River.....	.5
Mosier.....	.3
State total.....	244.3

PENNSYLVANIA.

(Aug. 15 to Oct. 15.)

Midvale.....	151.0
Dillsburg.....	51.0
Easton.....	50.0
Quincy.....	45.0
Scotland.....	40.5
Ledy.....	* 40.0
Walberts.....	36.0
Waynesboro.....	31.3
Mont Alto.....	* 12.0
Lehmansters.....	11.0
Shippensburg.....	11.0
Boyetertown.....	10.0
Middleburg.....	7.0
Allentown.....	6.5
Mechanicsburg.....	5.3
Orwigsburg.....	4.5
Bethlehem.....	1.0
McKnightstown.....	1.0
Orrtanna.....	1.0
Beavertown.....	0.5
Beaver Springs.....	.0
Chambersburg.....	.0
Fayetteville.....	.0
Trout Run.....	.0
State total.....	515.6

SOUTH CAROLINA.

(May 25 to Aug. 10.)

Clarks Hill.....	24.0
Meriwether.....	20.0
Ridge Spring.....	17.0
Monetta.....	4.0
Batesburg.....	2.0
Modoc.....	2.0
Leesville.....	1.0
Johnston.....	.0
State total.....	70.0

TENNESSEE.

(July 15 to Aug. 15.)

Sale Creek.....	25.5
Cleveland.....	23.0

TENNESSEE—Continued.

	Carloads.
Dayton.....	13.0
Harriman.....	9.5
Van Leer.....	6.0
Spring City.....	4.5
Trenton.....	3.5
Tennessee Ridge.....	3.0
Cumberland Gap.....	2.0
Lone Oak.....	1.0
Bakewell.....	.0
Greer.....	.0
State total.....	91.0

TEXAS.

(June 15 to Aug. 15.)

Athens.....	56.0
Winona.....	33.0
Alto.....	26.0
Collinsville.....	24.0
Tyler.....	22.0
Frankston.....	18.0
Arp.....	16.0
Lindale.....	15.0
Sulphur Springs.....	14.0
Peachland.....	12.0
Jacksonville.....	11.5
Murchison.....	11.0
Morrill.....	9.0
Longview.....	8.8
Ash.....	7.0
Mount Selman.....	6.0
Winsboro.....	6.0
Baxter.....	5.0
Telmah.....	5.0
Brownsboro.....	4.0
Grand Saline.....	4.0
Henderson.....	4.0
Larue.....	4.0
Ogburn.....	4.0
Whitesboro.....	4.0
Pickton.....	3.0
Gilmer.....	2.5
Maydelle.....	2.5
Beckville.....	2.0
Pittsburg.....	2.0
Tatum.....	2.0
Como.....	1.5
Mount Pleasant.....	1.3
Swan.....	1.3
Atlanta.....	1.0
Big Sandy.....	1.0
Bullard.....	1.0
Cookville.....	1.0
Flint.....	1.0
Fort Worth.....	1.0
Fruitland.....	1.0
Overton.....	1.0
Pritchett.....	1.0
Rhonesboro.....	1.0
Sacul.....	1.0
Craft.....	.8
Grapeland.....	.8

TEXAS—Continued.

	Carloads.
Winfield.....	.8
Appleby.....	.5
Carthage.....	.5
Denison.....	.5
Merrimac.....	.5
Chico.....	.3
Omaha.....	.3
Sunset.....	.3
Woodlawn.....	.3
Ballinger.....	.0
Barstow.....	.0
Bowie.....	.0
Brunswick.....	.0
Chandler.....	.0
Chatterton.....	.0
Clarendon.....	.0
Clyde.....	.0
Crockett.....	.0
Emory.....	.0
Gladewater.....	.0
Lassater.....	.0
Latexo.....	.0
Marshall.....	.0
Mineola.....	.0
Mount Vernon.....	.0
Nacogdoches.....	.0
Naples.....	.0
Neches.....	.0
New Baden.....	.0
Pine.....	.0
Pottsboro.....	.0
Queen City.....	.0
Rusk.....	.0
Scottsville.....	.0
Timpson.....	.0
State total.....	364.0

UTAH.

(Sept. 1 to Oct. 15.)

Ogden.....	341.0
Brigham.....	337.0
Provo.....	322.0
Springville.....	139.5
Willard.....	103.0
Roy.....	72.3
Pleasant Grove.....	69.0
Clearfield.....	40.0
Payson.....	38.8
Salt Lake City.....	27.0
Corrine.....	25.0
Dewey.....	14.0
Woods Cross.....	9.0
Tremonton.....	8.0
Honeyville.....	7.0
Uinta.....	2.0
Collington.....	1.0
Farmington.....	.3
State total.....	1,555.9

VIRGINIA.

(ALBEMARLE SECTION.)

(July 15 to Oct. 1.)

	Carloads.
Crozet.....	17.0
Greenwood.....	11.0
Afton.....	1.5
Total.....	<u>29.5</u>

(LOWER SHENANDOAH VALLEY SECTION.)

(July 15 to Oct. 1.)

Stephenson.....	11.0
Winchester.....	11.0
Fishers Hill.....	5.0
Rileyville.....	5.0
Edinburg.....	4.0
Maurertown.....	1.0
Woodstock.....	.5
Clear Brook.....	.3
Lenore.....	.0
Strasburg.....	.0
Strasburg Junction.....	.0
Toms Brook.....	.0
Total.....	<u>37.8</u>
State total.....	<u>67.3</u>

WASHINGTON.

(July 15 to Oct. 1.)

Parker.....	583.0
Wenatchee.....	400.0
Donald.....	365.0
North Yakima.....	253.0
Zillah.....	226.0

WASHINGTON—Continued.

Carloads.

Kennewick.....	166.3
Wapato.....	150.0
Buena.....	61.0
Bishop.....	41.5
Hanford.....	33.0
Grand View.....	26.0
Riparia.....	25.0
White Bluffs.....	24.0
Silcott.....	22.0
Prosser.....	21.5
Cashmere.....	15.0
Creston.....	* 15.0
Spokane.....	13.0
Hover.....	10.0
Wawawai.....	9.5
Flint.....	9.0
Trinidad.....	6.5
Sunnyside.....	6.3
Vernita.....	4.5
White Salmon.....	4.0
Meyers Falls.....	3.0
Kiona.....	2.0
Mabton.....	2.0
Sawyer.....	2.0
Emerald.....	1.0
Farmington.....	1.0
Benton City.....	.3
Underwood.....	.3
Auburn.....	.0
Gibbon.....	.0
Lynden.....	.0
Sumas.....	.0
Touchet.....	.0
Walla Walla.....	*.0
State total.....	<u>2,501.7</u>

WEST VIRGINIA.

(July 10 to Oct. 15.)

Carloads.

Romney.....	617.0
Keyser.....	411.0
Vanderlip.....	203.5
Springfield.....	177.0
Patterson's Creek.....	174.0
French.....	82.0
Sleepy Creek.....	71.0
Cherry Run.....	49.5
Ridgedale.....	32.3
Globe.....	30.6
Petersburg.....	18.0
Huntington.....	17.5
Tabler.....	15.0
Paw Paw.....	14.0
Martinsburg.....	13.0
Pinto.....	12.0
Ridgeway.....	7.0
McNeill.....	6.0
Okonoko.....	6.0
Buffalo.....	5.0
Moorefield.....	4.0
Little Cacapon.....	3.8
Wapacoma.....	3.2
Durgon.....	3.0
Summit Point.....	2.5
Belleville.....	.0
Coxs Landing.....	.0
Green Spring.....	.0
North Mountain.....	.0
State total.....	<u>1,977.9</u>
Grand total.....	<u>27,994.2</u>

PUBLICATIONS AVAILABLE FOR FREE DISTRIBUTION.

- A System of Accounting for Cooperative Fruit Associations. By G. A. Nahstoll and W. H. Kerr. Pp. 25. 1915. (Department Bulletin 225.)
- Strawberry Supply and Distribution in 1914. By Wells A. Sherman, Houston F. Walker, and O. W. Schleussner. Pp. 10. 1914. (Department Bulletin 237.)
- Outlets and Methods of Sale for Shippers of Fruits and Vegetables. By J. W. Fisher, jr., J. H. Collins, and Wells A. Sherman. Pp. 27. 1915. (Department Bulletin 266.)
- Methods of Wholesale Distribution of Fruits and Vegetables on Large Markets. By J. H. Collins, J. H. Fisher, jr., and Wells A. Sherman. Pp. 28, figs. 2. 1915. (Department Bulletin 267.)
- Factors Governing the Successful Shipment of Red Raspberries from the Puyallup Valley. By H. J. Ramsay. Pp. 37, figs. 26. 1915. (Department Bulletin 274.)
- Canning Peaches on the Farm. By H. P. Gould and W. F. Fletcher. Pp. 26, figs. 14. (Farmers' Bulletin 426.)
- Growing Peaches: Sites, Propagation, Tillage, and Maintenance of Soil Fertility. By H. P. Gould. Pp. 24, figs. 8. 1915. (Farmers' Bulletin 631.)
- Growing Peaches: Pruning, Renewal of Tops, Thinning, Interplanted Crops, and Special Practices. By H. P. Gould. Pp. 23, figs. 19. 1915. (Farmers' Bulletin 632.)
- Growing Peaches: Varieties and Classification. By H. P. Gould. Pp. 13. (Farmers' Bulletin 633.)

PUBLICATIONS FOR SALE BY THE SUPERINTENDENT OF DOCUMENTS.

- The Cold Storage of Small Fruits. By S. H. Fulton. Pp. 28, pls. 3. 1907. (Bureau of Plant Industry Bulletin 108.) Price 15 cents.
- The Control of Peach Brown-rot and Scab. By W. M. Scott and T. Willard Ayers. Pp. 26, figs. 1, pls. 4. 1910. (Bureau of Plant Industry Bulletin 174.) Price 10 cents.
- Peach Growing for Market. By Erwin F. Smith. Pp. 24, figs. 21. 1895. (Farmers' Bulletin 33.) Price 5 cents.
- Experiment Station Work with Peaches. By C. B. Smith. Pp. 399-434, figs. 13. 1906. (Office of Experiment Stations Document 1029.) Price 5 cents.
- Cooperation in the Handling and Marketing of Fruits. By G. Harold Powell. Pp. 391-406. (Separate 546 from Yearbook 1910.) Price 5 cents.
- The Precooling of Fruit. By A. V. Stubenrauch and S. J. Dennis. Pp. 437-448. Pls. XLI-XLV. (Separate 550 from Yearbook 1910.) Price 5 cents.

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