

FRUITS AND VEGETABLES RECEIVED IN TRUCKS
IN THE
COLUMBUS WHOLESALE MARKET
1929 - 1933

by
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FRUITS AND VEGETABLES RECEIVED IN TRUCKS

IN THE COLUMBUS WHOLESALE MARKET

1929-1933

On July 2, 1928 the Division of Markets of the Ohio State Department of Agriculture initiated a reporting service on fresh fruits and vegetables received in motor trucks and horse-drawn vehicles in the Columbus wholesale produce market. This service has been continued to date without interruption. A mimeographed report is issued daily by the Division of Markets showing the number of vehicles arriving, their origin, the quantity of produce carried and prices. Territory covered by the market reporter includes the growers' open air market maintained by the municipality, a private market lot adjoining the municipal market, the wholesaling and jobbing houses and the curbs reserved on adjacent streets for wholesaling and jobbing from vehicles.

Not all of the fruits and vegetables arriving in Columbus in trucks are included in these reports. No satisfactory method has yet been developed in this city for recording truck-loads delivered direct to retail grocers or to chain store warehouses without handling in the wholesale market. Part of the supplies received in trucks by wholesalers and jobbers is not reported. No reliable estimate of the unrecorded volume has been made.

The records compiled daily by the Division of Markets have been tabulated and analyzed each year by the Department of Rural Economics of the Ohio Agricultural Experiment Station. Arrivals in the last six months of 1928 and in the calendar years 1929, 1930, 1931 and 1932 were recorded in Bulletins No. 16, 25, 40, 45 and 62 of this series respectively. The supply of these bulletins has been exhausted and they are no longer available for distribution.

Receipts during 1933 are set forth herein, together with some comparisons with receipts in earlier years. Owing to budgetary limitations the 1933 receipts have not been analyzed in as great detail as heretofore.

In the daily reports receipts are recorded in original units such as bushels, bunches, crates, dozens, etc., but in this bulletin are converted into pounds for purposes of comparison. Likewise carlot unloads have been converted into pounds in order to express all receipts in comparable terms.

2.

In general, receipts showed a rising trend in the five-year period 1929 - 1933, although a 4 per cent decline in volume from the previous high record took place in 1933. Truck arrivals in 1933 aggregated about one million pounds less than the record total of 32,633,944 pounds attained in 1932.

The number of truck loads received declined to 14,568, but the trend toward larger loads continued. The average net weight per truck in 1933 (2164 lbs.) was greater than in any previous year.

The area in which these 1933 supplies originated included 10 states in addition to Ohio. 486 truck loads arrived from points outside Ohio, located in Florida, Georgia, Indiana, Kentucky, Michigan, New York, North Carolina, Tennessee, Virginia and West Virginia. Michigan and Indiana furnished 372, or more than three-fourths, of these. In 1929 only 19 truck loads arrived in this market from points outside Ohio, and only 4 other states were represented.

The average one-way haul per truck continued to increase, reflecting a further expansion of the area supplying the Columbus market in trucks. In 1929 the average distance traveled was 18.9 miles, in 1930 it was 27 miles, in 1931 it was 25.9 miles, in 1932 it was 37.6 miles, and in 1933 it was 40.3 miles. The average in 1933 was more than double that of five years earlier.

Average values per ton declined steadily from \$78.14 in 1929 to \$40.37 in 1932, but in 1933 showed a gain to \$41.90. This represented a 4 per cent advance over 1932, but was still only 54 per cent as large as the 1929 value.

A comparison of the receipts during the five years 1929 to 1933 inclusive is given in the following table:

TABLE 1. Receipts of Produce in Trucks in Columbus
1929-1933

	1929	1930	1931	1932	1933
Total No. of truckloads	12,069	11,320	15,762	15,340	14,568
Truckloads from other states	19	273	166	541	486
Truckloads from Franklin County	8,013	7,687	9,508	8,597	7,621
No. of Ohio counties represented	38	58	60	58	56
No. of other states rep'd	4	7	8	10	10
Total wt. of products received (lbs)	18,948,246	20,248,388	26,570,293	32,633,944	31,531,016
Av. net wt. per truck (lbs)	1,570	1,788	1,686	2,127	2,164
Av. one-way haul per truck (Mi)	18.9	27.0	25.9	37.6	40.3
Largest monthly receipts	August	September	September	September	September
Largest monthly receipts (trucks)	2,809	2,450	3,474	3,070	3,125
Largest monthly receipts (lbs)	5,094,266	5,229,960	6,689,127	7,671,445	7,575,582
Largest weekly receipts (trucks)	656	589	888	779	809
Largest weekly receipts (lbs)	1,270,789	1,356,082	1,735,826	1,972,126	1,981,299
Largest daily receipts (trucks)	159	175	208	183	185
Largest daily receipts (lbs)	336,728	389,400	442,725	501,144	500,045
Estimated value of receipts	\$740,301.25	\$744,141.53	\$747,675.62	\$658,791.03	\$660,575.20
Estimated value per ton	\$78.14	\$73.50	\$56.28	\$40.37	\$41.90
No. of commodities offered	78	79	85	86	76
Total round-trip distance traveled (Mi)	456,432	612,110	817,134	1,153,670	1,174,462

Truck Receipts Vs. Rail Receipts

Carlot unloads of 19 leading fresh fruits and vegetables in Columbus in 1933, as reported by the Bureau of Agricultural Economics of the United States Department of Agriculture, aggregated 4322 carloads, or approximately 128,296,000 pounds. This is not a complete record of unloads since certain minor commodities are not reported, yet it constitutes the major portion of the fresh fruits and vegetables unloaded from cars. Similar records for each of the five years 1929 to 1933 inclusive are included in the following table -

TABLE 2. Carlot Unloads of Certain Fruits and Vegetables in Columbus 1929-1933

Year	Carlot Unloads/ ¹ (No. of Cars)	Approximate weight of contents (pounds)
1929	5764	167,389,000
1930	6040	175,931,000
1931	5433	159,459,000
1932	4260	127,710,000
1933	4322	128,296,000

¹ 19 major commodities reported by Bureau of Agricultural Economics, United States Department of Agriculture.

The number of cars of each commodity unloaded in 1933 is shown in the following table. Detailed records of unloads in earlier years are to be found in reports of the Bureau of Agricultural Economics.

TABLE 3. Carlot Unloads of Certain Fruits and Vegetables in Columbus, by Commodities, 1933

Commodity	No. of cars	Commodity	No. of cars	Commodity	No. of cars
Apples	188	Lettuce ²	342	Strawberries	134
Cabbage	211	Onions	138	Sweet Potatoes	239
Cantaloupes ¹	82	Oranges	520	Tangerines	9
Celery	145	Peaches	205	Tomatoes	82
Grapefruit	164	Pears	27	Watermelons	221
Grapes	89	Plums ³	10		
Lemons	89	Potatoes	1427	Total	4322

¹ Includes Casabas, Honeydews, Honey Balls, etc.
² Includes Romaine.
³ Includes Fresh Prunes.

Total reported truck and rail unloads in 1933 amounted to 159,827,016 pounds of produce, of which 80.3 per cent arrived by rail and 19.7 per cent by truck. Comparable records for each of the years 1929 to 1933 inclusive are set forth in Table 4. It will be noted that the percentage received in trucks has practically doubled in five years.

TABLE 4. Truck and Rail Unloads of Fruits and Vegetables in Columbus, 1929 - 1933

Year	Carlot Unloads (Pounds)	Truck Unloads (Pounds)	Total Unloads (Pounds)	Percent by Rail	Percent by Trucks
1929	167,389,000	18,948,246	186,337,246	89.8	10.2
1930	175,931,000	20,248,388	196,179,388	89.7	10.3
1931	159,459,000	26,570,293	186,029,293	85.7	14.3
1932	127,710,000	32,633,944	160,343,944	79.6	20.4
1933	128,296,000	31,531,016	159,827,016	80.3	19.7
5 Year Av.	151,757,000	25,986,377	177,743,377	85.4	14.6

Reported unloads of each commodity are shown in terms of pounds in Table 5. Net weights of the carlot unloads were determined by applying usual weights per carload and those of the truck unloads by use of average weights per package or other unit.

TABLE 5. Rail and Truck Unloads in Columbus
by Commodities, 1933

Commodity	Carlot Unloads (Pounds)	Truck Unloads (Pounds)	Total Unloads (Pounds)	Pct. by Rail	Pct. by Truck
Apples	6,956,000	3,871,075	10,827,075	64.2	35.8
Asparagus	-	91,486	91,486	-	100
Beans	-	1,245,112	1,245,112	-	100
Beets	-	365,544	365,544	-	100
Bittersweet	-	2,550	2,550	-	100
Blackberries	-	166,225	166,225	-	100
Cabbage	3,587,000	1,697,810	5,284,810	67.9	32.1
Cabbage Sprouts	-	45,070	45,070	-	100
Cantaloupes	2,050,000	2,642,600	4,692,600	43.7	56.3
Carrots	-	1,111,374	1,111,374	-	100
Cauliflower	-	75,567	75,567	-	100
Celery	2,465,000	524,887	2,989,887	82.4	17.6
Cherries	-	187,115	187,115	-	100
Chinese Cabbage	-	64,917	64,917	-	100
Cider	-	78,046	78,046	-	100
Collards	-	6,160	6,160	-	100
Corn (Green)	-	3,626,530	3,626,530	-	100
Cucumbers	-	418,251	418,251	-	100
Currants	-	10,250	10,250	-	100
Dewberries	-	17,500	17,500	-	100
Eggplant	-	63,020	63,020	-	100
Endive	-	81,817	81,817	-	100
Gooseberries	-	464	464	-	100
Grapefruit	5,412,000	11,750	5,423,750	99.8	.2
Grapes	2,937,000	252,910	3,189,910	92.1	7.9
Greens	-	27,290	27,290	-	100
Kale	-	110,365	110,365	-	100
Kohlrabi	-	4,065	4,065	-	100
Lemons	2,670,000	-	2,670,000	100	-
Lettuce	8,208,000	409,638	8,617,638	95.2	4.8
Mangoes	-	369,700	369,700	-	100
Mustard	-	83,896	83,896	-	100
Nuts	-	14,085	14,085	-	100
Onions (Dry)	3,450,000/1	713,480	4,163,480	72.6/1	27.4/1
Onions (Green)	-	590,205	590,205	-	-
Oranges	18,720,000	19,000	18,739,000	99.9	.1
Parsley	-	23,337	23,337	-	100
Parsnips	-	151,797	151,797	-	100

(Cont'd)
 TABLE 5. Rail and Truck Unloads in Columbus
 by Commodities, 1933

Commodity	Carlot Unloads (Pounds)	Truck Unloads (Pounds)	Total Unloads (Pounds)	Pct. by Rail	Pct. by Truck
Peaches	4,510,000	299,895	4,809,895	93.8	6.2
Pears	594,000	161,260	755,260	78.6	21.4
Peas	-	83,082	83,082	-	100
Peppers	-	76,423	76,423	-	100
Pickles	-	274,630	274,630	-	100
Plums	330,000	81,758	411,758	80.1	19.9
Potatoes	51,372,000	3,606,240	54,978,240	93.4	6.6
Pumpkins	-	46,955	46,955	-	100
Quinces	-	875	875	-	100
Radishes	-	1,073,218	1,073,218	-	100
Raspberries	-	432,595	432,595	-	100
Rhubarb	-	274,062	274,062	-	100
Salsify	-	10,835	10,835	-	100
Sorghum	-	5,912	5,912	-	100
Spinach	-	423,398	423,398	-	100
Squash	-	174,800	174,800	-	100
Strawberries	2,278,000	662,320	2,940,320	77.5	23.5
Sweet Potatoes	5,258,000	162,125	5,420,125	97.0	3.0
Tangerines	252,000	11,250	263,250	95.7	4.3
Tomatoes	1,722,000	3,259,950	4,981,950	34.6	65.4
Turnips	-	664,745	664,745	-	100
Watermelons	5,525,000	533,580	6,058,580	91.2	8.8
Xmas Trees	-	18,000	18,000	-	100
Miscellaneous	-	18,220	18,220	-	100
TOTAL	128,296,000	31,531,016	159,827,016	80.3	19.7

1 Combined dry and green onions.

Commodities Received in Trucks

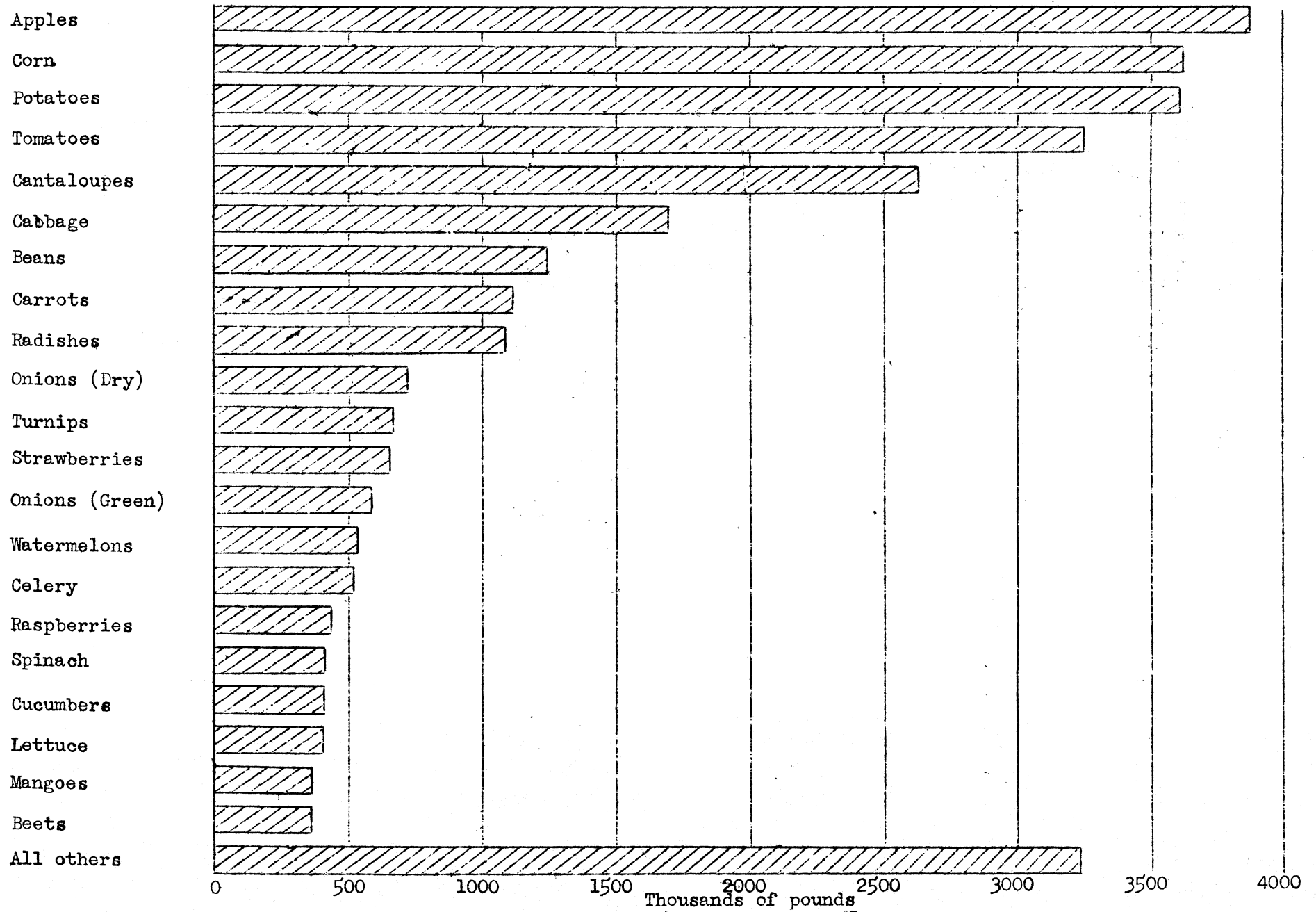
During 1933 seventy-six different commodities were recorded among these truck unloads. For purposes of simplification they have been consolidated in this report under 61 headings; the volume of each is shown in Table 5.

Broccoli is included with "cauliflower". "Greens" includes various kinds of greens or salad plants, such as dandelions, swiss chard, turnip tops and water cress. "Miscellaneous" is made up of various minor commodities, including dill, horseradish, mint, okra, pawpaws, persimmons, poke, popcorn and sage. Chestnuts, hickory nuts and walnuts are listed together as "nuts". "Onions (green)" includes leek as well as green onions.

In quantity, apples led the list of truck arrivals with almost four million pounds, or 12.3 per cent of the total truck receipts for the year. Green corn and potatoes ranked second and third respectively with slightly over three and one-half million pounds each, or about 11.5 per cent of the total. Tomatoes ranked fourth with 10.3 per cent, cantaloupes fifth with 8.4 per cent, cabbage sixth with 5.4 per cent, beans seventh with 3.9 per cent, carrots eighth with 3.5 per cent, and radishes ninth with 3.4 per cent. These nine leading products, each with more than one million pounds, accounted for slightly more than 70 per cent of the total.

In Figure 1 the leading commodities are compared in terms of volume received.

Figure 1. Truck Receipts by Commodities, 1933



Sources of Truck Receipts

Reported truck arrivals in Columbus in 1933 originated in 56 Ohio counties and in 10 states outside Ohio. Seven counties represented in this market in 1932 - Adams, Athens, Logan, Mahoning, Montgomery, Perry and Putnam - were not reported in 1933. Three others that were not represented in 1932 - Clermont, Paulding and Wayne - were reported in 1933. Thus the total number of counties represented was 4 less than in the preceding year. The number of states outside Ohio in which truck arrivals originated was exactly the same as in 1932, but the states were not identical. Pennsylvania and South Carolina were represented in Columbus in 1932 but not in 1933, while North Carolina and Virginia were reported in 1933 but not in 1932. The other eight states were the same.

Distances traveled varied from an average of about 5 miles for the trucks originating in Franklin County, in which Columbus is located, to approximately 950 miles for each of six trucks originating in Florida. The average one-way haul per truck was 40.3 miles, an increase of more than 10 per cent over the average distance of 37.6 miles in 1932, the longest previously recorded. The total round-trip distance traveled by the 14,568 trucks was 1,174,462 miles, a greater mileage than was covered in any previous year.

The round-trip distance traveled by these trucks serves as an index to the continuous expansion of area from which Columbus has been receiving motor-drawn supplies since 1929. In the five years 1929 to 1933 inclusive this truck market has drawn from a wider territory each season, and in 1933 the total distance traveled was more than 2 1/2 times as great as in 1929.

TABLE 6. Mileage Traveled by Reported Trucks,
1929-1933

Year	Round-Trip Distance Traveled (miles)	Percent
1929	456,432	100
1930	612,110	134
1931	817,134	179
1932	1,153,670	253
1933	1,174,462	257

Franklin County as usual furnished a greater part of the trucked-in supplies than any other county. 7621 truckloads, or 52.3 per cent of the total number, originated in this county. Pickaway County ranked second with 1913 truckloads or 13.1 per cent. Fairfield, Lawrence and Meigs Counties ranked next in order, with 4.3 per cent, 3.8 per cent and 3.3 per cent respectively. These five Ohio counties supplied more than three fourths of the total truckloads reported in this market in 1933. 96.8 per cent of the truckloads came from within the State of Ohio, as compared with 99.8 per cent in 1929.

TABLE 7. Truck Receipts from Ohio Points,
1929-1933

Year	Total Truckloads	Truckloads from Ohio	Percent from Ohio
1929	12,069	12,050	99.8
1930	11,320	11,047	97.6
1931	15,762	15,596	98.9
1932	15,340	14,799	96.5
1933	14,568	14,082	96.7

The foregoing comparisons are made on the basis of truckloads rather than volume of produce. Since trucks from greater distances usually carry larger loads, a small increase in number of loads from distant points represents a larger increase in volume of produce. As pointed out previously, a limited budget prohibited a more complete analysis of the records, hence the weight of produce received in 1933 from each county and state is not known. In 1932, however, truckloads from other states averaged 6530 pounds while those originating in Ohio averaged only 1966 pounds. Moreover, in 1932 the average weight for 11,662 trucks originating in Franklin and the six adjacent counties of Delaware, Fairfield, Licking, Madison, Pickaway and Union was only 1403 pounds, as compared with 3650 pounds per truck for 383 trucks coming from the seven more distant counties of Ashtabula, Cuyahoga, Hamilton, Lake, Lawrence, Meigs and Washington.

It is obvious that if this ratio continued in 1933 the trucks coming from states other than Ohio and from the more distant points within Ohio played a much larger part in supplying the Columbus market than is indicated by a mere comparison of the number of trucks.

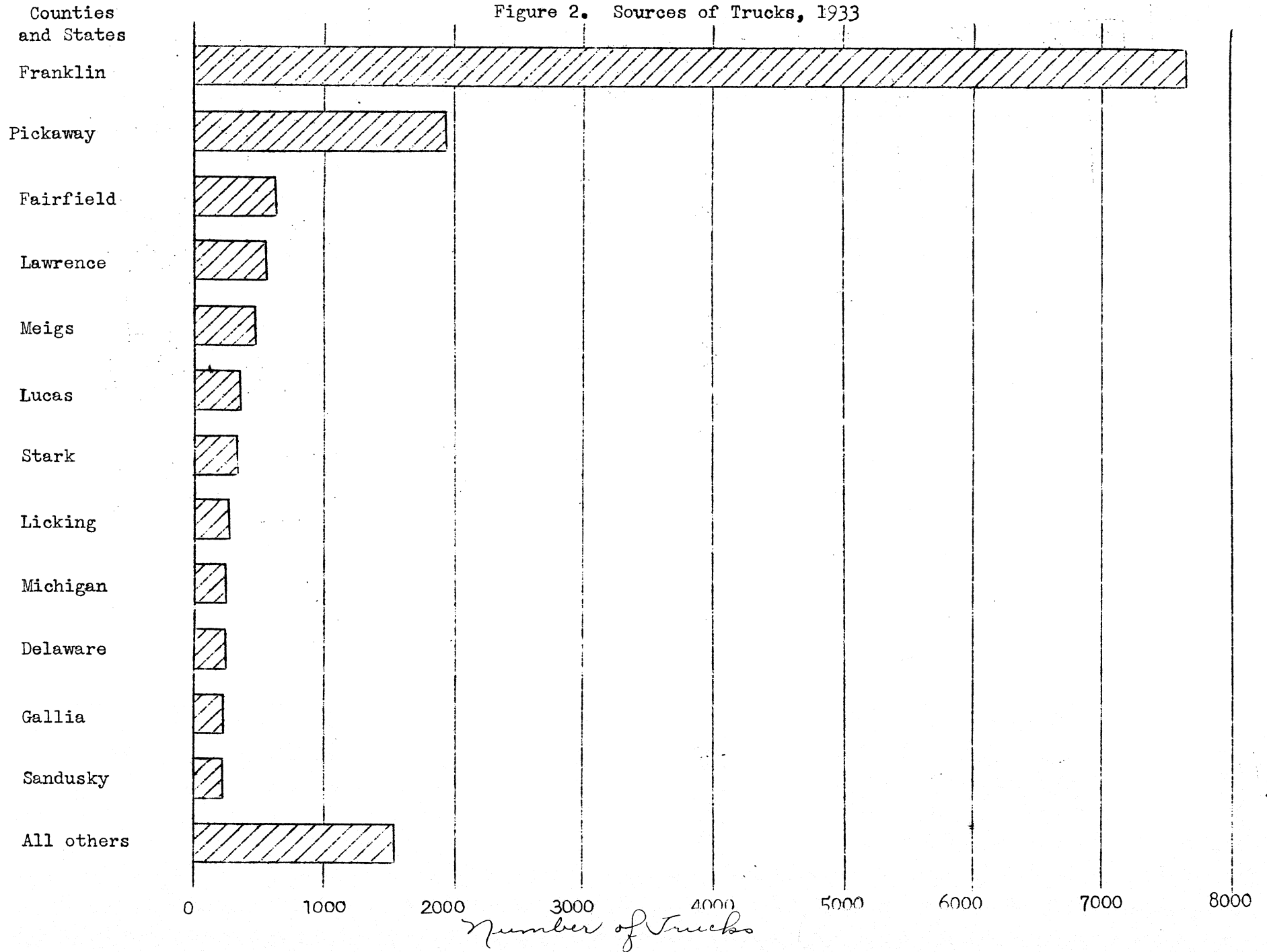
TABLE 8. Sources of Trucks in Columbus, by States and Counties, ■■■-1933

County	Truckloads	County	Truckloads	County	Truckloads
Ashland	5	Jackson	20	Vinton	36
Ashtabula	2	Knox	25	Warren	7
Butler	1	Lake	7	Washington	27
Champaign	13	Lawrence	555	Wayne	11
Clark	15	Licking	277	Wood	30
Clermont	1	Lorain	6	Wyandot	19
Columbiana	1	Lucas	349	Ohio	14082
Coshocton	2	Madison	124		
Crawford	15	Marion	1		
Cuyahoga	17	Meigs	479	Florida	6
Delaware	239	Monroe	1	Georgia	2
Erie	5	Morgan	11	Indiana	133
Fairfield	624	Morrow	26	Kentucky	9
Fayette	78	Muskingum	4	Michigan	239
Franklin	7621	Ottawa	75	New York	5
Fulton	13	Paulding	1	N. Carolina	2
Gallia	225	Pickaway	1913	Tennessee	6
Guernsey	1	Richland	66	Virginia	23
Hamilton	1	Ross	187	W. Virginia	61
Hancock	15	Sandusky	207		
Hardin	113	Scioto	98		
Henry	46	Seneca	20		
Highland	3	Stark	316		
Hocking	2	Summit	2		
Huron	99	Union	25	TOTAL	14,568

Daily and Seasonal Receipts

The municipal farmers' wholesale market in Columbus is essentially a three-day market - Tuesday, Thursday and Saturday each week - but during the height of the season trucks arrive and sales are made in quantities every day. Receipts on Saturday exceed those of any other day, usually representing about one-fourth of the total for the week. In 1933 the three so-called "market days" accounted for 64 per cent of the produce and 67 per cent of the trucks. Daily arrivals, as represented both by total truckloads and by total weight of produce, ranked in the following order: Saturday, Tuesday, Thursday, Wednesday, Friday and Monday. During a part of the year some days pass with no arrivals being recorded. Hence the days on which the market operates is variable. To illustrate, it will be noted in Table 9 that arrivals were recorded on 49 Saturdays but only on 34 Mondays. Average receipts in that table and in Figure 3 are based on the number of days on which arrivals were reported, not on the number of days in the year.

Figure 2. Sources of Trucks, 1933



Thousands
of Pounds

Figure 3. Average Daily Truck Receipts, 1933

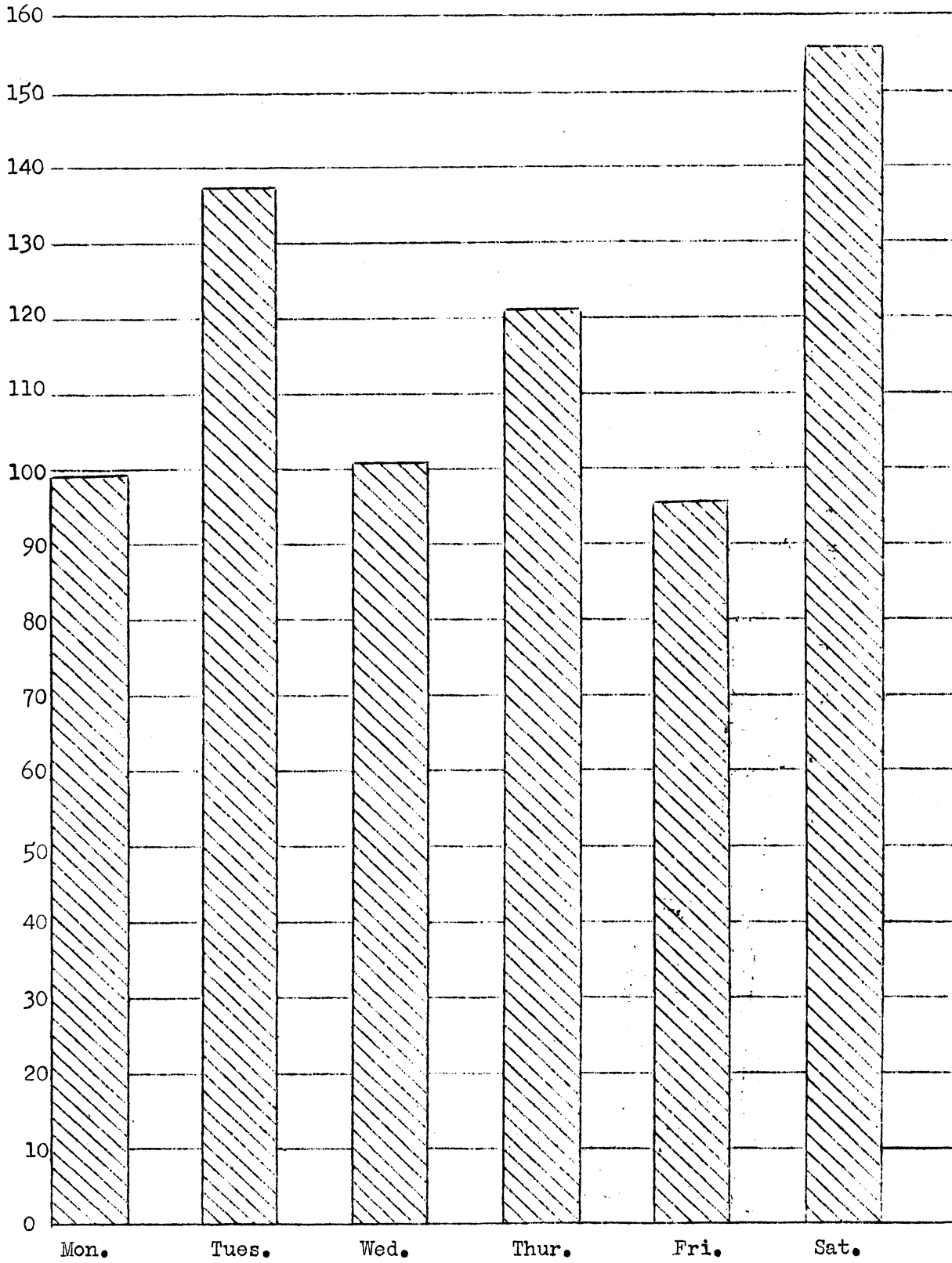


TABLE 9. Daily Receipts in Trucks
1933

Day of Week	No. of Market Days	Truckloads			Pounds of Produce		
		Total	Average	Pct. of Total	Total	Average	Pct. of Total
Monday	34	1314	39	9.02	3,380,046	99,413	10.72
Tuesday	49	3253	64	22.33	6,722,094	137,186	21.32
Wednesday	40	1802	45	12.37	4,010,129	100,253	12.72
Thursday	48	2795	58	19.18	5,792,650	120,680	18.37
Friday	42	1698	40	11.66	3,983,868	94,854	12.63
Saturday	49	3706	76	25.44	7,642,229	155,964	24.24
TOTAL	262	14,568	322	100.00	31,531,016	708,350	100.00

The largest single day's receipts were recorded on Saturday September 9, with 175 trucks bearing 500,045 pounds of produce. A larger number of trucks, 185, was reported on Saturday, August 26, but the volume of produce on that day was less. Congestion of the market on these and other days of heavy receipts was a serious handicap, both to buyers and sellers. Relocation of the farmers' wholesale truck market early in 1931 on city-owned property accomodating a maximum of 75 vehicles obviously did not solve the problem of traffic congestion in mid-season. Trucks in excess of the capacity of the market grounds had to be accomodated along curbs of adjoining streets. On 87 days in 1931, 88 days in 1932, and 77 days in 1933 the number of truckloads arriving exceeded 75 per day. The largest number of trucks in one day was 159 in 1929, 175 in 1930, 208 in 1931, 183 in 1932 and 185 in 1933.

TABLE 10. Frequency Distribution of Truck-loads
by Days, 1933 and 5 Years 1929 - 1933

No. of Trucks Per Day	1933		1929-1933 Inclusive	
	No. of Days	Percent	No. of Days	Percent
0-25	87	33.2	424	33.7
26-50	60	22.9	278	22.1
51-75	38	14.5	196	15.6
76-100	32	12.2	145	11.6
101-125	20	7.6	98	7.8
126-150	13	5.0	68	5.4
151-175	11	4.2	37	2.9
176 or more	1	.4	11	.9
TOTAL	262	100.0	1257	100.0

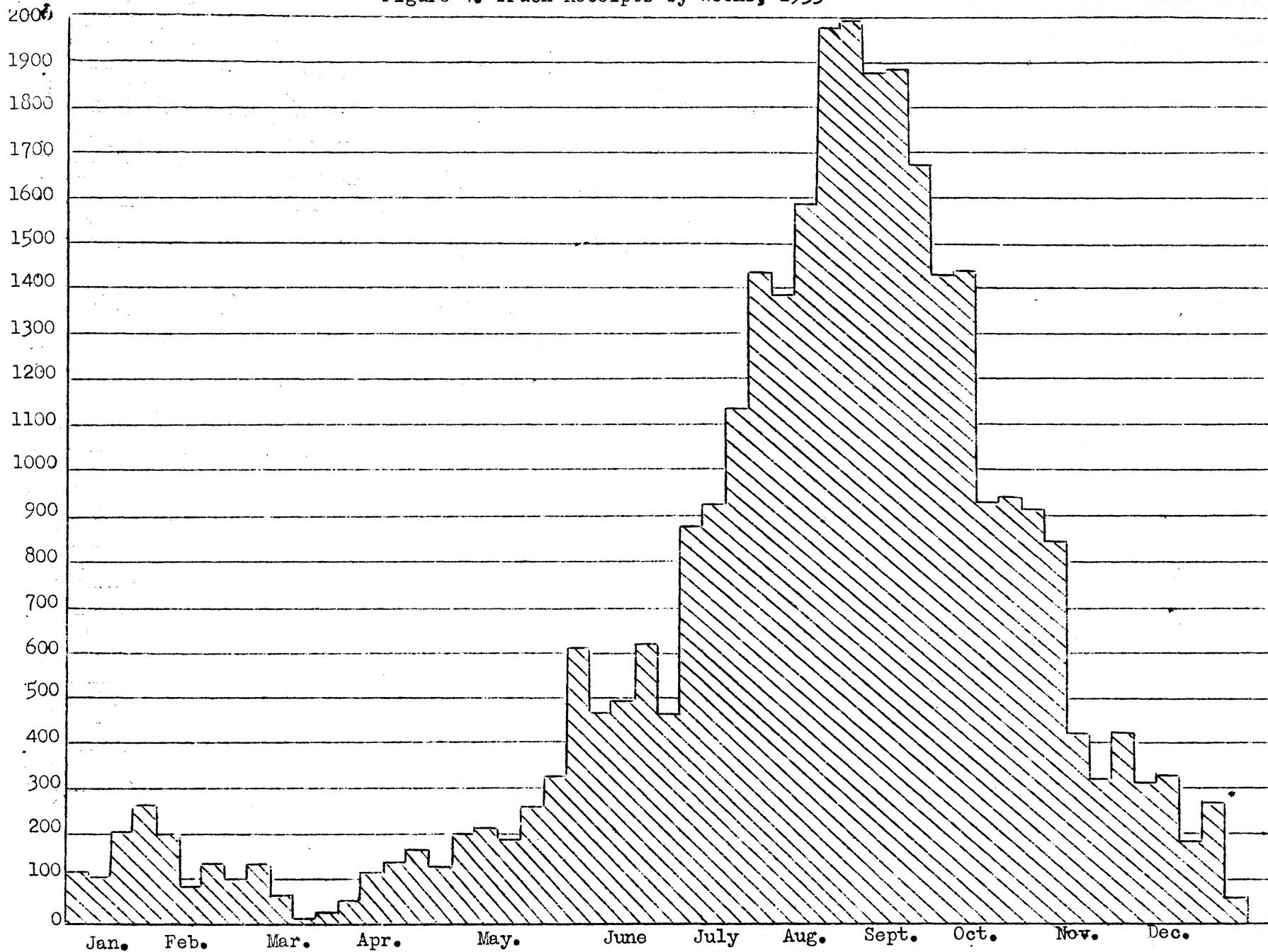
TABLE 11. Receipts by Weeks, 1933

Week of	No. of Truckloads	No. Pounds	Week of	No. of Truckloads	No. of Pounds
Jan 2-7	98	120,467	July 3-8	224	467,858
9-14	78	115,238	10-15	357	879,920
16-21	83	203,224	17-22	406	932,316
23-28	111	262,550	24-29	495	1,144,086
30-Feb 4	81	197,972	31-Aug 5	570	1,441,626
Feb 6-11	34	70,981	Aug 7-12	599	1,382,500
13-18	57	132,029	14-19	643	1,586,904
20-25	52	99,435	21-26	783	1,973,747
27-Mar 4	53	132,040	28-Sept 2	809	1,981,299
Mar 6-11	50	61,475	Sept 4-9	708	1,877,448
13-18	30	24,580	11-16	765	1,880,024
20-25	37	30,520	18-23	716	1,671,220
27-Apr 1	57	50,315	25-30	672	1,431,223
Apr 3-8	98	123,885	Oct 2-7	636	1,443,396
10-15	120	142,970	9-14	419	936,357
17-22	126	160,561	16-21	412	942,746
24-29	114	136,110	23-28	367	922,723
May 1-6	149	203,082	30-Nov 4	327	848,667
8-13	202	210,139	Nov 6-11	149	428,399
15-20	241	185,433	13-18	124	322,020
22-27	252	258,649	20-25	169	425,093
29-June 3	247	338,499	27-Dec 2	136	314,461
June 5-10	456	613,223	Dec 4-9	148	334,023
12-17	266	466,057	11-16	88	183,860
19-24	305	493,884	18-23	94	256,851
26-July 1	323	622,033	25-30	32	66,898
				TOTAL	14,568 31,531,016

Receipts in 1933 are recorded by weeks in Table 11 and Figure 4. The greatest quantity of produce reported in a single week arrived during the six days August 28 to September 2, when 809 trucks bearing 1,981,299 pounds of produce were received. This was the largest amount received in any week since the beginning of this reporting service, 56 per cent larger than the largest week in 1929.

Thousands
of Pounds

Figure 4. Truck Receipts by Weeks, 1933



Thousands
of Pounds

Figure 5. Truck Receipts by Months, 1933

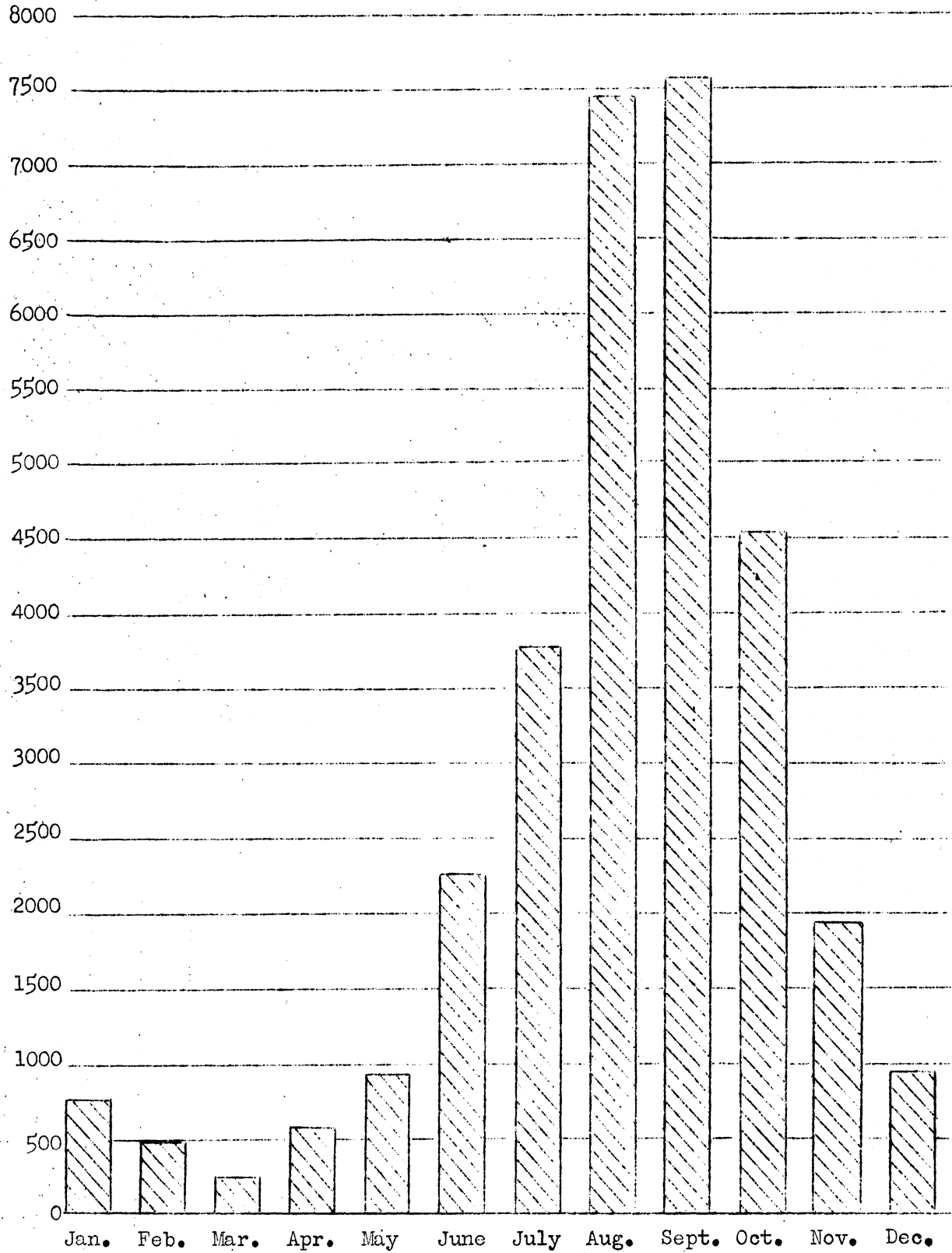
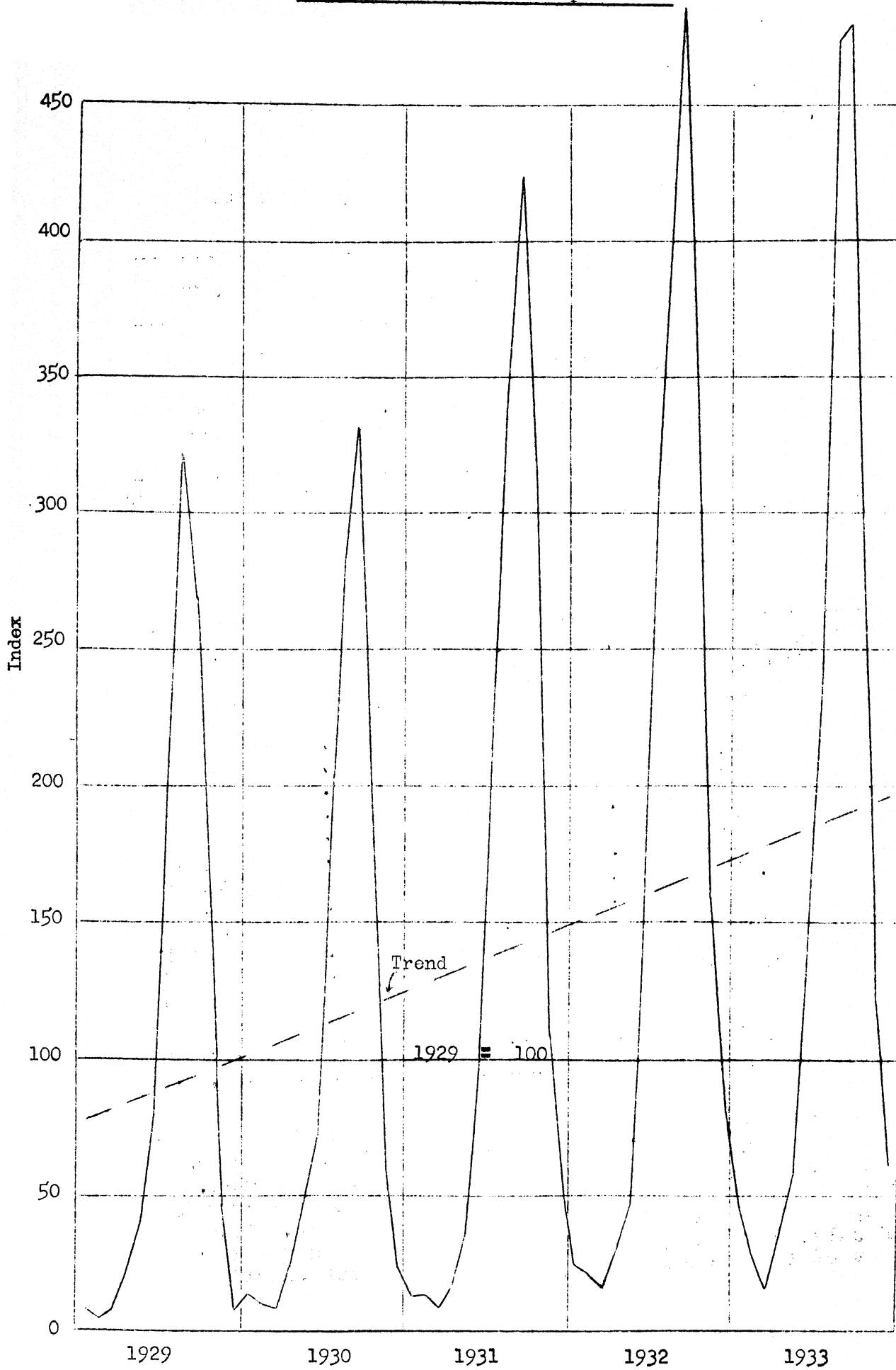


Figure 6. Truck Receipts of Produce in Columbus Jan. 1929-Dec. 1933
Index of Number of Tons per Month



The smallest receipts in a single week in 1933 were recorded during the period March 13 to 18, with 30 truckloads aggregating less than 25,000 pounds. The largest and smallest weeks in each of the five years 1929 to 1933 inclusive are shown below.

TABLE 12. Largest and Smallest Weekly Receipts
1929 - 1933

Year	Largest weekly receipts		Smallest weekly receipts	
	(Trucks)	(Pounds)	(Trucks)	(Pounds)
1929	656	1,270,789	7	8,750
1930	589	1,356,082	20	15,020
1931	888	1,735,826	29	22,820
1932	779	1,972,126	55/1	58,825/1
1933	809	1,981,299	30	24,580

1 Except for one week of severe weather in which no receipts in trucks whatever were reported.

TABLE 13. Truck Receipts by Months - 1933

Month	Total Weight (Pounds)	Pct. of Total	No. of Truckloads	Pct. of Total	Av. Weight per Truck (Pounds)
January	757,597	2.4	394	2.7	1,923
February	471,259	1.5	212	1.5	2,223
March	247,420	.8	185	1.3	1,337
April	588,076	1.9	488	3.3	1,205
May	929,690	2.9	902	6.2	1,031
June	2,287,841	7.3	1,456	10.0	1,571
July	3,779,975	12.0	1,622	11.1	2,330
August	7,468,082	23.6	3,083	21.2	2,422
September	7,575,582	24.0	3,125	21.4	2,424
October	4,529,076	14.4	1,935	13.3	2,341
November	1,929,255	6.1	746	5.1	2,586
December	967,163	3.1	420	2.9	2,303
TOTAL	31,531,016	100.0	14,568	100.0	2,164

September truck receipts exceeded those of any other month as in previous years, although arrivals in August were not far below. In September 3125 truckloads were reported. These trucks contained over seven and one-half million pounds of produce, or 24 per cent of the total for the year. The months of July, August, September and October accounted for 74 per cent of the amount reported in 1933, almost exactly

the same proportion as in the previous year. Receipts have shown a rising trend in the 5-year period 1929 to 1933 inclusive.

A tendency to extend the marketing season over a longer period has been observed since 1929. In that year more than 82 per cent of the year's receipts were reported in the four months during the height of the season. In 1933 the same four months accounted for only 74 per cent. Even in the five largest months in 1933 the total fell short of 82 per cent.

TABLE 14. Seasonal Peak of Truck Receipts
1929 - 1933

Year	Percent of Annual Receipts in Pounds	
	4 largest months	Largest single month
1929	82.1	26.9
1930	79.9	25.9
1931	78.9	25.2
1932	74.2	23.5
1933	74.0	24.0

Value of Truck Receipts

Estimated values of truck arrivals of produce in Columbus reported in 1933 were calculated by multiplying the volume of each commodity received each day by the average wholesale price on the municipal farmers' market on that day, as reported by the Ohio Division of Markets. Prices and quantities both were considered in terms of original units. Values of certain minor commodities were consolidated in the same manner as described on page 8 in connection with the quantities reported.

In each of the four years 1929 to 1932 inclusive tomatoes led in value, but in 1933 were exceeded slightly by apples. Apples sold for \$75,451.62, or 11.42 per cent of the total for the year. Tomatoes were a close second with \$74,553.54, or 11.29 per cent. Potatoes, beans, corn, cantaloupes and cabbage ranked next, in the order named, and these seven leading commodities represented 54 per cent or more than half of the total value.

TABLE 15. Estimated Value of Receipts in Trucks by Commodities
1933

Commodity	Gross Value	Pct.	Commodity	Gross Value	Pct.
Apples	\$75,451.62	11.42	Lettuce	20,064.31	3.04
Asparagus	5,212.94	.79	Mangoes	5,964.23	.90
Beans	40,352.44	6.11	Mustard	2,501.93	.38
Beets	7,843.14	1.19	Nuts	260.95	.04
Bittersweet	293.00	.04	Onions (Dry)	10,923.74	1.65
Blackberries	5,626.61	.85	Onions (Green)	9,777.81	1.48
Strawberries	20,298.93	3.07	Oranges	219.25	.03
Raspberries	20,248.39	3.06	Parsley	1,145.79	.17
Berries (Other)	13.60	.01	Parsnips	3,723.20	.56
Cabbage	33,696.67	5.10	Peaches	9,082.09	1.37
Cabbage Sprouts	1,306.69	.20	Pears	2,977.66	.45
Cantaloupes	35,288.47	5.34	Peas	3,711.38	.56
Carrots	25,319.11	3.83	Peppers	1,027.02	.16
Cauliflower	2,354.24	.36	Pickles	7,159.59	1.08
Celery	20,968.41	3.17	Plums	2,180.18	.33
Cherries	6,460.08	.98	Potatoes	59,529.61	9.01
Chinese Cabbage	1,928.25	.29	Pumpkins	333.75	.05
Cider	2,836.40	.43	Quinces	28.62	.01
Collards	99.15	.02	Radishes	25,569.34	3.88
Corn (Green)	39,978.36	6.06	Rhubarb	8,548.12	1.29
Cucumbers	6,350.83	.96	Salsify	358.60	.06
Currants	366.99	.06	Sorghum	431.40	.06
Dewberries	472.50	.07	Spinach	19,655.78	2.98
Eggplant	956.36	.14	Squash	2,026.93	.31
Endive	3,209.24	.48	Sweet Potatoes	2,599.15	.39
Grapefruit	783.62	.12	Tangerines	161.25	.02
Grapes	4,802.30	.73	Tomatoes	74,553.54	11.29
Greens	1,291.17	.20	Turnips	9,316.74	1.41
Kale	2,814.35	.43	Watermelons	7,878.75	1.19
Kohlrabi	202.64	.03	Xmas Trees	360.00	.05
			Miscellaneous	1,677.99	.25
			TOTAL	660,575.20	100.00

TABLE 16. Estimated Value of Receipts in Trucks
by Months, 1933

Months	Gross Value	Pct. of Total
January	10,561.48	1.59
February	8,259.78	1.26
March	5,901.23	.89
April	13,608.07	2.06
May	30,661.42	4.64
June	81,348.04	12.32
July	112,058.86	16.96
August	138,632.32	20.99
September	122,090.73	18.48
October	84,220.25	12.75
November	39,974.35	6.05
December	13,258.67	2.01
TOTAL	660,575.20	100.00

The value of these truck receipts was greater in August than in any other month, with more than 138 thousand dollars, or about 21 per cent of the total. In the five months June to October inclusive the values of the products sold ranged from \$81,000 to \$138,000 per month, and aggregated \$538,350.20, or 81.5 per cent of the year's total.

The following table reveals that during the five-year period 1929 to 1933 inclusive the highest monthly values declined steadily from 171 thousand dollars in 1929 to 138 thousand dollars in 1933, despite the gradually increasing volume of receipts. This can be accounted for very largely, therefore, by declining prices. A tendency to lower the seasonal peak is apparent, however, with a slightly smaller proportion of the year's sales being made each year in the peak month. Note that the percentage of the aggregate value has declined continuously from 23 per cent in 1929 to 21 per cent in 1933. Likewise, the percentage in the five peak months of June to October has declined slightly each year, so that in 1933 these five months accounted for only 81.5 per cent of the year's total whereas in 1929 they had accounted for more than 88 per cent.

TABLE 17. Seasonal Values of Truck Receipts
1929 - 1933

Year	Month of Greatest Value	Value in One Month	Percent of Annual Value	Value June to October, inclusive	Percent of Annual Value
1929	August	\$171,605.10	23.2	\$652,061.87	88.1
1930	August	170,127.61	22.9	644,979.34	86.8
1931	July	169,065.58	22.6	639,849.03	85.6
1932	Sept.	140,909.58	21.4	560,126.21	85.0
1933	August	138,632.32	21.0	538,350.20	81.5

The total estimated value of the truck receipts reported in 1933 was 660 thousand dollars, practically the same as in 1932. The average value per ton, however, was somewhat larger, advancing from \$40.37 in 1932 to \$41.90 in 1933. This represented an increase of 4 per cent and reflected a slight recovery in prices in 1933.

Highest values per ton occurred in June of each year during the years 1929 to 1933, as will be noted by reference to Table 18 and Figure 7. During the spring months this market receives from nearby sources large quantities of early vegetables, berries, greenhouse products, etc. which usually sell for higher than average prices and thus carry the index to a peak at that time.

Being a measure of values of trucked-in produce only in the one market and reflecting the extremes of prices paid for such produce at various seasons of the year, it showed wider variations than the Bureau of Agricultural Economics index of farm prices of fruits and vegetables in the United States. Purchasing power likewise suffered more extreme fluctuations from month to month.

The index is a composite of the values of 78 commodities in 1929, 79 in 1930, 85 in 1931, 86 in 1932, and 76 in 1933.

TABLE 18. Trend of Prices and Purchasing Power

Year and Month	Value per ton of Truck Receipts Columbus (Dollars)	Index (1929=100)	Index ^{/1} of farm prices for fruits and vegetables (U. S.) (1929=100)	Index ^{/1} of prices paid by farmers for commodities bought (1929=100)	Ratio of prices rec'v'd (Col.) to prices paid (U.S.)
1929-TOTAL	78.14	100	100	100	
January	90.02	115	80	102	113
February	81.29	104	82	103	101
March	78.97	101	82	103	98
April	78.94	101	81	102	99
May	90.74	116	87	102	114
June	111.01	142	88	101	141
July	97.37	125	100	102	123
August	67.37	86	118	102	84
September	70.51	90	118	102	88
October	65.97	84	123	102	82
November	78.00	100	117	102	98
December	86.12	110	120	102	108
1930-TOTAL	73.50	94	116	95	99
January	62.92	81	123	101	80
February	66.72	85	123	100	85
March	93.35	120	124	99	121
April	59.99	77	137	99	78
May	82.53	106	142	99	107
June	135.94	174	142	98	177
July	100.08	128	127	97	132
August	76.38	98	109	97	101
September	59.27	76	109	96	79
October	49.85	64	93	95	67
November	52.86	68	84	93	73
December	75.29	96	79	91	105
1931-TOTAL	56.28	72	72	82	88
January	66.50	85	79	90	94
February	55.99	72	80	89	81
March	84.51	108	80	88	123
April	109.93	141	88	87	162
May	101.20	130	87	86	151
June	113.96	146	84	85	172
July	91.41	117	81	84	139
August	45.42	58	71	83	70
September	39.84	51	61	82	62
October	44.96	58	51	81	72
November	37.45	48	50	81	59
December	36.99	47	50	81	58

(TABLE 18 Cont'd)

Year and Month	Value per ton of Truck Receipts Columbus Index (Dollars) (1929=100)	/1		/1	
		Index of farm prices for fruits and vegetables (U. S.) (1929=100)	Index of prices paid by farmers for commodities rec'd bought (1929=100)	Ratio of prices (Col.) to prices paid (U.S.)	
1932-TOTAL	40.37	52	52	70	74
January	29.08	37	51	78	47
February	29.91	38	50	76	50
March	49.72	64	54	75	85
April	50.38	65	57	74	88
May	64.74	83	59	74	112
June	77.79	99	60	72	137
July	55.25	71	61	72	99
August	33.83	43	58	71	60
September	36.74	47	50	70	67
October	31.31	40	43	70	57
November	27.52	35	42	70	50
December	17.25	22	43	69	32
1933-TOTAL	41.90	54	59	72	75
January	27.88	36	43	67	54
February	35.06	45	42	66	68
March	47.70	61	44	66	92
April	46.28	59	48	66	89
May	65.97	84	50	67	125
June	71.11	91	54	68	134
July	59.29	76	76	70	108
August	37.13	48	38	74	65
September	32.23	41	74	76	54
October	37.19	48	63	76	63
November	41.44	53	59	76	70
December	27.42	35	61	76	46

/1 Bureau of Agricultural Economics. Converted to 1929 base.

Figure 7. Truck Receipts of Produce in Columbus, Jan. 1929 - Dec. 1933

Index of Value per Ton

