

celery on the consignment basis. With the exception of the Rochester, N. Y., and Washington, D. C., markets, net commission rates on most of the celery averaged about 7 percent of gross sales. On the Rochester, N. Y., market, much of the celery was sold on a 10 percent commission basis, while on the Washington, D. C., market, a large volume of celery was sold on a 20 percent commission basis. At both the Rochester and Washington markets, however, where the commission rates were higher, additional jobbing services were performed by the receiver. In general, commission rates throughout the country were relatively uniform. Commission charges were not included in the summary of terminal charges, because the amount of commission paid per crate varied with the prices at which the celery was sold.

The charges shown in Table 77 were computed on the basis of carloads of 450 crates, in order to make the data for the various markets comparable. Loadings of solid carloads of celery actually ranged from 432 to 450 crates per carload, depending on the usual practices of the various firms. Occasional lots of celery were loaded in cars with mixed vegetables. Transportation charges include freight, protective service charges, switching and demurrage. The average transportation charges would, therefore, not apply to any one specific shipment, but represented the average of a large number of shipments. Terminal charges likewise varied for the same markets. Many of these large markets had different terminals, at which the charges as well as services differed.

Transportation charges were highest to the Boston, Mass., and Rochester, N. Y., markets, averaging 89 cents per crate. The lowest transportation charges were to Washington, D. C., Baltimore, Md., and Cincinnati, Ohio, amounting to 73 cents, 74 cents and 75 cents per crate, respectively. Transportation charges to Philadelphia, Pa., and New York City averaged 78 cents per crate, compared with 86 cents to Chicago, Ill.

There was a much wider percentage variation among the markets for terminal costs than for transportation charges. The terminal charges at the New York City market were nearly twice as high as at any of the other markets, averaging about 12 cents per crate. This was largely due to very high cartage charges, but other items such as delivery and transfer, sorting and checking, and inspection, were high on the New York City market compared with other markets. Furthermore, there were