

NEW YORK CITY AND OPEN AIR MARKETS (1929-1948)

New York, to the best of my knowledge, is the only City in the country which is still afflicted with licensed open air pushcart markets. While other large cities have our same problem of the unlicensed itinerant peddler, or floater, it is only here that the dangerously unhealthy and unsanitary pushcart market is officially tolerated. From 1866, when four peddlers took up a position on Hester Street and thus created the first open air market, the City authorities, up until you Administration, showed little or no interest in erasing this evil from the City streets.¹

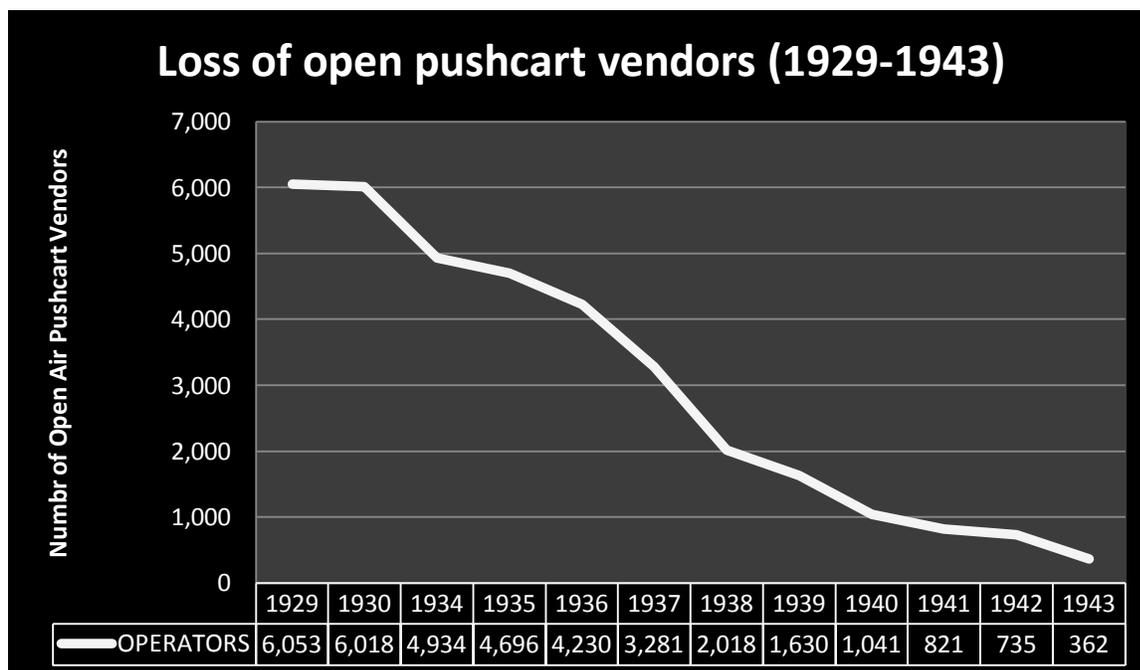
¹ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 30

TIMELINE OF OPEN AIR MARKET CLOSURES

NUMBER OF OPEN AIR MARKETS IN NEW YORK AND REGISTERED PUSHCARTS

YEAR	NUMBER OF MARKETS	CHANGE	NUMBER OF CARTS	CHANGE
1929	57	---	6,053	---
1930	57	---	6,018	-35
1934	56	-1	4,934	-1,084
1935	54	-2	4,696	-238
1936	49	-5	4,230	-466
1937	41	-8	3,281	-949
1938	37	-4	2,018	-1,263
1939	26	-11	1,630	-388
1940	17	-9	1,041	-589
1941	15	-2	821	-220
1942	10	-5	735	-86
1943	10	---	362	-373
Total	-47	-47	-5,691	-5,691

Source: Annual Report, Department of Public Markets. City of New York. 1929. Pg. 49 - 1930. Pg. 42 - 1938. Pg. 10 - 1939. Pg. 25 - 1943. Pg. 10



Pushcart vendors have been a part of New York City since at least 1840.² But New York City during the 1930s and 1940s had a policy of eliminating pushcart stands in the city through the use of enclosed markets. The city ultimately failed in their objective to close open air pushcart markets permanently but it wasn't for a lack of trying.

The main problem of the pushcarts as described by the New York Times in 1930 was that:

*The city has been wrestling with the problem of controlling push-cart markets in streets for many years. Health commissioners have described some of these markets as disgraceful from a sanitary point of view. There are fifty-eight such markets in Manhattan, Brooklyn and the Bronx, with 6,500 peddlers doing a business involving the sale of \$50,000,000 worth of foods annually to 1,500,000 persons. They destroy access to buildings as well as use space needed for traffic. In streets so used the push-carts occupy a large part of the pavement, and the sidewalks are overcrowded with pedestrians.*³

Due to the concerns that the Department of Markets had about pushcarts, they embarked upon a policy of eliminating the open air pushcart markets.⁴ The department described these pushcarts as “unsanitary, it is a fire hazard, a health peril, a street traffic problem, a real estate blight, and a source of great addition cost to the sanitation department.”⁵ They felt that pushcarts were undesirable relics of the past that took up too much space in the streets. These officials came to these conclusions due to the belief that “scientific marketing has done away with gluts and surpluses to a great extent”⁶ and therefore the food pushcarts usefulness to society was over.

The Department of Markets would be the agency responsible for eliminating the open air markets in the city. They said of their duties to the city and the relationship with the pushcarts that:

While the primary aim of the Department is to keep the cost of food in the City down, and the necessity of affording our poorer districts the opportunity of buying their daily bread cheaply is recognized, I can nevertheless think of no reasonable argument to support the sale of food in the City streets. This practice, in addition to creating a definite traffic and fire hazard and impediment, is unsanitary and a menace to the health of the City. From a sanitary standpoint, the permission to operate pushcart markets in the City is an injustice both to the peddlers and to the people who patronize them. To a great many of the peddlers, the word sanitation is unknown. When account is taken of the money spent by the City of sanitation

² Annual Report, Department of Markets. City of New York. 1930. Pg. 36

³ “Regional Plan Asks Huge Market Centre”. New York Times. October 25, 1930. Pg. 14

⁴ Annual Report, Department of Public Markets. City of New York. 1938. Pg. 21

⁵ Annual Report, Department of Public Markets. City of New York. 1937. Pg. 42

⁶ Annual Activities Report. Department of Public Markets. City of New York. 1941. Pg. 9

*and sterilization for the protection of its citizens, the fact that permission is accorded for the sale of food in this manner is inexplicable.*⁷

In 1929, The East Side Chamber of Commerce (ESCC), with Joseph Platzker as executive director, wanted to get rid of pushcarts in the belief that doing so would “eliminate troublesome obstacles to traffic, raising property values and relieve crowded streets.”⁸

In June of that year, The East Side Chamber of Commerce even thought of using the Writ of Mandamus⁹ against New York City to force them into action. In regard to the Writ of Mandamus, Harry Morton Goldberg, a lawyer for the ESCC, stated that it

*Would present squarely the question whether the municipality had been empowered by the Legislature to use the streets as public markets and to authorize obstructions to remain thereon, and if the power be upheld, as to whether the Legislature had the right to dedicate the streets to this use. All the protest made on esthetic and on sanitary grounds, and all the complaints that pushcarts aggravate the congestion of traffic and hamper the work of the Fire Department would be material. The public opposition registered for years past would be not the selfish effort of property owners to increase the value of their holdings, but the altruistic endeavor of public-spirited citizens to do away with a civic menace and disgrace.”*¹⁰

It was possible that the use of a Writ of Mandamus in order to get the city to limit pushcarts could have worked in favor of the ESCC. But it also could have been used by the pushcart operators themselves. In 1938, at the latest, pushcart operators were using this same idea in order to force the city to give them licenses to operate pushcarts. Mayor LaGuardia “assailed the Supreme Court in the Appellate Division for giving peddlers mandamuses requiring the city to issue licenses to them.”¹¹

The East Side Chamber of Commerce took the pushcart problem seriously and less than a week after threatening to use the Writ of Mandamus against the city it was decided to send Harry Morton Goldberg on

a tour during the summer of the principal cities of the country for the purpose of inspecting curb market and market building systems as a part of the

⁷ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 33

⁸ “Urge Indoor Markets For Pushcart Men: Directors of East Side Chamber of Commerce Want Peddlers Forced Off Street”. New York Times. 7 March 1929. Pg. 30

⁹ A writ of mandamus is “issued by a superior court to compel a lower court or a government officer to perform mandatory or purely ministerial duties correctly” Bryan A Garner, Black’s Law Dictionary, p. 980, 8th Ed., St Paul, USA, 2004.

¹⁰ “Central Market Plan Urged For East Side”. New York Times. 2 June 1929. Pg. W18

¹¹ “Ban in Rockaways on Hawking Signed”. New York Times. 17 August. Pg. 21. “The mayor said he objected to the issuance of mandamus orders in cases where city agencies had refused to license street peddlers.”

*organization's program for eliminating pushcarts from the streets and substituting some more stable and sanitary form of central marketing and market building.*¹²

Although this was not the first time the elimination of pushcarts was brought, it was the beginning of a concrete government policy to eliminate pushcarts from the city streets. But no matter how much the city saw the pushcarts as evils that needed to be eliminated in the name of public good, they also saw that these pushcarts served some important purposes. The main purposes of the open air markets were that peddlers salvaged perishable foods and brought them into the poorer areas of the city. In addition to these benefits it was also understood, for a time, that they also contributed to “the incomes of about 15,000 people”¹³

It is also important to note that the views on pushcarts as an evil in the city was not shared by everyone. The Department of Markets admitted as much in their Annual Report of 1930 when they stated that

*A strong point in their (pushcarts) favor and continuance is the fact that petitions for the establishment of more open air markets, by storekeepers and real estate owners have been received by this department. It is a fact that where these open air markets are operating rents and property values have increased and in many instances where pushcarts are allowed on only one side of a street, the storekeepers on the other side have requested that pushcarts be permitted for part of the day to stand on their side of the street to attract business to them.*¹⁴

So here was a problem for the Department of Markets. On the one hand they wanted to get rid of this “evil” in their city. On the other hand they realized that they were popular with segments of the population and that

*peddlers are a means of distributing great volumes of food tonnage at low prices to the poorer sections of the city, and since further thousands of families do depend on this method of retailing for a livelihood, it was the plan of the mayor to place the peddlers in sanitary enclosed markets, instead of the public street.*¹⁵

¹² “Surveys Market Systems”. New York Times. June 9, 1929. Pg. W20

¹³ “8,000 Peddlers Fight to Retain Pushcarts”. New York Times. 21 April, 1931. Pg. 19

¹⁴ Annual Report, Department of Public Markets. City of New York. 1930. Pg. 36

¹⁵ Annual Report, Department of Public Markets. City of New York. 1937. Pg. 42



Mayor LaGuardia stated in 1938 that "Peddling on the streets of this city is a thing of the past."-
New York Times. 17 August, 1938.

In official government reports these important facts were evident. There were two proposed solutions to the problems of open air markets. These solutions were to either use "the stringent enforcement of the regulations governing open air markets"¹⁶ or "the abolition of the pushcarts from the streets and their enclosure in market buildings."¹⁷ They went with the second plan since it was decided that the first solution was not an actual option as "the rules and regulations are definitely being enforced."¹⁸ So it was decided that the only way to solve the pushcart evil was to force them off of the streets and into enclosed markets. It was decided that they could be successful by

*Removing peddlers into specially build enclosures where they may serve their purpose more effectively and at the same time in line with modern ideas of sanitation.*¹⁹

The East Side Chamber of Commerce began studying the possibility of building indoor markets for the pushcarts in 1929. They appeared before the city authorities with recommendations "for establishing such a market and for the elimination of all open-air

curb markets on the lower east side."²⁰ It was also noted that "it was voted unanimously that the abolition of the push carts was necessary as a traffic relief measure as well as a move for more sanitary street conditions."²¹

The city began building enclosed markets in the mid 1930s. The city claimed that the building of these markets would

*Serve to remove old eyesores and health and traffic menaces from the streets but also perform a valuable economic service by affording the consumer an opportunity to purchase food at a substantial saving.*²²

¹⁶ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 33

¹⁷ Ibid., p 34.

¹⁸ Ibid.

¹⁹ Annual Activities Report, Department of Public Markets. City of New York. 1941. Pg. 9

²⁰ "Central Market Plan Urged For East Side". New York Times. 2 June 1929. Pg. W18

²¹ Ibid.

²² Annual Activities Report, Department of Markets. City of New York. 1941. Pg. 10

Below: This map shows the density of pushcart vendors in New York during 1923.



Of course, during the 1930s the country was in the midst of the Great Depression. With the unemployment rate over 20%,²³ politicians were acutely aware of the problems associated with eliminating jobs. In April of 1931 8,000 peddlers representing the Federation of Citizen Peddlers of Greater New York, gathered to protest the proposal of the ESCC, the Merchants Association and other civic organizations who had proposed to the Board of Estimate “to have pushcarts be removed from the city’s streets and to confine them to one central enclosed market.”²⁴

The closing of Push-cart markets was justified by the city in many ways over the years. Among the reasons cited at the time were:

- Enclosed markets were built on land that was unused. Therefore, by setting up these enclosed markets the city could generate revenue from areas that had not given the city any revenue for years. For example, it is stated in the Market Report of 1939 that when the Essex Street Market was built it not only removed 600²⁵ licensed pushcarts from the city, but also was expected to bring in \$80,000 to \$85,000 a year²⁶ on land that had not brought any revenue for some time.²⁷ (See next page for Annual Income)
- The use of enclosed markets would have “direct savings to the Sanitation Department of tens of thousands of dollars annually.”²⁸
- Pushcarts were considered to be a major part of the litter problems in city streets.²⁹
- It was believed that by eliminating the original pushcart areas would result in the clearing out of slum districts.³⁰
- Pushcarts were considered a traffic problem in a city that already had considerable traffic problems.³¹
- Pushcart operators had been accused of using “doctored scales”³²
- That the current system was corrupt, needed to be changed and it needed to be under tighter supervision and control by the government.³³

²³ Swanson, Joseph; Williamson, Samuel (1972). “Estimates of the national product and income for the United States economy, 1919-1941”. *Explorations in Economic History*.10: 53-73.

²⁴ “8,000 Peddlers Fight To Retain Pushcarts”. *New York Times*. 21 April, 1931. Pg. 19

²⁵ Annual Report, Department of Public Markets. City of New York. 1939. Pg. 23 The 600 pushcarts were located in 8 markets.

²⁶ Annual Report, Department of Public Markets. City of New York. 1939. Pg. 23 “The 1939 net income of the eight markets abolished was \$13,000”

²⁷ *Ibid.*

²⁸ *Ibid.*

²⁹ “Street Litter Surveyed: Merchants’ Association Lists 28 Causes-Finds Public Indifference”. *New York Times*. 11 February 1929. Pg. 21

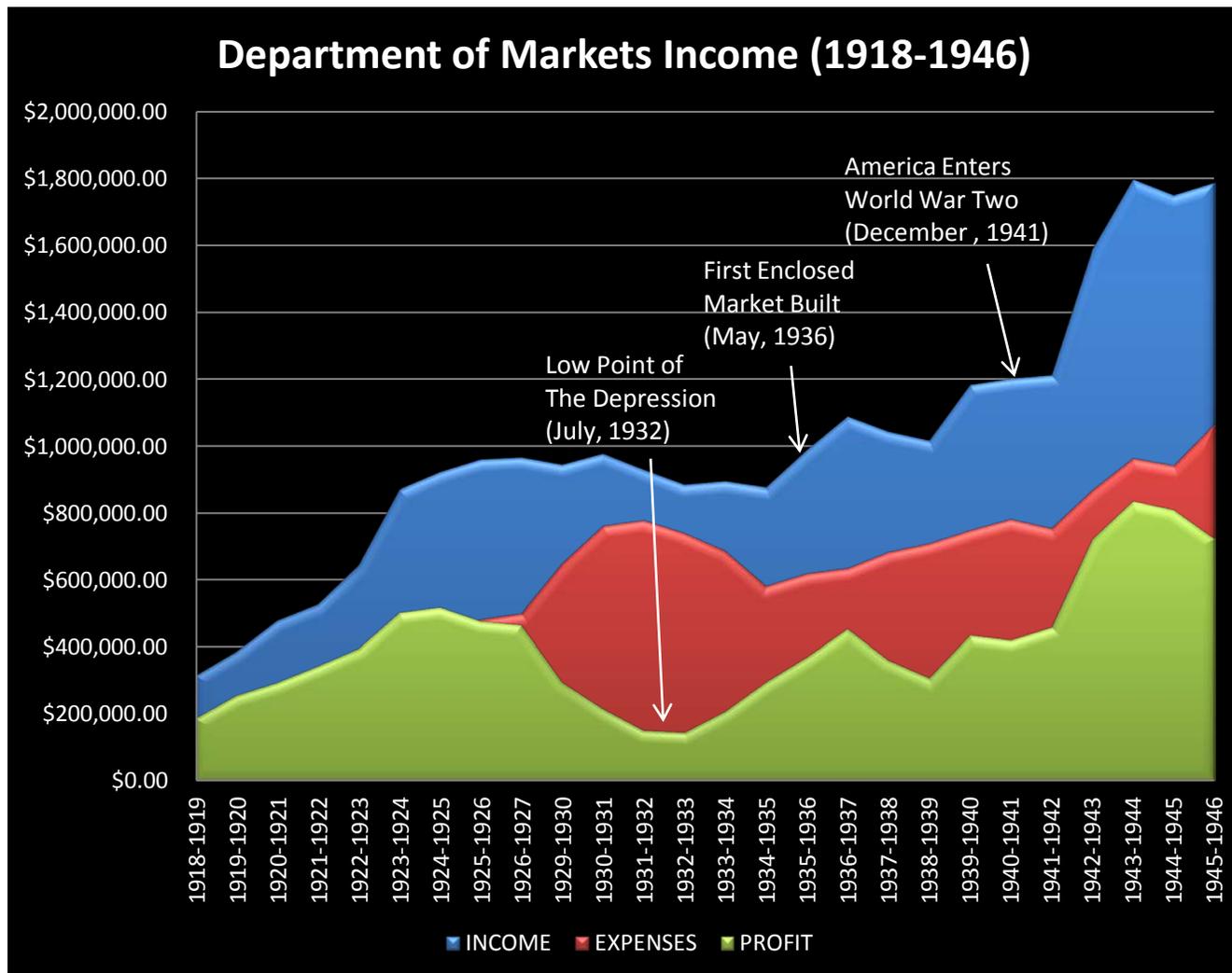
³⁰ Annual Report, Department of Public Markets. City of New York. 1939. Pg. 23 “It is expected that the elimination of the original pushcart area (the earliest immigrant peddlers set up shop there in the 70s) will result in the clearing out of a slum district which has existed for generations...”

³¹ “Central Market Plan Urged For East Side”. *New York Times*. 2 June 1929. Pg. W18

³² “City Fights Fraud In Weighing Foods”. *New York Times*. 28 September 1934. Pg. 25

³³ “Charges Magistrates Favor Pushcart Men”. *New York Times*. 21 June, 1930. Pg. 19

- The pushcarts were parking in front of businesses.³⁴ It is interesting to note that both competing with stores and cooperating with stores was seen in a negative way by the city.³⁵
- Pushcart permits were also denied to peddlers because of the notion that they had an unfair advantage against ordinary stores.³⁶



Despite the assurances of a letter from Mayor Walker in 1931³⁷, Mayor La Guardia in 1934 announced that it was his intention to gradually eliminate the sale of everything but foodstuffs from public markets, and especially from the pushcart markets.³⁸

³⁴“Pushcart Parking Issue On East Side Grows”. New York Times. 24 August 1934. Pg. 5

³⁵ “Dwyer Explains Eviction”. New York Times. 9 August, 1930. Pg. 8. “an elderly pushcart operator was evicted from her stand” because it was “found that she was working in cooperation” with the owner of the store.

³⁶“Mayor Orders Curb On Pushcart Permits: Finds Unfair Competition With Tax-Paying Stores in Sale on Non-Food Products”. New York Times. 13 November, 1934. Pg. 4

Mayor LaGuardia also ordered that “no new permits for dry goods and other non-food commodities be issued, and that stands of this category when canceled or given up remain permanently vacant.”³⁹ In regard to dry goods peddlers it was the opinion of the Department of Markets that “dry goods peddlers belong in stores and not in pushcart markets.”⁴⁰ It was stated in 1936 that “Junk and second-hand goods were accordingly barred, it being felt in addition that they had no place in a modern sanitary market.”⁴¹

The ban on dry goods did not go unnoticed by the pushcart vendors within New York and only 3 days later on 18 July 1934, LaGuardia lifted the dry goods ban⁴² to the cheers of the 600 merchants who had gathered in Lexington Hall. The banning of dry goods was a mistake that the government was quick to rectify on the grounds that “we have found that an enclosed market devoted exclusively to the sale of fruits, fish and vegetables would not succeed, and the attraction of dry goods, in even greater variety than is now the case in Park Avenue is essential.”⁴³

The Department of Markets hoped that the opening of the Park Street Enclosed Market in May of 1936 would be “the beginning of the end of pushcarts in New York City.”⁴⁴ In 1936, two existing markets were abolished with only 64% of pushcart operators being “accommodated” in the new enclosed market (Park Avenue Market).⁴⁵

According to a resolution proposed by Samuel Lehrer, president of the federation of Citizen Peddlers of Greater New York, it was said that these “measure(s) would be unfair from an economic standpoint in the present depression” and this consideration for jobs held some importance at the time. However, this argument that the pushcarts supported thousands of jobs was seen as irrelevant during the

Year	licenses
1928	8,853
1929	8,815
1930	9,086
1931	N/A
1932	N/A
1933	N/A
1934	4,934
1935	5,058
1936	4,700
1937	4,200
1938	3,281
1939	2,741
1940	1,015
1941	894

¹ Annual Report,
Department of markets.
1929, 1930, 1936, 1938,
1940

³⁷ “8,000 Peddlers Fight To Retain Pushcarts”. New York Times. 21 April, 1931. Pg. 19. Mayor Dwyer gave assurances of “protecting every right to which the pushcart peddlers of New York are entitled under the law and under a sound and honest administration of the public markets.”

³⁸ “LaGuardia to Ban Sale of Dry Goods Outdoors”. New York Times. 15 July 1934. Pg. 5

³⁹ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 30

⁴⁰ Ibid., p. 39

⁴¹ Ibid., p. 35

⁴² “LaGuardia Lifts Ban on Park Avenue Peddlers: Fiaschetti Tells Dry Goods Merchants They May Operate in Uptown Open-Air Market.” New York Times. 18 July 1934. Pg15

⁴³ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 39

⁴⁴ Ibid., p. 31

⁴⁵ Ibid., p. 35. “There was a total of around seven hundred licensed pushcarts in these markets, and only four hundred fifty of them could be accommodated in the new enclosed market.”

LaGuardia administration in the city. Under his administration the peddlers were seen as *costing* people their jobs.⁴⁶

The city was happy with the work that they had done with the new enclosed market. In the 1936 Department of Markets Report, it was stated that

*Many buyers who are now patronizing Park Avenue were formerly fearful of purchasing food in the open air market where it was subjected to dirt, dust, flies and the other innumerable sources of contamination ever present in the City streets. The Market is rendering a distinctly greater service to housewives than heretofore.*⁴⁷

In 1937 work was begun on the Essex Street Market. This market, it was believed, would do the job of “eliminating almost all the licensed East Side pushcarts south of Houston St. and East of the Bowery.”⁴⁸ The city had already eliminated a considerable number of open air markets and was planning on opening more enclosed markets to absorb the rest.

During the first 3 years of the LaGuardia administration around 1,800 were removed from public markets.⁴⁹ Within the six years between 1933 and 1939, 4,000 licensed pushcarts and 39 established markets were abolished.⁵⁰

In 1937 the city felt that it was successfully forcing pushcart operators off of the streets and into enclosed markets. In their yearly report it was stated that:

*Since the department has proceeded on the policy that peddling of food products from pushcarts, in the streets is a bad practice, unworthy of the reputation of this great city, we have succeeded in restricting the activities of these peddlers.*⁵¹

During a discussion on new policies in 1938, aggravation over the pushcart rules came to a head when George A. Spohr, council for the New York Good Humor Inc., confronted Mayor LaGuardia on the pushcart regulations. When Mr. Spohr told the mayor that he was “destroying our business” Mayor LaGuardia replied by saying

⁴⁶ Annual Report, Department of Markets. New York City. 1937. Pg. 5. “Peddling constitutes exceedingly unfair competition to retail storekeepers” and peddling would “undoubtedly throw thousands of hard working retail shopkeepers on home relief.”

⁴⁷ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 36

⁴⁸ Annual Report, Department of Public Markets. City of New York. 1937. Pg. 7

⁴⁹ Annual Report, Department of Public Markets. City of New York. 1936. Pg. 30. “Of these, approximately 1,350 were cancelled or failed to renew, and four hundred fifty were removed from the street and are now located in the Park Avenue Market.”

⁵⁰ Annual Report, Department of Public Markets. City of New York. 1939. Pg. 25

⁵¹ Annual Report, Department of Public Markets. City of New York. 1937. Pg. 41

*You're absolutely right. New York City is too big to allow street peddling any longer. If you go into court on this, I will cancel every Good Humor license, and I will put a Health Department inspector on every wagon. If I get cooperation from the City Council I am going to abolish all peddling from the city streets.*⁵²

On 9 January 1940 the City of New York removed 600 licensed pushcarts that were located in 8 markets south of Houston Street and east of the Bowery.⁵³ It was believed at the time that the building of enclosed markets such as the Essex Street Retail Market in 1940 would “wipe out once and for all the messy east side pushcart markets.”⁵⁴ Mayor LaGuardia was present at the opening of this market and criticized the “little politicians” that had stood in the way of its development.⁵⁵ He stated that “If the law says no pushcart peddling it is the duty of the magistrates to enforce the law, and we don’t want speeches.”⁵⁶ The New York Times claimed that as shoppers “rushed in the century-old era of East Side pushcart markets gave its last gasp.”⁵⁷

By the end of the year the amount of pushcarts in open air markets in the city was limited to fifteen. These were located in only three boroughs of the city with a combined total of 821 registered operators. Compared to the total of 56 open air markets that existed in 1934 this was a considerable decline. The city had managed to eliminate approximately 83% of pushcart peddlers in the city. The number of pushcarts still in use in the open air markets is shown in the chart on the next page.

TOTAL NUMBER OF OPEN AIR PUSHCART MARKETS IN NEW YORK CITY IN 1940

MANHATTAN	CARTS	BROOKLYN	CARTS	BRONX	CARTS
EIGHTH AVE	23	UNION ST	34	ARTHUR AVE	70
121 ST ST	0	HAVEMEYER ST	70	EAST 137 TH ST	28
AMSTERDAM AVE	0	BUSHWICK AVE	78		
AVENUE C	67	BLAKE AVE	52		
SOUTH 2 ND AVE	76	CLEVELAND-BLAKE	45		
114 TH ST	42	PROSPECT PL	59		
THOMPSON ST	55	SELMONT AVE	73		
MOTT ST	49				
Total	312		411		98

Source: Annual Report, Department of Markets. City of New York. 1940. Pg. 18

⁵² “Ban in Rockaways on Hawking Signed”. New York Times. 17 August. Pg. 21

⁵³ Annual Report, Department of Public Markets. City of New York. 1939. Pg. 23

⁵⁴ Annual Activities Report, Department of Public Markets. City of New York. 1941. Pg. 8

⁵⁵ “War on Pushcarts Pressed by Mayor” New York Times. 10 January, 1940. Pg. 18

⁵⁶ Ibid.

⁵⁷ Ibid.

To the people in the city government this showed how successful the enclosed market system had been in New York. In the Markets Report of 1941 It was stated that

*Recent surveys made by the Department of Markets have shown that food prices in city owned enclosed markets are approximately twenty percent lower than those in retail stores. These markets (enclosed Markets) are all situated where they do the greatest good, in lower income areas where the family food budget is generally quite small and very often inadequate.*⁵⁸

The beginning of open warfare against Germany and Japan at the end of 1941 made things even more difficult for the pushcart vendors. During World War Two the conditions of war, price controls and the necessities of the war industries changed the nature of the pushcart vendors. “The war has had a definite depressing effect on the operation of our open air markets. The increasing availability of other jobs, the scarcity of foods and requirements of price controls, all have tended toward a gradual extinction of this type of enterprise. Three years ago, there were 735 licensed pushcarts in ten (10) open air markets, today there are only 362.”⁵⁹

It seemed apparent that the days of the open air pushcart markets were over with such a drastic decline in numbers over the course of the war. However, immediately after the war government policies were changed due to “the shortages of supplies of major foods in 1946.”⁶⁰ Because of these shortages the city government began issuing licenses more frequently and in greater numbers. This new policy was beneficial to

*returning war veterans, many of whom took advantage of this opportunity to get a start in business. At the same time, this new policy helped to bring low-priced fresh fruits and vegetables to our poorer neighborhoods.*⁶¹

In addition to this, approval for this policy shift by the wholesale fruit and vegetable trade was unanimous.⁶² They stated that they commended “the effect it has had in holding the line of retail prices.”⁶³ The importance and benefits of these open air markets was appreciated for years after the war had ended.

In 1948, the ten open air markets were still in operation. There were still complaints made by people about the open air markets. But the government halted the closure of open air markets and noted that

⁵⁸ Annual Activities Report, Department of Markets. City of New York. 1941. Pg. 10

⁵⁹ Annual Activities Report, Department of Markets. City of New York. 1943. Pg. 9

⁶⁰ Annual Markets Report, Department of Markets. City of New York. 1946. Pg. 10

⁶¹ Annual Report, Department of Markets. City of New York. 1946. Pg. 10

⁶² Ibid.

⁶³ Ibid.

*In spite of some criticism of this method of marketing, it serves a definite purpose both to the consumer in the poorer sections of the City where these markets are located and to the vendors, many of whom are veterans and others who would otherwise be unable to earn a living, becoming charges of the city.*⁶⁴

The sale of items in open air markets were still limited by the city to only fruits and vegetables. Licenses for the sale of commodities were not issued except when the person applying was a veteran, and this in itself caused issues. The fact that these licenses were for the sale of “goods, wares and merchandise, many veterans holding such licenses engage in the selling of non-food commodities, which is contrary to the rules and regulations of the department.”⁶⁵ The Department of Markets essentially ignored this problem, and it was hardly mentioned in their annual reports. The need to accommodate war veterans with employment and the benefits to poorer areas of the city could not be ignored and a general relaxing of restrictions that had been put on pushcarts began.

⁶⁴ Annual Report, Department of Markets. City of New York. 1948. Pg. 27

⁶⁵ Ibid., p. 28

DEPARTMENT OF MARKETS INCOME (1918-1945)

Year	Income	Expenses	Excess of Income
1918-1919	\$315,655.80	\$124,716.15	\$187,939.65
1919-1920	\$387,472.86	\$131,408.98	\$256,063.88
1920-1921	\$481,062.04	\$186,687.23	\$294,374.81
1921-1922	\$529,447.58	\$186,255.80	\$343,191.78
1922-1923	\$646,046.14	\$250,879.34	\$395,166.80
1923-1924	\$871,491.38	\$369,657.65	\$501,833.73
1924-1925	\$923,063.03	\$405,389.45	\$517,673.58
1925-1926	\$960,743.44	\$483,999.77	\$476,743.67
1926-1927	\$966,731.10	\$501,387.01	\$465,344.09
1927-1928	N/A	N/A	N/A
1928-1929	N/A	N/A	N/A
1929-1930	\$945,177.64	\$649,204.02	\$295,973.62
1930-1931	\$977,976.67	\$761,253.77	\$216,722.90
1931-1932	\$930,085.49	\$777,969.74	\$152,115.75
1932-1933	\$885,589.48	\$739,512.80	\$146,076.68
1933-1934	\$895,763.85	\$686,545.85	\$209,218.00
1934-1935	\$877,916.39	\$581,622.29	\$296,294.10
1935-1936	\$989,162.02	\$619,018.09	\$370,143.93
1936-1937	\$1,089,316.43	\$634,789.81	\$454,526.62
1937-1938	\$1,043,921.82	\$682,738.84	\$361,182.98
1938-1939	\$1,017,020.52	\$708,484.12	\$308,536.40
1939-1940	\$1,183,189.98	\$747,650.55	\$435,539.43
1940-1941	\$1,201,501.32	\$781,279.17	\$420,222.15
1941-1942	\$1,212,284.46	\$753,886.08	\$458,398.38
1942-1943	\$1,588,048.95	\$867,212.59	\$720,836.36
1943-1944	\$1,797,804.48	\$963,039.11	\$834,765.37
1944-1945	\$1,749,689.95	\$941,351.04	\$808,338.91
1945-1946	\$1,787,226.75	\$1,065,364.20	\$721,862.55

Source: Annual Reports, Department of Markets. 1926. Pg. 7 – 1946. Pg. 27

DEPARTMENT OF MARKETS INCOME (1918-1945) Adjusted In 1918 Dollars

Year	Income	Difference	Expenses	Difference	Profit	Difference
1918-1919	\$315,655.80	---	\$124,716.15	---	\$187,939.65	---
1919-1920	\$338,198.85	-\$49,274.01	\$114,698.01	-\$16,710.97	\$223,500.84	-\$32,563.04
1920-1921	\$363,201.84	-\$117,860.20	\$140,948.86	-\$45,738.37	\$222,252.98	-\$72,121.83
1921-1922	\$446,628.96	-\$82,818.62	\$157,120.81	-\$29,134.99	\$289,508.15	-\$53,683.63
1922-1923	\$580,672.42	-\$65,373.72	\$225,492.74	-\$25,386.60	\$355,179.68	-\$39,987.12
1923-1924	\$769,562.56	-\$101,928.82	\$326,422.84	-\$43,234.81	\$443,139.73	-\$58,693.98
1924-1925	\$815,102.44	-\$107,960.59	\$357,975.48	-\$47,413.97	\$457,126.96	-\$60,546.62
1925-1926	\$828,984.34	-\$131,759.10	\$417,622.66	-\$66,377.11	\$411,361.68	-\$65,381.99
1926-1927	\$824,725.40	-\$142,005.70	\$427,736.94	-\$73,650.07	\$396,988.46	-\$68,355.63
1927-1928	N/A	N/A	N/A	N/A	N/A	N/A
1928-1929	N/A	N/A	N/A	N/A	N/A	N/A
1929-1930	\$834,630.55	-\$110,547.09	\$573,273.73	-\$75,930.29	\$261,356.82	-\$34,616.80
1930-1931	\$884,278.31	-\$93,698.36	\$688,319.28	-\$72,934.49	\$195,959.03	-\$20,763.87
1931-1932	\$923,966.51	-\$6,118.98	\$772,851.52	-\$5,118.22	\$151,114.99	-\$1,000.76
1932-1933	\$976,087.68	+\$90,498.20	\$815,083.45	+\$75,570.65	\$161,004.22	+\$14,927.54
1933-1934	\$1,040,464.16	+\$144,700.31	\$797,449.41	+\$110,903.56	\$243,014.75	+\$33,796.75
1934-1935	\$989,293.84	+\$111,377.45	\$655,410.19	+\$73,787.90	\$333,883.65	+\$37,589.55
1935-1936	\$1,090,244.27	+\$101,082.25	\$682,275.41	+\$63,257.32	\$407,968.86	+\$37,824.93
1936-1937	\$1,183,358.14	+\$94,041.71	\$689,591.81	+\$54,802.00	\$493,766.33	+\$39,239.71
1937-1938	\$1,094,668.02	+\$50,746.20	\$715,927.53	+\$33,188.69	\$378,740.49	+\$17,557.51
1938-1939	\$1,089,149.63	+\$72,129.11	\$758,731.22	+\$50,247.10	\$330,418.41	+\$21,882.01
1939-1940	\$1,285,335.88	+\$102,145.90	\$812,195.95	+\$64,545.40	\$473,139.96	+\$37,600.53
1940-1941	\$1,295,905.00	+\$94,403.68	\$842,665.39	+\$61,386.22	\$453,239.60	+\$33,017.45
1941-1942	\$1,245,271.79	+\$32,987.33	\$774,399.99	+\$20,513.91	\$470,871.81	+\$12,473.43
1942-1943	\$1,471,137.37	-\$116,911.58	\$803,368.72	-\$63,843.87	\$667,768.65	-\$53,067.71
1943-1944	\$1,569,181.94	-\$228,622.54	\$840,571.71	-\$122,467.40	\$728,610.24	-\$106,155.13
1944-1945	\$1,501,154.45	-\$248,535.50	\$807,636.40	-\$133,714.64	\$693,518.04	-\$114,820.87
1945-1946	\$1,499,284.66	-\$287,942.09	\$893,722.19	-\$171,642.01	\$605,562.47	-\$116,300.08

Source: Annual Reports, Department of Markets. 1926. Pg. 7 – 1946. Pg. 27

http://www.americaslibrary.gov/jb/wwii/jb_wwii_stockmrkt_1.html

Year	Pop.	%	Year	Pop.	%	Year	Pop.	%
1790	340,120	---	1870	4,382,759	12.9%	1950	14,830,192	10.0%
1800	589,051	73.2%	1880	5,082,871	16.0%	1960	16,782,304	13.2%
1810	959,049	62.8%	1890	5,997,853	18.0%	1970	18,236,967	8.7%
1820	1,372,851	43.1%	1900	7,268,894	21.2%	1980	17,558,072	-3.7%
1830	1,918,608	39.8%	1910	9,113,614	25.4%	1990	17,990,455	2.5%
1840	2,428,921	26.6%	1920	10,385,227	14.0%	2000	18,976,457	5.5%
1850	3,097,394	27.5%	1930	12,588,066	21.2%	2010	19,378,102	2.1%
1860	3,880,735	25.3%	1940	13,479,142	7.1%	2020	N/A	

