

## RULES AND REGULATIONS

be allowed to use. In the event you are granted authority to add a specific percentage markup to your "net cost" of an item bearing your own or exclusively controlled label or brand, you must also reduce your "net cost" of all other brands of the same grade and quality of that commodity by the same percentage figure before applying the markup in Table A of this regulation for your class of wholesaler. In addition, within 25 days after the close of the first 6 months of operation you shall submit to the Distribution Branch, Food and Restaurant Division, OPS, Washington 25, D. C., a new application under the provisions of subparagraph (a) of this section using your actual cost data for this 6-month period. Your percentage markup must be adjusted to reflect your actual cost of product promotion in accordance with subparagraph (e) of this section.

**SEC. 27c. How a service wholesaler may apply to use the same ceiling prices for his own, or exclusively controlled label or brand of food commodities covered by this regulation sold from his cash-and-carry and service departments.** (a) If you are a service wholesaler and you qualify for adjustment under the provisions of section 27b of this regulation and you can establish that for the calendar year 1950:

(1) You operated a cash-and-carry department;

(2) You continuously sold or offered for sale from this cash-and-carry department the same food commodities bearing your own or exclusively controlled label or brand for which you qualify for adjustment under section 27b of this regulation from both your cash-and-carry department and your service department at the same price;

you may file an application under this section for permission to use the same ceiling prices for those food commodities bearing your own or exclusively controlled label or brand sold from your cash and carry department and your service department.

(b) Your application must contain:

(1) A statement that it was your practice during the calendar year of 1950 to sell your own or exclusively controlled label or brand at the same price in both your cash and carry and service wholesale operations, and

(2) A statement that records including cost data and invoices are on file at your usual place of business for the inspection by the Director of Price Stabilization which substantiate your statement under (1) above.

(c) Such application must be filed in duplicate with the Distribution Branch, Food and Restaurant Division, Office of Price Stabilization, Washington 25, D. C. You may not price under this section until you have received specific authority in writing from the Director of Price Stabilization authorizing you to do so. (Sec. 704, 64 Stat. 816, as amended; 50 U. S. C. App. Sup. 2154)

**Effective date.** This amendment shall become effective on the 1st day of September 1951.

**NOTE:** The record-keeping and reporting requirements of this Amendment have been

approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

MICHAEL V. DISALLE,  
Director of Price Stabilization.

AUGUST 27, 1951.

[F. R. Doc. 51-10430; Filed, Aug. 27, 1951; 4:00 p. m.]

[Ceiling Price Regulation 34, Supplementary Regulation 2]

## CPR 34—SERVICES

## SR 2—COTTON GINNING

Pursuant to the Defense Production Act of 1950, as amended, Executive Order 10161 (15 F. R. 6105), and Economic Stabilization Agency General Order No. 2 (16 F. R. 738), this supplementary regulation to Ceiling Price Regulation 34 is hereby issued.

## STATEMENT OF CONSIDERATIONS

This Supplementary Regulation 2 to Ceiling Price Regulation 34 permits cotton ginner to increase their cotton ginning, baling and wrapping rates per bale during the regular ginning season commencing with the regular 1951 cotton ginning season. The increase permitted is 6 percent above the rates prevailing during the regular 1950 cotton ginning season. Thus, if during the regular 1950 cotton ginning season, a cotton ginner charged \$12 for ginning, baling and wrapping, he may now charge 6 percent more for these services, or \$12.72. Under section 8 of Ceiling Price Regulation 34, which relates to seasonal services, a distinction was made for services which employed less than eight individuals. This supplementary regulation applies to all cotton ginner regardless of the number of employees. In section 8 of Ceiling Price Regulation 34, the percentage increase in rates over those charged in 1950 allowed to those engaged in seasonal services, such as cotton ginner, decreased with the passage of time, so that, for example, those who ginned in May through June were permitted a 7 percent increase over 1950 rates, while those who ginned in September were permitted only a 4 percent increase. Since the season for cotton ginning does not begin at the same time for all sections in cotton producing areas, such section 8 of Ceiling Price Regulation 34 was unfair to those who ginned later in the year in the more northerly cotton ginning areas, because cotton ginner, by and large, make their commitments in the early spring so that their costs and cost increases were generally uniform. The 6 percent adjustment hereby permitted will tend generally to equalize the return to cotton ginner irrespective of the geographical location of their cotton gins.

The costs of ginning cotton have risen appreciably since the end of the regular 1950 cotton ginning season due to the increased cost of labor and material. A study of typical costs reveals that between the regular 1950 and 1951 cotton ginning seasons, direct labor costs have risen by an estimated 71 cents per bale and that the cost of wrapping (which

includes bagging and ties) has risen by approximately 50 cents per bale. On the basis of this information, it would appear that the average increase in direct labor and material costs per bale is in excess of 10 percent of the 1950 average ginning, wrapping and baling charge. The large cotton crop estimated for 1951, together with the fact that this is a decreasing cost industry, indicates that the 6 percent increase permitted in the supplementary regulation will be sufficient to allow cotton ginner their normal margin of profit.

The immediate need to provide for the hardship in which the cotton ginning industry has found itself inhibited consultation formally with industry representatives. However, various representatives from the affected service fields were informally consulted and consideration was given to their recommendations. In the judgment of the Director of Price Stabilization the provisions of this regulation are generally fair and equitable and are necessary to effectuate the purposes of Title IV of the Defense Production Act of 1950, as amended.

## REGULATORY PROVISIONS

Sec.

1. Purpose.

2. Relationship to Ceiling Price Regulation 34.

3. Ceiling prices.

4. Filing.

5. Definitions.

**AUTHORITY:** Sections 1 to 5 issued under sec. 704, 64 Stat. 816, as amended; 50 U. S. C. App. Sup. 2154. Interpret or apply Title IV, 64 Stat. 803, as amended; 50 U. S. C. App. Sup. 2101-2110, E. O. 10161, Sept. 9, 1950, 15 F. R. 6105, 3 CFR, 1950 Supp.

**SECTION 1. Purpose.** The purpose of this regulation is to permit cotton ginner to increase their 1951 regular season cotton ginning, wrapping and baling rates per bale by 6 percent above the rates prevailing during the regular 1950 cotton ginning season, and to treat all members of the cotton ginning industry equally, irrespective of size, number of employees or geographical location.

**Sec. 2. Relationship to Ceiling Price Regulation 34.** All provisions of Ceiling Price Regulation 34, except as affected by the pricing provisions of this supplementary regulation, shall remain in full force and effect.

**Sec. 3. Ceiling prices.** You are now permitted to increase the rates charged per bale for ginning, wrapping and baling cotton by 6 percent above the rates you charged per bale for ginning, wrapping and baling during the regular 1950 cotton ginning season.

**Sec. 4. Filing.** Within 10 days after establishing your ceiling price under this regulation, you must file with the district office of the Office of Price Stabilization, in accordance with section 18 (c) of Ceiling Price Regulation 34.

**Sec. 5. Definitions.** (a) As used in this supplementary regulation to Ceiling Price Regulation 34:

(1) The term "ginning" means the mechanical separation of cotton seed from the lint cotton or cotton fibre.

(2) The term "wrapping and baling" means the forming of lint cotton into a standard size bale which is then covered



with a suitable bagging and wrapped with steel ties.

(3) The term "regular 1950 cotton ginning season" means, with respect to the area or areas in which you ginned cotton, the customary season for ginning cotton during 1950, and which ended prior to December 19, 1950.

**Effective date.** This order shall become effective September 1, 1951.

MICHAEL V. DISALLE,  
Director of Price Stabilization.

AUGUST 27, 1951.

[F. R. Doc. 51-10428; Filed, Aug. 27, 1951;  
11:55 a. m.]

[Ceiling Price Regulation 52, Amdt. 1]

#### CPR 52—GUM ROSIN AND GUM TURPENTINE

#### CLARIFICATION OF EXCLUSION OF EXPORTS

Pursuant to the Defense Production Act of 1950, as amended, Executive Order 10161 (15 F. R. 6105), and Economic Stabilization Agency General Order No. 2 (16 F. R. 738), this Amendment 1 to Ceiling Price Regulation 52 is hereby issued.

#### STATEMENT OF CONSIDERATIONS

The purpose of this amendment is to clarify Ceiling Price Regulation 52 with respect to its exclusion of exports and sales for export of gum rosin and gum turpentine. Ceiling Price Regulation 61, issued July 30, 1951, was in the process of being drafted when Ceiling Price Regulation 52 was issued. Consequently, Ceiling Price Regulation 52 referred only in general terms to a future "ceiling price regulation covering exports." Amending section 2 of Ceiling Price Regulation 52 so that it refers specifically to Ceiling Price Regulation 61 makes it clear that export sales and sales for export of gum rosin and gum turpentine are covered by Ceiling Price Regulation 61.

In view of the routine clarifying nature of this amendment, the Director has not found it practicable or necessary to consult with industry representatives.

#### AMENDATORY PROVISIONS

Ceiling Price Regulation 52 is amended in the following respect:

Section 2 is amended by deleting the present section 2 and substituting therefor a new section 2 to read as follows:

**SEC. 2. Relation to other ceiling price regulations.** This regulation supersedes the General Ceiling Price Regulation with respect to all sales of gum rosin and gum turpentine covered by this regulation. The General Ceiling Price Regulation remains applicable to sellers who sell principally to individual consumers other than industrial, institutional or governmental consumers. Ceiling Price Regulation 31, as amended, applies to sales of imported gum rosin and gum turpentine. Ceiling Price Regulation 61 applies to export sales and sales for export of gum rosin and gum turpentine. For definitions of "export sales" and "sales for export", refer to section 15 (c)

(7) and (c) (8) of Ceiling Price Regulation 61.

(Sec. 704, 64 Stat. 816, as amended; 50 U. S. C. App. Sup. 2154)

**Effective date.** This amendment shall become effective September 1, 1951.

MICHAEL V. DISALLE,  
Director of Price Stabilization.

AUGUST 27, 1951.

[F. R. Doc. 51-10429; Filed, Aug. 27, 1951;  
11:55 a. m.]

## TITLE 33—NAVIGATION AND NAVIGABLE WATERS

### Chapter I—Coast Guard, Department of the Treasury

#### Subchapter I—Security of Waterfront Facilities [CGFR 51-37]

#### PART 126—HANDLING OF EXPLOSIVES OR OTHER DANGEROUS CARGOES WITHIN OR CONTIGUOUS TO WATERFRONT FACILITIES

#### SAFETY MEASURES RE HANDLING OF EXPLO- SIVES OR OTHER DANGEROUS CARGOES

A notice regarding regulations governing the handling of explosives or other dangerous cargoes within or contiguous to waterfront facilities was published in the FEDERAL REGISTER dated June 16, 1951 (16 F. R. 5770, et seq.), and a public hearing was held by the Merchant Marine Council on July 9, 1951, at Coast Guard Headquarters, Washington, D. C. All comments submitted were considered by the Merchant Marine Council and changes in the regulations have been made.

The purpose for the regulations designated as 33 CFR Part 126 regarding the handling of explosives or other dangerous cargoes within or contiguous to waterfront facilities is to provide adequate protection and safety for waterfront facilities and port and harbor areas, including vessels and harbor craft therein, during the transportation, handling, loading, discharging, stowage or storage of explosives, inflammable or combustible liquids in bulk or other dangerous articles or cargoes which are subject to requirements set forth in "Explosives or Other Dangerous Articles on Board Vessels" (CG 187) (46 CFR Part 146) and the Tank Vessel Regulations (CG 123) (46 CFR Parts 30 to 39, inclusive). These regulations do not apply to waterfront facilities directly operated by the Departments of the Army, Navy, or Air Force. The regulations designated 33 CFR Part 126 are the same as or similar to the requirements which were in effect during World War II and known as "Port Security Regulations" and proved to be so successful in protecting waterfront facilities. Because of the limitations contained in Executive Order 10173, as amended by Executive Order 10277, it is not possible to reinstate the "Port Security Regulations" verbatim which were in use during World War II.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order No. 10173 (15 F. R. 7005), as amended by Executive Order No. 10277 (16 F. R. 7537), the following regulations are added to Chapter

I of 33 CFR and shall become effective on and after October 1, 1951:

- Sec.
- 126.01 General definitions.
  - 126.05 Designated waterfront facility.
  - 126.07 Dangerous cargo.
  - 126.09 Designated dangerous cargo.
  - 126.11 Waiver authority based on local or unusual conditions.
  - 126.13 Designation of waterfront facilities.
  - 126.15 Conditions for designation as designated waterfront facility.
  - 126.17 Permits required for handling designated dangerous cargo.
  - 126.19 Issuance of permits for handling designated dangerous cargo.
  - 126.21 Permitted transactions.
  - 126.23 Termination or suspension of permits.
  - 126.25 Penalties for handling designated dangerous cargo without permit.
  - 126.27 General permit for handling dangerous cargo.
  - 126.29 Supervision and control of dangerous cargo.
  - 126.31 Termination or suspension of general permit.
  - 126.33 Penalties for handling dangerous cargo without permit.
  - 126.35 Primary responsibility.
  - 126.37 Separability.

**AUTHORITY:** §§ 126.01 to 126.37 issued under E. O. 10173, Oct. 18, 1950, 15 F. R. 7005, 3 CFR, 1950 Supp., as amended by E. O. 10277, Aug. 1, 1951, 16 F. R. 7537. Interpret or apply 40 Stat. 220, as amended, R. S. 4417a and 4472, as amended; 50 U. S. C. 191, 46 U. S. C. 391a and 170.

§ 126.01 *General definitions.* The terms "Commandant", "District Commander", "Captain of the Port", and "Waterfront Facility" when used in this part shall have the meaning set forth in §§ 6.01-1, 6.01-2, 6.01-3, and 6.01-4, respectively, of Executive Order No. 10173 (15 F. R. 7005), except that the term "waterfront facility" shall not include such a facility directly operated by the Departments of the Army, Navy, or Air Force.

§ 126.05 *Designated waterfront facility.* The term "designated waterfront facility" shall mean a waterfront facility designated by § 126.13 for the handling and storage of, and for vessel loading and discharging of, explosives, inflammable or combustible liquids in bulk, or other dangerous articles or cargo covered by the regulations entitled "Explosives or Other Dangerous Articles on Board Vessels" (46 CFR Part 146) and the regulations governing tank vessels (46 CFR Parts 30 to 39, inclusive).

§ 126.07 *Dangerous cargo.* The term "dangerous cargo" shall mean all explosives and other dangerous articles or cargo covered by the regulations entitled "Explosives or Other Dangerous Articles on Board Vessels" (46 CFR Part 146) and the regulations governing tank vessels (46 CFR Parts 30 to 39, inclusive).

§ 126.09 *Designated dangerous cargo.* The term "designated dangerous cargo" shall mean Explosives, Class A, and Military Explosives as classified in 46 CFR Part 146.

§ 126.11 *Waiver authority based on local or unusual conditions.* Whenever the Commandant, the District Commander, or the Captain of the Port shall find that the application of any provi-



sion contained in this part is not necessary to the security of the port and vessels and waterfront facilities therein, or that its application is not practical because of local conditions or because the materials or personnel required for compliance are not available, or because the requirements of the national defense justify a departure from such provision, he may waive compliance with such provision to the extent and under such requirements as he may determine.

§ 126.13 *Designation of waterfront facilities.* (a) Waterfront facilities which fulfill the conditions required in § 126.15, unless waived under provision of § 126.11, and only such waterfront facilities are designated for the handling, storing, stowing, loading, discharging, and transporting of dangerous cargo, subject to compliance with other applicable requirements and provisions set forth in this part.

(b) Handling, storing, stowing, loading, discharging, and transporting dangerous cargo at any waterfront facility other than one designated by this section is hereby prohibited, and violation of this prohibition will subject the violator to the penalties of fine and imprisonment provided in section 2, Title II of the act of June 15, 1917, as amended, 50 U. S. C. 192.

§ 126.15 *Conditions for designation as designated waterfront facility.* The conditions referred to in § 126.13 for designation of a waterfront facility for the purpose of handling, storing, stowing, loading, discharging, or transporting of dangerous cargo shall be as follows:

(a) *Guards.* That guards are provided by the owner or operator of the waterfront facility for the protection thereof in such numbers and of such qualifications as to assure adequate surveillance, prevent unlawful entrance, detect fire hazards, and check the readiness of protective equipment.

(b) *Smoking.* That smoking is prohibited on the waterfront facility except at such portions thereof as may be designated by the owner or operator thereof: *Provided,* That smoking in such areas shall only be permitted in accordance with local ordinances and regulations and that signs are conspicuously posted marking such authorized smoking areas and that "No Smoking" signs are conspicuously posted elsewhere on the waterfront facility.

(c) *Welding or hot work.* That oxy-acetylene or similar welding or burning, or other hot work including electric welding or the operation of equipment therefor is prohibited on the waterfront facility during the handling, storing, stowing, loading, discharging, and transporting of dangerous cargo thereon, except when approved by the Captain of the Port: *Provided,* That such work shall not be conducted at any time during the handling, storing, stowing, loading, discharging and transporting of explosives.

(d) *Trucks and other motor vehicles.* That trucks and other motor vehicles are not permitted to remain or park upon the waterfront facility except under the following conditions:

(1) When actually awaiting opportunity to load or discharge cargo, ship supplies, or passengers.

(2) When loading or discharging tools, equipment, or materials incident to maintenance, repair, or alterations.

(3) When the vehicle is headed toward an unimpeded exit and is attended by a driver.

(e) *Pier automotive equipment.* That tractors, stackers, lift trucks, hoisters, and other equipment driven by internal combustion engines used on the waterfront facility are of such construction and condition and free from excess grease, oil, or lint as not to constitute a fire hazard; that each unit of such equipment is provided with an approved type hand extinguisher; that, when not in use, such equipment is stored in a safe manner and location; that gasoline or other fuel used for such equipment is stored and handled in accordance with accepted safe practices, and is not stored on the waterfront facility except in conformity with paragraph (g) of this section; and that refueling of such equipment is prohibited on any pier or wharf within the waterfront facility.

(f) *Rubbish and waste materials.* That the waterfront facility is free from rubbish, debris, and waste materials.

(g) *Maintenance stores and supplies.* That supplies classified as dangerous by the provisions of the regulations entitled "Explosives or Other Dangerous Articles on Board Vessels" (46 CFR Part 146), to be used in connection with operation or maintenance of the property or facility are not stored on any pier or wharf within the waterfront facility and are not stored elsewhere on the waterfront facility except in amounts necessary for normal current operating conditions; that such storage is in a compartment remote from combustible material and so constructed as to be readily accessible and provide safe storage; that storage compartments are kept clean and maintained free of scrap materials, empty containers, soiled wiping rags, waste, and other debris; that covered metal containers are provided for storage of used wiping cloths and contents removed at the end of each working day; that clothing lockers are maintained clean and orderly and properly ventilated; and that fire-extinguishing equipment suitable for the type of hazard is readily available.

(h) *Electric wiring.* That new installations of electric wiring and equipment are made in accordance with accepted safe practices (conformity with the requirements of the National Electric Code (current edition) and the requirements of applicable local regulations shall be deemed evidence of compliance with such accepted safe practices); that materials, fittings, and devices are of type and character approved for the intended use by Underwriters Laboratories, Inc., Associated Factory Mutual Laboratories, or United States National Bureau of Standards; that existing electric wiring is maintained in a safe condition, free of defects or modifications which may cause fire or personal injury; that defective or dangerous wiring, equipment, and devices are permanently disconnected from sources of energy.

(i) *Heating equipment.* That heating equipment is safely installed and maintained in good operating condition; that adequate clearances to prevent undue heating of nearby combustible materials are maintained between heating appliances, chimneys, stove pipes, gas vents, or other heat producing elements, and any combustible materials of the floor, walls, partitions or roofs; that, in general, clearances are such that continuous operation of the heat producing device at full capacity will not increase the temperature of nearby woodwork more than 90° above the ambient temperature; that, where necessary to prevent contact with movable combustible materials, heating appliances are enclosed or screened; that spark arrestors are provided on chimneys or appliances burning solid fuel used in locations where sparks constitute a hazard to nearby combustible materials. (As a guide to safe installation of heating equipment, the appropriate chapters of the National Board of Fire Underwriters Building Code (current edition) are recommended.)

(j) *Fire extinguishing equipment.* That fire extinguishing appliances are made available in adequate quantities, locations, and types; that first aid fire appliances are installed and maintained in accordance with accepted safe practices (conformity with the requirements prescribed in the current "Standards for First Aid Fire Appliances," issued by the National Fire Protection Association, shall be deemed evidence of compliance with such accepted safe practices); that fire extinguishing equipment, fire alarm systems and devices, and fire doors and other safety equipment are maintained in good operating condition at all times; that provision is made so that, when hazards arise which require such precaution, emergency hose lines will be led out and other emergency fire-fighting equipment will be placed immediately adjacent to such hazards.

(k) *Marking of fire appliance locations.* That the locations of all fire appliances, including hydrants, standpipe and hose stations, fire extinguishers, and fire alarm boxes, are conspicuously marked; and that ready accessibility to such appliances is maintained.

(l) *Lighting.* That subject to applicable dimout and blackout regulations, such waterfront facility is adequately illuminated during the handling, storing, stowing, loading, discharging, and transporting of dangerous cargo thereon; and that kerosene and gasoline lamps and lanterns are not used on such waterfront facility.

(m) *Arrangement of cargo.* That cargo is arranged on the waterfront facility according to the individual structure of such facility, in a manner to permit complete access for the purpose of fire extinguishment; that, except on facilities used primarily for the transfer of railroad or highway vehicles to or from cargo vessels and carfloats, cargo is placed on the waterfront facility in accordance with the following:

(1) At least two feet of clear and open space will be maintained free of rubbish, dunnage, and other obstructions between cargo piles and the sides of the pier, fire walls or fire stops in enclosed piers. This



distance shall be measured from the most prominent projection of the wall such as studding, bracings, or other obstructions that are a part of the structure.

(2) Inflammable and combustible cargo, not including bulk cargo, shall not be tiered higher than 12 feet. All cargo including inflammable and combustible cargo shall be so tiered as to maintain a clearance between the upper level of the top tier and trusses, beams, girders, or other structural members of not less than 36", and between such upper level and sprinkler heads a clearance of at least 12" shall be maintained.

(3) There shall be maintained at least four feet of clear and open operating space around any fire alarm box, standpipe, fire hose, sprinkler valve, fire door, deck hatch, or first-aid fire appliance.

(4) When first-aid fire appliances, alarm boxes, other safety equipment, or deck hatches are located in a space surrounded by cargo, there shall be maintained a straight, free, and open space at least three feet in width running therefrom to the center aisle. This space shall be kept clear of all rubbish, dunnage, and other obstruction.

(5) A main aisle of at least twenty feet in width shall be maintained the entire length of the waterfront facility if control of fire requires trucks to come on the pier. The aisle may be reduced to eight feet in width if such access by fire trucks is not required.

(6) Cross aisles, at least five feet wide, straight and at right angles to the main aisle, shall be maintained at intervals not exceeding seventy-five feet, and extending to the side of the waterfront facility.

**§ 126.17 Permits required for handling designated dangerous cargo.** Designated dangerous cargo in amounts exceeding five hundred (500) pounds may be handled, stored, stowed, loaded, discharged, and transported at any designated waterfront facility only if a permit therefor has been issued by the Captain of the Port, except that no permit shall be required for the handling, loading, discharging, or transporting of such cargoes to or from, on or across, a waterfront facility used for the transfer of railroad vehicles to or from a railroad carfloat when such cargoes are not removed from, or placed in, the railroad vehicle while in or on such waterfront facility.

**§ 126.19 Issuance of permits for handling designated dangerous cargo.** (a) Upon application of the owners or operators of a designated waterfront facility, or of their authorized representatives, the Captain of the Port is authorized to issue a permit for each transaction of handling, storing, stowing, loading, discharging, or transporting designated dangerous cargo in amounts exceeding five hundred (500) pounds net weight at such waterfront facility provided the following requirements are met:

(1) The Captain of the Port shall be furnished a written permit or document having comparable legal effect from the state, municipal, or port authority authorizing the use of the designated waterfront facility for handling, storing, stowing, loading, discharging, or trans-

porting the designated dangerous cargo.

(2) The facility shall comply in all respects with the regulations in this subchapter.

(3) The facility shall offer isolation and remoteness from populous areas which compare favorably with the distance required by the American Table of Distances for inhabited buildings, unbarricaded.

(b) Each such permit shall show on its face the largest total amount of designated dangerous cargo which at any time during the transaction may be present on the waterfront facility and vessels moored thereto. In determining this amount, the Captain of the Port will be guided by the American Table of Distances and suitable instructions issued by the Commandant.

**NOTE:** The American Table of Distances may be purchased from the Institute of Makers of Explosives, 343 Lexington Avenue, New York, N. Y.

**§ 126.21 Permitted transactions.** All permits issued pursuant to § 126.19 are hereby conditioned upon the observance of fulfillment of the following:

(a) The conditions set forth in § 126.15 shall at all times be strictly observed.

(b) No amount of designated dangerous cargo in excess of the total amount shown on the face of the permit shall, at any time during the transaction for which the permit is issued, be present on the waterfront facility and vessels moored thereto.

(c) Designated dangerous cargo in amounts exceeding five hundred (500) pounds shall not be brought onto the waterfront facility from shore except when laden within a railroad car or highway vehicle and shall remain in such railroad car or highway vehicle except when removed as an incident of prompt transshipment. Designated dangerous cargo in amounts exceeding five hundred (500) pounds shall not be brought onto the waterfront facility from a vessel except as an incident of its prompt transshipment by railroad car or highway vehicle.

(d) No other dangerous cargo not covered by the permit shall be on the waterfront facility during the transaction for which the permit has been issued, but this shall not apply to maintenance stores and supplies on the waterfront facility in conformity with § 126.15 (g).

**§ 126.23 Termination or suspension of permits.** Any permit issued pursuant to § 126.19 shall terminate automatically at the conclusion of the transaction for which the permit has been issued and may be terminated, or suspended, prior thereto by the Captain of the Port whenever he deems that the security or safety of the port or vessels or waterfront facilities therein so requires. Confirmation of such termination or suspension by the Captain of the Port shall be given to the permittee in writing.

**§ 126.25 Penalties for handling designated dangerous cargo without permit.** Handling, storing, stowing, loading, discharging, or transporting any designated dangerous cargo in amounts exceeding five hundred (500) pounds without

a permit, as provided under § 126.17, being in force, will subject persons responsible therefor to the penalties of fine and imprisonment provided in section 2, Title II of the act of June 15, 1917, as amended, 40 U. S. C. 192.

**§ 126.27 General permit for handling dangerous cargo.** A general permit is hereby issued for the handling, storing, stowing, loading, discharging, and transporting of dangerous cargo (other than designated dangerous cargo in amounts exceeding five hundred (500) pounds) at designated waterfront facilities other than those waterfront facilities in actual use for the handling, storing, stowing, loading, discharging, or transporting of designated dangerous cargo in amounts exceeding five hundred (500) pounds. Such general permit is hereby conditioned upon the observance and fulfillment of the following regulations:

(a) The conditions set forth in § 126.15 shall at all times be strictly observed.

(b) The following classes of dangerous cargo as classified in the regulations entitled "Explosives or Other Dangerous Articles on Board Vessels" (46 CFR 146), in the amounts specified, shall not be handled, stored, stowed, loaded, discharged, or transported at any one time, except on waterfront facilities used primarily for the transfer of railway or highway vehicles to or from cargo vessels or carfloats, without notification to the Captain of the Port:

(1) Explosives, Class B, in excess of 1 ton.

(2) Explosives, Class C, in excess of 10 tons.

(3) Inflammable liquids, in containers, in excess of 10 tons.

(4) Oxidizing materials, in excess of 100 tons.

(5) Inflammable compressed gases, in excess of 10 tons.

(6) Poison, Class A, any amount.

(c) Inflammable liquids and compressed gases shall be so handled and stored as to provide maximum separation between freight consisting of acids, corrosive liquids, or combustible materials. Storage for inflammable solids or oxidizing materials shall be so arranged as to prevent moisture coming in contact therewith.

(d) Acids and corrosive liquids shall be so handled and stored as to prevent such acids and liquids in event of leakage from contacting any organic materials.

(e) Poisonous gases and poisonous liquids shall be so handled and stored as to prevent their contact with acids, corrosive liquids, or inflammable liquids.

(f) Dangerous cargo covered by this section and which may be stored on the waterfront facility shall be arranged in such manner as to retard the spread of fire. This may be accomplished by interspersing piles of dangerous freight with piles of inert or less combustible materials.

**§ 126.29 Supervision and control of dangerous cargo.** The Captain of the Port is authorized to require that any transaction of handling, storing, stow-



ing, loading, discharging, or transporting the dangerous cargo covered by this subchapter shall be undertaken and continued only under the immediate supervision and control of the Captain of the Port or his duly authorized representative. In case the Captain of the Port exercises such authority, all directions, instructions, and orders of the Captain of the Port or his representative, not inconsistent with this part, with respect to such handling, storing, stowing, loading, discharging, and transporting; with respect to the operation of the waterfront facility; with respect to the ingress and egress of persons, articles, and things and to their presence on the waterfront facility; and with respect to vessels approaching, moored at, and departing from the waterfront facility, shall be promptly obeyed.

**§ 126.31 Termination or suspension of general permit.** The Captain of the Port is hereby authorized to terminate or to suspend the general permit granted by § 126.27 in respect to any particular designated waterfront facility whenever he deems that the security or safety of the port or vessels or waterfront facilities therein so requires. Confirmation of such termination or suspension shall be given to the permittee in writing. After such termination, the general permit may be revived by the Commandant with respect to such particular waterfront facility upon a finding by him that the cause of termination no longer exists and is unlikely to recur. After such suspension, the general permit shall be revived by the Captain of the Port with respect to such particular waterfront facility when the cause of suspension no longer exists, and he shall so advise the permittee in writing.

**§ 126.33 Penalties for handling dangerous cargo without permit.** Handling, storing, stowing, loading, discharging, or transporting any dangerous cargo covered by § 126.27 under circumstances not covered by the general permit granted in § 126.27 or when such general permit is not in force will subject persons responsible therefor to the penalties of fine and imprisonment provided in section 2, Title II of the act of June 15, 1917, as amended, 50 U. S. C. 192.

**§ 126.35 Primary responsibility.** Nothing contained in the rules, regulations, conditions, and designations in this part shall be construed as relieving the masters, owners, operators, and agents of vessels, docks, piers, wharves, or other waterfront facilities from their primary responsibility for the security of such vessels, docks, piers, wharves, or waterfront facilities.

**§ 126.37 Separability.** If any provision of the rules, regulations, conditions, or designations contained in this part or the application of such provision to any person, waterfront facility, or circumstances shall be held invalid, the validity of the remainder of the rules, regulations, conditions, or designations contained in this part and applicability of such provision to other persons, water-

front facilities, or circumstances, shall not be affected thereby.

Dated: August 22, 1951.

[SEAL] MERLIN O'NEIL,  
Vice Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 51-10323; Filed, Aug. 27, 1951;  
8:47 a. m.]

## TITLE 44—PUBLIC PROPERTY AND WORKS

### Chapter I—General Services Administration

#### PART 99—STOCK PILING OF STRATEGIC AND CRITICAL MATERIALS

##### PURCHASE PROGRAM FOR DOMESTIC CHROME ORE AND CONCENTRATES AT GRANTS PASS, OREGON

- Sec.  
99.101 Scope and purpose.  
99.102 Definitions.  
99.103 Participation under the Program.  
99.104 Termination of the Program.  
99.105 Deliveries.  
99.106 Specifications.  
99.107 Prices.  
99.108 Weighing, sampling, moisture determination, and analysis.

AUTHORITY: §§ 99.101 to 99.108 issued under sec. 205, 63 Stat. 389, as amended; 41 U. S. C. Sup. 235. Interpret or apply sec. 3, 53 Stat. 811, as amended; 50 U. S. C. 98b.

**§ 99.101 Scope and purpose.** Sections 99.101 to 99.108 interpret and implement the authority of the Administrator to purchase chrome ore and concentrates of domestic origin for the Government, and outline the attendant responsibilities and functions of the Administrator in purchasing such chrome ore and concentrates for the National Stock Pile. In accordance with the Program set forth in §§ 99.101 to 99.108 the Administrator will purchase domestically produced chrome ore and concentrates meeting the specifications contained in § 99.106 until the termination of the Program.

**§ 99.102 Definitions.** As used in §§ 99.101 to 99.108:

(a) "Government" means the United States of America.

(b) "Administrator" means the Administrator of General Services.

(c) "Program" means the terms and conditions under which the Administrator will purchase chrome ore and concentrates as set forth in §§ 99.101 to 99.108.

(d) "Chrome ore" means chrome ore mined in the United States, and "concentrates" means chrome concentrates produced from ore mined in the United States.

(e) "Ton" means a long dry ton (2,240 pounds avoirdupois).

(f) "Depot" means the purchase depot of the Government at Grant Pass, Oregon.

(g) "Producer" means any person or company who mines chrome ore.

(h) "Source" means any mine, mining development or mining facility producing chrome ore.

**§ 99.103 Participation under the Program.** Any producer may sell to the Gov-

ernment chrome ore or concentrates meeting the specifications contained in § 99.106 and to which he has title by delivering and offering such material to the Government at any time prior to the termination of the Program.

**§ 99.104 Termination of the Program.** The Program shall terminate and be of no further force or effect as of the close of business on June 30, 1955: *Provided, however,* That the Administrator may terminate the Program as of the close of business on June 30, 1955: *Provided,* giving advance public notice of such termination not later than December 31, 1953: *Provided, further,* That the Administrator may terminate the Program as of the date when the Government has received and accepted 200,000 tons of chrome ore and/or concentrates under the Program.

**§ 99.105 Deliveries.** Chrome ore or concentrates to be purchased by the Government under the Program must be delivered by the producer in bulk at the depot. The cost of unloading trucks or railroad cars will be for the account of the producer. Deliveries of less than five (5) tons of material will not be accepted. No deliveries in excess of two thousand (2,000) tons per year from any one source will be accepted without prior written approval of the Government.

**§ 99.106 Specifications—(a) Chemical requirements.** No material will be accepted by the Government which does not meet the following specifications:

Chromic oxide ( $\text{Cr}_2\text{O}_3$ ): Minimum 42 percent.

Silica ( $\text{SiO}_2$ ): Maximum 10 percent.

Chromium to iron ratio ( $\text{Cr}/\text{Fe}$ ): Minimum 2 to 1.

(b) *Physical requirements.* All material shall be in unmixed lots consisting of one of the following types:

*Type I.* Lumpy ore—shall be hard, dense, non-friable material of which not more than 25 percent shall pass a one-inch Tyler standard screen. All material shall pass through a twelve-inch ring.

*Type II.* Fines—no size restrictions shall apply to fines (including friable lumpy material).

*Type III.* Concentrates—no size restrictions shall apply to concentrates.

**§ 99.107 Prices.** The prices to be paid for material accepted by the Government shall be the base prices with applicable premiums and penalties as stated below. Prices are based on a long dry ton of material delivered at the depot. Fractions appearing on analysis reports will be prorated in computing premiums and penalties.

The base price shall be \$115.00 per ton of Type I (lumpy ore), or \$110.00 per ton of Type II (fines) and Type III (concentrates), all analyzing as follows:

Chromic oxide ( $\text{Cr}_2\text{O}_3$ ): 48.00 percent.

Chromium to iron ratio—above 3 to 1:

#### PREMIUMS

Chromic oxide content—above 48 percent: \$4.00 per ton for each 1 percent of chromic oxide content.



Chromium to iron ratio—above 3 to 1: \$4.00 per ton for each one-tenth increase in Cr to Fe ratio up to but not exceeding 3.5 to 1.

## PENALTIES

Chromic oxide content—below 48 percent: \$3.00 per ton for each 1 percent of chromic oxide content down to and including 42 percent.

Chromium to iron ratio—below 3 to 1: \$3.00 per ton for each one-tenth decrease in Cr to Fe ratio down to and including 2 to 1.

§ 99.108 *Weighing, sampling, moisture determination, and analysis.* All material will be subject to weighing, sampling, moisture determination and analysis by the Government at its own expense prior to acceptance. The producer shall be afforded an opportunity to witness weighing and sampling. The weight of each truckload will be determined by a Government weight master on scales provided by the Government. A weight ticket for each load will be furnished to the producer. Material will be sampled at the time of unloading at the depot by a qualified sampler selected by the Government. A representative sample of each lot shall be taken in accordance with methods approved by the Government and the producer prior to delivery. Representative portions of lumps, rubble and fines will be obtained after trucks are unloaded. The gross sample so obtained will be mixed, and a screen size determination will be made. The sample will then be reduced to one inch maximum particle size and divided into two portions, one of which will be used for moisture determination by the Government and the other prepared for chemical analysis. The Government's determination of moisture content shall be final. Each sample shall be analyzed by a recognized commercial laboratory selected by the Government in accordance with analytical methods approved by ferrochromium manufacturers. The chromium content of any material shall be 68.4 percent of the chromic oxide content. The assay results shall be final and shall constitute the basis of payment. All material found not to meet the specifications contained in § 99.106 will be rejected. The producer shall be afforded ten days to re-sort any lot of rejected material and to offer the re-sorted material to the Government. All material rejected after re-sorting and all rejected material which the producer does not elect to re-sort must be removed by the producer at his own expense within fifteen days after notice of rejection to the producer. Upon failure of the producer to remove the material within the time allowed, the Government may dispose of it without liability. Such failure shall constitute grounds for the Government's refusal of further offers of material from the producer.

*Effective date.* Sections 99.101 to 99.108 shall become effective immediately.

Dated: August 23, 1951.

JESS LARSON,  
Administrator.

[F. R. Doc. 51-10410; Filed, Aug. 27, 1951; 8:50 a. m.]

## TITLE 49—TRANSPORTATION

## Chapter I—Interstate Commerce Commission

[S. O. 880]

## PART 95—CAR SERVICE

## REDUCED RATES ON PASSENGER TYPE EXPRESS REFRIGERATORS

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 23d day of August A. D. 1951.

It appearing, that there is a shortage of head end cars with which to handle express traffic moving in eastern territory due to the large number of baggage cars being used in troop and other movements; that there is a surplus of passenger type express refrigerators in California suitable for express traffic in eastern territory; that certain Transcontinental Freight Bureau Tariffs contain rate penalties on the use of passenger type refrigerator cars in freight service; that by reason thereof it is necessary, in the interest of National Defense, to regulate and control the use of such cars to assure the maximum utilization; in the opinion of the Commission an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. It is ordered, that:

§ 95.880 *Reduced rates on passenger type express refrigerators.*—(a) *Rates applicable.* Common carriers by railroad subject to the Interstate Commerce Act, may, at their option, furnish passenger type refrigerators of Railway Express Agency, Incorporated, ownership listed in paragraph (b) of this section, for loading with perishable commodities originating in California, destined eastern territory, in carload lots, suitable for transportation in refrigerator cars of this type; and shall accept and transport in freight service such commodities in passenger type express refrigerators as defined in paragraph (b) of this section, at the freight rates applicable to the same commodities when loaded in standard refrigerator cars (cars with inside length between bulkheads—loading space—of less than 37' 6").

(b) *Passenger type express refrigerators defined.* For the purpose of this section, the term "passenger type express refrigerators" is defined as: (1) Refrigerator cars with inside measurement between bulkheads (loading space) of not less than 37' 6"; and (2) refrigerator cars with collapsible bunkers having inside length between bulkheads (loading space) of less than 37' 6" with bulkheads in place and in excess of 37' 6" with bulkheads collapsed, of Railway Express Agency, Incorporated, ownership, and bearing the following markings and numbers as listed in the Official Register of Passenger Train Equipment: The Atchison, Topeka and Santa Fe Railway Company, 4000-4049; Atlantic Coast Line Railroad Company, 3000-3049; Great Northern Railway Company, 1900-2139; The Nashville, Chattanooga & St. Louis Railway, 3902-3919; Pacific Fruit Express Company, 500-799; The Pennsylvania Railroad Company, 2551-2911; Seaboard

Air Line Railroad Company, 3600-3641; and all Railway Express Agency, Incorporated, cars numbered intermittently 40 to 6799 except cars numbered 801 to 806, inclusive.

(c) *Tariff provisions suspended.* The operation of all tariff rules, regulations, or charges insofar as they conflict with this section is hereby suspended.

(d) *Announcement of suspension.* Each railroad, or its agent, shall file and post a supplement to each of its tariffs affected hereby, substantially in the form authorized in Rule 9 (k) of the Commission's Tariff Circular No. 20 (§ 141.9 (k) of this chapter) announcing the suspension of the operation of any of the provisions therein, and establishing the substituted provisions set forth in paragraphs (a), (b), and (c) of this section.

(e) *Special permits.* The provisions of this section shall be subject to special permits issued by Mr. D. W. Benton, Refrigerator Car Agent, Interstate Commerce Commission, 59 E. Van Buren Street, Chicago 5, Illinois, to meet specific needs or exceptional circumstances.

(f) *Application.* The provisions of this section shall apply to interstate and foreign commerce.

(g) *Effective date.* This section shall become effective at 12:01 a. m., August 27, 1951.

(h) *Expiration date.* This section shall expire at 11:59 p. m., September 29, 1951, unless otherwise modified, changed, suspended or annulled by order of this Commission.

(Sec. 12, 24 Stat. 383, as amended; 49 U. S. C. 12. Interprets or applies sec. 1, 15, 24 Stat. 379, as amended, 384, as amended; 49 U. S. C. 1, 15)

It is further ordered, that a copy of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

By the Commission, Division 3.

[SEAL] W. P. BARTEL,  
Secretary.

[F. R. Doc. 51-10322; Filed, Aug. 27, 1951; 8:47 a. m.]

[S. O. 877, Amdt. 1, Corr.]

## PART 97—ROUTING

## REROUTING OF TRAFFIC

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 20th day of August A. D. 1951.

Upon further consideration of the provisions of Service Order No. 877 (16 F. R. 4940), and good cause appearing therefor:

It is ordered, That: § 97.877 Service Order No. 877, *Rerouting of traffic* be, and it is hereby, amended by sub-



stituting the following paragraph (g) hereof for paragraph (g) thereof:

(g) *Expiration date.* The regulations in this section shall expire at 11:59 p. m., November 30, 1951, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

(Sec. 12, 24 Stat. 383, as amended; 49 U. S. C. 12. Interprets or applies secs. 1, 15, 24 Stat. 379, as amended, 384, as amended; 49 U. S. C. 1, 15)

*It is further ordered,* That this amendment shall become effective at 11:59 p. m., August 31, 1951; that a copy of this order and direction be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of

the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

By the Commission, Division 3.

[SEAL]

W. P. BARTEL,  
Secretary.

[F. R. Doc. 51-10313; Filed, Aug. 27, 1951;  
8:46 a. m.]

## PROPOSED RULE MAKING

### DEPARTMENT OF AGRICULTURE

#### Production and Marketing Administration

##### [7 CFR Part 939]

BEURRE D'ANJOU, BEURRE BOSC, WINTER NELIS, DOYENNE DU COMICE, BEURRE EASTER, AND BEURRE CLAIRGEAU PEARS GROWN IN OREGON, WASHINGTON, AND CALIFORNIA

#### NOTICE OF PROPOSED RULE MAKING WITH RESPECT TO EXPENSES AND FIXING OF RATE OF ASSESSMENT FOR 1951-52 FISCAL PERIOD

Consideration is being given to the following proposals which were submitted by the Control Committee, established under the marketing agreement, as amended, and Order No. 39, as amended (7 CFR Part 939), regulating the handling of Beurre D'Anjou, Beurre Bosc, Winter Nelis, Doyenne du Comice, Beurre Easter, and Beurre Clairgeau varieties of pears grown in Oregon, Washington and California, as the agency to administer the terms and provisions thereof:

(a) That the Secretary of Agriculture find that expenses not to exceed \$22,-895.00 are likely to be incurred by said committee during the fiscal period beginning July 1, 1951, and ending June 30, 1952, both dates inclusive, for its maintenance and functioning under the aforesaid amended marketing agreement and order; and

(b) That the Secretary of Agriculture fix, as the pro rata share of such expenses which each handler shall pay in accordance with the provisions of the aforesaid amended marketing agreement and order during the aforesaid fiscal period, the rate of assessment at six mills (\$0.006) per standard western pear box of pears or its equivalent of pears in other containers or in bulk, shipped by such handler during said fiscal period.

All persons who desire to submit written data, views, or arguments for consideration in connection with the aforesaid proposals may do so by mailing the same to the Director, Fruit and Vegetable Branch, Production and Marketing Administration, Room 2077, South Building, Washington 25, D. C., not later than the 10th day after the publication of this notice in the FEDERAL REGISTER.

Terms used in the amended marketing agreement and order shall, when used

herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Issued this 23d day of August 1951.

[SEAL]

S. R. SMITH,  
Director,  
Fruit and Vegetable Branch.

[F. R. Doc. 51-10358; Filed, Aug. 27, 1951;  
8:50 a. m.]

##### [7 CFR Part 986]

HANDLING OF HOPS GROWN IN OREGON, CALIFORNIA, WASHINGTON, AND IDAHO, AND OF HOP PRODUCTS PRODUCED THEREFROM IN THESE STATES

#### NOTICE OF PROPOSED RULE MAKING WITH RESPECT TO BUDGET OF EXPENSES OF THE HOP CONTROL BOARD FOR MARKETING SEASON BEGINNING AUGUST 1, 1951, AND RATE OF ASSESSMENT

Notice is hereby given that the Department is considering the issuance of the proposed administrative rule herein set forth pursuant to the provisions of Marketing Agreement No. 107 and Order No. 86, regulating the handling of hops grown in Oregon, California, Washington, and Idaho, and of hop products produced therefrom in these States (7 CFR Part 986), effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.).

Prior to the final issuance of such administrative rule consideration will be given to data, views, or arguments pertaining thereto which are submitted in writing to the Director, Fruit and Vegetable Branch, Production and Marketing Administration, United States Department of Agriculture, Washington 25, D. C., and which are received not later than the close of business on the tenth day after publication of this notice in the FEDERAL REGISTER, except that if said tenth day after publication should fall on a holiday or Sunday, such submission may be received by the Director not later than the close of business on the next following work day.

The Hop Control Board, established pursuant to the provisions of the aforesaid marketing agreement and order, at a duly called meeting in Yakima, Washington, on July 20, 1951, took action, pur-

suant to provisions of § 986.7 of said agreement and order, in respect to its budget of expenses and rate of assessment for the marketing season beginning August 1, 1951. It adopted by unanimous vote a budget of expenses of \$147,900 for its maintenance and functioning during the marketing season beginning August 1, 1951. The Board anticipates increased costs of operation, and the budget recommended is \$13,500 larger than the budget approved for the preceding marketing season.

The Board also recommended by unanimous vote a rate of assessment of one-third of a cent per pound, net dry weight, of hops (including hop products in terms of hops) handled during the marketing season which began on August 1, 1951. The proposed rate of assessment when applied to the quantity of hops (including hop products in terms of hops) which it is estimated will be handled during the said marketing season would provide sufficient funds for the recommended budget of expenses.

Therefore, the proposed rule is as follows:

§ 986.302 *Budget of expenses for the marketing season beginning August 1, 1951, and rate of assessment—(a) Budget of expenses.* Expenses in the amount of \$147,900 are reasonable and likely to be incurred by the Hop Control Board (including but not limited to the Growers Allocation Committee and the several Growers Advisory Committees) for its maintenance and functioning during the marketing season beginning August 1, 1951; and

(b) *Rate of assessment.* The rate of assessment for the marketing season beginning August 1, 1951, shall be one-third of a cent per pound, net dry weight, of hops handled, and the assessment rate of any hop product shall be based upon the assessment rate for hops, and shall be computed at such conversion ratio or ratios between hops and the respective hop product as determined pursuant to § 986.6 (b) (6) of said agreement and order.

Done at Washington, D. C., this 22d day of August 1951.

[SEAL]

S. R. SMITH,  
Director,  
Fruit and Vegetable Branch.

[F. R. Doc. 51-10308; Filed, Aug. 27, 1951;  
8:46 a. m.]