in accordance with good commercial practices.

Termination order. The provisions of § 906.311 *Container and pack regulations* (7 CFR 906.311; 32 F.R. 13113; 33 F.R. 848) of Subpart—Container and Pack Requirements are hereby terminated on August 15, 1968.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: August 9, 1968.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 68–9705; Filed, Aug. 13, 1968; 8:48 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 68–192]

PART 16—LIQUIDATION OF DUTIES

Countervailing Duties; Merchandise From France

In a Notice of Countervailing Duty Proceedings published in the FEDERAL REGISTER of July 9, 1968 (33 F.R. 9834), the Commissioner of Customs announced that information had been received which appeared to indicate that certain measures adopted by the Government of France in Decree 68–581 dated June 29, 1968, with respect to the exportation of merchandise from France constitute the payment or bestowal of a bounty or grant, directly or indirectly, within the meaning of section 303 of the Tariff Act of 1930 (19 U.S.C. 1303), upon the manufacture, production, or exportation of the merchandise to which the measures apply. This decree has since been amended by Decree 68–599 dated July 6, 1968. English translations of Decrees 68–581 and 68–599 are attached to this order.[1] The notice provided interested parties 30 days from the date of publication to submit data, views, or arguments with regard to the existence or nonexistence and the net amount of a bounty or grant.

An investigation was conducted pursuant to § 16.24(d) of the Customs Regulations (19 CFR 16.24(d)).

After consideration of all information received, the Bureau is satisfied that exports of merchandise from France which are benefited by the allowances provided for by Decree 68–581 of June 29, 1968, as amended, receive bounties or grants within the meaning of section 303.

Accordingly, notice is hereby given that all dutiable merchandise, imported directly or indirectly from France, if entered for consumption or withdrawn from warehouse for consumption after the expiration of 30 days after publication of this notice in the Customs Bulletin, will be subject to the payment of countervailing duties unless it can be proved that the importation was not benefited by an allowance provided for by Decree 68–581, as amended.

In accordance with section 303, the net amount of the bounty or grant under the information presently available has been ascertained and determined or estimated, and such net amount is hereby declared to be 2.5 percent of the f.o.b. price of such exported merchandise. Effective on the 31st day after the date of publication of the notice in the Customs Bulletin and until further notice, upon the entry for consumption or withdrawal from warehouse for consumption of such dutiable merchandise imported directly or indirectly from France which benefits from such bounties or grants, there shall be collected, in addition to any other duties estimated or determined to be due, countervailing duties in the amount ascertained in accordance with the above declaration.

Any merchandise subject to the terms of this order shall be deemed to have benefited from a bounty or grant if such bounty or grant has been or will be paid or credited, directly or indirectly, upon the manufacture, production, or exportation of such merchandise.

The table in § 16.24(f) of the Customs Regulations is amended by inserting the following item in the proper alphabetical order:

Country	Commodity	Treasury decision	Action
France	All merchandise except that not benefited by decree 68–581 dated June 29, 1968, as amended by decree 68–599 dated July 6, 1968.		Bounty declared—Rate.

(R.S. 251, secs. 303, 624, 46 Stat. 687, 759; 19 U.S.C. 66, 1303, 1624)

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: August 10, 1968.

JOSEPH M. BOWMAN,
Assistant Secretary of the Treasury.

[F.R. Doc. 68–9821; Filed, Aug. 13, 1968; 11:59 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER J—BRIDGES

[CGFR 68–85]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Mispillion River, Del.

1. The Delaware State Highway Department by letter dated July 18, 1967, requested the Philadelphia District, Corps of Engineers to revise the operating regulations for the drawbridge across the Mispillion River on State Route 14 at Milford, Kent and Sussex Counties, Del. A public notice dated January 10, 1968, setting forth the proposed revision of the regulations governing this drawbridge was issued by the Philadelphia District, Corps of Engineers and was made available to all persons known to have an interest in this subject. After consideration of all comments submitted in response to this proposal the revision is accepted. The purpose of this document is to amend the requirements in 33 CFR 117.237a and to revise the special regulations for the operation of Delaware State Route 14 bridge across the Mispillion River at Milford, Del.

2. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by 14 U.S.C. 632 and 49 CFR 1.4(a)(3), the text of 33 CFR 117.237a shall read as follows and shall be effective on and after 30 days after date of publication of this document in the FEDERAL REGISTER:

§ 117.237a Mispillion River, Delaware; Delaware State Route 14 bridge at Washington Street, Milford.

(a) The owner of or agency controlling this bridge will not be required to keep a drawtender in constant attendance.

(b) Opening requirements:

(1) This bridge shall open on signal from 8 a.m. to 8 p.m. daily, except from May 31 to September 15 the draw need not be opened from 5 p.m. to 8 p.m. on Fridays, 8 a.m. to 2 p.m. on Saturdays and 11 a.m. to 8 p.m. on Sundays.

(2) From 8 p.m. to 8 a.m., at least 24 hours' advance notice must be given to the authorized representative of the owner of or agency controlling the bridge who shall arrange for the prompt opening of the draw on signal.

(c) The owner of or agency controlling the bridge shall keep conspicuously posted on both the upstream and downstream sides thereof, in such manner that it can easily be read at any time, a copy of the regulations in this section together with a notice stating exactly how the representatives specified in paragraph (b) of this section may be reached.

(d) The operating machinery of the draw shall be maintained in a serviceable condition and the draw shall be opened and closed at intervals frequent enough to make certain that the machinery is in proper order for satisfactory operation.

(Sec. 5, 28 Stat. 362, as emended, sec. 6(g), 80 Stat 941; 33 U.S.C. 499, 49 U.S.C. 1655(g); 49 CFR 1.4(a)(3)(v); 32 F.R. 5606)

Dated: August 7, 1968.

W. J. SMITH,
Admiral, U.S. Coast Guard, Commandant.

[F.R. Doc. 68–9699; Filed, Aug. 13, 1968; 8:47 a.m.]

[CGFR 68–91]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Smyrna River, Del.

1. The Delaware State Highway Department by letter dated May 20, 1968, requested the Philadelphia District, Corps of Engineers to revise the operating regulations for the Fleming Landing swing bridge across the Smyrna River 4 miles northeast of Smyrna, Del. A public notice dated May 29, 1968, setting forth the proposed revision of the regulations governing this drawbridge was issued by the Philadelphia District, Corps

[1] English translations filed as part of the original document.

of Engineers and was made available to all persons known to have an interest in this subject. After consideration of all comments submitted in response to this proposal the revision is accepted. The purpose of this document is to set forth the requirements in 33 CFR 117.238 and to prescribe special regulations for the operation of the Fleming Landing highway swing bridge.

2. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by 14 U.S.C. 632 and 49 CFR 1.4(a)(3), the text of 33 CFR 117.238 shall read as follows and shall be effective on and after 30 days after date of publication of this document in the FEDERAL REGISTER:

§ 117.238 Smyrna River, Del.

(a) *Fleming Landing highway bridge.* At least 24 hours' advance notice shall be given to New Castle County Division Engineer, Delaware State Highway Department, Bear, Del. In all other respects, the regulations contained in § 117.245 (a) through (e) shall govern the operation of this bridge.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g), 80 Stat. 941; 33 U.S.C. 499; 49 U.S.C. 1655(g); 49 CFR 1.4(a)(3)(v); 32 F.R. 5606)

Dated: August 6, 1968.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 68-9700; Filed, Aug. 13, 1968; 8:47 a.m.]

[CGFR 68-58]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Canaveral Harbor Barge Canal, Fla.

1. The Brevard County Board of Commissioners by letter dated February 23, 1968, requested the Jacksonville District, Corps of Engineers to revise the closed periods for the Canaveral Harbor Barge Canal drawbridge on State Road 401, Brevard County, Fla. A public notice dated March 7, 1968, setting forth the proposed revision of the regulations governing this drawbridge was issued by the Commander, 7th Coast Guard District and was made available to all persons known to have an interest in this subject. After consideration of all comments submitted in response to this proposal the revision is accepted. The purpose of this document is to amend the requirements in 33 CFR 117.437 and add 33 CFR 117.438. This will prescribe the special regulations for the operation of drawbridges across the Canaveral Harbor Barge Canal at State Road A1A on Merritt Island and at State Road 401.

2. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by 14 U.S.C. 632 and 49 CFR 1.4(a)(3), the text of 33 CFR 117.437 and 33 CFR 117.438 shall read as follows and shall be effective on and after 30 days after date of publication of this document in the FEDERAL REGISTER.

§ 117.437 Canaveral Harbor Barge Canal, Fla.; Florida State Road A1A bridge on Merritt Island.

(a) From 6:45 a.m. to 7:45 a.m. and from 4:15 p.m. to 5:45 p.m. Monday through Friday, excluding National holidays, the draw need not be opened except for the passage of towboats with tows, public vessels, and vessels in distress.

(b) From 10 p.m. to 6 a.m. constant attendance of the draw is not required, and at least 3 hours' advance notice to the authorized representative is required for the opening of the draw.

(c) At all other times, the draw shall be opened promptly on signal.

(d) The owner of or agency controlling this bridge shall keep conspicuously posted on both the upstream and downstream sides thereof, in such a manner that they can easily be read at any time, copies of the regulations in this section together with directions stating how the authorized representative may be contacted.

§ 117.438 Canaveral Harbor Barge Canal, Fla.; Florida State Road 401 at Canaveral Harbor.

(a) From 6:30 a.m. to 8 a.m. and from 3:30 p.m. to 5:15 p.m. Monday through Friday, excluding National holidays, the draw need not be opened except for the passage of towboats with tows, public vessels, and vessels in distress.

(b) From 10 p.m. to 6 a.m. constant attendance of the draw is not required, and at least 3 hours' advance notice to the authorized representative is required for the opening of the draw.

(c) At all other times, the draw shall be opened promptly on signal.

(d) The owner of or agency controlling this bridge shall keep conspicuously posted on both the upstream and downstream sides thereof, in such a manner that they can easily be read at any time, copies of the regulations in this section together with directions stating how the authorized representative may be contacted.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g), 80 Stat. 941; 33 U.S.C. 499, 49 U.S.C. 1655(g); 49 CFR 1.4(a)(3)(v); 32 F.R. 5606)

Dated: August 7, 1968.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 68-9698; Filed, Aug. 13, 1968; 8:47 a.m.]

Chapter II—Corps of Engineers, Department of the Army

PART 207—NAVIGATION REGULATIONS

Fox River, Wis.

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 207.460 governing the use, administration and navigation of the locks and canals on the Fox River, Wis., is hereby amended to effect changes in lockage service and other minor changes by revising paragraph (a) in its entirety, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 207.460 Fox River, Wis.

(a) *Use, administration and navigation of the locks and canals*—(1) *Navigation.* The Fox River and Wolf River navigation seasons will commence and close as determined by the District Engineer, Corps of Engineers, in charge of the locality, depending on conditions and the need for lockage service. Public notices will be issued announcing the opening and closing dates at least 10 days in advance of such dates.

(2) *Authority of lockmaster.* The movement of all boats, vessels, tows, rafts and floating things, both powered and nonpowered, in the canals and locks, approaches to the canals, and at or near the dams, shall be subject to the direction of the Project Engineer, Corps of Engineers, Appleton Project Office, Appleton, Wis., or his duly authorized representatives in charge at the various locks.

(3) *Signals.* All boats approaching the locks shall signal for lockage by four distinct whistles of short duration. Locks will not be opened on such audible signal during the period when advance notice is required if the services of the lock tender are required elsewhere to meet prior requests for lockages.

(4) *Mooring in locks.* All craft being locked shall be secured to the mooring posts on the lock walls. Large craft shall use one head line and at least one spring line. Lines shall remain fastened until the signal is given by the lock tender for the craft to leave the lock.

(5) *Delays in canals.* No boat, barge, raft or other floating craft shall tie up or in any way obstruct the canals or approaches, or delay entering or leaving the locks, except by permission from proper authority. Boats wishing to tie up for some hours or days in the canals must notify the Project Engineer directly or through a lock tender, and proper orders on the case will be given. Boats so using the canals must be securely moored in the places assigned, and if not removed promptly on due notice, will be removed, as directed by the Project Engineer at the owner's expense. Boats desiring to tie up in the canals for the purpose of unloading cargoes over the canal banks must, in each case, obtain permission in advance from the District Engineer. Request for such permission shall be submitted through the Project Engineer.

(6) *Provisions for lockage service.* (i) Commercial vessels, barges, rafts and tows engaged in commerce will be provided lockages during the same period as provided for pleasure boats (see subdivision (iv) of this subparagraph).

(ii) Pleasure boats, powered and nonpowered, houseboats and similar craft will be provided with not more than one lockage each way through the same lock in a 24-hour period.

(iii) All small vessels or craft, such as skiffs, sculls, sailing boats, etc., shall be passed through locks in groups of not less than six at one lockage, or may be granted separate lockage if the traffic load at the time permits.

(iv) All craft will be given lockage at De Pere and Menasha Locks between 8 a.m. and 12 midnight daily during the recreational boating season as established by the District Engineer. At all intermediate locks above De Pere and below Menasha, lockages without prior notice will be provided between the hours of 10 a.m. and 6 p.m. daily. In addition, lockages will be provided during certain other hours at the intermediate locks provided prior requests are made to the Corps of Engineers, Appleton Project Office.

NORMAL AND ADDITIONAL LOCKAGE TIMES

Lock location	Normal lockage times without prior request	Additional lockage times with prior request (Note 1)	Notes
Menasha	8 a.m. to 12 midnight	None	None.
Appleton	10 a.m. to 6 p.m.	8 a.m. to 10 a.m.	2.
		6 p.m. to 12 midnight	3 and 4.
Cedars	do	do	Do.
Little Chute	do	do	Do.
Combined	do	do	Do.
Kaukauna	do	do	Do.
Rapide Croche	do	do	2.
		8 a.m. to 12 midnight	3 and 4.
Little Kaukauna	do	6 p.m. to 12 midnight	2 and 3.
		8 a.m. to 10 a.m.	4 and 5.
De Pere	8 a.m. to 12 midnight	None	None.

NOTE 1. a. Requests may be made either in writing, by telephone or in person to the U.S. Army, Corps of Engineers, Appleton Project Office, 905 South Oneida Street, Appleton, Wis., Telephone Regent 4-4917.

b. Regular business hours of the Appleton Project Office are from 8:15 a.m. to 4:45 p.m., Monday through Friday.

c. During the period from the Saturday before Memorial Day to the Sunday after Labor Day, the Menasha and De Pere Locks will be operational between 11 a.m. and 1 p.m. on Saturdays, Sundays and holidays to receive requests for additional lockages at the intermediate locks.

d. Requests will include name, address, business and home telephone numbers as well as name and registration number of the boat and the approximate time of lockage requirements at each of the locks involved.

e. Only one request need be given for groups of boats.

f. If, for any reason, a requested lockage will not be made or must be delayed unreasonably, prompt advice must be given to the Appleton Project Office, or, if after office hours (see "b" and "c" above), to the Lockmaster at either Menasha or De Pere Locks.

NOTE 2. For lockages between 8 a.m. and 10 a.m. at the Appleton, Rapide Croche and Little Kaukauna Locks:

a. Requests for lockages during these hours must be received in the Appleton Project Office no later than 1 p.m. on the day before lockage is required.

b. Requests for lockages on Sundays and Mondays must be received no later than 1 p.m. on preceding Fridays except as noted in c below.

c. During period covered by Note 1c, above, requests will be received no later than 1 p.m. on the day before lockage is required.

NOTE 3. For lockages between 6 p.m. and 12 midnight—at all intermediate locks:

a. Requests for lockages during this period must be received in the Appleton Project Office no later than 1 p.m. on the day lockage is required.

b. Requests for lockages on Saturdays and Sundays must be received no later than 1 p.m. on preceding Fridays except as noted in c below.

c. During the period covered by Note 1c above, requests will be received no later than 1 p.m. on the day lockage is required.

NOTE 4. In order for a boat to complete a trip between the Intermediate Locks after 6 p.m. locking service will be made available without prior request provided the boat is in the intermediate lock system before 6 p.m.

NOTE 5. In order for a boat to complete a trip, northbound lockage service at the Little Kaukauna Locks will be made available between 6 p.m. to 12 midnight, without the prior request described in Note 3 above, provided notice of requirement is given to the lockmaster at this lock prior to 6 p.m.

(7) *Injury to locks or fixtures.* Vessel operators shall use great care not to strike any part of the locks or sluice walls, or any gate or appurtenance thereto, or machinery for operating the gates, or the walls protecting the banks of the canals. All boats using the canals shall be free from projecting irons or rough surfaces that would be liable to damage the locks or any part of the canals, and they must be provided with fenders to be used in guarding the lock walls, etc., from injury. Boats will not be permitted to enter or leave the locks until the lock gates are fully in the gate recesses, and the lock tender has directed the boat to proceed. No vessel shall be raced or crowded alongside another vessel, or be moved at such speed as will cause excessive swells or wash. Speed shall be kept at a minimum consistent with safe navigation.

(8) *Handling gates.* No one, unless authorized by the lock tender, shall open or close any gate, or valve, or in any way interfere with the employees in the discharge of their duties. The lock tender may call for assistance from the master of any boat using the lock should such aid be needed.

(9) *Draft of boats.* No boat shall enter a canal or lock whose actual draft exceeds the least depth of water in the channel of the canal as given by the Project Engineer.

(10) *Right-of-way.* Boats going downstream shall have the right-of-way over boats going upstream. Ordinarily, the boats or tows arriving first at any of the locks shall have precedence in passage except that those vessels which have given advance notice, when such notice is required, shall have precedence over other vesels when such notifying vessel is ready for passage. In all cases boats and barges belonging to the United States, or employed upon public works, shall have precedence over all others, and commercial passenger boats shall have precedence over tows. All boats not taking advantage of the first lawful opportunity to pass shall lose their turn. When lockage has started on tows requiring multiple lockages, all units of the tow will be locked ahead of other vessels traveling in the same direction. In the case of tows requiring two lockages, any craft awaiting lockage in the opposite direction will have priority over the second lockage of the tow.

(11) *Boats and rafts without power.* No boat or raft without power except small boats controlled by sails or oars shall be brought through the canal unless accompanied by a power operated boat.

(12) *Dumping of refuse in waterway.* No refuse or other material shall be thrown or dumped from vessels into the natural river, improved channels, canals and locks or placed on any bank of the river or berm of the canals so that it is liable to be thrown or washed into the waterway. (Sec. 13 of the River and Harbor Act of Mar. 3, 1899 (30 Stat. 1152; 33 U.S.C. 407), prohibits the depositing of any refuse matter in any navigable water or along the banks thereof where the same shall be liable to be washed into such navigable water.)

(13) *Drawing off water.* No water shall be drawn by any party or parties from any portion of the Fox River canals, or of the Fox River, including its lakes, improved channels and unimproved channels, to such extent as to lower the water surface below the crest of that dam next below the place where such draft of water is affected.

(14) *Obstructing navigation.* Anyone who shall willfully or through carelessness in any way obstruct the free navigation of the waterway, or by violation of any of the laws or regulations governing the waterway and those using it, delay or inconvenience any boat having the right to use the waterway, shall be responsible for all damages and delays, and for all expenses for removing the obstructions. (Sec. 20 of the River and Harbor Act of Mar. 3, 1899 (30 Stat. 1154; 33 U.S.C. 415), authorizes the immediate removal or destruction of any sunken vessel, craft or similar obstruction, which impedes or endangers navigation.)

(15) *Commercial statistics.* (i) As required by section 11 of the River and Harbor Act of September 22, 1922 (42 Stat. 1043; 33 U.S.C. 555), owners, agents, masters or clerks of vessels plying the waterway shall submit a report on such activities for statistical purposes which shall contain the following information:

Name of vessel.
Name and address of owner or operator.
Type of vessel—steam, motor, sail, barge or other type.
Number of passengers.
Net registered tonnage—if not registered, approximate net tonnage.
Maximum draft at time of passage.
Cargo—by commodities, expressed in tons, or other units by which such commodities are customarily measured, giving origin and destination.

(ii) The report shall be mailed promptly to the District Engineer, Chicago District, Corps of Engineers, Attn: Operations Division—Statistics, 219 South Dearborn Street, Chicago, Ill. 60604, on forms furnished free of charge by that office. On written request, persons or corporations making frequent use of the waterway may be granted permission to submit monthly statements in lieu of reports by trips.

(16) *Trespass on U.S. property.* Trespass on waterway property or injury to the banks, locks, dams, canals, piers, fences, trees, buildings or any other property of the United States pertaining to the waterway is strictly prohibited. No business, trading or landing of freight or baggage will be allowed on or over Government property, unless a permit or lease approved by the Secretary of the Army has been secured.

* * * * *

[Regs., July 17, 1968, 1507-32 (Fox River, Wis.) ENGCW-ON]

(Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

For The Adjutant General.

R. F. ASKEY,
Colonel, AGC,
Comptroller, TAGO.

[F.R. Doc. 68-9682; Filed, Aug. 13, 1968; 8:46 a.m.]