

FEDERAL REGISTER

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Pages 15285-15329

Agencies in this issue—

Agency for International Development
Agricultural Research Service
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Consumer and Marketing Service
Customs Bureau
Defense Department
Engineers Corps
Federal Aviation Administration
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Register Administrative
Committee
Federal Reserve System
Fish and Wildlife Service
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Geological Survey
Interstate Commerce Commission
Land Management Bureau
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Narcotics and Dangerous Drugs
Bureau
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Small Business Administration

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This checklist, arranged in order of titles, shows the issuance date and price of current bound volumes and supplements of the Code of Federal Regulations. The rate for subscription service to all revised volumes and supplements issued as of January 1, 1969, is \$150 domestic, \$40 additional for foreign mailing. The subscription price for revised volumes to be issued as of January 1, 1970, will be \$175 domestic, \$50 additional for foreign mailing.

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| CFR Unit: | Price |
|-------------------------------|--------|
| 1 (Rev. Jan. 1, 1969) | \$1.00 |
| 2-3 (Rev. Jan. 1, 1969) | 1.75 |
| 3 1936-1938 Compilation | 6.00 |
| 1938-1943 Compilation | 9.00 |
| 1943-1948 Compilation | 7.00 |
| 1949-1953 Compilation | 7.00 |
| 1954-1958 Compilation | 4.00 |
| 1959-1963 Compilation | 6.00 |
| 1964-1965 Compilation | 3.75 |
| 1966 Compilation | 1.00 |
| 1967 Compilation | 1.00 |
| 1968 Compilation | .75 |
| 4 (Rev. Jan. 1, 1969) | .50 |
| 5 (Rev. Jan. 1, 1969) | 1.50 |
| 6 [Reserved] | |
| 7 Parts: | |
| 0-45 (Rev. Jan. 1, 1969) | 2.50 |
| 46-51 (Rev. Jan. 1, 1969) | 1.75 |
| 52 (Rev. Jan. 1, 1969) | 3.00 |
| 53-209 (Rev. Jan. 1, 1969) | 3.00 |
| 210-699 (Rev. Jan. 1, 1969) | 2.00 |
| 700-749 (Rev. Jan. 1, 1969) | 2.00 |
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| CFR Unit: | Price | CFR Unit: | Price |
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| 11 [Reserved] | | 32 Parts: | |
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| 50 (Rev. Jan. 1, 1969) .. | 1.25 |
| General Index (Rev. Jan. 1, 1969) .. | 1.25 |
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Title 7—AGRICULTURE

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture
[948.260]

PART 948—IRISH POTATOES GROWN IN COLORADO

Approval of Expenses and Rate of Assessment

Notice of rule making regarding proposed expenses and rate of assessment for Area No. 2 (San Luis Valley), to be effective under Marketing Agreement No. 97 and Order No. 948 (7 CFR Part 948), both as amended, was published in the July 29, 1969, issue of the FEDERAL REGISTER (34 F.R. 12395).

The notice afforded interested persons an opportunity to submit written data, views, or arguments, pertaining thereto not later than 15 days following publication in the FEDERAL REGISTER. None was received.

After consideration of all relevant matters, including the proposals set forth in the aforesaid notice which were recommended by the Area Committee for Area No. 2, established pursuant to the said marketing agreement and order, it is hereby found and determined that:

§ 948.260 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred by the Area Committee for Area No. 2 to enable such committee to perform its functions, pursuant to the provisions of Marketing Agreement No. 97, as amended, and this part, during the fiscal period ending June 30, 1970, will amount to \$11,124.20.

(b) The rate of assessment to be paid by each handler pursuant to Marketing Agreement No. 97, as amended, and this part, shall be \$0.0022 per hundredweight of potatoes grown in Area No. 2 handled by him as the first handler thereof during said fiscal period.

(c) Unexpended income in excess of expenses for the fiscal period ending June 30, 1970, may be carried over as a reserve.

(d) Terms used in this section shall have the same meaning as when used

in Marketing Agreement No. 97, as amended, and this part.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that: (1) The relevant provisions of said marketing agreement and this part require that the rate of assessment for a particular fiscal period shall be applicable to all assessable potatoes from the beginning of such period, and (2) the current fiscal period began July 1, 1969, and the rate of assessment herein will automatically apply to all assessable potatoes beginning with such date.

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

Dated: September 26, 1969.

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

[F.R. Doc. 69-11603; Filed Sept. 30, 1969;
8:49 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 83—DUCK VIRUS ENTERITIS (DUCK PLAGUE)

Revocation of Regulations

Pursuant to the provisions of sections 1 and 3 of the Act of March 3, 1905, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, sections 4, 5, 6, and 7 of the Act of May 29, 1884, as amended, and section 3 of the Act of July 2, 1962 (21 U.S.C. 111, 112, 113, 115, 117, 120, 123, 125, and 134b), Part 83, Subchapter C, Chapter I, Title 9, Code of Federal Regulations containing quarantine regulations imposed because of duck virus enteritis (duck plague), is hereby revoked.

(Secs. 1 and 2, 32 Stat. 791 and 792, as amended, secs. 4, 5, 6, and 7, 23 Stat. 32, as amended, secs. 1 and 3, 33 Stat. 1264 and 1265, as amended, sec. 3, 76 Stat. 130; 21 U.S.C. 111, 112, 113, 115, 117, 120, 123, 125, 134b, 29 F.R. 16210, as amended, 33 F.R. 15485)

Effective date. This revocation shall become effective upon issuance. However, such provisions shall be deemed to continue in full force and effect for the purpose of sustaining any action or other proceeding with respect to any right that accrued, liability that was incurred, or violation that occurred prior to said date.

The foregoing action revokes a notice of quarantine and certain restrictions pertaining to the interstate movement of domestic waterfowl from quarantined areas, because such notice of quarantine

and restrictions are no longer deemed necessary to prevent the dissemination of duck virus enteritis (duck plague), Suffolk County, Long Island, N.Y., heretofore quarantined because of duck virus enteritis (duck plague), is released from such quarantine by this action.

The foregoing action relieves certain restrictions presently imposed, and must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to this action are impracticable and unnecessary, and such action may be made effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 25th day of September 1969.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 69-11602; Filed, Sept. 30, 1969;
8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airworthiness Docket No. 68-WE-12-AD; Amdt. 39-852]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 707/720 Series Aircraft

Amendment 39-640 (33 F.R. 11976) AD 68-17-8, as amended by Amendment 39-670 (33 F.R. 15411), requires inspection for cracks, and repairs as necessary, of the lower wing skin, inboard of the inboard nacelle at the front spar on the Boeing 707 and 720 series aircraft.

Since the issuance of Amendment 39-670, a large 6-inch crack was found by one operator in this area even after dye penetrant inspection showed no evidence of a crack. Since the area involved is rather inaccessible, the alternate dye penetrant requirement is being deleted in favor of the eddy current inspection using Boeing's eddy current method as outlined in Boeing Service Bulletin No. 1995, Revision 7, dated August 20, 1969, or an equivalent inspection approved by the Chief, Aircraft Engineering Division, FAA Western Region.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-640, as amended by Amendment 39-670 is fur-

ther amended by changing paragraphs (c) and (d) as follows:

(c) Inspect the lower wing skin for cracks emanating from the inboard attachments of the front spar support fitting as noted in Figure 1 of Boeing Service Bulletin 1995 (Revision 7) dated August 20, 1969, or later FAA-approved revision, in accordance with the eddy current inspection technique instructions of S.B. 1995 (Revision 7), or later FAA-approved revision, or an equivalent inspection approved by the Chief, Aircraft Engineering Division, FAA Western Region, at the times specified in (h), (i), (j), or (k) as appropriate, and, if cracks are found, repair prior to further flights per (g).

(d) On those aircraft which have not had the drag fitting trimmed and the fairing attach angle modified in accordance with Boeing Service Bulletin 1995 (Revision 7) or later FAA-approved revision, within the next 400 hours (for 720 Series) or 600 hours (for 707 Series) time in service after the effective date of this AD and thereafter at intervals not to exceed 800 hours (for 720 Series) or 1,200 hours (for 707 Series) time in service, inspect for cracks, in the lower wing skin, emanating from the forward fastener for the drag fitting and from the fasteners for the fairing attach angle as noted in Figure 1 of Boeing Service Bulletin 1995 (Revision 7) or later FAA-approved revision, by use of eddy current inspection techniques described in S.B. 1995 (Revision 7), or later FAA-approved revision, at the threshold times as specified in (h), (i), (j), or (k) as appropriate. If cracks are found around the fairing attach angle or emanating aft from the drag fitting fastener, rework the drag fitting, doubler, and skin prior to further flight in accordance with (g). If cracks are found emanating forward from the drag fitting fastener, rework the drag fittings, doubler, and skin prior to further flight in accordance with Boeing Service Bulletin 1995 (Revision 7) or later FAA-approved revision or equivalent rework and modification approved by the Chief, Aircraft Engineering Division, FAA Western Region.

This amendment becomes effective November 1, 1969.

(Secs. 313(a), 601, 603 Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423; section 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on September 22, 1969.

LEE E. WARREN,
Acting Director,
FAA Western Region.

[F.R. Doc. 69-11654; Filed, Sept. 30, 1969; 8:47 a.m.]

[Airworthiness Docket No. 69-WE-29-AD; Amdt. 39-851]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 707/720 Series Airplanes

There has been a case of fire originating in the area of the electrical razor outlet terminals located in the aft lavatory and beneath the towel dispenser on a Boeing Model 720 series aircraft. Arcing was observed at the razor terminal outlet. The resulting electrical fire gutted the interior of the aircraft. Investigation disclosed that towels had fallen behind the panel assembly. The present construction of the lavatory panel in the

area of the razor terminals does not preclude flammable material getting behind the panels and contacting the terminals or electrical wiring. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require installation of a protective cover over the razor receptacles as well as a barrier to prevent paper towels from falling into the area.

Since a situation exists that requires immediate adoption of the regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

Boeing, Applies to Models 707 and 720 Series Aircraft listed in Subpart 1, A, "Effectivity," of Weber Service Bulletin No. 30R, dated September 5, 1969, or later FAA-approved revision.

Compliance required as indicated, unless already accomplished.

To prevent occurrence of a hazardous fire condition in and around the lavatory electrical razor outlet terminals, accomplish the following:

(a) Within the next 25 hours' time in service after the effective date of this AD, deactivate the razor terminal outlets by pulling all applicable a.c. and d.c. circuit breakers. Secure circuit breakers in the open position with suitable collars and affix a placard worded, "Inoperative," adjacent to the breakers. Outlets may be reactivated upon accomplishment of paragraph (b) below.

(b) Install the shelf, fiberglass cover box, and fiberglass retainer in accordance with the instructions of Part 2, "Accomplishment Instructions," of Weber Service Bulletin No. 30R, Revision dated September 5, 1969, or later FAA-approved revision, or an equivalent installation approved by the Chief, Aircraft Engineering Division, FAA Western Region.

This amendment becomes effective October 2, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on September 22, 1969.

LEE WARREN,
Acting Director, Western Region.

[F.R. Doc. 69-11655; Filed, Sept. 30, 1969; 8:47 a.m.]

[Docket No. 69-SO-47; Amdt. 39-848]

PART 39—AIRWORTHINESS DIRECTIVE

Grumman G-159 Aircraft

A proposal to amend Part 39 of the Federal Aviation Regulations by including an airworthiness directive requiring the installation of a fuel temperature indicating system to prevent engine flameout due to fuel icing on the Grumman G-159 aircraft was published in the FEDERAL REGISTER on August 9, 1969 (34 F.R. 12951).

Pertinent objections were received as follows:

One comment stated that pending engine flameout or failure can be detected by other engine instruments. We agree that certain engine failures can be noted by other engine instruments. However, flameout due to fuel icing cannot be specifically identified by other engine instruments. For example, the activation of the filter bypass light indicates that the bypass is in operation but doesn't indicate if it is the result of icing or other types of contamination.

Several operators commented that with proper monitoring of aircraft operational and fueling procedures, fuel icing is no problem. From the large number of flameout reports attributed to fuel filter icing, it is apparent that not all operators are having success in the supervision and monitoring of their fueling operations. Also, it is possible that some operators do not have the strict operational procedures that might partially resolve this problem. Therefore, an operational limitation in the form of a placard is being imposed.

One operator objected to the use of the operational procedural placard. We believe the placard is necessary to advise the pilots of the necessary steps to preclude fuel icing. It should be noted that the loss of performance due to fuel heating and engine bleed was considered during certification of the aircraft. The aircraft performance met certification standard; therefore, no hazard is induced by the of the fuel heater.

Another comment requested a compliance time extension to 500 hours operating time or the next annual inspection due to the shortage of Military Standard (MS) parts. The proposed original compliance time of 100 hours was extended to 200 hours with a 15-hour adjustment time allowable to coincide with the annual or 100-hour scheduled inspections. We are assured parts will be available.

One operator recommended that a manual fuel filter bypass be installed so that in the event of engine flameout fuel can be bypassed to obtain a relight. The operator further recommended that an automatic fuel heat indicating system be installed on the master warning system. Regulations require an automatic bypass for the fuel filter but does not require that it be manually operated. Also, operation with the new temperature limitation should preclude filter icing. The recommendations to relocate the bypass warning light or fuel heating light to the master warning panel will be forwarded to the aircraft manufacturer for their consideration.

One comment recommended that the FAA maintain surveillance over non-airline fuel service equipment. This suggestion has merit, but it is considered beyond the scope of this proposed rule and cannot be considered.

Interested persons have been afforded an opportunity to participate in the making of this amendment and due consideration has been given to all relevant matter presented. While almost

all comments received either objected or expressed some doubt as to the need for an airworthiness directive, we believe the number of incidents reported requires this action. The instances of flameout reports attributed to fuel filter icing clearly demonstrate the need for this additional safety measure.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), Part 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

Grumman. Applies to all Grumman G-159 aircraft.

Compliance required within the next 200 hours time in service after the effective date of this airworthiness directive.

To prevent fuel filter blockage due to ice and possible engine flameout, accomplish the following:

a. Install a fuel temperature indicator on each engine fuel system in accordance with Grumman Gulfstream Service Change 114, with Amendment 1 or later approved revision, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

b. Mark gage with red radial lines at +5° C. and +54° C. and a green arc from +5° C. to +54° C.

c. Install placard adjacent to fuel temperature indicator which reads as follows: "Use manual heat when temperature is +5° C. or below."

The compliance time may be adjusted up to a maximum of 15 hours to coincide with the aircraft annual or 100-hour scheduled inspection.

This amendment becomes effective October 5, 1969:

(Secs. 313(a), 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on September 22, 1969.

GORDON A. WILLIAMS, JR.

Acting Director Southern Region.

[F.R. Doc. 69-11656; Filed, Sept. 30, 1969; 8:47 a.m.]

[Airworthiness Docket No. 69-WE-19-AD; Amdt. 39-850]

PART 39—AIRWORTHINESS DIRECTIVES

McDonnell Douglas Model DC-8-62, DC-8-62F, DC-8-63, and DC-8-63F Airplanes

Amendment 39-817, 34 F.R. 13100, AD-69-16-7, applies to Models DC-8-62, DC-8-62F, DC-8-63, and DC-8-63F airplanes with Serial No. 46088 and below and requires inspection of eyebolts, Hartwell P/N 105666-1, and a modification of the engine pod access door forward and center latch eyebolt assemblies, Douglas P/N 3757548-1. Since issuing Amendment 39-817, the agency has determined that certain airplanes below Serial No. 46088 had not been delivered by the manufacturer and that the AD requirements have been or will be accomplished by the manufacturer prior to delivery. Therefore, the applicability statement in the AD is being amended to list only the affected airplane serial numbers.

Since this amendment provides a clarification only, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-817, 34 F.R. 13100, AD 69-16-7, is amended to list the serial numbers of all applicable airplanes in the applicability statement as follows:

McDONNELL DOUGLAS. Applies to Models DC-8-62, DC-8-62F, DC-8-63, and DC-8-63F airplanes with Serial Nos. 45823, 45895, 45896, 45899, 45901, 45903 through 45906, 45909 through 45911, 45917 through 45931, 45936, 45951, 45953 through 45956, 45960, 45961, 45966 through 45969, 45984, 45986 through 45991, 45999 through 46008, 46013, 46019 through 46024, 46026 through 46028, 46033 through 46036, 46041 through 46047, 46050 through 46054, 46058, 46059, 46063, 46076, 46082, 46087, 46088.

This amendment becomes effective October 2, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423; Sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on September 22, 1969.

LEE E. WARREN,
Acting Director,
FAA Western Region.

[F.R. Doc. 69-11657; Filed, Sept. 30, 1969; 8:47 a.m.]

[Airspace Docket No. 69-CE-50]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 12103 of the FEDERAL REGISTER dated July 18, 1969, the Federal Aviation Administration published a notice of proposed rule making which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the transition area at Jackson, Minn.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendment.

No objections have been received and the amendment as so proposed is hereby adopted, subject to the following change: The Jackson Municipal Airport longitude coordinate recited in the Jackson, Minn., transition area designation as "longitude 94°59'10" W." is changed to read "longitude 94°59'05" W."

This amendment shall be effective 0901 G.m.t., November 13, 1969.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on September 5, 1969.

EDWARD C. MARSH,
Director, Central Region.

In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

JACKSON, MINN.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jackson Municipal Airport (latitude 43°39'00" N., longitude 94°59'05" W.); and within 3 miles each side of the 327° bearing from Jackson Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 147° and 327° bearings from Jackson Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport; and within 5 miles each side of the 147° bearing from Jackson Municipal Airport, extending from the airport to 12 miles southeast of the airport.

[F.R. Doc. 69-11650; Filed, Sept. 30, 1969; 8:47 a.m.]

[Airspace Docket No. 69-CE-52]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On pages 12103 and 12104 of the FEDERAL REGISTER dated July 18, 1969, the Federal Aviation Administration published a notice of proposed rule making which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the transition area at Mosinee, Wis.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendment.

No objections have been received and the amendment as so proposed is hereby adopted, subject to the following change: The Central Wisconsin Airport latitude coordinate recited in the Mosinee, Wis., transition area designation as "latitude 44°46'40" N." is changed to read "latitude 44°46'35" N."

This amendment shall be effective 0901 G.m.t., November 13, 1969.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on September 5, 1969.

EDWARD C. MARSH,
Director, Central Region.

In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

MOSINEE, WIS.

The airspace extending upward from 700 feet above the surface within a 10-mile radius of Central Wisconsin Airport (latitude 44°46'35" N., longitude 89°40'00" W.); within 5 miles each side of the 087° bearing from Central Wisconsin Airport, extending from the 10-mile radius area to 13 miles east of the airport; and within 5 miles each side of the 242° bearing from Central Wisconsin Airport, extending from the 10-mile radius area to 12 miles southwest of the airport, excluding the portion which overlies the Wausau, Wis., transition area.

[F.R. Doc. 69-11651; Filed, Sept. 30, 1969; 8:47 a.m.]

[Airspace Docket No. 69-CE-49]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 12105 of the FEDERAL REGISTER dated July 18, 1969, the Federal Aviation Administration published a notice of proposed rule making which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a transition area at Lincoln, Ill.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendment.

No objections have been received and the amendment as so proposed is hereby adopted, subject to the following change: The Logan County Airport latitude coordinate recited in the Lincoln, Ill., transition area designation as "latitude 40°39'35" N." is changed to read "latitude 40°09'40" N."

This amendment shall be effective 0901 G.m.t., November 13, 1969.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on September 4, 1969.

DANIEL E. BARROW,
Acting Director, Central Region.

In § 71.181 (34 F.R. 4637), the following transition area is added:

LINCOLN, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Logan County Airport (latitude 40°09'40" N., longitude 89°20'05" W.); and within 2½ miles each side of the Capital, Ill., VORTAC 041° radial, extending from the 5-mile radius area to 17 miles northeast of the VORTAC.

[F.R. Doc. 69-11652; Filed, Sept. 30, 1969; 8:47 a.m.]

[Airspace Docket 69-EA-81]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 12596 of the FEDERAL REGISTER for August 1, 1969, the Federal Aviation Administration published a proposed amendment to § 71.181 of Part 71 of the Federal Aviation Regulations which would designate a 700-foot transition area over Sullivan County International Airport, Monticello, N.Y.

Interested parties were given 30 days in which to comment. Many objections were received from both pilots and representatives of County Seat Airport which would be situated within the 8.5-mile radius of the transition area and Skytop Airport which would be approximately 2 miles outside the area. The consensus of the objections focused primarily on the possible curtailment of flying activity at the objecting airports which had been enjoyed for a considerable number of years. An added objec-

tion by Skytop was premised on their own expansion plans which envisioned instrument approaches which would conflict with those of Sullivan County International Airport. This latter objection because of its conjectural basis and Skytop's general objection in view of their 2-mile separation from the new transition area could not be considered as outweighing the public interest and aviation safety which requires protection of aircraft making instrument approaches to Sullivan County. The position of County Seat Airport on the other hand must be weighed against the criteria used by the Administrator which establishes the minimum amount of airspace which is required for the protection of instrument approaches. Thus regardless of where the approaches to Sullivan County begin, the proposed 8.5-mile radius area will still be required and therefore always overlap County Seat.

In view of the foregoing, the proposed regulations are hereby adopted, effective 0901 G.m.t., November 13, 1969.

(Sec. 307(a), Federal Aviation Act of 1958, 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on September 18, 1969.

GEORGE M. GARY,
Director, Eastern Region.

I. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Monticello, N.Y., 700-foot transition area described as follows:

MONTICELLO, N.Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41°42'00" N., 74°47'50" W. of Sullivan County International Airport, Monticello, N.Y.; within 2 miles each side of the Sullivan County International Airport runway 15 centerline extended from the 8.5-mile radius area to 9 miles southeast of the end of the runway; within 2 miles each side of the Sullivan County International Airport runway 33 centerline extended from the 8.5-mile radius area to 12.5 miles northwest of the end of the runway; and within 3.5 miles each side of the 130° bearing from the White Lake RBN (latitude 41°41'51" N., longitude 74°47'48" W.) extending from the 8.5-mile radius area to 11.5 miles southeast of the RBN.

[F.R. Doc. 69-11653; Filed, Sept. 30, 1969; 8:47 a.m.]

Chapter II—Civil Aeronautics Board**SUBCHAPTER A—ECONOMIC REGULATIONS**

[Reg. No. ER-589]

PART 298—CLASSIFICATION AND EXEMPTION OF AIR TAXI OPERATORS**Air Taxi Service in Alaska**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 25th day of September 1969.

By circulation of EDR-157 (Docket 20827), dated March 19, 1969, and publication at 34 F.R. 6256, the Board gave notice that it proposed to amend Part

298 to permit (1) regular service by Alaskan air taxi operators between points where no certificated carrier schedules regular service, and (2) the carriage of mail in noncompetitive markets by Alaskan air taxi operators subject to the same conditions imposed on air taxi operators within the 48 contiguous States and Hawaii. Comments supporting the proposal were filed by the Postmaster General and the Department of Defense. Joint comments opposing the proposal were filed by six airline employees unions (Unions).¹

The Postmaster General states that, if certain certificated points receiving substitute service by air taxi operators are deleted from air carrier certificates,² the amendment to Part 298 will enable the Post Office to secure replacement service to such points, and he supports such amendment. The Department of Defense asserts that the carriage of mail will increase the revenue opportunities and thereby increase the effectiveness of services of air taxi operators. By providing increasingly effective feeder service to the certificated air carriers, the air taxi operators could, in the Department's view, enhance the capability of the total civil air transport industry in Alaska and aid the national defense.

The Unions assert that if the proposed amendments are adopted, the Board is soon likely to be confronted with applications by certificated Alaskan airlines for suspension or deletion of service requirements on intra-Alaska segments, coupled with arrangements or agreements with Alaskan air taxis for substitution of services contingent upon the Board's approval of suspension or deletion. According to the Unions, the net result will then be a significant substitution of uncertificated for certificated services in Alaska and a resulting actual or potential net loss to the public.

Assuming arguendo that the amendments would encourage the filing of such applications, this would provide no reason not to adopt the proposed rules and we, of course, do not prejudge the merits of any such applications if they are filed. The Unions' comments otherwise are not addressed to the specific proposals set forth in EDR-157 but are generally critical of the broad exemptions granted air taxi operators in Part 298. These exemptions are not, however, subject to review in this rule making proceeding.

Upon consideration of the comments and all relevant facts, we have decided to adopt the amendment to authorize regular service and carriage of mail by Alaskan air taxi operators in markets where no certificated carrier schedules regular service. For reasons

¹ Air Line Dispatchers Association; Air Line Employees' Association; Air Lines Pilots Association, International; Air Line Division, International Brotherhood of Teamsters; International Association of Machinists; Transport Workers Union, AFL-CIO.

² See Order 69-3-68, instituting Alaska Service Investigation (Docket 20826) concurrently with EDR-157.

later discussed, we have decided to define the minimum extent of scheduled "regular service" and to omit the proposed restriction on Alaskan air taxis in the second proviso of § 298.21(f). The tentative findings set out in EDR-157, as modified herein, are adopted and made final.

The notice had proposed that air taxi operators would be prohibited from rendering regular service "where a certificated carrier schedules regular service." Without further definition, this general language could provoke controversy over the right of air taxi operators to enter various markets. After a survey of the current schedules of certificated Alaskan air carriers, we have determined that regular service should be defined as two or more single-plane round trips per week, including flag stops. The current schedules reveal that over 82 percent of the 300 Alaskan points being served by certificated air carriers receive two or more single-plane round trips per week if flag stops are included. With respect to the two small all-bush certificated carriers, only one point served by Western Alaska and two points served by Kodiak receive fewer than two round trips per week including flag stops. Of the 44 points receiving fewer than two round trips per week by Wien or Northern Consolidated, 27 points are being served by air taxi operators under contracts with the certificated carriers, and the 44 points originated an average of 0.13 passenger per station per day in 1967. It thus appears that two single-plane round trips per week, including flag stops, as the minimum level of scheduled service will be fair and reasonable from the certificated carriers' point of view and will protect them from undue competition.

The Postmaster General's comments brought out an inconsistency in the stated purpose of § 298.3(a) to give Alaskan air taxi operators authority to carry mail in the markets where they could provide regular service, and the limitations on carriage of mail contained in § 298.21(f). Specifically, § 298.21(f) precludes air taxi operators from carrying mail between points (1) where there is no final or agreed-upon mail rate filed; (2) when an air carrier holds a certificate authorizing service between the points and the authority has not been suspended; or (3) when a certificated air carrier holds exemption authority to serve the points. The second proviso, however, recites that "this subsection shall not preclude an air taxi operator other than an Alaskan air taxi operator from carrying mail between any points regarding which there is in effect a notice of intent to use air taxi mail service, as provided in § 298.24." In effect, therefore, Alaskan air taxis are authorized to carry mail only between points where a certificated carrier's service has been suspended or deleted, which does not accord with the intent of § 298.3(a).

At many Alaskan points the principal need for air service is the delivery of mail. Should the volume of mail at such points be very low—as it often is—the certificated carrier may well find its serv-

ices to be financially unprofitable and may consequently elect to reduce the service below the regularity standard set herein. We believe it is desirable in such cases for the Board and the Post Office to have available the necessary machinery to enable the authorization of a willing air taxi operator. We have therefore decided not to amend the second proviso of § 298.21(f) to exclude Alaskan air taxi operators. The effect of this change is, of course, to permit Alaskan air taxis to carry mail between certificated points not regularly served by the certificated carrier.³ Although the scope of the notice encompassed such authority, as explained above, the proposed limitations were ambiguous.

While the impact of the two modifications to the proposed amendment on the Alaskan certificated carriers would appear to be minimal, the carriers and other persons were not afforded an opportunity to comment on them. We will therefore consider petitions for reconsideration addressed to the two modifications adopted herein. Such petitions and answers thereto shall be governed by the provisions of § 302.37 of the procedural regulations.

In consideration of the foregoing, the Board hereby amends Part 298 of the economic regulations (14 CFR Part 298), effective October 31, 1969, as follows:

1. Amend paragraph (a) of § 298.3 to read as follows:

§ 298.3 Classification.

(a) There is hereby established a classification of air carriers, designated "air taxi operators" which engage in the direct air transportation of passengers and/or property, and/or in the transportation within the 48 contiguous States, Alaska,⁴ or Hawaii of mail by aircraft and which:

(1) Do not, directly or indirectly, utilize in air transportation large aircraft (other than turbojet aircraft authorized for use by air taxi operators pursuant to § 298.21);

(2) Do not hold a certificate of public convenience and necessity or other economic authority issued by the Board; and

(3) Have and maintain in effect liability insurance coverage in compliance with the requirements set forth in Subpart D of this part. *Provided, however*, That any authority granted in this part to engage in the transportation of mail is limited to the carriage of mail on a nonsubsidy basis; i.e., on a service mail rate to be paid entirely by the Postmaster General, and the air taxi operator shall not be entitled to any subsidy payment with respect to any operations conducted pursuant to any authority granted in this part.

³ Subject, of course, to suspension of the effectiveness of a notice of intent by Board action or by protest of any person, pursuant to § 298.24(f).

⁴ The authority of air taxis to carry mail in Alaska is limited to the markets where regular service may be provided under this part.

2. Amend the second proviso of § 298.13 so that the section reads as follows:

§ 298.13 Duration of exemption.

The exemption from any provision of title IV of the Act provided by § 298.11 shall continue in effect only until such time as the Board shall find that enforcement of such provision would be in the public interest or would no longer be a burden on air taxi operators: *Provided*, That upon such a finding as to any air taxi operator or class of air taxi operators, such exemption shall to that extent terminate with respect to such operator or class of operators: *And provided further*, That the authorizations to air taxi operators to engage in the transportation of mail by aircraft within the 48 contiguous States, Alaska, and Hawaii shall terminate on June 30, 1974.

3. Amend paragraphs (c) and (f) of § 298.21 to read as follows:

§ 298.21 Scope of service authorized.

(c) *Air taxi service in Alaska.* No service in air transportation shall be offered or performed by an air taxi operator between points both of which are in the State of Alaska, or one of which is in Alaska and the other in Canada, unless the air taxi operator also holds authority from the State of Alaska to operate aircraft of a maximum takeoff weight not over 12,500 pounds as a common carrier in intrastate commerce, or has applied to the Board for, and received, special exemption authority (see Subpart D of Part 302 of the procedural regulations): *Provided*, That the operator is prohibited from rendering the above authorized service in air transportation, or holding out to the public expressly or by course of conduct that it renders such service, regularly or with a reasonable degree of regularity between points where a certificated carrier schedules two or more single-plane round trips per week, including flag stops.

(f) *Limitations on carriage of mail within the 48 contiguous States, Alaska, and Hawaii.* Within the 48 contiguous States, Alaska, and Hawaii, an air taxi operator shall not be authorized to carry mail between any pair of points (1) when there is no final mail rate, or agreed-upon mail rate filed pursuant to § 298.24(e) for such carriage; (2) when an air carrier holds a certificate of public convenience and necessity pursuant to section 401(d) (1) or (2) of the Act which authorizes service between such pair of points and such authority has not been suspended; or (3) when an air carrier holding a certificate of public convenience and necessity pursuant to section 401(d) (1) or (2) of the Act has authority to serve between such pair of points by reason of any exemption authorization issued pursuant to section 416(b) (1) of the Act: *Provided, however*, That with respect to a market which a certificated helicopter carrier is authorized to serve under an area exemption order, an air taxi operator will be prohibited from carrying mail therein only if there is an approved

flight pattern with respect to such market under Part 376 of this chapter (Board's special regulations): *Provided further*, That this subsection shall not preclude an air taxi operator from carrying mail between any pair of points regarding which there is in effect a notice of intent to use air taxi mail service, as provided in § 298.24. The rules applicable to final mail rate proceedings set forth in Part 302 of this chapter shall govern the procedure for establishing a final mail rate of an air taxi operator for purposes of this part. (See §§ 302.300 through 302.321, excluding § 302.310 of this chapter.)

(Secs. 204(a), 406, and 416, of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 763 (as amended by 76 Stat. 145, 80 Stat. 942), 771; 49 U.S.C. 1324, 1376, 1386)

By the Civil Aeronautics Board.

Adopted: September 25, 1969.

Effective October 31, 1969.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-11690; Filed, Sept. 30, 1969; 8:49 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

ADHESIVES

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 9B2408) filed by Imperial Chemical Industries Ltd., Mond Division, The Heath, Runcorn, Cheshire, England, and other relevant material, concludes that the food additive regulations should be amended to provide for the safe use of chlorinated liquid *n*-paraffins as components of food-packaging adhesives. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.2520(c)(5) is amended by alphabetically inserting in the list of substances a new item as follows:

§ 121.2520 Adhesives.

- (c) * * *
- (5) * * *

COMPONENTS OF ADHESIVES

| Substances | Limitations |
|--|-------------|
| Chlorinated liquid <i>n</i> -paraffins with chain lengths of C ₁₀ -C ₁₂ , containing 40-70 percent chlorine by weight. | |

Chlorinated liquid *n*-paraffins with chain lengths of C₁₀-C₁₂, containing 40-70 percent chlorine by weight.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: September 22, 1969.

R. E. DUGGAN,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 69-11633; Filed, Sept. 30, 1969; 8:45 a.m.]

SUBCHAPTER C—DRUGS

PART 149a—DICLOXACILLIN

Labeling Requirements

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), §§ 149a.2(a)(3) and 149a.3(a)(3) are revised to read as follows to update the labeling requirements for the subject antibiotic drugs:

§ 149a.2 Sodium dicloxacillin monohydrate capsules.

(a) * * *

(3) *Labeling.* It shall be labeled in accordance with the requirements of § 148.3 of this chapter.

§ 149a.3 Sodium dicloxacillin monohydrate for oral suspension.

(a) * * *

(3) *Labeling.* It shall be labeled in accordance with the requirements of § 148.3 of this chapter.

This order updates the labeling requirements set forth in the regulations for the subject antibiotic drugs; therefore, notice and public procedure are unnecessary prerequisites to this promulgation.

The Food and Drug Administration will mail revised labeling guidelines to all holders of antibiotic drug applications approved for sodium dicloxacillin monohydrate with the request that they submit, within 60 days after publication of

this order in the FEDERAL REGISTER, supplements to their antibiotic drug applications to provide for revised labeling in accord with those guidelines. Batches of this drug for which certification is requested will require labeling revisions in agreement with the guidelines.

Effective date. This order shall become effective 60 days after its date of publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357)

Dated: September 23, 1969.

HERBERT L. LEY, JR.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-11634; Filed, Sept. 30, 1969; 8:45 a.m.]

Chapter II—Bureau of Narcotics and Dangerous Drugs, Department of Justice

PART 320—DEPRESSANT AND STIMULANT DRUGS; DEFINITIONS, PROCEDURAL AND INTERPRETATIVE REGULATIONS

Revision and Confirmation of Effective Date of Order Listing Additional Drugs as Drugs Subject To Control

On August 21, 1968, there was published in the FEDERAL REGISTER (33 F.R. 11814) an order listing synthesized tetrahydrocannabinols as "depressant or stimulant" drugs within the meaning of section 201(v) of the Federal Food, Drug, and Cosmetic Act because such drugs have a potential for abuse because of their hallucinogenic effect.

That order amended § 166.3(c)(3) by alphabetically inserting in the list of drugs, new items.

In accordance with the provisions of Chapter II of Title 21 of the Code of Federal Regulations as published in the FEDERAL REGISTER of October 3, 1968 (33 F.R. 14818) the tetrahydrocannabinols controlled by the order of August 21, 1968 (33 F.R. 11814), are added to § 320.3(c)(3) of Title 21 of the Code of Federal Regulations and read as set forth below:

§ 320.3 Listing of drugs defined in section 201(v) of the Act.

- (c) * * *
- (3) * * *

Synthetic equivalents of the substances contained in the plant, or in the resinous extractives of *Cannabis*, sp. and/or synthetic substances, derivatives, and their isomers with similar chemical structure and pharmacological activity such as the following:

- Δ¹ *cis* or *trans* tetrahydrocannabinol, and their optical isomers.
- Δ² *cis* or *trans* tetrahydrocannabinol, and their optical isomers.
- Δ⁸ tetrahydrocannabinol, and its optical isomers.

(Since nomenclature of these substances is not internationally standardized, compounds of these structures, regardless of numerical designation of atomic positions are covered.)

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs.

201(v), 511, 701, 52 Stat. 1055, as amended, 79 Stat. 227 et seq.; 21 U.S.C. 321(v), 360a, 371) and under the authority vested in the Attorney General by Reorganization Plan No. 1 of 1968 (33 F.R. 5611), and redelegated to the Director, Bureau of Narcotics and Dangerous Drugs (28 CFR 0.200); notice is given that no objections were filed to the order in the above-identified matter published in the FEDERAL REGISTER of August 21, 1968 (33 F.R. 11814).

Dated: September 18, 1969.

JOHN E. INGERSOLL,
Director, Bureau of
Narcotics and Dangerous Drugs.

[F.R. Doc. 69-11582; Filed, Sept. 30, 1969;
8:50 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER B—PERSONNEL; MILITARY AND CIVILIAN

PART 60—EARLY RELEASE OF MILITARY ENLISTED PERSONNEL FOR COLLEGE ENROLLMENT

Discontinuance of Part

Codification of Part 60 is discontinued.

MAURICE W. ROCHE,
Director, Correspondence and
Directives Division, OASD
(Administration).

[F.R. Doc. 69-11626; Filed, Sept. 30, 1969;
8:45 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 208—FLOOD CONTROL REGULATIONS

Emigrant Dam and Emigrant Lake, Emigrant Creek, Oreg.

Pursuant to the provisions of section 7 of the Act of Congress approved December 22, 1944 (58 Stat. 890; 33 U.S.C. 709) the following § 208.94 is hereby prescribed to govern the use and operation of Emigrant Dam and Emigrant Lake on Emigrant Creek, Oreg., for flood control purposes.

§ 208.94 Emigrant Dam and Emigrant Lake, Emigrant Creek, Oreg.

The Bureau of Reclamation, acting through the Talent Irrigation District, shall operate the Emigrant Dam and Emigrant Lake in the interest of flood control as follows:

(a) Storage space in Emigrant Lake up to 20,000 acre-feet, between elevations 2,209.5 feet and 2,241.0 feet (spillway

crest) shall be kept available for flood control purposes on a seasonal basis in accordance with the Flood Control Storage Reservation Diagram currently in force.

(b) Releases from Emigrant Lake shall be restricted to quantities which will not cause the flow to exceed 3,000 cubic feet per second in Bear Creek at Medford insofar as this can be accomplished with the authorized 20,000 acre-feet of joint-use storage space prescribed in storage reservation diagram referred to in paragraph (a) of this section.

(c) Flood control regulations are subject to temporary modification by the District Engineer, Corps of Engineers, if found necessary in time of emergency. Requests for action on such modifications may be made by any available means of communication, and the action requested by the District Engineer shall be confirmed in writing under date of the same day to the office of the Regional Director of the Bureau of Reclamation which has jurisdiction of the area in which the project is located.

(d) The Flood Control Storage Reservation Diagram for Emigrant Lake currently in force as of the promulgation of this section is the one dated September 8, 1969, File No. RO-20-5/11 and is on file in the office of the Chief of Engineers, Department of the Army, Washington, D.C., and in the office of the Commissioner, Bureau of Reclamation, Washington, D.C. Modification of the Flood Control Storage Reservation Diagram for Emigrant Lake may be made from time to time as deemed necessary by the Corps of Engineers and the Bureau of Reclamation. Each such revision shall be effective upon and date specified in the approval thereof by the Chief of Engineers and the Commissioner, Bureau of Reclamation, and from that date until rescinded shall be in force for purposes of this section. Copies of the Flood Control Storage Reservation Diagram currently in force shall be kept on file in the office of the District Engineer, Corps of Engineers, and the Regional Director, Bureau of Reclamation, charged with the responsibility of the project and may be obtained from the respective offices.

(e) Nothing in the regulations in this section shall be construed to require dangerously rapid changes in magnitude of releases, or that releases be made at rates or in a manner that would be inconsistent with requirements for protecting the dam and the reservoir from major damage.

(f) The Bureau of Reclamation, acting through the Talent Irrigation District, shall procure current basic hydrological data, make determinations of the required flood control space reservations to effect the regulation set forth in the objectives prescribed in these regulations, and make calculations of permissible releases from the reservoir as are required to accomplish the flood control objectives prescribed in this section.

(g) The Bureau of Reclamation shall keep the District Engineer, Corps of Engineers, advised of hydrological conditions and other operating criteria which affect the flood control operation. Also, the Bureau of Reclamation shall keep the Watermaster, Water District No. 13, Jackson County, acting under the control and supervision of the State Engineer of Oregon, currently advised of reservoir releases.

[Regs., Sept. 8, 1969; ENG CW-EY]
(Sec. 7, 58 Stat. 890; 33 U.S.C. 709)

For the Adjutant General.

HAROLD SHARON,
Chief, Legislative and Precedent
Branch, Management Division,
TAGO.

[F.R. Doc. 69-11616; Filed, Sept. 30, 1969;
8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Agassiz National Wildlife Refuge, Minn.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

MINNESOTA

AGASSIZ NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Agassiz National Wildlife Refuge, Minn. is permitted from sunrise to sunset November 8, through November 12, 1969, inclusive, on all areas except those designated by closed area signs. This open area comprises, 58,660 acres, is delineated on a map available at the refuge headquarters at Middle River, Minn., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through November 12, 1969.

JOSEPH KOTOK,
Refuge Manager, Agassiz National Wildlife Refuge, Middle River, Minn. 56737.

SEPTEMBER 24, 1969.

[F.R. Doc. 69-11643; Filed, Sept. 30, 1969;
8:46 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Defense

Section 213.3106(a) is amended to show that the position of Director, Intelligence Resources and Programs, OASD (Administration) is excepted under Schedule A. Effective on publication in the FEDERAL REGISTER, subparagraph (5) is added to paragraph (a) as set out below.

§ 213.3106 Department of Defense.

(a) *Office of the Secretary.* * * *

(5) Director, Intelligence Resources and Programs, OASD (Administration)

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,

Executive Assistant to the Commissioners.

[F.R. Doc. 69-11683; Filed, Sept. 30, 1969; 8:48 a.m.]

PART 213—EXCEPTED SERVICE

Executive Office of the President

Section 213.3303 is amended to show that the position of Executive Director of the President's Commission on White House Fellows is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (f) is added to § 213.3303 as set out below.

§ 213.3303 Executive Office of the President.

(f) President's Commission on White House Fellows. (1) The Executive Director.

(5 U.S.C. 3301, 3302, E.O. 10577, 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,

Executive Assistant to the Commissioners.

[F.R. Doc. 69-11808; Filed, Sept. 30, 1969; 11:10 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 32]

HUNTING

Lacreek National Wildlife Refuge,
S. Dak.

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Migratory Bird Conservation Act of February 18, 1929, as amended (45 Stat. 1222; 16 U.S.C. 715), and the Endangered Species Preservation Act of October 15, 1966 (80 Stat. 926, 16 U.S.C. 668aa), it is proposed to amend 50 CFR 32.21 by the addition of Lacreek National Wildlife Refuge, S. Dak., to the list of areas open to the hunting of upland game, as legislatively permitted.

It has been determined that regulated hunting of upland game may be permitted as designated on the Lacreek National Wildlife Refuge without detriment to the objectives for which the area was established.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections, with respect to this proposed amendment, to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 20 days of the date of publication of this notice in the FEDERAL REGISTER.

1. Section 32.21 is amended by the following addition:

§ 32.21 List of open areas; upland game.

SOUTH DAKOTA

Lacreek National Wildlife Refuge.

September 24, 1969.

JOHN S. GOTTSCHALK,
Director, Bureau of
Sport Fisheries and Wildlife.

[F.R. Doc. 69-11644; Filed, Sept. 30, 1969;
8:46 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 130]

NEW DRUGS

Proposed Exemption of New-Drug Substances for Hypersensitivity Testing

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs.

502(f), 505, 701(a), 52 Stat. 1051-53, as amended, 1055; 21 U.S.C. 352(f), 355, 371(a)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), it is proposed that Part 130 be amended by adding thereto the following new section to exempt new-drug substances shipped for hypersensitivity testing:

§ 130.40 New-drug substances intended for hypersensitivity testing.

(a) The Food and Drug Administration is aware of the need in the practice of medicine for the ingredients of a new drug to be available for tests of hypersensitivity to such ingredients and therefore will not object to the shipment of a new drug substance, as defined in § 130.1(g), for such purpose if all of the following conditions are met:

(1) The shipment is made as a result of a specific request made to the manufacturer or distributor by a practitioner licensed by law to administer such drugs, and the use of such drugs for patch testing is not promoted by the manufacturer or distributor.

(2) The new-drug substance requested is an ingredient in a marketed new drug and is not one that is an ingredient solely in a new drug that is legally available only under the investigational drug provisions of this part.

(3) The label bears the following prominently placed statements in lieu of adequate directions for use and in addition to complying with the other labeling provisions of the act:

(i) "Caution: Federal law prohibits dispensing without a prescription"; and

(ii) "For use only in patch testing."

(4) The quantity shipped is limited to an amount reasonable for the purpose of patch testing in the normal course of the practice of medicine and is used solely for such patch testing.

(5) The new-drug substance is manufactured by the same procedures and meets the same specifications as the component used in the finished dosage form.

(6) The manufacturer or distributor maintains records of all shipments for this purpose for a period of 2 years from shipment and will make them available to the Food and Drug Administration on request.

(b) When the requested new-drug substance is intended for investigational use in humans or the substance is legally available only under the investigational drug provisions of this Part 130, the submission of a "Notice of Claimed Investigational Exemption for a New Drug" (IND) is required. The Food and Drug Administration will offer assistance to any practitioner wishing an exemption (see § 130.3), and administrative procedures will be made as simple as possible.

(c) This section does not apply to drugs or their components that are subject to the licensing requirements of the

Public Health Service Act of 1944, as amended, administered by the Division of Biologics Standards, National Institutes of Health.

Any interested person may, within 30 days from the date of publication of this notice in the FEDERAL REGISTER, file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written comments (preferably in quintuplicate) regarding this proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: September 23, 1969.

HERBERT L. LEY, JR.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-11635; Filed, Sept. 30, 1969;
8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-EA-110]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending section 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Washington, Pa., 700-foot transition area over Washington County Airport, Washington, Pa.

The VOR/DME-1 instrument approach procedure authorized for Washington County Airport, Washington, Pa., requires designation of a 700-foot floor transition area to provide airspace protection for aircraft executing the procedure.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in

this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Washington, Pa., proposes the airspace action hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Washington, Pa., transition area described as follows:

WASHINGTON, PA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°08'10" N., 80°17'20" W. of Washington County Airport, Washington, Pa.; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 5 miles east of the end of the runway; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 3 miles west of the end of the runway and within 3.5 miles each side of the Allegheny VORTAC 234° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Pittsburgh, Pa., and Monongahela, Pa., transition areas.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Jamaica, N.Y., on September 18, 1969.

GEORGE M. GARY,
Director, Eastern Region.

[F.R. Doc. 69-11658; Filed, Sept. 30, 1969; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 218]

[Docket No. 21080; EDR-166B]

PART 218—LEASE BY FOREIGN AIR CARRIER OR OTHER FOREIGN PER-SON OF AIRCRAFT WITH CREW

Supplemental Notice of Proposed Rule Making

SEPTEMBER 26, 1969.

The Board, by circulation of EDR-166, dated June 13, 1969, and by publication at 34 F.R. 9621, gave notice that it had under consideration adoption of a new Part 218. This regulation would apply to foreign air carriers and other persons not citizens of the United States who, as lessors, enter into so-called "wet leases" providing for the furnishing of aircraft and crew for the performance of foreign air transportation services of another foreign air carrier. Interested persons were invited to participate in the proceeding through submission of twelve (12) copies of written data, views, and arguments pertaining thereto to the Docket Section of the Board on or before July 21, 1969. The time for submitting

comments was extended by EDR-166A, dated July 3, 1969 to October 1, 1969.

Counsel for foreign air carriers state that the proposed regulation appears to raise important political, legal, and economic issues which will require coordination with the aeronautical authorities of their own governments. Furthermore, counsel assert, the necessary coordination will be facilitated by a planned meeting of a number of such governments at a conference in Cyprus on October 12, 1969, at which the proposal to adopt Part 218 will be a subject of discussion. Counsel request that the time for filing comments be extended to November 3, 1969.

The undersigned finds that good cause has been shown for the extension of time requested. Accordingly, pursuant to authority delegated in § 385.20(d) of the Board's Organization Regulations (14 CFR 385.20(d)), the undersigned hereby extends the time for submitting comments to November 3, 1969. However, in light of the substantial extension already provided, interested persons are advised that requests for further extensions will not be considered favorably.

All relevant communications received on or before November 3, 1969, will be considered by the Board before taking action on the proposed rule. Copies of these communications will be available for examination in the Docket Section, Room 712 Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

(Sec. 204(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324)

By the Civil Aeronautics Board.

[SEAL] ARTHUR H. SIMMS,
Associate General Counsel,
Rules and Rates Division.

[F.R. Doc. 69-11691; Filed, Sept. 30, 1969; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 87]

[Docket No. 18671; FCC 69-1019]

SERVICE TO AIRCRAFT AT HIGH ALTITUDES

Frequency Assignment; Scope of Service

In the matter of amendment of Part 87 of the Commission's rules to provide for the assignment of an additional frequency to aeronautical advisory stations for service to aircraft at high altitudes.

1. Subpart C, Part 87 of the Commission's rules, which deals with aeronautical advisory stations provides for the following frequency assignments to stations at landing areas, other than heliports, which are open to the public:

122.80 Mc/s at landing areas where there is no control tower or FAA flight service station; and

123.00 Mc/s at landing areas where there is a control tower or flight service station.

Aside from 123.05 Mc/s, for service to helicopters and the emergency and distress frequency 121.50 Mc/s, no other frequencies are available to advisory stations at the above-described landing areas.

2. The Commission's attention has been directed to heavy congestion on 122.80 Mc/s which is assigned to approximately 1,700 aeronautical advisory stations. This congestion appears to be attributable, in part, to the great distances over which the transmissions of high altitude aircraft can be received and the interference that these aircraft receive from distant aeronautical advisory stations and other aircraft. While congestion on 123.00 Mc/s does not appear to be as serious as on 122.80 Mc/s, the unwanted reception of distant stations is likely nevertheless.

3. The Commission has received an application, with a request for waiver of the rules, which proposes the assignment of an additional frequency, 122.85 or 122.95 Mc/s, to the aeronautical advisory station at Racine-Horlick Airport, Racine, Wis. The additional frequency would be used only for communication with aircraft at high altitudes while service would continue to be provided on the required frequency 122.8 Mc/s when aircraft are at low altitudes.

4. The request for waiver is directed particularly to the needs of jet aircraft approaching the airport. The applicant points out that modern corporate jet aircraft have fuel capacity generally limited to 4 hours flying time with little or no reserve. It, therefore, becomes extremely important that the crew determine the weather and field conditions before starting their descent. This is because fuel flow at high altitude is at a minimum and the decision to use an alternate field should be made prior to descent.

5. The request for waiver appears to have merit and the Commission is of the opinion that the benefits which could be derived from having an additional aeronautical advisory frequency for high-altitude operations are not limited to the Racine-Horlick Airport. It appears that this matter should be the subject of general rulemaking rather than waiver. Accordingly, action on the request for waiver will be deferred until rulemaking is completed.

6. The frequencies 122.85 and 122.95 Mc/s are now available for assignment only to aeronautical advisory stations at private landing areas which are not open to the public; therefore, few assignments of these frequencies have been made. The additional use proposed would benefit a large number of aircraft operators by removing traffic from 122.80 and 123.00 Mc/s and by providing for the needs of high-altitude aircraft.

7. The proposed amendments to the rules, as set forth below are issued pursuant to the authority contained in sections 4(f) and 303 (b), (c), (f), and (r) of the Communications Act of 1934, as amended.

8. Pursuant to the applicable procedures set forth in § 1.415 of the Com-

mission's rules, interested persons may file comments on or before November 4, 1969, and reply comments on or before November 14, 1969. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into consideration other relevant information before it, in addition to the specific comments invited by this Notice.

9. In accordance with the provisions of § 1.419 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments filed shall be furnished to the Commission.

Adopted: September 24, 1969.

Released: September 26, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

1. In § 87.253, present paragraph (d) is redesignated as paragraph (e) and new paragraph (d) is added to read as follows:

§ 87.253 Frequency assignment.

(d) Stations required to provide service on 122.80 or 123.00 Mc/s may be assigned the additional frequency 122.85 or 122.95 Mc/s when the additional frequency is requested for communication with aircraft at altitudes greater than 10,000 feet above the altitude of the landing area.

2. In § 87.257, paragraph (d) is amended by adding new subparagraph (4) to read as follows:

§ 87.257 Scope of service.

(d) * * *

(4) When assigned in accordance with § 87.253(d), 122.85 or 122.95 Mc/s may be used for communication only with aircraft at altitudes greater than 10,000 feet above the altitude of the landing area.

[F.R. Doc. 69-11673; Filed, Sept. 30, 1969;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

[46 CFR Part 502]

[General Order 16; Docket No. 69-50]

PRACTICE OF FORMER EMPLOYEES

Notice of Proposed Rulemaking

Notice is hereby given pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 553) and section 43 of the Shipping Act, 1916 (46 U.S.C. 841(a))

¹ Commissioner H. Rex Lee absent.

that the Commission is considering the amendment of its rules of practice and procedure by revising its rule regarding practice of former employees before the Commission.

The purposes of the proposed revision are essentially: (1) To clarify the areas of past participation which will disqualify former employees; (2) to place former Commission members on an equal status with former officers and employees in respect to participation in proceedings which were pending during employment; (3) to reduce the time restriction regarding obtaining consent of the Commission to participate in matters which were pending during employment; and (4) to clarify the requirements and procedures regarding disqualification of partners or legal or business associates of former employees.

Accordingly, § 502.32 *Former employees*, of title 46 CFR is proposed to be revised to read as follows:

§ 502.32 *Former employees.*

(a) *Permanent prohibition.* No former member, officer, or employee of the Commission shall practice, appear, or represent anyone before the Commission in connection with any particular Commission matter involving a specific party or parties in which he participated personally and substantially as a member, officer, or employee of the Commission, through decision, approval, disapproval, recommendation, the rendering of service, investigation, or otherwise gained knowledge of the facts of the matter.

(b) *Matters pending; waiver.* (1) No former member, officer, or employee of the Commission shall practice, appear, or represent anyone before the Commission, within 1 year after the termination of his service with the Commission, in connection with any particular Commission matter involving a specific party or parties which was pending before the Commission at any time during the period of his service with the Commission, unless he shall first apply for and obtain written consent of the Commission. This consent will not be granted unless it appears that the applicant did not, as member, officer, or employee of the Commission participate personally and substantially in the matter through decision, approval, disapproval, recommendation, the rendering of service, investigation, or otherwise gain knowledge of the facts of the matter.

(2) Such applicant shall be required to file an affidavit to the effect that he did not participate personally and substantially in the matter through decision, approval, disapproval, recommendation, the rendering of service, investigation, or otherwise gain knowledge of the facts of the matter; that he is not associated with, and will not in such matter be associated with, any former member, officer, or employee of the Commission who

so participated; and that his employment is not prohibited by any law of the United States or by the regulations of the Commission. The statements contained in such affidavit shall not be sufficient if disproved by an examination of the files and records of the case.

(3) Applications for consent should be directed to the Commission, should state the former connection of the applicant with the Commission, and should identify the matter in which the applicant desires to appear. The applicant shall be promptly advised as to his privilege to appear in the particular matter, and the application, affidavit and consent, or refusal to consent, shall be filed by the Commission in its records relative thereto. Separate consents to appear must be obtained to appear in separate cases.

(c) *Partners or associates.* In any case in which a former member, officer, or employee of the Commission is prohibited under this section from practice, appearing, or representing anyone before the Commission in a particular Commission matter, any partner or legal or business associate of such former member, officer, or employee shall likewise be so prohibited, unless: (1) such partner or legal or business associate files with the Commission an affidavit that in connection with the matter the services of the disqualified former member, officer, or employee will not be utilized in any respect and the matter will not be discussed with him in any manner, and that the disqualified former member, officer, or employee shall not share, directly or indirectly, in any fees or retainers received for services rendered in connection with such Commission matter; (2) the disqualified former member, officer, or employee files an affidavit stating that he will not participate in the matter in any manner, and that he will not discuss it with any person involved in the matter; and (3) the Commission finds that the appearance or participation by the partner or associate would not involve any actual or apparent impropriety. [Rule 2(1)]

Interested persons may participate in this rulemaking proceeding by filing with the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days of the publication of this notice in the FEDERAL REGISTER, an original and 15 copies of their views or arguments pertaining to the proposed amended rules. All suggestions for changes in the text as set out above should be accompanied by drafts of the language thought necessary to accomplish the desired change.

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

[F.R. Doc. 69-11694; Filed, Sept. 30, 1969;
8:49 a.m.]

Notices

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGFR 69-98]

EQUIPMENT, CONSTRUCTION, AND MATERIALS

Approval Notice

Correction

In F.R. Doc. 69-11448 appearing at page 14777 in the issue for Thursday, September 25, 1969, under "Gauging Devices, Liquid Level, Liquefied Compressed Gas," in line 10 of the second paragraph, the reference to "162.19/30/0" should read "162.019/29/0".

DEPARTMENT OF THE INTERIOR

Bureau of Land Management CALIFORNIA

Amendment of Notice of Proposed Withdrawal and Reservation of Lands

Correction

In F.R. Doc. 69-10472 appearing at page 14001 in the issue for Wednesday, September 3, 1969, under "T. 29 N., R. 4 E." in the 11th line, the reference to "S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{2}$ SE $\frac{1}{4}$ " should read "S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{2}$ SE $\frac{1}{4}$ ".

[R-1658-A]

CALIFORNIA

Notice of Hearing on Proposed Classification of Public Lands for Transfer Out of Federal Ownership

1. By F.R. Doc. 69-4508 appearing in 34 F.R. 73 of April 17, 1969, notice was given of a proposed classification of 14,060.18 acres of public land in Kern County, northeast of Mojave.

2. Subsequent to that publication, information and data has been received to indicate that sections 14, 24, and 26 and possibly others, have value for public and outdoor recreation and should be retained in Federal ownership. Sufficient public interest has been demonstrated to warrant a public hearing.

3. A Hearing will be held on November 5, 1969, at 10:30 a.m., in the Veterans Hall, 125 West F Street, Tehachapi, Calif., to receive comments, suggestions, or objections on the proposed classification.

For the State Director,

ROBERT J. SPRINGER,
Bakersfield District Manager.

[F.R. Doc. 69-11688; Filed, Sept. 30, 1969;
8:46 a.m.]

IDAHO

Notice of Filing of Plats of Survey

SEPTEMBER 24, 1969.

1. Plats of survey for the following described land, accepted July 22, 1969, will be officially filed in the Land Office, Boise, Idaho, effective at 10 a.m., on November 3, 1969.

BOISE MERIDIAN, IDAHO

T. 3 N., R. 37 E.,
Sec. 1, lots 9 to 14, inclusive;
Sec. 2, lots 8 to 16, inclusive;
Sec. 12, lots 10 to 17, inclusive;
Sec. 13, lots 10, 11 and 12;
Sec. 24, lots 9 to 12, inclusive.

The areas described aggregate 340.05 acres.

2. The lands involve dependent resurveys, survey of islands and omitted lands.

3. The omitted lands are subject to the provisions of the Act of May 31, 1962 (76 Stat. 89). Before sale of any of the omitted lands can be made, a notice in accordance with the regulations in 43 CFR 2214.6-1 must be published in the FEDERAL REGISTER. Inquiries concerning the lands should be addressed to the Manager, Idaho Land Office, 550 West Fort Street, Boise, Idaho 83702.

ORVAL G. HADLEY,
Manager, Land Office.

[F.R. Doc. 69-11639; Filed, Sept. 30, 1969;
8:46 a.m.]

[Montana 5502]

MONTANA

Notice of Classification for Disposal Through Private Exchange

SEPTEMBER 22, 1969.

Pursuant to section 2 of the Act of September 19, 1964 (43 U.S.C. 1412), the lands described below are hereby classified for disposal through exchange under section 8 of the Taylor Grazing Act (43 U.S.C. 315g).

Comments received following publication of the notice of proposed classification (33 F.R. 17664) asked that consideration be given to classifying the lands involved for disposal through private exchange rather than public sale under section 2455 of the Revised Statutes as had been proposed. A reevaluation of the values in the lands in relation to the classification criteria contained in 43 CFR Part 2410 indicates the lands described below are suitable for disposal by exchange in furtherance of Federal programs. As a result of this reevaluation, the following lands have been eliminated from this classification:

PRINCIPAL MERIDIAN MONTANA

T. 7 S., R. 41 E.,
Sec. 25, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$.
T. 7 S., R. 42 E.,
Sec. 19, SE $\frac{1}{4}$;
Sec. 30, lots 1, 2, 3, and 4, and E $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 31, lot 1, and NE $\frac{1}{4}$ NW $\frac{1}{4}$.

As to such land, the proposed classification is hereby terminated.

The lands affected by this classification are located in Rosebud and Big Horn Counties and are described as follows:

PRINCIPAL MERIDIAN MONTANA

T. 8 S., R. 41 E.,
Sec. 2, lots 1 and 2, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 12, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 14, SE $\frac{1}{4}$ SW $\frac{1}{4}$.
T. 7 S., R. 42 E.,
Sec. 12, NE $\frac{1}{4}$;
Sec. 24, S $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 25, N $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 27, N $\frac{1}{2}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 35, S $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 8 S., R. 42 E.,
Sec. 5, lots 2 and 3;
Sec. 6, lot 7;
Sec. 19, lots 2, 3, and 4;
Sec. 30, lots 1 and 2.
T. 7 S., R. 43 E.,
Sec. 7, lots 1 and 2;
Sec. 17, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 18, lots 2, 3, and 4, E $\frac{1}{2}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 19, lots 1, 2, 3, and 4;
Sec. 21, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 29, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 30, lot 1, NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 31, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 32, E $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 33, W $\frac{1}{2}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ NW $\frac{1}{4}$.

The area described contains 2,485.48 acres.

For a period of 30 days, interested parties may submit comments to the Secretary of the Interior, LLM 320, Washington, D.C. 20240. (43 CFR 2411.12(d).)

JAMES M. LINNE,
Acting State Director.

[F.R. Doc. 69-11640; Filed, Sept. 30, 1969;
8:46 a.m.]

[N-3912]

NEVADA

Notice of Proposed Classification of Public Lands for Disposal

SEPTEMBER 24, 1969.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18), and to the regulations in 43 CFR 2411.1-2(b), it is proposed to classify the public lands described below for transfer out of Federal ownership under the Point Reyes National Seashore Act of September 13, 1962 (16 U.S.C. 459c).

2. This proposal has been discussed with the District Advisory Board, local government officials, and other interested parties. Information derived from discussions and other sources indicate that these lands meet the criterion of 43 CFR 2410.1-3(c)(4), which authorizes classification of lands "for exchange under appropriate authority where they are found to be chiefly valuable for public purposes because they have special values, arising from the interest of exchange proponents, for exchange for other lands which are needed for the support of a Federal Program."

3. Publication of this notice will segregate the lands from all other forms of appropriation including the mining laws. Publication will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources, other than under the mining laws. As used in this order, the term "public lands" means any land (1) withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or (2) within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

4. The public lands affected by this classification are described as:

MOUNT DIABLO MERIDIAN
ELKO COUNTY

- T. 32 N., R. 56 E.,
Secs. 1, 2, 3, 10, 11, 12;
Sec. 13, N $\frac{1}{2}$;
Sec. 14, N $\frac{1}{2}$;
Sec. 15, N $\frac{1}{2}$;
T. 33 N., R. 56 E.,
Sec. 36, NE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$,
S $\frac{1}{2}$ SE $\frac{1}{4}$;
T. 32 N., R. 57 E.,
Sec. 6, lots 1-6, inclusive, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$
SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, S $\frac{1}{2}$ NW $\frac{1}{4}$;
T. 33 N., R. 57 E.,
Sec. 32, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$;
T. 35 N., R. 57 E.,
Sec. 2;
Sec. 12, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
T. 36 N., R. 57 E.,
Sec. 2, lots 1-3, inclusive, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$;
Sec. 10, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 12, 14, 24, 26, 36;
T. 37 N., R. 57 E.,
Sec. 36;
T. 35 N., R. 58 E.,
Sec. 6;
T. 36 N., R. 58 E.,
Secs. 6, 8, 18, 20;
Sec. 28, W $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 30;
Sec. 32, N $\frac{1}{2}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$
SE $\frac{1}{4}$;
T. 37 N., R. 58 E.,
Sec. 32;
T. 42 N., R. 63 E.,
Sec. 1, lots 2-4, inclusive, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$
NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
T. 43 N., R. 63 E.,
Sec. 2, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 3, lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 11, NE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 14, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 23, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 24, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 25, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 36, W $\frac{1}{2}$.

- T. 44 N., R. 63 E.,
Sec. 22, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 27, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 28, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 33, E $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 34, W $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$
SW $\frac{1}{4}$, SE $\frac{1}{4}$.

The lands described aggregate approximately 19,000 acres.

5. The lands will be open to application by all qualified individuals on an equal opportunity basis, when the lands are classified by a subsequent order. All applications for exchange must be accompanied by a statement from the Chief, Office of Land and Water Rights, National Park Service, San Francisco, Calif., that the proposal is feasible in accordance with 43 CFR 2244.1-2(b)(1).

6. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the Elko District Manager, Bureau of Land Management, 2002 Idaho Street, Elko, Nev. 89801.

For the State Director.

A. JOHN HILLSAMER,
Acting Land Office Manager.

[F.R. Doc. 69-11641; Filed, Sept. 30, 1969;
8:46 a.m.]

[OR 4191]

OREGON

Opening of Lands

SEPTEMBER 24, 1969.

1. In an order issued September 9, 1969, the Federal Power Commission vacated the power withdrawal created pursuant to the filing on October 27, 1921, of an application for license for Project No. 259 for the following described lands:

| Parcel No. | Description | Acres | Appraised value | Estimated publication costs |
|---------------------|--|-------|-----------------|-----------------------------|
| WILLAMETTE MERIDIAN | | | | |
| 1 | T. 4 N., R. 27 E., sec. 34, NE $\frac{1}{4}$ | 160 | 88,500 | \$25 |
| 2 | T. 4 N., R. 27 E., sec. 34, S $\frac{1}{2}$. The S $\frac{1}{2}$ is subject to an electric transmission line right-of-way granted to the Umatilla Electric Cooperative Association. | 320 | 19,400 | 25 |

If the land is not sold on that day the sale will be adjourned and the unsold land will be reoffered for sale on each succeeding Tuesday at 11 a.m., in the Land Office, 729 Northeast Oregon Street, Portland, Ore., until sold, but if not sold by April 7, 1970, the sale will be closed on that date.

The lands will be sold subject to a reservation to the United States of rights-of-way for ditches or canals under the act of August 30, 1890 (26 Stat. 391; 43 U.S.C. sec. 945); and all minerals will be reserved to the United States.

No bid will be accepted for less than the appraised value to which bid must be added the estimated cost of publication of \$25 for each parcel.

Sealed or oral bids may be made by the principal or his agent. Bids for a

WILLAMETTE MERIDIAN
WINEMA NATIONAL FOREST AND CRATER LAKE
NATIONAL PARK

- T. 32 S., R. 6 E.,
Sec. 13, SW $\frac{1}{4}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 24, W $\frac{1}{2}$;
Sec. 25, NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The areas described aggregate 480 acres in Klamath County within the Winema National Forest and Crater Lake National Park.

2. By virtue of the authority vested in the Secretary of the Interior by section 24 of the Federal Power Act of June 10, 1926 (41 Stat. 1075; 16 U.S.C. 818), as amended, and otherwise, the lands within the Winema National Forest are hereby opened to such forms of disposal as may by law be made of national forest lands, effective at 10 a.m. on October 30, 1969. The lands within the Winema National Forest have been open to applications and offers under the mineral leasing laws and to location under the U.S. mining laws. This order does not open the lands within the boundary of the Crater Lake National Park.

VIRGIL O. SEISER,
Chief, Branch of Lands.

[F.R. Doc. 69-11642; Filed, Sept. 30, 1969;
8:46 a.m.]

[OR 4066]

OREGON

Notice of Offering of Land for Sale

SEPTEMBER 23, 1969.

Under the Act of September 19, 1964 (78 Stat. 988; 43 U.S.C. 1421-27) and 43 CFR Subpart 2243, there will be offered to the highest bidder, but at not less than appraised value, at a public sale to be held at 11 a.m. on the 4th day of November 1969, at the Land Office, 729 Northeast Oregon Street, Portland, Ore., the following parcels of public land.

parcel must be for all the lands in a parcel. Sealed bids will be considered only if received at the Land Office, 729 Northeast Oregon Street (Post Office Box 2965), Portland, Ore. 97208, prior to the time of the sale on each date the auction is held. Sealed bids must be in envelopes accompanied by certified checks, post office money orders, bank drafts, or cashier's checks made payable to the Bureau of Land Management for the amount of the bid plus estimated publication costs. The envelopes must be marked in the lower left hand corner "Public Sale Bid, OR 4066, Parcel No. _____." Personal checks will be accepted from successful oral bidders. The successful oral bidder at the sale will be required to pay immediately the amount thereof together with the cost of pub-

lication. The right is reserved to determine at any time that the lands should not be sold or that any and all bids should be rejected.

For further information write:

Land Office, Bureau of Land Management,
Post Office Box 2965, Portland, Oreg. 97208.

VIRGIL O. SEISER,
*Acting Chief, Division of Lands
and Minerals Program Man-
agement and Land Office.*

[P.R. Doc. 69-11675; Filed, Sept. 30, 1969;
8:48 a.m.]

Fish and Wildlife Service

YELLOWFIN TUNA FISHING IN THE EASTERN PACIFIC OCEAN BY SEINE VESSELS

Reversion of Incidental Catch Rate

Notice of reversion is hereby given pursuant to § 280.6(c) (2), Title 50, Code of Federal Regulations, as follows:

At 0001 hours, on October 2, 1969, the incidental catch rate of yellowfin tuna for seine vessels of 300 short tons capacity or less will revert to fifteen percent (15%). On the basis of the present catch rate, as of that date the catch of yellowfin tuna, during the closed season, by seine vessels of 300 short tons capacity and less will have reached the 4,000 tons as provided in § 280.6(c) (2), Title 50, Code of Federal Regulations.

Issued at Washington, D.C., and dated September 26, 1969.

H. E. CROWTHER,
*Director,
Bureau of Commercial Fisheries.*

[P.R. Doc. 69-11660; Filed, Sept. 30, 1969;
8:47 a.m.]

Geological Survey

[Colorado No. 127]

COLORADO

Coal Land Classification Order

SEPTEMBER 23, 1969.

Pursuant to authority under the Act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), and as delegated to me by Departmental Order 2563, May 2, 1950, under authority of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), the following described lands, insofar as title thereto remains in the United States, are hereby classified as shown:

SIXTH PRINCIPAL MERIDIAN, COLORADO

COAL LANDS

T. 3 N., R. 85 W.,
Sec. 6, lot 4.
T. 4 N., R. 85 W.,
Sec. 7;
Sec. 8, lots 3 and 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 17, lot 3, N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$,
W $\frac{1}{2}$ SW $\frac{1}{4}$;
Secs. 18 and 19;
Sec. 20, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 30, lots 1 to 40, inclusive, NE $\frac{1}{4}$,
E $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 31, lots 1 to 4, inclusive, E $\frac{1}{2}$ W $\frac{1}{2}$.
T. 5 N., R. 85 W.,
Sec. 6, lots 8 to 13, inclusive;

Sec. 7, lots 5 to 12, inclusive;
Sec. 8, lots 1 to 4, inclusive, and 12 to 18,
inclusive;
Sec. 17, lots 2 and 6;
Sec. 18, lot 5;
Sec. 19, lots 5 to 13, inclusive;
Sec. 20, lots 2 to 8, inclusive, and 15 to 18,
inclusive;
Sec. 30, lots 5 to 14, inclusive;
Sec. 31, lots 5 to 22, inclusive;
Tracts 47, 48, 49, 50, 51, 104, 105, 106, 135,
136, 137, 138, 139, 140, 141, 142, 162, and
165.

T. 3 N., R. 86 W.,
Sec. 1, lots 5 and 6, S $\frac{1}{2}$ N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$,
SW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 2, NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 4, lots 5 to 19, inclusive;
Sec. 5, lots 6 to 10, inclusive, 12 to 17,
inclusive, and 19;
Sec. 6, lots 8 to 23, inclusive;
Sec. 7, lots 7, 8, and 15;
Sec. 8, lots 1, 5, 6 to 9, inclusive, 15 and 16;
Sec. 9, lots 3 to 5, inclusive;
Sec. 10, lots 8, 10, 11, 13, and 14;
Sec. 11, lots 1, 2, 3, 9, 10, 14, 15, and 16;
Sec. 12, lots 1 to 9, inclusive, 11, 12, and 13;
Sec. 13, lots 6 and 12;
Sec. 14, lots 1 and 2, 7 to 11, inclusive, and
13 to 16, inclusive;
Sec. 15, lot 4;
Sec. 16, lots 1 to 6, inclusive;
Sec. 17, lots 1, 2, 7, and 8;
Sec. 23, lots 1 to 4, inclusive.

T. 4 N., R. 86 W.,
Secs. 7 to 32, inclusive;
Sec. 33, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 34 to 36, inclusive;
Tracts 37, 38, 39, 40, 41, and 42.

T. 5 N., R. 86 W.,
Secs. 1 and 2;
Sec. 3, lots 1, 2, and 4, S $\frac{1}{2}$;
Secs. 4 to 18, inclusive;
Secs. 20 to 29, inclusive;
Sec. 30, E $\frac{1}{2}$;
Secs. 31 to 36, inclusive;
Tracts 39 and 40, those portions in the
W $\frac{1}{2}$ W $\frac{1}{2}$ sec. 19.

T. 6 N., R. 86 W.,
Sec. 2, lots 3 and 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$,
W $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 3 and 4;
Sec. 5, lots 1 and 2, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 6, lots 3 to 7, inclusive, S $\frac{1}{2}$ NE $\frac{1}{4}$,
SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 7, lots 1 to 3, inclusive, NW $\frac{1}{4}$ NE $\frac{1}{4}$,
E $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 8, NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 9 and 10;
Sec. 11, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
Sec. 14, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
Secs. 15 and 16;
Sec. 17, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 18, lot 4;
Sec. 19, lot 1, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 20 to 22, inclusive;
Sec. 23, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
Sec. 26, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
Secs. 27 to 36, inclusive.

T. 7 N., R. 86 W.,
Sec. 21, S $\frac{1}{2}$;
Secs. 28 and 33.

T. 8 N., R. 86 W.,
Sec. 5, lots 5 to 8, inclusive;
Sec. 18, lots 10, 11, and 12, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 19, lots 8 and 12;
Tract 42, that part lying within the E $\frac{1}{2}$ E $\frac{1}{2}$
sec. 5;
Tracts 45, 46, and 47;
Tract 49, that part lying within the S $\frac{1}{2}$
SW $\frac{1}{4}$ sec. 5, the SE $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$ sec.
6, and the N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$
NW $\frac{1}{4}$ sec. 7;
Tracts 50, 53, 54, 55, 56, 58, 59A, 59B, 59C,
and 59D;
Tract 61A, that part lying within the NE $\frac{1}{4}$
NE $\frac{1}{4}$ sec. 7;
Tracts 61B, 61C, and 61D;

Tract 64A, that part lying within the SE $\frac{1}{4}$
NE $\frac{1}{4}$ sec. 7;
Tracts 64B, 64C, and 64D;
Tract 91, that part lying within the W $\frac{1}{2}$
W $\frac{1}{2}$ sec. 19, south of lot 8 and north of
lot 12;

Tract 140, that part lying within the SW $\frac{1}{4}$
SW $\frac{1}{4}$ sec. 19, south of lot 12.
T. 9 N., R. 86 W.,

Sec. 7, lot 8, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 16, W $\frac{1}{2}$ W $\frac{1}{2}$;
Secs. 17 to 20, inclusive;
Sec. 21, W $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 28, lot 1, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 29, lots 1 to 6, inclusive, NE $\frac{1}{4}$, N $\frac{1}{2}$
NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 30, lots 5 to 9, inclusive, N $\frac{1}{2}$ NE $\frac{1}{4}$,
NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 33, lots 1, 2, 3, and 12 to 17, inclusive;
Tract 42, that part lying within the SW $\frac{1}{4}$
sec. 33;
Tract 45, that part lying within E $\frac{1}{2}$ E $\frac{1}{2}$
and S $\frac{1}{2}$ S $\frac{1}{2}$ sec. 32 and W $\frac{1}{2}$ W $\frac{1}{2}$ sec. 33;
Tracts 48, 49, and 50;
Tract 51, that part lying within the S $\frac{1}{2}$
sec. 30 and N $\frac{1}{2}$ sec. 31;
Tracts 52, 53, and 54.

T. 3 N., R. 87 W.,
Sec. 1, lots 1, 2, 4, 5, 7, to 10, inclusive,
13 and 14;

Sec. 2, lots 1 to 3, inclusive.
T. 4 N., R. 87 W.,
Sec. 10, lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 11 to 14, inclusive;
Sec. 15, E $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 22, E $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 23 to 26, inclusive;
Sec. 27, E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 34, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$
SE $\frac{1}{4}$;
Secs. 35 and 36.

T. 5 N., R. 87 W.,
Secs. 1 to 19, inclusive;
Sec. 20, N $\frac{1}{2}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 21, N $\frac{1}{2}$, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Secs. 22 and 23;
Sec. 24, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
Sec. 25, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
Sec. 26;
Sec. 27, E $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 28, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 29, N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 30, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$
SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 31, lot 5, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 33, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 34, lots 2 to 9, inclusive, and 12 to 15,
inclusive, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$;
Sec. 35;
Sec. 36, lots 1 to 5, inclusive, and 8 to 15,
inclusive, W $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$;
Tracts 39 and 40, those parts lying within
the E $\frac{1}{2}$ E $\frac{1}{2}$ sec. 24.

T. 6 N., R. 87 W.,
Sec. 1, lots 1, 5, 8, 9, and 12;
Sec. 2, lots 2, 3, and 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$
NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 3, lots 1, 3, and 4, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$;
Sec. 4, lots 1 to 4, inclusive, S $\frac{1}{2}$ N $\frac{1}{2}$, NE $\frac{1}{4}$
SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 5 to 9, inclusive;
Sec. 10, NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 11, W $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 12, lots 1 and 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$,
SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 13, S $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 14, E $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$,
NW $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Secs. 15 to 20, inclusive;
Sec. 21, NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 22, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 23, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 24 to 26, inclusive;
Sec. 27, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 28, NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$,
NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 29 to 36, inclusive;
Tract 37.

- T. 7 N., R. 87 W.,
Secs. 1 to 10, inclusive;
Sec. 11, lots 1 to 8, inclusive, and 10 to 15, inclusive;
Sec. 12, lots 1 to 4, inclusive, and 7 to 10, inclusive;
Sec. 14, lots 2 to 5, inclusive, and 10 to 15, inclusive;
Secs. 15 to 22, inclusive;
Sec. 23, lots 1 to 15, inclusive, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 25, lots 3 to 6, inclusive, and 10 to 16, inclusive;
Secs. 26 to 36, inclusive;
Tract 38, that part lying within the SE $\frac{1}{4}$ sec. 14;
Tracts 39 and 40.
- T. 8 N., R. 87 W.,
Secs. 1 to 35, inclusive;
Sec. 36, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 9 N., R. 87 W.,
Sec. 7, lot 8, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, lot 2, S $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 9, lot 11;
Sec. 10, lots 8, 9, and 10, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 11, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 12, S $\frac{1}{2}$ S $\frac{1}{2}$;
Secs. 13 and 14;
Sec. 15, lots 1 to 7, inclusive, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 16, lots 1 to 5, inclusive;
Sec. 17, lots 1 to 6, inclusive, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 18;
Sec. 19, lots 5, 6, 7, and 9, NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 20, lots 1 to 8, inclusive, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 21, lots 1 to 12, inclusive;
Sec. 22, lot 1, NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 23 and 24;
Sec. 25, lots 1 to 4, inclusive, N $\frac{1}{2}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 26;
Sec. 27, lots 1 to 3, inclusive, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 28, lots 1 to 6, inclusive, S $\frac{1}{2}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 29, lots 1 to 3, inclusive, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 30, lots 6 to 9, inclusive, NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 31 to 33, inclusive;
Sec. 34, lots 1 to 13, inclusive, W $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 35, lots 1 to 13, inclusive, N $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 36, lots 1 and 2;
Tracts 40, 41, and 43;
Tract 43A, that part lying within the SW $\frac{1}{4}$ SW $\frac{1}{4}$ sec. 19 and NW $\frac{1}{4}$ NW $\frac{1}{4}$ sec. 30;
Tracts 44, 45, 46, 47, 48, 53, 54, and 55;
Tract 56, that part lying within the SE $\frac{1}{4}$ sec. 25;
Tracts 57 and 58;
Tract 59, that part lying within the S $\frac{1}{2}$ S $\frac{1}{2}$ sec. 34;
Tract 60, that part lying within the S $\frac{1}{2}$ S $\frac{1}{2}$ sec. 34.
- T. 4 N., R. 88 W.,
Secs. 7 to 11, inclusive;
Sec. 12, lots 2 to 4, inclusive, SW $\frac{1}{4}$;
Sec. 13, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 14, N $\frac{1}{2}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 15 to 17, inclusive;
Sec. 18, lots 1 to 3, inclusive, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 20, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 21, N $\frac{1}{2}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 22, N $\frac{1}{2}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 5 N., R. 88 W.,
Secs. 1 to 4, inclusive;
Sec. 5, lots 1, 5, 6, 7, 8, and 9, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 6, lots 8 to 23, inclusive;
- Sec. 7, lots 5 to 17, inclusive, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 8 to 24, inclusive;
Sec. 25, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Secs. 26 to 35, inclusive;
Sec. 36, lots 2 to 7, inclusive, 11 and 12, NW $\frac{1}{4}$;
Tracts 37 and 38;
Tract 41, that part lying within the SW $\frac{1}{4}$ sec. 25.
- T. 7 N., R. 88 W.,
Secs. 1 to 36, inclusive.
- T. 8 N., R. 88 W.,
Secs. 1 and 2;
Sec. 3, lots 5 to 20, inclusive;
Sec. 4, lots 5 to 16, inclusive;
Sec. 5, lots 5 to 18, inclusive;
Sec. 6, lots 8 to 19, inclusive;
Sec. 7, lots 5 to 14, inclusive;
Sec. 8, lots 1 to 14, inclusive;
Sec. 9, lots 1 to 16, inclusive;
Sec. 10, lots 1 to 15, inclusive;
Sec. 11, lots 1 to 12, inclusive;
Sec. 12;
Sec. 13, lots 1 to 12, inclusive;
Sec. 14;
Sec. 15, lots 1 to 12, inclusive;
Sec. 17, lots 1 to 9, inclusive;
Sec. 18, lots 5 to 13, inclusive;
Sec. 19, lots 5 to 9, inclusive;
Sec. 20, lots 1 to 6, inclusive;
Sec. 21, lot 1;
Sec. 22, lots 1 to 11, inclusive;
Sec. 23, lots 1 to 12, inclusive;
Sec. 24, lots 1 to 11, inclusive;
Sec. 25, lots 1 to 12, inclusive;
Sec. 26, lots 1 to 11, inclusive;
Sec. 27;
Sec. 28, lots 1 to 12, inclusive;
Sec. 29, lots 1 to 8, inclusive;
Sec. 32, lots 1 to 4, inclusive;
Sec. 33, lots 1 to 12, inclusive;
Sec. 34, lots 1 to 15, inclusive;
Sec. 35, lots 1 to 8, inclusive;
Tract 37, that part lying within the NW $\frac{1}{4}$ NW $\frac{1}{4}$ sec. 3 and N $\frac{1}{2}$ sec. 4;
Tract 38;
Tract 39, that part lying within the W $\frac{1}{2}$ sec. 4 and E $\frac{1}{2}$ sec. 5;
Tract 40, that part lying within the NE $\frac{1}{4}$ NE $\frac{1}{4}$ sec. 5;
Tracts 41, 42, 43A, 43B, 43C, 43D, 44, 45, 46, 48, 49, 50A, 50B, 50C, 50D, 50E, 50F, 50G, 50H, 51A, 51B, 51C, 52, 53, 54, 55, 56, 57, 58, 59A, 59B, 59C, 59D, 60A, 60B, 60C, 60D, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70A, 70B, 70C, 70D, and 71;
Tract 72, that part lying within the NW $\frac{1}{4}$ sec. 18;
Tract 73, that part lying within the N $\frac{1}{2}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$ SW $\frac{1}{4}$ sec. 19;
Tract 74;
Tracts 75A, 75B, 75C, 75D, 75E, 75F, 75G, 76A, 76B, 77A, 77B, 77C, 77D, 78, 79, 80, and 81;
Tracts 82A to 82P, inclusive;
Tracts 83A to 83P, inclusive;
Tract 84;
Tract 85, that part lying within the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$ sec. 32;
Tracts 86, 87, 88A, 88B, 88C, 88D, 89, 90, and 91.
- T. 9 N., R. 88 W.,
Sec. 7, lot 8, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 9, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 10, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 11, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 12, S $\frac{1}{2}$ S $\frac{1}{2}$;
Secs. 13 to 23, inclusive;
Sec. 24, lots 1 to 5, inclusive, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 25, lots 1 to 8, inclusive, S $\frac{1}{2}$ N $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 26, lots 1 to 8, inclusive, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 27;
Sec. 28, lots 1 and 2, N $\frac{1}{2}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 29, lots 1 and 2, N $\frac{1}{2}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 30;
- Sec. 31, lots 5 to 15, inclusive;
Sec. 32, lots 1 to 16, inclusive, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 33, lots 1 to 8, inclusive;
Sec. 34, lots 1 to 10, inclusive, N $\frac{1}{2}$;
Sec. 35, lots 1 to 26, inclusive, N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 36, lots 1 to 18, inclusive, NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$;
Tract 37, those parts lying within the E $\frac{1}{2}$ SE $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$ sec. 33 and SW $\frac{1}{4}$ sec. 34;
Tract 39, that part lying within the S $\frac{1}{2}$ sec. 33;
Tract 40, those parts lying within the E $\frac{1}{2}$ SE $\frac{1}{4}$ sec. 32 and W $\frac{1}{2}$ SW $\frac{1}{4}$ sec. 33;
Tract 43A, that part lying within the S $\frac{1}{2}$ S $\frac{1}{2}$ sec. 24 and N $\frac{1}{2}$ N $\frac{1}{2}$ sec. 25;
Tracts 44, 45, 46, 47, 48, 49, and 50.
- T. 3 N., R. 89 W.,
Sec. 5, lots 7 and 8;
Sec. 6, lots 8 to 15, inclusive, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Tract 38, that part lying within the S $\frac{1}{2}$ SW $\frac{1}{4}$ sec. 5;
Tract 40, that part lying within the N $\frac{1}{2}$ SE $\frac{1}{4}$ sec. 6;
Tract 42, that part lying within the W $\frac{1}{2}$ W $\frac{1}{2}$ sec. 6, north of lot 13.
- T. 4 N., R. 89 W.,
Sec. 12, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 13, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 6 N., R. 89 W.,
Secs. 1 to 36, inclusive.
- T. 7 N., R. 89 W.,
Secs. 1 to 36, inclusive.
- T. 8 N., R. 89 W.,
Secs. 1 to 36, inclusive.
- T. 9 N., R. 89 W.,
Sec. 7, lots 13 to 20, inclusive;
Sec. 8, lots 9 to 16, inclusive;
Sec. 9, lots 9 to 16, inclusive;
Sec. 10, S $\frac{1}{2}$;
Sec. 11, S $\frac{1}{2}$;
Sec. 12, S $\frac{1}{2}$;
Secs. 13 to 36, inclusive.
- T. 3 N., R. 90 W.,
Secs. 1 to 3, inclusive;
Sec. 4, lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 4 N., R. 90 W.,
Sec. 22, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 23, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 25, NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 26, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 27;
Sec. 28, E $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 33, E $\frac{1}{2}$ E $\frac{1}{2}$;
Secs. 34 and 35;
Sec. 36, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 6 N., R. 90 W.,
Secs. 1 to 3, inclusive;
Sec. 4, lots 1 and 5, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 9, lots 1 to 5, inclusive, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$;
Secs. 10 to 15, inclusive;
Sec. 16, NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 21, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
Secs. 22 to 27, inclusive;
Sec. 28, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
Sec. 33, lots 1 to 8, inclusive, E $\frac{1}{2}$ W $\frac{1}{2}$;
Secs. 34 to 36, inclusive.
- T. 7 N., R. 90 W.,
Secs. 1 to 3, inclusive;
Sec. 4, lots 5, 6, 7, 10 to 15, inclusive, 18, 19, and 20;
Sec. 9, lots 1 to 3, inclusive, and 6 to 9, inclusive, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 10 to 15, inclusive;
Sec. 16, NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 21, lots 1, 2, 4 to 9, inclusive, 12, 13, and 14, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Secs. 22 to 27, inclusive;
Secs. 34 to 36, inclusive.
- T. 8 N., R. 90 W.,
Secs. 1 to 3, inclusive;
Sec. 4, lots 5 to 7, inclusive, 10 to 15, inclusive, 18, 19, and 20;

Sec. 9, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
 Secs. 10 to 15, inclusive;
 Sec. 16, NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
 Sec. 21, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
 Secs. 22 to 27, inclusive;
 Sec. 28, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
 Sec. 33, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
 Secs. 34 to 36, inclusive.
 T. 9 N., R. 90 W.,
 Sec. 9, lots 9 to 11, inclusive, 14, 15, and 16;
 Sec. 10, lots 11 to 18, inclusive;
 Sec. 11, lots 20 to 35, inclusive;
 Sec. 12, lots 10 to 18, inclusive;
 Secs. 13 to 15, inclusive;
 Sec. 16, NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
 Sec. 21, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
 Secs. 22 to 27, inclusive;
 Sec. 28, lots 1 to 3, inclusive, 6 to 11, inclusive, 14, 15, and 16;
 Sec. 33, lots 1, 2, 6, 8 to 11, inclusive, 14, 15, and 16;
 Secs. 34 to 36, inclusive.

RECLASSIFIED COAL LANDS FROM NONCOAL LANDS

Prior classification of the following described lands as noncoal lands is hereby revoked and the lands are reclassified as coal lands:

T. 4 N., R. 85 W.,
 Sec. 17, lots 7 and 8;
 Sec. 20, lots 2 and 7, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 30, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 5 N., R. 85 W.,
 Sec. 8, lot 19;
 Sec. 20, lot 14;
 Sec. 29, lots 5, 6, 9, 10, and 11, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Tracts 144 and 166.
 T. 6 N., R. 85 W.,
 Sec. 6, lots 1 and 2;
 Sec. 19, lots 2 to 4, inclusive, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 7 N., R. 86 W.,
 Sec. 16, lots 1 and 2;
 Sec. 17, S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 20, NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 21, N $\frac{1}{2}$;
 Sec. 22, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 27, lots 1 to 4, inclusive, N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 29, lot 5, NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 31, lots 5, and 7 to 14, inclusive;
 Sec. 32, lots 1 to 7, inclusive, and 9, NE $\frac{1}{4}$;
 Sec. 34, lots 1 to 6, inclusive, NW $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 35, lots 1, 4, and 5, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Tract 117, that part lying within the SE $\frac{1}{4}$ sec. 27;
 Tract 118, that part lying within the SE $\frac{1}{4}$ sec. 27 and NE $\frac{1}{4}$ sec. 34;
 Tract 119;
 Tract 121, that part lying within the SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$ sec. 32;
 Tract 122, that part lying within the NE $\frac{1}{4}$ sec. 34;
 Tract 125, that part lying within the S $\frac{1}{2}$ SE $\frac{1}{4}$ sec. 31;
 Tract 128.
 T. 8 N., R. 86 W.,
 Sec. 4, lot 12;
 Sec. 7, lots 5 and 6;
 Sec. 8, lots 1 to 4, inclusive, and 8, N $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 17, lots 2 to 4, inclusive;
 Sec. 18, lots 5 to 8, inclusive, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 19, lots 7, 10, 11, 13, and 14;
 Sec. 30, lots 6 to 8, inclusive;
 Tract 42, that part lying within the W $\frac{1}{2}$ sec. 4, north of lot 12;
 Tract 49, that part lying within the N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ sec. 8;
 Tract 61A, that part lying within the W $\frac{1}{2}$ NW $\frac{1}{4}$ sec. 8;

Tract 64A, that part lying within the W $\frac{1}{2}$ NW $\frac{1}{4}$ and NW $\frac{1}{4}$ SW $\frac{1}{4}$ sec. 8;
 Tract 65;
 Tract 91, that part lying within the center of sec. 19, directly south of lots 6 and 7 and north of lots 10 and 11;
 Tract 138, that part lying within the W $\frac{1}{2}$ W $\frac{1}{2}$ sec. 30, directly east of lot 8;
 Tract 139, that part lying within the SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ sec. 30;
 Tract 140, that part lying within the SW $\frac{1}{4}$ SW $\frac{1}{4}$ sec. 19, south of lot 11 and west of lot 13, and those parts lying within the NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ sec. 30;
 Tract 141, that part lying within the S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ sec. 30 south of lot 8.
 T. 5 N., R. 87 W.,
 Sec. 20, E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 21, W $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 28, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 29, NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 30, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 31, lot 7, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 32, lots 1 to 10, inclusive, N $\frac{1}{2}$;
 Sec. 33, lots 1 to 4, inclusive, 8 and 9, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$.
 T. 7 N., R. 87 W.,
 Sec. 24, lot 12.
 T. 4 N., R. 88 W.,
 Sec. 19, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 22, N $\frac{1}{2}$ SW $\frac{1}{4}$.
 T. 4 N., R. 89 W.,
 Sec. 10, lots 1 to 3, inclusive;
 Sec. 11, lot 4, NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 12, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 13, W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$.
 T. 5 N., R. 89 W.,
 Sec. 29, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 30, lot 2, NW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 32, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 5 N., R. 90 W.,
 Sec. 24, lots 15 and 16;
 Sec. 25, lots 1 to 3, inclusive, 6, 7, and 8.
 T. 9 N., R. 90 W.,
 Sec. 33, lots 3 and 7.

NONCOAL LANDS

T. 3 N., R. 85 W.,
 Sec. 6, lots 3 and 5, SE $\frac{1}{4}$ NW $\frac{1}{4}$.
 T. 5 N., R. 85 W.,
 Tract 167.
 T. 3 N., R. 86 W.,
 Sec. 1, lot 7;
 Sec. 5, lots 5, 11, and 18, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 7, lots 3, 4, 9, 10, 12 to 14, inclusive, and 16, E $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, lots 2, 3, 10 to 14, inclusive, and 17, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 10, lots 9, 15, and 16;
 Sec. 11, lots 5 to 8, inclusive, 11, 12, and 13;
 Sec. 12, lot 16;
 Sec. 13, lots 1, 7 to 9, inclusive, and 13 to 22, inclusive;
 Sec. 14, lots 3 to 6, inclusive, and 12;
 Sec. 15, lots 1 to 3, inclusive, and 5 to 19, inclusive, S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 16, lots 7 to 10, inclusive, S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 17, lots 3 to 6, inclusive, and 9 to 13, inclusive, NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 18;
 Secs. 20 to 22, inclusive;
 Sec. 23, lots 5 to 16, inclusive;
 Sec. 24.
 T. 4 N., R. 86 W.,
 Sec. 33, SE $\frac{1}{4}$ NW $\frac{1}{4}$.
 T. 6 N., R. 86 W.,
 Sec. 2, lot 2, SW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 5, lots 3 and 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 7, lot 4, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 8, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 17, W $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 18, lots 1 to 3, inclusive, E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$;
 Sec. 19, NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$.
 T. 9 N., R. 86 W.,
 Sec. 9, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 10, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 11, S $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 14, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
 Sec. 15;
 Sec. 16, E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$;
 Sec. 21, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 22;
 Sec. 23, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
 Sec. 26, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
 Sec. 27;
 Sec. 28, E $\frac{1}{2}$;
 Sec. 33, lots 4 to 11, inclusive, 18, 19, and 20, N $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 34;
 Sec. 35, lots 1 to 3, inclusive, W $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 3 N., R. 87 W.,
 Sec. 1, lots 3, 6, 11, and 12, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
 Sec. 2, lot 4, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$;
 Secs. 3 to 6, inclusive;
 Sec. 7, lots 1 and 2, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 8, N $\frac{1}{2}$;
 Sec. 9, N $\frac{1}{2}$;
 Secs. 10 to 14, inclusive.
 T. 4 N., R. 87 W.,
 Sec. 7, lots 4 and 5;
 Sec. 15, E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 22, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 27, W $\frac{1}{2}$ W $\frac{1}{2}$;
 Sec. 34, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 6 N., R. 87 W.,
 Sec. 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 13, N $\frac{1}{2}$ NE $\frac{1}{4}$.
 T. 7 N., R. 87 W.,
 Sec. 11, lots 9 and 16;
 Sec. 12, lots 5 and 6, and 11 to 14, inclusive;
 Sec. 13, lots 1 to 12, inclusive;
 Sec. 14, lots 1, and 6 to 9, inclusive;
 Sec. 25, lots 1, 2, 7, 8, and 9;
 Tract 37;
 Tract 38, those parts lying within the SW $\frac{1}{4}$ sec. 13 and NE $\frac{1}{4}$ NE $\frac{1}{4}$ sec. 23;
 Tract 43;
 Tract 70;
 Tract 70D, those parts lying within the SE $\frac{1}{4}$ sec. 12 and NE $\frac{1}{4}$ NE $\frac{1}{4}$ sec. 13;
 Tract 100D, that part lying within the E $\frac{1}{2}$ E $\frac{1}{2}$ sec. 13.
 T. 8 N., R. 87 W.,
 Sec. 36, E $\frac{1}{2}$ E $\frac{1}{2}$.
 T. 3 N., R. 88 W.,
 Secs. 1 to 6, inclusive;
 Sec. 7, lots 5 to 8, inclusive;
 Sec. 8, N $\frac{1}{2}$ N $\frac{1}{2}$;
 Sec. 9, N $\frac{1}{2}$ N $\frac{1}{2}$;
 Sec. 10, N $\frac{1}{2}$ N $\frac{1}{2}$;
 Sec. 11, N $\frac{1}{2}$ N $\frac{1}{2}$;
 Sec. 12, N $\frac{1}{2}$ N $\frac{1}{2}$.
 T. 4 N., R. 88 W.,
 Sec. 12, lot 1, N $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 13, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 14, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 18, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 20, SW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 21, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 23, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 29, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
 T. 3 N., R. 89 W.,
 Secs. 1 to 4, inclusive;
 Sec. 5, lots 5, 6, 9, and 10;
 Tract 37;
 Tract 38, that part lying within the N $\frac{1}{2}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$ sec. 5 and that part lying west of Tract 37 in sec. 5;
 Tract 39;
 Tract 40, that part lying within the W $\frac{1}{2}$ W $\frac{1}{2}$ sec. 5 and NE $\frac{1}{4}$ sec. 6;
 Tract 41, that part lying within the N $\frac{1}{2}$ sec. 6 north of lots 8 and 9.

T. 4 N., R. 89 W.,

Sec. 19;

Secs. 25 to 36, inclusive.

T. 4 N., R. 90 W.,

Secs. 10 to 15, inclusive;

Sec. 22, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;

Sec. 23, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$

SE $\frac{1}{4}$;

Sec. 24;

Sec. 25, N $\frac{1}{2}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;

Sec. 26, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$;

Sec. 36, E $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

RECLASSIFIED NONCOAL LANDS FROM COAL LANDS

Prior classification of the following described lands as coal lands is hereby revoked and the lands are reclassified as noncoal lands:

T. 5 N., R. 90 W.,

Sec. 26, lot 7.

The area described aggregates 532,390 acres, more or less, of which about 446,048 acres are classified coal lands; about 10,787 acres are reclassified coal lands that were formerly classified non-coal lands; about 75,513 acres are classified noncoal lands; and about 42 acres are reclassified noncoal lands that were formerly classified coal lands.

Dated: September 23, 1969.

JOEL M. JOHANSON,
Acting Director.

[F.R. Doc. 69-11578; Filed, Sept. 30, 1969;
8:45 a.m.]

National Park Service

WOLF AND ST. CROIX NATIONAL SCENIC RIVERWAYS

Boundaries, Classification, and Development Plans

Whereas the Act of October 2, 1968 (82 Stat. 906), provides for institution of a national wild and scenic rivers system; and

Whereas, section 2(b) of said act requires that a river area to be included in the national wild and scenic rivers system shall be classified as a wild river area, a scenic river area, or a recreational river area; and

Whereas section 3(a) of said act designates a segment of the St. Croix River between the dam near Taylors Falls, Minn., and the dam near Gordon, Wis., and its tributary, the Namekagon, from Lake Namekagon downstream to its confluence with the St. Croix, and the Wolf River from the Langlade-Menominee County line downstream to Keshena Falls, as components of said system to be administered by the Secretary of the Interior; and

Whereas section 3(b) of said act requires the agency charged with administration of each component of said system designated by section 3(a) to establish detailed boundaries therefor, determine which of the classes outlined in section 2, subsection (b), of this act best fit the river or its various segments; and prepare a plan for necessary developments in connection with its administration in accordance with such classification, and further requires that said boundaries, classification, and devel-

opment plan shall be published in the FEDERAL REGISTER;

Now, therefore, the boundaries, classification and development plans are hereby published for the Wolf National Scenic Riverway and the St. Croix National Scenic Riverway.

The boundaries of the Wolf National Scenic Riverway are particularly described as follows:

WOLF RIVER NATIONAL SCENIC RIVERWAY

4TH PRINCIPAL MERIDIAN

Beginning at a point 150 feet east of the east right-of-way line of State Highway 55, intersecting Langlade and Menominee County lines, Wis.;

Thence in a southerly direction from said point of beginning along a line that is 150 feet east of said east right-of-way line of said State Highway 55, through secs. 3, 2, 11, 12, 13, 24, 25, 26, and 35 in T. 30 N., R. 15 E., Menominee County;

Thence continuing southerly along said line that is 150 feet east of said east right-of-way line through secs. 2, 1, and 12 in T. 29 N., R. 15 E., said county;

Thence continuing southerly along said line through secs. 7, 18, and 19 in T. 29 N., R. 15 E.;

Thence continuing southerly along said line through secs. 24, 25, 36, and 35 in T. 29 N., R. 15 E.;

Thence continuing southerly along said line through secs. 2, 11, 14, and 23 in T. 28 N., R. 15 E., to a point on the projected line of the northerly right-of-way of County Road C at its intersection with said east line of said State Highway 55;

Thence westerly along said north right-of-way line projected of County Road C to a point on the west right-of-way line of State Highway 55 and the north line of County Road C;

Thence continuing westerly along said north line of said County Road C, to a point on the westerly line of an unnamed road intersecting said County Road C, said unnamed road lying northerly and parallel to Wolf River;

Thence northerly along said westerly right-of-way line of said unnamed road to a point on the east-west centerline of sec. 15, T. 28 N., R. 15 E., Menominee County;

Thence easterly along said east-west centerline to a point 200 feet west of the west bank of Wolf River, said bank exists on this date;

Thence northerly along a line parallel to, and 200 feet west of the west bank of said Wolf River through secs. 15, 10, 11, 2, and 3 to a point on the east-west centerline of said sec. 3;

Thence westerly along said east-west centerline to the southwest corner of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ of said sec. 3;

Thence northerly along the west line of said SE $\frac{1}{4}$ NE $\frac{1}{4}$ to the northwest corner thereof;

Thence easterly along the north line of said SE $\frac{1}{4}$ NE $\frac{1}{4}$ to a point 200 feet west of the west bank of Wolf River;

Thence northerly along a line parallel to an 200 feet west of said west bank of the Wolf River through secs. 3 and 2, T. 28 N., R. 15 E.;

Thence continuing northerly along said parallel line through secs. 35, 26, 25, and 24, T. 29 N., R. 15 E.;

Thence continuing northerly along said parallel line through secs. 19 and 18, T. 29 N., R. 16 E.;

Thence continuing northerly and westerly along said parallel line through sec. 13, T. 29 N., R. 15 E.;

Thence continuing easterly, northerly, and westerly along said parallel line through sec. 18, T. 29 N., R. 15 E.;

Thence continuing westerly along said parallel line through sec. 13, T. 29 N., R. 15 E., to a point on the south line of sec. 12 said township and range;

Thence westerly along said south line of said sec. 12 to a point 400 feet west of the west bank of Wolf River;

Thence northerly along a line parallel to, and 400 feet west of the west bank of said Wolf River through secs. 12, 11, 2, and 3, T. 29 N., R. 15 E.;

Thence continuing northerly along said parallel line through sections 34, 27, and 26, T. 30 N., R. 15 E., to a point on the north line of sec. 26;

Thence easterly along said north line of said sec. 26 and sec. 25 to a point 200 feet west of the west bank of Wolf River;

Thence northerly along a line parallel to, and 200 feet west of the west bank of Wolf River through secs. 24 and 13 said township and range to a point on the east line of the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of said sec. 13;

Thence southerly along said east line of said SW $\frac{1}{4}$ NW $\frac{1}{4}$ to the southeast corner thereof;

Thence westerly along the south line of said SW $\frac{1}{4}$ NW $\frac{1}{4}$ and south line of SE $\frac{1}{4}$ NE $\frac{1}{4}$ of sec. 14, said township and range to the southwest corner of SE $\frac{1}{4}$ NE $\frac{1}{4}$;

Thence northerly along said west line of said SE $\frac{1}{4}$ NE $\frac{1}{4}$ to the northwest corner thereof;

Thence easterly along the north line of said SE $\frac{1}{4}$ NE $\frac{1}{4}$ and the north line of the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of sec. 13, said township and range, to a point, 200 feet west of the west bank of Wolf River;

Thence northerly along a line parallel to and 200 feet west of the west bank of said Wolf River through secs. 13, 14, 12, 11, 2, and 3, T. 30 N., R. 15 E., to a point on the Langlade and Menominee County lines;

Thence easterly along said county line across Wolf River and State Highway 55 to the point of beginning, said point being 150 feet east of the east right-of-way line of State Highway 55.

[A map depicting the area herein described, identified as Drawing No. NSR-WR 20,000, dated Sept. 26, 1969, is on file in the Office of the National Park Service, Department of the Interior, at Washington, D.C.]

The boundaries of the St. Croix National Scenic Riverway are particularly described as follows:

SAINT CROIX NATIONAL SCENIC RIVERWAY

4TH PRINCIPAL MERIDIAN

The St. Croix National Scenic Riverway in Chisago and Pine Counties, Minn., and in Bayfield, Burnett, Douglas, Polk, Sawyer, and Washburn Counties, Wis., is hereby described as follows:

T. 43 N., R. 6 W.,

Sec. 6, W $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$, E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$,

W $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 7, E $\frac{1}{2}$ NE $\frac{1}{4}$ and E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$;

Sec. 8, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, and

NW $\frac{1}{4}$ SE $\frac{1}{4}$;

T. 43 N., R. 7 W.,

Sec. 1, N $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$;

Sec. 2, NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$,

SW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$

SE $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 3, SE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 10, E $\frac{1}{2}$ E $\frac{1}{2}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 11, W $\frac{1}{2}$ NW $\frac{1}{4}$ and NW $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 15, NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;

- Sec. 16, $S\frac{1}{2}S\frac{1}{2}S\frac{1}{2}$;
- Sec. 17, $S\frac{1}{2}S\frac{1}{2}S\frac{1}{2}$;
- Sec. 18, $S\frac{1}{2}S\frac{1}{2}SE\frac{1}{4}$;
- Sec. 19, that portion of $N\frac{1}{2}NE\frac{1}{4}$ lying north of the north right-of-way line of a county road, that portion of $W\frac{1}{2}W\frac{1}{2}E\frac{1}{2}$ lying south of the north right-of-way line of a county road, $E\frac{1}{2}W\frac{1}{2}$ and $W\frac{1}{2}SW\frac{1}{4}$;
- Sec. 20, $N\frac{1}{2}N\frac{1}{2}$, $NE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, and $N\frac{1}{2}SE\frac{1}{4}NE\frac{1}{4}$;
- Sec. 21, $N\frac{1}{2}N\frac{1}{2}$ and $N\frac{1}{2}S\frac{1}{2}N\frac{1}{2}$;
- Sec. 22, $N\frac{1}{2}NW\frac{1}{4}$ and $N\frac{1}{2}S\frac{1}{2}NW\frac{1}{4}$.
- T. 41 N., R. 8 W.,
- Sec. 6, $NW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}NW\frac{1}{4}$, $SW\frac{1}{4}NW\frac{1}{4}$, $NW\frac{1}{4}SW\frac{1}{4}$, that portion of $S\frac{1}{2}SW\frac{1}{4}$ lying west of the west right-of-way line of Chicago and North Western Railroad;
- Sec. 7, that portion of $NW\frac{1}{4}NW\frac{1}{4}$ lying west of the west right-of-way line of Chicago and North Western Railroad.
- T. 42 N., R. 8 W.,
- Sec. 2, lots 1 and 2, those portions of lots 3, 4 and 5 and $W\frac{1}{2}E\frac{1}{2}$ lying west and north of the north and west right-of-way line of U.S. Highway 63;
- Sec. 3, lots 1, 2, and 3, $SW\frac{1}{2}$, $SE\frac{1}{4}SE\frac{1}{4}$, $W\frac{1}{2}SE\frac{1}{4}$;
- Sec. 4, $E\frac{1}{2}SE\frac{1}{4}$;
- Sec. 9, $E\frac{1}{2}E\frac{1}{2}$;
- Sec. 15, that portion of $NW\frac{1}{4}SW\frac{1}{4}$ lying north of the north right-of-way line of U.S. Highway 63 bounded by a line 200 feet east of and parallel to the east bank of Namekagon River, that portion of $W\frac{1}{2}NW\frac{1}{4}$ bounded by a line 200 feet east parallel to the east bank of Namekagon River;
- Sec. 16, that portion of $E\frac{1}{2}E\frac{1}{2}$ lying north of the west right-of-way line of U.S. Highway 63, $S\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}$ and that portion of $SW\frac{1}{4}SE\frac{1}{4}$ lying west of the west right-of-way line of U.S. Highway 63;
- Sec. 20, $SE\frac{1}{4}NE\frac{1}{4}$, $S\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, and $SW\frac{1}{4}SE\frac{1}{4}$;
- Sec. 21, that portion of the $W\frac{1}{2}NE\frac{1}{4}$ lying north and west of the west right-of-way line of U.S. Highway 63, that portion of $E\frac{1}{2}NW\frac{1}{4}$ lying north of the west right-of-way line of U.S. Highway 63, $E\frac{1}{2}NW\frac{1}{4}$, $NW\frac{1}{4}$ and $SW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$;
- Sec. 29, $E\frac{1}{2}NW\frac{1}{4}$ and $W\frac{1}{2}W\frac{1}{2}$;
- Sec. 30, $E\frac{1}{2}E\frac{1}{2}$;
- Sec. 31, that portion of $E\frac{1}{2}E\frac{1}{2}$ lying north of the west right-of-way line of U.S. Highway 63, $W\frac{1}{2}E\frac{1}{2}$, $S\frac{1}{2}SE\frac{1}{4}NW\frac{1}{4}$, and $E\frac{1}{2}SW\frac{1}{4}$;
- Sec. 32, that portion of $W\frac{1}{2}NW\frac{1}{4}$ lying north of the west right-of-way line of U.S. Highway 63.
- T. 43 N., R. 8 W.,
- Sec. 23, that portion of $S\frac{1}{2}SE\frac{1}{4}$ lying east and south of the south right-of-way line of a county road;
- Sec. 24, that portion of $N\frac{1}{2}SW\frac{1}{4}$ lying south of the east right-of-way line of U.S. Highway 63, $S\frac{1}{2}SW\frac{1}{4}$ and $SE\frac{1}{4}$;
- Sec. 25, that portion of $N\frac{1}{2}NW\frac{1}{4}$ lying west of the west right-of-way line of Chicago and North Western Railroad;
- Sec. 26, $E\frac{1}{2}NE\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$, and $W\frac{1}{2}SE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 35, that portion of $W\frac{1}{2}E\frac{1}{2}E\frac{1}{2}$ lying north of the west right-of-way line of U.S. Highway 63, that portion of $W\frac{1}{2}E\frac{1}{2}$ lying north of the west right-of-way line of U.S. Highway 63 and $E\frac{1}{2}E\frac{1}{2}W\frac{1}{2}$.
- T. 40 N., R. 9 W.,
- Sec. 5, $W\frac{1}{2}$;
- Sec. 6, $E\frac{1}{2}E\frac{1}{2}$, $SW\frac{1}{4}SE\frac{1}{4}$, and $S\frac{1}{2}SW\frac{1}{4}$;
- Sec. 7, $N\frac{1}{2}N\frac{1}{2}$, $S\frac{1}{2}NE\frac{1}{4}$, and $SE\frac{1}{4}NW\frac{1}{4}$.
- T. 41 N., R. 9 W.,
- Sec. 1, $E\frac{1}{2}E\frac{1}{2}$;
- Sec. 12, that portion of $E\frac{1}{2}E\frac{1}{2}$ lying north of the west right-of-way line of the Chicago and North Western Railroad, $E\frac{1}{2}W\frac{1}{2}NE\frac{1}{4}$, that portion of $W\frac{1}{2}SE\frac{1}{4}$ lying west of the west right-of-way line of Chicago and North Western Railroad, $NE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}$, and that portion of $SE\frac{1}{4}SW\frac{1}{4}$ lying west of the west right-of-way line of Chicago and North Western Railroad;
- Sec. 13, $W\frac{1}{2}W\frac{1}{2}$ and $W\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}$;
- Sec. 14, that portion of $E\frac{1}{2}E\frac{1}{2}$ lying south of the east right-of-way line of the Chicago and North Western Railroad;
- Sec. 22, that portion of $S\frac{1}{2}$ lying south of the east right-of-way line of Chicago and North Western Railroad and south of the south right-of-way line of State Highway 77;
- Sec. 23, $E\frac{1}{2}$ and $SE\frac{1}{4}SW\frac{1}{4}$;
- Sec. 26, that portion of $W\frac{1}{2}E\frac{1}{2}$ lying north of the north right-of-way line of a county highway bordering Hayward Lake and that portion of $W\frac{1}{2}$ north of the north right-of-way line of a county highway bordering Hayward Lake;
- Sec. 27, that portion lying south of the east right-of-way line of Chicago and North Western Railroad and north of both the north right-of-way line of State Highway 27 and the north right-of-way line of county highway bordering Hayward Lake;
- Sec. 28, those portions of the $NE\frac{1}{4}$ and $S\frac{1}{2}$ lying south and east of the east right-of-way line of a county road parallel to and east of U.S. Highway 63 and west of the west right-of-way line of State Highway 27;
- Sec. 32, that part of $E\frac{1}{2}E\frac{1}{2}$ lying south of the east right-of-way line of a county road parallel to and east of U.S. Highway 63 and $SW\frac{1}{4}SE\frac{1}{4}$;
- Sec. 33, $W\frac{1}{2}W\frac{1}{2}SW\frac{1}{4}$ and that portion of $N\frac{1}{2}$ lying south of the east right-of-way line of a county road parallel to and east of U.S. Highway 63 and north of the west right-of-way line of State Highway 27.
- T. 40 N., R. 10 W.,
- Sec. 1, $S\frac{1}{2}S\frac{1}{2}$;
- Sec. 2, $SW\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}$, $N\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $NW\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$, $S\frac{1}{2}N\frac{1}{2}SE\frac{1}{4}$, and $S\frac{1}{2}SE\frac{1}{4}$;
- Sec. 3, $NE\frac{1}{4}$ and that portion of $E\frac{1}{2}NW\frac{1}{4}$ lying east of east right-of-way line of County Road E;
- Sec. 6, $W\frac{1}{2}NE\frac{1}{4}$ and that portion of $W\frac{1}{2}$ and the $W\frac{1}{2}SE\frac{1}{4}$ lying north of the west right-of-way line of the Chicago and North Western Railroad and south of the east right-of-way line of U.S. Highway 63;
- Sec. 7, that portion of $NW\frac{1}{4}$ lying north of the west right-of-way line of the Chicago and North Western Railroad;
- Sec. 12, $N\frac{1}{2}N\frac{1}{2}$.
- T. 41 N., R. 10 W.,
- Sec. 32, that portion lying south of the east right-of-way line of U.S. Highway 63, excepting therefrom the $SE\frac{1}{4}SE\frac{1}{4}$ and $S\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 33, that portion of $N\frac{1}{2}N\frac{1}{2}$ lying south of the west right-of-way line of Minneapolis, St. Paul and Sault Ste. Marie Railroad, and $S\frac{1}{2}NE\frac{1}{4}$;
- Sec. 34, $SW\frac{1}{4}NE\frac{1}{4}$, that portion of $SW\frac{1}{4}NW\frac{1}{4}NW\frac{1}{4}$, lying southwest of the west Paul and Sault Ste. Marie Railroad, $S\frac{1}{2}$ right-of-way line of Minneapolis, St. Paul and Sault Ste. Marie Railroad, and that portion of $S\frac{1}{2}$ lying north of the north right-of-way line of Chicago and North Western Railroad and east of the east right-of-way line of Minneapolis, St. Paul and Sault Ste. Marie Railroad;
- Sec. 35, that portion of $S\frac{1}{2}$ lying south of south right-of-way line of Chicago and North Western Railroad.
- T. 40 N., R. 11 W.,
- Sec. 1, that portion of the $SE\frac{1}{4}SE\frac{1}{4}$ lying south of the east right-of-way line of U.S. Highway 63;
- Sec. 12, that portion lying north of both the west right-of-way line of the Chicago and North Western Railroad and a county road, and south of the east right-of-way line of U.S. Highway 63 together with that portion of the $SW\frac{1}{4}SW\frac{1}{4}$ lying south of the south right-of-way line of a county road and west of the east right-of-way line of U.S. Highway 63;
- Sec. 13, that portion of the $N\frac{1}{2}NW\frac{1}{4}$ lying north of the west right-of-way line of a county road;
- Sec. 14, $N\frac{1}{2}NE\frac{1}{4}$, that portion of $N\frac{1}{2}SE\frac{1}{4}NE\frac{1}{4}$ west of the west right-of-way line of U.S. Highway 63, that portion of the $SW\frac{1}{4}NE\frac{1}{4}$ and $NW\frac{1}{4}SE\frac{1}{4}$ lying north of a diagonal line from the southeast corner of the $NE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$ and the southwest corner of $NW\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}$, and $N\frac{1}{2}N\frac{1}{2}SW\frac{1}{4}$;
- Sec. 15, $S\frac{1}{2}NE\frac{1}{4}$, $S\frac{1}{2}SE\frac{1}{4}NW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $S\frac{1}{2}SW\frac{1}{4}$, $W\frac{1}{2}SE\frac{1}{4}$, and $N\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 17, $S\frac{1}{2}N\frac{1}{2}SW\frac{1}{4}$, $S\frac{1}{2}SW\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}$, and $SW\frac{1}{4}SE\frac{1}{4}$;
- Sec. 18, $S\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$ and $SE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 19, $E\frac{1}{2}E\frac{1}{2}$;
- Sec. 20, $W\frac{1}{2}SE\frac{1}{4}NE\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$, $SE\frac{1}{4}SE\frac{1}{4}$, $W\frac{1}{2}E\frac{1}{2}$, and $W\frac{1}{2}$;
- Sec. 21, $S\frac{1}{2}NE\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $S\frac{1}{2}SW\frac{1}{4}$, $W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$, and $N\frac{1}{2}SE\frac{1}{4}$;
- Sec. 22, $NW\frac{1}{4}$;
- Sec. 28, $N\frac{1}{2}NW\frac{1}{4}$;
- Sec. 29, $N\frac{1}{2}NE\frac{1}{4}$ and $W\frac{1}{2}$;
- Sec. 30, $SE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}SE\frac{1}{4}SW\frac{1}{4}$, $S\frac{1}{2}N\frac{1}{2}SE\frac{1}{4}$, and $S\frac{1}{2}SE\frac{1}{4}$;
- Sec. 31, $W\frac{1}{2}NE\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}NW\frac{1}{4}$, $SW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}SE\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$, and that portion of $SW\frac{1}{4}SW\frac{1}{4}$ lying north and west of the north right-of-way line of the Chicago and North Western Railroad.
- T. 40 N., R. 12 W.,
- Sec. 6, $SW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}SE\frac{1}{4}NW\frac{1}{4}$, and $SW\frac{1}{4}$;
- Sec. 7, $W\frac{1}{2}W\frac{1}{2}$, $W\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$, $W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}SE\frac{1}{4}$, and $S\frac{1}{2}SE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 17, $SW\frac{1}{4}$;
- Sec. 18, $N\frac{1}{2}NE\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}$, $E\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$, $NE\frac{1}{4}NW\frac{1}{4}$, and $SE\frac{1}{4}$;
- Sec. 20, $NW\frac{1}{4}$, $N\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}$, and $W\frac{1}{2}SE\frac{1}{4}$;
- Sec. 27, $W\frac{1}{2}SW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, and $W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$;
- Sec. 28, $SW\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}$, $N\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$, and $SE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 29, $NE\frac{1}{4}$, $E\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}$, $NE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, and $N\frac{1}{2}N\frac{1}{2}SE\frac{1}{4}$;
- Sec. 34, $E\frac{1}{2}$, $E\frac{1}{2}W\frac{1}{2}$, and that portion of the $NW\frac{1}{4}NW\frac{1}{4}$ lying northeast of the county road;
- Sec. 35, $S\frac{1}{2}NE\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}NW\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}$, those portions of the $W\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$ and $NW\frac{1}{4}SW\frac{1}{4}$ lying west and north of the county road, $E\frac{1}{2}NE\frac{1}{2}SW\frac{1}{4}$, and $N\frac{1}{2}SE\frac{1}{4}$;
- Sec. 36, $E\frac{1}{2}NE\frac{1}{4}NE$, $S\frac{1}{2}N\frac{1}{2}$, and that portion of $S\frac{1}{2}$ lying north of the north right-of-way line of the Chicago and North Western Railroad.
- T. 41 N., R. 12 W.,
- Sec. 31, $SW\frac{1}{4}SW\frac{1}{4}$.
- T. 40 N., R. 13 W.,
- Sec. 1, $N\frac{1}{2}$, $N\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, and $E\frac{1}{2}SE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 2, $E\frac{1}{2}NE\frac{1}{4}$;
- Sec. 12, $E\frac{1}{2}E\frac{1}{2}NE\frac{1}{4}$ and $E\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$.
- T. 41 N., R. 13 W.,
- Sec. 7, $S\frac{1}{2}N\frac{1}{2}NW\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}$, and $S\frac{1}{2}$;
- Sec. 8, $S\frac{1}{2}SW\frac{1}{4}$ and $SW\frac{1}{4}SE\frac{1}{4}$;
- Sec. 17, $E\frac{1}{2}$, $NW\frac{1}{4}$, and $NE\frac{1}{4}SW\frac{1}{4}$;
- Sec. 18, $N\frac{1}{2}N\frac{1}{2}$;
- Sec. 20, $E\frac{1}{2}$;
- Sec. 21, $SW\frac{1}{4}SW\frac{1}{4}$ and $SE\frac{1}{4}SE\frac{1}{4}$;
- Sec. 22, $SW\frac{1}{4}SW\frac{1}{4}$;
- Sec. 27, $SW\frac{1}{4}NE\frac{1}{4}$, $W\frac{1}{2}$, and $W\frac{1}{2}SE\frac{1}{4}$;
- Sec. 28, $N\frac{1}{2}$ and $N\frac{1}{2}S\frac{1}{2}$;

- Sec. 29, E $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 34, NE $\frac{1}{4}$ and E $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 35, N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 36, SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 43 N., R. 13 W.,
 Sec. 3, W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, and N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 4, E $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 5, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 7, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, NE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, and N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 9, W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 17, NW $\frac{1}{4}$ NW $\frac{1}{4}$ and N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 18, NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 19, NW $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 44 N., R. 13 W.,
 Sec. 26, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 34, E $\frac{1}{2}$ E $\frac{1}{2}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 35, N $\frac{1}{2}$ N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 36, N $\frac{1}{2}$ and N $\frac{1}{2}$ N $\frac{1}{2}$ S $\frac{1}{2}$.
- T. 41 N., R. 14 W.,
 Sec. 1;
 Sec. 2, S $\frac{1}{2}$ N $\frac{1}{2}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and that portion of the S $\frac{1}{2}$ lying north of the north right-of-way line of the county road;
 Sec. 3, E $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 12, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 42 N., R. 14 W.,
 Sec. 4, lots 1 to 8, inclusive, and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 5, E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, E $\frac{1}{2}$ E $\frac{1}{2}$ E $\frac{1}{2}$;
 Sec. 9, lots 1 to 8, inclusive;
 Sec. 16, lots 1 to 8, inclusive;
 Sec. 17, lot 1, E $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 19, lots 1, 2, and 3, E $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 20, lots 1 and 2, N $\frac{1}{2}$ lot 3, and lots 4 to 9, inclusive;
 Sec. 21, lots 1 and 2;
 Sec. 26, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 27, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 28, S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$;
 Sec. 29, W $\frac{1}{2}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$;
 Sec. 30, lots 1 to 7, inclusive, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
 Sec. 31, N $\frac{1}{2}$ N $\frac{1}{2}$;
 Sec. 32, W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 33, NE $\frac{1}{4}$ and E $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 34, N $\frac{1}{2}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 35, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 43 N., R. 14 W.,
 Sec. 13, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 23, lots 1 to 5 inclusive, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 24, lots 1, 2, 3, N $\frac{1}{2}$ lot 4, N $\frac{1}{2}$ S $\frac{1}{2}$ lot 4, W $\frac{1}{2}$ S $\frac{1}{2}$ lot 4, N $\frac{1}{2}$ lot 5, N $\frac{1}{2}$ S $\frac{1}{2}$ lot 5, lots 6 and 7, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 26, lot 1, N $\frac{1}{2}$ and N $\frac{1}{2}$ S $\frac{1}{2}$ of lot 2, N $\frac{1}{2}$ and N $\frac{1}{2}$ S $\frac{1}{2}$ of lot 3, lot 4, and W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 27, lots 1 to 8, inclusive, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 28, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, lots 1 to 4, inclusive, E $\frac{1}{2}$ of lot 5, lot 6, and E $\frac{1}{2}$ of lot 7;
 Sec. 34, lot 1, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
- T. 41 N., R. 15 W.,
 Sec. 4, lot 1;
 Sec. 5, lots 1 and 2, N $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 6, E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 42 N., R. 15 W.,
 Sec. 25, lots 1 to 6, inclusive, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
- Sec. 26, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 27, lots 1 to 6, inclusive;
 Sec. 28, that portion of the S $\frac{1}{2}$ SE $\frac{1}{4}$ lying east of the east right-of-way line of State Highway 35;
 Sec. 31, lots 1 to 9 inclusive, in Burnett County, Wis., and lot 1 in Pine County, Minn.;
 Sec. 32, lots 1 to 7, inclusive;
 Sec. 33, lot 1, those portions of lots 2 and 3 east of the easterly right-of-way line of State Highway 35, lots 4, 5, and 6, N $\frac{1}{2}$ of lot 7, W $\frac{1}{2}$ S $\frac{1}{2}$ of lot 7, lot 8, that portion of the SE $\frac{1}{4}$ NW $\frac{1}{4}$ lying east of the easterly right-of-way line of State Highway 35, and E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 34, lots 1 to 13, inclusive;
 Sec. 35, lots 1 to 13, inclusive, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 36, lots 1 to 6, inclusive, NE $\frac{1}{4}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 41 N., R. 16 W.,
 Sec. 1, lots 1 and 2, N $\frac{1}{2}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$ in Burnett County, Wis., and lot 1 in Pine County, Minn.;
 Sec. 2, lots 1 to 4, inclusive, and SW $\frac{1}{4}$ SE $\frac{1}{4}$ in Burnett County, Wis., and lots 1 to 5, inclusive, in Pine County, Minn.;
 Sec. 10, lot 1 in Burnett County, Wis., and lots 1 and 2 in Pine County, Minn.;
 Sec. 11, lots 1 to 4, inclusive, and W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, in Burnett County, Wis., and lots 1 and 2 in Pine County, Minn.;
 Sec. 14, NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ W $\frac{1}{2}$;
 Sec. 15, lots 1 and 2 in Burnett County, Wis., and E $\frac{1}{2}$ lots 1 to 4 inclusive, in Pine County, Minn.;
 Sec. 18, lots 1 to 4, inclusive;
 Sec. 19, N $\frac{1}{2}$ lot 1, and lots 2, 3, and 4 in Burnett County, Wis., and lots 1 and 2 in Pine County, Minn.;
 Sec. 20, lots 1 to 4, inclusive, in Burnett County, Wis., and lots 1 to 4, inclusive, in Pine County, Minn.;
 Sec. 21, lots 1, 2, and 3 in Burnett County, Wis., and lots 1 to 4, inclusive, in Pine County, Minn.;
 Sec. 22, lots 1 to 5, inclusive, in Burnett County, Wis., and lot 1, E $\frac{1}{2}$ lot 2, lots 3 and 4, in Pine County, Minn.;
 Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 27, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 28, N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$.
- T. 42 N., R. 16 W.,
 Sec. 35, S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 36, lots 1 to 5, inclusive.
- T. 40 N., R. 17 W.,
 Sec. 3, lot 1, W $\frac{1}{2}$ lot 2, and lots 3, 4, and 5;
 Secs. 4 and 5;
 Sec. 6, lots 1 to 5, inclusive;
 Sec. 8, N $\frac{1}{2}$ NE $\frac{1}{4}$ and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 9, lots 1 and 2, N $\frac{1}{2}$ lots 3 and 4, lot 5, and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 10, lot 1.
- T. 41 N., R. 17 W.,
 Sec. 23, that portion of E $\frac{1}{2}$ SE $\frac{1}{4}$ owned by the Northern States Power Co.;
 Sec. 24, lots 1 to 9, inclusive, NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 25, W $\frac{1}{2}$ lot 1, lots 2, 3, and 4, and N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 26, lots 1 to 4, inclusive, and NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 31, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 32, lots 1, 2 and 3, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, those portions of the S $\frac{1}{2}$ SW $\frac{1}{4}$ and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ owned by the Northern States Power Co.;
 Sec. 34, those portions of the SE $\frac{1}{4}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$ owned by the Northern States Power Co.;
 Sec. 35, lots 1 to 4, inclusive, and those portions of lots 5, 6, 7, and NE $\frac{1}{4}$ NW $\frac{1}{4}$ owned by the Northern States Power Co., and lot 8.
- T. 34 N., R. 18 W.,
 Sec. 6, W $\frac{1}{2}$ lot 1;
 Sec. 7, lot 1, W $\frac{1}{2}$ lot 2, those portions of lots 3 and 4 lying west of State Highway 87 right-of-way, and lot 6;
 Sec. 18, those portions of lots 1, 2, 3, and 4 lying west of State Highway 37 right-of-way.
- T. 40 N., R. 18 W.,
 Sec. 1, lots 1 and 2, and SE $\frac{1}{4}$ SE $\frac{1}{4}$, in Burnett County, Wis., and lots 1 to 4, inclusive, in Pine County, Minn.;
 Sec. 11, lot 1 in Burnett County, Wis., and lots 1, 2 and 3, NE $\frac{1}{4}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ NE $\frac{1}{4}$, in Pine County, Minn.;
 Sec. 12, lots 1 and 2 and W $\frac{1}{2}$ SW $\frac{1}{4}$ in Burnett County, Wis., and lots 1 and 2 in Pine County, Minn.;
 Sec. 13, W $\frac{1}{2}$ NW $\frac{1}{4}$ and NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 14, lots 1 to 5, inclusive, in Burnett County, Wis., and lots 1, 2, and 3, those portions of lots 4 and 5 owned by the Northern States Power Co., and lot 6;
 Sec. 15, lot 1 in Burnett County, Wis., and lot 1, those portions of lots 2 and 3 owned by the Northern States Power Co., lot 4, and that portion of SW $\frac{1}{4}$ SW $\frac{1}{4}$ lying south of the south right-of-way line of Parkway 1, in Pine County, Minn.;
 Sec. 19, lot 1 in Burnett County, Wis., and lots 1, 2, and 3 and E $\frac{1}{2}$ SW $\frac{1}{4}$, in Pine County, Minn.;
 Sec. 20, lots 1, 2, and 3 in Burnett County, Wis., and lots 1 to 5, inclusive, in Pine County, Minn.;
 Sec. 21, lots 1 to 4, inclusive, and NE $\frac{1}{4}$ SE $\frac{1}{4}$, in Burnett County, Wis., and lot 1, and those portions of lots 2 to 5, inclusive, owned by the Northern States Power Co. in Pine County, Minn.;
 Sec. 22, lots 1 and 2, NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$ in Burnett County, Wis., and lots 1 and 2 in Pine County, Minn.;
 Sec. 29, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 30, N $\frac{1}{2}$ lot 1, W $\frac{1}{2}$ S $\frac{1}{2}$ lot 1, W $\frac{1}{2}$ E $\frac{1}{2}$ S $\frac{1}{2}$ lot 1, W $\frac{1}{2}$ lot 2, W $\frac{1}{2}$ E $\frac{1}{2}$ lot 2, and those portions of lots 3, 4, and 5, owned by the Northern States Power Co. and W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, in Burnett County, Wis., and lots 1 and 2, S $\frac{1}{2}$ lot 3, and lot 4, in Pine County, Minn.
- T. 34 N., R. 19 W.,
 Sec. 1, lots 1 to 6, inclusive, S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 2, that portion lying north and east of State Aid Highway 16;
 Sec. 12, those portions of the N $\frac{1}{2}$ and N $\frac{1}{2}$ SE $\frac{1}{4}$ lying north and east of State Aid Highway 16.
- T. 35 N., R. 19 W.,
 Sec. 4, lots 1 to 3, inclusive, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 5, lots 1 to 5, inclusive, and those portions of lots 6 and 7 owned by the Northern States Power Co., NE $\frac{1}{4}$ NE $\frac{1}{4}$ and NW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 6, that portion of lot 1 owned by the Northern States Power Co.;
 Sec. 8, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 9, lots 1 to 8, inclusive;
 Sec. 16, lots 1 to 8, inclusive, and W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 21, lots 1 to 5, inclusive, NW $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 22, lots 1 to 4, inclusive, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 26, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ and W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 27, lots 1 to 4, inclusive, and those portions of lots 5 to 8, inclusive, owned by the Northern States Power Co.;
 Sec. 34, lots 1 and 3, those portions of lots 2 and 4 owned by the Northern States Power Co., and that portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$, lying north and east of State Aid Highway 16;

- Sec. 35, lots 1 to 4, inclusive, that portion of lot 5 owned by the Northern States Power Co., SE $\frac{1}{4}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 36 N., R. 19 W.,
 Sec. 30, S $\frac{1}{2}$ S $\frac{1}{2}$ S $\frac{1}{2}$;
- Sec. 31, lots 1 to 5, inclusive, those portions of lots 6 and 7 owned by the Northern States Power Co., N $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
- Sec. 32, lot 1, SW $\frac{1}{4}$ NW $\frac{1}{4}$, those portions of the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and the NE $\frac{1}{4}$ SW $\frac{1}{4}$ lying south and west of a diagonal line and owned by the Northern States Power Co., NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 38 N., R. 19 W.,
 Sec. 6, lots 1 to 4, inclusive, in Burnett County, Wis., and lots 1 to 4, inclusive, NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$ in Pine County, Minn.;
- Sec. 7, lots 1 to 5, inclusive, and SE $\frac{1}{4}$ NE $\frac{1}{4}$ in Burnett County, Wis., and lots 1 and 2 and NW $\frac{1}{4}$ NW $\frac{1}{4}$ in Pine County, Minn.;
- Sec. 18, W $\frac{1}{2}$ W $\frac{1}{2}$.
- T. 39 N., R. 19 W.,
 Sec. 2, lots 1 and 2 and NW $\frac{1}{4}$ NE $\frac{1}{4}$ in Burnett County, Wis., and lots 1 and 2 in Pine County, Minn.;
- Sec. 3, lots 1 and 2, N $\frac{1}{2}$ lot 3, lot 4, in Burnett County, Wis., and lots 1 to 7, inclusive, in Pine County, Minn.;
- Sec. 4, lot 1 in Burnett County, Wis., and lots 1 to 6, inclusive, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$, in Pine County, Minn.;
- Sec. 8, lots 2 to 5, inclusive, lot 8, and S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
- Sec. 9, lots 1 to 4, inclusive, in Burnett County, Wis., and lots 1 to 8, inclusive, and SW $\frac{1}{4}$ NW $\frac{1}{4}$ in Pine County, Minn.;
- Sec. 10, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
- Sec. 16, lots 1, 2, and 3 and SW $\frac{1}{4}$ SW $\frac{1}{4}$, in Burnett County, Wis., and lot 1 in Pine County, Minn.;
- Sec. 17, lots 1 and 2 in Burnett County, Wis., and lots 1 to 9, inclusive, in Pine County, Minn.;
- Sec. 20, lots 1 to 3, inclusive, in Burnett County, Wis., and lots 1 to 5, inclusive, E $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$ SW $\frac{1}{4}$ in Pine County, Minn.;
- Sec. 21, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
- Sec. 29, lots 1, 2, and 3, and NE $\frac{1}{4}$ NE $\frac{1}{4}$, in Burnett County, Wis., and lots 1, 2, and 3 in Pine County, Minn.;
- Sec. 30, lot 1 in Burnett County, Wis., and lots 1 to 4, inclusive, NE $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$ in Pine County, Minn.;
- Sec. 31, lots 1 to 4, inclusive, in Burnett County, Wis., and lots 1 to 5, inclusive, and SW $\frac{1}{4}$ SW $\frac{1}{4}$, in Pine County, Minn.;
- T. 40 N., R. 19 W.,
 Sec. 25, lots 1, 2, and 3 in Burnett County, Wis., lot 1, S $\frac{1}{2}$ lot 2, lots 3, 4, and 5, and SE $\frac{1}{4}$ NW $\frac{1}{4}$;
- Sec. 26, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
- Sec. 34, lots 1 and 2, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
- Sec. 35, lots 1 to 4, inclusive, in Burnett County, Wis., and lots 1 to 5, inclusive, and NW $\frac{1}{4}$ SW $\frac{1}{4}$ in Pine County, Minn.;
- Sec. 36, lot 1, that portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$ owned by Northern States Power Co., NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$, Burnett County, Wis., and lot 1 in Pine County, Minn.;
- T. 36 N., R. 20 W.,
 Sec. 6, lots 1 to 8, inclusive;
- Sec. 7, lots 1 to 8, inclusive;
- Sec. 18, lots 1 to 8, inclusive, and E $\frac{1}{2}$ NW $\frac{1}{4}$;
- Sec. 19, lots 1 to 8, inclusive, and E $\frac{1}{2}$ SW $\frac{1}{4}$;
- Sec. 25, S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
- Sec. 29, lot 1 and SE $\frac{1}{4}$ SW $\frac{1}{4}$;
- Sec. 30, lots 1 to 7, inclusive, and that portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$ owned by the Northern States Power Co.;
- Sec. 31, lot 1, and that portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$ owned by the Northern States Power Co.;
- Sec. 32, lots 1 to 7, inclusive, and those portions of the N $\frac{1}{2}$ SW $\frac{1}{4}$ and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ owned by the Northern States Power Co.;
- Sec. 33, lots 1 to 8, inclusive;
- Sec. 34, lots 1 to 8, inclusive;
- Sec. 35, lots 1 to 8, inclusive, NE $\frac{1}{4}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
- Sec. 36, lots 1 to 8, inclusive, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and those portions of the SW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$ owned by the Northern States Power Co.;
- T. 37 N., R. 20 W.,
 Sec. 3, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$;
- Sec. 4, lots 1 to 6, inclusive, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
- Sec. 5, that portion of lot 1 owned by the Northern States Power Co., lots 2 to 5, inclusive, and that portion of the SW $\frac{1}{4}$ NE $\frac{1}{4}$, owned by the Northern States Power Co., NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
- Sec. 8, lots 1 to 8, inclusive;
- Sec. 17, lots 1 to 10, inclusive;
- Sec. 18, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
- Sec. 19, E $\frac{1}{2}$ E $\frac{1}{2}$;
- Sec. 20, lots 1 to 8, inclusive;
- Sec. 29, lot 1, W $\frac{1}{2}$ lot 2, and lots 3 to 5, inclusive;
- Sec. 30, lots 1 to 4, inclusive, E $\frac{1}{2}$ lot 5, S $\frac{1}{2}$ W $\frac{1}{2}$ lot 5, lots 6 and 7, and that portion of the NE $\frac{1}{4}$ SW $\frac{1}{4}$ owned by the Northern States Power Co.;
- Sec. 31, lots 1 to 9, inclusive, and E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 38 N., R. 20 W.,
 Sec. 12, lot 1, Burnett County, Wis., and lots 1 and 2, in Pine County, Minn.;
- Sec. 13, lots 1 to 5, inclusive, in Burnett County, Wis., and lots 1 to 4, inclusive, in Pine County, Minn.;
- Sec. 23, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
- Sec. 24, lots 1 to 6, inclusive, and the SE $\frac{1}{4}$ SE $\frac{1}{4}$, in Burnett County, Wis., and lot 1, and those portions of lots 2, 3, and 4 owned by the Northern States Power Co., lot 5, and that portion of the NW $\frac{1}{4}$ SW $\frac{1}{4}$ owned by the Northern States Power Co., in Pine County, Minn.;
- Sec. 25, lots 1 and 2 in Burnett County, Wis., and lot 1 in Pine County, Minn.;
- Sec. 26, lots 1 and 2 in Burnett County, Wis., and lots 1 to 7, inclusive, NW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and the NW $\frac{1}{4}$ SW $\frac{1}{4}$, in Pine County, Minn.;
- Sec. 33, lot 1, in Burnett County, Wis., and lot 1, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$, in Pine County, Minn.;
- Sec. 34, lots 1 to 4, inclusive, and S $\frac{1}{2}$ SE $\frac{1}{4}$, in Burnett County, Wis., and lots 1 to 5, inclusive, in Pine County, Minn.;
- Sec. 35, lots 1 and 2 and W $\frac{1}{2}$ SW $\frac{1}{4}$ in Burnett County, Wis., and lot 1 in Pine County, Minn.

Together with all bodies of water, rivers, islands, accretions, and relictions within and appurtenant to the St. Croix River from the south line of sec. 18, T. 34 N., R. 18 W., upstream to its intersection with the east line of sec. 36, T. 44 N., R. 13 W., and the Namekagon River from its confluence with the St. Croix River in sec. 25, T. 42 N., R. 15 W., upstream to the east line of the W $\frac{1}{2}$ E $\frac{1}{2}$ of sec. 8, T. 43 N., R. 6 W.

Excepting that portion of secs. 7 and 18, T. 34 N., R. 18 W., lying between the south line of sec. 18 and the eastward extension of the north line of lot 5; sec. 7, west of the boundary between Minnesota and Wisconsin.

A map depicting the area described, identified as Drawing No. NSR-STC 20,000, dated Sept. 26, 1969, is on file in the Office of the National Park Service, Department of the Interior, at Washington, D.C.]

CLASSIFICATION OF NATIONAL SCENIC RIVERWAYS

The Wolf National Scenic Riverway is classified as follows:

Scenic River Area. From the Langlade-Menominee County line downstream to the section line between secs. 15 and 22 of T. 28 N., R. 15 E.; approximately 23.5 miles.

Recreational River Area. From the section line between secs. 15 and 22 of T. 28 N., R. 15 E., downstream to north right-of-way line of county road "C"; approximately 0.5 mile.

The St. Croix National Scenic Riverway is classified as follows:

ST. CROIX RIVER

Scenic River Area. From the dam near Gordon, Wis., downstream to the headwaters of the reservoir impounded by the dam near Taylors Falls, Minn.; approximately 89.5 miles.

Recreational River Area. From the headwaters of the reservoir impounded by the dam near Taylors Falls, Minn., downstream to the dam near Taylors Falls, Minn.; approximately 12.5 miles.

NAMEKAGON RIVER

Scenic River Area. From the dam impounding Namekagon Lake downstream to the railroad bridge crossing the Namekagon near Trego, Washburn County, Wis.; approximately 63.5 miles.

Recreational River Area. From the railroad bridge crossing the Namekagon near Trego, Washburn County, Wis., downstream to the dam impounding the Trego Flowage in Washburn County, Wis.; approximately 6.5 miles.

Scenic River Area. From the dam impounding the Trego Flowage in Washburn County, Wis., downstream to the confluence of the Namekagon River with the St. Croix River in Burnett County, Wis.; approximately 28 miles.

The classifications of the Wolf National Scenic Riverway and the St. Croix National Scenic Riverway, respectively, are depicted on Drawing Nos. NSR-WR 20,002 and NSR-STC 20,003, both drawings dated September 26, 1969, which are on file in the Office of the National Park Service, Department of the Interior, Washington, D.C.

GENERAL DEVELOPMENT PLANS

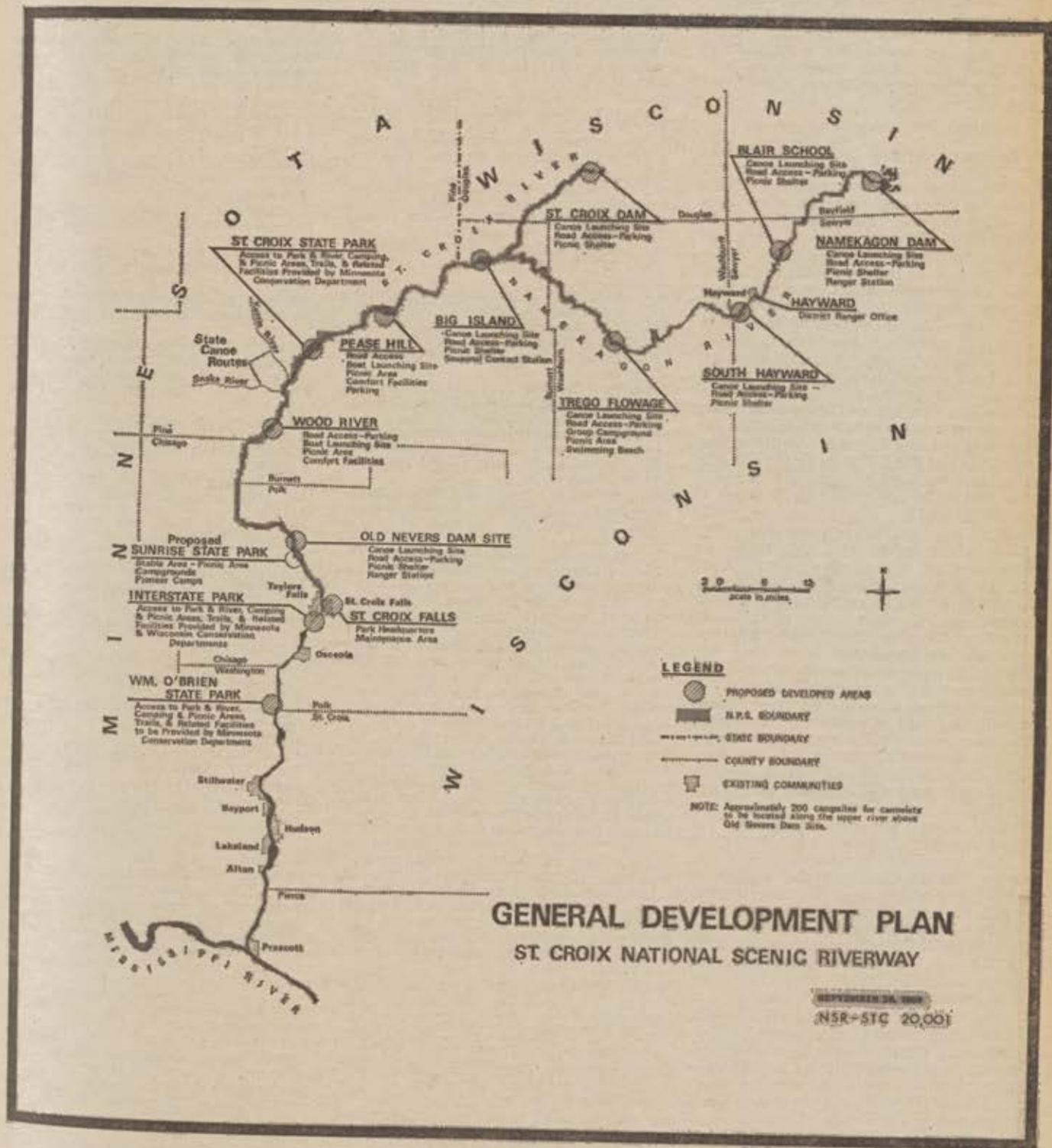
The drawings NSR-WR 20001 and NSR-STC 20001, set forth below, both dated September 26, 1969, depict general development plans for the Wolf and St. Croix National Scenic Riverways, respectively, in accordance with section 3(b) of the Act of October 2, 1968. These drawings are on file in the Office of the National Park Service, Department of the Interior, Washington, D.C.

The boundaries, classifications, and development plans here published shall take effect in accordance with section 3(b) of the Act of October 2, 1968.

Dated: September 29, 1969.

HARRISON LOESCH,
 Assistant Secretary of the Interior.

[F.R. Doc. 69-11795; Filed, Sept. 30, 1969; 8:50 a.m.]



DEPARTMENT OF STATE

Agency for International Development

LIST OF INELIGIBLE SUPPLIERS

The following "List of Ineligible Suppliers" under A.I.D. Regulation 8 is currently in effect. All persons who anticipate A.I.D. financing for a transaction involving any person whose name appears on this list should take special notice of its contents.

LIST OF INELIGIBLE SUPPLIERS

SECTION 1. Purpose of the List. The List of Ineligible Suppliers implements the provisions of A.I.D. Regulation 8, "Suppliers of Commodities and Commodity-Related Services Ineligible for A.I.D. Financing" (22 CFR Part 208). Subject to the conditions described below A.I.D. will not make funds available to finance the cost of commodities or commodity-related services furnished by any supplier whose name appears on the list. A debarred supplier whose name appears in section 3 of a printed or published list has been placed thereon for the causes specified in § 208.5 of Regulation 8; a suspended supplier whose name appears in section 4 of a printed or published list has been placed thereon for the causes specified in § 208.7 of Regulation 8. A.I.D. has taken such action in accordance with the procedures described in Subpart D of Regulation 8.

With respect to the interest of any U.S. bank which holds an A.I.D. Letter of Commitment, special attention is called to the fact that the list as periodically modified by A.I.D. constitutes a special amendment to every Letter of Commitment to the effect that A.I.D. will not provide reimbursement to a bank for payment to any supplier whose name appears on the list, excepting only (a) a payment made to a supplier on or before the initial date of suspension indicated for that supplier under an A.I.D. Letter of Commitment issued prior to that date, and (b) a payment made to a supplier under an irrevocable Letter of Credit opened or confirmed on or before the initial date of suspension indicated for that supplier under an A.I.D. Letter of Commitment issued prior to that date. A bank which receives copies of the list and the periodic modifications thereto shall be held in its relationship with A.I.D. to the standard of care described in § 201.73(f) of Regulation 1 (22 CFR 201.73(f)) with respect to every transaction governed by an A.I.D. Letter of Commitment issued to that bank.

Sec. 2. Contents of the List. The List of Ineligible Suppliers consists of all suppliers and affiliates who have been debarred or suspended by A.I.D. Additions to or deletions from the list are communicated directly to every U.S. bank holding an A.I.D. Letter of Commitment as they occur. A.I.D. endeavors to keep printed and published lists as current as possible by superseding or supplementary issuance. No prejudice whatsoever shall attach to a supplier whose name has been removed from this list.

Sec. 3. Suppliers debarred from A.I.D. financing.

NAME, ADDRESS, INITIAL DATE OF SUSPENSION, AND PERIOD OF DEBARMENT

- Aadal, Mr. Manoutchehr, 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- A-Dong Industrial Co., Ltd., Box 1613, Seoul, Korea, Mar. 31, 1967, 4/26/68-4/26/71.
- All American Fabrics Co., 277 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- American Aala Lines, 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Amerimpex Trading Co., 277 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- Ando, Mr. Hitachi [aka Chang, Chung Kyun], President, Osaka Koeki Co., Ltd., Dojima Bldg., 50 Kinugasa-Cho, Kita-Ku, Osaka, Japan, Mar. 31, 1967, 4/26/68-4/26/71.
- Aqua International Corp., 29 Broadway, New York, N.Y. 10006, Mar. 26, 1965, 3/22/67-3/22/70.
- Cerco, Inc., 1124 Ashford Ave., Santurce, P.R. 00907, Aug. 5, 1969, 9/12/69-9/12/72.
- Chao, Mr. L. Yuan, President-Manager, Yuan Ta Sheung Hong Co., Ltd., 324 Cheng An, West Taipei, Taiwan, Mar. 4, 1968, 3/29/68-3/29/71.
- Cheng Feng Trading Co., Ltd., Chung Shan N. Road 18, Lane 11, Sec. 2, Taipei, Taiwan, June 23, 1966, 10/17/67-10/17/70.
- Cheng, Mrs. Jean, Secretary-Treasurer, Osborne Engineering Co., 1899 South Seventh St., Louisville, Ky. 40208, Nov. 16, 1967, 12/14/67-12/14/70.
- Cheng, Mr. K. K., President, Osborne Engineering Co., 1899 South Seventh St., Louisville, Ky. 40208, Nov. 16, 1967, 12/14/67-12/14/70.
- Chi, Mr. Chu-Hu, Chung Shan N. Road 18, Lane 11, Sec. 2, Taipei, Taiwan, June 23, 1966, 4/14/67-4/14/70.
- Chie, Mr. C. F., Chung Shan N. Road 18, Lane 11, Sec. 2, Taipei, Taiwan, June 23, 1966, 4/14/67-4/14/70.
- Chie Ho Industrial Co., Ltd., Cheng Teh Road 9-1, Lane 67, Taipei, Taiwan, June 23, 1966, 4/14/67-4/14/70.
- Chin Ui Sae Tan, Mr. (aka Thao Chue), 1024 Songwad Rd., Bangkok, Thailand, July 31, 1969, 9/8/69-9/8/72.
- China Electrode Manufacturing Co., Ltd., 79-4 Chung Hwa Rd., Taipei, Taiwan, Jan. 29, 1968, 2/26/68-2/26/71.
- Chung Kum Products, Ltd., Tai-Yang Bldg., 28 Sokong-Dong, Chung-Ku, Seoul, Korea, Mar. 31, 1967, 4/26/68-4/26/71.
- Chunusa Co., Ltd., Room 1305, Yau Yue Bank Bldg., 127 Des Voeux Road C., Hong Kong, B.C.C., Aug. 29, 1967, 10/17/67-10/17/70.
- DAI Industrial Co., Ltd., Room No. 303-306, Tai-Yang Bldg., 28 Sokong-Dong, Chung-Ku, Seoul, Korea, Mar. 31, 1967, 4/26/68-4/26/71.
- Darab, Mr. Nasrollah, 277 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- Eagan, Mr. Edward, 101 Maiden Lane, New York, N.Y. 10038, Feb. 14, 1968, 2/13/69-2/13/72.
- Eam-Hung, Mr., 1024 Songwad Rd., Bangkok, Thailand, July 31, 1969, 9/8/69-9/8/72.
- Eastern Tinplate Distributors, 431 60th St., West New York, N.J. 07093, Feb. 14, 1968, 2/13/69-2/13/72.
- En Am Machinery Works, 43-3 Chung Hsiao St., Feng Yuan, Taichung Hsien, Taiwan, June 23, 1966, 10/17/67-10/17/70.
- Ets. L. Richoux, 22 Cite Trevisse, 22, Paris 9, France, Dec. 8, 1967, 1/20/69-1/20/72.
- Fox, Mr. Arnold M., 431 60th St., West New York, N.J. 07093, Feb. 14, 1968, 2/13/69-2/13/72.
- Greene, Mr. Roy K., 415 East 52d St., New York, N.Y. 10022, Oct. 27, 1965, 4/14/67-4/14/70.
- Han Gook Organ Needle Co., Ltd. [aka Korean Organ Needle Co., Ltd.], Onch'on-dong Tongnae-go, Pusan City, Korea, Mar. 31, 1967, 4/26/68-4/26/71.
- Harfa Commercial Co., 170 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- Hourcade, Mr. Jean, President, Marocaine D'Appareils de Mesure, 90 Rue Pierre Parent, Casablanca, Morocco, Mar. 8, 1968, 4/5/68-4/5/71.
- International Manufacturers Agency, 129-131 Bui Huu Nghia St., Cholon, Saigon, South Vietnam, Aug. 29, 1967, 10/17/67-10/17/70.
- International Tinplate Sales Co., 101 Maiden Lane, New York, N.Y. 10038, Feb. 14, 1968, 2/13/69-2/13/72.
- Kao Hsing Iron and Steel Co., Ltd., 31 Lih Hsing Rd., Koahsiung, Taiwan, Mar. 4, 1968, 3/29/68-3/29/71.
- K.B.S. Trading Co., Ltd., 1334 Young St., Honolulu, Hawaii, Mar. 31, 1967, 4/26/68-4/26/71.
- Khotpanya, Mr. Thao, No. 513 Sam Sene Tkal Rd., Vientiane, Laos, Dec. 30, 1968, 2/1/69-2/1/72.
- Kim, Mr. B. H. [aka Kim, Byong Hwan], DAI Industrial Co., Ltd., Room 303-306, Tai-Yang Bldg., 28 Sokong-Dong, Chung-Ku, Seoul, Korea, Mar. 31, 1967, 4/26/68-4/26/71.
- Kwak, Mr. William [aka Kwak, Byong Soo], K.B.S. Trading Co., Ltd., 1334 Young St., Honolulu, Hawaii, Mar. 31, 1967, 4/26/68-4/26/71.
- Ly, Mr. Kouang Sae, No. 513 Sam Sene Tkal Rd., Vientiane, Laos, Dec. 30, 1968, 2/1/69-2/1/72.
- Marine Leasing, Ltd., 1624 Central Bldg., Pedder St., Hong Kong, B.C.C., Sept. 1, 1967, 11/1/68-11/1/71.
- Marocaine D'Appareils de Mesure, 90 Rue Pierre Parent, Casablanca, Morocco, June 30, 1967, 4/5/68-4/5/71.
- Monarch Processing Corp., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Monarch Trading Co., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Monarch Trading Co., Inc., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Namdar, Mr. Faizollah, 277 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- National Oxygen & Equipment Co., 1899 South Seventh St., Louisville, Ky. 40208, Nov. 16, 1967, 12/14/67-12/14/70.
- Navarra, Mr. Guy, 215-217 Avenue Ambassadeur, Ben Aicha Chtouka, Casablanca, Morocco, June 9, 1967, 9/23/68-9/23/71.
- Navarra, Mr. Sauveur, 215-217 Avenue Ambassadeur, Ben Aicha Chtouka, Casablanca, Morocco, June 9, 1967, 9/23/68-9/23/71.
- Nederlandse Radiatoren Fabriek au Maroc, 215-217 Avenue Ambassadeur, Ben Aicha Chtouka, Casablanca, Morocco, June 9, 1967, 9/23/68-9/23/71.
- North American Inspection Agency, 431 60th St., West New York, N.J. 07093, Feb. 14, 1968, 2/13/69-2/13/72.
- Osaka Koeki Co., Ltd., Dojima Bldg., 50 Kinugasa-Cho, Kita-Ku, Osaka, Japan, Mar. 31, 1967, 4/26/68-4/26/71.
- Osborne Engineering Co., 1899 South Seventh St., Louisville, Ky. 40208, Nov. 16, 1967, 12/14/67-12/14/70.
- Osborne Export-Import Co., 1899 South Seventh St., Louisville, Ky. 40208, Nov. 16, 1967, 12/14/67-12/14/70.
- Priyathanaphong, Mr. Boonsak, Proprietor, Roong Riang Registered Ordinary Partnership, 535-537, Suntiaph Rd., Bangkok, Thailand, Dec. 30, 1968, 2/1/69-2/1/72.

- Rafati, Mr. Hassan, 277 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- Richoux Co., Inc., 1133 Broadway, New York, N.Y. 10010, Dec. 8, 1967, 1/20/69-1/20/72.
- Rodman, Mr. Norman, 1624 Central Bldg., Pedder St., Hong Kong, B.C.C., Sept. 1, 1967, 11/1/68-11/1/71.
- Roong Riang Registered Ordinary Partnership, 535-537 Sunitipaph Rd., Bangkok, Thailand, Dec. 30, 1968, 2/1/69-2/1/72.
- Saharaja Weaving Factory Limited Partnership [aka Hah Heng Weaving Factory], No. 65 Buntuttong Rd., Trogput Lane, Bangkok, Thailand, Dec. 30, 1968, 2/1/69-2/1/72.
- Steel Factories Co., 431 60th St., West New York, N.J. 07093, Feb. 14, 1968, 2/13/69-2/13/72.
- Teck Yoo Industry, Ltd., Partnership, 1024 Songwad Rd., Bangkok, Thailand, July 31, 1969, 9/8/69-9/8/72.
- Timmill Products Co., 101 Maiden Lane, New York, N.Y. 10038, Feb. 14, 1968, 2/13/69-2/13/72.
- Tinplate Association, Inc., 101 Maiden Lane, New York, N.Y. 10038, Feb. 14, 1968, 2/13/69-2/13/72.
- Transasia Carrier Corp., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 11/12/67-11/12/70.
- Transasia Marine Corp., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Transasia Steamship Co., Inc., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Transasia Transportation Corp., 150 Broadway, New York, N.Y. 10038, May 23, 1964, 3/22/67-3/22/70.
- Unico, J. E., Ltd., 3, Jalad Muang Rd., Bangkok, Thailand, July 31, 1967, 8/22/68-8/22/71.
- United Steel and Wire Corp., 375 Park Ave., New York, N.Y. 10022, Oct. 27, 1965, 4/14/67-4/14/70.
- Western National Fabrics Co., 277 Broadway, New York, N.Y. 10007, May 23, 1964, 3/22/67-3/22/70.
- Wewerka, Mr. Victor, President, Ets. L. Richoux, 22 Cite Trevisse, 22, Paris 9, France, Dec. 8, 1967, 1/20/69-1/20/72.
- Worldwide Export Co., 79 Wall St., New York, N.Y. 10005, May 23, 1964, 3/22/67-3/22/70.
- Yuan Feng Trading Co., 324 Cheng An, West, Taipei, Taiwan, Mar. 4, 1968, 3/29/68-3/29/71.
- Yuan Ta Sheung Hong Co., Ltd., 324 Cheng An, West, Taipei, Taiwan, Mar. 4, 1968, 3/29/68-3/29/71.
- Chusid, Mr. Gerald, 55 Northern Blvd., Greenvale, N.Y., Mar. 20, 1969.
- Colony Steel Co., 122 East 42d St., New York, N.Y., Mar. 26, 1968.
- Concepcion, Mr. Segismundo, 160 Broadway, New York, N.Y. 10038, Apr. 22, 1969.
- Dixie Chick Co., 510 Davis St. SW., Gainesville, Ga. 30501, Mar. 5, 1969.
- Elslar Engineering Co., Inc., 750 South 13th St., Newark, N.J. 07103, Mar. 26, 1968.
- Empire Steel Trading Co., 80 Wall St., New York, N.Y., Feb. 12, 1969.
- Farber, Dr. John J., International Chemical Corp., 720 Fifth Ave., New York, N.Y. 10019, July 31, 1969.
- Flat Steel Products, Inc., 430 East 86th St., New York, N.Y., Apr. 8, 1969.
- Georgia Co., Inc., The, 276 Fifth Ave., New York, N.Y., Sept. 8, 1969.
- Georgia Fabrics, Inc., 369 Broadway, New York, N.Y. 10013, Sept. 8, 1969.
- Gubbay, Mr. Clement, 20 Exchange Pl., New York, N.Y. 10005, Nov. 9, 1966.
- Higgins, Thomas Edison, Enterprises, Inc., 660 Capri Blvd., Treasure Island, Fla. 33706, Apr. 5, 1967.
- Higgins, Mrs. Mabel, 660 Capri Blvd., Treasure Island, Fla. 33706, Apr. 5, 1967.
- Interasia, Inc., 55 Northern Blvd., Greenvale, N.Y., June 16, 1969.
- International Chemical Corp., 720 Fifth Ave., New York, N.Y. 10019, July 31, 1969.
- International Enterprises, 160 Broadway, New York, N.Y. 10038, Apr. 22, 1969.
- International Farm Products, 720 Fifth Ave., New York, N.Y. 10019, July 31, 1969.
- Kahn, Mr. Walter J., 80 Wall St., New York, N.Y., Feb. 12, 1969.
- Kleyman, Leslie, Corp., 720 Fifth Ave., New York, N.Y. 10019, July 31, 1969.
- Levine, Jr., Mr. Irvin, 399 Broadway, New York, N.Y. 10013, Sept. 8, 1969.
- Levine, J., Textile, Inc., 369 Broadway, New York, N.Y. 10013, Sept. 8, 1969.
- Levine, Mr. Jacob, 369 Broadway, New York, N.Y. 10013, Sept. 8, 1969.
- Levine, Mr. Norman, 369 Broadway, New York, N.Y. 10013, Sept. 8, 1969.
- Lowens, Mr. Ernest, 20 Exchange Pl., New York, N.Y. 10005, Nov. 9, 1966.
- Manc Pils, Inc., 250 Park Ave. South, New York, N.Y., Jan. 7, 1969.
- Marciem, S.A., c/o Buffete Tapia, Calle 31 8-80, Panama City, Republic of Panama, Oct. 25, 1967.
- Meoni, Mr. A., 20 Exchange Place, New York, N.Y. 10005, Nov. 9, 1966.
- Monarch Industrial Corp., 430 East 86th St., New York, N.Y. 10023, Aug. 16, 1968.
- Mutual International, Inc., 420-444 Market St., San Francisco, Calif. 94111, Sept. 23, 1968.
- Nadler, Mr. Ira, Proprietor, Flat Steel Products, Inc., 430 East 86th St., New York, N.Y., Apr. 8, 1969.
- Napco Industries, Inc., Post Office Box 570, Minneapolis, Minn. 55440, Aug. 7, 1969.
- Navarro, Mr. Ben, 20 Exchange Pl., New York, N.Y. 10005, Nov. 9, 1966.
- North Georgia Feed and Poultry, Inc., 514 Davis St. SW., Gainesville, Ga. 30501, Mar. 5, 1969.
- Omaha Manufacturing & Engineering Co., 3909 Dahlman Ave., Omaha, Nebr. 68107, June 20, 1969.
- Palmetto Industry Co., 32 Broadway, Suite 808, New York, N.Y. 10004, Mar. 15, 1968.
- Panned Pharmaceuticals, Inc., 1209 Anderson Ave., Fort Lee, N.J. 07025, Nov. 9, 1966.
- Pharma Scienta, 156 Rue de Damas, Imm. Homsal, Beirut, Lebanon, Dec. 19, 1966.
- Richter, Gedeon, Pharmaceutical Products, Inc., 20 Exchange Pl., New York, N.Y. 10005, Nov. 9, 1966.
- Sanyo Seiki Trading Co., Ltd., 35 Po Ai Rd., Taipei, Taiwan, Nov. 20, 1968.
- Schuco Industries, Inc., 110 Fifth Ave., New York, N.Y. 10011, June 26, 1968.
- Schuco International Corp., 110 Fifth Ave., New York, N.Y. 10011, June 26, 1968.
- Schuco Laboratories, Inc., 110 Fifth Ave., New York, N.Y. 10011, June 26, 1968.
- Schuco Sales, Inc., 110 Fifth Ave., New York, N.Y. 10011, June 26, 1968.
- Schueler and Co., 110 Fifth Ave., New York, N.Y. 10011, Mar. 15, 1968.
- Schueler, Mr. Hassan E., Jr., 110 Fifth Ave., New York, N.Y. 10011, June 26, 1968.
- Shalom, Mr. Raleigh, 20 Exchange Place, New York, N.Y. 10005, Nov. 9, 1966.
- Singer, Mr. Arthur A., President, Singer Products Co., Inc., 95 Broad St., New York, N.Y. 10004, July 25, 1969.
- Singer Export Co., Inc., 95 Broad St., New York, N.Y. 10004, July 25, 1969.
- Singer Products Co., Inc., 95 Broad St., New York, N.Y. 10004, July 25, 1969.
- Societe des Laboratoires Reunis (SOLAR), 156 Rue de Damas, Imm. Homsal, Beirut, Lebanon, Dec. 19, 1966.
- Solcete Tunisienne Compto, Rue Es Sadikia, Tunis, Tunisia, June 24, 1968.
- Spe-D-Magic Co., 660 Capri Blvd., Treasure Island, Fla. 33706, Apr. 5, 1967.
- Stuhr-Kennedy Shipping Co., 1320 Peralta St., Berkeley, Calif., Mar. 21, 1968.
- Stuhr, Mr. Raymond H., 1320 Peralta St., Berkeley, Calif., Mar. 21, 1968.
- Surplus Steel Exchange, Inc., 227 Fulton St., New York, N.Y. 10007, Jan. 16, 1968.
- Tricon International, Inc., 160 Broadway, New York, N.Y. 10038, Apr. 22, 1969.
- Tumay, Mr. Francis, President, Palmetto Industry Co., 32 Broadway, Suite 808, New York, N.Y. 10004, Mar. 15, 1968.
- United Pharmacal Laboratories, Post Office Box 1718, Lot 28, Foreign Trade Zone, Mayaguez, P.R., Dec. 19, 1966.
- White Magic Co., 660 Capri Blvd., Treasure Island, Fla. 33706, Apr. 5, 1967.
- Wong, P. C. & Co., 156 Funston St., San Francisco, Calif., Sept. 23, 1968.
- Wong, Mr. Peter C., 156 Funston St., San Francisco, Calif., Sept. 23, 1968.

Dated: September 22, 1969.

LANE DWINELL,
Assistant Administrator
for Administration.

[F.R. Doc. 69-11649; Filed, Sept. 30, 1969;
8:46 a.m.]

DEPARTMENT OF THE TREASURY

Bureau of Customs

[363.2]

IMPORTED VINYL-CLAD CHAIN LINK FENCING

Notice of Withdrawal of Tentative Ruling Regarding Country of Origin Marking

SEPTEMBER 25, 1969.

A notice was published in the FEDERAL REGISTER of July 10, 1969 (34 F.R. 11427), that the Bureau of Customs tentatively was of the opinion that imported vinyl-clad chain link fencing should be legibly and conspicuously marked to indicate the country of origin to the ultimate purchaser at intervals of approximately 10 feet of length of rolled fencing, impressed into the vinyl covering or on pressure-sensitive or other securely applied adhesive labels. The written data, arguments, or views submitted in re-

sponse to the invitation contained in the notice have been studied and duly considered.

The submissions disclose that ultimate purchasers of vinyl-clad chain link fencing, usually home owners and industrial or commercial users, will ordinarily purchase more than one full roll of fencing and rarely less than a full roll of standard 50-foot or 100-foot length. Therefore, the Bureau has concluded that one country of origin marking on each imported roll will sufficiently meet the requirements of section 304, Tariff Act of 1930, as amended (19 U.S.C. 1304), provided that marking is legible, conspicuous, and sufficiently permanent to remain on or attached to the fencing or its container, if any, until it reaches the ultimate purchaser in the United States.

A label or tag made of metal or other durable material bearing a proper marking securely fastened at or near the leading end of the roll of fencing rather than to a wrapper or other shipping container will be acceptable. Other forms of marking, such as marking on the vinyl covering itself at frequent intervals, may be acceptable. Rulings in specific cases are of course obtainable through the office of the district director of customs concerned or through this office.

In the circumstances, the cited notice of tentative ruling is withdrawn.

[SEAL] EDWIN F. RAINS,
Acting Commissioner of Customs.

[F.R. Doc. 69-11676; Filed, Sept. 30, 1969;
8:48 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

MATSON NAVIGATION CO.

Notice of Application

Notice is hereby given that Matson Navigation Co. applied on August 21, 1969, for Operating-Differential Subsidy under Title VI of the Merchant Marine Act, 1936, as amended, pertaining to U.S.-flag cargo service with container-ships on Trade Route No. 29, as follows:

A minimum of 26 and maximum of 60 sailings per year between United States and Canadian Pacific ports (Canada, Washington, Oregon, California, Hawaii, U.S. Islands lying between continental Pacific Coast United States and the Far East) and ports in the Far East (Continent of Asia from the Union of Soviet Socialist Republics to Thailand, inclusive, Japan, Taiwan, Philippines and other Pacific Islands lying between continental Pacific Coast United States and the Continent of Asia). Pacific Coast ports will include but not be limited to Vancouver, British Columbia, Seattle, Portland, San Francisco, Los Angeles, and Honolulu, and Far East ports will include but not be limited to Tokyo, Kobe, Pusan, Inchon, Keelung, Kaohsiung, Hong Kong, Manila, Okinawa, Bangkok, Saigon, Jakarta, and Singapore.

Any person, firm, or corporation having an interest in such application and desiring a hearing on issues pertinent to section 605(c) of the Merchant Marine Act, 1936, as amended, 46 U.S.C. 1175, should, by the close of business on Octo-

ber 15, 1969, notify the Secretary, Maritime Subsidy Board, in writing, in triplicate, and file petition for leave to intervene in accordance with the rules of practice and procedure (46 CFR 201.78).

In the event that a hearing is ordered to be held on the application under section 605(c), the purpose thereof will be to receive evidence relevant to: (1) Whether the application is one with respect to a vessel or vessels to be operated on a service, route, or line, served by citizens of the United States which would be in addition to the existing service or services, and, if so, whether the service already provided by vessels of U.S. registry in such service, route, or line is inadequate, and (2) whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene is received within the specified time, or if the Maritime Subsidy Board determines that petitions filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will take such action as may otherwise be deemed appropriate.

Dated: September 26, 1969.

By order of the Maritime Subsidy Board.

JOHN M. O'CONNELL,
Assistant Secretary.

[F.R. Doc. 69-11668; Filed, Sept. 30, 1969;
8:48 a.m.]

MATSON NAVIGATION CO.

Notice of Application

Notice is hereby given that Matson Navigation Co. applied on August 21, 1969, for Operating-Differential Subsidy under Title VI of the Merchant Marine Act, 1936, as amended, pertaining to U.S.-flag cargo service with container-ships on Trade Route No. 5-7-8-9 as follows:

A minimum of 26 and a maximum of 60 sailings per year between U.S. North Atlantic ports (Maine-Virginia, inclusive) and foreign ports in the United Kingdom, Republic of Ireland, Atlantic Europe (Germany to northern border of Portugal) and to certain Scandinavian ports.

Any person, firm, or corporation having any interest in such application and desiring a hearing on issues pertinent to section 605(c) of the Merchant Marine Act, 1936, as amended, 46 U.S.C. 1175, should, by the close of business on October 15, 1969, notify the Secretary, Maritime Subsidy Board, in writing, in triplicate, and file petition for leave to intervene in accordance with the rules of practice and procedure (46 CFR 201.78).

In the event that a hearing is ordered to be held on the application under section 605(c), the purpose thereof will be to receive evidence relevant to: (1) Whether the application is one with respect to a vessel or vessels to be operated on a service, route, or line, served by citizens of the United States which would be in addition to the existing service or services, and, if so, whether the

service already provided by vessels of U.S. registry in such service, route, or line is inadequate, and (2) whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene is received within the specified time, or if the Maritime Subsidy Board determines that petitions filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will take such action as may otherwise be deemed appropriate.

Dated: September 26, 1969.

By order of the Maritime Subsidy Board.

JOHN M. O'CONNELL,
Assistant Secretary.

[F.R. Doc. 69-11669; Filed, Sept. 30, 1969;
8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

AMDAL CO.

Notice of Filing of Petition for Food Additive Spectinomycin

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (42-597V) has been filed by Amdal Co., Agricultural Division, Abbott Laboratories, North Chicago, Ill. 60064, proposing that § 121.329 *Spectinomycin* (21 CFR 121.329) be amended to provide for the safe use of spectinomycin in feed for increasing weight gain and feed efficiency in starter pigs.

Dated: September 22, 1969.

R. E. DUGGAN,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 69-11636; Filed, Sept. 30, 1969;
8:45 a.m.]

OREGON FREEZE DRY FOODS, INC., AND STAR-KIST FOODS, INC.

Canned Tuna Deviating From Identity Standard; Temporary Permit for Market Testing

Pursuant to § 10.5 (21 CFR 10.5) concerning temporary permits to facilitate market testing of foods deviating from the requirements of standards of identity promulgated pursuant to section 401 (21 U.S.C. 341) of the Federal Food, Drug, and Cosmetic Act, notice is given that a temporary permit has been issued jointly to Oregon Freeze Dry Foods, Inc., 770 West 29th Avenue, Albany, Oreg. 97321, and Star-Kist Foods, Inc., Terminal Island, Calif. 90731. This permit covers interstate shipments of canned tuna for freeze drying purposes.

The canned tuna covered by this permit is packed in edible vegetable oil and contains the antioxidants BHA and BHT, ingredients not provided for in the standard of identity for canned tuna (21 CFR 37.1). The quantity of BHA and BHT in the canned tuna does not exceed 0.02 percent by weight of the added oil. The principal display panel of the labels are to bear the statements "To be used by Oregon Freeze Dry Foods, Inc., for freeze drying" and "BHA and BHT added as preservatives."

This permit expires September 23, 1970.

Dated: September 23, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[P.R. Doc. 69-11637; Filed, Sept. 30, 1969;
8:45 a.m.]

ATOMIC ENERGY COMMISSION

AGREEMENT BETWEEN ATOMIC ENERGY COMMISSION AND STATE OF SOUTH CAROLINA

Discontinuance of Certain Commission Regulatory Authority and Responsibility Within the State

Notice is hereby given that Dr. Glenn T. Seaborg, Chairman of the Atomic Energy Commission and the Honorable Robert E. McNair, Governor of the State of South Carolina, have signed the Agreement below for discontinuance by the Commission and assumption by the State of certain Commission regulatory authority. The Agreement is published in accordance with the requirements of Public Law 86-373 (section 274 of the Atomic Energy Act of 1954, as amended). The exemptions from the licensing requirements of Chapters 6, 7, and 8 of the Atomic Energy Act are contained in Part 150 of the Commission's regulations (10 CFR Part 150) which was published in FEDERAL REGISTER issuances of February 14, 1962, 27 F.R. 1351; April 3, 1965, 30 F.R. 4352; September 22, 1965, 30 F.R. 12069; March 19, 1966, 31 F.R. 4668; March 30, 1966, 31 F.R. 5120; December 2, 1966, 31 F.R. 15145; July 15, 1967, 32 F.R. 10432; June 27, 1968, 33 F.R. 9388; and April 16, 1969, 34 F.R. 6517.

Dated at Germantown, Md., this 25th day of September 1969.

For the Atomic Energy Commission.

F. T. HOBBS,
Acting Secretary.

Agreement between the U.S. Atomic Energy Commission and the State of South Carolina for discontinuance of certain commission regulatory authority and responsibility within the State pursuant to Section 274 of the Atomic Energy Act of 1954, as amended.

Whereas, the U.S. Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter

into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under Chapters 6, 7, and 8, and section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, the Governor of the State of South Carolina is authorized under section 1-400.15 of the 1962 Code of Laws of South Carolina and cumulative supplement thereto to enter into this Agreement with the Commission; and

Whereas, the Governor of the State of South Carolina certified on June 4, 1969, that the State of South Carolina (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, the Commission found on August 26, 1969, that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, the State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemptions from licensing of those materials subject to this Agreement; and

Whereas, this Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

Article I. Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under Chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

- Byproduct materials;
- Source materials; and
- Special nuclear materials in quantities not sufficient to form a critical mass.

Article II. This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

- The construction and operation of any production or utilization facility;
- The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;

- The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;

- The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

Article III. Notwithstanding this Agreement, the Commission may from time to

time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

Article IV. This Agreement shall not affect the authority of the Commission under subsection 161 b. or l. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

Article V. The Commission will use its best efforts to cooperate with the State and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection, and enforcement policies and criteria, and to obtain the comments and the assistance of the other party thereon.

Article VI. The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

Article VII. The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

Article VIII. This Agreement shall become effective on September 15, 1969, and shall remain in effect unless and until such time as it is terminated pursuant to Article VII.

Done at Washington, District of Columbia, in triplicate, this 26th day of August 1969.

For the United States Atomic Energy Commission.

GLENN T. SEABORG,
Chairman.

Done at Columbia, State of South Carolina, in triplicate, this 11th day of September 1969.

For the State of South Carolina.

[SEAL] ROBERT E. MCNAIR,
Governor.

[P.R. Doc. 69-11662; Filed, Sept. 30, 1969;
8:48 a.m.]

CIVIL SERVICE COMMISSION

DEPARTMENT OF DEFENSE

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of Defense to fill by noncareer executive assignment in the excepted service the position of Deputy Assistant Secretary (Intelligence), OASD (Administration).

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11684; Filed, Sept. 30, 1969;
8:48 a.m.]

DEPARTMENT OF DEFENSE

Notice of Revocation of Authority To Make Noncareer Executive Assignments

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of Defense to fill by noncareer executive assignment in the excepted service the positions of Special Advisor to the Deputy Secretary and Director for Equal Employment Opportunity.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11686; Filed, Sept. 30, 1969;
8:49 a.m.]

FEDERAL HOME LOAN BANK BOARD

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Federal Home Loan Bank Board to fill by noncareer executive assignment in the excepted service the position of Director, Office of Research and Home Finance.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11685; Filed, Sept. 30, 1969;
8:48 a.m.]

FEDERAL HOME LOAN BANK BOARD

Notice of Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Federal Home Loan Bank Board to fill by noncareer executive assignment in the excepted service the position of Adviser to the Board and Director, Office of Research and Home Finance.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the
Commissioners.

[F.R. Doc. 69-11687; Filed, Sept. 30, 1969;
8:49 a.m.]

OFFICE OF ECONOMIC OPPORTUNITY

Notice of Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Office of Economic Opportunity to fill by noncareer executive assignment in the excepted service the position of Assistant Director for Plans and Programs, Job Corps.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11688; Filed, Sept. 30, 1969;
8:49 a.m.]

NURSES

Notice of Adjustment of Minimum Rates and Rate Ranges

Under the authority of 5 U.S.C. 5303 and Executive Order 11073, the Civil Service Commission has determined that the minimum rates and rate ranges for certain nurse positions in the Baltimore, Md., area should be adjusted, as follows:

GS-610 NURSE SERIES
GS-615 PUBLIC HEALTH NURSE SERIES
PFS-610 POSTAL FIELD SERVICE NURSE

Geographic coverage: Baltimore, Md., Standard Metropolitan Statistical Area.
Effective date: First day of the first pay period beginning on or after October 4, 1969.

| Grade | PER ANNUM RATES | | | | | | | | | |
|-------|-----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1 ¹ | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GS-4 | \$6,510 | \$6,904 | \$7,178 | \$7,362 | \$7,546 | \$7,730 | \$7,914 | \$8,098 | \$8,282 | \$8,466 |
| GS-5 | 7,412 | 7,618 | 7,824 | 8,030 | 8,236 | 8,442 | 8,648 | 8,854 | 9,060 | 9,266 |
| GS-6 | 7,569 | 7,798 | 8,027 | 8,256 | 8,485 | 8,714 | 8,943 | 9,172 | 9,401 | 9,630 |
| GS-7 | 7,894 | 8,149 | 8,404 | 8,659 | 8,914 | 9,169 | 9,424 | 9,679 | 9,934 | 10,189 |

¹ Corresponding statutory rates: GS-4—eighth; GS-5—seventh; GS-6—fourth; GS-7—second.

| Level | PER ANNUM RATES | | | | | | | | | | | |
|-------|-----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1 ¹ | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| PFS-6 | \$7,344 | \$7,567 | \$7,790 | \$8,013 | \$8,236 | \$8,459 | \$8,682 | \$8,905 | \$9,128 | \$9,351 | \$9,574 | \$9,797 |
| PFS-7 | 7,698 | 7,939 | 8,180 | 8,421 | 8,662 | 8,903 | 9,144 | 9,385 | 9,626 | 9,867 | 10,108 | 10,349 |
| PFS-8 | 8,322 | 8,582 | 8,842 | 9,102 | 9,362 | 9,622 | 9,882 | 10,142 | 10,402 | 10,662 | 10,922 | 11,182 |

¹ Corresponding statutory rates: PFS-6—fourth; PFS-7—third; PFS-8—third.

UNITED STATES CIVIL SERVICE COMMISSION,
JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 69-11664; Filed, Sept. 30, 1969; 8:48 a.m.]

SAFETY STANDARDS SPECIALIST, FEDERAL HIGHWAY ADMINISTRATION

Manpower Shortage; Listing

Under the provisions of 5 U.S.C. 5723, the Civil Service Commission found a manpower shortage on September 23, 1969, for the single position of Safety Standards Specialist, GS-301-14 in the National Highway Safety Bureau, Motor Vehicle Safety Performance Service, Federal Highway Administration, Department of Transportation, Washing-

ton, D.C. This finding is self-canceling after the agency has used the authority.

Assuming other legal requirements are met, the appointee to this position may be paid for the expense of travel and transportation to first post of duty.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11689; Filed, Sept. 30, 1969;
8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Canadian List 258]

CANADIAN BROADCAST STATIONS

List of New Stations, Proposed Changes in Existing Stations, Deletions, and Corrections in Assignments

SEPTEMBER 19, 1969.

List of new stations, proposed changes in existing stations, deletions, and corrections in assignments of Canadian standard broadcast stations modifying the assignments of Canadian broadcast stations contained in the appendix to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting, January 30, 1941.

| Call letters | Location | Power kw | Antenna | Schedule | Class | Antenna height (feet) | Ground system | | Proposed date of commencement of operation |
|---|---|----------|-----------------|----------|-------|-----------------------|----------------|---------------|--|
| | | | | | | | No. of radials | Length (feet) | |
| CJLS (delete assignment—vide 1340 kc/s.) | Yarmouth, Nova Scotia, N. 43°47'49", W. 60°04'15" | 1 | 580 kilocycles | DA-2 | U | III | | | |
| CJLS (change in power and radiation pattern at existing site—PO: 1340 kc/s 0.25 kw, ND) | Yarmouth, Nova Scotia, N. 43°32'00", W. 60°03'50" | 5D/1N | 1340 kilocycles | DA-2 | U | IV | | | 9-1-70. |

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,
WALLACE E. JOHNSON,
Assistant Chief, Broadcast Bureau.

[P.R. Doc. 69-11674; Filed, Sept. 30, 1969; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 21388]

LING-TEMCO-VOUGHT, INC.

Notice of Proposed Approval of Application

Application of Ling-Temco-Vought, Inc., for a disclaimer of jurisdiction or approval under section 408 of the Act of the transfer to and the operation by LTV Jet Fleet Corp. of LTV's corporate business aircraft, Docket 21388.

Notice is hereby given, pursuant to the statutory requirements of section 408(b) of the Federal Aviation Act of 1958, as amended, that the undersigned intends to issue the attached order under delegated authority. Interested persons are hereby afforded a period of 15 days from the date of service within which to file comments or request a hearing with respect to the action proposed in the order.

Dated at Washington, D.C., September 26, 1969.

A. M. ANDREWS,
Director,

Bureau of Operating Rights.

ORDER APPROVING CONTROL RELATIONSHIPS

Issued under Delegated Authority.
Application of Ling-Temco-Vought, Inc., for a disclaimer of jurisdiction or approval under section 408 of the Act of the transfer to and the operation by LTV Jet Fleet Corp. of LTV's corporate business aircraft.

By application filed September 5, 1969, Ling-Temco-Vought, Inc. (LTV), which controls Braniff Airways, Inc. (Braniff), requests approval under section 408 of the Federal Aviation Act of 1958, as amended (the Act), or an exemption from the provisions thereof under section 416 of the Act or a disclaimer of jurisdiction with respect to the transfer of its executive aircraft fleet to a newly

formed wholly owned subsidiary, LTV Jet Fleet Corp. (Jet Fleet).

The applicants state that the LTV organization and its predecessors have, for 25 years, maintained a fleet of corporate business aircraft to meet the needs of the LTV organization, and that today LTV directly operates a fleet of some 10 aircraft in furtherance of its business and that of its affiliated companies.

Upon Board approval, LTS's fleet of business aircraft will be transferred to Jet Fleet together with the personnel responsible for the maintenance and operation of the aircraft.¹ Its activities will be limited to the transportation of persons associated with the LTV organization. The move, the applicants assert, is part of a general decentralizing program being undertaken by LTV.

No comments relative to the application have been received.

Notice of intent to dispose of the application without a hearing has been published in the FEDERAL REGISTER and a copy of such notice has been furnished by the Board to the Attorney General not later than 1 day following such publication, both in accordance with section 408(b) of the Act.

Upon consideration of the foregoing, it is concluded that Jet Fleet is a person engaged in a phase of aeronautics within the meaning of section 408 of the Act and that LTV's acquisition of Jet Fleet while controlling Braniff and the resultant relationships are subject to that section. However, it is further concluded that such control relationships do not affect the control of a direct air carrier, do not result in creating a monopoly and do not tend to restrain competition. Furthermore, no person disclosing a substantial interest in the proceeding is currently requesting a hearing and it is concluded that the public interest does not require a hearing. The control relationships do not appear to present any new substantive issues concerning the control of Braniff by LTV.

¹ Jet Fleet currently is a corporate shell without assets or functions.

It therefore appears that approval of the control relationships would not be inconsistent with the public interest. However, if the basic nature of Jet Fleet's activities is altered in any significant respect, new issues might arise which would require further Board review. Consequently, the approval granted herein will extend only so long as the activities of Jet Fleet are restricted to the transportation of persons associated with the LTV organization.²

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.13, it is found that the foregoing control relationships should be approved under section 408(b) of the Act, without hearing.

Accordingly, it is ordered, That:

1. LTV's acquisition of Jet Fleet and the resultant control relationships be and they hereby are approved;
2. The approval granted herein shall extend only so long as the activities of Jet Fleet are restricted to the transportation of persons associated with the LTV organization; and
3. Jurisdiction be and it hereby is retained for the purpose of imposing from time to time such further terms and conditions as the Board may deem appropriate.

Persons entitled to petition the Board for review of this order pursuant to the Board's regulations, 14 CFR 385.50, may file such petitions within 5 days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review is filed, or the Board gives notice that it will review this order on its own motion.

[SEAL]

HAROLD R. SANDERSON,
Secretary.

[P.R. Doc. 69-11692 Filed, Sept. 30, 1969; 8:49 a.m.]

² The approval granted herein does not alter the restrictions on intercompany transactions imposed by Order E-25989, Nov. 17, 1967.

FEDERAL MARITIME COMMISSION

PORT OF TAMPA TERMINAL OPERATORS

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202, or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. J. Alton Boyer, Kominers, Fort, Schleffer, Farmer and Boyer, Tower Building, 1401 K Street NW., Washington, D.C. 20005.

Agreement No. T-2291 between Gulf Florida Terminal Co., Blocks Terminal, Inc., Page Stevedoring Co., Tampa Stevedoring Co., Inc., Luckenbach Steamship Co., Independent Stevedoring Co., Tampa Import & Export Terminal, Inc., Southport Stevedores, Inc., Garrison Terminals, Inc. (the Parties), provides for joint action by the Port of Tampa Terminal Operators on matters of mutual interest. The Parties agree to conform to the tariff of the Tampa Port Authority, and will confer, consult, and discuss with each other concerning the rates, rules, and regulations therein and the presentation of or response to proposed modifications or changes in the Authority's tariff. The joint business of the Parties will be carried out at periodic meetings, and procedures concerning their meetings and actions are set forth in the agreement. In the event the Parties, after consultation, do not agree, any party acting individually or in concert with one or more of the Parties has the right to take independent action. To the extent that the Authority's tariff is silent or inapplicable one or more of the Parties may establish, publish and file rates, rules, and regulations, which shall not become effective upon less than 30 days notice unless good cause exists for change upon shorter notice. The reasons for a change on short notice will be promptly forwarded to the Federal Maritime Commission. Any eligible terminal operator may become a party to the agreement except upon just and reasonable cause and the reasons for any such

denial will be promptly furnished to the Commission.

Dated: September 26, 1969.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 69-11696; Filed, Sept. 30, 1969; 8:49 a.m.]

STATES VENEER, INC., AND MICRONESIA INTEROCEAN LINE, INC.

Notice of Agreement Filed

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed by:

John P. Meade, Esq., Graham & James, 1707 L Street NW., Washington, D.C. 20036.

Agreement No. 9822 provides for a cooperative working arrangement between States Veneer, Inc., and Micronesia Interocean Line, Inc., whereby the parties are to establish and maintain a joint cargo service under a new corporate entity "Cutlass Steamship Corporation" in the trade from ports in Southeast Asia and the South Pacific to ports of the United States and Canada in accordance with the terms and conditions set forth in the agreement.

Dated: September 26, 1969.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 69-11695; Filed, Sept. 30, 1969; 8:49 a.m.]

[Independent Ocean Freight Forwarder License No. 1252]

STANLEY J. HOPE

Order of Revocation

Under cover of letter dated September 15, 1969, Mr. Stanley J. Hope, 702 Stevenson Lane, Baltimore, Md., voluntarily returned his License No. 1252 for cancellation.

By virtue of authority vested in me by the Federal Maritime Commission as set

forth in Manual of Orders, Commission Order 201.1, § 6.03.

It is ordered, That the Independent Ocean Freight Forwarder License No. 1252 of Stanley J. Hope be and is hereby revoked effective September 25, 1969.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served upon Stanley J. Hope.

JOHN F. GILSON,
Deputy Director,
Bureau of Domestic Regulation.

[F.R. Doc. 69-11697; Filed, Sept. 30, 1969; 8:49 a.m.]

[Independent Ocean Freight Forwarder License No. 106]

SOUTHERN TRAFFIC ASSOCIATION

Order of Revocation

By letter dated September 18, 1969, Mr. David Knapp, Jr., General Manager, Southern Traffic Association, 420 Mohawk Street, Mobile, Ala. 36606, advised the Federal Maritime Commission that operations as an independent ocean freight forwarder have ceased and that he has issued instructions to terminate his surety bond.

By virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order 201.1, § 6.03.

It is ordered, That the Independent Ocean Freight Forwarder License No. 106 of David Knapp, Jr., doing business as Southern Traffic Association be and is hereby revoked effective September 25, 1969.

It is further ordered, That License No. 106 be returned to the Federal Maritime Commission promptly.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served upon David Knapp, Jr.

JOHN F. GILSON,
Deputy Director,
Bureau of Domestic Regulation.

[F.R. Doc. 69-11698; Filed, Sept. 30, 1969; 8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-4963 etc.]

SUN OIL CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

SEPTEMBER 22, 1969.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which

¹ This notice does not provide for consolidation for hearing of the several matters covered herein.

are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said applications should on or before October 16, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization

for the proposed abandonment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given. *Provided, however,* That pursuant to § 2.56 of the Commission's general policy and interpretations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after July 1, 1967, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed for filing protests or petitions to intervene, the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

| Docket No. and date filed | Applicant | Purchaser, field, and location | Price per Mcf | Pre-size base |
|---------------------------|---|--|---------------|---------------|
| G-493 C 9-2-69 | Sum Oil Co. (DX Division) (Operator) et al., Post Office Box 2085, Tulsa, Okla. 74102 | United Gas Pipe Line Co., Mustang-Island Area, Nowata County, Tex. | 15.6 | 14.65 |
| G-6179 D 9-2-69 | The Superior Oil Co., Post Office Box 1274, Houston, Tex. 77001 (partial abandonment) | Southern Natural Gas Co., Gwinville Field, Jefferson Davis County, Miss. | (*) | |
| G-5315 E 6-9-69 | Dunn-Mar Oil & Gas Co. (operator to Martin Oil & Gas Co.) et al., 2500 S. Martin, General Counsel, 27 South College St., Washington, Pa. 15391. | Carnegie's Natural Gas Co., Church District, Wetzel County, Battelle District, Monongalia County, and Mannington District, Marion County, W. Va. | 30.0 | 15.325 |
| G-3549 E 9-2-69 | Horns Oil & Gas Co., Operator (successor to Diversa, Inc.) 240-D Frito-Lay Tower, Dallas, Tex. 75205. | Florida Gas Transmission Co., Flores Field, Starr and Hidalgo Counties, Tex. | 17.0 | 14.65 |
| G-1062 E 8-25-69 | Hays & Co., agent for George & Elkins Davis (successor to Harris and See Gas Co.), Box 599, Spencer, W. Va. 25757. | Consolidated Gas Supply Corp., acreage in Eravnton County, W. Va. | 20.0 | 15.325 |
| G169-32 C 5-17-69 | Tanox, Inc. (Operator) et al., Post Office Box 3352, Houston, Tex. 77002. | El Paso Natural Gas Co., LaBarge Field, Lincoln and Sublette Counties, Wyo. | 15.284 | 15.025 |

Filing code: A-Initial services.
B-Abandonment.
C-Amendment to add acreage.
D-Amendment to delete acreage.
E-Succession.
F-Partial succession.

See footnotes at end of table.

| Docket No. and date filed | Applicant | Purchaser, field, and location | Price per Mcf | Pre-size base |
|-----------------------------------|--|---|---------------|---------------|
| C166-1069 A 8-28-69 | Donald W. Deitz (operator to Jefferson Oil & Gas Co.) 24 Eighth Ave., Carson, Pa. 16014. | United Natural Gas Co., Knox Township, Jefferson County, Pa. | 24.0 | 15.325 |
| C166-1331 C 8-29-69 | William E. Sims et al., 519 Galbath Bank Bldg., Uniontown, Pa. 15401. | Arkansas Louisiana Gas Co., acreage in Le Flore, Latimer, and Pittsburg Counties, Okla. | 15.015 | 14.65 |
| C167-282 A 4-4-69 | Monaco Co. (Operator) et al., 1309 Main St., Houston, Tex. 77002. | Arkansas Louisiana Gas Co., Oklahoma, Sequoyia County Okla. | 15.0 | 14.65 |
| C167-294 E 8-2-69 | Donald W. Deitz (operator to Jefferson Oil & Gas Co.) | United Natural Gas Co., Rose Township, Jefferson County, Pa. | 24.0 | 15.325 |
| C167-1017 E 8-2-69 | Charles Stanton (operator to W. P. Ryan) et al., 2224 S. of James A. Ryan, Le Roy, Ky. 40444. | Kentucky-West Virginia Gas Co., Beaver Creek Area, Floyd County, Ky. | 12.0 | 15.225 |
| C168-1058 C 8-28-69 | Tanox Oil Co., Post Office Box 2011, San Juan County, N. Mex. | El Paso Natural Gas Co., acreage in Northern Natural Gas Co., Northeast Texas Derivation Field, Pease County, Tex. | 13.0 | 15.025 |
| C168-1369 C 8-27-69 | Albano Rickfield Co., Post Office Box 283, Dallas, Tex. 75211. | United Fuel Gas Co., Pecos District, Kansas County, W. Va. (fillings). | 16.5 | 14.65 |
| C169-269 C 9-4-69 | Stewart Gas Co., 518 Kanawha Valley Bldg., Charleston, W. Va. 25303. | United Fuel Gas Co., Pecos District, Kansas County, W. Va. (fillings). | 28.0 | 15.325 |
| C169-269 C 9-8-69 | United Fuel Gas Co., Pecos District, Kanawha County, W. Va. (fillings). | United Fuel Gas Co., Pecos District, Kanawha County, W. Va. (fillings). | 28.0 | 15.325 |
| C169-1146 A 6-5-69 | Humble Oil & Refining Co., Post Office Box 2189, Houston, Tex. 77001. | Transwestern Pipeline Co., Henderson Field, Winkler County, Tex. | 15.0 | 14.65 |
| C169-1216 C 8-13-69 | J. C. Baker & Son, Inc., et al., Gasaway, W. Va. 26684. | Equitable Gas Co., Collins Settlement District, Lewis County, W. Va. | 27.0 | 15.325 |
| C169-1378 C 9-3-69 | do. | do. | 27.0 | 15.325 |
| C170-115 (G-18853) F 8-3-69 | William M. Wiseman (operator to James A. Rabler et al.), 2337 Houston National Gas Bldg., Houston, Tex. 77002. | United Gas Pipe Line Co., Albrecht Field, Goliad County, Tex. | 13.1664 | 14.65 |
| C170-207 A 8-29-69 | Atlantic Rickfield Co. | Northern Natural Gas Co., Shirley Field, Hutchinson County, Tex. | 17.0 | 14.65 |
| C170-208 A 8-28-69 | Metropolitan Oil Co., Ltd., 3209 Montrose Blvd., Suite 201, Houston, Tex. 77006. | Transcontinental Gas Pipe Line Corp., South Gobblers Creek Field, Wharton County, Tex. | 17.0 | 14.65 |
| C170-209 A 8-28-69 | Marathon Oil Co., 539 South Main St., Findlay, Ohio 43840. | Arkansas Louisiana Gas Co., Northeast Hillside Field, Grant and Garfield Counties, Okla. | 15.0 | 14.65 |
| C170-210 A 8-29-69 | Neil E. Hanson et al., Americana Bldg., 811 Dallas Ave., Houston, Tex. 77002. | Tennessee Gas Pipeline Co., a division of Tennessee Inc., Fullbright Lease, South Davis Area, Zapata County, Tex. | 17.8 | 14.65 |
| C170-211 A 8-29-69 | Palm Petroleum Corp., et al., 18th Floor, Vaughn Plaza, Corpus Christi, Tex. 78402. | United Gas Pipe Line Co., Shelly Field, Goliad and Refugio Counties, Tex. | 17.8 | 14.65 |
| C170-212 A 9-2-69 | Eravnton Oil Co., Post Office Box 2266, Tulsa, Okla. 74101. | Colorado Interstate Gas Co., a division of Colorado Interstate Corp., East Rock Springs Field Area, Sweetwater County, Wyo. | 15.0 | 14.65 |
| C170-213 A 9-2-69 | Wesley Petroleum, Ltd., 202 Republic National Bank Bldg., Dallas, Tex. 75201. | Michigan Wisconsin Pipe Line Co., Layrns Field, Harper County, Okla. | 17.0 | 14.65 |
| C-70-214 A 9-2-69 | Sault Ste. Marie, operating through A.G.M. Corp. et al., 1204 Thomas Bldg., Houston, Tex. 77002. | United Gas Pipe Line Co., North Houma Field, Terrebonne Parish, La. | 21.65 | 15.025 |
| C170-215 A 9-2-69 | Seal & Rogers, c/o Leavelle Rogers, agent, Ardmore, W. Va. 26204. | Consolidated Gas Supply Corp., Washington District, Calhoun County, W. Va. | 27.0 | 15.325 |
| C170-216 A 9-2-69 | Beves Lorchelich 439 Park Ave., New York, N. Y. 10021. | Consolidated Gas Supply Corp., Elk District, Barbour County, W. Va. | 27.0 | 15.325 |
| C170-217 A 9-2-69 | E. Wayne Christiansen et al., 1161 North Ballinger Highway, Funit, Mich. 48394. | Consolidated Gas Supply Corp., Freeman Creek District, Lewis County, W. Va. | 27.0 | 15.325 |
| C170-218 A 9-2-69 | James F. Scott, 124 Valley St., Salem, W. Va. 26428. | Consolidated Gas Supply Corp., Union District, Harrison County, W. Va. | 27.0 | 15.325 |
| C170-219 A 9-2-69 | Pioneer Petroleum, Inc., c/o Dave Hardman, 610 Stanley Ave., Clarkburg, W. Va. 26031. | Consolidated Gas Supply Corp., Union and Freeman Creek Districts, Harrison and Lewis Counties, W. Va. | 27.0 | 15.325 |
| C170-220 A 9-2-69 | Stephens Production Co., c/o W. R. Walker, Attorney-in-Fact, 115 North 12th St., Fort Smith, Ark. 72501. | Arkansas Oklahoma Gas Corp., Spiro Southeast Field, Le Flore County, Okla. | 11.28 | 14.65 |

| Docket No. and date filed | Applicant | Purchaser, field, and location | Price per Mcf | Pres-sure base |
|--|--|--|---------------|----------------|
| C170-201 B 9-3-49 | Peabody Coal Co., 201 North Memorial Dr., St. Louis, Mo. 63102 | Texas Gas Transmission Corp., Midland Field, Midland County, Ky. | (9) | |
| C170-202 B 9-2-49 | do | do | (9) | |
| C170-203 A 9-3-49 | GMC Oil & Gas Corp. (Operator) et al., 1307 First National Bldg., Oklahoma City, Okla. 73102. | Panhandle Eastern Pipe Line Co., acreage in Woods County, Okla. | 14.65 | 14.65 |
| C170-204 (G-12350) F 8-28-49 | Arthur J. Wessely (successor to Shell Oil Co. and Gulf Oil Corp.), 2902 Republic Bank Bldg., Dallas, Tex. 75201. | Colorado Interstate Gas Co., a division of Colorado Interstate Corp., North Broadway Field, Beaver County, Okla. | 17.0 | 14.65 |
| C170-205 B 9-2-49 | Texas, Inc. | Trunkline Gas Co., Rotherswood Field, Harris County, Tex. | Depleted | |
| C170-206 A 9-3-49 | Highland Resources, Inc. (Operator) et al., c/o J. L. Bianchi, attorney, 1201 San Jacinto Bldg., Houston, Tex. 77002. | Trunkline Gas Co., North Lake Mine Field, Cameron Parish, La. | 21.25 | 15.025 |
| C170-207 A 9-3-49 | Willard E. Ferrill, agent, Post Office Box 3006, Philadelphia, Pa. 19111. | Fruitful Gas Co., acreage in Etchelle County, W. Va. | 27.0 | 15.225 |
| C170-208 (C16-333) F 9-3-49 | First General Real Estate and Investment Trust, a Massachusetts limited liability trust (successor to Central States Gas Producers Co.), 745 Fifth Ave., New York, N.Y. 10022. | Florida Gas Transmission Co., South Manchester Field, Calcasieu Parish, La. | 20.0 | 15.025 |
| C170-209 A 9-3-49 | Patrick Oil & Gas Corp., 1200 Commerce Square, Charleston, W. Va. | Mountain Gas Co., Peon District, Kanawha County, W. Va. | 28.0 | 15.225 |
| C170-210 A 9-3-49 | J. H. Co. Sells 103, Adams Bldg., 823 Government Blvd., San Antonio, Tex. 78204. | Transcontinental Gas Pipe Line Corp., Groves Field, Dural County, Tex. | 14.0 | 14.65 |
| C170-211 B 9-3-49 | Atlantic Richfield Co. | Texas Eastern Transmission Corp., South Hallsville Field, Harrison County, Tex. | Depleted | |
| C170-212 A 9-3-49 | W. Russell B. Darril, Post Office Box 1807, McAllister, Tex. 75850. | Tennessee Gas Pipeline Co., a division of Tennessee Inc., East La Sara Field, Willacy County, Tex. | 17.5 | 14.65 |
| C170-213 B 9-3-49 | Sun Oil Co. (X Division) | Arkansas Louisiana Gas Co., Cappy Gasoline Plant, Miller County, Ark. | (9) | |
| C170-214 A 9-3-49 | do | Brockbridge Gasoline Co., Cappy Gathering System, Eodessa Field, Miller County, Ark. and Caddo Parish, La. | 4.25 | 15.025 |
| C170-215 A 9-3-49 | Shell Oil Co., 30 West 56th St., New York, N.Y. 10022. | Natural Gas Pipeline Co. of America, Nile Field, Willacy County, Tex. | 17.5 | 14.65 |
| C170-216 (C166-433) A & F 9-3-49 | Leban Drilling, Inc. (Operator) et al. (successor to Austral Oil Co., Inc. et al.), c/o Richard L. Harris, Attorney, 602 National Bank of Tulsa Bldg., Tulsa, Okla. 74102. | Arkansas Louisiana Gas Co., Arizona Basin, Latimer and Plumburg Counties, Okla. | 15.0 | 14.65 |
| C170-217 (G-4195) F 8-28-49 | A. T. Stare (successor to Gulf Oil Corp.), 320 Patterson Bldg., Denver, Colo. 80202. | Kansas-Nebraska Natural Gas Co., Inc., Horse Tail Field, Logan County, Colo. | 7.0 | 14.4 |
| C170-218 A 9-3-49 | Boy Frazier, Inc., 4371 | The Ohio Fuel Gas Co., Lebanon Township, Meigs County, Ohio. | (9) | |
| C170-219 A 9-3-49 | Flag Oil Corp. of Delaware, Post Office Box 23, Midland, Tex. 79701. | Midland Western Pipe Line Co., East Togo Field, Woodward Area, Meigs County, Okla. | 13.45 | 14.65 |

See footnotes at end of table.

| Docket No. and date filed | Applicant | Purchaser, field, and location | Price per Mcf | Pres-sure base |
|------------------------------------|---|---|---------------|----------------|
| C170-240 B 9-9-49 | C. H. Lyman, St. et al. | Arkansas Louisiana Gas Co., Carthage Field, Rank and Francis Counties, Tex. | (9) | |
| C170-241 B 9-9-49 | do | Arkansas Louisiana Gas Co., Colquhitt Field, Claiborne Parish, La. | Depleted | |
| C170-242 B 9-10-49 | Willard E. Ferrill, agent, for North Fork Development Co. | Consolidated Gas Supply, Inc. Corp., acreage in Erwin County, W. Va. | 17.0 | 14.65 |
| C170-243 A 9-10-49 | Midwest Oil Corp., 1708 Broadway, Denver, Colo. 80202. | Morgans in Woodward County, Okla. | 17.8 | 14.65 |
| C170-244 A 9-10-49 | Hydrox Gas Supply Co., 1320 Vaughan Plaza, Corpus Christi, Tex. 78401. | Texas Eastern Transmission Corp., (West) Field, Willacy County, Tex. | 13.0 | 14.65 |
| C170-245 A 9-10-49 | Peabody-Walbridge Oil Co., et al., 301 First National Bank Bldg., McAllen, Tex. 78501. | Higgins Gas Supply Corp., La Sara (West) Field, Willacy County, Tex. | 13.7 | 14.65 |
| C170-246 (C167-174) F 9-9-49 | E. D. Price et al. d.b.a. Strigas-Brewster & Associates (successor to Southland Royalty Co.), 450 North Main St., Oklahoma City, Okla. 73102. | Michigan Wisconsin Pipe Line Co., Lavaca Field, Harper County, Okla. | 17.0 | 14.65 |
| C170-247 A 9-11-49 | Western Oil Fields, Inc. (Operator) et al., 1650 Empire Life Bldg., Dallas, Tex. 75201. | Transwestern Pipeline Co., acreage in Roberts County, Tex. | 28.0 | 15.225 |
| C170-248 A 9-11-49 | Commonwealth Gas Corp., Union Bldg., Post Office Box 1483, Charlotte, W. Va. 28205. | United Fuel Gas Co., Ravenwood District, Jackson County, W. Va. | | |

1 Lessee terminated due to lack of production.
 2 Rate in effect subject to refund in Docket No. R162-338.
 3 Subject to deduction for compression, if required.
 4 Applicant has agreed to accept permanent authorization conditioned as follows:
 No. 468
 1 Additional material submitted Aug. 15, 1969.
 2 Subject to upward and downward B.t.u. adjustment.
 3 Contract provides for rate of 17 cents per Mcf, subject to upward and downward B.t.u. adjustment; however, by letter filed Sept. 10, 1969, Applicant stated its willingness to accept permanent authorization conditioned as follows:
 4 15 cents per Mcf, including tax reimbursement, subject to upward and downward B.t.u. adjustment and subject to the outcome of the proceedings pending in Docket No. R-338.
 5 Contract to underprogram gas storage field.
 6 Contract provides for rate of 17 cents per Mcf; however, Applicant states its willingness to accept certificate at 15 cents per Mcf, subject to B.t.u. adjustment.
 7 Purchaser discontinued operations of compressor station and contract canceled as of July 31, 1969.
 8 Less than 500 Mcf per month, rate shall be 22 cents per Mcf but not less than 1,000 Mcf per month, rate shall be 25 cents per Mcf; 1,000 Mcf or more per month, rate shall be 27 cents per Mcf.
 9 Well has ceased to produce.
 10 Additional 1 cent per Mcf for any gas delivered in excess of 120,000 Mcf in any given month.
 11 Subject to upward B.t.u. adjustment.

[F.R. Doc. 69-11570; Filed, Sept. 30, 1969; 8:45 a.m.]

[Docket No. CPT0-52]
TRANSCONTINENTAL GAS PIPE LINE CORP.
Notice of Application; Correction
 SEPTEMBER 24, 1969.
 In the notice of application, issued September 12, 1969, and published in the FEDERAL REGISTER September 19, 1969, 34 P.R. 14626, the second paragraph, beginning at the end of line 7, change "estimation" to read "elimination".
 GORDON M. GRANT,
 Secretary.
 [F.R. Doc. 69-11631; Filed, Sept. 30, 1969; 8:45 a.m.]

[Docket Nos. CS70-17 etc.]

EGE AND CROUSE ET AL.**Notice of Applications for "Small Producer" Certificates¹**

SEPTEMBER 24, 1969.

Take notice that each of the Applicants listed herein has filed an application pursuant to section 7(c) of the Natural Gas Act and § 157.40 of the regulations thereunder for a "small producer" certificate of public convenience and necessity authorizing the sale for resale and delivery of natural gas in interstate commerce from areas for which just and reasonable rates have been established, all as more fully set forth in the applications which are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said applications should on or before October 13, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

| Docket No. | Date filed | Name of applicant |
|--------------|------------|---|
| CS70-19..... | 8-26-69 | Tom Schneider (Operator) et al., 406 North Marientfeld, Midland, Tex. 79701. |
| CS70-20..... | 9-2-69 | Aztec Gas Systems, Inc., (Operator) et al., 1806 West Wall Street, Midland, Tex. 79701. |
| CS70-21..... | 9-8-69 | Erol Bekker, 980 Fifth Avenue, New York, N.Y. 10021. |

[F.R. Doc. 69-11627; Filed, Sept. 30, 1969; 8:45 a.m.]

[Docket No. CP70-59]

NORTHERN NATURAL GAS CO.**Notice of Application and Petition To Amend**

SEPTEMBER 24, 1969.

Take notice that on September 12, 1969, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr. 68102, filed in Docket No. CP70-59 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing Applicant at the request of certain of its customers to adjust and realign volumes within their presently authorized contract demand and for amendment of the Commission's order of March 10, 1969, in Docket No. CP68-193 to accomplish such adjustment and realignment, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to delete an authorized increase of 1,500 Mcf per day for Northwestern Public Service Co. since such increase was previously advanced for immediate use due to emergency conditions; provide an additional 48 Mcf per day to Western Gas Utilities pursuant to their request of October 25, 1968; realign contract demand by community to allow its utility customers to achieve maximum utilization of presently authorized service; and adjust and initiate certain firm industrial service from existing volumes of contract demand. Applicant proposes to revise the presently authorized contract demand service to certain of its existing customers for the 1969-70 heating season.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 17, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a peti-

tion to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-11628; Filed, Sept. 30, 1969; 8:45 a.m.]

[Docket No. CP69-199]

TRANSCONTINENTAL GAS PIPE LINE CORP.**Notice of Amendment of Temporary Certificate**

SEPTEMBER 24, 1969.

Take notice that on September 12, 1969, Transcontinental Gas Pipe Line Corp. (Applicant), Post Office Box 1396, Houston, Tex. 77001, filed in Docket No. CP69-199 an amendment to the temporary certificate issued on February 7, 1969, in Docket No. CP69-199, to request authority for the transportation on an interruptible basis of up to 5,000 Mcf per day for Southern Natural Gas Co. (Southern), all as more fully set forth in the petition to amend.

Applicant was authorized by the temporary certificate of February 7, 1969, to transport on an interruptible basis up to 2,500 Mcf per day from Applicant's Happytown Purchase Meter Station on its 8-inch Happytown Transmission Purchase Lateral, Pointe Coupee Parish, La., to the existing points of interconnection between the systems of the two companies near Selma, Ala., and near Jonesboro, Ga. Applicant states that the production available to Southern from the Bayou Henry Field has increased to the point that the volumetric limitation of 2,500 Mcf per day has resulted in a resumption of flaring of oil-well gas.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 16, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and

| Docket No. | Date filed | Name of applicant |
|--------------|------------|--|
| CS70-17..... | 8-25-69 | Ege and Crouse, c/o Mr. Hans A. Ege, 877 Roslyn Road, Ridgewood, N.J. 07450. |
| CS70-18..... | 8-25-69 | A. Owen, Route No. 2, Canton, Tex. 75103. |

¹ This notice does not provide for consolidation for hearing of the several matters covered herein.

procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 69-11629; Filed, Sept. 30, 1969;
8:45 a.m.]

[Docket No. CP69-284]

UNITED GAS PIPE LINE CO.

Order Permitting Intervention, Setting Dates for Service of Evidence and for Hearing

SEPTEMBER 24, 1969.

United Gas Pipe Line Co. (United) filed an application on May 1, 1969, in the above docket for certificate of public convenience and necessity authorizing the construction and operation over a 3-year period of approximately 38.4 miles of 30-inch pipeline 118.4 miles of 24-inch pipeline and 2.7 miles of 10-inch pipeline and to construct and operate additional facilities at the Lake Bistineau Storage Field in Louisiana. United also seeks authorization to rearrange various existing facilities.

United further seeks authorization to transport and deliver increased volumes of natural gas for direct sale to Mississippi Power and Light Co.'s Baxter Wilson Power Plant at Vicksburg, Miss., and to Gulf Power Co.'s Crist Electric Generating Plant at Pensacola, Fla. United seeks authority to deliver up to a maximum 165,000 Mcf per day to the Baxter Wilson Power Plant in addition to existing authorizations to deliver gas to Mississippi Power and Light Co. United also seeks authorization to transport and deliver 84,000 Mcf per day to the Crist Electric Generating Plant, in addition to existing authorizations to deliver gas of Gulf Power Co.

United further seeks authorization to transport and deliver increased volumes of gas to its existing distribution customers in its Shreveport and Jackson Divisions from gas supplies available to United in South Louisiana.

The total estimated cost of proposed facilities is \$31,944,000. United states that it proposes to finance the construction through internally generated funds, and financing with its parent company, Pennzoil United, Inc.

Notice of United's application was issued on May 9, 1969, and was published in the FEDERAL REGISTER on May 15, 1969 (34 F.R. 7737). Petitions to intervene and notice of intervention were filed by:

Brooklyn Union Gas Co.
Memphis Gas Light and Water Division, city of Memphis, Tenn.
Mississippi Power and Light Co.
Mississippi River Transmission Corp.

Philadelphia Electric Co.
Philadelphia Gas Works Division of UGI Corp.
Public Service Commission of the State of New York.

The petition of Memphis Gas Light and Water Division, city of Memphis, Tenn., was filed late and stated therein that it was unable to timely file its petition as its analysis of the application was incomplete on the due date. As the tardiness of Memphis' petition to intervene will not delay the proceeding, good cause exists to permit the late filing of its petition to intervene. The Public Service Commission of the State of New York requested formal hearing of the application.

The Commission finds: It is desirable to allow the petitioners named above to intervene in this proceeding in order that they may establish the facts and law from which the nature and validity of their rights and interest may be determined and show what further action may be appropriate under the circumstances in the administration of the Natural Gas Act.

The Commission orders:

(A) The petitioners named above are hereby permitted to intervene in this proceeding subject to the rules and regulations of the Commission; *Provided however*, That they shall comply with the terms of this order and that their participation shall be limited to matters affecting rights and interests expressly asserted in the petitions to intervene; *And provided further*, That permission to intervene shall not be construed as recognition by the Commission that any intervenor might be aggrieved by any order entered in this proceeding.

(B) Applicant, and interveners in support of applicant, shall file with the Commission and serve on all parties, the Commission's staff, and the Office of Hearing Examiners, proposed evidence in support of its application for certificate under section 7 of the Natural Gas Act comprising its case in chief, including prepared testimony of witnesses and exhibits, on or before October 21, 1969.

(C) A public hearing before a duly designated presiding examiner will be held on November 5, 1969, at 10 a.m. (e.s.t.) in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C. 20426, at which time, cross-examination of the testimony served pursuant to paragraph (B) will commence.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

[P.R. Doc. 69-11630; Filed, Sept. 30, 1969;
8:45 a.m.]

FEDERAL RESERVE SYSTEM COLORADO CNB BANKSHARES, INC. Order Approving Acquisition of Bank Stock by Bank Holding Company

In the matter of the application of Colorado CNB Bankshares, Inc., Denver, Colo., for approval of acquisition of 80

percent or more of the voting shares of Lakewood Colorado National Bank, Lakewood, Colo.

There has come before the Board of Governors, pursuant to section 3(a) (3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a) (3)) and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by Colorado CNB Bankshares, Inc., Denver, Colo., a registered bank holding company, for the Board's prior approval of the acquisition of 80 percent or more of the voting shares of Lakewood Colorado National Bank, Lakewood, Colo.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Comptroller of the Currency and requested his views and recommendation. The Comptroller recommended approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on June 7, 1969 (34 F.R. 9105), providing an opportunity for interested persons to submit comments and views with respect to the proposal. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's statement¹ of this date, that said application be and hereby is approved, provided that the acquisition so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Kansas City pursuant to delegated authority.

Dated at Washington, D.C., this 24th day of September 1969.

By order of the Board of Governors:

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary,

[P.R. Doc. 69-11632; Filed, Sept. 30, 1969;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

LIBERTY EQUITIES CORP.

Order Suspending Trading

SEPTEMBER 25, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Kansas City.

² Voting for this action: Vice Chairman Robertson and Governors Mitchell, Malsel, Brimmer, and Sherrill. Absent and not voting: Chairman Martin and Governor Daane.

stock and all other securities of Liberty Equities Corp. (a District of Columbia corporation) being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period September 26, 1969, through October 5, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[P.R. Doc. 69-11645; Filed, Sept. 30, 1969;
8:46 a.m.]

[File No. 24SP-3366]

MOTEL MANAGERS TRAINING SCHOOL, INC.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

SEPTEMBER 25, 1969.

I. Motel Managers Training School, Inc., Suite 375, 16800 Devonshire Street, Granada Hills, Calif., incorporated in Delaware April 17, 1968, filed a notification and offering circular May 17, 1968, covering an offering of 100,000 shares of its 10 cent par value capital stock at \$3 per share for an aggregate offering price of \$300,000. I. J. Schenin Co., 17070 Collins Avenue, Miami, Fla., was named as underwriter. The company and certain predecessors have been engaged in the business of providing home-study instruction, primarily in apartment house and motel management. The offering was reported as begun on September 30, 1968, and completed October 25, 1968.

II. The Commission, on the basis of information reported to it by its staff, has reasonable cause to believe that:

A. The terms and conditions of Regulation A have not been complied with in that:

1. The amount received from stock sold was in excess of the \$300,000 limit of the regulation, that is, \$715,000.

2. Issuer failed to escrow or provide for the escrow of 60,000 shares issued without consideration to William D. Soma (Soma) and William G. Spencer (Spencer), issuer's president and secretary and principal and controlling stockholders, such shares being required to be escrowed by the provisions of Regulation A.

B. Issuer and its principal and controlling officers and shareholders Soma and Spencer violated the provisions of section 17(a) of the Securities Act of 1933 in that the offering circular omitted to state material facts necessary to be stated in order to make the statements made, in the light of the circumstances under which they were made, not misleading with respect to the intent of is-

suer and of Messrs. Soma and Spencer to cause issuer to issue 80,000 shares as a purported stock dividend in addition to the 100,000 shares issued for purposes of the offering and to cause the sale to third persons of such shares so issued to Messrs. Soma and Spencer for large sums of money in excess of the \$300,000 realized from the sale of the stock described in the offering circular.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption of the issuer under Regulation A be temporarily suspended:

It is ordered, Pursuant to Rule 261(a), subparagraphs (1) and (2) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

It is further ordered, Pursuant to rule 7 of the Commission's rules of practice, that the issuer file an answer to the allegations contained in this order within 30 days of the entry thereof.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within 30 days after the entry of this order; that within 20 days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission, for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that, if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the 30th day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[P.R. Doc. 69-11646; Filed, Sept. 30, 1969;
8:46 a.m.]

[812-2605]

STATE STREET INVESTMENT CORP.

Notice of Filing of Application for an Order Exempting Sale of Securities

SEPTEMBER 25, 1969.

Notice is hereby given that State Street Investment Corp., 225 Franklin Street, Boston, Mass. 02110 ("Applicant"), a Massachusetts corporation registered under the Investment Company Act of 1940, 15 U.S.C. section 80a-1 et seq. ("Act"), as an open-end diversified management investment company, has filed an application pursuant to section 6(c) of the Act requesting an order of the Commission exempting from the provisions of section 22(d) of the Act a transaction in which Applicant's redeem-

able securities will be issued at a price other than the current public offering price in exchange for substantially all the assets of the Mid-Continent Securities Co. ("Mid-Continent"). All interested persons are referred to the application on file with the Commission for a statement of Applicant's representations which are summarized below.

Mid-Continent, an Ohio corporation, is a personal holding company, all of whose outstanding stock is owned by ten stockholders, and is exempt from registration under the Act by reason of the provisions of section 3(c)(1) thereof. Pursuant to an agreement between Applicant and Mid-Continent, assets owned by Mid-Continent, with a value of approximately \$14,589,132 on July 31, 1969, will be transferred to Applicant in exchange for shares of Applicant's stock.

The number of shares of Applicant to be issued to Mid-Continent is to be determined by dividing the aggregate market value of the assets of Mid-Continent (subject to certain adjustments set forth in the application) to be transferred to Applicant by the net asset value per share of Applicant (as defined in the agreement), both to be determined as of the valuation time. If the valuation in the agreement had taken place on July 31, 1969, Mid-Continent would have received approximately 298,143 shares of Applicant's stock.

When received by Mid-Continent, the shares of Applicant are to be distributed to the Mid-Continent shareholders upon the liquidation of Mid-Continent. Applicant has been advised by the management of Mid-Continent that the stockholders of Mid-Continent do not have any present intention of distributing the shares of Applicant to be received on such liquidation following the sale of assets transactions or of redeeming any substantial number thereof. Applicant does presently intend to sell a portion of the securities acquired from Mid-Continent subsequent to their acquisition as set out in the application.

Applicant represents that no affiliation exists between Mid-Continent, or any director or stockholder thereof, and Applicant; and that the agreement was negotiated at arm's-length by the principals of both corporations.

Section 22(d) of the Act provides that registered open-end investment companies may sell their shares only at the current public offering price as described in the prospectus. Section 6(c) permits the Commission, upon application, to exempt such a transaction if it finds that such an exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Applicant contends that the proposed offering of its stock will comply with the provisions of the Act, other than section 22(d) and submits that the granting of the application would be in accordance with established practice of the Commission, is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes

fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than October 14, 1969, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary,

[F.R. Doc. 69-11647; Filed, Sept. 30, 1969;
8:46 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30—Jackson,
Miss. Disaster 5]

MANAGER OF DISASTER BRANCH OFFICE, GULFPORT, MISS.

Delegations Relating to Financial Assistance Functions

I. Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30 (Revision 2) South-eastern Area 33 F.R. 9317, June 25, 1968, as amended (34 F.R. 8730 and 34 F.R. 11166), there is hereby redelegated to the Manager of the Gulfport Disaster Branch Office the following authority:

A. *Financial assistance* 1. To approve and decline Disaster direct and immediate participation loans up to the total SBA share of

(a) \$30,000 per household for repairs or replacements of the home and/or not to exceed an additional \$10,000 allowable for household goods and personal items, but in no event may the money loaned

exceed \$35,000 for a single disaster on home loans, and

(b) \$100,000 on disaster business loans except to the extent of refinancing of a previous SBA disaster loan;

(c) To approve disaster guaranteed loans up to \$100,000 and to decline disaster guaranteed loans in any amount.

2. To execute loan authorizations for Washington, area and regional office approved loans and disaster loans approved under delegated authority, said execution to read as follows:

Administrator,
By _____
Manager,
Disaster Branch Office.

3. To cancel, reinstate, modify, and amend authorizations for disaster loans approved under delegated authority.

4. To disburse unsecured disaster loans.

5. To extend the disbursement period on disaster loan authorizations or undistributed portions of disaster loans.

II. The authority delegated herein may not be redelegated.

III. All authority delegated herein may be exercised by an SBA employee designated as acting manager of the disaster branch office.

Effective date: August 25, 1969.

GEORGE A. FEILD,
Regional Director, Jackson, Miss.

[F.R. Doc. 69-11648; Filed, Sept. 30, 1969;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 416]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 25, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71620. By order of September 22, 1969, the Motor Carrier Board approved the transfer to Pitzer Transfer & Storage Corp., Roanoke, Va., of certificate No. MC-113174 issued September 9, 1957, to John Cusmina, Maple Glen, Pa., authorizing the transportation of: Household goods, as defined by the Commission, between Philadelphia, Pa., on the one hand, and, on the other, points

in New York, New Jersey, Delaware, and Maryland. John R. Sims, Jr., 711 14th Street NW., Washington, D.C. 20005, attorney for applicants.

No. MC-FC-71624. By order of September 19, 1969, the Motor Carrier Board approved the transfer to Irvin Kaplan, Houston, Tex., of the certificate No. MC-117888 issued March 20, 1969, to J. M. Goldberg Produce Co., a corporation, Houston, Tex., authorizing the transportation of: Bananas and coffee beans, from New Orleans, La., and Houston, Tex., and from Galveston, Tex., to Phoenix, Ariz. Joe G. Fender, 802 Houston First Savings Building, Houston, Tex. 77002, attorney for applicants.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-11661; Filed, Sept. 30, 1969;
8:47 a.m.]

[Notice 417]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 26, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71532. By order of September 23, 1969, the Motor Carrier Board approved the transfer to L & M Trucking, Inc., Pittsburgh, Pa., of the certificate of registration in No. MC-121381 (Sub-No. 2) issued February 9, 1968, to E. J. Miller Trucking Co., a corporation, Kent, Ohio, evidencing a right to engage in transportation in interstate or foreign commerce solely within the State of Ohio, corresponding in scope to the service authorized by certificate No. 7057-I dated March 29, 1962, transferred and reissued December 19, 1967, by the Public Utilities Commission of Ohio. A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215, attorney for applicants.

No. MC-FC-71595. By order of September 23, 1969, the Motor Carrier Board approved the transfer to Richard H. Eshe and Lois Mae Eshe, a partnership, doing business as South Park Motor Lines, Denver, Colo., of the certificate of registration in No. MC-58818 (Sub-No. 1) issued December 12, 1963, to Fairplay Motor Co., a corporation, Fairplay, Colo., evidencing a right to engage in operations in interstate or foreign commerce corresponding in scope to the grant of authority in certificate

PUC No. 1179, transferred to transferor pursuant to Decision No. 25797 dated April 10, 1946, issued by the Public Utilities Commission of Colorado. Marion F. Jones, Jones, Meiklejohn, Kehl & Lyons, 420 Denver Club Building, Denver, Colo. 80202, attorney for applicants.

No. MC-FC-71602. By order of September 23, 1969, the Motor Carrier Board approved the transfer to Kay's Trucking, Inc., Hartford, Conn., of the operating rights in certificate No. MC-75503 issued April 2, 1962, to George H. Smedley, Inc., 551 Stanley Street, New Britain, Conn., 06051 authorizing the transportation of household goods, as defined by the Commission, between New Britain, Conn., and points in Connecticut within 25 miles of New Britain, on the one hand, and, on the other, points in Rhode Island, Massachusetts, New York, New Jersey, and Pennsylvania. Joseph W. Ress, 266 Pearl Street, Hartford, Conn. 06103, attorney for transferee.

No. MC-FC-71612. By order of September 22, 1969, the Motor Carrier Board approved the transfer to C. R. Cadenhead, doing business as Valley Motor Express, El Paso, Tex., of certificate No. MC-129917 issued August 12, 1968, to Charles B. Lackey and Donald J. Moore, doing business as L & M Transfer Co., El Paso, Tex., authorizing the transportation of: General commodities, with the usual exceptions, between specified points in Texas and New Mexico. James E. Sneed, 215 Lincoln Avenue, Santa Fe, N. Mex. 87501, attorney for applicants.

No. MC-FC-71618. By order of September 19, 1969, the Motor Carrier Board approved the transfer to Walter Sellent, Almena, Wis., of a portion of certificate No. MC-34650 issued July 19, 1961, to Willard Balog, doing business as Stalker Transfer, Barron, Wis., authorizing the transportation of: Stock and poultry feed, and farm machinery, from specified points in Minnesota to points located in Barron County, Wis. A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114, Practitioner for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-11679; Filed, Sept. 30, 1969;
8:48 a.m.]

[Notice 1334]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 26, 1969.

The following publications are governed by the new Special Rule 247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not neces-

sarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 114211 (Sub-No. 128) (Amendment), filed July 14, 1969, published in FEDERAL REGISTER, issue of August 14, 1969 and republished as follows: Applicant: WARREN TRANSPORT, INC., 324 Manhard, Post Office Box 420, Waterloo, Iowa 50704. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trench excavating machines*, from Omaha, Nebr., to points in the United States, excluding Hawaii. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Applicant states no duplicating authority is being sought.

HEARING: October 7, 1969, in Room 803, Federal Office Building, 106 South 15th Street, Omaha, Nebr., before Examiner Elden J. Miller.

No. MC 73742 (Sub-No. 1) (Republication), filed April 23, 1969, published in the FEDERAL REGISTER issue of May 15, 1969, and republished this issue. Applicant: WINN BUS LINES, INCORPORATED, 901 Catherine Street, Richmond, Va. 23220. Applicant's representative: Beverley H. Randolph, Jr., 1200 Travelers Building, Richmond, Va. 23219. By application filed April 23, 1969, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of passengers and their baggage in connection with charter operations, from the pickup area of Richmond, Va., and 15 miles beyond the city limits of Richmond, Va., as presently granted applicant under existing interstate rights, to points in Louisiana, Mississippi, Alabama, Rhode Island, and Michigan. An order of the Commission, Operating Rights Board, dated August 28, 1969, and served September 17, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of passengers and their baggage in the same vehicle with passengers, in round-trip charter operations beginning and ending at points in Powhatan, Goochland, Hanover, Henrico, Chesterfield, Prince George, Charles City, King William, and New Kent Counties, Va., and extending to points in Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Massachusetts, Montana, Nevada, New Hampshire, New Mexico, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Vermont, West Virginia, Wyoming, Louisiana,

Mississippi, Alabama, Rhode Island, Michigan, and the District of Columbia; that applicant is fit, willing, and able properly to perform the service herein authorized and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the publication as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 83539 (Sub-No. 243) (Republication), filed March 19, 1969, published FEDERAL REGISTER issue of April 4, 1969, and republished this issue. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representatives: J. P. Welsh, Post Office Box 5976, Dallas, Tex. 75222 and W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. By application filed March 19, 1969, as amended, applicant seeks a certificate of public convenience and necessity authorizing operations, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes of tractors excavating and trailers, including tractor and trailer parts and attachments therefor, when moving in connection with the above-named commodities, from Perry, Okla., to points in the United States (except Hawaii and Oklahoma). A report of the Commission, Review Board Number 2, decided September 12, 1969, and served September 18, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of excavating tractors, equipment trailers, and mechanically adjustable work platforms, and tractor and trailer parts and attachments therefor when moving in connection with the above-named commodities, from Perry, Okla., to points in the United States, except Alaska, Hawaii, and Oklahoma; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons who have relied upon the notice of the application as published would be prejudiced by the lack of proper notice of the authority described in the findings in this report, a notice of the authority actually granted will be published in the FEDERAL REGISTER and the issuance of a certificate herein will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate

relief, setting forth in detail the precise manner it has been so prejudiced.

No. MC 89684 (Sub-No. 72) (Republication), filed March 13, 1969, published in the FEDERAL REGISTER issue of April 10, 1969, and republished this issue. Applicant: WYCOFF COMPANY, INCORPORATED, 560 South Second West, Salt Lake City, Utah 84110. Applicant's representative: Harry D. Pugsley, 400 El Paso Gas Building, Salt Lake City, Utah 84111. By application filed March 13, 1969, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of the commodities and from and to the points indicated below; restricted to shipments of 500 pounds or less. An order of the Commission, Operating Rights Board, dated August 28, 1969, and served September 17, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier, by motor vehicle, of classes A and B explosives, between the Salt Lake City, Utah Airport and the plant-site of the Thiokol Chemical Corp. approximately 20 miles northwest of Brigham City, Utah, from the Salt Lake City Airport over U.S. Highway 91 (Interstate Highway 15), to Brigham City, thence over Utah Highway 83 to the plant-site of the Thiokol Chemical Corp., and return over the same routes, serving the Hill Air Force Base and Ogden, Utah Airport as intermediate points, and restricted to the transportation of traffic having a prior or subsequent movement by air; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 99213 (Sub-No. 21) (Republication), filed February 12, 1969, published in the FEDERAL REGISTER issue of March 13, 1969, and republished this issue. Applicant: VIRGINIA FREIGHT LINES, a corporation, Kilmarnock, Va. 22482. Applicant's representative: Jno. C. Goddin, Post Office Box 1636, Richmond, Va. 23213. By application filed February 12, 1969, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of fish products, and boat and factory equipment, between the plant

and warehouse sites of Haynie Products, Inc., located at or near Cape Charles and Reedville, Va., Morehead City, N.C., Baltimore, Md., Wildwood, N.J., and Moss Point, Miss. An order of the Commission, Operating Rights Board, dated August 20, 1969, and served September 16, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of (1) fish products, (2) commercial fishing boats, and equipment and supplies for commercial fishing boats, and (3) fish processing equipment and supplies, between the plant-site and storage facilities of Haynie Products, Inc., at Cape Charles and Reedville, Va., Morehead City, N.C., Baltimore, Md., Wildwood, N.J., and Moss Point, Miss.; that applicant is fit, willing, and able properly to perform such service, and to conform to the requirements of the Interstate Commerce Commission Act and the rules and regulations thereunder. Because it is possible that other persons who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate pleading setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 119914 (Sub-No. 16) (Republication), filed February 9, 1969, published in FEDERAL REGISTER issues of March 6, 1969 and July 2, 1969, and republished this issue. Applicant: MINNESOTA-WISCONSIN TRUCK LINES, INC., 965 Eustis Street, St. Paul, Minn. 55114. By application filed February 9, 1969, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of general commodities except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, from Hayward, Wis., to Draper, Loretta, and Winter, Wis., and to points in that part of Wisconsin bounded by a line beginning at the junction of U.S. Highway 2 and Wisconsin Highway 27, and extending south along Wisconsin Highway 27 to its junction with Wisconsin Highway 70, thence east along Wisconsin Highway 70 to its junction with Wisconsin Highway 13, thence north along Wisconsin Highway 13 to its junction with Wisconsin Highway 182, thence east along Wisconsin Highway 182 to its junction with U.S. Highway 51, thence north along U.S. Highway 51 to its junction with U.S. Highway 2, thence west along U.S. Highway 2 to its junction with Wisconsin Highway 27 (except Butternut, Glidden, Mellen, Drum-

mond, Grandview, and Mason and points in their commercial zones).

A supplemental Order of the Commission, Operating Rights Board, dated September 3, 1969, and served September 16, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of general commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), from Hayward, Wis., to Draper, Loretta, and Winter, Wis., and to points in that part of Wisconsin bounded by a line beginning at the junction of U.S. Highway 2 and Wisconsin Highway 13 and extending west along U.S. Highway 2 to its junction with U.S. Highway 63, thence south along U.S. Highway 63, to its junction with Wisconsin Highway 27, thence south along Wisconsin Highway 27 to its junction with Wisconsin Highway 70, thence east along Wisconsin Highway 70 to its junction with Wisconsin Highway 13, thence north along Wisconsin Highway 13 to its junction with U.S. Highway 2, 3 miles west of Ashland, Wis. (except Butternut, Glidden, Mellen, Ashland, Grandview, Drummond, and Mason, and points in their commercial zones); that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 123603 (Sub-No. 3) (Republication), Filed March 3, 1969, published in FEDERAL REGISTER issue of March 27, 1969, and republished this issue. Applicant: DONALD ICE BLDG. STONE, INC., 1146 Stanley Avenue, Evansville, Ind. 44711. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. 46204. By application filed March 3, 1969, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of concrete pipe, forms, rings, headers, and vibrators, between Evansville, Ind., and East St. Louis, Ill., and between Evansville, Ind., and Champaign, Ill. A supplemental order of the Commission, Operating Rights Board, dated September 3, 1969, and served September 16, 1969, finds

that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, of *concrete pipe, rings, forms, headers, and vibrators*, between Evansville, Ind., on the one hand, and, on the other, East St. Louis and Champaign, Ill.; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 124211 (Sub-No. 124) (Republication), filed October 2, 1968, published FEDERAL REGISTER issue of October 31, 1968, and republished this issue. Applicant: HILT TRUCK LINE, INC., 2648 Cornhusker Highway, Post Office Box 824, Lincoln, Nebr. 68501. Applicant's representative: Thomas L. Hilt (same address as above). By application filed October 2, 1968, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes of advertising matter and advertising paraphernalia, when intended for use by the beverage industry and when moving in the same vehicle at the same time with beverages; and, beverages and beverage concentrates, except commodities in bulk, from Peoria and Peoria, Ill. and St. Louis, Mo., to Omaha, Nebr., for purposes of tacking and joinder. Restriction: Traffic originating at Peoria and Peoria, Ill., shall be restricted to the transportation of alcoholic beverages, destined to points in the United States west of U.S. Highway 71, except points in Colorado, Iowa, Nebraska, and Wyoming. An order of the Commission, Operating Rights Board, dated August 28, 1969, and served September 18, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, of (1) *beverages and beverage concentrates* (except in bulk), from St. Louis, Mo., to points in Nebraska, South Dakota, and Iowa, and (2) *alcoholic beverages* (except in bulk), from Peoria, Ill., to points in Arizona, California, Idaho, Kansas, Montana, New Mexico, North Dakota, Oklahoma, Texas, Utah, those points in Arkansas and Minnesota west of U.S. Highway 71, and to those points in that part of Louisiana west of a line

beginning at the junction of U.S. Highway 71 and the Arkansas-Louisiana border, and extending southerly, along U.S. Highway 71 to its junction with U.S. Highway 190, thence westerly along U.S. Highway 190 to its junction with U.S. Highway 167, thence southerly along U.S. Highway 167 to its junction with the boundary of Vermilion Parish, La., thence southerly along the eastern boundary of Vermilion Parish, La., to the Gulf of Mexico, restricted in (2) above to the transportation of traffic destined to points in the described territory; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR Part 240.)

MOTOR CARRIERS OF PROPERTY

No. MC-F-10602. (Republication) (MID-AMERICAN LINES, INC.—Purchase (Portion)—A.C.E.-FREIGHT, INC.), published in the September 10, 1969, issue of the FEDERAL REGISTER, on page 14258. This notice to show the correct authority sought to be transferred should read as follows in lieu of the prior notice: *General commodities*, excepting among others household goods and commodities in bulk, as a *common carrier* over regular routes, (A) between Cleveland, Ohio, and Mendota, Ill., service is authorized to and from the off-route points of Waukegan, Ill., in truckload lots only, those in the *Chicago, Ill., commercial zone*, as defined by the Commission in 1 M.C.C. 673, and those in *Cuyahoga County, Ohio, without restriction*. Service is authorized to and from the intermediate points of Akron, Lima, Barberton, and Tiffin, Ohio, Fort Wayne, Ind., Joliet and Chicago Heights, Ill., and those in the *Chicago, Ill., commercial zone*, supra, restricted only as to Ohio points as indicated below; all other intermediate points restricted to delivery only. Service is not authorized between points in Ohio other than from Cleveland to Akron, and from Akron and

Lima to other points, except as modified by authority set forth in Section (B). (B) between Akron, Ohio, and Cleveland, Ohio, serving all intermediate points (C) for operating convenience only, (1) between junction U.S. Highway 6 and Indiana Highway 130 (near Hobbart, Indiana), and Cleveland, Ohio; (2) between junction U.S. Highway 20 and Ohio Highway 113 (near Bellevue, Ohio), and Elyria, Ohio; between Pistoria, Ohio, and junction U.S. Highways 23 and 6, (4) between Tiffin, Ohio, and Bellevue, Ohio, return over those routes. (D) *general commodities*, with exceptions as specified above in truckload lots only, over irregular routes, from points and places on the regular routes described in section (A) to Terre Haute, Ind., Decatur, Springfield, Quincy, La Salle, Elgin, Rockford, Freeport, Canton, Macomb, Monmouth, Kewanee, Ottawa, and Dixon, Ill.; *general commodities*, excepting among others, household goods and commodities in bulk, over regular routes, between Chicago, Ill., and junction U.S. Highway 41 and 6, and Indiana Highway 152, serving all intermediate points in the Calumet-Tri-State Expressway; from Chicago over the Calumet-Tri-State Expressway to junction Indiana Highway 152 and Indiana Highway 152 to junction U.S. Highways 41 and 6 and return over the same route, serving the site of the Euclid Division Plant of the General Motors Corp., located near Darrowville, Summit County, Ohio, as an off-route point in connection with carrier's presently authorized regular-route point in connection with carrier's presently authorized regular-route operations to and from Akron, Ohio, and Cleveland, Ohio; serving the site of the B. F. Goodrich Co. approximately 13 miles east of Fort Wayne, Ind., in Milan Township, Allen County, Ind., as an off-route point in connection with carrier's presently-authorized regular-route operations to and from Fort Wayne.

No. MC-F-10611. (Correction) (WILEY TRANSFER & STORAGE CO.—Purchase—M. HARDY TRUCKING CO.) published in the September 17, 1969, issue of the FEDERAL REGISTER, on page 14502. This notice to show application has been filed for temporary authority. The temporary authority was granted in MC-FC-71406, pursuant to order by Review Board Number 5, on June 5, 1969.

No. MC-F-10616. Authority sought for purchase by WOOSTER EXPRESS, INC., Post Office Box 1469, Hartford, Conn. 06101, of a portion of the operating rights of DE-PEN LINE, INC., 1879 West Marshall Street, Norristown, Pa. 19401, and for acquisition by JOSEPH RAVALESE, 101 Uplands Drive, West Hartford, Conn., PATSY RAVALESE, 59 Hunter Drive, West Hartford, Conn., and JOSEPH RAVALESE, JR., 75 Hunter Drive, West Hartford, Conn., of control of such rights through the purchase. Applicants' attorneys: Russell R. Sage, Suite 301, Tavern Square, 421 King Street, Alexandria, Va. 22314, and Maxwell A. Howell, 1120 Investment Build-

ing, 1511 K Street NW., Washington, D.C. 20005. Operating rights sought to be transferred: (This authority was granted pursuant to order by Review Board No. 5, dated January 7, 1969, in No. MC-F-10068, and not yet consummated) *General commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, as a *common carrier*, over regular routes, between Philadelphia, Pa., and Wilmington, Del., serving all intermediate points. Restriction: The service authorized above is subject to the limitation that service at Wilmington, Camden, and intermediate points south of Philadelphia is restricted to shipments moving over carrier's lines to and from points north of Philadelphia or points north of Camden. Vendee is authorized to operate as a *common carrier* in Massachusetts, New Jersey, Connecticut, New York, and Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10617. Authority sought for purchase by CENTRAL TRUCK LINES, INC., 3825 Henderson Boulevard, Post Office Box 18464, Tampa, Fla. 33609, of a portion of the operating rights of EAZOR EXPRESS, INC., Eazor Square, Pittsburgh, Pa. 15201, and for acquisition by U. S. TRUCK LINES, INC. OF DELAWARE, 1602 Union Commerce Building, Cleveland, Ohio 44115, of control of such rights through the purchase. Applicants' attorney: Myer Feldman, 1700 Pennsylvania Avenue NW., Washington, D.C. 20006. Operating rights sought to be transferred: *General commodities*, except those of unusual value, classes A and B explosives, tobacco, liquor, commodities in bulk, and those requiring special equipment, as a *common carrier*, over regular routes, between Atlanta, Ga., and Akron, Ohio, serving Chattanooga, Tenn., Knoxville, Tenn.; Lexington, Ky., and Cincinnati, Ohio, for purposes of joinder only, between Lexington, Ky., and Akron, Ohio. In connection with the routes described above, service is authorized to and from the off-route points of Albany, Columbus, and Fort Benning, Ga., points in Georgia, within 100 miles of Atlanta, and those in Ohio within 25 miles of Akron. Restriction: The operations described above are subject to the following conditions: Said operations are restricted to the transportation of shipments between Atlanta, Albany, Columbus, and Fort Benning, Ga., and points in Georgia within 100 miles of Atlanta, Ga., on the one hand, and, on the other, Akron, Ohio, and points in Ohio within 25 miles of Akron, Ohio; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between the site of The Ford Motor Co. Lorain Assembly Plant, located at the intersection of U.S. Highway 6 (Ohio Highway 2) and Baumhardt Road, Brownhelm Township, Lorain County, Ohio, on the one hand, and, on the other, Atlanta, Albany,

Columbus, and Fort Benning, Ga., and points in Georgia within 100 miles of Atlanta, Ga.; *general commodities*, except those of unusual value, classes A and B explosives, tobacco, liquor, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Atlanta, Albany, Columbus, Fort Benning, Ga., and points in Georgia within 100 miles of Atlanta, Ga., on the one hand, and, on the other, Akron, Ohio, and points in Ohio within 25 miles of Akron. Restriction: Carrier shall not, pursuant to the underlying irregular route authority contained immediately above, transport shipments moving between any points authorized to be served by it in regular-route operations; and *general commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in collection and delivery service, between points in that part of Georgia and Tennessee within 15 miles of Chattanooga, Tenn., including Chattanooga. Vendee is authorized to operate as a *common carrier*, in Florida, Georgia, Louisiana, Alabama, and Mississippi. Application has not been filed for temporary authority under section 210a(b). NOTE: Finance Docket No. 25863 is a matter concurrently filed. If a hearing is deemed necessary, applicants request that they be held at Washington, D.C.

No. MC-F-10618. Authority sought for purchase by NELSON-WESTERBERG, INC., 5147 North Clark Street, Chicago, Ill. 60640, of the operating rights of CAPITOL MOVING AND STORAGE CO., INC., 4175 Rimrock Road, Madison, Wis. 53700, and for acquisition by RICHARD O. WESTERBERG, 400 Thames, Park Ridge, Ill., and JOHN R. WESTERBERG, 8453 West North Terrace, Niles, Ill., of control of such rights through the purchase. Applicants' representative: Grant D. Erickson, 111 West Washington Street, Chicago, Ill. 60602. Operating rights sought to be transferred: *Household goods* as defined by the Commission, as a *common carrier* over irregular routes between points in Wisconsin, on the one hand, and, on the other, points in Kentucky, Michigan, Massachusetts, Ohio, Pennsylvania, Nebraska, New Jersey, Illinois, Indiana, New York, Minnesota, Missouri, West Virginia, North Carolina, Connecticut, Maine, Rhode Island, Delaware, Maryland, Virginia, Iowa, and the District of Columbia, from points in New York and New Jersey to points in Ohio, Michigan, Indiana, Illinois, and Minnesota; and *office equipment*, between Milwaukee, Wis., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Michigan, and Minnesota. Vendee is authorized to operate as a *common carrier* in Illinois, Wisconsin, Iowa, Indiana, Ohio, and Michigan, and as a *broker* in all points in the United States. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10619. Authority sought for purchase by KINGS VAN & STORAGE, INC., 918 North Broadway, Oklahoma City, Okla., of the operating rights of JAMES CALDER, doing business as CALDER'S VAN COMPANY, 3843 West Chicago Avenue, Chicago, Ill. 60651, and for acquisition by WAYNE THEUS, also of Oklahoma City, Okla., of control of such rights through the purchase. Applicants' attorneys: Robert J. Gallagher, Suite 703, Washington Boulevard, Washington, D.C. 20005, and Joseph M. Solon, 208 South La Salle Street, Chicago, Ill. 60604. Operating rights sought to be transferred: *Household goods*, as a *common carrier*, over irregular routes, between Chicago, Ill., and points within 50 miles of Chicago, on the one hand, and, points in Illinois, Indiana, Ohio, Wisconsin, Michigan, and Iowa, on the other; and *household goods* as defined by the Commission, between Chicago, Ill., on the one hand, and, on the other, points in Michigan, Illinois, Wisconsin, Iowa, Indiana, Ohio, Kentucky, Tennessee, Pennsylvania, New York, Missouri, and the District of Columbia, between Decatur, Ill., and points within 50 miles thereof, on the one hand, and, on the other, points in Alabama, Arkansas, Colorado, Florida, Illinois, Indiana, Iowa, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Wisconsin, and the District of Columbia, between Philadelphia, Pa., on the one hand, and, on the other, points in Delaware, Virginia, New Jersey, Maryland, and the District of Columbia, between Marshalltown, Iowa, and points within 80 miles thereof, on the one hand, and, on the other, points in Iowa, Missouri, Kansas, Minnesota, Illinois, Nebraska, and Colorado, between points in Milwaukee County, Wis., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Minnesota, and Ohio. Vendee is authorized to operate as a *common carrier* in Oklahoma, Texas, Kansas, Illinois, Alabama, Arkansas, Colorado, Georgia, Florida, Indiana, Iowa, Kentucky, Louisiana, Michigan, West Virginia, Wyoming, Montana, South Dakota, Mississippi, Missouri, Nebraska, New Mexico, North Carolina, South Carolina, Ohio, Tennessee, Wisconsin, Virginia, Maryland, Pennsylvania, New Jersey, Delaware, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-10620. Authority sought for control by QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. 53105, of BULK TRANSPORT COMPANY, 100 South Calumet Street, Burlington, Wis. 53105, and for acquisition by ALLAN H. TORHORST, JANET HELEN TORHORST, both of 341 South Kane Street, Burlington, Wis. 53105, LELAND S. BARNEY, and RUTH BARNEY, both of Route 2, Burlington, Wis. 53105, of control of BULK TRANSPORT COMPANY, through the acquisition by QUALITY CARRIERS, INC. Ap-

plicants' attorney: A Bryant Torhorst, 190 South Calumet Street, Burlington, Wis. 53105. Operating rights sought to be controlled: *Petroleum and petroleum products*, in bulk, in tank vehicles, as a *common carrier*, over irregular routes, from East Chicago, Ind., and points within 2 miles thereof, to certain specified points in Wisconsin; *petroleum products*, in bulk, in tank vehicles, from points in the Chicago, Ill., commercial zone, as defined by the Commission, to points in the Wisconsin territory as above, from the terminal outlets on the pipeline of the Great Northern Oil Co., at or near Junction City, Wis., to points in the Upper Peninsula of Michigan, from Pana, Ill., to points in Iowa, Minnesota, and Wisconsin; *ammonia liquor*, in bulk, in tank vehicles, from Milwaukee, Wis., to Chicago, Ill.; *crude extract* (containing vitamin B), in bulk, in tank vehicles, from Milwaukee, Wis., to Bradley, Ill.; *nu-solf base*, in bulk, in tank vehicles, from Janesville, Wis., to Argo, Ill.; *liquefied petroleum gas*, in bulk, in tank vehicles, from the site of the pipeline terminal of Northern Gas Products Co. at or near Rockford, Ill., to points in Wisconsin, and points in the Upper Peninsula of Michigan; *asphalt products and road oil*, in bulk, in tank vehicles, from Rock Falls, Ill., to points in Wisconsin; *asphalt and asphalt products*, in bulk, in tank vehicles, from Dubuque, Iowa, to points in Illinois and Wisconsin; *petroleum lubricating oils*, in bulk, in tank vehicles, from the plantsite or warehouse facilities of the Delta Oil Co., at Milwaukee, Wis., to Palmer, Mich.; *petroleum and petroleum products* (except petrochemicals and paint and paint ingredients), in bulk, in tank vehicles, from Milwaukee, Wis., to certain specified points in Illinois; *fertilizer, fertilizer solutions, and fertilizer ingredients*, in bulk, in tank vehicles, from Calamine and Fall River, Wis., to points in that part of Illinois on and north of Illinois Highway 64; *anhydrous ammonia*, in bulk, in tank vehicles, from the plantsite of Olin Mathieson Chemical Corp. at or near Joliet, Ill., to points in Illinois, Indiana, Iowa, Michigan, Missouri, Minnesota, Wisconsin, Kentucky, and Ohio, with restriction; and *asphalt and asphalt products*, in bulk, from Sheboygan, Wis., to points in that part of Illinois on and north of U.S. Highway 40

(except Chicago, Lemont, and Lockport), those in that part of Indiana on and north of U.S. Highway 36 (except points within the Chicago, Ill., commercial zone as defined by the Commission), those in that part of Iowa on and east of U.S. Highway 63, and those in the Lower Peninsula of Michigan on and south of Michigan Highway 21. QUALITY CARRIERS, INC., is authorized to operate as a *common carrier* in all points in the United States (except Alaska and Hawaii). Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10621. Authority sought for purchase by THE AETNA FREIGHT LINES, INCORPORATED, 2507 Youngstown Road, Box 350, Warren, Ohio 44482 of the operating rights of ST. LOUIS TRANSPORTATION CO., 116 East Main Street, Collinsville, Ill. 62234, and for acquisition by J. PHIL FELLBURN, also of Warren, Ohio, of control of such rights through the purchase. Applicants' attorney: B. W. LaTourette, Jr., 611 Olive Street, St. Louis, Mo. 63101. Operating rights sought to be transferred: *General commodities*, excepting among others, household goods and commodities in bulk, as a *common carrier* over irregular routes, between points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone as defined by the Commission. Vendee is authorized to operate as a *common carrier* in Michigan, Pennsylvania, West Virginia, Ohio, New York, Indiana, Iowa, Kentucky, and Wisconsin. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-11678; Filed, Sept. 30, 1969;
8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 26, 1969.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41768—*Returned shipments of flour within official territory*. Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2959), for interested rail carriers. Rates on flour, in carloads, from and to points within official territory, including northern Illinois, southern Wisconsin and Extended Zone C in Wisconsin, also points in Canada, returned to original points of shipment in said territory.

Grounds for relief—Carrier competition.

FSA No. 41769—*Barley to Chicago, Ill.* Filed by Illinois Freight Association, agent (No. 348), for interested rail carriers. Rates on barley, in carloads, from specified points in Wisconsin, to Chicago, Ill.

Grounds for relief—Motor competition.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-11680; Filed, Sept. 30, 1969;
8:48 a.m.]

ALEXANDER W. WUERKER

Statement of Changes in Financial Interests

Pursuant to subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Certain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Office of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 8958, 27 F.R. 3829, 27 F.R. 9469, 28 F.R. 4269, 28 F.R. 10468, 29 F.R. 5579, 29 F.R. 12992, 30 F.R. 5888, 30 F.R. 12310, 31 F.R. 4857, 31 F.R. 13268, 32 F.R. 4295, 32 F.R. 13361, 33 F.R. 4864, 33 F.R. 14339, and 34 F.R. 5357) during the 6 months' period ended September 14, 1969.

No change.

ALEXANDER W. WUERKER,

SEPTEMBER 14, 1969.

[F.R. Doc. 69-11681; Filed, Sept. 30, 1969;
8:48 a.m.]

