

# FEDERAL REGISTER

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Pages 15589-15626

**Agencies in this issue—**

The President  
Agriculture Department  
Atomic Energy Commission  
Civil Aeronautics Board  
Civil Service Commission  
Comptroller of the Currency  
Federal Aviation Administration  
Federal Communications Commission  
Federal Maritime Commission  
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Interstate Commerce Commission  
Land Management Bureau  
Packers and Stockyards  
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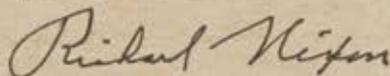
### Executive Order 11487

#### DESIGNATION OF OFFICERS OF THE DEPARTMENT OF THE INTERIOR TO ACT AS SECRETARY OF THE INTERIOR

By virtue of the authority vested in me by section 3347 of title 5 of the United States Code and section 301 of title 3 of the United States Code, and as President of the United States, it is ordered as follows:

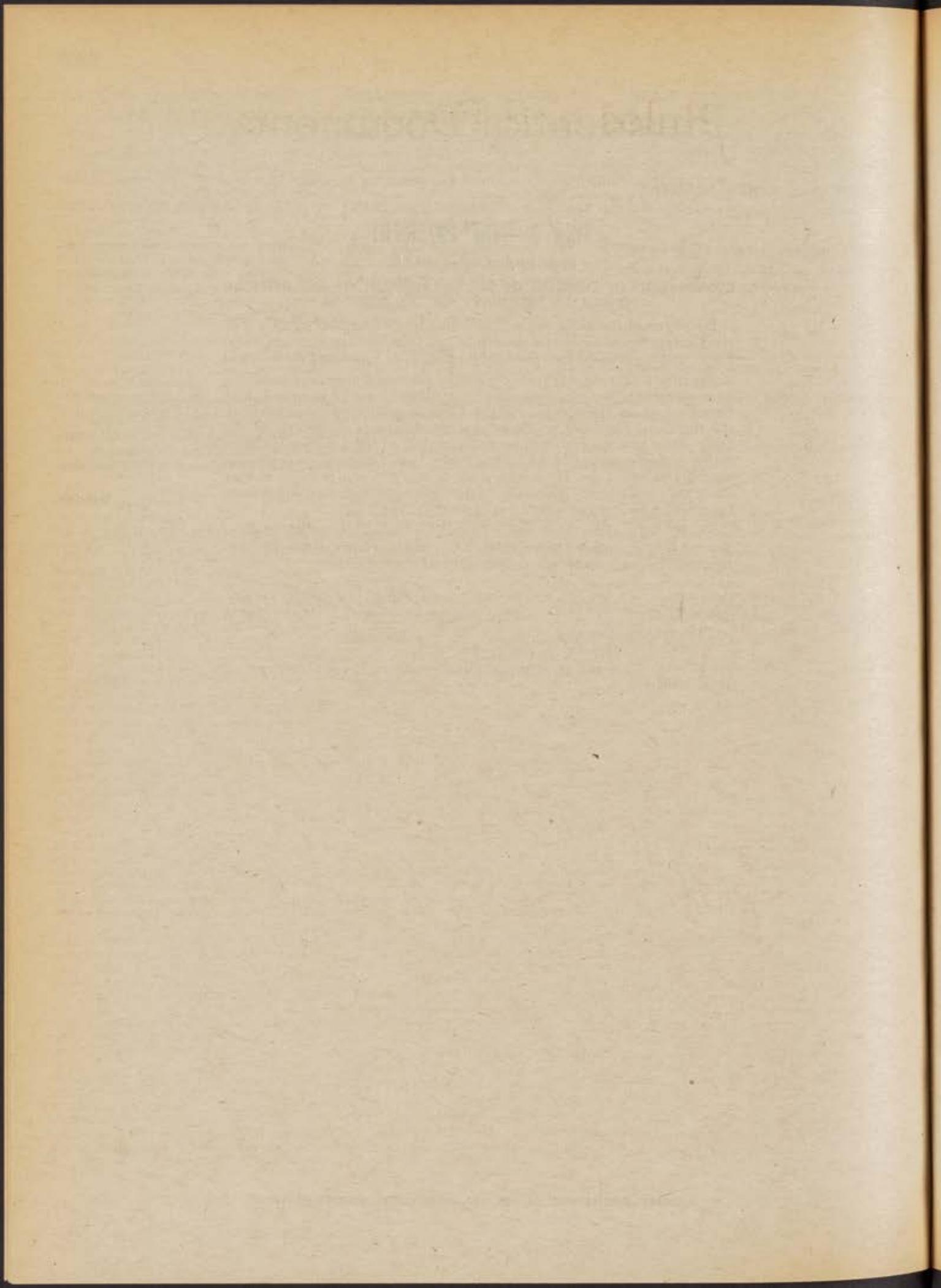
SECTION 1. During any period when by reason of absence, disability, or vacancy in office, neither the Secretary of the Interior nor the Under Secretary of the Interior is available to exercise the powers or perform the duties of the office of Secretary, an Assistant Secretary of the Interior or the Solicitor of the Department of the Interior, in such order as the Secretary of the Interior may from time to time prescribe, shall act as Secretary. If no such order of succession is in effect at that time, they shall act as Secretary in the order in which they shall have taken office as Assistant Secretaries or Solicitor.

SEC. 2. This order supersedes Executive Order No. 10753 of February 15, 1958, entitled "Designation of certain officers of the Department of the Interior to act as Secretary of the Interior."



THE WHITE HOUSE,  
October 6, 1969.

[F.R. Doc. 69-12119; Filed, Oct. 7, 1969; 11: 29 a.m.]



# Rules and Regulations

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter I—Civil Service Commission

#### PART 213—EXCEPTED SERVICE

##### Executive Office of the President

Section 213.3303 is amended to show that one additional position of Private Secretary to the Director of the Bureau of the Budget is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (2) of paragraph (a) of § 213.3303 is amended as set out below.

##### § 213.3303 Executive Office of the President.

(a) *Bureau of the Budget.* \* \* \*

(2) Three Private Secretaries to the 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.

[P.R. Doc. 69-12043; Filed, Oct. 7, 1969; 8:50 a.m.]

#### PART 713—EQUAL OPPORTUNITY

##### Miscellaneous Amendments

The heading to § 713.217 as it appeared in the FEDERAL REGISTER of August 26, 1969, and F.R. Doc. 69-10216, was incomplete. The amendment of § 713.220 which appeared in the FEDERAL REGISTER of September 4, 1969, F.R. Doc. 69-10545 inadvertently did not reflect the amendment of that section which appeared in the FEDERAL REGISTER of August 26, 1969, F.R. Doc. 69-10216. The corrected heading and section are set out below.

##### § 713.217 Adjustment of complaint and offer of hearing.

##### § 713.220 Avoidance of delay.

(a) The complaint shall be resolved promptly. To this end, both the complainant and the agency shall proceed with the complaint without undue delay so that the complaint is resolved, except in unusual circumstances, within (1) 60 calendar days after its receipt by the Equal Employment Opportunity Officer, exclusive of time spent in the processing of the complaint by the appeals examiner under § 713.218, or (2) 90 calendar days after its receipt by the Equal Employment Opportunity Officer when a hearing is held under Subpart B of Part 711 of this chapter. When the complaint

has not been resolved within the applicable limit, the complainant may appeal to the Commission for a review of the reasons for the delay. Upon review of this appeal, the Commission may require the agency to take special measures to insure the prompt processing of the complaint or may accept the appeal for consideration under § 713.234.

(5 U.S.C. 3301, 1301, 3302, 7151-7154, 7301, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218, E.O. 11222; 3 CFR 1964-1965 Comp., p. 306, E.O. 11478, 3 CFR 1969 Comp.)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[P.R. Doc. 69-12042; Filed, Oct. 7, 1969; 8:50 a.m.]

## Title 12—BANKS AND BANKING

### Chapter I—Bureau of the Comptroller of the Currency, Department of the Treasury

#### PART 1—INVESTMENT SECURITIES REGULATION

##### Securities Eligible for Underwriting and Unlimited Holding

Sec.  
1.239 Parking Authority, Carlsbad, Calif.  
1.240 Parking Authority, Oakdale, Calif.

##### § 1.239 Parking Authority, Carlsbad, Calif.

(a) *Request.* The Comptroller of the Currency has been requested to rule on the eligibility of the \$1,535,000 (1969) Parking Revenue Bonds of the Carlsbad Parking Authority for purchase, dealing in, underwriting and unlimited holding by national banks under paragraph Seventh of 12 U.S.C. 24.

(b) *Opinion.* (1) The Carlsbad Parking Authority is a public body corporate and politic created by the laws of California but authorized to function only upon a finding of need. The Carlsbad City Council has made the appropriate finding and, in accordance with the law, has appointed five residents of the city to be members of and to constitute the governing body of the Authority. Under the law a parking authority is authorized to issue revenue bonds to finance public parking facilities and may issue such bonds without obtaining the approval of the electors of the city where the bonds are issued to finance a project which is to be leased to the city and where the principal of and interest on the bonds are to be payable from rentals paid by the city under such lease. The Authority is issuing these bonds to finance the acqui-

sition and construction of parking facilities which will be leased to the city.

(2) Under the lease rental agreement the City has unconditionally promised to pay annual rentals to the Authority in an amount sufficient to meet annual interest and principal payments on these bonds as well as other necessary expenses. The City which possesses general powers of taxation has thus committed its faith and credit in support of the bonds.

(c) *Ruling.* It is our conclusion therefore that the \$1,535,000 (1969) Parking Revenue Bonds of the Parking Authority of the City of Carlsbad are general obligations of a State or a political subdivision thereof under paragraph Seventh of 12 U.S.C. 24 and, accordingly, are eligible for purchase, dealing in, underwriting and unlimited holding by national banks. (Acting Comptroller's letter dated September 25, 1969)

##### § 1.240 Parking Authority, Oakdale, Calif.

(a) *Request.* The Comptroller of the Currency has been requested to rule on the eligibility of the \$150,000 (1969) Parking Revenue Bonds of the Parking Authority of the City of Oakdale for purchase, dealing in, underwriting and unlimited holding by national banks under paragraph Seventh of 12 U.S.C. 24.

(b) *Opinion.* (1) The Parking Authority of the City of Oakdale is a public body corporate and politic created by the laws of California but authorized to function only upon a finding of need. The City Council has made the appropriate finding and, in accordance with the law, has declared itself to be the parking authority. Under the law a parking authority is authorized to issue revenue bonds to finance public parking facilities and may issue such bonds without obtaining the approval of the electors of the city where the bonds are issued to finance a project which is to be leased to the city and where the principal of and interest on the bonds are to be payable from rentals paid by the city under such lease. The Authority is issuing these bonds to finance the acquisition of parking facilities which will be leased to the City.

(2) Under the lease rental agreement the City has unconditionally promised to pay annual rentals to the Authority in an amount sufficient to meet annual interest and principal payments on these bonds as well as other necessary expenses. The City which possesses general powers of taxation has thus committed its faith and credit in support of the bonds.

(c) *Ruling.* It is our conclusion therefore that the \$150,000 (1969) Parking Revenue Bonds of the Parking Authority of the City of Oakdale are general obligations of a State or a political subdivision thereof under paragraph Seventh

of 12 U.S.C. 24 and, accordingly, are eligible for purchase, dealing in, underwriting and unlimited holding by national banks. (Acting Comptroller's letter dated Sept. 25, 1969)

Dated: October 2, 1969.

[SEAL] WILLIAM B. CAMP,  
Comptroller of the Currency.

[F.R. Doc. 69-12021; Filed, Oct. 7, 1969;  
8:48 a.m.]

## Title 13—BUSINESS CREDIT AND ASSISTANCE

### Chapter I—Small Business Administration

[Rev. 8, Amdt. 7]

#### PART 121—SMALL BUSINESS SIZE STANDARDS

##### Definition of Small Business for Purposes of Bidding on Government Procurements and Obtaining SBA Loans

On August 7, 1969, there was published in the FEDERAL REGISTER (34 F.R. 12837) a notice that the Administrator of the Small Business Administration proposed to amend Part 121 of Chapter I of Title 13 of the Code of Federal Regulations by establishing new size standards for SIC Industry 3537, Industrial Trucks, Tractors, Trailers and Stackers, for the purposes of bidding on Government procurements and receiving SBA loans.

Interested persons were given 30 days in which to submit written statements of facts, opinions or arguments concerning the proposal.

After consideration of all relevant matters presented by interested parties in response to the notice, it has been determined to adopt the size standards as proposed. Accordingly, the amendment set forth below is hereby adopted:

Part 121 of Chapter I of Title 13 of the Code of Federal Regulations is hereby amended by:

1. Adding to Schedule B of § 121.3-8 the following industry size standard:

Census classification code	Industry	Employment size standard (number of employees)
3537.....	Industrial trucks, tractors, trailers and stackers.	750

2. Revising the size standard in Schedule A of § 121.3-10 for Industry 3537 as follows:

Census classification code	Industry	Employment size standard (number of employees)
3537.....	Industrial trucks, tractors, trailers, and stackers.	760

*Effective date.* This amendment should become effective thirty (30) days after publication in the FEDERAL REGISTER but shall apply only to procurements for which invitations for bids or requests for proposals are issued on or after such effective date.

Dated: October 1, 1969.

HILARY SANDOVAL, JR.,  
Administrator.

[F.R. Doc. 69-12027; Filed, Oct. 7, 1969;  
8:49 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 69-SO-63]

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

##### Alteration of Transition Area

On August 20, 1969, F.R. Doc. 69-9863, effective October 16, 1969, was published in the FEDERAL REGISTER (34 F.R. 13412), amending Part 71 of the Federal Aviation Regulations by altering the Kinston, N.C., control zone and transition area.

In the amendment, the Kinston transition area was amended by deleting the extension predicated on the Kinston VORTAC 046° radial.

Subsequent to publication of the rule, it was determined that the application of U.S. Standards for Terminal Instrument Procedures (TERPs) required the redesignation of this extension, with minor variations to provide required controlled airspace protection for AL-5038 VOR RWY 22 instrument approach procedure, as follows:

1. Redesignate the extension and predicate it on the 047° radial.
2. Increase the width from 4 to 6 miles and the length from 8 to 8.5 miles.

In consideration of the foregoing, notice and public procedure hereon are unnecessary and F.R. Doc. 69-9863 is amended, effective immediately, as hereinafter set forth.

The Kinston, N.C., transition area description is amended to read:

##### KINSTON, N.C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Stallings Field (lat. 35°19'40" N., long. 77°36'55" W.); within 3 miles each side of Kinston VORTAC 047° radial, extending from the 8.5-mile radius to 8.5 miles north-east of the VORTAC.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348(a); sec. 6(c), Department of Transportation Act, 49 U.S.C. 1555(c))

Issued in East Point, Ga., on September 30, 1969.

JAMES G. ROGERS,  
Director, Southern Region.

[F.R. Doc. 69-11999; Filed, Oct. 7, 1969;  
8:46 a.m.]

## Title 21—FOOD AND DRUGS

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

#### SUBCHAPTER C—DRUGS

#### PART 141—TESTS AND METHODS OF ASSAY OF ANTIBIOTIC AND ANTIBIOTIC-CONTAINING DRUGS

##### Disintegration Test

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), the following new section setting forth a disintegration test for antibiotic drugs is added to Part 141:

##### § 141.540 Disintegration test.

(a) *Apparatus*—(1) *Basket-rack assembly.* The basket-rack assembly consists of 8 open-ended glass tubes, each 7.75±0.25 centimeters long and having an inside diameter of approximately 21.5 millimeters and a wall approximately 2 millimeters thick; the tubes are held in a vertical position by two plastic plates, each about 9 centimeters in diameter and 6 millimeters in thickness, with six holes, each about 24 millimeters in diameter, equidistant from the center of the plate and equally spaced from one another. Attached by screws to the undersurface of the lower plate is 10-mesh No. 23 (0.025 inch) W. and M. gauge woven stainless steel wire cloth. The glass tubes and the upper plastic plate are secured in position at the top by means of a stainless steel plate, about 9 centimeters in diameter and 1 millimeter in thickness, having six perforations each about 20 millimeters in diameter, which coincide with those of the upper plastic plate and the upper open ends of the glass tubes. A central shaft about 8 centimeters in length, the upper end of which terminates in an eye through which a string or wire may be inserted, is attached to the stainless steel plate. The parts of the apparatus are assembled and rigidly held by means of three bolts passing through the two plastic plates and the steel plate. The design of the basket-rack assembly may be varied somewhat provided the specifications for the glass tubes and the screen mesh size are maintained.

(2) *Disks.* Each tube is provided with a slotted and perforated cylindrical disk 9.5±0.15 millimeters thick and 20.7±0.15 millimeters in diameter. The disk is made of a suitable, transparent plastic material having a specific gravity of between 1.18 and 1.20. Five 2-millimeter holes extend between the ends of the cylinder, one of the holes being through the cylinder axis and the others parallel with it and equally spaced on a 6-millimeter radius from it. Equally spaced on the sides of the cylinder are four notches that form V-shaped planes

perpendicular to the ends of the cylinder. The dimensions of each notch are such that the openings on the bottom of the cylinder are 1.60 millimeters square and those on the top are 9.5 millimeters wide and 2.55 millimeters deep. All surfaces of the disk are smooth.

(3) *Raising and lowering device.* Use a device for raising and lowering the basket in the immersion fluid at a constant rate between 28 and 32 cycles per minute through a distance of not less than 5 centimeters and not more than 6 centimeters.

(b) *Immersion fluids.* During the performance of the tests all immersion fluids are maintained at a temperature of  $37 \pm 2^\circ \text{C}$ . by using a thermostatically controlled water bath.

(1) Distilled water.

(2) Simulated gastric fluid: Dissolve 2.0 grams of sodium chloride and 7.0 milliliters of hydrochloric acid in about 500 milliliters of water. Dissolve 3.2 grams of pepsin in this solution and add sufficient water to make 1,000 milliliters. This solution has a pH of about 1.2.

(3) Simulated intestinal fluid: Dissolved 6.8 grams of monobasic potassium phosphate in 250 milliliters of water, mix, and add 190 milliliters of 0.2N sodium hydroxide and 400 milliliters of water. Add 10.0 grams of pancreatin, mix, and adjust the resulting solution with 0.2N sodium hydroxide to a pH of  $7.5 \pm 0.1$ . Dilute to 1,000 milliliters.

(c) *Immersion vessel.* Use a suitable vessel, such as a 1-liter beaker.

(d) *Operation.* Add enough immersion fluid to the immersion vessel so that when the basket-rack assembly is placed on the raising and lowering device at the highest point of the upward stroke, the wire mesh remains at least 2.5 centimeters below the surface of the fluid and descends to not less than 2.5 centimeters from the bottom of the immersion vessel.

(e) *Procedure—(1) Uncoated or film-coated tablets.* Place one tablet into each of the six tubes of the basket, add a disk to each tube, and operate the apparatus, using simulated gastric fluid as the immersion fluid. At the end of the time limit specified in the individual section for the particular antibiotic tablet being tested, lift the basket from the fluid and observe the tablets.

(2) *Plain-coated tablets.* Place one tablet in each of the six tubes of the basket, add a disk to each tube, and operate the apparatus, using simulated gastric fluid as the immersion fluid. After 30 minutes, lift the basket from the fluid and observe the tablets. If the tablets have not disintegrated completely, substitute simulated intestinal fluid as the immersion fluid and continue the test for a total period of time (including previous immersion in simulated gastric fluid) equal to the time limit specified in the individual section for the partic-

ular antibiotic tablet being tested. Lift the basket and observe the tablets.

(3) *Enteric-coated tablets.* Place one tablet in each of the six tubes of the basket and operate the apparatus, using simulated gastric fluid as the immersion fluid. One hour later, lift the basket from the fluid and observe the tablets. If the tablets show no distinct evidence of dissolution or disintegration, add a disk to each tube and operate the apparatus, using simulated intestinal fluid as the immersion fluid, for a total period of time (including the previous immersion in simulated gastric fluid) equal to the time limit specified in the individual section for the particular antibiotic tablet being tested. Lift the basket and observe the tablets.

(f) *Evaluation.* Complete disintegration is defined as that state in which any residue of the tablet (except fragments of the insoluble coating) remaining on the screen is a soft mass having no palpably firm core. The tablets pass the disintegration test if all of the tablets tested disintegrate completely under the conditions and time specified in the individual section for the antibiotic tablet being tested. If one or two tablets fail to disintegrate completely, repeat the test on 12 additional tablets. The tablets

pass the disintegration test if not less than 16 of the total of 18 tablets tested disintegrate completely. Enteric-coated tablets fail the disintegration test if they show any distinct evidence of dissolution or disintegration after 1 hour immersion in simulated gastric fluid.

This order adds to the antibiotic drug regulations a description of the disintegration test for certifiable antibiotic drugs that is intended to clarify existing regulations by specifying indispensable technical details. Since this order is nonrestrictive and noncontroversial in nature, notice and public procedure and delayed effective date are not prerequisites to this promulgation.

*Effective date.* This order shall be effective upon publication in the FEDERAL REGISTER.

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

Dated: September 29, 1969.

J. K. KIRK,  
Associate Commissioner  
for Compliance.

[F.R. Doc. 69-11989; Filed, Oct. 7, 1969; 8:46 a.m.]

## Title 22—FOREIGN RELATIONS

### Chapter I—Department of State

#### SUBCHAPTER C—FEES AND FUNDS

[Departmental Reg. 108.608]

### PART 22—FEES AND CHARGES, FOREIGN SERVICE

#### Passport and Citizenship Services

Section 22.1, Code of Federal Regulations, is revised by changing Items 1, 3, 4, and 6 to read as follows:

#### § 22.1 Tariff of fees, Foreign Service of the United States of America.

##### PASSPORT AND CITIZENSHIP SERVICES

Item No.	Fee
1. Execution of application for passport (22 U.S.C. 214).....	\$2.00
2. [No change]	
3. Issuance of passport (22 U.S.C. 214).....	\$10.00
4. [Vacant]	
5. [No change]	
6. Execution of application for or issuance of passport—	
(a) [No change]	
(b) [No change]	
(c) [No change]	

*Effective date.* This revision became effective upon publication of Department Regulation 108.594, 33 F.R. 12043, August 24, 1968.

(Secs. 3, 4, 63 Stat. 111, as amended; 22 U.S.C. 2658, E.O. 10718; 3 CFR, 1954-1958 Comp.)

Dated: September 26, 1969.

For the Secretary of State.

IDAR RIMESTAD,  
Deputy Under Secretary  
for Administration.

[F.R. Doc. 69-12028; Filed, Oct. 7, 1969; 8:49 a.m.]

## Title 43—PUBLIC LANDS: INTERIOR

### Chapter II—Bureau of Land Management, Department of the Interior

#### APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4705]

[Wyoming 19985]

#### WYOMING

### Partial Revocation of Stock Driveway Withdrawal

By virtue of the authority contained in section 10 of the Act of December 29, 1916 (39 Stat. 865; 43 U.S.C. 300), as amended, it is ordered as follows:

1. The Departmental Order of March 24, 1932, enlarging Stock Driveway Withdrawal No. 144 (Wyoming No. 18), is hereby revoked so far as it affects the following described lands:

#### SIXTH PRINCIPAL MERIDIAN

T. 27 N., R. 78 W.,

Sec. 3, N $\frac{1}{2}$ ;

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

Sec. 5, N $\frac{1}{2}$ ;

Sec. 6.

The areas described aggregate approximately 1,598.12 acres in Carbon County, of which 320 acres are privately owned.

The lands lie north of Medicine Bow, Wyo., in an area generally referred to as Shirley Basin. Vegetation is predominantly sagebrush-grass with scattered stands of coniferous timber and aspen in the foothills and surrounding mountains.

2. At 10 a.m. on November 7, 1969, the public lands shall be open to the operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on November 7, 1969, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

The land has been open to applications and offers under the mineral leasing laws, and to location under the U.S. mining laws subject to the regulations in 43 CFR 3400.3.

Inquiries concerning the land should be addressed to the Manager, Land Office, Bureau of Land Management, Cheyenne, Wyo.

HARRISON LOESCH,

*Assistant Secretary of the Interior.*

OCTOBER 2, 1969.

[F.R. Doc. 69-12024; Filed, Oct. 7, 1969; 8:49 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

### Lacassine and Sabine National Wildlife Refuges, La.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

#### § 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

#### LOUISIANA

#### LACASSINE NATIONAL WILDLIFE REFUGE

Public hunting of waterfowl is permitted on Lacassine National Wildlife Refuge only on the area designated by signs as open to hunting. The open area comprises 6,490 acres or approximately 20 percent of the total refuge area and is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Waterfowl hunting shall be in accordance with applicable State and Federal regulations subject to the following special conditions:

(1) Waterfowl hunting is permitted 5 half-days per week, Wednesday through Sunday, November 15, 1969, through December 21, 1969.

(2) Shooting hours: One-half hour before sunrise to 12 noon daily. Hunters may enter the refuge 2 hours prior to shooting time and must depart the hunting area by 1 p.m.

(3) Temporary blinds of native vegetation may be constructed or portable blinds can be carried in for each hunt.

(4) Airboats may not be used on the refuge.

(5) The use of retriever dogs is permitted and encouraged but they must be under control at all times.

(6) Hunting is not permitted within refuge waterways and hunters must station themselves a minimum of 50 yards inland from all streams and canals. Hunting along lake and pond edges is permissible.

(7) All guns must be encased or dismantled while traveling through waterways.

(8) Hunters shall not interfere with any refuge trapper during his daily rounds nor disturb any trap or set.

#### SABINE NATIONAL WILDLIFE REFUGE

Public waterfowl hunting on the Sabine National Wildlife Refuge is permitted only in areas designated by signs as open to hunting. These areas, comprising approximately 10,000 acres, are delineated

on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Waterfowl hunting shall be in accordance with all applicable State and Federal Regulations except for the following special conditions:

(1) Waterfowl hunting is permitted 5 half-days per week, Wednesday through Sunday, November 15, 1969, through December 21, 1969.

(2) Shooting hours: One-half hour before sunrise until 12 noon daily. Hunters may enter the hunting area 2 hours prior to legal shooting time and must depart the hunting area by 1 p.m.

(3) Firearms must be encased or dismantled when carried in transit through refuge canals.

(4) Temporary blinds of native vegetation may be constructed or portable blinds can be carried in for each hunt.

(5) Use of retriever dogs is permitted, but must be under control of hunter at all times.

(6) Livestock, fur bearers, and trapping equipment present in the hunting areas shall not be molested or disturbed by hunters.

(7) Running lights will be required on all boats using refuge canals before sunrise.

The provisions of these special regulations supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 21, 1969.

C. EDWARD CARLSON,  
*Regional Director, Bureau of  
Sport Fisheries and Wildlife.*

SEPTEMBER 26, 1969.

[F.R. Doc. 69-11993; Filed, Oct. 7, 1969; 8:46 a.m.]

#### PART 32—HUNTING

### Noxubee National Wildlife Refuge, Miss.

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

#### § 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

#### MISSISSIPPI

#### NOXUBEE NATIONAL WILDLIFE REFUGE

Public hunting of ducks and coots on the Noxubee National Wildlife Refuge, Miss., is permitted only on the area designated by signs as open to hunting. The open area of 520 acres is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Hunting shall be in accordance with all applicable State and

Federal regulations governing the hunting of ducks and coots subject to the following special conditions:

(1) Hunting will be permitted only on Mondays, Wednesdays, and Saturdays from one-half hour before sunrise to 12 noon during the period December 13, 1969, through January 11, 1970.

(2) The use of boats with electric motors is permitted within the hunting area.

(3) The construction of blinds is not permitted.

(4) Hunters will not be permitted to enter the hunting area sooner than 15 minutes before legal shooting hours.

(5) All hunters must enter and leave the waterfowl hunting area by way of the designated access point.

(6) No hunter may take more than 16 shotgun shells into the hunting area.

(7) No shooting will be permitted from the levee or the open water area immediately adjacent to the levee.

(8) All hunters are required to check out at the designated check station before leaving the area.

(9) Bag limits: To be set by flyway.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 11, 1970.

C. EDWARD CARLSON,  
*Regional Director, Bureau of  
Sport Fisheries and Wildlife.*

SEPTEMBER 26, 1969.

[F.R. Doc. 69-11994; Filed, Oct. 7, 1969;  
8:46 a.m.]

# Proposed Rule Making

## DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[ 50 CFR Part 80 ]

### RESTORATION OF GAME BIRDS, FISH, AND MAMMALS

#### Estuaries

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by section 10 of the Federal Aid in Wildlife Restoration Act, as amended (50 Stat. 917; 16 U.S.C. 669i) and by section 10 of the Federal Aid in Fish Restoration Act, as amended (64 Stat. 430; 16 U.S.C. 777i), it is proposed to amend Part 80, Title 50, Code of Federal Regulations, as set forth below. The proposed addition is in compliance with the Estuarine Act (Public Law 90-454).

#### § 80.39 Estuaries.

Estuarine environments, where freshwater inflows intermix with salt water or with the Great Lakes, are vital to fish and wildlife. The States are encouraged to consider the needs and opportunities for protecting and restoring estuaries in their comprehensive planning and in proposals for financial assistance under the Federal Aid acts.

It is the policy of the Department of the Interior whenever practicable to afford the public an opportunity to participate in the rule-making process. Accordingly, interested persons may submit written comments, suggestions, or objections to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 30 days of the publication of this notice in the FEDERAL REGISTER.

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

OCTOBER 2, 1969.

[F.R. Doc. 69-12023; Filed, Oct. 7, 1969;  
8:49 a.m.]

## DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[ 14 CFR Part 71 ]

[Airspace Docket No. 69-EA-115]

### FEDERAL AIRWAY SEGMENT

#### Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would redesignate VOR Federal airway No. 29 segment from Salisbury, Md., direct to Kenton, Del., with a west alter-

nate segment via the intersection of Salisbury 340° T (348° M) and Kenton 217° T (226° M) radials. This redesignation would shorten the en route mileage for this main airway segment. The west alternate segment would be utilized as a bypass route for the Dover AFB terminal area.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue, SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on October 1, 1969.

T. McCORMACK,  
Acting Chief, Airspace and  
Air Traffic Rules Division.

[F.R. Doc. 69-12001; Filed, Oct. 7, 1969;  
8:47 a.m.]

### [ 14 CFR Part 71 ]

[Airspace Docket No. 69-CE-78]

### FEDERAL AIRWAYS

#### Proposed Designation and Modification

The Federal Aviation Administration (FAA) is considering amendments to Part 71 of the Federal Aviation Regulations that would designate a segment of VOR Federal airway No. 216 from Iowa City, Iowa, to the Charlotte, Iowa, Intersection, extend V-67 from Paducah, Ky., to Cedar Rapids, Iowa, and revoke V-179 from Paducah, Ky., to Capital, Ill.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket

number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The FAA is considering the following airspace actions:

1. Revoke V-179 from Paducah to Capital.

2. Designate V-67 from Paducah to Capital overlying the present alignment of V-179; and extend V-67 from Capital via the intersection of the Capital 300° T (296° M) and Burlington, Iowa, 139° T (134° M) radials; Burlington; Iowa City; to Cedar Rapids.

3. Designate a segment of V-216 from Iowa City to the Charlotte Intersection via the Iowa City 062° T (057° M) radial.

The alteration to V-67 would provide a single numbered route bypassing the St. Louis, Mo., terminal area for instrument flight rule air traffic operating between Paducah and Rochester, Minn. The proposed segment of V-216 between Iowa City and the Charlotte Intersection would permit route number continuity and facilitate flight planning.

These actions are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on September 30, 1969.

T. McCORMACK,  
Acting Chief, Airspace and  
Air Traffic Rules Division.

[F.R. Doc. 69-12002; Filed, Oct. 7, 1969;  
8:47 a.m.]

### [ 14 CFR Part 71 ]

[Airspace Docket No. 69-SO-103]

### TRANSITION AREA

#### Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Milledgeville, Ga., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Regional Headquarters, Air Traffic Division, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace Branch. Any data, views or arguments 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 Federal Aviation Administration, Southern Regional Headquarters, Room 724, 3400 Whipple Street, East Point, Ga.

The Milledgeville transition area would be designated as:

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Baldwin County Airport; within 3 miles each side of the 084° bearing from Milledgeville RBN (lat. 33°09'13" N., long. 83°14'35" W.), extending from the 8.5-mile radius area to 8.5 miles east of the RBN.

The proposed transition area is required for the protection of IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface. A prescribed instrument approach procedure to Baldwin County Airport, utilizing the Milledgeville (non-federal) non-directional radio beacon, is proposed in conjunction with the designation of this transition area.

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

Issued in East Point, Ga., on September 30, 1969.

GORDON A. WILLIAMS, JR.,

Acting Director, Southern Region.

[F.R. Doc. 69-12003; Filed, Oct. 7, 1969; 8:47 a.m.]

[ 14 CFR Part 71 ]

[Airspace Docket No. 69-CE-46]

CONTROL ZONES AND TRANSITION AREAS

Proposed Revocation and Designation; Supplemental Notice

In a notice of proposed rule making published in the FEDERAL REGISTER on July 18, 1969 (34 F.R. 12106, 12107), F.R. Doc. 69-8511, the Federal Aviation Administration proposed to revoke the Peru, Ind., control zone and transition area

and to designate a control zone and transition area for Kokomo, Ind.

Subsequent to publication of the notice, an additional public use instrument approach procedure has been developed for Grissom Air Force Base. Therefore, it is necessary to issue a supplemental notice of proposed rule making redesignating the Kokomo, Ind., control zone and transition area in order to provide adequate airspace protection for aircraft executing the new instrument approach procedure. The Administration still intends to revoke the Peru, Ind., control zone and transition area as a part of this proposal.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this supplemental notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with the Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with the supplemental notice in order to become part of the record for consideration. The proposal contained in this supplemental notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations by revoking the Peru, Ind., control zone and transition area and by designating a control zone and transition area at Kokomo, Ind., as hereinafter set forth:

(1) In § 71.171 (34 F.R. 4557), the following control zone is revoked: Peru, Ind.

(2) In § 71.181 (34 F.R. 4637), the following transition area is revoked: Peru, Ind.

(3) In § 71.171 (34 F.R. 4557), the following control zone is added:

KOKOMO, IND.

Within a 5-mile radius of Grissom AFB (latitude 40°39'40" N., longitude 86°08'30" W.); within 2½ miles each side of the Grissom AFB TACAN 063° radial, extending from the 5-mile radius zone to 7 miles northeast of the TACAN; within 3½ miles each side of the Grissom AFB VOR 230° radial, extending from the 5-mile radius zone to 10½ miles southwest of the VOR; within a 5-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); within 3 miles each side of the Kokomo

VOR 039° radial, extending from the 5-mile radius zone to 7 miles northeast of the VOR; and within 3 miles each side of the Kokomo VOR 129° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR.

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

KOKOMO, IND.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Grissom AFB (latitude 40°39'40" N., longitude 86°08'30" W.); within a 6½-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); within a 5-mile radius of Logansport, Ind. Municipal Airport (latitude 40°42'40" N., longitude 86°22'35" W.); within 4½ miles each side of the Grissom AFB ILS localizer southwest course, extending from the 8½-mile and 6½-mile radii areas to 4½ miles southwest of the OM; within 3 miles each side of the Kokomo VORTAC 039° radial, extending from the 6½-mile and 8½-mile radii areas to 8 miles northeast of the VORTAC; and within 3 miles each side of the Kokomo VORTAC 129° radial, extending from the 6½-mile radius area to 8 miles southeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 85°50'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; to the point of beginning.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Kansas City, Mo., on September 17, 1969.

DANIEL E. BARROW,  
Acting Director, Central Region.

[F.R. Doc. 69-12004; Filed, Oct. 7, 1969; 8:47 a.m.]

[ 14 CFR Part 75 ]

[Airspace Docket No. 69-AL-12]

JET ROUTE

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 75 of the Federal Aviation Regulations that would designate an additional jet route from King Salmon, Alaska, via INT King Salmon 061° T (040° M) and Anchorage, Alaska, 222° T (197° M) radials; to Anchorage. This would improve air traffic control service and reduce controller to pilot communications by providing a numbered route for a radar vector route used for inbound air traffic to Anchorage.

Interested persons may participate in the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Alaskan Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 632 Sixth Avenue, Anchorage, Alaska 99501. All communications

received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on October 1, 1969.

T. McCORMACK,  
Acting Chief, Airspace and  
Air Traffic Rules Division.

[F.R. Doc. 69-12000; Filed, Oct. 7, 1969;  
8:47 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 67]

[Docket No. 18686; FCC 69-1055]

### JURISDICTIONAL SEPARATIONS

#### Changes in Implementing Procedures

In the matter of amendment of Part 67, Jurisdictional Separations, to require that a reasonable period of notice be given to interested parties in order that they may have the opportunity to comment regarding any proposed changes in the implementing procedures; Docket No. 18686.

1. Notice is hereby given of proposed rule making in the above captioned proceeding. This rule making would add § 67.2 to Part 67 of the rules to read as follows:

#### § 67.2 Changes in implementing procedures.

No change in the methodology employed in the division of revenues procedures used to implement the principles laid down in the Separations Manual shall be made except after 60 days notice to the Commission and other interested parties together with an explanation of the reasons for the proposed change. If within such 60-day period no adverse comments have been filed with the Commission, and the Commission shall not have stayed such change on its own motion, the change may be placed in effect. Otherwise the proposed change shall become effective only upon further order of the Commission.

2. The detailed methods for implementation of the Separations Manual are too voluminous and technical to be incorporated into our rules in toto. However, it is possible through changes there-

in to effect shifts in revenue requirements between the State and interstate jurisdictions. It is felt that any such changes affecting the respective revenue requirements should be made only after affording interested parties the opportunity for comment.

3. This notice of proposed rule making is issued under authority of sections 4(i), 221(c), and 221(d) of the Communications Act of 1934, as amended.

4. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested parties may file comments on or before November 3, 1969, and reply comments on or before November 20, 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 account other relevant information before it, in addition to the specific comments invited by this notice.

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

Adopted: October 1, 1969.

Released: October 3, 1969.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>1</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 69-12036; Filed, Oct. 7, 1969;  
8:49 a.m.]

### [47 CFR Part 73]

[Docket No. 18125, RM-1261; FCC 69-1069]

### FM BROADCAST STATIONS

#### Table of Assignments; Concord, N.H.

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations, (Camden, S.C., Brinkley, Ark., Concord, N.H., Pontiac, Ill., Du Quoin, Ill., Glasgow, Ky., Norman and Duncan, Okla., Glendive, Mont., Brandon and Sarasota, Fla., Columbia, S.C., Lynchburg, Va., Upper Sandusky and Gallon, Ohio, and Altavista, Va.); Docket No. 18125, RM-1254, RM-1257, RM-1261, RM-1263, RM-1266, RM-1255, RM-1282, RM-1258, RM-1262, RM-1249, RM-1264, RM-1269, RM-1268.

1. In our notice of proposed rule making (FCC 68-382) issued in this proceeding on April 10, 1968 (33 F.R. 5888), comments were invited on a number of proposals for rule making to amend the FM Table of Assignments. Among these was RM-1261, filed by Capitol Broadcasting Corp., Inc., licensee of Station WKXL (AM), Concord, N.H., requesting the assignment of Channel 288A to Concord, N.H., as follows:

<sup>1</sup> Concurring and dissenting statement of Commissioner Cox in which Commissioner Johnson joins filed as part of original document; Commissioner H. Rex Lee absent.

City	Channel No.	
	Present	Proposed
Concord, N.H.		288A

2. In our notice we stated that a site for Channel 288A would need to be about 3 miles northeast of Concord to conform with the minimum spacing rules. In comments filed May 6, 1968, in response to the notice, the petitioner stated that the only possible site that would meet the stipulation of site selection northeast of Concord is Oak Hill, the top of which is owned by the State of New Hampshire. It was claimed that the location is inaccessible 4 months of the year, and, consequently, would not be satisfactory as an FM site. Moreover, after comments were filed it was determined that Channel 288A would not be usable anywhere in the Concord area, due to the spacing requirements with Class C Channel 287, Waterbury, Vt. The petitioner's original proposal was thus defective. Because of these circumstances, the petitioner amended its original request to offer the following proposal:

City	Channel No.	
	Present	Proposed
Concord, N.H.		232A
Biddeford, Maine	232A	221A or 240A

Channel 240A assigned as a replacement channel at Biddeford would not meet spacing requirements; therefore, it cannot be considered for that community. We are reluctant to institute rule making on the assignment of Channel 221A at Biddeford, since it appears that it would preclude the assignment of the top three educational FM channels (218, 219, 220) in the general area. Pending a decision in Docket 14185 on developing a nationwide assignment plan for educational channels, we have avoided proposing assignments on Channel 221A, unless it can be shown that the impact on potential educational assignments would be minimal. Therefore, we do not propose to consider assigning to Concord the channel now specified as the only assignment at Biddeford, since no suitable replacement appears available and since another approach appears feasible.<sup>1</sup>

3. Extensive study of the possibilities of assigning a channel to Concord reveals that no assignment meeting the minimum spacing requirements at Concord is available without the changing or deletion of existing assignments. We are therefore proposing an alternate plan which appears to offer the minimum impact on the existing assignments in the area, and which involves shifting the vacant and unapplied for Channel 296A from Portsmouth, N.H.

<sup>1</sup> Lakes Region Broadcasting Corp., Inc., has a petition on file (RM-1464), which proposes to add Channel 232A at Concord with Channel 257A replacing 232A at Biddeford. Channel 257A at Biddeford would involve an undesirable site restriction. Therefore this proposal will not be entertained either.

4. Concord, with a population of 28,991 persons, is the capital of New Hampshire. It presently has but one Class IV AM station, WKXL(AM), licensed to petitioner. Of all the 50 states, Concord and Olympia, Wash., are the only state capitals that have not been provided with an FM channel in the table of assignments. Portsmouth, with a smaller population of 25,833 persons, has two FM assignments, consisting of a vacant Class A and an occupied Class B channel. Two AM stations are licensed in Portsmouth, a daytime-only and an unlimited-time station. The Class B FM and daytime AM station are operated by a common licensee. Thus, Concord has but one local outlet, whereas Portsmouth presently has provision for four.

5. In view of the existing facilities, relative populations and importance of the two cities, we are of the opinion that reassignment of the Class A channel from Portsmouth to Concord would result in a more fair and equitable distribution of available facilities in the area. We are therefore inviting comments on our proposal to assign an FM channel to Concord by the following plan:

City	Channel No.	
	Present	Proposed
Concord, N.H.		296A
Portsmouth, N.H.	262, 296A	262

6. Authority for the adoption of the amendments proposed herein is contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

7. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before November 10, 1969, and reply comments on or before November 20, 1969. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

8. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: October 1, 1969.

Released: October 3, 1969.

FEDERAL COMMUNICATIONS COMMISSION,<sup>1</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[P.R. Doc. 69-12038; Filed, Oct. 7, 1969; 8:50 a.m.]

[ 47 CFR Part 73 ]

[Docket No. 18687, RM-1486; FCC 69-1070]

TELEVISION BROADCAST STATIONS

Table of Assignments; Columbus, Ohio, etc.

In the matter of amendment of § 73.606, Table of Assignments, Television

<sup>1</sup> Commissioner H. Rex Lee absent.

Broadcast Stations (Columbus, Mansfield, and Newark, Ohio); Docket No. 18687, RM-1486.

1. On July 25, 1969, a joint petition was filed with the Commission by Nationwide Communications, Inc. (Nationwide), the Ohio State University (OSU), and the Board of Education of Newark, Ohio (BENO), requesting amendment of the Table of Television Assignments (§ 73.606 of the rules) to substitute Channel 28 for Channel 47 at Columbus, Channel \*47 for Channel \*31 at Mansfield, and Channel \*31 for Channel \*28 at Newark, all in the State of Ohio. No comments or oppositions were filed.

2. The joint petition before us is an attempt by the petitioners to resolve the controversy arising from the following circumstances. Nationwide is the permittee of commercial television broadcast Station WNCI-TV, authorized to operate in Columbus, Ohio, on Channel 47. Nationwide was awarded its permit on May 19, 1967. On January 5, 1968, it filed an application to modify its permit to change the transmitter site and to increase antenna height and effective radiated power (File No. BMPCT-6721). On February 16, 1968, a petition to deny the modification application was filed by OSU on the basis of anticipated interference to its radio observatory, resulting from the fourth harmonic of the WNCI-TV frequency. In order to resolve the problem, discussions between representatives of OSU and Nationwide were held. As a result, Nationwide, OSU, and BENO (licensee of educational television Station WGSF-TV, Channel \*28, Newark) have entered into an agreement which has resulted in the instant petition requesting the channel reassignments described above.

3. Columbus is assigned Channels 4, 6, 10, \*34, 47, and \*56, all of which are occupied except for Channel \*56 which has no application pending for its use. Newark has two assignments, Channels \*28 (occupied by BENO) and 52, which has no outstanding application. Channel \*31 is Mansfield's sole assignment. It has no application pending for its use.

4. Petitioners advocate the replacement of Channel 47 with Channel 28 at Columbus, and the changes such a shift requires in view of our minimum mileage separation rules, i.e., Channel \*47 for Channel \*31 at Mansfield and Channel \*31 for Channel \*28 at Newark, on five brief grounds: First, the proposed shifts would eliminate or minimize interference with the scientific work and research being conducted by OSU at its Radio Observatory; second, Nationwide's WNCI-TV operating on Channel 28 in place of its present Channel 47 could proceed with its modifications which are designed to bring better service to Columbus; third, BENO's WGSF-TV, proposed to operate on Channel \*31 in place of its present Channel \*28 in Newark, would be able to provide its principal community with finer educational service at no additional cost to it, in that the total cost of its channel shift and a completely modernized transmitter is to be

borne by Nationwide; fourth, the shifts proposed do not deprive any community involved of present or potential television service; and fifth, there would be an elimination of a time consuming controversy between Nationwide and OSU thereby advancing the processes of the Commission.

5. In view of the foregoing and the fact that all the reassignments proposed appear to meet our minimum mileage separation requirements, we propose to consider the replacement of Channel 47 with Channel 28 at Columbus, Channel \*31 with Channel \*47 at Mansfield and Channel \*31 with \*28 at Newark, all in the State of Ohio. Our proposed action would change the television assignments in § 73.606 of the rules for the cities listed below to read as follows:

City	Channels
Columbus, Ohio	4-, 6+, 10+, 28, *34, *56
Mansfield, Ohio	*47
Newark, Ohio	*31, 52

6. Petitioners also request the issuance of show-cause orders looking toward modification of the authorizations of WNCI-TV at Columbus and WGSF-TV at Newark. Such procedure is unnecessary since the parties involved have proposed the modification. It is our intention, if the decision to amend the table of assignments is adopted in this proceeding to modify (after all necessary engineering data is submitted and approved) the permit of WNCI-TV and the authorization of WGSF-TV, to specify, as requested by petitioners, operation on Channel 28 and Channel \*31 respectively.

7. Authority for the action proposed herein is contained in sections 4(i), 303, 307(b), and 316 of the Communications Act of 1934, as amended.

8. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations interested parties may file comments on or before November 10, 1969, and reply comments on or before November 20, 1969. All submissions by parties to this proceeding, or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

9. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all written comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

Adopted: October 1, 1969.

Released: October 3, 1969.

FEDERAL COMMUNICATIONS COMMISSION,<sup>1</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[P.R. Doc. 69-12037; Filed, Oct. 7, 1969; 8:50 a.m.]

<sup>1</sup> Commissioner H. Rex Lee absent.

# Notices

## DEPARTMENT OF THE TREASURY

Internal Revenue Service

ALMAS OBEY HAYES

### Notice of Granting of Relief

Notice is hereby given that Almas Obey Hayes, 3304 Main Street, Pine Bluff, Ark., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on October 17, 1963, in the Jefferson County Circuit Court, Pine Bluff, Ark., of an offense punishable by imprisonment for a term exceeding 1 year, as defined by 18 U.S.C. 921(a)(20). Unless relief is granted, it will be unlawful for Almas Obey Hayes, because of such conviction to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be prevented under chapter 44, title 18, United States Code, from obtaining a license under that chapter as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968 (82 Stat. 236; 18 U.S.C., Appendix) it would be unlawful for Mr. Hayes to receive, possess or transport in commerce or affecting commerce a firearm. Notice is hereby further given that I have considered Almas Obey Hayes' application and have found:

(1) The conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety and that the granting of the requested relief to Almas Obey Hayes from disabilities incurred by reason of his conviction would not be contrary to the public interest.

It is ordered, Pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code, and delegated to me by the regulations in Title 26, Part 178, Code of Federal Regulations, that Almas Obey Hayes be, and he hereby is granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment or possession of firearms incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 2d day of October 1969.

[SEAL] RANDOLPH W. THROWER,  
Commissioner of Internal Revenue.

[F.R. Doc. 69-12022; Filed, Oct. 7, 1969; 8:48 a.m.]

## POST OFFICE DEPARTMENT

DEPUTY ASSISTANT POSTMASTER  
GENERAL FOR LOGISTICS, BU-  
REAU OF OPERATIONS

### Delegation of Authority

Notice is hereby given that on September 18, 1969, the Assistant Postmaster General, Bureau of Operations, delegated authority to execute contracts for mail transportation to the Deputy Assistant Postmaster General for Logistics, Bureau of Operations.

(5 U.S.C. 301, 39 U.S.C. 501, 39 CFR 812.1(c), 812.4(a))

DAVID A. NELSON,  
General Counsel.

[F.R. Doc. 69-11998; Filed, Oct. 7, 1969; 8:46 a.m.]

## DEPARTMENT OF THE INTERIOR

Bureau of Land Management  
CALIFORNIA

### Notice of Filing of Protraction Diagram

SEPTEMBER 25, 1969.

Notice is hereby given that effective November 10, 1969, the following protraction diagrams Nos. 151, 154, and 156, approved May 29, 1969, are officially filed and of record in the Sacramento Land Office. In accordance with Title 43, Code of Federal Regulations, these protractions will become the basic record for describing the land for all authorized purposes at and after 10 a.m. of the above date. Until this date and time, the diagrams have been placed in the open files and are available to the public for information only.

CALIFORNIA PROTRACTION DIAGRAM 151

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 12 N., R. 16 E.,  
Secs. 1 and 2, all;  
Sec. 3, NE $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Secs. 10 through 15, all;  
Secs. 22 through 26, all;  
Sec. 27, N $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Sec. 35, N $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Sec. 36, N $\frac{1}{2}$ , SW $\frac{1}{4}$ .

T. 11 N., R. 17 E.,  
Sec. 3, W $\frac{1}{2}$ ;  
Sec. 4, all;  
Sec. 5, N $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Sec. 6, NE $\frac{1}{4}$ .

T. 12 N., R. 17 E.,  
Sec. 3, NW $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Sec. 4, all;  
Sec. 5, E $\frac{1}{2}$ ;  
Sec. 7, W $\frac{1}{2}$ ;  
Sec. 10, all;  
Sec. 15, N $\frac{1}{2}$ ;  
Sec. 18, W $\frac{1}{2}$ ;  
Sec. 19, SE $\frac{1}{4}$ ;  
Sec. 20, all except N $\frac{1}{2}$ ;  
Sec. 21, all except NE $\frac{1}{4}$ NE $\frac{1}{4}$  and NW $\frac{1}{4}$ ;  
Sec. 22, all except N $\frac{1}{2}$ N $\frac{1}{2}$ ;  
Sec. 23, all except NE $\frac{1}{4}$  and N $\frac{1}{2}$ NW $\frac{1}{4}$ ;

Sec. 26, N $\frac{1}{2}$ ;  
Sec. 27, N $\frac{1}{2}$ , SW $\frac{1}{4}$ ;  
Sec. 28, N $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Sec. 29, N $\frac{1}{2}$ , SW $\frac{1}{4}$ ;  
Sec. 30, all;  
Sec. 31, N $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Sec. 32, W $\frac{1}{2}$ , SE $\frac{1}{4}$ .  
T. 11 N., R. 18 E.,  
Sec. 4, W $\frac{1}{2}$ ;  
Sec. 5, E $\frac{1}{2}$ .

CALIFORNIA PROTRACTION DIAGRAM 154

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 20 N., R. 6 E.,  
Sec. 2, NW $\frac{1}{4}$ ;  
Sec. 3, N $\frac{1}{2}$ .  
T. 22 N., R. 6 E.,  
Sec. 25, NE $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Sec. 36, all.  
T. 22 N., R. 8 E.,  
Sec. 5, W $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Sec. 6, all;  
Sec. 7, all;  
Sec. 8, N $\frac{1}{2}$ , SW $\frac{1}{4}$ .

CALIFORNIA PROTRACTION DIAGRAM 156

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 27 N., R. 4 E.,  
Sec. 6, NW $\frac{1}{4}$ .  
T. 28 N., R. 2 E.,  
Sec. 19, S $\frac{1}{2}$ ;  
Sec. 20, S $\frac{1}{2}$ ;  
Sec. 21, SW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
Sec. 27, W $\frac{1}{2}$ ;  
Sec. 28, NW $\frac{1}{4}$ , E $\frac{1}{2}$ ;  
Sec. 29, N $\frac{1}{2}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ ;  
Sec. 30, N $\frac{1}{2}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ .  
T. 28 N., R. 3 E.,  
Sec. 25, NE $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Sec. 36, all.  
T. 28 N., R. 4 E.,  
Sec. 28, NW $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Sec. 29, all;  
Sec. 32, N $\frac{1}{2}$ , SW $\frac{1}{4}$ ;  
Sec. 33, N $\frac{1}{2}$ .

Copies of these diagrams are for sale at two dollars (\$2.00) each by the Survey Records Office, Bureau of Land Management, Room E-2807, Federal Office Building, 2800 Cottage Way, Sacramento, Calif. 95825.

JOHN E. CLUTE,

Chief,

Branch of Title and Records.

[F.R. Doc. 69-11997; Filed, Oct. 7, 1969; 8:46 a.m.]

## IDAHO

### Notice of Filing of Protraction Diagram

OCTOBER 1, 1969.

Notice is hereby given that effective at and after 10 a.m. on November 10, 1969, the following protraction diagram is officially filed of record in the Idaho Land Office, Room 390, Federal Building, Boise, Idaho 83702. In accordance with Title 43, Code of Federal Regulations, this protraction will become the basic record for describing the lands for all authorized uses. Until this date and time the diagram has been placed in open file and is available to the public for information only.

## IDAHO PROTRACTION DIAGRAM NO. 22

BOISE MERIDIAN

Approved September 4, 1969

Ts. 29 and 30 N., Rs. 11, 12, and 13 E.

Copies of this diagram are for sale at two dollars (\$2.00) each by the Cadastral Engineering Office, Bureau of Land Management, Room 334, Federal Building, 550 West Fort Street, Boise, Idaho 83702.

ORVAL G. HADLEY,  
Manager,

Land Office, Boise, Idaho.

[F.R. Doc. 69-11996; Filed, Oct. 7, 1969;  
8:46 a.m.]

## Fish and Wildlife Service

[Docket No. A-507]

## THEODORE F. MOSSBURG

## Notice of Loan Application

Theodore F. Mossburg, Box 1401, Sitka, Alaska 99835, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 40.1-foot registered length wood vessel to engage in the fishery for salmon.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised) that the above-entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic hardship or injury.

C. E. PETERSON,  
Chief,

Division of Financial Assistance.

[F.R. Doc. 69-11995; Filed, Oct. 7, 1969;  
8:46 a.m.]

## DEPARTMENT OF AGRICULTURE

## Forest Service

## ELEVEN POINT WILD AND SCENIC RIVER

## Classification, Boundaries, and Development Plan

Pursuant to authority delegated to the Chief, Forest Service, by the Secretary of Agriculture dated November 29, 1964 (29 F.R. 16210), the classification, boundaries, and development plan for that part of the Eleven Point Wild and Scenic River in and adjacent to the Mark Twain

National Forest, Mo., are established as hereinafter set forth. The material which follows is all contained in the River Plan for the Eleven Point River, copies of which were furnished the President of the Senate and the Speaker of the House of Representatives on October 1, 1969, in accordance with subsection 3(b) of the Wild and Scenic Rivers Act (82 Stat. 908).

EDWARD P. CLIFF,  
Chief, Forest Service.

*Summary.* Congress has recognized that certain selected rivers, because of favorable environments and outstanding characteristics should be preserved in free-flowing condition and their immediate environments protected for the benefit and enjoyment of present and future generations. Public Law 90-542, the Wild and Scenic Rivers Act, meets this need by instituting a National Wild and Scenic Rivers System.

The Eleven Point River was authorized for inclusion into the system. The Forest Service, U.S. Department of Agriculture, was designated as the Agency to administer the river, and was charged with making extensive studies to determine whether the river shall be managed as wild, scenic, recreation, or a combination of all three.

These studies have been accomplished, and have resulted in a decision to designate 44.4 miles of the Eleven Point River in Missouri as a Scenic River under terms of the Wild and Scenic Rivers Act. The studies also resulted in the present management plan. The views and recommendations of interested groups and individuals were solicited as well, and given careful consideration in drawing up the management plan.

More detailed planning documents and source material, including a multiple-use management plan and recreation composite plan, and other resource plans are maintained and are available to the public at the following Forest Service offices:

Regional Forester, U.S. Forest Service, 633 West Wisconsin Avenue, Milwaukee, Wis. 53203.

District Ranger, Doniphan Ranger District, Doniphan, Mo. 63935.

Forest Supervisor, Mark Twain National Forest, Belcrest and East Trafficway, Springfield, Mo. 65802.

District Ranger, Winona Ranger District, Winona, Mo. 65588.

District Ranger, Van Buren Ranger District, Van Buren, Mo. 63965.

The following plan establishes boundaries, determines classification, and presents the necessary developments for the Eleven Point Scenic River.

*A. Location and classification.* The Eleven Point River originates near Willow Springs, Mo., and flows southeastwardly through Howell and Oregon Counties. It flows for over 100 miles before merging with the Spring River in Randolph County, Ark. The watershed is in the Salem Plateau physiographic province of south-central Missouri and north-central Arkansas. This province is a part of the region called the Ozarks. Approximately 600,000 acres of land are tributary to the Eleven Point River at

State Highway 142. One hundred and eighty-five thousand acres are within the Mark Twain National Forest boundaries. The 44.4-mile segment of the Eleven Point included in this plan is between State Highway 99 near Thomasville and State Highway 142 near Gatewood in Oregon County, Mo. State Highway 142 is 4 miles upstream from the Missouri-Arkansas line.

The Scenic River Area varies in width, depending upon topographic and special features, but averages less than 320 acres per mile as specified in Public Law 90-542. The boundary is described in the appendix of this plan.

Boundaries are located along land-line descriptions to include those lands essential for protection and management of the river and its environment. The total area included is 14,191 acres. Of this, 3,087 acres are National Forest land and 11,104 acres are private land. There are no State or county lands or other ownerships.

The entire 44.4-mile segment of the Eleven Point is classified as a Scenic River according to criteria established in Public Law 90-542. The classification and criteria in this Act, section 2, subsection (b), states that Scenic Rivers are:

Those rivers or sections of rivers that are free of impoundments, with shorelines or watersheds still largely primitive and shorelines largely undeveloped but accessible in places by roads.

The Eleven Point River is free of impoundments throughout the entire length protected by the Act. There are no impoundments on any of the major tributaries.

The watershed of the Eleven Point Scenic River Area is approximately 70 percent forested with oak-hickory and shortleaf pine. The nonforested area consists predominantly of small farms with ownership averaging less than 300 acres each. The principal land use is pasture and hay meadow supporting beef cattle husbandry. There are several small communities in the Eleven Point River basin, ranging in size from a few dwellings to nearly 2,000 population. No communities exist within the boundaries of the Scenic River Area.

The shoreline along the Eleven Point is largely natural and primitive. Approximately 85 percent of the lands adjacent to the river are forested or unimproved lands. The remaining lands are open fields which are mostly screened from the river by a strip of trees and shrubs.

There are some privately owned cabins within the boundaries.

Road access to the Scenic River Area includes State Highways 99 and 142 at the upper and lower terminal, respectively, and State Highway 19 and U.S. Highway 160 within the designated boundaries. Several unimproved gravel-surfaced roads terminate at or near the river.

*B. Characteristics and history.* Free-flowing water and great clarity and high quality, in a setting of the beautiful Ozark Mountains, is an outstanding feature of the Eleven Point River. The river is small at Thomasville, in the upper

reaches, but slowly gains volume from numerous springs along its course. This section has shallow riffles and long, deep holes.

The tempo of the river changes dramatically at the junction of the Greer Spring Branch. This magnificent underground river boils out of the rock at the bottom of a steep hollow, rushes downstream for 1.6 miles, and immediately transforms the Eleven Point into a large, swift, cold river. The impact of Greer Spring is apparent for the remainder of the river. The river is characterized from this point by swift, tumbling shoals and long, deep, clear pools.

Springs are an integral part of the river, not only for the quantity and quality of water, but also for their individual character and beauty. Springs such as Posy emerge at the base of a bluff, tumble over large, moss-covered sandstone boulders for a short distance and enter the river. Roaring Spring comes out of a horizontal crack in the face of a bluff and the water enters the river directly. Graveyard Spring bubbles out of the sand in a field and flows a few hundred yards, entering the river at two different locations. The large springs such as Greer, Blue, and Morgan are more easily described as underground streams or rivers, and each is an outstanding natural phenomenon. As the river carved its channel through time, large bluffs of dolomite and sand stone were exposed. Wind, rain, frost, and roots have further acted on the face of these bluffs. Large boulders lie at the base of these bluffs as mute testimony to these interacting forces.

Juniper trees take root in cracks on bluffs and exist for centuries, reflecting their hardship in twisted shapes and dead branches. Shortleaf pine and oak predominate on the ridges and slopes. In the bottoms, sycamores and other bottomland hardwood species form an arching canopy over the river. Numerous shrubs and smaller plants present in these different biotic communities add interest and character to the landscape. Dogwood, redbud, azalea, serviceberry, and a multitude of wild flowers take their turn in nature's panorama of seasonal color.

The permanent residents of the river and its environment are varied and many. Squirrel, quail, and numerous birds add to the beauty and sounds of the riverscape. White-tailed deer, beaver, muskrat, blue heron, wild turkey, and an occasional eagle frequent the river's edge. The howl of a coyote on a ridgetop late in the evening adds mystery and wildness to the experience. In the river are largemouth bass, smallmouth bass, rock bass, walleye, trout, and numerous smaller species. Natural production of fish in the river is low.

The river has been used by man from around 10,000 B.C. The early tribes were probably hunters and moved about in small family groups. Around A.D. 1,000, the people began rudimentary agricultural practices. Village structure was more evident, as is seen at the Pigman Mound.

Early Spanish explorers may have entered the area in their unsuccessful search for silver and gold. These men, like the French trappers who followed them, left little imprint on the landscape. During these early explorations, the Eleven Point country was within the territory of the Osage Indians.

In 1809, just 6 years after the Louisiana Purchase, the first pioneer settled along the Eleven Point. The man was a veteran of the Revolutionary War who came West to hunt and trap. Within a few years other hunters and trappers arrived and ended the era of the Indian. By 1830, all of the Indians were moved from the region and permanent white settlers were arriving from Kentucky, Tennessee, West Virginia, and Virginia. They cleared the bottomlands for small farms and hunted game in the surrounding hills.

In the period from 1890-1910, most of the virgin timber was removed from the watershed. Agriculture was attempted for a few years on the ridges; but drought and erosion caused abandonment of most homesteads. A few people were able to sustain themselves by raising cattle. By 1930, the area had reached its population peak. At Turners Mills, the village of Surprise had a post office and a population of almost 50 people. Today the only monuments to this settlement are old foundations, a schoolhouse, and a mill wheel. Since 1930, the population of the Eleven Point country has been declining.

Most of the persistent residents are those who increased their land holdings and are managing for livestock or second-growth timber. There are some commercial recreation services available such as canoe rentals. A few summer homes have been built along the river.

During the entire history, the Eleven Point has been a free-flowing stream. Only during the timber boom years was there any attempt to manage the stream. Loggers built small retaining dams to float logs to the mills. The only remnants of that era are the few large boulders which now form the Mary Decker Shoals. All attempts to harness water power were at the larger springs. Greer Springs, Turners Mill Spring, Boze Mill Spring, and Thomasson Mill Spring were harnessed to grist mills at one time.

The present status of man's impact on the river is limited to a few roads, an occasional summer cabin and farm structure, and some evidence of agriculture including livestock husbandry and row crops.

**C. Resources—Recreation.** The clear water of the Eleven Point River and the beautiful Ozark Mountain setting provide outstanding scenery and esthetic values for mid-America. The existing quality of the river and its immediate environment offers a unique river experience. Springs, bluffs, caves, and wooded slopes provide continuous change and variety to the riverscape.

Abandoned farmsteads and grist mills record the early history of the region. Remains of early Indian activities along the river are evident from arrowheads and tools found on high benches. One

large mound exists and is one of the outstanding archaeological features of the region.

A wide variation of biotic communities provides opportunities for either casual or scientific investigation.

The area affords a wide range of outdoor recreational experiences. Though there are some stretches of fast water, it is not a difficult stream to float and it lends itself to family-type participation in a high quality type of outdoor recreation. This and other kinds of recreation can be enjoyed practically all year for this is not a region of severe and prolonged winters. It is an area where the fisherman, the picnicker, the camper, the hiker, the bird watcher, and all others who revel in the beauties and attractions of nature may enjoy outdoor pastimes in this magnificent river country of Missouri.

**Wildlife.** Wildlife species are many and varied and afford a wide range of sporting opportunities. There are equal opportunities for esthetic appreciation and scientific study. Bird song and squirrel chatter accompany the floater down the river. Deer may be seen, along with beaver, muskrat, blue heron, quail, wild turkey, and even an occasional eagle. In this wild setting, bird study and observation can be a rewarding experience.

The river bottoms and associated uplands provide good diversity of habitat conditions and support a variety of small animal life. Wild turkeys and white-tailed deer are increasing. Bobcats, coyotes, foxes, and raccoons are common along the waterways and adjacent bluffs.

Birds are the most common wildlife observed along the river. Herons, wood ducks, and bobwhite quail, along with numerous songbirds, add significantly to the esthetic values. Beavers, muskrats, turtles, and banded watersnakes provide an occasional glimpse to the visitor. The river supports populations of largemouth and smallmouth bass, rock bass, walleye, rainbow trout, and a variety of suckers and minnows. Trout are stocked periodically by the Missouri Department of Conservation.

The Eleven Point is not recognized as an outstanding fishing stream. Although fishing is an important recreation activity, the potential is limited because of low fertility of the habitat.

Hunting in the Scenic River Area provides about 1,000 visitor days annually. Deer hunting pressure is greater along the river than in most upland areas. Small game hunting is primarily confined to farmlands and open fields.

Spearing or gigging fish from john-boats at night with the aid of lights is a popular local sport during the fall and early winter.

**Water.** The water of the Eleven Point is clear, free-flowing, and of high quality. Water with a deep, blue-green color is characteristic of the Eleven Point River. The present water quality is highly suitable for esthetic and recreational use. The clarity is a result of the infertility of the contributing basin. The blue-green coloration is from the high content of calcium and magnesium carbonate

and phytoplankton. Water temperature in the river is affected by the consistent 55°-60° F. temperatures of the large contribution of spring water.

The river is fed by numerous delightful springs, some of them of large quantity, including Greer Spring with an average annual flow of 238,400 acre feet, making it the second largest spring in Missouri, a State famous for its springs.

Based on water quality samples taken over the past few years, there are few contaminants in the river today. There is minor contamination from litter, flotsam, debris, sediment, and agricultural nutrients.

Pesticides, fertilizers, and other agricultural chemicals if used to excess in the watershed could change the color, clarity, and purity of the river. At present, the effect of these pollutants in the river has not been determined.

Water quantity below Greer Spring is always sufficient for recreational uses. Because of the underground drainage to the major springs in the area, surface flow above the Greer Spring branch is frequently low.

U.S. Geological Survey water quantity measuring stations exist near Thomasville, in Greer Spring and at the bridge at Riverton.

**Vegetation.** Vegetation as seen from the river and throughout the Scenic River Area is both varied and beautiful. Many plant communities form the setting for the visitors and thus represent one of the most important facets of overall management.

Variations in geology, soils, aspect, and past land uses all contribute to the range and variety of plant communities. Recently formed gravel bars support willow, sycamore, and river birch, while in close proximity are deep alluvial soils growing ash, boxelder, hackberry, elm, sugar maple, and an occasional basswood. Above these sites, on adjacent slopes, are typical oak-hickory and oak-pine stands. Small pockets of tall grass prairie vegetation may be observed on shallow soils located on the steeper slopes. Groves of shortleaf pine occupy an occasional skyline at the crest of steep bluffs.

The smaller vegetation found in the understory is extremely rich and varied. Flowering dogwood, redbud, Juneberry, wild plum, blackhaw, and azalea add color and interest to the landscape. Fire pink, columbine, wild rose, sweet william, and bluebell, along with many other flowering forbs and shrubs, add to the changing landscape throughout the season.

Areas of unique botanical value are present at Greer Spring and The Narrows.

**Minerals.** Gravel is occasionally removed from the stream bed and adjacent banks for both domestic and commercial use. One large commercial operation exists above State Highway 99 just outside the Scenic River boundary.

**D. Objectives.** Congress set forth the objectives for the management of designated rivers in the National System of Wild and Scenic Rivers through Public

Law 90-542. Primary objectives of management for the Eleven Point River are as follows:

1. Protect and enhance the scenic, recreational, geologic, fish and wildlife, historic, cultural, archeological, scientific, and other values.

2. Preserve the river in a free-flowing condition.

3. Protect the river and its immediate environments for the benefit and enjoyment of present and future generations.

4. Protect water quality and fulfill other vital national conservation purposes.

5. Direct management activities and programs toward providing a range of outdoor experiences along a free-flowing river in a natural environment.

**E. Management and development.** Public lands (administered by Forest Service):

1. **Public access and facilities.** State Highway 19 and U.S. Highway 160 cross the Scenic River Area within the established boundaries. State Highways 99 and 142 form the upstream and downstream boundaries. These four existing roadheads will provide vehicular access to the Scenic River.

The use of motor vehicles will not be allowed for recreational purposes. However, where this type of use is established and necessary for the planting, care or harvest of farm crops, or for access to existing residences on private land, it will continue.

Outboard motors represent an undesirable intrusion and will be restricted to the extent of authority available.

A system of foot trails will afford additional access to the river and to much of the Scenic River Area. Trails constructed for foot travel are compatible and necessary to expand recreation opportunities within the Scenic River zone. There are no trails in the Scenic River Area at this time.

Sanitation facilities will be located above the 100-year flood level. Two auto access campgrounds are planned, one near Greer crossing, and the other at Riverton. All recreation facilities will be in accordance with Forest Service standards and will be approved by the Regional Forester. Where standard plans are not available, special facilities appropriate to the environment will be designed.

Float camps accessible by boat or trail will be located at intervals along the river. Tentative sites for these are in the vicinity of Braswell Ford-Cane Bluff, Turners Mill, Horseshoe Bend, mouth of Whites Creek, and the mouth of Piney Creek. Future sites that could be developed as float camps are in the vicinity of Spring Creek, Little Hurricane Creek, and Old River Hollow. Sites will contain a maximum of four family units, with the exception of Whites Creek, which will have four units on each side of the creek. The camps will be located in areas where the mouth of a creek or backwater slough provides screening from the river. All sanitary facilities will be located above the 100-year projected flood level. Units will be located at least 200 feet from the main riverbank, if

possible, over 100 feet apart, and screened from the river. All facilities at these float camps will be rustic in design and will include tables, toilets, tent pads, fireplaces, boat landings, and rock cairns to mark their locations.

Visitor information structures are planned at Greer Spring and The Narrows. They shall be unobtrusive and will blend with the backdrop. Native materials will be used.

Interpretive trails, carefully blended into these fragile environments to reduce the total impact on the landscape, shall be maintained in conjunction with the Interpretive Centers.

No commercial recreation facilities are planned on National Forest lands within this area. However, opportunities exist in the vicinity for various commercial operations which would complement the management of the scenic river.

2. **Fish and wildlife.** Release or restocking of fish and wildlife will be primarily with native species, with the exception of rainbow trout. Any increase in the present trout stocking program will be carefully reviewed with respect to the overall impact on the area. The use of motor vehicles for planting of fish will take place only at public auto access areas.

Hunting and trapping will be permitted under regulations established by the Missouri Department of Conservation. The use of poison baits or cyanide guns for predator control will be prohibited.

Habitat management for both fish and wildlife will reflect equal considerations of game and nongame species, and all practices employed will insure the protection of scenic and other values of the Scenic River Area.

3. **Timber.** Any commercial and cultural timber practices will be designed with the primary objective of protecting or enhancing the scenic values. All slash and debris resulting from any operation or practice shall be treated so as to minimize its adverse effect on scenic and recreation values. Control or salvage measures necessary for diseased or damaged trees or other vegetation will be carefully weighed against the adverse impact on the scenic values to determine if the control is warranted.

Native species will be used in all areas where seeding or planting is required. Careful study of the ecological requirements regarding site and species will be made in all cases. Special management protection measures will be needed for areas of unique biological value.

4. **Water.** Watershed rehabilitation projects will be designed to insure protection and enhancement of the scenic values.

Water quality and quantity monitoring systems will be maintained near Thomasville, Greer Spring, Hurricane Creek, and Bardley.

5. **Forage.** Cattle and hay permits will be granted only in instances where all aspects of management are compatible with other resources and the primary objectives of the area.

Revegetation for either hay meadow or pasture will require application of plant foods, adequate measures to prevent soil erosion, and inclusion of plant species beneficial to wildlife.

6. *Minerals.* Permits to remove common varieties of rock and mineral materials and for prospecting or mineral leasing will be issued in the Scenic River zone only if the activity can take place in a manner compatible with scenic river values.

7. *Fire, insects, and disease.* Maximum protection of the area's unique values will be provided in all fire suppression activities, but mechanized use will be limited. Fireproofing measures will be provided for all managed campsites or areas of concentrated public use. Fire protection outside the existing Forest boundary will be provided through cooperation with the Missouri Department of Conservation.

Pesticide use will be controlled through approval by the appropriate State and Federal committees prior to application. Chlorinated hydrocarbons (DDT and other hard pesticides) will not be used for any purpose.

8. *Structures, signs, and activities.* Structures for administrative use other than visitor information services will be prohibited.

Signs will not be permitted within sight of the river. Points of interest near the river will be marked by the use of rock or log cairn. Signs out of sight of the river and within the river zone will be held to a minimum and rustic in character.

The long term and continuing impact of human use on the river and its environment is not fully understood. For this reason studies will be conducted to develop criteria for protection and management necessary to insure a meaningful scenic river experience.

F. *Non-Federal lands.* There are approximately 11,100 acres of privately owned lands within the boundaries of the Scenic River Area. Land uses present on these acreages include 5,655 acres in woodland, 4,590 acres in unimproved pasture and open woodlands, 470 acres of annual cultivation, and 385 acres in improved pasture.

There is one small general store, one privately operated camping area, and a number of cabins and summer homes.

Four large ownerships represent over 60 percent of the private land within the boundaries of the Scenic River.

There are three large ranching operations that combine cattle raising with limited cropping.

Less than 10 percent of the total acreage of private lands is subject to intensive farming practices. The main source of livestock forage is provided in the uplands. Bottomland fields are usually small, often isolated and subject to flooding. The acreage under cultivation has declined rapidly over the last 30 years and all indications are that this trend will continue.

Associated features such as farm buildings, fences, and roads are evident in a few areas of more intensive land use.

G. *Landownership adjustment.* Acquisition of land within the Scenic River Area is needed to insure the necessary protection and management and to provide opportunities for public use and enjoyment. Areas having outstanding scenic, esthetic, historical, or archeological values will, in most cases, be purchased in fee. The archeological site at the Pigman Mound, springs such as Greer, and historical and scenic areas like The Narrows are examples of tracts needed in public ownership.

The number of access areas and size of recreation facilities, represents one of the important opportunities for managers to balance recreation use with the capacity of the environment. For this reason, all access and development sites should be in public ownership.

Approximately 50 cabins and summer homes are located within the Scenic River Area. Some of these are located on the banks of the river and represent an undesirable intrusion on the river and its environment. The associated uses of powerlines, dumps, boat docks, and roads often compound this intrusion. Those cabins or structures having a direct and adverse effect will be purchased under the provisions outlined in the Wild and Scenic Rivers Act.

Additional acreages will be acquired to protect or enhance scenic values which cannot be acquired under scenic easements.

The Wild and Scenic Rivers Act limits fee acquisition to an average of 100 acres per mile or 4,400 acres total.

All lands not acquired in fee will be covered under scenic easements. Easements will be used to limit or control new uses and developments that would have an adverse effect on the Scenic River Area. They may also be used with the owner's consent to limit or correct incompatible uses or developments now on the land.

H. *Cooperation.* This plan has been reviewed by Governor Hearnes' Wild River Committee, representatives of the Missouri Department of Conservation and the Missouri Conservation Federation, and by various interested groups and citizens. The water quality monitoring system was reviewed with representatives of the Missouri Water Pollution Board.

Cooperation will continue throughout the implementation and administration of the Eleven Point Scenic River Area.

EXTERIOR BOUNDARY—ELEVEN POINT SCENIC RIVER AREA, MARK TWAIN NATIONAL FOREST, MO., 1969

In the following descriptions of the exterior boundaries of the Scenic River Area the intent is to define lines which can, if and when necessary, be accurately established and marked on the ground by an authorized land surveyor in accordance with the rules for Dependent Resurveys and Section Subdivision as set forth in the U.S. Department of Interior, Bureau of Land Management, Manual of Surveying Instructions for the Survey of the Public Lands of the United States, and with the Statutes of the State of Missouri pertaining to land surveys. The U.S. Government Public Land Survey

corners are controlling throughout for bearings and distances.

The Eleven Point Scenic River Area, Mark Twain National Forest, Eastern Region, as reported to Congress pursuant to section 3(a) of the Wild and Scenic Rivers Act (Public Law 90-542)—

Being that part along and within each side of the Eleven Point River in Tps. 24 and 25 N., Rs. 4 and 5 W.; Tps. 24 and 25 N., R. 3 W.; and Tps. 22, 23, and 24 N., R. 2 W., of the fifth principal meridian, Oregon County, Mo., beginning at the point of intersection with the centerline of State Route 99 and the south township line of T. 25 N., R. 5 W., said point of intersection being 7.01 chains east of the standard corner to secs. 31 and 32 on the township line; thence, on the following metes and bounds, courses back to the point of beginning:

Sec. 32, T. 25 N., R. 5 W.

N. 2°00' W., 3.40 chains along said highway centerline to the bridge abutment; N. 0°25' E., 2.92 chains along said highway centerline and across to center of the north bridge pier;

Thence leaving said north bridge pier along north side of Eleven Point River at widths varying from 50 feet to 300 feet from north edge of river on the following course:

N. 87°00' E., 3.11 chains;

N. 72°30' E., 3.06 chains;

N. 65°30' E., 2.95 chains;

S. 81°00' E., 3.68 chains;

S. 29°15' E., 10.60 chains to a point on the south line, sec. 32;

Thence continuing along township, section, sections subdivision, and Government lot line boundary Eleven Point River as follows:

Secs. 32 and 33, T. 25 N., R. 5 W.,

East along the township line to the standard corner to secs. 33-34;

Sec. 34, T. 25 N., R. 5 W.,

North to the S-S  $\frac{1}{4}$  corner common to secs. 33-34;

East to the C-S-S  $\frac{1}{4}$  corner;

South to the S  $\frac{1}{4}$  corner, sec. 34;

Secs. 34 and 35, T. 25 N., R. 5 W.; sec. 1,

T. 24 N., R. 5 W.,

East along township line to closing section corner to secs. 1-2;

Sec. 1, T. 24 N., R. 5 W.,

South along section line to secs. 1 and 2 to southwest corner of lot 4 on section line;

East along south boundary of lot 4 to southwest corner E  $\frac{1}{2}$  of lot 4 in NW  $\frac{1}{4}$ ;

North along west boundary E  $\frac{1}{2}$  lot 4 in NW  $\frac{1}{4}$  to township line common to T. 24 N., and T. 25 N., R. 5 W.;

Sec. 1, T. 24 N., R. 5 W.; sec. 35, T. 25 N., R.

5 W.,

East along township line to E  $\frac{1}{2}$  corner on south line sec. 35;

North to C-S-SE  $\frac{1}{4}$  corner;

East to S-S  $\frac{1}{4}$  corner to secs. 35-36;

Sec. 36, T. 25 N., R. 5 W.,

East to SE-SW  $\frac{1}{4}$  corner;

South to E-W  $\frac{1}{4}$  corner on south line of

sec. 36;

East along township line to township

corner to T. 25 N., Rs. 4 and 5 W.;

Sec. 31, T. 25 N., R. 4 W.,

North along range line between Rs. 4 and

5 W. to S-S  $\frac{1}{4}$  corner on west line of

sec. 31;

East to C-S-SE  $\frac{1}{4}$  corner;

North to SE  $\frac{1}{4}$  corner;

East to S  $\frac{1}{4}$  corner to secs. 31-32;

Sec. 32, T. 25 N., R. 4 W.,

North to  $\frac{1}{4}$  corner to secs. 31-32;

East along quarter line to C-W  $\frac{1}{4}$  corner;

North to NW  $\frac{1}{4}$  corner;

East to C-N  $\frac{1}{4}$  corner;

North to  $\frac{1}{4}$  corner to secs. 29-32;

- Sec. 29, T. 25 N., R. 4 W.,  
North to C-S-S  $\frac{1}{4}$  corner;  
East to S-S  $\frac{1}{4}$  corner to secs. 28-29;
- Sec. 28, T. 25 N., R. 4 W.,  
East to C-S-SW  $\frac{1}{4}$  corner;  
North to SW  $\frac{1}{4}$  corner;  
East to C-S  $\frac{1}{4}$  corner;  
North to C-N  $\frac{1}{4}$  corner;  
East to NE  $\frac{1}{4}$  corner;  
North to E  $\frac{1}{4}$  corner to secs. 21-28;  
East to section corner to secs. 21-22-27-28;
- Sec. 22, T. 25 N., R. 4 W.,  
North to N-S  $\frac{1}{4}$  corner to secs. 21-22;  
East to C-N-SW  $\frac{1}{4}$  corner;  
North to C-W  $\frac{1}{4}$  corner;  
East to C  $\frac{1}{4}$  corner;  
North to C-S-N  $\frac{1}{4}$  corner;  
East to S-N  $\frac{1}{4}$  corner to secs. 22-23;  
South to  $\frac{1}{4}$  corner to secs. 22-23;
- Sec. 23, T. 25 N., R. 4 W.,  
East to center  $\frac{1}{4}$  corner;  
South to C-S-S  $\frac{1}{4}$  corner;  
East to SW-SE  $\frac{1}{4}$  corner;  
South to the W-E  $\frac{1}{4}$  corner;  
East to the section corner to secs. 23-24-25-26;
- Sec. 25, T. 25 N., R. 4 W.,  
East to the E  $\frac{1}{4}$  corner to secs. 24-25;  
South to NE  $\frac{1}{4}$  corner;  
East to N  $\frac{1}{4}$  corner on east line of sec. 25;  
South on range line to S  $\frac{1}{4}$  corner on west line of sec. 30, T. 25 N., R. 3 W.;
- Sec. 30, T. 25 N., R. 3 W.,  
East to C-S  $\frac{1}{4}$  corner;  
South to  $\frac{1}{4}$  corner to secs. 30-31;
- Sec. 31, T. 25 N., R. 3 W.,  
East to E  $\frac{1}{4}$  corner to secs. 30-31;  
South to NE  $\frac{1}{4}$  corner;  
East to N  $\frac{1}{4}$  corner to secs. 31-32;  
South to  $\frac{1}{4}$  corner to secs. 31-32;
- Sec. 32, T. 25 N., R. 3 W.,  
East to C  $\frac{1}{4}$  corner;  
South to C-S  $\frac{1}{4}$  corner;  
East to SE  $\frac{1}{4}$  corner;  
North to C-N-SE  $\frac{1}{4}$  corner;  
East to N-S  $\frac{1}{4}$  corner to secs. 32-33;
- Sec. 33, T. 25 N., R. 3 W.,  
East to C-N-S  $\frac{1}{4}$  corner;  
South to south  $\frac{1}{4}$  corner;
- Sec. 33, T. 25 N., R. 3 W.; sec. 4, T. 24 N., R. 3 W.,  
East along township line to closing section corner to secs. 3-4;
- Sec. 3, T. 24 N., R. 3 W.,  
South to the northwest corner of lot 3 in NW  $\frac{1}{4}$ ;  
East along north boundary of lot 3 to northeast corner W  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ ;  
South to the northeast corner W  $\frac{1}{2}$  of lot 1 in NE  $\frac{1}{4}$ ;  
East along north line of lot 1 to northeast corner E  $\frac{1}{2}$  of lot 1 on section line to secs. 2-3;  
South to  $\frac{1}{4}$  corner to secs. 2-3;
- Sec. 2, T. 24 N., R. 3 W.,  
East to C  $\frac{1}{4}$  corner;  
South to C-S  $\frac{1}{4}$  corner;  
East to SE  $\frac{1}{4}$  corner;  
South to E  $\frac{1}{4}$  corner to secs. 2-11;
- Sec. 11, T. 24 N., R. 3 W.,  
South to NE  $\frac{1}{4}$  corner;  
East to N  $\frac{1}{4}$  corner to secs. 11-12;
- Sec. 12, T. 24 N., R. 3 W.,  
North to section corner to secs. 1-2-11-12;  
East to W  $\frac{1}{4}$  corner to secs. 1-12;
- Sec. 1, T. 24 N., R. 3 W.,  
North to SW  $\frac{1}{4}$  corner;  
East to S  $\frac{1}{4}$  corner, east line sec. 1;
- Sec. 1, T. 24 N., R. 3 W.; secs. 7-12, T. 24 N., R. 2 and 3 W.,  
South on range line to closing corner to secs. 7-18, T. 24 N., R. 2 W.;
- Sec. 18, T. 24 N., R. 2 W.,  
East along section line to northeast corner of lot 2 in NW  $\frac{1}{4}$ ;  
South to southwest corner, N  $\frac{1}{2}$ , lot 1;  
East to C-W-NE  $\frac{1}{4}$  corner;
- South to C-W-E  $\frac{1}{4}$  corner;  
East to C-E-E  $\frac{1}{4}$  corner;  
South to C-E-SE  $\frac{1}{4}$  corner;  
East to S  $\frac{1}{4}$  corner to secs. 17-18;  
South to section corner to secs. 17-18-19-20;
- Sec. 19, T. 24 N., R. 2 W.,  
South to N  $\frac{1}{4}$  corner to secs. 19-20;
- Sec. 20, T. 24 N., R. 2 W.,  
East to NW  $\frac{1}{4}$  corner;  
South to C-W  $\frac{1}{4}$  corner;  
East to C  $\frac{1}{4}$  corner;  
South to  $\frac{1}{4}$  corner to secs. 20-29;
- Sec. 29, T. 24 N., R. 2 W.,  
South to C  $\frac{1}{4}$  corner;  
East to C-E  $\frac{1}{4}$  corner;  
South to E  $\frac{1}{4}$  corner to secs. 29-32;
- Sec. 32, T. 24 N., R. 2 W.,  
East to section corner to secs. 28-29-32-33;  
South to standard corner to secs. 32-33 (also being section corner to secs. 4 and 5, township line, Tps. 23 and 24 N., R. 2 W.);
- Sec. 5, T. 23 N., R. 2 W.,  
South to N  $\frac{1}{4}$  corner to secs. 4-5;
- Sec. 4, T. 23 N., R. 2 W.,  
East to C-N  $\frac{1}{4}$  corner;  
South to  $\frac{1}{4}$  corner to secs. 4-9;
- Sec. 9, T. 23 N., R. 2 W.,  
South to C-N-N  $\frac{1}{4}$  corner;  
West to NE-NW  $\frac{1}{4}$  corner;  
South to C-E-NW  $\frac{1}{4}$  corner;  
West to NW  $\frac{1}{4}$  corner;  
South to C-N-SW  $\frac{1}{4}$  corner;  
East to C-N-S  $\frac{1}{4}$  corner;  
South to C-S  $\frac{1}{4}$  corner;  
East to C-E-SE  $\frac{1}{4}$  corner;  
South to SE-SE  $\frac{1}{4}$  corner;  
East to S-S  $\frac{1}{4}$  corner to secs. 9-10;  
South to section corner to secs. 9-10-15-16;
- Sec. 15, T. 23 N., R. 2 W.,  
East to W-W  $\frac{1}{4}$  corner to secs. 10-15;  
South to C-W-SW  $\frac{1}{4}$  corner;  
West to S  $\frac{1}{4}$  corner to secs. 15-16;
- Sec. 16, T. 23 N., R. 2 W.,  
West to S  $\frac{1}{4}$  corner to secs. 16-17;
- Sec. 17, T. 23 N., R. 2 W.,  
South to section corner to secs. 16-17-20-21;
- Sec. 20, T. 23 N., R. 2 W.,  
South to N  $\frac{1}{4}$  corner to secs. 20-21;
- Sec. 21, T. 23 N., R. 2 W.,  
East to NW  $\frac{1}{4}$  corner;  
South to C-W  $\frac{1}{4}$  corner;  
East to C-E-E  $\frac{1}{4}$  corner;  
South to C-E-SE  $\frac{1}{4}$  corner;  
East to S  $\frac{1}{4}$  corner to secs. 21-22;  
South to section corner to secs. 21-22-27-28;
- Sec. 27, T. 23 N., R. 2 W.,  
East to W-W  $\frac{1}{4}$  corner to secs. 22-27;  
South to C-W-NW  $\frac{1}{4}$  corner;  
East to C-E-NW  $\frac{1}{4}$  corner;  
South to C-E-W  $\frac{1}{4}$  corner;  
East to C-W-E  $\frac{1}{4}$  corner;  
South to W-E  $\frac{1}{4}$  corner to secs. 27-34;
- Sec. 34, T. 23 N., R. 2 W.,  
South to C-W-SE  $\frac{1}{4}$  corner;  
East to SE  $\frac{1}{4}$  corner;  
South to E  $\frac{1}{4}$  corner south line, sec. 34;
- Sec. 34, T. 23 N., R. 2 W.; sec. 3, T. 22 N., R. 2 W.,  
East along township line to northeast corner of lot 7 of sec. 3;  
South to southeast corner of lot 11 (C-E  $\frac{1}{4}$  corner);  
West to northeast corner of lot 13 (C  $\frac{1}{4}$  corner);  
South to southeast corner of lot 13 (C-S  $\frac{1}{4}$  corner);  
West to northeast corner W  $\frac{1}{2}$  of lot 14 (C-E-SW  $\frac{1}{4}$  corner);  
South to southeast corner W  $\frac{1}{2}$  of lot 14 (E-W  $\frac{1}{4}$  corner, secs. 3-10);  
West to southwest corner of lot 14 (W  $\frac{1}{4}$  corner to secs. 3-10);
- Sec. 10, T. 22 N., R. 2 W.,  
South to SW  $\frac{1}{4}$  corner;  
East to C-E-SW  $\frac{1}{4}$  corner;  
South to E-W  $\frac{1}{4}$  corner to secs. 10-15;
- Sec. 15, T. 22 N., R. 2 W.,  
South to C-E-W  $\frac{1}{4}$  corner;  
West to C-W  $\frac{1}{4}$  corner;  
South to SW  $\frac{1}{4}$  corner;  
West to S  $\frac{1}{4}$  corner to secs. 15-16;
- Secs. 16 and 21, T. 22 N., R. 2 W.,  
South to section corner to secs. 15-16-21-22;  
South 0.80 chains to point of intersection of centerline of State Route 142 and the section line to secs. 21-22, said point of intersection being on a 2°00' curve left, central angle 25°55';  
Thence along said highway centerline 787.4 feet along said curve;  
Thence S. 66°11' W., 2047.3 feet;  
Thence 768.6 feet along a 7°00' curve to the right which has a central angle of 53°48';  
Thence N. 60°10' W., 831.5 feet;  
Thence 1,062.5 feet along a 6°00' curve to the right which has a central angle of 63°45';  
Thence N. 3°35' E., 445.2 feet;  
Thence 596.7 feet along an 8°00' curve to the left which has a central angle of 47°44';  
Thence N. 44°09' W., 385.5 feet;  
Thence 408.3 feet along a 6°00' curve to the right which has a central angle of 24°30';  
Thence N. 19°39' W., 574.3 feet;  
Thence 38.6 feet along a 6°00' curve to the left which has a central angle of 64°00' to a point on the E-W  $\frac{1}{4}$  line of sec. 16, 153 feet east of the  $\frac{1}{4}$  corner common to secs. 16 and 17, T. 22 N., R. 2 W.;
- Thence N. 83° E., 13.18 chains along E-W  $\frac{1}{4}$  line to the center thread of Frederick Creek described as:  
Thence N. 22° E., 4.75 chains to a point;  
Thence N. 39° E., 10.30 chains to a point;  
Thence N. 32° E., 5.18 chains to a point;  
Thence N. 20° W., 5.15 chains to a point;  
Thence S. 40° W., 2.90 chains to a point;  
Thence N. 44° W., 3.65 chains to a point;  
Thence N. 14½° E., 2.45 chains to a point;  
Thence N. 23° E., 3.23 chains to a point;  
Thence N. 38° E., 3.50 chains to a point;  
Thence S. 36° E., 10 chains to a point;  
Thence N. 16° E., 8.50 chains to a point; and N. 5° W., 13.93 chains to the section line common to secs. 9 and 16, T. 22 N., R. 2 W.;
- Thence east to E  $\frac{1}{4}$  corner to secs. 9-16;
- Sec. 9, T. 22 N., R. 2 W.,  
North to E  $\frac{1}{4}$  corner to secs. 4-9;
- Sec. 4, T. 22 N., R. 2 W.,  
North to northwest corner E  $\frac{1}{2}$  of lot 1 in NE  $\frac{1}{4}$ ;  
East along north line of lot 1 to northeast corner of lot 1 on section line to secs. 3-4;
- Sec. 3, T. 22 N., R. 2 W.,  
North to closing corner to secs. 3-4 on the township line;
- Sec. 3, T. 22 N., R. 2 W.; sec. 34, T. 23 N., R. 2 W.,  
East to W-W  $\frac{1}{4}$  corner sec. 34 on township line;  
North to W-W  $\frac{1}{4}$  corner to secs. 27-34;
- Sec. 27, T. 23 N., R. 2 W.,  
North to SW-SW  $\frac{1}{4}$  corner;  
West to S-S  $\frac{1}{4}$  corner to secs. 27-28;
- Sec. 28, T. 23 N., R. 2 W.,  
West to SE-SE  $\frac{1}{4}$  corner;  
North to C-E-E  $\frac{1}{4}$  corner;  
West to C-E  $\frac{1}{4}$  corner;  
North to NE  $\frac{1}{4}$  corner;  
West to C-W-NE  $\frac{1}{4}$  corner;  
North to W-E  $\frac{1}{4}$  corner to secs. 21-28;
- Sec. 21, T. 23 N., R. 2 W.,  
West to W  $\frac{1}{4}$  corner to secs. 21-28;  
North to C-S-SW  $\frac{1}{4}$  corner;

- West to S-S  $\frac{1}{4}$  corner to secs. 20-21;  
North to S  $\frac{1}{4}$  corner to secs. 20-21;  
Sec. 20, T. 23 N., R. 2 W.,  
West to SE  $\frac{1}{4}$  corner;  
North to C-E  $\frac{1}{4}$  corner;  
West to C-W-E  $\frac{1}{4}$  corner;  
North to W-E  $\frac{1}{4}$  corner to secs. 17-20;  
Sec. 17, T. 23 N., R. 2 W.,  
West to  $\frac{1}{4}$  corner to secs. 17-20;  
North to C-N-S  $\frac{1}{4}$  corner;  
East to NW-SE  $\frac{1}{4}$  corner;  
North to C-W-NE  $\frac{1}{4}$  corner;  
East to N  $\frac{1}{4}$  corner to secs. 16-17;  
Sec. 16, T. 23 N., R. 2 W.,  
North to section corner to secs. 8-9-16-17;  
Sec. 8, T. 23 N., R. 2 W.,  
West to E  $\frac{1}{4}$  corner to secs. 8-17;  
North to C-N-NE  $\frac{1}{4}$  corner;  
East to NE-NE  $\frac{1}{4}$  corner;  
North to E-E  $\frac{1}{4}$  corner to secs. 5-8;  
Sec. 5, T. 23 N., R. 2 W.,  
North to NE-SE  $\frac{1}{4}$  corner;  
West to C-N-SE  $\frac{1}{4}$  corner;  
North to C-E  $\frac{1}{4}$  corner;  
North to northwest corner E  $\frac{1}{2}$  lot 1 in NE  $\frac{1}{4}$ ;  
North to northwest corner E  $\frac{1}{2}$  lot 2 NE  $\frac{1}{4}$ ;  
Sec. 5, T. 23 N., R. 2 W.; sec. 32, T. 24 N., R. 2 W.,  
East along township line to W-E  $\frac{1}{4}$  corner sec. 32;  
North to C-W-E  $\frac{1}{4}$  corner;  
West to C  $\frac{1}{4}$  corner;  
North to C-N  $\frac{1}{4}$  corner;  
West to NW  $\frac{1}{4}$  corner;  
North to W  $\frac{1}{4}$  corner to secs. 29-32;  
Sec. 29, T. 24 N., R. 2 W.,  
West to W-W  $\frac{1}{4}$  corner to secs. 29-32;  
North to W-W  $\frac{1}{4}$  corner to secs. 20-29;  
Sec. 20, T. 24 N., R. 2 W.,  
North to C-W-SW  $\frac{1}{4}$  corner;  
West to S  $\frac{1}{4}$  corner to secs. 19-20;  
Sec. 19, T. 24 N., R. 2 W.,  
West to SE  $\frac{1}{4}$  corner;  
North to C-E  $\frac{1}{4}$  corner;  
West to C-W-E  $\frac{1}{4}$  corner;  
North to W-E  $\frac{1}{4}$  corner to secs. 18-19;  
Sec. 18, T. 24 N., R. 2 W.,  
West to  $\frac{1}{4}$  corner to secs. 18-19;  
North to C-S  $\frac{1}{4}$  corner;  
West to southwest corner N  $\frac{1}{2}$  lot 1;  
West to southwest corner N  $\frac{1}{2}$  lot 2;  
West to southwest corner N  $\frac{1}{2}$  lot 3 (S  $\frac{1}{4}$  corner west line sec. 18);  
North to  $\frac{1}{4}$  corner east line sec. 13, T. 24 N., R. 3 W.;  
Sec. 13, T. 24 N., R. 3 W.,  
West to C-E  $\frac{1}{4}$  corner;  
North to C-S-NE  $\frac{1}{4}$  corner;  
West to C-S-N  $\frac{1}{4}$  corner;  
North to  $\frac{1}{4}$  corner to secs. 12-13;  
Sec. 12, T. 24 N., R. 3 W.,  
West to the section corner to secs. 11-12-13-14;  
Sec. 11, T. 24 N., R. 3 W.,  
West to the W  $\frac{1}{4}$  corner to secs. 11-14;  
North to the C-N-NW  $\frac{1}{4}$  corner;  
West to the N-N  $\frac{1}{4}$  corner to secs. 10-11;  
North to section corner to secs. 2-3-10-11;  
Sec. 3, T. 24 N., R. 3 W.,  
West to  $\frac{1}{4}$  corner to secs. 3-10;  
North to C  $\frac{1}{4}$  corner;  
West to C-W  $\frac{1}{4}$  corner;  
North to northwest corner E  $\frac{1}{2}$  lot 1 in NW  $\frac{1}{4}$ ;  
West to southwest corner lot 2 on section line to secs. 3-4;  
Sec. 4, T. 24 N., R. 3 W.,  
West to southwest corner lot 2 on section line to secs. 4-5;  
Sec. 5, T. 24 N., R. 3 W.,  
West to southwest corner E  $\frac{1}{2}$  E  $\frac{1}{2}$  lot 2 in NE  $\frac{1}{4}$ ;  
North to southwest corner E  $\frac{1}{2}$  E  $\frac{1}{2}$  lot 4 in NE  $\frac{1}{4}$ ;  
West to southwest corner lot 4 on section line to secs. 5-6;  
North to closing corner to secs. 5-6 on the township line;  
Sec. 5, T. 24 N., R. 3 W.; sec. 31, T. 25 N., R. 3 W.,  
East along township line to E  $\frac{1}{4}$  corner on south line sec. 31;  
North to C-S-SE  $\frac{1}{4}$  corner;  
West to C-S-S  $\frac{1}{4}$  corner;  
North to C-S  $\frac{1}{4}$  corner;  
West to S  $\frac{1}{4}$  corner on west line sec. 31;  
Sec. 31, T. 25 N., R. 3 W.; sec. 36, T. 25 N., R. 4 W.,  
South to southwest corner sec. 31, being township corner to T. 25 N., Rs. 3 and 4 W.;  
Sec. 36, T. 25 N., R. 4 W.,  
West along township line to Tps. 24 and 25 N. to township corner to Rs. 3 and 4 W.;  
Sec. 1, T. 24 N., R. 4 W.,  
South to southeast corner lot 4 on range line;  
West to southwest corner lot 4 in NE  $\frac{1}{4}$ ;  
North to northwest corner lot 4 in NE  $\frac{1}{4}$  (N  $\frac{1}{4}$  corner sec. 1);  
Sec. 1, T. 24 N., R. 4 W.; sec. 36, T. 25 N., R. 4 W.,  
West along township line to standard corner to secs. 35-36;  
Sec. 36, T. 25 N., R. 4 W.,  
North to section corner to secs. 25-26-35-36;  
East to  $\frac{1}{4}$  corner to secs. 25-36;  
Sec. 25, T. 25 N., R. 4 W.,  
North to C-S  $\frac{1}{2}$  corner;  
West to C-E-SW  $\frac{1}{4}$  corner;  
North to C-E-W  $\frac{1}{4}$  corner;  
West to  $\frac{1}{4}$  corner to secs. 25-26;  
Sec. 26, T. 25 N., R. 4 W.,  
West to C  $\frac{1}{4}$  corner;  
North to C-S-N  $\frac{1}{4}$  corner;  
West to C-S-NW  $\frac{1}{4}$  corner;  
North to C-N-NW  $\frac{1}{4}$  corner;  
West to N-N  $\frac{1}{4}$  corner to secs. 26-27;  
North to section corner to secs. 22-23-26-27;  
Sec. 22, T. 25 N., R. 4 W.,  
West to  $\frac{1}{4}$  corner to secs. 22-27;  
Sec. 27, T. 25 N., R. 4 W.,  
South to C  $\frac{1}{4}$  corner;  
West to C-W  $\frac{1}{4}$  corner;  
South to SW  $\frac{1}{4}$  corner;  
West to S  $\frac{1}{4}$  corner to secs. 27-28;  
Sec. 28, T. 25 N., R. 4 W.,  
South to section corner to secs. 27-28-33-34;  
West to E  $\frac{1}{4}$  corner to secs. 28-33;  
Sec. 33, T. 25 N., R. 4 W.,  
South to NE  $\frac{1}{4}$  corner;  
West to C-N  $\frac{1}{4}$  corner;  
South to C  $\frac{1}{4}$  corner;  
West to  $\frac{1}{4}$  corner to secs. 32-33;  
Sec. 32, T. 25 N., R. 4 W.,  
West to C-E  $\frac{1}{4}$  corner;  
South to E  $\frac{1}{4}$  corner south line sec. 32;  
Sec. 32, T. 25 N., R. 4 W.; sec. 5, T. 24 N., R. 4 W.,  
West along township line to the northeast corner W  $\frac{1}{2}$  E  $\frac{1}{2}$  lot 4 in NE  $\frac{1}{4}$  sec 5;  
Sec. 5, T. 24 N., R. 4 W.,  
South to the southeast corner W  $\frac{1}{2}$  E  $\frac{1}{2}$  lot 4 in NE  $\frac{1}{4}$ ;  
West to southwest corner lot 4 in NE  $\frac{1}{4}$ ;  
South to southeast corner N  $\frac{1}{2}$  lot 3 in NW  $\frac{1}{4}$ ;  
West to southwest corner N  $\frac{1}{2}$  lot 3 in NW  $\frac{1}{4}$ ;  
Sec. 6, T. 24 N., R. 4 W.,  
West to southwest corner E  $\frac{1}{2}$  N  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ ;  
South to southeast corner W  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ ;  
West to southwest corner lot 3 in NW  $\frac{1}{4}$  on range line;  
Sec. 6, T. 24 N., R. 4 W.; sec. 1, T. 24 N., R. 5 W.,  
North on range line to southeast corner N  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ , sec 1;  
Sec. 1, T. 24 N., R. 5 W.,  
West to southwest corner N  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ ;  
South to southeast corner E  $\frac{1}{2}$  lot 2 in NW  $\frac{1}{4}$ ;  
West to southwest corner lot 2 on section line to secs. 1-2;  
Sec. 2, T. 24 N., R. 5 W.,  
West to southwest corner E  $\frac{1}{2}$  lot 2 in NE  $\frac{1}{4}$ ;  
North to southeast corner N  $\frac{1}{2}$  W  $\frac{1}{2}$  lot 2 in NE  $\frac{1}{4}$ ;  
West to southwest corner N  $\frac{1}{2}$  W  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ ;  
North to southeast corner lot 3 in NW  $\frac{1}{4}$ ;  
West to southwest corner lot 3 on section line to secs. 2-3;  
Sec. 3, T. 24 N., R. 5 W.,  
North to southeast corner N  $\frac{1}{2}$  lot 3 in NE  $\frac{1}{4}$ ;  
West to southwest corner N  $\frac{1}{2}$  lot 3 on section line to secs. 3-4;  
Sec. 4, T. 24 N., R. 5 W.,  
West to southwest corner N  $\frac{1}{2}$  of lot 3 on section line to secs. 4-5;  
Sec. 5, T. 24 N., R. 5 W.,  
West along south boundary N  $\frac{1}{2}$  of lot 3 in NE  $\frac{1}{4}$  to point of intersection with centerline of State Route 99;  
Thence in a northerly direction along the centerline of State Route 99 to the point of beginning as follows:  
241.6 feet along a 4'00" curve to the left, central angle 31°31';  
N. 9°40' W., 498.9 feet;  
292.2 feet along a 3'00" curve to the right, central angle 8°46';  
N. 0°54' W., 823 feet;  
182.5 feet along a 2'00" curve to the left, central angle 3°39'; and  
N. 4°33' W., 364.1 feet to the point of beginning.  
The total acreage included in this description being 14,191 acres more or less, as follows:  
T. 25 N., R. 5 W.,  
Sec. 32, 12 acres.  
Sec. 34, 40 acres.  
Sec. 35, 20 acres.  
Sec. 36, 30 acres.  
T. 24 N., R. 5 W.,  
Sec. 1, 355.95 acres.  
Sec. 2, 433.24 acres.  
Sec. 3, 290.79 acres.  
Sec. 4, 307.87 acres.  
Sec. 5, 83.67 acres.  
T. 25 N., R. 4 W.,  
Sec. 31, 99.97 acres.  
Sec. 32, 440 acres.  
Sec. 29, 40 acres.  
Sec. 28, 340 acres.  
Sec. 33, 200 acres.  
Sec. 27, 200 acres.  
Sec. 22, 340 acres.  
Sec. 23, 170 acres.  
Sec. 26, 240 acres.  
Sec. 25, 460 acres.  
Sec. 36, 640 acres.  
T. 24 N., R. 4 W.,  
Sec. 1, 89.13 acres.  
Sec. 5, 194.95 acres.  
Sec. 6, 366.14 acres.  
T. 25 N., R. 3 W.,  
Sec. 30, 82.22 acres.  
Sec. 31, 501.82 acres.  
Sec. 32, 260 acres.  
Sec. 33, 120 acres.  
T. 24 N., R. 3 W.,  
Sec. 1, 120 acres.  
Sec. 12, 640 acres.  
Sec. 13, 140 acres.  
Sec. 11, 460 acres.  
Sec. 2, 200 acres.  
Sec. 3, 520 acres.  
Sec. 4, 500.62 acres.  
Sec. 5, 228.52 acres.  
T. 24 N., R. 2 W.,  
Sec. 18, 401.50 acres.  
Sec. 19, 141.72 acres.  
Sec. 20, 148.83 acres.  
Sec. 29, 248.47 acres.  
Sec. 32, 276.80 acres.

T. 23 N., R. 2 W.,  
 Sec. 4, 182.56 acres.  
 Sec. 5, 141.89 acres.  
 Sec. 8, 84.03 acres.  
 Sec. 9, 313.60 acres.  
 Sec. 17, 193.09 acres.  
 Sec. 15, 38.45 acres.  
 Sec. 16, 370.40 acres.  
 Sec. 20, 115.23 acres.  
 Sec. 21, 314.64 acres.  
 Sec. 27, 232.95 acres.

Sec. 28, 99.92 acres.  
 Sec. 34, 277.32 acres.  
 T. 22 N., R. 2 W.,  
 Sec. 3, 435.05 acres.  
 Sec. 4, 111.33 acres.  
 Sec. 9, 131.55 acres.  
 Sec. 10, 172.55 acres.  
 Sec. 15, 133 acres.  
 Sec. 16, 412.33 acres.  
 Sec. 21, 46.75 acres.

[F.R. Doc. 69-11924; Filed, Oct. 7, 1969;  
 8:45 a.m.]

**Packers and Stockyards Administration**  
**DECKER'S LIVESTOCK, INC., ET AL.**

**Notice of Changes in Names of Posted Stockyards**

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

<i>Original name of stockyard, location, and date of posting</i>	<i>Current name of stockyard and date of change in name</i>
<b>ILLINOIS</b>	
Decker's Milford Sales & Commission Co., Milford, Nov. 18, 1959.	Decker's Livestock, Inc., Apr. 1, 1969.
<b>INDIANA</b>	
Wallace Investments, Incorporated, Etna Green, June 18, 1959.	Indianapolis Stockyards-Etna Green- Bourbon Branch, Aug. 1, 1969.
<b>IOWA</b>	
Mapleton Auction Co., Mapleton, May 7, 1963.....	Mapleton Livestock Auction Co., Sept. 11, 1969.
<b>NEW YORK</b>	
County Livestock Sales, Inc., Amsterdam, Aug. 16, 1960.	County Livestock Market, July 11, 1969.
<b>TEXAS</b>	
Gulf Coast Stockyards, Bay City, May 1, 1957.....	Baycity Livestock Commission Com- pany, June 3, 1969.
C & S Livestock Commission Co., Mount Pleasant, May 18, 1950.	O. L. Colley Livestock Commission Com- pany, July 3, 1969.

Done at Washington, D.C., this 1st day of October 1969.

**G. H. HOPPER,**  
*Chief, Registrations, Bonds, and Reports  
 Branch, Livestock Marketing Division.*

[F.R. Doc. 69-12007; Filed, Oct. 7, 1969; 8:47 a.m.]

**Office of the Secretary**  
**ALABAMA AND NEW JERSEY**  
**Designation of Areas for Emergency  
 Loans**

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the States of Alabama and New Jersey, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Mobile.	<b>ALABAMA</b>
Atlantic. Burlington.	<b>NEW JERSEY</b>
	Cumberland. Salem.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special

livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 2d day of October 1969.

**CLIFFORD M. HARDIN,**  
*Secretary of Agriculture.*

[F.R. Doc. 69-12008; Filed, Oct. 7, 1969;  
 8:47 a.m.]

**MISSOURI**

**Designation of Areas for Emergency  
 Loans**

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961) it has been determined that in the hereinafter-named counties in the State of Missouri, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

**MISSOURI**

Adair.	Macon.
Audrain.	Marion.
Boone.	Moniteau.
Callaway.	Monroe.
Carroll.	Montgomery.
Chariton.	Morgan.
Clark.	Pettis.
Cole.	Pike.
Cooper.	Putnam.
Grundy.	Ralls.
Howard.	Randolph.
Johnson.	Saline.
Knox.	Schuyler.
Lewis.	Scotland.
Linn.	Shelby.
Livingston.	Sullivan.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 2d day of October 1969.

**CLIFFORD M. HARDIN,**  
*Secretary of Agriculture.*

[F.R. Doc. 69-12009; Filed, Oct. 7, 1969;  
 8:47 a.m.]

**MISSOURI**

**Designation of Areas for Emergency  
 Loans**

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Missouri, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

**MISSOURI**

Cape Girardeau.	Perry.
Douglas.	Reynolds.
Howell.	Shannon.
Laclede.	Texas.
Oregon.	Wright.
Ozark.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 2d day of October 1969.

**CLIFFORD M. HARDIN,**  
*Secretary of Agriculture.*

[F.R. Doc. 69-12010; Filed, Oct. 7, 1969;  
 8:47 a.m.]

## NEBRASKA

## Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961) it has been determined that in the hereinafter-named counties in the State of Nebraska, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## NEBRASKA

Box Butte.	Kimball.
Cheyenne.	Morrill.
Dawes.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 2d day of October 1969.

CLIFFORD M. HARDIN,  
Secretary of Agriculture.

[F.R. Doc. 69-12011; Filed, Oct. 7, 1969; 8:47 a.m.]

## OHIO

## Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Ohio, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## OHIO

Ashtland.	Medina.
Coshocton.	Ottawa.
Erie.	Richland.
Fulton.	Sandusky.
Geauga.	Seneca.
Hancock.	Wayne.
Holmes.	Tuscarawas.
Huron.	Wood.
Lorain.	Wyandot.
Lucas.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 2d day of October 1969.

CLIFFORD M. HARDIN,  
Secretary of Agriculture.

[F.R. Doc. 69-12012; Filed, Oct. 7, 1969; 8:48 a.m.]

## OKLAHOMA

## Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961) it has been determined that in the hereinafter-named counties in the State of Oklahoma, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## OKLAHOMA

Beaver.	Harper.
Cimarron.	Texas.
Ellis.	Woodward.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 2d day of October 1969.

CLIFFORD M. HARDIN,  
Secretary of Agriculture.

[F.R. Doc. 69-12013; Filed, Oct. 7, 1969; 8:48 a.m.]

DEPARTMENT OF HEALTH,  
EDUCATION, AND WELFAREFood and Drug Administration  
GEIGY CHEMICAL CORP.

## Notice of Filing of Petition for Food Additives

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 (FAP OB2459) has been filed by Geigy Chemical Corp., Ardsley, N.Y. 10502, proposing that § 121.2566 *Antioxidants and/or stabilizers for polymers* (21 CFR 121.2566) be amended in the list of substances in paragraph (b) by deleting from Limitation No. 2 for the item "2(2'-Hydroxy-5'-methylphenyl) benzotriazole" the word "nonfatty" from the phrase "with nonfatty food."

Dated: October 1, 1969.

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

[F.R. Doc. 69-11990; Filed, Oct. 7, 1969; 8:46 a.m.]

## ONYX CHEMICAL CO.

## Notice of Filing of Petition for Food Additives

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

(FAP OH2455) has been filed by Onyx Chemical Co., Division of Millmaster Onyx Corp., 190 Warren Street, Jersey City, N.J. 07302, proposing that § 121.2547 *Sanitizing solutions* (21 CFR 121.2547) be amended to provide for the safe use of *n*-alkyldimethyl 1-naphthylmethyl ammonium chloride monohydrate as a sanitizer for food-contact articles and surfaces in public eating places.

Dated: October 1, 1969.

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

[F.R. Doc. 69-11991; Filed, Oct. 7, 1969; 8:46 a.m.]

## VELSICOL CHEMICAL CORP.

## Notice of Withdrawal of Petition for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), Velsicol Chemical Corp., 341 East Ohio Street, Chicago, Ill. 60611, has withdrawn its petition (FAP 9B-2431), notice of which was published in the FEDERAL REGISTER of July 25, 1969 (34 F.R. 12297), proposing that § 121.2511 *Plasticizers in polymeric substances* (21 CFR 121.2511) be amended to provide for the safe use of triethylene glycol dibenzoate as a plasticizer in polymeric substances intended for use in contact with food.

Dated: October 1, 1969.

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

[F.R. Doc. 69-11992; Filed, Oct. 7, 1969; 8:46 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-321]

## GEORGIA POWER CO.

## Notice of Issuance of Provisional Construction Permit

Notice is hereby given that, pursuant to the initial decision of the Atomic Safety and Licensing Board, dated September 29, 1969, the Director of the Division of Reactor Licensing has issued Provisional Construction Permit No. CPPR-65 to Georgia Power Co. for construction of a boiling water nuclear reactor designated as the Edwin I. Hatch Nuclear Plant Unit 1 on the applicant's site on the south side of the Altamaha River in the northwestern sector of Appling County, Ga., approximately 11 miles north of Baxley, Ga. The reactor is designed for initial operation at 2,436 megawatts (thermal).

A copy of the initial decision is on file in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 30th day of September 1969.

For the Atomic Energy Commission,

FRANK SCHROEDER,  
Acting Director,  
Division of Reactor Licensing.

[F.R. Doc. 69-12019; Filed, Oct. 7, 1969;  
8:48 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 20291; Order 69-10-10]

### INTERNATIONAL AIR TRANSPORT ASSOCIATION

#### Order Approving Agreements Regarding Fare Matters

Issued under delegated authority October 2, 1969.

By Order 69-9-99, dated September 17, 1969, action was deferred, with a view toward eventual approval, on certain resolutions adopted by Traffic Conference I of the International Air Transport Association (IATA). These resolutions amend an existing resolution governing the sale of air transportation/inclusive tours under installment plans in local currency in Uruguay so as to conform with local laws of that country, and adopt a new resolution governing similar matters in Brazil.

In deferring action on the agreements, 7 days were granted in which interested persons might file petitions in support of or in opposition to the proposed action. No petitions have been received within the filing period and the tentative conclusions in Order 69-9-99 will herein be made final.

Accordingly it is ordered, That:

Agreements CAB 21278 and 21289 be, and hereby are, approved.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 69-12020; Filed, Oct. 7, 1969;  
8:48 a.m.]

## CIVIL SERVICE COMMISSION

### OFFICE OF ECONOMIC OPPORTUNITY

#### 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 Office of Economic Opportunity to fill by noncareer executive assignment in the excepted service the position of Deputy Assistant Director for Operations, Office of Operations.

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

[F.R. Doc. 69-12044; Filed, Oct. 7, 1969;  
8:50 a.m.]

## FEDERAL MARITIME COMMISSION

[Docket Nos. 69-12 etc.]

### CERTAIN GENERAL INCREASES IN RATES AND TEMPORARY STRIKE SURCHARGE

#### Notice of Change in Style of Proceedings

OCTOBER 3, 1969.

Upon the issuance of our modified Order of Consolidation in the above proceedings, served September 30, 1969, it appears that the styles of such proceedings are no longer appropriate. Therefore, the proceedings are restyled as follows:

Docket No. 69-12—General Increase in Rates in the U.S. South Atlantic/Puerto Rico Trade.

Dockets Nos. 69-13 and 69-23—General Increases in Rates in the U.S. Gulf/Puerto Rico Trade.

Docket No. 69-24—Seatrains Line, Inc.—General Increases in Rates in the U.S. North Atlantic/Puerto Rico Trade.

Docket No. 69-25—Transamerican Trailer Transport, Inc.—Temporary Strike Surcharge in the U.S. North Atlantic/Puerto Rico Trade.

Docket No. 69-26—Sea-Land Service, Inc., and Gulf-Puerto Rico Lines, Inc.—General Increase in Rates in the U.S. North Atlantic/Puerto Rico Trade, and Investigation of Financial and Operating Relationship.

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-12014; Filed, Oct. 7, 1969;  
8:48 a.m.]

[Docket No. 69-44]

### GHEZZI TRUCKING, INC.

#### Order for Hearing Regarding Cancellation of Inactive Tariff

By order served August 21, 1969, the Federal Maritime Commission directed Ghezzi Trucking, Inc., to show cause why its tariff should not be canceled because of its inactive status. The proceeding was limited to the submission of affidavits of fact, memoranda of law, replies thereto, and oral argument.

Ghezzi Trucking, Inc., on September 16, 1969, requested an evidentiary hearing. Hearing Counsel has replied supporting the request for an evidentiary hearing.

Therefore, it is ordered, That the matter of the cancellation of the inactive tariff of Ghezzi Trucking, Inc., be assigned for hearing before an Examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the Presiding Examiner.

It is further ordered, That notice of the order be published in the FEDERAL REGISTER and a copy thereof and notice of hearing be served upon Respondent.

Persons other than Respondent and Hearing Counsel who desire to become a party to this proceeding shall file a petition for leave to intervene in accordance with Rule 5(1) (46 CFR 502.72)

of the Commission's rules of practice and procedure.

By the Commission.

[SEAL]

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-12015; Filed, Oct. 7, 1969;  
8:48 a.m.]

[No. 69-12 etc.]

### SOUTH ATLANTIC & CARIBBEAN LINE, INC., ET AL.

#### Modified Order of Consolidation

No. 69-12: South Atlantic & Caribbean Line, Inc.—General increase in rates in the U.S. Atlantic/Puerto Rico trade; No. 69-13: Lykes Bros. Steamship Co. Inc.—General increases in rates in the U.S. Gulf/Puerto Rico trade; No. 69-23: Gulf-Puerto Rico Lines, Inc.—General increases in rates in the U.S. Gulf/Puerto Rico trade; No. 69-24: Seatrain Lines, Inc.—General increases in rates in the U.S. Atlantic/Puerto Rico trade; No. 69-25: Transamerican Trailer Transport, Inc.—Temporary strike surcharge in the U.S. North Atlantic/Puerto Rico trade; No. 69-26: Sea-Land Service, Inc.—General increases in rates in the U.S. Atlantic/Puerto Rico trade.

In an order issued this date we have denied the petitions of the Commonwealth of Puerto Rico and Hearing Counsel for oral argument, and for reconsideration of our order of consolidation of the above proceedings insofar as they seek a reversal of our ruling that the investigations herein be consolidated for hearing on the basis of trade areas. Hearing Counsel have correctly pointed out, in an alternative suggestion in their petition, that a more meaningful record on the basis of trade areas will be compiled if the investigation of the operations of Sea-Land Service, Inc. in the South Atlantic/Puerto Rico trade is consolidated for hearing with the investigation relating to South Atlantic & Caribbean Line, Inc., Docket 69-12.

Therefore, it is ordered, That the order of consolidation of hearings in the captioned proceedings be modified (1) by revising the first paragraph on page three thereof to read as follows: "The investigation of the operations of Sea-Land Service, Inc. in the South Atlantic/Puerto Rico trade will be consolidated for hearing with Docket 69-12."; and (2) by inserting before the final ordering paragraph, a paragraph reading:

It is further ordered, That the investigation of the South Atlantic/Puerto Rico service of Sea-Land Service, Inc., shall be consolidated for hearing with Docket 69-12 (South Atlantic & Caribbean Line, Inc.—General Increase in Rates in the U.S. Atlantic/Puerto Rico Trade).

It is further ordered, That the order of consolidation issued August 7, 1969, shall in all other respects remain the same.

By the Commission.

[SEAL]

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-12016; Filed, Oct. 7, 1969;  
8:48 a.m.]

[No. 69-12 etc.]

**SOUTH ATLANTIC & CARIBBEAN,  
LINE, INC., ET AL.****Denial of Petitions for Reconsideration**

No. 69-12: South Atlantic & Caribbean Line, Inc.—General increase in rates in the U.S. Atlantic/Puerto Rico trade; No. 69-13: Lykes Bros. Steamship Co. Inc.—General increases in rates in the U.S. Gulf/Puerto Rico trade; No. 69-23: Gulf-Puerto Rico Lines, Inc.—General increases in rates in the U.S. Gulf/Puerto Rico trade; No. 69-24: Seatrain Lines, Inc.—General increases in rates in the U.S. Atlantic/Puerto Rico trade; No. 69-25: Transamerican Trailer Transport, Inc.—Temporary strike surcharge in the U.S. North Atlantic/Puerto Rico trade; No. 69-26: Sea-Land Service, Inc.—General increases in rates in the U.S. Atlantic/Puerto Rico trade.

On August 13, 1969, Hearing Counsel petitioned the Commission to reconsider its order of August 7, 1969, consolidating the above dockets for hearings on the basis of trade areas. Lykes Bros. Steamship Co. concurred in this petition by a pleading filed August 14, 1969. Hearing Counsel ask that the proceedings be conducted separately or that, in the alternative, the Commission defer its decision to consolidate until the need for such action can be shown following the development of evidentiary records and/or Examiner's decisions in the individual investigations. However, Hearing Counsel assert that, if the Commission continues in its resolve to handle these proceedings on the basis of trade areas, Sea-Land Service, Inc.'s (Sea-Land) South Atlantic service should be considered simultaneously with that of South Atlantic & Caribbean Line, Inc. (SACAL).

The Commonwealth of Puerto Rico also seeks reconsideration, maintaining that no valid reason for the consolidation exists.

Subsequently, Hearing Counsel, supported by the Commonwealth of Puerto Rico, petitioned the Commission to receive replies to their petitions for reconsideration and to grant oral argument on them so that the Commission would have the benefit of the full explanation of the positions of all parties before determining the manner in which it desired these investigations to proceed. On September 10, 1969, the Commission granted these requests to the extent that they sought the receipt of replies to the petitions for reconsideration, reserving decision on oral argument pending receipt of the replies.

We remain of the opinion that the most meaningful record with respect to the operations of the carriers involved in these proceedings is one compiled on the basis of the trade areas in which the various carriers operate. The competitive relationships of the carriers operating in a certain trade area have an impact upon the respective rate levels maintained by such carriers. The need to maintain adequate, varied, and modern service in a trade area may further, as Transamerican Trailer Trans-

port, Inc. (TTT), contends, require in some cases that the overall rate structure of a trade area be maintained at a somewhat higher level than would be the case if the operations of each carrier in a trade area were considered separately. We do not imply that such requirement exists in the Puerto Rican trades, but we do feel that the public interest requires that the need for such requirement be examined in these proceedings, along with all of the issues which are material to rate investigations relating solely to the operations of individual carriers.

Hearing Counsel correctly point out that Sea-Land operates a service in the South Atlantic/Puerto Rico trade, and that a meaningful investigation on the basis of trade areas would require that the investigation of Sea-Land's South Atlantic service be consolidated for hearing with the investigation involving SACAL, Docket No. 69-12. We have by order issued this date effected such consolidation.

Therefore, it is ordered, That, the petitions for oral argument, and the petitions for reconsideration, except to the extent indicated by the modified order of consolidation issued this date, be, and they hereby are, denied.

By the Commission.

[SEAL]

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-12017; Filed, Oct. 7, 1969;  
8:48 a.m.]

**SEA-LAND SERVICE, INC., AND  
PACIFIC FAR EAST LINE, INC.****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, 48 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:

F. Hiljer, Jr., Sea-Land Service, Inc., Corbin and Fleet Streets, Post Office Box 1050, Elizabeth, N.J.

Sea-Land Service, Inc., and Pacific Far East Line, Inc., common carriers by

water in domestic offshore commerce of the United States, have entered into an agreement to transport general cargo on through bills of lading from ports in Puerto Rico to ports in Guam with transshipment at Oakland, Calif. Cargo transported under the proposed agreement will move at combination rates; those published by Sea-Land and applying from ports in Puerto Rico to Oakland, Calif., and those separately published by Pacific Far East Line, Inc., applying from Oakland to destination points in Guam. In addition, the agreement also provides for the assessment of accessorial charges, port charges, and expense of transshipment at Oakland, Calif., as well as the settlement of loss and damage claims. Either party may terminate the agreement upon 30 days written notice.

The agreement designated DC-40 shall become effective upon approval by the Commission pursuant to section 15, Shipping Act, 1916.

Dated: October 3, 1969.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-12018; Filed, Oct. 7, 1969;  
8:48 a.m.]

**FEDERAL POWER COMMISSION**

[Docket No. G-4483, etc.]

**AMERADA HESS CORP.****Notice of Petition To Amend**

OCTOBER 1, 1969.

Take notice that on September 2, 1969, Amerada Hess Corp., Post Office Box 2040, Tulsa, Okla. 74102, filed in Docket No. G-4483 et al., a petition to amend the orders issuing certificates of public convenience and necessity to reflect the change in corporate name, effective June 20, 1969, from Amerada Petroleum Corp. to Amerada Hess Corp., all as more fully set forth in the petition to amend which is 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 petition to amend should on or before October 24, 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). 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 petition to intervene in accordance with the Commission's rules.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-11976; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Project 2702]

**ARIZONA POWER AUTHORITY****Notice of Application for Preliminary Permit for Unconstructed Project**

SEPTEMBER 30, 1969.

Public notice is hereby given that application for preliminary permit has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Arizona Power Authority (correspondence to: E. G. Nelson, Administrator, Arizona Power Authority, Post Office Box 6694, Phoenix, Ariz. 85005) for unconstructed Project No. 2702, to be known as the Havasu Pumped Storage Project, to be located on Bill Williams Arm of Lake Havasu, about 6 miles east of Parker Dam on the Colorado River, in the region of Parker, in Yuma County, Ariz., and affecting lands within the U.S. Wildlife Refuge and other lands of the United States.

The proposed Havasu Pumped Storage Project would consist of: (1) Havasu Lake as the lower reservoir (the lake having been created by the Bureau of Reclamation's Parker Dam); (2) Buckskin Reservoir as the upper reservoir with about 25,000 acre-feet capacity; (3) an upper canal and tunnel; (4) surge shaft; (5) lower tunnel; (6) 4 penstocks; (7) a powerhouse with four units of 250,000 kw. capacity each and lower canal; (8) transformers and switchyard with initial provisions for later connection to the proposed Central Arizona Project; and (9) appurtenant facilities.

Any person desiring to be heard or to make any protest with reference to said application should on or before November 18, 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. The application is on file with the Commission and available for public inspection.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-11977; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Docket No. CP70-65]

**FLORIDA GAS TRANSMISSION CO.****Notice of Application**

SEPTEMBER 26, 1969.

Take notice that on September 22, 1969, Florida Gas Transmission Co. (Applicant), Post Office Box 44, Winter Park, Fla. 32789, filed in Docket No. CP70-65 an

application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the installation and operation of a field compressor unit on existing gas supply facilities to enable it to continue to receive natural gas from the Superior Oil Co. (Superior) under currently effective contractual arrangements and presently outstanding authorization, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to install and operate a 300-horsepower skid-mounted field compressor unit in the Algoa Field in Galveston County, Tex., to enable it to continue to receive gas from the field when Superior exercises its contractual right to reduce delivery pressure of gas delivered to Applicant to not in excess of 500 p.s.i.g. Applicant states that under the contract, Superior has such right during the last 10 years of the contract term, which right became effective June 5, 1969. Applicant further states that Superior has advised Applicant that it plans to exercise its right to reduce delivery pressure at an early date, in which event it may be necessary to install the requested compressor facilities to maintain continuity of deliveries of gas by Superior to Applicant from the Algoa Field.

Applicant states that the estimated total overall cost of the proposed installation is \$106,000, which will be financed by internally generated funds.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 27, 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 petition 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 be-

lieves 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. 69-11978; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Docket No. CP69-108]

**HOME GAS CO.****Notice of Petition To Amend**

OCTOBER 2, 1969.

Take notice that on September 24, 1969, Home Gas Co. (Applicant), 800 Union Trust Building, Pittsburgh, Pa. 15219, filed in Docket No. CP69-108 a petition to amend the order of the Commission issued on March 17, 1969, in the same docket to authorize an increase in its peak day deliveries of natural gas by 6,700 Mcf per day to accommodate the additional requests of three wholesale customers, all as more fully set forth in the petition to amend, which is on file with the Commission and open to public inspection.

Applicant proposes to increase its deliveries as follows:

(a) To Columbia Gas of New York, Inc., from 103,200 Mcf per day to 103,700 Mcf per day;

(b) To Orange and Rockland Utilities, Inc., from 31,300 Mcf per day to 35,500 Mcf per day; and

(c) To Central Hudson Gas and Electric Corp. from 11,000 Mcf per day to 13,000 Mcf per day.

Applicant proposes to deliver the additional volumes beginning November 1, 1969. Applicant states that no new facilities will be necessary.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 29, 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 petition to intervene in accordance with the Commission's rules.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-11979; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Docket No. CP69-312]

**MANUFACTURERS LIGHT AND HEAT CO.****Notice of Petition To Amend**

OCTOBER 2, 1969.

Take notice that on September 24, 1969, The Manufacturers Light and Heat Co. (Applicant), 800 Union Trust Building, Pittsburgh, Pa. 15219, filed in Docket No. CP69-312 a petition to amend the order of the Commission issued on August 19, 1969, in the same docket to authorize an increase in its peak day deliveries of natural gas by 10,375 Mcf per day to accommodate the requests of two wholesale customers, all as more specifically set forth in the petition to amend which is on file with the Commission and open to public inspection.

Applicant proposes to increase its deliveries as follows:

(a) To United Natural Gas Co. from 10,200 Mcf per day to 20,200 Mcf per day, and

(b) To Penn Fuel Gas Co. from 21,500 Mcf per day to 21,875 Mcf per day.

Applicant proposes that the requested increases are to be effective for the 1969-70 winter heating season. Applicant states that no new facilities will be necessary.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 29, 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 petition to intervene in accordance with the Commission's rules.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-11980; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Dockets Nos. CP70-69-CP70-71]

**NORTHERN NATURAL GAS CO.****Notice of Applications**

OCTOBER 1, 1969.

Take notice that on September 23, 1969, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr. 68102, filed in Dockets Nos. CP70-69, CP70-70, and CP70-71, an application for a Presidential Permit and applications pursuant to section 3 and 7(c) of the Natural Gas Act for authorization to export and import natural gas from the United States to Canada and from Canada to the United States, and the construction and operation of certain

facilities to purchase, transport, and sell natural gas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Pursuant to Executive Order No. 10485, dated September 3, 1953, Applicant filed in Docket No. CP70-69 an application for a Presidential permit authorizing the construction, operation and maintenance of facilities at the international boundary between the United States and Canada for the exportation and importation of natural gas.

Pursuant to section 7(c) of the Natural Gas Act, Applicant in Docket No. CP70-71 seeks authorization to construct and operate approximately 46.1 miles of 16-inch pipeline and other facilities to purchase, gather, and transport for export and sale to Consolidated up to 150,000 Mcf per day. These volumes will be delivered to Consolidated at a point on the international boundary near Willow Creek in Saskatchewan, Canada, for eventual resale and redelivery to Applicant.

Applicant also proposes to construct and operate a new 36-inch pipeline extending approximately 560.9 miles in a northwesterly direction from its existing North Branch, Minn., Compressor Station to a point on the international boundary near Oungre in Saskatchewan in order to purchase and import up to 508,000 Mcf per day from Consolidated on a cost of service basis. Such gas will consist of 358,000 Mcf per day produced in the Province of Alberta, Canada, and 150,000 Mcf per day of Montana gas purchased by Consolidated from Applicant.

Those new supplies will be utilized by Applicant to meet the growth requirements of its customers commencing January 1, 1971, and the estimated total cost of the proposed facilities is \$133,122,100, which will be financed through the issuance of sinking fund debenture bonds, preferred stock, common stock, and cash reserves.

Pursuant to section 3 of the Natural Gas Act, Applicant in Docket No. CP70-70 seeks authorization to export from the United States to Canada up to 150,000 Mcf per day produced in the Tiger Ridge area of Montana to Consolidated, and to import up to 508,000 Mcf per day from Consolidated, which gas is purchased by Consolidated in fields in Alberta, Canada.

Any person desiring to be heard or to make any protest with reference to said applications should on or before October 29, 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 petition 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 in Docket No. CP70-71 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. 69-11981; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Docket No. CP70-64]

**SOUTHERN NATURAL GAS CO.****Notice of Application**

SEPTEMBER 30, 1969.

Take notice that on September 22, 1969, Southern Natural Gas Co. (Applicant), Post Office Box 2563, Birmingham, Ala. 35202, filed in Docket No. CP70-64 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction during a 12-month period between December 30, 1969, and December 29, 1970, and operation of (1) facilities to make sales of gas to existing distributors in existing market areas, (2) facilities to make direct sales of natural gas to consumers located in areas outside the franchise area of any local natural gas distributor, and (3) facilities which represent miscellaneous rearrangements of existing facilities and will not result in any change in service, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the proposed facilities will consist of line taps, metering, and regulating stations, and various types of pipelines including lateral and loop lines. The total cost to Applicant of all such facilities will not exceed \$300,000. It is expected that the cost to Applicant of facilities for each project will not exceed \$50,000. These amounts will be financed from funds on hand or funds generated from operations.

The application states that the certificate requested will augment Applicant's ability to supply, with the least possible delay, the natural gas requirements of its distributors in existing market areas and of small direct sale

customers located in areas outside the franchise areas of natural gas distributors.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 24, 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 petition 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.

[P.R. Doc. 69-11982; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Docket No. CP70-63]

## TENNESSEE GAS PIPELINE CO.

### Notice of Application

SEPTEMBER 30, 1969.

Take notice that on September 19, 1969, Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Applicant), Post Office Box 2511, Houston, Tex. 77001, filed in Docket No. CP70-63 an application pursuant to section 7(b) of the Natural Gas Act for authorization to abandon the exchange of gas in interstate commerce, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to abandon an exchange service rendered to McWood Corp. (McWood) at points on Applicant's facilities in Southwestern Louisiana. Applicant was authorized to take and return a maximum of 1,500 Mcf per day of natural gas produced by McWood by a temporary certificate of public conven-

ience and necessity issued August 2, 1963, in Docket No. CP64-4, and subsequently by a permanent certificate issued January 4, 1965.

Applicant canceled the contract exchange with McWood because McWood's reserves had become depleted to the extent that further deliveries were ceased.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 24, 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 petition 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 approval for the proposed abandonment 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.

[P.R. Doc. 69-11983; Filed, Oct. 7, 1969;  
8:45 a.m.]

[Docket No. CP70-68]

## TRANSWESTERN PIPELINE CO.

### Notice of Application

SEPTEMBER 30, 1969.

Take notice that on September 22, 1969, Transwestern Pipeline Co. (Applicant), Southern National Bank Building, Houston, Tex. 77002, filed in Docket No. CP70-68 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction of an emergency interconnection with El Paso Natural Gas Co. (El Paso) in Ward County, Tex., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes a tap, valve, and related facilities estimated to cost approximately \$20,300, to be financed from funds on hand. Applicant states that at this time it does not contemplate emergency deliveries, but wishes to construct the facilities to be prepared in the event of an emergency or facility failure.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 27, 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 petition 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.

[P.R. Doc. 69-11984; Filed, Oct. 7, 1969;  
8:45 a.m.]

## FEDERAL RESERVE SYSTEM

### MID AMERICA BANCORPORATION, INC.

#### Notice of Application for Approval of Acquisition of Shares of Bank

Notice is hereby given that application has been made, pursuant to section 3(a) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)), by Mid America Bancorporation, Inc., which is a bank holding company located in St. Paul, Minn., for prior approval of the acquisition of all of the voting shares (less directors' qualifying shares) of Park-Grove National Bank, Cottage Grove, Minn., a proposed new bank.

Section 3(c) of the Act provides that the Board shall not approve:

(1) Any acquisition or merger or consolidation under section 3 which would result in a monopoly, or which would be in furtherance of any combination or conspiracy to monopolize or to attempt to monopolize the business of banking in any part of the United States, or

(2) Any other proposed acquisition or merger or consolidation under section 3 whose effect in any section of the country may be substantially to lessen competition, or to tend to create a monopoly, or which in any other manner would be in restraint of trade, unless the Board finds that the anticompetitive effects of the proposed transaction are clearly outweighed in the public interest by the probable effect of the transaction in meeting the convenience and needs of the community to be served.

Section 3(c) further provides that, in every case, the Board shall take into consideration the financial and managerial resources and future prospects of the company or companies and the banks concerned, and the convenience and needs of the community to be served.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. The application may be inspected at the office of the Board of Governors or the Federal Reserve Bank of Minneapolis.

Dated at Washington, D.C., this 30th day of September 1969.

By order of the Board of Governors.

[SEAL] ELIZABETH L. CARMICHAEL,  
Assistant Secretary.

[F.R. Doc. 69-11987; Filed, Oct. 7, 1969;  
8:45 a.m.]

#### MID AMERICA BANCORPORATION, INC.

#### Notice of Application for Approval of Acquisition of Shares of Bank

Notice is hereby given that application has been made, pursuant to section 3(a) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)), by Mid America Bancorporation, Inc., which is a bank holding company located in St. Paul, Minn., for prior approval of the acquisition of all of the voting shares (less directors' qualifying shares) of Suburban National Bank of Roseville, Roseville, Minn., a proposed new bank.

Section 3(c) of the Act provides that the Board shall not approve:

(1) Any acquisition or merger or consolidation under section 3 which would result in a monopoly, or which would be in furtherance of any combination or conspiracy to monopolize or to attempt to monopolize the business of banking in any part of the United States, or

(2) Any other proposed acquisition or merger or consolidation under section 3 whose effect in any section of the country may be substantially to lessen competition, or to tend to create a monopoly, or which in any other manner would be in restraint of trade, unless the Board finds that the anticompetitive effects of the proposed transaction are clearly outweighed in the public interest by the probable effect of the transaction in meeting the convenience and needs of the community to be served.

Section 3(c) further provides that, in every case, the Board shall take into consideration the financial and managerial resources and future prospects of the company or companies and the banks concerned, and the convenience and needs of the community to be served.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. The application may be inspected at the office of the Board of Governors or the Federal Reserve Bank of Minneapolis.

Dated at Washington, D.C., this 30th day of September 1969.

By order of the Board of Governors.

[SEAL] ELIZABETH L. CARMICHAEL,  
Assistant Secretary.

[F.R. Doc. 69-11988; Filed, Oct. 7, 1969;  
8:45 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[70-4793]

### LOUISIANA POWER & LIGHT CO.

#### Notice of Proposed Issue and Sale of Bonds at Competitive Bidding

OCTOBER 2, 1969.

Notice is hereby given that Louisiana Power & Light Co. ("Louisiana"), 142 Delaronde Street, New Orleans, La. 70114, an electric utility subsidiary company of Middle South Utilities, Inc., a registered holding company, has filed a declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a) and 7 of the Act and Rule 50 thereunder as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

Louisiana proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, \$25 million principal amount of first mortgage bonds, ----- percent series due 1999. The interest rate of the bonds (which will be a multiple of one-eighth of 1 percent) and the price, exclusive of

accrued interest, to be paid to Louisiana (which will be not less than 100 percent nor more than 102½ percent of the principal amount thereof) will be determined by competitive bidding. The bonds will be issued under Louisiana's mortgage and deed of trust dated as of April 1, 1944, to The Chase Manhattan Bank ("National Association"), successor to The Chase National Bank of the City of New York and Charles F. Ruge, successor to Carl E. Buckley, as trustees, as heretofore supplemented by various indentures and as to be further supplemented by a 13th supplemental indenture to be dated December 1, 1969.

Louisiana will apply the net proceeds from the issue and sale of the bonds to the payment of short-term bank loans and commercial paper notes in an aggregate amount not to exceed \$18 million, and to its 1969 construction program, estimated to be \$61,200,000.

It is stated that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction. Fees and expenses to be incurred by Louisiana in connection with the bonds are estimated at \$75,000, including legal fees of \$27,000 and auditor's fees of \$4,500. The fees of counsel for the underwriters, to be paid by the successful bidders, are estimated at \$9,000.

Notice is further given that any interested person may, not later than October 27, 1969, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be granted as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. 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. 69-12025; Filed, Oct. 7, 1969;  
8:49 a.m.]

[70-4792]

## WISCONSIN GAS CO.

## Notice of Proposed Issue and Sale of Short-Term Notes to Banks

OCTOBER 2, 1969.

Notice is hereby given that Wisconsin Gas Co. ("Wisconsin"), 626 East Wisconsin Avenue, Milwaukee, Wis. 53201, a gas utility subsidiary company of American Natural Gas Co., a registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6 and 7 thereof as applicable to the proposed transactions. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transactions.

Wisconsin proposes to issue, from time to time during the period commencing November 14, 1969, and ending November 13, 1970, in varying amounts as funds are required, unsecured promissory notes to banks in an aggregate principal amount not to exceed \$22 million at any one time outstanding. The notes will be dated when issued, will mature November 13, 1970, and will bear interest at the prime rate in effect at First National City Bank, New York, N.Y., on the date of issue. The interest rate will be adjusted to the prime rate in effect at such bank at the beginning of each 90-day period subsequent to the date of the first borrowing. There is no commitment fee and the proposed notes may be prepaid at any time without penalty.

Shown below are the maximum principal amounts proposed to be issued to the designated banks:

First Wisconsin National Bank of Milwaukee, Wis.	\$7,000,000
First National City Bank, New York, N.Y.	5,000,000
Marshall and Halsey Bank, Milwaukee, Wis.	4,000,000
Manufacturers Hanover Trust Co., New York, N.Y.	4,000,000
Marine National Exchange Bank, Milwaukee, Wis.	2,000,000
Total	\$22,000,000

Under previous Commission authorization, Wisconsin had outstanding as of July 29, 1969, \$12 million of unsecured short-term promissory notes to the above-named banks (Holding Company Act Release No. 16187, Nov. 14, 1967). Wisconsin will use part of the proceeds from the proposed issue and sale of notes to pay, without penalty, any outstanding notes due these banks. The balance of the proceeds will be used by Wisconsin to finance its 1969 construction program. It is estimated that \$7 million of notes will be outstanding on November 14, 1969.

The fees and expenses in connection with the proposed issue and sale of notes are estimated at \$1,750, including \$750 for counsel fees. The filing states that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than October 27, 1969, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. 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. 69-12026; Filed, Oct. 7, 1969; 8:49 a.m.]

INTERSTATE COMMERCE  
COMMISSION

## FOURTH SECTION APPLICATIONS FOR RELIEF

OCTOBER 3, 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. 41772—Chlorine to Hamilton, Miss. Filed by Southwestern Freight Bureau, agent (No. B-93), for interested rail carriers. Rates on chlorine, in tank carloads, as described in the application, from specified points in Texas, to Hamilton, Miss.

Grounds for relief—Market competition.

Tariff—Supplement 85 to Southwestern Freight Bureau, agent, tariff ICC 4773.

FSA No. 41773—Wrought iron or steel pipe from Wayne, Mich. Filed by Southwestern Freight Bureau, agent (No. B-86), for interested rail carriers. Rates on pipe, wrought iron, or steel, in car-

loads, as described in the application, from Wayne, Mich., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

Grounds for relief—Market competition.

Tariff—Supplement 133 to Southwestern Freight Bureau, agent, tariff ICC 4620.

By the Commission.

[SEAL] H. NEIL GABSON,  
Secretary.

[F.R. Doc. 69-12030; Filed, Oct. 7, 1969; 8:49 a.m.]

[Notice 570]

MOTOR CARRIER ALTERNATE ROUTE  
DEVIATION NOTICES

OCTOBER 3, 1969.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 1042.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.1 (d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.1 (e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

## MOTOR CARRIERS OF PROPERTY

No. MC 2229 (Deviation No. 19), RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, Post Office Box 47407, Dallas, Tex. 75247, filed September 8, 1969. Carrier's representative: E. Larry Wells, same address as applicant. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between Memphis, Tenn., and Little Rock, Ark., over Interstate Highway 40, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: Between Memphis, Tenn., and Little Rock, Ark., over U.S. Highway 70.

No. MC 2229 (Deviation No. 20), RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, Post Office Box 47407, Dallas, Tex. 75247, filed September 8, 1969. Carrier's representative: E. Larry Wells, same address as applicant. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between Shreveport, La., and Jackson, Miss., over

Interstate Highway 20 (traversing U.S. Highway 80 where portions of Interstate Highway 20 are incomplete), for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: Between Jackson, Miss., and Shreveport, La., over U.S. Highway 80 via Vicksburg, Miss., and Monroe, La.

#### MOTOR CARRIER OF PASSENGERS

No. MC 60325 (Deviation No. 3), JEFFERSON LINES, INC., 1114 Currie Avenue, Minneapolis, Minn. 55403, filed September 8, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From Ames, Iowa, over U.S. Highway 30 to junction Interstate Highway 35, thence over Interstate Highway 35 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 65 at Iowa Falls, Iowa, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over pertinent service routes as follows: (1) From Minneapolis, Minn., over city streets to St. Paul, Minn., thence over Minnesota Highway 49 to junction Minnesota Highway 218, thence over Minnesota Highway 218 to Farmington, Minn., thence over U.S. Highway 65 to Albert Lea, Minn., thence over U.S. Highway 69 to Kansas City, Kans., thence over city streets to Kansas City, Mo., and (2) from Minneapolis, Minn., to Albert Lea, Minn., as specified in (1) above, thence over U.S. Highway 65 to junction U.S. Highway 30, thence over U.S. Highway 30 to Ames, Iowa, thence over U.S. Highway 69 to Bethany, Mo., and return over the same routes.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 69-12031; Filed, Oct. 7, 1969;  
8:49 a.m.]

[Notice 1336]

### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 3, 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 necessarily 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 73165 (Sub-No. 250) (Republication), filed April 24, 1968, published in FEDERAL REGISTER issues of May 30, 1968, and August 8, 1968, and republished this issue. Applicant: EAGLE MOTOR LINES, INC., Post Office Box 1348, Birmingham, Ala. 35201. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. By report and order entered in the above-entitled proceeding, the examiner recommended the granting to applicant 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, to, and from points substantially as indicated below. An order of the Commission, division 1, served August 22, 1969, and effective September 22, 1969, finds that the present and future public convenience and necessity require operation by applicant as a *common carrier* by motor vehicle, in interstate or foreign commerce, over irregular routes, of *iron and steel articles*, from points in Wayne and Cabell Counties, W. Va., to points in Tennessee and Alabama on and north of the Tennessee or Holston Rivers (except points in Tennessee on and east of U.S. Highway 25E) and points in Louisiana and Texas; 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; that the authority granted herein, to the extent it duplicates any heretofore granted or now held by applicant shall not be construed as conferring more than one operating right. 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 107583 (Sub-No. 43) (Republication), filed August 18, 1968, published in the FEDERAL REGISTER issues of September 5, 1968, and September 12, 1968, and republished, this issue. Applicant: SALEM TRANSPORTATION CO., INC., 1222 Jerome Avenue, Bronx, N.Y. 10452. Applicant's representative: George H. Rosen, 265 Broadway, Monticello, N.Y. 12701. By report and order entered in the above-entitled proceeding, the examiner recommended the granting to applicant 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, to, and from

points substantially as indicated below. An order of the Commission, division 1, served August 25, 1969, and effective September 24, 1969, finds that the present and future public convenience and necessity require operation by applicant as a *common carrier* by motor vehicle, over irregular routes, of *general commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, blood, blood plasma, and related medical and therapeutic agents), restricted (a) to the transportation of shipments in the same vehicles with passengers (otherwise authorized), and (b) against the transportation of packages or articles weighing more than 100 pounds in the aggregate from one consignor at one location to one consignee at one location during a single day.

(1) between McGuire Air Force Base, Fort Dix, and Wrightstown, N.J., on the one hand, and, on the other, John F. Kennedy International Airport and La Guardia Airport, New York, N.Y., and Philadelphia International Airport, Philadelphia, Pa., and (2) between John F. Kennedy International Airport, New York, N.Y., and Philadelphia International Airport, Philadelphia, Pa.; 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.

#### NOTICE OF FILING OF PETITIONS

No. MC 30319 (Notice of filing of petition for removing certain restrictions from certificate), filed September 18, 1969. Petitioner: SOUTHERN PACIFIC TRANSPORT COMPANY, Dallas, Tex. Petitioner's representatives: John F. Heard and Edwin N. Bell, 1600 Esperson Building, Houston, Tex. 77002. By the instant petition, petitioner seeks to remove two restrictions applicable to a route, wherein it is authorized to transport general commodities, between Kerrville and San Antonio, Tex., over specified regular routes. The operating rights over this particular route contain certain restrictions, the two here pertinent: The service to be performed by carrier shall be limited to that which is auxiliary to or supplemental of rail service of the Southern Pacific Co., hereinafter called the railroad, except at Chappell Hill, Sublime, Hallettsville, Rusk, Maydelle, Palestine, Sheridan, and Rock Island, Tex. The carrier shall not render any

service to or from any point not a station on the line of the railroad, except Coldspring, Tex., the site of the Southern Production Co. near Pledger, Tex., the site of the Freeport Sulphur plant near Damon, Tex., Chappell Hill, Sublime, Hallettsville, Rusk, Maydelle, Palestine, Sheridan, and Rock Island, Tex. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 240 TO THE EXTENT APPLICABLE

No. MC 57254 (Sub-No. 11) (Amendment), filed April 28, 1969, published in the FEDERAL REGISTER issues of June 11, 1969, and July 16, 1969, and republished in part, as amended, this issue. Applicant: ASSOCIATED FREIGHT LINES, a corporation, 1700 24th Street, Oakland, Calif. 94607. Applicant's representative: Marvin Handler, 405 Montgomery Street, Suite 1401, San Francisco, Calif. 94104. The purpose of this partial republication is to reflect the following changes: (a) Over regular routes as a common carrier by motor vehicle of general commodities (except commodities in bulk, used household goods as described in 17 M.C.C. 467, wood chips and shavings) to, from, and between points in California on the routes described below, serving all intermediate points, as follows: (b) Routes (6), (7), and (20) were revised respectively as follows: (6) From Maricopa over California Highway 166 to its junction with U.S. Highway 99 at a point approximately 23 miles east of Maricopa, inclusive. (7) From Lost Hills over California Highway 46 to its junction with U.S. Highway 99 at a point approximately 6 miles east of Wasco, inclusive. (20) From California Highway 79 at its junction with California Highway 60 near Beaumont over California Highway 60 to Los Angeles, inclusive, with no service authorized to or from Beaumont, proper. (c) Route 35 was deleted. (d) Routes 36 through 44 were renumbered 35 through 43.

(4) Route 45 has been deleted. (e) Routes 46 through 57 have been renumbered 44 through 55 respectively. (f) Route 58 has been renumbered 56 and modified as follows: From Sebastopol over California Highway 12 to Burson, inclusive. (g) Routes 59 and 60 have been renumbered 57 and 58 respectively. (h) Route 61 has been deleted. (i) Routes 62 and 63 have been renumbered 59 and 60 respectively. (j) Route 64 has been renumbered 61 and modified as follows: From Davenport over California Highway 1 to Carmel, inclusive. (k) Routes 65 through 74 have been renumbered routes 62 through 71 respectively. (l) Route 75 has been renumbered 72 and modified as follows: From Pinole over California Highway 4 to its junction with County Road J14 at a point approximately 9 miles east of Farmington, inclusive. (m) Routes 76, 77,

and 78 have been renumbered 73, 74, and 75 respectively. (n) Route 79 has been renumbered 76 and modified as follows: From Stockton over California Highway 26 and County Road J14 to Jenny Lind, inclusive. (o) Routes 80 through 101 have been renumbered 77 through 98 respectively. (p) Route 102 has been renumbered 99 and modified as follows: From Sacramento over U.S. Highway 50 to Shingle Springs, inclusive. (q) Route 103 has been renumbered 100 and modified as follows: From Sacramento over California Highway 16 to its junction with Latrobe Road at a point approximately 5 miles west of Plymouth, inclusive. (r) Route 104 has been renumbered 101 and modified as follows: From Stockton over California Highways 88 and 124 to Ione, inclusive.

(s) Routes 105 and 106 have been renumbered 102 and 103 respectively. (t) Route 107 has been renumbered 104 and modified as follows: From Manteca over California Highways 108 and 120 to Knights Ferry, inclusive. (u) Route 108 has been renumbered 105. (v) Route 109 has been renumbered 106 and modified as follows: From Roseville over California Highway 65 to Wheatland, inclusive. (w) Routes 110 through 122 have been renumbered 107 through 119 respectively. (x) Route 123 has been renumbered 120 and modified as follows: From Santa Monica over Interstate Highway 10 to Calimesa, inclusive. (y) Route 124 has been renumbered 121. (z) Route 125 has been renumbered 122 and modified as follows: From Hemet over California Highway 79 to its junction with California Highway 60 near Beaumont, inclusive, with no service authorized to or from Beaumont, proper. (z1) Routes 126 through 136 have been renumbered 123 through 133 respectively, and (z2) Routes 134 through 145 are new routes written to cover points now within the scope of the present certificate, but which would have been eliminated by reason of deletion of off-route authority necessitating direct route designations. They are as follows: (134) From Jenny Lind over County Road J14 to Burson, inclusive. (135) From California Highway 16 at its junction with Latrobe Road at a point approximately 5 miles west of Plymouth over Latrobe Road to its junction with U.S. Highway 50 near Clarksville, inclusive. (136) From Cholame over California Highway 46 to Lost Hills, inclusive. (137) From Kettleman City over unnumbered county road to California Hot Springs, inclusive. (138) From Porterville over unnumbered county road to Glennville, inclusive.

(139) From Glennville over California Highway 155 to Woody, thence over unnumbered county road to Oildale, inclusive. (140) From Cuyama over California Highways 33 and 166 to Maricopa, inclusive. (141) From Merced over California Highway 59 to Shelling, thence over County Road J59 to La Grange, inclusive. (142) From Corcoran over unnumbered county road to its junction with California Highway 46 at a point approximately 6 miles east of Lost Hills, inclusive. (143) From Bakersfield over

California Highways 58 and 184 to Lamont, inclusive. (144) From Lamont over California Highway 184 to its junction with U.S. Highway 99 at a point approximately 25 miles south of Bakersfield, inclusive, and (145) from Merced over County Road J7 to Escalon, inclusive; with service to, from, and between all off-route points situated in the counties of Alameda, Contra Costa, Fresno, Kings, Lake, Los Angeles, Marin, Merced, Napa, Orange, Sacramento, San Francisco, San Joaquin, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Solano, Sonoma, Stanislaus, Tulare, Ventura, and Yolo; and service to, from, and between all off-route points situated west of California Highway 49 in the county of Mariposa with no service authorized to or from points on California Highway 49; and service to, from, and between all off-route points situated west of California Highway 49 in the county of Placer; and service to, from, and between all off-route points situated west of California Highway 41 in the county of Madera; and service to, from, and between all off-route points situated north of California Highway 68 in the county of Monterey; and service to, from, and between all off-route points in Kern County situated west of California Highway 14; and service to, from, and between off-route points in San Bernardino County situated south of California Highway 18 and west of California Highway 38; and service to, from, and between all off-route points situated west of California Highway 79 in the counties of Riverside and San Diego, except no service is authorized to or from Beaumont; no service is authorized on California Highway 1 between Pacifica and Davenport, except service is authorized to and from Davenport. Any and all highways and roads between the areas described above may be used for operating convenience only. The rest of the application remains as previously published.

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 240)

MOTOR CARRIERS OF PROPERTY

No. MC-F-10622. Authority sought for purchase by HALLAMORE MOTOR TRANSPORTATION, INC., 795 Plymouth Street, Holbrook, Mass. 02343, of the operating rights of KENNEBEC TRUCKING COMPANY, INC., 170 Payne Street, South Portland, Maine, and for acquisition by JOSEPH L. BARRY, JOSEPH L. BARRY, JR., and DENNIS E. BARRY, all also of Holbrook, Mass., of control of such rights through the purchase. Applicants' attorney: Frank J. Weiner, Investors Building, 536 Granite Street, Braintree, Mass. 02184. Operating rights sought to be transferred: Road-building machinery and contractors' equipment,

as a *common carrier*, over irregular routes, between points in Connecticut, Maine, Massachusetts, New York, and Pennsylvania; and *road-building contractors' materials and supplies*, when transported together with road-building contractors' machinery and equipment, between points in Connecticut, Maine, Massachusetts, New York, and Pennsylvania. Vendee is authorized to operate as a *common carrier* in Massachusetts, Rhode Island, Connecticut, and New Hampshire. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10623. Authority sought for purchase by HERMANN FORWARDING COMPANY, Hermann Road, Post Office Box 1, North Brunswick, N.J. 08902, of the operating rights of P. J. MOTORWAY, INC., Post Office Box 182, Palatine, Ill. 60067, and for acquisition by ESTATE OF FRED J. HERMANN, RICHARD W. HERMANN, and ALBERT W. HERMANN, all also of North Brunswick, N.J., of control of such rights through the purchase. Applicants' attorney: Maxwell A. Howell, 1120 Investment Building, Washington, D.C. 20005. Operating rights sought to be transferred: Under a certificate of registration, in Docket No. MC-121084 Sub-1, covering the transportation of packaged merchandise, as a *common carrier*, in intrastate commerce, within the State of Illinois. Vendee is authorized to operate as a *common carrier* in New Jersey, New York, Pennsylvania, and Delaware. Application has not been filed for temporary authority under section 210a(b). NOTE: MC-32775 Sub-13 is a matter directly related.

No. MC-F-10624. Authority sought for purchase by PAUL V. ADAMS TRUCKING, INC., Route 109, Sanford, Maine 04073, of the operating rights of CALORE EXPRESS CO., INC., 200 Whitehall Street, Providence, R.I. 02901, and for acquisition by GEORGE P. ADAMS, LAMBY ADAMS, and STEPHEN H. ADAMS all also of Sanford, Maine, of control of such rights through the purchase. Applicants' attorneys and representative: Mary E. Kelley, 10 Tremont Street, Boston, Mass. 02108, Kenneth B. Williams, 111 State Street, Boston, Mass., and Joseph E. Michael, Jr., 40 Wakefield Street, Rochester, N.H. Operating rights sought to be transferred: *General commodities*, excepting among others household goods and commodities in bulk, as a *common carrier* over regular routes, between Providence, R.I., and New Bedford, Mass., serving all intermediate points, and the off-route points of Barrington, Cranston, and Pawtucket, R.I.; *general commodities*, except those of unusual value, livestock, high explosives, commodities in bulk, commodities requiring refrigeration or special equipment, and those injurious or contaminating to other lading, between Boston, Mass., and Westerly, R.I., between Providence, R.I., and Newport, R.I., serving all intermediate points; *meat products, meat byproducts, and dairy products*, as described in sections (A) and (B) of appendix I to the report

in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, other than in bulk, in tank vehicles, from Providence, R.I., to points in Rhode Island, with restriction; *general commodities*, except those of unusual value, livestock, high explosives, commodities in bulk, commodities requiring refrigeration or special equipment, and those injurious or contaminating to other lading, between Boston, Mass., on the one hand, and, on the other, points in Massachusetts, New Hampshire, and Rhode Island; and *asphalt*, in drums, from East Providence and Riverside, R.I., to points in Massachusetts and New Hampshire. Vendee is authorized to operate as a *common carrier* in Massachusetts, Maine, and New Hampshire. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10625. Authority sought for purchase by ENGEL BROTHERS, INC., 901 Julia Street, Elizabeth, N.J. 07201, of the operating rights of EDWARD W. LYNES (HERBERT D. LOWRANCE, SR., EXECUTOR), doing business as EUREKA TRANSFER & STORAGE, 601 North Washington, El Dorado, Kans. 67042 and for acquisition by JOSEPH W. ENGEL AND WILLIAM ENGEL, both also of Elizabeth, N.J., of control of such rights through the purchase. Applicants' attorney and representative: Robert J. Gallagher, Washington Building, Washington, D.C. 20005, and Allyn McGinnis, Post Office Box 5, El Dorado, Kans. 67042. Operating rights sought to be transferred: *Household goods*, as a *common carrier* over irregular routes, between Eureka, Kans., on the one hand, and, on the other, points in Missouri and Oklahoma; *household goods*, as defined by the Commission, between Eureka, Kans., and points within 45 miles of Eureka, on the one hand, and, on the other, points in Colorado, Illinois, Iowa, Missouri, Nebraska, Oklahoma, and Texas. Vendee is authorized to operate as a *common carrier* in New Jersey, New York, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Louisiana, Kentucky, Tennessee, Missouri, Indiana, West Virginia, Ohio, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Kansas, Texas, Mississippi, Arkansas, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

#### MOTOR CARRIER OF PASSENGERS

No. MC-F-10626. Authority sought for purchase by SAFEWAY TRAILS, INC., 1200 Eye Street NW., Washington, D.C. 20005, of a portion of the operating rights of MONUMENTAL MOTOR TOURS, INC., 3319 Pulaski Highway, Baltimore, Md. 21224, and for acquisition by CONTINENTAL TRAILWAYS, INC., 315 Continental Avenue, Dallas, Tex. 75207, of control of such rights through the purchase. Applicants' attorneys: James E. Wilson, 1735 K Street NW., Washington, D.C. 20006, and S. Harrison Kahn, 733 Investment Building, Washington,

D.C. 20005. Operating rights sought to be transferred: Passengers and their baggage, in special operations, during the authorized racing seasons at each of the tracks named below, as a *common carrier*, over irregular routes, between Atlantic City, N.J., on the one hand, and, on the other, the sites of the Bowie and Laurel Race Tracks in Maryland, and the Delaware Park Race Track in Delaware; and passengers and their baggage, in special operations, beginning and ending at points on U.S. Highway 40 within the State of New Jersey (except Atlantic City), and extending to Bowie Race Track and Laurel Race Track, Md., to Delaware Park Race Track, Stanton, Del. Vendee is authorized to operate as a *common carrier* in New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL]

H. NEIL GABSON,  
Secretary.

[P.R. Doc. 69-12032; Filed, Oct. 7, 1969;  
8:49 a.m.]

[Notice 919]

#### MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

OCTOBER 3, 1969.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies. A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

#### MOTOR CARRIERS OF PROPERTY

No. MC 4883 (Sub-No. 39 TA), filed September 30, 1969. Applicant: THE GUYOTT COMPANY, 176 Forbes Avenue, New Haven, Conn. 06512. Applicant's representative: Paul J. Goldstein, 109 Church Street, New Haven, Conn. 06510. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum oxide abrasive*, also known as "abrasive grain" in bulk, in tank or

hopper-type vehicles, from Worcester, Mass., to Waterbury, Conn., with no return movements except for *rejected shipments*, for 180 days. Supporting shipper: The Lea Manufacturing Co., 237 East Aurora Street, Waterbury, Conn. 06720. Send protests to: District Supervisor David J. Kiernan, Interstate Commerce Commission, Bureau of Operations, 324 U.S. Post Office Building, 135 High Street, Hartford, Conn. 06101.

No. MC 8948 (Sub-No. 88 TA), filed September 30, 1969. Applicant: WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif. 90058. Applicant's representative: Russell & Schureman, 1545 Wilshire Boulevard, Los Angeles, Calif. 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrosyl chloride*, in bulk, in shipper-owned trailers, from the plantsite of Hercules, Inc., at or near Hercules, Calif., to Wichita, Kans., for 180 days. Supporting shipper: Air Products & Chemicals, Inc., Allentown, Pa. Send protests to: Robert G. Harrison, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 10761 (Sub-No. 243 TA), filed September 24, 1969. Applicant: TRANS-AMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich. 48209. Applicant's representative: Walter T. Evans, Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and storage facilities used by National Beef Packing Co., at or near Liberal, Kans., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont, restricted to traffic originating at the plantsite and warehouse facilities of National Beef Packing Co., for 180 days. Supporting shipper: National Beef Packing Co., Inc., 300 Central Avenue, Kansas City, Kans. 66118. Send protests to: Gerald J. Davis, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1110 Broderick Tower Building, 10 Witherell Street, Detroit, Mich. 48226.

No. MC 93980 (Sub-No. 50 TA), filed September 26, 1969. Applicant: VANCE TRUCKING COMPANY, INCORPORATED, Box 119 (Raleigh Road), Henderson, N.C. 27536. Applicant's representative: John A. Vuono, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, as described in appendix V to the report in *Descriptions in Motor Carrier Certificate*, 61 M.C.C. 209,

276-279 (1952); (1) from Alliquippa, Pa., to points in North Carolina and South Carolina; and (2) from Pittsburgh, Pa., to points in South Carolina, for 180 days. Supporting shippers: Jones & Laughlin Steel Corp., 3 Gateway Center, Pittsburgh, Pa. 15230; H. K. Porter Co., Inc., Porter Building, Pittsburgh, Pa.; H. H. Robertson Co., Ambridge, Pa. 15003; A. M. Byers Co., Post Office Box 369, Ambridge, Pa. 15003. Send protests to: Archie W. Andrews, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Post Office Box 10885, Cameron Village Station, Raleigh, N.C. 27605.

No. MC 102546 (Sub-No. 1 TA), filed September 30, 1969. Applicant: BLUE FLASH EXPRESS, INC., 1801 Cherokee Avenue, Baton Rouge, La. 70802. Applicant's representative: Edward A. Winter, 235 Rosewood Drive, Metairie, La. 70005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt roofing products*, from Slidell, La., to points in Mississippi, for 180 days. Supporting shipper: Delta Roofing Mills Inc., Slidell, La. Send protests to: W. R. Atkins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 107295 (Sub-No. 221 TA), filed September 25, 1969. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Authority sought to operate as a *common carrier*, by motor vehicle sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe tubing and fittings, including accessories incidental to the completion, erection, and installation thereof*, from the plantsites of Sawhill Tubular Division of Cyclops Corp., at Sharon and Wheatland, Pa., to points in the United States (except Alaska, Arizona, California, Connecticut, Delaware, Hawaii, Idaho, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Nevada, Pennsylvania, Rhode Island, Utah, Vermont, and Washington), for 180 days. Supporting shipper: Cyclops Corp., Sawhill Tubular Division, Box 11, Sharon, Pa. 16146. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams Street, Springfield, Ill. 62704.

No. MC 107403 (Sub-No. 780 TA), filed September 29, 1969. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phenol and acetone*, in bulk, in tank vehicles, from Haverhill, Ohio, to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, for 180 days.

Supporting shipper: United States Steel Corp., 525 William Penn Place, Pittsburgh, Pa. 15230. Send protests to: Ross A. Davis, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 112595 (Sub-No. 38 TA), filed September 29, 1969. Applicant: FORD BROTHERS, INC., Post Office Box No. 727, Ironton, Ohio 45638. Applicant's representative: James R. Stiverson, 50 West Broad Street, Suite 3320 Leveque-Lincoln Tower, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acetone and phenol*, in bulk, in tank vehicles, from the plantsite of United States Steel Corp. at or near Haverhill (Scioto County), Ohio, to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, for 180 days. Supporting shipper: United States Steel Corp., 525 William Penn Place, Pittsburgh, Pa. 15230; Attention: James T. Curtis, Jr., Manager, Movement and Project Services, Non-Ferrous Traffic & Transportation. Send protests to: H. R. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3202 Federal Office Building, Charleston, W. Va. 25301.

No. MC 125899 (Sub-No. 12 TA), filed September 26, 1969. Applicant: JOHN McCABE, 1804 South 27th Avenue, Phoenix, Ariz. 85009. Applicant's representative: Donald E. Fernaays, 4114 North 20th Street, Phoenix, Ariz. 85016. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sonte*, (1) between points in California on the one hand, and, on the other, points in Nevada; (2) from points in California and Nevada on the one hand, to points in Washington (including the port of entry on the international boundary line between the United States and Canada, located at Blaine, Wash.), and Oregon, for 180 days. Supporting shippers: Nutual Materials, 3720 Airport Way South, Seattle, Wash. 98124; Northern Stone Supply, Inc., Box 118, 150 Parvin Road, Incline Village, Lake Tahoe, Nev.; Quadra Stone Co., Ltd., 1275 West 75th Avenue, Vancouver 14, British Columbia; Terrazzo & Stone Supply Co., 645 Northwest 42d, Seattle, Wash. 98107; Natural Stone & Masonry Products, Inc., 4783 Highway 50 East, Carson City, Nev.; Premier Marble Products, 2951 Randolph Avenue, Costa Mesa, Calif. 92626; Ed Seavers, 726 Glendale Road, Sparks, Nev. 89431; Western States Stone Co., Inc., Post Office Box 466, Santa Clara, Calif. 95052. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3427 Federal Building, Phoenix, Ariz. 85025.

No. MC 128215 (Sub-No. 4 TA), filed September 29, 1969. Applicant: MARTIN TRAILER TOTERS, INC., 4038 Jefferson

Highway, New Orleans, La. 70121. Applicant's representative: Harold R. Ainsworth, 2307 American Bank Building, New Orleans, La. 70130. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile homes and house trailers*, in initial and secondary movement, between points in Jackson, Harrison, and Hancock Counties, Miss.; Plaquemines, St. Bernard, Washington, and St. Tammany Parishes, La., on one hand, and, on the other all points in the States of Mississippi, Louisiana, Alabama, Texas, Florida, and Arkansas, for 150 days. Supporting shipper: Application supported by: (District 51), 1390 East Bay View Avenue, Biloxi, Miss. 39533; Hon. Tommy A. Gollott, Mississippi State Representative, House of Representatives, Jackson, Miss. Send protests to: W. R. Atkins, District Supervisor, Bureau of Operations, Interstate Commerce Commission, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 134060 TA, filed September 29, 1969. Applicant: DAVINDER FREIGHTWAYS LTD., 9341 Trans-Canada Highway, Chemainus, British Columbia, Canada. Applicant's representative: George S. Doman (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, between points of entry on the international boundary line, between the United States and Canada located in Washington and points in Washington, for 180 days. Supporting shippers: Harry H. Law, Inc., 703 Lloyd Building, Seattle, Wash. 98101, G. S. Doman, Ltd., Box 40, Chemainus, British Columbia, Canada. Send protests to: District Supervisor E. J. Casey, Bureau of Operations, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 134065 (Sub-No. 1 TA), filed September 30, 1969. Applicant: ROSS E. JUDGE AUTO TRANSPORT LTD., Chisholm Avenue, Halifax, Nova Scotia, Canada. Applicant's representative: Harold C. Pachios, 85 Exchange Street, Portland, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles*, from Houlton, Maine, to the port of entry on international boundary line between the United States and Canada, at or near Houlton, Maine, for 150 days. Supporting shipper: General Motors of Canada Ltd., Oshawa, Ontario, Canada. Send protests to: Donald G. Weller, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 76 Pearl Street PSS, Portland, Maine 04112.

No. MC 134066 TA, filed September 30, 1969. Applicant: BAER AG. SUPPLY, Box 299, Waukegan, Iowa 50263. Applicant's representative: Lewis A. Baer (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, from Waukegan, Iowa, to Des Moines, De Soto, Ogden, and Perry, Iowa, for 180 days. Supporting shipper: American Salt Corp., 3142 Broadway, Kansas City, Mo. 64111. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission,

Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 134067 TA, filed September 30, 1969. Applicant: CARMARK TRANSPORTATION LINES, INC., 16260 South Wood Street, Markham, Ill. 60426. Applicant's representative: Carl Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, quick or hydrate, in bags, from Chicago and Thornton, Ill., to points in Indiana, for 180 days. Supporting shipper: Marblehead Line Co., 300 West Washington Street, Chicago, Ill. 60606. Send protests to: Roger L. Buchanan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, U.S. Courthouse, Federal Office Building, Room 1086, 219 South Dearborn Street, Chicago, Ill. 60604.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 69-12033; Filed, Oct. 7, 1969;  
8:49 a.m.]

[Notice 421]

#### MOTOR CARRIER TRANSFER PROCEEDINGS

OCTOBER 3, 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-71524. By order of September 25, 1969, the Motor Carrier Board approved the transfer to Adams-Orsinger, Inc; Chicago, Ill; of permit in No. MC-125125, issued May 28, 1965, to Frank Adams and Francis Orsinger, a partnership, doing business as Adams Orsinger Motor Transportation, Chicago, Ill., authorizing the transportation of: Items such as are usually and customarily dealt in by retail hardware stores, from points in the Chicago, Ill., commercial zone, to points in Lake County, Ind. George S. Mullins, 4704 West Irving Park Road, Chicago, Ill. 60641, representing applicants.

No. MC-FC-71632. By order of September 30, 1969, the Motor Carrier Board approved the transfer to James "Jake" Jacobsma, doing business as Sioux City Bulk Feed Service, Sioux City, Iowa, of the operating rights in certificates Nos. MC-128808 and MC-128808 (Sub-No. 3) issued October 31, 1967, and February 14, 1969, respectively, to Jake Zoet, doing business as Le Mars Feed & Grain, Le Mars, Iowa, authorizing the transporta-

tion of grain, between Le Mars, Iowa, and points within 25 miles thereof, on the one hand, and, on the other, points in Minnesota, South Dakota, and Nebraska, and between points in the said base territory, on the one hand, and, on the other, points in Illinois, Missouri, and Wisconsin; and hay, animal, and poultry feed, fly spray and mange oil, and various other commodities, from and to specified points in Iowa, Wyoming, North Dakota, Nebraska, Wisconsin, Missouri, and Minnesota. R. W. Wigton, Registered Practitioner, Post Office Box 56L, Sioux City, Iowa 51108, representative for applicants.

No. MC-FC-71634. By order of September 30, 1969, the Motor Carrier Board approved the transfer to Demary Brothers Transfer, Inc., Enterprise, W. Va., of certificate No. MC-29865, issued October 7, 1941, to Salvador Demary, doing business as Demary Brothers Transfer, Enterprise, W. Va., authorizing the transportation of: Household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between points in Marion, Harrison, Monongalia, Randolph, Mineral, and Doddridge, W. Va., on the one hand, and, on the other, points in Maryland, Pennsylvania, Ohio, New Jersey, and New York; and fruits and vegetables, from points in Maryland, Pennsylvania, and Ohio, to Fairmont, Clarksburg, and Enterprise, W. Va.; and from points in West Virginia through Maryland, to Fairmont, Clarksburg, and Enterprise, W. Va. H. Laban White, Empire Bank Building, Clarksburg, W. Va. 26301, attorney for applicants.

No. MC-FC-71635. By order of September 30, 1969, the Motor Carrier Board approved the transfer to Travel Center of Waterbury, Inc., 45 West Main Street, Waterbury, Conn. 06702, of the license in No. MC-12816 issued April 24, 1963, to Joseph Thomas Brady, doing business as Waterbury Travel Center or Travel Center, 45 West Main Street, Waterbury, Conn. 06702, authorizing operations as a broker at Waterbury, Conn., in arranging transportation for passengers and their baggage, in special and charter operations, in all-expense round-trip tours, between points in the United States, including Alaska and Hawaii.

No. MC-FC-71636. By order of September 30, 1969, the Motor Carrier Board approved the transfer to John A. Schmidt and Ross Z. Pierpont, a limited partnership, doing business as Metropolitan Transfer Co., Westminster, Md., of the operating rights in certificates Nos. MC-56254 and MC-56254 (Sub-No. 1) issued December 11, 1952, and January 18, 1963, to Alexis E. Sines, doing business as Sines Transfer Co., Westminster, Md., authorizing the transportation of household goods as defined by the Commission, between Westminster, Md., and points within 10 miles thereof, on the one hand, and, on the other, points in Pennsylvania, Virginia, and the District of Columbia. John A. Schmidt, 35 Main Street, Reisterstown, Md. 21136, representative for applicants.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 69-12034; Filed, Oct. 7, 1969;  
8:49 a.m.]

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