

# THE NATIONAL ARCHIVES

# FEDERAL REGISTER

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## TITLE 7—AGRICULTURE

### Chapter I—Production and Marketing Administration (Standards, Inspections, Marketing Practices), Department of Agriculture

#### PART 29—TOBACCO INSPECTION

##### SUBPART C—STANDARDS

##### OFFICIAL STANDARDS FOR BURLEY TOBACCO

On October 17, 1952, a notice of proposed rule making was published in the FEDERAL REGISTER (17 F. R. 9200) regarding the issuance of proposed Official Standards for Burley Tobacco. After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice, and by virtue of the authority vested in the Secretary of Agriculture by The Tobacco Inspection Act, approved August 23, 1935 (49 Stat., 732; 7 U. S. C. 511 et seq.), there is prescribed and promulgated the following grades for Burley tobacco of Type 31 to be known as the Official Standard Grades for Burley Tobacco, to be in force and effect on November 28, 1952. These official standard grades shall supersede the present standard grades for Burley tobacco promulgated on November 25, 1936 (1 F. R. 2040), and amended January 18, 1938 (3 F. R. 189).

The revised standards are as follows:

##### OFFICIAL STANDARD GRADES FOR BURLEY TOBACCO (U. S. TYPE 31)

##### LEAF GRADES (B-GROUP)

Sec. 29.401 General specifications.

##### LUGS OR CUTTERS (C-GROUP)

29.402 General specifications.

##### GRANULATORS OR FLYINGS (X-GROUP)

29.403 General specifications.

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weekly basis, the simple average of the two most recent price quotations applicable to milk received during the delivery period at such plant shall be used in computing the average price for the four plants.

#### Present Operator and Location

Goshen Milk Condensing Co., Goshen, Ind.  
New Paris Creamery Co., New Paris, Ind.  
Schlosser Bros. Creamery, Plymouth, Ind.  
Elgin Milk Products Co., Gallen, Mich.

4. Delete § 967.80 (c) and substitute the following:

(c) On or before the 4th day after the end of such delivery period each handler shall pay to each producer, or to a cooperative association authorized to collect payment, not less than the amount per hundredweight provided in the schedule set forth in this paragraph, for milk received from such producer or caused to be delivered to such handler by such cooperative association during the first 15 days of such delivery period: *Provided*, That in the event any producer or cooperative association discontinues shipping to such handler during any delivery period, such partial payments shall not be made and full payment for all milk received from such producer or cooperative association during such delivery period shall be made on or before the 18th day after the end of such delivery period pursuant to paragraphs (a) and (b) of this section:

When the uniform price for the preceding delivery period is—	The amount of the partial payment shall be—
Under \$1.00	\$0.00
\$1.00-\$1.99	1.00
\$2.00-\$2.99	2.00
\$3.00-\$3.99	3.00
\$4.00-\$4.99	4.00
\$5.00-\$5.99	5.00
\$6.00-\$6.99	6.00
\$7.00 and over	7.00

[F. R. Doc. 52-11697; Filed, Oct. 30, 1952; 8:53 a. m.]

## CIVIL AERONAUTICS BOARD

[ 14 CFR Parts 40, 41, 42, 61 ]

INSTALLATION OF PROPELLER REVERSE LIGHTS ON AIRCRAFT PRESENTLY IN SERVICE EQUIPPED WITH REVERSIBLE PITCH PROPELLERS

#### NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the Civil Aeronautics Board is proposing the adoption of amendments to the oper-

ating parts of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Civil Aeronautics Board, attention Bureau of Safety Regulation, Washington 25, D. C. In order to insure their consideration by the Board before taking further action on the proposed rules, communications must be received by December 1, 1952. Copies of such communications will be available after December 4, 1952, for examination by interested persons at the Docket Section of the Board, Room 5412, Commerce Building, Washington, D. C.

At the present time, the operating parts of the Civil Air Regulations, Parts 41, 42, 61, and the proposed revision of Part 40 do not contain provisions concerning reversible pitch propellers on transport aircraft. This does not mean, however, that the Board has failed to follow with great interest the problems associated with the installation and operation of reversible pitch propellers. The Board believes that this technical advance in the aeronautical engineering field has been a great boon to the air transport industry in that an appreciable increase in safety may be gained by the use of these propellers. This is especially true during operations on icy or wet runways. In the event of brake failure, the reversing of propellers is obviously of great value and serves as a fail-safe feature. On the other hand, the Board has noted that there are certain characteristics associated with the installation of reversible pitch propellers that tend to create additional hazards. In the event of inadvertent reversal of one or more propellers in flight, a most dangerous condition is created unless immediate action is taken by the pilot. The Board has accident and incident reports which indicate that such reversals have occurred.

At the 1951 annual airworthiness meeting the subject of propeller reversing controls was discussed and, as a consequence, the Board adopted, on January 28, 1952, an amendment to Part 4b which reads as follows:

§ 4b.474 *Propeller controls.* \* \* \*  
(c) *Propeller reversing controls.* Propeller reversing controls shall incorporate a means to prevent their inadvertent movement to the reverse position. The means provided shall require a distinct and unmis-

takable operation by the crew in order to place the control in the reverse regime both in flight and on the ground.

Experience has indicated, however, that there may be a necessity for safeguards over and above those relating to the inadvertent operation of the propeller reversing controls. The Bureau of Safety Regulation is, therefore, proposing in the Draft Release stemming from the 1952 annual airworthiness meeting (Draft Release 52-27) a requirement which would make mandatory the installation of "a means, for each reversing propeller, to indicate to the pilot when the propeller is in reverse pitch." The Board is of the opinion, however, that since this proposed regulation, if adopted, will deal only with aircraft not yet type certificated, an additional change in the regulations may be necessary to make mandatory the installation of propeller reversal warning lights on aircraft currently in operation.

It is realized that the use of the word "lights" in this draft release is more restrictive than the use of the word "means" in Draft Release 52-27 and the Board would appreciate comments on this. Further, the word "pilots" is used in the wording proposed for the operating parts of the regulations, in the belief that these devices should be visible to both pilots.

Accordingly it is proposed to amend Parts 41, 42, and 61 (proposed revision of Part 40) of the Civil Air Regulations to include the following requirement:

After the next major overhaul but in no event later than December 31, 1953, a warning light shall be provided for each propeller on airplanes equipped with reversing propellers to indicate to the pilots when that propeller is in reverse pitch.

This proposal is made under the authority of Title VI of the Civil Aeronautics Act of 1938, as amended, and may be changed in the light of comment received.

(Sec. 205 (a), 52 Stat. 984; 49 U. S. C. 425 (a). Interpret or apply secs. 601-610, 52 Stat. 1007-1012; 49 U. S. C. 551-560; 62 Stat. 1216)

Dated: October 22, 1952 at Washington, D. C.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,  
Secretary.

[F. R. Doc. 52-11696; Filed, Oct. 30, 1952; 8:52 a. m.]

## NOTICES

### DEPARTMENT OF THE TREASURY

#### Office of the Secretary

[Treasury Department Order No. 150-13]

#### BUREAU OF INTERNAL REVENUE REORGANIZATION

#### ABOLITION AND ESTABLISHMENT OF CERTAIN OFFICES

*Bureau of Internal Revenue reorganization.* Abolition of offices of Collectors

and Deputy Collectors of Idaho, Montana, Oregon, and Washington Collection Districts; establishment of offices of District Commissioner and Directors of Internal Revenue.

By virtue of the authority vested in me as Secretary of the Treasury by Reorganization Plan No. 26 of 1950 and Reorganization Plan No. 1 of 1952:

1. *Abolition of existing offices.* The abolition of the offices of Collector of Internal Revenue and Deputy Collector for

the Idaho, Montana, Oregon, and Washington Collection Districts shall become effective as of 12 o'clock midnight, October 30, 1952.

2. *Establishment of District Commissioner.* Effective as of 12:01 a. m., October 31, 1952, there is hereby established an office of District Commissioner of Internal Revenue, which shall be known as the Seattle District, and which shall be comprised of Idaho, Montana, Oregon,

and Washington, and the Territory of Alaska.

3. *Location of headquarters.* The headquarters office shall be located in the City of Seattle, Washington.

4. *Establishment of offices of Director of Internal Revenue.* Effective as of 12:01 a. m., October 31, 1952, there are hereby created the following offices within the Seattle District:

(a) Director of Internal Revenue for the Collection District of Idaho (as presently constituted). The headquarters of such office shall be located in Boise, Idaho, and the office shall have the operating title of Director of Internal Revenue, Boise.

(b) Director of Internal Revenue for the Collection District of Montana (as presently constituted). The headquarters of such office shall be located in Helena, Montana, and the office shall have the operating title of Director of Internal Revenue, Helena.

(c) Director of Internal Revenue for the Collection District of Oregon (as presently constituted). The headquarters of such office shall be located in Portland, Oregon, and the office shall have the operating title of Director of Internal Revenue, Portland.

(d) Director of Internal Revenue for the Collection District of Washington (as presently constituted). The headquarters of such office shall be located in Seattle, Washington, and the office shall have the operating title of Director of Internal Revenue, Seattle.

Dated: October 28, 1952.

[SEAL] E. H. FOLEY,  
Acting Secretary of the Treasury.

[F. R. Doc. 52-11760; Filed, Oct. 30, 1952;  
9:33 a. m.]

## DEPARTMENT OF DEFENSE

### Department of the Navy

[No. 14]

#### GENERAL STORES ISSUE SHIPS (AKS-27 CLASS)

##### NAVIGATION LIGHTS

Whereas, section 360, Title 33, United States Code, provides that any requirement as to the number, position, range of visibility or arc of visibility of navigation lights, required to be displayed by naval vessels under Acts of Congress, as enumerated in said section 360, Title 33, United States Code, shall not apply to any vessel of the Navy where the Secretary of the Navy shall find or certify that, by reason of special construction, it is not possible with respect to such vessel or class of vessels to comply with statutory requirements as to the number, position, range of visibility or arc of visibility of navigation lights; and

Whereas, a study of the arrangement and position of the navigation lights of that type of naval vessels known as General Stores Issue Ships, AKS-27 class, has been made in the Navy Department and as a result of such study, it has been

determined that because of their construction it is not possible for General Stores Issue Ships, AKS-27 class, to comply with the requirements of the statutes enumerated in said section 360, Title 33, United States Code;

Now, therefore, I, Francis P. Whitehair, Acting Secretary of the Navy, as a result of the aforesaid study do hereby find and certify that the type of naval vessels known as General Stores Issue Ships, AKS-27 class, are naval vessels of special construction and that on such vessels, with respect to the position of the masthead light and the additional white light (commonly termed the range light) it is not possible to comply with the requirements of the statutes enumerated in section 360, Title 33, United States Code. Further, I do find and certify as follows:

(a) That it is feasible to locate the aforesaid masthead light in the after part of said vessels approximately two hundred and seventy feet abaft the stern.

(b) That it is feasible to locate the additional white light (commonly termed the range light), if such light is installed in any of the aforesaid type of vessels, in the forward part of the vessel and in front of the light referred to in the preceding paragraph.

I direct that the aforesaid lights, that is the masthead light and the additional white light (commonly termed the range light), if such light is installed, shall be located in this type of vessel in the manner above described. I further direct that the two aforesaid lights referred to in subparagraphs (a) and (b), if both lights are installed, shall be placed in line with the keel and that the after light shall be at least fifteen feet higher than the forward light and that the vertical distance between the two lights shall be less than the horizontal distance. I further certify that such locations constitute compliance as closely with the applicable statutes as I hereby find to be feasible.

Dated at Washington, D. C., this 20th day of October A. D. 1952.

FRANCIS P. WHITEHAIR,  
Acting Secretary of the Navy.

[F. R. Doc. 52-11701; Filed, Oct. 30, 1952;  
8:54 a. m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[E: 61082]

#### ARIZONA

##### NOTICE OF FILING OF PLAT OF SURVEY

OCTOBER 24, 1952.

Notice is given that the plat of original survey and dependent resurvey of the following described lands, accepted August 22, 1952, will be officially filed in the Land and Survey Office, Phoenix, Arizona, effective at 10:30 a. m. on the 35th day after the date of this notice:

GILA AND SALT RIVER MERIDIAN, ARIZONA  
T. 4 S., R. 22 E.,  
Lots 1, 2, 3, 4, Sec. 11,  
All Sec. 12.

The area described, including both public and non-public lands, aggregates 791.15 acres.

Lot 2, Sec. 11, and the S½, Sec. 12, T. 4 S., R. 22 E. are patented.

Lot 1, Sec. 11, T. 4 S., R. 22 E. was withdrawn by Power Site Reserve No. 590, Executive order of March 21, 1917; and all lands within one mile of the Gila River were withdrawn under the provisions of Sec. 28 of the Act of Congress approved June 20, 1910, Water Power Designation No. 4, Arizona No. 1, of February 1, 1917.

In view thereof, the lands described will not be subject to disposition under the general public land laws by reason of the official filing of this plat.

THOS. F. BRITT,  
Manager.

[F. R. Doc. 52-11670; Filed, Oct. 30, 1952;  
8:45 a. m.]

## Office of the Secretary

[Order No. 2707]

### GRAND COULEE AND HUNGRY HORSE DAMS

#### RATES FOR SALE OF ELECTRIC ENERGY

OCTOBER 24, 1952.

SECTION 1. *Establishment of existing rates and confirmation of prior sales.* Pursuant to a determination that the rate schedules presently applicable to the sale of electric energy generated at the Bonneville Project, if applied to the disposition of electric energy generated at the Grand Coulee Dam and the Hungry Horse Dam, would satisfy all requirements of the law for the establishment of rate schedules with respect to the sale of electric energy generated at those dams, the present Bonneville Project rate schedules are established as the rate schedules applicable to sale of electric energy generated at Grand Coulee Dam and Hungry Horse Dam, and sales of electric energy generated at those dams heretofore made in accordance with the rate schedules then in effect and applicable to sales of electric energy generated at the Bonneville Project are confirmed.

SEC. 2. *Establishment of future rates.* (a) Proposals for new rate schedules or for the modification of rate schedules applicable to the sale of electric energy generated at the Bonneville Project shall be submitted to the Secretary of the Interior for review prior to transmission to the Federal Power Commission for approval, and such review will include a determination as to whether or not the proposed new or modified rate schedule satisfies all the requirements of law for the sale of electric energy generated at the Grand Coulee Dam and the Hungry Horse Dam. Accordingly, in the future the Bonneville Power Administrator may, unless otherwise notified by the Secretary, dispose of electric energy generated at the Grand Coulee Dam and the Hungry Horse Dam in accordance with rate schedules which may hereafter become applicable to sales of electric energy generated at the Bonneville Project. If any rate schedules is determined to be in-