



FEDERAL ACTIONS



Department of the Army

PROCUREMENT OF FISHERY PRODUCTS AND EXPORTS TO OCCUPIED AREAS: The great bulk of food purchases for civilian relief feeding in occupied areas are made by the Commodity Credit Corporation of the U. S. Department of Agriculture, according to a recent report from the Office of Food Administrator for Occupied Areas, Department of the Army. A few items are procured by the Quartermaster General of the Army, including fish, fish oils, and other fishery products.

Purchases of fishery products are made by the Quartermaster Purchasing Office, 111 East 16 Street, New York, N. Y. Offers of fishery products and requests for listing as permanent bidders should be submitted by U. S. suppliers to the above Quartermaster office.



Interstate Commerce Commission

RAILROAD FREIGHT RATES AND CHARGES FOR FISHERY PRODUCTS INCREASED: Permanent increases in freight rates and charges were granted American railroads in an August 2 Interstate Commerce Commission report and order, issued on August 11, 1949. These are in place of earlier temporary increases granted in I.C.C. Docket Ex Parte 168 and are the Commission's final conclusion as the result of proceedings under that Docket. Increases in rates and charges which apply to the fishery industries are as follows:

Basic railroad rates and charges may be increased as follows:

Within eastern territory	10%
Within southern territory	10%
Within Zone 1 of western trunk-line territory	9%
Within western territory other than Zone 1 of western trunk-line territory	8%
Interterritorially, between eastern territory and southern territory	10%
Interterritorially, other than between eastern and southern territory	9%

By basic freight rates and charges are meant those now in effect, or published to become effective but not yet effective, including the increases made effective under the authority granted in Ex Parte No. 162 and Ex Parte No. 166, and including rates held under investigation and suspension orders; also rates prescribed by Interstate Commerce Commission orders, when and as such rates become effective, subject to any exceptions specifically made in the orders. However, for the purpose of determining basic rates from such present freight rates and charges, there shall be excluded such portion thereof as represents all increases made pursuant to previous report and orders in this proceeding.

No limitations in the form of maximum increases on fishery commodities were made by the Commission. All fishery commodities take the increases as described above. No increases were allowed in rates and charges for protective services as published in Perishable Protective Tariff No. 14, Agent Quinn's ICC No. 25. Charges for certain miscellaneous services such as loading or unloading, diversion or reconsignment were authorized to be increased by the same amounts as described above.

The new rates and charges will become effective September 1, 1949. Although a 13 percent increase had been requested by the railroads, the Commission allowed an average total permanent increase of 9.1 percent which amounts to approximately \$2,500,000 less than what the railroads requested for the transportation of fishery products.



Department of State

INTERNATIONAL MEETING ON HERRING AND ALLIED SPECIES: The United States Delegation to the International Meeting on Herring and Allied Species to be convened at The Hague, Netherlands, August 29, 1949, by the Food and Agriculture Organization of the United Nations (FAO) was announced by the Department of State on August 16. The Delegation is as follows:

Chairman

Mr. A. W. Anderson, Chief, Branch of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior

Delegates

Mr. Maurice Wallar, Acting Chief, Dairy, Poultry, Fish, Livestock and Meat Section, Food Branch, Office of International Trade, Department of Commerce

Mr. Charles Carry, Director, Fishery Products Division, National Canners Association

Advisers

Mr. R. W. Tyson, Chief, Special Commodities Branch, Food and Agriculture Division, Economic Cooperation Administration

Mr. R. H. Fiedler, Fisheries Specialist, Food and Agriculture Division, Economic Cooperation Administration

Mr. Lloyd Steere, Counsellor of Embassy for Economic Affairs, American Embassy, The Hague

Mr. Francis Linville, Division of International Resources, Department of State

The agenda for the meeting will include such subjects as: production; processing; marketing and distribution; and prices. The Herring Commodity Study compiled by the FAO will also be discussed.

Herring fisheries are as old as the settlements of northwestern Europe and have played an important role in its history. In the period between the 12th and 17th centuries, wool and herring were the "key" industries in this area. The

economic history of England was considerably influenced by the herring industry and Holland's first merchant marine and navy was composed of ships from the fleets that were in the habit of sailing the North Sea in search of herring. For many years herring fisheries were essential in the economy of all Scandinavian countries.

During the late 1930s, Japan, the United States, and Canada together accounted for more than 50 percent of the world's total landings of herring and allied species, despite the traditional importance of European fisheries. With the termination of Japan's activity in the herring industry as a result of World War II, the United States has become the largest producer of herring and herring-like fishes in the world and has a substantial interest, therefore, in keeping abreast of all developments affecting production and marketing.



CANNED CRAB INDUSTRY OF JAPAN

Japanese factory ships began crab-canning operations in Alaskan waters in 1932, when the 3,823-ton Nagato Maru first went into the eastern part of the Bering Sea. Operations in these waters were maintained yearly thereafter through 1940.

During 1932-40, 16,237,980 crabs were caught, yielding a pack of 291,607 cases. This Alaskan pack was approximately 3.4 percent of the total Japanese crab meat production.

From 1933-37, trawlers accompanied the factory ships into both the Okhotsk and Bering Seas, using the mothership's facilities for the manufacture of fish meal, mostly from herring.

While the area of operations varied somewhat from year to year, it centered in a rectangle bounded approximately by Latitudes 55° N. to 60° N. and Longitudes 160° W. to 170° W. This is the Bering Sea area extending from the Aleutian Island group known as the Islands of the Four Mountains to half way up the coast of the Alaska Peninsula. Some fishing was done as far north at Latitude 62° N. and Longitude 163° W., the Bristol Bay area of the Alaskan coast. The best grounds proved to be the open sea off Amak Island, Port Moller, and Bristol Bay. However, the fishing grounds in the Alaskan area were unprofitable for mass floating factory activities because the crab population was not sufficient to support large-scale operations, as compared with the greater abundance along the western coast of the Kamchatka Peninsula. For this reason, only a single factory ship was sent into the Alaskan waters specifically for crabbing each year. Consequently, these waters were never greatly exploited.