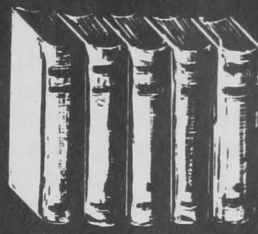




FEDERAL ACTIONS



Department of the Interior

FISH AND WILDLIFE SERVICE

FISHING VESSEL SUBSIDY EXCLUDED FROM MORTGAGE INSURANCE:

Federal funds provided under the Fishing Vessel Construction Differential Subsidy Act of 1960 for part of the cost of the construction of a fishing vessel cannot be included in the actual cost of the vessel for mortgage insurance purposes, the Department of the Interior announced on October 28, 1960. Amended regulations governing the mortgage insurance program were published in the Federal Register of November 1, 1960. The Mortgage Insurance Program and the Fishing Vessel Construction Subsidy Program are both under the jurisdiction of the U. S. Department of the Interior.

Under the construction differential legislation the Congress provided certain limitations which must be met before a prospective fishing vessel owner can qualify for a Federal subsidy. Under the mortgage insurance legislation a mortgage covering the financing of the construction, reconditioning or reconstruction of a fishing vessel may be insured—a program similar to that operated by the Federal Housing Administration for insuring loans on new homes.

Under the amendment to the insurance program regulations the amount of the insured mortgage will be based upon the actual cost to the fishing vessel owner, with the Federal subsidy excluded.

The amended regulations as published in the Federal Register follow:

Title 50—WILDLIFE

Chapter II—Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior

SUBCHAPTER F—AID TO FISHERIES

PART 255—FISHING VESSEL MORTGAGE INSURANCE PROCEDURES

Definition of "Actual Cost" of a Vessel

On page 8324 of the FEDERAL REGISTER of August 31, 1960, there was published a notice and text of a proposed amendment to Part 185, Title 50, Code of Federal Regulations. Part 185 now has been changed to Part 255 in keeping with the format of the revised edition of 50 CFR—Wildlife, published in the FEDERAL REGISTER of September 1, 1960. The purpose

of the amendment is to change the definition of "actual cost" on which the amount of mortgage insurance may be based so as to exclude any cost paid by any Government Agency.

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed amendment. No comments, suggestions or objections have been received, and the proposed amendment is hereby adopted without change. This amendment shall become effective at the beginning of the 30th calendar day following the date of this publication in the FEDERAL REGISTER.

As so amended paragraph (g) of § 255.2 reads as follows:

§ 255.2 Definitions.

(g) Actual Cost. The term "actual cost" of a vessel as of any specified date means the aggregate as determined by the Secretary of (1) all amounts paid

by or for the account of the mortgagor or borrower on or before that date, and (2) all amounts which the mortgagee is then obligated to pay from time to time thereafter under a contract or contracts for the construction, reconstruction or reconditioning (including designing, inspecting, outfitting and equipping) of the vessels, provided such contract or contracts shall include, in addition to profit, only those items customarily included in such contract or contracts as contractor's items of cost, except where the Secretary finds that those charges are unfair or unreasonable; provided, however, that if any portion of the cost of the vessel is paid by any Government Agency as a subsidy, or otherwise, the amount of such payment will not be included in the "actual cost" as determined by the Secretary.

ROSS LEFFLER,
Acting Secretary of the Interior.

OCTOBER 26, 1960.



Department of State

MORE PUBLIC PARTICIPATION IN 1961 UNITED STATES TARIFF NEGOTIATIONS PROPOSED:

A plan for increased participation by non-governmental representatives in the United States Delegation to the 1961 Geneva tariff conference has been developed by the Trade Policy Committee. It will provide for the broadening of the practice of appointing public advisers and consultants to United States Delegations to tariff negotiations so that additional competent, representative, and diversified opinion from industry, agriculture, labor and the public may be available to the Executive Branch in all such negotiations, the Secretary of State announced on November 15, 1960.

In recent years it has been customary for the Secretary of State to appoint three or four private citizens as public advisers on the United States Delegations participating in the major meetings of the Contracting Parties to the General Agreement on Tariffs and Trade (GATT). The new plan provides

for an increase in the number of public advisers to a total of 12.

The advisers will be appointed by the Secretary of State upon recommendation by the Trade Policy Committee. The public advisers will serve on a rotating basis as members of the United States Delegation attending the tariff negotiations in Geneva commencing in January of 1961. The plan provides that the advisers will be informed of the detailed United States negotiating plans and the Government will have the benefit of any comments they may have.

In addition, the plan provides for the designation by the Chairman of the Trade Policy Committee of a substantial number of private citizens to be available in Washington as consultants to the Committee and its member Departments on questions arising in the course of the Geneva negotiations. The consultants will be designated by the Chairman of the Trade Policy Committee upon nomination by the Trade Policy Committee member Departments. They will be selected on the basis of their familiarity with the domestic economy and the effect of foreign trade upon it. While the consultants will not be members of the Delegation, they will be able to supply expert judgment on particular commodity groups or particular areas of economic activity and will make available to the Government a valuable source of technical judgment on problems arising in the course of the tariff negotiations.

This plan is in keeping with Section 3 (e) of the Trade Agreements Extension Act of 1958 which provides for information and advice from representatives of industry, agriculture, and labor during the course of international tariff negotiations and thus encourages the continuation and broadening of the previous practice in this respect.



U. S. Tariff Commission

SUBMITS PROPOSED UNITED STATES TARIFF SCHEDULES:

The final report on the Tariff Classification Study which includes the text of proposed United States tariff schedules was submitted by the Tariff Commission on November 15, 1960. The report, which comprises 10 volumes, is being submitted to the President

and to the Chairmen of the Committee on Finance of the Senate and of the Ways and Means Committee of the House of Representatives. Legislation will be required to make the proposed tariff schedules effective.

The only rate changes included in the proposed schedules are those which are incidental to the accomplishment of the purposes of the study. The proposed schedules are logical and systematic in arrangement and incorporate a number of innovations and important features which should be of substantial assistance and benefit to importers, domestic producers, customs and other government officers, customs lawyers and brokers, and other interested persons.

The Tariff Act of 1930 is the last general tariff revision by the U. S. Congress. In that Act, as amended and modified, the rates of duty on dutiable articles are set forth in the first 15 schedules (Title I - Dutiable List) and articles exempt from duty are provided for in schedule 16 (Title II - Free List). There are, in addition, a number of provisions of law which, although not incorporated in the schedules of the Tariff Act, are nonetheless part of the existing tariff structure.

The proposed tariff classification provisions are organized into 8 schedules, in contrast with the present 16. Each of the schedules is, in turn, divided into parts and subparts. Provisions of general application (which are presently scattered throughout the statutes) together with principles and customs practices applied under established judicial precedent have been consolidated into a set of general headnotes and rules of interpretation which appears at the very beginning just ahead of schedule 1. Schedules 1 through 7 form the main body of the proposed tariff schedules, schedule 8 being devoted to special permanent classification provisions relating to the tariff treatment of articles exported and returned to the United States, personal exemptions, exemptions for Government agencies, exemptions for institutions, and articles released from customs custody under bond. An appendix to the tariff schedules, which includes temporary and collateral legislation and executive and administrative actions concerned with the treatment of imported articles, appears after schedule 8.

The approximately 250 schedule, part, and subpart headings of the proposed schedules, though not interpretive, provide in outline form an informative guide for the user.

An important feature not found in the existing schedules is a system of interpretive headnotes which specify special rules of interpretation, define terms, prescribe special procedures, and, in general, clarify the relationships between the various schedules, parts, and subparts and the classification descriptions incorporated therein.

The use in the proposed schedules of a tabular arrangement or system for the classification provisions, with the superior tariff descriptions subdivided into inferior descriptions, adds greatly to clarity and furnishes immediate answers to various questions concerning the relative specificity of provisions.

An extremely important innovation is the use of a 5-digit system of decimal numbering which provides a separate and distinct item number for each and every rate line in the proposed schedules. This 5-digit numbering system should facilitate the use of the schedules in a number of ways, not the least important of which relates to the collection of statistical data.

Note: The volumes of the final report are available for purchase, individually or in sets, from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.



Eighty-Sixth Congress (Second Session)

Public bills and resolutions which may directly or indirectly affect fisheries and allied

industries are reported. Introduction, referral to committees, pertinent legislative actions, hearings, and other actions by the House and Senate, as well as signature into law or other final disposition are covered.



ALASKA FISHERIES TRANSPORT ACT EXTENSION: Inspection of Certain Small Vessels Carrying Freight (Hearing before the Merchant Marine and Fisheries Subcommittee of the Committee on Interstate and Foreign Commerce, United States Senate, Eighty-Sixth Congress, Second Session on S. 2669, a bill to extend the period of exemption from inspection under the provisions of section 4426 of the Revised Statutes granted certain small vessels carrying freight to and from places within the inland waters of southeastern Alaska, February 16, 1960), 61 pp., printed. This legislation is to allow unmoored and unrestricted use of small charter boats (converted fishing vessels) as general and refrigerated cargo carriers plying waters between Puget Sound and Alaska. These boats carry perishable foodstuffs to Alaska, and transport frozen and processed fish to rail-head at Prince Rupert and Puget Sound. Contains letters, telegrams, and resolutions from government officials; officials of food corporations; various seafarers organizations; and other interested persons. Also contains summaries of casualties occurring since July 1957 on uninspected freight vessels of less than 150 gross tons engaged in trade between the United States northwest and southeast Alaska.



CANNING INTRODUCED IN UNITED STATES IN 1819

"Canning is said to have been introduced into the United States by Ezra Daggett and Thomas Kensett in 1819 when they packed oysters and other seafoods in New York. William Underwood is credited with establishing a plant in Boston in 1820, packing lobster and fruit in glass. It is understood that these men learned the art in England before emigrating to this country. The Underwood plant was later reorganized into the firm of Wm. Underwood's Sons . . ." (Principles and Methods in the Canning of Fishery Products, Research Report No. 7, page 2, U. S. Fish and Wildlife Service.)