

# FEDERAL LEGISLATION, DECISIONS, ORDERS, ETC.

## Department of Agriculture

**FATS AND OILS:** The United States Department of Agriculture announced on April 12 changes in WFO-42 affecting the packaging of shortening, cooking and salad oil, and the canning of fish.

Under Amdt. 25, effective on April 1, 1946, canners of tuna, bonito, yellow-tail, and sardines have access only to soybean oil on an ex-quota basis. Formerly, some cotton and peanut oil, as well as soybean oil, were used in canning these fish. The needed oils were furnished from a special allocation. Recent shrinkage in supplies makes it necessary to discontinue the ex-quota arrangement for packing fish in these other oils.

Canners of these fish also are restricted to a 30-day inventory of soybean oil, but a canner may accept delivery of his customary shipping quantity if his supply is smaller than his 30-day requirements.

**CANNED FISH SET-ASIDE:** On April 4, the United States Department of Agriculture announced that canners of all species of salmon--except king, chinook or spring, and steelhead, and blueback or sockeye, packed in the continental U. S.--will be required to deliver to the Government 33 percent of their pack from April 1, 1946 to March 31, 1947, inclusive, and canners of pilchards, Atlantic seaherring, Atlantic mackerel, and Pacific mackerel will be required to deliver 45 percent of their pack during the same period.



The new percentages are contained in Amendment 18 to WFO-44, which restricts domestic deliveries of canned fish. The action by the Department of Agriculture is based on a need for canned fish for Government, military, and relief purposes during the 1946 pack year.

Amendment 18 also contains a provision limiting the amount of vegetable oil which tuna canners may use as follows:

Unless otherwise authorized by the Assistant Administrator, no canner may use, in the production of his 1946 pack of class numbered 10 (designated in (b) (1) hereof) a quantity of vegetable oil in excess of the following applicable quantity per case of 48 cans of the size stated:

**TUNA—YELLOWTAIL—BONITO**

(a) *Solid pack*

No. ½ tuna can (307 x 113), 4.1 pounds of oil per case.

No. 1 tuna can (401 x 205.5), 5.6 pounds of oil per case.

Four-pound tuna can (603 x 408), 7.5 pounds of oil per case.

(b) *Flakes, shredded, or grated*

No. ½ tuna can (307 x 113), 3.00 pounds of oil per case.

No. 1 tuna can (401 x 205.5), 4.25 pounds of oil per case.

Four-pound tuna can (603 x 408), 5.50 pounds of oil per case.

Government needs for canned fish of all types included under WFO-44 are expected to be about the same as last year. However, it is estimated that the total 1946 pack will be about 70,000,000 pounds greater than the 1945 pack and domestic consumers will get a total of about 480,000,000 pounds of all types of canned fish during 1946 as compared with 410,000,000 pounds last year.

## Civilian Production Administration

**TIN CONTAINERS:** Changes in the permitted uses of tin mill products in containers were announced by the Civilian Production Administration on April 23 to bring the provisions in line with changing industrial conditions. No over-all relaxations in the use of tin mill products have been allowed in the amended provisions because of the short supply, CPA said.

The modifications were accomplished through an amendment to the container order (M-81).

Important changes in the order include:

Allowing packers their choice of using 1941 or 1945 as a base period for calculating their 1946 packing quota. Prior to this amendment, quotas were predicated on the cans used during 1945 only.

Food products of a seasonal and perishable nature which heretofore were restricted to a monthly use of not more than ten percent of the annual quota, may now be packed unrestricted by monthly percentages.

The base period for quotas on frozen foods, except frozen cherries, has been changed from 1944 to 1945. The base period on the latter is still 1944.



## Department of the Interior

**HALIBUT ALLOCATION:** On April 5, the Office of Economic Stabilization issued an order authorizing the Secretary of the Interior to allocate halibut among the water front dealers on the Pacific Coast. Similar authority was exercised by the Department of the Interior in 1945.

**HALIBUT ALLOCATION:** Secretary of the Interior J. A. Krug announced on April 23 that the halibut allocation plan in effect last year will be continued during the new season.

The continuance of the plan was made necessary, he announced, because of the maintenance of price ceilings on this species of fish. The purpose of the order is to prevent violations of maximum price regulations between fishermen and dealers and to assure the orderly marketing of halibut within the regular channels of primary distribution.

Last season, the order was administered by the Office of the Coordinator of Fisheries, a wartime agency, which has now gone out of existence. This year, the Fish and Wildlife Service will administer the allocation plan.

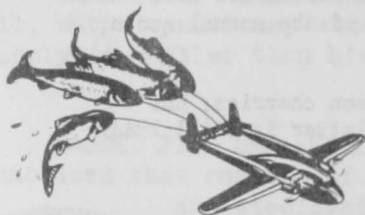
Secretary Krug said that the plan was being continued after full consultation with the industry.

The order provides for the establishment of a new category of dealers west of Cape Saint Elias, bona fide facilities for landing halibut recently having been established there.



## Office of Price Administration

**AIR TRANSPORTATION:** Special provisions for recovery of transportation costs by wholesalers or retailers who sell fresh fish or seafoods received by air were announced on April 16, by the Office of Price Administration. These provisions are being established in response to numerous requests from air carrier businesses, many of which are conducted by World War II veterans, the agency said.



At the same time, the agency announced new container differentials on cellophane- and parchment-wrapped frozen fish packed in three- and four-pound wood or paper containers. These container sizes previously have not been listed in the regulation.

The first action permits a wholesaler to add to his ceiling prices either the actual aerial transportation cost or 42 cents per ton mile, whichever is lower. The retailer, however, is permitted to add the transportation cost or 42 cents to his net cost for the item.

(Forty-two cents per ton mile is being used by the fresh fruits and vegetables industry, which has been pricing aerial transportation shipments on an experimental basis for nearly a year. This amount will be used by the fish industry pending the outcome of further experiments.)

The agency said that very little airborne fresh fish or seafood will be sold at retail. Most of it will be bought by hotels and restaurants in large quantities. For the small amount that may be sold at retail, however, prices will be higher than for other fresh fish and seafood. For fresh fish or shrimp, for example, brought by air 1,000 miles inland from the Gulf of Mexico or from the East or West Coasts, consumers probably would pay five to six cents a pound more than for the same products handled by other transportation methods. For the amount that will be sold at retail, OPA issued Amdt. 9 to RMPR-507--Fresh and Frozen Fish and Seafood Sold at Retail--also effective on April 20.

In order to receive their transportation allowance, OPA stated that the wholesaler and retailer must fulfill certain packaging and labeling requirements. They are:

1. The product must be shipped in packages which are labeled or marked to show they were shipped by air.
2. The labeling, packaging, and marking must be done before shipment.

In addition, within 24 hours after each sale, all sellers, other than retailers, must file a report of the sale with the OPA district office in their area. The report must include details of the sale, such as date, names and addresses of seller and buyer; quantity, size and style of dressing of the item sold; type, size and net weight of each package sold; number of packages sold; number of airline miles in the flight, and the cost of transportation.

These precautions are necessary, OPA said, to prevent sales of rail or truck-borne fresh fish or seafood at the higher ceiling prices permitted for airborne products.

The action also restricts the transportation cost allowance of frozen fish and seafoods to common carrier truck or rail rates, whichever is higher, since there would be no advantage to the consumer (except in the saving of time) in receiving such non-perishable items by air.

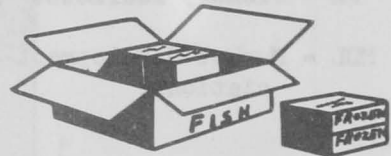
OPA explained that aerial shipments of fresh fish and seafood still are in the experimental stage. The industry is studying the effects of temperature changes on fresh fish and seafoods while awaiting cost data and the effects on the items of the various types of flight conditions involved in year-round operations.

The new container differentials (amounts that may be added to the ceiling price of packed frozen fish to compensate for the cost of the container) announced on April 16 are as follows:

1. Parchment-wrapped in 3-pound wood or paper box--add 1 cent a pound.
2. Cellophane-wrapped in 3-pound wood or paper box--add  $1\frac{1}{4}$  cents a pound.
3. Parchment wrapped in 4-pound wood or paper box--add  $\frac{3}{4}$  cent a pound.
4. Cellophane-wrapped in 4-pound wood or paper box--add 1 cent a pound.

Under previous actions, differentials have been established for one-, two-, five-, ten-, and 15-pound containers.

Under the action, ceiling prices for parchment- and cellophane-wrapped frozen fish in three- and four-pound containers are provided in line with ceiling prices for similarly wrapped fish in one-, two-, and five-pound containers.



The agency stated that where frozen fish is wrapped in containers up to five pounds, and are sizes not listed in the regulation, the differential for a listed package of the same type as well as the nearest weight, may be added.

However, for unlisted weights ( $3\frac{1}{2}$  pounds, for example) falling equally between two listed weights (3 and 4 pounds, in this case), the weight with the lower differential must be taken.

Differentials vary according to the type of wrapping and size of container, OPA said. The new action is the result of experiments being carried on by many fish processors with different sizes of containers not usually used in the industry.

Amdt. 51 to MPR-418--Fresh Fish and Seafood; Amdt. 18 to MPR-579--Certain Species of Fresh and Frozen Fish and Seafoods; and Amdt. 35 to MPR-364--Frozen Fish and Seafood; all became effective on April 20, 1946.