

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)
of Lumbermen's Exchange for auth-)
ority to increase wharfage, stor-)
age and handling charges in effect)
on certain wharves at the Port of)
Los Angeles.)

Application No. 3664

In the Matter of the Application)
of Outer Harbor Dock & Wharf Com-)
pany for authority to increase)
wharfage, storage and handling)
charges in effect on its wharves)
at the Port of Los Angeles.)

Application No. 3690

In the Matter of the Application)
of Pacific Steamship Company for)
authority to increase charges for)
handling commodities over its)
leased wharf at Wilmington, Port of)
Los Angeles.)

Application No. 3911

In the Matter of the Application)
of Southwestern Wharf Company for)
authority to increase wharfage and)
handling charges in effect on its)
wharf at East San Pedro, Port of)
Los Angeles.)

Application No. 3981

In the Matter of the Application)
of Southwestern Wharf Company for)
authority to increase storage)
charges in effect at its ware-)
houses at East San Pedro, Port)
of Los Angeles.)

Application No. 3982

- Henry Riddiford, for Lumbermen's Exchange.
- George D. Squires, for U.S. Railroad Administration (S.P.Co.).
- J. E. Marshall, for Outer Harbor Dock & Wharf Company.
- F. M. Barry, for Pacific Steamship Company.
- E. A. Mills, for Southwestern Wharf Company.
- Clyde Leach, Deputy City Attorney) For the City of Los Angeles.
- Clarence H. Matson, Traffic Manager)

GORDON, COMMISSIONER:

O P I N I O N

Two of the applicants in this proceeding, Lumbermen's Exchange and Outer Harbor Dock & Wharf Company, filed their original petitions in April, 1918; such petitions were, however, at that time confined to a request for authority to increase by approximately 50% so-called handling charges covering movements of lumber and other commodities across their respective wharves, located at the Port of Los Angeles. A hearing on said applications was held in Los Angeles on April 26, 1918, by Commissioner Edgerton; but the applicants were unwilling to proceed to a conclusion of the matter at that time owing to uncertainty as to whether applicants' competitors would ask for similar increases. The hearing was thereupon continued, to be reset upon notice that applicants were ready to proceed.

On July 5, 1918, Outer Harbor Dock & Wharf Company filed an amended application, revising its previous request affecting handling charges so as to show a proposed advance of approximately 85% over present rates, in lieu of 50% as carried in the original petition. The application, as amended, also included a proposed increase in wharfage rates amounting to about 25%, and in storage charges an advance ranging, as to the majority of commodities handled, from 25% to 75%. In a few instances, still higher storage rates are sought, for the reason, as the testimony indicated, that the present rates, when established, were placed unduly low through a misapprehension as to the cost of handling certain commodities through storage. Lumbermen's Exchange joined in the request for a modification of its original application to the basis of the rates proposed

by Outer Harbor Dock & Wharf Company, except as to storage, in which the former is not interested.

In the meantime, applications were also filed by Pacific Steamship Company and Southwestern Wharf Company, the former seeking authority to increase handling charges only, to a basis of 85% higher than its present rates, while the request of the latter agreed in all essential particulars with the amended application of Outer Harbor Dock & Wharf Company. A hearing on the applications was held in Los Angeles on August 21, 1918, at which time all parties, recognizing the similarity of location of properties involved, the conditions of service and uniformity of present and proposed rates, agreed that relevant testimony offered in one case might be used in each.

Applicant, Lumbermen's Exchange (Application 3664), is a voluntary association of local lumber companies, certain members of which, owning their own wharves, for the most part, operate them in such manner as to constitute their properties public utilities, at the same time handling large amounts of lumber in a private capacity. The wharves of all said public utilities, with the exception of that operated by C. R. McCormick & Company under lease from Outer Harbor Dock & Wharf Company, are located along the main channel of what is known as the Inner Harbor. The names of the companies follow:

The L. W. Blinn Lumber Company.
The Hammond Lumber Company.
The Hammond Transportation Company.
The Kerckhoff-Cuzner Mill & Lumber Company.
C. R. McCormick & Company.
The San Pedro Lumber Company.
The E. K. Wood Lumber Company.

According to the testimony of one of this applicant's witnesses, approximately 480,000,000 feet of lumber reaches the

Port of Los Angeles annually, about 50% of which is sold "ship's tackle" for interstate shipment, on which applies the so-called handling charge. Said companies store no lumber or other commodities on their wharves, and are therefore not interested in storage charges; each operates under a municipal franchise and pays an annual license to the City of Los Angeles amounting to 1% of the gross receipts for wharfage and handling. The city admittedly has been interested in keeping charges for service at the harbor as low as possible for the purpose of building up business; it will nevertheless be directly benefited financially by such increases, if any, as may be authorized in the accompanying order. On the other hand, applicant's members, as private lumber dealers, will be enabled to pay to themselves as public utility wharfingers such additional amounts as may be allowed by the Commission for handling over their wharves lumber sold at ship's tackle,- an indirect but none the less obvious increase in the price of lumber.

Inasmuch as Lumbermen's Exchange has confined its efforts to a showing that the city originally established wharfage and handling charges with a view to producing little or no profit, since which time the actual cost of such service has increased approximately 100%, no attempt was made to set out detailed values of the properties involved showing segregation as to public utility features. However, the following debit and credit statement with reference to operations by San Pedro Lumber Company for the year 1917, submitted subsequent to the hearing, shows that company's method of assignment of the items treated:

DEBIT

Depreciation (1/20 of cost)	-	-	-	-	\$2200.00
Apportioned upkeep (total repairs \$9800.00)					4400.00
City License	-	-	-	-	213.00
Taxes	-	-	-	-	420.00
Insurance (not segregated)	-	-	-	-	--
Interest on investment balance- \$5600.00 @ 6%-					<u>396.00</u>
					\$7629.00

CREDIT

Dockage	-	-	-	-	-	\$ 978.00
Wharfage	-	-	-	-	-	<u>2468.00</u>
						\$3446.00
					Deficit-	- - \$4183.00

The apparently arbitrary assignment of \$4400.00 of the \$9800.00 expended for repairs in 1917 is supported by the testimony to the effect that nearly 50% of the lumber passing over these wharves is sold ship's tackle, and subject to the handling charge. The comparatively low investment balance of \$5600.00 is due to the fact that the twenty-year franchise held by this applicant has but three years to run, after which time the entire property and improvements revert to the city.

As previously indicated, the public utility members of said association handle lumber over their wharves almost exclusively, the greater portion being private importations by the several companies; however, a sufficient amount of public service is performed by each to entail public duties. The companies, therefore, undertake to handle over their wharves for the subsequent buyers of their private stocks all lumber sold at ship's tackle, as well as that delivered at said wharves by outside agencies.

To handle lumber under the present wage scale, effective June 1, 1918, costs, according to one witness, 93 cents per M feet as against actual revenue received amounting to 63.61 cents per M feet under the scale in effect from November 1, 1917 to March 1, 1918,

a difference of 46.2%. The same witness testified that during said period the revenue for handling merchandise over wharves at San Pedro amounted to 31.42 cents per ton, whereas the average cost of handling the same under the present wage scale would be no less than 89.19 cents per ton, or 184% of the total revenue per ton received. Based upon this testimony an average increase of 115% in the present handling charges would be necessary to enable applicants to break even. Furthermore, during the period of test mentioned, - November 1, 1917 to March 1, 1918.- the scale of wages in effect was 50 cents per hour, while the entire variation since 1915 runs from 27½ and 30 cents per hour to 65 cents on June 1, 1918. Further increases corresponding with wages paid at other Pacific ports are anticipated.

Outer Harbor Dock & Wharf Company (Application 3690), a subsidiary of Union Oil Company, owns and operates wharves and warehouses located along East and West Channels of the so-called Outer Harbor, where it handles both lumber and merchandise and also engages in a general storage business; this applicant also leases to C.R. McCormick & Company one of its wharves (1800 ft.) over which the latter handles large quantities of lumber and mining material destined for points in Arizona and Mexico. Applicant itself does not deal in lumber, but confines its activities to the operation of its public utility properties. The company stands in the same relationship to the City of Los Angeles as do the members of Lumbermen's Exchange with reference to franchises and the payment of tribute for operating privileges.

Supplementing the general testimony of its witnesses who claimed that the company lost in 1917 approximately \$43000.00, this applicant filed several exhibits in support of its petition, in one

of which (Exhibit B), as illustrative of the general situation, is shown the result of handling a shipment of flour for the U.S. Food Administration Grain Corporation on the basis pay-roll-plus-10%, wherein the cost per ton was 55.6 cents; on this commodity applicant seeks to establish a rate of 55.5 cents per ton for handling and for wharfage 6.5 cents per ton. Exhibit C showing per ton cost on certain commodities, expanded to show also present and proposed rates, follows:

TONNAGE HANDLED AND COST PER TON FOR THE YEAR 1917

	<u>Tons Handled</u>	<u>Cost of Handling</u>	<u>Cost per ton</u>	<u>: Present Rate</u>	<u>Proposed Rate</u>
Nitrate	2480.6	\$ 896.90	36¢	: 30 ¢	55½¢
Genl. Mase.	17772.5	5484.70	31	: 32½	60
Cement	3798.2	880.55	23	: 22½	41½
Wheat	8666.	3551.95	42	: 30	55½
Flour	12968.4	4622.40	35½	: 30	55½
Total -----	45685.7	\$15436.50		:	
Overhead		11404.54		:	
		\$26841.04-	58.7 per ton	:	
Lumber-	7416165 ft. BM.	\$ 5128.88	or 69¢ per M ft.	: 50-65¢	92½-120¢
Overhead		\$ 2031.90		: per M ft.	per M ft.
		\$ 7160.78	- 96½¢ per M ft.	:	

The overhead item of \$11,404.54 shown in connection with the cost of handling merchandise, though abnormally large in appearance, represents applicant's idea of allocating expenses other than the actual outlay of \$15436.50 for handling; it includes interest, insurance, \$35.00 per day for the operation of a locomotive, for switching and spotting cars on the wharf, office salaries, and a pro rata of directors' salaries. However, this becomes relatively unimportant in view of the showing that in each of the above instances except one, the cost per ton in 1917 was higher than the present tariff rate, since which time wages have practically doubled, bringing the cost-per-ton to handle the same commodities after June 1, 1918 to the basis of the proposed rates, or higher.

There was considerable uncertainty among witnesses as to some of the figures and data submitted in support of this application, both as to the company's investment in public utility equipment and the proper allocation of overhead expenses, but the claimed loss of \$43000.00, including depreciation, was not qualified, except by the statement that it did not include interest or investment, which would bring the total to about \$65000.00.

Pacific Steamship Company (Application 3911), operates as a public wharfinger over municipal dock known as Pier A, located at Wilmington. Its relationship with the city of Los Angeles is covered by a berthing permit, under which the city retains control as to dockage and wharfage charges; so that this applicant is interested in handling charges only.

Testimony in this case, as in others, indicated an increase of 100%, or more, in wages of longshoremen since the present handling charges were established in 1915. Applicant has no investment in the wharf at Wilmington and handles merchandise principally on which it now receives 32½ cents per ton, whereas the actual cost of such handling (trucking) now ranges from 63.6 cents per ton to \$1.09. It has already been shown by other testimony that handling charges fixed by the city in 1915 approximated the actual cost of the service at that time; and since this applicant's service on the dock is confined to handling cargo to and from its vessels, the following abridged statement of Exhibit B, submitted with the application, graphically illustrates the losses incurred in the transaction:

COST OF TRUCKING CARGO AT WILMINGTON

<u>Vessel</u>	<u>Date</u>	<u>Tons In and Out</u>	<u>Total Cost</u>	<u>Cost Per Ton</u>	<u>Tariff Rate</u>
Governor	4/2 /18	1555	\$1068.46	68 7/10¢)	
"	3/21/18	1409	1144.78	87 2/10¢)	
President	4/9 /18	1654	1052.31	63 6/10¢)	
"	3/27/18	1759	1125.66	64 6/10¢)	
Queen	4/1 /18	1168	969.38	82 9/10¢)	32 1/2¢
"	3/19/18	1387	1127.77	81 1/10¢)	per ton.
Adml. Dewey	3/29/18	1277	1374.65	107 6/10¢)	
"	3/15/18	1398	1185.78	84 8/10¢)	
Adml. Schley	4/8 /18	710	641.56	90 3/10¢)	
City of Topeka	4/5 /18	577	403.11	69 8/10¢)	
"	3/31/18	485	551.18	109 5/10¢)	

STATEMENT SHOWING INCREASES IN PAY FOR TRUCKERS AT WILMINGTON

	<u>Straight Time</u>	<u>Overtime</u>
Prior to August, 1915	30¢ per hr.	30¢ per hr.
August, 1915 to November, 1915	35¢ " "	50¢ " "
November, 1915 to July, 1917	40¢ " "	60¢ " "
July 1917 to November, 1917	45¢ " "	65¢ " "
November, 1917 to June 4, 1918	50¢ " "	75¢ " "
Present Scale - June 28, 1918	60¢ " "	90¢ " "
Increase - - -	100%	200%

As will be observed, the above maximum wage for straight time at Wilmington was not so high on June 28, 1918 as at some other points at the port, but the Commission was subsequently advised by applicant that another material increase in truckers' wages had gone into effect on August 25, 1918.

Southwestern Wharf Company (Applications 3981-3982), a subsidiary of the Southwestern Shipbuilding Company, owns a leasehold and easements to five acres of waterfront property on which its wharf and warehouses are situated. This property, formerly owned and operated by Pacific Wharf & Storage Company, is located on the east side of the main channel on Terminal Island, formerly known as East San Pedro, and consists of a timber wharf 1350 feet in length and 85 1/2 feet in width, corrugated iron warehouse, barn, office, tanks,

railroad tracks and cargo handling gear and equipment, the entire value of which, including \$100,000.00 for the five acres of land, is estimated at \$224,500.00.

Like other applicants in this proceeding, Southwestern Wharf Company alleges and contends that its present rates of wharfage and storage, and charges allowed for handling lumber and general merchandise over its wharf are unremunerative and should be increased. Such contention is based very largely on applicant's showing as to wage increases which it has been necessary to grant from time to time since the present schedule was established in 1915. Other reasons for increased rates are also urged, including the additional cost of equipment and supplies, which have advanced, in most instances, 50% or more, and in the case of fuel oil 100%. Applicant has operated the property in question since May 1, 1918 only, and could, therefore, furnish but meagre data based upon experience. The following figures show gross results of operations from May 1 to July 24, 1918:

Revenue from all sources	-	-	\$4959.30
Expenses.- operating, overhead,	-	-	
maintenance	-	-	5058.42
LOSS	-	-	\$ 99.12

Exhibit B, presented by applicant at the hearing, being practically identical with Exhibit A, filed by Outer Harbor Dock & Wharf Company, shows charges in effect for handling freight over docks in San Francisco, Seattle, Vancouver, Tacoma and Portland, in each of which ports the rates are higher for the same class of service than in the port of Los Angeles.

United States Railroad Administration (Southern Pacific Company), operating wharves at San Pedro, appeared by attorney (amicus curiae, and also to assist its applicant competitors),

advising that whatever increased rates which might be authorized by the Commission would be immediately recommended for adoption by the Federal Director of Railroads in order to equalize conditions and reduce the deficit which has been accruing to said company under the rapidly increasing cost of operating the so-called Southern Pacific wharves at the port of Los Angeles. The Los Angeles & Salt Lake Railroad was only indirectly interested, its public wharf and dock business being at present conducted by Southwestern Wharf Company.

The present rates of applicants are such as were fixed by the City of Los Angeles in Ordinance No. 32467 (new series), approved June 12, 1915, which rates were later filed with the Railroad Commission in compliance with the terms of the amended Public Utilities Act, effective August 8, 1915, and have not since been increased or otherwise altered. As to the handling charges, it is alleged by applicants and admitted by the city's representatives that the same were established almost wholly with reference to the cost of labor and not designed to produce a profit to wharfingers operating properties at the port of Los Angeles.

The evidence shows that at the time the city of Los Angeles established the rates in question, in 1915, unskilled labor was paid 27½¢ to 30¢ per hour and skilled labor 35¢, whereas at the present time the former receives 47½¢ per hour and the latter 65¢. It is, therefore, obvious that all public service now performed over applicant's wharves and based upon wages in effect in 1915 is being performed at an actual out-of-pocket loss, the measure of which is a matter of simple arithmetic.

There was ample testimony given at the hearing to establish

the fact of increased rates paid for labor from time to time since 1915. For instance, the secretary of the local Longshoremen's Union testified that in 1915 two separate scales of wages were paid in San Pedro for handling commodities on the docks,- one in the lumber yards, where 27 $\frac{1}{2}$ ¢ per hour was paid, and the other on the open docks, where 30¢ per hour prevailed. In 1916 wages were advanced 5¢ per hour and in 1917 two small increases were granted; in June, 1918 the present maximum of 65¢ per hour was reached for straight time and \$1.00 for overtime. It is thus seen that wages have gone up more than 100% for straight time and have more than trebled for overtime. It is the plan of these wharfingers in future, however, if their applications are granted, to charge all overtime against the vessel whose master demands service which would necessitate the employment of longshoremen at overtime rates.

Applicants admit that recent construction of both wharves and warehouses has been carried on with a view to future expansion of business and that it would not, therefore, be equitable to advance wharfage and storage charges to a high basis which might be not only unjust at the present time, but altogether unnecessary under future conditions involving capacity handling. On the other hand, it was in evidence that the proposed increase of 25% in wharfage charges and an increase in storage rates, as set forth in the applications, were fully justified in the one case by the increased cost of upkeep and labor connected with the wear and tear on wharves and equipment, and in the other by advances in cost of repair material and labor of handling merchandise into and out of warehouses; and I am convinced that the proposed charges for the use of said facilities are not unreasonably high.

Although applicants were required, as usual, to publish

in local papers notices of the hearing and also to notify personally, by mail or otherwise, all patrons who had conducted business with applicants within the past year, no one appeared at the hearing to protest against the proposed rates.

In view of the foregoing facts and statements, I am of the opinion that with certain modifications, as they appear in the order herein, the applications should be granted, and so recommend, it being the purpose to establish uniform charges for each class of service mentioned insofar as such service is performed by the various applicants.

I recommend the following form of order:

O R D E R

Lumbermen's Exchange, a voluntary association of lumber companies operating private wharves as public utilities, Outer Harbor Dock & Wharf Company, Pacific Steamship Company, and Southwestern Wharf Company, having applied to this Commission for authority to increase charges now in effect for handling lumber and other commodities over their respective wharves at the Port of Los Angeles, and also to advance storage and wharfage rates in instances where these classes of service are now performed; a public hearing having been held on said applications, the matter having been submitted and the Commission being fully advised in the premises,

IT IS HEREBY FOUND AS A FACT, that the rates and charges, rules and regulations in effect at wharves and warehouses here involved, insofar as they are antagonistic to those herein established are non-remunerative or unjust and unreasonable, and that the rates and charges, rules and regulations set forth herein are just and reasonable for the various services therein contemplated. No increases in dockage rates nor changes in regulations relations to

doekage being here involved, although covered by some of the applications, findings of fact with reference thereto are purposely omitted, but such rates and regulations may be published and filed in connection with other schedules herein authorized.

Basing its order upon the foregoing finding of facts and upon other facts contained in the Opinion preceding this Order,

IT IS HEREBY ORDERED, that Lumbermen's Exchange, Outer Harbor Dock & Wharf Company, Pacific Steamship Company, and Southwestern Wharf Company be, and they are hereby authorized to publish and file within twenty (20) days from date hereof and make effective immediately after such publication and filing the following schedules of rates including rules and regulations to cover the several classes of service indicated, the same to be effective at all warehouses and on or over all wharves operated by applicants as public utilities at the Port of Los Angeles:

S C H E D U L E OF

WHARFAGE RATES AND HANDLING CHARGES AT THE PORT OF LOS ANGELES
INCLUDING RULES AND REGULATIONS PERTAINING TO THE SERVICE.

RULES AND REGULATIONS

- Minimum Charge -

No single charge for wharfage shall be less than six (6) cents and no single charge for handling shall be less than nineteen (19) cents.

- Maximum Charge -

Charges referred to herein represent the entire amount which may be collected for movement of freight or merchandise over wharves, except in the event of any freight being warehoused in transit, an additional amount not exceeding the handling charges scheduled herein may be collected to cover cost of such service

but in the event of said freight remaining in storage such extra handling charge shall be absorbed in the rate charged for storage.

- Handling Heavy Packages -

All single packages in excess of 2000 pounds weight or 40 cubic feet in size, may be handled by special contract at handlers option, provided that no charge shall exceed twenty five (25) cents for wharfage and \$2.25 for handling per ton or per cubic feet.

- Free Time Allowed -

Seventy two (72) hours free time shall be allowed from the time goods are received on the wharf in which to furnish disposition and remove same; and if any commodity or merchandise for which wharfage is charged as herein provided is not moved within said free time the wharfinger shall be entitled to receive and shall collect an additional amount equal to said wharfage rates for such commodity for each twenty four (24) hours or fraction thereof during which the commodity shall remain upon the wharf in excess of seventy two (72) hours, except that on rough piled lumber one month's free time will be allowed as specified in schedule.

- Overtime -

Charges for handling as specified herein cover the handling of merchandise during the regular eight hour day. In the event services are performed at night or on Sunday or Holidays an additional amount not exceeding the actual expense involved for overtime services may be charged and collected.

RATES AND CHARGES

	<u>WHARFAGE</u>	<u>HANDLING</u>
	(Rates in cents per ton unless)	
	(otherwise specified.)	
Asphalt, in packages	3	41½
Bags, Burlap or Jute, in packages	6½	55½
Bananas	12½	1.66½
Bark, Tan, in sacks	12½	1.11
Barrels, Empty, each	½	4
Barytes, in packages	3	41½
Baskets, in bundles	12½	1.66½
Beans, in packages	6½	55½
Beet Pulp, dried, in packages	6½	55½
Bone Meal	12½	55½
Borax, Raw, in packages	3	41½
Boxes, Empty	12½	1.11
Bran, in packages	6½	55½
Bricks, crated and boxed, other than paving	6½	55½
Brick, loose, other than paving	6½	64½
Brick, clay, in packages	3	41½
Brick, in packages	3	41½
Briguettes, in bulk	6½	55½
Burlap, in packages	6½	55½
Cases or Crates, Empty	12½	1.11
Cement, in packages	3	41½
Charcoal, in sacks	12½	1.11
Charcoal, when loaded direct to Gondola cars	6½	55½
Clay, in packages	3	41½

WEARAGE

HANDLING

	WEARAGE	HANDLING
Coal, in bulk, when loaded direct to Gondola cars	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Cocconut, in sacks	12 $\frac{1}{2}$	1.11
Coffee, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Coke, in bulk	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Cork, in sacks	12 $\frac{1}{2}$	1.11
Cornmeal, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Cotton, in sacks	12 $\frac{1}{2}$	1.11
Cotton Seed Meal or Cake	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Cyanide Rock	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Drums, Iron, Empty, each	1	6
Feldspar, Pulverized, in packages	3	41 $\frac{1}{2}$
Fertilizer, not otherwise specified	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Flour, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Food, Poultry, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Furniture, grass, reed, wicker, rattan, set up, measure of 40 cubic feet	12 $\frac{1}{2}$	46
Glass, Common Window	6 $\frac{1}{2}$	1.01 $\frac{1}{2}$
Glass, Plate	12 $\frac{1}{2}$	1.20
Grain, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Grain, in bulk	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Grits, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Hair, in sacks	12 $\frac{1}{2}$	1.11
Iron or Steel Articles, viz:		
Bolts, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Horseshoes, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Nails, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Nuts, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Rivets, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Spikes, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Staples, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Washers, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Iron, Steel or Lead (pig, bar, sheet, angle pipes, rails and structural), loaded direct to car	12 $\frac{1}{2}$	46
Iron, Scrap, direct to or from cars	12 $\frac{1}{2}$	64 $\frac{1}{2}$
Kapoc	12 $\frac{1}{2}$	1.66 $\frac{1}{2}$
Lime, in packages	3	41 $\frac{1}{2}$
Lime, Nitrogen	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Livestock, viz: (If less than six head are handled at one time, minimum charge to be for six)		
Calves, each	6 $\frac{1}{2}$	4
Cattle, each	3 $\frac{1}{2}$	10
Colts, each	6 $\frac{1}{2}$	7
Horses or Mules, each	6 $\frac{1}{2}$	15
Hogs or Sheep, each	3 $\frac{1}{2}$	4 $\frac{1}{2}$
Lumber and Forest Products, viz:		
Box Shooks, in bundles	12 $\frac{1}{2}$	92 $\frac{1}{2}$
Soft Woods, 2x6, and up, including ties, per thousand feet board measure	12 $\frac{1}{2}$	92 $\frac{1}{2}$
Soft Woods, under 2x6, Shakes, Shingles, or Lath, in bundles, per thousand feet board measure	12 $\frac{1}{2}$	1.20
Hardwoods, 2x6, and up, including Ties, or in bundles, per thousand feet board measure	12 $\frac{1}{2}$	1.20
Cedar or Hardwoods, not otherwise specified, per thousand feet board measure	12 $\frac{1}{2}$	1.20
Logs, per thousand feet board measure	12 $\frac{1}{2}$	1.20
Piles and Poles, per linear foot when loaded direct to cars	1/10	6/10

	<u>WEARPAGE</u>	<u>HANDLING</u>
Piles and Poles, per linear foot		
when piled on wharf	1/10	8/10
Veneer or panels	12 $\frac{1}{2}$	1.20
Corwood, per cord	12 $\frac{1}{2}$	1.48
Creosoted lumber, Ties & Shingles, per thousand feet Board Measure	12 $\frac{1}{2}$	1.20
Creosoted Piling, per linear foot when loaded direct to cars	1/10	6/10
Creosoted Piling, per linear foot when piled on wharf	1/10	8/10
Additional charge on all lumber and forest products when rough piled on wharf, account of car shortage or unsold stock, to cover cost of picking up from wharf, and one month's storage thereon per M. ft. BM.		35
Maize, or Milo	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Manganese Ore, in packages	3	41 $\frac{1}{2}$
Marble Slab, not otherwise specified	12 $\frac{1}{2}$	1.66 $\frac{1}{2}$
Marble Slab, crated, and weighing not more than 1200 pounds or not more than 6 ft. in length	12 $\frac{1}{2}$	60
Merchandise, in carboys	12 $\frac{1}{2}$	1.11
Merchandise, not otherwise specified	12 $\frac{1}{2}$	60
Mill Feed, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Nitrate of Soda or Lime	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Oil, in bulk, by pipe line, per barrel of 42 Gal.		No. handling
Onions, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Paint, Dry Mineral, in packages	3	41 $\frac{1}{2}$
Paper, Roofing, in Rolls	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Peanuts, in bags	12 $\frac{1}{2}$	92 $\frac{1}{2}$
Peas, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Phosphate Rock	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Plaster, in packages	3	41 $\frac{1}{2}$
Potatoes, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Pumice, in packages	3	41 $\frac{1}{2}$
Rice, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Rock,	3	41 $\frac{1}{2}$
Salt, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Sand, in packages	3	41 $\frac{1}{2}$
Silica, in packages	3	41 $\frac{1}{2}$
Soapstone, in packages	3	41 $\frac{1}{2}$
Sugar, in packages	6 $\frac{1}{2}$	55 $\frac{1}{2}$
Sulphate of Potash	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Superphosphates	12 $\frac{1}{2}$	55 $\frac{1}{2}$
Talc, in packages	3	41 $\frac{1}{2}$
Vehicles, 2, 3, and 4 wheel, motor or team, delivered at wharf set up, 1000 lbs. and under, each	6 $\frac{1}{2}$	83
Vehicles, 4 wheeled, motor or team, de- livered at wharf, set up, 4000 lbs. and under, each	12 $\frac{1}{2}$	1.66 $\frac{1}{2}$
Vehicles, 4 wheeled, motor or team, de- livered at wharf, set up, over 4000 pounds, each	31	1.85
Vehicles, 4 wheeled, motor or team, loaded in cars and blocked, 4000 lbs. and under, ea.	12 $\frac{1}{2}$	3.51 $\frac{1}{2}$
Vehicles, 4 wheeled, motor or team, loaded in cars and blocked, over 4000 lbs. each	31	4.16

	<u>WEARFACE</u>	<u>HANDLING</u>
Wheat, in packages	6 $\frac{1}{2}$	55%
Wool, in sacks	12 $\frac{1}{2}$	1.11
Water, delivered to vessels, per thousand gallons	6 $\frac{1}{2}$	No handling

SCHEDULE

OF
STORAGE RATES AT THE PORT OF LOS ANGELES INCLUDING RULES
AND REGULATIONS PERTAINING TO THIS SERVICE.

RULES AND REGULATIONS

When Storage Begins

Storage charges shall begin on the date of the receipt of the first package of any lot in the warehouse.

Service Included In Rates

The first month's rates cover storage for the first calendar month and include cost of handling into storage. Each succeeding month's rates include storage only, the charge to be computed on balances in storage on the first day of each month.

Charge For Loading Cars

Charge for loading cars shall be the difference between first month's rates and rates for succeeding months.

Charges For Special Service

Labor furnished for special purposes or services of any description, not otherwise provided for, shall be charged for at the rate of seventy five (75) cents per hour per man.

Charges Payable - When -

All charges for storage are due and payable when they accrue.

Meaning of Term "Ton"

The term "ton" as used in this schedule means 2000 pounds or forty (40) cubic feet, whichever method of computation produces the greater revenue.

Insurance Included

Rates specified herein include insurance.

Removal Within 30 Days

Warehouseman reserves the right to require the removal of all goods on thirty day's notice.

Liability - Assumed

Warehouseman does not assume liability for loss, damage or decay to merchandise due to imperfect condition of packages,

or to inherent vice of the goods, or to causes beyond its control, including acts of God, fire, floods, accident, labor disturbances, impediments in transportation and demands or acts of the Government.

STORAGE RATES

	First month or fraction thereof	Each succeed- ing month or fraction thereof
(Rates in Cents Per Ton)		
Beans	50	20
Bran, Meal, Mill-run	50	20
Canned Goods	60	20
Coal	65	10
Coke	1.45	15
Flour	65	25
Grain, including barley, corn, oats and wheat	42½	15
Merchandise, not otherwise specified	60	20
Pig Iron	55	5
Poultry Food, in bags, including Ground Shells	42½	15
Sugar	50	20
For rental of space without handling or other service, per square foot per month	7½	

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 1st day of *October*, 1918.

Edwin C. Edgerton
Arthur Loveland
Alex Gordon

COMMISSIONERS .