

Decision No. 29342

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation by the Commission upon its own motion into the lawfulness of rates, rules, regulations and practices of common carriers engaged in the transportation of property between San Francisco, Oakland and other points in the State of California on the one hand, and San Jose and other points in the State of California on the other hand.

Case No. 4133

ORIGINAL

In the Matter of the Establishment of maximum or minimum or maximum and minimum rates, rules and regulations of all Radial Highway Common Carriers and Highway Contract Carriers operating motor vehicles over the public highways of the State of California, pursuant to Chapter 223, Statutes of 1935, for the transportation for compensation or hire of any and all commodities and accessorial services incident to such transportation.

Case No. 4088
Part "J".

APPEARANCES IN CASE NO. 4133

R. F. Walker, for Spreckels Sugar Company and Western Sugar Refinery.
Carl R. Schulz, for California Prune and Apricot Growers Association.
Joseph F. Vizzard, for Highway Transport, Inc., Intercity Transport Lines, Inc., and Holmes Express Company.
E. G. Wilcox and Walter A. Rhode, for San Francisco Chamber of Commerce.
T. G. Differding, for Oakland Chamber of Commerce.
J. E. Lyons, A. L. Whittle and R. E. Wedekind, for Southern Pacific Company, Pacific Motor Transport Company and Pacific Motor Trucking Company.
L. N. Bradshaw and J. L. Amos, Jr., for The Western Pacific Railroad Company.
Edward Stern, for Railway Express Agency, Inc.
Edward Berol and Roy M. Thompson, for Truck Owners' Association of California.
Irving F. Lyons, for the Cannerymen's League of California and Dried Fruit Association of California.
Harold M. Hayes, for Pioneer Express.
J. L. Roney, for Sussman, Wormser & Company and Equitable Cash Grocery Co.
Douglas Brookman for the United Parcel Service, San Francisco Bay District, Valley & Coast Transit Company, and Coast Line Express.
G. J. Weiser, for Peerless Stages, Inc.
E. E. Rowley, for Automotive Purchasing Company.
Gerald E. Duffy and Berne Levy, for The Atchison, Topeka and Santa Fe Railway Company.

APPEARANCES IN CASE NO. 4088

A list of the appearances in Case No. 4088 is contained in Decision No. 28761 in Part "A" (39 C.R.C. 732) and Decision No. 29252 in Part "P" of this proceeding.

BY THE COMMISSION:

O P I N I O N

By petition filed with the Commission, Highway Transport, Inc., Intercity Transport Lines, Inc., and Holmes Express, common carriers engaged in the transportation of property between San Francisco, San Jose and intermediate points, alleged that the store-door rates of common, radial highway common and highway contract carriers between said points "are unduly low and depressed." They requested that the Commission institute and consolidate with a part of Case No. 4088¹ an investigation proceeding to bring before it for review and revision the less carload and loss truckload store-door class and commodity rates of all for-hire carriers operating between said points.

Pursuant to this request the Commission instituted Case No. 4133 and announced a hearing in part "J" of Case No. 4088, for the purpose of determining whether the store-door rates of common carriers, radial highway common carriers and highway contract carriers for the transportation of property between San Francisco and Oakland on the one hand, and San Jose on the other hand were adequate, sufficient and reasonable. It was understood that the lawfulness of the rail carriers' depot to depot rates in effect prior to the inauguration of store-door service was not to be disturbed at this time and that the primary question presented for determination involved the sufficiency of the amounts added by respondents to such depot to depot rates in constructing store-door rates.

Both proceedings were heard on a common record before Examiner Freas at San Francisco.

At the hearings motions were made to exclude from these proceedings, the rates on automobiles and automobile parts; milk, cream, buttermilk, cottage cheese, pot cheese and unflavored ice cream mix; fresh fruit and vegetables for cannery purposes and grain products.²

Store-door service between San Francisco, Oakland and San Jose has been available by highway common carriers for more than 10 years. It was inaugurated by Pacific Motor Transport Company on April 1, 1930, and by The Western Pacific Railroad Company on December 7, 1931. The class rates in effect between these points since April 1, 1930, are shown below:

¹ Case No. 4088 was instituted by the Commission on its own motion pursuant to the mandate of the legislature contained in Section 10 of the Highway Carriers' Act (Chapter 223, Statutes of 1935). A full discussion of its purpose, the procedure followed, and other matters of general concern relating to the proceeding are contained in Decision No. 28761 in Part "A" of said proceeding (39 C.R.C. 732).

² Milk, cream, buttermilk, cottage cheese, pot cheese and unflavored ice cream mix (when transported in milk shipping cans, in bottles in cases or crates, or in bulk in tanks), fresh fruits (other than fresh pears originating at points in Lake County not more than 20 miles distant from Lakeport) and fresh vegetables were excluded from the application of the minimum rates established in Part "A" of Case No. 4088. (See Decision No. 29003, July 22, 1936, in Part "A" of Case No. 4088.)

	April 1, 1930				August 18, 1930				Dec. 1, 1930 to Date			
	1	2	3	4	1	2	3	4	1	2	3	4
Store-door to Store-door	40	36	32	30	32½	32½	32	30	32	28	25	22
Terminal to Terminal	25	21	17½	15	25	21	17½	15	25	21	17½	15
Differential	15	15	14½	15	7½	11½	14½	15	7	7	7½	7

In addition to class rates, less carload and less truck load any-quantity commodity rates generally equal in volume to the 4th class rates are maintained by respondents for the transportation of Groceries and Hardware between the points here involved; also quantity commodity rates subject to varying minima from 4,000 to 36,000 pounds. In general, the 4,000 pound rates range in volume from that of the 4th class rate to 3 cents less than the 4th class rate. A substantial portion of the less carload and less truckload traffic is said to move under store-door commodity rates.³

Petitioners propose that store-door rates be prescribed on the following basis:

1. Any quantity class rates equal in volume to the terminal class rates plus 15 cents per 100 pounds.
2. Commodity rates on "Groceries and Grocers' Supplies" and "Hardware, Paint and Paint Materials, Roofing and Building Materials and Miscellaneous Articles" as described under those captions in Pacific Motor Transport Company Tariff No. 9, C.R.C. No. 13, equal in volume to the 4th class rates as reconstructed.
3. If, in lieu of an allowance to shipper or consignee as the case may be, rates are now published which include either a pick-up or a delivery service, but not both, such rates shall be republished to reflect the same differential under respondents' store-door rates as at present.
4. Rates maintained by respondents at points beyond San Francisco, Oakland, Berkeley, Richmond and San Jose, which, when applied intermediately would defeat the proposed rates, shall be increased to the level of the proposed rates or

³ Prior to the advent of store-door to store-door service, the great majority of less carload traffic was transported under class rates. Since 1930, carriers have provided commodity rates for such transportation to the extent that today a substantial portion of this traffic moves under commodity rates. An investigation of the records of five common carriers, serving substantially the entire State of California, discloses the fact that at least 60% of less truckload traffic now moves under commodity rates.

maintained as at present under relief from the long and short haul provisions of the Public Utilities Act and the Constitution..

5. That the rates, rules and regulations proposed for common carriers be reestablished as the just, reasonable and non-discriminatory minimum rates for radial highway common and highway contract carriers.

Common Carrier Rates.

The actual pick-up and delivery service to and from respondents' terminals is performed either by draymen under contract or by respondents themselves. Intercity Transport Lines, Inc., and Highway Transport, Inc., who perform this service with their own equipment, have experienced a cost of 16.37 and 14.40 cents per 100 pounds, respectively.⁴ Figures submitted by the rail line respondents reveal that their cost for rendering pick-up and delivery service under contract with draymen in the territory here involved ranges from 13.95 to 14.87 cents per 100 pounds.⁵ In general, these cost figures relate to shipments of property weighing less than 4,000 pounds. Pick-up and delivery costs on shipments over 4,000 pounds were not disclosed..

It seems reasonably clear that the added expense of performing pick-up and delivery service of property weighing less than 4,000 pounds in the territory here involved is probably not less than 14 cents and in some instances possibly as high as 16½ cents per 100 pounds..

The rail line respondents object to petitioners' proposal on the ground (a) that a differential in excess of 10 cents will have the effect of encouraging shippers to transport their own shipments to and from terminals rather than avail themselves of store-door service;⁶ (b) that if the store-door rates are increased to the level sought by petitioners, respondent carriers will be obliged to maintain rates from and to some of the points here involved on a higher basis than some competing carriers not respondents herein; and (c) that the proposed increases will disturb the relationship in rates maintained by respondents between points in

⁴ A cost of 14.25 cents per 100 pounds for performing pick-up and delivery service by motor truck was developed in Assistant Engineer Fred H. Chesnut's Exhibit A-1, Case No. 4088, Part "A".

⁵ In Case No. 4103, involving the sufficiency of the differential added in constructing store-door rates between San Francisco Bay points on the one hand and Stockton and Sacramento on the other hand, the Commission found the added cost to be not less than 13½ cents and possibly as high as 16½ cents per 100 pounds on any quantity lots..

⁶ The 10 cent differential to which the rails have reference is that occasioned by the application of the allowance provisions contained in their store-door tariffs, whereby 5 cents per 100 pounds is paid by the carriers to the consignor and consignee for performing their own pick-up and delivery service beyond the carriers' depots.

the territory here involved on the one hand and other points in the state on the other hand.

With respect to the first, the rails concede that the cost of performing the added pick-up and delivery service is well in excess of 10 cents. They offered no evidence to support the proposition that a spread in excess of 10 cents per 100 pounds between the store-door and terminal rates would divert traffic now moving under store-door rates to terminal rates. Nor does there appear to be any sound reason for the maintenance of a differential of 10 cents when the evidence clearly indicates that the cost of performing the added service is substantially in excess thereof.

With respect to the second objection raised by the rail lines, it should be observed that petitioners' proposal regarding store-door rates from and to points beyond San Francisco, Oakland and San Jose is in the alternative, viz., that such rates shall be increased to the level of the proposed rates or be maintained as at present under appropriate relief from the long and short haul provisions of the Public Utilities' Act and of the Constitution. From the evidence adduced concerning the cost of performing the added store-door service, it seems clear that increases, at least sufficient in volume to remove resulting long and short haul departures from and to points beyond San Francisco, Oakland, Santa Clara and San Jose, are justified. However, to the extent relief from the long and short haul provisions of the Public Utilities Act and Constitution may be desirable or necessary to preserve uniformity in store-door rates between competing common carrier respondents on the one hand and non-respondent carriers on the other hand, application for such relief should be filed with the Commission forthwith.

The third objection made by the rails that an increase in the store-door rates between the points here involved will disturb the existing relationship in store-door rates maintained between related points is not entirely without merit. The problem of establishing reasonable and sufficient rates for common carriers under Section 32 $\frac{1}{2}$, added to the Public Utilities Act by the 1935 Legislature, and just, reasonable and non-discriminatory minimum rates for Radial Highway Common and Highway Contract Carriers under the Highway Carriers' Act, involving as it does the vast number of carriers not heretofore subject to regulation presents a complex and difficult task. However, to undertake to review and revise the entire rate structure of this state at one time would be an insurmountable undertaking. Pursuant to the legislative mandate it is the purpose of the Commission to establish reasonable and sufficient rates for common carriers for the transportation of all commodities and between all localities, and to fix just, reasonable and non-discriminatory rates for radial highway common and highway contract carriers in order to promote an equality of competitive transportation conditions between all agencies of transportation and preserve to the public the full benefit and use of the public highways consistent with the needs of commerce. To refrain from establishing rates in this territory until similar ones could be established in all other sections of the state would be to disregard the express mandate of the Legislature. Such differences as may be brought about by the establishment of rates in this territory without concurrent treatment of rates in other territories may and should be subsequently adjusted in an orderly and logical manner.

Radial Highway Common and Highway Contract Carrier Rates:

In Part "A" of Case No. 4088, the Commission established as the just, reasonable and non-discriminatory rates in the territory here involved for shipments weighing less than 4,000 pounds, the lowest common carrier rate in effect on June 1, 1936, for the same transportation of the same shipment except that on shipments weighing not less than 2,000 pounds and less than 4,000 pounds, any distance not exceeding 50 miles, the minimum rate established is 90 per cent. of the lowest common carrier rate for the same transportation of shipments of the same kind of property weighing 100 pounds each.

No objection or protest to the proposed adjustment was offered by radial highway common or highway contract carriers. The record in Part "A" of Case No. 4088, with but few exceptions, shows that for distances of less than 100 miles, the rates of common carriers between the same points which under Section 10 of the Highway Carriers' Act cannot be exceeded in establishing minimum rates for radial highway common and highway contract carriers, are less than sufficient to return the cost of performing such transportation by motor truck.⁷ The following tabulation compares class rates developed in Exhibit A-2, Case No. 4088, Part "A", as sufficient in volume to return the cost of transporting property between San Francisco and San Jose with the present store-door class rates and terminal class rates plus 14 cents per 100 pounds between such points.

Class Rates Sufficient in
Volume to Return Cost
by Motor Truck

<u>Class</u>	<u>(a) 1st Basis</u>	<u>(b) 2nd Basis</u>	<u>Present Common Carriers Store- Door Rates</u>
1	47.7	58.5	32
2	40.5	49.7	28
3	33.4	41.0	25
4	28.6	35.1	22

(a) Assumes class rates will move 100% of traffic.

(b) Assumes class rates will move 40% of traffic and that 60% will move under commodity rates equal in volume to 50% of the first class rate between the same points.

Upon consideration of all of the facts of record it must be found:

That the store-door rates now maintained by the common

⁷ In its conclusions in Decision No. 28761 in Part "A" of Case No. 4088, the Commission stated, "It is even doubtful that these rates (common carrier rates) will produce sufficient revenue to defray transportation expense."

carrier respondents herein for the transportation of property in lots of less than 4,000 pounds between the points here involved are unreasonable and insufficient in violation of Section 32 $\frac{1}{2}$ of the Public Utilities Act to the extent by which they are less than the rates set forth in Appendix "A" attached hereto and made a part hereof.

That the minimum rates established in and by Decision No. 28761 (39 C.R.C. 732) as the just, reasonable and non-discriminatory minimum rates for radial highway common and highway contract carriers, in so far as they involve the transportation of property between points in California, in issue in this phase of Case No. 4088, should be amended and reestablished on a basis no lower than the rates set forth in Appendix "A" hereof.

The "grocery" and "hardware" groups set forth in said Appendix "A" are comprehensive and include substantially all articles and commodities contained in the "grocery" and "hardware" groups now maintained by common carriers. The adoption of these groups, at this time, is without prejudice to any finding the Commission may make in Case No. 4070⁹ in which the propriety of group rates is directly in issue.

That milk, cream, buttermilk, cottage cheese, pot cheese and unflavored ice cream mix (when transported in milk shipping cans, in bottles, in cases or crates, or in bulk in tanks), fresh fruits and fresh vegetables be excluded from this phase of Case No. 4088 and from Case No. 4133.

O R D E R

Public hearings having been held in the above entitled proceedings, full investigation of the matters and things involved having been had, and basing this order on the findings of fact and the conclusions contained in the preceding opinion,

IT IS HEREBY ORDERED that rates, rules and regulations no lower in volume and effect than those set forth in Appendix "A" attached hereto and made a part hereof be and they are hereby established as the reasonable and sufficient rates, rules and regulations to be charged, collected and observed by The Atchison, Topeka and Santa Fe Railway Company, a corporation; Bayshore Freight Lines, Inc., a corporation; Geo. Cavagnaro & Son, Geo. Cavagnaro, owner; Chew Chick, an individual; Clark Bros., A.B. and Kenneth C. Clark, copartners; Coast Line Express, E.L. McConnel, owner; Coastside Transport Co., Inc., a corporation; Frank De Marco, an individual; Highway Transport, Inc., a corporation; Holmes Express, a corporation; Intercity Transport Lines, Inc., a corporation; J. D. and J. W. Maynard, copartners; Misonor's Motor Drayage Company, L. A. Misonor, owner; Pacific Motor Transport Company, a corporation; Pacific Motor Trucking Company, a corporation; Peerless Stages, Inc., a corporation; Pioneer Express Company, a corporation; Produce Transfer Co., Nami Yasunaga, owner; Railway Express Agency, Inc.; Salinas Valley Freight

9

In Re: Investigation by the Commission ***into the practices of common carriers to determine the lawfulness and propriety *** of grouping commodities.

Lines, R. Tunzi, owner; San Francisco and San Jose Fruit and Produce Transfer Company, S. D. and Harold Schivo, copartners; Santa Cruz Motor Express, W. H. Crowe & Sons, copartners; Edward J. Schivo, an individual; J. W. Silva, an individual; Walter B. Tindell, an individual; United Parcel Service Bay District, a corporation; Valley Express Co., a corporation; Valloy Motor Lines Inc., a corporation; Valley and Coast Transit Company, Inc., a corporation; Valloy Truck Line, J. H. Wythe, R. E. Hoerler, W. G. Wahl, copartners; The Western Pacific Railroad Company, a corporation, and each of them, and as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be charged, collected and observed by all radial highway common carriers and highway contract carriers (as those terms are defined in the Highway Carriers' Act, Chapter 223, Statutes of 1935,) for the transportation of property in lots of less than 4,000 pounds moving from store-door to store-door, from, to or beyond San Francisco, Oakland, Alameda and Emeryville on the one hand and Santa Clara, San Jose, or points beyond Santa Clara and San Jose, on the other hand. To the extent the rates, rules and regulations herein established are higher in volume and effect than the minimum rates, rules and regulations heretofore established for the same transportation, the rates, rules and regulations herein established shall apply.

IT IS HEREBY FURTHER ORDERED that the common carrier respondents specifically named in the preceding paragraph be and they are hereby directed to establish on or before January 14, 1937, on not less than five (5) days' notice to the Commission and to the public, rates, rules and regulations no lower in volume and effect than those established and approved in this order.

IT IS HEREBY FURTHER ORDERED that the common carrier respondents specifically named in the second preceding paragraph, and all radial highway common carriers and highway contract carriers be and they are hereby ordered to cease and desist on or before January 14, 1937, and thereafter abstain from charging or collecting for the transportation of property moving from store-door to store-door from, to or beyond San Francisco, Oakland, Alameda and Emeryville on the one hand and Santa Clara, San Jose, or points beyond Santa Clara and San Jose on the other hand, rates less than those established and approved in this order.

IT IS HEREBY FURTHER ORDERED that no common carrier respondent named in this order, nor any radial highway common carrier nor any highway contract carrier shall transport any shipment weighing 4,000 pounds or more at a lesser total charge than the charge herein established for the same transportation of a shipment of the same commodity weighing 3,999 pounds.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" hereof, but may include in said freight bill, in addition to the provisions appearing in said form, such other reasonable and lawful provisions as may be deemed proper, and shall retain and preserve for reference, subject to the inspection of the Commission or its employees, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall have and it does hereby retain jurisdiction of these proceedings for the purpose of establishing or approving the just, reasonable and non-discriminatory maximum and minimum or maximum or minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers and highway contract carriers both for transportation service herein above described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or further evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities here involved between all competing agencies of transportation.

Dated at San Francisco, California, this 7th day of December, 1936.

M. B. Lewis

Leon Ambler

Walter M. ...

Frank ...
Commissioners.

APPENDIX "A"

Naming Reasonable and Sufficient Rates For Common Carriers,
as defined in the Public Utilities Act.

and

Just, Reasonable and Non-Discriminatory Minimum Rates for
Radial Highway Common Carriers and Highway Contract Carriers as De-
fined in The Highway Carriers' Act (Chapter 223, Statutes of 1935).

For The

Transportation of Property in Lots of less than 4,000
pounds, from, to or beyond San Francisco, Oakland, Alameda and Emery-
ville on the one hand and Santa Clara, San Jose or points beyond
Santa Clara and San Jose on the other hand.

EXPLANATION OF TECHNICAL TERMS

POINT OF ORIGIN means the precise location at which property is
picked up or to be picked up and loaded in or on the equipment of the
carrier for transportation.

POINT OF DESTINATION means the precise location at which property is
discharged or to be discharged from the equipment of the carrier.

SHIPMENT means a lot received from one shipper on one shipping order
or one bill of lading at one point of origin at one time for one
consignee at one destination.

RULES AND REGULATIONS

ASSESSMENT OF CHARGES: Charges will be assessed upon the gross
weight of the shipment. No allowance or deductions will be made for
the weight of containers.

MINIMUM RATES versus COMMON CARRIER RATES: In the event the appli-
cation of the common carrier intrastate rates, rules and regulations
for the same transportation of the same shipment of property from
and to the same points results in a lower aggregate charge than the
charge resulting from the application of the minimum rates provided
herein, such lower charge shall apply.

Item:		CLASS AND COMMODITY RATES			
No.:	Between	Rates named in Cents per 100 pounds			
	:San Francisco			:Groceries	Hardware, Paint
	:Oakland;			: and	and Paint Mater-
	:Alameda,			:Grocers'	ials, Roofing and
	:Emeryville			:Supplies	Building Mater-
				:as des-	ials, and Mis-
		C L A S S		:cribed in	collaneous Articles
		1 2 3 4		:Item No.10	as described in
5	and				:Item No. 15
	:Santa Clara,				
	:San Jose.	39 35 31½ 29		29	29

(1) Class rates named in this appendix are subject to ratings no lower than the less than carload ratings contained in the Western Classification No. 66, C.R.C. No. 611 of M. A. Cummings, Agent, supplements thereto and reissues thereof; and Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597, of M. A. Cummings, Agent, supplements thereto and reissues thereof.

(2) Class and commodity rates herein set forth contemplate the performance of pick-up and delivery service. Rates published to include pick-up or delivery service but not both may be less than the prescribed rates by amounts not to exceed 5 cents per 100 pounds.

(3) Rates named in this appendix will not apply on:

(a) Milk, Cream, Buttermilk, Cottage Cheese, Pot Cheese and Unflavored Ice Cream Mix, when transported in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.

(b) Fresh Fruits.

(c) Fresh Vegetables.

COMMODITY RATES - Continued.

ITEM NO. 10

GROCERIES AND GROCERS' SUPPLIES, in packages, viz.:

- | | |
|---|---|
| <p>(1) Bakery Goods,
 Baking or Yeast Powder,
 Beans,
 Beverages, (non-alcoholic); in
 boxes, barrels or crates, or
 in boxes or crates without
 covers.
 Beverage Preparations (non-
 alcoholic), in boxes, barrels
 or crates, or in boxes or
 crates without covers,
 Bird Food, Seed and Gravel,
 Biscuits, dog,
 Bleaching Compounds,
 Bluing, Laundry,
 Boracic Acid,
 Borax (Sodium Borate),
 Brooms,
 (1) Brushes;
 (1) Butter,
 Butter Substitutes,
 Candles,
 Candy or Confectionery,
 Canned Goods, Pickles, Pre-
 serves, as described in Note "A"
 Cellulose Films or Cellulose
 Film Products, printed or not
 printed, viz.:
 Sheets,
 Wrappers,
 Cereals,
 Cereal Products,
 Cheese,
 Chewing Gum,
 Chocolate,
 Chocolate Coating,
 Clothes Lines,
 Clothes Pins,
 Cocoa,
 Coconut,
 Coffee,
 Coffee Substitutes,
 Colorings; confectioners',
 Compounds, cleaning, scouring,
 sweeping or washing,
 Compounds, Food Curing,
 Food Seasoning or Food Pre-
 serving,
 Cordage,
 Dessert Preparations,
 Eggs,</p> | <p>Eggs, shelled (egg albumen,
 whites or yolks or whites
 and yolks together) frozen,
 in metal cans, loose, tops
 securely fastened.
 Extracts,
 Food; animal or poultry
 Fish, other than fresh,
 Flour,
 Fly Swatters,
 Fondant, candy (Candy Filler),
 Food Preparations,
 Fruit; other than fresh,
 Fruit, candied, crystallized,
 glazed or stuffed,
 Fruit Juice,
 Fruit Syrups,
 Gelatine,
 Gloves, cotton,
 Glucose,
 Grain,
 (1) Grain Products,
 Honey,
 Hops,
 Horseradish,
 (1) Insecticides, Fungicides,
 Insect Repellents, Vermin
 Exterminators, agricultural,
 also other than agricultural
 having petroleum base,
 Lard,
 Lard Compounds or Substitutes.
 Liquors, Malt, viz.:
 Ale,
 Beer,
 Beer Tonic,
 Porter,
 Stout,
 in boxes, barrels or
 crates, or in boxes or crates
 without covers,
 Liquors, vinous, containing
 not more than 3.2% alcohol
 by weight, in glass, earthen-
 ware or metal, boxed or in
 bulk in barrels,
 Macaroni,
 Malt Syrup,
 Matches,
 Meal;
 Meat, other than fresh,</p> |
|---|---|

(1) Includes articles as described under same heading in Western Classification No. 66, C.R.C. 611 of M. A. Cummings, Agent, supplements thereto and reissues thereof.

COMMODITY RATES - Continued.

ITEM NO. 10, continued

GROCERIES AND GROCERS' SUPPLIES, in packages, viz.:

- | | |
|--------------------------------|--------------------------------------|
| (1) Mops, or Mop Parts, | Trays, flat or nested, |
| Mustard, | Wallboard, |
| Noodles, | Paraffine, |
| Nuts, edible, including Nut | Paste, alimentary, |
| Meats, plain, salted or sweet- | Paste, confectioners', or icings |
| ened, | Paste, fig, |
| Oil, cooking, | Peas, dried, |
| Oil, edible, | Popcorn, |
| Paper, viz.: | Potato Chips, |
| Boxboard, | (1) Pottery, value declared in writ- |
| Cardboard, | ing by the shipper or agreed |
| Chipboard, | upon in writing as the releas- |
| Fruit Wrapping, | ed value of the property not |
| Paper, | exceeding \$20.00 per 100 lbs. |
| Paperboard, | Rice, |
| Pulpboard, | Sago, |
| Tape, | Salt, |
| Tissue, | Sauerkraut Juice, |
| Toilet, | Seeds, |
| Toweling, | Sheet Iron or Steel Ware, |
| Towels, | tinned (tinware), enameled, |
| Tray paper, | galvanized, painted or plain, |
| Wall paper, | viz.: |
| Waxed, | Buckets, |
| Wrappers, | Cooking Utensils, |
| Wrapping, | Cups, |
| Paper Articles, viz.: | Dishpans, |
| Bags, | Pails, |
| Baskets, nested or knocked | Washbasins, |
| down flat, | Washtubs, |
| Blankbooks, | Shoe Polishes, Dressing or |
| Boxes, knocked down flat, | Blacking, |
| Cans, | Shortening, |
| Cartons, knocked down flat, | Soap, |
| Covers, box, | Sodium (Soda), viz.: |
| Cups, nested, | Bicarbonate of, |
| Dishes, | Salsoda, |
| Doilies, | Soda Ash, |
| Excelsior, in machine pressed | Spaghetti, |
| bales, | Spices, |
| Fillers, box, knocked down | Starch, |
| flat, | Sugar, |
| Fly or Insect Paper, | Sulphur, |
| Labels, | (1) Syrup, |
| Liners, | Tags: |
| Milk Bottles, | Cloth, or cloth and paper |
| Napkins, | combined, in boxes, |
| Pads, | Paper, in boxes or in cartons |
| Pails, flat or nested, | in crates |
| Plates, flat or nested, | Tape, cotton, braided, not |
| Sheathing, fibreboard, | knit or woven, (flat twine), |
| Table cloths, | Tapioca, |
| Tablets | Tea, |
| | Tobacco, plug. |

(1) Includes articles as described under same heading in Western Classification No. 66, C.R.C. 611 of M. A. Cummings, Agent, supplements thereto and reissues thereof.

COMMODITY RATES (Continued)

ITEM NO. 10, concluded

GROCERIES AND GROCERS' SUPPLIES, in packages, viz.:

Toothpicks,
Twine,
Vegetables, other than fresh

Vermicelli,
Yard Sticks,
Yeast,

NOTE "A"

Canned Goods, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated, or in bulk in barrels or kegs, except as otherwise provided, viz.:

Beans-and-Pork, Brine,
Breads, Broths,
Butter, fruit, in packages named,
or in fibre cans boxed, or in
bulk in kits, pails or tubs,
Butter, peanut (Peanut Paste), in
packages named, or in cans com-
pletely jacketed, or in bulk in
pails,
Buttermilk (not casein), not other-
wise specified,
Catsup, in packages named, or in
bulk in kits, pails or tubs,
Chili, ground, in boxes, Chowders,
Cocoanut, not desiccated, Corn,
Dressing, salad, in packages named
or in pails or tubs not crated,
Fish, cooked, pickled or preserved,
with or without fruit or vegetable
ingredients,
Fish Roe, cooked, pickled or preserv-
ed,
Fruit (not fresh), crushed,
Fruit (not dried, evaporated or fresh),
in liquid other than alcoholic liquor,
in packages named or in bulk in kits,
pails or tubs,
Hominy,
Jam, in packages named, or in fibre
cans, boxed, or in metal cans crated
(one can per crate), or in bulk in
kits, pails or tubs,
Jelly, in packages named, or in fibre
cans, boxed, or in metal cans crated
(one can per crate), or in bulk in
kits, pails or tubs,
Juice, clam,
Juice (not syrup), fruit, unfermented,
in packages named, or in bulk in kits,
pails or tubs,
Juice, vegetable, in glass or tin, box-
ed,

Macaroni (prepared), with
or without cheese, meat
or vegetable ingredients,
Meats, cooked, cured or
preserved, with or with-
out cereal or vegetable
ingredients,
Milk (condensed or evapor-
ated), liquid, in pack-
ages named, or in bulk in
kits, pails or tubs,
Milk (not malted), dry or
powdered, in packages
named, or in fibre cans,
boxed; or in bulk in kits,
pails or tubs,
Mince Meat, in packages
named, or in cartons,
boxed, or in pails, un-
crated,
Molasses or Syrup (except
coloring, flavoring, fruit,
malt, or medicated), sub-
ject to package require-
ments of current Western
Classification,
Mustard, prepared, in
packages named, or in bulk
in kits, pails or tubs,
Oil, olive or salad,
Olives, in packages named,
or in bulk in kits, pails
or tubs,
Paste, tomato,
Pectin, fruit or vegetable,
in packages named, or in
metal cans, crated,
Pickles (Cauliflower, Cu-
cumber, Dill Weed, Kreut,
Mangoes,
Onions and Tomato),
in packages named, or in
bulk in kits, pails or
tubs,
Pie Preparations (fruit in

syrup or in paste form compounded with flour or sugar and flavor-
ed),
Pimentos (Canned Peppers),
Puddings,
Pulp, fruit or vegetable, in packages named, or in metal cans, crated,
or in bulk in kits, pails or tubs,
Purée, tomato,
Ravioli (prepared), with or without cheese, meat or vegetable in-
gredients,
Rice-and-Milk, cooked, in packages named, or in bulk in kits, pails
or tubs,
Sandwich Spread,
Sauces, Condiments or Relishes, prepared, not otherwise specified,
Sausage,
Soups,
Spaghetti (prepared) with or without cheese, meat or vegetable
ingredients,
Syrup,
Tomato Juice, in glass or earthenware, packed in barrels or boxes; in
metal cans in barrels or boxes, or in bulk in barrels,
Vegetables (not dehydrated, dried, evaporated nor fresh),
including pickled vegetables, in packages named, or in bulk in kits,
pails or tubs,
Vermicelli (prepared), with or without cheese, meat or vegetable
ingredients,
Vinegar, in packages named, or in bulk in kits, pails or tubs,
Welsh Rarebit,

COMMODITY RATES - Continued

ITEM NO. 15

HARDWARE, PAINT AND PAINT MATERIALS, ROOFING AND BUILDING MATERIALS
AND MISCELLANEOUS ARTICLES, viz.:

GROUP A
HARDWARE

Abrasive,
Agricultural Implements, hand,
Agricultural Implement Parts,
hand,
Ammunition, small arms,
Anchor Rods,
Anchors, ground,
Angles; iron or steel,
Anvils,
Babbit Metal,
Bands, stubbing, iron or steel,
galvanized or ungalvanized,
Bars, iron or steel,
Bolts,
Brackets (insular, pole, pot-
head or wall),
Brass Ingots,
Cable, copper,
Cable Racks,
Carpet or Carpeting, felt base,
asphalted and painted, or
decorated,
Casters,
Castings, iron or steel,
Chains,
Channels,
Clamps,
Clevises,
Connectors, wire, brass,
Cordage,
Cotters,
Cross Arms,
Cross Arm Braces,
Dampers, sheet iron,
Fittings; brass,
Forgings,
Grindstones,
Grounding Devices,
Ground Rods;
Guy Anchors,
Guy Wire Protectors,
Handles,
Hardware, builders,
Hooks, iron,
Holloware, iron,
Horseshoes;
Hub Plates,

Insulators,
Insulator Pins,
Insulator Bracket Plates,
Lead,
Linoleum, in boxes or crates,
Mats, or Rugs, felt base,
asphalted and painted or deco-
rated,
Mauls;
Metal, type,
Moulding, ground wire,
Nails,
Nuts, metal,
Picks,
Pipe, brass, copper, iron or
steel,
Pipe Caps,
Pipe Fittings;
Pipe Fittings, brass,
Plates, iron or steel,
Pole Steps,
Pole Top Extensions,
Rails, iron or steel,
Railway Track Material, iron
or steel, viz.:
Angle Bars or Plates,
Base Plates,
Rail Brace, Chairs, Guards,
Joints or Yokes,
Steel Cross Ties, Fastenings
or Tie Bolts,
Tie Plates,
Tie Rods,
Track Bolts, Nut Locks,
Nuts or Washers or Track
Spikes, in packages,
(1) Reinforcement, Concrete or
Plaster, iron or steel,
Rivets,
Roof Trimming, viz.:
Ridge Roll; iron or steel,
Rugs or Mats, felt base,
asphalted and painted or
decorated,
Screws,
Shade Rollers,
Shade Sticks and Shade Roller
Fixtures (rollers and sticks
in packages, fixtures in boxes)

(1) Includes articles as described under same heading in Western
Classification No. 66, C.R.C. No. 611, M.A. Cummings, Agent,
supplements thereto and reissues thereof.

COMMODITY RATES - Continued

ITEM NO. 15 (Continued)

HARDWARE, PAINT AND PAINT MATERIALS, ROOFING AND BUILDING MATERIALS
AND MISCELLANEOUS ARTICLES, viz.:

GROUP A
HARDWARE

Sheet; aluminum, brass or zinc,	Tinplate, plain, japanned
Sheet; iron or steel,	or lacquered,
Sheet, Iron or Steel Ware,	Tools, Mechanics' hand,
tinned (tinware), enameled	Transformer Hooks,
galvanized, painted or plain,	Tubing, brass or copper,
viz.:	Turnbuckles,
Buckets, Cooking Utensils,	Washers;
Cups, Dishpans, Pails,	Weights, vibration eliminat-
Washbasins, Washtubs,	ing,
Shovels,	Welding Material,
Slugs, anchor, wooden, not	Window Shades, in packages,
exceeding 4 feet in length,	Wire, brass, bronzo, copper
Solder;	iron or steel, insulated,
Spikes,	or bare, in coils or on
Staples,	reels,
Steel Strip,	Wire Cloth,
Steel Wool,	Wire Holders,
Strain Plates;	Wire Rope, iron or steel,
Stubs, wooden, not exceeding	Wire Rope Clips,
4 feet in length,	Wire Rope Sockets,
Thimbles,	Wire Strand, iron or steel,
Ties, baling or binding, and	Wires, guy;
band wire,	Zinc, slab,
Tin, bar, pig, slab,	

MISCELLANEOUS ARTICLES

Brooms,	Mops, or Mop Parts,
Brushes;	Paper, viz.:
Candles,	Boxboard,
Clothes Lines,	Cardboard,
Compounds, cleaning, scouring,	Chipboard,
sweeping or washing,	Fruit Wrapping,
Fly Swatters,	Paper,
Gloves, cotton,	Paperboard,
Hangers, garment, iron or steel,	Pulpboard,
pulpboard or pulpboard and wire	Tissue;
combined, wire, wood or wood	Toilet,
and wire combined,	Towelings,
Insecticides; Fungicides, Insect	Towels,
Repellents, Vornin Exterminators,	Tray;
agricultural, also other than	Wall,
agricultural having petroleum	Waxed,
base,	Wrapping,
	Wrappers,

COMMODITY RATES - Continued

ITEM NO. 15 (Continued)

HARDWARE, PAINT AND PAINT MATERIALS, ROOFING AND BUILDING MATERIALS
AND MISCELLANEOUS ARTICLES, viz.:

MISCELLANEOUS ARTICLES
(Continued)

Paper Articles, viz.:

Bags,
Baskets, nested or knocked
down flat,
Blankbooks,
Boxes, knocked down flat,
Cans,
Cartons, knocked down flat,
Covers, box,
Cups, nested,
Dishes,
Doilies,
Excelsior, in machine pressed
bales;
Fillers, box, knocked down
flat,
Fly or Insect Paper,
Labels,
Liners,
Milk Bottles,
Napkins,
Pads,
Pails, packed flat or nested,
Plates, packed flat or nested
Sheathing, fibreboard,
Table Cloths,

Paper Articles, viz.:

Tablets,
Tape,
Trays, packed flat or nested,
Wallboard,
(1) Pottery, value declared in
writing by the shipper or
agreed upon in writing as the
released value of the proper-
ty, not exceeding \$20.00 per
100 lbs.
Shoe Polishes, Blacking or
Dressing,
Soap,
Tags;
Cloth, or cloth and paper
combined, in boxes
Paper, in boxes or in car-
tons in crates,
Tape, cotton, braided, not knit
or woven; (flat twine)
Toothpicks,
Twine,
Yardsticks,

GROUP B
PAINTS, VARNISH, PAINT AND VARNISH MATERIALS

Asphaltum or Coal Tar,
Blue Lead;
Compounds, (paint), boiler;
waterproofing or Lacquer, dry,
liquid or paste
Driers, paint or varnish,
Kalsomine,
Lacquer,
Lead Compound,
Linseed Oil,
Litharge,
Lithopone,
Oil, paint,
Paint,

Paint Removing Compound,
Paint Oil Compound,
Putty,
Red Lead,
Shellac,
Sizing, dry, liquid or paste,
Solvents, paint, lacquer or
varnish,
Stains,
Sublimed Lead,
Thinner,
Titanium Composite Pigments,
Titanium Pigments
Turpentine,

(1) Includes articles as described under same heading in Western
Classification No. 66, C.R.C. No. 611, M.A. Cummings, Agent,
supplements thereto and reissues thereof.

COMMODITY RATES - Concluded

ITEM NO. 15 (Concluded)

GROUP B
PAINTS, VARNISH, PAINT AND VARNISH MATERIALS
(Continued)

Varnish,
White Lead,
Wood Preservative, liquid
Zinc Compound,
Zinc Dust,

Zinc Lead White,
Zinc Oxide,
Zinc Sulphide Composite,
Pigments, dry,
Zinc Sulphide Pigments.

MISCELLANEOUS ARTICLES

Cement, pipe fitting,
Cleaning Compounds, dry,
Glue,
Oil, fish, in drums,
Paste, dry,

Wax, automobile, boat, floor or
furniture (see Note).
Polishes, floor, furniture,
stove or vehicle (see Note)

Note.-One cleaning or polishing cloth may be included in the same
shipping container for each inner container packed therein.

GROUP C
ROOFING AND BUILDING MATERIALS

Asbestos Millboard,
Asphalt, in barrels,
Bark, redwood, in compressed
bales,
Brick, in packages,
Cement, in packages,
Coating, roof,
Doors, unglazed
Felt, building or roofing,
Lath, metal or wooden,
Lime,
Lumber,

Paper, building, roofing or
sheathing,
Pipe, clay, including Chimney
Pipe and Flue Lining,
Pitch, roofing,
Plaster;
Roofing, composition or prepared,
Sash, unglazed,
Sash Weights,
Shingles,
Tar, in barrels,
Tile,

MISCELLANEOUS ARTICLES

Expansion Paving Joints,
Fence Material,

Shook, box,

With shipment of roofing material there may be included nails,
metal fasteners, tin roofing caps; asbestos ridge rolls, liquid
cement and metal or wooden strips, not to exceed ten (10%) per cent-
of the weight of the entire shipment at the rate named.

SHIPPING ORDER AND FREIGHT BILL

Name of Carrier _____
(Name of Carrier must be same as shown on Permit)

Bill No. _____
Permit No. _____

Point of Origin _____		Date _____, 193__	
Shipper _____		Consignee _____	
Street Address _____		Street Address _____	
City _____		City _____	

Packages :	Kind :	Description of Commodities	**Weight :	Rate :	Charges

Shipper _____	Check here				
By _____	Origin	Destination			
(Show name in full)	Terminal	Store	Term-	Store	C.O.D.
Received by Carrier in good condition except as noted _____	:Door	:inal	:Door		
By _____	:	:	:		
	:	:	:		C.O.D. Fee
Driver (show name in full)	:	:	:		
Received by Consignee in good condition except as noted _____	:	:	:		* Advances
By _____	:	:	:		* Other
(Show name in full)	:	:	:		Charges
*Show each charge separately and what it represents.	:	:	:		Prepaid
**If other unit of charges, show per box,crate,bundle,bag,head,etc.	:	:	:		Total to collect

APPENDIX "B"