

Decision No. 31606

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment)
of maximum or minimum or maximum and)
minimum rates, rules and regulations)
of all common carriers as defined in)
the Public Utilities Act of the State)
of California, as amended, and all)
highway carriers as defined in Chapter)
223, Statutes of 1935, as amended, for)
the transportation for compensation or)
hire, of any and all commodities.)

ORIGINAL

Case No. 4246

BY THE COMMISSION:

(A list of additional appearances in this proceeding
will be found in Appendix "A" hereto.)

SUPPLEMENTAL OPINION

This decision deals with various proposed modifications of Decision No. 31606 of December 27, 1938, as amended, in the above entitled proceeding, which established minimum rates, rules and regulations for the transportation of property between points in California by common, radial highway common and highway contract carriers. Public hearings were held before Examiner Bryant in Los Angeles on February 4, 1941, and in San Francisco on February 7, 1941, for the purpose of receiving evidence relative to these proposals.

Elimination of Carrier Exemptions

A number of carriers were specifically exempted in whole or in part from the order in Decision No. 31606, as amended. In general, these were (1) express and parcel delivery carriers offering specialized services, (2) carriers engaged primarily in passenger stage operations but transporting shipments weighing 100 pounds or less in connection therewith, (3) inland water carriers transporting vehicles, or property on vehicles, and (4) highway common carriers performing non-competitive services in rural areas. Certificated

Highway Carriers, Inc., a non-profit corporation with membership composed of highway common carriers, seeks elimination of these exemptions, particularly in connection with the transportation of shipments weighing 100 pounds or less. It alleges that these carrier exemptions have created an inequality of rates and transportation conditions throughout the state; that public interest has not been served by them; that the purposes of the Highway Carriers' Act are not being served by reason of such exemptions; and that no good reason for the exemptions longer exists.

Two witnesses were called in support of the petition. The first was the president of Certificated Highway Carriers, Inc. and an officer of Southern California Freight Lines and Southern California Freight Forwarders; the second was an officer of Pacific Freight Lines and Keystone Express System. Both witnesses testified to substantially the same effect. One of them introduced an exhibit showing the wide variation in charges made by different exempted carriers for assertedly comparable transportation, and both declared that, by reason of the exemptions, rates between points in this state were replete with inconsistencies and discriminations between commodities and communities, and were in a generally demoralized and chaotic condition. They likened the present situation with respect to the transportation of shipments weighing 100 pounds or less with conditions surrounding shipments of all weights prior to the establishment of minimum rates by this Commission pursuant to the Highway Carriers' Act and related legislation. Both witnesses declared that their companies had lost and were losing a substantial volume of small shipments to exempted carriers, and to permitted carriers¹ using exempted-carrier rates. They asserted that whereas permitted carriers could

¹ Radial highway common carriers and highway contract carriers are referred to herein as "permitted carriers."

meet the lower charges of exempted common carriers at their option,² other common carriers were prohibited from doing so; and they said that for this reason their companies, as well as other non-exempted common carriers, were greatly handicapped in the solicitation of the smaller shipments.

The witnesses did not ask that the minimum rates and charges provided in Highway Carriers' Tariff No. 2 be required to be assessed by carriers now exempted, nor did either witness suggest any other minimum scale or scales to be established for such carriers. Both urged, however, that the Commission promptly undertake a comprehensive investigation for the purpose of prescribing minimum bases for all carriers in order that the exemptions may be eliminated. They declared in effect that it was the duty of the Commission to establish minimum rates for transportation of the smaller shipments by any and all carriers, without exception, in order that all communities and commodities may be treated fairly, uniformly and impartially.

No other witnesses testified. However, through the media of oral argument, cross-examination of the two witnesses and motions to dismiss the petition, a number of the exempted carriers and several shippers and shippers' organizations vigorously opposed the proposal of Certificated Highway Carriers, Inc.³ These protestants argued

² Items Nos. 200 to 240 series, inclusive, of Highway Carriers' Tariff No. 2 provide for the alternative application of common carrier rates, and of rates made by combining common carrier rates with the specific minimum rates named in the tariff.

³ The motions to dismiss were made by United Parcel Service of Los Angeles, Inc., United Parcel Service Bay District, Interstate Bakeries Corporation, Pacific Greyhound Lines, Tahoe Greyhound Lines, Pacific Southland Stages, Inland Stages, Moyers Stages, Cook Stages, Orange Belt Stage Line and Home Stages, and were joined in and supported by Railway Express Agency, Inc., California Motor Express, Ltd., Intercity Transport Lines, Sacramento Chamber of Commerce, San Francisco Chamber of Commerce, Retail Merchants Association, F. W. Woolworth Company, Central California Traffic Association, Retail Dry Goods Association, Dohrman Commercial Company and affiliated stores, Allied Drug Distributors Association and Johnson and Johnson Drug Company.

that the conduct of a further formal investigation by the Commission into the rates of exempted carriers had not been shown to be warranted; would place a serious financial burden upon the exempted carriers, upon the shipping and consuming public and upon the Commission; would result in no benefit whatever to the public interest; and could serve no useful purpose. In addition, protestants argued that the filing of the petition was not properly authorized by the membership of Certificated Highway Carriers, Inc., or by resolution of its board of directors; that the evidence introduced did not conform to the issues set up by the petition; that the evidence did not support the basic allegations of the petition; and that petitioner had not made a prima facie case justifying the introduction of rebuttal testimony by the exempted carriers.

The various carrier exemptions were granted because it appeared that the operations and services of these carriers differed in some important respect from those offered and performed by carriers subject to the minimum rates, rules and regulations. Petitioner did not contend that the minimum rates and charges now provided in Highway Carriers' Tariff No. 2 should be established as minimum for the exempted carriers. No substitute rates or charges were suggested for any or all of the exempted carriers, nor was there introduced any cost study or other factual data from which the Commission could properly formulate appropriate minima.

It does not appear from the evidence now of record that conditions existing at the time each of the various carrier exemptions was granted have changed in any important respect, nor has it been convincingly shown that Certificated Highway Carriers, Inc. or any of its members have been unduly prejudiced by the present exemptions. While it was shown that there exists a wide variation in charges made by different exempted carriers for transportation of comparable shipments over equal distances, this in itself is not sufficient to demonstrate that the differences result in unduly discriminatory or otherwise unlawful charges.

Moreover, the testimony of petitioner's witnesses to the effect that non-exempted common carriers were at a rate disadvantage in the solicitation of small shipments was based largely upon the assumption that other common carriers are prohibited by Decision No. 31606, as amended, from meeting the lower charges of exempted common carriers. This assumption appears to have been made in error. The exempted carriers are listed in Finding No. 14 of the decision. In Finding No. 8 it is specifically and clearly found that "all common carriers should be authorized to assess, charge and collect rates, charges and accessorial charges maintained by carriers of the classes

described in Finding No. 14, or other rates, charges and accessorial charges maintained by common carriers and not required to be changed by the order herein, to construct combinations therewith, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charges used, in the same manner as herein found justified for radial highway common carriers and highway contract carriers * * *." The provisions of these findings are given full effect by the ordering paragraphs of the decision.

Should it subsequently be made to appear that the rates or charges of any exempted carrier or of any class of exempted carriers are discriminatory, unreasonably low or in any other respect unlawful, further hearings will be scheduled. Should petitioner believe the rates of any particular common carrier to be unlawful, those rates may be attacked by the filing of an appropriate formal complaint. In the meantime, the petition of Certificated Highway Carriers, Inc. here under consideration will be dismissed without prejudice.

Proposed Additional Carrier Exemptions

Dick W. Merrill, a highway common carrier doing business as Hornbrook-Happy Camp Stage Line, seeks exemption from the requirements of Decision No. 31606, as amended, in connection with the transportation of shipments weighing 100 pounds or less. Merrill operates only between Hornbrook on the one hand and Happy Camp, Scott Bar and intermediate points on the other hand, all in Siskiyou County. The territory is sparsely settled, and it appears from the testimony of a witness called in behalf of petitioner that the only other common carrier serving any portion of the territory was not opposed to granting of the petition. It appears that approximately 80 per cent of the shipments transported by Merrill weigh less than 100 pounds, and most of them weigh less than 20 pounds. The record shows that Merrill is dependent upon revenue received for the transportation of United States mail, and that so far as the common carrier operations

are concerned, they have not been profitable. Petitioner believes, however, that the publication of minimum charges somewhat lower than those named in Highway Carriers' Tariff No. 2, particularly for the transportation of shipments weighing 25 pounds or less, will result in some increase in the number of such shipments and may return a greater net revenue than the charges now in effect.

The operations of Dick W. Merrill in essential respects are the same as those of other highway common carriers now exempted in the performance of non-competitive services in rural areas. Under these circumstances it appears that no good purpose would be served at this time by requiring this carrier to adhere to the established minimum rates and charges in the transportation of shipments weighing 100 pounds or less. The petition will be granted.

The Western Union Telegraph Company also seeks exemption from the provisions of Decision No. 31606. From the evidence introduced by this petitioner it appears that this company, in addition to its principal business of a telegraph corporation, offers the services of uniformed messengers for the transportation of property. While this messenger service is rendered principally in urban areas⁴ and performed under petitioner's permit to operate as a city carrier, occasional transportation is performed by motor vehicle beyond city limits as a radial highway common carrier. The record indicates that the latter service, which is the one here involved, is infrequent and of negligible importance from a transportation standpoint, and that the instances in which it would be performed at charges lower than those heretofore established as minimum by Decision No. 31606, as amended, would be insignificant in number. Petitioner represents,

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The rates of "carriers" as defined in the City Carriers' Act are not involved in this proceeding.

however, that the nuisance of rating all shipments under Highway Carriers' Tariff No. 2, for the purpose of segregating the few which would otherwise receive a lower charge, would be a costly and burdensome procedure, and would be entirely unwarranted by the number and importance of such shipments. A representative of Western Union explained that the company was sometimes called upon to distribute merchandise samples or other matter on a nationwide scale, at a uniform charge for each delivery, and he asserted that it would be impracticable and highly undesirable to make the few exceptions which would be necessary strictly to observe the minimum rates in effect in this state. This witness said that the shipments transported by his company were necessarily limited in size to those that could be handled by messenger boys, and he thought would never exceed 100 pounds in weight. He declared that the service was a highly specialized one which he did not consider to be competitive with that offered by any other for-hire carrier. The granting of this petition was not specifically opposed.

The record is persuasive that the transportation services offered by The Western Union Telegraph Company are not directly competitive with those rendered by other for-hire carriers, and that no good purpose would be accomplished by requiring this company to observe as minimum the rates, rules and regulations provided in Highway Carriers' Tariff No. 2. The petition, as it relates to shipments weighing 100 pounds or less, will be granted.

Interstate Transit Lines, a passenger stage corporation operating between Long Beach and the California-Nevada state line near Wheaton Springs, California, seeks similar exemption with respect to the transportation of express shipments. It appears that the principal business of this company is the transportation of passengers and their baggage, and that all of the vehicles operated are

designed primarily for the convenience and ^{comfort} ~~comfort~~ of passengers. The company is, therefore, not equipped for the transportation of unlimited shipments of express matter, and the shipments which it handles are generally small, consisting usually of such articles as medical supplies, automobile parts and bakery goods. Petitioner's tariff provides that no single shipment weighing in excess of 100 pounds will be accepted for transportation. The record shows that this company is seldom called upon to transport shipments weighing "anywhere near" 100 pounds, and that 90 per cent of the shipments offered weigh less than 20 pounds each. Petitioner represents that the minimum charges provided in Highway Carriers' Tariff No. 2 would be excessive for the type of service which it renders in connection with the transportation of these small shipments over short distances, and that if it were required to maintain these charges much of its express business would be lost, to the detriment of small communities now dependent upon this service. 149M

The proposed exemption was not opposed, and counsel for Certificated Highway Carriers, Inc. stated that he would offer no objection to the temporary granting thereof so long as other carriers of the same class were similarly privileged. It appears that the operations of Interstate Transit Lines with respect to the transportation of express shipments are in all respects comparable to those of other passenger stage corporations heretofore exempted. Under the circumstances and conditions shown the exemption sought appears justified, and Decision No. 31606 will be modified so to provide.

Loren W. Smith, doing business as Pomona-Chino-Ontario Bus Line, a passenger stage corporation, seeks exemption as to shipments weighing 100 pounds or less. Beth Stebbins and E. Alfred Knorr, co-partners doing business as The Road Runner, a radial highway common carrier, seek authority to assess rates less than those heretofore

established for the transportation of similar shipments between points within a 50 mile radius of Palm Springs. These two matters were scheduled for public hearing at Los Angeles on February 4, 1941, but no one appeared in support of either of the petitions nor was the absence of representation explained. These petitions will be dismissed.

Enlargement of Pickup and Delivery Zone at San Gabriel

Railway Express Agency, Inc., seeks authority to establish a pickup and delivery zone in the vicinity of San Gabriel, to embrace, in addition to the area enclosed within the city limits, certain adjacent territory including the communities of Rosemead and Temple City. Petitioner does not at the present time offer pickup and delivery service at San Gabriel, but intends to publish provisions in its tariff to the effect that such service will be performed from and to this area in the future. The proposed zone covers a total area of approximately 10 square miles, with no point being more than 2-1/2 miles beyond the city limits. A route agent for petitioner testified that the portion of the zone beyond the limits of San Gabriel is in fact a part of the natural industrial and residential development of that city, and said that in his opinion the industries and residences located there were entitled to rates the same as those in effect for transportation from and to points within the city limits. He asserted that use of the proposed zone by his company would not seriously conflict with the present scale of minimum rates, as the rates published by petitioner in its current tariff are in most instances higher than those established as minimum. No one protested the granting of this petition.

As hereinabove pointed out, competing carriers are permitted to meet common carrier rates. Moreover, it appears that the

rates of this carrier are in most instances higher than those heretofore established as minimum. The proposed zone apparently reflects a part of the natural growth of the City of San Gabriel. Under these circumstances the proposal of Railway Express Agency, Inc. appears justified, and the petition will be granted. It is to be understood, however, that we are here concerned only with determining the propriety of the proposed rates. Whether or not petitioner has the right to serve all points within the area involved, and, if not, whether its operative rights should be extended to permit service, are questions not here in issue.

Classification Rating on Vermouth

Padre Vineyard Company asks that a less-carload rating of 4th class be established on domestic vermouth having a declared value of not to exceed \$2.00 per gallon. The traffic manager for petitioner pointed out that this rating is applicable on domestic wine subject to the same value limitation, and that some question had arisen among highway carriers and shippers as to whether the rating should be applied to vermouth.⁵ The witness asserted that domestic vermouth and wine are rated alike in certain transcontinental and intercoastal commodity tariffs. He testified that vermouth is manufactured from a sweet or dry wine base, flavored by the addition of small quantities of various herbs. Domestic vermouth, he said, is manufactured and distributed by the same companies which handle various types of wine, and the selling price of this commodity compares with that of domestic wine of good quality. He said

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Item No. 400 series of Highway Carriers' Tariff No. 2 provides a less-carload rating of 4th class on wine, domestic, having a declared value of not more than \$2.00 per gallon. The current Western Classification provides less-carload ratings of 1st class and 2nd class (according to the manner packed) on alcoholic liquors, not otherwise indexed by name, and on wine, not otherwise indexed by name.

that taxes imposed upon both commodities are the same, and the transportation characteristics of vermouth are, in all respects, comparable to those of wine. No one protested the granting of the reduced rating.

The testimony is convincing that domestic vermouth and domestic wine should be accorded a parity of less-carload ratings, and that the 4th class rating presently in effect for domestic wine will not be unduly low for domestic vermouth having a declared value of not more than \$2.00 per gallon. The petition will be granted.

Commodity Rates on Popcorn

The California Farm Bureau Federation seeks the addition of popcorn (not popped), when shipped in bulk in bags, to the list of commodities taking rates provided in Highway Carriers' Tariff No. 2 for the transportation of grain, grain products and related articles (Item No. 652 series). R. W. Andrews, a farmer engaged in the production of popcorn in the vicinity of Arroyo Grande, testified that this commodity is a summer crop produced under the same conditions as sorghum grains, now included in the commodity list; that it is shipped in truckload quantities under favorable transportation conditions; that it has a considerably greater density than barley and other grains; and that it is packed and shipped in 100 pound bags which (because of the density) are smaller and more easily loaded than other sacked grains. He conceded that the value of first-quality popcorn is somewhat greater than that of other corn and whole grain, but said that in his opinion its greater density and other transportation characteristics should entitle it to rates no higher than those provided for other commodities now included in the grain list. He thought that the class rates now applicable under Highway Carriers' Tariff No. 2 were excessive for the movement

of popcorn when shipped in bulk in bags, and declared that unless the minimum popcorn rates were "corrected and put in line with other grain rates" he would undertake his own hauling.

C. L. Conrow, a highway carrier with headquarters in Arroyo Grande, testified that he was regularly called upon to move popcorn in bulk in bags, and that in his opinion this commodity was no more expensive to transport than whole grains. He declared that the higher density made for more efficient loading, and that the difference in value was not sufficient to justify any higher transportation charge. He expressed the opinion as a truck operator that there was no reason why rates for transportation of popcorn should be higher than those for whole grain.

No other testimony was offered, and no one opposed the proposed reduction in minimum rates on this commodity. The evidence is persuasive that minimum rates for the transportation of popcorn in bags between points in this state should be no higher than those established for other commodities now taking whole grain rates. Highway Carriers' Tariff No. 2 will be amended accordingly.

O R D E R

Adjourned public hearings having been held in the above entitled proceeding, and based on the evidence received at the hearings and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 31606 of December 27, 1938, as amended, in Case No. 4246, be and it is hereby further

⁶ The hearing in this matter was had in Case No. 4293, In re Rates etc. for Transportation of Any and All Agricultural Products, as well as in Case No. 4246. No order will be issued in Case No. 4293, however, inasmuch as minimum rates originally established in that proceeding for transportation of grain, grain products and related articles have been transferred to Highway Carriers' Tariff No. 2, which is Appendix "D" to Decision No. 31606, as amended, in Case No. 4246.

amended by adding to paragraph (c) of Finding No. 14 thereof, the following carriers:

Interstate Transit Lines;
Dick W. Merrill, doing business as
Hornbrook-Happy Camp Stage Line;
The Western Union Telegraph Company.

IT IS HEREBY FURTHER ORDERED that Railway Express Agency, Inc. be and it is hereby authorized to establish, for transportation from or to points which it may be authorized to serve within the following described territory, the rates lawfully published and maintained by it under Decision No. 31606, as amended, for transportation from or to San Gabriel:

"San Gabriel: All area within the city limits; also that area outside of the city limits within the following boundaries:

Beginning at the intersection of San Gabriel Boulevard and Somerset Place at the northeastern city limits of San Gabriel; thence northerly on San Gabriel Boulevard to Huntington Drive; easterly on Huntington Drive to Rosemead Boulevard; southerly on Rosemead Boulevard to Duarte Road; easterly on Duarte Road to Baldwin Avenue; southerly on Baldwin Avenue to Lower Azusa Road; westerly on Lower Azusa Road to Bowland Avenue; southerly on Bowland Avenue to Gidley Street; easterly on Gidley Street to Shirley Street; southerly on Shirley Street to Valley Boulevard; easterly on Valley Boulevard to Gibson Street; southerly on Gibson Street to Ramona Boulevard; easterly on Ramona Boulevard to Merced Avenue; southerly on Merced Avenue to Garvey Avenue; westerly on Garvey Avenue to San Gabriel Boulevard; northerly on San Gabriel Boulevard to the southeastern corporate boundary of the City of San Gabriel at the intersection of San Gabriel Boulevard and Marshall Street."

IT IS HEREBY FURTHER ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to said Decision No. 31606, as amended) be and it is hereby further amended by substituting therein, to become effective April 15, 1941, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Third Revised Page 39 (cancels Second Revised Page 39)
Second Revised Page 51-B (cancels First Revised Page 51-B)

IT IS HEREBY FURTHER ORDERED that reductions in published

rates or charges of common carriers authorized to be made by the foregoing ordering paragraphs may be made effective on April 15, 1941, if the carrier so elects, on not less than five (5) days' notice to the Commission and to the public.

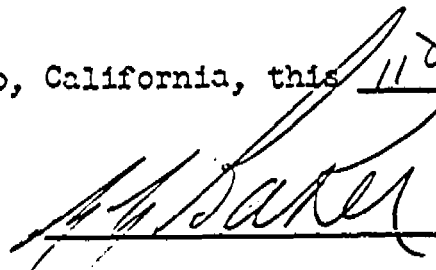
IT IS HEREBY FURTHER ORDERED that the petitions of Loren W. Smith, doing business as Pomona-Chino-Ontario Bus Line, and Beth Stebbins and E. Alfred Knorr, copartners, doing business as The Road Runner, be and they are and each of them is hereby dismissed.


IT IS HEREBY FURTHER ORDERED that the petition of Certificated Highway Carriers, Inc. referred to in the foregoing opinion be and it is hereby dismissed without prejudice.


IT IS HEREBY FURTHER ORDERED that in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.


This order shall become effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 11th day of March, 1941.









Commissioners

APPENDIX "A"

LIST OF ADDITIONAL APPEARANCES

- P. C. Cross, for Hemet Bus Line.
- Preston W. Davis, for United Parcel Service of Los Angeles, Inc.,
and United Parcel Service Bay District.
- R. P. Davis, for California Motor Express, Ltd., and
associated companies.
- Alfred Findlay, for Central California Traffic Association.
- Aaron H. Glickman, for Interurban Express Corporation, Kellogg
Express and Drayage Company, Motor Carriers Traffic
Bureau, Richmond Navigation & Improvement Co., and
Sonoma Express Company.
- Hugh W. Hendrick, for Dick W. Merrill (Hornbrook-Happy Camp
Stage Line).
- W. H. Kessler, by Laurence M. Price, for Western States Express,
Pacific States Express, and Northwest Forwarders,
Inc.
- H. C. Lucas and H. D. Richards, for Pacific Greyhound Lines,
Pacific Southland Stages, Inc., and Tahoe Greyhound
Lines.
- H. P. Merry, for Southern California Freight Lines and Southern
California Freight Forwarders.
- A. T. Nelson, for California Western Railroad and Navigation Co.
- Pillsbury, Madison & Sutro, by Hugh Fullerton, for The Western
Union Telegraph Co.
- F. H. Powers, for Sears Roebuck and Company.
- Laurence M. Price, for Western States Express.
- Fred Pruter, for Pacific Coast Garment Manufacturers.
- Edward C. Renwick, for Interstate Transit Lines.
- Orla St. Clair, for Inland Stages, Moyers Stages, Cook's Stages,
Orange Belt Stages, Inc., and Home Stages.
- L. R. Sibbald, for Goodman Delivery Service
- Raymond Tremaine, for 20th Century Delivery Service, Inc.
- Arthur T. White, for Retail Merchants Association and City of
Paris.
- Thomas Wood, Jr., for The May Company.

(End of Appendix)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)	Class Rating
370	Ice Cream, less carload	2
377 12-25-39	Paints or Varnishes, not otherwise indexed by name in the Western Classification, Bronzing Liquids, Lacquers or Shellacs, liquid or paste, less carload	4
380	Salt, common, less carload	90% of 4
390-A Cancels 390 8-7-39	Sugar (Applies only in connection with rates which are subject to a minimum weight of less than 10,000 pounds)	90% of 4
*400-A Cancels 400	Vermouth or Wine, domestic, having a declared value of not more than \$2.00 per gallon, less carload	4
*Reduction, Decision No.		
EFFECTIVE APRIL 15, 1941		
Issued by The Railroad Commission of the State of California, San Francisco, California.		
Correction No. 177		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)																																													
*652-B Cancels 652-A	(Applies in connection with rates making specific reference hereto.)																																														
	<p>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</p> <p>Grain, viz.:</p> <p>Grain, dried, threshed, viz.:</p> <p>Barley, Buckwheat, Emmer, Oats, Rye, Spelt, Wheat;</p> <p>Corn or Maize (except Pop Corn);</p> <p>*Pop Corn (not popped), in bulk in bags;</p> <p>Sorghum Grains, threshed, or in heads unthreshed, viz.:</p> <p>Darse, Durra, Egyptian Wheat, Fecorita, Hegari (Higora), Kaffir Corn, Kaoliang, Mile Maize, Shallu, Shrock Kaffir;</p> <p>Screenings from grains specified above, unground, not containing more than 5% Flaxseed.</p> <hr/> <p>Grain Products, dry and uncooked (see Note 1), manufactured, milled, mixed or packed directly from the articles specified above and consisting entirely of material thereof, viz.:</p> <table border="0" data-bbox="442 1036 1341 1916"> <tr> <td>Bran,</td> <td>Grits,</td> </tr> <tr> <td>Browers' Flakes,</td> <td>Groats,</td> </tr> <tr> <td>Browers' Grains,</td> <td>Hominy,</td> </tr> <tr> <td>Cake or Meal (except Corn Oil Cake or Meal),</td> <td>Hominy Flakes,</td> </tr> <tr> <td>Chaff,</td> <td>Hulls,</td> </tr> <tr> <td>Chops,</td> <td>Malt,</td> </tr> <tr> <td>Clippings,</td> <td>Malt Sprouts,</td> </tr> <tr> <td>Corn Cobs, ground,</td> <td>Mash, spent grain,</td> </tr> <tr> <td>Corn Steep Water, solid, dried,</td> <td>Meal, gluten,</td> </tr> <tr> <td>Distillers' Grains,</td> <td>Middlings,</td> </tr> <tr> <td>Elevator Dust,</td> <td>Mill Feed (Wheat mixed Food consisting of Bran, Shorts or Middlings),</td> </tr> <tr> <td>Farina,</td> <td>Oats, rolled,</td> </tr> <tr> <td>Food, animal or poultry, consisting entirely of whole grain or the direct products thereof as named in this item,</td> <td>Offal,</td> </tr> <tr> <td>Food, gluten,</td> <td>Punnies, chopped or ground,</td> </tr> <tr> <td>Flour,</td> <td>Red Dog,</td> </tr> <tr> <td>Germ,</td> <td>Scourings,</td> </tr> <tr> <td>Grain, broken, chopped, cracked, crimped, crushed, cut, ground, hulled, pulverized, rolled, skinned or split,</td> <td>Screenings, ground, (from grains specified above and not containing more than 5% Flaxseed),</td> </tr> <tr> <td></td> <td>Somolins,</td> </tr> <tr> <td></td> <td>Shorts,</td> </tr> <tr> <td></td> <td>Skimmings,</td> </tr> </table> <p>NOTE 1.-Steaming as a preliminary to further process of manufacture to produce articles in this list shall not be considered cooking.</p> <hr/> <p>Seed, viz.:</p> <table border="0" data-bbox="409 2130 1110 2229"> <tr> <td>Broom Corn Seed,</td> <td>Millet,</td> </tr> <tr> <td>Flaxseed,</td> <td>Rape,</td> </tr> <tr> <td>Hemp,</td> <td>Wild Mustard.</td> </tr> </table>		Bran,	Grits,	Browers' Flakes,	Groats,	Browers' Grains,	Hominy,	Cake or Meal (except Corn Oil Cake or Meal),	Hominy Flakes,	Chaff,	Hulls,	Chops,	Malt,	Clippings,	Malt Sprouts,	Corn Cobs, ground,	Mash, spent grain,	Corn Steep Water, solid, dried,	Meal, gluten,	Distillers' Grains,	Middlings,	Elevator Dust,	Mill Feed (Wheat mixed Food consisting of Bran, Shorts or Middlings),	Farina,	Oats, rolled,	Food, animal or poultry, consisting entirely of whole grain or the direct products thereof as named in this item,	Offal,	Food, gluten,	Punnies, chopped or ground,	Flour,	Red Dog,	Germ,	Scourings,	Grain, broken, chopped, cracked, crimped, crushed, cut, ground, hulled, pulverized, rolled, skinned or split,	Screenings, ground, (from grains specified above and not containing more than 5% Flaxseed),		Somolins,		Shorts,		Skimmings,	Broom Corn Seed,	Millet,	Flaxseed,	Rape,	Hemp,
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Broom Corn Seed,	Millet,																																														
Flaxseed,	Rape,																																														
Hemp,	Wild Mustard.																																														

*Reduction
*Change, Decision No.

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