

The Postal Bulletin

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WASHINGTON, TUESDAY, OCTOBER 3, 1922.

NO. 12979

STOLEN MONEY ORDERS.

THIRD ASST. POSTMASTER GENERAL,
Washington, October 2, 1922.

Blank domestic money-order forms printed for the use of the offices named below have been reported stolen:

New York, Station No. 186, N. Y., No. 33892, September 18 or 19, 1922.
Junction City, Ga., No. 14200, September 30, 1922.

On receipt of this notice the postmaster at every money-order office will carefully examine his records to ascertain whether any of the forms in question have already been paid at his office, and if the coupon of any such order is found in the paid files, immediately report the fact by letter to the Third Assistant Postmaster General, Division of Money Orders. Failure to comply with these instructions is likely to result in personal loss to postmasters.

W. IRVING GLOVER,
Third Assistant Postmaster General.

New 11-Cent Postage Stamps, 1922 Issue.

THIRD ASST. POSTMASTER GENERAL,
Washington, September 30, 1922.

Postmasters and other officers and employees of the Postal Service are notified that the department has issued a new 11-cent postage stamp. It is the first stamp of a new series which will replace the present issue of ordinary stamps known as the series of 1912.

A description follows: The stamp is the same shape and size—75/100 by 87/100 inch—as the present series of stamps, and is printed in peacock-blue ink. The central design is a portrait of Rutherford B. Hayes within an oval, and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white roman letters. On a ribbon below the oval is the name "Hayes" and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals with dark backgrounds are the white numerals "11." The entire stamp is inclosed within a cross-line border with small triangular ornaments in both upper corners.

The first issue of the new 11-cent stamp will be placed on sale October 4, 1922, at Fremont, Ohio, in connection with the celebration of the one hundredth anniversary of the former President's birth. They will also be placed on sale October 4, 1922, at the philatelic stamp agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers. The new 11-cent stamp will not be issued to postmasters until the present supply of the current issue is exhausted.

W. IRVING GLOVER,
Third Assistant Postmaster General.

Sales of Treasury Savings and Postal Savings.

THIRD ASST. POSTMASTER GENERAL,
Washington, October 2, 1922.

To all postmasters issuing postal savings and Treasury savings certificates:

The BULLETIN of September 16, 1922, carried an announcement of the withdrawal of the issue of Treasury savings certificates dated December 15, 1921, and the offering of a new issue dated September 30, 1922, at slightly increased prices, namely, \$20.50, \$32, and \$50 for certificates in the denominations of \$25, \$100, and \$1,000, respectively. This new issue of certificates is to be offered for sale on and after October 2, 1922.

The points to be stressed in the sale of Treasury savings certificates are their safety, their tax-exemption features (exempt from the normal Federal income tax and from all State and local taxation, except estate or inheritance taxes), the right of redemption at the Treasury Department at Washington at any time before maturity, and the attractive interest rate (about 4 per cent per annum, compounded semiannually, if held to maturity, and about 3 per cent per annum simple interest if redeemed before maturity).

The experience of many during the recent period of industrial inactivity has no doubt impressed them with the necessity of laying aside each pay day a part of their earnings to meet the needs of a "rainy day." Postal savings is the logical place for the deposit of savings for this purpose.

The principal advantage of a postal savings account are its safety, its convenience, the immediate payment on demand at place of deposit, the deposit and withdrawal of deposits by mail, the ease with which accounts may be transferred between post offices, and the payment of a conservative rate of interest. Postal savings also appeals to those of foreign descent who have been educated to postal savings banks abroad and, naturally, prefer to intrust their savings to the Postal Savings System of the United States.

Postmasters are especially requested to bear in mind the importance of promoting both Treasury savings and postal savings. On the one hand, the cooperation of the postmasters in the sale of Treasury savings has been very gratifying to the Treasury Department, as it enables the public to obtain these certificates in a most convenient manner. On the other hand postal savings is a postal function which must be built up and receive the careful attention of postmasters. It appeals to a different class from those who are interested in Treasury savings. Postmasters should familiarize themselves with the details of both plans and in answering inquiries from the public should explain both to the patrons in order that they may choose the most desirable for their particular purpose. It is essential that every postmaster lend his whole-hearted support to the department in its effort

to acquaint the public with the attractive features of these forms of investment and savings.

From every standpoint this is helpful constructive work of the highest order, and I am confident that postmasters generally will continue to cooperate with the department in the promotion of postal savings and Treasury savings business. I would suggest, however, that postmasters, after planning their campaign of publicity and before putting it into operation, submit it for approval to the Third Assistant Postmaster General.

W. IRVING GLOVER,
Third Assistant Postmaster General.

Regarding Use of Roads by Rural and Star Route Carriers.

FOURTH ASST. POSTMASTER GENERAL,
Washington, October 2, 1922.

It has been brought to the attention of the department that in some instances rural carriers have caused trouble to road contractors by tearing down barricades and by disregarding warning signs. This has occurred in connection with Federal aid road projects. It causes unnecessary annoyance and often results in damage to the roadway and delay in completion of the work.

It is desired that postmasters remind carriers that neither rural nor star-route carriers have any special privileges in the use of public roads, and that they are not warranted in ignoring instructions given by duly constituted authorities nor in removing barricades erected for the protection of roads under construction or repair.

Rural carriers are required to serve their routes in accordance with instructions of the department and as officially described, and star-route carriers must follow the routes contemplated by the terms of the contracts and advertisement and the instructions of the department, except in cases of emergency, when necessary deviations shall be made so that as nearly full service shall be rendered as may be practicable.

H. H. BILLANY,
Fourth Assistant Postmaster General.

POSTMASTERS COMMISSIONED.

Fourth Class.

- September 30, 1922.
c Spyrock, Calif., John W. McGhee.
c Corbin, Idaho, Edward J. Kichmaster.
bc Maunie, Ill., William Seffried.
*c Flint, Ky., Mrs. Carrie Roark.
h Alco (late Dusenbury), La., William Lawrence Currie.
bc Leyden, Mass., Laura E. Smith.
*d Avert, Mo., Joseph W. McConoghey.
c Garita, N. Mex., Samuel P. Morrison.
c Oak Hill, Okla., Fred L. Harraman.
c Nolo, Pa., Ben P. Foster.
c Hills Prairie, Tex., Lee R. Hubbard.
c Kindrick, Va., Walter A. Hash.
d Davisville, W. Va., Stephen Thayer.
c Robinette, W. Va., John L. Hinchman.

- b Sites changed.
c New postmaster.
d New office.
h Reappointment.
* Not money-order office.

Acting Postmasters Appointed.

Fourth Class.

- Fort Douglas, Ark., Vinnia Allen. September 14, 1922.
North Granby, Conn., Samuel Wiseman. September 15, 1922.
Coburg, Iowa, Mitchell B. Harris. October 1, 1922.
Standard, La., Mildred Belle Boyd. October 1, 1922.
Harriette, Mich., Minnie Southwick. October 1, 1922.
De Lay, Miss., Ruby Swaine. September 18, 1922.
Absher, Mont., Richard Nydegger. September 3, 1922.
Freneau, N. J., Edward J. Magrath. September 12, 1922.
Fort Wingate, N. Mex., Clyde G. Middleton, July 7, 1922.
Modena, Utah., Elmer E. McDowell. September 10, 1922.
Taholah, Wash., Anderson G. Adams. August 25, 1922.

POST OFFICE CHANGES.

Established.

CALIFORNIA.
Hazel Creek, Shasta County, 108760. The order of August 31, 1922 (Bul. 12958), discontinuing this office is rescinded. [30 September.

MISSOURI.

14515. Avert (†2325), Stoddard County, 107731. a Bloomfield, 7 miles southwest; Idalia, 6 miles southwest; Zeta, 3 miles northwest. (Re-established.) Effective September 30, 1922. [11 September.

WEST VIRGINIA.

86892. Davisville (†1470), Wood County, route No. 3, Mineral Wells. a Mineral Wells. Old site. (Re-established.) Effective September 30, 1922. [18 September.

a Present address of postmaster. † Unit No.

Discontinued.

TEXAS.

Lapara, Live Oak County. Route No. 1, from George West. Mail and money-order records to be sent to George West. Other records and Government property to the central accounting office. Effective October 14, 1922. [30 September.

POST OFFICE CHANGES.

Sites Changed.

ALABAMA.

Good Water. To Main Street, between railroad right of way and Wegufka Street, within 80 rods of railway station (no railroad route). Effective October 1, 1922. [29 September.

McKenzie. To Front Street, within 80 rods of railway station (railroad route No. 104804). Effective October 1, 1922. [29 September.

Vernon. To Walnut Street, between Columbus and Aberdeen Streets (no railroad). Effective October 1, 1922. [29 September.

ARIZONA.

Bannon, Apache County, 2½ miles northwest, on 69202. Effective September 27, 1922. [27 September.

CALIFORNIA.

Artesia. To Main Street, between Third and Fourth Streets, within 80 rods of railway station (electric route No. 308111). Effective October 1, 1922. [29 September.

Cazadero. To Main Street, within 80 rods of railway station (railroad route No. 108748). Effective October 1, 1922. [28 September.

FLORIDA.

Auburndale. To Lake Avenue, between Main and Pontotoc Streets, within 80 rods of railway station. Effective October 1, 1922. [26 September.

GEORGIA.

St. Simons Island. To public road, 200 feet north of present site (distance from railway station unknown). Effective October 1, 1922. [23 September.

IDAHO.

Lava Hot Springs. To Main Street, not within 80 rods of railway station (railroad route No. 113734). Effective September 23, 1922. [23 September.

ILLINOIS.

Maunie, White County, 100 yards east, on 104804 (180 feet from railroad station). Effective September 30, 1922. [22 September.

Meredosia. To Main Street, between Green and Washington Streets, not within 80 rods of railway station (railroad route No. 106729; mail messenger route No. 235178). Effective October 1, 1922. [27 September.

IOWA.

Winthrop. To Madison Street, between Second and Third Streets, within 80 rods of railway station (railroad route No. 106723). Effective October 1, 1922. [27 September.

KANSAS.

Lawton, Cherokee County. Source of supply should be rural delivery from Asbury, and not route 55194, as given in BULLETIN 12977, October 2, 1922.

KENTUCKY.

Elizabethtown. To public square, between Main Street and Central Avenue, within 80 rods of the railway stations. Effective October 1, 1922. [27 September.

Mumfordsville. To Main Street, between Union and South Streets, not within 80 rods of railway station (railroad route No. 105757; mail messenger route No. 229042). Effective October 1, 1922. [29 September.

MASSACHUSETTS.

Leyden, Franklin County, 50 feet south, on 4229. Effective September 30, 1922. [11 September.

MICHIGAN.

Britton. To La Pleasant Bay turnpike, within 80 rods of railway station (railroad routes Nos. 105763, 109720, and 109729). Effective October 1, 1922. [29 September.

Engadine. To Melleville Street, near Grace Street, within 80 rods of railway station (railroad route No. 110732). Effective October 1, 1922. [29 September.

Wakefield. To corner of Sunday Lake and Hancock Streets, within 80 rods of railway station (railroad route No. 110735). Effective October 1, 1922. [2 October.

MINNESOTA.

Balaton. To Main Street, within 80 rods of railway station (railroad route No. 110735). Effective October 1, 1922. [28 September.

MISSISSIPPI.

Houlka. To Fourth Avenue, between Walker and West Front Streets, within 80 rods of railway station. Effective November 1, 1922. [22 September.

MISSOURI.

Greenville. To Timmons Street (no railroad). Effective October 1, 1922. [28 September.

Holden. To Second Street, between Market and Olive Streets, not within 80 rods of railway station. Effective October 1, 1922. [26 September.

MONTANA.

Anaconda. To corner of Oak and Commercial Streets, within 80 rods of railway station. Effective January 1, 1923. [21 September.

Roberts. To First Street, between Cedar and Oak Streets, within 80 rods of railway station (railroad route No. 113733). Effective October 1, 1922. [23 September.

NEW YORK.

Chazy. To Main Street, between North Farm and Lake Streets, within 80 rods of railway station. Effective December 1, 1922. [27 September.

Hewlett. To Franklin Avenue, between Broadway and the railroad, within 80 rods of railway station. Effective October 1, 1922. [26 September.

OHIO.

Euclid. To corner of Chardon Road and Euclid Avenue (distance from railway station unknown). Effective October 1, 1922. [30 September.

POST OFFICE CHANGES.

Sites Changed.

OHIO.

Ridgeway. To Main Street, between Hale street and depot, within 80 rods of railway station (railroad routes Nos. 105744 and 105754; mail messenger route No. 231464). Effective September 23, 1922. [23 September.

OKLAHOMA.

Carmen. To Main Street, between Fourth and Fifth Streets, within 80 rods of railway station (railroad routes Nos. 111767, 111787, and 111797; mail messenger route No. 253001). Effective October 1, 1922. [28 September.

Cheyenne. To Broadway, not within 80 rods of railway station (railroad route No. 111712; mail messenger route No. 253167). Effective October 1, 1922. [28 September.

OREGON.

Hermiston. To Gladys Avenue, between First Street and the railroad, within 80 rods of railway station. Effective November 1, 1922. [27 September.

PENNSYLVANIA.

Kersey. To Main Street, not within 80 rods of railway station (railroad route No. 102774; mail messenger route No. 210208). Effective October 1, 1922. [29 September.

Petersburg. To King Street, within 80 rods of railway station (railroad route No. 115715; mail messenger route No. 211028). Effective September 23, 1922. [19 September.

Shillington. To Lancaster Avenue between Sterley Street and Wyomissing Avenue, within 80 rods of railway station (electric route No. 302177). Effective September 23, 1922. [28 September.

RHODE ISLAND.

Warren. To No. 4 Church Street, within 80 rods of railway station. Effective July 1, 1923. [27 September.

TENNESSEE.

Cartwright, Sequatchie County, ¼ mile northwest on 104790. Effective September 28, 1922. [28 September.

Ridgely. To Main Street between Poplar and Lake Streets, within 80 rods of railway station (railroad route No. 104803; mail messenger route No. 227059). Effective October 1, 1922. [30 September.

Vasper, Campbell County, 1,748 feet southeast, on 104808 and 227139. Effective September 19, 1922. [19 September.

TEXAS.

Brookeland, Sabine County, 150 feet northwest, on 111791. (250 feet from railroad station.) Effective September 28, 1922. [28 September.

Summer Post Offices.

KENTUCKY.

Cumberland Falls, Whitley County, will close November 1, 1922. [30 September.

NEW JERSEY.

Awosting, Passaic County, will close September 29, 1922. [30 September.

Name of Post Office Changed.

LOUISIANA.

Dusenbury, Vernon County, to Alco. Effective September 30, 1922. [13 September.

STATIONS AND BRANCHES.

Sites Changed.

ILLINOIS.

Masonic Temple Station, Chicago. To 67 and 69 East Lake Street, within 80 rods of railway station. Effective October 1, 1922. [27 September.

WEST VIRGINIA.

Benwood Station, Wheeling. To corner of Main and Sixth Streets, not within 80 rods of railway station. Effective November 29, 1922. [26 September.

STAR SERVICE.

Established.

NEBRASKA.

57323. Fullerton to Clarks. Order of September 11, 1922 (Bul. 12961), authorizing employment of service on this route at not exceeding \$5 a round trip, effective October 1, 1922, is modified so as to restrict the mail to be carried to that of the first-class mail and newspapers only. [2 October.

Changed.

COLORADO.

65391. Canon City to Rosita. From October 16, 1922, curtail service so as to end at Ilse, omitting Rosita; decreasing distance 12 miles. [2 October.

TEXAS.

50158. Canadian to Notla. From October 16, 1922, change line of travel on trip from Canadian; increasing distance 3 miles, equal to 1.50 miles and back. [2 October.

Schedules.

VERMONT.

3215. West Wardsboro to Wardsboro railroad station (n. o.):
Leave West Wardsboro daily except Saturday and Sunday 7.50 a. m., and on Saturday at 6.45 a. m.
Arrive station by 10.05 a. m. and 9 a. m.
Leave station daily except Saturday and Sunday on receipt of mail from train due at 4.40 p. m., but not later than 6.35 p. m., and on Saturday on receipt of mail from train due at 6.48 p. m., but not later than 8.45 p. m.
Arrive West Wardsboro in 2½ hours.
Effective at once. [2 October.