

The Postal Bulletin

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NO. 13153

REGISTRATION OF INDIANA CONFERENCE CONVENTION.

The following postal workers and others were in attendance at the Indiana Conference Convention held at Indianapolis on April 17.

Postmaster General.....	1
First Assistant Postmaster General.....	1
Governor.....	1
Mayor.....	1
District secretary United States Civil Service.....	1
Post-office inspectors.....	19
General superintendent, R. M. S.....	1
Division superintendents, R. M. S.....	3
Chief clerks, R. M. S.....	12
Railway postal clerks.....	55
Postmasters.....	257
Assistant postmasters.....	42
Superintendents of mail.....	13
Other post-office supervisors.....	50
Post office clerks.....	497
Carriers.....	405
Rural route carriers.....	263
Motor-vehicle service.....	12
Laborers.....	35
National president postal organizations.....	4
Secretaries of chamber of commerce.....	5
Board of trade representatives.....	2
Business men.....	14
Visitors (miscellaneous).....	59
Total.....	1,753
Attended business men's luncheon.....	488
Grand total.....	2,241

HARRY S. NEW, *Postmaster General.*

INFORMATION AND DATA CONCERNING NEEDS OF POST OFFICES.

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, April 27, 1923.

To Postmasters:

Notwithstanding the fact that the department already has in its files much information and data concerning the needs of your offices, this letter is presented to you for the purpose of obtaining anew at the close of this fiscal year, in consideration of the greater amount of business which you are now doing, and expect to do, your reappraisal of the demands of your office for the fiscal year beginning July 1, 1923, and for each quarter thereof.

The department, in taking this step, has particular reference to the demands for additional carriers. Realizing that mails are now running heavier, that many cities are rapidly growing and expanding, we know that many post offices need additional help, but we desire to approach the question in a definite and business-like manner, and request you to make your answers in specific terms.

If you find that you need more carriers your claim should be supported by a sketch or map showing the section of the city not at present covered by carriers, and the additional buildings within the present carrier district which have so expanded routes that they can not reasonably be covered in eight hours. If rerouting becomes necessary in order to work out your problem, then give your plan of just how the rerouting should be made.

After the most painstaking examination of your city's postal needs, if you are convinced that you can give good service without additional carriers, please give the details of your conclusions.

And in like manner if you discover that you can reduce the number of carriers, give the reasons for the same. It is believed there may be certain places which have gone backward to such an extent as to warrant a smaller carrier force.

This report, which you are directed to make with care and promptness, will be regarded by the department as very important. It will be significant, also, as testing your own mastery of the situation, for in many, if not all, cases it is likely to be reviewed and resurveyed critically by inspectors. But just now we seek your own judgment, independent of inspection, and it is our policy, as far as practicable or possible, to be guided by the conclusions of postmasters.

While the carrier problem may be the leading consideration urging this letter, yet we desire you to estimate also, with the same thoroughness, what additional clerks and laborers you will require, if any. This should include the employees of the garages. Why we lay more stress upon carriers than clerks is because we can better judge the need for clerks here than we can the need for carriers.

In answering the foregoing questions, you will necessarily draw the distinction between regular carriers and substitute carriers. On this point please adopt the following suggestion, namely, that there should be as many regular carriers and regular clerks as you are sure will be required eight hours per day during the season of the year when the work is lightest. Substitutes should be figured on to take care of the peaks and swells which rise above this lowest permanent level. Give your substitute estimate in dollars and cents for each quarter.

We wish to caution you against extravagant or excessive claims made with an idea of being cut. Your answer is not to be a request. It is to be a business man's sound judgment, based on intelligent and efficient premises of the exact requirements, and it should be made with the thorough understanding that it will be reviewed and resurveyed to test its accuracy. We desire to know what the entire country needs to give it first-class postal service.

State in your report the time when new men should be added to your force, namely, how many on July 1, October 1, January 1, or April 1, this being very material.

This letter applies to city and not to village delivery, and to clerks and other employees in classified offices only.

We appreciate the fact that the requirements herein outlined involve extremely thorough study by you and your most experienced men, and while certain small offices may be able to reply promptly others, where the problem is more complicated, will require and should take considerable time, although

in any event your report must be in by the middle of June to serve the purposes we have in mind.

By direction of the Postmaster General.

JOHN H. BARTLETT,
First Assistant Postmaster General.

LOCKING PARCEL POST SACKS.

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, April 27, 1923.

Notwithstanding repeated instructions, parcel-post sacks continue to be dispatched without being locked. Plenty of locks for the purpose have been supplied, but employees fail to use them. Such negligence is inexcusable. It is desired that postmasters and all supervisory officers see that the instructions covering the matter are carried out, and that employees failing to properly lock sacks are suitably disciplined.

JOHN H. BARTLETT,
First Assistant Postmaster General.

NEW 7-CENT, 8-CENT, 14-CENT, AND 20-CENT POSTAGE STAMPS, SERIES OF 1922-23.

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, D. C., April 27, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the department is prepared to issue new 7-cent, 8-cent, 14-cent, and 20-cent postage stamps. These stamps are of the new series which will replace the present issue of ordinary stamps, known as the series of 1912.

A description follows:

The 7-cent stamp is the same shape and size, 75/100 by 87/100 inch, as the present series of stamps, and is printed in black ink. The central design is a portrait of McKinley 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 "McKinley," and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals with dark backgrounds is the white numeral "7." The entire stamp is inclosed within a cross-line border with small triangular ornaments in both upper corners.

The 8-cent stamp is the same shape and size as the 7-cent stamp and bears a portrait of Grant, with the name "Grant" on the ribbon below the portrait. The surrounding design is the same as the 7-cent stamp with the necessary change of figures representing the denomination. The color is olive.

The 14-cent stamp is a new denomination. It is the same shape and size as the 7-cent stamp and bears a portrait of an Indian, with the words "American Indian" on the ribbon below the portrait. The surrounding design is the same as the 7-cent stamp with the necessary change of figures representing the denomination. The color is indigo.

The 20-cent stamp is the same size as the other denominations but is a horizontal rectangle, and is printed in crimson ink. The central design is Golden Gate. This design is within a semicircle surrounded by a panel, which is supported on either side by acanthus scrolls. Within this panel and above the design appear the words "United States Postage" in white Roman letters. On a ribbon below the design are the words "Golden Gate," and under this, at the bottom of the stamp, in a white-edged panel, appears the word "Cents." In both lower corners within circles with dark backgrounds are the white numerals "20." The entire stamp is inclosed within a single white-line border with triangular white-line ornaments in both upper corners.

These four new stamps will first be placed on sale May 1, 1923, the 7-cent at the post office at Niles, Ohio, the 8-cent at Washington, D. C., the 14-cent at Muskogee, Okla., and the 20-cent at San Francisco, Calif. They will also be placed on sale May 1, 1923, at the philatelic stamp agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 7-cent, 8-cent, and 20-cent stamps will not be issued to postmasters until the present supply of the current issue of these denominations is exhausted.

Postmasters may draw requisitions for the new 14-cent stamp after May 1, 1923, but such requisitions will be honored for limited quantities only. Requisitions should be submitted promptly after May 1 in order that the department may estimate the quantities of the new denomination needed and notify the contractor accordingly.

W. IRVING GLOVER,
Third Assistant Postmaster General.

TREATMENT OF UNDELIVERED REGISTERED MAIL AT STATIONS AND BRANCHES.

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, April 26, 1923.

Postmasters are hereby granted permission to retain at delivery stations or branches of their post offices, for the same period as the registered matter might properly be retained at the main office, registered mail which has been found to be undeliverable from the station or branch, instead of returning the matter to the main office at the expiration of a period of six days, as contemplated by section 981, Postal Laws and Regulations. (Also see sec. 883, Postal Laws and Regulations.)

Delivery stations and branches are also hereby authorized to forward direct, instead of its being returned to the main office for the purpose of forwarding, undelivered registered articles received for delivery at delivery stations and branches, but which are subsequently forwarded upon proper authority from the senders, the addresses, or the authorized representatives of either. Unless the station or branch is independent for the dispatch of registered mail, such undelivered matter should, of course, pass in transit through the main office in the course of its outward dispatch, but need not be sent to the main office as single pieces for the purpose of "forwarding."

W. IRVING GLOVER,
Third Assistant Postmaster General.

STAR SERVICE.

Schedules.
ARIZONA.

68236. Tuba City to Kayenta:
Leave Tuba City next morning after arrival of mail from Flagstaff, but not later than 6 a. m. Sunday and Wednesday.
Arrive Kayenta within 48 hours.
Leave Kayenta next morning after arrival but not later than 6 a. m. Tuesday and Friday.
Arrive Tuba City within 48 hours.
Effective May 16, 1923. [27 April.

ARKANSAS.

47292. Thida to Bradford:
Leave Thida daily except Sunday 6.20 a. m.
Arrive Bradford by 12 m.
Leave Bradford daily except Sunday 1 p. m.
Arrive Thida by 6.40 p. m.
Effective May 10, 1923. [26 April.

CALIFORNIA.

76198. Dodgeand (n. o.) to Chico:
Leave Dodgeand (n. o.) daily except Sunday 10.30 a. m.
Arrive Chico by 11.30 a. m.
Leave Chico daily except Sunday 8 a. m.
Arrive Dodgeand (n. o.) by 9 a. m.
Effective May 16, 1923. [26 April.

76239. Strawberry Valley to Scales (n. o.):
May 16 to November 15.
Leave Strawberry Valley Monday, Wednesday, and Friday on receipt of mail from Marysville.
Arrive Scales (n. o.) in 3½ hours.
Leave Scales (n. o.) Monday, Wednesday, and Friday 30 minutes after arrival.
Arrive Strawberry Valley in 3½ hours.
November 16 to May 15.

Leave Strawberry Valley Monday, Wednesday, and Friday 7 a. m.
Arrive Scales (n. o.) by 12 m.
Leave Scales (n. o.) Monday, Wednesday, and Friday 1 p. m.
Arrive Strawberry Valley by 7 p. m.
Effective June 1, 1923. [27 April.

76337. Volcano to Jackson:
Leave Volcano daily except Sunday 4 a. m.
Arrive Jackson by 6 a. m.
Leave Jackson daily except Sunday on receipt of mail from train due about 2.10 p. m., but not later than 6.30 p. m.
Arrive Volcano in 2 hours.
Effective at once. [26 April.

COLORADO.

65237. Colorado Springs to Bardeen:
Leave Colorado Springs Tuesday, Thursday, and Saturday 8.10 a. m.
Arrive Bardeen by 2 p. m.
Leave Bardeen Tuesday, Thursday, and Saturday 2.30 p. m.
Arrive Colorado Springs by 6 p. m.
Effective May 15, 1923. [25 April.

HAWAII.

80115. Kohala to Kamuela:
Leave Kohala Wednesday and Friday 12 m.
Arrive Kamuela by 3 p. m.
Leave Kamuela Thursday and Saturday on receipt of mail from Hilo and Honolulu.
Arrive Kohala in 3 hours.
Effective May 1, 1923. [25 April.

STAR SERVICE.

Schedules.
HAWAII.

80117. Honokaa to Kamuela:
Leave Honokaa Tuesday, Thursday, and Saturday after arrival of mail from Hilo.
Arrive Kamuela in 2 hours.
Leave Kamuela Tuesday, Thursday, and Saturday 6.30 a. m.
Arrive Honokaa in 2 hours, or in time to connect carrier to Paauilo.
Effective at once. [25 April.

80119. Paauilo to Honokaa:
Leave Paauilo daily except Sunday on receipt of mails from train 28.
Arrive Honokaa in 2 hours.
Leave Honokaa daily except Sunday 9 a. m.
Arrive Paauilo in 2 hours.
Effective at once. [25 April.

80120. Kukuihaele to Honokaa:
Leave Kukuihaele Monday, Tuesday, Thursday, and Saturday 6.30 a. m.
Arrive Honokaa in 2 hours.
Leave Honokaa Monday, Tuesday, Thursday, and Saturday on receipt of mails from Paauilo.
Arrive Kukuihaele in 2 hours.
Effective at once. [25 April.

IOWA.

43136. Burt railroad station (n. o.) to Bancroft:
Leave station daily except Sunday immediately upon receipt of mail from train due about 9.20 a. m., but not later than 11 a. m.
Arrive Bancroft in 45 minutes.
Leave Bancroft daily except Sunday 6.15 p. m.
Arrive station by 7 p. m.
Effective July 1, 1923. [27 April.

MAINE.

1218. East Dixfield to North Jay:
Leave East Dixfield daily except Sunday 6.10 a. m. and 1.25 p. m.
Arrive North Jay in 50 minutes.
Leave North Jay daily except Sunday on receipt of mail from trains due at 11.40 a. m. and 4.56 p. m., but not later than 12.35 p. m. and 5.45 p. m.
Arrive East Dixfield in 50 minutes.
Effective at once. [26 April.

MINNESOTA.

41236. Pequot to Crosslake:
May 1 to September 30.
Leave Pequot daily except Sunday 7 a. m.
Arrive Crosslake by 10 a. m.
Leave Crosslake daily except Sunday 11 a. m.
Arrive Pequot by 3 p. m.

October 1 to April 30.
Leave Pequot daily except Sunday 7 a. m.
Arrive Crosslake by 11 a. m.
Leave Crosslake daily except Sunday 12 m.
Arrive Pequot by 5 p. m.
Effective May 1, 1923. [27 April.

41284. Outing to Crosslake:
May 1 to September 30.
Leave Outing daily except Sunday 6.30 a. m.
Arrive Crosslake by 10 a. m.
Leave Crosslake daily except Sunday 11 a. m.
Arrive Outing by 2.30 p. m.

October 1 to April 30.
Leave Outing daily except Sunday 6.30 a. m.
Arrive Crosslake by 11 a. m.
Leave Crosslake daily except Sunday 12 m.
Arrive Outing by 4.30 p. m.
Effective May 1, 1923. [27 April.

STAR SERVICE.

Schedules.
MINNESOTA.

41295. Blackduck to Rosy:
Leave Blackduck daily except Sunday 7.15 a. m.
Arrive Rosy by 1 p. m.
Leave Rosy daily except Sunday 1.30 p. m.
Arrive Blackduck by 6 p. m.
Effective July 1, 1923. [27 April.

41296. Hibbing to Grand Rapids:
Leave Hibbing daily except Sunday 11.45 a. m.
Arrive Grand Rapids by 2.15 p. m.
Leave Grand Rapids daily except Sunday 3.30 p. m.
Arrive Hibbing by 6 p. m.
Effective July 1, 1923. [27 April.

MISSOURI.

45551. Bayouville to East Prairie:
Leave Bayouville Tuesday, Thursday, and Saturday 6 a. m.
Arrive East Prairie by 9 a. m.
Leave East Prairie Tuesday, Thursday, and Saturday 10 a. m.
Arrive Bayouville by 1 p. m.
Effective July 1, 1923. [27 April.

NEW MEXICO.

67346. Datil to Quemado:
Leave Datil Tuesday, Thursday, and Saturday 6 a. m.
Arrive Quemado by 12 m.
Leave Quemado Tuesday, Thursday, and Saturday 2 p. m.
Arrive Datil by 6 p. m.
Effective May 15, 1923. [29 April.

OKLAHOMA.

53347. Wakita to Southwest Corner Section 22 (n. o.):
Leave Wakita daily except Sunday on receipt of mail from train due at 12.28 p. m., but not later than 2 p. m.
Arrive Sandcreek in 2½ hours.
Leave Sandcreek daily except Sunday 9 a. m.
Arrive Wakita by 11.30 a. m.
Leave Sandcreek Monday, Wednesday, and Friday 15 minutes after arrival from Wakita.
Arrive Southwest Corner Section 22 (n. o.) in 1½ hours.
Leave Southwest Corner Section 22 (n. o.) Monday, Wednesday, and Friday 5 minutes after arrival.
Arrive Sandcreek in 1½ hours.
Effective May 16, 1923. [27 April.

OREGON.

73243. Suintex to Wagontire:
April 1 to December 15.
Leave Suintex Tuesday 6 a. m.
Arrive Wagontire by 10 a. m.
Leave Wagontire Tuesday 11 a. m.
Arrive Suintex by 3 p. m.
December 16 to March 31.
Leave Suintex Tuesday 6 a. m.
Arrive Wagontire by 12 m.
Leave Wagontire Tuesday 1 p. m.
Arrive Suintex by 7 p. m.
Effective May 16, 1923. [27 April.

STAR SERVICE.

Schedules.

SOUTH DAKOTA.

59160. Buckhorn (Wyo.) to Lead (S. Dak.):
May 16 to October 15.
Leave Buckhorn Wednesday and Saturday 6 a. m.
Arrive Lead by 11.30 a. m.
Leave Lead Wednesday and Saturday 12.30 p. m.
Arrive Buckhorn by 5.35 p. m.

October 16 to May 15.

Leave Buckhorn Tuesday and Friday, 6 a. m.
Arrive Lead by 6 p. m.
Leave Lead Wednesday and Saturday, 6 a. m.
Arrive Buckhorn by 6.15 p. m.
Effective May 15, 1923. [27 April.

TEXAS.

50591. Dentonio to Asherton:
Leave Dentonio Tuesday, Thursday, and Saturday, 7 a. m.
Arrive Asherton in 2 hours when motor vehicle is used or 4½ hours when horse-drawn vehicle is used.
Leave Asherton Tuesday, Thursday, and Saturday, 45 minutes after arrival.
Arrive Dentonio in 2 hours when motor vehicle is used or 4½ hours when horse-drawn vehicle is used.
Effective at once. [27 April.

UTAH.

69226. Gold Hill to Parker (Nev.):
When motor vehicle can be used.
Leave Gold Hill Tuesday and Saturday 8 a. m.
Arrive Parker by 5 p. m.
Leave Parker Wednesday and Sunday 8 a. m.
Arrive Gold Hill by 5 p. m.

When motor vehicle can not be used.

Leave Gold Hill Tuesday and Saturday 8 a. m.
Arrive Callao by 4 p. m.
Leave Callao Thursday and Sunday 8 a. m.
Arrive Gold Hill by 4 p. m.
Leave Parker Thursday and Monday 6 a. m.
Arrive Callao by 6 p. m.
Leave Callao Wednesday and Sunday 6 a. m.
Arrive Parker by 6 p. m.
Effective May 8, 1923. [26 April.

VIRGINIA.

14128. Jerome to Mount Jackson:
Leave Jerome daily except Sunday, 8 a. m.
Arrive Mount Jackson by 11.15 a. m.
Leave Mount Jackson daily except Sunday on receipt of mail from train due at 2.19 p. m., but not later than 3.15 p. m.
Arrive Jerome in 3½ hours.
Effective May 7, 1923. [25 April.

WASHINGTON.

71247. Queets to Quinault:
Leave Queets Wednesday 1 p. m.
Arrive Quinault Friday by 10 a. m.
Leave Quinault Monday 3 p. m.
Arrive Queets Wednesday by 12 m.
Effective at once. [26 April.