

The Postal Bulletin

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No. 14182

AMENDMENT TO THE POSTAL LAWS AND REGULATIONS

OFFICE OF THE POSTMASTER GENERAL,
Washington, September 14, 1926.

ORDER No. 4649.

Section 61, Postal Laws and Regulations, 1924, is hereby amended to read as follows:

TRAVEL EXPENSES

SEC. 61. (a) This act may be cited as the "Subsistence expense act of 1926."

(b) When used in this act—

The term "departments and establishments" means any executive department, independent commission, board, bureau, office, agency, or other establishment of the Government, including the municipal government of the District of Columbia.

The term "subsistence" means lodging, meals, and other necessary expenses incidental to the personal sustenance or comfort of the traveler.

The term "actual expenses" means the actual amounts necessarily expended by the traveler for subsistence and itemized in accounts for reimbursement.

The term "per diem allowance" means a daily flat rate of payment in lieu of actual expenses.

(c) Civilian officers and employees of the departments and establishments while traveling on official business and away from their designated posts of duty shall be allowed their actual necessary expenses in an amount not to exceed \$7 each for any one calendar day.

(d) The heads of departments and establishments, in lieu of the actual expenses authorized by section (c), may prescribe a per diem allowance, not to exceed \$6 for any one calendar day or portions thereof for absences of less than 24 hours.

(e) Civilian officers and employees of the departments and establishments while traveling on official business beyond the limits of the continental United States shall be allowed their actual expenses in an amount to be prescribed by the heads of departments and establishments, not to exceed an average of \$8 per day during the travel, exclusive of absence on leave.

Actual expenses and per diem allowance under this section for any travel performed within the limits of continental United States shall be in accordance with the rates prescribed in sections (c) and (d) of this act.

(f) The heads of departments and establishments may prescribe a per diem allowance of not to exceed \$7 in lieu of the actual expenses authorized by section (e).

(g) The allowance and payment of actual expenses and the fixing and payment of per diem allowance, or portions thereof, shall be in accordance with regulations which shall be promulgated by the heads of departments and establishments and which shall be standardized as far as practicable and shall not be effective until approved by the President of the United States.

(h) The heads of departments and establishments, under regulations which shall be prescribed by the Secretary of the Treasury for the protection of the United States, may advance through the proper disbursing officers from applicable appropriations to any person entitled to actual expenses or per diem allowance under this act such sums as may be deemed advisable considering the character and probable duration of the travel to be performed. Any sums so advanced shall be recovered from the person to whom advanced, or his estate, by deduction from any amount due from the United States or by such other legal method of recovery as may be necessary.

(i) All laws or parts of laws which are inconsistent with or in conflict with the provisions of this act except such laws or parts of law as specially fix or now permit rates higher than the maximum rates established in this act are hereby repealed or modified only to the extent of such inconsistency or conflict.

(j) This act shall not be construed to modify or repeal the act providing for the traveling expenses of the President of the United States or any acts (including appropriations for the fiscal year 1927) specifically fixing or permitting mileage rates for travel and/or subsistence expenses.

(k) This act shall not be construed to modify or repeal the per diem travel allowances granted railway postal clerks, acting railway postal clerks, and substitute railway postal clerks in section 7, Title I, of the act approved February 28, 1925 (43 Stat. p. 1062).

(l) Appropriations for the fiscal year 1927 which contain specific rates of actual expenses or per diem allowance inconsistent with the rates permitted by this act are hereby modified to the extent required to permit the application of the provisions of this act to such appropriations.

(m) This act shall take effect on July 1, 1926, but any increases deemed necessary to be made in the rates of actual expenses or per diem allowance under the authority of this act shall not be authorized by heads of departments and establishments to the extent of incurring a deficiency in appropriations available for the payment thereof during the fiscal year 1927. (Act of June 3, 1926, Public, No. 328, 69th Cong.)

2. Effective July 1, 1926, the heads of departments and establishments as defined in the subsistence expense act of 1926, approved June 3, 1926 (Public, No. 328), may, in directing travel, fix subsistence allowances at rates not exceeding those provided in that act, subject to the provisions of section 13 (m) thereof, and may operate under their respective existing lawful regulations relating to per diem allowance and subsistence expenses, so far as applicable, until such time as standard regulations are approved. (Executive order, June 29, 1926.)

SUBSISTENCE

3. Pursuant to the provisions of this section (sec. 7 (g) of the subsistence expense act of 1926) and effective October 1, 1926, the following standardized regulations are hereby approved for the allowance and payment of actual expenses, and the fixing and payment of per diem allowances for civilian officers and employees while traveling on official business and away from their designated posts of duty:

(a) *Definition.*—Subsistence expenses will be held to include all charges for meals, lodgings, personal use of room during daytime, baths; fees to waiters, bellboys, hotel maids, dining-room stewards and others on vessels, and hotel servants in foreign countries, in connection with subsistence; telegrams and telephone calls reserving hotel accommodations, laundry, cleaning and pressing of clothing; fans and fires in rooms, transportation between places of lodgings or where meals are taken and places of duty.

(b) The term "lodgings" does not include berths, sections, compartments, or drawing-rooms on sleeping cars or staterooms or berths on steamers, and the expenses thereof are not subsistence expenses.

(c) *Subsistence allowance.*—Unless otherwise expressly provided in an employee's commission or appointment, or by law, the official authorized to issue travel orders may, at his option, authorize in the order either a per diem allowance not to exceed \$6 in lieu of subsistence expenses, or actual subsistence expenses, not to exceed \$7 per day, while traveling on official business within the limits of the continental United States. While traveling on official business beyond the limits of the continental United States a per diem not to exceed \$7 in lieu of subsistence expenses, or actual subsistence expenses not to exceed an average of \$8 per day shall be allowed.

(d) When absent from permanent station or designated post of duty for less than one day necessary actual subsistence expenses only will be allowed, and then only if the absence is of such duration as constitutes a travel status within the meaning of the law authorizing payment of subsistence expenses.

(e) *No allowance at official station.*—Under no circumstances will subsistence expenses or per diem in lieu thereof be allowed an employee at his official station.

(f) *On vessels.*—On vessels where the price of passage includes meals, or at points where subsistence in kind is furnished by the Government, only actual expenditures for other subsistence expenses, as authorized herein, will be allowed, except when per diem in lieu of subsistence is authorized. (Gratuities to Government employees will not be allowed.)

(g) *Time of departure and arrival.*—In all cases the date and hours of departure from and arrival at official stations and other points where such arrival or departure affects allowances for subsistence or per diem in lieu of subsistence must be shown in the expense account.

(h) *Time of departure and arrival defined.*—The time of arrival at and departure from a place will be considered as the hour at which the train, boat, or other conveyance used by the traveler actually leaves or arrives at its regular terminal.

ACTUAL EXPENSES FOR SUBSISTENCE

(i) *Definition.*—Actual subsistence expenses will include the actual amount paid for any or all of the items specified in the foregoing definition of subsistence, provided the total expense for any one day does not exceed the amount authorized by law or in the travel order and the charges are within the following limitations:

(j) *Sharing of lodging.*—When lodging is shared jointly with others, the fact should be stated in the expense account, and reimbursement will be limited to the traveler's proportionate share of the cost thereof.

(k) *Baths.*—Baths not to exceed 50 cents per day when not provided for in charge for room.

(l) *Waiters.*—Fees to waiters not to exceed 60 cents per day.

(m) *Bellboys and maids.*—Fees to bellboys and maids at hotels not to exceed a total of 30 cents in any one day.

(n) *Stewards on vessels.*—Fees to dining room stewards and others on vessels for service in connection with subsistence within the following limitations: River, lake, or bay boats, 25 cents per day or fraction thereof; ocean and coastwise voyages, customary fees when itemized not to exceed a total of 10 per cent of the minimum first-class commercial passage rate of the steamer on which travel is performed.

(o) *Fees in foreign countries.*—Customary fees in foreign countries for services in connection with subsistence, not to exceed \$1 per day.

(p) *Telegrams reserving hotel accommodations.*—Telegrams at Government rates reserving hotel accommodations shall be paid for in cash and the charges therefor included in subsistence expenses for initial date of the period for which the accommodations are occupied.

(q) *Laundry and cleaning and pressing clothes.*—Laundry, not to exceed an average of \$1.40 per week, and cleaning and pressing of clothes, not to exceed an average of \$1.25 per week, with proportionate amounts for fractional parts of a week. Charges for laundry and pressing and cleaning will be held to be distributable among the days of the period covered by the account to the extent that the total expenses for subsistence, exclusive of laundry and cleaning and pressing of clothes on such days, are less than the amount authorized for subsistence. Reimbursement accounts must include all charges incurred for laundry and cleaning and pressing clothes during the period covered by the account, and these charges must not be carried forward from a previous account. Under no circumstances will reimbursement be allowed for such service rendered at official station. When two or more trips are covered by one account each trip shall be considered separately.

(r) *Fans and fires.*—The usual charge for fans or fires in rooms where the cost is not included in the price of the room.

(s) *Transportation to and from lodgings.*—Transportation between place of lodging or where meals are taken and place of duty will constitute a part of the subsistence expenses.

(t) *Day defined.*—In computing subsistence expenses the day will be considered as beginning with breakfast and ending with lodging. Lodging obtained after midnight will be regarded as pertaining to the preceding day's subsistence.

(u) *Meals en route.*—Charges for meals taken en route to or from official station will be allowed only in accordance with the following table:

Breakfast when arrival is after.....	8 a. m.
Dinner when arrival is after.....	1 p. m.
Supper when arrival is after.....	6 p. m.
Breakfast when departure is before.....	8 a. m.
Dinner when departure is before.....	1 p. m.
Supper when departure is before.....	7 p. m.

(v) *Duplicate lodging charges.*—A charge for lodging at a hotel and a charge for other sleeping accommodations for the same night must be explained.

(w) *Antitipping laws.*—Reimbursement will not be made for tips pertaining to subsistence given in a State having antitipping laws prohibiting such tips.

PER DIEM IN LIEU OF SUBSISTENCE EXPENSES

(x) *Definition.*—The per diem in lieu of subsistence expenses will be in lieu of all items specified in the foregoing definition of subsistence.

(y) *Day defined.*—In computing per diem in lieu of subsistence the calendar day (midnight to midnight) will be the unit. For the fractional part of a day at the commencement or ending of a travel-status period, one-fourth of the rate for a calendar day will be allowed for each period of six hours or portion thereof. (Executive order, August 11, 1926.)

4. Any officer, clerk, or employee of the Post Office Department traveling on the business of the department, upon the order or direction of the Postmaster General, shall be allowed his actual and necessary expenses, not to exceed \$7 per day for subsistence, unless lesser amount is fixed by the Postmaster General as per diem in lieu of subsistence, which shall be paid out of the appropriation for the service for which said travel is performed.

5. When any clerk or other officer of the United States is sent away from his place of business as a witness for the Government, his necessary expenses, stated in items and sworn to, in going, returning, and attendance on the court, shall be audited and paid; but no mileage, or other compensation in addition to his salary, shall in any case be allowed. (Sec. 850, R. S.)

NOTE.—Complete travel regulations, including the above-quoted law and executive orders, covering subsistence expenses and governing the reimbursement of travel expenses, are issued to officers and employees of the Post Office Department and the Postal Service traveling on official business for the Government.

HARRY S. NEW,
Postmaster General.

NOTICE

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, September 11, 1926.

To all railway postal clerks:

It is self-evident that members of the underworld and bandit gangs throughout the United States have again thrown down the gauntlet of battle to the Railway Mail Service to hold up and steal at every possible chance from the postal cars in which you ride daily, stealing therefrom shipments containing valuable registered packages intrusted to the care of our service.

It means only this—that those of us in the Railway Mail Service who are intrusted with the care and protection of these valuable registers must tighten our belts, place the holster easier of access, clean up our revolvers, be more careful in all rules and regulations for the protection of this valuable mail, as regards keeping the doors locked at sides and ends of cars and with a more determined will "TO SHOOT TO KILL," and finally renew our pledge to protect the mails intrusted to our care.

The number of recent hold-ups of railway postal cars makes it necessary and the last one, which has just taken place on Port Huron and Chicago train 10, on the 10th instant, is the call to arms.

I have great faith in the Railway Mail Service and will back up the 22,500 men in that service against any similar body of men anywhere. Am proud of the Railway Mail Service. We have a record to protect and we will do it.

If we can not protect the mails in our care from the attacks of these members of the bandit world, it may be necessary for me to appeal to the Postmaster General for the reassignment of the United States marines to protect the railway post-office cars which carry valuable registers.

Am sure that you are doing everything possible to protect the mails intrusted to your care at all times, but, as a further incentive, I am offering a personal reward of \$500 for the first railway postal clerk who kills anyone attempting to rob a railway post-office car and will also give a reward to the railway postal clerk who captures anyone attempting to hold up a railway post-office car.

Boys, here is your chance to earn a couple of months' salary on the side. THE UNITED STATES MAILS MUST BE PROTECTED AT ALL COSTS, AND THE SECOND ASSISTANT POSTMASTER GENERAL IS LOOKING TO YOU TO HELP IN THIS PROTECTION IN EVERY WAY POSSIBLE.

W. IRVING GLOVER,
Second Assistant Postmaster General.

SPECIAL DELIVERY SERVICE WITH GREAT BRITAIN AND NORTHERN IRELAND,
EFFECTIVE SEPTEMBER 15, 1926

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, September 14, 1926.

Effective September 15, 1926, articles (registered and unregistered) in the regular mails (letters, post cards, printed matter, commercial papers, and samples) addressed for delivery in Great Britain and northern Ireland, will be given the benefit of special-delivery service when prepaid 20 cents, in addition to the regular postage, by United States special delivery or other stamps affixed to each article.

The envelopes or covers of articles intended for special delivery in Great Britain and northern Ireland should have affixed labels reading "Expres (special delivery)." However, until a supply of the said labels can be secured from the Fourth Assistant Postmaster General, division of equipment and supplies, the articles should in all cases be marked, in red ink, "Expres" directly below but never on the stamps.

Insufficiently prepaid articles intended by the senders for special delivery in Great Britain and Northern Ireland, posted in letter boxes and drops, should be marked by postmasters "not in special delivery mail" and dispatched onward to destination as ordinary mail matter whenever such articles can not be returned to the sender for the deficiency in fee without seriously delaying the dispatch thereof.

Articles mailed in Great Britain and Northern Ireland which are intended for special delivery in this service will be marked "Express," or have labels affixed bearing that word.

Special delivery articles received from Great Britain and Northern Ireland will be subject to the same conditions in their delivery as special delivery articles in the domestic service, attention being invited especially in this connection to section 1043, Postal Laws and Regulations, 1924, concerning the holding at the post office, to be called for by the addressee, of special-delivery mail believed to contain large sums of money or securities which can not be delivered without unusual risk.

W. IRVING GLOVER,
Second Assistant Postmaster General.

ALASKA MAILS

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, September 13, 1926.

In the second line of article 15, page 86, Official Postal Guide for July, 1926, change the word "June" to "May," so that the words inclosed in parentheses will read "(from about October 1 to May 1)."

W. IRVING GLOVER,
Second Assistant Postmaster General.

MISDIRECTED AND ILLEGIBLY ADDRESSED MAIL

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, September 13, 1926.

One of the large first-class post offices reports the daily receipt of misdirected and illegibly addressed letters so marked up (usually with pencil) as to hinder his office in determining the original intention of the senders. The regulations (section 1554) forbid any change in the address of mail matter by railway postal clerks and require (section 577) that when corrected address is furnished by a post office each piece of mail so treated shall have the post mark of the office where the address is corrected, with appropriate indorsement. All employees will be expected to comply strictly with the provisions of the regulations above referred to.

W. IRVING GLOVER,
Second Assistant Postmaster General.

WRONG OFFICE NUMBER ON MONEY-ORDER FORMS

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, September 14, 1926.

It is reported that money-order forms supplied for use of the post office named below and supposed to have been issued and paid bore incorrect office numbers. Postmasters having in their files coupons of any such orders should be careful to avoid being misled by such error in certifying to applications for duplicates and warrants or in answering inquiries regarding payment.

Petaca, N. Mex. Serial numbers 1 to 150, inclusive. Correct office number is 04454 and not 64454.

R. S. REGAR,
Third Assistant Postmaster General.

BATTLE OF WHITE PLAINS COMMEMORATIVE STAMP

Issue of 1926

Postmasters and postal employees are notified that the department is arranging to issue a new 2-cent postage stamp to commemorate the one-hundred and fiftieth anniversary of the Battle of White Plains.

The new stamp is a horizontal rectangle, seventy-five one-hundredths by eighty-seven one-hundredths inches in size, and will be printed in red ink. The center vignette shows a gun crew in action, consisting of four men dressed in continental uniform, with cannon and ammunition. Over the vignette, in ribbon form, are the words "United States Postage" in Roman letters. In the upper left corner appears the year "1776," and in the upper right corner the year "1926." Below the vignette in the center of the stamp is a circle containing the large numeral "2," with the word "Cents" on both sides, and above the circle are the words "Battle of White Plains." In the lower left corner is the Continental flag and in the lower right corner the historical "Liberty or Death" flag, first used in the Battle of White Plains, both appearing in oblique position.

The new stamp commemorating the Battle of White Plains will first be placed on sale October 18, 1926, at the post office at White Plains, N. Y., and for the benefit of philatelists, it will also be placed on sale the same date at the branch of the department's philatelic agency that will be temporarily established for the International Philatelic Exhibition at New York, N. Y. On and after October 28, 1926, the anniversary of the Battle of White Plains, the new stamp will be offered for sale at the philatelic agency in Washington. This stamp will not be offered for sale in Washington on October 18.

Direct and central accounting postmasters may draw requisitions immediately for limited quantities of the new stamp on a separate Form 3201, the words "White Plains" to be indorsed plainly thereon in the column for commemorative issues, and they will be filled in regular turn as promptly after October 18 as production will permit. District postmasters may obtain small quantities of these stamps to meet the local demand by requisition on their central-accounting postmaster.

R. S. REGAR,
Third Assistant Postmaster General.

FRAUD ORDER

OFFICE OF THE SOLICITOR,
Washington, September 14, 1926.

On September 14, 1926, a fraud order was issued against N. Skjellerup, Postbox 140, Kobmagergade 33, Copenhagen K., Denmark.

All mail addressed to the said party should be returned to senders stamped "Fraudulent: Mail to this address returned by order of Postmaster General"; and no money orders in favor of the said party should be issued, certified, or paid.

HORACE J. DONNELLY,
Solicitor.

ACTING POSTMASTERS APPOINTED

Fourth Class

Alfordsville, Ind., Frank M. Walls. September 2, 1926.
 Libertytown, Md., Roger W. Curfman. September 1, 1926.
 Matchwood, Mich., Henry F. Youngbluth. September 3, 1926.
 Heathville, Pa., Wayne A. Showers. August 25, 1926.
 Pomona, Wash., Edmond T. Stevens. August 28, 1926.

POST OFFICE CHANGES

Established—Fourth Class

NORTH CAROLINA

(Rescind)

Covington, Richmond County, 18396. The order of August 5, 1926 (Bull. No. 14150), discontinuing this office effective August 14, 1926, which was modified to become effective September 15, 1926, is hereby rescinded.

Discontinued—Fourth Class

ARIZONA

Stanley, Graham County, 68169. Effective September 30, 1926. Mail to San Carlos.

ARKANSAS

*Harwood, Chicot County, 47570. Effective September 30, 1926. Mail to Grand Lake.

CALIFORNIA

Laurel Dell, Lake County, special from Bachelor. Effective September 30, 1926. Mail to Bachelor.

GEORGIA

*Walker, Dougherty County, 104773. Effective September 30, 1926. Mail to Albany.

MISSOURI

Sprague, Bates County, route No. 6, Rich Hill. Effective September 30, 1926. Mail to Rich Hill.

MONTANA

*Oscar, Hill County, special from Havre. Effective September 30, 1926. Mail to Havre.

VIRGINIA

*Hyslop, Accomac County, 14412. Effective September 30, 1926. Mail to Davis Wharf.

WEST VIRGINIA

(Modified)

Horsepen, Mingo County, 16502, 16504 and 16625. The order of September 8, 1926 (Bull. No. 14177), discontinuing this office, is modified to become effective September 30, instead of September 15, 1926.

* Not money-order office.

Sites Changed

ALABAMA

Benson, Elmore County, 1½ miles northwest (into Tallapoosa County), on route 24210. Effective September 9, 1926.

ARKANSAS

Rosston, Nevada County, 165 feet northwest on route 47540. Effective September 9, 1926.

KANSAS

Sawyer, Pratt County, 60 feet north on routes 107717 and 255524. Effective September 10, 1926.

LOUISIANA

Starks, Calcasieu Parish, 50 feet west on routes 112759, 112751, and 249239. Effective September 9, 1926.

MONTANA

Decker, Big Horn County, 1 mile west on routes 63287 and 63288. Effective as of August 24, 1926.

NORTH CAROLINA

Bushnell, Swain County, 160 feet northwest on routes 103710, 103775, and 218297 (50 feet from depot). Effective September 10, 1926.

PENNSYLVANIA

Hickory Corners, Northumberland County, 300 feet west on route 10323. Effective September 4, 1926.

TEXAS

Bagwell, Red River County, 198 feet southwest on routes 111800 and 250568 (358 feet from depot). Effective September 4, 1926.

Summer Post Offices to Close

West Hyannisport, Mass. To close September 30, 1926. Mail to Craigsville.

Otsego Lake, Mich. To close September 30, 1926. Mail to Gaylord.

Palisade Park, Mich. To close September 30, 1926. Mail to Covert.

Bear Island, N. H. To close September 15, 1926. Mail to Lakeport.

Camp Sherman, Oreg. To close September 30, 1926. Mail to Sisters.

POST OFFICE CHANGES

Summer Post Offices to Close

Crestmont, Pa. To close September 21, 1926. Mail to No. 2, Lehman Lane, Philadelphia.
 Echo Lake, Pa. To close October 2, 1926. Mail to 424 North Thirty-fourth Street, Philadelphia.
 Sulphur Springs, Pa. To close October 1, 1926. Mail to Manns Choice.

STATIONS AND BRANCHES

Established

CALIFORNIA

80319. Albany Branch (contract), Berkeley, effective August 1, 1926.

WISCONSIN

36595. Hub Station, Kenosha, effective July 1, 1926.

Order Modified

FLORIDA

Fort Lauderdale, Progresso Station, effective August 16, 1926, instead of August 2, 1923.

MAIL MESSENGER SERVICE

Established

COLORADO

265155. Hartman, Prowers County, to 114776, 0.13 mile, as often as required. From September 16, 1926.

FLORIDA

223394. Marianna, Jackson County, to 104804 and 104737 (U. D.), 0.25 mile, as often as required. From October 1, 1926.

INDIANA

233575. Terre Haute, Vigo County, between main post office and Idaho Station, as often as required. From July 1, 1926.

NEW YORK

208133. Friendship, Alleghany County, to 102786, 0.12 mile; 102774, 0.09 mile, including direct transfer service between depots, when necessary, 0.08 mile, as often as required. From September 16, 1926.

TENNESSEE

227143. Trenton, Gibson County, to 106786 and 112762, 0.23 mile, as often as required. From October 1, 1926.

Discontinued

IDAHO

270273. Humphrey, to 113734, 0.1 mile. From September 15, 1926.

MASSACHUSETTS

204189. North Duxbury, to 101728, 1.75 miles. From September 30, 1926.

Changed

HAWAII

230049. Lahaina to Mala Wharf, 1.14 miles. Service is restated to be between the post office and Mala Wharf (n. o.) for the carriage of all mails arriving at Mala Wharf, including those received from Lanai City. From October 1, 1926.

PENNSYLVANIA

210421. Chambersburg to 102789, 0.41 mile, and 302150, 0.27 mile. Service is restated to omit 302150, 0.27 mile. From August 31, 1926.

RAILROAD SERVICE

Authorized

112767. From July 1, 1926, service by the Texas & New Orleans Railroad Co., from Dayton to Goose Creek, Tex., 22.94 miles, is authorized, covering service formerly performed on route 111714 of the Dayton-Goose Creek Railway Co.

Discontinued

111714. From June 30, 1926, service by the Dayton-Goose Creek Railway Co., from Dayton to Goose Creek, Tex., 22.94 miles, is discontinued, covered by route 112767 of the Texas & New Orleans Railroad Co., from July 1, 1926.

113820. From September 15, 1926, service by the Puget Sound & Cascade Railway Co., from Potts to Clearlake, Wash., 10.33 miles, is discontinued.

Embraced

113756. From September 16, 1926, the post office at Braymill, Oreg., is embraced for supply by the Southern Pacific Co., between Pine Ridge and Kirk, Oreg.

RAILROAD SERVICE

Restated

111768. From August 1, 1926, the distance on route 111768 of the Kansas City, Mexico & Orient Railway Co. of Texas, from Altus, Okla., via intermediate offices to Alpine, Tex., is restated as 476.96 miles instead of 476.92 miles.

Changed

106793. From August 2, 1926, the Jacksonville & Havana Railroad Co. is recognized as in the performance of service on route 106793 instead of the Chicago, Peoria & St. Louis Railroad Co.

STEAMBOAT SERVICE

20097. Edisto Island Wharf (n. o.) to Yorges Island, S. C. From September 18, 1926, discontinue service and allow contractor one month's extra pay.

SPECIAL SERVICE

Established

OREGON

Eastside, Coos County. (Supplied from Marshfield.) From October 1, 1926. (Supersedes star route No. 73302, old service.)

Discontinued

COLORADO

Dupont, Adams County. (Supplied from Denver.) From September 30, 1926. (Office to be supplied by R. D. No. 1, Henderson.)

STAR ROUTE SERVICE

Established

WEST VIRGINIA

16672. Dink by Osie and Laurel Fork (n. o.) to Duck, 11.5 miles and back, three times a week. From September 21, 1926, to June 30, 1929. Perry E. Truman, of Dink, W. Va., contractor, at \$460.20 per annum.

Discontinued

VIRGINIA

14580. Andover to Derby. From September 18, 1926. (Superseded by change in route No. 14579.)

WEST VIRGINIA

16359. Dink to Ivydale. From September 18, 1926. (Superseded by No. 16672.)
 16366. Duck to Osie. From September 18, 1926. (Superseded by No. 16672.)

Changed

COLORADO

65141. Sunbeam to Jensen (Utah). From August 6, 1926, supply Cross Mountain at the site authorized July 29, 1926, decreasing distance 1.25 miles.

FLORIDA

23213. Punta Gorda to Harbor View. From September 3, 1926, supply Charlotte Harbor at the site authorized August 28, 1926, decreasing distance 0.33 mile of twelve times a week service.

MARYLAND

13237. Ocean City to Berlin railroad station (n. o.). From September 16, 1926, change period of service so as to be all year instead of from July 1 to September 15 of each year.

Changed

MISSOURI

45600. Jordan to northwest corner of section 17 (n. o.); also Jordan to center east line section 36 (n. o.). From October 1, 1926, increase service to six times a week.

TENNESSEE

27155. Spring City to Grandview. From September 20, 1926, change service so as to require the carrier to travel over the "New County Pike"; no change in distance.

VIRGINIA

14579. Appalachia to Roda. From September 20, 1926, change and restate service so as to be from Appalachia by Andover, Arno, Derby, Central Supply Store (n. o.), Stonega, and Osaka to Roda, returning by Osaka, Stonega, Central Supply Store (n. o.), and Andover to Appalachia, equal to 11 miles and back; increasing distance 4.8 miles, one way, equal to 2.4 miles and back.

SUBSCRIPTION PRICE of this Bulletin is \$2 per annum.

REMITTANCE should be made to the Superintendent of Documents, Government Printing Office, Washington, D. C.

STAR ROUTE SERVICE

Schedules

ARKANSAS

47237. Arlberg to Plant:
 Leave Arlberg daily except Sunday 11 a. m.
 Arrive Plant by 1.30 p. m.
 Leave Plant daily except Sunday 30 minutes after arrival.
 Arrive Arlberg in 2½ hours.
 Effective at once.

47322. Botkinburg to Plant:
 Leave Botkinburg daily except Sunday 9 a. m.
 Arrive Plant by 12 m.
 Leave Plant daily except Sunday on receipt of mail from Arlberg due about 1.30 p. m., but not later than 3 p. m.
 Arrive Botkinburg in 3 hours.
 Effective at once.

LOUISIANA

49241. Mix to New Roads:
 Leave Mix daily except Sunday 7.45 a. m.
 Arrive New Roads by 8.15 a. m.
 Leave New Roads daily except Sunday 8.30 a. m.
 Arrive Mix by 9 a. m.
 Effective at once.

MISSOURI

45600. Jordan to northwest corner section 17 (n. o.); also Jordan to center east line section 36 (n. o.):
 Leave Jordan daily except Sunday 10 a. m.
 Arrive northwest corner section 17 by 11 a. m.
 Leave northwest corner section 17 daily except Sunday 11 a. m.
 Arrive Jordan by 12 m.

Leave Jordan daily except Sunday 12.30 p. m.
 Arrive east line section 36 by 2.15 p. m.
 Leave east line section 36 daily except Sunday 2.15 p. m.
 Arrive Jordan by 5 p. m.
 Effective October 1, 1926.

OKLAHOMA

53992. Cushing to Oilton:
 Leave Cushing daily 7.30 a. m.
 Arrive Oilton by 8.30 a. m.
 Leave Oilton daily within 30 minutes after arrival.
 Arrive Cushing in 1 hour.
 Effective at once.

OREGON

73229. Danner to Rome:
 Leave Danner Wednesday 7 a. m.
 Arrive Rome by 9.30 a. m.
 Leave Rome Wednesday 10.30 a. m.
 Arrive Danner by 1 p. m.
 Effective at once.

SOUTH CAROLINA

20165. Due West to Level Land:
 Leave Due West daily except Sunday 11.45 a. m.
 Arrive Level Land by 1.15 p. m.
 Leave Level Land daily except Sunday 1.30 p. m.
 Arrive Due West by 3 p. m.
 Effective at once.

TEXAS

50550. Danevang to El Campo:
 Leave Danevang daily except Sunday 30 minutes after arrival.
 Arrive El Campo in 1½ hours.
 Leave El Campo daily except Sunday on receipt of mail from train due about 11.21 a. m., but not later than 1 p. m.
 Arrive Danevang in 2 hours.
 Effective September 22, 1926.

VIRGINIA

14579. Appalachia to Roda:
 Leave Appalachia daily 8.30 a. m. and daily except Sunday 1.30 p. m.
 Arrive Roda by 10 a. m. and by 3 p. m.
 Leave Roda daily 10.15 a. m. and daily except Sunday 3.15 p. m.
 Arrive Appalachia by 11.15 a. m. and by 4.15 p. m.
 Effective September 20, 1926.

WEST VIRGINIA

16672. Dink to Duck:
 Leave Dink Tuesday, Thursday, and Saturday 9 a. m.
 Arrive Duck by 1.30 p. m.
 Leave Duck Tuesday, Thursday, and Saturday on receipt of mail from train due about 1.45 p. m., but not later than 2.30 p. m.
 Arrive Dink in 4½ hours.
 Effective September 21, 1926.