

The Postal Bulletin

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No. 14688

LEAVE OF ABSENCE FOR THE ANNUAL CONVENTION OF THE TENNESSEE STATE BRANCH OF THE NATIONAL LEAGUE OF DISTRICT POSTMASTERS

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, May 11, 1928.

Leave of absence is granted, without application therefor, to postmasters who desire to attend the annual convention of the Tennessee State branch of the National League of District Postmasters to be held at Knoxville, Tenn., on July 16 and 17, 1928. Offices must be left in charge of competent and duly bonded employees.

The actual time required to attend the convention, including traveling time both ways, will be allowed with pay and not charged against annual leave, but upon a postmaster's return to his office he must promptly report to the inspector in charge of the division in which his office is located the number of days absent.

JOHN H. BARTLETT,
First Assistant Postmaster General.

BACKSTAMPING AIR MAIL

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, May 11, 1928.

It is again necessary to call postmasters' attention to the instructions relative to "BACKSTAMPING AIR MAIL," which read as follows:

"All post offices at the points of landing only, receiving mail by air mail transportation, will speedily backstamp the same. This includes not only the air mail which is received for delivery at the post office at the point of landing, but also the air mail which is received at any point of landing to be dispatched to other post offices by train or other means of transportation. Such backstamp should give the date and hour of receipt.

"Post offices not at points of landing on the air mail route or routes, but which may receive air mail by dispatch from points of landing on the air mail route or routes by other means of transportation, will not backstamp such air mail.

"To illustrate: The Chicago post office receiving air mail, whether for distribution in Chicago or to be dispatched by train to Calumet City, Ill., will backstamp the same, but it will not be backstamped again when it reaches Calumet City.

"By direction of the Postmaster General."

These instructions are still in full effect and every postmaster whose offices are affected will take steps to see that they are fully carried out.

JOHN H. BARTLETT,
First Assistant Postmaster General.

AIR-MAIL INFORMATION

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, May 10, 1928.

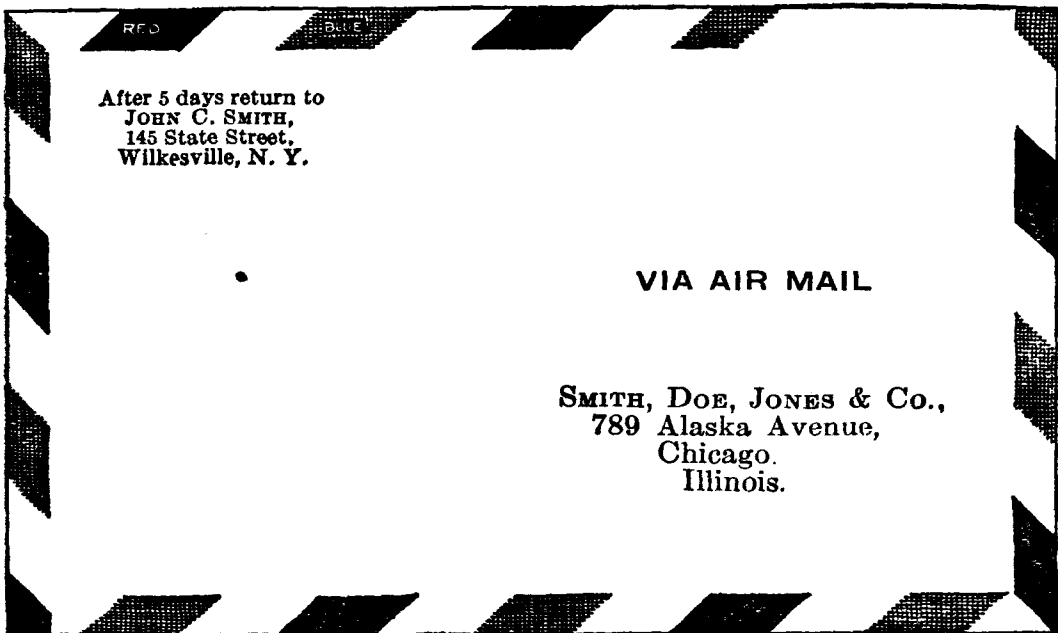
The rate of postage on matter carried by airplane, regardless of distance, is 10 cents for each half ounce or fraction thereof. Such postage includes the transportation to and from the air mail routes.

Any mailable matter, except that liable to damage from freezing, may be sent by air mail at the above rate of postage, including sealed parcels not exceeding 50 pounds in weight and not exceeding 84 inches in length and girth combined.

Special air mail stamps are issued for the payment of postage on air mail, but ordinary stamps may be used. Such postage should be fully prepaid in order to expedite the handling of the matter, but if it bears at least 10 cents postage, it may be rated with the deficiency and dispatched, the amount due to be collected on delivery of the matter. The use of air mail stamps on other than air mail is not permissible.

Air mail should be conspicuously indorsed in the space immediately below the stamps, above the address, "Via air mail." Envelopes of distinctive design, as illustrated below, have been approved by the department and may be used for air mail.

A



Envelopes of designs A and B must be white, no other color being permissible.

The outstanding and distinctive feature of air-mail envelopes of design A consists of a border containing alternating blue and red oblique parallelograms with intervening spaces between the two, the color of the envelope, which should be white, producing a distinguishing blue, white, and red border not exceeding five thirty-seconds of an inch in width extending around the edges of both the address side and the back of the envelope. The words "Via air mail" must appear in the upper right portion immediately below the space to be reserved for the postage stamps post-

B

After 5 days return to
John C. Smith,
145 State St.
Wilkesville, N. Y.

(BLUE)

(WHITE)

(RED)

VIA
AIR MAIL

Envelopes of this
design approved by
P. O. D. for exclusive
use in Air Mail

Smith, Doe, Jones & Co.,
24789 Alaska Ave.,
Chicago,
Illinois.

marks, etc., in letters that stand out clearly and boldly, as shown in design A. Any manufacturer or other person or concern is at liberty, without any restriction whatever, to make or print, or have made or printed, for himself or others, envelopes for air-mail use prepared in this manner.

The distinctive border design of this envelope in the form of parallelograms of contrasting colors around the edges of both the address side and the back, facilitates the identification of the matter as air mail, not only in handling and distributing the individual pieces, but the characteristic border enables distributors to detect such air-mail letters when in a package or distributing case with other mail, thus being recognized as air mail more readily than matter not inclosed in envelopes of this special design and, consequently, assuring the prompt and special attention to which the letters are entitled.

The outstanding and conspicuous feature of design B is the blue, red, and white stripes. The stripes must not exceed approximately one-fourth inch in width and should extend entirely across the length of the envelope. The blue stripe must be not less than 1 1/8 inches below the top of the envelope, in order that clear space may be left for the necessary postage stamps and postmark. The white space between the blue and red stripes should be approximately one-fourth inch in width, so that the three stripes will not cover more than approximately three-fourths inch in all.

Envelopes of these distinctive designs are not furnished by the department, but any person may have his envelopes for air-mail use printed in the foregoing manner.

Such envelopes of special design may be used for air mail only. Their use for mail which is not intended to be carried by airplane will not be permitted.

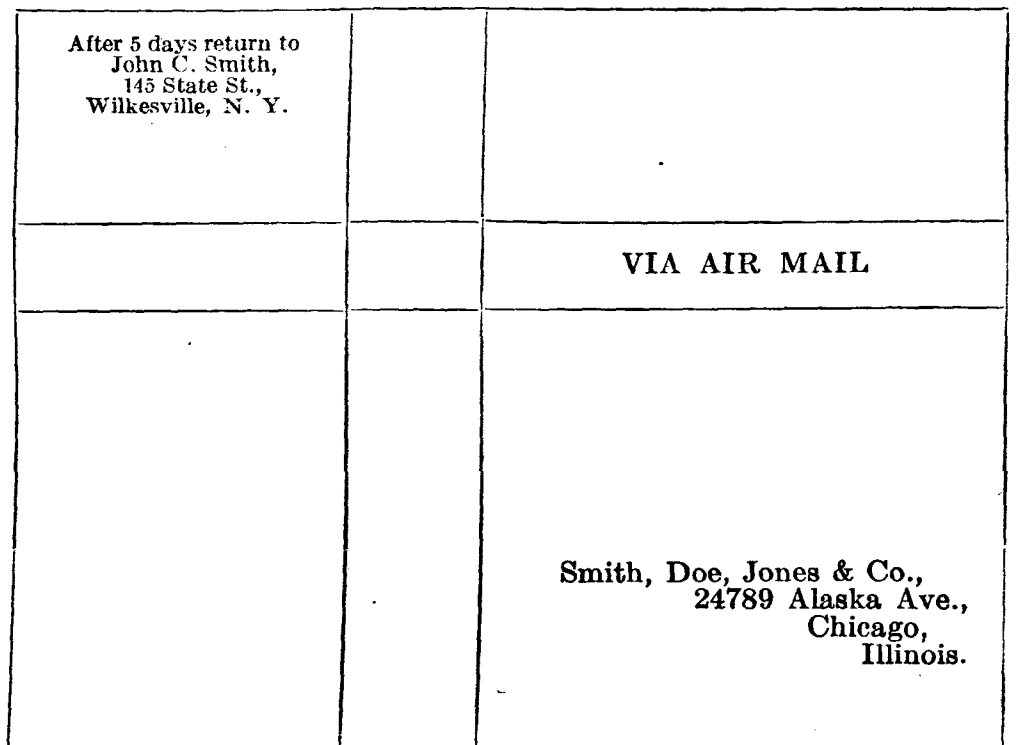
All air mail should bear the sender's return card, which should appear in the upper left corner of the address side.

The designs illustrated above are intended to apply particularly to printed envelopes. When ordinary envelopes are used to inclose air mail the mailer may identify the matter as intended for transmission by airplane by placing horizontally across the envelopes two blue lines approximately one-fourth inch apart, the upper line to be not less than 1 1/8 inches below the top of the envelope. In such case the words "Via air mail" should be plainly and boldly written, hand-stamped, or printed in the upper right portion of the envelope, preferably between the two lines. Similar lines may also be placed vertically across the envelope not less than 3 1/2 inches from the right end. Such lines may also be placed on the backs of envelopes used for air mail.

The lines above mentioned may be placed on the envelopes with an ordinary blue pencil, or if desired, printed thereon in blue ink. Care must be exercised to see that the lines are uniformly placed and that they do not cover the address or return card.

Below is given an illustration of an envelope prepared as above outlined:

C



Mail for dispatch by airplane service will be accepted for registration upon the prepayment by postage stamps affixed of the registry fee in addition to the air mail postage. The registration fee for mail sent via airplane is 15 cents for value up to \$50 and 20 cents for value from \$50 to \$100 in addition to the airplane postage, and a 3-cent fee when a return receipt is desired.

The use of special-delivery stamps in addition to the AIR MAIL postage will assure prompt delivery at office of address. The special-delivery fee for mail sent via airplane weighing not more than 2 pounds is 10 cents, over 2 pounds but not more than 10 pounds 15 cents, and over 10 pounds 20 cents.

Insured and collect-on-delivery mail (third and fourth class matter exclusively), notwithstanding the parcels are sealed, will be accepted for transmission via airplane. The rates of postage are the same as for other mail transmitted by airplane service. The insurance and collect-on-delivery fees are the same as those for regular transportation of insured and collect-on-delivery mail.

R. S. REGAR,
Third Assistant Postmaster General.

NEW AND DANGEROUS COUNTERFEIT

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, May 11, 1928.

The Treasury Department furnishes the following description of a new and dangerous counterfeit:

\$100 Federal Reserve Note

On the Federal Reserve Bank of New York, N. Y., 1914 series; check letter D; faceplate No. 8; backplate No. 5; John Burke, Treasurer of the United States; W. G. McAdoo, Secretary of the Treasury; portrait of Franklin.

This is an extremely dangerous counterfeit printed from intaglio plates on bleached genuine paper. The portrait and border lathe work are printed in a darker tone than the genuine, the latter having a soft gray shade. The white lines of the lathe work show up more plainly because of the heavy printing, this being particularly true of the back. The faceplate is about one-eighth of an inch shorter than the genuine. In the genuine the hair lines in the portrait are all clearly defined, while in the counterfeit they seem to merge in streaks where the hair is curly, and the cross-hatch background is inked too heavily. The corner numerals are thinner, particularly the "1," and the ciphers have less white spacing due to the heavy black perpendicular inner line. Under the names of the Treasurer of the United States and Secretary of the Treasury, the lettering is slightly heavier, and under "R" in Hundred beneath the portrait the tiny shading flange contacts with the right appendage in the counterfeit. In the final "A" in America above the portrait appears a small shaded dot which is too round in the counterfeit and semicircular in the genuine. In the seal at the right, the balance bar of the scales is printed without the curves which show in the genuine. The back of the counterfeit is printed in a bright green shade. At the end of the third line in the column beneath the back legend, after the word Washington, a period appears in the counterfeit instead of a comma, and the woman's foot over the first "L" in dollars is almost undistinguishable, the toes being poorly formed. In the male figure at the right, the left eye is imperfectly etched, the eyeball being conspicuously large.

Inasmuch as this counterfeit is unusually deceptive, great care should be exercised in handling notes of this variety and denomination. Specimen at hand bears serial #B1371304A. Other specimens are known to carry varying numbers.

R. S. REGAR,
Third Assistant Postmaster General.

VALLEY FORGE COMMEMORATIVE STAMP

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, May 12, 1928.

Postmasters and postal employees are notified that the department is about to issue a new 2-cent postage stamp to commemorate the one hundred and fiftieth anniversary of Washington's campaign at Valley Forge.

The new stamp is the same shape and size as the ordinary stamp, $\frac{7}{16}$ by $\frac{1}{2}$ inches, and is printed in red ink. The vignette shows Washington kneeling in prayer. Across the top of the stamp in a straight line are the words "U. S. Postage" in white Roman letters, and on a ribbon above the vignette are the words "Valley Forge" with the years "1778" and "1928." The white numeral "2" appears in both lower corners within circles, which are connected by a panel bearing the word "Cents." On a ribbon above the panel are the words "In God We Trust" in small Gothic letters.

The Valley Forge commemorative stamp will first be placed on sale May 26 at the post offices at Valley Forge, Philadelphia, Lancaster, Norristown, and West Chester, Pa.; and Washington, D. C. Furthermore, on account of the Midwestern Philatelic Exhibition at Cleveland, Ohio, it has been decided to include the sale of this stamp at Cleveland on May 26, which is the last day of the exhibition. For the benefit of collectors and others who may be interested, it will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Direct and central accounting postmasters may draw requisitions for limited quantities of the new stamp on a separate Form 3201, the words "Valley Forge" to be indorsed plainly thereon in the column for commemorative issues, and they will be filled in regular turn as promptly after May 25 as the 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, May 11, 1928.

On May 10, 1928, a fraud order was issued against the Messageries De La Presse, at Str. Smardan 7, Bucharest, Rumania.

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

HORACE J. DONNELLY, Solicitor.

POST-OFFICE CHANGES

Correction
Change of unit
FLORIDA

Pinelevel 1544 not 1594.

Discontinued—Fourth Class

GEORGIA
Redbud, Gordon County, Rural Free Delivery No. 2, Calhoun. Effective May 31, 1928. Mail to Calhoun.

NORTH CAROLINA
Teresita, Macon County, 18598. Effective May 31, 1928. Mail to Prentiss.

SOUTH CAROLINA
Douglass, Fairfield County, 20205. Effective May 31, 1928. Mail to Avon.

Sites Changed

CALIFORNIA
Santa Maria. To 225 feet west of P. C. railroad station and 100 feet north of electric railroad station (railroad route No. 108749, mail messenger route No. 276049). Effective July 1, 1928.

Yuba City. To 313 Bridge Street (railroad route No. 108760, electric route No. 308105). Effective July 1, 1928.

COLORADO
Aurora. To 0.5 mile from present site. Effective July 1, 1928.

CONNECTICUT
Winsted. To 123 feet east of present site, 800 feet northeast of railroad depot (railroad route No. 101728, mail messenger routes No. 206125 and No. 206100). Effective July 1, 1928.

FLORIDA
Nokomis. To Main Trail, 250 feet north of present site, 5,500 feet from railroad station (railroad route No. 104807, mail messenger route No. 223367). Effective May 1, 1928.

ILLINOIS
Highland Park. To 26 North Sheridan Road, west side of Sheridan Road, between Central and Park Avenues, 1,000 feet northeast of railroad station (railroad route No. 110735, mail messenger route No. 236105). Effective January 1, 1929.

KANSAS
Hudson. To Arcade Street, between Main and View Streets, 300 feet south and west of present site, 1,200 feet from railroad station. Effective May 15, 1928.

Oberlin. To west side of Main Street, between Hall and Commercial Streets, 1,080 feet from railroad station (railroad route No. 114723, mail messenger route No. 255285). Effective July 1, 1928.

LOUISIANA
Newellton. To main Street, near Gordon Lane, 200 feet north of present site, 5,280 feet from railroad station (railroad route No. 112761, mail messenger route No. 249207). Effective May 15, 1928.

MICHIGAN
North Adams. To corner of Main and South Hillside Streets (railroad routes Nos. 109727 and 109741). Effective May 15, 1928.

NEW YORK
Truxton. To Main Street, between Chenigo and Depot Streets, 451 feet east of present site, 815 feet north and east of railroad station (railroad route No. 102764, mail messenger route No. 208146). Effective May 15, 1928.

NORTH CAROLINA
Amantha, Watauga County, 275 feet east on route 18533. Effective May 8, 1928.

OHIO
East Columbus. To 3610 Fifth Avenue (electric route No. 305120). Effective May 15, 1928.

OREGON
Sixes, Curry County, 180 feet southeast on route 73354. Effective May 9, 1928.

PENNSYLVANIA
Schenley. To main public road, 450 feet east of present site, 1,250 feet from railroad station (railroad routes Nos. 102739 and 115715, mail messenger route No. 210193). Effective May 7, 1928.

Schwenkville. To Centennial Street, between Main and Second Streets, 318 feet southwest of present site, 360 feet west of railroad station (railroad route No. 102771). Effective May 15, 1928.

TENNESSEE
Ardmore. To north side of First Street, between Third and Fourth Avenues, 90 feet east of present site, 354 feet east of railroad station (railroad route No. 104804, mail messenger route No. 227338). Effective May 15, 1928.

Noeton, Grainger County, 75 feet west on route 27124. Effective May 9, 1928.

TEXAS
Bessmay. To 98 feet east of present site, 800 and 1,680 feet from railroad stations (railroad routes Nos. 112727 and 111791, mail messenger route No. 250911). Effective May 15, 1928.

Riviera, Kleburg County, 205 feet north on routes 111774 and 250267 (789 feet from depot). Effective May 8, 1928.

WASHINGTON
Marysville. To Third Street, between State and Columbia Streets, 171 feet north and 132 feet east of present site, 1,317 feet from railroad station (railroad routes Nos. 113732 and 113733, mail messenger route No. 271267). Effective May 1, 1928.

WEST VIRGINIA
Bethany. To south side of Main Street, between Ross and Church Streets (supplied by star route). Effective June 1, 1928.

Renick. To 300 feet west of present site, 500 feet from railroad station (railroad route No. 103771). Effective May 15, 1928.

SUBSCRIPTION PRICE of this Bulletin is \$2 per annum. REMITTANCE should be made to the Superintendent of Documents, Government Printing Office, Washington, D. C.

POST-OFFICE CHANGES

Summer Post Offices to Open

Camp Highland, Ga. Effective June 8, 1928.
Bear Island, N. H. Effective June 15, 1928.
Swim, Ore. Effective June 1, 1928.

STATIONS AND BRANCHES

Reestablished

MASSACHUSETTS
Ayer. Temporary station at Camp Devens, effective from May 23, 1928.

Sites Changed

DISTRICT OF COLUMBIA
Southeast station, Washington. To 1.25 miles southeast of main office. Effective February 16, 1929.

NEW JERSEY

Audubon branch, Camden. To west side of West Atlantic Avenue, between Merchant Street and Graisbury Avenue, 500 feet west of railroad station. Effective September 1, 1928, or date of occupancy.

NEW HAMPSHIRE

Hampton Beach Station, Hampton. To west side of Ocean Boulevard, between D and F Streets, 4 miles east of railroad station. Effective May 1, 1928. (Period is from May 1 to October 31.)

NEW YORK

Bath Beach Station, Brooklyn. To north side of Benson Avenue, between Nineteenth Avenue and Bay Twentieth Street. Effective August 1, 1928.

Highbridge Station, New York. To northeast corner of One hundred and Sixty-ninth Street and Girard Avenue (motor-vehicle service). Effective November 1, 1928, or date of occupancy.

AIR-MAIL SERVICE

Change in Schedule

ROUTE C. A. M. 24

Effective May 15, 1928

Daily

Southbound

Leave Chicago, Ill. 6 a. m. C. T.
Leave Indianapolis, Ind. 7.55 a. m. C. T.
Arrive Cincinnati, Ohio. 10 a. m. E. T.

Northbound

Leave Cincinnati, Ohio. 5 p. m. E. T.
Leave Indianapolis, Ind. 5.15 p. m. C. T.
Arrive Chicago, Ill. 7 p. m. C. T.

MAIL-MESSENGER SERVICE

Established

NORTH CAROLINA
218316. Greensboro to landing field on contract air mail route No. 19, 9 miles. Mail messenger is required to be on hand to meet planes for receipt and dispatch of mails when they arrive, regardless of schedule. From May 1, 1928.

OHIO
231446. Ellet to 309110, 0.01 mile, as often as required. From May 4, 1928.

PENNSYLVANIA
210575. Bair to 102789, 0.14 mile, as often as required. From May 4, 1928.

SOUTH CAROLINA
220157. Spartanburg to landing field on C. A. M. No. 19. Mail messenger is required to be on hand to meet planes for receipt and dispatch of mails when they arrive, regardless of schedule. From May 1, 1928.

Changed

FLORIDA

223295. St. Catherine to 104802 and 104807 (U. D.), 0.11 mile. Distance to 104802 is restated as 0.12 mile and to 104807 as 0.1 mile, and service is restated to include temporary additional service for direct transfer service between depots (including night service), 0.01 mile. From May 1, 1928.

IDAHO

270095. Sweetwater to 113722, 0.06 mile. The order of February 1, 1928, designating new mail messenger, is modified to state the route number as 270096.

MAINE

201244. Eliot to South Eliot, 4 miles. Service is restated to be between the post office at Eliot and 101724, 0.07 mile. From April 30, 1928.

MINNESOTA

241276. Onamia to 110732, 0.18 mile. Distance is restated as 0.06 mile.

RAILROAD SERVICE

Restated

103770. From April 1, 1928, service between Morgantown and M. & K. Junction (n. o.), W. Va., 47.93 miles, is stated as a part of route 103770 of the Baltimore & Ohio Railroad Co., covering service now performed on route 103756.

103772. From May 1, 1928, the distance by the Norfolk & Western Railway Co. between Tacoma and Norton, Va., is stated as 6.4 instead of 6.07 miles.

Discontinued

103756. From March 31, 1928, service by the Baltimore & Ohio Railroad Co. between Morgantown and M. & K. Junction (n. o.), W. Va., 47.93 miles, is discontinued, to be stated as a part of main line of route 103770 from April 1, 1928.