# The Postal Bulletin

Published daily, except Sundays and legal holidays, by direction of the Postmaster General, for the information and guidance of officers and employees of the Postal Service

VOL. L

WASHINGTON, FRIDAY, MARCH 22, 1929—Two Pages

No. 14948

OFFICE OF THE POSTMASTER GENERAL, Washington, March 20, 1929.

To the Postal Service:

The Post Office Department is a business, not a political or eleemosynary institution. Its operations should be conducted in accordance with the principles and practices of successful, competitive business and industry, except that no factor of profit should be added to the cost of the various services rendered. It should be borne in mind, however, that the daily task of collecting, transporting, and delivering the mails, together with the multitude of activities incident thereto, is performed by 360,000 human beings of flesh and blood, just as are their fellow countrymen whom they serve.

I want all of my associates in the Postal Service to know that I have a genuine interest in their welfare. Their problems and aspirations will receive prompt and sympathetic consideration from me. On the other hand, I shall expect from them a full

measure of loyalty and cooperation. WALTER F. BROWN, Postmaster General.

ANNUAL CONVENTION OF THE OHIO STATE BRANCH OF THE NATIONAL ASSOCIATION OF POSTAL SUPERVISORS TO BE HELD AT CINCINNATI, OHIO, MAY 6, 1929.

FIRST ASSISTANT POSTMASTER GENERAL, Washington, March 20, 1929.

Postmasters in the State of Ohio are authorized to grant leave of absence to all employees who are members of the Ohio State Branch of the National Association of Postal Supervisors, whose services may be spared without detriment to the service, upon application in the usual manner, for as many days as may be necessary, not to exceed 30, to enable them to attend the annual convention of their organization to be held at Cincinnati, Ohio, May 6, 1929. Such absence may be charged to the employees' annual leave or, if necessary, leave without pay may be granted.

JOHN H. BARTLETT, First Assistant Postmaster General.

## POSTAGE RATES ON AIR MAIL BETWEEN THE UNITED STATES, PORTO RICO, AND THE CANAL ZONE

THIRD ASSISTANT POSTMASTER GENERAL, Washington, March 20, 1929.

The rate of postage on matter of any class not exceeding 50 pounds in weight sent via air mail from the United States to Porto Rico or from Porto Rico to the United States shall be 10 cents for each half ounce or fraction of a half ounce. This covers the regular postage as well as the charge for air mail service and includes the transportation of the mail to and from foreign air mail route No. 6, and also dispatch by domestic air mail service

to or from Miami, Fla., where practicable.
Such postage should be fully prepaid, and every effort should be made to have mailers comply with this condition. However, when any matter which is intended for transmission by air mail to or from Porto Rico and the United States is deposited for mailing with postage insufficiently pre-paid every effort should be made to get in touch with the sender and have him supply the deficient postage. If the sender is unknown or can not be communicated with without delaying dispatch, the matter, if prepaid one full air mail rate, 10 cents, should be charged with the deficient postage and dispatched to destination, the amount due at the regular air mail rate of 10 cents for each half ounce or fraction of a half ounce to be collected on delivery to the addressee.

The air mail rate on matter sent from the United States or Porto Rico addressed to the Canal Zone and on matter mailed in the Canal Zone addressed to the United States or Porto Rico shall be 25 cents for each half ounce or fraction of a half ounce. This rate covers the entire postage charge and it must be fully prepaid. When any matter which is intended for transmission by air mail from the United States or Porto Rico to the Canal Zone, or from the Canal Zone to the United States or Porto Rico, is deposited for mailing with postage insufficiently prepaid, every effort should be made to get in touch with the sender and have him supply the deficient postage. If the sender is unknown or can not be communicated with, the air mail indorsements on the matter should be obliterated and the matter dispatched in the regular mails.

The instructions in article 11, pages 7, 8, and 9, of the July, 1928, Postal Guide, concerning air mail stamps, air mail envelopes, etc., apply to air mail for Porto Rico and the Canal Zone.

R. S. REGAR, Third Assistant Postmaster General.

## FORMS 3548 AND 3548-A NOT BEARING NAMES OF POST OFFICES SENDING THEM

THIRD ASSISTANT POSTMASTER GENERAL, Washington, March 20, 1929.

Form 3548-A has been sent to Mrs. Elta Sullivan, Lostant, Ill., advising her that a parcel addressed to her is being held for 3 cents postage. The card does not bear the name of the post office sending it, nor the State in which located, and is so carelessly postmarked that the postmark is

Form 3548 has been sent to Mr. Howard Ullman, 1612 East One hundred and fifteenth Street, Cleveland, Ohio, advising him that a post card addressed to him is being held for 1 cent postage. The card does not bear

the name of the post office and State from which it was sent and is not postmarked.

The postmasters sending the notices will communicate with the addressees immediately and inclose other forms completely and properly filled out.

R. S. REGAR, Third Assistant Postmaster General.

## SUPPLY OF GEORGE ROGERS CLARK COMMEMORATIVE STAMPS EXHAUSTED

THIRD ASSISTANT POSTMASTER GENERAL, Washington, March 20, 1929.

Postmasters at direct and central accounting post offices are advised that the requisitions now on hand in the department for the George Rogers Clark stamps already exceed the amount of stock that can be made available so that further orders can not be accepted. Postmasters will, therefore, please refrain from submitting further requisitions for this stamp.

Requisitions which can not be reached for shipment will be returned

unfilled.

R. S. REGAR, Third Assistant Postmaster General.

#### FRAUD ORDERS

OFFICE OF THE SOLICITOR, Washington, March 20, 1929.

On March 20, 1929, fraud orders were issued against Vilhelm Mucke, postbox 165, Kobmagergade 33, Copenhagen K., Denmark; and Victor Wassmann, postbox 164, Kobmagergade 33, Copenhagen K., Denmark.

On March 20, 1929, a fraud order was issued against V. T. Bolin Co.,

V. T. Bolin, and their officers and agents as such, at Fort Worth, Tex.; V. T. Bolin Co., V. T. Bolin, S. D. Hamilton, secretary; S. D. Hamilton, and their officers and agents as such, at Abilene, Tex.

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

HORACE J. DONNELLY, Solicitor.

#### **POST-OFFICE CHANGES**

## Discontinued-Fourth Class

NEW JERSEY
Marksboro, Warren County, 102847 and 209167.
The order appearing in Bulletin 14904, discontinuing this office effective February 28, 1929, which was modified in Bulletin 14924, to become effective March 31, 1929, has again been modified to become effective April 30, 1929.

TEXAS Peach, Wood County, 50291. Effective March 31, 1929. Mail to Winnsboro.

ALABAMA
Pisgah. To 428 feet east of present site. Effective March 15, 1929. CALIFORNIA

CALIFORNIA

Alta Loma. To 300 feet northwest of present site.
(Electric route No 308111; mail-messenger route No. 276515.) Effective April 1, 1929.
Temple. To 20 feet north of present site; 104 feet from car stop. (Electric route No. 308111.) Effective March 20, 1929.

COLORADO Ninaview, Bent County, ½ mile south on routes 65275 and 65277. Effective March 19, 1929.

FLORIDA Lynn Haven. To next door to present site; about 4½ miles from rail oad depot. (Railroad route No. 104769, A. & M. A. B. R. R.; mail-messenger route No. 223145.) Effective May 15, 1929. GEORGIA

Avondale Estates. To Avondale Street, near Stone Mountain Road, 80 feet west of present site. (Railroad route No. 104784; mail-messenger route No. 221010.) Effective March

Crawfordville. To 20 feet east of present site, on Main Street, near Moore Street; 1,020 feet from ranroad station. mail-messenger route No. 221027.) Effective March 15, 1929.

Tate. To 50 feet northeast of present site; 11/2 miles from railroad station. (Railroad route No. 104804; mail-messenger route No. 221241.) Effective April 1, 1929.

ILLINOIS
Prophetstown. To 180 feet north of present site;
500 feet north of railroad station. (Railroad route No. 106718; mail-messenger route No. 235447.) Effective June 1, 1929.

IOWA Fontanelle. To east side of Public Park, about 60 feet north of present site. (Railroad route No. 106718; mail-messenger route No. 243283.) Effective March 15, 1929.

Effective March 15, 1929.

Hudson. To Fifth Street, between Washington and Jefferson Streets; 397 feet northeast of present site, and 860 feet from railroad station. (Railroad route No. 106719; mail-messenger route No. 243590.) Effective April 1, 1929.

New Sharon. To corner of Main and Market Streets; 252 feet north of present site and 2,632 feet from railroad station. (Railroad routes

feet from railroad station. (Railroad routes Nos. 106725 and 106770; mail-messenger route No. 243160.) Effective April 1, 1929. Redfield. To corner of First and Thomas Streets; 1,210 feet from railroad station. (Railroad route No. 106720; mail-messenger route No. 243967.) Effective March 15, 1929.

#### **POST-OFFICE CHANGES**

#### Sites Changed KANSAS

Culver. To Kansas Avenue, between Second and Third Streets; 108 feet south of present site; 1,365 feet north of railroad station. (Railroad route No. 107732; mail-messenger route No. 255160.) Effective March 15, 1929.

KENTUCKY

Apple. Morgan County, 33 yards west on route 29230. Effective March 19, 1929

LOUISIANA
Collinston. To Main Highway, 100 feet southwest of present site; 425 feet from railroad station. (Railroad route No. 112761; mailmessenger route No. 249274.) Effective March 15, 1929.

MAINE
Harrington. To Main Street, 250 feet east of present site; 3,710 feet east of railroad station. (Railroad route No. 101718; mail-messenger route No. 201176.) Effective March 15, 1929.

MICHIGAN

Iron River. To north side of Adams Street, between First and Second Avenues; 2,330 feet northeast from C. & N. W. railroad stations. (Railroad routes Nos. 110735 and 110800; mailmessenger route No. 221319.) Effective July 1, 1929.

MISSOURI
Bolckow. To adjoining present quarters on the north; 460 feet east and 40 feet south of railroad station. (Railroad route No. 107720; mailmessenger route No. 245567.) Effective March

Clifton Hill. To Stonewall Street, 130 feet east of present site; 274 feet from railroad station. (Railroad route No. 107724; mail-messenger route No. 245825.) Effective March 1, 1929. Holmes Park. To 495 feet east of present site, and 495 feet from railroad station. (Railroad route

No. 107730.) Effective April 1, 1929. Sturgeon. To Ogden Street, between Wall and

Smith Streets, 110 feet south of present site; 205 feet northeast of railroad station. (Railroad route No. 107724; mail-messenger route No. 245405.) Effective April 1, 1929.

NORTH CAROLINA Red Springs. To south side of East Third Avenue, between Main and Cross Streets. (Railroad Route No. 104802.) Effective May

Groveport. To Main Street, between Walnut and College Streets, 630 feet west of present and Conege Streets, 630 feet west of present site and 2,230 feet southwest of railroad station. (Railroad route No. 105736; mail-messenger route No. 231146.) Effective March 1, 1929. (Electric route No. 305110.) Idaho, Pike County, 200 yards west on routes 31213, 31214, and 31216. Effective March 19, 1929.

Laurelville. To 207 feet southeast of present site, on pike, between Main and Water Streets. Effective March 20, 1929.

Vinton. To Jackson Street, between Clay and Van Buren Streets; 610 feet from railroad station. (Railroad route No. 105736; mailmessenger route No. 231444.) Effective March 15, 1929. 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**

#### Sites Changed

MONTANA Scobey. To south side of Second Avenue, between Main and Daniels Streets; 850 feet south of railroad station. (Railroad routes Nos. 113721 and 113732; mail-messenger route No. 263134.) Effective May 16, 1929.

OKLAHOMA

Beaver. To Second Street, between Douglas and Jewett Avenues, 25 feet east of present site. Effective April 1, 1929.

Dewar. To 100 feet west of present site, and 620

feet from railroad station. (Railroad route No. 111772; mail-messenger route No. 253290.)

No. 111772; mail-messenger route No. 253290.) Effective March 15, 1929. Olustee. To corner of Fourth and E Streets, 205 feet northwest of present site, and 815 feet north of railroad station. (Railroad route No. 111797; mail-messenger route No. 253417.) Effective April 1, 1929. Sperry. To Main Street, 72 feet north of former site, and 508 feet from railroad station. (Railroad route No. 111793; mail-messenger route No. 253523.) Effective February 8, 1929.

OREGON St. Helens. To north side of Strain Street, between Plaza and Conlitz Streets. (Railroad route No. 113727; mail-messenger route No. 273034.) Effective September 1, 1929.

PENNSYLVANIA Enola. To 1,000 feet west of present site, on Enola Drive, between Dauphin Street and Columbia Road, 75 feet from trolley line. (Electric route No. 302144; mail-messenger route No. 211034.) Effective April 1, 1929.

Midway. To about 30 feet back of present site, on corner of Washington Avenue and Pros-pect Street; approximately same distance from railroad station. (Railroad route No. 115716; mail-messenger route No. 210659.) Effective

April 1, 1929.

Sandy Lake. To east side of Main Street, between N. Y. C. R. R. track and Lake Street, 1,300 feet northeast of railroad station. (Railroad routes Nos. 109727 and 115743; mailmessenger route No. 211366.) Effective October 1, 1929.

SOUTH DAKOTA

Alcester. To east side of Iowa Street, between
Main and Hallet Streets. (Railroad route
No. 110735; mail-messenger route No. 259114.) Effective April 1, 1929.

TEXAS

Big Sandy. To 105 feet southeast of present site; approximately 580 feet northeast of railroad station. (Railroad routes Nos. 111776 and 111800; mail-messenger route No. 250601). Effective April 1, 1929.

Irving. To 366 feet south of present site, on Main Street, between First and Second Streets; 621 feet from railroad station. (Railroad routes Nos. 111775 and 111788; mailmessenger route No. 250768). Effective March 20, 1929,

Knox City. To 150 feet northwest of present site, on Central Avenue, between Third and Fourth Streets; 1,600 feet from railroad station. (Railroad route No. 111768; mail-messenger route No. 250229). Effective March 20, 1929.

UTAH Spring City. To Main Street, between D and E Streets; 9,100 feet from railroad station. (Railroad route No. 108757; mail-messenger route No. 269061). Effective April 1, 1929.

WASHINGTON La Center. To south side of Fifth Street, 200 feet west of present site. Effective March 15,

Marcus. To Main Street, between Third and Fourth Streets; 450 feet east of present site and 1,200 feet from railroad station. (Rail road routes Nos. 113732 and 113746; mailmessenge route No. 271310.) Effective messenge rou March 15, 1929.

WISCONSIN Rosholt. To 268 feet southwest of present site, on Main Street; 1,815 feet southwest of railroad station. (Railroad route No. 110761; mail-messenger route No. 239174.) Effective April 1, 1929.

Post Office Names Changed Hope, La., to Fryeburg: Effective May 1, 1929. Fort Leonard Wood, Md., to Fort George G. Meade. Effective April 15, 1929. Mass., to Pinehurst. Effective Shawsheen, May 1, 1929.

### STATIONS AND BRANCHES

## Sites Changed

MARYLAND Hanover Station, Baltimore, to 101-105 West Pratt Street. Effective June 1, 1929.

MISSOURI MISSOURI
Station E, Kansas City, to Nos. 3115–3121 Troost
Avenue. Effective August 28, 1929.
Westport Station, Kansas City, to southwest
corner of Washington and Fortieth Street.
Effective July 1, 1929.
Webster Grove Branch, St. Louis, to south side

of Lockwood Avenue, between Maple and Elm Avenues; 500 feet south of railroad station. Effective July 1, 1929.

#### STATIONS AND BRANCHES

#### Sites Changed

NORTH CAROLINA
West Asheville Station, Asheville, to north side
of Haywood Road, between Mildred Avenue
and Oakwood Street; 4,700 feet west of present location. Effective July 1, 1929.

OHIO Station D, Columbus, to south side of West Broad Street, between Princeton Avenue and West Park Avenue; 2.6 miles from Union Station; 1.89 miles from main post office. Effective June 1, 1929.

PENNSYLVANIA Carson Station, Pittsburgh, to Nos. 58-60 South Fifteenth Street. Effective April 1, 1929.

WASHINGTON Station A, Spokane, to No. 923 Indiana Avenue. Effective May 1, 1929.

#### MAIL-MESSENGER SERVICE

#### Established

ARKANSAS

247195. Hickoria to 107703, 0.04 mile, as often as required. From March 16, 1929.
247338. Arlberg to 111770, 0.05 mile, as often as required. From March 7, 1929.

247341. Olvey to 111770, 0.03 mile, as often as required. From March 3, 1929.

PENNSYLVANIA 210839. Livermore to 115715, 0.35 mile, as often as required. From March 11, 1929.

TEXAS 251140. Santa Rosa to 111759, 0.28 mile, as often as required. From March 1, 1929.

#### Discontinued

HAWAII 280031. Kawaihae to Kawaihae Landing (n. o.) 80093, 0.05 mile. From March 14, 1929. (To clear records.)

MASSACHUSETTS 204333. Taunton to 301154, daily except Sunday, 0.05 mile. From June 30, 1929. 204336. Boston, Newtonville branch, to 101723, 0.15 mile. From April 14, 1929.

PENNSYLVANIA 210105. Davidsville to Holsopple, Pa., 1.5 miles. From June 30, 1929.

#### Changed

CONNECTICUT 206019. Waterbury, between Waterville postal station and 101728 at Waterville railroad depot, 0.24 mile; and from Waterville postal station via 101728 and 101736 at Waterbury railroad depot, 2.85 miles, to Waterbury post office, 0.30 mile. Service is restated to omit mail exchanges with 101736 at Waterbury railroad depot, from March 10, 1929.

FLORIDA 223431. Riviera to 104779, 0.23 mile. Distance is restated to be 0.48 mile.

KANSAS 255659. Meriden to 107717, 0.11 mile; 107714, 0.44 mile, including direct transfer service between depots when necessary. Service is restated so as to omit exchanges with 107714, 0.44 mile, and direct transfer service between depots when necessary. Effective March 9, 1929.

LOUISIANA 249100. Mount Airy to 112755, 0.17 mile. Dis-tance is restated to be 1.25 miles from March 4,

249232. Eunice to 112751, 0.47 mile; 112733, 0.44 mile; 112795, 0.44 mile. Distances are restated to be 112751 and 112795, 0.42 mile union depot; 112733, 0.18 mile.

MASSACHUSETTS

204050. Lawrence between Methuen Branch and 301133, -0.02 mile. Order of March 5, 1929 (Bul. 14939), which restated service so as to include service between Lawrence main post office and 301133, 0.03 mile, effective March 4, 1929, is rescinded.

204234. Norwood to 101728, 0.47 mile, as often as required; also from 101728, at Canton Junction railroad station (n. o.), 4.2 miles, one round trip daily except Saturdays and Sundays; also between Norwood post office and 4996, daily except Sundays and holidays, 0.01 mile; and except Sundays and holidays, 0.01 mile; and also between Norwood post office and 301133, 0.01 mile. Service is restated so as to omit that part of service between Norwood post office and 301133, 0.01 mile. Effective March 4 1929

MISSOURI 245500. Sheldon to 107726, 0.15 mile. Service is restated to include exchanges with night mail

NEW HAMPSHIRE 202077. Claremont to 101724, at Claremont Junction (n. o.), 2.73 miles; 101724, at Claremont station (n. o.), 0.3 mile; including exchange of mails between main office and contract station No. 3. Service is restated so as to omit exchange of mails between main post office and contract station No. 3.

NEW YORK 207026. Attica to 102786, 102701, 0.29 mile (union depot). Service is restated to include exchanges with 7640, distance 0.29 mile.

PENNSYLVANIA 210701. Upper Lehigh to 102764, at Freeland railroad station, 1.5 miles. Order of March 9, 1929 (Bul. 14944), which discontinued the service is modified so as to be effective April 30, 1929, instead of March 15, 1929.

#### RAILROAD SERVICE

#### Restated

108704. From April 1, 1929, the distance on route 108704 of the Los Angeles and Salt Lake Railroad Co., from Salt Lake City to Lynndyl Utah, is restated as 134.21 miles, instead of 134.09 miles, and from Delta to Fillmore, Utah, as 31.97 miles, instead of 32.09 miles. 108745. From April 1, 1929, the distance on route 108745 of the Los Angeles and Salt Lake Railfrond Co. per restated as follows: From Salt

road Co., are restated as follows: From Salt Lake City, Utah, to Los Angeles, Calif., 784.62 miles instead of 785.31 miles; from Salt Lake City to Silver City, Utah, 87.28 miles instead of 87.29 miles; from Tintic (n. o.) to Mammoth Junction (n. o.), Utah, 1.45 miles instead of 1.46 miles; from Mammoth Junction (n. o.) to Mammoth (n. o.) to M Mammoth, Utah, 1.63 miles instead of 1.64 miles; and from Mammoth Junction (n. o.) to Eureka, Utah, 2.03 miles instead of 2.06 miles

108790. From April 1, 1929, the distance from Moapa to St. Thomas, Nev., on route 108790 of the Los Angeles & Salt Lake Railroad Co. is restated as 21.35 miles instead of 21.30 miles.

#### **ELECTRIC-CAR SERVICE**

315121. From March 25, 1929, service by the East Liverpool, Steubenville & Beaver Valley Traction Co. between Beaver, Pa., and East Liverpool, Ohio, distance approximately 17.67 miles, is established on route 315121.

#### STAR-ROUTE SERVICE

#### Established

SOUTH DAKOTA 59990. Flandreau to Great Northern Railroad station at Pipestone (Minn.), 19 miles and back, six times a week. Contractor not re-quired to transport other than first-class and newspaper mail. Contract with Marion J. Meyer, of Flandreau, under section 1396, Postal Laws and Regulations, for temporary star-route service, from April 1, 1929, to June 30, 1929, at the rate of \$1,188 per annum.

#### Discontinued

OKLAHOMA

53969. Enid to Ponca City. The contract for service on this route is hereby terminated from and after March 31, 1929.

WYOMING

64135. Barber to Pumpkin Center (n. o.). From April 15, 1929. (Post office at Barber discon-tinued April 15, 1929.)

## Changed

COLORADO

65353. Redmesa to Hesperus. From April 16, 1929, change service between Kline and Breen so as to require carrier to travel the Hesperus-Durango Highway between Kline and Hol-gate Corner (n. o.), decreasing distance 1 mile.

MISSISSIPPI

26159. French Camps to McCool. From April 1, 1929, change service so as to embrace and end at Weir, omitting McCool, decreasing distance 0.40 of a mile.

NEW JERSEY
9117. Flatbrookville to Layton. Order of
March 12, 1929 (Bul. 14941), is modified so as
to state the increase in distance as 0.30 of a
mile instead of 0.60 mile for supply of Flatbrookville at the site authorized February 23, 1929, effective March 1, 1929.

TEXAS 50291. Big Sandy to Peach. From April 1, 1929, curtail service so as to end at Rhonesboro, omitting Peach, decreasing distance 4.6 miles. (On account of changes in rural routes, Wennsboro, Tex.) 50730. Littlefield to Olton. From April 16, 1929

change service so as to require travel on trip from Olton over road extending west 3 miles from southeast corner of section 17, south 1, and east 2, to present route, increasing distance 4 miles, equal to 2 miles and back.

WYOMING 64134. Arvada to Barber. From April 16, 1929, extend service so as to end at Bugher ranch (n. o.), increasing distance 4 miles.

## Schedules

CONNECTICUT 6976. Seymour to South Britain: Leave Seymour daily except Sunday 7.45 a. m. Arrive South Britain by 8.30 a. m. and 4.45

Leave South Britain daily except Sunday

8.35 a. m. and 4.50 p. m. Arrive Seymour by 9.20 a. m. and 5.35 p. m. Effective March 22, 1929.

ILLINOIS

35979. Chenoa railroad station (n. o.) to Washington: Leave station daily except Sunday 5 a. m.

Arrive Washington by 7a. m. Leave Washington daily except Sunday 8a. m. Arrive Chenoa post office by 10 a. m. Leave station daily except Sunday 2.30 p. m.

Leave Chenoa 2.40 p. m.
Arrive Washington by 5 p. m.
Leave Washington daily except Sunday

5.10 p. m. Arrive station by 7 p. m. Effective March 25, 1929.

#### STAR-ROUTE SERVICE

#### Schedules

MISSISSIPPI 26159. French Camps to Weir.: Leave French Camps daily except Sunday

7 a. m. and 2.30 p. m. Arrive Weir by 8.30 a. m. and 4 p. m. Leave Weir daily except Sunday on receipt of mail from trains due about 8.50 a. m. and 5.40 p. m. but not later than 9.30 a. m. and

7 p. m., respectively.

Arrive French Camps in 1½ hours. Effective April 1, 1929.

MISSOURI 45154. Hastain to Warsaw: Leave Hastain daily except Sunday 4.30 p. m. Arrive Edwards by 5.30 p. m.

Leave Edwards daily except Sunday 7 a. m. Arrive Warsaw by 9 a. m. Leave Warsaw daily except Sunday 1 p. m. Arrive Hastain by 4 p. m. Effective March 23, 1929.

NEVADA

75154. Alamo to Caliente: Leave Alamo daily except Sunday 7 a. m. Arrive Caliente by 12 m.
Leave Caliente daily except Sunday 1 p. m.

Arrive Alamo by 6 p. m. Effective March 27, 1929.

NEW YORK
7929. Cooperstown to D. & H. Railroad station
(n. o.) at Oneonta:
Leave Cooperstown daily except Sunday 8.15 a. m. and 2.50 p. m. Arrive Station by 9.25 a. m. and 4.05 p. m.

Leave Station daily except Sunday 10.25 a. m. and 6.35 p. m. Arrive Cooperstown by 11.50 a. m. and 7.45 p. m.

Effective March 22, 1929.

SOUTH DAKOTA 59277. Keyapaha to Colome: Leave Keyapaha daily except Sunday 11.30

a. m. Arrive Colome by 2 p. m. Leave Colome daily except Sunday 8 a. m.

Arrive Keyapaha by 11 a. m. Effective March 27, 1929. 59990. Flandreau to Great Northern Railroad station at Pipestone (Minn.). Leave Flandreau daily except Sunday 6 a.m. Arrive Station by 6.50 a. m.

Leave Station daily except Sunday on receipt of mail from train No. 51, due about 6.50

a. m. Arrive Flandreau in 50 minutes.

Effective April 1, 1929. TEXAS

50291. Big Sandy to Rhonesboro: Leave Big Sandy daily except Sunday 7.30

Arrive Rhonesboro by 9 a. m. Leave Rhonesboro daily except Sunday 2.30 p. m. Arrive Big Sandy by 4 p. m.

Effective April 1, 1929. UTAH 69151. Monarch to Cedarview:

Leave Monarch Tuesday, Thursday, and Saturday 8 a. m.

Arrive Cedarview by 10 a. m. Leave Cedarview Tuesday, Thursday, and Saturday on receipt of mail from Roosevelt, but not later than 12 m. Arrive Monarch in 2 hours. Effective March 26, 1929.

9992. Silver City to Provo railroad station

(n. o.): Leave Silver City daily 6.55 a. m. Arrive Provo railroad station (n. o.) by 9.45

Leave Provo railroad station (n. o.) daily 5.50 p. m. Arrive Silver City by 8.20 p. m.

Effective March 20, 1929. WASHINGTON

1136. Chisville to Deming: Leave Chisville daily except Sunday 8.15 a. m. Arrive Deming by 10 a. m. Leave Deming daily except Sunday 3.30 p. m. Arrive Chisville by 6.15 p. m. Effective March 30, 1929.

WEST VIRGINIA

16254. Wildcat to Walkersville:
April 1 to November 30 Leave Wildcat daily except Sunday 5.25 a.m. Arrive Walkersville by 9.25 a.m. Leave Walkersville daily except Sunday on receipt of mail from train due about 11.40

a. m., but not later than 1 p. m.

Arrive Wildcat in 4 hours.

December 1 to March 31

Leave Wildcat daily except Sunday 30 minutes after arrival from Walkersville.

Arrive Duffy in 1½ hours.

Arrive Duffy in 1½ hours.

Leave Duffy daily except Sunday 6.40 a. m.
Arrive Walkersville by 9.25 a. m.

Leave Walkersville daily except Sunday on receipt of mail from train due about 11.40 a. m., but not later than 1 p. m.
Arrive Wildcat in 4 hours.

Effective April 1, 1929.

16721. Green Spring to Long Corner (n. o.):
Leave Green Spring daily except Sunday 9

a. m.
Arrive Long Corner (n. o.) by 12 m.
Leave Long Corner (n. o.) daily except Sunday

12 m. Arrive Green Spring by 3 p. m. Effective March 25, 1929.

WYOMING 64134. Arvada to Bugher ranch (n. o.):
Leave Arvada Monday and Thursday 7 a. m.
Arrive Bugher ranch (n. o.) by 7 p. m.
Leave Bugher ranch (n. o.) Tuesday and Friday 7 a. m. Arrive Arvada by 7 p. m. Effective April 16, 1929.

U.S. GOVERNMENT PRINTING OFFICE: 1929