

The Postal Bulletin

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VOL. LII

WASHINGTON, TUESDAY, DECEMBER 1, 1931

No. 15769

ACTING POSTMASTERS APPOINTED

Fourth Class

Pirates Cove, Fla., Thomas MacPherson. Oct. 27, 1931.
 Belle Prairie, Ill., George F. Graddy. Nov. 18, 1931.
 Cloverhill, Miss., Mrs. Cora Conley. Oct. 24, 1931.
 Bath, N. H., Vera M. Drury. Nov. 5, 1931.
 North Bellmore, N. Y., Benjamin Lomench. Nov. 19, 1931.
 Idabella, Okla., Dawson Zimmerman. Nov. 17, 1931.
 Olmito, Tex., Mrs. Minnie G. Sanborn. Nov. 12, 1931.

Postmaster's Name Changed by Marriage
 Honey Grove, Tex., Mamie B. Mustaine changed her name to Mamie B. Adamson, on November 7, 1931.

POST-OFFICE CHANGES

Established—Fourth Class

CALIFORNIA

Rescind

Woody, Kern County, 76417. The order appearing in Bulletin 15752, discontinuing this office effective Nov. 30, 1931, has been rescinded.

Discontinued—Fourth Class

INDIANA

Farmer, Owen County, 105761. Effective Dec. 15, 1931. Mail to Freedom.

MICHIGAN

Wingleton, Lake County, 109722. Effective Dec. 15, 1931. Mail to Baldwin.

Sites Changed

ARKANSAS

Guy, Faulkner County, 75 feet east on route 47437. Effective Nov. 27, 1931.

ILLINOIS

Thornton, Cook County, 1,480 feet southwest on routes 106716 and 236187 (600 feet from depot). Effective Nov. 27, 1931.

CHANGES AFFECTING MONEY-ORDER BUSINESS ONLY

Domestic Established

California.—Fawn Lodge, effective Nov. 21, 1931; Schilling, effective Nov. 24, 1931.

International Established

California.—San Bernardino: Station No. 5, effective Jan. 2, 1932.

International Discontinued

Pennsylvania.—Embreeville, effective Nov. 30, 1931.

RAILROAD SERVICE

Restated

105797. From Nov. 8, 1931, service on route 105797 of the Louisville & Nashville Railroad Co. is restated to be from Harbell (n. o.) to Chenoa, Ky., 13.23 miles, instead of Acosta (n. o.) to Chenoa, Ky., 12.32 miles, increasing length of route 0.91 mile.

Rescinded

102754. Order of Nov. 24, 1931 (Bul. 15766), on route 102754 of the Central Railroad Co. of New Jersey, discontinuing service between Mauch Chunk and Tamaqua, Pa., 15.46 miles, from Nov. 30, 1931, is rescinded.

Terminated

101727. From Nov. 30, 1931, service by the New York Central Railroad Co., between Albany and Troy, N. Y., 7.3 miles, is terminated.

ELECTRIC-CAR SERVICE

302151. From Nov. 30, 1931, all electric car mail service over the lines of the Syracuse & Eastern Railroad is discontinued. This service operates from Syracuse, via DeWitt and Fayetteville, to Manlius, N. Y., 10.38 miles.

RURAL-DELIVERY SERVICE

Discontinued by Consolidation

GEORGIA

Moultrie, route No. 2 (superseded by route No. 1, Moultrie). Effective Dec. 31, 1931.

IOWA

Afton, route No. 4 (superseded by routes Nos. 1, 2, and 3, Afton). Effective Jan. 31, 1932.
 Whittemore, route No. 2 (superseded by route No. 1, Whittemore). Effective Dec. 31, 1931.

KANSAS

Blue Mound, route No. 3 (superseded by routes Nos. 1 and 2, Blue Mound). Effective Jan. 31, 1932.

MISSISSIPPI

Pocahontas, route No. 3 (superseded by route No. 3, Jackson). Effective Dec. 31, 1931.

MISSOURI

Crane, route No. 3 (superseded by routes Nos. 1 and 2, Crane). Effective Dec. 31, 1931.

RULES FOR SALE OF STAMPED ENVELOPES, EFFECTIVE JANUARY 2, 1932

THIRD ASSISTANT POSTMASTER GENERAL,

Washington, November 28, 1931.

The special attention of all postmasters and postal employees is called to the instructions in the notice entitled "Washington Bicentennial Envelopes" on page 21 of the October Supplement, directing that, beginning January 2, 1932, extra-quality envelopes shall be sold exclusively at stamp windows in connection with all purchases amounting to less than 250 envelopes of the same variety, and that standard-quality envelopes shall be sold only in lots of 250 or multiples thereof.

Postmasters are further advised that strict adherence to the new rules on and after January 2, 1932, will be expected at all post offices and postmasters are requested to see that every retail stamp clerk is properly instructed and is complying therewith in the sale of unprinted and office request envelopes. Stamp clerks will, however, be permitted to dispose of odd lots of less than 250 standard-quality envelopes remaining on hand at the close of business December 31, 1931, without regard to the new rules until the standard-quality stock is reduced to multiples of 250 envelopes.

The adoption of this new procedure will serve to reduce the expense and facilitate the sale of stamped envelopes in post offices. Furthermore, it will insure the receipt by post-office patrons who purchase envelopes in small quantities, of the highest grade stamped envelopes available at little or no increase in cost.

The new rules relate specifically to unprinted envelopes, which are available in both extra and standard quality. Air-mail envelopes are issued in standard quality exclusively and will continue to be sold in any desired quantity. Special-request envelopes are, likewise, not affected and office-request envelopes will continue to be issued and sold in any desired quantity, as heretofore.

Postmasters are also advised that the instructions heretofore in effect, restricting the sale of window and precanceled envelopes to full-box lots only, are hereby amended to permit the sale of 250, or half boxes, of these varieties in sizes No. 5 and 13. Hereafter, the minimum quantity of 250 will be uniform in the different sizes of window and precanceled envelopes.

While the new rules become effective with the placing on sale of the Washington bicentennial envelopes, they apply with equal force to the regular issue of extra-quality envelopes. In so far as bicentennial envelopes are not in stock, regular issue extra-quality envelopes, either unprinted or office-request, will be used for window sales of less than 250 envelopes. Postmasters are cautioned to keep ample stocks of extra-quality envelopes on hand at all times to conform to the local public demand by timely requisitions on the department or the central accounting postmaster.

The full cooperation of postmasters and postal employees is desired in placing the new sales program into effect to avoid misunderstanding on the part of post-office patrons.

F. A. TILTON,

Third Assistant Postmaster General.

RECOVERY NOTICE—STOLEN MONEY-ORDER FORMS

THIRD ASSISTANT POSTMASTER GENERAL,

Washington, November 30, 1931.

Domestic money-order forms Nos. 539 to 600, printed for the use of the post office at Deerlick, Ky., which were published as stolen, have been recovered. Postmasters will please correct their records accordingly.

Domestic money-order forms Nos. 22194 to 22600, printed for the use of the post office at Miccosukee, Fla., which were published as stolen, have been recovered. Postmasters will please correct their records accordingly.

F. A. TILTON,

Third Assistant Postmaster General.

RURAL-DELIVERY SERVICE

Discontinued by Consolidation

NEBRASKA

Clarkson, route No. 3 (superseded by route No. 1, Clarkson). Effective Dec. 31, 1931.

WISCONSIN

Madison, route No. 7 (superseded by routes Nos. 4, 5, and 6, Madison). Effective Dec. 15, 1931.

LOCK-POUCH SUPPLY

Established

INDIANA

Hobbs, by the carrier on route No. 4, Tipton (supersedes supply by railroad). Effective Dec. 1, 1931.

STAR-ROUTE SERVICE

Established—Modified

MASSACHUSETTS

4989. North Abington railroad station (n. o.) to Hanover. Order of Apr. 29, 1931, authorizing postmaster to employ service on this route is modified so as to include other State or local holidays when morning trains do not run, effective Nov. 11, 1931.

Changed

LOUISIANA

49309. Morgan City to Lake Bridge Corner (n. o.). From Sept. 24, 1931, omit travel over detour road, decreasing distance 16.5 miles, equal to 8.25 miles and back; deduct \$475 per annum from pay of contractor, being less than pro rata, but in accordance with agreement of contractor when service was changed to cover detour road and allow contractor one month's extra pay on the sum deducted.

STAR-ROUTE SERVICE

Schedules

MAINE

1213. Chesterville to Dryden:
May 1 to Nov. 30
 Leave Chesterville daily except Sunday in time to connect with the morning train south.
 Arrive Dryden in 1¼ hours.
 Leave Dryden daily except Sunday on receipt of mail from trains due between 2.05 and 5.22 p. m., but not later than 6 p. m.
 Arrive Chesterville in 1¼ hours.
Dec. 1 to Apr. 30
 Leave Chesterville daily except Sunday in time to connect with train due about 9.54 a. m.
 Arrive Dryden in 1¼ hours.
 Leave Dryden daily except Sunday on receipt of mail from train due about 2.05 p. m., but not later than 4 p. m.
 Arrive Chesterville in 1¼ hours.
 Effective Dec. 1, 1931.

MINNESOTA

41311. Virginia to Ely:
 Leave Virginia daily except Sunday 6.30 a. m.
 Arrive Ely by 8.30 a. m.
 Leave Ely daily except Sunday 4.45 p. m.
 Arrive Virginia by 6.45 p. m.
 Effective Nov. 30, 1931.
 41990. Austin to La Crosse railroad station (n. o.) (Chicago, Minneapolis, St. Paul & Pacific (Wis.)):
 Leave Austin daily except Sunday 8.50 p. m.
 Leave Austin railroad station (n. o.) daily except Sunday on receipt of mail from train due about 9 p. m., but not later than 9.30 p. m.
 Arrive Spring Valley railroad station (n. o.) in 1 hour and 25 minutes.
 Leave Spring Valley railroad station (n. o.) daily except Sunday on receipt of mail from train due about 10.45 p. m., but not later than 11 p. m.
 Arrive La Crosse railroad station (n. o.) in 3 hours and 20 minutes.
 Leave La Crosse railroad station (n. o.) daily except Monday on receipt of mail from train due about 3.20 a. m., but not later than 4.30 a. m.
 Arrive Austin in 5 hours and 10 minutes.
 Effective Dec. 1, 1931.

NEW MEXICO

67203. Hassell to Taiban:
 Leave Hassell daily except Sunday 11.30 a. m.
 Arrive Taiban by 1.30 p. m.
 Leave Taiban daily except Sunday 9 a. m.
 Arrive Hassell by 11 a. m.
 Effective Nov. 30, 1931.

NORTH CAROLINA

18570. Statesville to Troutmans:
 Leave Statesville daily except Sunday 6.30 a. m.
 Arrive Troutmans by 6.45 a. m.
 Leave Troutmans daily except Sunday 6.50 a. m.
 Arrive Statesville by 7.05 a. m.
 Leave Statesville Sunday 8.30 a. m.
 Arrive Troutmans by 8.45 a. m.
 Leave Troutmans Sunday immediately after arrival.
 Arrive Statesville in 15 minutes.
 Effective Dec. 1, 1931.

TEXAS

50283. Lamesa to Sparenberg:
 Leave Lamesa daily except Sunday on receipt of mail from Snyder, due about 8.30 a. m., but not later than 9.30 a. m.
 Arrive Sparenberg in 1 hour.
 Leave Sparenberg daily except Sunday 15 minutes after arrival.
 Arrive Lamesa in 3 hours.
 Effective Dec. 4, 1931.

VERMONT

3245. Stowe to railroad station at Cambridge Junction:
 Leave Stowe daily except Sunday 4.45 p. m.
 Arrive Morrisville railroad station by 5.15 p. m.
 Leave Morrisville railroad station daily except Sunday 1 minute after arrival.
 Arrive Cambridge Junction railroad station in 1 hour.
 Leave Cambridge Junction railroad station daily except Sunday on receipt of mail from Burlington, but not later than 7 p. m.
 Arrive Stowe in 1½ hours.
 NOTE.—Time of arrival and departure to be 1 hour earlier during the period of daylight-saving time.
 Effective Nov. 30, 1931.

WISCONSIN

39189. Arkansas to Durand:
 Leave Arkansas daily except Sunday 7.30 a. m. and 3.20 p. m.
 Arrive Durand by 8 a. m. and 3.50 p. m.
 Leave Durand daily except Sunday 8.30 a. m. and on receipt of mail from Eau Claire, but not later than 5 p. m.
 Arrive Arkansas by 9 a. m. and 30 minutes.
 Effective Nov. 30, 1931.
 39303. Woodville to Weston:
 Leave Woodville daily except Sunday 10.20 a. m.
 Arrive Weston by 12.25 p. m.
 Leave Weston daily except Sunday 4.30 p. m.
 Arrive Woodville by 6.35 p. m.
 Effective Nov. 30, 1931.
 39319. Cameron to Ladysmith:
 Leave Cameron daily except Sunday 9.15 a. m.
 Leave Cameron railroad station (n. o.) daily except Sunday on receipt of mail from train due about 9.25 a. m.
 Arrive Ladysmith in 1½ hours.
 Leave Ladysmith daily except Sunday 11 a. m.
 Arrive Cameron in 1½ hours.
 Effective Nov. 30, 1931.