

POST OFFICE DEPARTMENT,
Washington, July 21, 1938.

PACKING AND INDORSEMENT OF PARCELS CONTAINING LIQUIDS; INDEMNITY IN CASE OF DAMAGE

It has been reported to the Department that in a considerable number of instances ordinary, insured, and c. o. d. parcels containing liquids are not properly packed and endorsed.

Indemnity may not be paid for damage to insured and c. o. d. mail which was not properly packed or endorsed when mailed unless it is shown that the lack of proper packing or endorsement was not the cause or probable cause of the damage.

Detailed instructions in regard to the preparation of parcels containing liquids are given below:

Admissible liquids and oils in packages not exceeding the limit of weight of fourth-class matter shall be accepted for mailing when intended for delivery at the office of mailing or on a rural route starting therefrom when enclosed in strong and securely closed containers, provided it is not necessary to transport them over steam or electric railways.

Admissible liquids and oils, pastes, salves, or other articles easily liquefiable shall be accepted for mailing, regardless of distance, when they conform to the following conditions:

(a) When in strong glass bottles holding 4 ounces or less, the total quantity sent in one parcel shall not exceed 24 ounces, liquid measure. Each bottle shall be wrapped in absorbent material and then all placed in a box made of cardboard or other suitable material and packed in a container made of strong doubled-faced corrugated fiberboard. The corners of the container shall fit tightly and be reinforced with tape, so as to prevent the escape of any liquid if the inside container should be broken, and the whole parcel shall be securely wrapped with strong paper and tied with twine. Such parcels shall be endorsed "Fragile—Liquid," and be dispatched inside of mail bags. Bottles of liquid holding 4 ounces or less may also be packed as prescribed in the following paragraph (b):

(b) When in a single glass bottle holding more than 4 and not more than 16 ounces, the bottle shall be very strong and shall be enclosed in a block or tube of metal, wood, papier mâché, or similar material, and there shall be provided between the bottle and the block or tube a cushion of cotton, felt, or other absorbent. The block or tube, if of wood or papier mâché, shall be of sufficient strength to afford proper protection to contents, and withstand handling in the mails, and shall be rendered watertight by an application on the inside of paraffin or other suitable substance, and shall be closed by a screw-top cover with sufficient screw threads to require at least one and one-half complete turns before it will come off. The cover of the block or tube shall be provided with a washer, so that no liquid could escape if the bottle should be broken. One or more bottles containing a total quantity of not more than 16 ounces of liquid may also be packed in a strong and tight receptacle of wood, metal, or waterproof corrugated pasteboard if surrounded with bran, sawdust, or other absorbent material in sufficient quantity to absorb all the liquid if breakage should occur. Parcels prepared in this manner shall be indorsed "Fragile—Liquid," and be dispatched inside of mail bags. The total quantity of liquid in one parcel is not to exceed 16 ounces when packed in this manner.

(c) Mailable liquids, in quantities of more than 16 ounces, when in securely sealed glass bottles, shall be accepted for mailing when packed in strong boxes and surrounded with sawdust or other suitable substance to protect the contents from breakage. All such packages shall be marked "Fragile—Liquid. This side up," or with similar inscription, and be transported outside of mail bags. The quantity of liquid inclosed in one parcel is limited only by the weight and size prescribed for fourth-class matter.

(d) Mailable liquids in securely closed (hermetically sealed or screw top or approved patented top) metal containers, when in quantities of less than 1 gallon and suitably boxed for shipment inside of mail bags, shall be accepted for mailing, but when in friction-top cans the tops shall be securely soldered on or so fastened by effective indentations at not less than six places, or the cans be surrounded with sawdust, bran, or other suitable absorbent material in sufficient quantity to absorb all the liquid if the top of the can should come off. Such parcels shall be marked "Fragile—Liquid."

(e) Mailable liquids in tightly closed metal containers in quantities of 1 gallon or more shall be accepted for mailing when suitably boxed or crated to be dispatched outside of mail bags and labeled "Fragile—Liquid. This side up," but when in extra strong metal containers, such as heavy milk cans, the boxing or crating may be omitted.

(f) Mailable liquids shall be accepted for mailing when in one gallon cans with handle and with friction top soldered on in 4 different places equally spaced, when the sides of the can measure at least 0.0107 inch thick (95-pound plate) and the top and bottom measure at least 0.0113 inch thick (100-pound plate). Such parcels do not require the label "Fragile—Liquid. This side up," but must show the name or nature of the contents in a conspicuous place.

(g) Indemnity will not ordinarily be paid for the loss of liquid sent as insured or c. o. d. mail enclosed in unsecured friction-top cans resulting from the friction tops coming off, unless the parcel bears evidence of extremely rough handling in the mails.

When parcels contain other matter in addition to the liquid packed as herein prescribed it is necessary that adequate partitioning material be placed between the liquid and the other matter and that the bottles or metal containers be surrounded with sufficient quantity of absorbent material to absorb the liquid in the event of leakage and to prevent damage to the other articles in the parcel. Claims for indemnity involving damage to insured or c. o. d. parcels containing liquid with other matter ordinarily will not be paid for other than damage to the liquid itself. In other words, no indemnity ordinarily will be paid for damage caused by the liquid having come in contact with the other matter contained in the same parcel, although payment will be made for damage to the liquid itself, if the parcel was packed so as to withstand ordinary handling in the mails and was properly endorsed. In connection with the subject of liquids it may be stated that

the same procedure will be followed in connection with claims for indemnity covering insured and c. o. d. parcels containing powders, pastes, salves, etc., enclosed with other matter.

These instructions amplify those contained in paragraph 4 of section 590, Postal Laws and Regulations of 1932, and article 106, page 24, of the July 1937, Postal Guide. In this connection reference is also made to article 210, page 214, of the July 1937, Postal Guide.

HARLEE BRANCH,
Second Assistant Postmaster General.
RAMSEY S. BLACK,
Third Assistant Postmaster General.

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, July 22, 1938.

CANADIAN AIR MAIL SERVICE

In connection with the announcement in the POSTAL BULLETIN of July 15, of establishment of air mail services in Canada, the Canadian Department now advises that owing to unexpected delay in completion of the airports at Edmonton and Lethbridge, it will not be possible to inaugurate service between those points until about September 1, 1938.

MAILS FOR CANAL ZONE, PANAMA, AND PITCAIRN ISLAND

The POSTAL BULLETIN notice of March 24, 1938, under the above heading, was not intended to affect the dispatch of official mail for the Army and Navy units stationed at the Canal Zone, which official mail should be forwarded to New York. Unofficial mail for the Army and Navy units should be forwarded to destination over the same route as other mail intended for delivery in the Canal Zone.

J. W. COLE,
Acting Second Assistant Postmaster General.

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, July 22, 1938.

UNDELIVERABLE MATTER MUST BE ENDORSED WITH REASON FOR NON- DELIVERY WHEN RETURNED TO SENDER UNDER PLEDGE TO PAY RETURN POSTAGE

It is again necessary to remind postmasters of the provisions of section 810, Postal Laws and Regulations, requiring that each undeliverable piece of returnable mail matter shall be legibly endorsed or stamped with the reason for nondelivery, such as, "Not found," "Refused," "Removed," "Firm dissolved," "Deceased," etc., the endorsement "Unclaimed" being used only when no other reason can be ascertained.

Postmasters are requested to give this matter their personal attention and to see that every undeliverable piece of third- and fourth-class matter bearing a pledge guaranteeing payment of return postage is legibly endorsed or stamped to show definitely why it cannot be delivered. Where a hand-stamp showing several different reasons is used, the particular reason applicable should always be checked. Special care should also be exercised to see that the original name and address of the addressee are not obliterated by the endorsement.

Such matter should, of course, be handled promptly in order that mailers may correct their mailing lists and thus prevent the sending of other matter to the same addresses.

NEW ISSUE 9-CENT ORDINARY POSTAGE STAMPS

Postmasters are hereby advised that the 9-cent stamp bearing the likeness of William Henry Harrison will be the next denomination to be made available in the new regular series.

The stamp is identical in size and general design with the denominations heretofore announced except for the change in numerals and portrait. The stamp will be printed in pink by the rotary process and issued in sheets of 100.

The new 9-cent stamp will be first placed on sale at Washington, D. C., on August 18, 1938, and at other post offices as soon thereafter as practicable.

Stamp collectors desiring first-day cancellations of the new stamp on August 18 may send a limited number of addressed covers, not in excess of 10, to the postmaster at Washington, D. C., with a cash or postal money-order remittance to cover only the cost of the stamps required for affixing. Postage stamps will positively not be accepted in payment. Each cover should bear a pencil endorsement in the upper right corner to show the number of stamps to be attached thereto. Envelopes for covers should not be smaller than 3 by 6 inches. Compliance cannot be made with unusual requests, such as for the affixing of plate number blocks, etc., and all covers must be fully addressed.

Requests for uncanceled stamps must not be included with orders for first-day covers to the postmaster at the above office.

For the benefit of collectors desiring stamps of selected quality for philatelic use, the new 9-cent stamp will be placed on sale at the Philatelic Agency, Washington, D. C., on August 18, 1938. To insure prompt shipment, mail orders to the Agency must be limited to the 9-cent stamp, excluding other varieties of stamps heretofore on sale.

Postmasters at direct- and central-accounting post offices may submit a separate requisition for a limited supply only of the new issue 9-cent stamps. So far as production will permit, all regular requisitions for 9-cent stamps after August 18 will be filled in whole or in part with stamps of the new issue.

Postmasters at district-accounting post offices may obtain needed stocks of new design 9-cent stamps by requisition on the Central-accounting postmaster after August 18.

In some cases shipments of the new 9-cent stamps may be received by postmasters prior to the close of business on August 18. In all such cases care must be exercised not to allow any of the stamps to be sold before August 19.

RAMSEY S. BLACK,
Third Assistant Postmaster General.

MAKE EVERY REASONABLE EFFORT TO RENT MORE LOCK BOXES

AIR MAIL SERVICE

SECOND ASSISTANT POSTMASTER GENERAL, Washington, July 25, 1938.

Effective on the date shown, the following service is authorized:

A. M. 3 and 16, Chicago, Ill., to Portland, Oreg.—Seattle, Wash., 2,382 miles [A. M. 3, Fargo, N. Dak., to Seattle, Wash., 1,532 miles; A. M. 16, Chicago, Ill., to Winnipeg, Canada, 850 miles; contractor, Northwest Airlines, Inc.]

Table with columns for Trip 11a, Trip 9a, Trip 7a, Trip 3a, Trip 1a, Trip 5a, Effective Aug. 1, 1938, Trip 2a, Trip 6a, Trip 4a, Trip 8a, Trip 10a, Trip 14a. Rows list departure and arrival times for various routes including Chicago, Milwaukee, St. Paul, Minneapolis, Fargo, Grand Forks, Winnipeg, Bismarck-Mandan, Miles City, Billings, Butte, Helena, Missoula, Spokane, Wenatchee, Yakima, and Portland.

1 Service suspended pending airport improvements. 2 Service at Butte temporarily suspended account field condition. Trips 1, 2, 5, and 6 routed via Helena during period of suspension. • Daily.

A. M. 13

Effective August 1, 1938: Trip 3, leave Los Angeles 9:30 a. m., Long Beach 9:50 a. m., arrive San Diego 10:30 a. m.

A. M. 19

Effective August 1, 1938: Trip 5, leave Great Falls 8:10 a. m. and operate 15 minutes earlier to Salt Lake City.

A. M. 28

Effective August 1, 1938: Trip 6, leave Billings 1:45 p. m. and operate 15 minutes later to Great Falls. Sincerely yours,

J. W. COLE, Acting Second Assistant Postmaster General.

Large table with four main columns: POSTMASTERS COMMISSIONED, POSTMASTERS COMMISSIONED, POST-OFFICE CHANGES, and STAR ROUTE SERVICE. Each column contains detailed lists of appointments, changes, and route services across various states including Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

STAR ROUTE SERVICE

Changed
MISSOURI

45215. Stockton to Wagoner (n. o.). Correct statement of frequency of service so as to be 6 times a week, but no service required on holidays (8), unless specifically directed by the postmaster at Stockton.
45217. Greenfield to Seybert (n. o.). Correct statement of frequency of service so as to be 6 times a week but no service required on holidays (8) unless specifically directed by the postmaster at Greenfield.
45229. Plad to Buffalo. Correct statement of frequency of service so as to be 6 times a week, but no service required on holidays (8), unless specifically directed by the postmaster at Plad.

NORTH CAROLINA

18444. Washington to Tarboro railroad station. From July 23, 1938, increase frequency of service so as to be 6 times a week, 1 way only; allow contractor \$199 per annum additional pay.

OHIO

31385. Part A, Midland railroad station to Lyndon; part B, Greenfield to South Salem. From Aug. 1, 1938, change and restate service so as to be as follows; deduct \$626.97 per annum from pay of contractor and allow him as extra pay 1/2 of the sum deducted: From Midland railroad station by Midland, Martinsville, New Vienna, and Highland to Leesburg, 22.7 miles and back, 6 times a week, omitting East Monroe, Greenfield, and Lyndon, also part B.

OKLAHOMA

53196. Part A, Muskogee to Okmulgee; part B, Okmulgee to Muskogee. From Aug. 7, 1938, change and restate service on part A only, so as to be from Muskogee by Boynton, Morris, and Okmulgee to Henryetta bus station, 57 miles; 7 round trips a week between Muskogee and Okmulgee (43 miles), and 1 one-way trip a week between Okmulgee and Henryetta (bus station) (14 miles), and allow contractor \$13.95 per annum additional pay.

53303. Tuskahoma to Laura (n. o.). (1) Restate original distance so as to be equal to 22 miles and back, instead of equal to 24.1 miles and back. (2) From Aug. 1, 1938, change and restate service so as to be from Tuskahoma by Red Hill (n. o.), Hendricks Corner (n. o.), Old Town (n. o.), Sweetman box (n. o.), Old Town (n. o.), Hamilton store (n. o.), Cupco Corner (n. o.), Lone Elm School (n. o.), Bog Hollow (n. o.), Stringler box (n. o.), and Bog Hollow (n. o.) to Yanush (n. o.), returning by Anderson Creek School (n. o.), Yanush (n. o.), Hamilton store (n. o.), and Old Town (n. o.) to Tuskahoma, equal to 25.5 miles and back, 6 times a week, but without the allowance of additional pay in accordance with agreement of contractor and sureties.

PENNSYLVANIA

10101. Bissell Corner (n. o.) to Hancock (N. Y.). From Aug. 1, 1938, change and restate service so as to be as follows, and allow contractor \$35.18 per annum additional pay: Part A, from Bissell Corner (n. o.), by Winterdale, and Autumn Leaves (n. o.), to Hancock (N. Y.), 11 miles and back, 6 times a week from Sept. 1 to June 30 of each year; part B, from Bissell Corner (n. o.), by Winterdale, Camp Scodale (n. o.), Winterdale, and Autumn Leaves (n. o.), to Hancock (N. Y.), 13.6 miles and back, 6 times a week from July 1 to Aug. 31 of each year.

WISCONSIN

39289. Rice Lake to Park Falls. Restate original distance so as to be 100 miles and back.

Schedules
GEORGIA

21117. Newport to Cherrylog: Leave Newport daily except Sunday 5:30 a. m. Arrive Cherrylog by 10:25 a. m. Leave Cherrylog daily except Sunday on receipt of mail from train due about 10:55 a. m., but not later than 12 m. Arrive Newport in 4 hours and 55 minutes. Effective Aug. 1, 1938.

IDAHO

70137. Lowell to Kooskia: Leave Lowell daily except Sunday 8 a. m. Arrive Kooskia by 11 a. m. Leave Kooskia daily except Sunday on receipt of mail from train due about 1:03 p. m., but not later than 2 p. m. Arrive Lowell in 3 hours. Effective Aug. 1, 1938.

NEVADA

75180. Lund to Ely: Leave Lund daily except Sunday 7 a. m. Arrive Ely by 8:30 a. m. Leave Ely daily except Sunday 12 m. Arrive Lund by 1:30 p. m. Effective Aug. 1, 1938.

STAR ROUTE SERVICE

Schedules
ARKANSAS

47126. Salem to Calico Rock: Leave Salem daily except Sunday on receipt of mail from Mammoth Spring due about 9 a. m., but not later than 10 a. m. Arrive Calico Rock in 3 hours. Leave Calico Rock daily except Sunday on receipt of mail from train due about 12:47 p. m. but not later than 2:30 p. m. Arrive Salem in 3 hours. Effective at once.

47329. Van Buren to Evansville: Leave Van Buren daily except Sunday 7:30 a. m. Arrive Evansville by 11 a. m. Leave Evansville daily except Sunday on receipt of mails from Stilwell, Okla. Arrive Van Buren in 4 hours. Effective at once.

47330. Van Buren to Short (Okla.): Leave Van Buren daily except Sunday on receipt of mail from train due about 11:30 a. m., but not later than 12:30 p. m. Arrive Short in 2 hours. Leave Short daily except Sunday 7 a. m. Arrive Van Buren in 2 hours. Effective at once.

47435. Part A, Pine Bluff to Little Rock (terminal R. P. O.); part B, Little Rock (terminal R. P. O.) to England:

Part A

Leave Pine Bluff daily 6 a. m. Arrive Little Rock (terminal R. P. O.) by 8:30 a. m. Leave Little Rock (terminal R. P. O.) daily 4:15 p. m. Arrive Pine Bluff by 6:45 p. m.

Part B

Leave Little Rock (terminal R. P. O.) daily except Sunday 12:15 p. m. Arrive England by 1:15 p. m. Leave England daily except Sunday 1:30 p. m. Arrive Little Rock (terminal R. P. O.) by 2:30 p. m. Effective Aug. 1, 1938.

KENTUCKY

29198. Lebanon Junction railroad station to Taylorsville:

Leave Lebanon Junction railroad station daily except Sunday, on receipt of mail from Cincinnati & Nashville Train 4 and Louisville & Norton Train 24, due about 6:23 a. m. and 6:28 a. m. respectively. Carrier is not to wait more than 15 minutes for arrival of train 24 after having received mail from train 4. Arrive Taylorsville in 2 1/2 hours. Leave Taylorsville daily except Sunday, 4:30 p. m. Arrive Lebanon junction railroad station by 7 p. m. Effective Aug. 1, 1938.

29660. Part A, Sacramento to South Carrollton railroad station; part B:

Part A

Leave Sacramento daily except Sunday, 10 a. m. Arrive Station by 11 a. m. Leave Station daily except Sunday, on receipt of mail from train due about 11 a. m., but not later than 12 m. Arrive Millport in 55 minutes. Leave Millport daily except Sunday, 10 minutes after arrival. Arrive Sacramento in 35 minutes.

Part B

Leave Sacramento daily except Sunday, 3:40 p. m. Arrive Millport by 4:15 p. m. Leave Millport daily except Sunday, 10 minutes after arrival. Arrive Station in 55 minutes. Leave Station daily except Sunday, on receipt of mail from train due about 5:20 p. m., but not later than 6:15 p. m. Arrive Sacramento in 1 hour. Effective Aug. 8, 1938.

LOUISIANA

49204. Lafayette to Maurice: Leave Lafayette daily except Sunday 6 a. m., and on receipt of mail from train due about 2:05 p. m., but not later than 3:05 p. m. Arrive Maurice in 30 minutes. Leave Maurice daily except Sunday, 5 minutes after arrival. Arrive Lafayette in 1 1/4 hours. Effective July 1, 1938.

49205. Lafayette to Abbeville: Leave Lafayette daily except Sunday 6 a. m., and on Sunday on receipt of mail from train due about 2:05 p. m. but not later than 3:05 p. m. Arrive Abbeville in 1 1/2 hours. Leave Abbeville daily except Sunday 8 p. m. and on Sunday 6 p. m. Arrive Lafayette in 2 hours. Effective July 1, 1938.

STAR ROUTE SERVICE

Schedules
MAINE

1115. Selden to Danforth: Leave Selden daily except Sunday about 7 a. m., or in time for mail to connect with westbound train. Arrive Danforth in 1 1/2 hours. Leave Danforth daily except Sunday on receipt of mail from train due about 9:30 a. m., but not later than 10:40 a. m. Arrive Selden in 1 1/2 hours. Effective July 22, 1938.

MICHIGAN

37306. Part A, Detroit (Roosevelt Park Annex) to Port Huron; part B, Detroit (Roosevelt Park Annex) to Port Huron; part C, Detroit (Roosevelt Park Annex) to Port Huron:

Part A

Leave Detroit (Roosevelt Park Annex) daily except Saturday, 12:50 a. m. Arrive Port Huron by 3:55 a. m. Leave Port Huron daily except Saturday 10 p. m. Arrive Detroit (Roosevelt Park Annex) by 12:45 a. m.

Part B

Leave Detroit (Roosevelt Park Annex) Saturday 12:45 a. m. Arrive Port Huron by 4:10 a. m. Leave Port Huron Saturday 10 p. m. Arrive Detroit (Roosevelt Park Annex) by 12:45 a. m.

Part C

Leave Detroit (Roosevelt Park Annex) daily except Sunday and holidays 8:45 a. m. Arrive Port Huron by 11:05 a. m. Leave Port Huron daily except Sunday and holidays 7:25 p. m. Arrive Detroit (Roosevelt Park Annex) by 9:45 p. m. Effective July 22, 1938.

37349. Hillsdale to junction of Highways 112 and 127 (n. o.):

Leave Hillsdale daily except Sunday on receipt of mail from trains due about 7:45 a. m. and 8:13 a. m., but not later than 9:15 a. m. Arrive Somerset in 1 hour and 35 minutes. Leave Somerset daily except Sunday 11 a. m. Arrive Hillsdale by 12:25 p. m. Leave Hillsdale daily except Sunday and holidays 3:30 p. m. Arrive junction of Highway 112 and 127 (n. o.) by 5:10 p. m. Leave junction of Highways 112 and 127 (n. o.) daily except Sunday and holidays on receipt of mail from outbound afternoon trip of Jackson star route (37330), but not later than 5:30 p. m. Arrive Hillsdale in 1 hour and 35 minutes. Effective July 22, 1938.

MISSOURI

45402. From Springfield to Chadwick: Leave Springfield daily 7:20 a. m. Leave station daily on receipt of mail from train due about 7:30 a. m., but not later than 9 a. m. Arrive Chadwick in 2 hours. Leave Chadwick daily except Sunday 2:30 p. m. and Sunday immediately after arrival. Arrive Springfield in 2 1/2 hours. Effective July 22, 1938.

NORTH CAROLINA

18444. Washington to Tarboro railroad station: Leave Washington daily except Sunday 8 p. m. Arrive Tarboro railroad station by 10:15 p. m. Effective July 23, 1938.

WISCONSIN

39165. Eau Claire to Rice Lake: Leave Eau Claire daily except Sunday 11:10 a. m. Arrive Rice Lake by 1:40 p. m. Leave Rice Lake daily except Sunday 3 p. m. Arrive Eau Claire by 5:30 p. m. Effective Aug. 1, 1938.

39236. Hustisford to Woodland: Leave Hustisford daily except Sunday 7:30 a. m. and 5:15 p. m. Arrive Woodland in 30 minutes. Leave Woodland daily except Sunday on receipt of mail from trains due about 8:30 a. m. and 6:41 p. m., but not later than 10 a. m. and 7:30 p. m. Arrive Hustisford in 30 minutes. Effective Aug. 1, 1938.

39289. Rice Lake to Park Falls: Leave Rice Lake daily except Sunday 8:35 a. m. Leave Rice Lake railroad station after arrival of train due 8:43 a. m., but not later than 11 a. m. Arrive Loretta in 3 hours. Leave Loretta 25 minutes after arrival. Arrive Park Falls in 1 1/4 hours. Leave Park Falls daily except Sunday 15 minutes after arrival. Arrive Rice Lake in 4 1/2 hours. Effective Aug. 1, 1938.

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
MONTANA

63181. From Galata to Grandview (n. o.): *When motor vehicle can be used* Leave Galata Monday, Wednesday, and Friday, 8:30 a. m. Arrive Grandview (n. o.) by 11 a. m. Leave Grandview (n. o.) Monday, Wednesday, and Friday immediately after arrival, but not prior to 11 a. m. Arrive Galata in 2 hours. *When motor vehicle cannot be used and road and weather conditions are unfavorable, or when motor vehicle cannot be used* Leave Galata Monday, Wednesday, and Friday 8 a. m. Arrive Grandview (n. o.) by 3 p. m. Leave Grandview (n. o.) Tuesday, Thursday, and Saturday 8 a. m. Arrive Galata by 3 p. m. Effective at once.

OHIO

31961. Greenfield to South Salem: Leave Greenfield daily except Sunday 7 a. m. Arrive Lyndon by 7:15 a. m. Leave Lyndon daily except Sunday 7:25 a. m. Arrive Greenfield by 7:40 a. m. Leave Greenfield daily except Sunday 4:30 p. m. Arrive South Salem by 5 p. m. Leave South Salem daily except Sunday 5:10 p. m. Arrive Greenfield by 5:40 p. m. Effective Aug. 1, 1938.
31385. Midland railroad station to Leesburg: Leave Midland railroad station daily except Sunday 7:15 a. m. Arrive Leesburg by 8:15 a. m. Leave Leesburg daily except Sunday 5:30 p. m. Arrive Midland railroad station by 6:30 p. m. Effective Aug. 1, 1938.
31392. Newark to Mount Vernon: Leave Newark daily except Sunday on receipt of mail from trains due about 1:15 p. m., but not later than 2 p. m. Arrive Mount Vernon in 1 hour. Leave Mount Vernon daily except Sunday 7:30 p. m. Arrive Newark by 8:30 p. m. Effective Aug. 1, 1938.

OKLAHOMA

53196. Part A, Muskogee to Henryetta bus station; part B, Okmulgee to Muskogee: *Part A* Leave Muskogee daily 8:15 a. m. Arrive Okmulgee by 9:27 a. m. Leave Okmulgee daily 2:09 p. m. Arrive Muskogee by 3:25 p. m. Leave Okmulgee Sunday 9:27 a. m. Arrive Henryetta (bus station) by 9:57 a. m. *Part B* Leave Okmulgee daily 8:18 p. m. Arrive Muskogee by 9:35 p. m. Effective Aug. 7, 1938.
53303. Tuskahoma to Yanush (n. o.): Leave Tuskahoma daily except Sunday 8 a. m. Arrive Yanush (n. o.) by 11:30 a. m. Leave Yanush (n. o.) daily except Sunday 11:30 a. m. Arrive Tuskahoma by 1:30 p. m. Effective Aug. 1, 1938.

PENNSYLVANIA

10101. Parts A and B, Bissell Corner (n. o.) to Hancock (N. Y.) (waiver): *Part A* *When motor vehicle can be used (from about May 1 to June 30 and about Sept. 1 to Oct. 31)* Leave Bissell Corner (n. o.) daily except Sunday 9:40 a. m. Arrive Hancock by 11:30 a. m. Leave Hancock daily except Sunday 2 p. m. Arrive Bissell Corner (n. o.) by 4 p. m. *When motor vehicle cannot be used (from about Nov. 1 to Apr. 30)* Leave Bissell Corner (n. o.) daily except Sunday 8:40 a. m. Arrive Hancock by 12 m. Leave Hancock daily except Sunday 2 p. m. Arrive Bissell Corner (n. o.) by 4:40 p. m. *Part B—July 1 to Aug. 31* Leave Bissell Corner (n. o.) daily except Sunday 9:40 a. m. Arrive Hancock by 11:30 a. m. Leave Hancock daily except Sunday 2 p. m. Arrive Bissell Corner (n. o.) by 5 p. m. Effective Aug. 1, 1938.