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The Postal Bulletin

For the information and guidance of officers and employees of the Postal Service

VOL. LIX

WASHINGTON, TUESDAY, JULY 26, 1938—Three Pages

No. 17489

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 con-

form 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 ounches 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 ounches 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 in the absorbent material to the control of 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 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 remittance to cover only the cost of the stamps required for affixing. Postside 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 (95pound 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.

HARLLEE 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 handstamp 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

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 cancelations of the new stamp on August 18 may send a limited number of addressed covers, not in excess of 10, age 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.

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.]												
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
5:20 p.m.	5:30 p.m.	8:00 a.m.	9:30 p.m.			LvChicago, Ill. (C. T.)			10:40 a.m.	7:55 p.m.	3:50 p.m.	8:15 p.m.
5:55 p.m.		8:35 a.m. 8:40 a.m.			7:05 a.m. 7:10 a.m.	$egin{pmatrix} \operatorname{Ar} \ \operatorname{Lv} \end{bmatrix}$ - Milwaukee, Wis $\left\{ egin{matrix} \operatorname{Lv} \ \operatorname{Ar} \end{matrix} \right\}$	11:10 p.m.	7:00 a.m. 6:55 a.m.				7:40 p.m. 7:35 p.m.
6:00 p.m.		10:30 a.m.			1	Rochester, Minn	11.00 p.m.	0.55 a.m.			2:20 p.m.	1.00 p.m.
						$\left\{ egin{array}{ll} Ar \\ Lv \end{array} \right\}$ -St. Paul, Minn. $\left\{ egin{array}{ll} Ar \\ Ar \end{array} \right\}$						
8:00 p.m.	7.25 n m	11:00 a m	11:35 p.m.	2.25 n m	9:00 a.m.	Ar) (Ar	9:25 p.m.	5:15 a m	8:50 a.m.	5:50 p.m.	1:45 n m	5:45 p.m.
6.00 р.ш.	7.00 p.m.	Trip 25a	11.35 p.m.	0.00 р.ш.	9.00 a.m.	Minneapolis, Minn	9.20 p.m.	5.15 а.ш.	0.50 a.m.	0.50 р.ш.	1.40 p.m.	0.10 p.m.
		l	11.50 n m	3:50 n m	9:20 a.m.		9:00 p.m.	4.50 g m	8:25 a.m.	5:20 p.m.		
	· •	11:05 a.m.			10:05 a.m.	Ar Lv - Fargo, N. Dak Ar	7:45 p.m.	2:35 a.m.	7:10 a.m.	3:55 p.m.	Trip 22a	
	Trip 21a					Lv raigo, N. Dak(Ar	7.05	0.05	7.00 a	0.40		
	5:30 a.m.	11:20 a.m.	1:25 a.m.	5:25 p.m.	10:55 a.m.	Grand Forks, N. Dak.1	7:35 p.m.	3:25 a.m.	7:00 a.m.	3:40 p.m.	7:25 p.m.	
	7:35 a.m.	12:50 p.m.	}		1	Ar_Winnipeg, CanadaLv				2:15 p.m.	5:25 p.m.	
					12:10 p.m.	${f Ar} \ {f Lv}$ Bismarck-Mandan, N. Dak ${f Lv}$	6:30 p.m.		5:55 a.m.			
				6:50 p.m. 7:25 p.m.	12:20 p.m.	Miles City, Mont. (M. T.)	6:20 p.m.		5:50 a.m. 3:30 a.m.			
		•	3:40 a.m.	8:15 p.m.	1:35 p.m.	(T = 1	3:20 p.m.	11:35 p.m.	2:35 a.m.			
			3:55 a.m.	8:40 p.m.	2:00 p.m.	$egin{array}{c} \mathbf{Ar} \\ \mathbf{Lv} \end{array}$ -Billings, Mont\{\bar{Ar}}	3:00 p.m.		2:15 a.m.			
				9:50 p.m. 10:00 p.m.	3:10 p.m. 3:20 p.m.	${ { m Ar} \brace { m Lv}}$ Butte, Mont. ${ { m Butte}, Mont.}$	1:55 p.m. 1:45 p.m.	10:15 p.m. 10:05 p.m.				
			5:10 a.m.		0.20 p.m.	Ar Lv Helena, Mont		p.m.	1:10 a.m.			
			5:15 a.m.			Lv Missoule Mont (M.C.)	1.05 m ==		1:00 a.m.			
		Trip 7a	5.50 a m	10:40 p.m.	4:10 p.m. 4:10 p.m.	Missoula, Mont. (M.T.)	1:05 p.m. 11:00 a.m.	7:40 p.m.	10:35 p.m.	Trip 8a	1	
		6:15 a.m.		10:55 p.m.		Lv)Spokane, wasn. (F.1.)(Ar	10:45 a.m.	7:15 p.m.	10:20 p.m.	7:25 p.m.		
		7.00			F.O.F	Wenatchee, Wash		6:20 p.m.		6:25 n m		

^{9:25} a.m. | 5:15 p.m. | 9:00 p.m. 7:50 a.m. | 12:25 a.m. | 6:20 p.m. Service suspended pending airport improvements. Service at Butte temporarily suspended account field condition. Trips 1, 2, 5, and 6 routed via Helena during period of suspension. Daily.

Effective August 1, 1938:

7:30 a.m. 8:25 a.m.

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

Effective August 1, 1938:

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

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.

POSTMASTERS COMMISSIONED

Presidential

June 23, 1938

Sc Fort Defiance, Ariz., Robert E. Briscoe.

2sh Conway, Ark., Herbert D. Russell.

3sh Cotter, Ark., Frank B. Ortman.

2sh Paris, Ark., William F. Elsken.

3sh Lake Arrowhead, Calif., Mrs. Ethel M.

Strong.

Sh San Clemente, Calif., Mrs. Bernice M.

8h Washington, Conn., Clarence H. Daven-

5h Washington, Cohn., Clarence H. Dave port.
2sh Milford, Del., John E. Mayhew.
2h Calhoun, Ga., Burgess Y. Dickey.
2h Millen, Ga., W. Brantley Daniel.
3h Bluffs, Ill., Thomas Bernard Meehan.
3h Bowen, Ill., Ieslie O. Cain.
3h Kinmundy, Ill., Fred O. Grisson.
3h Port Byron, Ill., Mrs. Marguerite Lamb.

Lamb.

Sh Shannon, Ill., Alfred J. Geiseman.

Sh Toluca, Ill., John W. Foster.

sh Gary, Ind., William J. O'Donnell.

Sh Oaklandon, Ind., Mrs. Cora Riley.

Sh West Lebanon, Ind., Mrs. Mamie N. Judy.

Sh Aplington, Iowa, Mrs. Celia Boom.

Sh Hampton, Iowa, Howard C. Shafer.

Sh Jefferson, Iowa, Mrs. Lilly B. Gibbons.

Sh Manilla, Iowa, Frank E. H. Proescholdt.

Sh Scranton, Iowa, Orlow L. Goodrich.

Sh Stranton, Iowa, Orlow L. Goodrich.

Sh Atwood, Kans., Mrs. Sophia Kesselring.

Sh Oswego, Kans., John C. Carpenter.

3c Otis, Kans., Edison Brack.

Sh St. Francis, Kans., Leigh D. Dowling.

Sc Gueydan, La., Clarence H. Bonin.

Sh Jackman Station, Maine, Cyril Cyr.

Sh Sangerville, Maine, Milton Edes.

Sh Sangerville, Maine, Milton Edes.Sh North Chelmsford, Mass., John E. Harrington.

3h North Wilbraham, Mass., James B. Logan. 2sh West Concord, Mass., Miss Margaret E.

Coughlin.

Sh Alto, Mich., Josephine Salsbury (Miss).

Sh Breckenridge, Mich., John Leon Brecken-

3sh Hudsonville, Mich., Eugene E. Hubbard.
3h Kaleva, Mich., John E. Rengo.
3sh Linden, Mich., John E. Hogan.
2sh Manistee, Mich., Edward J. Talbot.
3sh Marlette, Mich., Frederick J. Erwin.
3h Onekama, Mich., Edward L. Kenny.
3h Otisville, Mich., Mrs. Catherine C. Laing.
3sh Reese, Mich., Miss Martha M. Kern.
2sh Vassar, Mich., Asa E. Streeter.
3sh Wakefield, Mich., Arthur Cavender.
3sh St. Ignatius, Mont., Joseph Buckhouse.
3h De Witt, Nebr., George W. Nicholas, Jr.
3sh Louisville, Nebr., Mrs. Ethel L. Ossenkop.
2sh Mitchell, Nebr., Henry C. Cope.
3sh Morrill, Nebr., Mrs. Eva G. Quick.
3h Shickley, Nebr., Amos Frieden.
3sh Battle Mountain, Nev., Mrs. Anne M.
Holcomb. 3sh Hudsonville, Mich., Eugene E. Hubbard,

Holcomb.

Sc Bradford, N. H., George H. Simpson.

Sh Chaumont, N. Y., Horace G. Shepard.

Sh Lowell, Ohio, Benjamin E. Bowden.

2sh Osborn, Ohio, Wilver T. Naragon.

54 Green Lane, Pa., Wilmer F. Sowers.

3c Chiloquin, Oreg., Ermel H. Hosley. sh Altoons, Pa., Arthur B. Clark.

POSTMASTERS COMMISSIONED

Presidential

3h Kersey, Pa., Miss Caroline E. Boyer 3c Wysox, Pa., Miss Caroline E. Boyer.
3c Wysox, Pa., Miss Mary A. Fitzgerald.
5sh Branchville, S. C., Curtis W. Dukes.
3h Ellenton, S. C., Basil T. Brinkley.
2h Greer, S. C., William B. Smith.
3sh McColl, S. C., Mrs. Harriette H. McLaurin

rin.

3h Trenton, S. C., Errett Zimmerman.

3sh Woodruff, S. C., Reuben Vance Lanford.

3sc Hurley, S. Dak., Mrs. S. Pearl Hutchinson.

3sh Stinnett, Tex., Willie R. Goodwin.

#2sc Bristol, Va., Clarence H. Drinkard.

3h Independence, Va., Mrs. Carolyn C.

Bryent

Sh Independence, Va., Mrs. Caroyn C.
Bryant.

Sh South Boston, Va., Elijah S. Slate.

Sh Virgilina, Va., Willie R. Slagle.

Sh Elkhorn, W. Va., Mrs. Eulalie B. Wheeler.

Sh Flemington, W. Va., George O. Sinsel.

Sh Fort Gay, W. Va., Chauncy R. Crabtree.

Sh Paw Paw, W. Va., John W. McNabb.

Sh St. Albans, W. Va., Harry E. Riddleberger.

Sh Sutton, W. Va., Ben Gillespie.

Sh Union, W. Va., Henry S. Ellison.

Sh Birnamwood, Wis., Dale J. Cannon.

c New postmaster. h Reappointment.

Service postmaster.
s Postal-savings depository.
First-class offices paying \$3,700 or less and all

second-class offices.

3 Third-class offices.

ACTING POSTMASTERS APPOINTED

Fourth Class

Braithwaite, La., Miss Alma Maloof. July 7,

1938. Ostrica, La., Fred Preusch. July 1, 1938 Lahore, Va., Joseph M. Jackson. July 19, 1938. Highgate Center, Vt., Joseph A. Tremblay. July 18, 1938.

POSTMASTERS' NAMES CHANGED BY MARRIAGE

Klein, Mont. Miss Anna M. Racki changed her name to Mrs. Anna M. Masini on July 16,

Cherryplain, N. Y. Miss Emogene J. Malone changed her name to Mrs. Emogene J. Goodrich on July 20, 1938.

POST-OFFICE CHANGES

Discontinued-Fourth Class

MISSOURI Strother, Monroe County, route 45137. Effective Aug. 15, 1938. Mail to Santa Fe.

NORTH DAKOTA Carpenter, Rolette County, route 61108. Effective Aug. 15, 1938. Mail to St. John.

Sites Changed

CALIFORNIA
De Luz, San Diego County, ½ mile south on route 76441. Order of July 22, 1938.

POST-OFFICE CHCNGES

Sites Changed

COLORADO San Isabel, Custer County, 200 yards south on route 65311. Order of July 22, 1938.

INDIANA

Putnamville, Putnam County, 78 feet east on routes 105724 and 233198 (1,584 feet from depot). Order of July 22, 1938.

Wild Cat, Clay County, 200 yards southeast on route 30015. Order of July 21, 1938.

MISSOURI

Blanche, Douglas County, 200 feet southeast on route 45493. Order of July 22, 1938.

NEW HAMPSHIRE
Milton Mills, Strafford County, 100 feet north
on route 2137. Order of July 22, 1938.

NEW YORK

Bowmansville, Erie County, 500 feet west on route 7269. Order of July 22, 1938.

PENNSYLVANIA

Euclid, Butler County, 100 feet south on routes 115707 and 211302. Order of July 22, 1938.

UTAH Glendale, Kane County, 700 feet south on route 69173. Order of July 22, 1938.

VIRGINIA

Lee Mont, Accomac County, 25 yards east on route 14391. Order of July 22, 1938.

WISCONSIN
Cutler, Juneau County, 1,100 feet north on route
110735 (500 feet from depot). Order of July 21, Dunbar, Marinette County, 231 feet northwest on route 39143. Order of July 21, 1938.

RURAL DELIVERY SERVICE

Discontinuance of Rural Station

Vandercook Lake rural station, tributary to post office at Jackson, Mich., effective July 30, 1938.

STAR ROUTE SERVICE

Established

OHIO 31392. From Newark by Vanatta, St. Louisville, and Utica to Mount Vernon, 24.9 miles and back, 6 times a week. Contractor required to transport all classes of mail to and from intermediate affects by the transport and to transport. mediate offices, but not required to transport parcel post and ordinary paper mail from Newark for Mount Vernon, nor from Mount Vernon for Newark and connections. From

Aug. 1, 1938 to June 30, 1939. Norris Smith of Utica, Ohlo, contractor, at \$756 per annum. 31961. From Greenfield by Lyndon to South Salem, 5.4 miles and back, 12 times a week between Greenfield and Lyndon (3.9 miles) and 6 times a week between Lyndon and South Salem (1.5 miles). No box service. Contract vith Edwin Davis, 412 Pine St., Greenfield, Ohio, for temporary star route service from Aug. 1, 1938, to June 30, 1939, at the rate of \$468 per annum.

STAR ROUTE SERVICE

Established

5:25 p.m.

NEVADA 75180. From Lund by Preston to Ely, 35.5 miles and back, 6 times a week. From Aug. 1, 1938 to June 30, 1942. R. D. McKenzie, of Ely, contractor, at \$1,485 per annum.

Changed

ARKANSAS
47435. Pine Bluff to Little Rock (terminal R. P. O.). From Aug. 1, 1938, change and restate service so as to be as follows and allow restate service so as to be as follows and allow contractor and subcontractor \$507.72 per annum additional pay: Part A, from Pine Bluff by Sherrill, Tucker, Ferda, England, Keo, Scott, and Little Rock to Little Rock (terminal R. P. O.), 53.8 miles and back, 7 times a week; part B, from Little Rock (terminal R. P. O.) by Little Rock, Scott, and Keo to England (Arkansas) 26.7 miles and back, 6 times a week

21117. Newport to Cherrylog. From Aug. 1, 1938, change and restate service so as to be from Newport by Fred Aarons box (n. o.), C. H. Garlands box (n. o.), Aska and Due to Cherrylog, 14.5 miles and back, 6 times a week, and allow contractor \$21,200 per portugator \$21,200 per and allow contractor \$21.32 per annum addi-

TDAHO
70137. Lowell to Kooskia. From Aug. 1, 1938, increase frequency of service so as to be 6 round trips a week, all year; allow contractor \$300 per annum additional pay. tional pay.

KENTUCKY 29660. Sacramento to South Carrollton railroad station. From Aug. 8, 1938, change and restate service as follows and allow contractor \$229.44 per annum additional pay: Part A, from Sacraroad station, returning by Bremen, and Millport, to Sacramento, equal to 12.5 miles and back, 6 times a week. Part B, from Sacramento, by Millport, and Bremen, to South Carrollton railroad station, returning by Bremen, to Sacramento, equal to 12.5 miles and back, 6 times a week.

LOUISIANA 49204. Lafayette to Youngsville. From July 1, 1938, change and restate service so as to be from Lafayette to Maurice, returning by Milton

Lafayette to Maurice, returning by Milton and Youngsville to Lafayette, equal to 15.5 miles and back, 12 times a week; deduct \$132.44 per annum from pay of contractor and allow him as extra pay 1/2 of the sum deducted.

49205. Lafayette to Abbeville. From July 1, 1938, change and restate service so as to be from Lafayette to Abbeville, 21.25 miles and back, 7 times a week; deduct \$163.57 per annum from pay of contractor and allow him as extra pay one-twelfth of the sum deducted.

WYOMING
64262. Meriden to A. Wilkinson ranch (n. o.).
From Aug. 1, 1938, change service on outward trip from Meriden so as to embrace Kirkbride ranch (n. o.) between Frank Wilkinson ranch (n. o.) and A. Wilkinson ranch (n. o.), increasing distance equal to 1 mile and back increasing distance equal to 1 mile and back, but without allowance of additional pay, in accordance with agreement of contractor and

sureties.

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 holi-days (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

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 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 ½2 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. 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 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

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.), Sweatman box (n.o.), Old Town (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 Ander-(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 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. 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.

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 p. m. but not later than 2:30 p. m. Arrive Salem in 3 hours.

Effective at once.
7329. 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 re-ceipt of mails from Stilwell, Okla.

Arrive Van Buren in 4 hours. Effective at once. 17330. Van Buren 13 Short (Okla.): Leave Van Buren daily except Sunday on re-ceipt 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. 435. 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.

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

Arrive Taylorsville in 2½ hours. Leave Taylorsville daily except Sunday, 4:30

Arrive Lebanon junction railroad station by 7 p. m.
Effective Aug. 1, 1938.
29660. Part A. Sacramento to South Carrollton railroad station; part B:

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. Effective Aug. 8, 1938.

LOUISIANA

49204. Lafayette to Maurice: Leave Lafayette to Maintee.

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 arrivel.

after arrival.

Arrive Lafayette in 1½ 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

Arrive Abbeville in 1½ hours. Leave Abbeville daily except Sunday 8 p. m. and on Sunday 6 p. m. Arrive Lafavette 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 1½ 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 1½ hours. Effective July 22, 1938.

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

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 s. 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. 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 2½ 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

Arrive Rice Lake by 1:40 p. 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 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

Arrive Loretta in 3 hours. Leave Loretta 25 minutes after arrival. Arrive Park Falls in 134 hours. Leave Park Falls daily except Sunday 15 minutes after arrival. Arrive Rice Lake in 4½ 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 Fri-

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 can be used and road and weather conditions are unlavorable, or when motor vehicle cannot be used

Leave Galata Monday, Wednesday, and Fri-

day 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.

rrive 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.
1392. 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

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

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 Honwett (hos total a hos) Arrive Henryetta (bus station) by 9:57 a. m.

Part B

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. ô.) by 4:40 p. m.
Part B—July 1 to Aug. 31 Leave Bissell Corner (n. o.) daily except Sun-

day 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.

U. S. GOVERNMENT PRINTING OFFICE: 1938