Published daily, except Saturdays, Sundays, and legal holidays, by direction of the Postmaster General

The Postal Bulletin

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

VOL. LIX

WASHINGTON, FRIDAY, AUGUST 12, 1938—Three Pages

No. 17502

FIRST ASSISTANT POSTMASTER GENERAL, Washington, August 11, 1938.

USE OF FORM 3950

It has been noted by the Department that some postmasters after completing Forms 3950 concerning irregularities in the handling of special delivery mail are sending them direct to the Department. This is not the correct procedure. When an error is noted, Form 3950 should be completed and submitted direct to the office at fault. A space is provided at the bottom of the form for an explanation of the irregularity which should be completed at the office of origin to show the employee at fault and the action taken to eliminate such irregularities in the future. See page 3 of the May 1938 Supplement to the Postal Guide concerning the use of Form 3950.

AIR MAIL SERVICE—A. M.-13

Effective August 15, 1938: Trip 3a, leave Salt Lake City 6:45 a.m.; Las Vegas 8:05 a.m.; Los Angeles 9:35-9:45 a.m.; Long Beach 10:05 a.m.; arrive San Diego 10:45 Effective on the dates shown the following service is authorized:

A. M. 1, New York, N. Y., to San Francisco, Calif., 2,773 miles; A. M. 17, Cheyenne, Wyo., to Denver, Colo., 99 miles

[Contractor United Air Lines Transport Corporation]

										[Contractor, United Air Lines Transport Corporation]										
Trip 37a	Trip 7a	Trip 21a	$\begin{bmatrix} \operatorname{Trip} \\ 19a \end{bmatrix}$	Trip 11a	Trip 15a	Trip 9a	Trip 5a	Trip 3a	Trip 1a	Effective Aug. 15, 1938	Trip 2a	Trip 4a	Trip 6a	Trip 16a	Trip 10a	Trip 8a	Trip 14a	Trip 12a	Trip 181	Trip 34a
p.m. 4:31	p.m. 4:05	p.m. 1:00	p.m. 12:15	p.m. 3:15	p.m. 10:45	p.m. 6:15	p.m. 11:45	p.m. 5:15	a.m. 8:30	LvNew York, N. Y. (E. T.) (Newark Airport)	1	p.m. 2:25	p.m. 9:20	p.m. 7:25	p.m. 1:44	a.m. 2:10	p.m. 5:10 4:35	p.m. 4:44	p:m. 10:14	
4.31	6:45									LvAllentown-Bethlehem, Pa			7:05 7:00				4.30			
7:00	6:50 7:10			6:00	a.m. 1:30	9:00	a.m. 2:30		11:15		7:00	12:05		5:05		p.m. 11:50	2:40			
Trip 17a										Cleveland, OhioLv							j			
a.m. 7:05 7:47	7:25 8:07			6:15	1:45	9:15	2:45		11:30	Lv Toledo, OhioAr	6:45	a.m. 11:50	6:30 5:55	4:50		11:35	2:25 1:50			p.m. 7:30 6:55
8:24		1	1	7:25	2:55	10:25	3:55	9:00	p.m. 12:40			9:00	-	2:00	a.m. 8:45	8:45	a.m.	a.m. 11:45	5:15	\
			Trip 31a	7:45 8:58	3:20	1		9:15		Ar Lv - Chicago, Ill. (C. T.)	3:34	1		1:45			Trip		0.10	
			p.m.	9:32						Iowa City, Iowa						5:50	a.m.			
			1:35 2:30	10:34 11:29		a.m. 1:19	6:54		3:34	Des Moines, Iowa	1:09	6:20	12:11 a.m.		6:05	5:00 4:00				
			2:40 3:09		6:14	1:34	7:09		3:49	Ar Lv Lv Lincoln, Nebr Ar	12:54	1			5:50	3:42 3:15				
		į	0.03		7:16 8:21					Grand Island, NebrNorth Platte, Nebr			11:08 10:13			0.10				
		Trip	Trip 5a 1	$ \operatorname{Trip}_{3a^{1}} $	0.21						p.m.		20/10			Trip 4a i	Trip 6a 1	Trip		
		p.m. 9:20	p.m. 6:45	$\frac{a.m.}{3:50}$	8:45 9:00	3:28 3:43		2:03 2:18		${\operatorname{Ar} \atop \operatorname{Lv}}$ -Cheyenne, Wyo. (M. T.)	9:18 9:6					a.m. 1:55	a.m. 8:45	$\overline{p.m.}$ 9:10		ĺ
		10:05	7:30				9:08		5:48					a.m. 7:50		1:10	8:00	8:25		
							9:23		6:03	Ar Lv Denver, Colo Lv Rock Springs, Wyo.3				7:35						İ
					11:44	6:27			9:10	Ar Salt Lake City, Utah (M. T.) Ar	6:28			4:50	12:03					
							12;50	5:20 	9:50	Elko, Nev. (P. T.)			2:17		_					
							2:47		11:32	Reno, Nev Sacramento, Calif.3	2:45		12:45 p.m.						-	1
				·			4:12 4:22	8:25		${\operatorname{Ar} \atop \operatorname{Lv}}$ -San Francisco, Calif	1:10 1:00	6:35	11:10 11:00							
		<u> </u>					$\frac{4:37}{6:16}$	$\frac{8:40}{11:33}$	1:22	ArOakland, CalifLv ArSeattle, WashLv	12:45	$\frac{6:20}{5:15}$								
							3:35		12:15	Ar_Los Angeles, CalifLv	1:18		12:00							<u> </u>

¹ Route A.M. 17 service. ² Effective Aug. 16, 1938. ³ Stop temporarily discontinued pending airport improvements. *a* Daily.

A. M. 11, Seattle, Wash., to San Diego, Calif., 1,264 miles

[Contractor, United Air Lines Transport Corporation] Trip 12a | Trip 8j Effective Aug. 15, 1938 Trip 3a Trip 1j | Trip 11a Trip 2a Trip 6a Lv__Seattle, Wash. (P. T.)____Ar 9:05 p.m. 3:45 p.m. 8:45 a.m. 8:18 a.m. 3:15 p.m. 11:41 p.m 12:30 p.m. _Tacoma, Wash.i 8:03 a.m. 9:25 p.m. 7:12 a.m. 2:21 p.m. 10:47 p.m. 6:57 a.m. 2:11 p.m. 10:37 p.m. 5:28 a.m. 12:50 p.m. 9:43 a.m. 10:11 p.m. 4:43 p.m. 1:36 p.m. _Portland, Oreg___. 9:53 a.m. 10:29 p.m __Medford, Oreg ____|12:11 a.m Sacramento, Calif.2.... 3:06 a.m. 10:40 a.m. 7:10 p.m. 2:23 a.m 8:22 p.m. 1:20 p.m. Trip 16a Trip 19a Trip 9a | Trip 17a | Trip 10a Trip 14a Trip 8a 6:55 p.m. 12:52 p.m. 2:55 p.m. 5:42 p.m. 10:52 p.m. 6:40 p.m. 12:40 p.m. 2:40 p.m. 5:30 p.m. 10:37 p.m. 2:51 a.m. 10:25 a.m. 4:35 p.m. 4:50 p.m. 5:00 p.m. 1:35 p.m. 9:08 a.m. 9:20 a.m. 1:50 p.m. 2:50 a.m. 8:55 p.m. 6:50 p.m. _San Francisco, Calif_ 2:29 a.m. 10:00 a.m. 6:30 p.m. 12:30 p.m. 2:30 p.m. 5:20 p.m. 10:27 p.m. 9:30 a.m. 2:00 p.m. 3:00 a.m __Monterey, Calif___ 11:45 a.m. 110:20 a.m. 4:10 p.m. 9:20 p.m. 8:15 p.m Bakersfield, Calif 12:43 a.m. 5:07 a.m 3:18 p.m. 11:52 a.m. _Santa Barbara, Calif_____ 11:50 p.m. 8:00 a.m. 4:30 p.m. 9:30 a.m. 12:30 p.m. 2:30 p.m. 8:00 p.m. 9:50 p.m. 7:00 p.m. 12:30 p.m. 11:05 p.m. 4:00 p.m. 9:58 p.m. 7:00 a.m.

San Diego, Calif. 7:53 a.m 9:05 p.m. 8:25 a.m. 8:08 p.m 1 Sept. 1, 1938, the stop at Tacoma will be discontinued because of unavailable airport facilities. 2 Temporarily suspended pending airport improvements. a Daily. j Daily except Sunday and

A. M. 12, Seattle, Washington, to Salt Lake City, Utah, 1,019 miles [Contractor, United Air Lines Transport Corporation]

	Trip 6a	Trip 4a	Effective Aug. 16, 1938		Trip 7a	Trip 5a	
		5:15 p.m.	LvSeattle, Wash. (P.T.)	Ar	11:33 a.m.	$\overline{6:16 \text{ p.m.}}$	
	See		Tacoma, Wash.1		11:17 a.m.		
Trip 42a	A.M. 11	6:13 p.m.	Ar Portland, Oreg	Lv	10:30 a.m.	5:10 p.m.	Trip 41a
7:50 a.m.	10:35 p.m.	6:23 p.m.	Lv()	Ar	10:20 a.m.		
9:04 a.m.	11:49 p.m.	7:39 p.m.	Arj	Lv	9:00 a.m.	3:38 p.m.	7:35 p.m.
Trip 17a	·						Trip 14a
9:15 a.m.	11:59 p.m.	7:49 p.m.	Lv	Ar	8:50 a.m.	3:28 p.m.	7:25 p.m.
9:40 a.m.			Walla Walla, Wash	.			7:05 p.m.
10:30 a.m.			ArSpokane, Wash. (P.T.)				6:05 p.m.
	2:25 a.m.	(2)	Boise, Idaho (M.T.)		(2)	3:09 p.m.	
	4:20 a.m.	11:36 p.m.	ArSalt Lake City, Utah	Lv	6:50 a.m.	1:00 p.m.	

¹ Sept. 1, 1938 the stop at Tacoma will be discontinued because of unavailable airport facilities.

A. M. 27 The stop at Lewiston-Auburn, Maine, has been suspended pending airport improvements.

W. W. Howes, First Assistant Postmaster General. SECOND ASSISTANT POSTMASTER GENERAL, Washington, August 9, 1938.

MAILS FOR THE MEXICAN STATES OF CANPECHE, YUCATAN, ETC.

Mails for the Mexican States of Campeche and Yucatan, originating in the fourth, sixth, seventh, eighth, tenth, eleventh, twelfth, thirteenth, and fourteenth divisions of the Railway Mail Service should be forwarded to New Orleans for dispatch from that office. Postmasters in other divisions of the Railway Mail Service will forward articles for the States of Campeche and Yucatan to New York unless specially addressed overland.

Parcel post, with the exception of special handling parcels and parcels too large to be enclosed in mail sacks for the Federal District (including Mexico City) for the States of Chiapas (excepting Amatan, Catazaja and Palenque), Colima, Guanajuato, Gueretaro, Guerrero, Hidalgo, Jalisco, Michoacan, Morelos, Oaxaca, Puebla, Tamaulipas, Tabasco, and Vera Cruz originating in the first, second, and third divisions of the Railway Mail Service including the States of New York and Pennsylvania should be forwarded to New York. Postal Union (regular) mails, special handling parcels, and parcels too large to be enclosed in mail sacks for the Federal District (including Mexico City) and the Mexican States named should be routed overland. Parcel post originating in the other divisions of the Rail-

² Stops will be resumed as soon as airport is suitable for Douglas DC-3 equipment.

Trip 5, Portland to Seattle, route A. M. 11 service.

way Mail Service should be forwarded to destination the same as heretofore. Offices in the States concerned sending parcels for Mexico to New York should include them in the "New York—Foreign—Parcel Post" sacks (or pouches). However, when the number (or size) of parcels warrant, separate "New York-Foreign-Parcel Post" sacks should be made up and labels endorsed "Mexico."

See scheme for registered mails on pages 222 and 223 of the current

Official Postal Guide (Part II).

The foregoing modifies the instructions set forth under the heading "Mexican States of Yucatan and Campeche" on page 30 of the current Official Postal Guide (Part II).

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

THIRD ASSISTANT POSTMASTER GENERAL, Washington, August 10, 1938.

NEW ISSUE OF 10-CENT ORDINARY POSTAGE STAMPS

Postmasters are hereby advised that the 10-cent stamp bearing the likeness of John Tyler will be the next denomination to be made available in the new regular series.

The stamp will conform in size and general design to the preceding denominations of this series, with the addition of a single-line border. The stamp will be printed in salmon by the rotary process and issued in sheets of 100.

The new 10-cent stamp will be first placed on sale at Washington, D. C. on September 2, 1938, and at other post offices as soon thereafter as practicable.

Stamp collectors desiring first-day cancelations of the new stamp on September 2 may send a limited number of addressed covers, not in excess of 10, to the Postmaster, 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 10-cent stamp will be placed on sale at the Philatelic Agency, Washington, D. C., on Sept. 2, 1938. To insure prompt shipment, mail orders to the agency must be limited to the 10-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 10-cent So far as production will permit, all regular requisitions for 10stamps. cent stamps after Sept. 2 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 10-cent stamps by requisition on the central-accounting

postmaster after Sept. 2.

In some cases shipments of the new 10-cent stamps may be received by postmasters prior to the close of business on Sept. 2. In all such cases care must be exercised not to allow any of the stamps to be sold before Sept. 3.

RAMSEY S. BLACK, Third Assistant Postmaster General.

POSTMASTERS COMMISSIONED

Presidential

June 23, 1938

June 23, 1938

3h Sturgeon, Mo., Emmett S. Stewart.
3h Summersville, Mo., Mrs. Flora E. Scott.
3h Van Buren, Mo., Emmett R. Burrows.
3sh Flaxville, Mont., Roy W. Dorwin.
3h Kevin, Mont., Mrs. Ethel C. Hockman.
3h Worden, Mont., David R. Bowen.
3h Cedar Rapids, Nebr., James B. Gordon.
3h Chambers, Nebr., Clair Grimes.
3sh Dalton, Nebr., Don Dey Ermand.
3sh Harrison, Nebr., Henry T. Dunn.
3h Osmond, Nebr., Matthew T. Liewer.
3sh Plainview, Nebr., Martin Sorenson.
3h Sumner, Nebr., Josh B. Keene.
3sh Verdigre, Nebr., Charles O. Kocina.
3h Wallace, Nebr., Mrs. Lula Newman.
3h Minden, Nev., Roy T. Williams.
3h Virginia City, Nev., Edward D. Gladding.
2sh Point Pleasant, N. J., William T. Johnson.
3sh Mountainair, N. Mex., Mrs. Beatrice C.
Melton.

stville, N. Y., Henry A. Dy

Ssc Hixton, Wis., Jesse Theodore Simons.

Melton.

c New postmaster.

3 Third-class offices.

POSTMASTERS COMMISSIONED

Presidential

Presidential

June 23, 1938

3sh Cherokee, Ala., Elias B. Reid.
3h Cotton Plant, Ark., William G. Jones.
3h Seal Beach, Calif., Michael L. Collins.
3sh Bonifay, Fla., Kirby D. Rooks.
2sh Delray Beach, Fla., LeRoy E. Diggans.
3h Bovill, Idaho, Angus G. David.
2sh Montpelier, Idaho, Fred L. Cruikshank
2sh Madison, Ill., George K. Brenner.
3sh New Windsor, Ill., Henry B. Shroyer.
3sh Stockton, Ill., Joseph Donald Cotter.
3h Tamaroa, Ill., Samuel T. Duncan.
3h Coatesville, Ind., Frank Ellett.
2sh Frankfort, Ind., William G. Thomas.
3sh Greentown, Ind., Ellis B. Cates.
3sh Monon, Ind., John H. Smith.
3sh Alden, Iowa, Auzman H. Blackmore.
3sh Audubon, Iowa, Harry A. Northup.
2sh Denison, Iowa, Henry C. Finnern.
3h Greene, Iowa, Albert B. Mahnke.
3h Kalona, Iowa, Herman L. Walker.
3h Riverside Iowa, James G. Floerchinger.

3h Oxford, Iowa, James G. Floerchinger.
3h Riverside, Iowa, Joseph P. Quinn.
2sh Clay Center, Kans., Benjamin F. Hemp-

2sh Downs, Kans., Mrs. Mae S. Hodgson. 2sh Iola, Kans., Bryan F. Scarborough. 2sh La Crosse, Kans., Harry T. Fish.

2sh Iola, Kans., Bryan F. Scarborough.
2sh La Crosse, Kans., Harry T. Fish.
3h Miltonvale, Kans., Mrs. Eunice E. Buche.
2sh Olathe, Kans., Cecil C. Pember.
3h Whiting, Kans., Ernest B. Hedge.
2sh Cadiz. Ky., Mrs. Lois B. Cundiff.
3h Greensburg, Ky., Ralph E. Vaughn.
3h Salem, Ky., John H. Mitchell.
3h Gilbert, La., Mrs. Amy B. Griffin.
3h Kinder, La., Mrs. Vivien T. Swords.
2h Farmington, Maine, Carroll A. Matthieu.
3sh Millbridge, Maine, Sumner A. Fickett.
2h Princess Anne, Md., John E. Morris.
3h Dennis, Mass., Charles L. Goodspeed.
3sh Deckerville, Mich., John P. Kelley.
3h Eau Claire, Mich., Charles L. Burns.
3h Rapid River, Mich., Fred Cavill.
3sh Hinckley, Minn., James M. Brennan.
3sh Bernie, Mo., Henry E. Roper.
3h Blackburn, Mo., Mrs. Pearl Herndon.
3h Cabool, Mo., Otis D. Kirkman.
3sh Cainsville, Mo., Cecil G. McDaniel.
3h Eagleville, Mo., Gra G. Moore.
3h McFall, Mo., Benjamin R. Treasure.
3h Newtown, Mo., Andrew Earl Duley.
3h Oran, Mo., Elisha Otis Bryeans.
3h Parnell, Mo., Eugene J. Echterling.
2sh Slater, Mo., John C. Hains.

ACTING POSTMASTER APPOINTED

Fourth Class

Kirksville, Ky., David Tussey, Aug. 1, 1938.

POST-OFFICE CHANGES

Established—Fourth Class

GEORGIA

Rescind

Canoochee, Emanuel County, routes 104781 and 221282: The order appearing in Bulletin 17494 discontinuing this office, effective Aug. 15, 1038 has been presciped. 1938, has been rescinded.

Summer Post Office to Open

Arey, Yates County, N. Y. Effective as of July

Summer Post Office to Close

Chautauqua, Jersey County, Ill. Effective Sept. 7, 1938. Mail to Elsah.

Sites Changed

CALIFORNIA

Downieville: To the Costa Building, approximately 100 feet from former site. Effective June 19, 1938.

Fort Bragg: To the west side of Main St. between Redwood Ave. and Alder St. (railroad route 108707; mail messenger route 276283). Effec-

tive about Oct. 1, 1938. Greenfield: To the Dunham Building, 325 feet west on El Comino Real. Effective July 17, 1938.

King City: To the west side of Third St., be-tween Broadway and Bassett Sts. (railroad route 108760; mail messenger route 276168).

Effective about Oct. 12, 1938. os Angeles. Station S: To the east side of South

Los Angeles. Station S: To the east side of South Vermont Ave. between West Fifth and West Sixth Sts. Effective about Oct. 1, 1938.

CONNECTICUT

Bridgeport, Noble Station: To No. 932 East Main St., between Barnum Ave. and Maple St. Effective about Jan. 1, 1939.

Eastford: To the H. W. Barrett store building, 300 feet northeast of former site. Effective July 9, 1938.

New Bayen. Westville Station: To the new

New Haven, Westville Station: To the new Federal building on the north side of Fountain St. between Harrison and Philip Sts. Effective

GEORGIA

Conyers: To the new Federal building on the northeast corner of North Main and Milstead Sts. (railroad route 104784). Effective June 23, 1938.

Cornelia: To the new Federal building on the north side of Hodges St. at the head of Wells St. (railroad routes 104795 and 104808). Effective June 18, 1938. Wrightsville: To the new Federal building on the northeast corner of Marcus and College Sts. (railroad route 104801; mail messenger route 221560). Effective June 30, 1938.

IDAHO Kellogg: To the new Federal building on the southwest corner of Division St. and Portland Ave. (railroad route 113801; mail messenger route 270032). Effective June 27, 1938.

ILLINOIS
Farmington: To No. 31 West Fort St., between Main and North West Sts. (railroad routes 106718 and 106725; mail messenger route 235100). Effective about Sept. 1, 1938.
Milan: To the James Thompson Building on Dickson St., between Third and Fourth Sts. Effective Mar. 1, 1938.

INDIANA

Lyons: To the former bank building owned by R. W. Powers, 160 feet west on Broad St.; 330 feet from railroad station (railroad route 105761; mail messenger route 233591). Effective July

1, 1938.

Paoli: To the new Federal building on the northeast corner of Gospel and Campbell Sts. (railroad route 105724; mail messenger route 233160). Effective June 25, 1938.

MICHIGAN

Rochester: To the new Federal building on the northeast corner of Fourth and Walnut Sts. (railroad route 109719; mail messenger route 237170). Effective June 24, 1938.

MISSOURI

Springfield: To the new Federal building on the south side of Central St. between Fulton and Boonville Aves. (railroad routes 107730 and 107745; mail messenger routes 245167 and 245110). Effective July 2, 1938.

MONTANA
Belton: To the Belton Mercantile Co. Building,
2,059 feet west on Going-to-the-Sun Highway; 1,109 feet from railroad station (railroad route 113732; mail messenger route 263201). Effective July 17, 1938.

NEBRASKA

Talmage: To the John D. Juilfe Building, 190 feet north of former site (railroad route 114757; mail messenger route 257401). Effective July

NEW JERSEY

Rumson: To the scuth side of River Road between Washington and Lafayette Streets. Effective about Oct. 15, 1938.

Melton.

Sh Forestville, N. Y., Henry A. Dye.

2h Woodridge, N. Y., John F. Maher.

Ssh Leeds, N. Dak., J. Benus Kinneberg.

3c Niagara, N. Dak., Robert A. McLean.

Sh Pekin, N. Dak., Bennie M. Burreson.

Ssh Cortland, Ohio, Mrs. Jessie K. Dilworth.

2sc Checotah, Okla., James W. King.

Sh Laverne, Okla., Mrs. Sylvia M. Grace.

Ssh Clarksville, Pa., Jesse C. Yoders.

Ssh Daisytown, Pa., Herman L. Levy.

Sh Wyalusing, Pa., Francis G. Ackley.

2sh Sumter, S. C., Jack C. Pate.

Ssh Burke, S. Dak., Mrs. Mattie E. Smith.

Sh Whitewood, S. Dak., Mrs. Anna F. Dillon.

Ssh Winner, S. Dak., George M. Bailey.

Ssh Milano, Tex., Lon M. Peeples.

3h Ralls, Tex., Marvin G. Prewitt.

3h Cambridge, Vt., William T. Johnson.

2sh Hardwick, Vt., William T. Johnson.

2sh Hot Springs, Va., Andrew W. Cameron.

3h Millboro, Va., Austin C. Tyree.

Ssh Granger, Wash., Walter I. Peterson.

3h Hammond, Wis., Edward Snoeyenbos.

Ssc Hixton, Wis., Jesse Theodore Simons. NEW YORK Selkirk: To the William Winne Building, 400 feet west of former site on State Highway No. 396. (Railroad Route No. 102788; Mail Messenger Route No. 207123). Effective June 29, 1938. Tannersville: To the northwest corner of Main and Hill Sts. Effective about Nov. 1, 1938. h Reappointment.

s Postal Savings Depository.

First-class offices paying \$3,700 or less and all second-class offices.

NORTH CAROLINA

Chapel Hill: To the new Federal building on the northwest corner of East Franklin and Henderson Sts. Effective July 5, 1938.

POST-OFFICE CHANGES

Sites Changed

OHIO

North Lewisburg: To the J. C. Vance Building on the north side of Maple St., between Sycamore and Gregory Sts., 250 feet east of former site. Effective July 9, 1938.

Struthers: To the new Federal building on the northwest corner of Bridge and Terrace Sts. (railroad routes 109728 and 115735; mail messenger route 231526). Effective June 30, 1938. wanton: To the east side of North Main St.

between Church St. and Broadway (railroad route 109727; mail messenger route 231776). Effective about Sept. 1, 1938. Sylvania: To the new Federal building on the east side of Main St., between Maplewood and Erie Sts. Effective June 1, 1938.

PENNSYLVANIA

Philadelphia-Holmesburg Station: To the east side of Frankford Ave. between Welsh Rd. and Standwood St. Effective about Oct. 1, 1938. Salix, Cambria County, 100 feet north on route 10266. Order of Aug. 9, 1938.

TEXAS

Alpine: To the new Federal Building on the northeast corner of Avenue "E" and Sixth St. (railroad route 111759 and 111796; mail-messen-

ger route 250349). Effective June 22, 1938. High Island: To the building owned by H. C. Sampson; 0.6 mile south of former site on the main Beaumont-Galveston Highway. Effective June 15, 1008

VERMONT

Newbury: To the John B. Smith Bldg. on Main St., 30 feet north of former site; 1,815 feet from depot (railroad route 101724; mail-messenger route 203050). Effective July 18, 1938. Northfield: To the new Federal building on the southeast corner of South Main St. and Slate Ave. (railroad route 101717: mail-messenger) Ave. (railroad route 101717; mail-messenger route 203121). Effective June 11, 1938.

VIRGIN ISLANDS Charlotte Amalie: To the new Federal building on the southwest corner of Norre Gade and Tolbod Gade. Effective June 16, 1938.

WASHINGTON

Waitsburg: To the west side of Main St. between 2d and 3d Sts. Effective about Sept. 1,

WISCONSIN

Hixton: To a location 75 feet east of former site (railroad route No. 110728; mail-messenger route No. 239044). Effective July 25, 1938. eilsville: To the new Federal building on the

northeast corner of South Hewett and East 6th Sts. (railroad route No. 110740; mailmessenger route No. 239245). Effective June 13, 1938. wyocena, Columbia County, 206 feet southwest on routes 110738 and 239187 (1,818 feet from depot). Order of Aug. 9, 1938.

WYOMING Wapiti, Park County, 4 miles east on route 64173. Order of Aug. 9, 1938. The unit number has been changed to 4260.

RAILROAD SERVICE

Discontinued 112771. From Sept. 1, 1933, service by the Urania Lumber Co., Ltd., between Hinton and Urania, La., 9.36 miles, is discontinued.

SPECIAL SERVICE

ALASKA pecial: Nyac, special from Bethel. Nyac established Aug. 3, 1938. The postmaster at Nyac, Alaska, is authorized to employ a carrier to perform special service as often as practicable, at a rate not exceeding two-thirds of his compensation as postmaster.

STEAMBOAT SERVICE

MAINE

1099. Greenville Junction railroad station (n. o.)-Rockwood. The order of July 22, 1938 (Bulletin 17491), omitting Kineo from this route, is modified to state a decrease in distance of 0.75 mile; to deduct \$57.69 for the period of each year from pay of contractor, and allow him 1 month's extra pay on the sum deducted, effective Aug. 1, 1938.

STAR ROUTE SERVICE

Established

MASSACHUSETTS

4992. Part A, from Chatham, by West Chatham, South Chatham, South Harwich, HarWest Harwich, Dennis Port, wich Port, West Harwich, Dennis Port, West Dennis, South Yarmouth, Bass River, and West Yarmouth, to Hyannis railroad station, 21.20 miles and back, 12 times a week; part B, from Hyannis railroad station Week, part b, from 11,20 miles and back, once a week, from July 1 to Sept. 15 of each year. No box service required on either part. Con-No box service required on either part. Contractor not required to transport other than first class, newspaper, special delivery and special handling parcel post mail on part A. Contract with Carl Walter Sherman, of South Chatham, Mass., for temporary star route service from July 18, 1938, to June 30, 1939, at

the rate of \$3,000 per annum.

4993. The postmaster at Provincetown, Mass., is authorized to employ temporary star route is authorized to employ temporary star route service from Provincetown by North Truro, Truro, Wellfleet, South Wellfleet, North Eastham, Crosby Corner (n. o.), Orleans, East Brewster, Brewster, East Dennis, and Yarmouth railroad station to Hyannis railroad station, Mass., and back, 13 times a week, at not to exceed \$5,867.75 per annum, effective July 18, 1938. No box service.

STAR ROUTE SERVICE

Discontinued KENTUCKY

29999. Allview to Brandenburg store (n. o.). From Aug. 31, 1938. (Post office Allview discontinued Aug. 31, 1938.)

MASSACHUSETTS

4209. Provincetown to Hyannis railroad station. From July 17, 1938 (superseded by 4993). 4212. Part A, Chatham to Hyannis railroad station; part B, Hyannis railroad station to Chatham. From July 17, 1938 (superseded by

4213. Harwich railroad station to Chatham. From July 16, 1938. (Superseded by 4992.) 4217. Part A, Bass River to Bass River railroad station; part B, Bass River to Hyannis railroad station. From July 16, 1938. (Superseded by 4992.)

Changed

CALIFORNIA
76327. Carmel to Monterey railroad station.
Correct statement of service so as to be 19 times a week, but only 1 round trip required on holidays (8) unless specifically directed by the postmaster at Carmel.

ILLINOIS 35235. Chrisman to Scottland. 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 Chrisman.

KENTUCKY

29995. Harlan to Liggett. From Aug. 10, 1938, change service so as to embrace and supply Teetersville, between Harlan railroad station and Elcomb (n. o.), any change in distance or pay to be stated in a subsequent order.

MASSACHUSETTS 216. South Dennis railroad station to West Dennis. Change service so as to be from South Dennis to West Dennis. 2.1 miles and back, 12 times a week; deduct \$41.74 per annum from pay of contractor and allow her as extra pay 1/12 of the sum deducted. Effective July 18, 1938.

MICHIGAN

37125. Little Lake railroad station to Prince-ton. From Aug. 16, 1938, reduce frequency of service so as to be 6 round trips a week between Little Lake railroad station and Forsyth (0.2 mile), and 12 round trips a week between Forsyth and Princeton (6.9 miles); deduct \$10.99 per annum from pay of contractor.

MISSOURI

45441. Branson to Reeds Spring. From Aug. 16, 1938, embrace and supply Kirbyville on outward trip only between Forsyth and Wal-

nut Shade, without change in distance or pay. 45504. Tecumseh to Bakersfield. From Aug. 22, 1938, change and restate service so as to be from Tecumseh, by T. J. Langston place (n. o.), Udall Junction (n. o.), and Hases Corner (n. o.) to Bakersfield, returning by Kohler Corner (n. o.), Hawkins School (n. o.), Hases Corner (n. o.), Udall Junction (n. o.), Udall, Udall Junction (n. o.), T. J. Langston place (n. o.) and west road to Tecumseh, increasing distance equal to 150 miles and increasing distance equal to 1.50 miles and back, and allow contractor \$21.54 per annum additional pay.
45520. Part A, Elijah to Custer (Ark.); part B,

Caulfield to Bakersfield. From Aug. 22, 1938, change and restate service on part A only so as to have carrier travel highway No. 5 both ways between Bakersfield and Thuroy decreasing distance equal to 0.80 mile and back; deduct \$19.90 per annum from pay of contractor and subcontractor.

MONTANA

63407. Beehive to [Riswald's ranch (n. o.). From Aug. 16, 1938, change statement of service so as to be 3 times a week from June 1 to Sept. 30, and twice a week from Oct. 1 to May 31 of each year; allow contractor \$53.17 per annum additional pay.

NEVADA
75178. Alamo to Caliente. Correct statement of service on this route so as to be from Alamo by Hiko road junction (n. o.), Hiko, Old Town Site (n. o.), Liko, Hiko road junction (n. o.), lower Delamar road junction (n. o.), and upper Delamar road junction (n. o.), to Caliente, returning by upper Delamar road junction (n. o.), Delamar, lower Delamar road junction (n. o.), Hiko Road junction (n. o.), Hiko and Hiko road junction (n. o.) to Alamo.

NEW JERSEY

9132. Stockton to Flemington. 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.

NORTH CAROLINA
18237. Rominger to Beech Creek. Original

distance is restated as equal to 6.9 miles and back, instead of equal to 7.5 miles and back.

NORTH DAKOTA 61198. Fort Yates to Cannon Ball. (1) Restate original distance so as to be 26 instead of 27.8 miles and back. (2) From Aug. 15, 1938, change and restate service so as to be as follows, increasing distance 1.4 miles and back, of 3 times-a-week service, but without allowance of any additional pay to contractor; part A, from Fort Yates (over State Highway No. 24) to Cannon Ball, 26 miles and back, 3 times a week; part B, from Fort Yates (over State Highway No. 24 and old railroad grade) to Cannon Ball, 27.4 miles and back, 3 times a

OKLAHOMA

53212. New Home (n. o.) to Pine Valley. From Aug. 22, 1938, change and restate service so as Home (n. o.), 11.4 miles and back, 5 times a week, and allow contractor \$68.88 per annum additional pay.

STAR ROUTE SERVICE

Changed

PENNSYLVANIA 10222. Parts A and B, Butler to Pittsburgh. From Aug. 22, 1938, change and restate service so as to be as follows, and allow contractor and subcontractor \$19.71 per annum additional pay, based on original distance and pay: Part A, from Butler by Butler freight station (B. & L. E.) and Pittsburgh railroad station (P. R. R.) to Pittsburgh, returning by Pittsburgh railroad station (P. R. R.), Butler railroad station (B. & O.) and Butler freight station (B. & L. E.) to Butler, equal to 34.5 miles and back, 6 times a week; part B, from Butler by Pittsburgh railroad station (P. R. R.) to Pittsburgh, returning by Pittsburgh railroad station (P. R. R.), Glenshaw, Allison Park, and Butler railroad station (B. & O.) to Butler, equal to 33.4 miles and back, 5 round trips and I one-way trip a week.

10503. Part A, Latrobe to Mammoth; part B, Latrobe to Pleasant Unity. From Aug. 22, 1938, change and restate service so as to be as follows; allow contractor \$172.01 per annum additional pay: Part A, from Latrobe by Youngstown, Hostetter, Whitney, Lycippus to Mammoth, returning by Calumet, Norvelt, United, Trauger. Pleasant Unity to Latrobe, equal to 14.23 miles and back, 6 times a week; part B. from Latrobe by Youngstown, Hostetter. ter, Whitney, Lycippus to Mammoth, returning by Calumet, Norvelt, United, Pleasant Unity, Palmer Corner (n. o.), St. Xavier (n. o.), and St. Vincent (n. o.) to Latrobe equal to 15.03 miles and back, 6 times a week but no service required on this part on holidays (8), unless specifically directed by the postmaster at Latrobe.

VIRGINIA

14241. Parts A and B, Covington railroad station to Hot Springs. Contractor is hereby permitted to perform 6 one-way trips a week additional between Covington and Hot Springs on part A only, provided mail is carried in regulation equipment, by a sworn carrier, and without additional expense to the Department.

WEST VIRGINIA

16294. French Creek to Adrian. 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 French Creek.

Schedules

ALABAMA 24228. Linden to Thomasville:

Leave Linden daily except Sunday on receipt of mails from Selma, but not later than

Arrive Thomasville by 10:30 a. m.

Leave Thomasville daily except Sunday on receipt of mails due about 11:05 a. m. Arrive Linden in 31/3 hours. Effective at once.

CALIFORNIA

76327. Carmel to Monterey railroad station: Leave Carmel daily 7 a. m., and daily except Sunday and holidays, 2 p. m. and 6 p. m. Arrive station by 7:40 a. m., 2:40 p. m., and 6:40 p. m.

Leave station daily 7:50 a. m., and daily except Sunday and holidays, 1:20 p. m. and 6:55 p. m..

Arrive Carmel by 8:30 a. m., 2 p. m., and

7:35 p. m. Effective Aug. 10, 1938.

76344. Part A, Fresno to Hawkins schoolhouse (n. o.); part B, Fresno to Lake Shore; part C, Fresno to Clovis. Part A-all year

Leave Fresno daily except Sunday 7 a. m. Arrive Hawkins schoolhouse (n. o.) by 11:30 a. m.

Leave Hawkins schoolhouse (n. o.) daily except Sunday immediately on arrival. Arrive Fresno by 3:30 p. m.

Part B—May 16 to Sept. 30 Leave Fresno daily except Sunday 7 a. m. Arrive Big Creek by 12 m. Leave Big Creek daily except Sunday 12:15

Arrive Lake Shore by 1 p. m. Leave Lake Shore daily except Sunday 2 p. m. Arrive Big Creek by 2:45 p. m. Leave Big Creek daily except Sunday 3 p. m.

sno by 8 p Oct. 1 to May 15 Leave Fresno daily except Sunday 7 a. m. Arrive Big Creek by 12 m. Leave Big Creek daily except Sunday 1 p. m.

Arrive Fresno by 6 p. m. Part C—All year Leave Fresno daily except Sunday 3:45 p. m. Arrive Clovis by 4:30 p. m.
Leave Clovis daily except Sunday 6 p. m. Arrive Fresno by 6:45 p. m.

Effective Aug. 10, 1938 76357. Parts A and B, Bishop to Leevining:

Part A—May 1 to Oct. 31

Leave Bishop daily except Sunday 1.15 p. m.

Arrive Leevining by 5.45 p. m. Leave Leevining daily except Sunday 7 a. m. Arrive Bishop by 11.30 a. m.

Part B—Apr. 1 to Apr. 30, and Nov. 1 to Nov. 30 Leave Bishop daily except Sunday 1.15 p. m. Arrive Leevining by 5.45 p. m. Leave Leevining daily except Sunday 8 a. m. Arrive Bishop by 12.30 p. m.

Part B—Dec. 1 to Mar. 31

Leave Bishop Monday, Wednesday, and Friday, on receipt of mail from Lone Pine, but not later than 2 p. m. Arrive Leevining in 6 hours.

Leave Leevining Tuesday, Thursday, and Saturday 8 a. m. Arrive Bishop in 5 hours. Effective Aug. 10, 1938.

STAR ROUTE SERVICE

Schedules

ILLINOIS 35235. Chrisman to Scottland:

Leave Chrisman daily except Sunday and holidays 8 a. m.

rrive Scottland by 8:15 a. m. Leave Scottland daily except Sunday and holidays 4. 30 p. m.

Arrive Chrisman by 4:45 p. m. Effective at once.

KANSAS 55176. Ness City to Nonehalanta (n. o.): Leave Ness City daily except Sunday 8:45

Arrive Nonchalanta (n. o.) by 11 a. m. Leave Nonchalanta (n. o.) daily except Sun-

day on arrival. Arrive Ness City in 2½ hours. Effective at once.

LOUISIANA

49179. Manifest to Harrisonburg:
Leave Manifest daily except Sunday on receipt of mail from Rhinehart due about 12:30 p. m., but not later than 1:30 p. m.
Arrive Harrisonburg in 134 hours.

Leave Harrisonburg daily except Sunday on receipt of mail from Jonesville due about 2:40 p. m., but not later than 3 p. m. Arrive Manifest in 3 hours. Effective Aug. 10, 1938.

MAINE

1228. Dry Mills to Gray:

Leave Dry Mills daily except Sunday 9 a. m.
or in time to connect with mail for train. Arrive Gray in 30 minutes.

Leave Gray daily except Sunday about 9:45 a.m. on receipt of mail.

Arrive Dry Mills in 30 minutes.
Effective Aug. 10, 1938.
NOTE.—Departures and arrivals to be 1 hour earlier during period of daylight saving.

MASSACHUSETTS

4992. Part A, Chatham to Hyannis railroad station; part B, Hyannis railroad station to Chatham:

Leave Hyannis railroad station daily except Sunday on receipt of mail from trains due 6:15 a. m. and 3:26 p. m., but not later than 6:45 a. m. and 4 p. m. Arrive Chatham in 1½ hours.

Leave Chatham daily except Sunday 8:30 a. m. and 2:30 p. m. Arrive Hyannis railroad station by 9:45 a. m.

and 3:50 p. m. Part B Leave Hyannis railroad station Sundays on receipt of mail from train due 10:55 a.m. Arrive Chatham in 1 hour.

Leave Chatham Sundays 3 p. m. Arrive Hyannis railroad station in 1 hour. Effective July 18, 1938.

NOTE.—Time of arrivals and departures to be 1 hour earlier during period of daylight saving 4993. Provincetown to Hyannis railroad station:

Leave Provincetown daily except Sunday 7 a. m. and 1 p. m. Arrive Hyannis railroad station by 9:15 a. m.

and 3:30 p. m. Leave Hyannis railroad station daily except Sunday on receipt of mail from train due 6:15 a. m. and 3:26 p. m., but not later than 6:45 a. m. and 4 p. m. Arrive Provincetown in 2½ hours.

Leave Hyannis railroad station Sundays on receipt of mail from train due 10:55 a.m.

Arrive Provincetown in 2 hours Leave Provincetown Sundays 1:30 p. m., but not later than 1:45 p. m.

Arrive Hyannis railroad station in 2 hours. Effective July 18, 1938. Note.—Time of arrival and departure to be 1 hour earlier during period of daylight saving.

4215. East Harwich to South Chatham: Leave East Harwich daily except Sunday 7:50 a. m. and 2:10 p. m.

Arrive South Chatham by 8:15 a. m. and 2:30 D. m.

Leave South Chatham daily except Sunday 8:20 a. m. and 5 p. m. Arrive East Harwich in 25 minutes.

Effective Aug. 10, 1938.
Note.—Time of arrival and departure to be 1 hour earlier during period of daylight saving. 4216. South Dennis to West Dennis:

Leave West Dennis daily except Sunday 7:30 a. m. and 4:15 p. m. Arrive South Dennis by 7:45 a. m. and 4:30

Leave South Dennis daily except Sunday 8:15

a. m. and 2:15 p. m. Arrive West Dennis by 8:30 a. m. and 2:30 p. m. Effective July 18, 1938. NOTE.—Time of arrival and departure to be

1 hour earlier during period of daylight saving.

MICHIGAN

37125. Little Lake railroad station to Princeton: Leave Little Lake railroad station daily except Sunday 7:30 a. m. upon receipt of mail from train due about 6 a.m., but not later than

Arrive Princeton in 30 minutes. Leave Princeton 15 minutes after arrival. Arrive Forsyth in 25 minutes.

May 30 to Sept. 25 Leave Forsyth daily except Sunday 3:30 p. m. Arrive Princeton in 25 minutes. Leave Princeton daily except Sunday 20 minutes after arrival.

Arrive Little Lake railroad station in 30 minutes.

Sept. 26 to May 29 Leave Forsyth daily except Sunday 4:30 p. m. Arrive Princeton in 25 minutes. Leave Princeton daily except Sunday 20 minutes after arrival. Arrive Little Lake railroad station in 30 min-

Effective Aug. 16, 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

MISSOURI

45441. Branson to Reeds Spring: Leave Branson daily except Sunday 8 a. m. Arrive Reeds Spring by 10:45 a.m. Leave Reeds Springs daily except Sunday on

receipt of mail from Carthage, due about 10 a.m., but not later than 11:30 a.m. Arrive Branson in 1½ hours.

Affive Branson in 122 hours.

Effective Aug. 16, 1938.

45504. Tecumseh to Bakersfield:

Leave Tecumseh Tuesday, Thursday, and

Saturday 9:30 a. m.

Arrive Bakersfield by 12 noon.

Leave Bakersfield Tuesday, Thursday, and

Saturday on receipt of mail from Caulfield,
but not leave then by

but not later than 1 p. m. Arrive Tecumseh in 2½ hours. Effective Aug. 22, 1938.

MONTANA

63407. Beehive to Riswald's Ranch (n. o.): June 1 to Sept. 30 Leave Beehive Tuesday, Thursday, and

Saturday 10 a. m.

Arrive Riswald's Ranch (n. o.) by 11 a. m.

Leave Riswald's Ranch (n. o.) Tuesday,
Thursday, and Saturday, on receipt of mail
from rural carrier, but not later than 12:30

p. m. Arrive Beehive in 1 hour.

Leave Beehive Tuesday and Saturday 10 a. m.
Arrive Riswald's Ranch (n. o.) by 11:30 a. m.
Leave Riswald's Ranch (n. o.) Tuesday and Saturday, on receipt of mail from rural carrier, but not later than 1:30 p. m.

Arrive Beehive in 1½ hours. Effective August 16, 1938.

NEW YORK

7401. Corning to Watkins Glen (waiver): Leave Corning daily except Sunday 30 minutes after arrival of train 7 due about 8:11 a. m. Arrive Watkins Glen in 1 hour.

Leave Watkins Glen daily except Sunday upon exchange of mails. Arrive Corning in 1 hour.

Leave Corning daily except Sunday and holidays 4 p. m. Arrive Corning railroad station by 4:05 p. m. Leave Corning railroad station daily except Sunday and holidays, on receipt of mail from train 1 due about 4:08 p. m., but not later

than 4:30 p. m. Arrive Watkins Glen in 1 hour. Effective at once.

NORTH DAKOTA
61198. Part A, Fort Yates to Cannon Ball; part
B, Fort Yates to Cannon ball:

Part A Leave Fort Yates Monday, Wednesday, and

Friday 6:20 a. m.

Arrive Cannon Ball by 8:30 a. m.

Leave Cannon Ball Monday, Wednesday, and Friday on receipt of mail due about 8:30 a. m., but not later than 11 a. m.

Arrive Fort Yates in 2½ hours.

Part B

Leave Fort Yates Tuesday, Thursday, and

Leave Fort Yates Tuesday, Thursday, and Saturday 6:20 a. m.

Arrive Cannon Ball by 8:30 a. m.
Leave Cannon Ball Tuesday, Thursday, and
Saturday on receipt of mail due about 8:30 a. m. but not later than 11 a. m. Arrive Fort Yates in 2½ hours.

Effective Aug. 15, 1938.

OHIO 31194. Steubenville railroad station to Wheeling railroad station (B. & O.), W. Va.:
Leave Steubenville railroad station daily ex-

cept Sunday at 2:15 a. m. and daily except Sunday and holidays 10:40 a. m. Arrive Wheeling railroad station (B. & O.) by

4:05 a. m. and 12:30 p. m.

Leave Wheeling railroad station (B. & O.)

daily except Sunday on receipt of mail from
train due about 6:31 a. m. and daily except Saturday and Sunday and holidays 3:30

p. m. Leave Wheeling Saturday (on second trip) on receipt of mail from train due about 1:33 p. m. Arrive Steubenville railroad station in 1 hour

Effective Aug. 10, 1938.

OKLAHOMA

53212. Muse to New Home (n. o.):
Leave Muse Monday, Tuesday, Wednesday,
Friday, and Saturday upon receipt of mails
from Pine Valley, but not later than 1 p. m.
Arrive New Home (n. o.) in 1 hour and 50 minutes.

Leave New Home (n. o.) Monday, Tuesday Wednesday, Friday, and Saturday, immediately after arrival from Muse. Arrive Muse in 1 hour and 50 minutes.

Effective Aug. 22, 1938. OREGON

73212. Monument to Courtrock:

When motor vehicle can be used

Leave Monument Tuesday, Thursday, and
Saturday on receipt of mail from Kimberly,
but not later than 2 p. m.

Arrive Courtrock in 2 hours.

Courtrock Tuesday, Thursday, and

Leave Courtrock Tuesday, Thursday, and

Saturday 10 a. m. Arrive Monument by 12 m. When motor vehicle cannot be used Leave Monument Tuesday, Thursday, and

Saturday 9 a. m. Arrive Courtrock in 4 hours. Leave Courtrock Tuesday, Thursday, and Saturday 1 hour after arrival. Arrive Monument in 4 hours.

Effective at once.

U. S. GOVERNMENT PRINTING OFFICE: 1918