# THE POSTAL BULLETIN

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

VOL. XLII.

WASHINGTON, MONDAY, NOVEMBER 7, 1921-Two Sheets.

# NO. 12706

#### HANDLING THE CHRISTMAS MAIL.

#### NOVEMBER 5, 1921.

As the holiday season approaches it becomes necessary for us to organize our forces and perfect our plans for the prompt and economical handling of the Christmas mail. Equipment should be inspected and necessary repairs im-

should be inspected and necessary repairs im-mediately made. If a sufficient number of reg-ular substitute clerks and carriers are not avail-able, arrangements should be made for a reserve temporary force. to be drawn upon as required. *Preparation.*—To insure perfect cooperation and team work, confer with your supervisory officers and outline to them the object to be at-tained and the methods to be followed. They should be impressed with the necessity for effi-cient supervision and sincere cooperation. Each should be impressed with the necessity for en-cient supervision and sincere cooperation. Each officer should make an exhaustive survey of his particular station, division, section, or crew for the purpose of strengthening all weak points and perfecting his organization, and the working force should be fully instructed in order that there may be no failure of purpose through lack of preparation or foresight. All employees should be stimulated to put forth their best efforts that be stimulated to put forth their best efforts that the mails may be kept continuously moving without delay or damage, and requested to forego leave of absence during the rush period. Esti-mate the amount of additional help required and know where to get it before the rush begins. High school and college students make ideal temporary help. Preference should be given to men who have helped before and proved useful and efficient, also as a humanitarian move, to men with families. be stimulated to put forth their best efforts that

and encient, also as a numanitarian move, to men with families. *Publicity-Care in wrapping and address- ing parcels.*—Wide publicity should be given to the importance of properly preparing parcels for the mails, supplying correct, com-plete, and legible addresses, affixing the requisite amount of proton and mailing a number of plete, and legible addresses, affixing the requisite amount of postage, and mailing a number of days in advance according to the distance to be covered. Encourage proper wrapping by pro-viding in the lobby a table and other facilities which may be properly furnished. In this connection the cooperation of local papers, business and civil organizations, and individualb 1 in ess concerns should be solicited. Preparein advance suitable matter for publica-tion from day to day.

individuals 1: iness concerns should be solicited. Prepare in advance suitable matter for publica-tion from day to day. If possible, without expense, arrange with motion picture theaters to run slides calling attention to the necessity for packing and tying securely, addressing planly, etc., as indicated in the preceding paragraph. Two or three weeks before Christmas the co-operation of school authorities should be solicited and on some certain day the children should be given a message by the teachers to take to their homes, urging the immediate mailing of parcels in order to avoid the last few days' rush. Station service.—Particular attention should be given, in large offices, to service at stations. Very often attention is confined largely to the main office with the result that patrons are not accorded the prompt and courteous attention they have a right to expect at outlying offices. Delivery service.—All available space should be utilized, including corridors when necessary, provided the mails are at no time left unpro-tected. At offices where acute congestion occurs on account of lack of space, it is possible that arrangements may be made with the school authorities to utilize school buildings as dis-tributing centers without cost. Under this plan the residential section should

authorities to utilize school buildings as dis-tributing centers without cost. Under this plan the residential section should be laid out in districts of such size that footmen may be employed advantageously, with the school in each district as a center. A primary distribution to these school districts should be made and delivery to the school made by horse-drawn or motor vehicle. When received at the schools the mail should be separated by blocks or squares in the corridors and basement nearest the street entrance, auxiliary clerks to be dethe street entrance, auxiliary clerks to be de-tailed for this purpose, and delivery then made by footmen. The delivery men should work out of the different school houses on short trips,

out of the different school houses on short trips, returning frequently for new loads. In sections of the city where it is known that the volume of mail for delivery will be great, arrangements should be made for the primary separation of this mail by blocks or other convenient subdivision, in sacks, and the mail for venient subdivision, in sacks, and the man for the section carried out in vehicles and delivered from the rear of the vehicle, a carrier serving each side of the street. The sacks should be marked in the order of delivery in the block and as each sack is dumped the carriers select the parcels for delivery on each side of the street and effect delivery. In this manner, if the volume of mail is such that stops are frequent, delivery may be effected expeditiously. effected expeditiously. C. O. D. mail. -C. O. D. parcels should bedelivered by regular parcel-delivery carriersfamiliar with this work and not given to inexperienced men whose errors might seriously perienced men whose errors might seriously embarrass the department. *Collection service.*—Where Government trucks are in operation these should be used for collec-tion as frequently as is warranted to avoid congestion from the outlying stations and districts, and if necessary to hire additional trucks or teams, these should be used in the delivery service. Teams are oftentimes cheaper than Carrier aid.—Regular carriers should be assisted during these abnormal days by having bundles relayed to convenient points on their routes. This service can be performed in the forenoon by the collection trucks. Office hours.—For about one week preceding Christmas the office should be kept open as long as may be warranted. This applies also to classified stations. Window service.—Arrangements should be made for the prompt removal from parcel-post windows of parcels received so as to avoid con-fusion and congestion. Such arrangements trucks. *Carrier aid.*—Regular carriers should be assisted during these abnormal days by having bundles relayed to convenient points on their routes. This service can be performed in the

# PRAISE.

# OFFICE OF THE POSTMASTER GENERAL,

Washington, November 7, 1921.

I am glad to have this editorial from the St. Augustine Evening Record reprinted for the encouragement of the Service.

**POST OFFICE SERVICE.** 

assistant to the window clerks and mail carriers courtesy, efficiency, and business-

like methods prevail. Few of us ever hear from the hundreds of things we do right, principally because the public feels that doing our duty is no more than we are paid to do—no more than we should do. However, the Record has always contended that alittle encouragement is as essential to success as an occasional "jacking-up." Men can't do good work by reproof alone, hence this little bouquet for the postmaster

who, we believe everyone will admit, is doing the very best he can to render satisfac-

ARMISTICE DAY. OFFICE OF FIRST ASSISTANT POSTMASTER GENERAL,

The President having proclaimed Friday, November 11, 1921, a holiday, to be known as Armistice Day, as a mark of respect to the memory of those who gave

their lives in the late World War, as typified by the unknown and unidentified soldier who is to be buried in Arlington National Cemetery on that day, postmasters may

observe that day as a holiday in accordance with the provisions of section 284, Postal

Post offices shall be kept open on November 11 such length of time as may be necessary to meet all reasonable postal requirements of the public, and mail shall

The extent of carrier delivery service accorded the public is left to the judgment

of postmasters, but in no case should Friday's or Saturday's mail be permitted to

When things run along as they should, we seldom hear a word of commendation; but when there are errors and dissatisfaction and poor management, there invariably is protest, loud and widespread. One institution in St. Augustine is conducted properly—that is the United States post office. From the postmaster and his

WILL H. HAYS.

Postmaster General.

## Mail, Ordinary and Registered, for Russia.

Letters, post cards, printed matter, commer-cial papers, and samples of merchandise, ordi-nary and registered, will be accepted for Russia in Europe (including Ukraine, Georgia, and Azerbaijan) and Russia in Asia, subject to the Postal Union postage rates, conditions, and classification. classification.

tions.

The regulations of the soviet government pro-vide that except by special permit no individual may receive letter packets containing goods of any kind which are not for personal use, nor may more than two postal packets, whether letters or parcels, containing goods be received by one individual in one month without a special permit. E. H. SHAUGHNESSY,

Second Assistant Postmaster General.

#### Stolen Money Orders.

Blank domestic money-order forms printed for the use of the office named below have been

For the use of the onice handed below have been reported stolen. Sweethome, Tex., Nos. 32267 to 34000, inclu-sive. November 3, 1921. On receipt of this notice the postmaster at every money-order office will carefully examine his records to ascertain whether any of the orders mentioned have already been paid at his office, and if the coupon of any such order is found in the paid files immediately report the fact by letter to the Third Assistant Post-master General, Division of Money Orders.

#### POSTMASTERS COMMISSIONED.

#### Presidential.

- Presidential. November 1, 1921. oc Bisbee, Ariz., Charles W. Hicks. oc Oatman, Ariz., Harry B. Magill. 20c Warren, Ark., Selvin T. Butler. c Brea, Calif., William M. Smith. c Ceres, Calif., Stanton K. Helsley. c Elk, Calif., George H. Burk. c Indio, Calif., Fred Swartz. oc Kennett, Calif., John H. Tucker. c Lakeside, Calif., William R. Darling. h Lemongrove, Calif., Anthony F. Sonka. oc Maxwell, Calif., Charles E. Wells. c Ojai, Calif., Clara C. King.

should provide for elimination of lost motion and lost time in handling parcels from the time of receipt to the last handling incident to distribu-

Laws and Regulations, as amended.

remain undelivered until Monday.

be made up and dispatched as on other week days.

tory service.

receipt to the last handling incident to distribu-tion for dispatch. Suitable signs should be placed in the lobby to indicate to the public where various features of business are transacted so that they will not lose time due to lack of such information. *Precanceled stamps.*—Many postmasters have found the use of precanceled stamps advanta-geous in that it enables them to handle the crowd in the lobby much more expeditiously and consequently with more satisfaction to the public. This is a matter which is well worth considering. The usual method of using precanceled stamps, and the one that appears to be the most practi-cable, is as follows:

cable, is as follows:

One clerk receives the parcels from the patron weighs them and with a colored pencil marks on the wrapper of each the amount of postage re-quired. If the postage on any parcel amounts quired. If the postage on any parcel amounts to 25 cents or more he makes a dash after the figures indicating the postage, after which he indicates the amount of documentary internal-revenue stamps required and if it is to be insured he draws a horizontal line underneath and under that he indicates the insurance fee. For in-stance: "20¢" postage; "25¢-1¢," 25 cents postage internal revenue 1 cent;  $\frac{"25 c-1 c}{5 c}$  25 cents

5¢

This should be done at the time primary dis-tribution is made and will save, to addressees, many parcels which otherwise would have con-tents scattered or reach the Inquiry Section

Washington, D. C., November 5, 1921.

tents scattered or reach the Inquiry Section without address. Supervision.—Effective supervision is evi-denced not only by the prompt handling of the mails in such an emergency, but by carefully working out plans which will permit the utiliza-tion of your present force and equipment to the fullest possible advantage and precluding any unnecessary expense. While it is expected that sufficient auxiliary assistance shall be utilized unnecessary expense. While it is expected that sufficient auxiliary assistance shall be utilized to insure efficient and expeditious service, ex-travagance and waste will not be excused. This may be avoided by carefully planned organiza-tion and supervision. While an adequate num-ber of auxiliary employees should be provided, efficiency is not in numbers of men, but in defi-nite merger proved place in which each supervision nite prearranged plans in which each supervisor knows his responsibility and facilities available. Substitutes should be employed a few at a time Substitutes should be employed a lew at a time as the rush begins, and only in sufficient num-bers to handle each day's receipts without any lost time, the number gradually to be added to as the volume of mail increases until the peak is reached. With carefully worked out plans for the handling of the mails, and the cooperation of the public in early mailing, it should be pos-sible to make practically a complete clean-up on Christmas eve. thus permitting the release at Christmas eve, thus permitting the release at that time of all temporary assistance. The mail, both incoming and outgoing, must be handled upon receipt, thus precluding any possibility of congestion, and a complete clean-up must be made daily. Confident in the assurance of your earnest cooperation, I feel that the success of the coming holiday season will be without parallel. I wish you and each and every one of your faithful employees a Merry Christmas and Happy New Year.

HUBERT WORK,

First Assistant.

SECOND ASST. POSTMASTER GENERAL Washington, November 4, 1921. Effective at once unregistered parcel-post packages will be accepted for dispatch via New York to Rumania up to a weight limit of 22 pounds.

pounds. Rumania advises that a delivery fee of 75 centimes (gold) is charged on parcels up to a weight limit of 11 pounds and 1 franc and 15 centimes (gold) for parcels up to a weight limit of 22 pounds, which charges must be borne by the addressees.

Resumption of Parcel-Post Service to

Rumania.

Classification. The articles prohibited in the regular (letter mails) are as follows: Arms, documents injurious to the Soviet Republic, cocaine, morphium, opium, hashish, and other narcotics. The im-portation of field glasses, patent and made-up medicines, and instruments and material for special professions is subject to special restric-tions.

postage, 1 cent internal revenue, and 5 cents

insurance fee. After making these notations he passes the After making these notations he passes the parcels to a clerk working alongside of him, preferably at his right, who collects the postage and in turn passes the parcels back to a third clerk, who affixes the stamps and makes a pri-mary separation of the parcels into baskets or bins properly labeled. Insured parcels are thrown into a basket by themselves, from which they are taken to the clerks who write up the insurance slips. (The insurance receipt is given to the patron by the clerk who weighs and rates the packages.) The three clerks whose duties are outlined above constitute a unit. These the packages.) are outlined above constitute a unit. These units can be multiplied as many times as the amount of business will warrant or the counter space permit.

The use of precanceled stamps is permissible on parcel-post matter but care must be taken to see that such stamps do not get into the hands of the public. If used at all they must be affixed to the parcels by employees or firms who have permits for the use of precanceled stamps.

Directs to Firms or Individuals.

#### FIRST ASST. POSTMASTER GENERAL Washington, November 5, 1921.

It has been brought to the department's It has been brought to the department's attention that some postmasters in making up for dispatch direct sacks of parcel-post mail for firms or individuals, in accordance with the notice published in the Postal Bulletin of Octo-ber 4, are placing C. O. D. parcels therein. As it is contemplated that such direct sacks shall be delivered at the office of address without veri-fication postmasters must everying great core fication, postmasters must exercise great care to see that no C. O. D. matter is so dispatched. All C. O. D. matter should be included in regular

An C. O. D. matter should be included in regular sacks so that the necessary collection and records may be made at the office of delivery. The instructions in the Bulletin notice of October 4, are, of course, applicable only to ordinary and insured parcel-post matter. HUBERT WORK,

First Assistant Postmaster General.

c Lakesidé, Calif., William R. Darling.
h Lemongrove, Calif., Anthony F. Sonka.
c Maxwell, Calif., Charles E. Wells.
c Ojai, Calif., Clara C. King.
e Perris, Calif., Edna B. Hudson.
c Puente, Calif., Edna B. Hudson.
c Puente, Calif., Wat Tyler.
c Veterans Home, Calif., Emelia R. Ross.
c Wasco, Calif., Archie R. Beckes.
c La Veta, Colo., John H. Kincaid.
20c Walsenburg, Colo., Agapito P. Atencio.
c Chester, Conn., Edgar W. Lewis.
c Hazardville, Conn., Ethel B. Sexton.
c South Coventry, Conn., Louis M. Phillips.
c Apopka, Fla., Walter R. McLeod.
h Caryville, Fla., Grace M. Mashburn.
c Ellenton, Fla., Elwyn B. C. Nichols.
h Jupiter, Fla., Elwyn B. C. Nichols.
h Jupiter, Fla., Daniel L. Thorpe.
h Mount Dora, Fla., David S. Simpson.
h Pablo Beach, Fla., Filen O'Donald.
c Bowdon, Ga., Robert L. Lovvorn.
h Saint Simons Island, Ga., Mary E. Everett
oc American Falls, Idaho, Paul Bulfinch.
20c Kaldwell, Idaho, Justin B. Gowen.
20c Macomb, Ill., James M. Pace.
c Orient, Ill., Lewis S. Shrum.
c Ullin, Ill., Frank Gandy.
c Hebron, Ind., Herbert A. Marsden.
20c Cherryvale, Kans., Walter A. Briggs.
c Midian, Kans., Lillie N. Johnson.
h Jeflerson, S. C., Susie J. Miller.
h McBee, S. C., Harrison H. Watkins.
h Pageland, S. C., John W. Quick.
c Mount Juliet, Tenn., Lex C. Bashaw.
c Oneida, Tenn., William B. Stanley.
h Danby, Vt., Glennie C. McIntyre.
c Mottery, Va., Daisy D. Slaven.
h Jackson, Wis., William H. Froelich.
h Mishicot, Wis., John Theune.
k Solon Springs, Wis., Nicholas Lucius, jr.

#### Fourth Class.

November 4, 1921. bc Sedgwick, Ark., Nettie C. Whitener. c Andrade, Calif., Harry G. Sherwood. \*c Vade, Calif., Mehetable Jane Sickels. c Wimauma, Fla., Archie A. Wadsworth. c Robin, Idaho, Albert H. Evans. c Ellery, Ill., May Inskeep.

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# THE POSTAL BULLETIN, WASHINGTON, NOVEMBER 7, 1921-Sheet 2.

No. 12706

POSTMASTERS COMMISSIONED.	SPECIAL SERVICE.	STAR SERVICE.	STAR SERVICE.
Fourth Class. November 4, 1921. be Folsomville, Ind., Jackson M. Youngblood. c Magnolia, Ind., James W. Cox. e Baryties, Mo., Grover C. Carter. c La Mesa, N. Mex., Lloyd L. Ault. c Sugarite, N. Mex., Arthur L. Brockman. c South Russell, N. Y., Fred S. Town. c Coalridge, Ohio, Paul P. Piribek. c Fleming, Ohio, Thomas A. Woodburn. e Welling, Okla., Andrew G. Rogers. c Bridger, S. Dak., Lillian H. Johnson. c Artia, Va., Gusta Looney. *e Milldale, Va., George C. Stickley. c Blewett, Wash., Cris P. Dahl. *c Ferguson, W. Va., Thomas E. Brazeal. <b>Acting Postmasters Appointed.</b> Fourth Class. East Princeton, Mass., William C. Whitcomb. October 24, 1921. McGrann, Pa., Harmon T. Boarts. October 20, 1921. McGrann, Pa., Harmon T. Boarts. October 14, 1921. Aberdeen, Tex., John Abbott. April 21, 1921. Cedar Valley, Tex., W. H. Kitchens. Novem- ber 1, 1921. Star, Tex., Fulton F. Henry. October 7, 1921. * Not money order. & Reappointment. b Sites changed. o Postal saving deposi- c New postmaster. tary. g Second-class presidential office. <b>POST OFFICE CHANGES.</b> <b>POST OFFICE CHANGES.</b> <b>POST OFFICE CHANGES.</b> <b>POST OFFICE CHANGES.</b> <b>POST OFFICE CHANGES.</b> <b>Discontinued.</b> LOUISIANA. Security, Catahoula County, 49092. Mail to Jonesville. Stamps and stamped paper and postal-account book and other supplies and records to New Orleans. Effective November 15, 1921. [4 November. NEW YORK. Oquaga Lake, Broome County, 7609. Mail to Deposit. Stamps and stamped paper and postal-account book and other supplies and records to Buffalo. Effective November 30, 1921. [3 November. NORTH DAKOTA. Fleak, Morton County, 6123. Mail to Pretty Rock. Stamps and stamped paper and postal- stamps and stamped paper and postal- stamps and stamped paper and postal-account book and other supplies and records to Buffalo. Effective November 30, 1921. [3 November. NORTH DAKOTA. Fleak, Morton County, 6123. Mail to Pretty	Discontinued. FLORIDA. Beacon Beach, Bay County, from Panama City. From November 4, 1921. [2 November. VIRGINIA. Bridgetown, Northampton County, from Gilden. From November 15, 1921. [2 November. STEAMBOAT SERVICE. Established. ALASKA. 78025. Seward to Nushagak. Contract with the San Juan Fishing & Packing Co. (Inc.), by Wm. Calvert, jr., president, of Seattle, Wash., under the merchant marine act, 1920, to carry the mails from Seward by Portlock, Seldovia, Kodiak, Uyak, Cold Bay (n. o.), Kanatta (n. o.), Chignik, Sand Point, Unga, Belkofski (n. o.), Sarachef Lighthouse (n. o.), Lost Har- bor (n. o.), Akutan, Unalaska, and Naknek (n. o.) to Nushagak; returning by Unalaska, Akutan, Lost Harbor (n. o.), Sanak, False Pass, Belkofski (n. o.), Unga, Sand Point, Chignik, Uyak, Kodiak, Seldovia, and Port- lock to Seward, once a month and as much oftener as contractor's boat may run from May 1 to August 31, and fromSeward by Port lock, Seldovia, Kodiak, Uyak, Cold Bay (n. o.), Kanatta (n. o.), Chignik, Sand Point, Chignik, Uyak, Kodiak, Uyak, Cold Bay (n. o.), Kanatta (n. o.), Sarachef Lighthouse (n. o.), Lost Harbor (n. o.), and Akutan to Unalaska; returning by Akutan, Lost Harbor (n. o.), Sarachef Lighthouse (n. o.), canatk and port- lock to Seward, once a month and as much oftener as contractor's boat may run from May 1 to August 31, and fromSeward by Port lock, Seldovia, Kodiak, Uyak, Cold Bay (n. o.), Kanatta (n. o.), Chignik, Sand Point, Unga, Belkofski (n. o.), False Pass, Sanak, Scotch Cap Light (n. o.), sarachef Lighthouse (n. o.), Sanak, False Pass, Unga, Sand Point, Chignik, Kanatta (n. o.), Cold Bay (n. o.), Uyak, Kodiak, Seldovia, and Portlock to Seward, once a month and as much oftener as contractor, and all other points at which boats may land to be supplied by a schedule satisfactory to the department, and to furnish facilities for postal-clerk, by a safe and suitable American-built vessel docu- mented under the laws of the United States of approximately 130-foot length, 25-foot beam, and speed of not le	Schedules.ALABAMA.24355. Narrows to Maxwell:Leave Narrows daily except Sunday 9 a. mArrive Maxwell daily except Sunday 1.15 p. m.Arrive Narrows by 5 p. m.Effective at once.(27) October.CALIFORNIA.76274. Gilroy to Gilroy Hot Springs:A pril 1 to October 31.Leave Gilroy Hot Springs daily except Sunday 11.30 a. m.Arrive Gilroy Hot Springs by 3.30 p. m.Leave Gilroy Hot Springs by 3.30 p. m.Leave Gilroy Tuesday and Saturday 11 a. mNovember 1 to March 31.Leave Gilroy Tuesday and Saturday 11 a. mArrive Gilroy Hot Springs by 3 p. m.Leave Gilroy Hot Springs Tuesday and Saturday 13 a. mArrive Gilroy Hot Springs Tuesday and Saturday 3.30 p. m.Leave Gilroy Hot Springs Tuesday and Saturday 3.30 p. m.Arrive Gilroy by 7.30 p. m.Effective November 1, 1921. [28 October.76658. Delpiedra to Reedley:Leave Delpiedra Tuesday, Thursday, and Saturday 9.30 a. m.Arrive Reedley by 10.35 a. m.Leave Reedley Tuesday, Thursday, and Saturday 9.30 a. m.Arrive Belpiedra Start, Thursday, and Saturday 9.30 a. m.Leave Reedley Tuesday, Thursday, and Saturday 7.15 a. m.COLORADO.65503. Flues to Joycoy:Leave Joycoy V Tuesday, Thursday, and Saturday 7.15 a. m.Arrive Flues in 7 hours.Effective November 21, 1921. [3 November.CONNECTICUT.6136. New Milford to Roxbury railroad station (n. o.):Leave New Milford daily except Sunday 10 a. m.Arrive Station by 9.25 a. m. <t< td=""><td>Schedules. MISSISSIPPI. 26170. Murphy to Hollandale: Leave Murphy daily except Sunday 6 a. m. Arrive Hollandale by 9.45 a. m. Leave Hollandale daily except Sunday 11.30 a. m. Arrive Murphy by 3.15 p. m. Effective at once. [29 October. MISSOURI. 45237. Lebanon to Macks Creek: Motor vehicle to be used in the performance of service between Lebanon and the Niangut River. Leave Lebanon daily except Sunday 7 a. m. Arrive South side of Niangua River by 11 a. m Leave Niangua River daily except Sunday or receipt of mail from Macks Creek, but no later than 12 m. Arrive South side of Niangua River by 11 a. m Leave Macks Creek daily except Sunday of receipt of mail from Lebanon but not later than 12 m. Arrive South side of Niangua River by 11 a. m Leave Niangua River daily except Sunday of receipt of mail from Lebanon but not later than 12 m. Arrive Macks Creek in four hours. Effective November 7, 1921. [29 October. 45451. Mincy to Melva: Leave Mincy daily except Sunday 6.30 a. m Arrive Melva by 10.30 a. m. Leave Mincy daily except Sunday on receip of mail from train due about 1.40 p. m., bu not later than 3 p. m. Arrive Mincy in 24 hours. Effective November 16, 1921. [28 October. 45532. Liebig To Poynor: Leave Liebig Tuesday and Friday 12 m. Arrive Mincy in 24 hours. Effective at once. [29 October. 45539. McBride to Perryville: Leave MeBride daily except Sunday 6.4 a. m., 11.15 a. m., and 4.30 p. m. Arrive McBride by 10 a. m., 3.30 p. m., and 1 p. m. Leave Perryville by 7.45 a. m., 12.15 p. m an 5.30 p. m. Arrive McBride by 10 a. m., 3.30 p. m., and 1 p. m. Leave Perryville daily except Sunday 9a. m 2.30 p. m., and 9 p. m. Arrive McBride by 10 a. m., 3.30 p. m., and 1 p. m. Leave Perryville by 12.15 p. m. Leave Perryville by 12.30 p. m. Arrive Perryville by 12.30 p. m.</td></t<>	Schedules. MISSISSIPPI. 26170. Murphy to Hollandale: Leave Murphy daily except Sunday 6 a. m. Arrive Hollandale by 9.45 a. m. Leave Hollandale daily except Sunday 11.30 a. m. Arrive Murphy by 3.15 p. m. Effective at once. [29 October. MISSOURI. 45237. Lebanon to Macks Creek: Motor vehicle to be used in the performance of service between Lebanon and the Niangut River. Leave Lebanon daily except Sunday 7 a. m. Arrive South side of Niangua River by 11 a. m Leave Niangua River daily except Sunday or receipt of mail from Macks Creek, but no later than 12 m. 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account book and other supplies and records to Fargo. Effective November 30, 1921. [4 November. Sites Changed. ARKANSAS.	mails between the boat and the post office or other point of supply at each point, from De- cember 1, 1921, to November 30, 1925, at the rate of \$78,900 per annum. [2 November.	of mail from train due at 4.38 p.m., but not later than 5.30 p.m. Arrive Bridgewater in 1 hour. Effective at once. [26 October. GEORGIA. 21106. Lookout to Cloudland:	Arrive McBride by 1.30 p. m. Effective at once. [29 October. MONTANA. 63578. Oscar to Havre: Leave Oscar Tuesday and Saturday 9.3 a. m. Arrive Havre by 12 m.
<ul> <li>Sedgwick, Lawrence County, 150 feet west, on 111708. Effective November 4, 1921. [14 October. INDIANA.</li> <li>Folsomville, Warrick County, 225 feet south, on rural routes No. 6, Booneville, and No. 1, Tennyson. Effective November 4, 1921. [21]</li> </ul>	Established. PENNS /LVANIA. 10663. Sackett by James City to Kane, 13.60 miles and back, 6 times a week. From No-	Leave Leabout Tuesday Thursday and Set	Leave Havre Tuesday and Saturday 12.3 p. m. Arrive Oscar by 3.30 p. m. Effective November 15, 1921. [2 November NEW MEXICO. 67150. Santa Cruz to Ojo Sarco:
STATIONS AND BRANCHES.	Lindemuth, of James City, contractor, at the rate of \$1,440 per annum. [4 Nov mber.		Leave Santa Cruz Tuesday, Thursday, an Saturday 4.45 a.m. Arrive Ojo Sarco by 12 m. Leave Ojo Sarco Tuesday, Thursday, an
Established.	<b>Discontinued.</b> COLORADO. 65343. Ouray to S.lverton. From November 15,	Arrive Lookout by 4.15 p. m. Effective November 16, 1921. [29 October.	Saturday 12.30 p. m. Arrive Santa Cruz by 7.45 p. m. Effective November 4, 1921. [28 October.
IOWA. 65655. Methodist Camp Rural Station, Spirit Lake. Effective June 1, 1922, and to be in operation during the months of June, July, and August, each year. [1 November.	1921. [4 November. NORTH CAROLINA.	TDAHO. 70183. Bruneau to Grasmere (n. o.):	NORTH CAROLINA. 18512. Bachelor to North Harlowe: Leave Bachelor daily except Sunday 11.1 a. m. Arrive North Harlowe by 1.15 p. m.
R. P. O. SERVICE.	10649. James City to Sackett. From November 15, 1921. [4 November. TENNESSEE.	Leave Bruneau Tuesday and Friday 10 a. m. Arrive Grasmere (n. o.) by 6 p. m. Leave Grasmere (n. o.) Wednesday and Sat-	Leave North Harlowe daily except Sunda on receipt of mail from Havelock, but no later than 2 p. m.
Authorized. Holly & Vinland Wharf, Wash., R. P. O., steam- boat route 71077. Roanoke, Va., & Florence, S. C., R. P. O., trains 50, 62, and 63, between Wadesboro and Win- ston-Salem, N. C., 90.2 miles, and 51-52-51 be- tween Wadesboro and Winston-Salem via Badin, 100.3 miles.	27332. Lewisburg railroad station (n. o.) to Columbia. From November 15, 1921. [4 November. 27340. Columbia to Lawrenceburg. From No- vember 15, 1921. [4 November. Changed. MAINE. 1223. Paris to South Paris. From November 16.	urday 8 a. m. Arrive Bruneau by 6 p. m. Effective November 8, 1921. [29 October. KENTUCKY. 29276. Tillie to Whitesburg: Leave Tillie daily except Sunday 6.45 a. m. Arrive Whitesburg by 10 a. m. Leave Whitesburg daily except Sunday on receipt of mail from train due about 9.47	$1 \qquad 2.59$ D. m., but not later than 12.30 D. m. at
Discontinued. Roanoke, Va., & Florence, S. C., R. P. O., trains 51-52-51 and 62-61-62 between Wadesboro and Winston-Salem, N. C., 100.3 miles.	1921, increase service to 13 times a week from November 1 to April 30, each year. [4 No- vember. MARYLAND. 13117. Sykesville to Glenelg. From November	Arrive Tillie in 34 hours. Effective November 11, 1921. [27 October.	4 p. m., respectively. Arrive Bradley in 40 minutes. Effective at once. [26 October. 31148. Rhodesdale to Weems: Leave Rhodesdale twice daily except Sunda in time to connect at Weems post office with

MAIL	MESSENGER	SERVICE.
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#### Established.

MINNESOTA.

241273. Calumet to 110724, 0.27 mile, and to 110741, 0.04 mile, as often as required, including necessary direct transfer service between depots. From November 16, 1921. [31 October.

- NEW YORK. 207727. Rochester, Monroe County: Between Charlotte Station and 102788, 0.14 mile, as often as required. From November 16, 1921. [31 October.
- October.
  207742. Adams Basin, Monroe County, to 102788, 0.20 mile, as often as required. From November 16, 1921. [31 October.
  207844. Staten Island, Richmond County: Between Port Richmond Station and 102739, 0.20 mile, as often as required. From November 16, 1921. [31 October.

#### Discontinued.

PENNSYLVANIA. 211002. Mentcle to 115719 at Greismore railroad station (n. o.). From November 16, 1921. [31 October.

## SPECIAL SERVICE.

#### Discontinued.

ALASKA. Portlock, from Seldovia. From November 30, 1921. [3 November.

Rover (n. o.) and West Friendship, to go to Virginia Hobb's residence, 0.25 mile, and retrace, increasing distance 0.50 mile, equal to 1318. Hoods Mills to Knollwood. From November 16, 1921, require carrier on the return trip, after he reaches T. Musgroves corner between Days corner (n. o.) and Shady Lane (n. c.), to go to the residences of S. R. Hobbs and H. C. Wright, 0.60 mile, and retrace, in-creasing distance 1.20 miles, equal to 0.60 mile and back. [4 November.

16, 1921, require carrier on return trip, after he reaches Musgroves Bridge (n. o.) bet ween

27333. Columbia to Centerville. From November 14, 1921, reduce service to 6 times a week. [4 November.

#### WYOMING.

64146. Stewart to Torington. From November 11, 1921, restate service so as to be from Stewart omitting Yoder; no change in distance. [3] November.

#### Schedules.

#### ALABAMA.

24134. Ardell to Logan: Leave residence of J. H. Harbison daily except Leave residence of J. H. Harbison daily except Sunday 6.30 a. m.
Arrive Ardell by 7.10 a. m.
Leave Ardell daily except Sunday 7.20 a. m.
Arrive Logan daily except Sunday 12 m.
Arrive Ardell by 3.40 p. m.
Leave Ardell daily except Sunday 4 p. m.
Arrive residence of J. H. Harbison by 5.20 p. m.
Effective November 11, 1921. [27 October.

urday 8 a. m. Arrive Milltown by 10 a. m. Leave Milltown Tuesday, Thursday, and Sat-urday on receipt of mail from Columbia, but not later than 12 m. Arrive Pickett in 2 hours. Effective November 11, 1921. [27 October. 29986. Head of Grassy to Rugless: Leave Head of Grassy daily except Sunday 7 a. m. Arrive Rugless by 11 a. m. Leave Rugless daily except Sunday 11.30 a.m. Arrive Head of Grassy by 3.30 p. m. Effective November 11, 1921. [31 October. 29987. Falcon to Riceville: Leave Falcon daily except Sunday 8 a. m. Arrive Riceville by 12 m. Leave Riceville daily except Sunday 1 p. m. Arrive Falcon by 5 p. m. Effective November 16, 1921. [1 November. 29988. Salyersville to Wheelersburg: Leave Salversville daily except Sunday 7 a.m. Arrive Wheelersburg by 10 a.m. Leave Wheelersburg daily except Sunday 12m. Arrive Salversville by 3 p.m. Effective November 16, 1921. [1 November. LOUISIANA.

49393. Glenmora to Osborn:

Leave Glenmora Tuesday, Thursday, and Saturday on receipt of mail from train due about 10.11 a. m., but not later than 11 a. m. Arrive Osborn in 34 hours. Leave Osborn Tuesday, Thursday, and Sat-urday 6.15 a. m.

Arrive Glenmora by 9.30 a. m. Effective November 5, 1921. [26 October.

in time to connect at Weems post office with mail trains due to arrive at Weems about 10.52 a. m. and 2.59 p. m., running time each way not to exceed 50 minutes. Effective at once. [26 October. 31243. Somerset to New Lexington: Leave Somerset daily except Sunday 7.30 a. m. and 2.15 p. m. Arrive New Lexington by 8 a. m. and 3 p. m. Leave New Lexington daily except Sunday Arrive Somerset by 9 a. m. and 4.30 p. m. Effective at once. [26 October. PENNSYLVANIA. PENNSYLVANIA. 10661. Nanticoke to Glenlyon: Leave Nanticoke daily except Sunday 8.45 a. m., 12.15 p. m., and 4.45 p. m. Arrive Glenlyon by 9.15 a. m., 12.45 p. m., and 5 p. m. Leave Glenlyon daily except Sunday 9.30 m. 1 m. m. 125 5 p. m. a. m., 1 p. m., and 5.15 p. m. Arrive Nanticoke by 10 a. m., 1.30 p. m., and 5.45 p. m. Effective November 16, 1921. 1 November. 10662. Colegrove to Betula: Leave Colegrove daily except Sunday 12.15 p. m. Arrive Betula by 1.30 p. m. Leave Betula daily except Sunday 2.15 p. m. Arrive Colegrove by 3.30 p. m. Effective November 10, 1921. [1 November. 10663. sackett to Kane: Leave Sackett daily except Sunday 7 a. m. Arrive Kane by 11.30 a. m. Leave Kane daily except Sunday on receipt of mail from train due at 12.30 p. m., but not later than 1.15 p. m. rrive Sackett in 4½ hours.

Effective November 16, 1921. [4 November.