## 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.

HANDLING THE CHRISTMAS MAIL.
November $5,1921$. As the holiday season approaches it becomes
necessary for us to organize our fores and perfect our plans for the panding of the Christmas mail. Equipment should be inspected and necessary repairs immediately made. If a sufficient number of regular substitute clerks and carriers are not availtemporary force. to be drawn upon as required. Preparation.- To insure perfect cooperation officers and outline to them the object torvisory tained and the methods to be followed. They should be impressed with the necessity for effiofficer should make an exhaustive survey of his particular station, division, section, or crew for the purpose of strengthening all, weak points force should be fully instructed in order that there may be no failure of purpose throngh lack of preparation or foresight. All employees should 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. Estimate 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 and efficient, also as a humanitarian move, to men with families.
Publicity-Care in wornpping and address-
ing parcels.-Wide publicity should be given ing parcels.- the importance of properly preparing parcels for the mails, supprying correct, complete, and legible addresses, affixing the requisite amount of postage, and mailing a number of covered. Encourage proper wrapping by procovered. Encourage proper wrap
viding in the lobby a table and o
which may be properly furnished. which may be properly furnished. In this connection the cooperation of local papers, business and civil organzations, Preparein advancesuitable matter for publicationifrom day to day.
If possible, without expense, arrange with
motion picture theaters to run slides calling motion picture theaters to run slides calling attention to the nesessity for packing and tying
securely, addressing plainly, etc., as indicated inthepreaedingparagraph.
Two or three weeks before Christmas the cooperation of schoolauthoritiesshould be solicited and on some certain day the child to take to their given a message by the teachers mailing of parcels in order to avoid the lastfew days' rush.
Station service.-Particular attention should be given, in large offices, to service at stations. main office with the result that patrons are not accorded the prompt and courteous attention Delivery service.-All available space should be atilized, including corridors when necessary,
provided the mails are at no time left unproon account of lack of space, it is possible that arrangements may be made with the school ributing centers without costial section should
Under this plan the residential 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 distribution to these school delivery to the school made by horse made and mor mor vehicle. When received at the
drawols the mail should be separated by blocks schools the mail should be separated by blocks
or squaresin the corridors and basement nearest the 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, separation of this mail by blocks or other convenient subdivision, in sacks, and the mail for
the section carried out in vehicles and deivered the section carried out in vehicles and delivered
from the rear of the vehicle, a carrier serving each from the rear or the vehicie, acks should be marked
side of the street. The in the order of delivery in the block and as each delivery on each side of the street and effect
delivery. In this manner, if the volume of mai is such that stops are frequent, delivery may be effected expeditiously. $O$. D. mail.-C. D. parcels should be delivered by regular parcel-delivery carrier pamiliar with this work and nen whose errors might seriously perienced men whose er
Collection service.-Where Government trucks are in operation these should be used for collection as irequention from the outlying stations and districts gestion from the outlying stations and districts,
and if necessary to hure adritional truck 3 or teams, these should be used in the delivery
service. Teams are oftentimes cheaper than service. Teams are oftentimes cheaper than
trucks. Carricr aid.-Regular carriers should be
assisted during these abnormal days by having assisted dundes 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 warra
classified stations.
Window sernice.-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

## 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.

WILL H. HAYS,
Postmaster General.

## POST OFFICE SERVICE.

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 inva: riably 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 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 tory service.

## ARMISTICE DAY

OFFICE OF FIRST ASSISTANT POSTMASTER GENERAL, The President having proclaimed Friday, November 11, 1921, 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 Laws and Regulations, as amended.
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 be made up and dispatched as on other week days.
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 rem ain undelivered until Monday.

HUBERT WORK,
First Assistant.
should provide for elimination of lost motion and lost time in handling parcels from the time of
receipt to the last handling incident to distribution for dispatch
Suitable signs should be placed in the lobby to business aro transacted so various features of business are transacted so that they will not
lose time due to lack of such inlormation.
Precanceled stamps.- Many postmasters have Precanceled stamps.-Many postmasters have
found the use of precanceled stamps advantageous in that it enables them to handle the and consequently with more satisfaction to the
public. This is a matter which is well worth constdering.
The usual method of using precanceled stamps, 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 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 " internal revenue 1 cent; $\frac{" 254-1 \phi "}{54} 25$ cent postage, 1 cent internal revenue, and 5 cents After making these notations he passes th 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 ankes 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 pake the packages.) The three clerks whose duties
are outlined above constitute a unit. These units can be multiplied as many times as the 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 of the public. If used at all they must be affuxed
to the parcels by employees or firms who have permits for the use of precanceled stamps.
Perishable parcels should be placed in a cold
room immediately upon receipt, unless delivered room immediately upon receipt, unless delivered at once. When loading for detivery such parcels
should not be brought from cold room until the work of routing is actually commenced. Special
attention should be given to the disposal of attention should be given to the disposal of
undeliverable perishables in accordance with undeliverable perishables in acc
the recent order on that subject.
Hospital for da maged parcels.-Men who have had experience in packing and wrapping parcels had exp be assigned to the duty of repacking and
shdressing all parcels received in bad order.

This should be done at the time primary distribution is made and will save, to addressees, many parcels which otherwise would have contents scattered
without address
enced not only Effective supervision is evidenced not only by the prompt handling of the working out plans which will permit the utilizaion of your present force and equipment to the unnecessary expense. While it is expected that sufficient auxiliary assistance shall be utilized
to insure efficient and expeditious service, exto insure efficient and expeditious service, ex-
travagance and waste will not be excused. This may be avoided by carefully planned organizaber of auxiliary employees should be provided, efficiency is not in numbers of men, but in definite prearranged plans in which each supervisor
knows his responsibility and facilities available. Substitutes should be employed a few at a time as the rush begins, and only in sufficient numbers to handle each day's receipts without any
lost time, the number gradually to be added to 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 sible to make practically a complete clean-up on Christmas eve, thus permitting the release at 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 holiday season will be without parallel. I wish you and each and every one of your faithful employees
Happy New Year.

Directs to Firms or Individuals.
First Asst. Postmaster General,
It has been brought to the department' for dispatch direct sacks of parcel-post mail for firms or individuals, in accordance with the notice published in the Postal Bulletin of October 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 verito see that no C.O.D. matter is so dispatched. All C. O. D. matter should be included in regular 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 in, course, applicable only to
insured parcel-post matter.
First Assistant $\begin{aligned} & \text { Posertmaster General. }\end{aligned}$.

Resumption of Parcel-Post Service to
SEcond Asst. Postmaster General, Effective at once unregistered parcel-post
packages will be accepted for dispatch via New packages will be accepted for dispatch via New
York to Rumania up to a weight limit of 22 York to Rumania up to a weight limit of 22
pounds.
Rumania advises that a delivery fee of 75 Rumania advises that a delivery fee of 75
centimes (gold) is charged on parcels up to a weight limit of 11 pounds and 1 frane and 15 centimes (gold) for parcels up to a weight limit
of 22 pounds, which charges must be borne by
the addressees.

## Mail, Ordinary and Registered, for Russia.

 Letters, post cards, printed matter, commer-cial papers, and samples of merchandise, ordicial papers, and samples of merchandise, ordiin Europe (including Ukraine, Georgia, and
Azerbaijan) and Russia in Asia, subject to the Azerbaijan) and Russia in Asia, subject to the
Postal Union postage rates, conditions, and
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 importation of field glasses, patent and made-up medial professions is subject to special restricspecial
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 Asistant Postmaster General.

## Stolen Money Orders.

Blank domestic money-order forms printed reported stolen. Tex., Nos. 32267 to 34000 , inclusive. November 3, 1921. On receipt of this notice the postmaster at
every money-order office will carefully examin every money-order office will carefully examine
his records to ascertain whether any of the 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 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 Po
master General, Division of Money Orders.

POSTMASTERS COMMISSIONED.

|  | Presidential. <br> November 1, 1921. |
| :---: | :---: |
|  | Bisbee, Ariz., Charles W. Ficks. |
| oc | Oatman, Ariz., Harry B. Magill. |
|  | Warren, Ark., Selvin T. Butler. |
|  | Brea, Calif., William M. Smith. |
|  | Ceres, Calif., Stanton K. Helsley. |
|  | Elk, Calif., George H. Burk. |
|  | Indio, Calif., Fred Swartz. |
| Oc | Kennett, Calif., John H. Tucker. |
|  | c Lakeside, Calif., William R. Darli |
|  | Lemongrove ${ }_{\text {Calif., Anthony }}$ F. Sonka. |
| oc | c Maxwell, Calif., Charles E. Wells. |
|  | c Ojai, Calif., Clara C. King. |
| oc | C Perris, Calif., Edna B. Hudson. |
| oc | P Puente, Calif., Wat Tyler. |
| $c$ | Veterans Home, Calif., Emelia R. Ross. |
| oc | C Wasco, Calif., Archie R. Beck |
|  | c La Veta, Colo., John H. Kinc |
|  | C Walsenburg, Colo., Agapito P. Atencio. |
|  | c Chester, Conn., Edgar W. Lewis. |
|  | c Hazardville, Conn., Ethel B. Sext |
|  | c South Coventry, Conn., Louis M. Phillips. |
|  | c Apopka, Fla., Walter R. McLeod. |
|  | Caryville, Fla., Grace M. Mashburn. |
|  | c Ellenton, Fla., Elwy B. C. Nichols. |
|  | h Jupiter, Fla, Ethel Sims. |
|  | h Manatee, Fla., Daniel L. Thorpe. |
|  | $h$ Mount Dora, Fla., David S. Simpson. |
|  | h Pablo Beach, Fla., Ellen O'Donald. |
|  | $c$ Bowdon, Ga., Robert L. Lovvorn. |
|  | h Saint Simons Island, Ga., Mary E. Everett |
|  | c American Falls, Idaho, Paul Bulfinch. |
|  | c Caldwell, Idaho, Justin B. Gowen. |
|  | c Salmon, Idaho, William H. Shoup. |
|  | Area, Ill., Ruth J. Hodge |
|  | $h$ La Fayette, Ill., Olive G. Hayes. |
|  | c Macomb, Ill., James M. Pace. |
|  | c Orient, Ill., Lewis S. Shrum. |
|  | c Ullin, Ill., Frank Gandy. |
|  | c Hebron, Ind., Herbert A. Marsden. |
|  | c Notre Dame, Ind., Fred J. Merline. |
|  | c Sidney, Iowa, Walter W. Aitken. |
|  | c Cherryvale, Kans., Walter A. Briggs. |
|  | c Midian, Kans., Lillie N. Johnson. |
|  | ¢ Jefferson, 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 S. Stanley. |
|  | ${ }_{h}$ Danby, Vt., Glennie C. McIntyre. |
|  | c Monterey, Va., Daisy D. Slaven. |
|  | h Jackson, Wis., William H. Froelich. |
|  | h Mishicot, Wis., Louise Halberg. |
|  | Costburg, Wis., John Theune. |
|  | $h$ Solon Springs, Wis., Nicholas Lucius, jr. |
|  | ourth Class. |
|  | November 4, 1921. |
|  | Sedgwick, Ark., Nettie C. Whitener. |
|  | Andrade, Calif., Harry G. Sherwood. |
|  | Ande Calif., Mehetable Jane Sickels. |
|  | Wimauma, Fla., Archie A. Wadsworth |
|  | Robin, Idaho, Albert H. Evans. |
|  | Ellery, Ill, May Inskeep. |

## POSTMASTERS COMMISSIONED.

Fourth Class.
November 4, 1921.
$b c$ Folsomville, Ind., Jackson M. Youngblood.
$c$ Maenolia, Ind. James W. Cox.

$c$ Baryties, Mo.,Grover C. Carter.
$c$ Lay Mesa, N. Mex., Lloy LLAult.
$c$ Sugrite, N. Mex., Arthur L. Brockman.
${ }_{c}^{c}$ Sugarite, N. Mex., Arthur L. Brockm $c$
$c$
$c$
Coarridge, Ohio, Paul P. Piribek.
Fleming, Ohio, Thomas A. Woodburn. ${ }_{c} \boldsymbol{c}$ Welling,' Okla., Andrew G. Rogers. ${ }^{c}$ ct Artia, Va, Gusta Looney. ${ }_{*}^{c}$ c Berwett, Wash., Cris P. Dahl. Frazeal.

## Acting Postmasters Appointed.

Fourth Class.
East Princeton, Mass., William C. Whitcomb. OCtober 24, 1921.
Pinevile, Miss., Lessye Jones. October 20, 1921 .
McGrann
October 14, McGrann, Pa., Harmon T. Boarts. October 14, Aberdeen, Tex., John Abbott. April 21, 1921.
Cedar Valley, Tex., W. H. Kitchens. Novem Star, Tex., Fulton F. Henry. October 7, 1921.

## * Not money order. ${ }_{o}$ Reappointment.

$b$ Sites changed.
$c$ New postmaster.
$g$ Second-class presidential office

## POST OFFICE CHANGES.

## Discontinued.

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.
Oquaga Lake, BEW YORME County, 7609. Mail to Deposit. Stamps and stamped paper and postal-account book and other supplies and
records to Buffalo. Effective November 30, ovember.
NORTH DAKOTA.
M County, 61223 . Fleak, Morton County, 61223. Mail to Pretty
Rock. Stampsand stamped paper and postalaccount book and other supplies and records
to Fargo. Effective November $30,1921$. ${ }_{4}^{\text {to }}$ ( 4 November.

## Sites Changed <br> ARKANSAS <br> Sedgwick, Lawrence County, 150 feet west, on 111708. Effective November October. Folsomville WDIANA <br> Folsomville, Warrick County, 225 feet south, on rural routes No. 6 , Booneville, and No. rural routes No. 6 , Booneville, and No. 1, Tennyson. Effective November 4, 1921. [21 October.

## STATIONS AND BRANCHES.

## Established.

65655. Methodist Camp Rural Station, Spirit
Lake. Effective June 1, 1922, and to be in peration during the months of June, July,

## R. P. O. SERVICE.

Authorized.
Holly \& Vinland Wharf, Wash., R. P. O., steamHolly \& rinland 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.

## Discontinued

Roanoke, Va. \& Florence, S.C., R. P. O., trains $51-52-51$ and $62-61-62$ between Wa
Winston-Salem, N. C ., 100.3 miles

MAIL MESSENGER SERVICE.
Established.
MINNESOTA. 110741, 0.04 mile, as often as required, including necessary direct transfer service between de-
pots. From November 16, 1921 . 31 October. NEW YORK.
207727. Rochester, Monroe County: Between as required. From November 16, 1921. [31 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: Be-
tween Port Richmond Station and $102739,0.20$ mile, as often as required. From November
$\mathbf{1 6 , 1 9 2 1}$. [31 October.

## Discontinued.

PENNSYLVANIA
211002. Mentcle to 115719 at Greismore railroa station (n. o.). From November 16, 1921.
$[31$ October.
SPECIAL SERVICE.
Discontinued.
ALASKA.

| Portlock, from |
| :---: |
| 1921. |
| (3 November. |

Discontinued.
Portlock, from Seldovia. From November 30

| SPECIAL SERVICE. |
| :---: |
| Discontinued. |
| FLORIDA. |
| Beacon Beach, Bay County, from Panama City. |
| From November 4, 1921. [2 November. |
| VIRGINIA. |
| Bridgetown, Northampton County, from Gilden. |
| From November 15, 192t. [2 November. |

## STEAMBOAT SERVICE.

Established.

## 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 Kodiak, Uyak, Cold Bay (n. o.), Kanatta Kodiak, CUyak, Cold Bay (n. o.), Kanatta(n. o.), Chignik, Sand Point, Unga, Belkofski
(n. o.), False Pass, Sanak, Scotch Cap Light (n. o.), Farachef Pighthouse (n. o.), Lost Light
bor (n. o.), Akutan, Unalaska, and Nakne + Unga, Belta (n.fki ( n .), Chignik, False Pand, Paint, Sanak,
Scotch Cap Light (n. o.) Sarachef Lighthous (n. o.), Lost Harbor (n. ( o.), and Akutan to
Unalaska; returning by Akutan, Lost Harbor (n. o.), Sanak, False Pass, Unga, Sand Point,
Chignik, Kanatta (n. o.), Cold Bay (n. o.) Uyak, Kodiak, Seldovia, and Portlock to as contractor's boat may run from September
1 to April 30, Scotch Cap Light ( n . o.) and Sarachef Lighthouse ( n . o.) to be supplied either way over the route at the option of the
contractor, and all other points at which 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 service, including room properly fitted up for the assorting and safe-keeping of the mails with separatesleeping
apartment and board for postal clerk apartment and board for postal clerk, by a mented under the laws of the United States of
approximately 130 -foot length, 25 foot beam, approximately 130 -foot length, 25 -foot beam,
and speed of not less than 8 miles per hour, the contractor to provide for carrying the 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.

## STAR SERVICE.

## Established.

10663. Sackett by James City to Kane, 13.60 miles and back, 6 times a week. From No-
vember 16,1921 , to June 30,1925 Albert vember 16, 1921, to June 30, 1925. Albert
Lindemuth, of James City, contractor, at the Lindemuth, of James City, contractor, at the
rate of $\$ 1,440$ per annum. it Nov mber.

> Discontinued.
> COLORADO.
1921. Ouray to S.lverton. From November 15, NORTH
NORTH CAROLINA.
18130. Townsville to Henderson. From Noember 12, 1921. [3 November.
10649. James City to Sackett. From November
15, 1921. [4 Novemoer.
7332. Lewisburg TENNESSEE.
 27340. Columbia to Lawrenceburg. From No-
vember 15, 1921. 4 November. vember 15, 1921 . $I 4$ November.

## Changed

1223. Paris to South PAINE. From November 16, 1921, increase service to 13 times a week from
November 1 to April 30 , each year. I4 No-
vember. MARYLAND.
1224. Sykesville to Glenelg. From November l6, 1921, require carrier on return trip, after he reaches Musgroves Bridge (n. o.) bet ween
Rover (n.o.) and West Friendship, to go to
Virginia Hobb's residence, 0.25 mile, and reVirginia Hobb's residence, 0.25 mile, and re-
trace, increasing distance 0.50 mile, equal to
0.25 mile and back. 4 November. 0.25 mile and back. [4 November. From No-
1225. Hoods Mills to Knollwood. From vember 16, 1921, require carrier on the return
trip, after he reaches $T$. Musgroves corner between Days corner (n. o.) and Shady Lane (n. o.), to go to the residences ol S. R. Hobbs
and H. C. Wright, 0.60 mile, and retrace, increasing distance 1.20 miles, equal to 0.60 mile
and back. 4 November.
1226. Columbia to Cent SS SE
ber 14, 1921, reduce service to 6 times a week
[ 4 November.
WYOMING.
1227. Stewart to Torrington. From November
to Torrington; returning by Fulton to Stewart omitting Yoder; no change in distance. 13
November.

## Schedules. <br> Schedules.

4134. Ardell to Logal
Leave residence of J.
Sunday $6.30 \mathrm{a} . \mathrm{m}$.

Sunday $6.30 \mathrm{a} . \mathrm{m}$.
Arrive Ardell by $7.10 \mathrm{a} . \mathrm{m}$.
Leave Ardell daily except Sunday $7.20 \mathrm{a} . \mathrm{m}$.
Leave Logan daily except Sunday 12 m .
Arrive Ardell by $3.40 \mathrm{p} . \mathrm{m}$.
Leave Ardell daily except Sunday $4 \mathrm{p} . \mathrm{m}$.
Arrive residence of J . H. Harbison by $5.20 \mathrm{p} . \mathrm{m}$.
Effective November $11,1921.27$ October

## STAR SERVICE.

## Schedules.

ALABAMA.
24355. Narrows to Maxwell:
Leave Narrows daily except Sunday 9a.m
Leave Narrows daily except Sunday $9 \mathrm{a} . \mathrm{m}$
Arrive Maxwell by $12.30 \mathrm{p} . \mathrm{m}$.
Arrive Maxwell by 12.30 p. m.
Arrive Narrows by $5 \mathrm{p} . \mathrm{m}$.
Effective at once.
[27 October.

## 76274. Gilroy to Gilroy Hot Springs:

A prill to October 31.
Leave Gilroy daily except Sunday $11.30 \mathrm{a} . \mathrm{m}$.
Arrive Gilroy Hot Springs by 30 m Arrive Gilroy Hot Springs by 3.30 p. m.
Leave Gilroy Hot Springs daily except Sunday 7 a . m .
Arrive $11 \mathrm{a} . \mathrm{m}$.

## November 1 to March $\$ 1$.

Leave Gilroy Tuesday and Saturday $11 \mathrm{a} . \mathrm{m}$ Arrive Gilroy Hot Springs by $3 \mathrm{p} . \mathrm{m}$.
Leave Gilroy Hot Springs Tuesday and Saturday $3.30 \mathrm{p} . \mathrm{m}$.
Arrive Gilroy by 7.30 p . m .
Effective November 1,1921 October.
76658. Delpiedra to Reedley:
Leave Delpiedra Tuesday, Thursday, and

Saturday $9.30 \mathrm{a} . \mathrm{m} .3$
Arrive Reedley by 10.35 a .
Arrive Reedley by $10.35 \mathrm{a} . \mathrm{m}$.
Leave Reedley Tuesday, Thursday, and Sat
urday $11.20 \mathrm{a} . \mathrm{m}$.
$\underset{\text { urday } 11.20 \mathrm{a} . \mathrm{m}}{\text { urive Delpiedra }}$
Arrive Delpiedra by $12.25 \mathrm{p} . \mathrm{m}$. 31 October.
Effective November 10, 1921. [ COLORADO.
65503. Flues to Joycoy:
Leave Flues Monday

Leave Flues Monday, Wednesday, and Friday
7rrive Joycoy by $3.15 \mathrm{p} . \mathrm{m}$.
Leave Joycoy Tuesday, Thu
urday 7.15 a. mesday,
Arrive Flues in 7 hours.
Arrive Flues in 7 hours.
Effective November 21, 1921. [3 November.
CONNECTICUT.
6136. New Milford to Roxbury railroad station
Leave Bridgewater daily except Sunday 8
a. m. New Milford by $9.15 \mathrm{a} . \mathrm{m}$.
Arrive New Sunday 10
Leave New Milford daily except Sund
ar.m. Bridgewater by $11.25 \mathrm{a} . \mathrm{m}$.
Leave Bridgewater daily except Sunday 3.25
Leave Bridgewater daily exc
p. m.
Arrive station by $4.25 \mathrm{p} . \mathrm{m}$.
Arrive station by $4.25 \mathrm{p} . \mathrm{m}$. .
of mail from train due at $4.33 \mathrm{p} . \mathrm{m}$., but not
later than $5.30 \mathrm{p} . \mathrm{m}$.
Arrive Bridgewater in 1 hour.
Effective at once. [ 26 October.
GEORGIA.
21106. Lookout to Cloudland:
May 1 to September 30.
Leave Lookout daily except Sunday 9 a. $m$
Arrive Cloudland by 12 m .
Leave Cloudland daily except
Arrive Lookout by $4.15 \mathrm{p} . \mathrm{m}$.
October 1 to April 30.
Leave Lookout Tuesday, Thursday, and Sat-
urday $9 \mathrm{a} . \mathrm{m}$.
Arrive Cloudland by 12 m .
Leave Cloudland Tuesday
Leave Cloudland Tuesday, Thursday, and
Saturday 1 p. m.
Arrive Lookout by $4.15 \mathrm{p} . \mathrm{m}$.
Effective November 16, 1921 . [ 29 October. IDAHO.
0183. Bruneau to Grasmere (n. o.):
Carrier is permitted to observe the following
schedule during the winter season when road schedule during the winter season when road
and weather conditions preclude the use of a and weather co
motor vehicle:
Leave Bruneau Tuesday and Friday $10 \mathrm{a} . \mathrm{m}$
Arrive Grasmere (n. o.) by $6 \mathrm{p} . \mathrm{m}$.
Leave Grasmere (n. o.) Wednesday and Sat-
arday 8 a. $m$.
 KENTUCKY
29276. Tillie to daily except Sunday $6.45 \mathrm{a} . \mathrm{m}$.

Arrive Whitesburg by $10 \mathrm{a} . \mathrm{m}$.
Leave Whitesburg daily except Sunday on
receipt of mail from train due about 9.47
arrive., Tillie in $3 \frac{4}{4}$ hours.
Arrive Tillie in $3 \frac{4}{4}$ hours.
Effective November 11, 1921. [27 October.
29672. Pickett to Milltown:
Leave Pickett Tuesday, Thursday, and Sat urday $8 \mathrm{a} . \mathrm{m}$.
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 Pickettin 2 hours.
Effective November 11, 192
[27 October.
29986. Head of Grassy to Rugless:
Leave Head of Grassy daily except Sunday

Arrive Rugless by 11 a.m.
Leave Rugless daily except Sunday $11.30 \mathrm{a} . \mathrm{m}$. Arrive Head of Grassy by $3.30 \mathrm{p} . \mathrm{m}$.
Effective November 11, 1921. [ 31 October. 29987. Falcon to Riceville:

Leave Falcon daily except Sunday $8 \mathrm{a} . \mathrm{m}$.
Leave Riceville daily except Sunday $1 \mathrm{p} . \mathrm{m}$
Arrive Falcon by $5 \mathrm{p} . \mathrm{m}$. 1921 . [1 November.
29988. Salyersville to Wheelersburg:

Leave Salyersville daily except Sunday $7 \mathrm{a} . \mathrm{m}$
Arrive Wheelersburg by $10 \mathrm{a} . \mathrm{m}$.
Leave Wheelersburgdaily except Sunday 12 m
Arrive Salyersville by 3 p.m.
Effective November 16, 1921. [1 November.

## LO UISIANA. to Osborn:

49393. Glenmora to Osborn:
Leave Glenmora Tuesday, Thursday, and Saturday on receipt of mail from train due
about $10.11 \mathrm{a} . \mathrm{m}$., but not later than 11 $\underset{\text { Arrive Osborn in }}{\text { a. }} 34$ hours.
Arrive Osborn in 34 hours, Lhursday, and Sat-
Arrive Glenmora by 9.30 a. m.
Effective November 5, 1921. [26 October.

## STAR SERVICE.

## Schedules. MISSISSIPPI.

26170. Murphy to Hollandale: Arrive Hollandale by 9.45 a . m. . Arrive Murphy by $3.15 \mathrm{p} . \mathrm{m}$.
Effective at once.
[29 October.
26171. Lebanon MISSOURI.
26172. Lebanon to Macks Creek:
Motor vehicle to be used in the performance of
service between Lebanon and the Niangua
service between Lebanon and the Niangua
River.
Leave Lebanon daily except Sunday $7 \mathrm{a} . \mathrm{m}$.
Arrive South side of Niangua River by $11 \mathrm{a} . \mathrm{m}$
Arrive South side of Niangua River by $11 \mathrm{a} . \mathrm{m}$. reseipt of mail from Macks Creek, but not later than 12 m .
Arrive Lebanon in four hours.
Leave Macks Creek danly except Sunday 7
Arrive South side of Niangua River by 11 a.m
Arrive Nouth side of Niangua River by River daily except Sunday on receipt of mail from Lebanon but not later n 12 m
Arrive Macks Creek in four hours.
Effective November 7, 1921. [29 October.
Leave Mincy to Melva:
Leave Mincy daily except Sunday $8.30 \mathrm{a} . \mathrm{m}$
Arrive Melva by
Arrive Melva by $10.30 \mathrm{a} . \mathrm{m}$.
Leave Melva daily except sunday on receipt
of mail from train due about $1.40 \mathrm{p} . \mathrm{m}$., but not later than 3 p. m.
Arrive Mincy in $2 \frac{1}{4}$ hours

26173. Liebig to Poynor:
Leave Liebig Tuesday and Friday 12 m .

Arrive Poynor by $2 \mathrm{p} . \mathrm{m}$.
Leave Poynor Tuesday and Friday on re ceipt of mail from Doniphan, but not later than 4 p. m.
Effective at once hours.
Effective at once. [29 October.
Leave McBride daily except Sunday 6.45
a.m., $11.15 \mathrm{a} . \mathrm{m}$., and 4.30 p . m.
Arrive Perryville by 7.45 a . m., 12.15 p . m.,

Leave Perryville daily except Sunday 9 a. m.,
$2.30 \mathrm{p} . \mathrm{m}$., and $9 \mathrm{p} . \mathrm{m} . \mathrm{m} ., 3.30 \mathrm{p} . \mathrm{m}$. , and 10
Arrive McBride by $10 \mathrm{a} . \mathrm{m}, ~$
$\underset{\text { Leave McBride Sunday } 11: 15 \mathrm{a} . \mathrm{m} \text {. }}{\text { p. }}$
Leave Perryville Sunday $12.30 \mathrm{p} . \mathrm{m}$
Arrive McBride by 1.30 p . m.
Effective at once. $[29$ October.
3578. Oscar to MONTe: TANA.
3578. Oscar to Havre:
Leave Oscar Tuesday and Saturday 9.30
a. m.
Arrive Havre by 12 m .
Leave Havre Tuesday

Leave Havre Tuesday and Saturday 12.30
Arrive Oscar by $3.30 \mathrm{p} . \mathrm{m}$.
Effective November 15, 1921. [2 November.
7150. Santa Cruz to Ojo Sarco: Thursday, and
Leave Santa Cruz Tuesday, Thur Saturday $4.45 \mathrm{a} . \mathrm{m}$.
Leave Ojo Sarco by Tuesday, Thursday, and
Saturday $12.30 \mathrm{p} . \mathrm{m}$.
Arrive Santa Cruz by $7.45 \mathrm{p} . \mathrm{m}$.
Effective November 4, 1921. [28 October. NORTH CAROLINA.
Leave Bachelor daily except Sunday 11.15 a. m .
Arrive North Harlowe by
$1.15 \mathrm{p} . \mathrm{m}$.

Leave North Harlowe daily except Sunday
on receipt of mail from Havelock, but not on receipt of mail from Havelock, but no
later than $2 \mathrm{p} . \mathrm{m}$.
Arrive Bachelor in 2 hours.
Arrive Bachelor in hours.
Effective November 16,1921 . [ 3 November.
1147. Bradley to Weems:

Leave Bradey daily except Sunday $9.30 \mathrm{a} . \mathrm{m}$
Arrive Weems by $10.10 \mathrm{a} . \mathrm{m}$. and $2.25 \mathrm{p} . \mathrm{m}$.
Leave Wems daily except sunday on receip
of mail from trains due about $10.52 \mathrm{a} . \mathrm{m}$. and
$2.59 \mathrm{p} . \mathrm{m}$., but not later than $12.30 \mathrm{p} . \mathrm{m}$. and
4 p. m., respectively.
Arrive Bradley in 40 minutes.
Effective at once. $[26$ October.
Effective at once. 26 October.
E1148. Rhodesdale to Weems:
Leave Rhodesdale twice daily except Sunday in time to connect at Weems post office with mail trains due to arrive at Weems about
$10.52 \mathrm{a} . \mathrm{m}$. and $2.59 \mathrm{p} . \mathrm{m}$., running time each way not to exceed 50 minutes.
Effective at once. 26 October.
Effective at once. [26 October.
Leave Somerset daily except Sunday 7.30 a
m. and $2.15 \mathrm{p} . \mathrm{m}$.
Arrive New Lexington by $8 \mathrm{a} . \mathrm{m}$. and $3 \mathrm{p} . \mathrm{m}$.
Leave New Lexington daily except Sunday Arrive Somerset by 9 m . m . and $4.30 \mathrm{p} . \mathrm{m}$
Arrive
Effective at once. [26 October.
PENNSYLVANIA.
661. NanticenNSYLIANIA.

Leave Nanticoke daily except Sunday 8.45 a. m., $12.15 \mathrm{p} . \mathrm{m}$., and $4.45 \mathrm{p} . \mathrm{m}$.
Arrive Glenlyon by 9.15 a . m., $12.45 \mathrm{p} . \mathrm{m} .$, Leave Gilenlyon daily except Sunday 9.30 a.m., $1 \mathrm{p} . \mathrm{m} .$, and $5.15 \mathrm{p} . \mathrm{m}$.
Arrive Nanticoke by $10 \mathrm{a} . \mathrm{m} ., 1.30 \mathrm{p} . \mathrm{m}$. , and $5.45 \mathrm{p} . \mathrm{m}$.
Effective November 16,1921 . 1 November.
Effective November 16,
Leave Colegrove daily except Sunday 12.15 Arrive Betula by $1.30 \mathrm{p} . \mathrm{m}$.
Leave Betula daily except Sunday $2.15 \mathrm{p} . \mathrm{m}$
Arrive Colegrove by $3.30 \mathrm{p} . \mathrm{m}$.
Effective November 10,1921 .
0663. sackett to Kane:

Leave Sackett daily except Sunday $7 \mathrm{a} . \mathrm{m}$.
Arrive Kane by $11.30 \mathrm{a} . \mathrm{m}$.
Leave Kane daily except. Sunday on receipt
of mail from train due at 12.30 p . m., but not later than $1.15 \mathrm{p} . \mathrm{m}$.
Arrive Sackett in $4 \frac{1}{2}$ hours.
Effective November 16, 1921. [4 November.

