

OFFICE OF THE POSTMASTER GENERAL,
Washington, January 12, 1942.

URGENT—POSTMASTERS TAKE SPECIAL NOTICE

RETURNS OF POSTAL EARNINGS TO STATE AUTHORITIES—TAXATION

The attention of all concerned is called to the POSTAL BULLETIN of January 31, 1941, on the subject of the income of Federal Government officers and employees taxable by the States. Bureau of the Budget Circular No. 385 of December 24, 1941, has now been issued for the current year returns.

Form 1099, which is required to be filed by each department (each post office) with the Commissioner of Internal Revenue, Returns Distribution Section, Washington, D. C., on or before February 15, 1942, will show for every person carried on the rolls for each department (each post office), during any part or all of the calendar year 1941, who, if single, receives \$750 or more, and if married, \$1,500 or more, the kind and amount of income paid; the name and home address of the person to whom paid; and the name and address of the payer.

An extra copy of Form 1099 is to be prepared and forwarded with a letter of transmittal, to the Governor of the State, or, upon request, to the appropriate agency in each State and, in that connection, the following have made special requests for special addressing:

Delaware: Mr. James P. Truss, State Tax Commissioner, Wilmington, Del.

Kentucky: Commissioner of Revenue, Department of Revenue, Frankfort, Ky.

Maryland: Comptroller's Office, Income Tax Division, Annapolis, Md.
Massachusetts: Commissioner of Corporations and Taxation, Income Tax Division, 40 Court Street, Boston, Mass.

New York: Commissioner, Department of Taxation and Finance, State Office Building, Albany, N. Y.

Vermont: Income Tax Division, Vermont Tax Department, Montpelier, Vt.

District of Columbia: Board of Commissioners for the District of Columbia, Washington, D. C.

Territory of Hawaii: Tax Commissioner of the Territory of Hawaii, Honolulu, T. H.

The following States have income-tax laws taxing compensation for personal services:

Alabama.	Kentucky.	North Dakota.
Arizona.	Louisiana.	Oklahoma.
Arkansas.	Maryland.	Oregon.
California.	Massachusetts.	South Carolina.
Colorado.	Minnesota.	South Dakota.
Delaware.	Mississippi.	Territory of Hawaii.
District of Columbia.	Missouri.	Utah.
Georgia.	Montana.	Vermont.
Idaho.	New Mexico.	Virginia.
Indiana.	New York.	West Virginia.
Iowa.	North Carolina.	Wisconsin.
Kansas.		

FRANK C. WALKER,
Postmaster General.

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, January 7, 1942.

MAIL FOR UNITED STATES NAVAL VESSELS, UNITED STATES NAVAL UNITS, AND UNITED STATES HEMISPHERE DEFENSE BASES

Owing to the increased volume of mail for United States naval vessels, United States naval units, United States hemisphere defense bases, etc., and in order to expedite distribution and dispatch of this mail at New York, N. Y., post offices and railway post offices will, when the quantity warrants, make up separate pouches of letters and separate sacks of "prints" and parcel post as follows:

<i>Pouches and sacks labeled</i>	<i>To contain mail for</i>
New York, N. Y., Morgan Annex (naval mail).	United States naval vessels, United States Naval Bases, etc., and United States Marine Corps Units, addressed "Care Postmaster, New York, N. Y."
New York, N. Y., Morgan Annex (military mail).	Army post offices bearing A. P. O. numbers, "Care Postmaster, New York, N. Y."
	United States Marine detachments at the hemisphere defense bases, in the Atlantic or Caribbean.
	American Base Forces followed by name of Islands, such as Bermuda, Trinidad, etc.
	Base Commands preceded by name of Islands, such as Bermuda Base Command.
	The civilian personnel, including contractors and their employees who are nationals of the United States, and employed in connection with the establishment, maintenance, or operation of these bases, and the families of such persons.

When the quantity does not warrant a separate "New York, N. Y.—Morgan Annex—Military Mail" sack, include "prints" and parcel post in the "New York, N. Y.—Morgan Annex—Naval Mail" sack. Should the quantity (a few pieces) not warrant either a "New York, N. Y.—Morgan Annex—Naval Mail" or a "New York, N. Y.—Morgan Annex—Military Mail" sack, then include "prints" in the "New York, N. Y.—Foreign" "prints" sack and parcels in the "New York, N. Y.—Foreign" parcel-post sack.

However, as an exception to the above, mail matter, including parcel post, for the American Forces in Newfoundland, shall be dispatched to New York, Boston, or Vanceboro & Boston R. P. O. for onward dispatch, reference being made to paragraph 3 of the notice "Mail for American Forces in Newfoundland" appearing on page 6 of the September 1941 Supplement to the Postal Guide.

Air mail for the Army Post Offices, etc., mentioned above, shall be given the same dispatch from point of mailing as international air mail for the same islands and countries in which the bases, etc., are located.

SMITH W. PURDUM,
Second Assistant Postmaster General.

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, January 8, 1942.

SALE OF MOTOR VEHICLE TAX STAMPS IN POST OFFICES

1. *Law.*—There shall be imposed upon the use of motor vehicles * * * a tax, with respect to each year in which such use occurs, at the following rates: (1) Motor vehicles, \$5 * * *. The payment of the tax * * * shall be evidenced by such suitable stamp, sticker, or tag of such form, which shall be affixed to the motor vehicle * * * in such manner, as the Commissioner (Bureau of Internal Revenue), with the approval of the Secretary (of the Treasury), may by regulations prescribe. * * * The Commissioner (Bureau of Internal Revenue) shall furnish to the Postmaster General without prepayment a suitable quantity of stamps, stickers, or tags to be distributed to and kept on sale by postmasters in the United States. The Postmaster General may require each such postmaster to give additional or increased bond as postmaster for the value of the stamps, stickers, or tags furnished to him, and each such postmaster shall deposit the receipts from the sale of such stamps, stickers, or tags to the credit of and render accounts to the Postmaster General at such times and in such form as he may by regulations prescribe. The Postmaster General shall at least once monthly transfer all collections from this source to the Treasury as internal-revenue collections. * * * The tax imposed by this section shall not apply to the use of a motor vehicle * * * by the United States, a State, Territory, the District of Columbia, or a political subdivision of any of the foregoing. (Act of September 20, 1941.)

Instructions

2. *Sales in Post Offices.*—Motor Vehicle Tax Stamps shall be kept on sale at all post offices of the first-, second-, third- and fourth-classes. Postmasters at such offices shall maintain an adequate supply thereof and have the stamps on sale at one window at least at the main office and at each branch and classified station.

Since the law provides for the collection of the motor vehicle tax on the basis of the fiscal year, a separate denomination stamp will be issued and sold each month to cover the tax until the end of the year (June 30) as follows: \$5.00 for July; \$4.59 for August; \$4.17 for September; \$3.75 for October; \$3.34 for November; \$2.92 for December; \$2.50 for January; \$2.09 for February; \$1.67 for March; \$1.25 for April; \$0.84 for May; and \$0.42 for June.

The amount of these stamp sales at a post office shall not be considered as forming any part of the "Gross Postal Receipts" under section 424, Postal Laws and Regulations.

The motor vehicle tax becomes effective on February 1, 1942. However, for the better accommodation of the public, the February 1942 issue of stamps in the denomination of \$2.09 will be placed on sale in post offices immediately upon receipt of stamps and report cards, and will be continued on sale until the close of business on February 28, 1942. The stamps for subsequent months will be placed on sale on the first day of the respective month with the exception of the \$5.00 July stamp, covering the tax for the ensuing fiscal year, which will be placed on sale during the month of June. All unsold stamps remaining on hand at the close of business on the last day of each month will be withdrawn from sale and disposed of as directed in paragraph 5 (a), (b), and (c). Applicants for motor vehicle tax stamps of a prior month's issue, no longer on sale in post offices, should be directed to obtain the same from the nearest collector of internal revenue.

3. *Method of distribution.*—Motor vehicle tax stamps will be issued by the Department to all central-accounting post offices for local sales purposes and for distribution on a fixed-credit basis to all first, second, third, and fourth class post offices, to be known as district accounting offices, located within the territory of the central-accounting post office. Central-accounting postmasters will be supplied with required stocks of motor vehicle tax stamps of the February 1942 issue (\$2.09) on requisitions prepared in the Department. Central-accounting postmasters will submit requisition on Form 3337 to reach the Department not later than the 15th of each subsequent month for the quantity of the next month's issue of motor vehicle tax stamps required for local sales and distribution to district accounting post offices. These requisitions must not be delayed as it is imperative that the stamps shall be available for sale in all post offices on the first day of the month.

4. *Fixed-credits.*—(a) Central-accounting postmasters shall issue the required motor vehicle tax stamps to district post offices in their territories without prepayment, to be charged on fixed-credit receipt, Form 3367, suitably altered to denote motor vehicle tax stamps, in accordance with the following schedule:

Post Offices:	Number of Stamps	
	(July) ¹	(Other Months)
Fourth-Class.....	50	10
Third-Class.....	200	10
Second-Class.....	400	25

¹ This schedule also applies to February 1942.

Postmasters at first-class post offices will submit a requisition on Form 017-FC in advance to the central-accounting post office for the quantity of each month's issue of motor vehicle tax stamps, in even multiples of 50 stamps, required for local sales purposes. Central-accounting postmasters may increase or decrease fixed credits in motor vehicle tax stamps as may be required to conform to the local demands at district accounting post offices.

(b) Postmasters shall issue to superintendents of branches and classified stations and stamp clerks a sufficient supply of motor vehicle tax stamps to

meet the local public demand, on fixed-credit receipt, Form 3367-B, suitably altered.

(c) Under no circumstances shall motor vehicle tax stamps be included in fixed credits of postage stamps, documentary, internal revenue or migratory-bird hunting stamps.

5. *Settlement of Fixed-Credits.*—(a) All outstanding fixed credits in motor vehicle tax stamps in the possession of stamp clerks and superintendents of post office branches and classified stations shall be accounted for by the return of unsold stamps and cash to the postmaster, to balance the account, at the close of business on the last day of each month.

(b) District accounting postmasters shall return all unsold stamps and cash to balance their fixed-credits in motor vehicle tax stamps for the preceding month, in time to reach the central-accounting postmaster not later than the third of the following month.

(c) Central-accounting postmasters will render a final account to the Department of the motor vehicle tax stamps of each monthly issue not later than the 10th of the following month, except where territorial post offices are involved, by returning all unsold stamps by official registered mail to the Third Assistant Postmaster General, Division of Stamps, accompanied with letter of transmittal on Form 3206. The value of the unsold stamps returned, added to the deposits, must equal the total accountability of the office for the respective month.

6. *Remittance of Cash.*—(a) All funds received from the sale of motor vehicle tax stamps at district accounting post offices shall be remitted to the central-accounting postmaster not less often than once each week at offices of the first-class and not less often than twice monthly at post offices of the second- and third-classes. Postmasters at fourth-class post offices will remit the accumulated funds from the sale of these stamps at the close of each month accompanied by the unsold stamps to balance the fixed credit. Postmasters at fourth-class post offices will however, make remittance at any time during the month when the accumulated funds from the sale of motor vehicle tax stamps amount to \$50.00. All remittances of cash within the month will be credited to the fixed-credit account of the district postmaster at the central-accounting office unless additional stamps are required, in which case the remittance will be accompanied with a requisition for the desired stamps on Form 017-FC.

(b) Central-accounting postmasters will deposit the funds received from the sale of motor vehicle tax stamps at district post offices, together with the funds received from the sale of these stamps to local patrons, not less often than twice monthly, in the local Federal Reserve Bank or branch or General Public Money Depository Bank, as "P. O. Dept. Motor Vehicle Tax Stamp Collections," to the credit of the Postmaster General. The postmaster will prepare and the bank will sign receipts on Treasury Department Form 1 (revised), Division of Bookkeeping and Warrants, in triplicate, on each copy of which shall be plainly stamped or written "P. O. Dept. Motor Vehicle Tax Stamp Collections." The original certificate will be sent by the bank to the Treasurer of the United States; the duplicate and triplicate will be delivered by the bank to the depositing postmaster who will forward the duplicate to the Third Assistant Postmaster General, Division of Stamps, with Form 3346, at the close of each month. The triplicate will be retained by the postmaster as an office record. Additional receipt forms when required should be requested by letter addressed by the central-accounting postmaster to the Treasury Department, Division of Bookkeeping and Warrants, Washington, D. C.

7. *Report Cards.*—Postmasters will be supplied with needed quantities of Treasury Department Card, Form MV-1, which purchasers of motor vehicle tax stamps are required to fill out and mail to the Collector of Internal Revenue of the local district after affixing a 1¢ postage stamp thereto. One of these forms shall be delivered with each motor vehicle tax stamp sold, but prior to such delivery each such card shall be validated by stamping on the face thereof an impression of a post office stamp, such impression to be placed near the top margin so as not to cover the blank spaces. The quantity of cards sent to each post office will correspond to the number of motor vehicle stamps. The supply of cards should be safeguarded against loss or unnecessary spoilage. District accounting post offices will make application to the central-accounting post office if additional cards are required.

8. *Accounts.*—Every central-accounting postmaster and the postmaster at Washington, D. C., will render a monthly account on Form No. 3346, on the order of the present internal revenue stamp account, to the Third Assistant Postmaster General, Division of Stamps, on or before the 10th day of each calendar month, covering all motor vehicle tax stamp transactions of the preceding month. The account shall be sent by ordinary mail in a "penalty" envelope, plainly marked "Motor Vehicle Tax Stamp Account", accompanied with receipts covering deposits made for the total sales reported during the month, and the duplicate invoice, Form 3337, signed and dated to show date stamps ordered were received.

9. *Washington, D. C.*—The Postmaster, Washington, D. C., will be supplied with motor vehicle tax stamps by the Department. He shall establish fixed credits of the stamps at the main office and at classified stations. He shall submit to the Department a monthly stamp account on Form No. 3346. He shall deposit all funds received from the sale of motor vehicle tax stamps twice monthly in the United States Treasury, to the credit of the Postmaster General. In making such deposits, he will use Treasury Department (Division of Bookkeeping and Warrants), Form 1 (revised), in triplicate, plainly marked "P. O. Dept. Motor Vehicle Tax Stamp Collections." The duplicate copy shall accompany the monthly stamp account to the Department. The Postmaster, Washington, D. C., will close out each monthly account in motor vehicle tax stamps by the return of all unsold stamps as specified in paragraph 5 (c).

10. *Redemption or exchange from public prohibited.*—Postmasters shall not redeem, repurchase, or exchange any motor-vehicle stamps from any person, firm, company, or corporation. Persons desiring to redeem, sell, or exchange motor-vehicle tax stamps held by them, shall be advised to make application for relief to the nearest Collector of Internal Revenue.

11. *Change in postmaster.*—Upon the death, resignation, removal, or suspension of a postmaster, or whenever a new bond is required, the provisions of sections 243 and 302 to 306, Postal Laws and Regulations, are applicable to postmasters who render to the Department monthly motor-vehicle tax stamp accounts and to all other postmasters who are accountable for the stamps on a fixed-credit basis. Divided accounts must be submitted by the postmaster who renders accounts to the Department for the parts

of the month served by each postmaster or acting postmaster or for the parts of the month covered by different bonds, accompanied with Form 3235 duly executed by the outgoing and incoming postmaster.

12. *Damaged, spoiled, or unsalable stamps.*—(a) Damaged, spoiled or unsalable motor vehicle tax stamps in the stock at any post office except Washington, D. C., and the various central-accounting post offices (not purchased, exchanged, or redeemed from any individual, firm, company, or corporation) shall be sent to the respective central-accounting office from which the stamps were originally obtained in exchange for new stamps.

(b) Damaged, spoiled or unsalable motor vehicle tax stamps in the stock of the central-accounting office (or the Washington, D. C. office), as well as such stamps received from other offices furnished on fixed credits by the central-accounting office, shall be included with the unsold stamps returned to the Department for credit at the close of the month in settlement of the monthly account.

13. *Unavoidable Losses.*—When the postmaster, at an office furnished motor vehicle tax stamps on fixed-credit by the central-accounting office, suffers a loss of stamp stock or funds by fire, burglary, or other unavoidable casualty, he shall file a claim with the Solicitor, Post Office Department, for credit on account of such loss, and shall immediately notify the central-accounting postmaster the amount of the loss. The central-accounting postmaster shall then prepare an emergency claim pending receipt in triplicate on Form 3367-A for the amount of the loss and send the original and duplicate with the amount of stamps reported lost to the postmaster who suffered the loss. The receipt shall be signed in duplicate by the postmaster and the original returned to the central-accounting postmaster. The triplicate signed by the central-accounting postmaster, but not by the receiving postmaster, shall be sent to the Third Assistant Postmaster General, Division of Stamps, Washington, D. C.

14. The central-accounting postmaster shall carry the amount of the loss in Items 13 and 14 on Form 3346 as stock charged to other postmasters until notified by the Department that the claim has been settled. If the claim is allowed, the amount shall be subtracted from Items 13 and 14 and entered in Items 16 and 23. If disallowed, the amount shall be collected in cash from the postmaster involved and treated as cash sales.

Items 17 and 22 on Form 3346 should be used only when the loss is at a central-accounting office and then only when there is a change in postmaster. Losses at the central-accounting office, for which claims have been filed with the Solicitor, if still pending, shall be reported in Item 22 of the final account of the outgoing postmaster and shall not be taken up by the incoming postmaster.

15. All Postal Laws and Regulations relating to the safety of public funds and postage stamps, not inconsistent with any specific provision of these instructions apply to, and are binding upon, all postmasters and employees of the Postal Service in handling, safeguarding, and accounting for adhesive motor vehicle tax stamps and funds.

16. All shipments of motor vehicle tax stamps between post offices shall be made by official registered mail and the number of stamps therein shall be witnessed by two employees at the sending and receiving post offices.

17. Postmasters and postal employees are accountable under their official bonds for all motor-vehicle tax stamps and funds in their custody.

18. *Advice to the Public.*—Postmasters and postal employees shall not, in their official capacity, attempt to instruct local patrons with regard to the application of this law other than to advise that the tax is collectible on all motor vehicles, including passenger cars, trucks, and motorcycles that are in use on the highways.

19. Postmasters will prepare a conspicuous notice and place the same near stamp window where motor vehicle tax stamps are sold, advising patrons of the correct address of the Collector of Internal Revenue of the local district to which report cards (MV-1) are to be mailed by purchasers of these stamps.

RAMSEY S. BLACK,
Third Assistant Postmaster General.

POSTMASTER IN THE MILITARY SERVICE WHO HAS RETURNED TO DUTY—

Presidential

Dec. 8, 1941
Timpson, Tex., Joseph J. Compton.

POSTMASTERS COMMISSIONED

Fourth Class

Jan. 9, 1942
w Micawber, Okla., Nathan Lloyd McGehee
w Ben Bolt, Tex., Miss Emma Garcia.
w Bartlick, Va., Calvin B. Stallard.

ACTING POSTMASTERS APPOINTED

Presidential

30 Buffalo, Kans., Paul Eugene Cockrell. Dec. 31, 1941.
30 Turon, Kans., Mrs. Cleora Hila Creed. Dec. 31, 1941.
30 Florence, Miss., Mrs. Grace Wilson Morrison. Dec. 31, 1941.
3 Hancock, N. H., Everett E. Adams. Nov. 26, 1941.
3 East Setauket, N. Y., Mrs. Florence R. Danowski. Dec. 31, 1941.
#3 North Lawrence, N. Y., Joseph T. Lockbaum. Dec. 31, 1941.
3 Springwater, N. Y., Mrs. Madge E. McIntyre. Dec. 31, 1941.
30 Bessemer City, N. C., Robert M. Kiser. Dec. 31, 1941.
#3 Hollyridge, N. C., Cleveland C. Hines. Dec. 31, 1941.
3 Clover, S. C., Shirley J. Smith. Dec. 21, 1941.
3 Waldo, Wis., John Walter Sprangers. Dec. 31, 1941.

o Postal savings depository.
w New postmaster.
3 Third-class offices.
Service postmaster.

ACTING POSTMASTERS APPOINTED

Fourth Class

Dixie, Ark., Mrs. Dorothy Hawkins. Dec. 31, 1941.
Pfeiffer, Ark., Mrs. Bertha M. Cummings. Dec. 31, 1941.
Springston, Idaho, Edson E. Pugh. Nov. 14, 1941.
Coburg, Ky., Sam Breeding. Dec. 15, 1941.
Glo, Ky., Homer C. Kazee. Jan. 5, 1942.
Simpson, Ky., Mrs. Pearl Derickson. Dec. 31, 1941.
Rita, La., Miss Anna Culotta. Dec. 31, 1941.
Erwin, Miss., William J. Shutt, Jr. Dec. 31, 1941.
Hiwannee, Miss., Miss Lucille Y. Cooley. Dec. 31, 1941.
Ashton, Mo., Mrs. Winnie Merle Overhulser. Dec. 31, 1941.
Barnstead, N. H., Mrs. Lizzie F. Smith. Dec. 31, 1941.
Washington, N. H., Mrs. Mary E. Young. Dec. 31, 1941.
m Longwood, N. C., Mrs. Eula B. Browning. Nov. 30, 1941.
Lillydale, Tenn., Mrs. Ola B. Sevier. Dec. 31, 1941.
Espanola, Wash., Mrs. Anna L. Thiemens. Dec. 31, 1941.
Bloomery, W. Va., Raymond E. Omph. Dec. 31, 1941.
Klevenville, Wis., Mrs. Mary E. Riphahn. Dec. 31, 1941.
Van Tassell, Wyo., Robert L. Bancroft. Nov. 30, 1941.

m Acting while postmaster on military leave.

POSTMASTER'S NAME CHANGED BY MARRIAGE

Sarah Ann, W. Va. Mrs. Hattie Howes changed her name to Mrs. Hattie Cook on Sept. 20, 1941.

POST-OFFICE CHANGES

Discontinued—Fourth Class

FLORIDA

Bayshore, Lee County, routes 104802 and 223348. Effective Jan. 31, 1942. Mail to Fort Myers.

Sites Changed

KENTUCKY

Preston, Bath County, 150 feet north on route 229327. Order of Jan. 8, 1942.

MAINE

Sargentville, Hancock County, 175 feet east on routes 1299 and 1324. Order of Jan. 6, 1942.

NEW HAMPSHIRE

Groton, Grafton County, 100 feet north on route 2116. Order of Jan. 7, 1942.

STATIONS AND BRANCHES

Established

CALIFORNIA

No. 80742. San Diego. Naval Operating Base (branch) (without money-order facilities) effective Feb. 1, 1942.

Chico: 81613. Station No. 4 (contract) effective Jan. 16, 1942.

Muroc: 82271. The following money-order station will be established effective Jan. 16, 1942: Unit No. 1.

NEW YORK

No. 20003. New York: U. S. S. Gato Branch (without money-order facilities) effective Jan. 16, 1942.

TEXAS

Mission: 53815. Moore Field Branch (contract) effective Jan. 16, 1942.

Sherman: 52285. Army Air Base Branch (contract) effective Jan. 16, 1942.

No. 54321. Sabine Pass: Section Base (branch) (without money-order facilities) effective Jan. 30, 1942.

Reestablished

FLORIDA

No. 78610. Key West: Naval Air Station (Station) (with money-order facilities) effective Jan. 25, 1942.

Designation Changed

NEW YORK

New York: Designation of U. S. Fleet Branch (No. 20485) (without money-order facilities) changed to U. S. Pacific Fleet Branch (No. 20485) (without money-order facilities) effective Feb. 1, 1941.

AIR MAIL SERVICE

A. M. 13

Effective Jan. 15, 1942, the air mail stop is resumed at Long Beach, Calif., leaving on trip 5j at 3:05 p. m., and trip 10j at 4:45 p. m. No other change on trips.

A. M. 55

Effective Jan. 15, 1942: Trip 141a, leave Birmingham 8:35 a. m., Chattanooga 7:34-7:37 a. m., Knoxville 8:14-8:25 a. m., Bristol-Kingsport-Johnson City 10:18 a. m., Charleston 11:24-11:34 a. m., Morgantown 12:38 p. m., arrive Pittsburgh 1:00 p. m.

CHANGES AFFECTING MONEY-ORDER BUSINESS ONLY

International Business Established

CALIFORNIA

San Diego: Pacific Beach Station, effective Feb. 1, 1942.

RAILROAD SERVICE

Authorized

113801. From Jan. 12, 1942, service between Juntura and Crane, Oreg., 53.06 miles, is authorized as a part of route 113801 of the Union Pacific R. R. Co. formerly covered by route 113797 in the name of the same company.

Terminated

101724. From Dec. 10, 1941, service over that part of route 101724 of the Boston & Maine R. R. between Danvers and Newburyport, Mass., 21.19 miles, is terminated.

DISCONTINUANCE OF RURAL STATION—CORRECTED

Order of Jan. 6, 1942 (BULLETIN 18363) is corrected so as to show the name of the rural station as Watauga Valley Rural Station (No. 57868), tributary to post office at Elizabethton, Tenn., effective Dec. 31, 1941, instead of Watauga Rural Station.

STAR ROUTE SERVICE

Schedule Corrected

KENTUCKY

30068. Hyman to New Concord. BULLETIN No. 18358, dated Jan. 1, 1942, is corrected to show the effective date as Jan. 5, 1942, instead of Jan. 5, 1941.

30069. Barnrock to Keaton. BULLETIN No. 18358, dated Jan. 1, 1942, is corrected to show the effective date as Jan. 5, 1942, instead of Jan. 5, 1941.

Established

ILLINOIS

35338. Part A, Carbondale by Carbondale railroad station (I. C.), Cambria and Herrin to Johnston City, 24 miles and back, 6 times a week. Part B, Carbondale, by Carbondale railroad station (I. C.), Cartersville, Herrin, Johnston City railroad station (C. & E. I.), to Johnston City, 24 miles and back, 1 trip a week. No box service on either part. From Jan. 19, 1942, to June 30, 1943. Eugene Colhard, 100 South 11th St., Herrin, contractor, at \$1,649 per annum.

MISSOURI

45536. West Plains, by Lebo (n. o.), to Hopewell school (n. o.), returning by Cannon Corner (n. o.), Cole Corner (n. o.), Valley Star schoolhouse (n. o.), Lewis Corner (n. o.), Bradford Corner (n. o.), Warford Corner (n. o.), Jim Davis Corner (n. o.), Carson Corner (n. o.), Nash Corner (n. o.), Robinson Corner (n. o.), Joe Cross Corner (n. o.), Boose Corner (n. o.), Swindle Corner (n. o.) (via Farm to Market Road), Haselton Corner (n. o.), and Henry Corner (n. o.) (via Farm to Market Road), to West Plains, equal to 27.19 miles and back, 6 times a week. Contractor required to sell stamp supplies, etc. From Jan. 16, 1942, to June 30, 1943. Frank Hall, West Plains, contractor, at \$1,080 per annum.

Discontinued

ILLINOIS

35279. Parts A and B, Carbondale to Johnston City railroad station (C. & E. I.). From Jan. 18, 1942 (superseded by route 35338).

MISSOURI

45432. West Plains to Hopewell School (n. o.). From Jan. 15, 1942 (superseded by route 45536).

Changed

MICHIGAN

37369. Kalamazoo to Grand Rapids. From Jan. 15, 1942, change service so as to embrace and supply Byron Center on return trip only, between Grand Rapids (Union Station) and Moline, increasing distance equal to 3.2 miles and back; allow contractor \$95.36 per annum.

NORTH CAROLINA

18361. Strieby (n. o.) to Seagrove. From Dec. 16, 1941, supply Seagrove at site authorized Dec. 2, 1941, increasing distance equal to 0.07 mile; allow \$2.25 per annum.

OHIO

31187. Cadiz to New Athens. From Dec. 22, 1941, supply Short Creek at site authorized Dec. 16, 1941, decreasing distance equal to 0.08 mile and back; deduct \$4.48 per annum.

PENNSYLVANIA

10187. Mount Jewett (Union Station) to Smethport. From Feb. 16, 1942, change frequency of service as follows; deduct \$15 per annum: 12 times a week, but only 1 round trip required on holidays (8) unless specifically directed by the Chief Clerk, Railway Mail Service; contractor to be allowed pro rata increase in pay accordingly.

10415. From Jan. 26, 1942, change and restate service as follows; allow \$245.38 per annum: Part A, From Lumberville to Stockton (N. J.), 3.8 miles and back, six times a week. Part B, From Lumberville by Copper Nose Corner (n. o.), Smith Corner (n. o.), Henze Corner (n. o.), Peter Corner (n. o.), Carversville, Peter Corner (n. o.), Mechanicsville to Doylestown, 12.9 miles and back, 6 times a week. Box delivery and collection service required on part B only.

TENNESSEE

27318. Cookeville railroad station to Tullahoma. From Jan. 12, 1942, change and restate service as follows; allow \$180 per annum: Part A, from Cookeville railroad station to Sparta, equal to 19 miles and back, 7 times a week; part B, from Sparta by Doyle, Quebeck, Walling, Rock Island, Campaign, McMinnville, Smartt, Morrison, Summittville, Manchester, and Tullahoma railroad station to Tullahoma, equal to 66.06 miles and back, 6 times a week; part C, from Manchester to Tullahoma railroad station, 11.5 miles, 6 times a week, 1 way only. Contractor on this route is permitted to perform 6 additional trips a week, 1 way only, from Tullahoma railroad station by Manchester to McMinnville by schedule stated, provided the mails are transported in regulation equipment, by a sworn carrier, and without expense to the Department.

TEXAS

50199. Part A, Kress to Rouser corner (n. o.); part B, Kress to Hart. Correct statement of frequency of service on both parts so as to be 6 times a week, but no service required on holidays (8), unless specifically directed by the postmaster at Kress.

STAR ROUTE SERVICE

Changed

MINNESOTA

41178. Bovey to Smith's place (n. o.). From Jan. 16, 1942, change and restate service as follows; allow \$69.85 per annum: From Bovey by Longrie Corner (n. o.), Hurlbut Corner (n. o.), Hatcher Corner (n. o.), Bluntak Corner (n. o.), John Rost residence (n. o.), Bluntak Corner (n. o.), Eckert Corner (n. o.), and Shoemaker School Corner (n. o.) to Smith's Place (n. o.), returning by Big Balsam Corner (n. o.), Balsam Town Hall (n. o.), Garner Corner (n. o.), Clearwater School (n. o.), and Coleraine to Bovey, equal to 35 miles and back, 6 times a week, but no service required on holidays (8) unless specifically directed by the postmaster at Bovey.

WISCONSIN

39129. Phillips to Price Creek (n. o.). From Jan. 15, 1942, change and restate service as follows; allow \$31.47 per annum: From Phillips by W. Dama Farm (n. o.), Mess Corner (n. o.), Goetch Corner (n. o.), and Camp Merrill (n. o.) to Price Creek (n. o.), returning by Camp Merrill (n. o.), Goetch Corner (n. o.), Letka Corner (n. o.), Rous Corner (n. o.), Letka Corner (n. o.), Deer Creek School (n. o.), Redahl Corner (n. o.), and Squaw Creek School (n. o.) to Phillips, equal to 22.3 miles and back, 6 times a week, but no service required on holidays (8), unless specifically directed by postmaster at Phillips.

Schedules

ILLINOIS

35338. Part A and B, Carbondale to Johnston City:

Part A

Leave Carbondale daily except Sunday 5 a. m. Arrive Carbondale railroad station (I. C.) by 5:05 a. m.

Leave Carbondale railroad station (I. C.) daily except Sunday on receipt of mail from train due about 5:10 a. m., but not later than 7 a. m.

Arrive Johnston City in 1 hour. Leave Johnston City daily except Sunday on receipt of mail from train due about 7:48 a. m., but not later than 9 a. m.

Arrive Carbondale in 1 hour.

Part B

Leave Carbondale Sunday 5 a. m. Arrive Carbondale railroad station (I. C.) by 5:05 a. m.

Leave Carbondale railroad station (I. C.) Sunday on receipt of mail from train due about 5:10 a. m., but not later than 6:30 a. m. Arrive Johnston City in 1 hour.

Leave Johnston City Sunday on receipt of mail from train due about 7:48 a. m., but not later than 9 a. m.

Arrive Carbondale in 1 hour.

MICHIGAN

37369. Kalamazoo to Grand Rapids: Leave Kalamazoo daily except Saturday 8:15 p. m.

Arrive Grand Rapids by 10:15 p. m. Leave Grand Rapids daily except Sunday 7:30 a. m.

Arrive Kalamazoo 10 a. m. Effective Jan. 15, 1942.

MINNESOTA

41178. Bovey to Smith's place (n. o.): Leave Bovey daily except Sunday and holidays 9 a. m.

Arrive Smith's place (n. o.) in 3 hours and 25 minutes.

Leave Smith's place (n. o.) daily except Sunday and holidays immediately after arrival. Arrive Bovey in 3¼ hours. Effective Jan. 16, 1942.

MISSOURI

45536. West Plains to Hopewell School (n. o.): Leave West Plains daily except Sunday 8 a. m.

Arrive Hopewell School (n. o.) by 11 a. m. Leave Hopewell School (n. o.) daily except Sunday immediately after arrival.

Arrive West Plains by 12:30 p. m. Effective Jan. 16, 1942.

TEXAS

50654. Parts A and B Tilden to Fowlerton:

Part A

Leave Tilden Monday, Wednesday, and Friday on receipt of mails from Three Rivers, but not later than 12 m.

Arrive Fowlerton in 1¼ hours. Leave Fowlerton Monday, Wednesday, and Friday, immediately on arrival.

Arrive Tilden in 1¾ hours.

Part B

Leave Tilden Tuesday, Thursday, and Saturday on receipt of mail from Three Rivers, but not later than 12 m.

Arrive Fowlerton in 1¼ hours. Leave Fowlerton Tuesday, Thursday, and Saturday immediately after arrival.

Arrive Tilden in 3¼ hours. Effective Jan. 7, 1942.

VIRGINIA

14141. Marshall to Conde (waiver): Leave Marshall daily except Sunday 10:30 a. m.

Arrive Conde by 12 noon. Leave Conde daily except Sunday 15 minutes after arrival.

Arrive Marshall by 1:45 p. m. Effective Jan. 15, 1942.

STAR ROUTE SERVICE

Schedules

GEORGIA

21171. Griffin to Warm Springs: Leave Griffin daily except Sunday on receipt of mail from Atlanta & Savannah train 2 due about 10 a. m., but not later than 11.15 a. m. Arrive Warm Springs in 2¼ hours. Leave Warm Springs daily except Sunday 2 p. m. Arrive Griffin by 4:20 p. m. Effective Jan. 8, 1942.

PENNSYLVANIA

10187. Mount Jewett (Union Station) to Smethport:

Leave Mount Jewett (Union Station) daily except Sunday on receipt of mail from train due about 8:13 a. m., and daily except Sunday and holidays on receipt of mail from train due about 3:10 p. m. Arrive Smethport in 40 minutes.

Leave Smethport daily except Sunday 10:50 a. m., and daily except Sunday and holidays 4:15 p. m.

Arrive Mount Jewett (Union Station) by 11:35 a. m., and 5 p. m. Effective Feb. 16, 1942.

10415. Part A, Lumberville to Stockton (N. J.); Part B, Lumberville to Doylestown.

Part A

Leave Lumberville daily except Sunday 6:45 a. m.

Arrive Stockton by 6:55 a. m. Leave Stockton daily except Sunday, on receipt of mail from Trenton (N. J.) star route due about 6:45 a. m., but not later than 8:30 a. m.

Arrive Lumberville in 10 minutes.

Part B

Leave Lumberville daily except Sunday 20 minutes after completion of service on part A.

Arrive Doylestown in 1½ hours. Leave Doylestown daily except Sunday 2:30 p. m.

Arrive Lumberville by 3:50 p. m. Effective Jan. 26, 1942.

TENNESSEE

27265. Camden to Eagle Creek: Leave Camden daily except Sunday 6:30 a. m.

Arrive Eagle Creek by 8 a. m. Leave Eagle Creek daily except Sunday on receipt of mail from rural carrier due about 10:30 a. m., but not later than 11:15 a. m.

Arrive Camden in 1½ hours. Effective Jan. 8, 1942.

27312. Ivyton to Manson: Leave Ivyton daily except Sunday on receipt of mail from Jamestown due about 11:45 a. m., but not later than 12:45 p. m.

Arrive Manson in 2½ hours. Leave Manson daily except Sunday immediately after exchange of mail.

Arrive Manson in 2½ hours. Effective Jan. 8, 1942.

27318. Part A, Cookeville railroad station to Sparta; part B, Sparta to Tullahoma; part C, Manchester to Tullahoma railroad station:

Part A

Leave Cookeville railroad station daily on receipt of mail from train due about 3:30 a. m., but not later than 4 a. m.

Arrive Sparta in 45 minutes. Leave Sparta daily 8:30 p. m.

Arrive Cookeville railroad station in 1 hour.

Part B

Leave Sparta daily except Sunday after receipt of mail from Cookeville due about 4:30 a. m.

Arrive Tullahoma in 4 hours 50 minutes. Leave Tullahoma daily except Sunday 3:15 p. m.

Leave Tullahoma railroad station daily except Sunday on receipt of mails from trains due about 4:05 p. m., but not later than 4:50 p. m.

Arrive Sparta in 3 hours 5 minutes.

Part C

Leave Manchester daily except Sunday 9:30 p. m.

Arrive Tullahoma railroad station by 10 p. m. *Gratuitous Schedule*

Leave Tullahoma railroad station daily except Sunday 1:20 p. m.

Arrive McMinnville in 2 hours 35 minutes. Effective Jan. 12, 1942.

VERMONT

3212. Island Pond to East Haven: Leave Island Pond Tuesday, Thursday, and Saturday 4:30 p. m.

Arrive East Haven by 5:45 p. m. Leave East Haven Tuesday, Thursday, and Saturday 5:50 p. m.

Arrive Island Pond by 7 p. m. Effective Jan. 7, 1942.

Any scheduled trip falling on a national holiday to be performed on the preceding day.

WISCONSIN

39129. Phillips to Price Creek (n. o.): Leave Phillips daily except Sunday and holidays 8 a. m.

Arrive Price Creek (n. o.) by 10:15 a. m. Leave Price Creek (n. o.) daily except Sunday and holidays, immediately after exchange of mails.

Arrive Phillips by 12 m. Effective Jan. 15, 1942.