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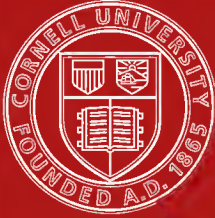
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Parcel post in foreign countries.



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PARCEL POST IN FOREIGN COUNTRIES

PREPARED UNDER THE DIRECTION OF
HON. JONATHAN BOURNE, JR.
CHAIRMAN OF THE SENATE COMMITTEE ON
POST OFFICES AND POST ROADS

PRINTED FOR THE USE OF THE
COMMITTEE ON POST OFFICES AND POST ROADS

WASHINGTON:
GOVERNMENT PRINTING OFFICE
1912.

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COMMITTEE ON POST OFFICES AND POST ROADS, UNITED STATES
SENATE.

SIXTY-SECOND CONGRESS, SECOND SESSION.

JONATHAN BOURNE, Jr., Oregon, *Chairman.*

BOIES PENROSE, Pennsylvania.
WINTHROP MURRAY CRANE, Massachusetts.
SIMON GUGGENHEIM, Colorado.
FRANK O. BRIGGS, New Jersey.
HARRY A. RICHARDSON, Delaware.
WILLIAM O. BRADLEY, Kentucky.
JOSEPH L. BRISTOW, Kansas.

WILLIAM LORIMER, Illinois.
JOHN H. BANKHEAD, Alabama.
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ELLISON D. SMITH, South Carolina.
CLAUDE A. SWANSON, Virginia.
NATHAN P. BRYAN, Florida.
JAMES E. MARTINE, New Jersey.

A. W. PRESCOTT, *Clerk.*

LETTER OF TRANSMITTAL.

DATA REGARDING PARCEL-POST SYSTEMS OF OTHER COUNTRIES.

To the Senate Committee on Post Offices and Post Roads:

Believing that the experience of other countries in the establishment and operation of parcel-post service would be of value in the study of the parcel-post question in the United States, I have secured, through the assistance of the Department of State, information on this subject from most of the leading countries of the world. I have already submitted to the members of the committee in the condensed form of a parcel-post chart much of the statistical information thus secured, together with statistics gathered from other sources and relevant to the general subject. In order that Members of the Senate and House may have in convenient form the full information received, I am submitting in the following pages complete copies of the requests for information and the replies thereto, with translations of pertinent portions of many documents printed in foreign languages which accompanied these replies.

JONATHAN BOURNE, JR.,
Chairman.

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PARCEL POST IN FOREIGN COUNTRIES.

In pursuance of a resolution adopted by the Senate on June 16, 1911, Hon. Jonathan Bourne, jr., chairman of the subcommittee on parcel post of the Senate Committee on Post Offices and Post Roads, addressed the following letter to the State Department:

UNITED STATES SENATE,
COMMITTEE ON POST OFFICES AND POST ROADS,
August 18, 1911.

The honorable the SECRETARY OF STATE.

MY DEAR MR. SECRETARY: I inclose herewith copy of Senate resolution 56, adopted by the Senate June 16, 1911. Under authority of same I am taking preliminary steps for the collation of obtainable data in re parcel post as it is now in operation in foreign countries. I would respectfully request your cooperation in this matter and would ask you to kindly instruct the diplomatic representatives of the United States in countries operating a parcel or package post to obtain from the several countries to which they are accredited the fullest possible information with respect to such parcel or package post. Such information should consist chiefly of an abstract of the law and the rules and regulations governing the operation of the parcel post; the weight limit of parcels; the rate or rates of postage; the greatest dimensions of parcels accepted for mailing; whether delivery of parcels is made to the residence of the addressee or to some intermediate point, such as the nearest post office or railway station, and if to an intermediate point, what are the particulars concerning the rate of postage, and what means are used to notify the addressee that a package awaits him at such intermediate point; a statement of the revenue and expenditure and the amount of parcel-post business transacted during a term of 10 years; a statement showing the additional postal equipment, if any, made necessary by the establishment of a parcel post; a statement showing in what particulars the transportation of parcels differs from the handling of letter mail, and whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail; a schedule of the articles which may or which may not be sent by parcel post; a statement describing any opposition which may have been manifested before or since the establishment of the parcel post; information as to whether any common carriers exist similar in any way to the American express companies, and if so, a brief of their nature and their relation to the Government; whether the Government operates the railroads in whole or in part, and where it does, full information showing the bearing which this fact has on the operation of the

parcel post; a statement showing the attitude of the people with reference to the parcel post, and what benefits, if any, have resulted from its operation to the people at large; where two or more rates exist dependent on speed of transportation, such as I understand exist in France, full information is desired; specific information as to whether shopkeepers in small towns claim that the parcel post militates against them and in favor of the large departmental or city stores.

I would appreciate it greatly if you would cause this information to be procured with the greatest possible dispatch, and could give me some indication as to approximately when it will be available.

Yours, very sincerely,

JONATHAN BOURNE, Jr., *Chairman.*

The State Department thereupon issued a special circular of instruction (which is herewith shown in full) to the diplomatic officers of the United States accredited to all countries in which the American Government is officially represented:

PARCEL-POST DATA.

[Important and urgent.]

DEPARTMENT OF STATE,
Washington, August 24, 1911.

To the Diplomatic Officers of the United States.

GENTLEMEN: By a resolution adopted by the Senate on June 16, 1911, the Committee on Post Offices and Post Roads is authorized and directed to inquire into and report to the Senate at the earliest date practicable what changes are necessary or desirable in the postal system of the United States or in laws relating to the postal service, and particularly with reference to the establishment of a parcel post, and for this purpose to sit during the sessions or recesses of Congress.

In connection with this resolution the Committee on Post Offices and Post Roads are taking preliminary steps for the collation of obtainable data in regard to parcel post as it is now in operation in foreign countries, and Senator Bourne, Chairman of the Committee, has requested the department's cooperation in the matter to the end that the diplomatic representatives of the United States in countries operating a parcel or package post be instructed to obtain the fullest possible information with reference to such parcel or package post in the countries of their residence. The information, Senator Bourne states, should consist chiefly of an abstract of the law and the rules and regulations governing the operation of the parcel post; the weight limit of parcels; the rate or rates of postage; the greatest dimensions of parcels accepted for mailing; whether delivery of parcels is made to the residence of the addressee or to some intermediate point, such as the nearest post-office or railway station, and if to an intermediate point what are the particulars concerning the rate of postage and what means are used to notify the addressee that a package awaits him at such intermediate point; a statement of the revenue and expenditures and the amount of parcel-post business transacted

during a term of 10 years; a statement showing the additional postal equipment, if any, made necessary by the establishment of a parcel post; a statement showing in what particulars the transportation of parcels differs from the handling of letter mail, and whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail; a schedule of the articles which may or which may not be sent by parcel post; a statement describing any opposition which may have been manifested before or since the establishment of the parcel post; information as to whether any common carriers exist similar in any way to the American express companies, and if so, a brief of their nature and their relation to the Government; whether the Government operates the railroads in whole or in part, and where it does full information showing the bearing which this fact has on the operation of the parcel post; a statement showing the attitude of the people with reference to the parcel post and what benefits, if any, have resulted from its operation to the people at large; where two or more rates exist dependent on speed of transportation, such as it is understood exist in France, full information is desired; specific information as to whether shopkeepers in small towns claim that the parcel post militates against them and in favor of the large departmental or city stores.

If a parcel or package post is in operation by the Government to which you are accredited, it is desired that the information requested by the Committee on Post Offices and Post Roads be procured and forwarded to the department with the greatest possible dispatch—by September 20 where that is practicable.

I am, gentlemen,

Your obedient servant,

HUNTINGTON WILSON,
Acting Secretary of State.

The foregoing instruction was sent to the countries shown in the following list:

Argentina. ¹	Dominican Republic.	Liberia. ¹	Portugal. ¹
Austria-Hungary. ⁱ	Ecuador. ¹	Luxemburg. ¹	Roumania. ¹
Belgium. ¹	Egypt. ¹	Mexico. ¹	Russia. ¹
Bolivia. ¹	France. ¹	Montenegro.	Salvador. ¹
Brazil.	Germany. ¹	Morocco. ¹	Servia. ¹
Bulgaria.	Great Britain. ¹	Netherlands. ¹	Siam.
Chile. ¹	Greece. ¹	Nicaragua. ¹	Spain. ¹
China. ¹	Guatemala. ¹	Norway. ¹	Sweden. ¹
Colombia. ¹	Haiti. ¹	Panama. ¹	Switzerland. ¹
Costa Rica.	Honduras. ¹	Paraguay. ¹	Turkey. ¹
Cuba.	Italy. ¹	Persia. ¹	Uruguay. ¹
Denmark. ¹	Japan. ¹	Peru. ¹	Venezuela. ¹

The replies which have been received up to this time, December 31, 1911, and the correspondence incident thereto, are given.

¹Information from these countries and Australia appears in the pages which follow. Replies not yet received from remaining countries in the list, Brazil, Bulgaria, Costa Rica, Cuba, Dominican Republic, Montenegro, and Siam.

ARGENTINA.

DEPARTMENT OF STATE,
Washington, November 13, 1911.

The Hon. JONATHAN BOURNE, Jr.
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch dated October 5, 1911, from the American chargé d'affaires at Buenos Aires, transmitting information concerning the operation of a parcel-post system in the Argentine Republic. I have the honor to be, sir,

Your obedient servant,
(Inclosure as above.)

P. C. KNOX.

No. 1016.]

BUENOS AIRES, October 5, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt, on the 27th ultimo, of the department's circular instruction of August 24 (File No. 800715), entitled "Parcel-post data." I immediately requested from the Argentine Government the information called for by the circular, and beg leave to inclose herewith the questions submitted for this purpose by the legation and the replies thereto furnished by the Argentine post-office department, together with other information pertinent to the subject. I have the honor to be, sir,

Your obedient servant,

ROBERT WOODS BLISS,
Chargé d'Affaires ad interim.

(Inclosures as stated.)

[Inclosure 1 in No. 1016.]

QUESTIONS AND ANSWERS REGARDING PARCEL POST IN ARGENTINA.

1. Q. Abstract of the law and rules and regulations governing the operation of the parcel post.

A. The parcel-post service dates from July, 1887, when Messrs. Gutierrez & Co. contracted with the Government to carry on the service under the name of the National Parcel Post Co. In December of the same year, however, the Government authorities realized the disadvantages of having confided to private parties a service of

such importance to the public, because the company sought its own interests before taking into account those who made use thereof. The Government accordingly revoked the concession by payment of an indemnity and placed the service under the post-office department.

A package to be dispatched by parcel post must be suitably enveloped to protect its contents throughout its journey; the name of the addressee, city, street, and number, if necessary the railroad line also, must be clearly and distinctly written; packages bearing the initials only of addressee or with the address written in pencil will not be received. Packages must be sealed with sealing wax or lead seals bearing the sender's initials or a special mark not easily imitated.

In addition to the ordinary covering, greasy materials, liquids, etc., shall be encased in wood or zinc, with a lining of sawdust or other absorbing substance between the two.

Slight alterations have from time to time been made in the regulations.

2. Q. The weight limit of parcels?

A. The weight of one parcel is limited to 3 kilograms (6.6139 pounds) addressed to points on rural delivery routes only, and to 5 kilograms (11.0231 pounds) for all other places. For certain Government departments the limit of weight of one parcel is as high as 20 kilograms (44.0924 pounds).

3. Q. The rate or rates of postage?

A. The parcel-post tariff is as follows: 1 kilogram (2.2046 pounds) or fraction thereof, \$0.50 (\$0.21 United States gold); from 1 to 2 kilograms (2.2046 to 4.4092 pounds), \$0.60 (\$0.25 United States gold); from 2 to 3 kilograms (4.4092 to 6.6139 pounds), \$0.80 (\$0.34 United States gold); from 3 to 5 kilograms (6.6139 to 11.0231 pounds), \$1 (\$0.42 United States gold).

4. Q. The greatest dimensions of parcels accepted for mailing?

A. The dimensions of a parcel are limited to 20 cubic decimeters (about two-thirds of a cubic foot) in bulk, the maximum length allowed being 60 centimeters (23.622 inches).

5. Q. Is delivery of parcels made at the residence of the addressee or to some intermediate point, such as the nearest post office or railway station; and if to an intermediate point, what are the particulars concerning the rate of postage and what means are used to notify the addressee that a package awaits him at such intermediate point?

A. In the Federal Capital a parcel is delivered to the addressee upon the payment of \$0.50 (\$0.21 United States gold) in addition to the regular postage rates; in all other parts of the country it is delivered to the post office, from where a notification is sent the addressee to call for the parcel.

6. Q. A statement of the revenue and expenditures and the amount of parcel-post business transacted during a term of 10 years?

A. The number of packages sent during the past 10 years amounts to 3,409,492, and their weight reaches 4,432,248 kilograms (9,771,333 pounds).

7. Q. A statement showing the additional postal equipment, if any, made necessary by the establishment of a parcel post?

A. There has been a noticeable increase in the postal equipment, but the post-office department states that it is not possible to determine the amount.

8. Q. Statement showing in what particulars the transportation of parcels differs from the handling of mail, and whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail?

A. Transportation of packages is done in packing cases, and with the same rapidity and preference as the ordinary mail; the parcel-post service in no way affects or interrupts the mail service, both services being carried on separately although using the same means of transportation.

9. Q. A schedule of the articles which may or which may not be sent by parcel post?

A. The following articles are not received for transmission by parcel post: Letters or notes classified as actual correspondence; precious stones; jewels; bank notes; legal tender, or other valuables; inflammable matter; explosives or other materials generally considered as dangerous. All other effects are admitted whose circulation the post accepts.

10. Q. A statement describing any opposition which may have been manifested before or since the establishment of the parcel post?

A. There has been no opposition.

11. Q. What is the attitude of the people with reference to the parcel post, and what benefits, if any, have resulted from its operation to the people at large?

A. The people in general and particularly the merchants have shown themselves to be in sympathy with the parcel-post service. The benefits resulting from this service have been the possibility of interchanging small packages at reduced rates, the rapidity of transportation, and the security made possible by its service.

A proof of the favorable attitude of the people toward this service is shown by its increase since the inauguration in 1887, in which year only 10,185 parcels were carried compared with the 790,303 parcels carried in 1910.

12. Q. Where two or more rates exist dependent on speed of transportation, such as it is understood exist in France, full information is desired?

A. The existing tariff is uniform for all parts of the Republic, and only establishes a difference according to the weight of the package, between 1 and 5 kilograms (2.2046 and 11.0231 pounds).

13. Q. Specific information as to whether shopkeepers in small towns claim that the parcel post militates against them and in favor of the large departmental or city stores?

A. Nothing is known of such complaint, which would not be justifiable, seeing the benefits this service offers.

In addition to the Argentine Government's answers to the questions submitted by this legation, it has been learned from personal inquiries that many of the larger stores, such as department stores, of Buenos Aires prefer to send packages to their customers through an express company doing business throughout the country, claiming that the service thus rendered is cheaper and more expeditious than by parcel post and that they are not subject to the annoying requirements which characterize the parcel-post regulations, while the acceptance of parcels C. O. D. by the express company offers great financial induce-

ment to the merchant. There is only one express company in Argentina which conducts a business similar to American express companies. This company does a general express business, including a money-order department, besides being the Buenos Aires agent for railroad tickets, baggage, etc., of the Transandine Railroad.

Of the 24,780 kilometers (15,397.5 miles) of railroad in operation in the Argentine Republic at the end of 1909, 13,046 kilometers (8,116.5 miles) belonged to the Government. This fact does not, however, have any bearing on the working of the parcel post, as the railroad companies are obliged to carry free all mail matter, including parcel-post packages.

AUSTRALIA.

No. 1889.]

AMERICAN EMBASSY,
London, December 22, 1911.

The SECRETARY OF STATE,
Washington, D. C.

SIR: I have the honor to acknowledge the receipt of your 1612 of November 24, relative to the desire of the Senate Committee on Post Offices and Post Roads to obtain information concerning the operations of the parcel-post system in Australia, and to inform you that I immediately communicated with the London post office, and was referred by them to the high commissioner of Australia. I now beg to inclose copy of the reply, dated December 21, from the office of the high commissioner, containing certain interesting information on this subject, and transmitting a copy of the Commonwealth Postal Guide. On page 66 et seq. of this document will be found the regulations relating to the parcel-post service in Australia.

As soon as the report of the postmaster general, which is promised in due course, has been received, it will be promptly forwarded to the department.

I have the honor to be, sir,
Your obedient servant,

WHITELAW REID.

(Inclosures: Mr. R. M. Collins to Mr. Phillips, December 21, 1911. Commonwealth of Australia Postal Guide.) (Excerpts relating to parcel post follow.)

PARCEL POST.

1. *Limit of weight and size.*

1. Parcels not exceeding 11 pounds in weight, 3 feet 6 inches in length, or 6 feet in length and girth combined, may be accepted for transmission from and to all parcel-post offices in the Commonwealth, served by railway, coach, or steamboat. Parcels from or to parcel-post offices within the Commonwealth not served by railway, coach, or steamboat must not exceed 3 pounds in weight; should a parcel be received exceeding that weight addressed to a place to which it is not transmissible, it must be forwarded to the nearest parcel-post office on the mail route, served by railway, coach, or steamboat, and the addressee be duly advised thereof.

2. Parcels exceeding 11 pounds in weight or of greater dimensions than those prescribed shall not be accepted for transmission through the post. Any such parcels which may be irregularly posted must not be forwarded to destination, but, if practicable, returned to the sender.

The senders of the parcels limited to 3 pounds in weight shall be required to pack those parcels in such a way as to permit of them being inclosed in mail bags.

2. *Postage must be prepaid.*

Except in cases where authority is given by regulation for payment of postage by the receiver the postage must be fully prepaid by means of adhesive postage stamps, which the sender or person handing in the parcel must affix either close to the address on the wrapper or to a label, obtainable at any post office. If the contents of a parcel be of a fragile nature, or postage stamps will not readily adhere to the wrapper, such stamps must be affixed to a tie-on label attached to the parcel.

Postal officials must not affix postage stamps to the labels or covers of parcels.

3. *How to address and pack.*

1. In addition to the name and address of the person for whom it is intended, every parcel addressed to any place beyond the Commonwealth must bear the name and address of the sender on the wrapper, thus: From _____ of _____. The name and address of the sender may also be indicated on parcels for delivery within the Commonwealth.

2. The contents of parcels must be securely packed and closed in such a manner as to preserve them from injury and from injuring other parcels. Parcels containing—

(a) Fragile articles—millinery, toys, musical instruments, etc.

(b) Perishable articles—eggs, butter, flowers, fish, etc.

(c) Liquids or semiliquids—medicines, oils, paints, jellies, etc.

must be securely packed as to prevent the contents from escaping, and the covers or vessels in which they are inclosed must be sufficiently strong to prevent breakage in transmission. The word "fragile" or "perishable," as the case may be, and the nature of the covering or vessel and contents must be indorsed on the outer wrapper. The edges and points of all sharp instruments must be protected, and articles which are likely to injure other articles must be packed in separate parcels. When considered necessary by the Postmaster General, hermetically sealed tins and wooden packing boxes, with a sufficient quantity of absorbent matter, must be used.

3. The wrappers of parcels which have become torn or damaged in transit must be made as secure as practicable. If the address of any parcel be rendered illegible, such parcel must, if possible, be returned to the sender.

4. *Directions as to posting.*

1. A parcel intended for transmission by parcel post must not be posted in a posting box or pillar, but must be handed in at a parcel-post office, and the officer to whom it is handed must check the weight, size, and postage before accepting it; if it be not fully prepaid (except in cases where authority is given by regulation for payment of postage by the receiver), or exceeds the limits of weight or size, it must not be accepted.

2. Should an article which is transmissible through the post only as a parcel be posted in a posting box or pillar instead of being handed in at a parcel-post office in the prescribed manner, it must be regarded as irregularly posted, and, if not exceeding 1 pound in

weight, must be forwarded as a letter or packet under the rule relating thereto; but when in excess of that weight, if posted at and addressed to a parcel-post office, and bearing full parcel postage, it must be forwarded on as a parcel; otherwise it must be returned to the sender on payment of an additional fee of 6d. (12 cents) for each parcel, if for delivery within the Commonwealth; but if addressed to any other colony or country it must be detained to permit of the sender being communicated with, if practicable; if not properly packed, it must, if possible, be returned from the parcel post office of receipt to the sender. The procedure adopted with regard to parcels so posted, which are insufficiently prepaid, shall be as follows:

(a) If for delivery within the Commonwealth, the parcel shall be forwarded to destination, but double the deficient postage shall be charged on delivery.

(b) If addressed to any place beyond the Commonwealth, the sender must, if possible, be at once communicated with, and the parcel detained until the requisite amount of postage due on the parcel and on the notice sent has been obtained. If the name and address of the sender of parcels (for places other than Cape Colony and New Zealand) can not be ascertained, the addressee shall be notified of its detention and of the reason therefor, and informed that on receipt of the amount of the deficiency and the postage on the notice sent to him the parcel will be duly forwarded to destination. Parcels for Cape Colony or New Zealand, not fully prepaid, and posted out of course, may be forwarded provided the senders are not known. Such parcels shall be charged double the deficiency.

3. Should an irregularly posted parcel not bear an address sufficient to permit of its dispatch to destination, the sender must, if possible, be written to and informed that on furnishing the requisite address and on payment of the amount of postage on the notice sent to him, together with any deficient postage on the parcel, it will be forwarded to destination.

5. *Customs declaration to be made by sender in certain cases.*

1. The sender of a parcel addressed to any place beyond the Commonwealth must sign a declaration (on a form provided for the purpose and obtainable free of charge at any parcel-post office) furnishing an accurate statement of the contents of the parcel and the value thereof, the address and the sender's signature and address, which declaration must be affixed to the parcel to which it relates. The net weight or quantity of the various articles contained in a parcel must, if possible, be stated, and any other particulars which would facilitate the assessment of customs duty—such as, in the case of clothing, the material, and whether it is new or has been worn. If articles which are being returned to the country of origin are inclosed, it must be so stated.

2. When parcels are intended for foreign countries the information may be furnished in the language of the country of destination or any other foreign language, at the wish of the sender, but in addition it must also be written in English.

Any parcel with regard to which it is found that a false declaration has been made may be confiscated.

Two forms of declaration are in use—adhesive and nonadhesive. In the case of those countries marked “N” in the list under “Parcel post—Rates of postage, etc.,”¹ the number of the nonadhesive form shown and a dispatch note should be filled up by the sender and be forwarded with the parcel, securely fastened under the string.

6. *Certificate of posting and acknowledgment of delivery.*

1. The registration system is not applicable to other than value-payable parcels, but a certificate of the posting of one parcel, or any number of parcels posted at the one time by the same person or firm, for transmission to places within the Commonwealth may be obtained without charge. In the case of parcels addressed to places beyond the Commonwealth a charge of 3d. (6 cents) shall be made. This charge must be affixed to the form of certificate, in postage stamps, which must be defaced with the office stamp. The form must in all cases be filled in by the sender or his representative and handed in at the parcel post office with the parcel or parcels.

2. If the form be duly handed in accompanied by a fee of 2d. (4 cents) per parcel (in addition to the charge for a certificate of posting, where one is payable) a special receipt from the addressee, or other person to whom such parcel, if addressed to any place within the Commonwealth, is delivered, acknowledging the receipt thereof, must be obtained and forwarded to the sender.

An acknowledgment of delivery for parcels for Japan and United States of America (direct route only) and for insured parcels forwarded to the United Kingdom may be obtained on payment of a fee of 2½d (5 cents).

7. *Prohibited articles.*

1. Neither coin, bullion, gold, nor any article constituting the sign of a monetary value (such as checks, postal notes, money orders, etc.) other than unobliterated adhesive postage or duty stamps, post cards, and blank promissory-note forms bearing duty stamps may be sent by parcel post, except to those countries with which the system of parcel-post insurance is in force and to which the transmission of such articles is not specially prohibited; if a parcel containing any such prohibited article be posted in contravention of this regulation, it shall be sent to the dead-letter office for disposal.

1A. (1) The posting of parcels containing wine, spirits, liqueurs, or other alcoholic beverages which (a) are not bona fide samples, not exceeding, in the case of wine, 6 ounces in weight, and in the case of spirits, liqueurs, or other alcoholic beverages, 3 ounces in weight; and (b) are not securely packed in accordance with the regulations, and in such a manner that the aggregate weight of the parcel does not exceed, in the case of wines, 20 ounces, and in the case of spirits, liqueurs, or other alcoholic beverages, 10 ounces, is prohibited.

(2) When any parcel posted in contravention of this regulation is found to contain any alcoholic beverage it shall be sent to the dead-letter office for disposal.

¹ Not reproduced.

2. A parcel may not contain a letter, neither may it contain any article intended for delivery at any address other than that borne by the parcel itself. Should a parcel contain any such inclosure it may be surcharged on delivery double the postage which the inclosure would have cost if sent separately. If a parcel bear on the cover thereof any communication in the nature of a letter, it may be subjected to a fine of 6d. (12 cents) on delivery. Invoices, business cards, printed matter, price lists, or particulars of contents may, however, be inclosed in parcels addressed to places within the Commonwealth.

3. No parcel bearing or containing any indecent, obscene, profane, or libelous writing, signature, address, mark, design, print, photograph, lithograph, engraving, book, card, or other article, nor anything explosive or liable to sudden combustion, live animals, opium, offensive or filthy matter, nor, unless properly packed, any article likely to cause injury to other parcels or to the officers of the post office shall be accepted for transmission. Should any such parcel be detected in transit through the post the objectionable contents shall be confiscated. Should the contents of any parcel become offensive or otherwise objectionable while in the possession of the post office they may forthwith be destroyed.

3a. The transmission by parcel post of notices or information relating to lotteries, schemes of chance, unlawful games, fraudulent, obscene, indecent, or immoral businesses or undertakings, and other matters coming within the provisions of section 57 of the post and telegraph act 1901, is prohibited. If a parcel containing any such prohibited article be posted in contravention of this regulation or be received by post from any place outside the Commonwealth, it shall be sent to the dead-letter office for disposal.

4. Live bees and live but harmless entomological specimens may, if properly packed, be transmitted within the Commonwealth and to and from the United Kingdom.

5. Parcels containing articles, the transmission or importation of which is prohibited by the laws and regulations of the Commonwealth or of the State or country of destination, shall not be sent by post.

The transmission by packet post of "Rodox," "S. A. P.," and all other rabbit poisons, such as "Bosker," "Little Doctor Rabbit Poison," "Vernox," and "Slayo," which have phosphorus as a base, and "Asp"—crow poison—has been prohibited.

By proclamation under the Federal quarantine act, the importation of the following articles into Australia is forbidden:

Horns and hoofs (except from New Zealand).

All disease germs, microbes, and disease agents capable of producing disease in man, animals, or plants, and all cultures, viruses, substances containing any of those disease germs, microbes, or disease agents, unless in the case of any virus or culture, the minister, on the production of satisfactory evidence of absence of danger to the public health, and on the recommendation of the director of quarantine, permits their importation, and then only subject to the conditions expressed in the permit.

Vaccine or lymph from any country where foot-and-mouth disease has existed within six months prior to date of sending.

Vaccine or lymph from any other country except New Zealand must be subjected to a satisfactory bacteriological test at an approved laboratory in the Commonwealth.

Noxious insects:

All beetles belonging to the families: *Bostrychidæ*, *Scolytidæ*, *Cioidæ* (timber borers).

All insects of the genus *Sphenophorus* (beetle-borers of the sugar cane and banana).

Anobium spp. (drug-store beetles).

Phylloxera vastatrix (grape-vine louse).

Lasioderma serricorne (cigar and cigarette beetles).

Doryphora decem-lineata (Colorado potato beetle).

Cesidomyia destructor (Hessian fly).

Formicidæ spp. (ants).

Pests:

Hemileia vastatrix (coffee-leaf disease).

Phytophthora infestans (Irish blight of the potato).

Peach rosette.

Peach yellows.

Bacillus amylovorus (pear blight).

Sphærotheca spp. (mildew of hop, rose, peach, apricot, and goose-berry).

Chrysophlyctis endobiotica (potato canker, black scab, warty disease, cauliflower disease of potatoes).

Weed pests:

Amsinckia angustifolia, Lehm. (narrow-leaved amsinckia).

Anthemis arvensis, L. (corn chamomile).

Anthemis Cotula, L. (stinking mayweed or fetid chamomile).

Arctium Lappa, L. (burdock).

Argemone mexicana, L. (prickly poppy).

Asphodelus fistulosus, L. (asphodel or onion weed).

Brassica sinapistrum, L. (charlock).

Bartsia spp. (all species of bartsia).

Cactaceæ (all prickly or spiny species).

Calandrinia (Claytonia) caulescens, H. B. and K. (purple calandrinia).

Capsella Bursa-pastoris, Moench (shepherd's purse).

Carduus sp. (all thistles).

Cenchrus tribuloides, L. (hedgehog or burr grass).

Centaurea sp. (all star thistles).

Chrysanthemum leucanthemum, L. (oxeye daisy).

Chrysanthemum parthenium, Hoffm. (feverfew).

Chrysanthemum segetum, L. (corn marigold).

Conium maculatum, L. (hemlock).

Convolvus arvensis, L. (lesser bindweed).

Cryptostemma calendulacea, R. Br. (cape weed).

Cucumis myriocarpus, Naud. (gooseberry-cucumber).

Cuscuta spp. (all species of dodder).

Datura stramonium, L. (thorn apple).

Echium violaceum, L. (Paterson's curse or purple bugloss).

Eichhornia speciosa, Kunth. (water hyacinth).

Emex australis, Steinh. (spiny emex).

Erysimum repandum, L. (treacle mustard).

Euphorbia helioscopia, L. (sun spurge).

Euphorbia peplus, L. (petty spurge).

Weed pests—Continued.

- Foeniculum vulgare*, Gaertn. (fennel).
Fumaria officinalis, L. (fumitory).
Galinsoga parviflora, Cav. (small flowered galinsoga).
Galium aparine, L. (cleaver's or goose grass).
Gilia (Navarretia) squarrosa, Hook. and Arn. (Californian stink weed, digger's weed, or sheep's weed).
Homeria collina, Vent var *miniata* (sweet), (cape tulip).
Hypericum androsæmum, L. (the tutsan).
Hypericum perforatum, L. (St. John's wort).
Inula graveolens, Desf. (stinkwort).
Kentrophyllum lanatum, Desf. (saffron thistle).
Lactuca saligna, L. (wild lettuce).
Lepidium draba, L. (hoary cress).
Lepidium campestre, R. Br. (field cress).
Lithospermum arvense (iron weed, corn cromwell).
Madia sativa, Mol. (pitch weed).
Malva parviflora, L. (small flowered mallow).
Melva rotundifolia, L. (dwarf mallow).
Matricaria discoidea, D. C. (rounded chamomile, common matricary, wild chamomile).
Nicotiana glauca, Grahm. (wild tobacco plant or tree tobacco).
Onopordon acanthium, L. (Scotch thistle).
Oxalis cernua, Thunb. (South African wood sorrel).
Oxalis tetraphylla, Cav. (four-leaved wood sorrel).
Papaver dubium, L. (long-headed poppy).
Papaver hybridum, L. (wild poppy).
Papaver rhoeas, L. (field poppy).
Picris echioides, L. (ox tongue).
Picris hieraciodes, L. (hawk weed).
Polygonum aviculare, L. (knot weed, hog weed, or wire weed).
Polygonum convolvulus, L. (black bind weed).
Polygonum persicaria, L. (common persicaria).
Ranunculus arvensis, L. (corn buttercup).
Ranunculus muricatus, L. (sharp-pointed crow foot).
Ranunculus sceleratus, L. (celery-leaved buttercup).
Raphanus raphanistrum, L. (wild radish or jointed charlock).
Reseda luteola, L. (the weld or wild mignonette).
Romulea cruciata, Ker. Gawl. (pink star, onion grass, or guildford grass).
Rosa rubiginosa, L. (sweet briar).
Rubus fruticosus, L. (blackberry).
Rumex acetosella, L. (sorrel weed).
Rumex conglomeratus, Murray (clustered dock).
Rumex crispus, L. (curled dock).
Rumex obtusifolius, L. (broad-leaved dock).
Saponaria vaccaria, L. (bladder or cow soap wort).
Scandix pecten-veneris, L. (shepherd's needle or Venus's comb).
Senebiera coronopus, Poir. (swine's cress).
Senebiera didyma, Pers. (lesser swine's cress).
Senecio jacobæa, L. (ragwort).
Silene cucubalis, L. (bladder campion).

Weed pests—Continued.

Sisymbrium orientale, L. (*Sisymbrium columnæ*, Jacq.) (Indian hedge mustard).

Sisymbrium officinale, L. (hedge mustard).

Solanum heterandrum, Pursh. (pincushion nightshade).

Solanum sodomæum (apple of Sodom).

Spergula arvensis, L. (corn spurry).

Xanthium spinosum, L. (Bathurst burr).

Any stone fruit trees or any living portions thereof which were grown in any part of North America or any other part of the world in which either of the diseases known as peach yellows or peach rosette exists.

Pear trees or any portion thereof from all parts of the United States of America or from any other part of the world in which the pear blight (*Bacillus amylovorus*) exists.

All gooseberry plants or portions thereof from any country affected with *Sphærotheca morsuæ* (the American gooseberry mildew).

Secondhand bedding and flock, secondhand clothing from proclaimed places, except secondhand clothing for the personal use of importer or consignee, which will on arrival be disinfected at expense of importer or consignee.

The following is a list of places which have so far been proclaimed under the quarantine act: Arabia, Asiatic Turkey, China, East Indian ports (all), Egypt, Hawaiian Islands, Hongkong, India, Ceylon, Japan, Madagascar, Mauritius, Mexico, Philippine Islands, Polynesian Islands, Singapore, West Indies, Russia, Central and South America, Africa, except Cape Colony and Natal.

Human hair (except sterilized human hair dressed or made up for sale).

The following articles and plants are prohibited unless the conditions mentioned are complied with: Secondhand jute bags, secondhand carpets, and similar articles from proclaimed places (see above), subject to disinfection to the satisfaction of the quarantine officer. New jute bags from a place proclaimed for plague must be accompanied by a certificate from the port health officer that the vessel transporting them was, immediately prior to loading of cargo, effectively fumigated as prescribed for the destruction of rats and vermin.

Plants conditionally prohibited.—All plants or portions thereof, including fruit or seeds (other than manufactured) liable to infestation with the *Hemileia vastatrix* or allied *Hemileia* from Ceylon, India, China, Malay Peninsula, East Indies, Philippine Islands, East African colonies, New Guinea, and from any other country, unless the chief quarantine officer is satisfied that the *Hemileia vastatrix* or other species of *Hemileia* does not exist in the country from which they were exported.

Sugar cane and banana plants, exclusive of the fruit of the latter, grown in New Guinea, Sandwich Islands, Fiji, and from any other country, unless the chief quarantine officer is satisfied that any beetle borer of the genus *Sphenophorus* does not exist in the country from which they were exported.

Potatoes from any country, unless accompanied by a certificate by a Government officer identifying the potatoes, stating quantity and certifying that they (1) are free from disease *Phytophthora infestans*

(Irish blight) and *Chrysophlyctis endobiotica* (potato canker, black scab, etc.); (2) were grown 20 miles from any place infected with those diseases within five years; (3) packed in clean new packages.

Other conditions are to be complied with on arrival.

Plants or portions thereof of all and every species of *Vitis* from all parts of the world, unless the minister, on the recommendation of the chief quarantine officer, permits the introduction of the fruit of any species of the genus *Vitis*.

Fodder (hay or chaff) from any country except New Zealand and the United Kingdom, unless the minister, on the recommendation of the director of quarantine and subject to the regulations, permits the importation.

And further, unless generally, in relation to any plant, the minister, on the recommendation of the chief quarantine officer, permits the importation from any country by that officer of any trees or plants or portions thereof in accordance with the regulations.

All imported plants or parts of plants, cuttings, seeds, and fruits reach the Commonwealth in quarantine and must be submitted to the quarantine officer for plants for inspection. If found diseased or if suspected of being diseased, they may, at the discretion of the quarantine officer, be treated or destroyed.

The importation of hides, skins, wool, hair, and bones is subject to special regulations.

PROHIBITED IMPORTS.

Section 52 of customs act 1901 is as follows:

"52. The following are prohibited imports: .

"(a) Any reproduction, except by permission of the proprietor of the copyright, of any work copyrighted in the King's dominions and of the existence of which copyright and date of its expiration written notice has been given to the minister by or on behalf of the proprietor of such copyright.

"(b) False money and counterfeit sterling and any coin or money of the King's dominions not being of the established standard in weight or fineness.

"(c) Blasphemous, indecent, or obscene works or articles.

"(d) Goods manufactured or produced, wholly or in part, by prison labor or which have been made within or in connection with any prison, jail, or penitentiary.

"(e) Exhausted tea and tea adulterated with spurious leaf or with exhausted leaves or being unfit for human use or unwholesome.

"(f) Oleomargarine, butterine, or any similar substitute for butter, unless colored and branded as prescribed.

"(g) All goods the importation of which may be prohibited by proclamation.

"(h) All goods having thereon or therewith any false suggestion of any warranty, guaranty, or concern in the production or quality thereof by any persons, public officials, government, or country.

"(i) Mineral oil and mineral spirits, unless imported under and subject to such restriction as may be declared by proclamation.

"(j) Corn sacks which do not comply with standard, as follows: Size, 41 by 23 inches; weight when baled, 1½ pounds; substance, 8 porter, 9 shot."

Under subsection (*g*) the following have been proclaimed: Hop aromas, hop oil, hop extracts, hop essences, hop flavors, and hop bouquets, and any articles of a like nature and any substitute for or imitations of any such articles, whether simple or compounded in any manner with other material and being capable of use in the making of beer or in any brewing process or for additions to beer.¹

An order was issued by the customs department on the 12th March, 1904, that "all preventives to conception of any kind, whether mechanical or medicinal, are to be deemed prohibited and seized."

Section 53, customs act 1901:

"No spirits, opium, tobacco, snuff, cigars, or cigarettes shall be imported except in packages prescribed. Penalty, £100" (\$486.65).

Section 53, part 14, of the customs regulations:

"Importations of spirits, opium, tobacco, cigars, cigarettes, and snuff shall only be made in packages containing not less than the following quantities: Spirits in cases, not being perfumed or medicinal, 2 gallons; spirits in bulk, 12 gallons; opium for medicinal purposes, 5 pounds net weight; tobacco, manufactured, 20 pounds net weight; tobacco, unmanufactured, 20 pounds net weight; snuff, 10 pounds net weight; cigars, 20 pounds net weight; cigarettes, 15 pounds net weight.

"Provided that importations of surplus stores may be made in any less quantities with the consent of the collector.

"Tobacco, cigars, and cigarettes may, subject to the collector's approval, be imported in less quantities than prescribed if for samples only or intended for the private use of the importer.

"Microbe, danysz, of rabbit septicæmia, and every other microbe intended for inoculating rabbits with disease, except under the conditions and restrictions prescribed by the proclamation.

"Opium suitable for smoking.

"Opium not suitable for smoking, subject to the conditions of the proclamation dated 29.12.05. Gazette 64/05.

"*Plumage and skins of nonedible birds.*—In cases where the exportation thereof is prohibited in any country in which the particular birds are indigenous or have been acclimatized, upon notification by the governor general in the Gazette that the exportation of the plumage or skins of any specified nonedible bird is prohibited in any specified country in which the bird is indigenous or has been acclimatized, unless in any particular case it is proved to the satisfaction of the comptroller general of customs that the plumage or skins were exported from the country specified in the notification before the exportation thereof was prohibited, or that the plumage or skins were imported from and were the produce of some country from which the exportation thereof was not prohibited, or unless the comptroller general is satisfied that the plumage or skins were imported for educational or scientific purposes.

"The importation into the Commonwealth from the territory of Papua of birds of paradise, Goura pigeons, or ospreys, or of the skin, feathers, or plumage of any such bird, unless it is proved to the satisfaction of the collector of customs—

"(*a*) That the bird of paradise, Goura pigeon, or osprey, or the skin, feathers, or plumage thereof, was exported, taken, or sent out

¹ Hop economizer and optanin come within the terms of this proclamation.

of the territory of Papua with the written consent of the collector or other principal officer of customs of the said territory; or

“(b) That the bird of paradise, Goura pigeon, or osprey, or the skin, feathers, or plumage thereof, was exported from the said territory before the 9th day of December, 1908, the day of the commencement of the said ordinance.

“Imitation bank notes and articles which, not being bank notes, so nearly resemble bank notes as to be likely to deceive.

“The instrument or appliance now described and known as the ‘Oxygenator,’ manufactured by the Oxygenator Co., Buffalo, N. Y., United States of America.

“The preparation now described and known as ‘Tuberculozyne, the remedy for consumption,’ manufactured by the Derk P. Yonkerman Co. (Ltd.), London.

“The following publications: Photo Bits; Photo Fun; New Photo Fun; The Winning Post Summer Annual, edited by R. S. Sievier, published at 15 Essex Street, Strand W. C., London; Life, printed in London; Academical Study, being reproductions of photographs from living models of entirely naked women; Maria Monk; The Priest, the Woman, and the Confessional.

“Apperine, a substitute for hops.

“Beerine, a preparation containing picric acid and used in the manufacture of beverages.

“Eggs (not in shell) in liquid form, whites and yolks combined, and whites and yolks separately, when not denatured to render them unsuitable for use in articles of food.

“Essence of lager beer.

“Goods manufactured by any manufacturer who employs prison labor, which are of a like character to (a) any goods manufactured by such manufacturer manufactured wholly or in part by prison labor or (b) any goods manufactured by such manufacturer made wholly or in part within or in connection with any prison, gaol, or penitentiary.

“Matches and vestas containing the substance usually known as white or yellow phosphorus.”

Opening of parcels and examination of contents.

Parcels may be opened¹ and examined by postal officers, but after so opening the examining officer must securely refasten them. In the case of parcels from places beyond the State of destination their contents may be examined by the customs officers in the parcel-post office, and, where duties are payable, the same must be paid before the parcels are delivered. Parcels may, however, be forwarded in bond to places where customs officers are stationed, to be opened in the presence of such officers, who must collect and account for any duty payable on them. Parcels the contents of which are not dutiable must be forwarded at once to the parcel-post office nearest to destination.

The necessary customs entries will be passed free of cost to the addressees of parcels received.

¹ Examination questions and worked papers from or to the office of the Federal public service commissioner, if indorsed “Public service examination papers only,” and the State departments or the universities within the Commonwealth, if bearing a similar indorsement, may be transmitted by parcel post, sealed against inspection.

Delivery of parcels.

1. Where satisfactory arrangements can be made, parcels shall be delivered as addressed. At all other parcel-post offices notice shall be given to addressees, and delivery must be taken at the parcel-post office. In all cases senders must advise addressees by post of dispatch of parcels, so as to insure prompt delivery.

2. A receipt must be given by the addressee or his agent before delivery of a parcel. In the case of roadside delivery addressees may authorize a mailman to receive and sign for their parcels at the parcel-post office nearest to their address, but any such authority must be in writing, with the name of the mailman inserted.

Demurrage.

1. Where any parcel addressed to a trader remains undelivered (by reason of detention for customs purposes, noncompletion of customs requirements, nonpayment of duty, or on account of any nonpostal reason) for more than 14 days (exclusive of Sundays and holidays) after the posting to the addressee of a notification of its arrival, demurrage may be charged on the parcel at the rate of 1s. 3d. (30 cents) per week or portion thereof during which it remains undelivered after such 14 days; provided that where the postmaster is satisfied that the parcel does not contain goods for the purpose of trade demurrage shall not be chargeable under this paragraph.

2. Where any parcel (not chargeable with demurrage under paragraph 1) addressed to a post office, to be called for, from which post office there is a house-to-house delivery of letters, has remained in the office of destination for a period of 21 days (exclusive of Sundays and holidays), by reason of the addressee failing to take delivery of it, demurrage shall be charged on the parcel at the rate of 1d. per day for each day during which it remains undelivered after such 21 days, but the maximum demurrage chargeable on any one parcel under this paragraph shall not exceed 1s. 6d.

3. No parcel on which demurrage is chargeable shall be delivered until the charge for demurrage has been paid.

4. No demurrage shall be charged on parcels addressed to persons on board ship.

5. In the case of parcels returned to the country of origin as undeliverable, the charge for demurrage is to be canceled.

Return of parcel on request before delivery.

If the sender of a parcel posted for delivery within the Commonwealth apply for its return to him prior to its dispatch from the office at which it was posted, such parcel shall be handed back without charge, but the postage paid thereon shall not be refunded. If after its dispatch from the office at which posted, but before delivery to the addressee, the sender applies for the return of a parcel, the request must, if possible, be complied with; but before it is handed back to him the sender must pay half postage at the fully prepaid rate, but not less than 6d. [12 cents], together with the cost of telegram of advice, if one has been required, and any other charges due on such parcel.

Redirection.

On receipt of a properly signed authority from the sender or addressee a parcel shall be redirected, subject to the following conditions:

(a) The sender or addressee, or the person presenting the parcel for redirection, must either prepay the additional redirection charges or give a written guaranty that payment of those charges, if any, will be made by the addressee on delivery. A guaranty will be accepted only from a person who is known to the officer in charge.

(b) If the redirection be from one address to another within the same delivery, no charge shall be made therefor.

(c) If the redirection be to another delivery or post town within the Commonwealth, the charge therefor shall be half postage at the fully prepaid rate, but not less than 6d. (12 cents). A fresh charge shall be made for each such redirection.

(d) If the redirection be to a country beyond the Commonwealth, the parcel shall be subject to additional postage at the fully prepaid rate.¹

(e) If, after delivery, a parcel be redirected, it shall be subject to additional postage at the fully prepaid rate.

(f) Dutiable parcels redirected to any place within the Commonwealth where a customs officer competent to deal with assessments for duty is not stationed must be accompanied by a debit note showing the assessments for duty made at the office where the parcel has been valued for duty.

Refused and undelivered parcels.

(a) *Posted in the Commonwealth for delivery therein.*—Parcels refused by the addressees shall, if possible, be at once returned to the senders; and those bearing a request on the face of the cover thereof for their return to the senders if undelivered after the expiration of seven or more days (but not exceeding one month) shall be so returned. Other parcels which can not be delivered shall be retained at the office of address for one calendar month from the date of receipt, after which they shall be forwarded to the chief parcels office of the State, when, if possible, they shall be returned to the senders. Half postage at the fully prepaid rate, but not less than 6d. (12 cents), for each parcel so returned must be paid by the sender before the parcel is handed back to him.

Parcels which can not be delivered to the addressees or returned to the senders shall be retained at the chief parcels office of the State for a period of three months, after which they shall be sold by public auction.

(b) *Received from places beyond the Commonwealth.*—Parcels which can not be delivered shall, in the absence of instructions from the senders respecting same, be retained in the State of destination for a period of one month in the case of parcels from the United States of America, four months in the case of parcels from New Zealand and Fiji, and seven months in all other cases, when, if still undelivered, they shall be returned to the senders through the colonies or countries whence they were received.

¹ The postal fees on parcels redirected to the United States of America must be prepaid.

In all cases where possible the senders of refused or undelivered parcels must be consulted, as early as practicable, as to the disposal thereof.

The contents of undelivered parcels which have been returned to the chief parcels office of the State of origin, and can not be delivered to the sender, shall be sold or destroyed, as may be directed by the deputy postmaster general.

Dispatch of parcels to destination.

The department shall use every means to forward parcels to destination as promptly as possible, but it shall not be necessary, in all cases, to forward them by the first mail after posting.

Postmaster general not responsible for loss of uninsured parcels.

Except as specified in the regulations relating to insurance of parcels, the postmaster general shall not be responsible for damage to, delay, nontransmission, nondelivery, or loss of any parcel.

Payment of customs duty by the sender of a parcel.

Arrangements have been made whereby persons sending parcels to the United Kingdom, New Zealand, Cape Colony, Egypt, Germany (direct), or to the undermentioned countries and places, via the United Kingdom, can take upon themselves the payment of the customs and other charges ordinarily payable by the addressees:

FOREIGN COUNTRIES.

Algeria.	French Guinea.	Martinique.
Austria-Hungary.	French Indo-China.	Mauritania.
Belgium.	French Somali Coast.	Montenegro.
Dahomey.	Germany.	Norway.
Denmark.	Guadeloupe.	Obock.
Faroe Islands.	Holland.	Senegal.
France (including Corsica).	Iceland.	Sweden.
French Congo.	Italy.	Switzerland.
French Guiana.	Ivory Coast.	Tunis.
	Luxemburg.	United States of America.

BRITISH POSSESSIONS.

Antigua.	Gambia.	St. Lucia.
Barbados.	Grenada.	St. Vincent.
British Guiana.	Jamaica.	Southern Nigeria.
Canada.	Lagos.	Tobago.
Cayman Islands.	Montserrat.	Tortola.
Cyprus.	Nevis.	Trinidad.
Dominica.	Sierra Leone.	
Falkland Islands.	St. Kitts.	

The sender must pay a fee of 6d. (12 cents), sign an undertaking to pay on demand the amount due, and make a deposit on account of the charges at the rate of 1s. (24 cents) for each 4s. or fraction of 4s. (97 cents) of the declared value of the parcel. The deposit is to be forwarded in cash, with the form of undertaking, to the chief parcel office. A final settlement will take place as soon as the amount of the charges due has been ascertained from the country of destination.

Parcels intended to be sent under these arrangements must be handed in at an official or railway parcel post office, which is also a money-order office.

Ad valorem goods.

1. The following rules are to be observed in dealing with the valuation, for duty purposes, of parcels arriving per post.

2. The value stated on the postal declaration attached to the parcel is to be taken only as a rough guide to the value.

3. (a) In the case of parcels sent from one private person to another, where the value is not otherwise ascertainable, assessment must be made.

(b) In the case of parcels addressed to private persons from a business house, where the value exceeds (say) £2, invoices should be asked for, failing production of which assessment should be made, or the collector may, at his discretion, require that a "sight" be taken out.

4. In the case of parcels addressed to merchants, invoices are to be demanded. If the invoice be not produced a "sight" entry must be passed.

5. When parcels are addressed to persons in inland towns the method of dealing with same shall be as follows:

(a) If a customs officer be stationed at the place of delivery parcels can be sent under bond and dealt with there in accordance with paragraphs 3 and 4. Where, however, the customs officer at the inland town is an official of another department, the value for duty should be determined before the parcels are forwarded from the central office.

(b) If there be no customs officer at the place of delivery the value should be determined at the port of arrival, as provided for in paragraphs 3 and 4, and duty collected by the postmaster at the nearest town.

PARCEL POST—RATES OF POSTAGE, ETC.

Parcels are received for transmission only to the countries mentioned in this table,¹ and are forwarded by the routes specified. No parcel will be accepted if exceeding the maximum weight for which the postage rate is given in the table. The following shall be the rates of postage charged on inland and interstate parcels, viz:

	On a parcel not exceeding—										
	1 lb.	2 lbs.	3 lbs.	4 lbs.	5 lbs.	6 lbs.	7 lbs.	8 lbs.	9 lbs.	10 lbs.	11 lbs.
Inland.....	Cents. 12	Cents. 18	Cents. 24	Cents. 30	Cents. 36	Cents. 42	Cents. 49	Cents. 55	Cents. 61	Cents. 67	Cents. 73
Interstate.....	16	28	40	53	65	77	89	101	113	126	138

¹ The British foreign and interstate parcel-post rates cover 39 printed pages in the Post and Telegraph Guide for the Commonwealth of Australia, and are not reproduced.

HIGH COMMISSIONER FOR AUSTRALIA,
COMMONWEALTH OFFICES,*72 Victoria Street, Westminster, December 21, 1911.*

DEAR MR. PHILLIPS: I am requested by Sir George Reid to reply to your letter of the 14th instant regarding the request of Senator Bourne for information as to the operation of the parcel-post system in Australia and beg to forward (under separate cover) a copy of the Commonwealth Postal Guide, on page 66 et seq.¹ of which will be found the regulations relating to the parcel-post service in Australia.

We have no postal statistics available in this office at present, but these will probably be contained in the postmaster general's report, copies of which we are expecting shortly, and I will then furnish you with one.

The number of parcels dealt with will probably be shown in these statistics, and also the amount of postage paid thereon, but it would be difficult to state the expenditure for this particular branch of the service, as the conveyance of parcels is carried out in conjunction with the ordinary mails.

Regarding the desire of the Senate committee to have a statement showing in what particulars the transportation of parcels differs from the handling of letter mail and whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail, it might be stated that parcels are, as a general rule, conveyed in wicker hampers in which they are securely packed, and those marked "fragile" are packed with special care, and with due regard to their contents. The letter mail, however, is forwarded in ordinary leather bags, the same care not being necessary in the case of letters. So far as is known, no delay to the letter portion of the mail is caused through the transportation of parcels. In this connection the regulations provide that the department shall use every means to forward parcels to destination as promptly as possible, but that it is not necessary in all cases to forward them by the first mail after posting.

No opposition, so far as I am aware, has ever been manifested to the establishment of the parcel-post service. Indeed, the expansion of the service is constantly being agitated for. In a country like Australia, where the population is scattered and where it is necessary, in the absence of shops and warehouses, to obtain goods from long distances, the parcel-post service has proved itself invaluable. Of course a certain section of small shopkeepers in country towns always oppose the system on the grounds that residents of their town procure articles from the larger shopping centers of the capital cities and other large provincial towns, but those shopkeepers represent only a small section of the community.

There are many firms of carriers in Australia who deliver parcels of almost any size, but these companies have no connection whatever with the Government parcel-post system. There are also regular lines of carriers which travel the grand trunk roads into the country, and these also convey parcels of every description. The only carrying system which would have any connection with the Government

¹ See pages 14 to 28.

would be the railways, who, after having conveyed the parcels by their railways, deliver them, in cases where such is specially specified, to the houses of the addressees within, of course, a certain radius of the railway station.

As stated above, the attitude of the people with reference to parcel post is entirely a favorable one, and the benefits which have resulted from its operation, to the people at large, are in Australia particularly numerous. The system enables people to do their shopping by post, and this is a form of shopping which is constantly growing in favor.

The shopkeepers in small towns do claim that the parcel post militates against them and in favor of the large departmental or city stores, and this to a certain extent must be conceded. The principal effect which it has upon the small storekeeper in the country is that it compels him to lower his prices and to compete with the large city firms. This, of course, is difficult for him, as he has to pay large sums for the transport of his goods, in the first place. On the other hand, however, the purchaser of an article from a city store which has to be forwarded by post, always has to pay the postal charges, so that the important benefit which the purchaser derives from the system is from the fact that he is able to have a wider choice of articles by getting them by post or is able to procure from the cities articles which are not available in the small shops of his town.

Yours, faithfully,

R. MUIRHEAD COLLINS.

WILLIAM PHILLIPS, Esq.,
Secretary American Embassy, London.

AUSTRIA.

AMERICAN EMBASSY,
Vienna, September 16, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In reply to the department's circular instruction of August 24, 1911 (file No. 800715), entitled Parcel-post data, important and urgent, received at this embassy on September 9, I have the honor to report as follows on the system of parcel post in Austria. For the sake of clearness and in order that the information herein submitted may be readily serviceable to the Senate Committee on Post Offices and Post Roads, it has seemed advisable to deal separately with each of the headings given by Senator Bourne indicating the nature of the information desired.

I.

AN ABSTRACT OF THE LAW AND THE RULES AND REGULATIONS GOVERNING THE OPERATION OF THE PARCEL POST IN AUSTRIA.

Since the beginning of its organized mail service, as far back as the middle of the seventeenth century, Austria has forwarded parcels with its mails. The delivery of parcels by the Government is therefore not a new venture, but a feature which has grown up with the general development of the mail system and which has developed contemporaneously with advancing civilization, the growing population, and increasing traffic. In the course of time the mail system developed into a Government monopoly so far as the transportation of letters and periodicals was concerned, but the transportation of parcels and passengers could not, for obvious reasons, be monopolized. From time to time laws were enacted regulating the mail service, and these laws, which form the basis of the present code, were continually altered or safeguarded by administrative rules and regulations, the issuance of which is still continued to meet the requirements of emergency or new development.

The law making the letter mail service a Government monopoly was passed in 1837, the parcel service, however, still remaining competitive. The great amount of business done by the Government in the transportation of parcels is therefore not due to restrictive legislation, but because it offers better facilities, greater safety, and cheaper rates. Owing to the ever-increasing number of small post offices, the net of which is constantly being extended, the Government now practically monopolizes the parcel post, and it is only a question of time when its competitors will dwindle away, as it will no longer pay them to compete. As a matter of fact, there are but two private firms which do any considerable business at present. (See heading No. XI.)

The purpose of this generalization is to indicate, first, that, the parcel-post system in Austria being not as yet wholly a Government monopoly, no single set of rules and regulations can be said to apply to the system as a whole; and, second, that the actual law governing

the system has, since its adoption, been so reconstructed in detail through ordinances, rescripts, and departmental orders that nothing, or very little, remains of it except its fundamental principles. The duty of drawing up the various rules and regulations of the service has been transferred to the ministry of commerce and thence to the different departmental heads of the postal service itself, and many of the minor regulations have been published only in the official postal gazette, of which every mail servant is expected to take cognizance, while all changes wherein the public is interested are published by the newspapers and posted on bulletin boards in all post offices.

The original law regulating the operation of the parcel post in Austria, then, having become, through lapse of time and the development of the service, practically obsolete, and many of the minor rules and regulations having been published only in the periodical official postal gazette and not incorporated in any one publication—as the embassy has been informed by the department of posts in Vienna—there remain of interest to the Senate committee the general provisions drawn up by the ministry of commerce and published on pages 13 to 27 of a brochure entitled “*Paketpost Tarif*” (parcel-post tariff, not translated), a copy of which accompanies this report.

Of these provisions, a list is given below, in English, of each section and subsection, in order that reference may be made at will to such as are of interest to the committee. In the remainder of the report each of these provisions which is of any importance is dealt with separately under the various headings contained in the department's circular instruction, so that a separate abstract would seem to be superfluous.

To explain the distinction between the terms “*paketpost*” (parcel post) and “*frachtpost*” (freight post), frequently mentioned in the aforesaid provisions, it may be said that while all packages weighing more than 5 kilograms (11 pounds) and less than 50 kilograms (110 pounds) are termed “*freight post*,” there is no distinction in the speed of transportation or the rate of postage per kilogram (2.2 pounds). Any piece of mail weighing more than 250 grams (0.55 pound) must go as parcel post.

LIST OF HEADINGS AND SUBHEADINGS OF THE GENERAL PROVISIONS GOVERNING THE OPERATION OF THE PARCEL POST IN AUSTRIA.

Sec. 1. Specification of packages.

Sec. 2. Weight.

Sec. 3. Shape and size; inconvenient bulk.

Sec. 4. Prohibited contents.

Sec. 5. General rules for packing:

(a) Liquids, fats, colors.

(b) Pointed and sharp objects.

(c) Money.

(d) Celluloid.

(e) Cartridges and percussion caps.

(f) Live and dead animals.

Special rules as to country of destination.

Improperly prepared parcels.

Sec. 6. Sealing of parcels.

Sec. 7. The address.

Sec. 8. Accompanying papers:

- (a) Bills of lading.
- (b) Customs declarations.
- (c) Other accompanying papers.

Sec. 9. Special kinds of packages:

- (a) Declaration of value.
- (b) C. O. D. packages.
- (c) Return receipt.
- (d) Urgent delivery.
- (e) Customs proceedings.
- (f) Urgent matter.
- (g) Registered parcels.

Sec. 10. Arrangement by consignor for return or forwarding of parcel in case of nondelivery.

Sec. 11. Delivery of parcels.

Sec. 12. Affixing of postage stamps.

Sec. 13. Charges:

- (a) Post parcels.
- (b) Post freight.
- (c) Special charges.

Sec. 14. Route of sending.

Sec. 15. Rights of consignor:

- (a) To demand return of parcel or change in address before delivery.
- (b) Alteration of address in the case of C. O. D. parcels.
- (c) Right of sender to demand return of receipt or slip.
- (d) Subsequent franking with stamps.

Sec. 16. Tracing lost parcels.

Sec. 17. Delivery.

Sec. 18. Forwarding from one destination to another.

Sec. 19. Nondelivery on arrival.

Sec. 20. Reporting of nondeliverable parcels.

Sec. 21. Return of parcels.

Sec. 22. Nondelivery on return.

Sec. 23. Liability of postal authorities:

- (a) General principles.
- (b) Highest amount for which liable.
- (c) Title to claims; limit of time for claims.
- (d) Return of postage.

The rest of the brochure has to do with special regulations and the parcel-post tariffs for different countries.

II.

THE WEIGHT LIMIT OF PARCELS.

The regulations of the Austrian postal service in this respect distinguish between "packet post" and "freight post." The weight limit of the "packet post" is 5 kilograms (11 pounds) and for the "freight post" 50 kilograms (110 pounds). A special weight limit exists for coined money to the extent of 65 kilograms (143 pounds). According to a statement made to the embassy by a high official of

the ministry of commerce, however, these limitations are illusionary since the post offices, in accordance with special instructions, never refuse to accept any parcel provided its transportation is feasible. Parcels are refused only when the packing is faulty, when they contain matter prohibited by the regulations, or when their bulkiness prevents their being carried in or on top of the post wagons or within the railroad cars. (See heading No. IV.)

Parcels intended for foreign countries are excepted from the above arrangements, since the limitation of their weight is determined by the international regulations.

III.

THE RATE OR RATES OF POSTAGE.

The rates charged by the Austrian postal service for the forwarding of parcels are founded upon the unit base of the zone system and are determined by the weight of the parcels and the distance to their destination. There are, however, separate rates for different classes of matter, as specified below. For simple parcel and freight post matter, the following shows the charges for the respective zones per kilogram (2.2 pounds).

First zone, 10 German or Austrian miles (46.1 miles) from post office, 6 hellars (approximately $1\frac{1}{2}$ cents); second zone, 50 German or Austrian miles (230.5 miles) from post office, 12 hellars (approximately $2\frac{2}{3}$ cents); third zone, 100 German or Austrian miles (461 miles) from post office, 24 hellars (approximately $4\frac{4}{5}$ cents); fourth zone, 150 German or Austrian miles (691.5 miles) from post office, 48 hellars (approximately $9\frac{3}{5}$ cents); fifth zone, over 150 German or Austrian miles (691.5 miles), 60 hellars (approximately 12 cents). (One heller is approximately one-fifth of 1 cent.)

Additional fees are charged as follows:

1. Parcels of "declared" value, to the extent of which the Government is liable in case of the loss of the parcel.
2. On "Sperrgüter" (cumbersome or unwieldy parcels), described under heading No. IV, 50 per cent of the usual charge is added.
3. In cases where a return slip is desired, showing that the parcel has been safely delivered.
4. On C. O. D. parcels (Nachnahme).
5. On parcels marked "Eilgut" (express) and forwarded by the fastest trains with letter mail.
6. On parcels marked "Dringend" (urgent) and delivered even more promptly than the express matter.

These classes of parcel matter are further considered under heading No. XIV.

IV.

THE GREATEST DIMENSIONS OF PARCELS ACCEPTED FOR MAILING.

In the Austrian postal service there is, as regards ordinary parcels, practically no limitation of dimensions, except in cases where parcels can not be handled by the usual means at the disposal of the post office and where their bulkiness prevents their being properly placed in the Government post wagons or the railroad postal cars. As in the question of the weight of parcels, so also their dimensions, ex-

cept in certain cases especially restricted by the rules, are left to the discretion of the officials at the various post offices.

An exception from this practice is made only in the class of mail matter designated as "Sperrgüter" (see sec. 3 of "Paketpost tarif") (Parcel-post tariff—not translated). All parcels are considered as "Sperrgüt" (cumbersome or unwieldy):

(1) The dimensions of which exceed in any direction $1\frac{1}{2}$ meters (about 60 inches).

(2) "Freight post" parcels of less than 10 kilograms (22 pounds) in weight, the dimensions of which exceed 1 meter (about 40 inches) in one direction and 50 centimeters (about 20 inches) in another.

(3) Parcels which, owing to their size, shape, or fragility, can not be stowed away with other parcels, such as plants in pots, cages, cigar boxes or other boxes packed in large bundles, furniture, flower tables, perambulators, bicycles, etc. Bundles of sticks, canes, umbrellas, architectural plans in rolls, and similar objects are excepted from the class of "Sperrgüter" (cumbersome) only if their dimensions do not exceed 1 meter 50 centimeters (about 60 inches) in length and 40 centimeters (about 16 inches) in width.

This class of parcels, while not excluded from the mails, is subject to additional charges, as already stated under heading III.

V.

WHETHER DELIVERY OF PARCELS IS MADE TO THE RESIDENCE OF THE ADDRESSEE OR TO SOME INTERMEDIATE POINT, SUCH AS THE NEAREST POST OFFICE OR RAILWAY STATION, AND IF TO AN INTERMEDIATE POINT WHAT ARE THE PARTICULARS CONCERNING THE RATE OF POSTAGE AND WHAT MEANS ARE USED TO NOTIFY THE ADDRESSEE THAT A PACKAGE AWAITS HIM AT SUCH INTERMEDIATE POINT.

All parcels transported by the mails in Austria are sent to the post office nearest the residence of the addressee. If the addressee lives in a place where there is a post office, the parcel is delivered at his house in the same manner as letter mail is delivered. If he lives in a place where no post office exists, delivery is generally made by a rural carrier who distributes parcels as well as letters along his route. For the delivery of parcels he is allowed to charge a fee based upon the weight of the parcel and regulated by law. The addressee may also demand of the nearest postmaster that he be notified through the rural carrier (who is also an official) that a parcel awaits him and he may then either authorize the rural carrier to deliver it to him or may send some one else for it or go for it himself. In places where the addressee lives far from the nearest post office and where the surrounding country is so thinly populated that it would not be worth while to employ a rural carrier, there are sometimes messengers who make it their business to go to the town where the post office is situated every second or third day in the week, in order to make small purchases for the people living in remote districts and bring them their mail for a small consideration, or neighbors going to town undertake the same commissions. Country postmasters are supposed to find means for notifying addressees in remote places of mail matter awaiting them, and it is not to their credit with their superiors when letters or parcels have to be returned undelivered.

Railway stations in Austria have nothing to do with the receipt or delivery of mail except as regards the delivery of the mail sacks by the station master to the local postmaster or his representative, or, in the case of outgoing mail, to the postal clerk on the mail train.

In the large cities the post office delivers parcels by special-delivery wagons in the same manner as do the express companies in the United States. Letter carriers never handle parcels in the large cities. If in a small place the letter carrier is required to attend to the delivery of parcels, he is not compelled to deliver a parcel of more than 2 kilograms (4.4 pounds) in weight. If the parcel exceeds 2 kilograms (4.4 pounds) in weight, the letter carrier is required to inform the addressee that a parcel awaits his disposition at the post office.

VI.

A STATEMENT OF THE REVENUES AND EXPENDITURES AND THE AMOUNT OF PARCEL-POST BUSINESS TRANSACTED DURING A TERM OF TEN YEARS.

A statement of the revenues and expenditures of the parcel-post business in Austria can not be given, since no special accounting for this part of the business exists. No distinction exists between the postage stamps attached to letters and those used on the bills of lading which must accompany each parcel and to which the ordinary postage stamps to the amount of the requisite payment must be affixed. It is therefore impossible to tell how many stamps are used for letters and how many for parcels.

The only control exercised by the department in charge of the parcel post consists in the counting of the parcels handled and the extent of their weight. The statistics of the parcel-post department show, as an average for the years 1900 to 1909,¹ that 70 per cent of the parcels handled weighed less than 5 kilograms (11 pounds) and 30 per cent more than 5 kilograms (11 pounds).

As to the number of parcels which have passed through the mails of Austria in domestic traffic exclusively during the last 10 years, the following figures were submitted to the embassy by the department of posts itself:

	Parcels.
1900.....	30,500,000
1901.....	33,500,000
1902.....	33,000,000
1903.....	34,500,000
1904.....	36,500,000
1905.....	35,000,000
1906.....	37,500,000
1907.....	38,000,000
1908.....	43,000,000
1909.....	46,000,000

These figures are approximate and the ones generally given out for information; the exact figures, which are close to the ones given, are not at present available. The decrease in the number of parcels given for 1905 as against those for 1904 is explained by the fact that a new system of statistics was introduced in that year. The disproport-

¹ Statistics for 1910 not yet compiled.

tionate increase in the parcel-post traffic in 1908 and 1909 as compared with preceding years is explained by the fact—it is said at the department of posts—that in 1908 women began wearing hats of unusual dimensions, which required larger boxes for transportation, and as the competing private common carriers found themselves compelled to increase their price for forwarding these large boxes—whose size was out of all proportion to their weight—they were consequently shipped through the mails instead, and contributed to the remarkable increase in the number of parcels carried in 1908 and 1909.

VII.

A STATEMENT SHOWING THE ADDITIONAL POSTAL EQUIPMENT, IF ANY, MADE NECESSARY BY THE ESTABLISHMENT OF THE PARCEL-POST SYSTEM.

It has already been shown how the parcel-post system in Austria gradually developed contemporaneously with the development of the letter mails and consequently that such "an establishment of the parcel-post system" as the above heading implies never actually took place. Hence an "additional postal equipment," in the sense of the above heading, can not be shown in the shape of a concrete statement. The financial side of the parcel-post service, too, is so closely interwoven with that of the letter post that no separate accounting can be had regarding the equipment required especially for the former branch of the service.

VIII a.

A STATEMENT SHOWING IN WHAT PARTICULAR THE TRANSPORTATION OF PARCELS DIFFERS FROM THE HANDLING OF THE LETTER MAIL.

Parcels are transported in Austria, as a matter of principle, by the same vehicles and at the same time and speed as letters. Exceptions to this rule occur when the volume of the combined mail matter or the means of transportation at the disposal of the postal authorities necessitate a distinction between the two kinds of matter.

As a matter of fact, while mail matter is usually forwarded by express trains, parcels generally go by the slower local or freight trains unless containing matter the value of which has been "declared" to exceed 100 kronen (\$20) or unless marked "express" and thus requiring speedy delivery. The postal wagons on the roads (not railroads) carry parcel post together with letter post, and the same applies to mail transportation on the high seas. On the rivers, however, especially on the Danube, only sealed bags containing letter mail are intrusted to the boat employees, but no parcel mail.

In billing parcels from one post office to another, those the value of which is not declared, or, if declared, is less than 100 kronen (\$20), are registered in bulk on one parcel bill, whereas packages of a declared value of 100 kronen (\$20) or more require each a separate bill. Registered parcels go from one post office to another accompanied by a single bill containing an enumeration of the various registered pieces.

In the larger railway stations only registered parcels are counted separately when delivered by the railway clerk to the local post-office official. No other parcels are counted either on receipt or on delivery in the stations.

Parcels are never actually transported in bags except such as are very small and might otherwise become lost. Such small parcels are termed "bag pieces."

VIII b.

WHETHER THE OPERATION OF THE PARCEL POST HAS CAUSED ANY DELAY OR DIFFICULTY IN THE PROMPT AND SATISFACTORY TREATMENT OF LETTER MAIL.

It is undeniable that the handling of the parcel post, as carried on in Austria over vast expanses of country, is attended by difficulties and at times at the expense of delays and lack of promptness even in the letter-mail service. The greatest and most frequent delays are generally due to the railway service. Frequently there is lack of space in the mail coach for extra parcels, when a supplementary coach must be pressed into service en route, thus causing delay. Delay furthermore occurs when at subsequent stations the mail matter destined for certain stations must be sorted out from the two cars while the train waits, since nobody attends to the sorting of mail in the supplementary coach while the train is in motion. The letter mail is consequently sometimes delayed and misses its connection with other trains. To minimize such delays when at certain times the parcel traffic is particularly heavy—especially at Christmas time—special arrangements are made for employing additional assistance in the handling of parcels and for additional cars on the trains.

Such delays as are mentioned above are, however, the exception rather than the rule. The regular every-day service, being systematically arranged, does not show that the mail service suffers in promptness from the parcel traffic to any perceptible degree.

IX.

A SCHEDULE OF THE ARTICLES WHICH MAY OR MAY NOT BE SENT BY PARCEL POST.

In accordance with the recognized principle in jurisprudence that everything is permitted which is not distinctly prohibited, the mail department of the Austrian Government has no schedule of articles which may be sent by parcel post. As for those articles which are prohibited from the mails, but two general categories are given in the regulations, namely, articles which through friction or exposure to air or pressure may ignite or become combustible, and corrosive liquids (see sec. 4 of the "Paketpost Tarif") (Parcel-post tariff—not translated). Cartridges are exempt from the above provisions. Hand firearms can be sent only when accompanied by a permit issued by the police, but this rule has become obsolete of late, and its abolishment is now contemplated.

X.

A STATEMENT DESCRIBING ANY OPPOSITION WHICH MAY HAVE BEEN MANIFESTED BEFORE OR SINCE THE ESTABLISHMENT OF THE PARCEL POST.

From statements made to the embassy by officials of the mail department, from a general knowledge of current events and conditions, and in accordance with the historical sketch given under heading I of this inquiry, it may be stated with accuracy that no opposition of any importance has been manifested since the beginning of the parcel-post system in Austria.

XI.

INFORMATION AS TO WHETHER ANY COMMON CARRIERS EXIST SIMILAR IN ANY WAY TO THE AMERICAN EXPRESS COMPANIES AND THEIR RELATION TO THE GOVERNMENT.

Such private carriers do exist and they are the Government's competitors in so far as the parcel post is concerned. There are, however, but two firms of any great importance in this connection, while numerous smaller private carriers exist, from the man who can afford to hire a car on the railroad down to the man who forwards goods from the railway station to the village of destination.

The two larger concerns forward principally freight and such other packages as are prohibited from the Government parcel post by the regulations. They hire their cars from the railroads for so much per mile, having contracts therefor even with the railroads owned by the Government, many such contracts originating from a time when the railroads were still in private hands, the Government having renewed the contracts. Attempts have been made from time to time by the postal authorities, and will continue to be made, to cause the railroad authorities to discontinue this policy, but so far these attempts have been fruitless. The contention of the railroad authorities is that inasmuch as the law requires them to hire out cars to these forwarders wherein to transport large pieces of freight, they can not dictate the size of the packages to be carried or prohibit their handling small parcels as well.

There is, however, another side to the story. The Government parcel post is not, as a matter of practice, shipped by the faster or express trains (see heading VIII a). These private carriers take advantage of this and solicit express packages at a higher rate than the Government's charges on account of their quicker delivery. To accommodate the shippers, whose heavy freight their wagons call for, they take smaller parcels along as well, stow them into their cars, and thus save the shipper the trouble and expense of sending them to the post office, while delivering them more promptly than the Government. The Government does not call for parcels, but receives them only at the post offices.

While the high post-office official with whom the embassy discussed the subject was not in a position to state how much of the parcel-post business the Government is thus deprived of, nor was even able to hazard an opinion as to the percentage of the business

done by the private concerns, he stated that, taken in the aggregate, it amounts to but little and for that reason the Government is slow in adopting more decisive measures against them.

Another feature which deserves mention is that the principal advantage to these carriers is derived from the fact that by virtue of their contracts with the railroads they can carry large packages cheaper on longer distances than the Government, which is handicapped by its zone system. (See heading III.)

In connection with the above it is of interest to note that Austria has a special ministry of railroads having charge of all Government railways and exercising supreme supervision over railroads still in the hands of private corporations. While the department of posts is anxious to complete or to extend so far as possible the Government's monopoly of the parcel post so as to make a good showing in the annual surplus, the ministry of railroads, which is constantly being accused of not knowing how to make certain roads pay which showed surpluses while still in the hands of private corporations, is on the other hand eager to increase its own receipts. Hence, the renewal of contracts with the private carriers and the difficulty of the department of posts to curtail their operation or to interfere with their competition.

XII.

WHETHER THE GOVERNMENT OPERATES RAILROADS IN WHOLE OR IN PART, AND WHERE IT DOES, FULL INFORMATION SHOWING THE BEARING WHICH THIS FACT HAS ON THE OPERATION OF THE PARCEL POST.

The Austrian Government owns about 80 per cent of all the railroads within its dominion. Negotiations are now being conducted whereby the Government is soon likely to acquire one of the largest railroads still in the hands of private corporations—the road from Vienna to Trieste, of about 675 kilometers (419 miles). What will then remain in private hands will represent, in the aggregate, a little over a thousand kilometers (621 miles)—small roads which do not pay and which the Government would rather support by subsidies than by purchase.

By virtue of their charters all private lines are obliged to carry the mails free of charge in so far as that, according to their importance, they are required to furnish a certain number of cars for the exclusive use of the department of posts on especially designated trains. Special arrangements exist, however, whereby the Government pays a stipulated price for extra cars for mail purposes in excess of the number stipulated in the charter.

Some of the railroads above mentioned are still owned by shareholders, though run by the Government, which acts in the capacity of receiver at the risk and expense of the shareholders. These are the so-called second-class local roads. The Government pays such roads for the carrying of the mails (letters and parcels) at the rate of 2 hellers (about two-fifths of a cent) per bag per kilometer (0.6214 mile) for the letter mail and 20 hellers (about 4 cents) per kilometer (0.6214 mile) for an extra coach. Other rates are charged for parts of coaches and additional facilities.

On the roads owned by the Government the postal department pays the railroad 50 per cent of the actual expense incurred in the transportation of mail matter. This system of compensation is exceedingly complicated. It is based upon the proportionate items of the wear and tear of the whole railroad, the coal consumed, and the labor of the train crew (not postal officials) required for the mail coaches attached to their train, etc.

XIII.

A STATEMENT SHOWING THE ATTITUDE OF THE PEOPLE WITH REFERENCE TO THE PARCEL POST AND WHAT BENEFITS, IF ANY, HAVE RESULTED FROM ITS OPERATION TO THE PEOPLE AT LARGE.

There is no doubt that the people of Austria fully appreciate the advantages of the parcel-post system. These advantages and benefits are so manifold and practical that to enumerate them would be to write a volume. In Austria people think no more of mailing a parcel than they do of sending a registered letter, so simple is the method and so sure and satisfactory the results. Austrians are great travelers in their own land and spend their short vacations in the country according to their means; they send their trunks, parcels, and baskets by mail from place to place in order not to be troubled with them on the railroad journey, and they receive them at their house or hotel instead of at the station. City people arrange for the delivery of eggs, butter, milk, vegetables, etc., from the country farmers by parcel post, C. O. D., or otherwise throughout the year, and the number of such parcels per year goes into the millions. In the country, particularly where rural carriers or town messengers exist, the farmers order small consignments of merchandise by postal card from the next larger town, and they receive them by parcel post, including the total cost of transportation, cheaper and of better quality than if they had purchased the goods in their own town. Manufacturers and merchants send out their samples by the thousands by parcel post in small packages marked "Samples without value," whereby they obtain a very low rate of postage. Further instances could be cited ad libitum to show how indispensable the system of parcel post has become in Austria, but these should be sufficient to demonstrate the attitude of the people toward the system and the benefits accruing to them from its operation.

XIV.

WHERE TWO OR MORE RATES EXIST DEPENDENT ON SPEED OF TRANSPORTATION, SUCH AS IS UNDERSTOOD TO EXIST IN FRANCE, FULL INFORMATION IS DESIRED.

As a matter of principle, as explained under heading VIII a, parcels of all kinds are supposed to be shipped by the fastest trains available, together with letter mail. In actual practice, however, they are forwarded by the slower passenger and faster freight trains. Parcels marked "Eilgut" or "Express" are, however, sent by the fastest possible transportation and an additional fee is charged, amounting

to 50 hellers (about 10 cents) per parcel, and when delivered outside a usual postal delivery district 1 krone (20 cents) is charged for every 7.5 kilometers (about $4\frac{3}{4}$ miles) or less. Parcels marked "Dringend" or "Urgent," which are delivered with the greatest possible haste, are charged an additional fee of 1 krone 20 hellers (about 24 cents).

Steps have already been taken by the postal department to secure the use of the fastest trains for parcel post as well as for letters, but the negotiations and preparations are not yet complete, and it may be some time before this new venture, which has existed in principle since the beginning of the parcel-post system, will become operative. A general raise in the amount of postage is contemplated in connection with this plan.

It will therefore be seen that while different rates of postage can not be said to exist in the Austrian system in connection with speed of transportation, extra haste and promptness of delivery can be secured by paying fixed additional fees according as the parcels are marked "Eilgut" (express) or "Dringend" (urgent).

XV.

SPECIAL INFORMATION AS TO WHETHER SHOPKEEPERS IN SMALL TOWNS CLAIM THAT THE PARCEL POST MILITATES AGAINST THEM AND IN FAVOR OF THE LARGE DEPARTMENTAL OR CITY STORES.

The embassy is informed by the Austrian postal authorities that no direct complaint has ever been submitted to them to the effect that the parcel-post system causes injury to the small traders of the country towns.

In considering this question it must be borne in mind that the so-called department store is in Austria still in its infancy. While comparatively large stores exist in all the greater cities, especially in Vienna, which stores depend to a great extent on their country trade, there are but two stores in Vienna which deserve the name of "department stores" and both of them together would approximately represent the size of a very medium department store in New York.

But such large houses as there are usually send out traveling salesmen, who solicit trade among the small mechanics, shoemakers, milliners, tailors (to whom they offer especially cloth linings), etc., but do not go near the direct consumers, and as the goods ordered are delivered by parcel post, the system thus shows an injury to the small trader. Some of the consumers, also, order direct by mail from the larger city stores.

Yet, practically speaking, the effect of the parcel-post system upon the small trader in the country and the lesser towns can not properly be established, for the reason that the system in Austria is not a new venture, having existed as long as the mail system. Certainly its effect can not be compared to any good purpose with the probable results of the same system in America, where the number and size of the larger city stores render the circumstances quite different from those obtaining in Austria. If the small trader in this country has anything to complain of it is the great number of peddlers who swarm into the smaller towns and villages and there sell city goods to the detriment of the village shopkeepers themselves.

In concluding this report I would call attention to page 20 of the "Paketpost Tarif" (Parcel-Post Tarif—not translated), on which are shown various examples of the method of computing the charges for packages sent by parcel post. Table No. 3, for example, is as follows: "A package to Berne; weight, 5 kilograms (11 pounds); value, 500 francs (\$96.50); C. O. D., 480 kronen (about \$96.50); delivery by express messenger; return slip."

Tarif, page 158: "Weight tax, 1 krone (approximately 20 cents); value tax, 20 heller (approximately 4 cents); C. O. D. tax, 4 kronen 80 heller (approximately 96 cents); express-delivery tax, 50 heller (approximately 10 cents); return-slip tax, 25 heller (approximately 5 cents); to be collected, 6 kronen 75 heller (approximately \$1.35).

Besides the brochure "Paketpost Tarif" (Parcel-Post Tarif—not translated) already mentioned, I also transmit, all under separate cover, two other pamphlets relating to the Austrian postal system, entitled "Die Neuen Post-, Telegraphen-, und Telephon-Tarifverordnungen (The New Post, Telegraph, and Telephone Tarif—not translated) and "Abgabevorschriften" (Information for Those Who Use the Mails—not translated), which may be of interest to the Senate Committee on Post Offices and Post Roads. Such of their contents as relate to the parcel-post system have, however, already been summarized under the various headings above. A fourth brochure, which has just been placed at the embassy's disposal by the ministry of commerce, entitled "Postbetriebsbestimmungen" (Postal Regulations—not translated), is also forwarded accompanying this dispatch.

As regards the operation of the parcel post in Hungary, which is under a separate administration from that in Austria, the embassy trusts to be able to submit at an early date a separate report, based on information requested of the consulate general in Budapest. I have the honor to be, sir,

Your obedient servant,

JOSEPH C. GREW,
Chargé d'Affaires ad Interim.

(Accompanying, under separate cover:)

1. "Paketpost Tarif." (Parcel-Post Tarif—not translated).
2. "Die Neuen Post-, Telegraphen-, und Telephon-Tarifverordnungen." (The New Post, Telegraph, and Telephone Tarif—not translated.)
3. "Abgabevorschriften." (Information for Those Who Use the Mails—not translated.)
4. "Postbetriebsbestimmungen." (Postal Regulations—not translated.)

BELGIUM.

DEPARTMENT OF STATE,
Washington, November 3, 1911.

THE HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence concerning the operation of a parcel post in foreign countries, I have the honor to inclose herewith a copy of a dispatch, dated the 20th ultimo, from the American chargé d'affaires at Brussels, reporting in regard to the operation of a parcel post in Belgium. I have the honor to be, sir,
Your obedient servant,

P. C. KNOX.

(Inclosure as above.)

AMERICAN LEGATION,
Brussels, Belgium, October 20, 1911.

THE HONORABLE THE SECRETARY OF STATE,
Washington.

SIR: Referring to the department's circular instruction of August 24 last, asking for data in relation to the parcel-post service in Belgium, to the department's telegram of the 12th instant, and my reply of the 14th, I have the honor to report that on the 9th ultimo the legation addressed a request to the Belgian foreign office for a report on the subject.

In view of the fact that the instruction is marked "important and urgent," Mr. Bryan on the same date personally handed a copy of his note to the minister of railways, posts, and telegraphs, with the intimation that the legation would appreciate a reply at as early a date as possible. Since that time inquiries have once or twice been made in the same sense, and each time an assurance was given that an answer might shortly be expected.

Since a large part of the data required by the Committee on Post Offices and Post Roads can be furnished only by the post-office administration, the legation has been obliged patiently to await their reply.

In view of the desire of the committee to receive some information on the subject without delay, I am inclosing a translation, in duplicate, of the one available résumé of the subject, which I trust may prove of some value to them.

In Belgium the parcel-post service is not under the direction of the post-office administration, but is altogether in the hands of the administration of the railways, the postal authorities assuming control only at points where no railway stations exist.

The report requested from the Belgian Government will be forwarded without delay upon its receipt.

I have the honor to be, sir,

Your obedient servant,

U. GRANT-SMITH.

(Inclosure: Translation in duplicate of parcel-post regulations.)

NOTE.—In Belgium the parcel service is not performed by the post-office department, but by the railway department. This is due to the fact that the greater part of the Belgian railway system is operated by the Government. There are but a few lines operated by private companies, which are everywhere intersected by the Government lines, thus virtually the entire service is performed by the State Railroad. The post-office department intervenes only at places where there is no railroad station, which only occurs in villages of no importance. In the international service with foreign countries in which the parcel service is performed by the post-office, the Belgian State Railroad delivers the parcels at the frontier to the post-office department of such countries.

For the Belgian internal service there is no separate tariff for postal parcels, this being included in the railway tariff, from which the following extracts are taken:

PARCEL SERVICE—INTERNAL SERVICE.

In Belgium packages of 5 kilograms (11 pounds) and less, prepaid by means of "railway stamps," are accepted for transportation at all stations, as well as at post offices in localities where there is no railway station.¹

Rates.—The rates of transportation from the point of deposit to the point of destination are fixed as follows:

	Francs.
Tariff No. 1 (express), parcels of 5 kilograms (11 pounds) and less-----	0. 80 (16 cents)
Tariff No. 2 (fast service), parcels of 5 kilograms (11 pounds) and less-----	. 50 (10 cents)
Collections (made by railway department):	
(a) Of 200 francs (\$38.60) and less (uniform charge)-----	. 20 (4 cents)
(b) From 200 francs (\$38.60) to 1,000 francs (\$193) (uniform charge)-----	. 60 (12 cents)
(c) Over 1,000 francs (\$193)—	
Each 1,000 francs (\$193), or fraction of 1,000 francs (\$193)-----	. 10 (2 cents)
Supplement, per package-----	. 50 (10 cents)
Payments (made by railway department):	
(a) Of 20 francs (\$3.86) and less (uniform charge)-----	. 20 (4 cents)
(b) Of more than 20 francs (\$3.86)—each 100 francs (\$19.30) or fraction of 100 francs (\$19.30) (this charge is rounded up to full units of 10 centimes (2 cents))-----	. 25 (5 cents)
Interest in delivery ⁴ (per indivisible unit of 500 francs) (\$96.50)-----	1. 00 (19.3 cents)

¹ Packages of more than 5 kilograms (11 pounds), up to 60 kilograms (132 pounds), prepaid by means of "railway stamps" are accepted for transportation in all stations, but post offices do not intervene to accept them, to transport, or to deliver them.

² These provisions are not applicable to bulky parcels, whose actual weight is more than 3 kilograms, 333 grammes (7 pounds). These packages are eventually treated as "packages over 5 and under 10 kilograms (over 11 and under 22 pounds)."

³ Packages exchanged between stations and post offices or between post offices can not be accompanied by payments to be made. These are eventually converted into collections and treated as such.

⁴ "Interest in delivery" describes a plan by which the shipper can, for the amount stated, insure that delivery be made within a certain time, falling which he is entitled to payment by the postal authorities up to the principal sum for which insured, provided he can prove he has actually suffered the damage he claims to have suffered on account of the delay.

Prepayment is obligatory by means of adhesive "railway stamps" to be applied on the shipping declaration by which each parcel must be accompanied.

These declarations are provided gratuitously to shippers. Shippers can not write on the shipping declarations nor on the packages themselves any indication of its value. Packages bearing such indication can not be accepted for "parcel post."

Exception is made for packages of 5 kilograms (11 pounds) or less, containing jewels, laces, watches, fine clockwork, or precious metals whose value it is indispensable to declare, and the charge for such packages is fixed as follows:

(a) Ordinary packages: Charge for weight per package 0.50 francs (10 cents); charge for valuation, to be made in addition to the charge for weight, per 1,000 francs (\$193), or fraction thereof, of the declared value (this figure is rounded to full units of 10 centimes or 2 cents) 0.06 francs (1.2 cents). The total thus obtained can not be less than 0.80 francs (16 cents) per package.

(b) Special packages to be delivered by special delivery: Double the price under (a) for ordinary packages.

Collections, payments, and interest, as above.

For special delivery of parcels under tariff 1 after 9 o'clock at night, and of packages containing jewels, laces, etc., as well as for special delivery of packages whose consignees reside outside of the zone of local distribution, supplementary charges are collected as follows:

(a) Delivered after 9 o'clock (for parcels destined only to railway stations, 0.25 francs (5 cents) each.

(b) Delivered specially outside the zone of ordinary distribution, 0.20 francs (4 cents) per package per kilometer (about three-fifths of a mile), counting from the station or post office.

INTERNATIONAL SERVICE.

In Belgium parcels are accepted for dispatching or delivery by the stations or the State Railroad, as well as collecting post offices and branch post offices established in localities where there exists no railroad station, except in interchange with the Grand Duchy of Luxembourg, for which railroad stations alone are allowed to accept.

The packages must be prepaid on being deposited by means of "railway stamps" of denominations of 2 francs (38.6 cents), 1 franc (19.3 cents), and of centimes 60 (12 cents), 50 (10 cents), 25 (5 cents), 20 (4 cents), 15 (3 cents), and 10 (2 cents), according to circumstances, the stamps to be applied to the shipping declaration. This does not apply to parcels for Germany and countries reached via Germany if their value is declared or if a collection is to be made on them.

Each parcel must be accompanied by a shipping declaration and by one or several declarations for the customhouse, according to the prescribed forms. These documents should be filled in with the greatest exactness.

Except under certain conditions, a single shipping declaration and a single customhouse declaration can be accepted, covering three parcels, from the same shipper to the same consignee, in which case each package must be described separately in the shipping and customs declarations. Under no circumstances can this include packages on

which a value is declared or on which a collection is to be made. Charge is made on each package as though it were shipped alone.

In interchange with France or with countries reached through France the including on one declaration of packages of different weights is not permitted.

On delivery in Belgium a charge of 25 centimes (5 cents) per parcel is collected for expenses of delivery and customs formalities, except for parcels originating in England and English colonies entering by the port of Ostende. This charge is not collected on shipments to localities in Belgium where a customhouse exists, providing that the shipping declaration which accompanies the package bears the inscription "waiting office," "at station," or "at customhouse," and that the delivery is taken at the customhouse by the consignee.

Packages on which the charge for delivery to domicile has been paid by the shipper are also exempt from this charge.

Special delivery.—By payment of a supplementary charge of 50 centimes (10 cents), to be annotated on the shipping declaration, on the request of the shipper, special delivery to domicile will be made in Germany, Austria-Hungary, Bosnia-Herzegovina, Chile, Cuba, Denmark, Egypt, France, including Algeria and Corsica, English Guinea, Japan, Montenegro, Holland, Peru, Portugal, the United Kingdom of Great Britain and Ireland, Siam, the Colony of Sierra Leone, Saint Lucia, and Switzerland, unless, as regards Germany and Austria the customhouse regulations prevent.

This regulation is limited—

(a) In Austria, to packages not exceeding $2\frac{1}{2}$ kilograms ($5\frac{1}{2}$ pounds) in weight and whose declared value, or amount of collection to be made on them, do not exceed 250 francs (\$48.25). For shipments which, in accordance with the foregoing, can not be delivered to domicile, when the supplementary charge is paid notice is given of their arrival to the consignee by special delivery.

(b) In Bosnia-Herzegovina, to packages destined to localities where there are post offices, whose weight does not exceed 1 kilogram (2.2 pounds) and whose declared value does not exceed 50 francs (\$9.65).

(c) In Chile, to the sending by special delivery of a notice of the arrival of the package on which the supplementary charge for delivery has been paid.

(d) In Colombia, to localities where post offices exist.

(e) In Denmark, to localities situated in the district of a post office. When the package can not be specially delivered the supplementary charge is refunded to the shipper. (The islands Faroe, Iceland, and Greenland do not share in the special-delivery service for parcel post.)

(f) In Egypt, to localities where post offices exist.

(g) In France, Corsica, and Algeria, to packages destined to localities having a regular delivery-wagon service.

(h) In British Guinea, to the post offices of Georgetown and New Amsterdam only.

(i) In Hungary, to parcels not weighing more than $1\frac{1}{2}$ kilograms (3.3 pounds), and whose declared value does not exceed 250 francs (\$48.25). In any case, when the packages can not be delivered, notice is given to consignees of their arrival by special delivery.

(j) In Montenegro, to packages free from customs duties, addressed to persons residing within the zone of distribution of the post offices.

(k) In the Portuguese colonies to localities having a post office. In other localities notice is given to the consignees with a supplementary tax of 240 reis (about 24 cents).

(l) In Servia, to localities having a post office.

(m) In the Kingdom of Siam, to packages not liable to customs duties. Notice is given by special delivery of packages subject to duties. The delivery at domicile is, moreover, limited to the localities of Bangkok, Paknampoh, Raheng, Chiangmai, and Lampang.

(n) In the colony of Sierra Leone, to the office of Freetown.

(o) In the Transvaal, to the post offices which deliver telegrams.

DEPARTMENT OF STATE,
Washington, December 8, 1911.

HON. JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch, dated November 14, 1911, from the American consul general at Brussels, transmitting a report concerning the operation of a parcel post in Belgium. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosures: From consul general at Brussels, Nov. 14, 1911, with inclosure.)

AMERICAN CONSULATE GENERAL,
Brussels, Belgium, November 14, 1911.

The SECRETARY OF STATE,
Washington.

SIR: I have the honor to submit herewith a report on the parcel-post system in Belgium, which I have made a careful investigation of in reply to inquiries on the subject recently received, to which I have replied by sending copies of this report. I have the honor to be, sir,

Your obedient servant,

ETHELBERT WATTS,
Consul General.

(Inclosures: Report in duplicate.)

PARCEL POST IN BELGIUM.

The Kingdom of Belgium is a country containing 11,373 square miles—about the size of Maryland or one-third less than the State of Massachusetts—and has a population of 7,316,591. It has an excellent parcel-post system.

• By this system a package weighing not more than 5 kilos (11 pounds) and not longer than $1\frac{1}{2}$ meters (about 60 inches) can be sent from any part of Belgium to any other part for the sum of 50 centimes (about 10 cents) with a guaranty of its being delivered within 48 hours.

If the package is sent by express post, the charge is 80 centimes (about 16 cents), and it is delivered at its destination within 24 hours.

For this tariff any incumbering packages weighing more than $3\frac{1}{2}$ kilos (7.3 pounds) are not accepted—i. e., those packages which do not fit in well with others on account of their shape or size, such as plants and shrubs in baskets, empty cages or cages inclosing live animals, baby carriages, spinning wheels, wicker baskets, etc.

Packages paying only 50 centimes (about 10 cents) must be pre-paid. This is done by sticking a governmental postage stamp of this value on the bill of lading, which must accompany each package. The value is not allowed to be indicated on these bills, except in sending jewels, laces, watches, or the like, where it is necessary to declare the value.

In addition to the cost of sending these last-mentioned packages, there are the following charges:

(a) Packages sent in ordinary way pay a charge of 6 centimes (about 1 cent) per 1,000 francs (\$193) or fraction thereof. The total charge, including the 50 centimes (about 10 cents), must not be less than 80 centimes (about 16 cents).

(b) Packages sent by express pay double the cost of the above.

The stations of all the railroads in Belgium and all the post offices and subpost offices and places of deposit, established by the Government, whether situated in towns of the line of railroad or not, cooperate in receiving and delivering these parcel-post packages.

Also, the officially established agencies for the deposit of packages off the railroad, are instructed to accept and send direct all packages received by them, except those sent C. O. D., or those containing jewels, laces, watches, and the like.

These latter packages are forwarded by them to the nearest post office, after having their weight and the necessary stamps affixed verified. The sender is given a provisional receipt to be replaced later by a receipt from the nearest post office.

In connection with the working out of this service, it must be remembered that these railroads in Belgium are owned by the Government, and for that reason they play a more active part than would otherwise be the case.

PACKAGES SENT C. O. D.

Packages can be sent C. O. D. by paying an extra charge of 20 centimes (about 4 cents) when 200 francs (\$38.60) or less is to be collected; 60 centimes (about 12 cents), from 200 to 1,000 francs (\$38.60 to \$193); and for all packages on which more than 1,000 francs (\$193) is to be collected, in addition to the 60 centimes (about 12 cents), there is a charge of 10 centimes (2 cents) per 1,000 francs (\$193) or fraction thereof.

INSURING THE DELIVERY OF PACKAGES WITHIN 24 HOURS.

If the sender desires to insure the delivery of his package within 24 hours, he can do so by paying an extra charge of 1 franc (about 20 cents) per 500 francs (\$96.50) value of package or fraction thereof. Then, if the package is not delivered within the time agreed, the sender can claim an indemnity from the Government, amounting to the declared value of the package. This, however, has proved to be rather unsatisfactory, for it has been very difficult to establish the responsibility of the Government.

NOTIFICATION OF SAFE ARRIVAL OF PACKAGE.

The sender of any package will be notified of its safe arrival at destination by filling out and forwarding a special form at the time of sending; an extra charge of 10 centimes (2 cents) is made for this.

SENDING OF PACKAGES.

Anyone wishing to send a package by parcel post must go to the nearest post office, subpost office, railroad station, or place of deposit and there fill out the bill of lading (blank forms hereto attached) and affix the necessary stamps. There are a great number of places, where packages are received, as the Government establishes many supplementary places of deposit.

DELIVERY.

All packages sent by parcel post are delivered at their destination, unless it is requested on the bill of lading that they be left at the post office or railroad station to be called for. If the place of destination is outside of the places where the delivery wagon passes, or if it is more than 3 kilometers (1.86 miles) from the station, an extra charge of 20 centimes (4 cents) per kilometer (0.62 mile) for each package is made.

Also, in the case of places situated off the railroad, packages to be delivered more than 3 kilometers (1.86 miles) from the post office pay the same extra charge of 20 centimes (4 cents) per kilometer (0.62 mile) for each package.

All packages sent by express delivered after 9 p. m. pay an extra tax of 25 centimes (about 5 cents) per package and another charge of 20 centimes (about 4 cents) for each package per kilometer (0.62 mile), according to the distance from the railroad station or the post office, when the place of destination is not on the route of the ordinary delivery.

PACKAGES SENT BY PARCEL POST EXCEEDING 5 KILOS (11 POUNDS) BUT NOT EXCEEDING 60 KILOS (132 POUNDS). (SEE BILL OF LADING NO. 85.)

So far all that has been written has applied only to small packages, weighing 5 kilograms (11 pounds) or less, but the Belgian Government has extended the parcel-post system to include all packages not exceeding 60 kilograms (132 pounds) in weight. The conditions of sending and receiving these packages differ somewhat from those of the small packages. For one thing, they may be called for at the house, by sending a written request or telephoning, for which a charge of 30 centimes (about 6 cents) is made.

Only railroad stations receive and deliver these packages, the post office having nothing to do with their carriage.

The cost of sending is paid in the same manner, by affixing the necessary postage stamps on the bill of lading, which are procured at the railroad stations.

The packages sent C. O. D. are treated in the same way as for the small packages.

The following is the tariff for sending these packages:

Weight.		Tariff No. 1; express packages.		Tariff No. 2; ordinary packages.	
<i>Kilo-grams.</i>	<i>Pounds.</i>	<i>Francs.</i>	<i>Cents.</i>	<i>Francs.</i>	<i>Cents.</i>
5	11	0.80	15.4	0.50	9.6
10	22	1.00	19.3	.60	11.6
20	44	1.50	28.9	.70	13.5
30	66	2.00	38.0	.80	15.4
40	88	2.50	48.2	.90	17.4
50	110	3.00	57.9	1.00	19.3
60	132	3.50	67.5	1.10	21.2

In case of single packages not prepaid by the sender and shipments under tariff No. 2 (see above) comprising several packages, prepaid or not prepaid, there is an extra charge of 20 centimes (4 cents) for each shipment.

THE SUCCESS OF THE PARCEL-POST SYSTEM IN BELGIUM.

The parcel post has proven very successful in Belgium, not only with the public, but the Government has realized large profit in this department, but there are no statistics published to show details.

One proof of its success is in the fact that the Government is now studying a project to extend the parcel-post system to include packages up to 100 kilos (220 pounds) or even more in weight.

It is interesting to note what effect this service has on the business of the small merchants in the country villages, whether they suffer a material loss as a consequence of the larger merchants in the cities supplying their customers, and it appears they have not suffered a loss in their business, for they are the very ones who make the most use of the parcel-post service. If they do not have an article asked for, they at once order it for their customer and have it sent by parcel post.

In general, the people of the country and the small towns, except the rich, do not use the parcel post much in ordering things from the city, but buy at home, as they did before this system was started.

The richer class and the summer people who pass several weeks every year in the numerous seashore and mountain resorts of Belgium, use the parcel post a great deal, but even before the advent of this service they always went to the city to do their most important shopping.

Accompanying this report and made part of it are sent some official documents regarding the Belgian parcel-post service, also samples of the bills of lading which are used.¹

ETHELBERT WATTS,
Consul General.

AMERICAN CONSULATE GENERAL,
Brussels, Belgium, November 15, 1911.

¹ Not reproduced.

BOLIVIA.

DEPARTMENT OF STATE,
Washington, November 27, 1911.

The Hon. JONATHAN BOURNE, Jr.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch, dated the 28th ultimo, from the American minister at La Paz, wherein he reports concerning the operation of a parcel post in Bolivia. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosure: From La Paz No. 107, Oct. 28, 1911.)

No. 107.]

LA PAZ, BOLIVIA, *October 28, 1911.*

To the honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to refer to department's circular dispatch of August 24, 1911, file No. 800715, subject, "Parcel-post data," and to transmit herewith the information received in reply to my request from the director general of posts.

The Government of Bolivia never adopted an internal parcel-post law. It has, however, since the parcel-post conventions with the United States, Chile, Peru, France, Germany, and the Argentine Republic, went into effect, been maintaining an internal parcel-post service. It adopted, or merely used with very slight modifications, the general regulations contained in the International Parcel Post Convention. A bill is now pending in the Bolivian Congress relative to an internal parcel-post system, which is intended to improve the service and especially to increase the size and weight of packages and reduce the charges for forwarding.

(1) There being at present no law in Bolivia relating to internal parcel post, an abstract can not be given.

(2) The weight limit of parcels is 3 kilograms (6.6 pounds).

(3) The tariff is 30 cents, Bolivian money (\$0.12), for each 100 grams (3.5 ounces).

(4) The greatest dimensions of package 60 centimeters (about 24 inches) in greatest length and a maximum volume of 20 cubic decimeters (about two-thirds cubic foot).

(5) The parcels are delivered to the consignees and only at the post offices of destination. The only notice given the addressee of the arrival of the package is the posting of a list in a conspicuous

place in the post office of the packages received and the names of the addressees of that office.

(6) No separate account is kept of the revenues and expenditures connected with the parcel-post service.

(7) No special equipment has been found necessary or is used by reason of or in connection with the parcel-post service.

(8) The service of reception and delivery of parcel-post packages is effected in each of the 10 principal post offices (heads of districts) by special departments, and in other offices they are in charge of employees that handle the regular mail. The parcel-post service does not interfere with or cause the slightest delay in the forwarding or delivery of letter mail.

(9) The articles that may not be sent by parcel post are letters, post cards, plants in baskets, cases or cages with live animals, explosives, liquids, greasy substances that easily melt whenever they are not packed in special double holders, all matters liable to decomposition, and all kinds of engravings, drawings or photographs of pernicious or obscene character.

(10) The parcel-post service is accepted throughout the country as beneficial in every way, and no objection to it has ever been presented.

(11) Small packages in the territory of the Republic are forwarded only by the postal service. There are no agencies or express companies that handle such packages.

(12) The operating railways, though partly owned by, are not managed by the Government. Parcel-post packages are carried under the same contract and along with regular mail matter.

(13) The parcel-post service, because of its many advantages over the ordinary freight service, is considered indispensable by not only the general public but also by all commercial houses.

(14) There is only one service and one rate.

(15) The parcel-post service has never given cause for local merchants to complain or protest, but, on the contrary, they could not well do without it. They find it a quick and economical way to get their goods, and the loss by direct orders to stores in the larger cities is comparatively small.

As the said circular instruction was not received at this legation until after September 20, it was not possible to get my reply to Washington by that date. I have the honor to be, sir,

Your obedient servant,

HORACE G. KNOWLES.

CHILE.

DEPARTMENT OF STATE,
Washington, October 26, 1911.

The Hon. JONATHAN BOURNE, Jr.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith copies of dispatches from the American ministers at Santiago and Montevideo, reporting in regard to the operation of a parcel post in Chile and Uruguay. I have the honor to be, sir,
Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosures: From Chile, No. 123, Sept. 28, 1911; from Uruguay, No. 3, Sept. 28, 1911.)

LEGATION OF THE UNITED STATES,
Santiago, Chile, September 28, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In compliance with the department's circular instruction entitled "Parcel-post data," dated August 24 last (file No. 800715), and received at this legation September 26—day before yesterday—I have the honor to forward herewith a report in triplicate containing all available data on this subject. I have the honor to be, sir,
Your obedient servant,

(Inclosure: Parcel-post data.)

[Inclosure No. 1. Dispatch No. 135.]

PARCEL-POST DATA.

The parcel-post service in Chile was reorganized in 1897, and the International Parcel Post Service rules as to weight, dimensions, and packing were then adopted.

Weight and dimensions of parcels.—Limit of weight of each parcel is fixed at 5 kilograms (11 pounds), and the greatest lateral dimension allowed is 60 centimeters (about 24 inches), and product of length, breadth, and thickness may not exceed 25 cubic decimeters (about 1 cubic foot).

Rates.—Parcels not exceeding 3 kilograms (6.6 pounds) in weight are charged 80 centavos (about 17 cents United States currency). If

in excess of 3 kilograms (6.6 pounds), 1 peso (22 cents) is charged on the land routes, and $1\frac{1}{2}$ pesos if transported by sea.

Contents and packing.—Everything except coins, bearer checks, bank bills, jewels and valuables, explosives, inflammable or dangerous materials may be sent by parcel post in Chile. Weight limit on each package is 5 kilograms (11 pounds).

Parcels containing letters or those whose contents differ from the declaration will be taxed at letter rates.

If money or jewels or checks payable to bearer are sent by parcel post without making the required declaration and the payment of the proper rates, they will be taxed at the rate of 5 pesos (\$1.10) per kilogram (2.2 pounds) or fraction thereof.

Liquids and greasy substances can only be sent as provided for by parcel-post rules.

Packing is at sender's risk, but post-office employees may refuse parcels the packing of which is notoriously inadequate.

Delivery and disposal.—Delivery of parcels is effected by addressing notification cards to the nearest post office or railway station. Upon receipt of notice the addressee makes application to the postal agent of the post office or railway station from which the card was sent.

The regular force of carriers for other departments of the post office in Santiago amounts to about 150 men; that of the parcel post about 30 men and 6 wagons.

There is no extra charge on account of speed, but carriers are allowed to charge for delivery from post office to domicile 5 centavos (a little over 1 cent) for each parcel weighing less than 3 kilograms (6.6 pounds) and 10 centavos (about 2 cents) for each parcel weighing more than this amount.

If parcels remain undelivered for 15 days after receipt at office of destination, sender is notified and his orders requested as to disposition.

Full rates are charged for return to sender of undelivered parcels. Refused parcels or those remaining undelivered for one month, counting from the first day of the month following receipt, are disposed of at auction.

Except in case of force majeure (act of God), if a parcel is lost or suffers damage, the loss or damage is made good up to 10 pesos (\$2.20).

No claims for damages will be entertained unless presented within a year from the date parcel was posted.

Operation and revenues.—The parcel post is operated as an integral part of the general post-office business, and no separate figures are available to show receipts and expenditures connected therewith, nor how its operation affects handling of letter mail. Apparently it does not adversely affect it. Increase of the force of carriers has been necessary in Santiago and probably Valparaiso on account of the delivery of parcels, but largely by reason of the increase in the parcels received from abroad. The parcel post does not seem to have caused of itself any particular increase in the regular staff in the country, having grown up along with the natural development of postal traffic.

The Chilean Government owns or controls practically all railway lines over which mail is forwarded, but does not own all the steam-

ship lines plying between coast ports, and upon which dependence must still largely be had for postal communication, as a glance at the map will show. The rates, as stated above, are 50 per cent higher by sea than by land.

General observations.—Mail-order business from the larger towns to the country districts has not made great strides, and conditions differ widely in this respect from those in the United States. The complaint, if there should be any, would come more likely from the Chilean merchants as against the foreign houses sending goods here by parcel post direct to customer. There is but one properly so-called department store in Santiago.

CHINA.

DEPARTMENT OF STATE,
Washington, November 15, 1911.

The Hon. JONATHAN BOURNE, JR.,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith copies of dispatches from the American minister at Monrovia and the American chargé d'affaires at Peking reporting in regard to the operation of a parcel-post system in Liberia and China. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosures: From Peking, Oct. 10, 1911, with inclosure from Monrovia, Oct. 13, 1911.)

No. 348.]

AMERICAN LEGATION,
Peking, October 10, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In compliance with the department's circular instruction of August 24, 1911 (file No. 800715), which was received at this office on October 4 last, I have the honor to inclose herewith three copies of a report prepared by W. R. Peck, assistant Chinese secretary at this legation, on the operation of the parcel-post system in China. I have the honor to be, sir,

Your obedient servant,

Chargé d'Affaires.

(Inclosure: Report as stated.)

[Inclosure to Mr. Williams's No. 348, Oct. 10, 1911.]

REPORT ON THE OPERATION OF THE PARCEL-POST SYSTEM IN CHINA.

(Rendered in compliance with the Department of State's circular instruction of Aug. 24, 1911, file No. 800715.)

Weight limit of parcels.—The limit of weight for domestic parcels to and from places where steamer or railway communication exists is 10 kilograms (22 pounds). For places with which communication is maintained by courier the limit of weight is 3 kilograms (6.6 pounds).

The rate or rates of postage.

Weight.	Local postage.	Domestic postage.
Up to $\frac{1}{2}$ kilogram (approximately 1 pound).....	\$0.10	\$0.15
$\frac{1}{2}$ to 1 kilogram (approximately 2 pounds).....	.10	.20
1 to 2 kilograms (approximately 4 pounds).....	.10	.30
2 to 3 kilograms (approximately 6 pounds).....	.20	.40
3 to 5 kilograms (approximately 11 pounds).....	.20	.50
5 to 7 kilograms (approximately 15 pounds).....	.30	.80
7 to 10 kilograms (approximately 22 pounds).....	.30	1.00

Full prepayment of postage and of fees for acknowledgment of receipt is compulsory and must be paid by means of Chinese postage stamps to be firmly affixed to the parcel.

When the sender of a parcel (domestic) desires that it should be delivered at the residence of the addressee, a fee of 10 cents is levied. When the addressee wishes a parcel to be delivered at his residence, the fee of 10 cents may be levied at the discretion of the postmaster.

The sender of a parcel may also demand to be furnished with a receipt signed by the addressee himself on payment of an additional fee of 5 cents in the case of domestic parcels, to be prepaid in postage stamps affixed on the parcel, but separate from the stamps representing ordinary postage.

Any parcel, insured or not, or bearing trade charges or not, which can not be delivered or is refused or is, at the request of the sender, redirected to another destination in consequence of the removal of the addressee, is liable to further full charges for postage, insurance, etc., which are collected from the addressee or the sender as the case may be, who has also to make good any customs or other special expenses incurred.

The greatest dimensions of parcels accepted for mailing.—The limit of size of a domestic parcel to and from places where steamer or railway communication exists is 60 by 60 by 60 centimeters (2 by 2 by 2 feet) and for places with which communication is maintained by courier 30 by 30 by 30 centimeters (1 by 1 by 1 foot).

Parcels may not measure less than 7 by 5 by 5 centimeters (3 by 2 by 2 inches).

Parcels exceeding 60 centimeters (2 feet) in any dimension may be accepted for China or abroad, but only if the means of transmission at the disposal of the post office permit their easy transport; they will, however, be treated as "cumbersome" parcels and are liable to an additional postage of 50 per cent.

Parcels containing umbrellas, sticks, charts, plans, or similar articles are excepted and may be admitted at ordinary parcel rates if not exceeding 1 meter (3 feet 3 inches) in length and 20 centimeters (8 inches) in breadth or depth.

Delivery of parcels.—This subject is fully dealt with under the heading "The rate or rates of postage."

It is sufficient to add that on the arrival of a parcel the addressee is notified by means of a slip.

A statement of the revenue and expenditures and the amount of parcel-post business transacted during a period of 10 years.—No data are available with regard to the financial aspects of the Chinese parcel-post system, and it is thought that a mere statement of the

number and weight of parcels carried without any correlative statistics would be of no value, and this statement is on that account omitted.

Additional postal equipment necessitated by the parcel post.—The officials of the Chinese imperial post office state that the working of the parcels department requires an additional force of operators and greatly increased office room, but no statistics are kept showing the precise cost of the parcels department.

Relation of parcel post to letter post.—The officials concerned state that the parcels are handled in the majority of cases by the same staff handling the letter mail, but that less attention is paid to speed, the preference being given to the latter variety, which accordingly suffers little or no delay on account of the operation of the parcel post.

Articles which may not be sent by parcel post.—It is forbidden to send by post, in mail matter, or in parcels—

(a) Any article which from its nature may expose the postal officials to danger, or soil or damage the correspondence.

(b) Explosive, inflammable, or dangerous substances; animals and insects, living or dead, with the exception of live bees.

(c) Any article of contraband, such as opium, morphia, and the instruments of its administration, salt, copper cash, arms, munitions of war, etc.

(d) Any indecent or obscene print, picture, book, etc., or any article having thereon or on the cover thereof any word, mark, or design of an indecent, obscene, or offensive character.

(e) Bank notes, current coin, and bullion.

Any of these above-mentioned articles found in the post will be sent to the customs administration for confiscation and such further proceedings as may be considered advisable. In the case of arms and munitions of war, however, delivery will be granted on presentation of an official Chinese document clearly stating that the said articles have been imported for the service of the Chinese Government or with its authorization.

Opposition to the establishment of a parcel post.—Since the inauguration of the Chinese imperial post office there has been a rivalry, occasionally resulting in opposition, between it and the old-style "letter hong," or native carrying agencies. The only opposition known of has arisen from this source, and even this is being nullified by a judicious and gradual replacement.

Common carriers similar to the American express companies.—This topic is dealt with under the last heading. The native agencies there alluded to are, mutatis mutandis, complete parallels of the American express companies, and the reason for their opposition is precisely the same. Except when under contract for special work, these native companies bear no relation to the Government. The Government has, for its own purposes, maintained a fast courier service for the last 3,000 years. This service penetrates to the remotest confines of the Empire. It is now, however, yielding its functions to the Chinese imperial post.

Relationship between the railroads and the Government and its bearing on the parcel post.—All railways in China are operated directly or indirectly by the Government, but the treatment of the mails, not being as yet uniform in all localities, is to be the subject

of a forthcoming conference. At the present time it is sometimes carried without charge, at other times and places mail is charged for by weight, and in still other localities space is rented in trains.

Attitude of the people toward the parcel post.—The attitude of the people toward the parcel post is one of great friendliness and high appreciation of its benefits. These benefits are those which spring anywhere from a trustworthy and speedy agency for the transmission of goods.

Different rates dependent on speed.—The rate at which the transmission of parcels is charged for is uniform, except that in “non-steam-served” localities the rate is higher. This is, however, not a question of speed, but of cost of transmission.

Complaints of shopkeepers.—Large department stores being unknown among the Chinese, no occasion for complaints from small shopkeepers has yet developed.

COLOMBIA.

LEGATION OF THE UNITED STATES OF AMERICA,
Bogota, October 7, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt of the department's circular instruction of August 24, file No. 800715 (received Sept. 29), entitled "Parcel-post data." In response to this instruction I have the honor to inclose a report. I have the honor to be, sir,
Your obedient servant,

ARTHUR HUGH FRAZIER,
Chargé d'Affaires ad interim.

(Inclosure: Report as above.)

AMERICAN LEGATION,
Bogota, October 7, 1911.

PARCEL-POST DATA.

(In reply to department's circular instruction of Aug. 24, file No. 800715.)

Translation of decree No. 881 of September 25, 1911, giving law, rules, and regulations governing operation of parcel post in Colombia, followed by abstract.

PARCEL POST.

1. In no case shall a parcel exceed 50 kilograms (110 pounds) in weight.

2. Parcels shall be perfectly inclosed and packed so that the contents shall not suffer damage in transport and in order that any violence to said parcels may be detected easily.

3. Parcels shall have the customary shape for being packed on the backs of mules.

4. Every package presented at the post office shall be accompanied by a statement in duplicate giving the contents of the package, value of the same, the name of the addressee, and his address.

5. The employee receiving the parcel shall proceed as follows:

(a) For each parcel he shall make out a receipt in favor of the addressee and in care of the postal employee who shall make deliv-

ery, in which shall be specified the serial number of the parcel, the value of the same, contents, the amount of the postage, weight, name of the remitter, name of the addressee and his address. This receipt shall be delivered to the person presenting the parcel, and shall be copied with the said person's signature in a receipt book which shall be transmitted by each office to section 4 of the auditing department of the office of the director of posts and telegraph. Each office shall keep an authentic copy of the receipts in this book.

(b) Each parcel shall be dispatched accompanied by its respective invoice in which the data given above shall appear.

6. The postal employee receiving the parcels specified in the invoice shall send a card of notification to the addressee and in making delivery shall observe the following formalities:

(a) He shall verify the contents in the presence of the addressee and in case they do not correspond with the declaration shall collect the surcharges in accord with article 4 of this decree.

(b) He shall record in a special book the date of arrival of the parcel, serial number, weight and contents of parcel, name of the sender, name of addressee, and the latter's receipt.

TARIFF.

ARTICLE 1. Each package shall pay 4 cents gold for every 100 grams (0.22 pound) or fraction thereof plus one-half per cent of the declared value.

ART. 2. Parcels weighing less than 10 kilograms (22 pounds) proceeding from or destined for hospitals shall be carried free.

ART. 3. The charges on parcels shall be paid in stamps, which shall be canceled by the postal employee and affixed to the receipt. Should the parcel be underpaid, the postal employee, at the time of delivery, shall demand from the addressee the corresponding amount in stamps, which shall be affixed and canceled in the receipt book.

ART. 4. If in opening a package the contents shall not correspond with the description, the addressee shall pay four times the specified charges, deducting therefrom the amount already paid by the sender.

ART. 5. Whenever the postal employee shall observe that the parcel has not arrived in the same condition in which it was introduced, or if any parcel appearing on the manifest be lacking, he shall notify the office of the director of posts and telegraph and the office from which the parcel was sent.

ART. 6. Notice of the loss of a parcel having been sent to the office of the director of posts and telegraph, the Government shall immediately recognize and pay to the addressee, upon presentation of the receipt, the value of the parcel as declared at the time of delivery.

ART. 7. Damages to the parcel give right to claims in proportion to the declared value of the parcel, unless caused by bad packing or by force majeure (act of God). This proportion shall be determined by three experts, one to be named by the postmaster, one by the interested party, and one by the principal authority of the town.

ART. 8. Payments made by the Government for damage to or loss of parcels shall be made under the conditions stipulated for the loss of a parcel.

ABSTRACT.

No postal parcel to exceed 50 kilograms (110 pounds) in weight.

Each parcel to pay 4 cents gold for every 100 grams (0.22 pound) or fraction thereof plus one-half per cent on the declared value of the contents.

Dimensions not limited, but shape of parcel must be suitable for packing on mule back.

Amount of parcel-post business for 1908, \$4,922,154.30; for 1909, \$3,996,859.61; and for 1910, \$4,237,673.99. Statistics for other years not available. Statistics for revenue and expenditures and for additional postal equipment not available.

Parcel post is dispatched at rarer intervals (twice a month from Bogota) than the letter mail and is not escorted by an armed guard as is the letter and registered mail; the operation of the parcel post consequently does not cause delay in the prompt and satisfactory treatment of the letter mail.

Any article may be sent by parcel post except obscene literature or books attacking the Catholic religion or the institutions of the country; books, periodicals, or folders attacking the person of the President of the Republic, his ministers, departmental authorities, archbishops, bishops, or priests, and the representatives of foreign nations resident in the country; arms and munitions of war of all kinds, excepting shotguns; counterfeit money, or money below the requirements of the established currency; machinery for making counterfeit money, dies for bank bills or for stamped paper, explosive and inflammable matter, and in general any dangerous article.

No opposition has manifested itself before or since the establishment of the parcel post. No common carriers exist, since the country is too vast and the means of communication too inadequate to permit of any private agency undertaking such a service.

The Government operates one railroad in Colombia and has a controlling interest in a second; on both of these lines parcels sent by post are carried free.

The parcel post, being the only means of transporting packages from one part of the Republic to another, except over the few railroads and steamship lines on the rivers of Colombia and where there are established mule trains, has resulted in great benefit to the country.

The mail-order business is as yet undeveloped in Colombia; in consequence shopkeepers in small towns do not have to compete with the department stores in the larger centers; moreover the department store as it is known in the United States and Europe does not exist in Colombia.

DENMARK.

DEPARTMENT OF STATE,
Washington, December 30, 1911.

The honorable JONATHAN BOURNE, Jr.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence concerning the operation of a parcel post in foreign countries, I have the honor to inclose herewith a copy of a dispatch, dated the 14th instant, from the American minister at Copenhagen, inclosing a memorandum received by him from the Danish foreign office concerning the operation of a parcel post in the Kingdom of Denmark.

I have the honor to be, sir, your obedient servant,

P. C. KNOX.

(Inclosures: From Copenhagen, No. 496, Dec. 14, 1911, with inclosure. 800.715/59.)

DECEMBER 14, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Referring to the department's circular instruction "Parcel-post data" of August 24, I have the honor to inclose a translation of a memorandum which I have just received from the foreign office. * * *

I have the honor to be, sir, your obedient servant,

MAURICE FRANCIS EGAN,
American Minister.

(Inclosure: Translation of note from foreign office.)

MEMORANDUM.

1. The post office department undertakes to carry postal packages both insured and not insured. The packages must be accompanied by address cards, for which the blank forms provided by the post office department must be used, said forms being on sale in all post offices at the rate of 1 öre (\$0.00268) apiece, or 20 öre (\$0.0536) for a bunch of 25. The amount of the designated value is unlimited. The packages may be sent C. O. D. (collect on delivery) up to an amount of 720 kroner (\$192.96). If special haste in the carriage of certain packages is desired, they may be sent as "ilpakker" (haste packages). Packages which are to be delivered instantly on their arrival at their destination may be sent as "expres-pakker" (express packages). Packages must either be sent off from a post office or given to a rural letter carrier. The wrapping shall consist of a material appropriate to the contents, weight, and bulk of the package and to the length of the distance it is to be carried, and shall be of such a nature that it safely incloses the contents. Packages shall be strongly tied up with cord unless they are small and of very small weight. There are special rules and regulations for the packing of fluids, goods that may exude dampness, fragile

articles, ready money, and living animals. Both the packages and the address cards shall bear the name and full address of the addressee.

2. The weight limit in local districts is 5-10 kilograms (11 to 22 pounds); otherwise 50 kilograms (110 pounds).

3. The charge for carriage in the local district (i. e., within the same city or town and its nearest environs) is 15 öre (about 4 cents) per package of a weight up to $2\frac{1}{2}$ kilograms ($5\frac{1}{2}$ pounds), 20 öre (about 6 cents) per package of weight above $2\frac{1}{2}$ ($5\frac{1}{2}$ pounds) but not exceeding 5 kilograms (11 pounds), and 4 öre (about 1 cent) per $\frac{1}{2}$ kilogram (1.1 pounds) for packages weighing over 5 kilograms (11 pounds). When packages are carried outside a local district the charges for the aforesaid weight units are respectively 20 (about 6 cents), 30 (about 8 cents), and 5 öre (about $1\frac{1}{3}$ cents). For bulky packages and for packages marked "forsigtig" (with care) there is an extra charge of 50 per cent. The insurance fee is 15 öre (about 4 cents) for the first 1,000 kronas (\$268), and 5 öre (about $1\frac{1}{3}$ cents) for every exceeding amount of 1,000 kronas (\$268) or fraction thereof of the designated value. For "ilpakker" (haste packages) there is an extra charge of 40 öre (about 12 cents) per 5 kilograms (11 pounds). For "express" packages the charge in the local districts is 5 öre (about $1\frac{1}{3}$ cents) per $\frac{1}{2}$ kilogram (1.1 pounds)—least charge 20 öre (about 6 cents); outside these districts, only packages weighing less than $2\frac{1}{2}$ kilograms ($5\frac{1}{2}$ pounds) are carried "express," and the charge is 20 öre (about 6 cents) as "primary charge" and 50 öre (about 13 cents) extra for each distance of 2 kilometers (about $1\frac{1}{4}$ miles) or fraction thereof outside the limits of the local district.

4. The bulk of the packages may in no dimension (length, height, or width) exceed 1 meter.

5. Unless the packages are marked "poste restante," they will be delivered to the addressees. In the rural districts, as a rule, no packages are delivered if their weight exceeds 1 kilogram, while heavier packages may be fetched by the addressee at the post office of destination, which shall give the addressee a written notice of the arrival of the package.

6. Since the carrying and handling of postal packages generally takes place in connection with that of other postal matter, it is impossible to state how great the expenses of this branch of the postal service are. The income during the last 10 fiscal years has amounted to the following sums:

1901-2	\$190,762	1906-7	\$261,729
1902-3	188,324	1907-8	266,392
1903-4	209,335	1908-9	310,639
1904-5	222,065	1909-10	326,960
1905-6	240,664	1910-11	359,120

7. Since the Danish postal service from its earliest organization has carried packages, and this branch of the service has developed simultaneously with the other branches and is carried on in combination with them, it can only be generally said that the package service, besides increased staff of office employees and carriers, requires special storerooms in the regular post offices, special one-horse wagons for distributing the packages in the larger cities, and handcarts for distributing in the smaller towns. On the private railways the mail cars are no greater than they would be if the postal service did not include the carrying of packages, but on the State railways the mail

cars, with the exception of a few so-called truck mail cars principally used only for letter post, are supplied with special compartments for carriage of packages, and on the great through routes there are special cars for packages. For carrying the packages to and from the cars on the station platforms hand trucks of different kinds are used.

8. In regard to the carriage of packages, it may be remarked that only packages sent as "ilpakker" (haste) have unconditional claim on being carried on all trains accompanied by postal functionaries. All other packages, both with and without designated value, are carried in all post coupes on passenger and mixed trains and on express trains on certain routes where they can be taken in the mail car. It is only exceptionally permitted to include a special postal-package car in an express train, and it only takes places in express trains that also carry the express goods of the State railways.

9. Articles whose dissemination is forbidden or whose carriage is connected with danger, and living animals, with the exception of birds, bees, lobsters, crawfish, crabs, oysters, clams, or the like, are not carried.

10. There has been no opposition against the carrying of packages by the postal service.

11. In Denmark there are no institutions corresponding to the American express companies, but since the postal service has no monopoly on the carriage of packages both the State railways and private railways have instituted package service, and in some cities there are private companies that undertake to carry packages within the city and to its suburbs.

12. One thousand nine hundred and forty-six kilometers of the Danish railways are run by the State and 1,460 kilometers by private companies. For the carriage of the mails on railway trains payment is made according to the size of the car room used and the distance, without respect to the kind of mail carried. This payment is as follows:

(a) In "truck" cars (4-axled, used only on certain express trains) 4 öre (about 1 cent) per meter (about 40 inches) of car space per kilometer (0.6214 mile) (about one-half cent per linear car-foot mile).

(b) By ordinary mail cars (2-axled):

(1) *State railways*.—2.5 öre (about two-thirds cent) per meter (about 40 inches) of car space per kilometer (0.6214 mile) (about one-third cent per linear car-foot mile).

(2) *Private railways*.—1.15 öre (about one-third cent) per square meter (about 40 inches square) of car space per kilometer (0.6214 mile) (about one-sixth cent per linear car-foot mile).

The loading and unloading of the mails on the railway cars does not concern the railway functionaries.

13. The postal-package service is made use of by all classes of the population.

14. As stated above, common packages are not generally carried on express trains and fast passenger trains, but packages which it is desired to have sent by these trains may be sent as "ilpakker" (haste packages) with an extra charge of 40 öre (about 12 cents) per 5 kilograms (11 pounds). Such packages may also be filed a shorter time before the departure of the train.

15. No complaints of the kind referred to have been made against the postal-package service.

ECUADOR.

DEPARTMENT OF STATE,
Washington, November 25, 1911.

The Hon. JONATHAN BOURNE, Jr.,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch, dated the 23d ultimo, from the American minister at Quito, reporting in regard to the operation of a parcel-post system in Ecuador.

I am, sir, your obedient servant, P. C. KNOX.

(Inclosures: From Quito, Oct. 23, 1911, with inclosure. 800.715.)

LEGATION OF THE UNITED STATES OF AMERICA,
Quito, Ecuador, October 23, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor, in reply to the department's circular instruction entitled "Parcel post data," dated August 24, 1911 (file No. 800.715), to inclose herewith translation of note No. 55 from the Ecuadorian foreign office, dated October 19, 1911. I have the honor to be, sir,

Your obedient servant, EVANS E. YOUNG.
(Inclosure as stated.)

[Translation.]

REPUBLIC OF ECUADOR,
MINISTRY FOR FOREIGN RELATIONS,
Quito, October 19, 1911.

MR. MINISTER: I have the honor to transmit to your excellency, referring to my note No. 31, dated the 2d of the present month, the note which, under the date of the 17th instant, the minister of posts has sent to me:

"The director general of posts, in official note No. 308, of the 13th instant, advises me as follows:

"To the Minister of State in Charge of Posts: In reply to your esteemed note, No. 47, of the 4th instant, in which you inform me that his excellency, the E. E. and M. P. of the United States of North America, has requested certain information about parcel post from the minister for foreign relations, I am able to answer as follows: The law which regulates our parcel post is based on regulations

decided on in Rome in May, 1906, by the Sixth Postal Congress, which met in this city in April of the same year and which were agreed to by the delegates of Ecuador; and also on special agreements which have been made with different nations which have adopted this service.

“The limit of weight for parcels is 5 kilograms (11 pounds), excepting those coming from Germany, which may weigh 10 kilograms (22 pounds), by special agreement celebrated the 18th of November, 1905, with this nation.

“The postal charges are 7 francs (\$1.35) per kilogram (2.2 pounds) by way of Panama, 5 francs (\$0.965) by the Straits of Magellan, and 5 francs (\$0.965) also for parcels proceeding from or destined for Colombia.

“The greatest dimensions for parcels accepted by the post office varies, in conformity with stipulations agreed upon with different nations. For example, Colombia and France have agreed that the greatest dimension shall not exceed 60 centimeters (24 inches) in any direction, and the volume shall not exceed 21 cubic decimeters (about two-thirds cubic foot), excepting parcels which contain umbrellas, walking sticks, and other similar articles, which may be 1 meter (about 40 inches) in length and 20 centimeters (about 8 inches) in width or thickness.

“With Germany the same dimensions have been agreed upon as with France, except that packages from Germany may have a dimension of 1 meter (about 40 inches) in any direction.

“All packages are received in the Guayaquil post office, and this office distributes them to the post offices established by this service in conformity with our internal regulations. Packages are sent from Guayaquil to the post office that is nearest to the residence of the consignee. These latter offices in their turn advise the consignee, by telegraph or by mail, that they hold a parcel for him, and the consignee is not required to pay anything for sending the said package from the port of entry to his local post office.

“The total revenue which Ecuador has received in the course of the last 10 years is 300,000 francs (\$57,900), while the charges for the same period have been 16,300 francs (\$3,145.90). This, of course, is an average, and it is safe to say that the profits are increasing every year.

“For the establishment of the parcel post no additional equipment has been necessary, except some special pouches which have been manufactured for this service.

“The difference which exists between the transportation of parcels and registered letters is the following: The parcels come some via Panama and others by the Straits of Magellan; the former must stop in various ports to be entered upon the books of the postal authorities and can often not be forwarded until the next steamer and therefore are subject to greater delay than registered letters or articles which are not subject to this regulation.

“Articles which can be sent by parcel post are specified by the regulations of the Universal Postal Convention.

“No opposition has been encountered either before or after the establishment of the parcel post; on the contrary, great benefit has been observed to commerce from this service.

“This office knows of no private carriers in the republic except the Ecuador Express Co., which, as far as is known, has not been affected by the parcel post.

“With regard to the supervision which the Government exercises over the railroads, information must be obtained from the minister of the interior. The Government pays a certain subsidy every year to the railroads for carrying the mail.

“The people at large have been greatly benefited by the parcel post on account of the prompt service and also by the ease with which they can send their merchandise abroad.

“In our parcel post only two routes exist, that of Panama and that of the Straits of Magellan; the first requires less time but costs more than the second.

“Finally, the merchants who export in large quantities receive the same benefits as those who send out but small amounts.

“Hoping that this letter contains satisfactory answers to the questions which you have referred to me, etc.’

“I am glad to transmit to you the preceding communication in order that you may communicate it in your turn to the minister plenipotentiary of the United States of North America. God and Liberty. Carlos Rendón Pérez.”

I take this opportunity to reiterate to your excellency the assurances of my most distinguished consideration.

CARLOS RENDÓN PÉREZ,
*Minister of Public Instruction in charge of the
Ministry for Foreign Affairs.*

HIS EXCELLENCY SR. EVAN E. YOUNG,
*E. E. and M. P. of the United States
of N. America, City.*

EGYPT.

DEPARTMENT OF STATE,
Washington, November 13, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence concerning the operation of a parcel-post system in foreign countries, I have the honor to inclose herewith a copy of a dispatch dated October 17, 1911, from the American vice consul general at Cairo, Egypt, with which he transmits a copy of the Egyptian Postal Guide for 1911. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosure as above.)

AMERICAN AGENCY AND CONSULATE GENERAL,
Cairo, Egypt, October 17, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Having reference to the department's circular entitled "Parcel-post data," dated August 24, 1911 (file No. 800715), I have the honor to inform the department that application was made to the minister for foreign affairs on September 13 last (the date of receipt of the said circular), respectfully requesting that he cause to be furnished to this agency the detailed information called for in the department's circular.

I have since called at the foreign office and was informed that the matter would receive immediate attention. I presume that the delay has been owing to the many recent Egyptian holidays.

As soon as I am in receipt of the required data I shall forward it to the Department of State.

In the meantime I have the honor to transmit under separate cover a copy of the Egyptian Postal Guide, which may prove of interest to the Senate Committee on Post Offices and Post Roads. I have the honor to be, sir,

Your obedient servant,

PAUL KNABENSHUE,
Vice Consul General in Charge.

(Accompaniment: 1. Egyptian Postal Guide.)

EXTRACTS FROM EGYPTIAN POSTAL GUIDE.

PART IV. PARCEL POST. CHAPTER I.

(a) *Ordinary parcels.*

POST OFFICES AND COUNTRIES ADMITTED TO THE EXCHANGE.

A list of the post offices and foreign countries admitted to the parcel-post service are given in Appendix XIII (pp. 344-377) for the former, and the latter in Appendix X (pp. 246-334). (Not reproduced.)

CONDITIONS AS TO FORM, PACKING, ETC.

In dispatching a parcel by post the following conditions must be carried out:

1. Every parcel must bear the exact address of the addressee, and the address must not be written in pencil.

2. The contents of the parcel must be securely packed and inclosed in a cover of a nature sufficient to preserve the contents from loss or damage during transmission. Furthermore, the parcel should be so secured as to make it impossible for the contents to be withdrawn or tampered with without leaving traces of violation.

Certain articles such as sticks, umbrellas, etc., may, however, be handed in without cover as long as they are securely tied and packed in such a manner as to prevent their becoming loose in transit. Pieces of wood and metal can be sent with only the address written on, or a proper label attached for this purpose.

3. Moreover, every parcel for abroad, as well as every insured parcel intended for transmission in the interior, must be closed by sealing wax or lead bearing the impression of a private device. The seals must be placed in such a way that no attempt can be made to violate the contents without leaving an obvious trace.

Ordinary inland parcels need not be sealed.

PACKING OF PARCELS CONTAINING LIQUIDS.

For parcels containing liquids and substances which easily liquefy two receptacles must be used. Between the inner receptacle, which contains the liquid, and the outer one, which should be of strong wood or metal, space must be left all round, and this space must be filled with bran, sawdust, or other absorbent material.

PROHIBITED ARTICLES.

It is forbidden to inclose and send by parcel post:

(a) Letters and notes which may have the character of a personal correspondence. An invoice giving simple particulars of the goods contained in the parcel, as well as a label bearing the same address as on the parcel, with name and address of sender, may be inclosed.

(b) Paper money.

(c) Any explosive, inflammable, or dangerous substance.

(d) Books, cards, prints, paintings, photographs, lithographs, articles, etc., of an indecent, obscene, immoral, disloyal, seditious, defamatory, or grossly offensive character.

(e) Any filth, noxious or deleterious substance.

(f) Animals or insects, dead or alive, excepting live bees. Live bees are allowed to be sent by parcel post on condition they are sent in suitable boxes and so packed to avoid all risk of injury and to allow the contents to be easily ascertained.

(g) Other parcels, the address of which differs from that on the original parcel.

(h) Articles of gold and silver, jewelry, and other precious matter in ordinary parcels to a foreign country which admits insurance. Gold and silver and other coins or money can, however, be sent inclosed in parcels for foreign countries, provided that the importation is not prohibited.

Coins out of currency, watches, jewelry, as well as articles of gold and silver, may be inclosed in parcels for the Sudan only if addressed to a locality which admits insurance.

It is also forbidden to inclose in parcels for the interior:

1. Arms, unless through special license issued by the governor or mudir.

2. Gold and silver coins (these must be sent by the special specie packet service); only nickel and bronze coins can be sent by parcel post.

3. Lottery tickets or any other papers referring to them, excepting those specially authorized by the Egyptian Government.

4. Fessih (lake fish).

5. Hashish.¹

6. Cod's roe in parcels for Alexandria and the Behera Province.

There are, in addition, special prohibitions applicable to particular countries.

It is also prohibited to export from Egypt antiquities or articles pertaining to Arabic art, unless permission has been previously granted by the museum authorities.

As regards the articles prohibited from importation into Egypt, these will be found under "Customs Regulations" on page 72.

The post office declines any responsibility for the acceptance and transmission of a parcel abroad the contents of which are prohibited in the country of destination.

POSTING OF INLAND PARCELS.

Inland parcels must be handed in at the post office accompanied by dispatch notes, which are obtainable free of charge on application, and on which the senders must fill up all the necessary indications that the forms contain.

For the inland parcel service the same disptach note will serve for any number of parcels, provided that these parcels be from the same sender and addressed to the same person.

POSTING OF FOREIGN PARCELS.

Parcels for a foreign country must be taken to the post office and handed in at the counter accompanied by dispatch notes duly filled up, together with as many customs declarations as required for the country of destination.

¹ A narcotic preparation from hemp which has an intoxicating effect when chewed or smoked.

The same dispatch note may serve for three ordinary parcels, provided that they be from the same sender to the same addressee. Parcels for Russia must each be accompanied by a separate dispatch note.

NUMBER OF PARCELS ON SAME CUSTOMS DECLARATION.

One customs declaration can be used for three parcels dispatched by the same sender and addressed to the same person, with the following exceptions:

(a) For Great Britain and all British colonies and possessions (excepting India), Italy, and the Italian post offices abroad, Russia, and Servia. Every parcel must have its respective customs declaration.

DISPATCH NOTES AND CUSTOMS DECLARATIONS REQUIRED FOR CERTAIN COUNTRIES AT STATED PERIODS.

(b) Parcels arriving (1) in Germany a fortnight before Christmas and a week before Easter and Whitsuntide; (2) in Italy during the months of October, November, December, March, April, May, and June; and (3) in Holland between the 1st and 7th of December (St. Nicholas) must be accompanied by a separate dispatch note and customs declaration for each parcel.

COMMUNICATIONS ON DISPATCH NOTES.

For certain countries indicated in the tariff the sender of a parcel may write on the coupon of the dispatch note any communication to the addressee referring to the parcel or parcels sent. This privilege does not apply to the dispatch notes of parcels for Great Britain and its colonies, with the exception of the British East Indies.

DECLARATION OF CONTENTS.

It is insufficient to indicate the contents of parcels in general terms, such as "sweets," "fruit," "woven materials," "novelties," "articles de Paris," "liquids," etc. In order to comply with foreign customs-house regulations the public is requested to detail, as far as possible, upon the customs declarations, the contents of the parcel, i. e., to indicate the exact nature of the goods, products, or article inclosed, taking care to specify the weight, value, and, where necessary, the quality.

Failing this, parcels may be refused or a fine imposed by the customshouse of the country of destination.

DECLARATION OF VALUE OF CONTENTS OF PARCEL.

The sender must indicate on the customs declaration forms accompanying parcels for abroad the amount of the real value of contents of parcel, in order to serve as a basis on which the exportation charge, if any, is made in Egypt, and the import duties levied by the country of destination.

INSURED PARCELS FOR GREAT BRITAIN.

When the contents of any parcel for Great Britain or its colonies, etc., exceed in value the sum of £50 (about \$250), it must be sent as an insured parcel, where insurance is admitted.

The senders are held responsible for any false customs declaration, and the post office declines all responsibility arising from its inaccuracy.

CHECKING CONTENTS OF PARCELS.

Postmasters have the right to verify the contents of parcels sent by post.

LIMIT WEIGHT AND DIMENSIONS.

Parcels not exceeding 5 kilograms (11 pounds) in weight are received by the post office for transmission between places in Egypt, but those addressed to certain places in the Sudan and in Egypt where there is no railway or steamer communication, and have therefore to be delivered by rural postmen, must not exceed 3 kilograms (6.6 pounds). Parcels must not measure more than 60 centimeters (about 24 inches) in length. Those inclosing umbrellas, canes, maps, plans, etc., may, however, have the maximum length of 1 meter (about 40 inches) and not more than 20 centimeters (about 8 inches) in width.

For certain foreign countries parcels must not exceed in volume more than 25 cubic decimeters (about 1 cubic foot).

In order to find whether the cubic volume of a parcel is less or greater than 25 decimeters, reference may be made to the following table:

Dimensions in centimeters.	Corresponding figure.	Dimensions in centimeters.	Corresponding figure.	Dimensions in centimeters.	Corresponding figure.	Dimensions in centimeters.	Corresponding figure.	Dimensions in centimeters.	Corresponding figure.
1.....	000	13.....	253	25.....	318	37.....	356	49.....	384
2.....	068	14.....	261	26.....	322	38.....	359	50.....	386
3.....	109	15.....	268	27.....	326	39.....	361	51.....	388
4.....	138	16.....	274	28.....	329	40.....	364	52.....	390
5.....	159	17.....	279	29.....	333	41.....	366	53.....	392
6.....	177	18.....	285	30.....	336	42.....	369	54.....	394
7.....	193	19.....	290	31.....	339	43.....	371	55.....	396
8.....	206	20.....	296	32.....	343	44.....	373	56.....	398
9.....	217	21.....	300	33.....	345	45.....	376	57.....	399
10.....	227	22.....	305	34.....	348	46.....	378	58.....	401
11.....	237	23.....	310	35.....	351	47.....	380	59.....	403
12.....	245	24.....	314	36.....	354	48.....	382	60.....	404

The following are the directions for applying the foregoing table:

Measure the length, breadth, and depth of the parcel to be dispatched, and write the amounts one under the other. Against each of these dimensions place the figures in the table corresponding to the number of centimeters. If the sum of these figures is less than, or equal to, 1,000, the volume of the parcel is within the prescribed limits; if greater than 1,000, the parcel exceeds the limit and will be refused. Examples:

Dimensions of parcel: Depth, 37 centimeters, corresponding figure, 356; breadth, 37 centimeters, corresponding figure, 356; length, 18 centimeters, corresponding figure, 285; total, 997. The parcel will be accepted.

Dimensions of parcel: Depth, 37 centimeters, corresponding figure, 356; breadth, 29 centimeters, corresponding figure, 333; length, 24 centimeters, corresponding figure, 314; total, 1,003. The parcel will be refused.

CUMBERSOME PARCELS.

The Alexandria office alone is authorized to receive parcels exceeding 60 centimeters (about 24 inches) in any dimension, addressed to Austria-Hungary.

These parcels are charged 50 per cent more than the rates for ordinary parcels and are only dispatched via Trieste by Austrian steamer, but they must not be over 5 kilograms (11 pounds) in weight.

RATES OF POSTAGE.

The rates of postage are as follows:

1. For inland parcels: 30 milliemmes (15 cents) per parcel not exceeding 1 kilogram (2.2 pounds); 40 milliemmes (20 cents) per parcel exceeding 1 kilogram (2.2 pounds) but not exceeding 3 kilograms (6.6 pounds); 50 milliemmes (25 cents) per parcel exceeding 3 kilograms (6.6 pounds) but not exceeding the maximum weight of 5 kilograms (11 pounds).

2. For parcels addressed to the Sudan, including Wadi Halfa: 50 milliemmes (25 cents) per parcel not exceeding 1 kilogram (2.2 pounds); 70 milliemmes (35 cents) per parcel exceeding 1 kilogram (2.2 pounds) but not exceeding 3 kilograms (6.6 pounds); 90 milliemmes (45 cents) per parcel exceeding 3 kilograms (6.6 pounds) but not exceeding 5 kilograms (11 pounds).

3. For foreign parcels: The charges vary according to the country of destination and the route by which they are sent.

These amounts are represented by postage stamps affixed to the dispatch notes.

RECEIPT OF POSTING.

A receipt of posting is given free of charge to sender, which must be produced in case of complaint.

ACKNOWLEDGMENT OF RECEIPT.

The sender of a parcel or parcels addressed to the interior or abroad, excepting Great Britain and its colonies, can obtain an acknowledgment of delivery on payment in advance of a fee of 10 milliemmes (5 cents) for each dispatch note. This rule is not applicable to Great Britain, Straits Settlements, and colonies, unless for insured parcels.

This acknowledgment of delivery may be applied for subsequent to the dispatch of the parcel or parcels.

(C) Insured parcels.

INSURANCE CHARGE.

The sender of an inland parcel may insure the value of the contents on payment of an extra charge of 5 milliemmes (2½ cents) for every 12 Egyptian pounds (about \$60) or fraction of the amount insured. Certain offices in the interior and the Sudan are only admitted to this service.

For foreign parcels this charge varies according to the country of destination.

CONDITION.

This extra charge covers all risks, even against cases of vis major (act of God).

Insured parcels must be sealed with wax or lead seals bearing the impression of a private device.

ADDRESSES.

The address must be written on the cover of the parcel or on a strong parchment label securely attached to the parcel.

The amount insured must be expressed on the address side, both in words and figures, in Egyptian currency for inland parcels and in francs and centimes for foreign parcels, without erasures or correction, even authenticated.

MAXIMUM OF INSURANCE.

Inland parcels can only be insured up to 400 Egyptian pounds (about \$2,000); for the Sudan the limit is 20 Egyptian pounds (about \$100).

The maximum insurance allowed on foreign parcels varies according to the country of destination.

The amount for which a parcel is insured is quite independent of the value of its contents; that is to say, the sender, although obliged to declare the value of contents, may insure it for an amount less than its real value. It is forbidden to insure a parcel for a sum exceeding its real value.

FRAUDULENT DECLARATION.

In the event of a fraudulent declaration the sender loses all claim to compensation and is also liable to legal proceedings.

NUMBER OF PARCELS ON SAME DISPATCH NOTE.

The option of using one dispatch note for the entry of several parcels does not apply to insured parcels, which require a separate dispatch note for each parcel.

A seal, bearing the same impression as those by which the contents of the parcel are secured, must be affixed to the dispatch note.

Every insured parcel and its accompanying dispatch note must bear the insured value written in francs and centimes, in words and in figures, without erasures or corrections.

GENERAL CONDITIONS.

All other conditions applicable to the deposit, delivery, withdrawal, redirection, etc., of ordinary parcels apply equally to insured parcels, except that the person to whom an insured parcel is delivered, whether he be the addressee or only receiving the parcel on behalf of the latter, must not only produce the dispatch note duly signed, but must also give receipt on a special register.

(c) *Value-payable parcels.*

DEFINITION.

The post office undertakes to recover from the addressee, on delivery of a parcel, a specified sum fixed by the sender as value of the

contents of the parcel. In this case the sender must inscribe distinctly on the parcel the words "value payable," followed by the amount to be recovered expressed both in words and figures on the address side, without erasures or corrections.

Cash-on-delivery parcels for the United Kingdom, Gibraltar, Malta, Cyprus, and the Straits Settlements must also bear the sender's name and detailed address, as well as the name of the office where payment of the postal order or money order must be effected.

LOCALITIES AND COUNTRIES ADMITTED.

Value-payable parcels are only accepted for certain localities in Egypt, the Sudan, and certain foreign countries which are admitted to this service.

MAXIMUM VALUE RECOVERABLE.

The maximum amount of value payable on delivery of an inland parcel must not exceed 100 Egyptian pounds (about \$500). (For the Sudan the maximum is 20 Egyptian pounds—about \$100.)

For foreign parcels the maximum amount recoverable as well as the currency in which the amount must be expressed varies according to the country of destination.

The sender of a value-payable parcel can have the amount recoverable canceled or reduced. The sum to be recovered must be written on the dispatch note in Latin characters, without erasures or corrections, even authenticated. The option of entering three parcels on one dispatch note does not apply to value-payable parcels, which require a separate dispatch note for each parcel.

RECOVERY CHARGE.

In addition to the ordinary postage fee, an extra charge of 5 milliemmes ($2\frac{1}{2}$ cents) must be paid by the sender of a value-payable parcel for the interior of Egypt.

This fee is not charged on cash-on-delivery parcels exchanged with the Sudan, but is deducted from the amount encashed (collected) on delivery.

When the sum recoverable has been paid by the addressee a deduction equal to the commission for a money order is also made.

For value-payable parcels sent to foreign countries an extra charge of 8 milliemmes (approximately 4 cents) on every 20 francs (\$3.86) or fraction of 20 francs (\$3.86) to be recovered is made in addition to the ordinary postage rate, excepting the United Kingdom, Gibraltar, Malta, Cyprus, and the Straits Settlements, in which cases the charge is collected on delivery of parcel at the following rates:

For the United Kingdom, Malta, Cyprus, and the Straits Settlements, for sums not exceeding £5 (about \$25), 4d. (8 cents). Exceeding £5 (about \$25) but not exceeding £10 (about \$50), 6d. (12 cents). Exceeding £10 (about \$50) but not exceeding £15 (about \$75), 9d. (18 cents). Exceeding £15 (about \$75) but not exceeding £20 (about \$100), 1s. 3d. (30 cents).

For Gibraltar, for sums not exceeding £5 (about \$25), 6d. (12 cents). Exceeding £5 (about \$25) but not exceeding £10 (about \$50),

9d. (18 cents). Exceeding £10 (about \$50) but not exceeding £15 (about \$75), 1s. (24 cents). Exceeding £15 (about \$75) but not exceeding £20 (about \$100), 1s. 3d. (30 cents).

PAYMENT OF THE SUM RECOVERED FROM THE ADDRESSEE.

On receipt of a notice stating that the sum payable by the addressee has been cashed, the sender of the parcel will be requested to apply at the post office in order to withdraw the amount.

The amount collected on cash-on-delivery parcels addressed to the United Kingdom, Malta, Cyprus, and Gibraltar is remitted to the sender either by a money order or British postal order.

In default of payment by the addressee of the amount recoverable within seven days from the date of arrival of the parcel at its destination, the sender will receive information to that effect. The parcel remains, then, at the sender's disposal, but if in the meantime the addressee applies for the parcel it is delivered to him. This period is extended to 15 days for cash-on-delivery parcels for the United Kingdom, Malta, Cyprus, Gibraltar, and the Straits Settlements.

GENERAL CONDITIONS.

All other regulations applicable to ordinary parcels apply also to parcels with value payable on delivery.

(d) *Parcels to be delivered to the addressees free of duty.*

COUNTRIES IN WHICH THIS SERVICE EXISTS.

The sender of a parcel addressed to countries indicated in the first part of Appendix X (not reproduced) may defray in advance the charges for duty and other formalities to which the parcel may be subjected on arrival at its destination, and thus enable the addressee to withdraw the parcel free of all charges.

AMOUNT OF DEPOSIT.

For this purpose the sender must, on consigning the parcel to the post office, make a deposit calculated on the value of the contents, according to country of destination.

SETTLEMENT OF DEPOSIT.

As soon as the office of origin has been informed of the amount of charges incurred at destination for the parcel, the sender is requested to call at the post office and cash the difference, in the event of the deposit having exceeded the charges incurred, or, on the contrary, to pay in the difference.

DELIVERY FREE OF ALL CHARGES.

Parcels originating from abroad and for which the sender has demanded the remittance free of duty are delivered to the addressee without any charge, though liable to demurrage charges.

AMERICAN AGENCY AND CONSULATE GENERAL.

CAIRO, EGYPT, *November 29, 1911.*The honorable the SECRETARY OF STATE,
Washington.

SIR: Having reference to the department's circular instruction, "Parcel-post data," dated August 24, 1911 (File No. 800-715), and to my dispatch on the subject dated October 17, 1911, I now have the honor to inclose the report called for, the data for which having just been received from the minister for foreign affairs.

A list of specific questions was drawn up from the department's circular instruction and submitted to the local authorities, which, together with their replies, are given in the inclosed report. It will be noted that question No. 17 was added, as it was thought that this information would be interesting. I have the honor to be, sir,

Your obedient servant,

PAUL KNABENSHUE,
Vice Consul General in Charge.

(Inclosure as above stated.)

PARCEL-POST DATA.

Q. An abstract of the law and the rules and regulations governing the operation of the parcel-post service in Egypt.—A. Herewith find a postal guide and a book of general instructions of the postal service in which the regulations governing the operation of the parcel-post service are indicated. (Reproduced in part on pp. 71 to 78.)

Q. The weight limit of parcels.—A. See page 74.

Q. The rate or rates of postage.—A. See page 75.

Q. The greatest dimensions of parcels accepted for mailing.—A. See page 74.

Q. Whether delivery of parcels is made to the residence of the addressee or to some intermediate point, such as the nearest post office or railway station. If delivery is made to an intermediate point, what are the particulars concerning the rate of postage, and what means are used to notify the addressee that a package awaits him at such intermediate point?—A. Usually all parcels are delivered at the post-office windows to the addressees or their messengers, and if the sender or the addressee claims that the parcel should be delivered to the residence of the latter, a commission of 10 milliems (5 cents) is charged on every inland parcel and 20 on every foreign one.

Q. A statement of the revenue and expenditure and the amount of the parcel-post business transacted during a term of 10 years.—A. This administration does not hold a special statistic for the revenue and expenditure of the parcel-post business; however, following is a statistical statement of the parcel-post business transacted during a term of the last 10 years and the amount approximately collected on them.

Years.	Number.	Amount.	United States equivalent.
1901.....	198,500	£7,940	\$38,640
1902.....	240,500	9,620	46,806
1903.....	277,000	11,080	53,920
1904.....	313,500	12,540	61,026
1905.....	349,000	13,960	67,936
1906.....	380,000	15,200	73,971
1907.....	410,000	16,400	79,811
1908.....	404,500	16,180	78,740
1909.....	427,600	17,104	83,237
1910.....	439,935	17,597	85,636
Total.....	3,440,536	137,621	669,732

Q. A statement showing the additional postal equipment, if any, made necessary by the establishment of a parcel post.—A. The additional postal equipment made necessary by the establishment of a parcel post may be specified in the following: (a) Special sections organized for the parcel service have been additionally created in the large cities, as Alexandria, Cairo, Port Said, etc. Every section is provided with a number of staff intrusted with carrying out this service. (b) Special large vans are used for transporting parcels between offices and stations. (c) In Alexandria customs, the parcel-post business is carried out by 43 cadres¹ and hors cadres employees, who are paid annually £2,712 (about \$13,560). In Alexandria town the parcel-post business is carried out by 21 cadres and hors cadres employees, who are paid annually £1,698 (about \$8,490). In Cairo town the parcel-post business is carried out by 38 cadres and hors cadres employees, who are paid annually £2,664 (about \$13,220). In Cairo customs the same business is carried out by 31 cadres and hors cadres employees, who are paid annually £1,473 (about \$7,365). In Port Said the parcel-post business is carried out by 15 cadres and hors cadres employees, who are paid annually £888 (about \$4,400). The parcel-post business is carried out in the rest of the offices by the clerks, who are intrusted with the other branches of the postal service; 18 offices are excepted in which the parcel business is executed by 52 cadres and hors cadres employees, paid annually £2,580 (about \$12,900).

Q. A statement showing in what particular the transportation of parcels differs from the handling of letter mail.—A. See "General instructions," pages 164–167, chapter 2, paragraph 28, etc. (not reproduced).

Q. Whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail?—A. No difficulty, but if there are a great number of letter mails to be dispatched, the dispatch of parcels should be delayed to next mail.

Q. A schedule of the articles which may or which may not be sent by parcel post?—A. See pages 71 and 72.

Q. A statement describing any opposition which may have been manifested before or since the establishment of the parcel post.—A. No opposition.

Q. Whether any common carriers exist who undertake the delivery of parcels, either in the cities or throughout the whole of

¹ Officials.

NOTE.—An Egyptian pound is equal to \$4.943. A British pound is equal to \$4.8665. In translating statistics relating to the Egyptian parcel post the approximate value of \$5 has been used in some instances.

Egypt; if so, a brief of their nature and their relation to the Government of Egypt.—A. No common carriers.

Q. Whether the Government of Egypt operates the railroads in whole or in part, and where it does, full information showing the bearing which this fact has on the operation of the parcel post.—

A. The postal authorities operate the railroads in part. A sum of £17,100 (about \$85,500) is paid annually to the Egyptian State railways and another of £3,500 (about \$17,500) to the contractors who are charged with the transport of parcels between offices and stations.

Q. A statement showing the attitude of the people with reference to the parcel post, and what benefits, if any, have resulted from its operation to the people at large.—A. The public attitude with reference to the parcel-post system is satisfactory, as will be noticed from the great number of parcels dispatched yearly by the post office, which is still in continuous increase.

Q. Where two or more rates exist dependent on speed of transportation, such as it is understood exist in France, full information is desired.—A. See Postal Guide, page 79, chapter 3 (not reproduced):

CHAPTER III. DELIVERY OF PARCELS BY SPECIAL MESSENGER.

INLAND AND FOREIGN.

Conditions.—Inland and foreign parcels can, against payment of a fixed charge, be delivered to the addressees, by special messenger immediately after their arrival at the post office of destination.

Charges.—This charge is of 10 milliemes (5 cents) for an inland parcel and 20 milliemes (10 cents) (as fixed by the International Convention) per parcel originating from or addressed to foreign countries. This amount is paid by affixing postage stamps to the dispatch notes.

Request for delivery by special messenger.—A parcel can be delivered by special messenger either by request of the sender or addressee. The latter may request the delivery by special messenger before the parcel has arrived, when it reaches the post office, or even after the dispatch note has been received. When the request is made by the sender, this charge is paid at the time of posting the parcel. When it is made by the addressee, the charge is paid before arrival, or when the parcel is delivered.

Offices in the interior admitted to the delivery of parcels by special messenger.—The delivery of parcels by special messenger is authorized in all places in Egypt where a post office exists.

Foreign countries admitted to the delivery of parcels by special messenger.—Foreign countries to which “parcels to be delivered by special messenger” may be sent are mentioned in Appendix X (pp. 246–339) (not reproduced).

All parcels arriving from foreign countries, even from those not admitted to the service of express delivery, may, at the request of the addressee and on payment of the charge of 20 milliemes (10 cents) be delivered by special messenger.

Conditions of delivery.—The delivery of parcels by special messenger is made under the following conditions:

(1) In all places where a house-to-house delivery of letters exists, the delivery of parcels by special messenger is made in all quarters included in the postmen's rounds.

(2) In other places the delivery is made within the precincts of the town or village within a radius of 4 kilometers (about $2\frac{1}{2}$ miles) from the post office. Beyond this limit, parcels by special messenger are not delivered, but if a parcel of this description is addressed to a person residing beyond the 4-kilometers (about $2\frac{1}{2}$ miles) radius, the dispatch note will be delivered with the addressee's ordinary correspondence, and the parcel will have to be called for at the post office. A parcel by special messenger is only sent once, and if for any reason it can not be delivered on that occasion, it will remain at the post office until called for.

Delivery of value-payable parcels by special messenger.—If a parcel can not be delivered on account of the nonpayment of its value, the dispatch note will be left at the addressee's residence and the parcel returned to the office, where it will be kept until payment is effected.

Delivery by special messenger of insured parcels.—Insured parcels are delivered by special messenger against receipt given on the dispatch notes, either by the addressee or by a person duly authorized by him. If the addressee is absent and has delegated no one to take delivery of the parcel, the dispatch note only is left at the residence of consignee and the parcel returned to the post office, where it is kept at his disposal.

Q. Specific information as to whether shopkeepers in small towns claim that parcel post militates against them in favor of the large departmental or city stores.—A. No such complaint.

Q. Three copies each of all forms used in connection with the parcel-post system are respectfully requested.—A. Herewith three copies of all forms used in connection with the parcel-post system (not reproduced).

N. B.—All these regulations concern the inland parcel-post business.

PAUL KNABENSHUE,
Vice Consul General in Charge.

Accompaniments: (1) Postal Guide (see dispatch dated Oct. 17, 1911); (2) general instructions; (3) forms in duplicate (all under separate cover) (inclosures reproduced only in part).

FRANCE.

DEPARTMENT OF STATE,
Washington, October 18, 1911.

The Hon. JONATHAN BOURNE, Jr.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to this department's letter of the 10th instant, I have the honor to inclose herewith a copy of a dispatch, dated the 2d instant, from the American ambassador at Paris, reporting in regard to the organization of the parcel-post service in the French Republic. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosure from France, No. 694, of Oct. 2, 1911.)

694.] EMBASSY OF THE UNITED STATES OF AMERICA,
Paris, October 2, 1911.

To the honorable the SECRETARY OF STATE,
Washington.

SIR: In compliance with the department's circular instruction dated August 24, 1911 (file No. 800715), directing this embassy, at the request of Senator Bourne, in behalf of the Committee on Post Offices and Post Roads, to obtain the fullest possible information with reference to the parcel-post service in France, I have the honor to forward herewith copy and translation, in duplicate, of a statement as to the basis of this organization in France, together with the following documents, all of which have been procured from the administration of posts and telegraphs, through the courtesy of the minister of foreign affairs. I have the honor to be, sir,

Your obedient servant,

ROBERT BACON.

(Inclosures and accompaniment:)

1. Agreement between the State (French Republic) and the railroad companies relative to the transportation of parcel post. (Translation herewith.)

2. Regulation concerning the execution by the l'Etat, l'Est, le Midi, le Nord, l'Orleans, l'Ouest, and Paris-Lyon-Mediterranee Railroad Companies of the parcel-post service. (Not translated.)

3. Tariff for the transportation of parcel post. (Translation of domestic tariff only herewith.)

4. Monthly bulletin No. 8 of the postal and telegraphic services, August, 1897. Law relative to parcel post from 5 to 10 kilograms (11 to 22 pounds). (Partial translation herewith.)

5. Statement showing number of parcel post shipped or received in France during a period of 10 years. (Translation herewith.)

[Translation of inclosure No. 1.]

UNIVERSAL POSTAL UNION—CONVENTION RELATIVE TO THE TRANSPORTATION OF PARCEL POST CONCLUDED BETWEEN THE STATE AND THE RAILWAY COMPANIES JANUARY 15, 1892.

CONVENTION AGREED UPON BETWEEN THE STATE AND THE RAILROAD COMPANIES RELATIVE TO THE TRANSPORTATION OF PARCEL POST.

The undersigned, Mr. Justin de Selves, postmaster general, acting on behalf of the State and under the limitations of the approval of the minister of commerce, industry, and colonies, party of the first part, and Messrs. Gustave Cendre, director (president) of the State Railroad; Albert Sartiaux, chief civil engineer of the Nord Railroad; Roger Barahant, director of the East Railroad Co.; Gustave Noblemaire, director of the Paris-Lyon-Mediterranee Railroad Co.; Charles Marin, director of the Ouest Railroad Co.; Emile Heurteau, director of the Paris-Orleans Railroad Co.; Ernest Blage, director of the Midi Railroad Co., under limitations of approval by the respective council boards of their companies, having duly considered the laws of March 3, 1881, July 24, 1881, and July 25, 1881, having duly considered the convention and regulations relative to the international exchange of parcel post, signed in Vienna July 4, 1891, have agreed as follows:

ART. 1. The above-mentioned railroad companies pledge themselves to transport parcel post from 0 to 3 kilograms (6.6 pounds) and from 3 to 5 kilograms (6.6 to 11 pounds) under the conditions fixed by the international convention and the annexed regulations of July 4, 1891. They moreover pledge themselves to extend the parcel-post service reached through their connections in default of such a service by wagons.

Transportation on the railroad will be performed by the trains used for the transportation of parcels sent by express-train service.

The above-mentioned railway companies are substituted, in everything concerning transportation, to the advantages and to the obligations resulting for the French Government under the stipulations of aforesaid international acts, and this under the limitations of the following conditions and restrictions:

INTERNATIONAL SYSTEM.

ART. 2. The remuneration of the railway companies will be 50 centimes (about 10 cents), international rate fixed for each country by article 5, paragraph 1, of the convention of July 4, 1891.

This remuneration includes:

1. In all localities provided with a railway station, the receipt of parcels at the station or in the branch office located in town and designated by the companies.

2. The transportation by railways and the transfer between companies.

3. The execution of customs formalities.

It does not include the fiscal taxes in force or to be established.

For all parcels in transit through France, including those coming or going to Corsica and Algiers, the remuneration of the companies is equally fixed to 50 centimes (about 10 cents).

Article 3. In localities not provided with a railway station, parcel-post packages are received in the branch offices of the companies; or, if such offices do not exist, in the post offices reached by postal wagons.

For the receipt of these parcels and their deposit at the railway station there is collected from the sender an extra remuneration of 25 centimes (about 5 cents), which remains the property of the companies upon the condition that the companies bear the expense of this service.

ART. 4. The railway companies are authorized to collect, in case of messenger service, a fee of 25 centimes (about 5 cents). Unless agreed to the contrary with the offices concerned, this fee is collected from the addressee on the delivery of parcel; it includes the delivery and may be collected either at the domicile, if there is a railway station in the locality, or, if served by an agent, at the terminal point of a wagon-delivery service, or at the post office, if the locality being not served by an agent is served in transit by a postal carrier in a wagon.

ART. 5. In conformity with article 5 of the international convention of July 4, 1891:

1. Unwieldy parcels measuring more than 1 meter 50 centimeters (about 5 feet) on any side or those which on account of their form can not be easily loaded with other parcels, which are of large size or demand special care, are subject to a supplementary fee of 50 per cent.

2. Declarations of value are accepted up to 500 francs (\$96.50), inclusive, in consideration of a proportional insurance fee equal to that which is or will be collected on leaving France, for letters with declared value.

3. The sender may send the parcel collect on delivery with a maximum collection of 500 francs (\$96.50) in consideration of a special fee of 20 centimes (about 4 cents) per indivisible fraction of 20 francs (\$3.86) of the amount of the collection.

4. The sender may obtain a notification of delivery in consideration of a fixed fee of 25 centimes (about 5 cents).

All collections mentioned in this article are collected at the starting point in behalf of the companies or contracting offices.

ART. 6. Parcels of the international system may, upon request of sender, be delivered at domicile by a special messenger immediately after reaching their place of destination, in consideration of a fee of 50 centimes (about 10 cents) and within the provisions contained in article 8 of the convention of July 4, 1891.

ART. 7. In the relations with countries which will agree to it senders may have charged against them the customs duty that may be demanded upon arrival, provided that he (the sender) inform the post office of his intention; and provided furthermore, that he leave a sufficient money collateral at the dispatching office in conformity with article 9, paragraph 2, of the convention and with article 8 of the regulations of July 4, 1891. Any balance is returned to sender. Senders may also withdraw parcels, or have their addresses changed under the provisions in force with mail matter, but when addresses are changed they must pay another fee for the new transportation.

ART. 8. Any parcel intended to be shipped on a French or foreign boat is delivered to the boat by the railway companies.

Any parcel arriving in France on a foreign ship is sent to the customhouse wherefrom it is taken in charge by the railway companies, which have to perform the customs formalities. If, on the

contrary, the parcels are brought on a French vessel, the navigation company must perform the customs formalities.

INTERIOR SYSTEM.

ART. 9. The railway companies agree to transport within the interior—

1. Parcels of 3 kilograms (6.6 pounds) and less at a price of 50 centimes (about 10 cents) per parcel.

2. Parcels from 3 to 5 kilograms (6.6 to 11 pounds) at a price of 70 centimes (about 13½ cents) per parcel.

This remuneration covers all railroad transportation and the receipt of parcels at railroad stations or at branch offices located in the town and designated by the companies.

Parcels coming from localities having no railroad station and intended to pass over the railroad are subject to an extra charge of 25 centimes (about 5 cents), as stated in article 3 above mentioned.

ART. 10. Railroad companies are authorized to collect, in case of delivery by messenger, a fee of 25 centimes (about 5 cents).

This remuneration includes the delivery—

1. At residence—if the locality has a railway station; if it has a company's agent; if there is no transfer service or if it is the terminal point of a wagon-delivery service.

2. At the post office if the locality not being served by an agent is served in transit by a postal carrier in a wagon.

ART. 11. For parcels carried exclusively on roads, outside of the railways, the companies guarantee the transportation in consideration of the payment of 50 centimes (about 10 cents) or 70 centimes (about 13½ cents). This transaction includes the receipt in the transfer offices, or in default of this in the post offices, of parcels to be delivered to another transfer office or another post office connected to the deposit office by one or several transfer services or carriers in wagons; it includes also the exchange or transmission between the divers services mentioned.

Moreover, in case of delivery at the domicile of the addressee the companies will be entitled to the special fee of 25 centimes (about 5 cents).

Fees of 50 centimes (about 10 cents) or 70 centimes (about 13½ cents) mentioned in article 9 and in the present article do not include the fiscal taxes in force or to be established.

ART. 12. The provisions of article 5 of the present convention apply to the transportation of parcels in the interior under the following limitations:

1. Declarations of values are accepted up to 500 francs (\$96.50), inclusive, in consideration of a proportional insurance fee equal to that which is or will be collected in the interior for letters with declared value.

2. The special fee to be collected for a reimbursement will be equal to the fee paid for the transportation for the parcel sent c. o. d.

Those stipulations of international acts above mentioned are relevant to the transportation of parcels in the interior, provided there is nothing contrary to the present article. However, on parcels considered unwieldy circulating exclusively in the interior of continental France, no additional charge is made.

Article 13: Parcels for the interior and for foreign countries sent c. o. d. or with declared value are accepted only at railway stations or offices specially designated.

The maximum of 500 francs (\$96.50) referred to in articles 5 and 12 for parcels with declared value or c. o. d. may be subsequently raised by mutual agreement.

Article 14: Railway companies agree to pay to the postmasters 5 centimes (about 1 cent) per parcel received from the sender or to be delivered to the addressee in the post offices.

Article 15: Railway companies will be entitled wherever they have not concluded special arrangements for the transportation or the forwarding of parcels, either through their ordinary agents or with carriers in wagon, to have performed by messengers and on the routes they serve the delivery in a post office, the transportation and delivery at residence at the below-mentioned maximum rates stipulated in their contracts, namely, 15 centimes (about 3 cents) per parcel collected or delivered in a post office or conveyed to another messenger or agent; 25 centimes (about 5 cents) per parcel delivered at residence; 15 centimes (about 3 cents) for return of money for parcels sent c. o. d.

Article 16: The present convention will have the same duration as the participation of the French Government to the international convention, and it binds the railway companies within the time of duration of their grant.

Article 17: All disputes which may arise between the French administration, the companies, and third parties from the execution and interpretation of the present convention, as well as international acts herein mentioned, will be tried by administrative tribunals.

Article 18: The present convention cancels and takes the place of that of November 2, 1880, so far as the contracting railway companies are concerned.

Article 19: In conformity with article 8 of the above-mentioned law of March 3, 1881, the present convention is exempt from stamp duty and will be recorded free of charge at the time of record.

Done in as many original copies as there are interested parties at Paris, January 15, 1892.

Approved the writing.

J. DE SELVES.

G. CENDRE.

BARABANT.

A. SARTIAUX.

G. NOBLEMAIRE.

MARIN.

E. HEURTEAU.

BALGE.

Approved by the council board of the companies.

Bouchard, the president of the council board of the *State* Railway; Van Blarenberghe, the president of the council board of the *Easter* Railway; E. Blount, the president of the council board of the *Wester* Railway; Ad. d'Eichtal, the president of the council board of the *Souther* Railway; A. de Rothschild, the president of the council board of the *Norther* Co.; E. Caillaux, the president of the council board of the *Paris-Lyon-Mediterranee* Railway; Alph. de Courcel, the president of the council board of the *Orleans* Railway.

Approved.

JULES ROCHE,

The Minister of Commerce, Industry, and Colonies.

[Partial translation of inclosure No. 3.]

TARIFF FOR THE TRANSPORTATION OF PARCEL POST CIRCULATING WITHIN
THE INTERIOR OF CONTINENTAL FRANCE.

Rate for parcel post:

Up to 3 kilograms (6.6 pounds)—

Parcel post to be delivered at the railroad station, 0.60 franc¹
(approximately 12 cents).

Parcel post to be delivered at domicile² or general delivery,
0.85 franc¹ (approximately 16.4 cents).

From 3 to 5 kilograms (6.6 to 11 pounds)—

Parcel post to be delivered at the railroad station, 0.80 franc¹
(approximately 15.4 cents).

Parcel post to be delivered at domicile² or general delivery,
1.05 francs¹ (approximately 20.3 cents).

From 5 to 10 kilograms (11 to 22 pounds)—

Parcel post to be delivered at the railroad station, 1.25 francs¹
(approximately 24.3 cents).

Parcel post to be delivered at domicile² or general delivery,
1.50 francs¹ (approximately 29 cents).

The above, including the stamp fee of 10 centimes (2 cents).

Additional charge for the return of a collection:

Up to 10 kilograms (22 pounds)—

Return of the collection up to 500 francs (\$96.50) (at the
railroad station),³ 0.60 franc (approximately 12 cents).

Return of a collection up to 500 francs (\$96.50) (at domici-
cile),³ 0.85 franc (approximately 16.4 cents).

Return of the collection above 500 francs (\$96.50) up to
1,000 francs (\$193) at the railroad station,³ 0.85 franc
(approximately 16.4 cents).

Return of the collection above 500 francs (\$96.50) up to
1,000 francs (\$193) at domicile,³ 1.10 francs (approximately
21.3 cents).

The above, including the stamp fee of 10 centimes (2 cents).

Insurance charge in case of declaration of value (maximum, 5,000
francs) (\$965):

Ten centimes (2 cents) per 500 francs (\$96.50) or fraction of
500 francs (\$96.50).

[Translation.—Part of inclosure No. 4.]

The Senate and the Chamber of Deputies have adopted a law relative to parcel post from 5 to 10 kilograms (11 to 22 pounds).

The President of the Republic promulgates the law, of which the text follows:

ARTICLE 1. Is approved the additional convention to the convention of January 15, 1892, concerning parcel post concluded on November 12, 1896, between the post and telegraphs administration

¹ Add 25 centimes (5 cents) to this fee in payment for charges to send to the railway station parcel post left in the branch railway offices or post offices opened to this service.

² Special rate for messenger service: Add 25 centimes (5 cents) to fee for parcel post to be delivered at domicile.

³ An extra fee of 25 centimes (5 cents) is collected for the return to the railway station for amounts collected from addressees in a locality having no railroad station.

and the administration and the after-mentioned railway companies: Etat, l'Est, le Midi, le Nord, l'Orleans, l'Ouest, and le Paris a Lyon et a la Mediterranee, and of said convention a true copy is annexed to the present law.

ART. 2. The provisions of articles 2, 3, 4, and 5 of the law of April 12, 1892, are relevant to parcel post considered in the present law.

The present law, resolved and adopted by the Senate and the Chamber of Deputies, will be executed as a State law.

Done at Paris July 17, 1897.

FELIX FAURE,

Per the President of the Republic.

HENRY BOUCHER,

The Minister of Commerce, Industry, Post, and Telegraphs.

GEORGES COCHERY,

The Minister of Finance.

The President of the French Republic decrees concerning parcel post of 10 kilograms (22 pounds): Considering the laws of April 12 and 13, 1892. Considering the decrees of June 27 and September 1, 1892. Considering the additional convention of November 12, 1896, relative to the transportation of parcel post, concluded between the State and the railway companies. Considering the law of July 17, 1897. Considering the contract signed by the grantee of the parcel-post service from Paris to Paris to cooperate in the transportation of parcel post from 5 to 10 kilograms (11 to 22 pounds):

On the report of the minister of commerce, industry, posts, and telegraphs, decrees:

ARTICLE 1. The parcel-post service of parcels from 5 to 10 kilograms (11 to 22 pounds) will begin to operate on September 15, 1897, on the system of the railway companies subscribers to the additional convention above mentioned of November 12, 1896. These parcels can not exceed the dimension of 1 meter 50 centimeters (about 5 feet) on any side.

ART. 2. The prepayment of parcel post will be compulsory. The rate to be paid by the sender of a parcel from 5 to 10 kilograms (11 to 22 pounds) circulating in the interior of continental France will be fixed at 1 franc 25 centimes (about 24 cents) when the parcel is delivered at the railway station and 1 franc 50 centimes (about 29 cents) when the parcel is delivered either at residence or general delivery in localities designated to this effect.

Any parcel post from 0 to 10 kilograms (0 to 22 pounds) deposited with an agent of the railway company or at places where there is no such agent in a post office especially designated for this purpose will be charged in addition a special fee of 25 centimes (about 5 cents) for the messenger service for bringing the parcel to the sending railroad station.

Art. 3. The fee relating to the return of a reimbursement of 500 francs (\$96.50) and less will be fixed, whatever the classification of the parcel post may be, to 60 centimes (about 12 cents), including the stamp fee of 10 centimes (about 2 cents) when the amount of the reimbursement (collection on delivery) is paid to the sender at the railway station or branch office of the sending office, and to 85 centimes (\$0.164), including the stamp fee of 10 centimes (about 2 cents) when this payment is made at the residence of the sender.

The provisions of the second paragraph of the preceding article will be applied to return of collected money on parcels sent C. O. D. in localities having no railroad station.

Art. 4. With the exception of force majeure (loss due to an act of God) loss, spoliation, or damage of a parcel will entitle the sender, or the addressee upon request of the sender, to an indemnity corresponding to the true amount of the loss, damage, or spoliation, but this indemnity can not exceed 15 francs (about \$2.90) for ordinary parcels up to 3 kilograms (6.6 pounds, 25 francs) (about \$4.83) from 3 to 5 kilograms (6.6 to 11 pounds), 40 francs (about \$7.72) from 5 to 10 kilograms (11 to 22 pounds).

For parcels with declared value indemnity may reach to the amount of such declared value, but in case of fraudulent declaration of a value superior to the true one the sender will lose all right to indemnity without prejudice to any legal suit which it may be decided to institute against him.

The sender of a lost parcel is entitled, in addition, to the restitution of amount prepaid for postage.

Responsibility of carriers will cease upon the delivery of parcels to addressees or their representatives.

In case of loss of sums collected on delivery or in case of delivery of the parcel to the addressee, collection on parcel having not been made, the sender is entitled to the full amount of sums so lost or not collected.

Art. 5. Parcel post from 0 to 10 kilograms (0 to 22 pounds) will be carried on trains used for dispatch of parcels by fast mail and directed by the same itinerary as these parcels. Their dispatch, transfer from one company to another, and their delivery must be performed in the time fixed by the general regulations of fast-mail transportation.

Article 6: Provisions of the decree of June 27, 1892, not contrary to the present decree are applicable to parcel post from 0 to 10 kilograms (0 to 22 pounds) circulating in the interior of continental France.

Article 7: From September 15, 1897, parcel post from 5 to 10 kilograms (11 to 22 pounds) not larger than 1 meter 50 centimeters (about 5 feet) on any side may be exchanged within the limits of the city of Paris at the fee of 40 centimes (nearly 8 cents) whether they are delivered at residence or to be called for.

Additional charge of parcel post of 0 to 10 kilograms (0 to 22 pounds) from Paris for Paris, sent C. O. D., up to 500 francs (\$96.50) will be fixed at 30 centimes (about 6 cents), including the stamp fee of 10 centimes (about 2 cents). These parcels may also be sent with declaration of value up to 500 francs (\$96.50) in consideration of a special insurance fee of 10 centimes (about 2 cents).

The maximum of indemnity for loss, damage, or spoliation of an ordinary parcel from Paris or to Paris can not exceed 25 or 40 francs (\$4.82 or \$7.72) according to whether the weight does or does not exceed 5 kilograms (11 pounds), and for parcels with declared value, the amount of this value. Moreover, the sender will be entitled to the restitution of amount prepaid for postage. In case of loss of sums collected on delivery or in case of delivery of the parcel to the addressee, collection on parcel not having been performed, the sender is entitled to the full amount lost or not collected.

Article 8: Provisions to the decree of September 1, 1892, not conflicting with the present decree are applicable to parcels weighing from 0 to 10 kilograms (0 to 22 pounds) from Paris for Paris.

The minister of commerce, industry, posts and telegraphs is directed to have the present decree executed. This decree will be inserted in the *Journal Officiel* and *Bulletin des Lois*.

Done at Havre September 5, 1897.

FELIX FAURE,

Per the President of the Republic.

HENRY BOUCHER,

The Minister of Commerce, etc.

INSTRUCTION NO. 485.

Putting in force the service of parcel post weighing from 5 to 10 kilograms (11 to 22 pounds) in the interior of continental France.

In virtue of a new convention concluded with the foremost railway companies on November 12, 1896, and approved by the law of July 17, 1897, the maximum weight of parcels circulating in the interior of continental France has been raised from 5 to 10 kilograms (11 to 22 pounds). By decree of September 5, 1897, the putting in force of this service of parcels of the third series has been fixed for September 15. Text of the convention, law, and decree above mentioned are given above.

Concerning execution of the new service, parcels will be subject to the conditions now governing the mailing of parcels of the first two series from 0 to 3 kilograms (0 to 6.6 pounds) and from 3 to 5 kilograms (6.6 to 11 pounds). Therefore dispositions contained in instruction 424, published in the official bulletin, No. 7, second supplement, of July, 1892, and in the ministerial regulation adjoined, pages 765 to 802 (not translated), will be applicable to parcels from 5 to 10 kilograms (11 to 22 pounds), subject to the following limitations:

Tariff for interior of France for parcels of the third series: Delivery at the railway station, 1.25 francs (about 24 cents); delivery at residence or at general delivery, 1.50 francs (about 29 cents); including the stamp fee of 10 centimes (about 2 cents).

It is the rule that parcels deposited in post offices especially designated to cooperate with the service are subject to an additional charge of 25 centimes (about 5 cents) "for bringing to the station." This collection is shown by affixing the customary label on the new forwarding form (waybill).

Dimensions: Parcels for domestic delivery not exceeding 5 kilograms (11 pounds) are not subject to any limitative condition of volume or dimension, but parcels of 10 kilograms (22 pounds) can not exceed a dimension of 1 meter 50 centimeters (about 5 feet) on any side.

Responsibility: The indemnity allowed in case of loss, damage, or spoliation of an ordinary parcel from 5 to 10 kilograms (11 to 22 pounds) can not exceed 40 francs (about \$7.72). In addition the sender of a lost parcel will be entitled to the return of the amount of postage prepaid.

Forwarding blanks: The companies have just issued two series of blank forms for parcels from 5 to 10 kilograms (11 to 22 pounds)

at 1.25 francs (about 24 cents) for parcels to be delivered at the railway stations and 1.50 francs (about 29 cents) for parcels to be delivered at residence or general delivery. Very soon the companies will add to the forwarding-blank forms No. 9 an acknowledgment of receipt similar to present model No. 397. This addition will cause the canceling of blank No. 397 as soon as the new forms are put in service.

Transitory provisions: All post offices located far from railroads and which are designated to cooperate with the parcel-post service will not be in position to forward or receive parcels of the new kind of 5 to 10 kilograms (11 to 22 pounds), on account of the refusal of some messengers to give their services to this arrangement. But the postal administration and the railroad companies are endeavoring to remedy promptly that condition. In the meantime post-masters will ascertain if the receiving locality is admitted to receive parcels from 5 to 10 kilograms (11 to 22 pounds).

In the cities having a railroad station or a transfer service postal agents will not have to intervene in the execution of the parcel-post traffic. They must, however, make themselves familiar with the general conditions of the service so that they can advise the public seeking information.

[Translation of inclosure No. 5.]

Statement of the number of parcels shipped from and received in France during a period of 10 years.

Years.	Domestic service.	International service.	Total.
1901.....	47,174,158	7,514,093	54,688,251
1902.....	49,032,713	8,004,564	57,037,217
1903.....	51,275,868	8,643,132	59,919,000
1904.....	52,751,962	9,102,149	61,854,111
1905.....	54,267,870	9,483,046	63,750,916
1906.....	54,691,285	10,006,454	64,697,739
1907.....	53,928,194	10,624,906	64,553,100
1908.....	54,003,364	10,694,833	65,698,197
1909.....	55,941,295	11,309,273	67,250,568
1910.....	56,003,018	12,064,890	68,067,908

[Translation.]

FRENCH REPUBLIC,
Paris, September 28, 1911.

GENERAL INFORMATION CONCERNING THE FRENCH PARCEL-POST SERVICE.

[Partial or complete translations of the inclosures, excepting No. 2, referred to herein as documents, precede the memorandum, commencing on p. 84.]

The postal administration, not disposing of the means to itself undertake the carrying of heavy and voluminous parcels, has made use, from the commencement of the service, of the privilege allowed the contracting nations by the final protocol of the international convention ratified at Paris November 3, 1880, to have the clauses of the said convention fulfilled by railroad and navigation enterprises. This provision has been reproduced in subsequent conventions. (Lisbon,

Mar. 21, 1885; Vienna, July 4, 1891; Washington, June 15, 1897; and, finally, Rome, May 26, 1906.) It is worded as follows:

"Any country where the post does not now undertake to carry parcels and which adheres to the above-mentioned convention shall have the faculty to intrust the execution of the clauses thereof to railway and navigation enterprises. It has at the same time the faculty of limiting that service to parcels coming from or destined for places served by said enterprises.

"The postal administration of that country shall come to an understanding with railway and navigation companies to insure the complete execution by these latter of all the clauses of the convention, particularly to organize the exchange service at the frontier.

"It shall serve as their intermediary in all their dealings with the postal administrations of other contracting countries and with the International Bureau."

Railway companies are, in virtue of the foregoing, substituted in France for the execution of the parcel-post service for the postal administration, which, however, reserves to itself to exercise a general control over the working of the service. The revenue derived from the business in question belongs entirely to the railway companies, but they, on the other hand, assume the entire working expenses.

These companies assure the service in conformity with the provisions of the convention of January 15, 1892, and of the rules of execution of June 18 of the same year, of which a copy is herewith annexed (Docs. Nos. 1-2).

The copy of the tariff for the transportation of parcels (edition of Jan. 1, 1911), inclosed herewith (Doc. No. 3), contains "General notions regarding the service."

However, in view of completing this information or to assist in the examination of the above-mentioned document, the following replies are given to the questions which have been put to us:

1. The maximum weight of parcels is fixed at 10 kilograms (22 pounds) for continental service by the additional convention to the convention of January 15, 1892, concluded November 12, 1896, and approved by the law of July 17, 1897, reproduced in the document herewith (No. 4).

2. The rates of postage are indicated on the pink pages of Document No. 3 for parcels circulating in the interior of continental France (tariff 1), page 38 (see translation on p. 88); for parcels sent from continental France to Corsica, Algeria, and Tunis (tariff 2), page 39 (not translated); to the French colonies (tariff 3), page 40 (not translated); to foreign countries (tariff 4), page 43 (not translated).

3. Parcels are accepted without limit as to dimensions for the interior up to the weight of 5 kilograms (11 pounds); for parcels from 5 to 10 kilograms (11 to 22 pounds) the dimension is limited to 1 meter 50 centimeters (about 59 inches).

These indications, as well as those relating to the limit of dimensions of parcels for all countries, appear on the tariff, pages 280 and following (Doc. No. 3) (not translated).

4. There are two ways of delivering parcels:

(A) Delivery "at domicile" or "poste restante," for places which do not have a goods delivery service.

(B) Delivery "at the railway station."

The first method of delivery gives rise to a charge to the sender of a supplementary tax of 25 centimes (5 cents).

For parcels from abroad this tax is collected from the addressee upon delivery, unless an arrangement to the contrary exists with the foreign country.

The addressees of parcels addressed "en gare" (at the railway station) are informed of the arrival of their parcels by means of a prepaid postal advice, which postal fee—5 centimes (1 cent)—they have to refund.

Addressees living a long distance from any railway station or post office and whose residence is not served by a connecting service are obliged to have their parcels addressed to the nearest railway station or post office and to collect them therefrom.

5. The revenue being the property of the railway companies which assume the working expenditure, the postal administration is not in a position to furnish a statement of revenue and expenditure in connection with the parcel-post business, but the statement herewith (Doc. No. 5) (see p. 92) shows the number of parcels carried during the last 10 years.

6. No modification has been necessary in the equipment of post offices which participate in the parcel-post service in districts not provided with a railway station.

7. The parcel-post service differs from that of the letter service in the sense that the former is carried out by the railway companies, as above stated, while the second service is assured by agents of the administration and in the different localities, except in certain post offices of secondary importance far distant from railway stations, where the parcel-post business is of such small importance that it can not hamper that of the regular letter mail.

8. Articles which can not be sent by parcel post are mentioned on page 8 of the tariff (Doc. No. 3) (not translated), and the list of articles prohibited for importation and for transit appears on pages 270 to 272 (not translated) of the same publication.

9. Objections to which the parcel-post service has given rise are:

- (a) Limited responsibility of the transportation companies.
- (b) Delay in transportation.
- (c) Limitation in the weight of parcels.

In accordance with the text of the convention governing the parcel-post service the responsibility of the carriers is only called into account in the case of loss, spoliation, or damage. Hence when the delay in the delivery of a parcel does not entail damage to its contents the sender has no claim to any indemnity.

In regard to delay in delivery, the convention of 1892 and the decree of execution have assimilated the parcel-post service with that of parcels sent by express-train service. These therefore enjoy a rapid mode of transportation.

The extension of the weight limit of parcels, fixed at 10 kilograms (22 pounds), is urgently solicited.

10. The State has not the monopoly of the transportation of parcels, and private concerns exist in France for the transportation and delivery of small parcels between the various large centers of the metropolis. These enterprises have no connection with the administration, which ignores their organization.

11. In localities not having a railway station or a service of communication by railway companies the parcel-post service is assured by post offices. Two thousand and thirty-six of these establishments participated in the business in 1910, and 1,555 mail carts carried during that period 182,519 parcels for dispatching and distributed 352,958 parcels received for delivery. This organization permits the inhabitants of localities sometimes very far away from a railway station to benefit from this kind of delivery service.

12. The institution of the parcel-post service has rapidly become popular owing to its simplicity and to the facilities it affords to commerce, industry, and agriculture to forward goods in small quantities at reduced rates. It is easy to realize by the ever constant progression of the business (see Doc. No. 5) (translation on p. 92) the services rendered and the reception given by the people to this innovation.

13. Parcels are carried according to a tariff which is independent of the distance and of the speed of transportation, which besides is the same for all such parcels. The rate varies only according to the three categories of weights adopted, namely, from 0 to 3 kilograms (6.6 pounds), 3 to 5 kilograms (6.6 to 11 pounds), 5 to 10 kilograms (11 to 22 pounds). (See p. 38 of the tariff.) (Translated and printed herein on p. 88.)

14. The administration has not yet received any complaint from shopkeepers in small towns concerning the advantages which large departmental or city stores would reap from the parcel-post system and the prejudice which it would cause them. It would seem that they themselves find great facilities in this service for the needs of their retail trade.

GERMANY.

DEPARTMENT OF STATE,
Washington, October 6, 1911.

The honorable JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch dated September 16 last, from the American chargé d'affaires at Berlin, reporting in regard to the operations of the parcel post in the German Empire. I have honor to be, sir,

Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosure as above.)

No. 1041.]

AMERICAN EMBASSY,
Berlin, September 16, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: With reference to the department's circular instruction of August 24 last, file No. 800715, "Parcel-post data," I have the honor to transmit herewith answers to the questions asked which I have collected with the greatest possible dispatch. Copies of the German law establishing the parcel-post system and of the regulations governing it are also transmitted under a separate cover by this pouch.

Since the circular asked for the information if possible by September 20, the time and means at my command have made it impossible for me to do any translating of the laws and regulations, but I have gone through the books and marked the various appropriate paragraphs and in most cases translated their headings, so that I venture to think that reference to them will be simplified. I have the honor to be, sir,

Your obedient servant,

IRWIN LAUGHLIN,
Chargé d'Affaires ad interim.

[Inclosure.—Parcel-post data.]

Accompaniment under separate cover:

1. German Postal Law ("Das Gesetz über das Postwesen des Deutschen Reichs vom 28. Oktober, 1871, erläutert von M. Aschenborn."). (Not translated.)

2. Manual of General Regulations for the Post and Telegraph, Abschnitt III, Abt. 1 and 2; Abschnitt V, 1. (Not translated.)
3. Postbuch für Berlin und Umgegend.
(Postal handbook for Berlin and vicinity—not translated.)

[Inclosure in dispatch No. 1041.]

PARCEL-POST DATA—GERMANY.

The text of the German postal law, with commentary, is contained in the inclosed volume entitled, "Das Gesetz über das Postwesen des Deutschen Reichs vom 28. Oktober, 1871 . . . erläutert von M. Aschenborn." (Not translated.)

The rules and regulations governing the operation of the parcel post are contained in the parts of the Manual of General Regulations for the Post and Telegraph inclosed. (Not translated.)

The weight limit of parcels is 50 kilograms (110 pounds).

The rates of postage are fixed by the postal law.

1. Weight up to 5 kilograms (11 pounds):

(a) Distance up to 10 German miles (46.1 miles), 25 pfennigs (6 cents).

(b) Any farther distance, 50 pfennigs (12 cents).

2. Weight exceeding 5 kilograms (11 pounds):

(a) The first 5 kilograms (11 pounds) at the above rates.

(b) For each kilogram (2.2 pounds) or fraction of a kilogram (2.2 pounds) in addition according to distance: Zone 1 (up to 10 German miles) (46.1 miles), 5 pfennigs (\$0.0119); zone 2 (10 to 20 German miles) (46.1 to 92.2 miles), 10 pfennigs (\$0.0238); zone 3 (20 to 50 German miles) (92.2 to 230.5 miles), 20 pfennigs (\$0.0476); zone 4 (50 to 100 German miles) (230.5 to 461 miles), 30 pfennigs (\$0.0714); zone 5 (100 to 150 German miles) (461 to 691.5 miles), 40 pfennigs (\$0.0952); zone 6 (over 150 German miles) (over 691.5 miles), 50 pfennigs (\$0.119).

In the case of parcels not exceeding 5 kilograms (11 pounds) not prepaid, an extra rate of 10 pfennigs (\$0.0238) is charged; if the parcel is registered, the rate is 20 pfennigs (\$0.0476).

A charge for insurance is levied in addition on parcels the value of which is stated; it amounts to 5 pfennigs (\$0.0119) for each 300 marks (\$71.40) or fraction, without regard to distance, but is in no case less than 10 pfennigs (\$0.0238).

For parcels classified as bulky goods the regular rate is increased by one-half. (Cf. Laws of May 17, 1873, and Nov. 3, 1874: "Reichs-Gesetzblatt," pp. 107 and 127.) (Not translated.)

There are no regulations relative to the greatest dimensions of parcels. Parcels are classified as bulky goods if any dimension exceeds $1\frac{1}{2}$ meters (about 5 feet) or if one dimension exceeds 1 meter (about 3 feet 3 inches) and another exceeds one-half meter (about 20 inches), the weight being less than 10 kilograms (22 pounds). Likewise in this class are parcels which take up an inordinate amount of

space in packing, or require especially careful handling; for example, baskets with plants, cages (empty or containing live animals), empty cigar boxes in large bundles, hat boxes or paper boxes, furniture, basketry, wheels, etc.

In general, parcels are delivered to the residence of the addressee. The following distinctions are drawn:

If the addressee resides in the local delivery district, ordinary parcels, registered parcels, and parcels with declared value of 3,000 marks (\$714) or less, in certain cases up to 6,000 marks (\$1,428), are delivered to his residence.

If the addressee does not reside at the place where the post office of destination is situated, but in the rural delivery district, ordinary parcels, registered parcels, parcels of declared value up to 800 marks (\$190.40) are delivered to the residence, provided the separate parcel does not weigh over 5 kilograms (11 pounds), and provided the parcels can be carried in the postman's bag or otherwise be protected from dampness, etc. These restrictions do not apply if the rural carrier is furnished with a wagon.

The general rule for the rural-delivery service is that if the carrier has a wagon and there is an auxiliary post office at the place of residence of the addressee the parcels are not delivered to his residence, but can be deposited at the auxiliary office. The rural carrier is required himself to deliver parcels uncalled for at the auxiliary station or undelivered by its occupant during the interval between visits.

Parcels which can not be delivered to the residence of addressee because of their weight or size or high declared value remain at the post office to be called for. The receipt of the address card accompanying parcels notifies the addressee that the parcel has arrived. As a rule the post office of destination is that which is situated nearest the residence of the addressee. If the addressee omits to call for a parcel awaiting him at the post office of destination, in pursuance of the address card delivered to him, the parcel is treated as undelivered on the eighth day after its arrival.

The addressor can prevent delivery to the residence of the addressee by addressing the parcel "general delivery"; the addressee can prevent such delivery by declaring in writing to the postal authorities his wish to call for all parcels addressed to him. The rule is that an addressee can make an agreement to this effect only with the post office within whose local delivery district he resides. If he resides in a rural-delivery district he may also make a similar agreement with another post office more convenient for him. In single cases the desire of any addressee to call for a parcel, whether in a local or rural-delivery district and irrespective of agreement to that effect, is respected.

In cases where there exists an agreement to call for parcels they are kept at the post office only the day of arrival and the following day; if uncalled for they are delivered at the residence of the addressee, the usual fee for delivery being then collected. Parcels containing live animals are kept only 24 hours.

Parcels addressed "general delivery" are kept at the post office for one month from the day following their arrival. The limit of

time is reduced to seven days for parcels "collect," and for twice 24 hours from the day of arrival for parcels containing live animals. Upon the expiration of the limit of time such parcels not called for are treated as undeliverable.

An addressee who has made an agreement to call for his parcels receives no notification of their arrival, not even through the delivery of the address card. He must inform himself by inquiry at the post office.

Certain descriptions of parcels are delivered to the residence of the addressee without regard to any arrangement to call for parcels. Such are: Parcels, the delivery of which by special messenger is required by the sender, and parcels of declared value and registered parcels which the sender requires to be delivered personally to the addressee.

Furthermore, an addressee who has arranged to call for his parcels may, as an exception in a particular case, require expeditious delivery of a parcel to his residence; in such case he must pay the special-delivery fee.

Parcels addressed "general delivery" can be delivered at the residence of the addressee at his or the sender's request. Such application is treated as an application for forwarding mail matter and the rate for forwarding the parcel is collected together with the delivery fee.

There are no statistics showing the revenue and expenditures of the parcel-post service. The last term of 10 years covered by statistics of parcel-post business is from 1899 to 1908. The total number of parcels handled was:

Years.	Parcels without declaration of value.	Packages, value of which declared.
1899.....	165,506,637	3,126,338
1900.....	170,104,732	3,277,448
1901.....	174,642,705	3,332,734
1902.....	183,008,804	3,414,303
1903.....	190,516,363	3,537,446
1904.....	198,150,700	3,624,230
1905.....	207,858,768	3,727,601
1906.....	215,227,307	3,896,412
1907.....	223,016,514	4,100,571
1908.....	233,020,211	4,151,321

Additional postal equipment made necessary by the establishment of the parcel post:

1. Baggage rooms in the buildings of the postal service and the railway stations.
2. Small equipment, such as spring push cars for offices handling parcels, baggage room and platform push cars, parcel bags, and parcel baskets.
3. Vehicles, baggage post wagons for the transportation of parcels between local post offices and the railway stations, delivery wagons, and motor cycles for special delivery.
4. Railway station equipment, loading and unloading platforms, elevators.
5. Railway postal cars, baggage trailers, baggage trains.

In general, the parcel post enjoys the same transportation as letter mail, separation occurring only where the business is very large. The railway administrations, however, are obliged only to carry letter mail in the fast trains and express trains, so that as a rule only the local and accommodation trains and the ordinary freight trains are at the disposal of the post office for the transportation of baggage by rail, fast trains only in exceptional cases.

For some years arrangements have been made between the postal and railway authorities for the dispatching of special postal baggage trains for periods when traffic in parcels is especially increased, as at Easter, Whitsuntide, and Christmas.

The principle generally followed in the forwarding of parcels is that more attention should be paid to sure and regular than to rapid transportation. The arrangements for the forwarding of parcels are in consequence so shaped as to afford the greatest possible regularity in their dispatch and transportation. Where there are several mails a day part of the parcels can be held back for a later mail; for example, part of the evening post can be held over until the next morning, to avoid expense through supplying extra means of transportation. The sender can avoid this delay by sending a parcel marked "urgent" and paying the charge of 1 mark (\$0.238) therefor; such urgent parcels are forwarded by fast trains if there are any and delivered at the place of destination by special messenger always; an extra charge for special delivery must be paid.

Small parcels are sent in the letter pouches—that is, parcels of the usual description not larger than a fist; likewise valuable parcels and registered parcels if they can at all be put into the pouches. These "pouch parcels" are regularly listed on the letter cards. They are sent as a rule by the same trains as larger parcels, not by fast trains.

The operation of the parcel post does not affect prompt treatment of letter mail except when parcels and letters are forwarded by the same means of transportation, and then does not as a rule cause any delays, as letter pouches are always handled first of all in transportation to the railway stations or conveyances; parcels always come last.

Ordinary parcels are handled without being counted¹ and if possible are packed in bags or baskets for transfer.

Registered parcels and valuable parcels of value not exceeding 600 marks (\$142.80) are counted before transfer, but are, if necessary, packed together in bags or baskets; such bag or basket counts then as one parcel only when transferred.

Only parcels of a value exceeding 600 marks (\$142.80) are transferred separately.

It is prohibited to send through the mails articles the exterior or contents so far as visible of which offend against the laws or are considered unpermissible for reasons of public welfare or public morals, articles the transportation of which is dangerous, especially combustible material which might easily be ignited by friction, draft, pressure, or otherwise, and acid liquids. Anyone sending such prohibited articles in parcels by deceiving the post office where he delivers them is liable for all damages incurred through the shipment and is also liable to punishment by law.

¹ This bunching of large numbers of small parcels as one package should be taken into consideration in examining the statistical table, page 99, of parcel-post business for the years 1899 to 1908.

Certain articles may conditionally be sent through the mails; such are liquids of all kinds, articles which spoil and rot quickly, large unwieldy objects, live animals, fragile objects, and articles packed in small boxes. If such conditionally mailable articles are accepted by the post office where delivered they may be rejected—the postal administration pays no damages if injury or loss is incurred during transportation through the nature of the contents of the parcel or the quality of the packing.

In general, there is only one rate of postage uniformly for parcels, as already stated, regardless of the speed of transportation. The only charge in the nature of a different rate is the extra charge of 1 mark (23.8 cents) for parcels marked "urgent." Expeditious delivery to addressees can be secured by arranging for special delivery of parcels at the place of destination. Ordinary parcels, registered parcels, and parcels of declared value up to 800 marks (\$190.40), provided they do not weigh over 5 kilograms (11 pounds), are delivered to addressees by special delivery in local and rural districts.

Parcels of greater weight or higher declared value are not forwarded by special delivery; the address cards accompanying them are delivered by special messenger merely.

The costs of special delivery differ according to whether prepaid or collected from the addressee.

If prepaid by sender, special delivery of parcels costs—

- (a) In the local district, 40 pfennigs (\$0.0952).
- (b) In the rural district, 90 pfennigs (\$0.2142).

Special delivery of the address cards merely—that is, when the parcels themselves are to be called for by addressees—costs:

- (a) In the local district, 25 pfennigs (\$0.06).
- (b) In the rural district, 60 pfennigs (\$0.1428).

If the actual compensation of the special messenger amounts to more than the costs prepaid or collected, the difference is borne by the post office.

If the charge for special delivery is not prepaid by the sender, the amount of the actual compensation of the special messenger is collected from the addressee. Should such compensation paid the messenger be less than 40 pfennigs (\$0.0952) for a parcel or 25 pfennigs (\$0.06) for an address card, which constitute the minimum charges to be paid by the addressee, the difference accrues to the post office.

No manifestation has been discovered of opposition to the parcel post before or since its establishment.

There exists no common carrier similar to the American express companies.

The Government operates the railroads in whole.

The parcel-post service is an integral part of the post system, and since the railroads are also operated by the Government one might say that the two branches form part of a general system under the Government and are mutually influenced according to the general conditions affecting the public transportation service. In general, the parcel-post service is well administered and prompt in delivery.

The attitude of the German people with reference to parcel post would be difficult to define, since the people regard the parcel post as they do the regular letter post.

The benefits to the people which have resulted in its operation are quick and cheap transmission of parcels, and, in general, all the bene-

fits which are claimed for such a system by its advocates in the United States.

It can not be discovered that there is any opposition by shopkeepers in small towns on the ground that the parcel post operates to their damage in favor of large department stores. The conditions governing retail trade in Germany are so different from those of the United States that it is almost impossible to draw a parallel on this point. There is comparatively little trade done by large German department stores—which in point of fact are comparatively few—outside the immediate delivery area of their respective cities.

GREECE.

DEPARTMENT OF STATE,
Washington, October 16, 1911.

The Hon. JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch dated the 26th ultimo, from the American chargé d'affaires at Athens, in which he reports with regard to the operation of a parcel post in Greece. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosure as above.)

AMERICAN LEGATION,
Athens, September 26, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: With reference to the department's circular instruction dated August 24, 1911 (File No. 800715), parcel-post data, I have the honor to transmit herewith such information as I have been able to procure. Statistics covering the number of parcels and the receipts prior to the year 1909 are not available. I have the honor to be, sir,

Your obedient servant,

FREDERIC DE BILLIER.

INFORMATION ON THE LAWS AND REGULATIONS GOVERNING THE PARCEL-
POST SERVICE IN GREECE.

(1) The administration of post accepts for transport ordinary parcels not more than 5 kilograms (11 pounds) in weight and 60 centimeters (23½ inches) square, except for parcels in a roll containing umbrellas, canes, plans, or maps, and in general articles which can not be folded. In such cases a size of 20 centimeters (8 inches) diameter and a meter (39½ inches) in length is accepted.

The tax on each parcel for the interior of the Kingdom is as follows:

Up to 2 kilograms (4.4 pounds), 10 cents; over 2 up to 3 kilograms (4.4 up to 6.6 pounds), 20 cents; over 3 up to 4 kilograms (6.6 up to 8.8 pounds), 30 cents; over 4 up to 5 kilograms (8.8 up to 11 pounds), 40 cents.

Parcels for the same city up to 5 kilograms (11 pounds), 10 cents.

These taxes, payable in advance by the sender, are collected by postage stamps printed on the forwarding ticket, but when un-stamped forwarding tickets are used the sender affixes adhesive stamps.

(2) The distribution of parcels is operated in the post offices. The addressee is notified from the distributing office by the advice sent to his residence the day the parcel arrives.

Parcels not claimed in five days from the sending of the notification are taxed 2 cents for every additional day, but after 30 days no further tax is imposed.

The distribution of parcels to residences by the principal post offices is regulated by royal decree. In this case a supplementary tax of 5 cents, paid by the sender, is imposed on each parcel. In the cities in which the delivery to residences is made the payment of this supplementary tax is obligatory unless the sender adds to the address the words "poste restante."

The parcel-post service is maintained between localities served by railways, by steamers, post wagons, and mountain carriers.

Parcels are accepted, however, addressed to post offices where no parcel-post service is maintained. In this case the parcels are sent to the nearest office operating the parcel-post service, which office notifies the addressee gratis, and the parcel is delivered to him or his authorized agent.

(3) The annexed table shows the number of parcels carried and the receipts originating in this branch of the postal service for the years 1909 and 1910. The expenses are not reckoned separately from those of the telegraph and general postal service.

Years.	Number of parcels.	Receipts.	
		Francs.	United States currency.
1909.....	211,017	172,777.50	\$33,346.06
1910.....	210,186	172,555.25	33,303.16

(4) The parcel-post service has been in operation in Greece since 1889. During this period the scope of the postal communications has been increased and completed according to the needs of the service and the demands of the traffic, but the proportion of increased expenses due to the operation of the parcel post is unimportant.

(5) There is a marked difference between the methods of handling the letter and the parcel post; special receptacles are used for the latter, and in the railways special cars. In the larger post offices the parcel-post matter is handled by a special staff.

(6) Anything in the nature of a letter is prohibited in the parcels. Also excluded are—

(a) Living creatures, excepting bees and a few others.

(b) Leaf tobacco, without written permission of the director of finances, or fine cut alone or in cigarettes, unless in regular packet and labeled to show that the revenue tax has been paid.

- (c) Playing cards not bearing the revenue label.
- (d) Explosive or easily inflammable matter.
- (e) Loaded firearms, and in general all dangerous weapons. Arms of all sorts or their separate parts unless accompanied by a police permit.
- (f) Fresh meats, fish, butchers' stuff in general, and game, unless sent as urgency parcel post.
- (g) Parcels containing matter showing signs of corruption or liable to become corrupt in transport owing to their nature or the season, keeping in view the probable time in transport.
- (h) Parcels containing liquids, fats, or matter liquefying easily, if not inclosed in two receptacles, the interior one of glass, tin, or clay, the exterior one of tin or wood, and if there is not placed between the two receptacles a thick jacket mass of sawdust, bran, or some other absorbent.
- (i) Coins, articles of gold or silver, and other costly articles until the regulations for the dispatch of articles with value declared are in force.

(7) In accordance with the law governing the parcel-post service parcels carried within the Kingdom were first exempt from octroi (internal-revenue dues to local city, town, or Province governments) dues. In consequence the communes suffered loss, because the parcels contained for the most part merchandise. Objections were therefore made by the heads of communes and resulted in a modification of the law, and now parcels sent into the large cities of the Kingdom pay the octroi dues.

(8) Special measures are not employed for transport of parcels which are handled by the letter-post force in the usual way, but parcels marked "Urgent" and paying a supplementary tax of 10 cents are forwarded at once and, as a rule, are delivered at the residence of the addressee as soon as received.

(9) The parcel-post service has proved popular with the public, which has found a great benefit in the simplicity and ease of the service.

Furthermore, anyone can send or receive easily by the parcel post all sorts of matter, the transmission of which by letter post, the railways, or other means would be expensive, difficult, and frequently impossible.

There are no common carriers resembling our express companies, and the railways are owned and operated privately.

GUATEMALA.

DEPARTMENT OF STATE,
Washington, October 12, 1911.

The Hon. JONATHAN BOURNE, Jr.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith copies of dispatches from the American legations at Lisbon and Guatemala City, transmitting reports in regard to the operations of parcel post in Portugal and Guatemala. I have the honor to be, sir,

Your obedient servant.

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosures: From Portugal, unnumbered, Sept. 20, 1911; from Guatemala, No. 158, Sept. 29, 1911.)

No. 158.] LEGATION OF THE UNITED STATES OF AMERICA,
Guatemala, September 29, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt of the department's circular instructions of August 24, 1911 (file No. 800715), entitled "Parcel post data," whereby I am instructed to collect the obtainable data in regard to parcel post as now operated in Guatemala, for the information of the Committee on Post Offices and Post Roads.

I am now in receipt of the reply of the post office of Guatemala to the questions specified in the department's instructions, which I have the honor to inclose herewith. I have the honor to be, sir,

Your obedient servant,

JORDAN HERBERT STABLER,
Chargé d'Affaires.

(Inclosures: (1) Questions and answers; (2) selection from the Código Postal, with translation.)

[Inclosure No. 1 to dispatch No. 158, of Sept. 29, 1911.]

I. Q. What are the laws relating to the parcel-post system in Guatemala?

(For answer, see p. 62 of the Código Postal de la República de Guatemala, inclosed herewith, with translation.) (Translation follows this memorandum.)

II. Q. What are the rules and regulations regarding the operation of the parcel post in Guatemala?

1. Q. What is the weight limit of parcels?—A. The limit of weight which is permitted for parcel-post packages is 5 kilograms, or 11 pounds.

2. Q. What is the rate or rates of postage?—A. The parcels are carried in the countries of origin in conformity with the special tariffs stipulated in each convention or agreement drawn up for the exchange of parcel-post packages; and each one of these in force with Guatemala contains a clause which authorizes, reciprocally, the charge of an additional postal tax to pay for expenses of delivery in the country of destination. The charges which are at present made in this office are the following:

For packages which are registered.

Weight.	United States.	Germany.	London.
500 grams (1.1 pounds) or fraction.....	\$1. 25	\$1. 20	\$2. 25
1 kilogram (2.2 pounds).....	2. 50	2. 40	2. 25
1 kilogram 500 grams (3.3 pounds).....	3. 75	3. 60	2. 25
2 kilograms (4.4 pounds).....	5. 00	4. 80	3. 30
2 kilograms 500 grams (5.5 pounds).....	6. 25	6. 00	3. 30
3 kilograms (6.6 pounds).....	7. 50	7. 20	3. 30
3 kilograms 500 grams (7.7 pounds).....	8. 75	8. 40	4. 50
4 kilograms (8.8 pounds).....	10. 00	9. 60	4. 50
4 kilograms 500 grams (9.9 pounds).....	11. 25	10. 80	4. 50
5 kilograms (11 pounds).....	12. 50	12. 00	4. 50

NOTE.—A Guatemalan peso or dollar is equal to 38.3 cents in American money.

The extra charges made for packages which may be received are: From the United States, \$1.25 per package, whatever its weight; from Germany, \$2.40 per kilogram (2.2 pounds); from London, \$2.25, \$3.30, or \$4.30, according to the weight of the package.

3. Q. What is the maximum size of parcels?—A. The maximum size of parcels for the United States and Germany is 60 centimeters (about 24 inches) for each dimension, although umbrellas, canes, and rolls of paper up to 80 centimeters (about 32 inches) may be admitted.

4. Q. Is the delivery of parcels made to the residence of the addressee or to some intermediate point, such as the nearest post office or railway station?—A. The packages are delivered at the central office to the addressee or to his duly authorized representative.

5. Q. What means are used to notify the addressee that a package awaits him at an intermediate point?—A. When the addressee resides outside the capital he is informed by means of a printed form, which is sent him by mail and reads as follows:

GUATEMALA, ———, 19—.

Mr. ——— :

I request that you appear at the central post office of Guatemala to receive ——— parcel-post packages ——— which come from ——— and have arrived at their destination. In case you can not appear personally, please send some only duly authorized to receive ——— in your name. You are requested to present the corresponding invoice in order to facilitate registration and expedite the delivery.

6. Q. Can a statement of the revenues and expenditures and the amount of parcel-post business transacted during a term of 10 years be furnished?—A. The following table shows the receipts for the

years 1900-1910, as well as the number of packages received and sent during that period:

Years.	Parcels received.	Revenue.	Parcels dispatched.
1901.....	846	\$1,537.65	154
1902.....	916	1,845.06	142
1903.....	1,333	2,731.65	108
1904.....	1,613	5,150.00	167
1905.....	2,315	7,673.60	101
1906.....	3,724	84,593.91	133
1907.....	6,338	155,382.62	144
1908.....	7,343	210,152.46	212
1909.....	10,414	422,899.26	251
1910.....	14,360	660,378.44	192
Total.....	49,202	1,552,344.65	1,604

NOTE.—A Guatemalan peso or dollar is equal to 33.3 cents in American money.

7. Q. In what particulars does the transportation of parcels differ from the handling of letter mail?—A. In transportation the parcel-post service differs from that of letters in that the latter come from, or are sent to, Europe by means of the exchange offices of New Orleans or New York, whereas parcels for Germany alone can be carried by boats of the Hamburg-American Line, and those for England go by way of Belize or British Honduras. Besides, in order to establish an exchange of parcel post with other nations a special agreement is needed.

8. Q. Has the operation of parcel post caused any delay or difficulty in the handling in a prompt and satisfactory manner of the letter mail?—A. The parcel-post service causes no delay or obstruction to the regular postal service, for the reason that a special department, bearing the name of office of parcel post (*oficina de fargos postales*), has exclusive charge of this service.

9. Q. What articles may or may not be sent by parcel post?—A. All articles of lawful commerce may be sent by parcel post, with the exception of explosive or inflammable materials, poisons, greasy substances, liquids, candies, articles giving forth a bad odor, and, in general, anything that might injure other parcels or the employees who handle them. It is likewise forbidden to send parcels containing letters, periodicals, or other communications in the nature of correspondence, as well as objects the admission of which is prohibited by the laws or regulations of the country.

10. Q. Has any opposition been manifested before or since the establishment of the parcel-post service?—A. No opposition has ever been raised to the parcel-post service; on the contrary, it assumes greater volume daily, showing that the public welcomes it gladly because of the benefits it confers.

11. Q. Do any common carriers exist in Guatemala similar to the American express companies?—A. No.

12. Q. In case there is any government ownership of railroads, what bearing has this fact on the operation of the parcel-post service? A. There are no government-owned railroads in Guatemala.

13. Q. What has been the attitude of the people with reference to the parcel post, and what benefits, if any, have resulted from its operation to the people at large?—A. See question 10.

14. Q. Do two or more rates exist in Guatemala, dependent on speed of transportation, such as it is understood exist in France?—
A. No.

15. Q. Do shopkeepers in small towns claim that the parcel post militates against them and in favor of the large departmental or city stores?—A. So far it has not been observed that small commercial houses of neighboring towns have made complaint that the parcel-post service has been injurious to them; in fact, this service gives them facilities for filling small mail orders with little capital.

[Inclosure No. 2 to dispatch No. 158, of Sept. 29, 1911. Translation.]

EXTRACT FROM BOOK III, SECTION V, OF THE CÓDIGO POSTAL DE LA REPÚBLICA DE GUATEMALA, ENTITLED "PARCEL-POST SERVICE."

ART. 315. The service for dispatching and receiving packages by parcel post for those countries with whom the administration of Guatemala has made arrangements for the exchange of this class of correspondence shall be regulated by the stipulations mutually agreed upon by the contracting countries.

ART. 316. The conventions established with Germany, British Honduras, England, and the United States of North America shall be regarded as an integral part of this code so long as they are not pronounced void by one of the contracting parties.

ART. 317. The general directorate of posts shall include in its tariff list the duties to which parcel-post packages are subject.

ART. 318. The formalities to which the dispatch and receipt of parcels are subject shall be explained in the regulations of the postal service.

HAITI.

DEPARTMENT OF STATE,
Washington, September 25, 1911.

The Hon. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to your letter of August 18 last, requesting that the diplomatic and consular officers of the United States be requested to obtain certain information regarding the operations of a parcel or a package post in foreign countries for the use of your committee in preparing its report to the Senate under the resolution adopted by the Senate on June 16 last, I have the honor to inclose herewith a copy of a dispatch from the American minister at Port au Prince, in which he reports that Haiti does not maintain parcel post for domestic purposes and for foreign service has a parcel-post agreement with the United States only. I have the honor to be, sir,

Your obedient servant,

HUNTINGTON WILSON,
Acting Secretary of State.

(Inclosure: From Haiti, Sept. 11, 1911.)

AMERICAN LEGATION,
Port au Prince, Haiti, September 11, 1911.

The honorable the SECRETARY OF STATE,
Washington, D. C.

SIR: Replying to the department's circular of instruction of the 24th ultimo (file No. 800715), subject "Parcel-post data," I have the honor to report that Haiti does not maintain parcel post for domestic purposes.

For foreign service Haiti has a parcel-post agreement with the United States only. A copy of the agreement may be obtained from our Post Office Department. I have the honor to be, sir,

Your obedient servant,

H. W. FURNISS.

HONDURAS.

DEPARTMENT OF STATE,
Washington, October 28, 1911.

The Hon. JONATHAN BOURNE, Jr.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith for the information of the Committee on Post Offices and Post Roads a copy of a dispatch, dated the 5th instant, from the American minister at Tegucigalpa, containing a report in regard to the operation of a parcel post in Honduras.

I am, sir, your obedient servant,
ALVEY A. ADEE,
Acting Secretary of State.

(Inclosure: From Tegucigalpa, Oct. 5, 1911.)

AMERICAN LEGATION,
Tegucigalpa, Honduras, October 5, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In compliance with the department's circular instruction of August 24 last (file No. 800715), directing me to obtain the fullest possible information with reference to the parcel or package post of Honduras, I have the honor to transmit the following data relative thereto:

The Report of the Minister of Fomento, Public Works, and Agriculture for 1909-10 states that Honduras has celebrated parcel-post conventions with the United States, Mexico, Chile, England, France, Germany, and Belgium, but operates such service with but the United States, England, and France, reaching Germany by way of England.

The treasury law governing the operation of the parcel post is in the form of an executive order dated May 24, 1897, and states that the contents of postal packages proceeding from foreign countries shall be subject to the corresponding customs charges, the contents being ascertained by a proper officer and communicated to the treasury and post-office departments; prescribes the form by which the addressee shall be notified of the arrival of a package addressed to him, and regulates the duties of the respective officials.

The weight limit of parcels as prescribed by the three conventions now in force is 5 kilograms (11 pounds).

The rates of postage are as follows:

With the United States, parcels not over 1 pound in weight: In the United States, 12 cents; in Honduras, 25 centavos (about 10

cents). For each additional pound or fraction: In the United States, 12 cents; in Honduras, 25 centavos (about 10 cents).

With England: Rates in England—Parcels of 3 pounds or less, 2 shillings (48 cents); parcels over 3 pounds and less than 7 pounds, 3 shillings (72 cents); parcels over 7 pounds, not exceeding 11 pounds, 4 shillings (97 cents). Rates in Honduras—Parcels of 1 kilogram (2.2 pounds) or less, 48 centavos (18.4 cents); parcels of over 1 kilogram and less than 3 kilograms (6.6 pounds), 72 centavos (27.6 cents); parcels of over 3 kilograms (6.6 pounds) and not exceeding 5 kilograms (11 pounds), 96 centavos (36.8 cents).

With France, parcels not exceeding 5 kilograms (11 pounds): In France, 4 francs (77.2 cents); in Honduras, 2 pesos (76.6 cents).

The greatest dimensions of parcels accepted for mailing in accordance with the conventions with the United States and England are 3 feet 6 inches in length and 6 feet in length and girth combined. With France, no dimension greater than 2 English feet nor volume greater than 25 cubic decimeters (about 1 cubic foot) is permitted.

In Honduras parcels are delivered at the nearest post office and the addressee is advised that a package awaits him by means of a printed form, the translation of which follows:

No. —.

————— 19—.

Mr. ———— :

In conformity with the regulations for collection of customs duties and parcel-post charges, there has been received and recorded package No. ———, addressed to you, proceeding from ——— and weighing ———, the duties on which amount to ———.

Kindly send for the same at this office, with the corresponding order of the office of ———.

[SEAL.]

(Signature of post-office officer.)

The addressee shall then leave at the office of revenues the proof of the payment of customs charges, etc., as follows:

No. —.

————— 19—.

On this date there has been paid in the office of ——— of this ——— \$——, the amount of the customs duties and charges on postal package No. ———, weighing ———, proceeding from ———, received in the post office ———, addressed to the undersigned.

[SEAL.]

(Signature.)

The addressee shall then obtain the following receipt, which he shall present to the post office in order to receive the package belonging to him:

No. —.

————— 19—.

Postmaster ——— City:

Mr. ———— has paid in this office \$——, the amount of customs duties and charges on postal package No. ———, weighing ———, proceeding from ———, addressed to ——— of ———, received ——— in that post office. You may therefore deliver the said package to the order of the addressee.

[SEAL.]

(Signature of collector of revenues.)

No statement of the revenue and expenditures and the amount of parcel-post business transacted during a term of 10 years is available,

but the above-mentioned report of the minister of fomento¹ contains the following:

	Parcels.	Weight in kilograms.	Duties and charges.
1908-9.....	5,970	26,865	<i>Pesos.</i> 19,210.36
1909-10.....	7,052	28,208	20,058.88

A kilogram = about 2.2 pounds; a peso = about \$0.383.

The several conventions prohibit the transportation of explosive or inflammable substances or those which may damage the mails or prove in any way dangerous to those persons handling them.

No additional postal equipment has been found necessary for the establishment of this service; the transportation of parcels is no different from the handling of letter and paper mail; the operation of the parcel post has caused no delay or difference in the treatment of the letter mail; no opposition to the service has been manifested; no common carriers similar to the American express companies exist; the mails are carried almost wholly by means of mules; and the people appear well satisfied with the parcel-post service, which has militated against no one.

I herewith transmit a copy of the report of the minister of fomento¹ for 1909-10 (not translated) above referred to. The several parcel-post conventions are unobtainable and the provisions thereof have been kindly furnished by the postmaster general.

I have the honor to be, sir, your obedient servant,

CHARLES D. WHITE.

(Inclosure: Report of the minister of fomento, 1909-10, not translated.)

¹ As nearly as it can be translated into English, minister of the interior.

HUNGARY.

AMERICAN EMBASSY,
Vienna, September 21, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: With reference to the department's circular instruction of August 24, 1911 (file No. 800715), entitled "Parcel-post data, important and urgent," and to the embassy's dispatch of September 16, 1911, reporting on the parcel-post system in Austria, I now have the honor to inclose herewith, in duplicate, a further report regarding the operation of the parcel-post system in Hungary which, in view of the urgency of the matter, has been prepared by the Consul General in Budapest at the embassy's request. I have the honor to be, sir,
Your obedient servant,

JOSEPH C. GREW,
Chargé d'Affaires ad interim.

HUNGARIAN PARCEL-POST DATA.

(1) Since the establishment of the parcel post in Hungary and the publication, about 1850, of the first laws and regulations governing that institution, there have been several periodical revisions and many changes. Those in force to-day were issued by the minister of commerce (under whose ministry the department of posts and telegraphs lies) on April 25, 1901, and embody such changes as to make the Hungarian parcel post one of the best in Europe. These regulations set forth the terms and conditions under which the post office undertakes the conveyance of parcels, define the responsibilities of the postal authorities, provide for the settlement of disputes between the shipper and the post office which may arise on account of lost parcels, delays, etc., and, in short, cover the many points which over 50 years of active business have shown to be essential.

(2) *The weight limit of parcels.*—The weight limit for ordinary parcels is 50 kilograms (110.23 pounds); for "urgent" parcels, i. e., parcels paying a supplementary rate and shipped by faster trains, 10 kilograms (22.04 pounds). These weights apply only to inland traffic.

(3) *Rates of postage.*—Hungary is divided into six parcel-post zones, and an ordinary parcel weighing not more than 5 kilograms

(11.02 pounds) may be sent to any part of the country for 12.18 cents. For each additional kilogram (2.2 pounds) there is the following scale of prices: Within the first zone, 1.2 cents; second zone, 2.4 cents; third zone, 4.9 cents; fourth zone, 7.3 cents; fifth zone, 9.7 cents; and sixth zone, 12.1 cents. There is a supplement of 10 cents for special delivery if the addressee resides within the delivery limits of the nearest post office, and of 20.3 cents if he resides outside the regular delivery zone. "Urgent" parcels, i. e., parcels to be shipped by faster trains than the ordinary, pay a supplementary tax of 24.3 cents.

(4) *Dimensions of parcels.*—There is no restriction as to the dimensions of parcels except that they must not be too large to go into the postal cars, but a supplementary tax of 50 per cent is charged on all parcels the greatest dimension of which exceeds 1.5 meters, or 4.92 feet.

(5) *Delivery of parcels.*—In some 25 towns parcels are delivered at the consignee's address, a fee of 2.02 cents being charged for the service. In all other places a notice is sent by the postman to the effect that a parcel awaits the addressee at the nearest post office and that it must be called for within 15 days.

(6) *Revenues and expenditures.*—Apparently no separate statistics are kept showing the revenues and expenditures from and for the parcel division of the post office. Postage on parcels is paid by affixing ordinary stamps to the waybills, and the Government statistics merely show the revenue derived from the sale of stamps, for whatever purpose used. The expense account includes disbursements for both branches of the service so interwoven that it is impossible to tell how much has been expended for the handling and carriage of parcels and how much for the regular mails. The staff employed in handling parcels is, except in large towns, the same as that handling letters, etc. The equipment, such as wagons, etc., is used also in common in most places.

(7) *Amount of parcel-post business.*—There has been a steady increase in the amount of business done, and the number of parcels handled in 1910 was almost double that of 1901, as shown in the following table:

1901.....	19,393,000	1906.....	24,714,000
1902.....	19,369,000	1907.....	26,804,000
1903.....	22,666,000	1908.....	30,383,000
1904.....	22,265,000	1909.....	33,715,000
1905.....	23,086,000	1910.....	34,181,000

(8) *Additional equipment on account of parcel post.*—While it is undoubtedly true that the personnel and equipment of the Hungarian postal service are much greater than would be the case were there no parcel post, there are no data available to show how much this may be. Indeed, the postal authorities appear to be unable to even estimate the additional equipment made necessary by the parcel post, because of the dual functions of the greater part of the employees and the double use of the greater part of the equipment.

(9) *Transportation of parcels and letter mail.*—The handling of parcels differs from that of letters, inasmuch as the former are transported by slower trains than the latter. The only exception to

this is in the case of "urgent" parcels, which for a supplementary tax are sent by the same trains that carry the regular mails. The separate transportation of the two classes of mail has obviated any delay or difficulty in handling letters.

(10) *Articles which may or may not be transported.*—The following articles are not accepted for transportation by the postal authorities: Articles which are inflammable, explosive (ammunition excepted), fermentable, or otherwise dangerous, such as gunpowder, benzene, mineral acids (carbolic excepted), beer, yeast, acetic acid, etc.; goods of a fraudulent or misleading nature, such, for example, as extracts for making artificial wine; articles injurious to public health; foreign lottery tickets prohibited in Hungary, etc. The following articles may be shipped with special packing: Valuable articles, such as silk, laces, etc., must be packed in wooden boxes, or in bales covered with oilcloth. Flowers must be packed in boxes or baskets, and there are special rules for the packing of fruit, lard, butter, fats, eggs, fluids, paprika, honey, carbolic acid, creosote, leeches, live bees, birds, poultry, rabbits, hares, fish, lobsters, meat, matches, shellac, spirits, ammunition, raw celluloid, jewelry, etc.

(11) *Opposition to the parcel post.*—The parcel post has been so long established in Hungary that if there was any opposition to its establishment it was so many years ago that it has been long forgotten, and no statement as to what it may have been is now obtainable. It may be assumed, however, that if there was any opposition it came from those companies and individuals who were engaged in the express business before the parcel post existed. Since its establishment its obvious advantages have made it a most popular institution, and nothing but praise is heard for it.

(12) *Information as to common carriers.*—There is no Government monopoly as far as the carriage of parcels is concerned, and there are actually two companies in Hungary, corresponding more or less to our express companies, in competition with the post. These are entirely independent of the Government and operate in much the same way as forwarding agents. They make contracts with the railways for the forwarding of their parcels, do a general express business, and, in short, are only limited in their operations by the competition of the Government.

(13) *Government operation of railways.*—Nearly all the railways of Hungary are either owned or leased by the state, but they are entirely independent of the postal department, and contracts are made with them by the post office for the transportation of mails in practically the same manner as if they were privately owned or managed. It is obvious that government ownership makes the adjustment of rates, etc., much easier, and there is no doubt that the margin of profit to the railways is somewhat less than it would be were the lines in the hands of private companies.

(14) *Attitude of the people.*—The attitude of the people toward the parcel post is very much the same as that manifested toward the letter post, i. e., that both are such long-established institutions that they are taken as a matter of course. The three classes of parcels—ordinary, special-delivery, and "urgent"—are a special benefit, inasmuch as they afford the public a variety of methods of shipment and enable them to expedite delivery at a small additional cost.

(15) *Opposition of shopkeepers in small towns.*—Provincial shopkeepers in Hungary consider the parcel post as a good friend rather than as a force which militates against them. This may be because the mail-order business is not well developed in Hungary, and the public, as a rule, prefers to see the article to be bought rather than buy through catalogues. The parcel post enables the small shopkeeper in some remote part of Hungary to secure supplies from the commercial centers at a cost much less than he would have to pay were they to be placed in private hands. The dispatch and cheapness of the parcel post have done great service in the development of provincial commerce, and there appears to be no opposition among the shopkeepers.

Budapest, September 20, 1911.

PAUL NASH, *Consul General.*

ITALY.

DEPARTMENT OF STATE,
Washington, October 14, 1911.

The honorable JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose a copy of a dispatch, dated the 1st instant, from the American ambassador at Rome, reporting in regard to the operation of a parcel post in Italy, and to advise you of the receipt of the following telegram from the American legation at Brussels:

“OCTOBER 14—12 NOON.

“Belgian Government reply to legation’s request of 9th ultimo for information parcel-post service not yet received. Post office department repeats promise report at an early date. Published regulations in course of translation; shall endeavor to forward by pouch of 20th.” I have the honor to be, sir,

Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosure: From Italy, No. 456, Oct. 1, 1911.)

No. 456.]

AMERICAN EMBASSY,
Rome, October 1, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor, in reply to the department’s circular instruction of August 24, 1911, “parcel-post data” (file No. 800715), to submit the following report:

Parcel post was first established in Italy by the law of July 10, 1881, and was put into operation on October 1, 1881. Since that time the postal laws have been changed, amplified, and revised a number of times. The law as it now stands has been in effect since December 24, 1899, and contains the following provisions governing the operation of parcel post:

Article 72. The postal department is intrusted with the service of transporting and distributing throughout the Kingdom parcels weighing not more than 3 kilograms (6.6 pounds) and not exceeding 20 cubic decimeters (about two-thirds of a cubic foot) in volume, either with or without a declaration of value. Senders have the right of stipulating that payment for the goods shall be made on delivery.

Parcels may not contain letters or writing having the character of correspondence, other than such instructions as may refer to the forwarding of the parcels themselves, nor may they contain explosives or inflammable material, or articles the forwarding of which is prohibited by customs or public-safety laws or regulations.

Ordinary parcels may not contain articles of gold or silver, jewelry, coins, bank notes, securities made out to the bearer, or other articles of a similar nature. Senders violating this prohibition will forfeit all rights to indemnity. When it can be deduced from external appearance that parcels contain such articles as are mentioned above, a double insurance charge shall be made, and the senders in these cases will also forfeit all right to indemnity.

The declaration of the contents of a parcel must state exactly the quality and quantity of the articles contained therein. Further conditions governing acceptance of parcels for transportation, the declaration of value, and the payment of goods on delivery shall be determined by regulations.

Art. 73. The charge for the transportation of ordinary parcels shall be 60 centimes (11.6 cents) per parcel, payable in advance, regardless of the distance. This rate includes delivery at domicile.

Art. 74. The Government is authorized, when and where the conditions of the postal service will permit, to increase, by royal decree, the weight limit of postal parcels up to 5 kilograms (11 pounds); to modify the dimensions prescribed in article 72; to accept voluminous parcels with an extra charge of 50 per cent; and to return empty crates, etc., at a fixed charge of 25 centimes (4.8 cents) each.

The charge for the transportation of parcels weighing from 3 to 5 kilograms (6.6 to 11 pounds) shall be 1 lira (19.3 cents).

Art. 75. For the transportation of parcels having a declared value, an additional charge of 10 centimes (\$0.0193) per 300 lira (\$57.90) or fraction thereof of declared value shall be made. For the transportation of parcels to be paid for on delivery, an additional charge of 25 centimes (4.8 cents) shall be made. Money collected in payment of parcels on delivery shall be transmitted to the senders of the parcels by postal money orders, subject to the ordinary charges which shall be deducted from the sums collected.

Art. 76. The charges for transportation, insurance, and collection of payments on delivery shall be reduced one-half in cases where the parcels are to be delivered in the same districts in which they have been received.

Art. 77. By the payment of 20 centimes (4 cents) in advance, the sender of a parcel may obtain a receipt of delivery to the addressee.

Art. 78. All octroi (internal revenue) duties shall be paid by the addressee upon delivery.

Art. 79. Parcels reforwarded by request of the senders from one place in the Kingdom to another, and those returned to the senders after their acceptance has been refused by the addressees, are not subject to extra charges; but all octroi (internal revenue) duties thereon must be paid. Parcels sent payable on delivery shall be returned to the senders if not claimed within seven days of their arrival at their destination, except in cases where their contents are such that they may readily deteriorate or decay; in such cases they may be sold without any preliminary notice. (Art. 82, par. a.)

Art. 80. For the loss of ordinary parcels, not caused by force majeure (act of God), the senders shall be indemnified by a payment of 15 lira (\$2.90). For the loss of parcels with a declared value, not caused by force majeure, the senders shall be indemnified by the payment of a sum equal to the declared value. For the loss of part of the contents of ordinary parcels or the damage of their contents, not caused by force majeure, the senders shall be indemnified by the payment of a sum proportional to the part lost or damaged, calculated upon the basis of the declared weight, and in no case more than 15 lira (\$2.90). For the loss of part of the contents of parcels with a declared value, or the damage of their contents, not caused by force majeure, the senders shall be indemnified by the payment of a sum proportional to the part lost or damaged, calculated upon the basis of the weight and the declared value.

The department shall be free of all liability other than that which has been described, and shall not be responsible for delays in the arrival or delivery of parcels. The indemnifications referred to above shall be paid to the senders, except where their written orders authorize the payment thereof to be made to the addressees. Payment must be effected within one year of the date of the claim.

The loss, damage, or undue opening of ordinary or insured parcels sent collect on delivery shall involve the responsibility of the postal department only within the limits established for ordinary or insured parcels.

Money collected in payment of parcels on delivery shall be due the senders only after actual delivery, and in case of reclamation the department must prove that it has transmitted to the senders the sums due after the deduction of the authorized charges and duties.

Art. 81. All claims for indemnity must be made within one year of the date of posting.

Art. 82. Parcels such as are described below may be sold without notice or legal formality.

(a) Those containing articles which may readily deteriorate or decay, when not claimed within the time prescribed, and those upon which the addressees refuse to pay the octroi (internal revenue) duties referred to in article 78.

(b) Those whose acceptance has been refused by both the addressees and the senders, and in cases where the addresses of the senders are unknown those whose acceptance has been refused by the addressees.

The parcels described in paragraph (a) may be sold whenever the department deems it advisable to do so; the parcels described in paragraph (b) may be sold after they have been kept in the post office for a period of six months.

Sums realized on such sales shall be held for five years subject to the order of the persons having a right thereto, and at the end of that time shall be paid into the treasury.

When the department sells parcels sent collect on delivery, or with a declaration of value, it shall be responsible only for the sums actually received from the sales, even though these sums be smaller than the declared values.

Art. 83. Upon parcels containing letters or other writings in violation of article 72, a fine equal to 10 times the proper postage for

the letters or writings improperly inclosed therein must be paid, and in no case shall this fine be less than 5 lira (96½ cents).

Upon false or incorrect declarations of the contents of parcels, a fine of from 5 lira (96½ cents) to 50 lira (\$9.65) must be paid; but this penalty shall be enforced only in cases of fraud or when articles are forwarded which may cause damage to other parcels. This does not exempt the senders from prosecution for violations of the common law. The said penalty may also be invoked in cases where attempts have been made to avoid the octroi (internal revenue) laws.

Fraudulent declarations of value, placing on parcels a value higher than the actual value of the contents, will deprive the senders of all rights of indemnification, and will render them liable to legal prosecution in conformity with Italian legislation, besides exposing them to such other penalties as they may have incurred in violation of this article or of the common law.

Although as has been seen from the text of the above law, the weight limit of parcels was originally fixed at 3 kilograms (6.6 pounds), it was afterwards increased by royal decree to 5 kilograms (11 pounds), in accordance with the provisions contained in article 74.

A special regulation also provides that parcels weighing up to 10 kilograms (22 pounds) may be accepted for transportation between Italian post offices abroad and the principal post offices in the Kingdom. The rate of postage for such parcels weighing from 5 to 10 kilograms (11 to 22 pounds) is 1.40 lire (27 cents), regardless of the distance.

In addition to the ordinary rates of postage, there exist the following additional charges:

(1) An extra charge of 10 centimes (about 2 cents) when postage is collected on delivery. If the sender is not known to be a responsible person who will pay the postage if the addressee refuses to do so, the postage must be prepaid by the sender.

(2) An extra charge of 25 centimes (about 5 cents) when delivery is to be made only after the payment of a certain sum which is to be transmitted to the sender. This sum may not exceed 1,000 lire (\$193) and must be paid before the contents of the parcel have been examined. When this charge is made, postage must be prepaid by the sender. The charge may cover several parcels if they are sent by the same person to the same addressee, and shall be reduced to 15 centimes (about 3 cents) if the parcel is to be delivered in the same district in which it has been received.

(3) An extra charge of 20 centimes (about 4 cents) when the customs or octroi (internal revenue) duties and the charges for expenses incurred in opening and closing parcels are to be paid by the sender instead of by the addressee on delivery. A parcel is accepted for delivery under these conditions only when the sender makes a deposit to guarantee the aforesaid payments.

(4) An extra charge of 20 centimes (about 4 cents), payable in advance by the sender, when a receipt of delivery is to be obtained from the addressee.

(5) A charge of 50 centimes (about 10 cents) for special delivery of parcels destined to some point abroad. Parcels which are to be delivered within the limits of the Kingdom are not accepted subject to special delivery.

Other special regulations have increased the size limit of parcels, fixing 60 centimeters (about 24 inches) as the maximum for each of the three dimensions, except in cases where the sum of two of the dimensions does not exceed 40 centimeters (about 16 inches). In such cases the third dimension is limited to 105 centimeters (about 41½ inches).

Parcels exchanged with the United States Postal Department, via Naples, may not exceed 105 centimeters (about 41½ inches) in length, nor may the sum of the three dimensions of such parcels exceed 180 centimeters (about 72 inches, or 6 feet).

By the payment of an extra charge (amount undefined) parcels measuring up to 150 centimeters (about 59 inches) for each dimension may be transmitted under the title of "voluminous" parcels. Parcels weighing from 5 to 10 kilograms (11 to 22 pounds) are considered voluminous when having a volume of from 100 to 150 cubic decimeters (3.5 to 5.3 cubic feet).

With the exception of certain rural districts which are not served by letter carriers, parcels are delivered by the postal department at the domicile of the addressee, except in cases where a collection of 500 lire (\$96.50) or more is to be made on delivery, or, if the post office making the delivery is a second-class office, in cases where a collection of 50 lire (\$9.65) or more is to be made on delivery.

But one attempt at delivery is made. If no person authorized to receive the parcel is found, a notice is left advising the addressee that the parcel may be claimed at the post office. Whenever it is found that the addressee has changed his domicile, the parcel is forwarded to the new address.

A complete statement of the revenues and expenditures and the amount of parcel-post business transacted during a term of 10 years is unobtainable, as the statistics issued by the postal department do not, as a rule, make a distinction between letters and parcel post. During the last 7 years the number of parcels handled annually has averaged over 10,000,000; the revenues for these years have averaged 10,000,000 lire (\$1,930,000) per annum, and the average net profit has been 1,500,000 lire (\$289,500) per annum.

During the year 1908-9, 13,262,431 parcels were handled, and the revenues amounted to 10,621,231 lire (\$2,049,898).

During the year 1909-10, 14,317,542 parcels were handled, and the revenues amounted to 11,459,648 lire (\$2,211,712).

The postal department paid the following sums to railways for the transportation of parcels during the years 1908-9 and 1909-10:

	1908-9	1909-10
	<i>Lire.</i>	<i>Lire.</i>
For normal transportation of parcels on Government rail-ways.....	1,606,794.75= \$321,691	1,644,921.74= \$317,470
For supplementary transportation of parcels on Govern-ment railways.....	123,242.13= 23,786	154,183.21= 29,757
For normal transportation of parcels on Sardinian rail-ways.....	133,300.17= 25,727	133,299.11= 25,727
For supplementary transportation of parcels on Sardinian railways.....	4,588.67= 886	5,770.65= 1,114
For transportation of parcel cars to customs houses and ports.....	7,378.00= 1,424	7,378.00= 1,424
For transportation on tramways and secondary railways..	187,852.74= 36,256	226,260.16= 43,668

The initial purchase of additional equipment made necessary by the establishment of parcel post in 1881 was but slight, as it was

found that by adding a number of shelves, partitions, and receptacles for parcels the existing equipment was at first sufficient for the proper handling of parcels as well as of letters.

Since that date it has been necessary further to increase the equipment, this being done not all at once, but little by little, as required by the increase of business. The Government does not generally own the carriages and automobiles which are used in distributing parcels. It contracts for the use of 2,513 carriages for distributing parcels in rural districts and employs 6,300 private carriers.

The transportation and delivery of parcels in towns and cities is made by the aid of cars and automobiles. It does not cause any delay or difficulty in the prompt and satisfactory treatment of letter mail, as the letters are handled separately, except in small offices where business is not great.

The articles enumerated below may not be sent by parcel post:

- (1) Letters or other personal communications.
- (2) Corrosive, explosive, and other dangerous substances (articles of such nature are sometimes accepted if properly packed).
- (3) Parts of the human body, except in certain cases when accompanied by a certificate from a scientific institution.
- (4) Living animals, with the exception of bees, leeches, poultry, oysters, crabs, and lobsters.
- (5) Obscene books, photographs, and prints and all other prohibited publications.
- (6) Weapons, except on presentation of a special police permit.

There is at present no dissatisfaction with the parcel post, although, prior to its establishment, a certain opposition was manifested by the railway companies, who feared a curtailment of their profits.

No common carriers similar to the American express companies exist, but there are a number of small express companies transacting business, which is, as a rule, more or less local in scope. These companies are able successfully to compete with the parcel post owing to the fact that the postal rates are made regardless of distance and do not depend upon the exact weight of parcels—being uniform for all parcels weighing within certain limits.

The principal Italian railways are operated by the Government—a fact which simplifies the operation of parcel post. Letter mail is carried by the railways free of charge, but the transportation of parcels is paid for as follows: 0.10250 lire per kilometer (about 2 cents for 0.6214 mile or about \$0.03184 per mile) for every two compartments on through trains. (A compartment is one-fourth of a car.) 0.07750 lire per kilometer (about 1½ cents for 0.6214 mile, or about \$0.0241 per mile) for every two compartments on local trains. 0.06833 lire per kilometer (about \$0.0132 for 0.6214 mile, or about \$0.0212 per mile) for every single compartment on through trains. 0.04982 lire per kilometer (about \$0.0096 for 0.6214 mile, or about \$0.0154 per mile) for every single compartment on local trains.

Transportation of parcels on minor railways and tramways is paid for as follows: 0.08 lire (\$0.01544) per parcel weighing not more than 3 kilograms (6.6 pounds); 0.12 lire (\$0.02316) per parcel weighing from 3 to 5 kilograms (6.6 to 11 pounds).

Navigation companies receiving a Government subsidy are obliged to transport parcels free of charge.

The Italian people now accept parcel post as a matter of course and regard it as a necessity, since it not only facilitates the transportation of parcels but also makes it possible to forward articles to parts of the Kingdom which it would be otherwise impossible to reach, owing to the fact that private companies could not afford to transact the business at rates low enough to permit the transportation of parcels to such remote localities.

No separate rates dependent upon speed of transportation exist, but the establishment of such rates has been urged and may be effected in the future.

As parcel post has now been successfully operated in Italy for the last 30 years, no claims are put forth by shopkeepers in small towns that it militates against them and in favor of the larger shops situated in cities. They accept parcel post as an established fact, although it is quite conceivable that in some instances business may be diverted from the smaller to the larger centers.

Parcel post is not considered as a factor in the establishment of monopolies; on the contrary, the public appears to believe that it tends to prevent monopolies, since it gives the purchaser a wider range of action.

Responsibility for loss of parcels or damage to their contents lies jointly with the postal department and the carriers engaged in the transportation of the parcels. Except in cases where a lawsuit has been instituted, indemnification must be paid within one year of the date of the claim. No responsibility is assumed when loss or damage is due to the nature of the contents of parcels or to the carelessness of the sender or addressee. Articles which may readily break, deteriorate, or decay are accepted at the risk of the sender, even though an explicit statement to this effect is lacking.

The postal department has a lien on all parcels upon which the postage has not been fully paid. It may therefore refuse to deliver any parcel (against which it has a claim) in order that it may reimburse itself by selling the parcel and deducting the postage due from the proceeds of the sale. Parcels may not be insured for more than 1,000 lire (\$193).

Parcels may be opened and examined in post or customs offices for the following reasons and under the following conditions:

(a) For admission through the customs by customs or postal officials.

(b) When there is reason to suspect from the external appearances that part of the contents is missing.

(c) For the sale or destruction of the contents when such action is permitted by law.

(d) For identification when the address has been lost or obliterated.

(e) When there is reason to suspect that they contain articles the posting of which is forbidden.

(f) When there is reason to suspect that the declaration of the contents is fraudulent or inexact.

(g) At the request of customs or judicial authorities.

In the last three cases parcels must be opened in the presence of the owners. If it is found necessary to open a parcel at its destination, the addressee is requested to be present.

A charge of 5 centimes (about 1 cent) per day is made for the storage of parcels unclaimed within five days after notice has been given of their arrival. In the case of parcels having a declared value, this charge is 10 centimes (about 2 cents) per day. No more than 1 lire (19.3 cents) may be charged for the storage of an ordinary parcel, nor more than 2 lire (38.6 cents) for the storage of a parcel having a declared value. Storage charges are paid by the addressee.

Rural carriers are not obliged to accept from any one person parcels aggregating more than 5 kilograms (11 pounds) and they may refuse acceptance of all parcels after having collected parcels aggregating 15 kilograms (33 pounds).

The services of rural carriers and the use of their vehicles are usually contracted for by the year for a lump sum.

Parcels are delivered to the addressees or to some one authorized to receive them on behalf of the addressees. A receipt must be given on delivery. It is presumed that adult persons bearing a relationship to the addressees and living with them, and managers of hotels, shops, offices, factories, etc., where addressees live or are employed, are authorized to receive parcels on behalf of such addressees.

On the first day of each month post offices send all parcels the acceptance of which has been refused and all parcels that have remained unclaimed for a period of one month to a central office, where they are opened in the presence of a commission of four officials for the purpose of making an inventory of the contents. Should they contain articles likely to deteriorate, they are immediately sold; otherwise they are kept for a further period of six months before being sold. I have the honor to be, sir,

Your obedient servant,

JOHN G. A. LEISHMAN.

JAPAN.

DEPARTMENT OF STATE,
Washington, October 25, 1911.

The Hon. JONATHAN BOURNE, JR.,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith copies of dispatches and their inclosures from the American Embassy at Tokyo and the American Legation at Bucharest reporting in regard to the operation of a parcel post in Japan and Roumania. I have the honor to be, sir,

Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosures: From Tokyo, Oct. 2, 1911; from Bucharest, Oct. 2, 1911.)

AMERICAN EMBASSY,
Tokyo, October 2, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt of the department's circular instruction of August 24 (file No. 800715) regarding the operation of the Japanese parcel post.

The domestic parcel post in Japan was established in 1892. An abstract of the law and regulations governing its operation will be found in the following extracts from the Japanese Post Office Guide (pp. 22, 42-48): The weight limit of parcels (pp. 42-43), the rates of postage (pp. 42-43), and the dimensions of parcels accepted for mailing (p. 22).

The following are the pages referred to:

LIMITS OF WEIGHT AND DIMENSIONS.

The limits of weight and dimensions of articles for letter post:

Dimensions: 1 shaku 3 sun (19.39 inches) in length; 8½ sun (12.66 inches) in breadth; 5 sun (7.45 inches) in depth.

Weight: Third, fourth, and fifth class mail matter up to 300 mommé (about 2½ pounds).

Samples or patterns of merchandise up to 100 mommé (0.8 pound).

The limits of weight and dimensions of postal parcels:

Dimensions: Up to 2 shaku (29.8 inches) in any one direction (length, breadth, or depth), while it is provided that parcels not exceeding 5 sun (7.45 inches) in breadth and in depth may measure up to 3 shaku (44.7 inches) in length.

Weight: In Japan proper, as well as between Japan proper, Formosa, and Saghalin, 1,600 mommé (13.25 pounds); between Japan proper, Chosen, and China (Manchuria included), 1,500 mommé (12.3 pounds).

CLASSIFICATION OF POSTAL PARCELS AND POSTAGE THEREOF.

Within one and the same postal district: Ordinary, 4 sen (2 cents); registered, 8 sen (4 cents).

(The term, "Within one and the same postal district," means the same as in the case of the calculation of fees for advertisement mail matter.)

[Yen=\$0.498; sen=\$0.00498.]

		Up to 200 mommé (1.6 pounds.)	Up to 400 mommé (3.3 pounds.)	Up to 600 mommé (5 pounds.)	Up to 800 mommé (6.6 pounds.)
Outside one and the same postal district.	Ordinary.....	8 sen.....	12 sen.....	16 sen.....	20 sen.....
	Registered.....	12 sen.....	18 sen.....	24 sen.....	30 sen.....
1. In Manchuria and Chosen.	Within one and the same postal district.	8 sen.....	8 sen.....	8 sen.....	8 sen.....
	Outside one and the same postal district.	12 sen.....	18 sen.....	24 sen.....	30 sen.....
2. Between Japan proper, Formosa, and Japanese Saghalin.	Ordinary.....	20 sen.....	30 sen.....	35 sen.....	40 sen.....
	Registered.....	30 sen.....	40 sen.....	45 sen.....	50 sen.....
3. Between Japan proper, Chosen, Manchuria, and places in China where Japanese post offices are located.	.....	30 sen.....	40 sen.....	45 sen.....	50 sen.....
4. Between the leased territory of Kwantung and places in China where Japanese post offices are located.	.....	12 sen.....	18 sen.....	24 sen.....	30 sen.....
Between Manchuria and places in China where Japanese post offices are located, or between these places in China.	.....	120 m.....	240 m.....	480 m.....	720 m.....
	.....	15 sen.....	20 sen.....	30 sen.....	40 sen.....
Within a place in China where a Japanese post office is located.	.....	480 m.....	1,320 m.....	1,600 m.....	
	.....	10 sen.....	20 sen.....	30 sen.....	
		Up to 1,000 mommé (8.3 pounds.)	Up to 1,200 mommé (9.9 pounds.)	Up to 1,400 mommé (11.6 pounds.)	Up to 1,600 mommé (13.25 pounds.)
Outside one and the same postal district.	Ordinary.....	24 sen.....	28 sen.....	32 sen.....	36 sen.....
	Registered.....	36 sen.....	42 sen.....	48 sen.....	54 sen.....
1. In Manchuria and Chosen.	Within one and the same postal district.	8 sen.....	8 sen.....	8 sen.....	8 sen.....
	Outside one and the same postal district.	36 sen.....	42 sen.....	48 sen.....	54 sen.....
2. Between Japan proper, Formosa, and Japanese Saghalin.	Ordinary.....	45 sen.....	50 sen.....	55 sen.....	60 sen.....
	Registered.....	55 sen.....	60 sen.....	65 sen.....	70 sen.....
3. Between Japan proper, Chosen, Manchuria, and places in China where Japanese post offices are located.	.....	55 sen.....	60 sen.....	65 sen.....	70 sen.....
4. Between the leased territory of Kwantung and places in China where Japanese post offices are located.	.....	36 sen.....	42 sen.....	48 sen.....	54 sen.....
5. Between Manchuria and places in China where Japanese post offices are located, or between these places in China.	.....	1,320 m.....	1,600 m.....		
	.....	50 sen.....	80 sen.....		

No ordinary parcel-post business being transacted in China (Manchuria included) and Chosen, parcels exchanged between Japan proper and these places will be treated in the same manner as registered parcels, except those posted with declared value.

No parcel is allowed to contain any letter, save an open letter of invoice attached thereto. Such words as "presented to" or "articles ordered by," etc., may be written on the outside of the parcel; and the name, quantity, value, dimension, and weight may be written inside the parcel, in accordance with the rules for indications allowed on third, fourth, or fifth class mail matter for letter post.

No parcels posted in Japan proper and destined for the leased territory of Kwantung are liable to import duty. Those posted in the leased territory of Kwantung, or places in China or in Chosen, and destined for Japan, may sometimes have import duty or inland tax imposed upon them. When import duty or inland tax is to be imposed the parcel will be retained at the post office, and a notice to that effect will be sent to the addressee. Within 15 days after the notice has been served the addressee must, where import duty is charged, affix to the notice revenue stamps to the amount of the duty, and must, in the case of inland tax, affix to the notice or the articles imported, as the case may be, revenue stamps or other special stamps to the amount of the duty assessed, and must then send the notice to the post office for the cancellation of the stamps and receive the parcel against the notice in question. Should the above procedure not be followed within the period fixed, the parcel will be returned to the sender. When a parcel addressed to China or Chosen is posted in Japan proper and import duty is imposed thereupon at the place of destination, it will in like manner be retained at the post office, and the addressee will be notified to that effect. In order to receive the parcel, the addressee must present the notice, together with the amount of the duty, within 15 days from the date of the notice. If these requirements are not fulfilled within the period prescribed above, the parcel will be returned to the sender. In the case of a parcel arriving in China, the addressee is at liberty to receive the customs release permit on payment of the duty direct to the customs, and may then present it at the post office.

MANNER OF TRANSMISSION OF POSTAL PARCELS.

The sender of a postal parcel destined for China or Chosen should furnish on the dispatch note the description and quantity or the number and value of each of the contents. The contents must be described as precisely as possible; for instance, in the case of woven goods, they should be described as cotton, woolen, or silk goods, or cloth; or, in the case of hair ornaments, as gold, silver, or tortoise-shell hairpins or combs, etc. Parcels addressed to the leased territory of Kwantung are exempt from such requirement.

In Manchuria and Chosen the delivery of postal parcels is effected in the same way as in Japan proper. As regards postal parcels sent to China (except Manchuria), those only are delivered which are addressed to a place where a Japanese post office has been established which transacts delivery business. Parcels intended for places in China other than the aforesaid must be marked "Poste restante," followed by the name of the post office. The term of retention of the above parcels at the office of destination is fixed at 30 days, and parcels not called for within the said term will be returned to the sender.

REDIRECTION AND RETURN OF POSTAL PARCELS.

When the addressee of a postal parcel has changed his address, it may be redirected to the new address without any additional charge. When the addressee of a postal parcel originally posted in and addressed to one and the same postal district has removed to another postal district, the parcel will not be redirected, on account of the difference of postage. It may, however, be redirected at the request of the sender or the addressee, who must bear the further charge for redirection. Failing this, the parcel will be returned to the sender. When a postal parcel is to be returned to the sender, and additional postage has to be charged in consequence of his removal, the additional charge will be collected from him. As ordinary parcel business is not transacted in Chosen and China (Manchuria included), a parcel can not be redirected to these places.

The sender of a postal parcel may request, at the time of posting, its immediate redirection to the new address of the receiver, or its abandonment at the office of destination, when the parcel contains an article likely to putrefy in the event of its not being delivered in due course.

Such a request should appear on the face of the parcel or be written on a label attached thereto.

Any person expecting the arrival of certain postal parcels addressed to him may request the redirection of these parcels to his new address. In this case the parcels will be redirected at once, even to a place for which an additional charge is required. This request should be made to the post office of destination by means of a letter or post card, giving the name and both the old and new address of the addressee, as well as the name and address of the sender, if possible.

As regards requests for the correction of an address or for the withdrawal of postal parcels, the same charge is applicable as in the case of letter post. The charges for a request to be made by telegraph for the withdrawal of a parcel or for the correction of an address are yen 0.50 (about 25 cents) and yen 0.80 (about 40 cents), respectively, for parcels sent between Japan proper and Chosen, the leased territory of Kwantung, the Japanese post offices at Chefoo, Newchwang, Tientsin, Peking, and the Manchuria. A similar request for postal parcels sent between Japan proper and China (except Manchuria), as well as those posted and delivered in China, may also be made by telegraph in the same way, as in the case of what is sent by letter post.

The redirection or return of a postal parcel between Japan proper, Chosen, and China does not involve any charge for fresh postage to be borne by the addressee or by the sender, unless it is redirected or returned to a place for which an additional charge is required.

The sender, as in the case of inland parcels, may request, beforehand, the abandonment of a parcel at the office of destination in the event of the addressee being unknown.

Delivery of all mail matter, both parcels and letters, is made to the residence of the addressee, except in the following cases: Poste restante, matter addressed to persons renting post-office boxes, postal collection of trade charges, and parcels from abroad on which customs duties are to be paid.

Statistics of the revenue and expenditure are not available, but a statement of the amount of business transacted during the past 10 years is inclosed. (See page 132.)

The establishment of the parcel post necessitated more or less additional equipment, such as special shelves, tables, and bags, as well as extra space in the mail cars. In the larger cities wagons and automobiles were added for the transportation of parcels from one post office to another, and handcarts for delivery.

The transportation and delivery of parcels does not differ from that of letter mail, except that the service is not so frequent. In Tokyo articles may be sent without wrappers by paying the postage and giving the address.

The operation of the parcel post has not caused any delay or difficulty with letter mail. In the larger post offices parcels are handled by special clerks and carriers.

Articles which may not be sent by post are noted on pages 17 to 18 of the Post Office Guide, as follows:

PROHIBITED ARTICLES AS MAIL MATTER.

The following articles are prohibited to be sent by post:

1. Documents, pictures, or any other articles which may be considered injurious to the public security or decency.

2. Explosive or inflammable substances, or any other articles which may expose postal officials to danger, or may soil or damage other correspondence.

(Medicines not explosive or inflammable, and live bacteria, as well as any article for purposes of examination as suspected to contain bacteria, if packed up in conformity with the regulations specially provided for such cases, may be sent by post.)

The sending by post of such prohibited articles as the foregoing is punishable with a fine of not exceeding 50 yen (about \$25) and the articles will be confiscated.

Articles liable to customs duty or inland tax must not be forwarded between Japan proper, Chosen, the leased territory of Kwantung, and places in China (including Manchuria), where there are Japanese post offices, except as postal parcels.

Current money, articles of gold and silver, precious stones, jewelry, and other valuable articles are not allowed to be sent as mail matter unless posted as value-declared articles. Should articles not fulfilling required conditions be posted, they will be returned to the sender, except in cases where it is specially provided otherwise. In case the articles thus returned are unpaid or insufficiently prepaid, the sender is liable to pay double the deficiency of postage.

No popular opposition has been manifested against the parcel post either before or since its establishment.

There is one large private concern in Japan similar to the American express companies—in fact, originally modeled upon them—the Naikoku Tsuun Kwaisha (Internal Express Co.), which has been in operation for almost 40 years and has branches and agencies in all parts of the country. The railways, both Government and private, also handle parcels, but generally turn them over to the above-mentioned company for delivery. It is said that their interests do not conflict, because the two services are different. Many places not

accessible by express can be reached by parcel post, while parcels not mailable may be expressed. Moreover, people who never forwarded packages by express now send them by parcel post. There are also numbers of small forwarding companies in the larger cities which have arrangements with the main concern as well as among themselves.

With the exception of a few unimportant lines, the Government owns and operates the railways. This obviates the annoyances of agreements with numerous private lines. With the few private railway companies agreements have of course been concluded.

The parcel post has been popular ever since its inception, and its benefits are fully recognized by the people. It fills an important need in Japan, where the private forwarding business has not reached the same state of efficiency as elsewhere. The Government is receiving constant applications and petitions for the extension of the weight and size of mailable parcels.

Rates dependent upon speed of transportation do not exist except for "express mail." A rapid-delivery system for letters and parcels operated only in Tokyo and its vicinity is described on pages 30 to 31 of the Post Office Guide, as follows:

EXPRESS MAIL.

Any mail matter may be posted as "express mail" by writing on the face of the cover the indication "Express." At post offices where the business of mail collection and delivery is transacted, express mail may be dealt with at any time, even outside the hours of attendance. But such mail matter tendered at a post office where such business is not handled may be dispatched in the ordinary way to a post office where such business is transacted, and whence it will either be dispatched to another post office or be delivered to the addressee.

The maximum weight of "express" parcels is fixed 400 mommé (3.3 pounds).

For every express mail the following surcharges are collected:

	Sen.
Within one and the same urban area of a postal district....	6 (about 3 cents)
Within urban areas of two postal districts.....	12 (about 6 cents)

When two or more express mails addressed to the same person are posted at the same time, only one-half the above surcharge is made for the second and subsequent pieces after the first one. During the hours of attendance at the post office the sender of an express mail may send for a postman to come and take it at his office or residence on payment of a further fee of 3 sen (about 1½ cents) per piece, provided that if circumstances prevent the post office from sending a postman, the request will not be complied with. He may also request the post office to obtain a reply to his express letter, etc., by paying the necessary charges and by writing the indication (reply wanted) on a conspicuous part of the face of mail matter. When an express letter, etc., to which a reply is required is delivered, the receiver should hand his reply to the postman within 10 minutes of the receipt of the mail matter. Any express mail matter not deliverable will be treated in the same way as ordinary mail matter.

Firms doing a mail-order business depend upon the parcel post, but do not compete with the shopkeepers in small towns. The Japanese country folk live very simply, and the variety of goods sold by local houses is very limited; special articles must be ordered from the large towns. The Government has not received any complaints from rural shopkeepers about the parcel post militating against them. I have the honor to be, sir,

Your obedient servant,

MONTGOMERY SCHUYLER.

(Inclosures: (1) Post Office Guide; (2) Statistics of parcel-post business.)

Parcel-post business, 1900 to 1910.

	1900-1901	1901-2	1902-3	1903-4	1904-5
Number of registered parcels.....	7,295,240	8,278,710	8,880,544	8,516,020	9,689,645
Number of declared-value parcels.....	11,526	19,964	14,344	15,998	14,667
Number of collections of trade charges.....	225,615	552,708	713,467	860,018	930,516
Number of free parcels.....	108,038	414,469	679,829	878,635	1,206,621
Total number of domestic parcels....	7,640,419	9,265,851	10,288,184	10,270,671	11,841,249
Number of parcels to foreign countries.....	5,139	6,940	10,377	13,876	23,836
Grand total.....	7,645,558	9,272,791	10,298,561	10,284,547	11,865,185
Percentage of increase or decrease compared with previous year ¹	30.8	21.3	11	0.1	15.4
Number of parcels per 100 population.....	17	21	22	21	26

	1905-6	1906-7	1907-8	1908-9	1909-10
Number of ordinary parcels ²			8,590,139	10,164,526	11,350,026
Number of registered parcels.....	10,879,286	11,706,538	5,582,793	5,159,815	4,745,963
Number of declared-value parcels.....	14,325	15,763	14,063	15,253	14,222
Number of collections of trade charges.....	1,213,991	1,517,395	1,747,159	1,921,371	1,984,082
Number of free parcels.....	1,550,959	1,645,921	1,689,991	1,854,214	2,035,460
Total number of domestic parcels....	13,658,561	14,885,617	17,624,145	19,115,179	20,129,753
Number of parcels to foreign countries.....	37,085	43,583	52,600	57,243	62,880
Grand total.....	13,695,646	14,929,200	17,676,745	19,172,422	20,192,633
Percentage of increase compared with previous year.....	15.4	9	18.4	7.8	6.3
Number of parcels per 100 population.....	29	31	36	37	40

¹ Italicized percentage is decrease and others increase.

² Until 1907 all parcels had to be registered; after that they were divided into registered and ordinary.

REMARKS.—Parcels to China and Korea are included under domestic parcel post after October 1, 1900. Parcels handled by field post offices and post offices on board warships and other vessels are not included.

LIBERIA.

AMERICAN LEGATION,
Monrovia, October 13, 1911.

The honorable the SECRETARY OF STATE,
Washington.

Sir: I have the honor to acknowledge receipt of the department's circular dated August 24, 1911, File No. 800715, on the subject of parcel-post data.

In reply to the instructions of this circular I have to report that Liberia does not maintain a parcel post that applies to its own country. Therefore I am unable to answer the questions raised by the circular with reference to the operation of a local parcel post.

However, Liberia is a party to the international convention concerning the exchange of postal parcels, and operates a service under this agreement between itself and the United Kingdom of Great Britain and Germany. There is in Liberia a decided public opinion in favor of the parcel post already inaugurated. And the hope is frequently expressed by Government officials, as well as citizens in private life, that at an early date it may become possible to conclude a working agreement between the Governments of the United States and Liberia concerning the exchange of postal parcels.

The establishment of such a service would be particularly desirable to Liberians, for the reason that they purchase abroad nearly every commodity which they consume. The local agents of foreign houses cater almost entirely to the native trade and carry a cheap line of goods. Accordingly the better class of the Liberian people make individual orders abroad, using to great advantage the parcel post already referred to.

The Liberian people greatly prefer American-made goods, and a large parcel-post business with the United States would result if facilities were established. Even at the present time much merchandise of the nature of personal supplies is ordered from the merchants of the United States and transmitted in open mail.

The following statistics, obtained from the Liberian postal authorities, will show the magnitude of the parcel-post business of this country. The first table shows the expansion this business has sustained during a period of 10 years, 1899 to 1909. The second table gives the statistics for the year 1910.

	1899	1909	Increase.
Parcels received.....	538	2,021	1,483
Parcels sent.....	183	311	128

For the year 1910:
Parcels received..... 2,759
Parcels sent..... 136

I am, sir, your obedient servant,

WM. D. CRUM.

LUXEMBURG.

DEPARTMENT OF STATE,
Washington, October 6, 1911.

The honorable JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch from the American Legation at The Hague, transmitting a report on the parcel and package post service of the Grand Duchy of Luxemburg. I have the honor to be, sir,

Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

LEGATION OF THE UNITED STATES OF AMERICA,
The Hague, Netherlands, September 22, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Pursuant to the department's circular instruction of August 24, 1911, directing this legation to obtain the fullest possible information with reference to the parcel or package post service of the Grand Duchy of Luxemburg, I have the honor to transmit herewith to the department, for the use of the Committee on Post Offices and Post Roads, a copy and a translation of a note from the minister for state in reply to this legation's inquiry regarding the subject in question, a copy and a translation of the answers to the questions propounded in the department's interrogatory.

I am, sir, your obedient servant,

A. M. BEAUPRÉ.

Four inclosures: No. 1, copy of the minister's note; No. 2, translation thereof; No. 3, copy of answers to the department's interrogatory; No. 4, translation thereof. (Translations only are published.)

LUXEMBURG, *September 20, 1911.*

MR. MINISTER: In your excellency's note of September 4, 1911, file No. 1040.2, your excellency was pleased to request particulars respecting the operation of the parcel post in the Grand Duchy.

The note which I have the honor to inclose answers the interrogatory placed at the disposal of the Grand Duchy question for question. Your excellency will find herein inclosed, in addition, two copies of the general regulation respecting the postal service of the interior, articles 60 to 114 of which (not translated) are especially concerned with the subject matter the Government of the United States desires to be informed about.

Accept, Mr. Minister, the assurance of my high consideration for the minister of state, President of the Government, the acting counselor of the Government.

FRAUENBERG.

To his excellency Mr. ARTHUR BEAUPRÉ,
*Envoy Extraordinary and Minister Plenipotentiary
 of the United States of America at The Hague.*

REPLY TO THE INTERROGATORY INCLOSED IN THE NOTE OF SEPTEMBER 4, 1911.

1. The provisions regulating the parcel-post service in the Grand Duchy of Luxemburg are contained in articles 60 to 114, inclusive (not translated), of the general regulation governing the postal service of the interior of August 21, 1907, herewith inclosed in duplicate.

2. Packages may not exceed 50 kilograms in weight (110 pounds).

3. The stamp duty on packages is determined as follows: On packages weighing 1 kilogram (2.2 pounds) or less, 0.15 franc (approximately \$0.03); on packages weighing more than 1 kilogram (2.2 pounds) but not more than 5 kilograms (11 pounds), 0.25 franc (\$0.05); on packages weighing more than 5 kilograms (11 pounds), per kilogram or fraction of a kilogram (2.2 pounds) in excess of 5 kilograms (11 pounds), 0.05 franc (approximately \$0.01).

4. No limit has been fixed with respect to the dimensions of packages to be sent.

5. In localities where a parcel post is established, packages are delivered to the domicile of the sendee upon the payment of a carriage duty (art. 66). "For the delivery at the domicile of the addressee of parcels with or without declared value there will be collected, in addition to the ordinary rates, a delivery fee of 10 centimes (about 2 cents) per parcel up to 25 kilograms (55 pounds) and of 20 centimes (about 4 cents) per parcel from 25 to 50 kilograms (55 to 110 pounds). This fee is generally to be paid by the addressee." Packages addressed to a person residing in a locality in which no such service is established are held at the post office within the jurisdiction of which such locality lies, and addressees are requested, by means of especial notification sent to them free of charge, to withdraw such packages therefrom.

6. As the amounts received and expended in the parcel-post service, as is the case with the other branches of the postal service, go into the general postal account, they may not for that reason be indicated separately. During the last 10 years there were 2,755,858 packages sent out by the parcel-post service of the interior.

7. Inasmuch as the various branches of the postal service are not clearly distinguished, it is impossible to state what additional postal equipment has been made necessary by the establishment of a parcel post.

8. The transportation of parcels takes place simultaneously with the handling of the letter mail, and its operation causes neither delay nor difficulty in the treatment of the latter.

9. With the exception of packages containing combustible, explosive, or dangerous substances, and dangerous articles in general, all packages are accepted for transportation.

10 and 11. The Government of the Grand Duchy does not operate the railroads. These are operated by companies, who are compelled to carry packages.

The transportation of packages not exceeding 6 kilograms (13.2 pounds) in weight is gratuitous; for packages weighing more than 6 kilograms (13.2 pounds) the postal administration pays the various railroads one-third of the amount which they would receive if the whole amount charged for the transportation of these articles were divided into parts proportional to the total distance covered by these packages.

12. All packages are carried at the same rate of speed; there are no especial rates for carriage by freight or carriage by express.

13. Tradesmen of small towns do not complain that as a result of the establishment of a parcel-post service their interests suffer and large establishments of large towns or others benefit thereby.

LUXEMBURG, *September, 1911.*

MEXICO.

DEPARTMENT OF STATE,
Washington, October 7, 1911.

HON. JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch dated the 13th ultimo, from the American ambassador at Mexico City, reporting in regard to the operations of the parcel post in Mexico. I have the honor to be, sir,
Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosure as above, with 15 inclosures.)

[File 707, Serial 931.]

MEXICO, September 13, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to refer to the department's circular instruction of the 24th ultimo, file No. 800715, entitled "Parcel-post data (important and urgent)," in which the embassy was directed to furnish the department on or before the 20th of September with certain information in regard to the Mexican parcel-post service, such information being desired by the Hon. Jonathan Bourne, jr., Chairman of the Senate Committee on Post Offices and Post Roads, and to inclose to the department, for transmission to Senator Bourne, a report prepared in the embassy from information and pamphlets furnished by the director general of posts. The pamphlets mentioned are also inclosed. I have the honor to be, sir,

Your obedient servant,

HENRY LANE WILSON.

(Inclosures: Fifteen pamphlets printed in Spanish, not translated.)

MEMORANDUM RE PARCEL-POST LAWS, RULES, AND REGULATIONS GOVERNING THE PARCEL-POST SERVICE WITHIN MEXICO AND BETWEEN MEXICO AND CONTRACTING COUNTRIES.

[Prepared in the American embassy, Mexico City, from information and documents furnished by the director general of posts, and in accordance with the department's circular instruction of August 24, 1911, file No. 800715, parcel-post data.]

1. The law and the rules and regulations governing the operation of the parcel post: The Postal Laws (Code) and Regulations, the

Postal Guide, etc., govern the parcel-post service within Mexico. The postal conventions in force between Mexico and various foreign countries and the regulations based thereon govern the parcel-post service between Mexico and the respective foreign countries in question.

NOTE.—The necessity of forwarding this memorandum immediately upon the receipt of the information from the director general of posts, in order to have it reach Washington by September 20, makes it impossible to prepare an abstract of the laws, rules, and regulations governing the Mexican parcel-post service. An abstract of such laws, rules, and regulations as apply particularly to the points mentioned in the department's circular has been made, however, and the pamphlets furnished by the director general containing the laws, rules, and regulations in full are transmitted herewith.

2. The weight limit of parcels: 5 kilos (11 pounds), as well for the service within Mexico as for the international service.

3. The rate or rates of postage: For each package 500 grams (1.1 pounds) or less in weight, including official shipments by the States: Interior service, \$0.12 (6 cents United States); urban and suburban service, \$0.12 (6 cents United States). For each 500 grams (1.1 pounds) or fraction thereof of excess weight, up to a limit of 5 kilos (11 pounds): Interior service, \$0.12 (6 cents United States); urban and suburban service, \$0.12 (6 cents United States).

Rates between Mexico and foreign countries are governed by treaty or convention and vary accordingly. (See accompanying pamphlets, not translated.)

4. The greatest dimensions of parcels accepted for mailing: The greatest dimension of a package to be sent by parcel post must not exceed 60 centimeters (24 inches), and the sum of all three dimensions must not exceed 100 centimeters (40 inches). These dimensions apply to the service within Mexico.

For the service between Mexico and contracting foreign countries the measurements in general are as follows:

Maximum dimension, 60 centimeters (24 inches), and perimeter 120 centimeters (48 inches).

Cubic measurement (maximum), 25 cubic decimeters (about 1 cubic foot).

The regulations governing the parcel-post service between Mexico and France, Cuba, El Salvador, Nicaragua, and Costa Rica provide for the transportation of packages not over 106 centimeters long (41½ inches), containing canes, umbrellas, cloth, and paper in rolls.

Between Mexico and Germany, Great Britain, and Japan such packages may be 1 meter in length (40 inches) and 20 centimeters (8 inches) in width or thickness, provided always that they may be transported without difficulty.

5. See No. 8 as to the method of delivery and the manner of notifying the addressee. Apparently the office of destination notifies the addressee of the arrival of his package, whereupon he presents himself at the office with the necessary receipt. No information is given as to the manner of notifying the addressee.

6. No information obtainable at this date regarding the revenue and expenditures and the amount of parcel-post business transacted during a term of 10 years.

7. No information available regarding the additional postal equipment, if any, made necessary by the establishment of a parcel post.

8. The particulars in which the transportation of parcels differs from the handling of letter mail, with a statement as to whether

the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail. Packages to be dispatched by parcel post must be presented at a post office for examination; if found to contain nothing which under the law and the regulations is prohibited the customary forms will be issued to the consignors, and upon the prepayment of the full postage such packages will be accepted for delivery to the addressees. All such packages are transported in special sacks and separately from all other classes of mail. The office of destination advises addressees of the arrival of packages in order that upon the presentation of the proper receipt such packages may be properly delivered. The parcel post has apparently in no way interfered with the regular mail service.

9. Schedule of articles which may or may not be sent by parcel post:

1. Any articles which may be transmitted as second, third, or fourth class mail may, at the request of the sender, be dispatched by parcel post.

2. Goods and objects of all kinds not otherwise prohibited.

3. Articles of all sorts for the use of the postal service.

Second class.—In general periodicals, catalogues, exchange bulletins, circulars, and prospectuses advertising publications, supplements of periodicals, textbooks bound in paper or board, incomplete portions of any Mexican or foreign work, foreign periodicals conforming to the rules applicable to those of Mexican origin, provided they have the express permission of the director general of posts.

Third class.—In general all publications not included in class second, as well as visiting cards, social announcement cards, original manuscripts; commercial or legal blank forms of all sorts, heliograph copies, blank post cards, pasteboard calendars, blank paper and envelopes and books, legal documents of a commercial nature, such as deeds, policies, etc.

Fourth class.—Samples without a salable value.

The above regulations apply to the parcel-post service within Mexico. Between Mexico and the contracting foreign countries there may be dispatched by parcel post goods and objects of all sorts (with the exception of letters, post cards, and all written correspondence), unless specially prohibited by convention or treaty. (See accompanying pamphlets.) (Not translated.)

10. No difficulty has arisen nor opposition been manifested relative to the parcel post, either before or since its establishment.

11. As regards the requests for information regarding the existence of common carriers similar to American express companies and their relation with the Government in connection with the parcel-post service, it may be stated that the Mexican postal service controls the parcel-post service.

12. As regards the relation between the Government and the railways in connection with the parcel-post service: In accordance with contracts between the Mexican Government and the railways the latter are obliged to transport all articles of correspondence, including articles consigned to the parcel-post service.

13. The daily increase in the work of the parcel-post service, both within and beyond Mexican territory, is an indication of the favorable attitude of the general public toward the service.

14. No difference exists in the rates applicable to articles dispatched by parcel post because of varying times of transportation.

15. There is no knowledge or evidence of any feeling on the part of the shopkeepers in small towns or claim that the parcel post militates against them and in favor of the large departmental or city stores.

EMBASSY OF THE UNITED STATES OF AMERICA,
Mexico, December 14, 1911.

MY DEAR SENATOR BOURNE: I beg to transmit to you herewith a copy of a valuable report from the former director general of posts in this country concerning the parcel-post service in Mexico. This report, which it was intended to send to your committee through the State Department, together with the general report called for by the department's circular of August 24, 1911, is belated on account of the fact that it was addressed to the first secretary of the embassy, then acting as chargé d'affaires, who has been absent from Mexico on leave, and was forwarded to him in Europe. Mr. Dominguez was a most capable and efficient director general of posts, and I think you will find his general observations and his detailed answers to the questions put by the department in its circular of value. I am, my dear Senator Bourne,

Very sincerely, yours,

HENRY LANE WILSON.

HON. JONATHAN BOURNE,
United States Senate, Washington.

THE PARCEL-POST SERVICE IN MEXICO.

[Reply to the questions sent by the American Embassy to Norberto Dominguez, ex-director of posts of the United States of Mexico.]

GENERAL REMARKS.

The rapid development of this beneficent institution, the postal service, in all the countries of the world, thanks to the progress of the means of communication during recent years; the powerful impetus given by the Universal Postal Union and the increasing confidence of the governments in their own ability to handle large administrative organizations—for we constantly see that those governments which, in their course of evolution, have attained a condition of stable equilibrium, and have at their disposal a disciplined and competent personnel, can undertake successfully the management of those large administrations which formerly it was believed could be conducted only by private persons, thanks to the powerful impetus of private interests—these are, no doubt, the factors that induced the governments of almost the entire world to broaden the postal service to an extent that not many years ago would have appeared incredible. Thus the postal service, whose mission at the beginning was limited almost to the transportation of correspondence, has, in various countries, been assuming little by little functions of more and more increased complexity, some of which even appear foreign to the object of the institution. Thus came about the establishment of the parcel-

post service, of money orders, of postal checks, of articles with declared value, subscriptions for newspapers, collection of "paper," etc. The European countries, thanks to the limited extent of their territory, to the high average of the culture of the masses in general, to the stability of their governments, to the existence of a splendid permanent personnel independent of political fluctuations, thanks to many other causes which are too many to be enumerated, these countries are the ones that have gone furthest in assuming the many and varied functions. Among them are to be distinguished Germany, Austria, Hungary (I mention the latter two separately because their postal administrations are absolutely independent of each other), and Belgium. Nearly all the other European countries also have a great variety of services which are successfully operated. It is to be noted that while it renders such useful services, and although these services are economical for the public, far from being a burden to the governments the postal service yields considerable profits.

Mexico has not been behind in this movement. With an activity and patriotism that does them honor, my predecessors were engaged in improving the existing branches of our postal service and in creating new ones. Thanks to that fact, the domestic parcel-post service of this Republic and the parcel-post service with the United States of North America, with France, Great Britain, and Germany were already in operation when I assumed the office of director general of posts in May, 1903.

Dominated by the ideas prevailing in Europe concerning the postal service, which ideas were strengthened by my presence at the Postal Congress of Rome in 1906 as a Mexican delegate, and profiting from the favor with which these ideas were received by my illustrious chiefs, Gen. Porfirio Diaz, President of the Republic, and Mr. Leandro Fernandez, engineer, minister of communications, I devoted my attention for eight years, during which I had the honor to be at the head of that department, to promoting, as far as possible, the progress of the various services and particularly that of the parcel post. In the domestic service it was aimed that there should not be a single locality where the post office can not accept parcels. As a matter of fact, such is the present condition. Special care was taken that the contractors for the conveyance of correspondence should under no circumstances delay the dispatch of parcels. For it is to be observed—and let that be said in the honor of our postal service—that in our domestic service parcels are not transported by slow conveyance, as in other countries, but with the same speed as letters. The laws allowed the extension of great facilities to the public, such as delivery to domicile in large cities, like Mexico, an improvement which I had the honor to realize. But of all the improvements brought about in the parcel-post service the most important one has been the establishment of the system known as "articles marked with trade charges," a measure which I had the satisfaction to propose, which the President and the minister were good enough to accept, and which the two chambers raised to the rank of a law. This improvement has been of great importance to consumers and for commerce. It consists in the transmission of a parcel marked by the sender with the price of the same, which amount the addressee has to pay by money order at the post office in order to obtain delivery of said parcel. In other words, it is a system similar to the c. o. d. system of the ex-

press companies. Since the introduction of this reform the domestic parcel-post traffic has considerably increased, to the satisfaction of commercial interests and consumers; for this service, which certainly operates in an entirely satisfactory manner, has been very useful, particularly to small localities, where there are no adequate mercantile houses nor any express offices to take charge of such service.

In the international service the parcel post has likewise considerably developed. During my connection with the postal service many conventions were concluded with various countries, copies of which conventions can be obtained from the postal administrations. In all these conventions general principles were followed; such as irresponsibility of the contracting administrations in case of loss or damage; the obligation of each to serve as an intermediary for the transportation, at specified rates, of parcels transmitted to other countries; the fixing of postage rates on each parcel consisting of the following three parts—territorial (transit) charges due to each country, generally 50 centimes, and the sea (transit) charges, 1 franc, collected by the country by whose steamships the transportation is effected; the option of each country to collect an additional charge for delivery and customs formalities; the right of each country to exclude from the exchange with the other country such articles as are prohibited circulation in its domestic mails. In all these conventions Mexico always made an effort to fix moderate rates, and usually succeeded in doing so. However, there are exceptions, such as the convention with Canada, which fixes relatively high rates. Unlike the parcels in the domestic traffic, parcels in the international exchange are not transported by fast service. Instead of accompanying the letters these parcels are dispatched by steamship lines with which contracts are made for such service. To this delay should be added the delay at the customshouses until merchandise sent by parcel post is appraised for the payment of the customs duties. The service is very efficient in every way and the public is satisfied with it.

Nevertheless this service is open to great improvements, which I intended to propose had I continued my connection with the postal administration, and which will probably be effected if the new administration is inspired with the ideas which guided me and which are to-day universally accepted. Such are the introduction of value-payable (C. O. D.) parcels, parcels with declared value and the insurance of the same by the postal service, and the international collection service, i. e., of notes, bills, installments, etc.

All these reforms can be brought about even more easily than in Europe, as we do not meet in Mexico with the difficulties encountered in those countries. In fact, there are no powerful transportation companies in Mexico capable of opposing the Government in order to avoid the resulting competition. Furthermore, inasmuch as by the terms of our railway law and of the contracts with the different railway companies the latter are obliged to transport free of charge all correspondence and parcel-post packages intrusted to them for that purpose by the postal service, the Government saves considerable amounts that would have to be expended for such service.

Having made these preliminary remarks, I shall proceed to answer the questions. I have to call attention, however, to the fact that I shall do so merely as a private person more or less acquainted with these matters, as at present I am completely separated from the new

Government. Accordingly, whenever it is a question of facts, I state such as exist on record, which can be verified by official data and which I suppose the postal administration will find no difficulty to furnish; whenever it is a question of opinions, I sincerely state my own, which usually agreed with those of the former Government. I do not know, however, whether such are the opinions of the new Government. I regret that I do not have before me all the official data necessary in order to make an exact reply to your inquiries.

1. *Laws and regulations concerning the parcel-post service.*

As this service was established subsequent to the promulgation of the Postal Code, no mention is made of said service in this document. The order establishing this service was issued in the year 1899; however, not having it before me, I can not state the exact date. The instructions to the post offices for the operation of said service were issued by the postal administration in a pamphlet dated the 31st of October, 1899, signed by Mr. Manuel de Zamacona é Inclan, then director general. Instructions to the public are published annually by the postal administration in the Postal Guide, a publication which can be obtained free of charge from said administration.

The laws and regulations governing the international parcel-post service are contained in conventions and their regulations, which are numerous and which can likewise be obtained at the same office. Nearly all these conventions were concluded during my administration, and I always tried to adapt them, so far as possible, to the general parcel-post convention signed by the adhering countries at the congress of Rome; for if Mexico does not form a part of that group of countries it is because it was not considered convenient to adhere to an arrangement of a general character, inasmuch as our conditions vary considerably from those in European countries. We therefore prefer to conclude special conventions, whenever necessary, with every country separately. In doing so, however, due consideration is given to general and well-accepted principles, and stipulations of a special character are introduced only when absolutely required by special circumstances. The uniformity of international postal legislation and the adaptation to it, so far as possible, of the domestic legislation of each country are a great advantage, and the tendency manifesting itself in that direction may be considered as one of the most valuable accomplishments of the Universal Postal Union.

2. *Weight limit of parcels.*

Five kilograms, both in the domestic and the international service. However, in the first of these services parcels exceeding that weight are sometimes accepted, particularly in the case of official parcels, if they involve no difficulty in transportation.

3. *Postage rates.*

In the domestic service, urban as well as suburban, 12 centavos (6 cents) per parcel up to the weight of 500 grams (1.1 pounds), and 12 centavos (6 cents) per additional weight of 500 grams (1.1 pounds) or fraction thereof.

In the international service the rates are more varied and will be found in the conventions or in the Postal Guide. They generally consist of a territorial (transit) charge of 50 centimes (10 cents), collectible by each country partaking in the transportation of the parcel, and a sea transit charge of 1 franc (19.3 cents) collectible by the country that effects that service. In addition there is generally a charge of 10 centavos (5 cents) for delivery and customs formalities. In concluding its convention Canada fixed rather high postage rates, which Mexico accepted. In all cases full prepayment in advance is obligatory. For further details see the conventions.

4. *Maximum dimensions allowable in the mails.*

In the domestic as well as in the international service the maximum dimensions may not exceed 60 centimeters (about 24 inches), nor may the perimeter exceed 120 centimeters (about 48 inches). I believe, however, that in some of the conventions it was subsequently stipulated that, when possible, parcels exceeding 60 centimeters (about 24 inches) may be accepted if they consist of plans, maps, umbrellas, etc.

5. *General method of delivery, i. e., at the residence of the addressee or at some intermediate point; what are the special provisions concerning postage rates and what means are employed to notify the addressee that there is a parcel, at his disposal, at that intermediate point.*

Where authority has been given to do so, parcel-post packages may be delivered to the domicile of the addressee, as is the case in the City of Mexico. Where no such authority has been given, a note is sent to the addressee through the letter carrier, notifying him that a parcel is held for him at the post office, to be called for. If the parcel is addressed to a place where there is no post office, the parcel is sent to the nearest post office from which the above-mentioned notice is sent to the addressee by the means at the disposal of the postal service, in order that he may call at said office to take delivery of his parcel. No additional charge is made, because the parcel is delivered only as it is at the office of destination.

6. *A statement of the receipts, expenses, and the total of parcels sent during a period of 10 years.*

No special account is kept at the offices of the receipts yielded by the parcel post, for the reason that the postage is prepaid in stamps affixed on the parcel by the sender. The expenses can not be estimated, because the railway transportation is effected free of charge and for transportation effected by other enterprises the amount paid for parcels can not be calculated owing to the fact that the contracts do not specify the amount to be paid for each class of articles, but a lump sum is paid for the total transportation of the various classes of correspondence. In the international service the necessary accounts are kept to show the amounts to be paid to certain countries for territorial and sea transit. The dispatch of parcel-post packages naturally involves general postal expenditures, such as employees in

the offices, traveling postal clerks, sacks, furniture, forms and blanks, etc. However, inasmuch as all the branches of the service are jointly operated it is impossible to determine exactly what part of the general expenses is caused by each. However, some of these data, as well as those relative to the total number of parcels, can be obtained from the section of statistics and undeliverable articles of the postal administration.

7. *A statement of the additional equipment, if any, necessary for the establishment of the parcel-post service.*

There is no need of much additional equipment, because in creating post offices it is understood that they are to operate that service; they are therefore furnished from the very beginning with all the necessary equipment. The wear of sacks is a special feature, but as no account is kept of sacks, there being no advantage in doing so, this item can not be determined. Nor can the cost of transportation of parcel-post packages be determined, for the reason that nothing is paid for transportation by railway, and that for transportation by other enterprises a lump sum is paid for the conveyance of all the correspondence.

8. *State in what particulars the transportation of parcel-post packages differs from that of letters and whether the handling of parcels causes delay or difficulties in the prompt and satisfactory handling of the letter mails.*

The essential difference consists in the fact that parcel-post packages are entered in register books both when dispatched and when received, this procedure not being followed in the case of ordinary letters. In other respects the same procedure is followed, and parcels are always dispatched by the same expeditious routes as letters, deviations from this rule occurring only in really exceptional cases that occasionally arise. The handling of parcels causes neither delay nor difficulty in the handling of letters. The regulations contain the details of the handling.

9. *List of the articles which may and those which may not be sent by parcel post.*

All articles that are not prohibited may be sent. The following are prohibited: Letters, letter cards, postal cards, or any document or note having the character of personal correspondence; uncanceled postage stamps of current issue; bank notes; checks to bearer; coins; jewels; precious metals and stones; liquids; poisons; explosive or inflammable substances; fatty substances and substances that easily liquefy; live animals; dead animals unless dried; sweetmeats; pastes; fruits; and vegetables that may decompose and substances that exhale a bad odor or which may soil, destroy, or damage in any manner the contents of the mails or the sacks in which they are transported; obscene or immoral articles. If the packing is satisfactory, the offices usually accept some of the above-mentioned articles.

10. *State whether any opposition has manifested itself before or after the establishment of the parcel post.*

Officially none, and so far as the domestic service is concerned there is no probability that any opposition will manifest itself, as the merchants, particularly those engaged in the more extensive business, are benefited by it especially since the establishment of the C. O. D. service which enables them to make sales without risk to persons in most distant cities. In the case of the international parcel post the situation is different. Although no complaints have been made to the postal administration, certain heads of the large stores of Mexico have spoken to the minister of the treasury and to me, declaring that European merchants are enabled through the parcel post to offer them strong competition. This is true. There are many articles which can be brought from Europe by parcel post considerably cheaper than they can be purchased in Mexico. There are, therefore, many persons who order from European firms through the parcel post. The merchants insisted that a consular bill be required for parcels, but all that was limited to private conversation; no official action had ever been taken. The *Courrier du Mexique*, a newspaper, some time ago wrote a few articles on this subject.

11. *Information concerning the nature of the relations between the Government and the express companies or other transportation enterprises of a similar character.*

No relations exist between the Government and the express companies. The mails are transported on the railways free of charge; the postal employees in charge of them are known as "agentes postales ambulantes" (traveling postal clerks). The other transportation enterprises receive monthly a lump amount for the transportation of the mails, no specification being made as to classes of mail.

12. *Whether the Government operates the railways entirely or in part; and if so, full information be given as to the influence of such ownership on the handling of parcels.*

The Government controls the large system known as "Las Lineas Nacionales" (the National Lines). However, the question does not apply to them, as all the railway lines of the Republic are obliged to transport, free of charge, both correspondence and parcel-post packages. It makes no difference, therefore, for our purpose, whether the Government controls the railways entirely or in part. Accordingly, if the Government should obtain all the railways entirely or in part the present situation could not, so far as the parcel post is concerned, be improved.

13. *Statement of the attitude of the people toward the parcel post, and its benefits, if any, for the people in general.*

The lower classes of Mexico consume only articles of immediate necessity; accordingly, they make no use of the parcel post. However, the middle and higher classes have been benefited by the service, particularly since the establishment of the C. O. D. service.

Thanks to this service, they can order goods from any merchant, whether or not he sells them on credit, as payment is made upon delivery of the merchandise. In the City of Mexico there are firms, like the Tampico News, whose business consists mainly of mail orders.

14. *Statement concerning the difference in rates, if any, for differences in speed of transportation.*

In Mexico parcels are transported by the fast service, just as letters. There is therefore no difference in rates on account of speed.

15. *State whether retailers of small towns consider the parcel post to be against their interests and in favor of the department stores of the large cities and whether any complaint has been made.*

The merchants of small localities find the greater part of their trade among persons who are not accustomed to avail themselves of the advantage of the parcel post; accordingly, they are not subjected to the competition which this service might cause them. Furthermore, they generally sell articles of immediate necessity, such as common cloths, hardware, etc., which would not bear the cost of transmission by parcel post. At times these very merchants are among the first to profit from the advantage of the parcel post, to secure certain kinds of merchandise. It is for these reasons, perhaps, that they have never complained.

N. DOMINGUEZ,

Ex-Director of Posts of the United States of Mexico.

CHIHUAHUA, September 12, 1911.

MOROCCO.

DEPARTMENT OF STATE,
Washington, September 28, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch from the American chargé d'affaires at Tangier concerning the operation of a parcel post in Morocco. I have the honor to be, sir,

Your obedient servant,

HUNTINGTON WILSON,
Acting Secretary of State.

(Inclosure: From Tangier, Sept. 9, 1911.)

[Dispatch No. 173.]

AMERICAN LEGATION,
Tangier, September 9, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt of the department's circular instruction of August 24, 1911 (file No. 800715), entitled "Parcel-post data," directing me to forward to the department at the earliest possible moment information with reference to the operation of the parcel post within the Empire of Morocco.

In reply I have the honor to report that the Moorish Government operates no postal service and has no parcel post, the transmission of mail within the Empire and to and from foreign countries being conducted through British, Spanish, French, or German post offices and their agencies. Each of the four countries mentioned, with the exception of France, operates a parcel-post service in Morocco under regulations similar to those in force in the respective countries in Europe, but limited, officially at least, to the coast towns and modified by local conditions. Although, therefore, no parcel post is operated by the Moroccan Government, I deem it in accordance with the department's wishes to forward the following information with regard to the parcel-post services now in operation in Morocco through the foreign postal offices.

The British post office, which inaugurated the parcel-post service for Morocco and transacts the greater portion of the business, provides a parcel-post service to and from Tangier, Tetuan, Larache, Rabat, Casablanca, Mazagan, Saffi, and Mogador, all of which towns

are situated on the coast. A similar service is furnished by the German and Spanish posts, and both the British and German post offices forward packets, in a quasi-official manner, to the interior towns of Alcazar Kebir, Fez, and Morocco City. The rates of postage are alike to all coast towns and vary according to weight. The maximum size of package accepted in the British post office is $3\frac{1}{2}$ feet in length, not to exceed 6 feet in length and girth combined. In the Spanish and German offices the weight is limited to 20 kilos (45 pounds).

When consigned to a resident of one of the coast towns, the package is delivered, upon its arrival, to the customs officials, and a notification, similar to inclosure No. 1, is sent by the post office to the addressee, together with a pass (inclosure No. 2), addressed to the director of the customs and signed by the postmaster. On the return to the post office of this notice, signed by the addressee, the responsibility of the post office ceases, and the addressee himself clears the parcel at the customshouse and removes it at his own expense.

With regard to postal packets consigned to inland towns, the transmission of which, there being no railroads in Morocco, is effected solely by caravans or muleteers, the British and German post offices maintain a quasi-official postal-package service, conducted in the following manner:

A general authorization, similar to that contained in inclosure No. 3, is forwarded by the resident of the inland town to the postmaster at Tangier, Casablanca, or Mogador. The latter, on the arrival of a postal package, clears it through the customshouse, pays the duties, and advances one-half of the charges for its transmission by caravan to its destination. The remaining charges are paid by the postmaster in the inland town on the arrival of the package, and the total sum expended is repaid to the post office there by the consignee on delivery. The post office accepts no risk for the safe delivery of the package once it has left the coast town. In a similar manner postal packages destined for abroad are transmitted by the inland post office to the postmasters at the coast towns, the responsibility of the latter commencing only on the arrival of the package at the port.

No statement as to the revenue and expenditures or the amount of parcel-post business transacted during a term of 10 years is furnished by any of the post offices here, but without doubt the statement, if given, would show the amounts to be inconsiderable. I am informed by the British postmaster at Tangier that no additional postal equipment has been made necessary by the establishment of the parcel post, and also that as postal packages for the interior travel always by private carrier, no packages being ever carried by the official postal couriers, no delay or difficulty has resulted from that source in the prompt and satisfactory treatment of letter mail. The schedules of the articles which may or which may not be sent by parcel post are similar to those in force in the respective countries in Europe maintaining post offices in Morocco. They prohibit, in general, explosives and all articles in the nature of contraband. The British postal regulations expressly prohibit the sending, through parcel post in Morocco, of letters, arms, ammunition, opium, saltpeter, lead, sul-

phur, tobacco, cigars, and cigarettes, except for Alcazar, Fez, and Tangier, or when sent to persons having special permission to receive such articles.

With regard to opposition directed against the parcel post, the British postmaster informs me that the Sultan's Government has been frequently requested to allow the introduction of an official parcel post to inland towns, but that this permission has always been refused. This result is due most probably to the ignorance of the Moorish Government on all subjects of this nature and to the fear among its officials that in some way the payment of customs dues, about which the Moors are very solicitous, might be avoided.

I also have the honor to report that there are no common carriers in Morocco similar in any way to American express companies, all lengthy transportation being conducted by private caravans; nor are there any railroads in the country.

So far as any attitude is observable it is one of appreciation on the part of the public for the benefits of the parcel post, but these benefits are at present confined to very few, chiefly the foreign residents in the coast towns, and the handful of officials in Fez and Morocco City. I have the honor to be, sir,

Your obedient servant,

CYRUS F. WICKER,
American Chargé d'Affaires ad interim.

(Inclosures: No. 1, Form of official notification of the arrival of a parcel package and receipt for customshouse pass. No. 2, Form of customshouse pass issued by the British post office in Morocco. No. 3, Authorization to postmaster in a coast town to pass and forward postal package. No. 4, Duplicate copy of this dispatch.)

[Inclosure No. 1 in dispatch No. 173 of Sept. 9, 1911.]

B. P. O.—No. 8.

Date stamp of
receiving
office.

E. R.

No. of list _____

Date of dispatch _____

Parcel post.

Received of the British post office a customshouse order
for the delivery of _____
parcel bearing the numbers, marks, and address as below.

Number.	Marks.	Address.

(Signature of the addressee) _____
(Date) _____

N. B.—This form is to be signed and returned to the British post office.
G & S 8676 [1323] 60m 5/08sva

[Inclosure No. 2 in dispatch No. 173 of Sept. 9, 1911.]

BRITISH POST OFFICE SERVICE IN MOROCCO.

PARCELS DELIVERY ORDER (COLIS-POSTAUX. ORDRE DE LIVRAISON).

The customs authorities are requested to deliver to bearer the underdescribed parcels landed this day from the steamship _____.

La direction de la douane est priée de délivrer au porteur du présent les colis postaux désignés ci-dessous et débarqués ce jour du vapeur _____.

Name of dispatching office (bureau expéditeur).	Date of parcel bill (date du manifeste).	Numbers of parcels on bill (numeros des colis sur le manifeste).	Address (adresse).
.....
.....
.....
.....
Total number of parcels to be delivered. Nombre total des colis à délivrer.

Office stamp.

_____, _____,
Le Directeur des Postes Britanniques.
 _____, _____,
British Postmaster or Post-Office Agent.

Date _____ 19

G & S 1348 [7660] 5000 12/09v

[Inclosure No. 3 in dispatch No. 173 of September 9, 1911.]

I, _____, beg to request the British postmaster at Tangier to withdraw from the customhouse, paying the duty levied and other charges, and forward to me any parcel or parcels to my address that may reach Tangier during my stay at Fez; and I undertake to pay the amount of such charges and the charges for conveyance from Tangier to Fez on delivery, as also in case of nondelivery, due to accident or robbery on the way, of which I agree to take all risks.

(Signature.) _____.

(Date.) _____.

NETHERLANDS.

[File No. 30176.4.]

LEGATION OF THE UNITED STATES OF AMERICA,
The Hague, Netherlands, September 20, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Pursuant to the department's circular instruction of August 24, 1911, directing this legation to obtain the fullest possible information with reference to the parcel or package post service of the Netherland's Government, I have the honor to transmit herewith to the department, for the use of the Committee on Post Offices and Post Roads, a copy and a translation of a note from the minister for foreign affairs in reply to this legation's inquiry regarding the subject in question; a copy and a translation of the answers to the questions propounded in the department's interrogatory; a copy of the law and of the royal decisions respecting parcel post; and a copy of certain prescriptions respecting the parcel-post service of the interior.

It will be observed that the minister for foreign affairs states in his note that it is his intention to furnish this legation, at an early date, with data respecting the Netherlands postal, telegraph, and telephone service for the year 1910.

I am, sir, your obedient servant,

A. M. BEAUPRÉ.

(Inclosures: No. 1. Copy of the minister's note (not published—see inclosure No. 2). No. 2. Translation thereof. No. 3. Copy of the answers to the department's interrogatory (not published—see inclosure No. 4). No. 4. Translation thereof.)

[Translation Inclosure No. 2, in file No. 30176.4. Accompaniments No. 18440.]

MINISTRY FOR FOREIGN AFFAIRS,
CONSULAR AND COMMERCIAL DEPARTMENT,
The Hague, September 19, 1911.

Mr. MINISTER: Referring to your excellency's inquiry of the 4th instant, file 30176.2, I have the honor to transmit to your excellency the following documents:

1. A copy of the law of June 21, 1881 (Law Report No. 70), concerning the establishment of a postal service having to do with the sending of packages not exceeding 5 kilograms (11 pounds) in weight.

2. A copy of the royal decision of January 15, 1882 (Law Report No. 14), amended by the royal decisions of May 16, 1896 (Law Report No. 83), and of September 19, 1900 (Law Report No. 162), and con-

taining prescriptions with respect to articles 6 and 10 of the aforesaid law.

3. A copy of the royal decision of August 21, 1883 (Law Report No. 130), containing provisions relative to claims made by, and reimbursements made to, senders of the value of packages sent by post.

4. A copy of the prescriptions relative to the parcel-post service for the trade of the interior.

The inclosures herein described embrace replies to the first question of the interrogatory inclosed in your excellency's aforementioned communication. As to the replies to the other questions propounded in this interrogatory—your excellency will find them in the inclosed list—let me add that there is no report upon the interior working of the Netherlands postal service which would supply the information desired by your excellency. However, I intend sending to your excellency a copy of the report on the Netherlands postal, telegraph, and telephone service for the year 1910, which is soon to be published, in which certain data on the parcel-post service of last year are to be found.

Accept, Mr. Minister, the renewed assurance of my high consideration.

For the minister:

HANNEMA,
The Secretary General.

HIS excellency Mr. BEAUPRÉ,
*Envoy Extraordinary and Minister Plenipotentiary
of the United States of America.*

[Translation, inclosure No. 4, in File No. 30176.4.]

Replies to interrogatories respecting the parcel-post service in the Netherlands, accompanying the note from the minister of foreign affairs, of September 5, 1911, No. 17693, Division II, transmitting the list of interrogatories from the American minister.

1. (See annexed copies of the law, royal orders, and provisions; not translated.)

2. The maximum weight of the parcels is 5 kilograms (11 pounds).

3. The rate or rates of postage are:

For parcels of 1 kilogram (2.2 pounds), 0.15 florin (approximately \$0.06).

For parcels of 1 kilogram to 3 kilograms (2.2 to 6.6 pounds), 0.20 florin (approximately \$0.08).

For parcels of 3 kilograms to 5 kilograms (6.6 to 11 pounds), 0.25 florin (approximately \$0.10).

4. The dimensions of the parcels may not exceed 25 cubic decimeters (about 1 cubic foot); and no surface shall exceed 1 meter (about 40 inches).

5. The parcels are always delivered at the residence.

6 and 7. No exact statement can be made with regard to the expenditures in connection with the parcel post, as the service is in many instances not a separate service, but, with the exception of large centers, is carried on in the same building and by the same staff of officials as the letter post; so that the expenditures of these two branches are not to be given separately.

The bruto (gross) revenue from the parcel post, inclusive of the foreign traffic, during the last 10 years has amounted to 13,226,300 florins (\$5,316,972).

8. Wherever possible, the parcel-post service is carried on together with the letter post. Where the amount of the work of parcel post does not permit thereof, in that case, as in large centers, the parcel-post service is intrusted to a special staff of officials. The prompt and efficient handling of the letter post has not suffered by the introduction of the parcel post.

9. By parcel post the following may not be sent:

- (a) Living animals.
- (b) Explosives and self-igniting substances, as well as any article of a dangerous nature.

There are no other restrictions as to what may not be sent by post.

10. The existing private express companies in the Netherlands, of which "Van Gend en Loos" may be reckoned as the principal, have no connection with the Government in so far as the conveyance of goods is concerned.

11. The railways are not worked by the State in the Netherlands.

12. Special dispatch does not exist in the parcel-post service; special delivery does exist, however. It is managed as follows: The parcel is not sent by the ordinary means of deliverance, but is delivered as promptly as possible after its arrival at the office. The charges are as follows:

(a) If the addressee lives within the postal district, or at not more than a quarter of an hour's distance from any post office, 0.15 florin (about \$0.06).

(b) For every other delivery outside that district or beyond that distance, in addition to the charge mentioned under (a), 0.15 florin (about \$0.06) if the distance from a post office exceeds one-half an hour; and, further, 0.15 florin (about \$0.06) for every distance of one-fourth of an hour or part thereof.

13. No complaint has ever been made by shopkeepers in small places that they have suffered from the parcel post in that the people instead of purchasing their wares have had recourse to the large stores in the big towns through the parcel post.

(Accompanying a note from the minister of Waterstaat, of the 14th of September, 1911, No. 26, division postal and telegraph service.)

G. VAN DER MEULEN,
The Acting Secretary General.

LEGATION OF THE UNITED STATES OF AMERICA,
The Hague, September 22, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In supplement to my unnumbered dispatch of the 20th instant, this legation's File No. 30176.4, I have to add to the information obtained from the Netherlands Government, in reply to the interrogatories which I put to elicit the desired data, that upon ap-

proaching the director of posts and telegraphs of the Netherlands in person I learned:

1. In regard to any opposition to the parcel post, that there had been no opposition whatever shown to the operation of a parcel post by the Netherlands Government; while at the time of the institution of the parcel post the matter of the rate to be paid the railroads for carrying parcels was discussed at length and was given careful consideration the settlement by law of the payment of about two-thirds of the postal charges on parcels to the carriers put an end to the discussion. This rate, however, is now considered a high rate.

2. In regard to the attitude of the people toward the parcel post and the benefits they derive therefrom, that the continued rapid extension of the parcel post in the Netherlands may be taken as an indication of the favor with which that service is regarded. It has been of enormous benefit to the people of the Netherlands in assuring the safe and prompt delivery of packages; this is an especial boon to the inhabitants of the country districts.

I desire to add this information to the report which I have already made on the operation of the parcel post in the Netherlands, in compliance with the department's circular instruction of the 21st ultimo.

I am, sir, your obedient servant,

A. M. BEAUPRÉ.

DEPARTMENT OF STATE,
Washington, November 3, 1911.

HON. JONATHAN BOURNE, JR.,

*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to this department's letter of the 4th ultimo, transmitting copies of dispatches dated September 20 and 22, 1911, from the American minister at The Hague, reporting in regard to the operation of a parcel post in the Netherlands, I have the honor to inclose herewith a copy of a further dispatch on the subject from the American minister at The Hague, with which he transmits a copy of the report of the postal, telegraph, and telephone service of the Netherlands for 1910, which contains the postal statistics relating to the parcel-post service of the Netherlands. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosure as above.)

[File 30176/8, for transmission to the Committee on Post Offices and Post Roads.]

LEGATION OF THE UNITED STATES OF AMERICA,
The Hague, Netherlands, October 18, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Referring to this legation's dispatch of the 22d ultimo, File 30176/6, reporting on the parcel-post service in the Netherlands, I have the honor to transmit to the department, under separate cover

of this date, a copy of the report of the postal, telegraph, and telephone service of the Netherlands for 1910, furnished this legation by the minister for foreign affairs as a supplement to the information given me in September last. In this regard I would direct attention to pages 64 to 80 (not translated) of that report for official statistics relating to the parcel-post service. I have the honor to be, sir, with great respect,

Your obedient servant,

PAXTON HIBBEN,
Chargé d'Affaires ad interim.

(Department file: 800.715.)

NICARAGUA.

DEPARTMENT OF STATE,
Washington, October 21, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence concerning the operation of parcel post in foreign countries, I have the honor to inclose a copy of a dispatch from the American chargé d'affaires at Managua, in which he reports that there is no parcel or package post in operation by the Government of Nicaragua. I have the honor to be, sir,
Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosure: From Nicaragua, Sept. 23, 1911.)

LEGATION OF THE UNITED STATES OF AMERICA,
Managua, September 23, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Referring to the department's circular instruction, File No. 800715, I have the honor to inform the department that there is no parcel or package post in operation by the Government of Nicaragua. I have the honor to be, sir,
Your obedient servant,

F. M. GUNTHER.

NORWAY.

DEPARTMENT OF STATE,
Washington, November 3, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to the department's letter of October 21, last, transmitting information concerning the operation of a parcel post in Norway, I have the honor to inclose herewith certain printed matter (not translated) in relation to a parcel post in Norway, which has recently been received from the American Legation at Christiania. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosures: Postreglement, 1905; Portotakst, 1906; 5 blank forms; sheet of parcel-post stamps.)

DEPARTMENT OF STATE,
Washington, October 21, 1911.

The Hon. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith, for the information of the Committee on Post Offices and Post Roads, a copy of a dispatch dated the 2d instant from the American minister at Christiania, reporting in regard to the operation of a parcel-post system in Norway. I have the honor to be, sir,

Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

(Inclosure as above.)

AMERICAN LEGATION,
Christiania, October 2, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In reply to your circular instruction of August 24, file No. 800715, entitled "Parcel-post data," I have the honor to transmit herewith a copy and translation of a pro memoria prepared by the Norwegian department of public works, giving full answers to the inquiries made by you, as well as blank forms used in connection with the parcel post here, which are numbered 12, 71, 72, 91c, 93, and 100a. I send also under separate cover two books, which are entitled "Postreglement 1905" (postal regulations) and "Portotakst 1906" (postage rates for parcels). I have the honor to be, sir,

Your obedient servant,

LAURITIS S. SWENSON.

(Inclosures as stated.)

[Translation.]

DOMESTIC PARCEL-POST PACKAGES.

[Pages 6-8 of the tariff.]

Parcels may be mailed with or without declared value or marked with trade charges, and may also be mailed both with declared value and marked with trade charges.

The rates of postage are as follows: Thirty ore (\$0.08) per parcel up to and including 1 kilogram (2.2 pounds); 50 ore (\$0.134) per parcel over 1 kilogram (2.2 pounds) up to and including 3 kilograms (6.6 pounds); 75 ore (\$0.20) per parcel over 3 kilograms (6.6 pounds) up to and including 5 kilograms (11 pounds); 90 ore (\$0.24) per parcel over 5 kilograms (11 pounds) up to and including 5½ kilograms (12.1 pounds); and so on, adding 15 ore (\$0.04) for each weight, of one-half kilogram (1.1 pounds) in excess of 5 kilograms (11 pounds).

For "bulky merchandise" parcels an additional charge of 50 per cent of the ordinary postage rates is collectible.

If the value of the parcel is declared, a registration fee is added to the above charges per unit of weight, and insurance charges, which are as follows:

1. For values up to and including 100 crowns (\$26.80), 10 ore (\$0.026) per parcel.

2. For values over 100 crowns (\$26.80) up to and including 500 crowns (\$134), 10 ore (\$0.026) per parcel, and 5 ore (\$0.013) per 100 crowns (\$26.80) or part thereof.

3. For values over 500 crowns (\$134), 20 ore (\$0.053) per parcel, with an addition of 8 ore (\$0.021) per 250 crowns (\$67) or part thereof.

For postage and special charges on parcels marked with trade charges, see pages 192 to 194 (not reproduced).

Postage on parcels must in all cases be paid in advance.

Prohibited articles.—It is prohibited to inclose in parcels:

1. Closed covers containing (a) writing or printed blanks filled out in writing or (b) reproductions of printed matter that are made by means of a copying machine or by calking, etc.

2. Articles mentioned on page 14 of the "letter tariff."

Post offices may demand that parcels be opened for inspection as to whether they contain prohibited articles.

A fine of from 2 to 20 crowns (\$0.536 to \$5.36) is imposed for inclosing in parcels any of the closed articles mentioned above. If prohibited articles are accepted for dispatch, as a result of reticence or a false statement on the part of the sender, the latter is held responsible for any loss or damage that such articles may cause in the postal service.

Maximum weight and volume.—The maximum weight allowable for parcels is as follows:

(a) For parcels transported by railways and steamships only, 50 kilograms (110 pounds).

(b) For parcels transported by carriers on foot, 1½ kilograms (3.3 pounds) (cf. Instructions concerning Norwegian post offices).

(c) For all other parcels, 12 kilograms (26.4 pounds).

The cubical contents of parcels (i. e., the product of the length, width, and height) may not exceed 120 cubic decimeters (4.24 cubic feet) in the cases mentioned under letter (a) nor 30 cubic decimeters (1.06 cubic feet) in the cases mentioned under letters (b) and (c).

A parcel is considered as a "bulky merchandise" parcel if its length, width, or height exceeds $1\frac{1}{2}$ meters (about 60 inches), or if it exceeds 1 meter (about 40 inches) in one direction and $\frac{1}{2}$ meter (about 20 inches) in another, and weighs less than 10 kilograms (22 pounds); or if, because of its nature, it can not conveniently be packed with other articles or requires a disproportionately large space, or if in general it requires special care in handling; e. g., baskets containing plants or shrubs, cages, etc.

Packing.—Every parcel must be packed in a manner suitable for the length of the distance over which it is transported and providing adequate protection for its contents. The packing must be such as to make it impossible to reach the contents without leaving distinct traces of the violence committed.

Glassware, crockery, and similar goods must be packed with special care to secure them against breaking into pieces and injuring other articles.

Liquids or substances which liquefy easily and quickly must be packed in thick glass, wooden, or metal vessels, which must in turn be placed in wooden boxes, the intervening space being filled with sawdust, bran, or the like.

Dry dyestuffs must be inclosed in tin boxes, the lids of which are soldered, and these boxes must in turn be placed in wooden boxes as described above.

Parcels without declared value need not be sealed if their packing is otherwise perfectly secure.

When invited to do so, the sender must present a written statement to the effect that the packing is in accordance with the requirements.

The sender is responsible for any loss or damage caused to the postal administration by parcels mailed by him the packing of which was not sufficiently strong.

Dispatch note.—Each parcel must be accompanied by a dispatch note, for which only the blanks prepared by the postal administration may be used. Said note may not bear any communication having the character of personal correspondence. If the parcel is locked, the key may accompany the dispatch note.

The postage stamps required for the prepayment of the parcel shall be affixed on the dispatch note.

Parcels with declared value.—The special conditions prescribed on pages 35–36 of the "letter mail tariff" concerning the cover, sealing, declaration of value, prepayment of postage, and recounting of amounts are applicable likewise to parcels with declared value.

Strong packing paper or any other durable material must be used for packing, which must fit closely around the contents.

For tying parcels strong twine or cord shall be used, which must be sound and have no lengthening piece attached, and which must end and be tied in a knot on each the address and sealing side. The piece remaining after the knot is made on the sealing side must be sufficiently long to be put under seal.

Coin and gold or silver weighing more than 500 grams (17.6 ounces) must be mailed in boxes or in bags. The boxes must be tied around and sealed. The bags must be made of leather or of thick canvas and their seams turned inside. The bags must fit closely on the contents and be tightly sewed up with strong twine consisting of one piece, over the ends of which, together with the cord used in tying the parcel, the sender's seal must be affixed close to the knot. If the contents are recounted, the post-office seal is likewise affixed on the cord tied around the parcel.

Receipt.—The office of mailing should, upon request of the sender, issue to the latter, free of any additional fee, a receipt for the parcels mailed. For each article with declared value a receipt shall be issued, free of special charges, to the person mailing the article, even if no request be made for such receipt.

Return receipt.—The sender of a parcel may, upon payment of a fee of 10 ore (\$0.026) demand that the postal service obtain and deliver to him the addressee's acknowledgment of the receipt of the parcel. In such case both the parcel and the dispatch note are marked "Return receipt."

Reforwarding.—Parcels will be reforwarded, upon request, without additional charges, to a new locality, but the name of the addressee may not be changed. If the addressee is at the place where the parcel is addressed for delivery, but for convenience or for some other reason desires that it be delivered to him in another locality and accordingly requests that it be reforwarded to him, he must pay new postage charges for reforwarding the same. In no case is a parcel reforwarded free of charge more than once. If after a parcel has been once reforwarded it is requested that it be reforwarded again, such request must be accompanied by the amount covering the new postage charges or a guaranty that said charges will be paid upon the arrival of the parcel.

Undeliverable parcels are returned to the place of origin without additional charges.

Inquiries.—Inquiry concerning the arrival of a parcel can be made through the postal service upon payment of a fee of 10 ore (\$0.026).

Indemnity.—In case of loss of a parcel, a definite value of which was declared at the time of mailing, the declared value is repaid. If the parcel is received in damaged condition or with part of its contents missing, the declared value is repaid after deducting the value of the parcel in its damaged condition or of the remaining part of its contents. In such cases post offices are authorized to retain the parcel upon payment of the declared value. If it is proved that the value declared was too high, the amount repaid is in proportion to the actual value.

If no definite value was declared for the parcel lost or damaged, an indemnity of 2 crowns (\$0.53) per 500 grams (17.6 ounces) or part thereof is paid for the loss or damage, unless it be proved that the damage or loss was less than that amount, or it be found that the parcel contained articles worth 2 crowns (\$0.53) or more per 15 grams (about half an ounce) or money.

If the parcel contained stocks, bonds, etc., which can be voided, the postal service in case of loss or damage pays no indemnity except the

expenses connected with voiding them, up to 40 crowns (\$11.72) per act of voiding required, but not exceeding the declared value of the parcel.

In case of damage for which, owing to the nature of the contents, cover, or packing, the postal service is not responsible, no indemnity is paid. Nor is any responsibility assumed for indirect loss caused by loss, delay, or misdirecting of a parcel.

The obligation of the postal service to pay indemnities for parcels ceases:

- (a) When the addressee has acknowledged the receipt thereof;
- (b) If the sender, the addressee, or any other person on their behalf failed to give notice to the postal service or postal authorities of the loss or damage of the parcel within six months after the delivery of the parcel. Statements made to that effect by the sender or the addressee in connection with judicial investigations are, in such cases, considered as notices.

COLLECTION ON DELIVERY OF PARCELS.

[P. 84 referred to.]

Maximum amount: 1,000 crowns (\$268).

Collection fees:

For amounts up to and including 5 crowns, 20 ore—(\$0.053).

For amounts over 5 up to and including 50 crowns, 25 ore—(\$0.067).

For amounts over 50 up to and including 100 crowns, 30 ore—(\$0.08).

For amounts over 100 up to and including 200 crowns, 40 ore—(\$0.10).

For amounts over 200 up to and including 300 crowns, 45 ore—(\$0.12).

For amounts over 300 up to and including 400 crowns, 50 ore—(\$0.13).

For amounts over 400 up to and including 500 crowns, 55 ore—(\$0.14).

For amounts over 500 up to and including 750 crowns, 64 ore—(\$0.17).

For amounts over 750 up to and including 1,000 crowns, 72 ore—(\$0.19).

NOTE: 1 crown=\$0.268. 100 ore=1 crown.

It is prohibited by penalty of from 2 to 20 crowns to inclose in parcels closed covers containing:

- (a) Articles bearing writing or printed blanks filled out in writing;
- (b) Articles bearing reproductions of printed matter made by means of a copying machine, by calking, or any other similar process.

Post offices, both of origin and address, are authorized to demand that parcels be opened for inspection as to whether they contain such articles, in which case transmission through the mails must be prohibited. (See par. 58.)

32. In case of loss of a parcel, for which a definite value was declared at the time of mailing, the amount of the declared value is repaid.

If a parcel is received in damaged condition or with part of its contents missing, the declared value is repaid after deducting the value of the parcel in its damaged condition or of the remaining part of its contents. Post offices may, in such cases, retain the parcel upon payment of the amount of the declared value.

If it is proved that the declared value was too high only the amount of the actual value is paid.

If no definite value was declared at the time of mailing of a parcel lost or damaged, an indemnity of 2 crowns (\$0.53) per 500 grams (17.6 ounces) or part thereof is paid for the loss or damage, unless it is proved that the damage loss was inferior to that amount or found that the parcel contained articles worth 2 crowns (\$0.53) or more per weight of 15 grams (about half an ounce) or that it contained money.

If the parcel contained stocks, bonds, etc., which can be voided, the postal service pays in case of loss or damage no other indemnity than the expenses connected with the voiding, up to 40 crowns (\$10.72) for each case of voiding required, but not exceeding the declared value of the parcel.

33. Receipts for parcels mailed shall be issued by the post offices of mailing to the sender, upon request, free of any special charges.

34. The obligation of the postal service to pay indemnities for letters with declared value, registered articles, and for parcels ceases:

(a) When the addressee has acknowledged the receipt of the article.

(b) If the sender, the addressee, or any other person on their behalf, failed to notify the postal service or some postal authority of the loss or damage of the article within six months after the delivery of the same. In such cases statements made by the sender or the addressee concerning the loss or damage in connection with a judicial investigation are considered as notices.

35. No responsibility is assumed for damage which, by reason of the nature of the contents, the packing, or the cover, can not be imputed to the postal service. Nor is any responsibility assumed for indirect loss caused by the loss, damage, or delay of a parcel or of misdirecting the same.

SPECIAL REGULATIONS CONCERNING PARCELS—DOMESTIC.

1. The postage on domestic parcels is as follows:

For weights up to and including 1 kilogram (2.2 pounds), 30 ore (\$0.08).

For weights over 1 up to and including 3 kilograms (6.6 pounds), 50 ore (\$0.134).

For weights over 3 up to and including 5 kilograms (11 pounds), 75 ore (\$0.20.)

For weights over 5 kilograms (11 pounds) 15 ore (\$0.04) for each additional one-half kilogram (1.1 pound) or part thereof.

For "bulky" merchandise parcels (see par. 4b) an additional charge of 50 per cent of the ordinary rates is collectible.

Postage on parcels must be prepaid in advance (Postal Law, par. 14).

2. Parcels may be mailed with declared value (Chap. XI), as well as marked with trade charges (Chap. X); the same domestic parcel

may likewise be mailed both with declared value and marked with trade charges.

3. Parcels presented for mailing must be accompanied by a dispatch note (Form No. 72). The dispatch note must not bear any communications having the character of personal correspondence. If the parcel is locked the key may accompany the dispatch note.

The postage stamps required for the prepayment of the parcel shall be affixed on the dispatch note.

4a. The maximum weight allowable for parcels is as follows:

(a) For parcels conveyed only by railway or steamships, 50 kilograms (110 pounds).

(b) For parcels transported by foot carriers, $1\frac{1}{2}$ kilograms (3.3 pounds) (cf. Instructions to Norwegian Post Offices).

(c) In all other cases, 12 kilograms (26.4 pounds).

The cubic contents of parcels (i. e., the product of the length, width, and height) may not exceed 120 cubic decimeters (4.24 cubic feet) in the cases mentioned under letter (a), nor 30 cubic decimeters (1.06 cubic feet) in the cases mentioned under letters (b) and (c). For the measurement of the cubical contents of a parcel see paragraph 20.

4. Parcels are considered as bulky merchandise. If they exceed $1\frac{1}{2}$ meters (about 60 inches) in length, width, or height, or if they exceed 1 meter (about 40 inches) in one direction and $1\frac{1}{2}$ meters (about 60 inches) in another direction and weigh less than 10 kilograms (22 pounds), or if, owing to the nature of the parcel, it can not conveniently be packed with other articles, occupies a disproportionately large space, or requires special care in handling; e. g., baskets containing flowers or bushes, cages, etc. (cf. par. 21).

5. Each parcel must be packed in a manner suitable for the length of the distance over which it is transported and providing adequate protection for its contents. The packing must be such as to make it impossible to reach the contents without leaving distinct traces of the violence committed.

Glassware, crockery, and similar goods must be packed with special care to secure them against breakage and injury to other articles.

Liquids or substances which liquefy easily and quickly must be packed in thick glass, wooden or metal vessels, which must in turn be placed in strong wooden boxes and the vacant space be filled with sawdust, bran or the like. Dry dyestuffs should be placed in tin boxes with soldered lids, and these tin boxes must in turn be placed in wooden boxes, as described above.

Parcels without declared value need not be sealed, provided their packing is otherwise satisfactory.

The post office where the parcel is mailed should see that the parcel is packed as required. If the postal employee concerned is unable to inspect the packing at the time of mailing, as indicated above, the addressee must, upon demand, present a written statement to the effect that the parcel is packed in accordance with the requirements.

The sender is responsible for any loss suffered by the postal administration as a result of deficient packing of his parcel.

6. It is prohibited, under penalty of a fine, to place in parcels closed articles containing:

(a) Writing or printed blanks filled out in writing.

(b) Reproductions of printed matter obtained by means of a copying machine, by calking, or by any other similar process. (Postal Law, par. 31.)

For other articles, the transmission of which by parcel post is prohibited, see Chapter III, paragraph 27.

Post offices, both of mailing and address, are authorized to demand that parcels be opened for inspection as to whether they contain such objects or articles, and if so, the transmission of the parcel through the mails must be prohibited. (Postal Law, p. 31.)

If, as a result of reticence or an incorrect statement on the part of the sender, prohibited articles are accepted for dispatch, the sender is responsible for any loss or damage that such articles may cause the postal service.

7. The post office of mailing shall, upon request, issue to the sender a receipt for the parcel mailed (Form 71) (Postal Law, par. 33); all parcels, as soon as accepted should be entered in the verification register (Form 91).

The post office of mailing shall affix on each parcel a label (Form No. 12)—or if such label is unavailable, imprint with a stamp—the mark “parcel post,” and stamp both the parcel and the dispatch notes with the ordinary date stamp. Transit parcels passing through city or country post offices and not bearing such labels shall be provided with said labels before being reforwarded.

8. Dispatch notes shall be included in the regular mail dispatched to the office concerned. If there are several dispatch notes for the same office of address, they should be inclosed in an envelope marked “P. P.,” which shall be placed on top of the letter package.

When parcels are dispatched to a post office having a special division for the parcel post, such parcels shall be inclosed in bags or sacks marked “Parcel post” or “P. P.” The same method is to be followed when there is a large number of parcels for any other office. In all other cases, parcels without declared value and not marked with trade charges shall be dispatched like ordinary articles of the regular mails. However, bags or sacks containing parcel-post articles must be sealed. The packing of parcels in sacks or bags must be effected in such a manner as not to expose them to damage. As a rule, it is better to dispatch singly parcels subject to being damaged, if that can be done, rather than to inclose them in bags or the like.

9. The postal service is not obliged to forward ordinary parcels by the first mail dispatched. (Postal Law, par. 47.) They are held to be dispatched with the mails when they can be accommodated in the mail sacks. So far as possible, parcels shall be forwarded preferably by mails transported throughout or over part of the route by railway or steamships.

10 (a). Immediately upon arrival at the place of address, parcels shall be entered in the receipt register (Form No. 100). Parcels may be delivered only upon due receipt for the same. (See Chap XI, p. 34.) Receipts written on dispatch notes are honored, even if the addressee has removed the postage stamps affixed thereon, provided the dispatch note is not so defaced as to render the receipt incomplete.

(b) Parcels shall be forwarded, upon request, without special charges, to a new place of address, but the name of the addressee

may not be changed. If the addressee is at the place of address but for convenience or for some other reason desires that it be delivered to him in another locality and, accordingly, requests that it be reforwarded to him, he must pay additional postage for reforwarding the same.

In no case is a parcel reforwarded more than once free of charge. If after the parcel has once been reforwarded it is requested that it be again reforwarded, such request must be accompanied by the amount of the additional postage or a guarantee that the postage will be paid upon the arrival of the parcel.

The reforwarding office affixes on the dispatch note postage stamps for the amount of postage, which amount is collected at the place of address if the postage is payable upon arrival of the parcel. The dispatch note and the postage-due card are forwarded together, and on the parcel is marked conspicuously with a blue pencil "Postage due" and the amount thereof.

Undeliverable parcels are returned to the place of origin without additional charges.

11. If a parcel fails to arrive at the place of address within a reasonable length of time after the receipt of the dispatch note, a bulletin of verification shall be forwarded to the post office of place of origin, which must immediately begin an investigation as to the whereabouts of the parcel.

12. The sender of a domestic parcel may, upon payment of a fee of 10 ore (\$0.026), demand that the postal service obtain and deliver to him the addressee's acknowledgment of the receipt of the article. (Postal Law, par. 15.) In such case, both the parcel and the dispatch note are marked "Return receipt," and the dispatching post office attaches to the dispatch note a return receipt blank (Form No. 93) with postage stamps of 10 ore (\$0.026) affixed thereon.

When the addressee's signature has been affixed on the blank the office of address sends the return receipt to the office of origin, which causes the same to be delivered to the sender. On its return the receipt is treated as a registered article, is entered under the sender's name and, in the column headed "Observations," the words "Return receipt" is added; it is delivered only upon receipt.

13. In case of loss or damage of a parcel for which no definite value was declared at the time of mailing, the amount of 2 crowns (\$0.53) per 500 grams (17.6 ounces) or part thereof is paid for the loss or damage, unless it be proved that the loss or damage was inferior to that amount, or it be found that the parcel contained articles worth 2 crowns (\$0.53) per 15 grams (about one-half ounce), or money. (Cf. Postal Law, par. 48.)

In case of loss of a parcel for which a definite value was declared at the time of mailing, the amount of the declared value is repaid. If the parcel is received in damaged condition or with part of its contents missing, the amount of the declared value is repaid after deducting the value of the parcel in its damaged condition or the value of the remaining portion of its contents. In such cases, post offices are authorized to retain the parcel upon payment of the declared value.

If it is proved that the value declared was too high, the amount repaid is in proportion to the actual value.

In case of loss or damage of a parcel containing stocks, bonds, etc., which can be voided, the postal service pays no other indemnity than the expenses connected with the voiding, up to the amount of 40 crowns (\$11.72) for each act of voiding required, but not exceeding the amount of the declared value. (Postal Law, par. 32.)

14. No responsibility is assumed for damage which, owing to the nature of the contents, the packing, or the cover, can not be imputed to the postal service. Nor is any responsibility assumed for loss of interest or for any other indirect consequences of the loss, damage, or delay of a parcel or of misdirecting the same. (Postal Law, par. 35.)

For the time when the obligation of the postal service to pay indemnities ceases, see Chapter XI, paragraph 41.

PANAMA.

DEPARTMENT OF STATE,
Washington, November 21, 1911.

HON. JONATHAN BOURNE, JR.,
United States Senate.

SIR: Referring to previous correspondence I have the honor to inclose herewith a copy of a dispatch dated the 1st instant from the American chargé d'affaires at Panama transmitting a report concerning the operation of a parcel post in the Republic of Panama. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

(Inclosures: From Panama, No. 199, Nov. 1, 1911, with inclosures.)

NOVEMBER 1, 1911.

The SECRETARY OF STATE,
Washington.

SIR: Referring to the department's circular instruction of August 24, 1911, inquiring as to the operation of the parcel and package post in the Republic of Panama, I have the honor to inclose copies and translations of a note from the secretary of foreign affairs, and copies and translations of the communication sent to the secretary of foreign affairs by the director general of posts and telegraphs. I have the honor to be, sir,

Your obedient servant,

WM. WHITING ANDREWS.

(Inclosures: 1. Note from foreign office and translation of same.
2. Communication to foreign office from director of posts and telegraphs and translation of same.)

[Translation of inclosure in dispatch No. 199 of October 30, 1911.]

MINISTRY OF FOREIGN RELATIONS,
Panama, October 27, 1911.

SIR: In reply to your esteemed note, No. 92, of the 14th of last September, in which you request certain information relative to the parcel-post system in this Republic, I take pleasure in sending you a copy of note No. 145, addressed to this office by the director general of posts and telegraphs, in which you will find certain of the data requested.

I improve this new opportunity to renew to you the assurances of my high esteem and distinguished consideration.

FREDERICO BOYD.

(A copy inclosed.)

HON. W. W. ANDREWS,
Chargé d'Affaires ad interim of the United States.

[Inclosure.]

OFFICE OF THE DIRECTOR GENERAL OF POSTS AND TELEGRAPHS,
Panama, October 25, 1911.

MR. SECRETARY OF FOREIGN RELATIONS:

The many occupations which the undersigned has had have prevented him from making reply to your esteemed note, No. 3348, of the 22d of last September, annexed to which you were pleased to send me a duly authenticated copy of a communication addressed to you by the chargé d'affaires ad interim of the United States of North America, dated the 14th of the same month, No. 92, in which he requests certain information relating to the parcel-post system in the Republic.

I have the honor to furnish you the information requested in the following manner:

1. Law 11 of May 1, 1907, authorized the executive power to celebrate, ratify, exchange, and put into force the conventions which were necessary for the postal relations with foreign countries and for the good service of mails with the exterior, within the stipulations and provisions contained in the principal conventions of Berne and Rome, to which the Republic adhered in compliance with the provisions of article 11 of law 69 of 1904.

In the year 1904 the parcel-post system was initiated without declared value, this system being inaugurated with the Republic of France on the 24th of January, 1905. Successively conventions were signed regarding this same service, as follows:

Germany.—On the 25th of August, 1905; placed in force the 28th of August, 1907.

Belgium.—On the 14th of December, 1906; placed in force the 4th of January, 1911, even though the service has not been commenced.

England.—On the 13th of April, 1908; placed in force the 4th of December of the same year.

Italy.—On the 30th of January, 1909; placed in force the 11th of February of the same year.

2. Delivery of postal parcels is made in the respective post offices, or it may be in the residence of the addressee. Countries with which conventions have been celebrated have a list of the post offices of the Republic, and, generally, only send parcels to persons who reside in the places designated on the list mentioned. If for any reason—and this happens rarely—a parcel is sent to a person who may have a residence in some place where there is no post office, the chief of the one nearest shall advise the authority of the first place, in order that if the person can not go personally for the parcel he may recommend some other person, who will receive it on his order. This transmission does not cause the addressee any extra postage.

3. The method which is used to notify an addressee that there is a postal parcel in the respective post office addressed for him is to send a special notice leaf, on which is written the name of the steamer, the date, the object, the derivation, and the name of the addressee. This receipt ought to be signed only by him or by that person who shall have legal authority in writing to do so.

4. It is impossible, as the chargé d'affaires of the United States desires, to give data which comprises a period of 10 years, inasmuch as it is scarcely 5, as has already been said, since this service was

inaugurated. The balances in favor of the Republic of Panama on account of the parcel-post system, without declared value and which have been paid, are the following:

	Francs.	
France: From 1903 to 1910.....	17, 019. 35	(\$3, 284. 73)
England: From 1903 to 1910.....	9, 145. 60	(\$1, 765. 10)
Germany: From 1903 to 1910.....	8, 662. 40	(\$1, 671. 85)
Italy: From 1905 to 1908.....	125. 50	(\$24. 22)
Total	34, 952. 85	(\$6, 745. 90)

Although the conventions which were celebrated after 1903 regulated the accounts with France, England, and Germany, because there existed plans and outlines of routes, those countries kindly accepted those accounts and paid them from that year.

5. The total number of parcels which have been received in the Republic of Panama during the years 1903 to 1910 is approximately and on an average from five to six thousand annually, and there has been sent out from Panama the number of two or three thousand during that same period of time.

6. No additional postal equipment has been required on account of the establishment of the parcel-post service in the Republic of Panama.

7. The difference which exists in the transportation of parcels with respect to the ordinary mails is that they come uncovered and loose, with the exception of those from Italy, which on certain occasions are sent in baskets.

8. The parcel-post service in the Republic of Panama has not caused any delay or difficulty in the quick and satisfactory dispatch of the ordinary mails, inasmuch as this service is under the charge, in the administration of post offices, of the sections for postal parcels and packages, and consequently independent of the dispatch of the ordinary correspondence. All the parcels are sent to the interior of the Republic in sacks.

9. Postal parcels which contain explosive materials, and, in general, articles whose sending would cause any danger, as well as animals not dissected, and filthy materials, are excluded from transportation.

10. No opposition has been shown on the part of the public nor by commerce to the establishment of the parcel-post system; but, on the contrary, the facilities which this service lends by the interchange of merchandise, packed and sent as parcels, has become so popular that the residents in the principal cities of the Republic of different nationalities from those countries with whom Panama has celebrated conventions constantly beg the representatives of their governments to initiate negotiations in that sense, as have done, in effect, various nations, as Spain and Central and South America. This directory general is about to enter into them.

11. There does not exist any messenger service on the order of the American Express Co. nor on any other order. Every person receives the parcels which arrive addressed to them, in the respective post offices, by means of the proceeding explained in the previous paragraph.

12. The only connection which exists is that established between the steamship post offices and the Panama Railroad. France, Italy,

England, and Germany have made agreements with the following steamship companies for the transportation of postal parcels, in this order: Compagnie Generale Transatlantique, Compagnia Navigazione Italiana á Vapore (La Veloce), Royal Mail Steam Packet Co., and Hamburg-American Line. As yet the service with Belgium has not been inaugurated, and therefore it can not be said with which company that Kingdom will make the arrangement for the transportation of those parcels. In conformity with article 14 of the convention signed with Belgium, it pertains to this nation to execute the clauses relating to steamship and railroad enterprises.

For the people of the interior of the Republic postal parcels are sent from the postal agency of Panama by the National Navigation Co. on the Pacific, and the Atlantic from the postal agency of Colon by sailing boats which have entered into contracts for the carrying of the mails and parcel post.

13. The attitude of the public with relation to the service of parcel post has been that of approbation and acceptance, and the people have approved this service on account of the facilities which it lends, bringing by this means merchandise in small quantities and at the small cost of its freight.

14. No information can be given regarding the countries where there are tariffs on account of rapidity in transmission, as in France, because there is not in this directory general any data upon this particular.

15. The proprietors of establishments in small towns, and even those which are situated in the cities of Panama, Colon, and Bocas del Toro, and in the principal towns of the interior of the Republic, who do retail trade are those who derive the greatest benefit from the parcel-post system on account of the reasons which have been given previously—that is, small cost in the freight on the merchandise, packing, and system of transportation of the postal parcels.

16. The dimensions and weight of each package, according to the convention with each country, are:

France.—They can not have a superficial dimension greater than 60 centimeters (about 24 inches) and a volume superior to 20 cubic decimeters (about two-thirds cubic foot). with the exception that postal parcels are admitted which contain umbrellas, canes, plans, or maps, or similar objects, when they do not exceed a meter (40 inches) in length and 20 centimeters (8 inches) in width or thickness. Weight: Up to 5 kilograms (11 pounds).

Germany.—Dimensions and weight the same as France.

Belgium.—Weight: Up to 5 kilograms (11 pounds). Dimensions: As yet no exchange of the rules of order and details has been made, and consequently nothing has been decided regarding this particular.

England.—Dimensions: These must not exceed 3 feet 6 inches in length or 6 feet in length and circumference combined; and the parcels dispatched from Panama for the United Kingdom ought not to exceed a meter in length (about 40 inches) or 54 decimeters (1.9 cubic feet) in volume. Weight: Up to 5 kilograms (11 pounds).

Italy.—Dimensions: Sixty centimeters (24 inches) in all directions. Nevertheless, postal parcels can be received of 1 meter 50 centimeters (about 5 feet) in length always, and when their width and

thickness together does not exceed 40 centimeters (about 24 inches).
Weight: Up to 5 kilograms (11 pounds).

The Government of the Republic of Panama has not entered into agreements with other foreign countries than with those already mentioned. I hope that the convention which it is proposed to celebrate with the United States of North America, and which will be of great benefit to both countries, may be approved and signed as soon as possible. I am, Mr. Secretary,

Your very attentive and faithful servant,

J. J. MENDEZ, *Director General.*

PARAGUAY.

DEPARTMENT OF STATE,
Washington, January 6, 1912.

The honorable JONATHAN BOURNE, Jr.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence concerning the operation of a parcel-post system in foreign countries, I have the honor to inclose herewith copies of dispatches from the American minister at Montevideo reporting in regard to the parcel-post systems of Paraguay and Uruguay.

I have the honor to be, sir, your obedient servant,

P. C. KNOX.

MONTEVIDEO, URUGUAY, *December 5, 1911.*

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge receipt of the department's circular instruction dated August 24, 1911 (file No. 800715), on the subject of "Parcel-post data," and in reply I have the honor to state that because of the present condition of affairs in Paraguay it is unlikely that a reply will be received by the legation in the near future to the memorandum on the subject forwarded to the Paraguayan foreign office. I inclose herewith, however, in duplicate, copy of a letter from Consul Ferris on the general subject, which may be of interest to the department in connection therewith.

I have the honor to be, sir, your obedient servant,

NICOLAY A. GREVSTAD, *Minister.*

(Inclosure: Letter from Consul Ferris re parcel post.)

AMERICAN CONSULATE,
Asuncion, Paraguay, October 16, 1911.
(Received Oct. 23, 1911.)

The Hon. NICOLAY A. GREVSTAD,
American Minister, Montevideo, Uruguay.

DEAR MR. GREVSTAD: Your letter of the 3d instant requesting information respecting the parcel-post service of Paraguay was received on the 10th. The circular instruction to you from the department in regard to this subject is returned herewith.

Conditions of life in this country are so primitive that very little use is made of the postal service, and in the main the line of inquiries in the circular instruction have hardly any application to Paraguay.

Reviewing the postal regulations which are included in a little handbook of miscellaneous information sent me by the foreign office, I find only this paragraph relating to the parcel-post service:

Parcels post (encomiendas postales).—Three pesos (1 peso equals $7\frac{1}{2}$ to $8\frac{1}{2}$ cents) for each parcel weighing from 1,000 to 3,000 grams (equal to 2.2046 to 6.6139 pounds), with a maximum length of 70 centimeters (2.3 feet) and a maximum volume of 20 cubic decimeters (about $\frac{3}{8}$ cubic foot). These parcels may be sent and received at each post office in the Republic.

When a parcel is received at the office of its destination a notice is put in the post-office box of the addressee, who is expected to call for the parcel. The following statistics of mail matter handled at the Asuncion post office during the year 1909 are all that are available without considerable delay. They show the classification of mail matter and the proportion consisting of parcels.

	Sent.	Received.
Domestic:		
Letters.....	1,367,557	1,311,271
Printed matter.....	784,638	684,752
Official pieces.....	126,401	99,331
Postal cards.....	59,390	50,963
Samples.....	2,357	3,536
Registered letters.....	91,921	128,895
Parcels.....	4,570	1,550
Foreign:		
Letters.....	155,655	210,406
Printed matter.....	57,395	201,419
Official pieces.....	2,549	2,289
Postal cards.....	23,701	25,019
Samples.....	557	1,623
Registered letters.....	25,971	28,662
Parcels.....	220	4,178

Nearly all of the mail matter handled in this country passes through the Asuncion post office, so that the above figures really cover the whole country. Letters from interior points to other interior points are transmitted through the post office in Asuncion. In the interior of the country, even in the larger towns, postage stamps are not to be had except on the postmaster's pay day, his salary being paid in stamps. The stamps received by him are immediately taken up by a few merchants. People having letters to send and no stamps to put on them pay the amount of postage to the post-office employees, who are supposed to send the letters to the central office at Asuncion with the money received for postage. At the Asuncion office they are stamped and delivered or transmitted further to their destination. This method is necessitated by the failure of postal officials to account properly for the stamps handled by them. There has just been a centenario issue of postage stamps. The director general of posts and telegraphs has issued an order that the new issue shall not be sold in greater quantities than absolutely required by the purchaser for the letters he may have in hand ready for mailing unless the purchaser addresses a requisition in writing to the director general. The reason stated in the order is that proper account may be kept. Circumstances such as these give an idea of how different conditions are in this country in regard to postal service.

There is but one line of railway in Paraguay. Its ownership and control is entirely independent of the Government. It operates a parcel service analogous to the service of American express com-

panies. For the year ended June 30, 1909, it carried 1,241 tons of parcels. The maximum size of parcels allowed is 1 cubic meter (35.3 cubic feet) for each 400 kilograms (881.85 pounds). Any excess over the maximum size is charged double weight. For each 11 pounds or fraction thereof the rate charged is from 3 to 24 cents American money, according to distance, the length of the line being 258.48 miles. The minimum charge is ₧1 Argentine gold (equal to \$0.965 American money). I have the honor to be, sir,

Your obedient servant,

CORNELIUS FERRIS, Jr.,
American Consul.

(One inclosure: Circular instruction from Department of State to the diplomatic officers of the United States, dated Aug. 24, 1911.)

PERSIA.

DEPARTMENT OF STATE,
Washington, October 21, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch from the American minister at Teheran, transmitting for the information of the Committee on Post Offices and Post Roads a "Tableau statistique des colis-postaux importés en Perse en transit par la Russie depuis que la Perse participe à l'échange international des colis-postaux (1-14 Août 1904)." [A table showing the extent of the international parcel-post service in Persia—not translated.]

With regard to your letter of the 16th instant, requesting to be informed as to when a reply to the inquiry directed to the American embassy at St. Petersburg might be expected, I have no doubt that the information has ere this reached you, as it was transmitted with this department's letter of the 14th instant. I have the honor to be, sir,

Your obedient servant,

ALVEY A. ADEE,
Acting Secretary of State.

LEGATION OF THE UNITED STATES OF AMERICA,
Teheran, September 27, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In partial response to your circular instruction of August 24, 1911 (File No. 800,715), entitled "Parcel-post data," I have the honor to say that I have asked the Government for all of the information desired, and that, in the meantime, I herewith inclose a "Tableau statistique des colis-postaux importés en Perse en transit par la Russie depuis que la Perse participe à l'échange international des colis-postaux (1-14 Août 1904)." [A table showing the extent of the international parcel-post service in Persia—not translated.]

I have the honor to be, sir, your obedient servant,

CHARLES W. RUSSELL, *Minister.*

LEGATION OF THE UNITED STATES OF AMERICA,
Teheran, October 8, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: As a further partial response to your circular instruction of August 24, 1911 (File No. 800,715), on the above subject and referring

to my unnumbered reply of the 27th ultimo, I have the honor to transmit herewith, in duplicate, the regulations of the internal parcel post of Persia.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES W. RUSSELL, *Minister.*

(Inclosure: Regulations for the management of the internal parcel-post service of Persia.)

[Translation.]

REGULATIONS FOR THE MANAGEMENT OF THE INTERNATIONAL PARCEL-POST SERVICE.

PART I.

SECTION 1. The contents of every commercial parcel, called a post parcel, whether or not a specific value be declared, are to be examined; and parcels of specie, whether hard cash or notes, are to be counted in the presence of the post-office officials.

SECTION 2.—*Weight and dimension of parcels.*

(A) Parcels of specie are not to exceed in value 250 tomans (\$227). If the hard cash consists of coin of different denominations, the weight is not to exceed 2,600 miscals (about 26 pounds 6 ounces avoirdupois).

(B) A parcel of gold coins is not to exceed in value 500 tomans gold (\$852). If, for instance, the coins should be such as are not now in circulation, the parcel is not to exceed in weight 1,200 miscals (about 12 pounds 8 ounces avoirdupois).

(C) Commercial parcels mentioned in section 1 are not to exceed in weight 6 batmans (39 pounds avoirdupois). The dimensions of such parcels are not to exceed 60 centimeters in length (about 24 inches), 45 in width (about 18 inches), and 11 in thickness (about $4\frac{1}{2}$ inches), except in such places or roads open to wheel vehicles, where permission to increase the dimensions may be obtained.

SECTION 3.—*Cost of postage.*

(A) When the parcel, unlike those before mentioned, has no specific value attached to it by the authorities, the sender is to place his own value upon it in writing and seal it.

(B) All parcels of money, whether gold, silver, or notes, are to be insured at the post office and the premium paid, but for all other parcels it is optional.

(C) The post office reserves to itself the right to open all parcels in the presence of either the sender or receiver, in order to ascertain the nature of the contents. The postmaster at every office is to examine carefully all parcels of money, whether of gold, silver, or notes.

(D) All cases of undervaluation of parcels will be considered a misdemeanor, and a fine imposed upon the sender in proportion to three times the ordinary amount of the postage.

(E) It is strictly forbidden to inclose in any parcel articles of high with others of low value.

SECTION 4.—*Address of parcels.*

(A) The address on parcels must be written in plain, distinct, and sufficient words, in order that the receiver may be easily identified. An address written with a lead pencil will in no circumstances be accepted.

(B) The value of the parcel must be written under the address and stated in plain figures.

SECTION 5.—*Binding up of parcels.*

(A) Parcels must be well and carefully bound up in order that they may reach their destination in good condition, and in such manner that the contents can not be tampered with in transit, and, should this be done, it may readily be seen that it is faulty.

(B) Parcels of money are to be made up in strong canvas bags, the seams of which are to be sewed in the inside. The bag must be tightly tied with string free of knots, the ends of which must be sealed to the bag with the sender's seal. The parcel is then to be inclosed in strong white leather and the end made tight with plain string and sealed with the sender's seal, and instead of the post-office seal a leaden seal may be attached.

SECTION 6.

(A) Currency notes are to be inclosed in linen-lined paper envelopes and sealed in several places with the sender's seal; all other envelopes are strictly forbidden. Special care must be taken in the inclosing of the notes so that in case the parcel should be tampered with in transit the fault may be readily seen. Should a postmaster at any intermediate office observe an envelope in an unsafe condition he must either attach more seals or change the envelope.

(B) Jewels and other articles of high value are to be inclosed in a stout wooden box which, like other parcels, must be inclosed in a canvas covering, the seam of which must be sewed with string of one color, and each seam to be under a seal, all of which must, as nearly as possible, be of the same size; and in addition the box must be bound with string free of knots and the ends sealed with the sender's seal and the seal of the post office or a leaden seal.

(C) Parcels on which no specific value is placed are to be sealed with the wax and seal of the sender.

SECTION 7.—*Certain conditions to be carefully observed.*

(A) Parcels of liquid or of substances which might easily become liquid must be inclosed in two vessels. First, they must be inclosed in a bottle, the mouth of which is to be carefully sealed, which must also be inclosed in a wooden box of 8 millimeters (about one-third inch) thickness. Between the bottle and the sides of the box there must be a sufficient space left for packing material, which is to be either cotton or sawdust.

(B) Should the inclosure in the box by any means become broken and the contents escape, and other mail matter, such as letters, etc., be spoiled, the sender of the parcel will be held responsible for the damage, as he did not take all necessary precautions to make the contents of the parcel safe.

(C) Post offices have the right to refuse such parcels; but if they should accept them, they can charge as postage what may be considered an equivalent to the risks to be run.

(D) Postmasters throughout the country are under no obligation to accept parcels of greater dimensions than those stated in section 2 and subsection C, but some exceptions may be allowed to such as contain umbrellas, walking sticks, maps, or similar articles, but they are to be packed in such a manner that in transit they will neither be broken nor damaged, and are to be always insured and postage charged at the rate of double the ordinary amount. The same rule applies to arms and ammunition, such as guns, cartridges, etc. All parcels of this kind are to be transmitted under the general customs rules drawn up and adopted on November 7, 1899.

PART II.

SECTION 1.—*Articles prohibited from being sent by parcel post.*

All articles of an explosive nature and dangerous, and such others as are prohibited in the customs regulations dated November 7, 1899, except such for which permission to transport has been granted by the Government, will not be accepted.

SECTION 2.—*Certain rules and regulations regarding postal parcels.*

(A) All undervalued parcels containing jewels, money, currency, notes, articles in gold or silver, or articles of high value are not to be made up for transmission by post.

(B) Papers and letters of any kind whatever are strictly forbidden to be sent as parcels by post.

(C) The transmission of currency notes or coin may, by special arrangement, conformable with subsections A and B of section 2, be accepted.

PART III. TRANSMISSION OF PARCELS.

SECTION 1. (A) Cash must be paid for the transmission of parcels by post at the time of delivery at the post office. The rates for the transmission of parcels by post are as follows:

For parcels weighing 100 miscals (about 1 pound avoirdupois), 10 shahis ($4\frac{1}{2}$ cents) and so on in proportion to weight—that is, for a distance of from 4 miles to 200 miles, 10 shahis ($4\frac{1}{2}$ cents) is to be paid; and for the same weight for an addition of 120 miles or any part thereof, 5 shahis (about 2 cents) is to be added thereto; and for a further addition of 160 miles or any part thereof, 5 shahis (about 2 cents) is to be added; and for a further addition of 320 miles or any part thereof, 10 shahis ($4\frac{1}{2}$ cents) is to be added; and for a further addition of 400 miles, 1 kran (9 cents) will be added.

(B) Premiums of insurance to be as follows:

For parcels of less than 500 tomans (\$454, for every 100 tomans (\$91) value, 5 krans (45 cents) for a distance of from 4 miles to 400 miles; and for a distance of 800 miles, 1 toman (90 cents); and for any distance over and above 800 miles, 1½ tomans—15 krans (\$1.35).

SEC. 2. (A) For parcels of the value of 500 tomans (\$454) and upward (no distance stated), 1½ tomans (\$1.35).

(B) An office charge of 10 shahis (4½ cents) is to be paid on each parcel at the office from which it is to be dispatched.

(C) All parcels exceeding the stipulated dimensions (see pt. 1, sec. 2, subsec. C) containing arms are to be charged double the ordinary postage.

PART IV.

SECTION 1.—*The delivery and reception of parcels at the originating office.*

(A) Parcels are to be received at the bureau set apart for this purpose.

(B) Parcels are to be received for transmission at any place where there is a post office.

(C) Officials appointed to receive parcels for transmission are to examine each one with the utmost diligence and care—the binding, the size, and the weight of the parcels—in order to be assured that they conform to the rules laid down.

(D) The post office must deliver to the senders of parcels a statement, in writing, containing their names and addresses and the names and addresses of the receivers, also the specific mark, the contents, the weight, the value of the contents, the ordinary rate of postage, and a statement of extraordinary charges, if any. A receipt for the parcel is to be given to the sender. On the statement given above being delivered to the sender, he is to be advised to transmit it, inclosed in an envelope, to the receiver, who is to receipt it and take possession of the parcel.

SECTION 2.—*Delivery of parcels to the receiver.*

(A) The parcel on arrival at its destination is to be delivered to the owner, when notification of its dispatch has been received from the forwarding office, and the receiver delivers up the necessary paper sent him.

(B) The receiver of a parcel before taking possession is to sign the statement he has received, in order that it may be delivered to the sender for his satisfaction.

SECTION 3.—*Faults in the parcels which appear when arrived at their destination.*

(A) When a parcel is delivered to the receiver and he discovers some fault therein, he has the right to open the parcel in the presence of the officials and examine the contents, and then the postal officials and the receiver each one write a report of the result, seal it, and send it to the office whence dispatched.

(B) When the originating office acknowledges that the parcel has been tampered with, the sender has a right to compensation for such

loss or damage as is disclosed by the parcel, provided that the value had originally been stated. If, however, no value had been stated, compensation at the rate of 15 krans per batman (\$1.35; a batman is $6\frac{1}{2}$ pounds avoirdupois) is to be paid, on the understanding that under no circumstances is compensation to exceed 3 tomans (\$2.70), however heavy or large the unvalued parcel may be. If, however, the parcel should be lost, the sender can claim no further compensation than the postage he paid thereon.

(C) Compensation in regard to the particulars stated in the above will be paid only after six months from the date when the receiver pointed out the fault in the parcel.

(D) If, for instance, no claim for compensation should be made for a period of three months, the right to do so becomes null and void.

(E) Furthermore, should the receiver have taken the parcel to his house before he discovered the fault, no claim for compensation will be admitted.

PART V.

SECTION 1.—*Regarding changes in address on parcels.*

(A) The sender of a parcel may be allowed to demand the return of his parcel, or change the address thereon, should it not have been delivered to the receiver.

(B) In such case the person must make his application in writing, over his seal, and also prove his identity, as well as give some mark on the parcel, and the receipt for the same, which, together, will be proofs to the office of his identity. In addition to the above, the owner must give an undertaking that he is responsible for either recalling the parcel or changing the address thereon; and if the parcel should at that time not have passed out of custody of the post office it will be returned to him, provided that all the foregoing conditions have been complied with. The postage already paid will be retained by the Government. Should the parcel, when demanded, be in transit, the postal officials at the originating office are to send a registered letter or a telegram, as the exigencies of the case may be, but the expense is to be borne by the applicant.

(C) In case of a parcel being returned to the originating office all expenses in connection therewith are to be paid by the sender, and until such amount be paid the parcel will not be given up. Should the address or the destination of a parcel be changed, all expenses therewith are to be charged to the receiver.

SECTION 2.—*Refusal of parcels by the persons to whom they are addressed.*

(A) If the person to whom a parcel is addressed should refuse to take delivery of it, the office is to communicate the refusal to the originating office, which will inform the sender, who may, provided he wishes to, reclaim it; but otherwise it will remain in the post office for 30 days, when the contents will be sold. All applications for a return of parcels must be in writing, as well as any transfer of the parcel to the post office for sale. A report of the sale will be given and the proceeds, after deducting expenses, will, for the space of one year, be held at the disposal of the sender. If, however,

he makes no claim for his money within the space of a year, the Government will appropriate it.

(B) Parcels containing game or birds or fruits or perishable substances, if not claimed within eight days of their arrival at the office of delivery, will be sold; and after deduction of the expenses of the sale the net proceeds will be held at the disposal of the sender for one year, but if at the end of that period no claim is made for the amount, it will be appropriated by the Government.

SECTION 3.—*Parcels left in the storeroom of the office.*

(A) Unclaimed parcels will remain in the post office for a period of three months, at the expiration of which they will be returned to the originating office according to the terms stated in section 2 in dealing with such parcels.

(B) Parcels containing birds, fruits, and perishable articles, after remaining in the office storeroom eight days, will be either sold or destroyed.

PART VI, FINES.

(A) All frauds in connection with the stipulations contained in part 2, section 2, subsection (A), will incur a fine of 20 per cent of the value of the contents of parcels which are undervalued.

(B) All frauds in connection with subsection B, if detected, will be the cause of a fine of three times the cost of the original postage of the parcel.

PART VII.

These regulations will come into operation throughout the Persian realm on the 1st of Jauza, in the symbolic year of the serpent, A. H. 1323, corresponding to the 22d of May, 1905.

NAUS,
Commissioner of Customs.

TEHERAN, 15TH OF HAMAL, 1323 (Apr. 4, 1905).

PERU.

DEPARTMENT OF STATE,
Washington, November 17, 1911.

HON. JONATHAN BOURNE, Jr.,
United States Senate.

SIR: Referring to previous correspondence concerning the operation of a parcel post in certain foreign countries, I have the honor to inclose herewith a copy of a dispatch, dated October 14, 1911, from the American minister at Lima, in regard to the operation of a parcel post in Peru. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

LIMA, *October 14, 1911.*

The honorable the SECRETARY OF STATE,
Washington.

SIR: Referring to the department's circular instruction of August 24, 1911, entitled "Parcel-post data," I have the honor to transmit herewith an inclosure received this day from the Peruvian general post office, through the ministry of foreign affairs, with translation in triplicate.

This circular was received here September 18, and the information desired was immediately asked of the Peruvian Government, with the statement that it was important and urgent. However, the usual delays were encountered in securing a report of this character from the Government. I have the honor to be, sir,

Your obedient servant,

H. CLAY HOWARD.

TRANSLATION OF MEMORANDUM FROM THE PERUVIAN GENERAL POST OFFICE.

The internal branch of parcel-post service in Peru was created by the resolution of the 12th of February, 1896, and the international branch by a decree of the 5th of October, 1897, the regulations of which were based on that decree in harmony with the universal postal-union convention signed on the 15th of June, 1897.

Weight.—The weight limit of parcels, as a general rule, is 5 kilograms (11 pounds), this having been raised to 10 kilograms (22 pounds) in the case of Germany by virtue of a special agreement which requests that their dispatch shall be direct.

Postage.—The postage rates vary according to the country to which they are sent, as may be seen in the tariff herewith. (Inclosure No. 1.) (See p. 185.)

Dimensions.—The dimensions are 20 cubic decimeters (about two-thirds cubic foot) and for packages containing parasols and walking sticks the length of 1 meter (about 40 inches), but owing to a special treaty with Germany loose packages are admitted of 80 and 100 cubic decimeters (from 2.8 to 3.5 cubic feet) when sent direct.

Delivery.—The delivery of postal parcels is made in the post offices of the Republic.

Delivery at the address of the addressee.—Postal parcels coming from abroad are sent postage free by the exchange services which receive them to the place of destination, where they pay the respective customs duties. The addressee, if living in the town itself, is advised through post by means of a special printed form of the arrival of the parcel at the post office in order that he may appear and witness the opening of his parcel by customhouse officials for the purposes of fixing and paying the import duties. Parcels in transit whose addressees do not appear are appraised by the officers mentioned, under the supervision of the head of the post office and one employee, and are forwarded on to the office of their destination in order that the proper customs duties may be collected at that place.

Revenues.—A list of the revenues received from postal parcels appears in table No. 2, inclosed herewith.¹ Extra postage charges of 1.25 francs (about 24 cents) are made by the countries of origin on behalf of the Peruvian post office, which are paid by the senders, as well as 25 cents postage, which is paid by the addressee at the final point of destination, excepting in the case of postal parcels from the United States, when the additional charges, 1.50 francs (about 29 cents), are wholly paid by the addressee, in order to free the American post office from collecting the proper fraction which should be paid by the senders.

Means of transportation.—The transportation of postal parcels is carried out in the same way as letters and newspapers—by steamer, railway, or mule back.

Delay in treatment of mail.—The operation of a parcel post never caused any delay in the delivery of letter mail for separate branches at the principal post offices, and in the minor post offices of the Republic preference in treatment is given to letter mail.

Articles which may not be sent by parcel post.—A list of the articles the admission of which is prohibited is attached hereto.

Opposition to the parcel-post service.—There is not nor ever has been any such opposition.

Private express companies.—None such exist.

Expenses of transportation.—The expenses for the transportation of postal parcels are as follows:

Steamship companies, 5 centavos (2½ cents) for each package irrespective of weight, and railway companies so much a kilo (2.2 pounds), according to the distance carried. The transportation of postal parcels or letter mail, as well as all kinds of correspondence, is all done together.

Government control.—Railway companies carry on a parcel service on their own account, and the control in this matter exercised by the Government is limited by the dispositions contained in the general railway regulations at present in force. As regards postal parcels, they receive and convey them in sealed mail bags.

¹ See p. 187.

Attitude of the people.—The people in general show greater satisfaction with the parcel-post service, but not the retail merchants, with whose interest it competes, but this has not proved to be an obstacle to the service.

Different rates for transportation.—No difference in rates exist dependent on speed of transportation, as the post office endeavors to carry out as rapid a service as possible without the collection of any extra charges.

[Inclosure No. 1.]

Peruvian post office—parcel-post rates.

[NOTE.—Peruvian sole equals \$0.48665 United States currency; 1 centavo equals \$0.005 United States currency; 1 kilo equals 2.2 pounds.]

Countries of destination.	For each up to 5 kilos.	Advice of receipt.	Express.
	<i>Soles.</i>	<i>Centavos.</i>	<i>Centavos.</i>
Alemania (Germany).....	1.90	10	20
Alemania (Germany), up to 5 kilos.....	3.00	10	20
Alemania (Germany), up to 10 kilos.....	3.40	10	20
Argentina.....	1.90	10	20
Austria-Hungary.....	2.10	10	20
Belgium.....	2.10	10	20
Bulgaria.....	2.60	10	20
Kongo.....	2.90	10	20
Chile.....	1.10	10	20
Denmark.....	2.10	10	20
Egypt.....	2.80	10	20
Spain (maximum weight 3 kilos).....	2.40	10	20
Finland (Colonia).....	2.60	10	20
Francia (France):			
The Continent.....	2.10	10	20
Corsica.....	2.30	10	20
Great Britain and Ireland.....	2.44	10	20
Greece.....	2.70	10	20
Italy and San Marino.....	2.40	10	20
Liberia.....	2.60	10	20
Luxemburg.....	2.00	10	20
Malta (Colonia).....	2.70	10	20
Montenegro.....	2.40	10	20
Norway.....	2.50	10	20
Holland.....	2.10	10	20
Portugal:			
The Continent.....	2.60	10	20
Islands of Madeira.....	3.50	10	20
Islands of Azores.....	2.00	10	20
South African Republic (maximum of weight 3 kilos).....	2.16	10	20
Roumania.....	2.40	10	20
Servia.....	2.30	10	20
Sweden.....	2.50	10	20
Switzerland.....	2.10	10	20
Tripoli of Barbary.....	2.50	10	20
Tunis.....	2.70	10	20
Turkey:			
Constantinople (German office).....	2.60	10	20
Austrian office.....	2.70	10	20
French office, Alessandretta, Lattague, Messina, and Tripoli of Syria.....	2.70	10	20
Places in the interior, Andrinopolis, Janina, and Jerusalem.....	2.70	10	20
Oerman colonies and possessions:			
Oriental Africa.....	3.30	10	20
Kamerun.....	2.50	10	20
Togo.....	2.50	10	20
New Guinea.....	3.30	10	20
Mogador, Maroc, Mazagan, Rahott, Safi, and Tangier.....	2.50	10	20
French colonies and possessions:			
Argelia.....	2.30	10	20
Obock.....	2.70	10	20
Senegal.....	2.70	10	20
Tangier.....	2.50	10	20
Kongo, Diego, Suarez, Karikal, Majunga, Mayotte, Nossibe, Pondicherry, Reunion, Rio del sur, Santa Maria de Madagascar, Tomataba, Zanzibar.....	3.10	10	20
Anam and Tonkin.....	3.50	10	20

Peruvian post office—parcel-post rates—Continued.

	Up to 1 kilo.	Up to 2 kilos.	Up to 3 kilos.	Up to 4 kilos.	Up to 5 kilos.
English colonies and possessions:	<i>Soles.</i>	<i>Soles.</i>	<i>Soles.</i>	<i>Soles.</i>	<i>Soles.</i>
Acra.....	3. 10		3. 70		4. 30
Bathwest.....	3. 10		3. 70		4. 30
Bechuanaland.....	2. 90	3. 70	4. 60		5. 60
Cabo Coast.....	3. 10		3. 70		4. 30
Castle.....	3. 10		3. 70		4. 30
Colonia del Cabo.....	2. 90	3. 70	4. 60		5. 60
Lagos.....	1. 10		3. 70		4. 30
Machonaland.....	2. 90	3. 70	4. 60	5. 10	5. 70
Matabeleland.....	2. 90	3. 70	4. 60	5. 10	5. 70
Mauricio.....					3. 10
Natal.....	3. 50		4. 90		6. 60
Quittah.....	3. 10		3. 70		4. 30
Sierra Leone.....	3. 10		3. 70		4. 30
Tangier.....	2. 90		3. 20		3. 80
Seychelles.....					3. 10
Portuguese colonies:					
San Vicenta (Cabo Verde).....	1. 40		1. 90		2. 60

L. CADILLOS.

Postal parcel rates.

[One sole equals \$0.48665 United States currency; 1 kilogram equals 1,000 grams or 2.2 pounds.]

	<i>Soles.</i>
For the Republic of the United States for each 460 grams.....	3. 50
For the Republic of Bolivia not exceeding—	
500 grams.....	.40
1,000 grams.....	.60
1,500 grams.....	.80
2,000 grams.....	1. 00
2,500 grams.....	1. 20
3,000 grams.....	1. 40

Postal parcel service within the Republic.

	<i>Soles.</i>
Parcels up to—	
500 grams.....	0. 30
1,000 grams.....	. 50
2,000 grams.....	. 70
3,000 grams.....	1. 00
4,000 grams.....	1. 20
5,000 grams.....	1. 50

For the postal district of Moyobamba, Chachpoyas, and Iquitos.

	<i>Soles.</i>
For parcels not exceeding—	
500 grams.....	0. 75
1,000 grams.....	1. 25
2,000 grams.....	1. 25
3,000 grams.....	2. 50
4,000 grams.....	3. 00
5,000 grams.....	3. 75

REGULATIONS.

ART. 5. It is forbidden to inclose in postal parcels written correspondence, newspaper matter, explosive or inflammable matter, all dangerous articles, and those which it is prohibited to import under the legislation and customs regulations of the country to which they are addressed, as well as those whose exportations is prohibited by the laws and regulations of the Republic. (Tobacco, salt, and opium.)

[Inclosure No. 2.]

Peruvian postal service—Postal revenues.

[1 franc equals 19.3 cents.]

Years.	Number of postal parcels received.	Total at the rate of 1.25 francs each.	Years.	Number of postal parcels received.	Total at the rate of 1.25 francs each.
		<i>Francs.</i>			<i>Francs.</i>
1897	95	118. 75	1904	20, 356	24, 445. 00
1898	1, 885	2, 356. 25	1905	17, 656	22, 170. 00
1899	2, 846	3, 557. 50	1906	23, 430	29, 287. 50
1900	3, 918	4, 897. 50	1907	27, 847	34, 808. 75
1901	6, 670	8, 337. 50	1908	30, 519	38, 148. 75
1902	8, 853	11, 066. 25	1909	26, 912	33, 740. 00
1903	13, 627	17, 033. 76	1910	32, 101	40, 116. 25

PORTUGAL.

LISBON, *September 20, 1911.*

The honorable the SECRETARY OF STATE,
Washington,

SIR: In obedience to the department's circular instruction of August 24, 1911 (File No. 800715), entitled "Parcel-post data," I have the honor to inclose for the information of the Committee on Post Offices and Post Roads of the Senate the text published in *O Diario do Governo* (the official gazette), on September 1, 1911, of the rules and regulations governing the operation of the parcel post in Portugal. This text is accompanied by a full translation of those articles which relate to everything except the international service. As the latter is conducted in accordance with the rules of the international bureau at Berne and does not differ materially from that of other countries which operate the parcel post, a translation is not supplied.

I have also the honor to inclose on separate sheets answers to the specific questions which the department's circular contained. I have the honor to be, sir,

Your obedient servant,

EDWIN V. MORGAN.

TRANSLATION OF PARCEL-POST LAWS, PORTUGAL.

[Inclosure to unnumbered dispatch.—From *Diario do Governo* of Sept. 1, 1911.]

CHAPTER 1.

ARTICLE 1. All the parcels which satisfy the following conditions shall pass the mail under the title of "Parcel post":

- (a) Maximum weight, 6 kilograms (13.2 pounds).
- (b) Maximum volume, 25 cubic decimeters (about 1 cubic foot); length not more than 60 centimeters (23½ inches) or less than 10 centimeters (4 inches).

When the packages contain maps, umbrellas, canes, or other articles which can not be folded without damage are presented in roll form they shall be accepted when not exceeding 1.05 meters (41½ inches) in length and 40 centimeters (15¾ inches) in width or thickness, but when these contain a lady's hat they can not in this special case exceed 45 cubic decimeters (about 1.6 cubic feet).

ART. 2. Parcel post is divided into:

- (a) Ordinary.
- (b) Registered.
- (c) With value declared.
- (d) Registered or with declared value c. o. d.

The maximum declared value of each parcel is \$500. The maximum value of the amount c. o. d. is equivalent to the maximum amount for which a post-office order may be paid in the locality from where the parcel is forwarded.

ART. 3. Parcels shall satisfy the following general conditions:

(1) The address side must be sufficiently large to enable a ticket to be affixed with the forwarding number and the necessary stamps, which shall be canceled with the date and stamp of the forwarding station.

(2) The address must be complete, written in ink, and legible; it is not allowable to write the whole name of the receiver in initials.

(3) The name and residence of the sender must be addressed and indicated, and a declaration of its contents must be made clearly and legibly.

(4) When these conditions can not be fulfilled, owing to the nature of the package, the same shall have a tag containing said data.

(5) The sender must seal parcel with his own seal in wax, lead, or any other similar substance.

(6) If the parcel is of "declared value," same shall have the declaration of the full value in figures and in writing above the address, indicating also the weight in grams, without crossed, corrected, or additional words.

ART. 4. The parcels should be packed, according to their condition and nature, in strong paper, cloth, oilcloth, or linoleum, wooden boxes or crates, tin boxes or cans, bags or baskets, in glass bottles or dish-ware, wrapped in oakum, cotton, sawdust, or any other absorbing substance, and if they are liquid or fat substances of easy liquefaction same shall also be placed in a strong wooden box. Fat substances which are not easily liquefied shall be packed in the same manner minus the absorbing material. Parcels shall be packed in such a manner that they may be opened without showing signs of violation.

(1) Parcels which contain canned meats, fish, fruit, vegetables, butter, lard, or any other similar article must be protected by strong wooden boxes or crates.

(2) When it is seen at an intermediate station that a parcel has been damaged owing to deficient packing and that it is not in condition to be forwarded to destination, said station shall pack same again and forward.

ART. 5. Parcels may not contain—

(a) Closed or open letters under six months' date.

(b) Manuscript papers, with the exception of manuscript books bound in cloth or paper, such as account books, minute books of societies or companies, invoices relating to the contents of the parcels, miscellaneous notes indicating forwarding or order number, price, weight, dimensions, or any printed matter of the store or house of the sender.

(c) Card or lottery tickets, revenue stamps, uncanceled postage stamps, draft forms in blank, blank drafts not containing a water mark or printed indication of the maker, blank paper stamped with documentary revenue stamp, bank notes, schedules, and coupons, and, in general, all titles of value payable to bearer except in the case where the value is declared.

(d) Unstamped playing cards.

(e) Live animals, except bees and leeches when properly packed, animal remains for bacteriological analyses, heads of dogs suspected of rabies and blood and entrails of same, and any other decomposable articles which may damage other parcels.

(*f*) Gold or silver articles, precious stones, medals, old coins, or current coins, either national or foreign, except when the parcel is of declared value.

(*g*) Any objects or plants, seeds, or parts of plants which can not be transported by any other means owing to official quarantine restrictions.

(*h*) Tobacco for exchange between continent and adjacent islands.

(*i*) Parcels which may contain visible words offending morality, the respect due the constituted powers, and the laws of the nation.

(*j*) Parcels that bear anything resembling, either by color, dimensions, or perforations, the postage stamps used for immediate postage, even when the parcels have legal stamps affixed.

(*k*) Parcels that have vignettes or photographs or that carry any visible reproductions, either by drawing or similar process, intended to attack the constituted government or to expressing offensive ideas against the laws or morals.

ART. 6. When any parcel about to be sent is suspected to contain any of the articles specified in the previous article, said parcel shall be opened in the presence of the consignor; and if the aforementioned suspicion is proved, same shall be returned to the consignor.

ART. 7. When at the destination post office there is suspicion that article 6 has been transgressed, the parcel shall be opened in the presence of the consignee, and if he does not appear the post-office authorities shall make an affidavit in the presence of two witnesses as follows:

(*a*) If the parcel contains a letter or letters, or miscellaneous papers besides those excepted in (*b*) of article 5, the parcel shall have a fine attached to it of six times the postage of said letters or postage, as first-class mail matter without proper postage, and this fine may not in any case be less than 1,000 reis (\$1.08).

(*b*) If the parcel is not of declared value and proceeds from the continent or the adjacent islands, and if the same shall contain the articles mentioned in lines (*c*) and (*f*) of article 5, the following measures shall be taken: If the declaration does not specify the nature of the contents the same shall be returned to the consignor, who shall pay the return charges; if said declaration specifies the nature of the contents the parcel shall be given to the consignee, a paper being drawn up in triplicate so that the responsible employee may pay the difference in postage and may be assured that there will be no procedure against him. If the parcel is proceeding from a foreign country or a Portuguese over-the-sea colony, and has not "value declared," and should it contain the articles referred to, the same shall be returned with the declaration in red ink on the face of the address, "pas admis sans déclaration de valeur" (admitted without declaration of value), with the exceptions established in article 147.

(*c*) The parcels containing the articles specified in lines (*d*) and (*e*) and (*g*) of article 5 shall be immediately destroyed, the reasons therefor being written on the wrapper and drawn up in duplicate, one to be sent to the consignor and the other to remain in the post-office files.

(*d*) The parcels in the conditions mentioned in line (*h*) shall be returned to the consignor, who shall pay the return charges.

(*e*) The parcels covered in lines (*i*), (*j*), and (*k*) shall be returned to the consignor with the return charges added, after destroying the

offensive part, a statement of the matter being invariably done in triplicate.

ART. 8. Parcels are not subject to the railway transit charges within the continent of Portugal, but are subject to the octroi (internal revenue) in Lisbon, to the liquids' tax, and any other local taxes, existent or future, as also the regulations prescribed by the custom-house which are not specially altered by this decree.

ART. 9. The parcels shall serve as a guaranty to the State as regards payment of charges, fines, and taxes, and any other expenses with which they may be charged.

ART. 10. Putting stamps on parcel-post packages is compulsory, the proper stamps and other cost tags to which they are subject being fastened on the same side as the address.

The postage of parcels exchanged between the continent and the adjacent islands and vice versa, and between islands, is as follows: For ordinary parcels, up to 3 kilograms (6.6 pounds), 100 reis (10.8 cents), from 3 to 6 kilograms (6.6 to 13.2 pounds), 150 reis (16.2 cents).

For registered parcels the cost is the same as for ordinary parcels plus the cost of registration, which is 50 reis (5.4 cents).

For declared-value parcels, besides the postage and registration, 20 reis (2.16 cents) shall be paid for each 20,000 reis (\$21.60) or fraction thereof.

For parcels c. o. d. the postage and costs depend on their being registered or declared value, in which case they are the same as the above mentioned, besides a premium of 50 reis (5.4 cents) for collection.

ART. 11. The c. o. d. premium shall be deducted from the amount collected and shall be indicated by affixing a stamp of said value on the requisition of the money order in which the amount collected shall be transformed after deducting the respective issue premium and stamp, the receipt of the money order being at once attached to the said requisition.

When the money collected is remitted by post-office money orders the premium shall be represented by postage stamps placed on the coupon of one of said orders.

CHAPTER 2.—*Reception.*

ART. 12. The reception of parcels exchanged between "sedas dos concelhos" of the continent and islands, as also of any other post office which the postmaster general may order, shall be effected by—

(a) *Lisbon*.—By the division of the parcel-post service.

(b) *Oporto*.—By the third division of parcel-post service.

(c) In other capitals of the administrative districts by the respective deputy postmasters.

(d) In other localities by the telegraph-post office or post offices.

ART. 13. The parcels are received by hand and must be presented an hour before the departure of the mail in which they are to be forwarded, and will only be received in the post offices from 8 a. m. to 5 p. m. during the time the same are open to the public service.

(1) In division 1, parcel post and dead letters, Lisbon, such service shall be prolonged until 6 p. m. and on Saturdays until 8 p. m.; and

when public convenience demands it, the general administration of posts and telegraphs shall increase the number of hours for the reception of parcels in various post offices, or in all.

(2) In Lisbon and Oporto the service shall end at 10 a. m. on Sundays.

(3) The parcels that contain liquids or substances liable to liquefaction must be presented open, so that the post-office authorities may examine its condition and packing.

ART. 14. The duties of employees charged with receiving parcels are:

(a) To see that the packages fulfill the prescribed rules and to cancel the stamps.

(b) To place on the registered parcels the tag model No. 219, entering the same under letter (e) in the registration book model No. 46, with the same formalities used in registering other articles and handing receipt to the consignor.

(c) To write on the parcels of declared value in red ink the letters "V. D.,"¹ entering same in book model No. 51, with the same formalities used in regard to other articles of declared value, and handing over the proper receipt to the consignor. These parcels should be weighed to within a gram.

(d) To put C. O. D. parcels tag model No. 232, entering same under letter (e) in book model No. 46 or 51, according to the case, with the same formalities as in the case of articles registered or of declared value and adding an indication of the amount to be collected. Proper receipt shall be given to the consignor with the word C. O. D. and the respective amount written on it.

(e) To verify with the greatest care that the declaration of the contents corresponds to the nature of the parcel, and, in case of doubt, to exact the opening of same for the purpose of verification.

ART. 15. Registered parcels with declared value and C. O. D. shall be given a number order to be entered in books models Nos. 46 and 51.

The first and third divisions of the parcel-post and dead-letter service shall adopt books for the registered and declared-value parcels which either are or are not C. O. D., according to models 46 and 51, a special number order being given for each class.

ART. 16. Parcels, when destined for Lisbon or Oporto or "sedas dos concelhos," may be sent and will be delivered at the residence, for which purpose the consignor must write the word "domicile" in very legible characters on the upper part of the address.

The cost will be increased for this purpose by the taxes fixed in article 10, and marked by affixing on the wrapper stamps to the value of 100 reis (10.8 cents) when the delivery is to take place in Lisbon or Oporto, and 50 reis (5.4 cents) when in other "sedas dos concelhos."

ART. 17. Parcels may be sent for delivery to the addressee in person, a label in large letters bearing the words "in person" printed on it; or, lacking this, the same formula being written very legibly in red ink.

The delivery-in-person charge is payable in advance by affixing postage stamps, and is to be the same as that established for the delivery of telegrams.

¹ Value declared.

ART. 18. The consignor of a parcel may demand, at the time of sending, that he be given within proper time a signed receipt of the consignee.

For this the lines 1 and 2 of article 31, and in article 62 of the regulation of the postal service, approved by decree of June 14, 1902.

CHAPTER 3.—*Transmission.*

ART. 19. Parcels should be forwarded in bags or baskets of a special model adopted by the postmaster general or in the common mail bags.

(1) The special bags or baskets will be closed and shall have tags with the name of the forwarding station as also that of the receiving station, with the inscription "Parcels."

(2) The baskets shall be used in the parcels service via sea and between Lisbon and Oporto, and also between these cities and post offices, when the number and nature of the parcels require it.

(3) The forwarding of parcels between Lisbon and Oporto, between these cities and the various post offices of the continent, and between the Azores and Maderia, and from one to the other, shall be made apart from the ordinary mails.

(4) When there are more than four parcels for the same destination, a separate and distinct mail pouch shall be sent.

(5) The stations that have direct communication by rail shall send parcels to be forwarded by this means directly to the mail trains, with the exception of those for Lisbon or Oporto.

(6) Parcels with declared value shall always be sent to their destination in a special pouch.

(7) The post offices and mail trains shall return as soon as possible to the sending station any bags or baskets that shall have contained parcels. In case of delay, the post office holding the bag or basket shall demand its immediate return.

ART. 20. In transmitting parcels to or from the stations, and from the latter to and from the mail trains, notices shall be sent in the mail, model No. 44 or 50, as follows:

(a) Ordinary parcels: In model 44, according to the number.

(b) Registered parcels: In model No. 44 by their register number and respective destination.

(c) Declared value: In model No. 50 by their number, registration, destination, weight, and value.

(d) Parcels C. O. D.: By registration number, name of consignor, destination, weight, and amount to be collected. In models 44 or 50 whether or not they are of declared value.

Sole exception.—In notices, according to Nos. 44 or 50, it shall be stated whether the parcels are accompanied by a receipt or are to be delivered without said notice.

ART. 21. When the post office receives parcels it shall examine them in order to ascertain if they have been tampered with, if the weight agrees, if they are duly stamped, and also if the notices are directly drawn up.

Sole exception.—If on examination there is found any violation of the above regulations, and if there are extra parcels besides those mentioned in the notice, a statement to that effect shall be drawn up in triplicate, and also three notices for the extra parcels shall be drawn up. In the upper part of these notices the word "rectifica-

tion" shall be written. If the proper amount of stamps is wanting the above-mentioned triplicate is unnecessary and the forwarding station shall put on the necessary stamps and return the same to destination.

ART. 22. When a receiving station finds that a parcel has been tampered with a detailed statement shall be immediately drawn up and sent to the chief of the parcel-post service and the chief of the dead letter office. A copy of this statement shall also be sent to the forwarding station.

CHAPTER 4.—*Distribution.*

(a) In the stations.

ART. 23. The parcels shall be delivered directly to the consignee or his duly authorized agent in the terms of article 93 of the post-office regulations, approved by decree of the 14th of June, 1902.

ART. 24. As regards parcels to be delivered at the postal stations a notice shall be sent to the consignee according to model 227.

(1) As soon as possible after distribution and examination these notices shall be sent to the consignee in the first mail delivery of the day.

(2) If the consignee has changed his residence or is absent from his residence, although the mail carrier may be aware of this and know his whereabouts, he shall return the notice to the station with a statement to this effect.

ART. 25. Upon delivery of the parcel to the consignee it shall be signed by the latter on the back thereof, according to model 227.

(1) A duly authorized agent in writing may sign for the consignee.

(2) When doubt exists as to the signature of the person signing the notice, or as to the signature of the agent's written authorization, he may be required to authenticate the same, as set forth in article 99, post-office regulation approved by decree of June 14, 1902.

ART. 26. In Lisbon, Oporto, and the Azores the parcels shall only be delivered after examination by the customhouse officials in the presence of the post-office authorities to examine and assess any duties that there may be.

ART. 27. In Lisbon and Oporto parcel delivery begins at 10 a. m. and ends at 5 p. m. In all others the delivery is made in accordance with the office hours of the station.

ART. 28. The regulations stated in articles 100 and 102 of the post-office regulations approved by the decree of June 14, 1902, have similar application in the delivery of registered, declared value, and C. O. D. parcels.

ART. 29. The delivery of C. O. D. parcels shall only be made after the payment of the amount to be collected.

(b) Delivery at the residence.

ART. 30. Parcels to be delivered at the residence of the consignee shall be delivered by the carriers when the weight and number shall permit; or by third persons especially hired for this purpose, according to the instructions of the chief of the parcel post.

Sole exception.—The consignor of a parcel sent without direction that it be delivered at the residence of the consignee may so afterwards order by mail or telegraph in the terms of article 39, and the required stamps shall be affixed, as stated in model No. 100.

ART. 31. In Lisbon and Oporto the parcels shall be delivered either by first or second class letter carriers accompanied by apprentices depending on the first and third division of the parcel-post service, or by parties specially hired to this end.

Sole exception.—When the number and weight of parcels to be delivered at the residences in aforesaid cities warrants extra means of delivery, the chief of the parcel-post service may take the proper means to effect such delivery.

ART. 32. The distribution of parcels at residences is subject to the same regulations as those which affect ordinary mail matter. The parcels only shall be delivered in exchange for a receipt as stated in model 227. The amounts to be collected shall be written on the receipts and the carrier shall keep the detached coupon receipt of the above-mentioned printed form.

Sole exception.—The carriers shall sign printed forms, model 227, before handing same to the respective post offices, thus assuming all the responsibility for the correct delivery thereof. Carriers shall return as soon as possible to the post office after delivery and comply with the above regulations and render the proper accounts.

ART. 33. The chiefs of the first and third divisions of the parcel-post service, the district deputy postmaster, and the chiefs of the post offices in other counties shall remit immediately in money orders to the consignors the amount collected C. O. D., after deducting the charges due thereon. A separate money order for each parcel sent C. O. D. is required to be made. These money orders and coupons shall have the indorsement made upon them in red ink, "Amount collected on parcel No. —, signed by Mr. —."

(1) The requisitions for these money orders shall bear the same indorsements as the latter written in red ink and are exempt from the payment of stamps for the printed form.

(2) The stations outside "sedas dos concelhos" which execute the parcel-post service shall effect the same according to the service instructions of December 26, 1910, and forwarded by the fifth section.

ART. 34. As soon as the amount due on parcels sent C. O. D. is collected, the number of the money order or orders shall be written in the proper column of notice model No. 44 or 50.

CHAPTER 5.—*Reforwarding and returning.*

ART. 35. Parcels may be reforwarded to localities authorized to exchange the same, if the consignee makes a written request with the signatures authenticated in the manner aforesaid.

ART. 36. When the consignee is absent and his new residence is known, he shall be notified of the reception of the parcel by notice No. 230, asking him in what manner he wishes to dispose of it.

(1) The notice shall contain the information as to whether or not the local post office is authorized to exchange parcels.

(2) The above-mentioned notice must be replied to within—

(a) Fifteen days, when the parcel is destined to any post office of the Continent and the consignee is absent in another locality in same

Continent, or when addressed to the islands and the consignee is absent as aforesaid.

(b) Thirty days, when the parcel is destined for the Continent and the consignee be absent in any of the adjacent islands and vice versa, and in like manner if the consignee be absent in any other locality of same island.

ART. 37. When parcels destined for consignees who are not absent are not withdrawn within eight days, a second notice, model No. 227, shall be sent in case of parcels to be called for at the post office. If the parcel is to be delivered at the residence of the consignee the carrier shall leave him a notice, model No. 60, for two consecutive days.

Sole exception.—Eight days after the delivery of these notices, if the parcel has not been delivered, a notice, model No. 230, shall be sent to the consignor.

ART. 38. Thirty days after the notices mentioned in section 2 and sole exception of articles 36 and 37 have been sent and no answer thereto has been received, the parcel will be considered abandoned and sent to the fourth section of the parcel-post service and dead-letter office, in order that proceedings may be taken in accordance with the rules set forth in chapter 8.

CHAPTER 6.—*Restitution, suspension of transmission, and rectification of address.*

ART. 39. To withdraw, suspend transmission or delivery, or rectify the address of any parcel, the rules set forth in title 3 of the post-office regulations must be complied with.

CHAPTER 7.—*Canceling and rectifying of amounts C. O. D.*

ART. 40. In order to cancel or rectify amounts collected C. O. D. the rules set forth in title 3 of the post-office regulations must be complied with.

CHAPTER 8.—*Dead mail matter.*

ART. 41. The parcels considered as dead mail matter shall be sent by the postal stations to the fourth-class section of the parcel-post service and dead-letter office, as described in notice, model No. 44, where also will be found the charges and fines imposed.

(1) The remittances shall be made in a closed pouch and addressed "Parcels—Dead-Letter Office—Lisbon," by the first section of the parcel-post service and dead-letter mail office.

(2) These objects shall be described in the fourth section in proper books. They shall be designated in numerical order relative to the fiscal year, number of registration, declaration of value or amount to be collected according to the circumstances, name of consignor, destination and forwarding station, nature and weight of contents. The fines and charges on the parcel shall be written in the above-mentioned book, leaving sufficient space for the balance of the proceeds from the auction of such parcel, this amount being handed over to the Mutual Aid Society of Post Office and Telegraph Employees unless claimed by the owner.

(3) The consignors of parcels sold at auction are entitled to the proceeds of such sale, after liquidation and the charges are paid, within a year from the date of said sale and when there is a demand by him of the general administration of mail and telegraph of the third district. These proceeds, when not reclaimed by the interested parties within the period fixed, will revert to the mutual aid fund of the post-office and telegraph employees.

ART. 42. In the months of January, April, July, and October of each year the dead-letter matter shall be sold at auction, which shall be duly advertised. The chief of the postal service and dead-letter office shall assist at the same, as well as the chief of the fourth department of the same service and a clerk, who will act as secretary.

(1) A detailed statement shall be drawn up in a book specially designed for that purpose and a copy sent to the director of the sixth department of the general administration of post office and telegraph.

(2) After the expiration of the period indicated in the paragraph of the previous article the proceeds of each auction shall be delivered to the directors of the mutual aid fund of the employees of the post office and telegraph and for which a receipt shall be given.

The octroi (internal revenue) and liquid tax with which any parcel is charged shall be deducted from the proceeds of the auction so as to be handed over to the chief of the second or third section, after which it shall be delivered to the customhouse.

ART. 43. When the consignor has demanded and has the right to reclaim the proceeds from the auction after the deduction of the charges, the amount will be handed over to him by the chief of the fourth section of the parcel-post and dead-letter service, for which a duly executed receipt shall be given.

CHAPTER 9.—*Storage in warehouses.*

ART. 44. Fifteen days after notice, model No. 227, has been sent, or also leaving notice, model No. 60, at the residence of the consignee, any parcel still remaining uncalled for in the parcel station shall be considered as in storage until same is claimed or is considered as dead-letter matter.

Sole exception.—Parcels retained owing to litigation are not to be considered as stored, and therefore do not pay storage charges during such litigation.

ART. 45. The storage rate is 10 reis (1.08 cents) per day on parcels.

Sole exception.—This charge shall be collected from the consignors, consignees, or from the proceeds of the sale, according to the circumstances.

ART. 46. The storage charge shall be paid by the consignee by affixing postage stamps on the parcel.

Sole exception.—These stamps shall be canceled in the presence of the consignee with the stamp, seal, and date of the post office.

ART. 47. When the parcel is returned to the consignor the storage charge must be indicated on the parcel and on the notice, and he must pay any taxes or fines charged thereon.

ART. 48. If the parcel is considered as dead mail matter the owing for storage shall be indicated on the same.

CHAPTER 10.—*Packing.*

ART. 49. The first, second, and third sections of the parcel-post service are authorized to pack and seal any parcels upon the demand of either the consignor or consignee and payment of the charges thereof.

(1) If the parcel is sealed only, the charge is 20 reis (2.16 cents); if packed, 50 reis (5.4 cents), this including wrapping paper, string, and sealing wax.

(2) When the packing requires wooden or tin boxes or oil paper, the consignor shall pay besides the cost of 50 reis (5.4 cents) the cost of any of these materials according to the tariff fixed upon by the respective chiefs and approved by the postmaster general. This tariff shall be posted in a conspicuous place in each division.

(3) The supply houses shall furnish special seals to be used in sealing parcels.

ART. 50. Any person desiring to avail himself of this service shall apply to an employee for a packing order for which he must pay the fixed charge. Such order shall bear the date of issue and be presented to the packing employee, thus giving him the authority to perform such service.

ART. 51. The chief of the parcel-post and dead mail matter service shall furnish books with packing orders of 20 and 50 reis (2.16 and 5.4 cents) numbered from 1 to 100 to each division chief.

ART. 52. The proceeds from packing and sale of material shall be handed over monthly to the paymaster and treasurer in the same manner as other postal revenues accompanied by detailed statements in accordance with the regulations of the post office and telegraph auditing department.

PART IV.

Over-the-sea service.—General rules.

ART. 112. The parcel-post service for the over-sea Provinces is regulated by the international convention in force or any other rules that come into force.

ART. 113. The exchange of parcel post with the over-sea Provinces is authorized both for parcels of declared value and parcels c. o. d. according to the terms of the present rules and in harmony with the existing international convention in re foreign service with the over-sea Provinces.

Assessing and collecting taxes and customhouse duties.

ART. 114. The customhouse directors of Lisbon, Oporto, Funchal, Angora, Horta, and Ponta Delgada shall nominate the necessary employees of the customhouse to assist in the second and third sections of the parcel-post service at the reception, opening up, and verification of the goods and assessments of customhouse duties.

(1) These men shall be assisted by the necessary permanent weighers.

(2) The actual opening and closing of parcels shall be done by the post-office staff only.

(3) The customhouse is completely independent of the post-office service, and vice versa.

ART. 115. After the postal formalities are complied with, the parcel shall be sent to the customhouse with its declaration and presented to the customhouse employees, who shall verify the taxes and duties charged on the same, signing a tag with the date of verification and attaching it to the parcel, which shall be put in the original packing.

(1) When more than any one parcel has to be included in the same dispatch, the customhouse may not mix and place the goods in different parcels, this rule being also applicable to the packing.

(2) The necessary post-office employees shall act when on this service as representatives of the post office and the receiver's interest. These employees shall not leave the customhouse dispatch room reserved for the parcel-post service whilst a parcel remains there.

(3) Every day at the opening of verification period the parcels shall be handed over to the customhouse employee to be dispatched and described in the list as to registration number and receivers' names. After this is done the employees shall hand over the parcels to the post office, together with the respective dispatch tickets and copies thereof.

(4) The post office upon receiving these parcels from the customhouse shall check the parcel by the list referred to in paragraph 3, in the presence of a customhouse employee.

ART. 116. The verification period mentioned in article 114 begins at 10 a. m. and ends at 4 p. m. This period may be lengthened when the chief of the parcel post, with justified reasons, asks it of the customhouse director of his district.

ART. 117. The stationery and other necessary articles for the customhouse work shall be furnished it; all other expenses shall be paid by the general management of the post office and telegraph service.

ART. 118. Parcels shall be dispatched in whole, as it is not permissible to dispatch in part, with the exception set forth in article 148.

ART. 119. The stamp tax on the dispatch tickets, as well as any other legal charges, and the cost of printed forms, shall be included on the respective dispatch ticket, the total amount of the same to be collected jointly with the customhouse duties.

ART. 120. When there are any doubts as to the classification of goods for assesment of duties on parcels, if these be requisitioned by the customhouse, the same shall be, after paying postal taxes, sent to the customhouse, described in triplicate in model 233 and accompanied by a declaration model No. 234, so that the usual steps in these cases may be taken.

(1) In order that the customhouse may demand a parcel, it is necessary that the receivers demand it of the customhouse, proceeding in identical manner as regards parcels to be forwarded to the general stores.

(2) To the triplicate forms 233 the dispatch tickets must be added, should there be any.

(3) When for any reason the goods contained in the parcels proceeding from foreign countries or over-sea provinces are subject to fines or to any other taxes covered by the custom-house rules, a written communication must be made by the chief of the dispatch room to the chief of section or employee in whose charge the parcel in question is, so that he may order its retention until the procedure be

completed. The result of this measure shall be made known to the above-mentioned chief of division or employee by the interested customhouse employee.

ART. 121. The customhouse directors will, when they judge it convenient, reverify the parcels in transit, and as regards this service will take such provisions as they judge necessary for safeguarding the interests of the country's finances (*fazenda nacional*). These reverifications may take place even when the consignments are in the post office, from which they shall be requisitioned in writing.

ART. 122. The receivers of parcels subject to taxes have the right to copies of dispatch tickets free, which will be furnished them by the post office, but proceeding from and ceded by the customhouse to the post office when giving originals. These copies shall be given to the receivers with the notices, models 227.

ART. 123. The custom-house employees who work in the second and third divisions of the parcel-post and dead-letter departments shall send daily to the chief of these departments separate statements, according to the adopted model depending on the article dispatched, concerning the parcels which they have dispatched the day before, these statements having first been gone over by the respective chief of division. The custom-house employees who work with the employees of the post and telegraph services of Funchal, Angra, Horta, and Ponta Delgada shall send to the district chiefs on Mondays and Thursdays (or the succeeding day if these are holidays) duplicate statements, signed by the employees of the post and telegraph service, bearing on all the parcels dispatched up to the day before.

ART. 124. The collection of dues on parcels in Lisbon and Oporto shall be made to the chiefs of the second and third divisions of the parcel and dead-letter service, and in Funchal, Horta, Angra, and Ponta Delgada to the employees of the post and telegraph service.

ART. 125. The chiefs of the second and third divisions of parcel-post and dead-letter service shall send daily to the treasurer of the customhouse in their district the total of the sums collected the previous day. To this end they shall draw up in duplicate as many lists as there are places from which parcels come. One of these shall remain with the respective dispatch tickets, and another shall be given to the chief of division, with a receipt passed by the customhouse treasurer, copies of the same being forwarded to the secretary of the postal service.

ART. 126. The post and telegraph employees in Funchal, Angra, Horta, and Ponta Delgada shall send in on Tuesdays and Saturdays (or the following days if these be holidays) the amount of taxes received by them up to the previous day, and in the form established, to the chiefs of the second and third sections of the parcel-post service, the lists received from the customhouse being sent to the respective chiefs of the post and telegraph service.

ART. 127. When parcels proceed from the continent of the Republic or the adjacent islands, and contain goods subject to octroi (internal revenue) taxes, the same shall be collected according to the declarations made on said parcels.

ART. 128. The employees shall account for these taxes in special books furnished them for this purpose.

ART. 129. When the dispatching is finished, the supervisor shall separate the dispatch tickets and copies which shall be handed in

Lisbon and Oporto to the chiefs of the second and third divisions; and in Funchal, Angra, Horta, and Ponta Delgada to the post and telegraph employees.

ART. 130. As regards the liquid tax, or any other taxes to which parcels may be subject outside of Lisbon and Oporto, the receiver shall satisfy and settle the same without the intervention of the post-office employees, according to the existing legislation.

ART. 131. The dispatching of goods contained in parcels proceeding from foreign countries and over-sea provinces can only be effected in Lisbon, Oporto, Funchal, Angra, Horta, and Ponta Delgada.

ART. 132. For dispatching imported parcels special books according to the proper model shall be used.

ART. 133. When declarations accompanying foreign parcels contain more than one package the dispatch shall be made by the total number of parcels itemized in the declaration.

ART. 134. The amounts to be collected on import duties which may be charged on parcels shall be written in red ink above the address in figures as well as in words. This declaration to be duly signed.

(1) When these parcels are reexpedited from Lisbon, Oporto, Funchal, Angra, Horta, or Ponta Delgada, the referred-to amounts shall also be indicated in the invoice No. 44 or No. 50.

(2) When the above-mentioned taxes are collected outside of the towns named above they shall at once be converted into service drafts, issued in favor of the chiefs of the second and third sections of the parcel and dead-letter division, or in favor of the employees of the post and telegraph service in the districts of Funchal, Angra, Horta, and Ponta Delgada, as the case may be. On these receipts and their accompanying tickets must be written in red ink the words: "Parcel post. Tickets Nos. ———."

(3) When the parcels are reforwarded from one locality to another this shall be communicated to the respective chief of division, so that he may credit the station reforwarding the parcel and debit the station receiving the same. The chiefs of division at stations exchanging parcels by a direct route shall receive the amounts of the money orders, handing the same over to the treasurers of the Lisbon or Oporto customhouses on each Thursday and on the last day of each month, adopting the procedure indicated in articles 125 and 126. In money orders issued for payment of customhouse duties it is not permissible to include the amounts proceeding from reimbursements.

ART. 135. The chiefs of the second and third divisions of the parcel-post service and the chiefs of stations exchanging parcels shall open an additional book for current amounts with other stations as regards customhouse duties.

Sole exception.—When said stations do not settle duties owing in 15 days after the expedition or drawing up of printed form model No. 240, this shall be communicated to the chief of the parcel-post service or to the district chief of the postal and telegraphic services, according to the case.

ART. 136. To satisfy local municipal taxes in the Azore Islands and Madeira the district deputy postmasters shall hand the parcels over to the customhouse employee connected with said district or station, or the chiefs of postal and telegraphic stations shall inform the local customhouse, so that the same may send the respective employee to

estimate the taxes due. This work shall be effected in three days at the utmost after the arrival of the parcel.

(1) The employees of the customhouse shall hand the dispatch tickets to the chiefs of the postal stations for drawing up the aforementioned current account, keeping the coupons attached to the same.

(2) For payment of the total amount of these taxes to the customhouse the procedure shall be identical with the one mentioned in article 126.

ART. 137. The customhouse employees shall examine the parcels when they have any doubts as to their contents or to the declaration made on them.

ART. 138. The amount in current Portuguese coin of taxes charged in Lisbon, Oporto, or Funchal on parcels reforwarded to the Azores shall be paid there in Azorian coin (25 per cent less value) and forwarded in money orders to the chief of the second and third divisions of the parcel-post service, or to the deputy chief of the post and telegraphic services in Funchal, as the case may call for.

ART. 139. When parcels are to be reforwarded the customhouse employees shall cancel and inutilize the importation stamps, dispatch notes, tags, etc., according to the rules of the customhouse in force at the time.

ART. 140. Parcels containing metals, to be stamped in the respective department, can only be opened and dispatched in the presence of the receiver or his lawful agent, who shall satisfy the amount to be collected as customhouse duties, so that the customhouse may forward the parcel to the stamp office. The parcel shall be handed to the receiver at the stamp office against the customhouse receipt for the amount of duties charged on the same.

Sole exception.—Any parcels containing precious metals shall be returned for not satisfying the stamp office as to its lawful assay, and if the postal route is used after the same is registered, they can not in any case whatever be handed over to the new senders. The customhouse shall communicate in writing to the chief of the second and third divisions when any parcel has to be returned under the aforementioned conditions.

ART. 141. Parcels containing playing cards not stamped can only be dispatched in the presence of the receiver or his lawful agent, who shall satisfy the amount charged on the same as customhouse duties, so that the customhouse may forward the cards to the mint to be stamped, without which they can not be delivered to the receiver.

ART. 142. The chiefs of the second and third divisions shall make an inventory of the existing parcels whenever they consider it advisable.

ART. 143. When the customhouse needs any parcel for carrying out its regulations, it shall requisition it of the respective division chief, who shall immediately place it at the disposal of the requisitioning customhouse.

ART. 144. The general customhouse management shall send through the sixth direction to the post and telegraph general administration, up to the 15th of each month, lists of duties charged on parcels dispatched up to the last day of the previous month which may be owing by the chiefs of the second and third divisions of the parcel-post service or the postal and telegraphic deputy chiefs in Funchal, Angra, Horta, and Ponta Delgada.

ART. 145. The reimportation of parcels in the terms of the customhouse laws is authorized when they contain goods forwarded from Lisbon and Oporto to be repaired, used abroad, or samples, when the origin of the same is proved on return, the respective petition being dispensed with and unnecessary when these are correct and exact as entered in the receiving lists.

ART. 146. The customhouse directors may grant free importation to national and nationalized goods which have been forwarded from the country as parcels, or reimported in whole or in part, when the origin, forwarders, and receivers of the parcel are absolutely identified and so proved.

ART. 147. When false declarations are found to have been made in the above-mentioned cases, the customhouse shall adopt procedure identical with that used in cases of contraband, according to the customhouse regulations.

Parcels in transit—General dispositions.

ART. 148. The separation of goods carried in parcel post and their repacking for reexport by post is allowed, when this be demanded by the customhouse, the same to be effected in the customhouse bonded warehouses according to the regulations; no tags indicative of the origin must be torn off or canceled.

(1) The above-mentioned warehouses shall receive all kinds of goods contained when so allowed by law.

(2) The parcels reforwarded under the conditions of this article shall be presented at the post office by the receivers declaring in the bills of lading the circumstances that necessitate reforwarding, so that the same may be taken into consideration when the parcels are returned to the station of origin, the customhouse putting on the necessary tags.

ART. 149. When allowed by the customhouse regulations the bonded warehouses aforementioned may be used by other corporations besides those which receive parcel-post packages.

Correspondence submitted to customhouse examination.

ART. 150. When in the stations and mail trains there is found any class of mail matter irrespective of the place from which it proceeds containing articles subject to duties, or prohibited from import, the same shall be sent to the nearest parcel-post office in the mail matter's destination.

(1) Identical procedure shall be adopted with registered letters from any origin whatever that, owing to their aspect, size, etc., appear suspicious.

(2) Registered articles shall be sent to parcel-post service division described in notices model No. 44, and nonregistered articles also shall be mentioned in such notice, but only by their quantitative number.

(3) In Lisbon and Oporto mail bags shall be opened in the presence of the customhouse employees attached to the service.

ART. 151. The articles mentioned in the previous article shall be inscribed and described in a special book as soon as they are received at the parcel-post division.

ART. 152. Receivers of letters registered or nonregistered which are sent to the parcel-post division shall be at once informed of the same, so that they may assist at the opening of the same in the presence of the customhouse officials.

After these are opened the following procedure shall be taken:

(A) Those not containing articles subject to duty or of prohibited import shall be immediately handed over to the receivers.

(B) Those containing such articles shall only be handed over after the customhouse appraiser has stated that the proper duty has been paid.

(C) Those containing foreign lottery tickets shall be proceeded with in conformity with the customhouse rules governing such cases.

(D) Those containing articles prohibited of import, or gold and silver articles or precious stones, shall be returned to the station of origin, with an appropriate declaration, after having been repacked by the post-office employees, when it is recognized that fraud and smuggling was not intended. In such cases procedure shall be as set forth in article 147. When a fine levied on a parcel is considered just, the post-office employee who caused the apprehension of the same shall receive 40 per cent, which would otherwise be handed over to the customhouse pension fund.

(E) Those that are rejected by the receivers before being opened shall be returned to the station of origin with a notice to that effect.

(F) Those that are not called for 15 days after the receivers have been notified shall be returned to the station of origin.

When the senders of nonregistered letters in such cases are not known, letters shall be sent to the dead-letter office.

ART. 153. Any mail matter, except letters suspected of containing articles subject to duty or prohibited import and which are sent to the parcel-post division, inscribed in the book mentioned in article 141 on the same day as received, being afterwards handed over to the customhouse employees, shall be treated in the following manner:

(A) Those which are considered duty free shall be sent to the proper division for distribution or expedition, or they may be sent to the proper section of the parcel-post service when the receiver presents himself to receive them.

(B) Those which contain articles subject to customs duties. After this is definitely proved notices shall be sent to the addressees (model No. 227), in order that they shall come and take them within 15 days. If within the given time they are not withdrawn those which have the address of the sender shall be returned as uncalled for and those which are without address of the sender shall be treated as ordinary letter matter. No storage shall fall on the articles under any circumstances.

(C) Those which contain articles of prohibited import shall be returned if the sender is known, and destroyed if he is not. In either case the dispositions of paragraph D of 152 shall apply.

(D) When the parcels contain unauthorized medicines, they shall not be returned unless the receiver declares within 15 days, counting from the date of the receipt of the notice, whether or not they desire to ask the proper authorization for the importation of such medicines; the process described in No. 6 of article 57 shall be the one followed.

ART. 154. All the transactions as well as the correspondence which this chapter treats of shall be kept entered in the book mentioned in article 151.

(Done by the Government of the Republic Aug. 22, 1911.)

MANOEL BRITO CAMACIO,
Minister of Fomento.

1. Abstract of the law and the rules and regulations governing the operation of the parcel post. (See inclosure No. 1.)

2. The weight limit of parcels. Maximum weight, 6 kilograms (13.2 pounds).

3. The rate or rates of postage. For ordinary parcels up to 3 kilograms (6.6 pounds), 100 reis (10.8 cents); from 3 to 6 kilograms (6.6 to 13.2 pounds), 150 reis (16.2 cents).

"Registered parcels" pay same rate as above, plus 50 reis (5.4 cents) for registration.

"Declared value parcels," 20 reis (2.16 cents) shall be paid for every 20,000 reis (\$21.60) or fraction thereof in addition to postage and registration.

"C. O. D. parcels" postage and costs depend on whether or not they are of "declared value" or "registered." They pay according to classification, plus a fee of 50 reis (5.4 cents) for collection.

4. The greatest dimensions of parcels accepted for mailing. Maximum volume—25 cubic decimeters (about 1 cubic foot). Length not more than 60 centimeters (23½ inches), nor less than 10 centimeters (4 inches).

Umbrellas, canes, or other unfoldable articles may be sent in roll form. They shall not exceed 1.05 meters (41½ inches) in length, nor 40 centimeters (15¾ inches) in thickness. When containing a lady's hat they shall not exceed 45 cubic decimeters (1.6 cubic feet).

5. Whether delivery of parcels is made to the residence of the addressee or to some intermediate point, such as the nearest post office or railway station, and if to an intermediate point what are the particulars concerning the rate of postage, and what means are used to notify the addressee that a package awaits him?

ART. 16. Parcels for Lisbon, Oporto, or the sedas dos concelhos (provincial capitals) shall be delivered at the residence if marked "domicile." One hundred reis (10.8 cents) is charged for delivery in Lisbon or Oporto and 50 reis (5.4 cents) in the other towns. Stamps to the proper value shall be affixed. In other towns delivery is made to the nearest post office. Postage does not differ from that already stated.

ART. 17. Parcels shall be delivered (in the places above mentioned) to the addressee in person if so marked; the extra charge is the same as that for delivery of telegrams, and shall be paid by affixing proper value of stamps.

Addressee is notified of parcel's arrival by a notice. If absent, notice is brought back to office; if not absent, notices are served for two consecutive days; eight days later another is sent. After 30 days without response, the parcel shall be considered as dead mail matter and treated accordingly.

6. A statement of the revenue and expenditures and the amount of parcel-post business transacted during a period of 10 years.

As it is impossible to obtain the figures of the revenue and expenditures of the parcel post only (the expenses and receipts of the post office being given only in the lump sum) this part of the question must be performed omitted.

The volume of parcel-post business is given herewith:

Number of pieces handled yearly.

Year.	National.	International.	Year.	National.	International.
1898.....	402,419	66,489	1903.....	688,982	117,830
1899.....	423,172	76,242	1904.....	685,170	206,684
1900.....	501,714	88,296	1905.....	671,680	214,654
1901.....	571,352	98,870	1906.....	703,662	231,979
1902.....	648,423	107,371	1907.....	677,629	230,580

7. A statement showing in what particulars the transportation of parcels differs from the handling of letter mail, and whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail.

Practically no difference. Parcel post has not affected the ordinary mail service.

8. A schedule of the articles which may or may not be sent by parcel post.

The following articles may not be sent by parcel post:

- (a) Open or sealed letters under six months of age.
- (b) Manuscript papers (except account books, minute books, invoices bearing on actual parcel, or any other data).
- (c) Card or lottery tickets, revenue stamps, uncanceled postage stamps, draft forms in blank, blank unwatermarked drafts, blank paper stamped with documentary revenue stamps, bank notes, schedules, coupons, etc.
- (d) Unstamped playing cards.
- (e) Live animals (except bees and leeches, properly packed), animal remains for bacteriological analyses, heads of rabies-suspected dogs, or blood or entrails of same; any other decomposable matter.
- (f) Gold and silver articles, precious stones, medals, old or modern coins (except when "declared value").
- (g) Any plants, seeds, etc., which may not be sent in any other manner owing to quarantine rules.
- (h) Tobacco between the continent and the islands.
- (i) Parcels containing visible words offensive to morality or the Government or the laws.
- (j) Parcels bearing anything resembling postage stamps in actual use.
- (k) Parcels containing photos or drawings offensive to the Government, laws, or morality.

9. A statement describing any opposition which may have been manifested before or since the establishment of the parcel post.

There has been no opposition to the parcel-post service, either before or after its establishment. On the contrary, it has been welcomed both by private persons and by tradesmen.

10. Information as to whether any common carriers exist similar in any way to the American express companies; if so, a brief of their nature and their relation to the Government.

Absolutely none.

11. Whether the Government operates the railroads in whole or in part, and where it does, full information showing the bearing which this fact has on the operation of the parcel post.

The Government owns and conducts two of the smaller railway lines. There is no difference on Government or private lines in the way parcel post is treated. If anything, it secures better treatment (rolling stock) on the privately owned lines, owing to Government regulations affecting parcel post being more strictly applicable to private companies than to their own. Hardly any difference exists, however, between the treatment of parcel post and ordinary mail matter.

12. A statement showing the attitude of the people with reference to the parcel post, and what benefits, if any, have resulted from its operation to the people at large.

The establishment of the parcel-post service has forced the railway companies to reduce their freight rates on matter under 10 kilograms (22 pounds), and the people have benefited as a result.

13. Where two or more rates exist dependent on speed of transportation, such as it is understood exist in France, full information is desired.

Portugal has no "grande vitesse" and "petite vitesse," nor anything at all resembling it.

14. Specific information as to whether shopkeepers in small towns claim that the parcel post militates against them in favor of the large departmental or city stores.

On account of the illiteracy of the people the method of ordering by catalogue and by post does not obtain in Portugal. Hence the parcel post can not be said to have altered conditions or relations between the small town store and the large city one.

ROUMANIA.

[Roumanian series—No. 210.]

LEGATION OF THE UNITED STATES OF AMERICA,
Bucharest, October 2, 1911.

The honorable the SECRETARY OF STATE,
Washington, D. C.

SIR: Referring to the department's circular instruction of August 24, entitled "Parcel post data," file No. 800.715, I have the honor to inclose herewith two circulars printed in French, one containing an extract of the rules and regulations governing the expedition of postal packages within the country (extrait des dispositions du règlement intérieur applicables au transport des colis postaux) (see translation on p. 209) and the second a list of articles prohibited from being sent in the parcel post (Colis postaux.—Objets interdits à l'importation) (see translation on p. 212). I am also sending under separate cover the official publication of the Roumanian post office department, entitled "Tarifele si Instructiunile Coletelor Postale, etc." (not translated), containing a tariff for parcel post and express matter, domestic and foreign, and the rates applicable thereto, as well as instructions relative to handling such matters.

As far as I have been able to digest the foregoing, they contain answers to practically all the questions asked for by the department. The weight limit on parcel post is 50 kilograms (110 pounds). Large and unweildy packages are prohibited.

Packages intended to be distributed in the same community where received are charged 20 centimes (about 4 cents) up to 5 kilograms (11 pounds).

On packages destined for other points in the country the rate is 50 centimes (about 10 cents) per package up to 2½ kilograms (5½ pounds) and 1 franc (19.3 cents) from 2½ to 5 kilograms (from 5½ to 11 pounds).

Packages weighing more than 5 kilograms (11 pounds), 25 centimes (about 5 cents) per kilogram (2.2 pounds) or fraction thereof additional is charged, whatever may be the destination of the package inside of the country.

For postal packages without value payment must be made in advance; with others it is at the option of the sender.

For postal packages with value see page 26 (official publication), and for rates as to weights see page 25 (not translated).

Packages are not delivered at the residence. A notice is sent from the nearest post office and the receiver has to go to the post office in order to obtain the package.

The post office department was unable to furnish me with a statement of the revenues and expenditures and the amount of parcel-post business transacted, stating that these matters are not separately itemized in the post-office accounts.

Ordinary mail can be sent by simply placing the necessary amount of postage upon it. For postal packages a form must be made out and signed, giving the contents of package, its weight and value, and the name and address of the receiver. The post office states that there have been no delays or difficulties in the delivery of ordinary mail matter by reason of the parcel-post system.

The list of articles prohibited is stated in the inclosed circular.

There is no opposition whatsoever to the parcel-post system. It has been in use here practically since the establishment of the post office and is taken as a matter of course.

There are no common carriers doing express business in Roumania. The railroads are all owned by the State. There are transportation agencies, but they simply make a business of attending to the forwarding and the receipt of packages by either the postal authorities or by ordinary freight.

Two rates depending upon speed of transportation, as in France, do not exist in Roumania.

I have heard of no complaints from the shopkeepers in small towns in regard to the parcel post militating against them. I have the honor to be, sir,

Your obedient servant.

ROLAND B. HARVEY.

[Translation.]

EXTRACT OF THE RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF POSTAL PACKAGES WITHIN THE COUNTRY.

The packing must be strong and in accordance with the length of the trip, the weight, the dimensions, and, if necessary, with the declared value of the parcel.

Valuables in specie and in paper (bills), jewelry, and generally all objects of small size representing a high value must be wrapped in strong paper or linen leather, or preferably be packed in boxes wrapped in oilcloth. Packages wrapped in paper or linen must be strong; the linen, oilcloth, or leather used for the wrapping must not present any patch or seam.

Any package with a declared value, whatever its nature may be, must be sealed either with wax or lead seals.

Groups of parcels, packages, boxes must be sealed on their joints in order to make impossible any attempt of breaking without injuring the wrapping.

RECEIPT.

Senders of postal packages receive free of charge a receipt of their sending.

BILL OF LADING.

Postal packages are accompanied with a bill of lading on which is printed a fiscal stamp of 10 centimes (2 cents), and which must bear on the lower left side the impression on wax and with ink of the seal which was used to seal the package.

The value of a package containing specie or bank notes must be integrally and exactly declared.

The sender of such a package who has declared a value inferior or superior to the exact one has to pay three times the amount of the ordinary fee and a fine of from 1 to 500 francs (about 20 cents to \$100).

No limit is imposed to the declaration of value of consignments of goods.

RESPONSIBILITY.

In case of loss the administration reimburses the declared amount and the paid fee. However, if it is ascertained that the real value was inferior to the declared value, indemnity may be settled accordingly.

For packages without declared value the indemnity is reckoned at the rate of 2 francs (38.6 cents) per kilogram (2.2 pounds).

WITHDRAWAL.

The sender has the right to withdraw his consignment either at the mailing point or at the place of destination. If the package has not yet been forwarded, the paid postage is refunded, except a fixed fee of 25 centimes (5 cents), which remains acquired as a registry fee; if the package has already been forwarded, a charge according to the distance forwarded and returned is made.

ACKNOWLEDGMENT OF RECEIPT.

In consideration of a prepaid fee of 25 centimes (5 cents) the sender may ask a return receipt from the addressee.

GROUPS OF PACKAGES.

It is prohibited to form a single parcel of several packages addressed to a certain number of different addressees.

FEE GUARANTY.

The parcels are used as a guaranty for the fee charged against them.

UNCLAIMED PARCELS.

An unclaimed parcel of which the addressee is unknown is sold after having been advertised in the *Moniteur Officiel* (official report of the administration). Excess coming from the sale is remitted to the postal department.

RATE OF FEES.

Postal packages are submitted to the established fee according to their weight and in certain cases to the fee proportional to the parcel's value.

1. Fee according to weight:

(a) For parcels which are to be delivered in the radius of the place they are received the fees is 20 centimes (4 cents) up to the weight of 5 kilograms (11 pounds) for each parcel.

(b) For parcels intended to be delivered outside of the place they are received the fee is 50 centimes (10 cents) for each parcel up to 2½ kilograms (5½ pounds), and 1 franc (19.3 cents) for each parcel weighing more than 2½ kilograms (5½ pounds) up to 5 kilograms (11 pounds).

(c) For parcels weighing more than 5 kilograms (11 pounds) the fee is increased 25 centimes (5 cents) per kilogram (2.2 pounds) or fraction of kilogram (2.2 pounds) whatever their destination may be within the limits of the domestic service.

For postal packages without declared value the prepayment of postage is obligatory. For others it is optional.

2. For the fee proportional to the parcels' value, see page 26 of annexed tariff.¹

All parcels which are not prepaid are charged at destination an overcharge of 25 centimes (5 cents) per parcel.

COLLECT ON DELIVERY PARCELS.

Collect on delivery parcels up to the amount of 1,000 francs (\$193) may be sent by mail. The prepayment of postage of these parcels is compulsory. Payment to sender can be made only after payment of amount by addressee.

When the amount of the collection has been received by the postal authorities said amount is forwarded to sender by postal money order minus the fee of the money order and a remuneration of 10 centimes (2 cents) for each parcel. The maximum of postal money orders used to forward the amount collected on C. O. D. parcels is exceptionally fixed at 1,000 francs (\$193).

CUMBERSOME PARCELS.

Cumbersome postal packages are charged the ordinary fee plus one-half of this charge.

Parcels are classified as cumbersome having a length of more than 1 meter 50 centimeters (nearly 60 inches) and those which, according to their shape, can not easily be loaded with other parcels.

FORWARDED PARCELS.

Forwarded parcels are charged according to the distance forwarded.

DELIVERY CHARGES.

A delivery charge of 20 centimes (4 cents) is made on parcels delivered to the domicile of the addressee.

Parcels to be delivered within the radius of the receiving office do not have to pay this charge.

¹ Not reproduced.

STORAGE CHARGES.

Any postal package which has not been claimed within three days from the date the addressee has been notified is charged 10 centimes (2 cents) a day storage for each day overdue.

Parcels which have to be forwarded or returned to the sender are free from storage charges.

POSTAL PACKAGES.

1. Articles prohibited from importation:

(a) Explosive, inflammable, or dangerous substances.
 (b) Live animals or insects, except those mentioned in the regulations of the convention.

(c) Coin, gold, or silver substances or other valuables in the packages of which the value is not declared. However, it is permitted to insert a letter in a package, provided that this letter be not addressed to anyone other than the addressee of the package. It is likewise permitted to insert in a package a bill or other document relating to the contents of the package.

(d) Pictures having a religious character in general, etchings, lithographic prints, chromos, oil paintings, and all sorts of prints without artistic value in one or several colors, on paper, canvas, or any other material representing persons or subjects of foreign history.

(e) Drawings, photographs, post cards, and any other object of an immoral or obscene character or dangerous to the safety and public order of the State.

(f) Lottery tickets or circulars and other foreign securities not authorized by the Roumanian State and not classified at the stock exchange.

(g) Nickel, copper, silver, or gold coin not a legal tender in Roumania (except antiquated coin).

(h) Silver or gold plated coin; silver or gold plated coin perforated and intended to be used for necklaces.

(i) Counterfeit of new or ancient coin being a legal tender in any country, or having been formerly a legal tender. As counterfeit coin Roumanian customs include a gold Austrian piece of 4 ducats (leftzi) and the Turkish pieces known as mahmoudie, irmilik, rubie, etc.

(j) Dirty waste paper, old newspapers, all soiled printed matter intended for wrapping, and soiled cotton wadding.

(k) Artificial pepper, ground pepper, or colored pepper; dyed coffee or coffee including more than 10 per cent adulterated grains.

(l) Colors especially intended to color wine, spirit used for the manufacturing or counterfeiting of wine, and generally all eatables or drinks which analysis would consider harmful and which would not fulfill the requirements of the Roumanian laws.

All spirits imported in Roumania are analyzed at the chemical laboratories of Bucharest and Jassy and are returned to their original country when they have a prohibitive character. All colors and eat-

ables not fulfilling the conditions of admission to import are likewise debarred.

(*m*) Saccharine and all synthetical products having coloring properties, except saccharine destined to druggists, under the condition that a special permit from the Roumanian customs department must be obtained to introduce it, and then it is limited in quantity to 300 grams (10 oz. av.) a year for any one druggist.

(*n*) Firearms and their accessories (except those destined to the State); war projectiles, such as cannon balls, bombs, shells, grenades, shrapnels, etc.

(*o*) While the hunting season is closed (Feb. 1–Aug. 1) importation of game of any kind, as well as game hides, fresh or ready for stuffing, is prohibited, with the exception of the following wild animals and birds of prey: Wolves, foxes, weasels, polecats, eagles of all sorts, crows, and magpies, as well as their hides, which are admitted without any restriction.

(*p*) Objects of gold or silver of which the standard, either totally or partially, is lower than 0.583 pure gold or 0.750 pure silver. For umbrella or cane handles, for frames, and for chasings with a weight of 250 grams (about 9 ounces avoirdupois) minimum, a minimum standard of 0.500 pure gold is permitted. All gold or silver objects are verified and stamped at the bureau of standards, located at Bucharest, Craiora, and Jassy.

(*q*) Cigar lighters using methylic alcohol or other chemical producing fire without being placed in direct contact with flame.

Apparatus producing fire by friction are not prohibited.

2. Articles conditionally admitted.

(*a*) Tobaccos under any form, cigarette paper of any kind, playing cards of any kind, and any quality of natural or marine salt can be imported only under special permit of the administration of the Roumanian state monopolies.

(*b*) Religious pictures with Roumanian inscriptions, carved or painted on wood or on canvas in Roumanian churches abroad, are admitted to importation only under special authorization of the minister of finances of Roumania.

(*c*) Compound medicines, pharmaceutical specialties, and mineral waters can be imported, but only under a special authorization of the superior sanitary board of Roumania; hospitals and public pharmacies only may obtain the authorization to import compounds, medicines, and pharmaceutical specialties.

(*d*) Fresh cut flowers, trees, and plants of all kinds, as well as the different products of nurseries, gardens, and hothouses, can be imported into Roumania only when they are accompanied with a certificate that the place of origin is not contaminated by phylloxera or black rot. Generally these parcels are submitted to the provisions of the Internationale Phylloxerique Convention.

Authorizations indicated under paragraph 2, letters (*a*), (*b*), and (*c*), above mentioned, must be previously requested by the addressees of these parcels.

Provisions above mentioned under paragraphs 1 and 2 refer to importation into Roumania; parcels mentioned under paragraph 1, letters (*a*) and (*q*) are also prohibited to pass through Roumania.

Measures of length, capacity, weight, temperature, electricity, density, and generally all instruments or standards used as measures can be imported only under special authorization from the minister of commerce and industry of Roumania.

PARCELS UNDULY OR WRONGLY ADMITTED.

Prohibited parcels and those not fulfilling the conditions above mentioned which have been unduly admitted to dispatch are, generally, returned to the office of origin under the following conditions concerning articles mentioned under (*b*) and (*l*):

1. Those mentioned under paragraph (*a*) are destroyed in the offices where discovered.

2. If valuables are found in parcels without declared value, such are submitted to three times the amount of domestic express charges, applicable to valuables, which must be paid by the sender in case the parcel is returned to the office of origin.

3. Those mentioned under paragraph (*f*) are forwarded to the department of justice, which confiscates them and prosecutes the addressee to apply to them the penalties inflicted by the Roumanian law on lotteries.

4. Those mentioned under paragraphs (*g*), (*h*), and (*i*) are confiscated by the Roumanian customs, which at the same time inflicts upon the addressee the fines stated in the Roumanian customs laws.

5. Those mentioned under paragraph (*p*) which do not conform to the legal standard are destroyed by the bureau of standards and then returned to the sender.

6. Those mentioned under letter (*q*) are confiscated by the Roumanian customs.

RUSSIA.

DEPARTMENT OF STATE,
Washington, October 16, 1911.

HON. JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch dated the 30th ultimo from the American chargé d'affaires at St. Petersburg, reporting in regard to the parcel-post system of Russia. I have the honor to be, sir,
Your obedient servant,

P. C. KNOX.

SEPTEMBER 30, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: In reference to your circular instruction (File No. 800715) of August 24, 1911, requesting this embassy to furnish information in regard to the parcel-post system of Russia, I have the honor to report as follows:

Weight and value.—In interior exchange parcels are forwarded under three classes: (1) Without value; (2) with stated value; (3) registered.

All packages shall not exceed 120 pounds (3 poods); parcels containing money (coins) of existing currency should not exceed 60 pounds.

The value stated on each parcel shall not exceed 45,000 rubbles (\$23,175).

Inclosures.—It is absolutely prohibited to send in packages containing other matter (a) explosives and easily inflammable matter, such as gunpowder, cartridges, pistols, matches, etc.; (b) all caustic matter and acids; (c) any money of existing paper currency in Russia; (d) all kinds of private correspondence.

In parcels containing money in coins no other article is allowed to be inclosed.

Packing.—Parcels must be packed tightly and carefully in boxes, barrels, etc., made of even boards, or in leather, linen, or oilskin of one color and good quality.

Parcels up to 1 pood (40 pounds) without value and parcels up to 7 pounds exchanged between places lying near railways or steamship lines may be packed in thick cardboard boxes.

All liquids, sirups, butter or oils, fats, and other goods easily turned into a liquid state must be packed in double receptacles. Between the first (bottle, jar, or box) and the second (metallic box or box of waterproof wood) space must be left, which should be filled in with bran or sawdust or anything that absorbs moisture.

Glassware must be packed in firm covers of metal, wood, or thick cardboard.

Dyeing powders, besides being put in their outer coverings, must be placed in leather bags or oilskins or oiled paper bags.

Celluloid and celluloid ware must be packed exclusively in wooden boxes with the inscription "Celluloid" on the boxes.

In sending parcels with coins of existing currency only the following three methods of protection may be used:

(a) Leather bags, (b) linen, oilskin, or canvas bags, (c) barrels made of one kind of wood of a thickness not less than half an inch and fastened with iron hoops, (d) strong wooden boxes with calks made of even boards of a thickness not less than half an inch, (e) thick boards with indentations in which the coins are to be placed.

All parcels, excepting those without value and registered, must be bound crosswise and with a knot, using strong cord, the ends of which are stamped or sealed with lead by the post office.

Address and delivery to the post office.—The address and all remarks (name and address of sender, value, registration, etc.) are written on the cover of parcels. For parcels without value the address may be written on a separate piece of leather or linen attached to the cover.

The above remarks have also to be stated in a separate document accompanying the parcel sent to the post office.

The forms of the accompanying documents are of various colors, a different form for each kind of parcel. These forms are sold in all post offices and cost 1 kopeck (about $\frac{1}{2}$ cent) for two; they may also be made up by any person.

Charges for the forwarding of parcels.—The postage dues on parcels are levied as follows:

(a) As regards postal charges, the whole Empire is divided into three parts: The first part consists of European Russia and trans-Caucasus; the second, western Siberia, Turkestan, and the trans-Caspian and Turgai regions; the third, eastern Siberia (Governments of Enissey and Irkutsk; Yakutsk, Amur, Transbaikal, and Primorskaya by the sea, regions with the island of Sakhalin) and Russian postal institutions in Manchuria.

(b) As regards their weight, the parcels are divided into four categories: To the first belong parcels weighing up to 2 pounds; to the second, parcels above 2 pounds and up to 7 pounds; to the third, parcels above 7 pounds and up to 12 pounds, inclusively; to the fourth, all parcels exceeding 12 pounds.

(c) Parcels of the first three categories are considered of light weight, and payments for same are made as follows:

For parcels.	In boundaries of—						Between adjoining divisions.		Over one division.	
	First division.		Second division.		Third division.					
First category, up to 2 pounds.....	Kopecks. 25	Cents. 13	Kopecks. 35	Cents. 18	Kopecks. 45	Cents. 23	Kopecks. 45	Cents. 23	Kopecks. 65	Cents. 33.5
Second category, over 2 and up to 7 pounds.....	45	23	65	33.5	85	44	85	44	125	64
Third category, over 7 and up to 12 pounds....	65	33.5	95	49	125	64	125	64	185	95

(d) For parcels of the fourth category payments are collected for the first 12 pounds in accordance with the above table; and for every extra pound or part of a pound exceeding 12 pounds, in accordance with the distance to be covered: Up to 500 versts (331½ miles), 5 kopecks (2.5 cents); above 500 versts (331½ miles) and up to 1,000 versts (663 miles), 10 kopecks (5 cents); above 1,000 versts (663 miles) and up to 2,000 versts (1,326 miles), 20 kopecks (10 cents); above 2,000 versts (1,326 miles) and up to 3,000 versts (1,989 miles), 25 kopecks (13 cents); above 3,000 versts (1,989 miles) up to 4,000 versts (2,652 miles), 30 kopecks (15.5 cents); above 4,000 versts (2,652 miles) and for any distance, 35 kopecks (18 cents).

(e) Distance is calculated from the Government town of the place from which the parcel is sent to the Government town of the place of destination, in accordance with the table of distances published by the chief department of posts and telegraphs.

(f) On parcels of the fourth category sent in the boundaries of one Government or region, for every extra pound above 12 pounds the following charges are made: In European Russia (with Trans-Caucasus), as well as in the regions of Trans-Caspia, Samarcand, Fergan, and Sir-Diria, 5 kopecks (about 2½ cents); in Asiatic Russia (with the exception of the regions mentioned), as well as between Russian post offices in Manchuria, 10 kopecks (about 5 cents).

On parcels with stated value, besides the postal charges, certain insurance charges are made corresponding with the stated value, as follows: On the stated value of 10 rubles (about \$5.15), 10 kopecks (about 5 cents); above 10 and up to 100 rubles (\$5.15 and up to \$51.50), 25 kopecks (about 13 cents); above 100 rubles (\$51.50), 25 kopecks (about 13 cents) for the first 100 rubles (\$51.50), and 15 kopecks (8 cents, nearly) for every further 100 rubles (\$51.50) or part of this amount.

On registered parcels, besides the postal charges, 7 kopecks (about 3½ cents) extra are charged on each parcel.

On delivery of the parcel at the post office the sender receives a receipt stating (1) for parcels without value: (a) the number under which the parcel is entered in the book, (b) destination of the parcel, and (c) total amount of charges paid in stamps; (2) for parcels with stated value: (a) number, (b) weight (in pounds), (c) value, (d) destination, (e) name of party addressed, and (f) total amount of charges paid in stamps and the inscription, as the case may be, "not subject to return."

The receipt is signed by a post-office official, who affixes a seal giving the name, date, year, and place where the parcel has been received by the post office.

Delivery at destination.—The post office at the place of destination of the parcel advises the receiver of the arrival of such parcel by a note, on the presentation of which the parcel is given out to him.

In the majority of big towns the parcels are delivered by the post office to the houses without any preliminary notification. In all places where there are branch post and telegraph offices the parcels are delivered to the houses only in those cases when the parcel is marked "with delivery," and if the receiver writes on the notification that he wishes the parcel to be delivered to his house.

Ten kopecks (about 5 cents) is charged for every parcel delivered to the house.

Guaranty.—The post office does not hold itself responsible for any parcel without value.

For registered parcels the post office is held responsible to the extent of 10 rubles (\$5.15) for each parcel.

For parcels with stated value, to the extent of the value and insurance charges.

Collection on delivery.—On each of the three kinds of parcels the sender may state an amount to be collected on delivery, such amount not to exceed 5,000 rubles (\$2,575).

The dimensions of parcels are fixed according to the dimensions of the leather sacks in which all parcels are transmitted and must not exceed the following measurements:

- (1) 28 by 9 by 7½ vershoks (48½ by 15.6 by 13 inches).
- (2) 22 by 12 by 11 vershoks (38 by 20.8 by 19 inches).
- (3) 13½ by 13½ by 13½ vershoks (23½ by 23½ by 23½ inches).

1 vershok = 4⅔ centimeters (1.73228 inches).

Revenue and expenditure.—The postal and telegraph bureau keeps no record of the normal expenditures of the parcel post, since the rates for sending parcels are paid by stamps, such as are used for letter postage.

Additional postal equipment.—Nothing definite can be ascertained on this subject. In the large towns it is necessarily greater than if no parcel post existed; for example, in St. Petersburg a very large building is devoted exclusively to handling its business.

The transportation of parcels differs from that of letters, in that letters are carried on every train, while only certain trains called "goods" trains carry parcels. There is only one speed and one rate for transportation of parcels. Postal officials claim that the operation of the parcel post has caused no delay nor difficulty in the satisfactory treatment of letter mail.

Shopkeepers in the smaller towns—as far as can be learned—do not claim to be materially injured by possible customers buying from the city stores through parcel post.

No *private express or forwarding companies* exist in Russia, and therefore there is no competition with the parcel post, carried on railways exclusively owned by the Government throughout the Empire; but no opposition has ever been manifested against the present system, and it is considered generally to be of great benefit to the people; the rates are cheap and delivery quick and sure. I have the honor to be, sir,

Your obedient servant,

POST WHEELER,
Chargé d'Affaires.

SAN SALVADOR.

LEGATION OF THE UNITED STATES OF AMERICA,
San Salvador, September 13, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to transmit herewith a copy and translation of a note from the acting minister for foreign affairs, dated yesterday, transcribing to me a communication addressed to him by the director general of posts of Salvador, embracing the parcel-post data called for by the department's circular instruction of the 24th ultimo (File No. 800715), for the use of the Committee on Post Offices and Post Roads of the United States Senate, of which committee Senator Bourne is Chairman. I have the honor to be, sir,
Your obedient servant,

WILLIAM HEIMKÉ. •

[Inclosure 2 in No. —.—Translation.]

REPUBLIC OF SALVADOR,
MINISTRY FOR FOREIGN AFFAIRS,
San Salvador, September 12, 1911.

Mr. MINISTER: Referring to your excellency's courteous note of yesterday, I have the honor to transcribe to you the contents of that which the director general of posts addresses to me under date of to-day:

"Mr. MINISTER: I have the honor to reply to your very courteous note, dated yesterday, in the following terms:

"(1) The post offices take charge of the transmission from one part of the Republic to another of packages the contents of which are indicated and which may have some commercial value. They receive the name of postal commissions, and circulate in the interior and in the rest of Central America, differing from international postal parcels in that these last bear a customs declaration for the payment of the corresponding import duties and imposts. The contents of the interior postal parcels must be contained in bags, boxes, envelopes, or wrapped in such a manner that they can be easily examined. The parcels must bear the exact address of the person for whom they are intended.

"(2) Their weight must not exceed 5 kilograms (11 pounds).

"(3) For each 500 grams (1.1 pounds) or fraction, 25 cents (Salvadorean currency; see note).

"(4) The dimensions can not exceed the following: Greatest length in any direction, 105 centimeters (3 feet, 6 inches); greatest length and thickness combined, 185 centimeters (6 feet).

"(5) The parcels are delivered to the person to whom they are addressed, or to adult persons of his family, in his respective residence or in the office if the addressee presents himself, and without

other formality than the exaction of a receipt. If the person is unknown, he will prove his identity as such addressee. The method employed of advising a person for whom there is a parcel is that of a written form, those parcels which are addressed to places where there is no post office not being sent.

“(6) The income from the postage on interior postal parcels may be estimated at \$91,000 (Salvadorean currency; see note) in the last 10 years, with no imposts or duties, as their circulation is free.

“(7) Parcels which do not bear sufficient postage are not sent; hence there is no additional postage.

“(8) The transportation of parcels does not differ from that of correspondence in general; its circulation causes no difficulty or delay.

“(9) It is forbidden to send by interior parcel post every class of obscene and immoral articles, explosive or inflammable substances, vegetables which quickly decompose, substances which give a bad odor, live or dead animals, or insects and reptiles not dried, gaseous substances, those easily liquefied, and liquids; but it will be permitted to send liquids and gaseous substances in a double receptacle, thus: Between the first (bottle, canister, flask, box, etc.) and the second (box of metal or resisting wood) there will be left a space which must be filled with sawdust, bran, or other absorbent substance as a provision against leakage.

“(10) There has been no known opposition either before or after the establishment of the parcel-post service.

“(11) There exists no service resembling that of express companies in the United States.

“(12) The railways are private enterprises. The Government has no part in their operation.

“(13) The people benefit by the parcel-post service in that they can provide themselves, from the principal centers, with those articles which can not be obtained in their locality; it enables them to acquire in this way those articles which could not reach them by ordinary mail, and, undoubtedly, it brings the advantages of the cheapness and the speed of their transmission.

“(14) We have no difference in rates, as in France, dependent on rapidity of transmission.

“(15) As indicated under 10, no complaint has been made on the part of retail merchants, nor on the part of industry, against the organization of this beneficial service.

“With the greatest consideration, I am your most attentive and obedient servant,

“SAMUEL C. DAWSON.”

Which I have the honor to transcribe to your excellency for your information, signing myself, with all consideration, your attentive and obedient servant,

M. CASTRO R.

The most excellent Mr. WILLIAM HEIMKE,
*Envoy Extraordinary and Minister Plenipotentiary
 of the United States of America, present.*

SERVIA.

DEPARTMENT OF STATE,
Washington, December 13, 1911.

The honorable JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to previous correspondence, I have the honor to inclose herewith a copy of a dispatch, dated the 17th ultimo, from the American chargé d'affaires at Bucharest, with which he incloses a report prepared by the American consul at Belgrade on the parcel-post system of Servia. I have the honor to be, sir,

Your obedient servant,

HUNTINGTON WILSON,
Acting Secretary of State.

(Inclosures: From Bucharest, No. 49, Servian series, Nov. 17, 1911, with inclosure. 800.715-72.)

LEGATION OF THE UNITED STATES OF AMERICA,
Bucharest, November 17, 1911.

The honorable the SECRETARY OF STATE,
Washington, D. C.

SIR: Referring to the department's circular instruction file, No. 800.715, entitled, "Parcel-post data," I have the honor to inclose herewith a report on the parcel-post system of Servia prepared by Mr. Bergh, the American consul at Belgrade, which I have just received. I have the honor to be, sir,

Your obedient servant,

ROLAND B. HARVEY.

(Inclosure.)

[American Consulate. Belgrade, Servia.]

PARCEL POST.

Parcel post was established in Servia in 1899.

Parcels up to 11 pounds can be sent, and it is optional to state the value of the parcel. The highest value accepted is \$100.

Rates are for all parcels up to 11 pounds, 15 cents. Parcels must not be larger than 1 foot 5 inches long and 1 foot 2½ inches wide.

The parcels are delivered to the addressee in Belgrade, but in the Provinces the addressee receives a notice of the arrival of the parcel, and must call for it at the post office.

The revenue received by the Government can not be stated, as the tax on the parcels is paid by affixing postal stamps, which is counted in with the general income of the post department. The establish-

ing of the parcel post has, of course, caused considerable increase of the post department's expenses, but this is again nearly covered by the taxes paid on the parcels. The parcels are sorted and registered by the same employees who are attending to the regular letter mail, but it is claimed that this does not interfere with the expediency of the delivery of the regular mail.

The parcel-post department accepts for transport all kinds of commercial goods, food products, gold and silver, etc., but explosive goods, liquids, poisons, and combustible matter can not be sent.

The system is met with approval; the people are much satisfied with the system, and no opposition has been manifested. The post department has the monopoly of the carrying of parcels, and no private carriers or express companies are allowed to do this business.

It is the general opinion that the establishment of the parcel post has considerably increased the trade between the country people and the merchants.

The Government owns all railroads with exception of 62 kilometers (about 38 miles), which is private. This railroad is compensated by the Government for the carrying of parcels.

When value is declared and the parcel is lost, the post department pays the full amount; but if no value is declared the sender is reimbursed according to bill showing the value of the goods sent, but not to exceed \$1.

Parcels from foreign countries are received and delivered by a special parcel-post department, and there is a general complaint as to the slowness of the delivery of these parcels. The addressee does not receive the parcels until one to three weeks after the arrival; this, it is claimed, on account of too few employees in this department.

SPAIN.

No. 451.]

AMERICAN LEGATION,
Villa Miramar, Zarauz, Spain, September 11, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: Referring to the department's circular instruction (File No. 800715), dated August 24, 1911, entitled "Parcel-post data," I have the honor to report as follows:

There is in Spain no package or parcel-post system, in the proper sense of those terms. Parcels, aside from books, publications, newspapers, letters, and small samples of cloth, oil, grease, etc., of small dimensions (30 by 20 by 10 centimeters) (about 12 by 8 by 4 inches), and not weighing more than 350 grams (about 12 ounces), can not be sent by mail from one point to another in Spain. Nor can they be sent by mail from Spain to foreign countries; nor from foreign countries into Spain, except in a qualified manner, as follows: Packages of merchandise not exceeding 11 pounds in weight may be sent from England, France, and some other countries, which have a parcel-post system of their own, into Spain by so-called parcel post, which means that they are forwarded by mail from the respective countries in which they originate, with sufficient stamps attached to prepay the postage. When they arrive at the Spanish frontier they are delivered to the Spanish railroad companies, which transport them either to their respective destination or to some station comparatively near the appointed destination at which there is a customs official, who notifies the consignee in order that he may come to the office to pay for the railroad transportation and also the customs duties, if there are any.

The transportation of small parcels not mailable, from point to point within Spain, is done entirely by railroads or by some of their employees, who render the service for a consideration. A much higher charge is made for rapid transit than that for ordinary carriage, "pequeña velocidad," as it is called.

* * * * *

The subject of establishing a parcel-post system in this country has been discussed repeatedly in the press and by Government officials, and public opinion is undoubtedly strongly in favor of inaugurating such a system. It is understood that the opposition comes mainly from the transportation companies, as is said to be the case in the United States.

As a limited qualification of a statement that there is no parcel-post system in Spain, it should be remarked that there has recently been inaugurated a service of that kind between Spain and certain points in Africa, where Spanish troops are stationed, which service, it is hoped, may be extended to other foreign countries. This serv-

ice is a quasi-military mail for the benefit of the troops, and is in a measure analogous to the service that was rendered between the United States and the Philippine Islands during the period of military government therein. Under this new limited service the charge is 1 peseta (18 cents) for 5 kilograms (11 pounds), which is the maximum weight, and packages must not measure over 60 centimeters (23.63 inches) in length, excepting rolls, such as maps, plans, umbrellas, etc., which may measure 1 meter (3.28 feet) in length, but not more than 20 centimeters (7.87 inches) in diameter. Explosives, inflammable or dangerous merchandise, articles forbidden by law to be sold, valuables, and jewelry are not allowed to be sent by mail under this service. Packages must be well wrapped and sealed. I have the honor to be, sir,

Your obedient servant,

HENRY C. IDE.

SWEDEN.

DEPARTMENT OF STATE,
Washington, January 6, 1912.

The honorable JONATHAN BOURNE, JR.,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

SIR: Referring to your letter of the 2d instant, relative to the desire of the Committee on Post Offices and Post Roads to receive a report from the American minister at Stockholm concerning the operation of a parcel-post system in Sweden, I have the honor to inclose herewith a copy of a dispatch, dated the 22d ultimo, from the American chargé d'affaires at Stockholm transmitting a memorandum received from the Swedish royal post-office department containing the desired information.

The printed matter mentioned in this dispatch will be transmitted to you as soon as received by the department. I have the honor to be, sir,

Your obedient servant,

P. C. KNOX.

No. 193] LEGATION OF THE UNITED STATES OF AMERICA,
Stockholm, December 22, 1911.

SIR: I have the honor in accordance with your circular instruction, file No. 800715, dated August 24, 1911, in relation to parcel-post data, herewith to transmit a memorandum of information received from the tariff office of the Swedish royal post-office department, and translations into English of the inclosures I, II, and VI, as well as the typewritten inclosures III, IV, and V.

The other inclosures, VII-XII, mentioned in the memorandum are printed books which have been forwarded to the Department of State. I have the honor to be, sir,

Your obedient servant,

H. C. MAY,
Chargé d'Affaires ad interim.

[Translation of inclosure I.]

MEMORANDUM OF INFORMATION CONCERNING PARCEL-POST DATA IN THE SWEDISH POST-OFFICE DEPARTMENT ASKED FOR BY THE AMERICAN LEGATION.

Questions.

Answers.

1. An abstract of the law and rules and regulations governing the operation of the parcel post.
1. See inclosure II (a copy of a letter to the Postmaster General of the United States of

Questions.

Answers.

America, Washington, November 28, 1911), clauses 1, 20, and 22. The laws and regulations in question are herewith inclosed.

Inclosure III: A copy of an extract from the royal proclamation of November 12, 1872. (Not translated.)

Inclosure IV: A copy of an extract from a royal letter of November 12, 1872. (Not translated.)

Inclosure V: A copy of an extract from a royal letter of September 26, 1879. (Not translated.)

Inclosure VI: A copy of the contract between the general post office and the owner of the Stockholm parcel-delivery office, Lieut. F. B. Björkenstam.¹

Inclosure VII: The general statute for the post. (Not translated.)

Inclosure VIII: The regulations for the handling of parcel post. (Not translated.)

Inclosure IX: Instructions for postmasters for postal stations of first and second class. (Not translated.)

Inclosure X: Instructions for postal stations of third class. (Not translated.)

Inclosure XI: Memorial at the inauguration of the postal establishment (1903). (Not translated.)

Inclosure XII: The statistical annual report of 1910. (Not translated.)

2. The weight limit of parcels.
3. The rate or rates of postage.
4. The greatest dimensions of parcels accepted for mailing.
5. Whether delivery of parcels is made to the residence of the addressee or to some intermediate point, such as the nearest post office or railway station.

2. See Inclosure II, clause 10.
3. See Inclosure II, clause 9.
4. See Inclosure II, clause 10.

5. The parcels are sent to the address post office through which the mail of the addressee is generally distributed. At rural post offices where postmen are not employed the parcels have to be fetched by the addressee. At the other post offices the light par-

¹ A private express service.

Questions.

Answers.

6. If to an intermediate point, what are the particulars concerning the rate of postage?

cels—weighing, according to circumstances, at most $1\frac{1}{2}$ up to 5 kilograms (3.3 to 11 pounds)—are distributed through the care of a rural-post carrier or another postman. Heavy parcels are always fetched by the addressee, except in Stockholm, where a private express bureau has the charge of the transportation of such parcels.

6. There is no extra charge for the delivery of light parcels through the care of the postal establishment. For the delivery of heavy parcels by the express bureau there is an extra charge of—

15 öre (4 cents), if the weight of the parcel does not exceed 3 kilograms (6.6 pounds).

25 öre (nearly 7 cents), if the parcel weighs more than 3 but not above 10 kilograms (6.6 but not above 22 pounds); and

35 öre ($8\frac{1}{2}$ cents), if the weight of the parcel exceeds 10 kilograms (22 pounds).

7. And what means are used to notify the addressee that a package awaits him at such intermediate point?

7. There is no previous notice given if the parcel is carried home to the addressee. In other cases the addressee is notified about the arrival of the parcel by a "parcel's direction" (of which a specimen is herewith affixed; not reproduced). This is done either by the addressee's fetching the parcel's direction at the post office or by sending it by a rural post carrier or some other postman.

8. A statement of the revenue and expenditures.

8. The forwarding of parcels is only a branch of the Swedish postal system, and there are no separate accounts for the revenue and the expenditures from and for the parcel-post operation. (See Inclosure II, clauses 2-8.)

Questions.

9. The amount of parcel-post business transacted during a term of 10 years.

Answers.

Number of parcels.

	Inland.	To foreign parts.	From foreign parts.	Total.
1901....	984,255	69,643	281,910	1,335,808
1902....	1,053,273	73,445	309,637	1,436,355
1903....	1,227,520	82,174	340,085	1,649,779
1904....	1,289,822	87,585	377,869	1,755,276
1905....	1,551,636	90,634	468,664	2,050,934
1906....	2,251,860	97,854	451,173	2,800,887
1907....	2,778,674	110,634	495,242	3,384,550
1908....	3,108,689	119,522	492,209	3,720,420
1909....	3,469,410	128,331	540,300	4,138,041
1910....	3,832,630	148,136	610,375	4,591,141
Total.	21,547,769	1,007,958	4,307,464	26,863,191

10. A statement showing the additional postal equipment, if any, made necessary by the establishment of a parcel post.

10. From the reasons given in answer to question 8, no separate information concerning the operation of parcel post can be given. (See Inclosure II, clauses 2-8.)

11. A statement showing in what particulars the transportation of parcels differs from the handling of letter mail.

11. (See Inclosure II, clause 15.) On the arrival of a parcel a card of direction is sent to the addressee, to whom, on signing the receipt, the parcel is delivered, and duly registered in the post-office receipt book. Similar regulations are applied to registered mail, but not to ordinary letters, which are delivered in the usual way, without any accompanying formalities.

12. Whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail.

12. In general, not. Certain regulations have been issued for the purpose of securing for the letter post right of precedence to the parcel post when necessary.

13. A schedule of the articles which may or which may not be sent by parcel post.

13. As a general rule parcels may contain articles of any kind. The exceptions from this are given in Inclosure II, clause 10.

14. A statement describing any opposition which may have been manifested before or since the establishment of the parcel post.

14. The establishment of parcel post has been a great advantage to the public and has met with no opposition in any quarter.

15. Information as to whether any common carriers exist similar in any way to the American express companies.

15. The carrying of parcels between the different postal stations is always made through the post office department, as is also the delivery of parcels to the addressees, with the exception for heavy parcels in Stockholm, which are delivered by a private express company.

16. If so, a brief of their nature and their relation to the Government.

16. A copy of the contract between the post office department and the above-mentioned express

Questions.

Answers.

17 and 18. Whether the Government operates the railroads in whole or in parts, and where it does; full information showing the bearing which this fact has on the operation of the parcel post.

19. A statement showing the attitude of the people with reference to the parcel post.

20. What benefits, if any, have resulted from its operation to the people at large?

21. Where two or more rates exist dependent on speed of transportation, such as it is understood exists in France, full information is desired.

22. Specific information as to whether shopkeepers in small towns claim that the parcel post militates against them and in favor of the large departmental or city stores.

company is inclosed. (Inclosure VI.)

17 and 18. In Sweden there are State railways as well as private railways. Both the State and the private railway companies forward parcel goods. Besides, the post office department transports parcels in mail vans on the railway lines of the State, as well as on the private lines.

Ever since the existence of railways in Sweden parcels have been forwarded both on the State railways, the private railways, and by post, each for their own account. Why, no experience founded on a comparison in this respect can be stated.

19. The continually increasing operation of parcels seems to prove that it enjoys the confidence of the public.

20. The parcel-post operation seems in a high degree to promote the interchange of goods, and as the inland fees are fixed without any regard to the distance of transportation it appears to be of great importance, especially for the distant parts of the country, which are naturally worse off in respect of means of communication.

21. For the forwarding of parcels between postal stations there is only one rate, and the speed of transportation is the same for all parcels.

The distribution of parcels or cards of direction (see clause 7) from certain address post offices is made immediately after the arrival of the parcel, against an extra charge of 20 öre (about 5½ cents) per parcel, paid in advance by the sender.

22. No complaints in this respect have been made to the post-office department.

The information given here above concerns parcels that are not insured or not to be paid on delivery. For insured parcels or parcels to be paid on delivery there are special regulations stipulated according to the insurance or the reimbursement through the post office. (See Inclosure II, clause 17.)

Stockholm and the tariff office of the royal post-office department, November 30, 1911.

RAFAEL LÜNDGREN.

[Translation of Inclosure II.]

STOCKHOLM, *November 23, 1911.*

Mr. POSTMASTER GENERAL:

Following your letter of October 5 concerning the carrying of parcels in my internal office, I have the honor to communicate to you the following facts concerning parcels which are not declared against reimbursement and which do not contain declared values.

1. Regular postal exchange began in my country in the latter half of the seventeenth century. In the early beginnings of our system no difference was made between parcels and letters. Everything was taxed according to one tariff calculated on weight or on the distance to be carried. However, the postal service did not concern itself with parcels of any great weight.

During the course of the development of communications and when the administration began to establish coach lines for the transportation of travelers and of mail the carrying of parcels became a special branch in the postal service.

In the course of the nineteenth century special taxes were fixed for parcels by each new line that carried them. The taxes thus fixed were suppressed by the royal decree of November 18, 1872, which created for parcels not weighing more than 2 pounds (1 Swedish pound=425 grams) a uniform tax according to weight and irrespective of distance, while the zone tariff was continued for the other parcels. Later a royal decree of September 26, 1879, instituted for all parcels a tax calculated on weight alone.

The respective dispositions of the decree in question will be found in the following:

2-4. The parcel service is not separated in my office from the postal service.

5-8. The accounts being common to the parcel and postal services alike, it is not possible to decide in which way the surplus and expenses divide themselves among the respective services.

9. Here are the actual taxes:

Weight.	Tax.	
	Öres.	Approximate value in United States money. Cents.
Up to 1 kilogram (2.2 pounds).....	30	8
1 to 3 kilograms (2.2 to 6.6 pounds).....	50	13
3 to 5 kilograms (6.6 to 11 pounds).....	75	20
5 to 5½ kilograms (11 to 12.1 pounds).....	90	24
5½ to 6 kilograms (12.1 to 13 pounds).....	105	40

And so on, with a surplus of 15 öres for each 500 grams or fraction of 500 grams (1.1 pounds).

Large parcels are obliged to pay an additional tax of 50 per cent.

10. The post offices at the utmost generally send and receive parcels reaching to about the weight of 50 kilograms (110 pounds). The offices of a limited service carry parcels to the weight of 10 kilograms (22 pounds). If, however, the parcel is to be sent by a carrier the weight can not exceed 1 kilogram and a half (3.3 pounds) for the service parcels and 1 kilogram (2.2 pounds) for the other parcels.

There does not exist a limit in regard to size and volume of parcels.

Parcels must be packed carefully and in a way to enable them to be inclosed in sacks, etc. Pasteboard or light wooden boxes are not generally considered appropriate. However, parcels thus packed can be sent at the owner's risk, providing that they contain nothing dangerous to the other parcels.

It is not demanded that articles which can not for various reasons be boxed should be sent thus. In short, parcels must be packed so securely as to render their violation impracticable. However, they need not necessarily be closed with seals.

The dispositions of Article XVIII, section 2, of the Rules of Execution of the Universal Postal Convention, concerning the packing of samples of sale goods are applicable to the carrying of parcels in this country.

It is forbidden to send parcels that by their nature are apt to soil or deteriorate the other correspondence, such as parcels containing (a) explosive or inflammable matter and certain other dangerous chemicals, (b) certain alcoholic drinks, (c) sealed and closed letters, and (d) living animals and insects, except bees.

11. Parcels, followed by a note of advice filled out by the sender, are deposited in a receiving post office or given to a postman, who delivers the parcel in the correct post office.

In the original post office the parcels and bulletins are furnished with a tag bearing a number and the name of the post office from which it is sent. The number and the name of the post office of its destination are then registered in a book.

During the transportation from one post office to another the parcels are generally inclosed in bags, etc.; however, parcels that are not easily loaded with other objects or which demand special precautions are transported piece by piece.

The respective bulletins of expedition are sent to the post office of the destination in the same manner as ordinary letters, apart from other parcels.

In the post office of the destination a comparison is made between the parcels and the bulletins of arrival. If a parcel is missing which answers to a bulletin that has arrived and if the missing parcel has not arrived within 24 hours, a card of verification is made out and sent without delay to the post office from which the parcel was sent, and the proper investigation there made immediately.

Without being inscribed in any register the parcels are distributed to the addressees either through postmen or in the office after the receipt of the proper bulletins. The addressee gives a receipt on the bulletin, except in the case of having received the parcel through a town postman.

The sedentary post-office parcels are generally kept under lock and key. During transportation bags containing parcels are closed with lead seals.

13. The charging and distribution of parcels is made in the same manner as other postal matter; during Christmas holidays special wagons are often used.

14. In case of the loss of a parcel the addressee has a right to demand an indemnity which for parcels not surpassing one kilogram (1.1 pounds) in weight is to amount to 2 crowns (about 54 cents); for parcels exceeding that weight, to 4 crowns (about \$1.08), with a surplus of 1 crown (27 cents) for each weight of 500 grams or fraction of 500 grams (1.1 pounds) passing 2 kilograms (4.4 pounds).

If a parcel has been damaged the addressee has the right to demand an indemnity providing that the damage did not result from defective packing, and on the condition that the parcel be surrendered to the postal administration.

15. The operation of the parcel post is generally made in connection with the other postal service. In the larger sedentary post offices there exist, however, special offices for the parcel post. The offices also only send parcels in separate bags when there are large numbers of them.

Parcels are not carried on certain trains of the larger railways.

These arrangements are created solely with the view to facilitate the postal service.

16. The parcel service can often be made by the same employees that are engaged in ordinary postal operations, especially in less important offices. Otherwise, it naturally demands an augmentation of employees.

Taking into consideration the above information it is not possible to determine in what proportion the benefits and expenses are divided in my office between the parcel-post service and the other branches of the postal service. However, it is obvious that the parcel service causes expenses to my department of an extent not covered by the actual taxation.

17. Parcels can be inscribed for reimbursement as well as to contain declared values. In these cases special measures are applicable to the respective service.

18. In the course of its development the delivery of parcels has necessitated many changes in the regulations of my department.

I have already informed you that originally the taxes were made out according to the distance to be traversed in the delivery of parcels, but that this arrangement was suppressed by the decrees of 1872 and 1899. At present, weight is alone considered. Apart from this certain reductions are made on the original dues.

Particularly during the last few years, my administration has been occupied with facilitating the parcel operations. Hitherto we specified, on an accompanying card, the parcels carried from one office to another. Later the numbers alone were noted, while now, parcels are generally carried without being inscribed at all, and by the creation of this arrangement we have suppressed, at the same time, the anterior supervision over the arriving and departing parcels.

Heretofore one inscribed the parcels in on a register of arrival, an arrangement that no longer exists. At the same time one demands no longer a receipt of the addressee when parcels are delivered by a town postman.

These changes, introduced into my service on December 1, 1910, seem to have greatly facilitated the work and to have occasioned no visible inconveniences.

19. Statistics, according to researches made by my office, show that 67 per cent of the parcels forwarded contain merchandise, 85 per cent of the total number of parcels have been deposited in offices of full function situated in the most inhabited parts, in cities, etc., whilst the other parcels, 15 per cent, have been deposited in offices of limited function, situated in the other parts of the country.

There is about the same difference between the operation of parcels in the offices of full function and the offices of limited function as concerning the operation in the other branches of the postal service. In the largest towns certain parcels are delivered to the addressees partly by town postmen, partly—only in Stockholm—by a private company. Besides the addressees can get their parcels either direct in the post offices or through a rural postman. The parcels are always to be deposited in a sedentary post office either direct or by a rural postman.

20. Herewith are inclosed certain regulations concerning the postal service. (Not translated.)

21. (a) During the year 1910 the total number of parcels carried amounted to 3,832,630.

(b) The total weight of the parcels forwarded during the year 1911 can be approximately estimated to 7,000 tons.

(c) The average weight of the parcels carried can be approximately estimated to 1 kilogram and 600 grams (3.52 pounds).

(d) There are no calculations made in my office concerning the average distance traversed by the dispatched parcels.

(e) The greatest distances traversed by postal parcels amounts to 2,185 kilometers (1,358 miles).

(f) The total number of kilometers within the limits of my office amounts to 64,240 (39,919 miles), of which 13,713 on the railroads (8,521 miles), 42,835 on the high roads (26,618 miles), and 7,692 (4,780 miles) by water.

Herewith is inclosed a commemorative publication, issued in 1903, on the postal service in Sweden and also a report to His Majesty the King on the postal operation of the year 1910. (Not translated.)

Accept, Mr. Postmaster General, the assurance of my distinguished consideration.

For the Postmaster General:

H. ASKBERG,
E. RÖNSTRÖM.

Verified, ex officio:
THORE WENNQUIST.

[Translation of Inclosure VI.]

[Referred to in clause 16 of the memorandum of information received from the tariff office of the Swedish Royal Post Office Department.]

CONTRACT.

Between the Royal Post Office Department and the holder of the Stockholm's Express Co., Lieut. F. B. Björkenstam, the following agreement is made:

SECTION 1. The express company undertakes to transport to the homes of addressees living in Stockholm parcels arriving to the post offices in Stockholm that exceed 1 kilogram (2.2 pounds) in weight.

From this agreement are exempted parcels with a stated value of more than 500 kronor (1 krona=27 cents) (about \$135); parcels that have to be examined at the customhouse, and parcels concerning which are made annotations of "to be sent for," "poste restante," or similar annotations, or which are addressed to persons that have declared that they wish to fetch their mail themselves.

Parcels of this kind are therefore not delivered to the addressees by the express company.

SEC. 2. The delivery of parcels shall take place all week days twice a day at hours fixed by agreement between the post-office superintendent in Stockholm and the owner of the express bureau, or, in case of their opinions being divided, by the royal board.

SEC. 3. The parcels are to be fetched at the parcel-post office of the central office in Stockholm by an authorized messenger from the express bureau. The parcels shall then be registered in duplicate on a list, with annotations made if the parcel has to be paid on delivery, as well as the sum which the addressee according to section 7 here below has to pay for the transportation. If the value of the parcel has been given, an annotation about this ought also to be made on the list of registration.

If, in the future, after the postage being reduced, the express company should require that separate lists be made for the different districts of the city, such shall be given to the express company instead of the above-mentioned common list.

After examining the list the messenger of the express company shall return one of the copies of the list to the post office with the annotation of acknowledgment that the parcels have been received in accordance with the list.

SEC. 4. Parcels are delivered to the addressees on their giving a receipt for them on the list from the post office, or on copies thereof. Strict care should be taken that parcels which are sent C. O. D. should not be delivered except on being paid for. It lies with the express company to see that all parcels delivered by them are paid for on delivery and left to the proper addressee. The express company ought also to transmit to the addressee the coupon of the parcel's direction (or card of direction) if this be required by the post office.

SEC. 5. Every day that parcels have been delivered a statement of accounts is to be given to the post office on paying all the debited postage and post-office advances on the lists for the day and on presenting the receipts from the addressees for all the delivered parcels.

Parcels that for one reason or another have not been able to be delivered to their respective addressees must be returned to the post office with a communication about the case, and the amount due of postage or post-office advances shall be deducted from the statement of accounts.

If the rendering of accounts is satisfactory, the lists receipted for the account of the express company are returned to the messengers of the company against their handing over of the above given copies of lists, to the parcel-post office, as well as all transcriptions of such lists on which the addressees have receipted the delivered parcels. These documents are to be furnished with the seal of the express company and to be kept at the parcel-post office.

This statement of accounts shall always be made in the forenoon of the first week day after the day fixed for the rendering of accounts and at a time decided in the way mentioned in paragraph 2.

SEC. 6. If the messenger of the express company has not succeeded in his first attempt of delivering parcels, the next day when delivery of parcels takes place these may again be handed over to the messengers of the express company for delivery.

SEC. 7. As remuneration for the transportation in question the express company is entitled to collect from the addressee for each parcel:

Fifteen öre (4 cents) if the weight of the parcel exceeds 1 but not 3 kilograms (over 2.2 to 6.6 pounds);

Twenty-five öre (nearly 7 cents) if the parcel weighs more than 3 but not over 10 kilograms (6.6 to 22 pounds); and

Thirty-five öre (8½ cents) if the weight of the parcel exceeds 10 kilograms (22 pounds).

SEC. 8. If the addressee refuses to receive a parcel, or if a parcel for any other reason can not be delivered, the express company has no right to remuneration for the transportation of the parcel; neither shall this company have a right to claim special indemnity because of a parcel having been sent tentatively more than once at the request of the company. If a parcel be delivered by the messenger of the express company without his collecting the fee for its being delivered, the company shall have no right to claim reimbursement therefor from the post-office department.

SEC. 9. The express company shall also, without any special remuneration, carry parcels left for delivery, even such weighing less than 1 kilogram (2.2 pounds), twice on all week days at fixed hours, as mentioned in paragraph 2, at most from three of the third-class post offices (which are intended only as places for collecting mail) which exist at present, or which may be established in future in the metropolis, and deliver them to the parcel-post office of the central post office. The director of the letter-post office shall make a reversal in triplicate of these parcels, one of which shall, receipted by the messenger of the express company, be kept at the letter-post office, the second, receipted by the parcel-post office, shall be kept by the express company, and the third shall be handed over to the parcel-post office.

SEC. 10. The express company is responsible for all the parcels that have been handed over to the messengers of the company, in accordance with the above-mentioned provision, to the same extent as the post-office department should have been in case the parcel

had been in its charge. What the post-office department may have to pay as indemnification for loss of or damage to these parcels, or on account of parcels having been delivered to addressees without collecting the amount of payment on delivery, shall immediately be reimbursed to the post-office department by the express company. Parcels that have been receipted without any remark from the messengers of the express company are considered to have been received in good condition by the express company. Therefore the express company ought to exercise a strict control of the condition of the parcels on their receipt. It is a duty of the express company to cover the parcels with tight tarpaulins in order to protect them during the transportation or to carry them in covered vans.

SEC. 11. For the performance of this contract the express company shall find a guaranty, to be approved by the royal board, to an amount of 3,000 kroner (about \$800).

SEC. 12. In case of a dispute concerning the application of this contract, it shall be decided by arbitrators, as provided in the law about arbitrators of October 8, 1887.

SEC. 13. This contract must not be transferred on any other person without the consent of the royal board and is neither valid, without the consent of the board, for any other holder of Stockholm's Express Co. than Lieut. Björkenstam.

SEC. 14. The contract shall be applied from November 1, 1892; the time of annulment from either side shall be six months, though with a right for the royal board immediately to discharge the owner of the contract with the express company if this company should fail in fulfilling the provisions of the contract.

The express company can, with the observance of the above-mentioned time of notice, be discharged from the duty (separately from other duties of the contract) to transport parcels from the letter post offices to the parcel-post offices without any remuneration without this involving the nullification of the whole contract.

Two copies of this contract are made and interchanged. Stockholm, by the royal post-office board, October 4, 1892.

E. VON KRUSENSTJERNA.
per B. FRIMAN.

I declare myself satisfied with the above contract and accept it in full. Stockholm, October 14, 1892.

FREDRIK BJÖRKENSTAM,
Owner of Stockholm's Express Co.

That Fredrik Björkenstam has written his name with his own hand is hereby certified.

J. LIDSTRÖM. AXEL AHLIN.

Verified ex officio:
W. LUNDELL.

SWITZERLAND.

AMERICAN LEGATION,
Berne, Switzerland, September 18, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt of the department's circular instructions of August 24, 1911 (file No. 800715), entitled "Parcel-post data," and to inclose herewith a copy, with translation, of the reply from the Federal Council to my note of the 5th instant, addressed to the President of the Confederation on the subject in question.

The laws and tariff referred to in the inclosure I have this day transmitted to the department, under separate cover, as printed matter "registered." I have the honor to be, sir,

Your obedient servant,

H. S. BOUTELL,
American Minister.

[Translation.]

BERNE, *September 11, 1911.*

MR. MINISTER: By note of the 5th instant your excellency requested us, in the name of your Government, to furnish you with an abstract of information regarding parcel post as operated at present in Switzerland.

In transmitting to you, herewith inclosed, a copy in French of the Swiss official postal laws and regulations (Recueil) (translated in part, see page 240), containing among other things the new postal law, the provisions for its execution, and the dispositions in detail, as well as a copy, also in the French language, of the tariff (rates of postage) of the Swiss internal parcel post, we have the honor to reply as follows to the questions embraced in your note. For a better understanding, we pass upon these questions in the order in which they are given in the note:

"Abstract of the law and the rules and regulations governing the operation of the parcel post."

We take the liberty to refer to pages 25, 26, 42-44, and 166-168 of the postal regulations (Recueil) (see page 240) inclosed. These pages, as well as the tariff, also inclosed herewith, contain the principal fundamental dispositions concerning parcel post.

"The weight limit of parcels?"

The parcels destined to or coming from localities in which only carriers or mules are used for this service are admitted up to the weight of 50 kilograms (equal to 110 pounds); those destined to other localities up to 60 kilograms (132 pounds). Parcels containing liquid are only admitted up to the weight of 20 kilograms (44

pounds). The maximum weight for liquid shipped in bottles covered with wickers (Bonbonnes) is limited to 10 kilograms (22 pounds). Parcels containing bees, rabbits, poultry of all kinds are admitted up to the weight of 10 kilograms (22 pounds); those containing other living animals, up to the weight of 5 kilograms (11 pounds) only.

“The rates of postage?”

These are indicated on pages 25 and 26 of the law collection (Recueil) and on page 3 of the tariff herewith inclosed.

“Maximum of dimensions admitted for parcels transported by post?”

The maximum of the dimension is fixed in a general manner at 2 meters (about 6 feet 7 inches). As an exception, mural maps, skis (snowshoes), water scoops, birch rods used for the hornet game (which is a Swiss national game), the measures used by land surveyors, rudders, sticks of all kinds, and other similar objects are admitted up to the length of 2½ meters (about 8 feet 3 inches), but sent singly or per pair in the same mail. For parcels containing living animals the maximum is fixed at 70 centimeters (about 28 inches).

“Are the parcels delivered at the residence of the addressee, or are they only transported to the nearest post office or railway station? In the latter case, what are the rates of postage and what means are used to notify the addressee of the arrival of such a parcel at such intermediate point?”

As a rule, all parcels, whatever their weight may be, are delivered at the residence of the addressee. However, the postal administration is not obliged to deliver at the domicile parcels weighing more than 5 kilograms (11 pounds), or which have a declared value of over 1,000 francs (\$193), when such delivery is difficult and inconvenient. The addressee residing at a distance of over an hour (5 kilometers=about 3.1 miles) from the post office of destination must name in writing an intermediate place on the route taken by the carrier.

Parcels weighing more than 5 kilograms (11 pounds), or with a declared value of over 1,000 francs (\$193), are subject to a special carrier's tax of:

Fifteen centimes (3 cents) for parcels from over 5 to 20 kilograms (11 to 44 pounds), or with a declared value from over 1,000 up to 5,000 francs (\$193 to \$965), and of 30 centimes (6 cents) for parcels of greater weight or value.

“Revenue and expenditures on parcel-post business during the last 10 years?”

We regret not to be able to inform you on this point, the taxes (postage) having been covered by the use of the usual postage stamps; therefore it is not possible to determine separately the revenue and expenditures of the parcel-post service.

“Amount of parcels transported during the last 10 years?”

There have been transported in—

	Parcels.		Parcels.
1901-----	18, 686, 010	1906-----	23, 573, 058
1902-----	19, 500, 773	1907-----	24, 376, 637
1903-----	20, 395, 883	1908-----	25, 271, 275
1904-----	21, 268, 583	1909-----	26, 671, 078
1905-----	22, 356, 712	1910-----	28, 296, 166

We deem it proper to add that the above-mentioned figures embrace only the Swiss internal parcel-post business.

“State what is needed to complete the postage equipment after the establishment of a parcel post.”

The parcel post existed in Switzerland prior to the year 1849, when the posts were taken over by the Confederation from the Cantons and became a Federal service. The equipment, therefore, had not to be completed, except proportionately with the extension of the traffic and in a manner in conformity with modern demands.

“A statement in what particulars the transportation of parcels differ from the handling of letter mail, and whether the operation of the parcel post has caused any delay or difficulty in the prompt and satisfactory treatment of letter mail.”

There exists no distinctions, and the treatment of letter mail is not delayed or hindered by the parcel post. In the important post offices the services are intrusted to distinct sections (divisions) and the parcel-post business is attended to by special employees.

“A schedule of articles which may or may not be sent by parcel post.”

Permit us to refer to pages 19 and 76–80 of the official law collection (*Recueil*) inclosed with this note (see page 240).

“Has any opposition or objection been made against the parcel post before or since its establishment?”

The people, far from being discontented, always appreciated this institution.

“Are there any common carriers similar in any way to the American express companies? And if so, state in brief their nature and their relation to the Government.”

There are none, except for parcels not covered by the postal regulations; that is to say, for those in any kind of packing weighing over 5 kilograms (11 pounds), parcels which can be transported by private forwarding agencies, railroad administrations, and steamships.

“Does the Government operate the railroads in whole or in part, and where it does, what is the bearing this fact has on the operation of the parcel post?”

The greater part of the Swiss railway lines are at present owned by the Confederation. The conditions—taken from the postal point of view—have remained much the same as they were when the railroads were operated by private companies. The particular relations between the post and the Federal railways and the indemnities to be paid to the latter are the subject of conventions and special agreements.

“Information as to the attitude of the people with regard to the parcel post, and the benefits resulting from its operation to the people at large.”

The people have always shown their sympathy for the parcel post, the establishment of which refers back for more than a century. Through its promptness and security it has facilitated commercial transactions and the relations in general. The fact that the parcels are admitted to the greater part of the trains, and that—according to the importance of the localities—they are distributed one, two, three, and even four times a day, sufficiently illustrates how numerous the advantages enjoyed by the people are.

“Are there different rates, depending on speed of transportation, as is the case in France?”

There is only one rate. At the demand of the shipper and on the condition that a special carrier's tax of 50 centimes (10 cents) per 2 kilometers (about $1\frac{1}{4}$ miles) distance be paid, parcels are taken by special carrier (special delivery) from the post of destination to the residence of the addressee. Considering the urgent character of these parcels, they may be transported by fast trains (express), which usually are not appropriated to the transportation of parcels. Express parcels without declared value may also, at the request of the shipper, be transported on the Federal railroads by trains which in other cases are not appropriated to the parcel post, or may, in transit, be given over from a train which has a parcel-post car to trains which are not used by the parcel post.

“Information as to whether shopkeepers in small towns claim that the parcel post militates against them and in favor of the large departmental or city stores.”

There have never been complaints made in this connection; the parcel post established in cities and in the country offers the same benefits to each. The uniform rates for all Switzerland up to the weight of 20 kilograms (44 pounds) (pp. 25 and 26 of the *Recueil*, see pp. 258-259) do, on the contrary, constitute a real advantage for the small shopkeepers in less important cities, because they enable them to procure certain merchandise under the same conditions of transportation (cost of transportation) as the large departmental or city stores.

We are at your entire disposal for all other information you might wish to obtain, and we take this occasion to renew to your excellency the assurance of our high consideration.

In the name of the Swiss Federal Council,

The president of the confederation:

The chancellor of the confederation:

RUCHET.

SCHATZMANN.

His excellency Mr. HENRY S. BOUTELL,
American Minister, Berne.

[Translation of *Recueil* (Digest), p. 19.]

ARTICLES WHICH MAY NOT BE SENT BY PARCEL POST.

ART. 12. It is prohibited to mail articles the transportation of which is dangerous, especially explosives or articles easily inflammable by friction, by contact with air, by pressure, or otherwise, as well as corrosive liquids.

When the postal officials suspect that parcels contain such articles, they are entitled to demand from the sender an indication of the contents, and if this is denied, to refuse the parcel.

He who mails a parcel of this nature under an incorrect declaration or without indicating the contents is responsible for whatever damage may arise therefrom. He is liable to a fine, in conformity with article 117, whether damage is done or not, and liable also to an additional penalty in case damage results, making his act a more serious offense or crime.

ART. 13. The following are not admissible for transportation by mail: All matter showing signs, drawings, or marks of an immoral or insulting character, as well as post cards or other unsealed matter of which the contents are ascertained to be immoral or inciting to crime.

ARTICLES WHICH THE POSTAL SERVICE MAY NOT CARRY.

ART. 14. The postal administration may not carry:

(a) Articles which may harm or disturb postal employees or persons traveling in postal cars, or which may soil or injure other parcels.

(b) Very fragile articles insufficiently wrapped or subject to injury, even though they are carefully handled.

(c) Articles which according to their large size, weight, or condition can not be carried through the mails.

(d) Articles for which the postal administration is not provided with sufficient means of transportation.

ART. 15. Unsealed parcels advertising lotteries and sealed matter suspected to contain such advertisements are not carried unless the sender can prove that the lotteries therein advertised have been duly authorized by the authorities of the receiving post office.

[Translation of Recueil (Digest), pp. 25-26.]

PARCEL POST.

ART. 36. The following are dispatched as parcel post:

(a) Parcels with a declared value.

(b) Parcels without declared value weighing more than 250 grams (0.55 pound). The following are excepted: Samples of merchandise and printed matter up to 500 grams (1.1 pounds); subscribed printed matter, as well as books loaned by public libraries up to 2 kilograms (4.4 pounds); newspapers and periodicals mailed to subscribers; post-paid parcels up to 2 kilograms (4.4 pounds).

(c) Small parcels weighing less than 250 grams (0.55 pound), which the sender expressly dispatches by parcel post.

ART. 37. All parcels dispatched as parcel post are recorded and are subject to the rates, according to weight, fixed by articles 38 or 39. For parcels having a declared value, the proportional rate to the value fixed by article 40 is added to the rate by weight.

ART. 38. The rate, according to weight of each post-paid parcel, is, whatever the distance may be, as follows: For parcels up to 500 grams (1.1 pounds), 15 centimes (3 cents); for parcels over 500 grams up to $2\frac{1}{2}$ kilograms (1.1 up to $5\frac{1}{2}$ pounds), 25 centimes (5 cents); for parcels over $2\frac{1}{2}$ kilograms up to 5 kilograms ($5\frac{1}{2}$ up to 11 pounds), 40 centimes (8 cents); for parcels over 5 up to 10 kilograms (11 to 22 pounds), 70 centimes (15.5 cents); for parcels over 10 up to 15 kilograms (22 to 33 pounds), 1 franc (19.3 cents); for parcels over 15 up to 20 kilograms (33 to 44 pounds), 1 franc 50 centimes (about 29 cents).

The rate, according to weight, for parcels weighing more than 20 kilograms (44 pounds) is reckoned according to distance. It is determined by units of 5 kilograms (11 pounds) or fraction of 5 kilograms (11 pounds) as follows:

For a distance of 100 kilometers (62.14 miles), 30 centimes (approximately 6 cents); 200 kilometers (124.28 miles), 60 centimes (approximately 12 cents); 300 kilometers (186.42 miles), 90 centimes (approximately 17 cents); beyond 300 kilometers (186.42 miles), 120 centimes (approximately 23 cents).

ART. 39. Any parcel not prepaid or partially prepaid is subject to an overcharge of 10 centimes (2 cents).

ART. 40. The rate, according to value of parcels up to 1,000 francs (\$193), can not be more than 5 centimes (1 cent) for each 300 francs (\$57.90) of the declared value.

Any fraction of 300 francs (\$57.90) is reckoned as for 300 francs (\$57.90). The rate, according to value for parcel with declared value of over 1,000 francs (\$193), is fixed by the Federal Council.

ART. 41. If several parcels are dispatched to the same address, the rate is reckoned separately for each parcel.

All rates must be divisible by 5. For this purpose they are, if necessary, increased to a full 5 centimes (1 cent).

[Translation of Recueil (Digest), pp. 42-44.]

RESPONSIBILITY.

ART. 100. The postal administration is responsible, to the following extent, for dispatching postal matter:

(a) For loss:

(1) For a registered letter, a judiciary act, or a collection, 50 francs (\$9.65).

(2) For a parcel without declared value or a piece of baggage regularly registered: The value of the lost articles, but with a maximum of 15 francs (\$2.90) for each kilogram (2.2 pounds) of weight.

(3) For a parcel with declared value: The amount of this value.

(4) For the amount of postal money orders, postal-check collections: Full compensation.

(b) For damage or destruction of a parcel with or without declared value, or for a piece of baggage regularly registered: Allowance for actual damage, with a maximum of the amount mentioned in Nos. 2 or 3, under letter A, for total loss.

(c) For delay, longer than the time fixed by the regulations for postal transportation:

(1) For a delay of more than 24 hours of a registered letter, a judiciary act, or a collection, 15 francs (\$2.90).

(2) For a delay beyond 24 hours, suffered by a parcel, by a money order, or the payment or allowance of the amount of paid checks, 15 francs (\$2.90).

(3) For a delay beyond 24 up to 48 hours of baggage regularly registered, 15 francs (\$2.90); and for each new delay of 24 hours, another 15 francs (\$2.90). However, the indemnity can not, in any case, exceed the amount of 60 francs (\$11.58).

ART. 101. Besides the indemnities mentioned in article 100, letter *a*, the postal administration reimburses to senders the postal rates collected on the lost articles.

ART. 102. If the postal administration proves that, at the time of the loss, the article had a value inferior to that declared, indemnity mentioned in article 100, under letter *a*, is proportionately reduced.

When valuable papers, which can be voided or canceled through legal channels, are lost, the owner must transfer his rights, up to the amount of the declared value, to the postal administration, with a view of canceling the lost documents.

If, within a fraudulent intent, the sender has declared a value superior to the real value, he loses not only all right to an indemnity, but he is liable to the penalties fixed by law for such cases.

ART. 103. The indemnity can never exceed the amount of the declared value, together with the amount of prepaid postal rates, which also must be reimbursed, in conformity with article 101.

ART. 104. For parcels dispatched collect on delivery, the indication of the amount to be collected is not considered as a declaration of value. If there is no declaration of value, the parcel is considered as being without declared value.

ART. 105. The holder of printed forms of postal checks is responsible for all consequences of the misemployment, loss, or disappearance of said forms.

ART. 106. The obligation to indemnify in conformity with article 100 ceases—

(a) When the postal administration, in pursuance of article 10, has turned over the mailed article to competent judicial or police authorities.

(b) When the postal administration voluntarily undertakes to dispatch articles which, according to article 14, it is not compelled to accept, and for which it waives expressly all responsibility, unless it is proved that the postal administration was gravely at fault.

(c) When the postal administration proves that neither it nor any other transportation agency commissioned by said postal administration for the dispatch has caused the damage, or that the damage has taken place outside of the Swiss postal territory. In the latter case, however, provided it is possible without starting a lawsuit, the postal administration takes the necessary steps with the foreign postal administration to obtain for the sender the indemnity due to him.

ART. 107. In case of unreserved acceptance of a postal dispatch the responsibility of the postal administration for damage or spoliation mentioned in article 100 under letter *b* is governed by the provisions concerning the transportation contract.

ART. 108. The indemnities to be paid according to text of articles 100 to 104 must be paid to the claimant immediately after the loss, damage, spoliation, or delay has been ascertained by the postal administration.

When the payment of the indemnity is delayed more than four weeks after the ordinary limit of delivery, the claimant must be allowed, besides the amount of the indemnity, a proportional interest of 5 per cent per year, reckoned from the fifth week.

ART. 109. As a rule, the request for indemnity must be made by the sender at the depositing post office or at the district office of which the depositing office is a branch. However, the addressee has also the right to submit the request for indemnity at the receiving post office, or at the district office of which such office is a branch, if he is authorized to do so by the sender or if he is qualified to dispose of the dispatch in conformity with article 67.

ART. 110. The postal administration assumes the responsibility resulting from the use of concessionary enterprises in accordance

with article 8 only as far as dispatches intrusted to these enterprises by said postal administration are concerned.

[Translation of Requeil (Digest), pp. 76-80.]

UNMAILABLE MATTER.

1. Among the articles which are considered dangerous and which, according to article 12 of the postal laws, are unmailable are:

(a) Articles liable to spontaneous combustion, such as explosive signals, firecrackers, priming capsules, matches of all kind, plain phosphorus and amorphous phosphorus, celloidine, sulphuric ether and liquids containing same (collodion), sulphur of carbon, wood alcohol, acetite, picric acid and preparations containing same, ether oil, petroleum, tar oil, benzol, tolu oil, xylene cumool, naphtha, ligroine, spirit of petroleum (gasoline, neoline), spirit of turpentine, fireworks (except those for parlor use), gun cotton, compressed gun cotton, nitroglycerin, dynamite, black and white gunpowder, chloric acid salts such as chlorate calcium, explosive candles, articles prepared with Bengal gum lac with or without capsule, explosive peas, and articles containing turpentine or wood alcohol.

(b) Corrosive liquids, such as liquid mineral acids of all sorts (sulphuric acid, nitric acid, chlorydric or muriatic acid, iodhydric acid, aqua fortis); bromo sulphur chloride, ammonia, nitrobenzine, liquid arsenical substances, yellow arsenic, red arsenic; mercurial preparations, azurine, animals liable to decomposition; liquefied gases, such as carbonic acid, protoxide of azote, ammonia, chloride, sulphurous acid; condensed gases, such as oxygen and hydrogen, chloroxycarbonic gas, methyl chloride, sulphurated phosphorous, chloride of phosphorous and other compounds easily decomposable by water, acetyl chloride, peroxide of hydrogen, suroxide of natrium, calcium carbide; finally fermented matter or liquids in fermentation.

2. The following are also prohibited in conformity with the provisions of the Federal law of June 24, 1904, relative to hunting and protection of birds.

(a) The transportation in the interior, importation and transit of live quail and live or dead specimens belonging to the classification of birds placed under the protection of the Confederation.

Exceptionally, live specimens intended to be kept in cages may be admitted to transportation as well as importation or transit, but these consignments must always be accompanied with a permit from the interior department.

(b) Transportation of game from the eighth day after the close of the hunting season, unless the parcel is accompanied with a receipt from the customhouse or some other authentic document proving that the game had been imported from a foreign country on a certain day or that the game is such as can be killed outside of the period when hunting is permitted.

3. In addition, the following are also unmailable according to the Federal law of December 22, 1893, for the improvement of agriculture by the Confederation: Grape vines, vine shoots, vine plants and cuttings, props already used, forwarded from districts or Cantons contaminated with phylloxera into other districts, unless the department of agriculture especially permits their transportation.

Parcels coming from other Cantons may circulate within the interior of Switzerland in so far as they are accompanied with certificates of origin and inclosed in wooden boxes, perfectly shut with screws, so that they are easy to inspect and refasten.

Vines can not be accepted for Cantons which have been authorized by the department of agriculture to forbid their entry.

4. When suspicion relative to the dispatching of a forbidden article through the mail arises only during the transportation or at the receiving office, the postal official who entertains such suspicion must hold the parcel and immediately inform the direction of the postal district. This official takes without delay the necessary measures according to article 12, last paragraph, of the postal laws.

5. Finally, these are unmailable:

(a) Generally, parcels weighing more than 60 kilograms (132 pounds).

(b) Parcels weighing more than 50 kilograms (110 pounds) which must be carried by messengers or on mules.

(c) Liquids weighing more than 20 kilograms (44 pounds), the maximum weight being fixed to 10 kilograms (22 pounds) for liquids shipped in wicker, bottles, or other fragile receptacles.

(d) Cumbersome articles, such as trees and shrubs not packed, furniture, machines, utensils, baby carriages, bicycles, etc., of large size, and generally all articles being more than 2 meters (about 6 feet 7 inches) in length.

(e) Dogs and in general animals of large size, except those mentioned in article 8, No. 2.

(f) Boxes from which nails protrude, sharp or pointed tools, rifles or other firearms insufficiently wrapped.

6. In the international parcel post the sender must inquire if the articles may be shipped to the country of destination. The postal administration is not responsible in this case. However, the postal administration issues for the benefit of the public a list of the most important articles of which the importation is either prohibited or subject to special conditions in the principal countries. The public may peruse this list in any post office or purchase it.

ART. 8. Articles which may not be carried by the postal administration:

1. Parcels which contain liquids, fragile articles, or articles liable to deterioration, as well as live animals, may be mailed only when according to their exterior aspect the wrapping is deemed sufficient, if it can be foreseen that the parcel, although fragile, is not likely to be roughly handled until it reaches its place of destination, and if its loading on postal cars or postal wagons does not present difficulties.

2. The following restrictive provisions are, however, effective so far as the acceptance of live animals, dogs, etc., are concerned (except art. 7, No. 5, under letter *e*):

(a) Live animals may be shipped only in proper receptacles (such as cages or crates) to protect them from injury; the bill of lading must indicate that live animals are shipped.

(b) A parcel must not weigh more than 5 kilograms (11 pounds), nor must it measure more than 70 centimeters (about 28 inches) in any direction.

(c) The same sender can not ship more than two such parcels by the same mail and to the same address.

(d) Exceptionally and without prejudice of other restrictions, the permitted maximum of weight is 10 kilograms (22 pounds) per parcel for the dispatch of bees, rabbits, and poultry of all kinds.

3. The shipment by mail of metallic cartridges is authorized only under the following conditions:

(a) The ammunition must be packed not only in tin boxes, but, moreover, in small boxes of hardwood or barrels. The contents of the parcel must be plainly indicated on the address side. Dispatch of ammunition in knapsacks or with clothing is absolutely forbidden.

(b) The net weight of a single parcel can not exceed 10 kilograms (22 pounds).

(c) There can not be dispatched more than five such parcels by the same mail.

(d) The sender alone is responsible for the consequences of such shipments.

4. When the postal administration accepts parcels of which, according to aforesaid provisions, it could refuse transportation, this transportation is done at the risk of the sender.

For shipments of this nature mailed in Switzerland the sender must sign a declaration stating:

(a) That his attention has been called to the provisions of articles 14 and 106, under letter *b*, of the postal laws, and of article 8 of the postal regulations, stating that the postal administration accepts the parcel only at the risk of the sender.

(b) That he, therefore, fully and without reserve, renounces any claim for indemnity against the postal administration in case his consignment should be damaged or its contents lost, if it is shown that its handling has been regularly done during transportation, and in addition that, in conformity with article 12, No. 2, of the postal regulations, he considers himself responsible for whatever damage this shipment might cause during its transportation.

If the sender refuses to sign this declaration the shipment is refused.

Standing declarations are accepted and are valid until they have been repealed.

ART. 9. All matter connected with lotteries is prohibited.

[Translation of Recueil (Digest), pp. 166-168.]

VII. PARCEL POST.

ART. 103. Scope or extent.

1. Articles which may be dispatched as parcel post are designated in article 36 of the postal law.

2. Provisions relative to wrapping, sealing, etc., are contained in chapter 111.

ART. 104. Addition of written communications.

1. It is permitted to annex opened or closed written communications in parcels dispatched within Swiss territory, provided they are not addressed to different persons. (Art. 5, postal laws.)

2. On the other hand, it is not permitted to annex to dispatches open accompanying papers. The following are, however, excepted: Parcels transferred to the postal service by railroads, with bill of lading for forwarding.

ART. 105. Rates and prepayment.

1. Refer to articles 38 and 39 of postal laws in regard to rates according to weight.

2. Rate according to value is reckoned on the declared value, which is fixed, as follows: Up to 300 francs (\$57.90) to 5 centimes (1 cent); beyond 300 francs (\$57.90) up to 1,000 francs (\$193) to 10 centimes (2 cents); beyond 1,000 francs (\$193), per 1,000 francs (\$193), or fraction thereof, to 5 centimes (1 cent) additional.

For the reckoning of the rate according to weight of parcels weighing more than 20 kilograms (44 pounds), the Swiss postal territory is divided into 34 groups of taxation. Each post office is assigned by the general direction of post to one of these groups of taxation.

3. Parcels may be dispatched prepaid or not prepaid. Unpaid parcels are subject to an additional charge of 10 centimes (2 cents). In so far as the amount of the deficient postage is not collected from the sender, the charge on parcels not wholly prepaid is made against the addressee, including the additional charge of 10 centimes (2 cents).

4. Printed matter and samples wholly or partially prepaid, which can not be forwarded at the reduced rate or returned to sender to complete the prepayment, are also charged against the addressee, in so far as they are considered as parcel post, with an addition of 10 centimes (2 cents) besides the ordinary rate for dispatch by parcel post, deducting any amount prepaid. Parcels not prepaid, or not wholly prepaid, found in letter boxes will be treated in this manner.

5. All rates must be divisible by five. For this purpose they are, if necessary, increased to fully 5 centimes (1 cent).

ARTICLE 106—*Declaration of value.*

1. For dispatches within Switzerland, the sender may refrain from declaring the value or he may declare it wholly or partially. On the other hand, according to the text of article 102, third paragraph, of postal laws, it is not permitted to declare a value superior to the real value.

2. It is not permitted to declare in one sum the value of several parcels nor to reckon the rate for several parcels together.

ARTICLE 107—*Forwarding and return.*

1. Parcels which, upon request of sender or addressee, are forwarded to a destination other than that first given, as well as parcels returned to their original office (sending office), are subject for this new transportation to rates according to weight and value, with additional charge for nonpayment or insufficient prepayment if the original dispatch was not prepaid or was insufficiently prepaid.

2. There are no forwarding charges collected on parcels which are forwarded within the same postal district, nor for those which, on account of evident ignorance of the conditions in which deliveries are made, are insufficiently addressed and have on this account to be forwarded to the proper post office of distribution, nor on those which for want of exact indication are forwarded from the first place to which they were wrongly forwarded to the right place of destination having the same name, and, finally, on misdirected parcels.

On the other hand, the forwarding rate must be charged when, for places of which the name is common to several, the sender has incorrectly indicated the destination.

3. No charge is collected for the return of parcels of which the outside wrapping proves to be insufficient during the transportation, if it was not noticed at the reception of the parcel. On the other hand, a charge is collected on such parcels which must be returned because the inside wrapping could not be ascertained at the time of sending or on account of customs forms not fulfilled.

TURKEY.

DEPARTMENT OF STATE,
Washington, November 3, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to previous correspondence, I have the honor to inclose herewith copies of dispatches from the American Embassy at Constantinople and the American Legations at Bogota and Teheran, containing reports concerning the operation of the parcel-post system in Turkey, Colombia, and Persia. I have the honor to be, sir,
Your obedient servant,

P. C. KNOX.

No. 34.]

AMERICAN EMBASSY,
Constantinople, October 11, 1911.

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge the receipt of your circular instruction of August 24 last (file No. 800,715), "Parcel-post data."

I beg to transmit herewith a pamphlet containing a translation in French of the present regulations governing the parcel-post system in operation throughout the Ottoman Empire (not translated).

The weight limit of parcels accepted by the Ottoman post offices is 40 kilograms (88 pounds).

The rates of postage (see Article XII of the inclosed regulations, not translated) vary with the transportation facilities and in different zones, etc.

Transportation between localities by means of rail or water:

First zone, 4 piasters (about 17 cents) for parcels weighing up to 5 kilograms (11 pounds). (The Black Sea with the Sea of Marmora, the Mediterranean with the Marmora, the Red Sea, and each line of railway being considered as a single zone.)

Second zone, articles transported by rail or by water, or over several railways or several seas, 7 piasters (about 30 cents).

Parcels weighing more than 5 kilograms (11 pounds) must pay 4 and 7 piasters (17 and 30 cents), respectively, for every 5 kilograms (11 pounds) or fraction thereof in excess according to the zone traversed.

Parcels of declared value are charged for insurance 2 piasters (about 9 cents) for every 1,000 piasters (\$44) or a fraction.

Transportation rates for localities not connected by rail or water are collected on the following scale:

Weight.	Zones.				
	I	II	III	IV	V
Up to 250 grams	4	4	4	4	4
From 250 to 500 grams	4	4	5	7	8
From 500 grams to 1 kilogram	4	6	8	10	12
From 1 to 2 kilograms	8	12	16	20	24
From 2 to 3 kilograms	12	18	24	30	36
From 3 to 4 kilograms	16	24	32	40	48
From 4 to 5 kilograms	20	30	40	50	60
For parcels of a greater weight, per kilo or fraction of kilo over 5	4	6	8	10	12

1 Turkish piaster=\$0.044.

1 Kilogram=1,000 grams, or 2.2 pounds.

The interior of a province is considered as a zone; adjoining provinces as a second zone; localities between which another province intervenes as a third zone; localities between which two other provinces intervene as a fourth zone; the most widely separated localities comprise the fifth zone.

Insurance rate per 1,000 piasters (\$44) or fraction, declared value, 2 piasters (about 9 cents) for the first zone and 3 piasters (about 13 cents) for the other zones. Storage of 2 piasters (about 9 cents) a week is charged on each unclaimed parcel after a delay of 10 days.

Parcels which are to be transported between two post offices only, and which are to be transported by rail or water exclusively, must not exceed 80 centimeters (about 32 inches) in length, breadth, or thickness. Umbrellas, canes, maps, plans, and similar articles, however, are accepted up to a length of 1 meter (about 40 inches) on condition that the width and thickness do not exceed 40 centimeters (about 16 inches).

Parcels which are to be forwarded through the post offices (not connected by rail or water) must not exceed 40 centimeters (about 16 inches) in length, 30 centimeters (about 12 inches) in width, and 20 centimeters (about 8 inches) in thickness.

The delivery of parcels is made at post offices only. The addressee must be identified if not known. A notice of arrival is sent from the post office to the addressee without charge.

The following articles may not be sent by the Ottoman parcel post: Letters (open or sealed), newspapers, and magazines, articles such as petroleum and vitriol, other articles the sending of which through the mails is prohibited in Turkey.

No common carriers similar to the American express companies carry on business in the Ottoman dominions.

No precise information is promptly available in connection with the various other suggestions embodied in the department's circular instruction, and, owing to the doubtful value or correctness of such information as might be acquired, I beg to submit the above in the hope that it may prove sufficiently explicit as regards the Ottoman parcel-post service. I have the honor to be, sir,

Your obedient servant,

W. W. ROCKHILL.

UNITED KINGDOM OF GREAT BRITAIN AND IRELAND.

DEPARTMENT OF STATE,
Washington, September 25, 1911.

HON. JONATHAN BOURNE, JR.,
*Chairman Committee on Post Offices and Post Roads,
United States Senate.*

SIR: Referring to your letter of August 18 last, I have the honor to inclose herewith a copy of a dispatch dated September 13, 1911, from the American ambassador at London, with which he transmits a memorandum concerning the operation of a parcel post in the United Kingdom. I have the honor to be, sir,

Your obedient servant,

HUNTINGTON WILSON,
Acting Secretary of State.

No. 1801.]

AMERICAN EMBASSY,
London, September 13, 1911.

The honorable the SECRETARY OF STATE, *Washington, D. C.*

SIR: Referring to the department's circular instruction of August 24, 1911 (file No. 800715), entitled "Parcel-post data," I have the honor to transmit herewith a memorandum which, I trust, will be found to furnish the information desired by Senator Bourne, chairman of the Committee on Post Offices and Post Roads. I have the honor to be, sir,

Your obedient servant,

WHITELAW REID,
By W. P.

(Inclosure: Memorandum—Inland parcel post in the United Kingdom.)

[Memorandum.]

INLAND PARCEL POST IN THE UNITED KINGDOM.

The parcel post was established in the United Kingdom on the first of August, 1883.

Abstract of the law and rules and regulations governing the operation of the parcel post.—The conditions of conveyance of parcel mails by railway are fixed by the parcel-post act of 1882, a copy of which is inclosed. (See Exhibit A.) Since 1904 this statutory bargain has been terminable on 12 months' notice by either the post-master general or the railway companies; but neither party has yet given notice to determine it.

Under the parcel-post act the railway companies are bound to convey by their trains all parcel mails tendered to them by the postmaster general or his agents, and they receive for the service 55 per cent of the postage on all "rail-borne" parcels—that is, on all parcels which have been conveyed by railway over any part of their journey. This payment covers the conveyance of receptacles, and also of any officer of the post office sent in charge of parcel mails. In nearly all cases, however, parcel mails are sent in charge of the train guard, unaccompanied by any officer of the post office. At the post office of delivery every parcel is entered on a list (see Exhibit B) on which the postage of all "rail-borne" parcels is recorded. Returns of the postage are compiled from these lists, and forwarded monthly to the chief office of account. The amount due to the railway companies for the conveyance of parcels is paid periodically to the London Railway Clearing House Committee, by whom it is apportioned among the companies approximately in the manner described in the third schedule of the parcel-post act.

The regulations of the inland parcel post are fully stated in Exhibit C.

Weight limit of parcels.—Eleven pounds. (See Exhibit C.)

Rate or rates of postage.—1 pound, 6c.; 1 to 2 pounds, 8c.; 2 to 3 pounds, 10c.; 3 to 5 pounds, 12c.; 5 to 7 pounds, 14c.; 7 to 8 pounds, 16c.; 8 to 9 pounds, 18c.; 9 to 10 pounds, 20c.; 10 to 11 pounds, 22c. (See Exhibit C.)

Greatest dimensions of parcels accepted for mailing.—Greatest length, 3 feet 6 inches; greatest length and girth combined, 6 feet. (See Exhibit C.)

Concerning delivery of parcels.—It is the rule that all parcels are delivered to the addressee. As regards redirection, retention of poste restante parcels, undelivered parcels, registered parcels, unregistered parcels, express-delivery services, collection of parcels, and special delivery of parcels for His Majesty's ships (see Exhibit C, p. 286).

Revenue and expenditure.—The number of parcels delivered and the revenue derived from the parcel post in each of the 10 years, 1900–1901 to 1909–10, are shown on page 35 of the Postmaster General's Fifty-sixth Annual Report. (See Exhibit D, p. 287.)

The parcel post is carried on side by side with other branches of postal work, and, as it is not possible to earmark all expenditures proper to the parcel post, no exact estimate can be formed of it. But it is probable that the receipts of the parcel post are not much in excess of the expenditure.

Additional postal equipment.—The establishment of the parcel post necessitated the provision at post offices of additional accommodation and new fittings suitable for sorting parcels. In some of the larger towns the parcel-post work is performed in a separate building. A large number of vans have to be provided for the conveyance of parcels between railway stations and post offices and between district post offices in large towns. In rural districts the establishment of the parcel post necessitated, in many cases, the substitution of horse and cart services for foot posts. For many years nearly all parcels sent by post were packed in wicker baskets, whereas letter mails have always been conveyed in sacks. During recent years sacks have been substituted for baskets to a large extent, thus reducing the gross weight of the mails. It is found that most parcels travel safely in

sacks; but baskets are used for very fragile parcels. Weights and scales suitable for weighing parcels up to a limit of 11 pounds are supplied to every head post office and sub post office through the country.

Difference in transportation of parcels to the handling of letter mail. Has operation of parcel post caused difficulty in treatment of letter mail?—Owing to their greater weight and size, parcels can not, of course, be handled so easily or so rapidly as letters. Parcels are usually dispatched in separate receptacles, but on small services, where there are not enough parcels to justify a separate mail, letters and parcels are dispatched in the same sack. The number of parcel-mail services is not so great as the number of letter-mail services, and the parcel post is in some cases rather less rapid than the letter post. As in the case of the letter post, the postmaster general undertakes to provide for the delivery of parcels at every house in the United Kingdom. Letters and parcels are delivered by the same postman, except in the larger towns, where there is a special staff of postmen for parcel deliveries, which are usually performed by postmen using handcarts, two postmen generally accompanying each cart. The operation of the parcel post has not caused any serious difficulty or delay in the transmission of letters. No receipt is taken on delivery of an unregistered parcel, and no record of delivery is made.

Schedule of articles which may or may not be sent by parcel post.—(See Exhibit C, p. 287.)

Opposition from interested parties and especially the attitude of shopkeepers in small towns toward the parcel post.—There was naturally opposition (though neither widespread nor organized) on the part of some whose interests were adversely concerned to the introduction of a parcel post, but there was a preponderating body of public opinion in its favor, and since its introduction there has been no kind of organized protest against its continuance, either from carriers or from the smaller retail traders or from others. A few years ago, however, a proposal to adopt the "cash-on-delivery" system (i. e., a system of collection from the addressee of the price of goods purchased and its remittance to the sender) excited such strong protest from shopkeepers in villages and small towns, who urged that the scheme would do them a great injury by diverting local trade to the large stores in cities, that the system has not yet been adopted in the inland service, although it has been applied to the parcel post between the United Kingdom and certain Crown colonies.

Common carriers similar to American express companies.—The postmaster general has no monopoly in respect of the delivery of parcels. All the principal railway companies undertake the conveyance of small parcels as well as heavy goods. In addition there are a number of parcel-delivery agencies and companies who carry parcels for the public. In many rural districts parcels are conveyed by local carriers who travel daily between certain towns and villages.

As the parcel-post rates are based on weight only, irrespective of distance, whereas railway companies and other carriers have scales of charges graduated on the basis of distance, many, perhaps most, short-distance parcels and parcels for delivery in towns are intrusted to private agencies, while the post office receives most long-distance parcels and parcels for delivery in rural districts, which are of course unremunerative.

The parcel post was, however, established not to supplant or to compete with existing carrying agencies but to supplement them in ways in which they had shown themselves unable or unwilling to meet the public convenience.

The post office has established for comparatively short distances a large number of horse and motor parcel-van services, as road conveyance for these distances is cheaper than conveyance by railway under the terms of the parcel-post act. The maximum distance covered by the parcel motor vans is at present about 110 or 120 miles, the longest runs being between London and Birmingham and London and Bristol.

Attitude of the people to parcel post.—There is reason to think that the parcel post is much appreciated by the general public, as parcels can be posted at any post office (about 24,000 in number) for delivery at any address, however remote, for a payment in accordance with a uniform and well-known scale of charges, irrespective of distance.

Government operation of railroads.—There is no Government operation of railroads in Great Britain.

Different rates depending on speed of transportation.—There is but one rate and one speed of transportation in Great Britain. It is, however, possible to send a small parcel by letter post if its delivery is specially desired by a certain hour, as the letter post is more reliable than the parcel post.

(Inclosures: 1. Post Office (Parcels) Act, 1882 (marked "A"); 2. Parcel Record List (marked "B"); 3. Post Office Guide (marked "C"); 4. Fifty-sixth Report of the Postmaster General (marked "D").)

EXHIBIT A.

Post Office (Parcels) Act, 1882 (45 and 46 Vict., ch. 74).

[Supplied for the public service.]

ARRANGEMENT OF SECTIONS.

Section.

1. Short title.
2. Remuneration to railway companies for carriage of parcels.
3. Services to be rendered by railway companies.
4. Calculation of gross receipts.
5. Payments to clearing committee.
6. Apportionment of amount received by committee.
7. Conditions as to conveyance of parcels by railway.
8. Arbitration under act, 22 and 23 Victoria, chapter 59.
9. Railway companies parties to arrangement and remuneration to company not party to arrangement.
10. Application of law upon determination of arrangement under this act.
11. Saving of existing rights.
12. Mode of acting by postmaster general and clearing committee.
13. Application of act to steam vessels.

Section.

14. Application of customs acts to foreign parcels.
15. Application of act to Channel Islands and Isle of Man.
16. Application of post-office acts.
17. Definitions.
Schedules.

CHAPTER 74. An act to amend the post-office acts with respect to the conveyance of parcels. [18th August, 1882.]

Whereas the postmaster general, with the consent of the treasury, has made an arrangement with the railway companies named in the first schedule to this act whereby the postmaster general will pay to the said railway companies and such other railway companies as become parties to the arrangement under this act the remuneration to railway companies for services rendered by them in relation to the conveyance of parcels, and the said railway companies, through the medium of the London railway clearing committee, will apportion such remuneration among the different railway companies, and such remuneration will consist of the sums hereinafter mentioned; and

Whereas the treasury propose, on the representation of the postmaster general, to make regulations in pursuance of the acts relating to the post office with respect to the posting, forwarding, conveyance, and delivery of parcels, and to provide that parcels of the weights mentioned in the second schedule to this act shall be carried at the rates in that schedule mentioned, and on different conditions from ordinary postal packets; and

Whereas it is expedient to make the provisions hereinafter appearing respecting such parcels and for carrying into effect the said arrangement; and

Whereas the bill for this act has, so far as the same affects the railway companies named in the first schedule to this act, been assented to by them:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. This act may be cited as the post-office (parcels) act, 1882.

2. In the event of any regulations being made by the treasury in pursuance of the post-office acts and providing for the conveyance of parcels by post on different conditions from ordinary postal packets, the following provisions shall, subject to the provisions of this act, have effect:

(1) The postmaster general shall from time to time pay to the railway companies parties to the arrangement under this act the amount hereinafter mentioned as the remuneration of all railway companies in respect of the conveyance of parcels by such companies, and the amount so paid (in this act referred to as the railway remuneration) shall be in substitution for any other remuneration in respect of the conveyance of such parcels, and every railway company shall render in respect of such parcels the services required by this act, and shall accept the said payment in full satisfaction and discharge for the said services.

(2) The amount of the railway remuneration shall be eleven-twentieth parts of the gross receipts of the postmaster general from such of the said parcels as are conveyed by railway:

Provided that if at any time in pursuance of regulations of the treasury the weights of or rates of postage for parcels differ from those mentioned in the second schedule to this act, the railway companies parties to the arrangement under this act may, by notice under the hand of the secretary to the London railway clearing committee, require a revision of the amount of the railway remuneration, and the amount as determined on such revision shall be substituted for the above-mentioned eleven-twentieth parts of the gross receipts, subject nevertheless, in the event of any further change in the weights of or rates of postage for parcels, to another revision on notice requiring the same given either by the railway companies or by the postmaster general, and so on from time to time.

(3) In the case of a revision the amount of railway remuneration shall be a sum to be paid to the companies collectively in manner provided by this act, and if such amount is not determined by agreement between the postmaster general and the railway companies, parties to the arrangement under this act, the amount shall be referred to arbitration in manner provided by this act.

(4) The provisions of this section (in this act referred to as the arrangement under this act) shall continue in force during a period of 21 years next after the said regulations come into operation, and thereafter until the expiration of 12 months' notice to determine the same given by the postmaster general on the one side or by the railway companies on the other, either before or after the expiration of the said 21 years.

3. During the continuance of the arrangement under this act the railway companies shall render the following services:

(1) Every railway company shall convey by any train by which passengers, goods, or parcels are conveyed all such parcels as may be tendered for conveyance by such train, whether such parcels be under the charge of a person appointed by the postmaster general or not, and notwithstanding that no notice has been given to the company with respect to the conveyance of such parcels:

Provided that the conveyance of parcels by mail and express trains shall be limited so as not to affect prejudicially the convenient and punctual working of those trains.

(2) Every railway company shall afford all reasonable facilities for the receipt and delivery of the sacks, hampers, boxes, or other receptacles containing the parcels at any of their stations without requiring them to be booked or interposing any other delay, and shall perform the service of transferring such sacks, hampers, boxes, or other receptacles to and from the vehicles of the postmaster general at the outwards and inwards railway stations.

(3) Every railway company shall convey, free of charge, but in a manner convenient to them, but not interfering with his custody of the parcels, any servant of the postmaster general appointed to take charge of the parcels during their conveyance by railway; but if such person during the conveyance receives any injury, and the company pay any sum for damages or costs in respect of such injury, or on account of death arising from such injury, the postmaster general shall pay to the company one-half of such sum, but if the sum is paid

by the company under agreement or by way of compromise of any claim the postmaster general shall not be liable to pay one-half, unless his written consent has been previously given to the payment of such sum.

(4) If the parcels are in charge of a person appointed by the postmaster general every railway company shall permit such person, if he thinks fit, by himself or his assistants, to deliver and receive the parcels at any station at which the train by which the sacks, hampers, boxes, or other receptacles containing the parcels are intended to be or are conveyed is appointed to stop and during the time limited for such stoppage, but nevertheless shall, if required by such person, assist him in transferring the sacks, hampers, boxes, or other receptacles to and from the vehicles of the postmaster general.

(5) Every railway company shall, if the postmaster general so require, provide in every train, not being an express or mail train, a special parcels van or other separate accommodation for sorting parcels carried by such train, and the postmaster general shall pay to such company in respect of the said van or accommodation such amount as may be agreed on, or, in case of difference, be determined by arbitration.

4. The gross receipts of the postmaster general from parcels conveyed by railway for the purposes of this act—

(a) Shall be calculated without any deduction whether for the cost of stamps, or otherwise; and

(b) Shall not include such extra charges (over and above the usual rate of postage) as may be from time to time fixed by the said regulations; and

(c) Shall include the rates of postage which would be chargeable for Government parcels, if they were sent by private persons, notwithstanding that the same may be conveyed without being stamped; and

(d) As regards foreign parcels shall be taken to be the same amount as would have been the gross receipts of the postmaster general in respect of such parcels if they had been inland parcels of the same weight.

5. (1) The postmaster general shall from time to time, and at least once in every three months, and within seven weeks after the expiration of the period to which such accounts respectively relate, render to the railway companies, parties to the arrangement under this act, through the medium of the London Railway clearing committee, such accounts as may be reasonably necessary to show the sums due to railway companies in respect of railway remuneration under this act, and shall keep all such accounts as are reasonably necessary for that purpose, and shall afford reasonable inspection thereof to the secretary to the London Railway clearing committee on behalf of the railway companies, and shall as soon as may be, and at least within one week after the delivery of the account, pay to the railway companies through the medium of the said committee the amount appearing from the said accounts to be so due, and may pay the same out of the moneys for the time being to the credit of the postmaster general at the Bank of England; but such payments shall be charged in the accounts of the post office to the gross receipts in respect of parcels.

(2) The receipt of the secretary to the London Railway clearing committee shall be a full discharge for all sums paid by the postmaster general in respect of railway remuneration, and the postmaster general shall not be required to take any part in or otherwise be responsible for the division among the railway companies of the amount so paid.

6. (1) The railway companies parties to the arrangement under this act shall from time to time apportion the railway remuneration received from the postmaster general among all the railway companies in accordance with the provisions set forth in the third schedule to this act, which provisions shall have effect as if they were enacted in the body of this act.

(2) For the purpose of facilitating such apportionment the postmaster general shall for one week in each half year keep, and within 28 days thereafter deliver to the secretary to the London Railway clearing committee, records of the number of the parcels conveyed by railway and forwarded from the different post towns in the United Kingdom during the week for which such account shall be so kept.

7. During the continuance of the arrangement under this act the following provisions shall have effect with reference to the parcels conveyed for the postmaster general by railway companies:

(1) He shall direct his officers from time to time to distribute so far as practicable the parcels between the different railways, so that the expense to any railway company of carrying the parcels may, with due regard to the public convenience, be proportionate to that company's share of the receipts divisible among the railway companies under this act.

(2) He shall direct his officers to secure so far as practicable the delivery of the parcels at the outward railway station a reasonable time before the departure of the trains, and to be so far as practicable in attendance at the inward station to meet on arrival any train by which parcels are expected to arrive.

(3) The parcels shall be placed by the officers of the postmaster general for each separate railway station in sacks, hampers, boxes, or other receptacles, and in such reasonably convenient manner for delivery to and for transfer and conveyance by the railway companies as the postmaster general may from time to time direct.

(4) The railway companies shall not be required to carry, under this act, any such explosive or dangerous articles as they, independently of this act, for the time being refuse to carry as a parcel by passenger trains.

(5) The parcels shall, with regard to security and compensation for loss or otherwise, be treated as letters sent by post, and no company shall incur or be subject to any liability in respect of the conveyance or loss of or damage to any of the parcels, but the railway companies shall take all reasonable care for the security of the parcels while under their charge.

8. Where during the continuance of the arrangement under this act the amount of railway remuneration or other matter of difference between the postmaster general and the railway companies parties to the said arrangement or any matter of difference between the postmaster general and any single railway company or any company or person or persons owning any steam vessel in respect of

any services under this act, is in pursuance of this act referred to arbitration, the arbitration shall be in accordance with the railway companies arbitration act, 1859, and the acts amending the same, and where it is between the postmaster general and the companies parties to the arrangement under this act shall be conducted in like manner as if the said companies were one party to the arbitration on the one side and the postmaster general were a company party to the arbitration on the other side, and if each side appoints an arbitrator, one arbitrator only shall be appointed on behalf of the said companies under the hand of the secretary to the London Railway clearing committee.

9. (1) The following railway companies shall be deemed to be railway companies parties to the arrangement under this act:

(a) The railway companies named in the first schedule to this act; and

(b) Every railway company who in pursuance of this act elects to become a party to the arrangement under this act; and

(c) As regards any railway authorized after the passing of this act, the railway company working such railway.

(2) Any railway company in the United Kingdom not being one of the parties to the arrangement under this act may serve a notice in writing and under seal on the postmaster general, and on the secretary to the London Railway clearing committee, expressing the desire of such company to become one of the parties to the arrangement under this act, and upon the service of such notice the company shall be deemed to have elected to become one of the parties to the arrangement under this act.

(3) Any railway company in the United Kingdom not being one of the parties to the arrangement under this act shall, nevertheless, when required by the postmaster general, render the services with respect to the conveyance of parcels which are required by this act to be rendered by railway companies, and shall be entitled as remuneration for such services to receive from the railway companies parties to the arrangement under this act the proper proportion of the railway remuneration, and if a difference arises with respect to the amount of such remuneration and is not determined by agreement between such company and the railway companies parties to the arrangement under this act, acting through the medium of the London Railway clearing committee, the difference shall be referred to arbitration, and the award on such arbitration shall determine the difference and the amount due to such company in respect of the said services, and such amount shall be paid out of the railway remuneration by the railway companies parties to the arrangement under this act:

Provided that where a railway company is not one of the parties to the arrangement under this act, nothing in this section shall authorize the postmaster general to require such company to carry parcels on any railway worked by such company on which the company does not carry any parcels traffic within the meaning of the third schedule to this act.

(4) An arbitration under this section shall be conducted in accordance with the railway companies arbitration act, 1859, and any act amending the same, in like manner as if the companies parties to the arrangement under this act were one party to the arbitration, but the

arbitrator shall, on application under the hand of the secretary to the London Railway clearing committee, be appointed by the lord chief justice of England, but if no such application is made and each side appoints an arbitrator, one arbitrator only shall be appointed on behalf of the companies parties to the arrangement under this act under the hand of the secretary to the London Railway clearing committee.

10. Upon the determination of the arrangement under this act the enactments then in force in relation to the conveyance of other postal packets by railway, and the remuneration to be paid for the services of the railway companies as regards such conveyance, and the determination of such remuneration (in the absence of agreement) by arbitration, shall apply in the case of parcels in like manner as in the case of other postal packets.

11. Nothing in this act shall in any way prejudice or affect on the one hand the rights or powers of any railway company, either in the conveyance of parcels for the public on the company's own account, or the charges or conditions to be made or imposed in respect of such conveyance, or, on the other hand, the right of the postmaster general under his powers with respect to the conveyance of mails by railway, and every company shall be entitled to be paid for all services in respect of the conveyance of mails other than parcels wholly irrespective of and without reference to the provisions of this act.

12. (1) Every agreement under this act by the postmaster general shall, in accordance with the post-office acts, be made with the consent of the treasury.

(2) Any notice or document required for the purposes of this act to be served on the postmaster general may be served by the delivery thereof to the postmaster general or to any of the secretaries or assistant secretaries to the post office, or by sending the same by post addressed to the postmaster general at the general post office.

(3) For any purpose connected with railway remuneration in pursuance of the arrangement under this act, any notice or document to be given or served to, on, or by the railway companies parties to the arrangement under this act shall be given or served to, on, or by the secretary to the London Railway clearing committee, and the railway companies parties to the arrangement under this act may collectively sue and be sued in the name of the said secretary; and during the continuance of the arrangement under this act, the postmaster general, in dealing (for the purposes of railway remuneration) with the railway companies parties to the arrangement under this act may deal only with such companies collectively through the medium of the London Railway clearing committee, and shall not be required to deal, as regards railway remuneration, with any of such companies individually.

(4) All accounts to be rendered or notices given to or served on the railway companies with reference to railway remuneration shall be rendered, given, or served by sending the same through the post to, or leaving the same at, the office of the London railway clearing committee, addressed to the secretary to such committee.

13. Where any railway company own or work any steam vessel, the provisions contained in this act with respect to the conveyance of parcels by railway shall, so far as they are applicable, extend to the conveyance of parcels by such steam vessels, and the expressions in

this act shall be construed accordingly; and expressions referring to railway stations shall refer to places where steam vessels depart, call, or arrive:

Provided that where any such steam vessel carries on communication between a port in the United Kingdom and any place out of the United Kingdom, the remuneration for services rendered by such steam vessel in respect of the conveyance of parcels shall not be included in the railway remuneration, but shall be such as may be determined by agreement between the postmaster general and the company owning or working the steam vessel, or in case of difference be determined by arbitration, and the amount so determined shall be paid direct to the company, and the parcels conveyed by such steam vessel shall not, in respect of that conveyance, be deemed to be parcels conveyed by railway.

Where any steam vessel carries on regular communication between a port in the United Kingdom and any other point or place within the United Kingdom, or is a home-trade ship as defined by the merchant shipping act, 1854, and such steam vessel is neither owned nor worked by any railway company, the company or person or persons by whom such steam vessel is owned or worked shall, from and after the passing of this act, be bound to convey parcels; and the remuneration due for the services rendered by such steam vessel, in respect of the conveyance of parcels, shall be determined by agreement between the postmaster general and the company or person or persons owning or working such steam vessel, or in case of difference such remuneration shall be determined by arbitration, and the amount so determined shall be paid direct to such company or person or persons, and the parcels conveyed by such steam vessel shall not in respect of that conveyance be deemed to be parcels conveyed by railway.

14. (1) Subject to any exceptions and modifications made by regulations under this section, the provisions of the acts for the time being in force relating to the customs (in this act referred to as customs enactments) shall apply to goods contained in foreign parcels, in like manner, so far as is consistent with the tenor thereof, as they apply to any other goods; and persons may be punished for offenses against the said enactments, and goods may be examined, seized, and forfeited, and the officers examining and seizing them shall be protected, and legal proceedings in relation to the matters aforesaid may be taken accordingly under the said enactments.

(2) The treasury, on the recommendation of the commissioners of customs and the postmaster general, may from time to time make, and, when made, revoke and vary, regulations for the purpose of modifying or excepting the application of any of the customs enactments to foreign parcels, and for the purpose of securing, in the case of such parcels, the observance of the customs enactments, and for enabling the officers of the post office to perform, for the purpose of those enactments and otherwise, all or any of the duties of the importer and exporter, and for carrying into effect any treaty, convention, or arrangement with any foreign State or the government of any British possession with reference to foreign parcels, and for punishing any contravention of the customs enactments or of the regulations under this section.

(3) The postmaster general shall have the same right of recovering any sums paid, in pursuance of the customs enactments or other-

wise under the said regulations, in respect of any foreign parcel, as he would have if the sum so paid were a rate of postage.

(4) A contravention of the regulations in force under this section shall be deemed to be a contravention of the customs enactments, and shall involve accordingly the like punishment of persons guilty thereof, and the like forfeiture of goods.

15. This act shall apply to the Channel Islands and Isle of Man as if they were part of the United Kingdom, subject to the following provisions:

(1) Save as provided by regulations made under this section, it shall not be lawful, by means of any inland parcel, to export or remove from the Channel Islands or Isle of Man, or import or bring into the United Kingdom, or to export or remove from the United Kingdom or import or bring into the Channel Islands or Isle of Man any goods on the exportation, importation, removal, or bringing in of which there is for the time being any prohibition or restriction, or any customs duty payable.

(2) Regulations under this section may be made for permitting and regulating the exportation, importation, removal, or bringing in of any such goods as above mentioned, to the extent provided by the regulations.

(3) Subject to any exceptions or modifications made by the regulations under this section, the provisions of this act with respect to the application of the customs enactments to foreign parcels shall apply in like manner as if the inland parcels sent between the United Kingdom, Channel Islands, and the Isle of Man were foreign parcels, and for the purpose of such application any goods for the time being prohibited by this section from being imported, exported, brought in, or removed shall be deemed to be so prohibited by the said customs enactments.

(4) The treasury may from time to time, on the recommendation of the commissioners of customs and the postmaster general, make, and, when made, revoke and vary, regulations for carrying into effect this section.

(5) All laws of those islands punishing offenses committed in relation to post letters or post-letter bags shall apply as if parcels were post letters, and sacks, hampers, boxes, and other receptacles containing parcels were post-letter bags.

16. This act shall be deemed to be a post-office act within the meaning of the post-office (offenses) act, 1837, and, subject to the provisions of this act, the post-office acts shall apply to parcels within the meaning of this act in like manner as they apply to other postal packets.

17. In this act, unless the context otherwise requires—

The expression "British possession" does not include the Channel Islands or the Isle of Man, but includes all other territories and places forming part of Her Majesty's dominions.

The expression "parcel" means all such postal packets as, by the regulations of the treasury made in pursuance of the post-office acts, are defined to be parcels.

The expression "inland parcels" means parcels posted within the United Kingdom and addressed to some place in the United Kingdom.

The expression "foreign parcels" means parcels either posted in the United Kingdom and sent to a place out of the United Kingdom,

or posted in a place out of the United Kingdom and sent to a place in the United Kingdom, or in transit through the United Kingdom to a place out of the United Kingdom.

The expression "railway company" means any person or body of persons, corporate or unincorporate, working a railway.

The expression "treasury" means the commissioners of Her Majesty's treasury.

The expression "London Railway clearing committee" means the clearing committee mentioned in the railway clearing act, 1850.

FIRST SCHEDULE.—*Railway companies parties to arrangement.*

- | | |
|---|--|
| <p>Aylesbury and Buckingham.
 Ballycastle.
 Ballymena and Larne.
 Belfast and County Down.
 Belfast and Northern Counties.
 Belfast, Holywood and Bangor.
 Bishop's Castle.
 Brecon and Merthyr Tydvil Junction.
 Bristol Port Railway and Pier.
 Caledonian.
 Cambrian.
 Central Wales and Carmarthen Junction.
 Cheshire Lines Committee.
 City of Glasgow Union.
 Cleator and Workington Junction.
 Cockermouth, Keswick and Penrith.
 Colne Valley and Halstead.
 Cork and Bandon.
 Cork, Blackrock and Passage.
 Cornwall, the lessees of.
 Dublin, Wicklow and Wexford.
 East and West Junction.
 Fleetwood, Preston and West Riding.
 Finn Valley.
 Furness.
 Garstang and Knotend.
 Glasgow and South-western.
 Great Eastern.
 Great North of Scotland.
 Great Northern.
 Great Northern, Ireland.
 Great Southern and Western of Ireland.
 Great Western.
 Gwendraeth Valleys.
 Highland.
 Lancashire and Yorkshire.
 Liskeard and Caradon.
 London and North-western.
 London and South-western.
 London, Brighton and South Coast.
 London, Chatham and Dover.
 London, Tilbury and Southend.</p> | <p>Londonderry and Lough Swilly.
 Lynn and Fakenham.
 Macclesfield Committee.
 Manchester and Milford.
 Manchester, Sheffield and Lincolnshire.
 Manchester, South Junction and Altrincham.
 Maryport and Carlisle.
 Midland.
 Midland Great Western of Ireland.
 Mid Wales.
 Neath and Brecon.
 Newry, Warrenpoint and Rostrevor.
 Northampton and Banbury Junction.
 North British.
 North-eastern.
 North London.
 North Staffordshire.
 Oldham, Ashton-under-Lyne and Guide Bridge Junction.
 Pembroke and Tenby.
 Portpatrick.
 Preston and Wyre, the lessees of.
 Rhymney.
 Severn and Wye and Severn Bridge.
 Sheffield and Midland Railway Company's Committee.
 Sligo, Leitrim and Northern Counties.
 South-eastern.
 Southwold.
 Swindon, Marlborough and Andover.
 Taff Vale.
 Tendring Hundred.
 Waterford and Central Ireland.
 Waterford and Limerick.
 Waterford and Tramore.
 Waterford, Dungarven and Lismore.
 Watlington and Prince's Risborough.
 West Lancashire.
 West Riding and Grimsby.
 Wigtownshire.
 Wrexham, Mold and Connah's Quay.</p> |
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SECOND SCHEDULE.—*Weights and rates of parcels.*

For an inland parcel of a weight—	Rate of postage.
Not exceeding 1 pound.....	3d. (6 cents)
Exceeding 1 pound and not exceeding 3 pounds.....	6d. (12 cents)
Exceeding 3 pounds and not exceeding 5 pounds.....	9d. (18 cents)
Exceeding 5 pounds and not exceeding 7 pounds.....	1s. (24 cents)

THIRD SCHEDULE.—*Apportionment among the railway companies.*

1. All sums paid by the postmaster general under this act to the railway companies parties to the arrangements under this act shall be apportioned amongst the railway companies entitled to share therein by the London Railway clearing committee half-yearly up to the 30th day of June and the 31st day of December in each year, or to such other half-yearly days as the parcels accounts between the companies may for the time being be made up by the London Railway clearing committee.

2. The share of each railway company shall bear the same ratio to the whole sum divisible as that company's gross receipts from local and through parcels traffic for each half-yearly period bear to the gross receipts from local and through parcels traffic of all the companies for the same period: *Provided*, That where upon an arbitration with any company not a party to the arrangement under this act any sum is awarded to be paid to such company, such sum shall be so paid in lieu of the share ascertained as aforesaid.

Each company shall render to the London Railway clearing committee the necessary returns of their parcels traffic certified by their accountant, such returns to be subject to audit and inspection of books by the London Railway clearing committee.

3. If at any time after the expiration of three years from the passing of this act, or if at any time in pursuance of regulations of the treasury the weights or rates of postage for parcels differ from those mentioned in the second schedule to this act, any one or more of the companies consider that the apportionment of the receipts from parcels traffic above provided by this act (hereinafter called "the prescribed apportionment") is inequitable, such company or companies (without prejudice to any right conferred by this act on a company not represented by the committee) may forward to the London Railway clearing committee a statement in writing of the grounds of objection to the prescribed apportionment, and thereupon the following provisions shall have effect:

(a) The secretary to the London Railway clearing committee shall convene a special meeting of the general managers of the railway companies parties to the arrangement under this act (hereinafter called "the conference") for the purpose of taking such statement into consideration and shall give not less than 14 days' notice of such special meeting.

(b) The conference shall at such special meeting take the said statement into consideration and determine by a majority of its members present at such meeting whether a prima facie case has been shown for altering the prescribed apportionment.

(c) If the conference determine that a prima facie case has not been shown for altering the prescribed apportionment, no further proceedings shall be taken, and the prescribed apportionment shall continue in force until further complaint be made under this article.

(d) If the conference determine that a prima facie case has been shown for altering the prescribed apportionment, it shall proceed either at such meeting or any adjournment or adjournments thereof, or at any other meeting specially convened for the purpose as hereinbefore provided, to consider a fair and equitable revision of the prescribed apportionment.

(e) The conference may, by a majority of its members present at any such meeting and representing companies whose aggregate share capital is for the time being not less than three-fourths of the aggregate share capital represented at such meeting, determine upon a revision of the prescribed apportionment.

(f) If the conference, for the space of three months after they have decided that a prima facie case for revision has been shown, fail to determine by the requisite majority upon a revision of the prescribed apportionment, then the question of revising the prescribed apportionment shall be referred to an arbitrator appointed under this schedule, who shall have power to determine whether any, and, if any, what, revision of the prescribed apportionment is required to remedy any inequality or injustice which may in his opinion be established upon due inquiry before him.

(g) The conference or the arbitrator shall, in considering a revision of the prescribed apportionment, have power to deal with any complaint or inequality or injustice which may be submitted to them or him by any of the companies, and may adopt in revising the prescribed apportionment such basis of division or such data as to them or him shall seem just.

(h) Any decision of the conference or of the arbitrator shall be final and conclusive upon the companies, and shall, unless any further alteration is made in the weights and rates of postage of the parcels in pursuance of regulations of the treasury, continue in force for the period of three years and thereafter until any further complaint shall be made under this enactment.

(i) The selection by the postmaster general of any route or routes for the transmission of parcels in preference to any competing route or routes shall in no case be a reason for revising the prescribed apportionment.

4. Parcels traffic for the purposes of the apportionment shall (unless and till otherwise determined by the conference, who shall have power to add to or take from the following list of excepted articles) include all such traffic as according to the practice for the time being of the London Railway clearing committee is included in that expression, except mails, other than parcels; fish, meat, and poultry for markets; milk; carriages; cattle, horses, dogs, and other animals; corpses; and specie.

5. The conference shall have power from time to time to make and, if necessary, to revoke and alter all such rules and regulations as may be necessary for the purpose of giving full effect to this act with respect to—

(a) The forms to be used by the companies in dealing with parcels traffic as above defined;

(b) The returns to be made by the companies for the purposes of this act;

(c) The verification of any such returns; and

(d) Any matters of detail necessary or proper for carrying this schedule into effect;

and all such rules and regulations shall be binding on the companies.

6. The arbitrator to determine any question between the companies under the provisions of this schedule shall be appointed when such question arises by the Lord Chief Justice of England, on the application of the London Railway clearing committee, and the railway companies arbitration act, 1859, shall apply to any such arbitration.

Office stamp.

P. P.—No. 2.]

EXHIBIT B.

PARCEL RECORD LIST. X.

[For use in London and at head offices in the Provinces.]

Sheet No. ———. Alphabetical letter ———. Delivery at ——— M.

1	2	3	4	5	6	7
No. and particulars of parcel	Surname of addressee	Address	Office of posting	No. if registered or if foreign or colonial	Inland postage (on rail-borne parcels only)	Initials of officer entering parcel
1					d.	
2						
3						
4						
5						
6						
7						
8						
9						
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
0						

Number of parcels....	Road-borne		Railway-borne		Total of postage...£— s.—
	Town	Rural	Town	Rural	

Initials of officer preparing totals ———

Initials of checking officer ———

Road-borne parcels.—The name or recognised abbreviation of the name of the actual office of posting must be entered in column 4. No postage should be entered. The code should not be used.

Rail-borne parcels.—In the case of unregistered parcels the code designation, when there is one, of the office of posting should be entered. As far as possible road-borne and rail-borne parcels should be dealt with in different parts of the office and entered in separate batches.

Foreign and colonial parcels.—The name of the country of origin should be entered in column 4. The number of the parcel as shewn on left-hand upper corner of the label should be entered in column 5. The inland postage only should be entered.

Insured and valuable parcels.—The letter "I" or "V" should be shewn in column 1, and the number of the parcel in column 5.

Registered parcels.—The name and number (if any) of office of origin and distinctive registered number of the parcel should be shewn in columns 4 and 5, respectively, and the entry prefixed with the letter "R" in column 1. The letters "A R" should be shewn in column 1 when an acknowledgment of delivery is required. The postage only should be entered.

Express parcels should be entered as ordinary parcels, with the addition of the word "Express" and the number of the "E" form in column 1.

NOTES.—(1) When this list is used for more than one delivery, or despatch to a suboffice, the time of commencement of each delivery or time of each despatch to a suboffice must be recorded in column 7 against the first parcel entered for such delivery or despatch.

(2) When more than two or three lists are used the totals of postage need not be carried forward, but a summary should be made of the amounts entered on each list.

(3) The checking officer should, whenever possible, make a brief preliminary examination of this list before the parcels are taken out for delivery.

(4) The word "Final" should be written on the last sheet for the day after the number of the sheet.

EXHIBIT C.

[Extracts from British Post Office Guide.]

PARCEL POST.

Rates and weight.—The rates of postage on parcels are as follows:

	d.
For a parcel not exceeding 1 pound in weight.....	3 (6 cents)
For a parcel exceeding 1 pound in weight and not exceeding 2 pounds.....	4 (8 cents)
2 pounds in weight and not exceeding 3 pounds.....	5 (10 cents)
3 pounds in weight and not exceeding 5 pounds.....	6 (12 cents)
5 pounds in weight and not exceeding 7 pounds.....	7 (14 cents)
7 pounds in weight and not exceeding 8 pounds.....	8 (16 cents)
8 pounds in weight and not exceeding 9 pounds.....	9 (18 cents)
9 pounds in weight and not exceeding 10 pounds.....	10 (20 cents)
10 pounds in weight and not exceeding 11 pounds.....	11 (22 cents)

Size.—The size allowed for an inland parcel is:

	Ft. in.
Greatest length.....	3 6
Greatest length and girth combined.....	6 0

For example—

A parcel measuring 3 feet 6 inches in its longest dimensions may measure as much as 2 feet 6 inches in girth, i. e., round its thickest part; or

A short parcel may be thicker; thus, if it measure no more than 3 feet in length, it may measure as much as 3 feet in girth, i. e., round its thickest part.

Prepayment and posting.—The postage on a parcel must be prepaid.

A parcel should not be posted in a letter box. It should be marked "Parcel post," and presented at the counter of a post office; and the sender should see that the weight, size, and postage are in order before leaving. If posted irregularly, it will—

(1) If fully prepaid at the rate applicable to any other post and admissible by that post be forwarded as a letter, halfpenny packet, or newspaper;

(2) If insufficiently prepaid at the rate applicable to any other post, but otherwise admissible by that post, be charged with double

the deficiency or with deficient postage at the parcel-post rate, together with a fine of a penny (2 cents), whichever is the less.

A certificate of posting may be obtained for an unregistered parcel.

Parcels are neither accepted for transmission nor delivered on Sundays.

Addresses.—The proper way to address is shown on pages 50 and 51.¹

The address must be clearly written in English in characters in ordinary use in the United Kingdom. A parcel bearing an address otherwise written will not be accepted unless a translation of the address can be added.

The address should be written on the parcel itself, and not merely on a label, which may become detached.

It is also desirable that the sender's address should appear either inside the parcel or on the cover. In the latter case it must be kept distinct from the address to which the parcel is sent.

Posting of parcels in large numbers.—Any person who wishes to send off a large number of parcels, whether on a particular day or at regular or irregular intervals, will facilitate the work of dispatch if he will give the office where they will be posted early information of the number of the parcels, their average weight, and the dates and times at which he proposes to post them. He will also consult the convenience of the post office by sending the parcels to the post in batches, beginning as early in the day as possible.

Parcels to and from the Channel Islands and the Isle of Man.—Parcels addressed to or sent from the Channel Islands (Jersey, Guernsey, Alderney, Sark) and the adjacent inhabited islets are received from the public under the same general conditions with regard to weight and size, and at the same rates of postage, as parcels for all other parts of the United Kingdom; but as the *Channel Islands*, under the customs laws of the United Kingdom, are practically in the same position as a foreign country, such parcels are liable to customs examination at the port of arrival, and the sender is required to make a declaration of contents, upon a form provided for the purpose, at the office where the parcel is posted. Parcels for the *Isle of Man* are treated in the same way as parcels for places in the United Kingdom. They are liable to customs examination; but the sender is not (as in the case of the Channel Islands) called upon to furnish a declaration of contents. Practically, no articles liable to customs duty can be sent by parcel post from the Isle of Man to Great Britain or Ireland, but there is no customs restriction on parcels sent from Great Britain or Ireland to the Isle of Man. *Parcels which are sent in contravention of the customs regulations are liable to confiscation, and the senders to prosecution by the board of customs.*

Parcels for persons serving on His Majesty's ships.—See page 286.

GENERAL POSTAL RULES.

Prohibited articles.—The inland post warrant of 1903 contains the following provisions:

“There shall not be posted, or conveyed, or delivered by post any postal packet—

(1) Consisting of or containing any indecent or obscene print, painting, photograph, lithograph, engraving, book, or card, or an indecent or obscene article, whether similar to the above or not;

¹ Not reproduced; instructions referred to apply to all classes of mail matter.

(2) Having thereon or on the cover thereof any words, marks, or designs of an indecent, obscene, or grossly offensive character; or

(3) Consisting of or containing—

(a) Any explosive substance.

(b) Any dangerous substance.

(c) Any filth.

(d) Any noxious or deleterious substance.

(e) Any sharp instrument not properly protected.

(f) Except with the special permission of the postmaster general, any living creature.

(g) Any article or thing whatsoever which is likely to injure other postal packets in course of conveyance, or any receptacle in which the same are conveyed, or an officer of the post office or other person who may deal with such packet; or

(4) Containing or bearing any fictitious postage stamp; or

(5) Purporting to be prepaid with any stamp which has been previously used to prepay any other postal packet or any other revenue duty or tax; or

(6) Having thereon or on the cover thereof any words, letters, or marks (used without due authority) which signify, or imply, or may reasonably lead the recipient thereof to believe, that the postal packet is sent on His Majesty's service;

(7) Having thereon or on the cover thereof any words, marks, or designs of a character likely, in the opinion of the postmaster general, to embarrass the officers of the post office in dealing with the packet in the post;

(8) Of such a form or so made up for transmission by post as to be likely, in the opinion of the postmaster general, to embarrass the officers of the post office in dealing with the packet in the post."

The transmission by post of letters containing circulars or tickets, whether relating to home or foreign lotteries, is prohibited. This prohibition does not extend to lawfully constituted art unions.

Prohibited articles, if tendered for transmission, will be refused, or, if detected in transit, detained. They are liable to be dealt with in such manner as the postmaster general may direct, and the sender is in some cases liable to prosecution.

Make-up of correspondence.—Parcels must be so packed and correspondence of every kind must be so made up as not only to preserve the contents from loss or damage in the post, but also not to injure other correspondence.

Any letter or parcel containing anything of a fragile nature should be marked or labeled "Fragile."

Special regulations as to special articles.—Eggs, fish, meat, fruit, and vegetables can be sent by parcel post only.

Parcels containing eggs should be marked "Eggs. Fragile—with care." It is impossible in any case to guarantee safe transit, but the following mode of packing is recommended: Use a wooden or metal box with a well-fitting lid, wrap each egg separately in old newspaper or other soft material, place the eggs on end, and fill up the vacant spaces of the box with newspaper or cotton waste.

Parcels of fish and meat should be marked "Perishable," and should be so packed as to prevent the contact of their contents with other parcels, and the leakage of any moisture.

Fruit, and more especially soft fruit (such as strawberries), should be so packed that the juice can not exude. Boxes with tightly fitting lids should be used. All parcels of fruit should be marked "Fruit; with care."

Sharp instruments can be sent by letter or parcel post, but only, in either case, if the edges or points are carefully protected.

Flowers, whether sent by letter or parcel post, should be inclosed in boxes of wood or tin—not cardboard.

Hat boxes, milliners' boxes, and similar articles should be protected by light crossbars of wood, and umbrellas, walking sticks, fishing rods, and similar articles by two strips of wood, each strip being as long as and slightly wider than the article protected.

Glass and crockery, liquids, butter, and other greasy substances, cheese, and other strong-smelling articles, and coloring powders should be sent by parcel post.

They may, however, be sent by letter post under the following conditions:

(i) Nothing inflammable, corrosive, or explosive may be sent, nor anything having an odor so strong as to affect the contents of other packets in the mails.

(ii) No article liable to customs duty may be sent by letter post to or from the Channel Islands or the Isle of Man.

(iii) They must be packed as follows:

Glass and crockery must be securely packed (in boxes of metal, wood, leather, or cardboard) in such a way as to prevent all risk of injury to the mails or the officers of the post office.

Liquids must be inclosed in bottles, firmly sealed; the bottles must be inclosed in a box of wood, leather, or metal, and packed securely in the box by means of corrugated paper or other suitable material, a sufficient quantity of sawdust or some spongy substance being added to absorb all the liquid contents in case of the bottle being broken. Special attention must be paid to the packing around the shoulders of the bottle; and the box must open at one end only, and have a tightly fitting lid or a screw lid.

Semiliquids and greases must have an inner covering securely closed and an outer covering of metal, wood, or leather, sufficiently strong to prevent any risk of the contents escaping during transit.

Powders must have an inner covering, securely closed, and a strong outer covering of metal, wood, leather, or cardboard.

(iv) They are sent at the sender's risk, the postmaster general accepting no liability in the case of either loss or damage, even if the packets are registered.

(v) If insecurely packed they will be stopped. The public are warned that such insecurely packed packets come within the category of articles "likely to injure other postal packets in course of conveyance or an officer of the post office," and are therefore prohibited from being sent by post. The senders of such packets are liable to penalties under the post office act, 1908, whether the packets are sent by letter or parcel post.

When articles of the classes named are sent by parcel post, the regulations as to packing given above should be substantially observed, and in any case great care should be taken that the articles are so packed as not to injure other parcels.

Any article sent by letter post which can not from the nature of its contents be transmitted thereby is, if admissible by parcel post, transferred to that post and treated and charged as a parcel posted out of course, i. e., charged with the deficient postage at the parcel-post rate, together with a fine of a penny (2 cents). If inadmissible by parcel post the packet is liable to be detained and dealt with as the postmaster general may direct.

Articles sent for medical examination or analysis.—Deleterious liquids or substances, though otherwise prohibited from transmission by post, may be sent for medical examination or analysis by a qualified medical practitioner or qualified veterinary surgeon to a laboratory or institute, public or private, or to a medical practitioner or veterinary surgeon within the United Kingdom, by ordinary letter post, under the following conditions:

Any such liquid or substance must be inclosed in a receptacle hermetically sealed, which receptacle must itself be placed in a strong, wooden, leather, or metal case in such a way that it can not shift about, and with a sufficient quantity of some absorbent material (such as sawdust or cotton wool) so packed about the receptacle as absolutely to prevent any possible leakage from the package in the event of damage to the receptacle.

The packet so made up must be conspicuously marked "Fragile; with care," and bear the words "Pathological specimen," and also the signature and address of the medical practitioner or veterinary surgeon who sends it. The packet must on no account be sent by parcel post. Any packet found in the post not packed and marked as directed will be at once stopped and destroyed with all its wrappings and inclosures.

Any person who sends by post a deleterious liquid or substance for medical examination or analysis otherwise than as provided by these regulations is liable to prosecution.

It is recommended that if receptacles are supplied by a laboratory or institute to medical practitioners or veterinary surgeons, they should be submitted to the secretary, general post office, in order to ascertain whether they are regarded as complying with the regulations.

Live bees.—Live bees are allowed to pass by letter or parcel post within the United Kingdom, on condition that they are sent in suitable cases, and so packed as to avoid all risk of injury to officers of the post office or to other packets.

REDIRECTION.

Correspondence may be redirected to the same addressee at another address, either by an officer of the post office or by an agent of the addressee, after delivery, under the following rules:

Letters, halfpenny packets, post cards, and newspapers.—Correspondence falling under any of these classes is retransmitted by post without additional charge. In the case of redirection by the addressee's agent the correspondence must be reposted not later than the day after delivery (Sundays and public holidays not being counted), and must not, previous to redirection, be opened or tampered with.

Redirected correspondence (other than parcels) which is reposted later than the day after delivery will be liable to charge at the prepaid rate. Correspondence which appears to have been opened or tampered with will be chargeable as freshly posted and unpaid.

Whenever it may be thought necessary, a receipt may be required from the addressee of a redirected letter or packet at the second address.

Parcels.—Parcels are, when redirected, liable to additional postage at the prepaid rate for each redirection, except where the original and the second address are both within the delivery of the same post office, and the redirection is made within the period of free redirection allowed for other classes of correspondence. A parcel will not, however, be delivered free of charge to a person who has previously refused to accept it, and for redirection from a returned-letter office a second postage is invariably charged.

Registered correspondence.—Registered correspondence, on being redirected, may not be dropped into a letter box, but must be taken to a post office to be dealt with as registered. No additional registration fee will be charged if the correspondence is presented for reregistration not later than the day after delivery; but if it is presented after that time it will be treated as freshly posted, and fresh registration fees will be payable. As regards postage, the rules given above apply.

If any registered packet when redirected instead of being given back to the post office to be dealt with as registered, is dropped into a letter box it is treated in all respects as a letter intended for registration but irregularly posted.

Official redirection.—Notices of removal and applications for correspondence to be redirected must in all cases be duly signed by the persons to whom the letters are to be addressed. Printed forms can be obtained from the local postmaster or from the postman of the walk, and, when filled up and signed, they should be given to the postmaster or to the postman.

Separate notices should be filled up if it is desired that parcels and telegrams should be redirected.

Redirection for the first year after removal is undertaken gratuitously. For redirection during the second and third years a fee of 1 shilling (about 24 cents) a year is charged, and 5 shillings (about \$1.22) a year thereafter.

The post office does not undertake the redirection of correspondence for a person temporarily leaving home unless the house be left uninhabited; nor does it undertake to redirect correspondence addressed to clubs, hotels, boarding houses, or lodgings. For redirection to or from a poste restante, see below.

Poste restante.—Correspondence of any kind to be called for is, as a rule, taken in at all post offices except town suboffices. The words "to be called for" or "poste restante" should appear in the address.

The poste restante is intended solely for the accommodation of strangers and travelers, and even they may not use the poste restante for more than three months.

Correspondence addressed to initials, or to fictitious names, or to a Christian name without a surname, is not taken in at the poste restante, but is sent at once to a returned-letter office for disposal.

Correspondence may not be redirected from one poste restante to another in the same town or from a private address to a poste restante in the same town. For the purposes of this rule the various postal districts of London are considered as different towns.

All persons applying for poste restante correspondence must furnish sufficient particulars to prevent mistakes and to insure the delivery of the correspondence to the person to whom it properly belongs.

Retention of poste restante correspondence (except parcels).

IN LONDON.

Origin.	Period of retention
Places abroad.....	2 months.
The Provinces.....	1 month.
London.....	1 fortnight.

IN PROVINCIAL TOWNS.

Origin.	Period of retention.
Places abroad.....	2 months.
United Kingdom.....	1 month.

Letters addressed to a post office at a seaport town for a person on board a ship expected to arrive at that port are kept two months.

At the expiry of the above-mentioned periods correspondence is sent to a returned-letter office for disposal.

Poste restante correspondence, however, which bears a request for its return within a specified time (not exceeding the official period of retention), if not delivered, is dealt with in accordance with such request.

Retention of poste restante parcels.—Parcels addressed to a post office “to be called for” are kept three weeks, at the end of which period, if not called for, they are returned to the sender.

DISPOSAL OF UNDELIVERED CORRESPONDENCE.

Letters.—An undelivered inland letter, bearing the full name and address of the sender printed or written upon the outside, is returned direct and unopened. Other undelivered inland letters are sent to the returned-letter office, whence they are returned, if possible, to the senders. If they contain neither sender’s address nor any inclosure of importance, they are destroyed. Letters found to contain anything of value are recorded, and, if returned, are registered. Letters from abroad are returned unopened to the country of origin after a brief detention in the returned-letter office.

Post cards, halfpenny packets, and newspapers.—Undelivered post cards, halfpenny packets, and newspapers are dealt with as follows:

(1) Those bearing on the outside the name and address of the sender, with a request for their return in case of nondelivery, are sent back direct from the office of destination and are delivered to the sender on payment of a second postage.

(2) Those bearing on the outside no request for return in case of nondelivery are disposed of.

Parcels.—If an undelivered parcel bears on the cover the name and address of the sender, it is returned to him at once. If the name and address of the sender are not shown on the cover, the parcel is sent to the returned letter office of the district, where it is opened and examined. If it is found to contain the name and address of the sender, it is returned to him. No charge is made for the return of an undelivered parcel to the sender.

Undelivered parcels, which can not be returned to the senders and are not applied for, are liable to be disposed of three months after the date of arrival at the returned letter office. Perishable parcels will be dealt with as may be requisite.

SUPPLEMENTAL SERVICES.

Registration and compensation.—Correspondence of any kind (including parcels) can be registered.

The ordinary registration fee is 2d. (4 cents) in addition to the postage.

Instructions for registering.—Everything intended for registration must be handed to an officer of the post office, and a certificate of posting, bearing an acknowledgment that the fee for registration and compensation has been paid, must be obtained. Nothing intended for registration must be dropped into a letter box. If, contrary to this rule, a packet bearing the word "Registered," or any other word, phrase, or mark to the like effect, is dropped into a letter box, it will be compulsorily registered.

The packet must be made up in a reasonably strong cover appropriate to its contents, and must be fastened with wax, gum, or other adhesive matter.¹ It is not sufficient merely to tie the packet with string.

If it be desired to secure compensation for damage to a packet (other than a parcel), the packet must bear the words "Fragile, with care." These words should appear on the face of the cover above the address. Any officer to whom a packet is tendered for registration is instructed to refuse to register it if the packing is, in his opinion, obviously inadequate. Compensation may, however, be refused if the packet is accepted and afterwards found to have been imperfectly packed. Envelopes for the transmission of registered letters can be obtained at all post offices.

The address of the packet must be clearly written in English, in characters in ordinary use in the United Kingdom. A packet bearing an address otherwise written will not be accepted unless a translation of the address can be added. The packet must be marked in the bottom left-hand corner with the word "Registered," and, when the fee exceeds 2d. (4 cents), with the amount of the fee proper to the value up to which the sender desires to secure compensation, thus: Registered, 3d. (6 cents); registered, 4d. (8 cents); and so on.

¹ This does not, of course, apply to post cards, or to halfpenny packets and newspaper packets prepaid at $\frac{1}{2}$ d. (1 cent) rate, which must be open for inspection whether registered or not.

When several packets are sent by the same person for registration it is desirable that they should be accompanied by a list (in duplicate) of the addresses, one list to be retained at the post office and the other, when signed, to be returned to the bearer.

Latest time for registering.—Correspondence can be registered at any time during the ordinary hours of business. When intended for dispatch by a particular mail it should, as a rule, be presented for registration half an hour before the latest time of posting for that mail. At the chief offices in Edinburgh and Dublin, and at all provincial head offices, articles bearing a late fee of 4d. (8 cents), in addition to the ordinary registration fee, may be registered at any time within the half hour referred to, if the office is open to the public. Special rules are applicable to London.

Advice of delivery of registered correspondence.—The sender of registered correspondence may arrange at the office of posting, either at the time of posting or subsequently, for an advice of its delivery to be sent to him. The fee is 2d. (4 cents), which is payable by means of stamps affixed by the sender to a form provided for the purpose.

Inquiry as to the alleged loss or nondelivery of a registered packet should also be accompanied by a fee of 2d. (4 cents), and should, if possible, be made upon the form used in applying for an advice of delivery. If it is found that the post office is in fault, the inquiry fee will be refunded.

If an application for this form is made at a small office at which the forms are not kept in stock, or to a rural postman, the fee of 2d (4 cents) should be paid in money or stamps, and a memorandum furnished giving the name and address of the sender of the packet and, if necessary, the date of posting and full address. The proper form will then be made out by an officer of the post office.

Compulsory registration.—Packets which contain coin or jewelry and also all inland correspondence bearing the word "Registered," or any other word, phrase, or mark to the like effect, written or impressed on the cover, are, if posted otherwise than in accordance with the regulations, subjected to compulsory registration, and are charged on delivery with a registration fee of 4d. (8 cents), less any amount prepaid in excess of the postage.

Any packet which is found open in the post or can not be delivered, and which is found to contain an uncrossed postal order in which the name of the payee has not been inserted, a check or dividend warrant not crossed or made payable to order, a bank note, postage stamps, or any article (other than coin or jewelry) of a value in each case exceeding 10s. (about \$2.40), will be subject to registration and be chargeable with a registration fee of 2d. (4 cents).

No compensation is given in respect of correspondence compulsorily registered.

Compensation for loss or damage.—The postmaster general is not legally liable for any loss or inconvenience which may arise from the loss, damage, delay, nondelivery, or misdelivery of anything sent by post, and he does not, in any circumstances, pay compensation in respect of unregistered letters, post cards, halfpenny packets, or newspapers. But, subject to the rules stated below, he pays compensation voluntarily and as an act of grace for correspondence of the following descriptions:

I. Registered correspondence (including parcels).—The fees payable over and above the postage and the respective limits of compensation are as follows:

Fee.	Limit of compensation.	Fee.	Limit of compensation.
2d.....	£5	1s. 1d.....	£220
3d.....	20	1s. 2d.....	240
4d.....	40	1s. 3d.....	260
5d.....	60	1s. 4d.....	280
6d.....	80	1s. 5d.....	300
7d.....	100	1s. 6d.....	320
8d.....	120	1s. 7d.....	340
9d.....	140	1s. 8d.....	360
10d.....	160	1s. 9d.....	380
11d.....	180	1s. 10d.....	400
1s.....	200		

1d.—2 cents, 1 shilling—24 cents, £—\$4.87.

These fees include the ordinary registration fee of 2d. (4 cents). The highest amount of compensation obtainable for any one packet is £400 (\$1,944).

Compensation in respect of money of any kind (coin, notes, orders, checks, stamps, etc.) will only be given in those cases in which the money is inclosed in one of the registered-letter envelopes sold by the post office and the packet is tendered for transmission by registered-letter post. The compensation given in respect to coin, which should be packed in such a way that it can not move about, will in no case exceed £5 (\$24.30).

Compensation for damage to a packet sent by registered-letter post will only be given in those cases in which the packet is conspicuously marked with the words "Fragile, with care."

II. Unregistered parcels.—The maximum limit of compensation is £2 (\$9.72).

No compensation is given in respect of money of any kind sent by parcel post, whether registered or unregistered, or in respect of jewelry (gold, silver, jewels, etc.) sent by parcel post unregistered.

In order to secure compensation in respect of the loss of a parcel a certificate of posting should be obtained by the sender when the parcel is posted.

III. Express correspondence.—Compensation according to the ordinary scale is paid in respect of correspondence of the kinds specified in Sections I and II when sent by the express service, and up to £2 (\$9.72) for the loss or damage of unregistered packets (other than those containing money or jewelry) conveyed by special messenger throughout their whole course.

General rules.—It must appear that the loss or damage occurred in the post and did not arise wholly or in part by the fault of the sender; as, for instance, from insufficient packing, inadequate fastenings, loss of "tie-on" label, etc.

The compensation given will not exceed the value of the article lost or the damage sustained. The right is reserved of reinstating the contents of a packet instead of giving pecuniary compensation.

In the case of damage or loss of contents the packet should be retained for inspection as nearly as possible in the state in which it

was delivered. If complaint be made that the contents of a packet have been abstracted, the cover must be produced.

In the case of bank notes, money and postal orders, checks, bonds, and similar documents, particulars sufficient for their identification must be furnished.

No compensation either for loss or damage is given in respect of a packet containing anything not legally transmissible by post, or a packet not posted in the manner prescribed; or in respect of glass, crockery, greases, liquids or semiliquids, coloring powders, eggs, fish, meat, fruit, or vegetables, sent by letter post.

No compensation is given for damage to any packet (whether sent by letter post or parcel post) containing eggs, soft fruit, any liquid or semiliquid, or articles of an exceptionally fragile nature.

No compensation is given for injury or damage consequential upon—i. e., indirectly arising from—the loss, damage, delay, non-delivery, or misdelivery of anything sent by post.

Without prejudice to any of the preceding rules, the postmaster general will, if he thinks fit, refuse to give compensation for loss or damage on any ground on which a common carrier might in like case claim exemption from legal liability.

The final decision upon all questions of compensation rests with the postmaster general.

In the rules as to registration and compensation—

The term “money” means and includes (a) coin; (b) paper money.

The term “coin” means and includes coins of all kinds, whether or not current in the United Kingdom or elsewhere.

The term “paper money” means and includes (a) notes of the Bank of England or Bank of Ireland, or of any bank of issue in the United Kingdom, and notes current in any foreign state or British possession; (b) money orders and postal orders; (c) unobliterated postage or revenue stamps; (d) exchequer bills, bank post bills, bills of exchange, promissory notes, checks, credit notes which entitle the holder to money or goods, and all orders and authorities for the payment of money, whether negotiable or not; (e) bonds, coupons, and securities for money, whether negotiable or not.

The term “jewelry” means and includes (a) gold or silver in a manufactured state; that is to say, a state in which value is added to the raw material by skilled workmanship, and in this definition are included any coins used or designed for purposes of ornament; (b) diamonds and precious stones; (c) watches, the cases of which are entirely or mainly composed of gold or silver; and (d) any article of a like nature which, apart from workmanship, has an intrinsic or marketable value.

EXPRESS DELIVERY SERVICES.

There are three express delivery services, namely:

Service I. By special messenger all the way.

Service II. By special messenger after transmission by post.

Service III. By special delivery in advance of the ordinary mail at the request of the addressee.

SERVICE I.—By special messenger all the way.

This service is performed on week days only.

In London, correspondence for express delivery is accepted at all the more important post offices.

In the provinces, express correspondence is accepted at all post offices from which there is a delivery of telegrams.

Charges.—(a) The express fee (including charges for any public conveyance, e. g., omnibus, tramcar, or railway) is:

(i) For every mile or part of a mile from the office of delivery to the address, 3d. (6 cents).

(ii) On each packet weighing more than 1 pound a weight fee of 3d. (6 cents). (Ordinary postage is not charged.)

(b) If the sender desires, or it is otherwise necessary, that a cab or other special conveyance be used throughout (i. e., from the place of posting to the place of delivery), the actual fare or cost of the conveyance must be paid in addition to the mileage fee. The weight fee is not charged in such a case.

(c) Cycles are used, wherever practicable, for the delivery of express packages of a size and weight suitable to be so carried.

(d) When several packages are tendered by one sender for delivery by the same messenger at different addresses, or to different persons at the same address, the express fee of 3d. (6 cents) a mile will be charged for the full distance to be traversed by the messenger up to the delivery of the last packet, and an additional fixed charge of 1d. (2 cents) for each article above one. The number of articles delivered by one messenger must not exceed 10. The sender may determine the order in which the packets are to be delivered. The weight fee will be charged upon each packet over 1 pound in weight, not on the aggregate weight.

(e) When several packets are tendered for delivery to one person, the sender may, if he chooses, tie them together so as to form one packet. In that case a weight fee will be chargeable upon the aggregate weight if over 1 pound.

(f) All charges must be prepaid in postage stamps, to be affixed to a form provided by the post office for the purpose.

Posting and distinctive marking.—(a) Every packet must be handed in over the counter, or to an officer authorized to receive it. In no case may it be placed in a letter box.

(b) The word "Express" must be boldly and legibly written by the sender above the address in the left-hand corner of the cover.

Hours of posting.—On week days, when the offices are open for telegraph delivery, generally from 8 a. m. to 8 p. m. For offices open earlier and later, the hours vary according to circumstances.

There is no express delivery by messenger all the way (Service I) on Sunday, Good Friday, or Christmas day in England and Ireland or on Sunday in Scotland.

Telephoning express letters.—A message can be sent by telephone by a subscriber to a telephone exchange or from a telephone call office to a post office for delivery as an express letter.

Reply and further services.—On the delivery of an express packet, the messenger may take a reply or perform a further express delivery service within the authorized hours. Express fees at the usual rates

must be prepaid either by the sender of the first service or by the sender of the reply or further service.

When a reply or further service is required by the sender, the words "Wait reply" or "Wait further service" should be written by the sender above the address of the packet. The messenger is allowed to wait for the reply 10 minutes free of charge; after that time 2d. (4 cents) is charged for every quarter of an hour or part of a quarter of an hour during which the messenger is required to wait.

When a packet on a reply or further service is taken to an address on the messenger's homeward route, or to an address within a radius of half a mile of the post office from which the messenger started on the original service, half only of the mileage rate is charged, and is calculated on the actual distance traversed by the messenger in performing the reply or further service.

Acceptance of express packets by telegraph messenger.—A telegraph messenger, on delivering a telegram, may, if desired, and on receiving the express charges, take back to the post office where he is employed a packet for express delivery. The fee for this service will be charged as from the residence of the sender and not from the office where the messenger is employed.

Acceptance of telegrams by express messenger.—A messenger on delivering an express packet may, if desired, carry an inland telegram to the nearest telegraph office for transmission. If the telegram is to be taken to his own office no express fee will be charged unless he be kept waiting for it more than 10 minutes, in which case the usual charge for waiting will be made. If the telegram be taken to another office, the usual express fee as for a reply or further service will be charged and must be prepaid by the sender of the telegram. An express messenger is not allowed to accept a telegram for a place abroad.

Exceptional express services.—Money and jewelry are accepted, in sealed or unsealed packets or loose, for conveyance by express messenger all the way at the sender's risk without being registered.

Living animals can be accepted for express delivery if confined in a suitable receptacle, and special arrangements may be made as to dogs.

Liquids are accepted, although contained in glass bottles, provided the bottles are properly closed and that the packet bears some such label as "Liquid" or "Fragile, with care."

Postmasters may arrange for the conduct of a person to an address by an express messenger.

Supplementary service.—A local express packet may be handed in at any town subpost office which is not an express delivery office under the following conditions:

The packet, which must be of such a nature that it can be sent by the ordinary inland post, takes the ordinary course of post from the office where it is handed in until it reaches the first express delivery office on its route, and thence it is conveyed direct to destination by express messenger.

The express fees are charged as from the express delivery office, and not from the office of posting, and must be prepaid by the sender. Ordinary postage is not charged.

It must be clearly understood that in such cases there may be some delay before the packet reaches the hands of the express messenger, so that where there is an express delivery office within easy reach the sender is recommended to take his packet to that office.

Telegrams conveyed by express messengers from football and cricket grounds, etc., to post offices for transmission.—Reporters and other persons at football and cricket grounds, public meetings, and other like gatherings, by applying to the local postmaster, can obtain an express messenger to convey their telegrams to a telegraph office for transmission on payment of the mileage fee, which is calculated on the full distance traversed by the messenger in going from his office to the ground or place of meeting and thence to the telegraph office.

If several journeys are made in immediate succession for the same person between the ground or place of meeting and the telegraph office, they will be considered as one service and be charged for according to the total distance covered by the messenger in performing them all. If the messenger be kept waiting for the telegrams more than 10 minutes in any case, the usual charge for waiting, viz. 2d. (4 cents) for each quarter of an hour or portion thereof beyond the first 10 minutes, will be levied.

SERVICE II.—Express delivery after transmission by ordinary post.

Correspondence of any kind sent by the ordinary post may be delivered by express messenger: (a) From the post office from which it would be delivered by the ordinary post if that office is a telegraph office; (b) in London, from the general post office or a head district post office at which the mail bag is first opened; and (c) in the Provinces, from the head post office even when that is not the ordinary office of delivery.

Posting and distinctive marking.—(a) The words "Express delivery" must be boldly and legibly marked above the address on the left-hand side of the cover (whether of letter or parcel), and in the case of a letter the cover must also be marked with a broad perpendicular line from top to bottom; both on front and back.

Where delivery from the general post office or head district office in London, or from the head post office (although not the ordinary delivering office) in the Provinces, is desired the words "Express delivery from general post office," "Express delivery from head district office," or "Express delivery from head office" (as the case may be) must be used.

The post office does not undertake to insure the special delivery of an express letter which is not marked in the manner prescribed.

(b) Letters may be handed in at a post office, or to a postman in a rural district, or may be posted in a letter box.

(c) Parcels and registered letters must be handed in at a post office or to a postman in a rural district.

Reply and further service.—On the delivery of an express packet the messenger may be asked to perform a further service, as in the case of correspondence which is sent by express messenger throughout.

Charges.—(a) In addition to the full ordinary postage, the same express fees will be charged as in the case of delivery by a special messenger throughout, with the exception of the weight fee.

In London the fee for the express delivery of a letter or parcel from the usual delivery office is in no case more than 3d. (6 cents), in addition to the ordinary postage, even when the address is more than a mile distant from the express office; but if the article is delivered from the general post office or from a head district post office at an address outside the ordinary postal delivery of those offices, then the full express fee of 3d. (6 cents) a mile throughout is charged.

(b) The sender is responsible for the charges. The postage and charges must be prepaid by means of stamps affixed to the letter or parcel. In any case where a special conveyance is required the whole charge for such conveyance should, if possible, be prepaid in postage stamps affixed to the letter or parcel, but any deficiency will be demanded from the addressee. If the charges payable are not prepaid to the extent of at least one-half, the letter or parcel will be liable to be treated as an ordinary letter or parcel instead of being delivered by special messenger.

(c) When more express letters or parcels than one addressed to the same person, or to different persons at the same address, are received by the same mail or by mails arriving at or about the same time, and the express fees are unpaid or not fully prepaid, the articles will be sent out for delivery by the same special messenger, and one full express fee of 3d. (6 cents) a mile will be charged upon one of the articles and a fixed charge of 1d. (2 cents) upon each of the rest. In calculating such charges the value of any postage stamps affixed to the articles beyond the ordinary postage will be allowed for.

Delivery.—On week days express correspondence will be delivered by messenger during the hours in which the office of delivery is open for telegraph business, but not, as a rule, between 11 p. m. and 7 a. m. Unless specially indicated, provincial post offices are open for telegraph business from 8 a. m. to 8 p. m. At most small towns and villages, therefore, it is generally impracticable to deliver an express packet received by the night mail otherwise than by the ordinary postmen engaged in the first delivery of letters. The express fee prepaid on a packet so delivered will be refunded to the sender if written application be made to the secretary, general post office, inclosing the cover of the packet, and stating the name and address of the sender.

Express correspondence will also be delivered to callers, whether by day or by night, when the postal staff is in attendance, if the letter or parcel arrive too early or too late for delivery by messenger, or if it be addressed to post office "to be called for."

On Sundays, in the Provinces, express correspondence (except parcels) will be delivered by special messenger during the hours when the office of delivery is open both for telegraph business and to callers for letters.

On Sundays, in London, express correspondence of all kinds (except parcels) for places in the London postal districts arriving on Sunday mornings by the night mails from the Provinces, or posted in London too late for express delivery on Saturday nights, but in

time for the last collection, will be delivered from the general post office, provided that it is marked with a thick perpendicular line from top to bottom, and with the words "Express delivery on Sunday," and is prepaid.

The fees will be calculated according to the distance from the general post office to the center, approximately, of the head district or subdistrict in which the address is situated. (See Table of Charges below).

Charges to be made on letters for express delivery in the undermentioned head districts and subdistricts in London on Sundays.

[This charge is in addition to the ordinary postage.]

Head district or subdistrict.	Charges.	Head district or subdistrict.	Charges.
E. C. District.....	<i>s. d.</i> 0 3	SE.—Continued.	
E.		Head district—continued.	<i>s. d.</i>
Head district.....	6	Brockley.....	1 3
Bethnal Green.....	6	Camberwell.....	9
Bow.....	1 0	Catford.....	1 6
Chingford.....	2 3	Deptford.....	1 3
Clapton.....	1 0	Dulwich.....	1 3
Forest Gate.....	1 6	East Dulwich.....	1 3
Hackney.....	9	Forest Hill.....	1 6
Homerton.....	1 0	Greenwich.....	1 3
Leyton.....	1 6	Herne Hill.....	1 3
Leytonstone.....	1 6	Kennington.....	9
Manor Park.....	1 9	Lee.....	1 6
North Woolwich.....	1 9	Lewisham.....	1 3
Plaistow.....	1 6	New Cross.....	1 0
Poplar.....	1 0	Norwood.....	1 9
Stratford.....	1 3	Peckham.....	1 0
Victoria Docks.....	1 3	Rotherhithe.....	9
Walthamstow.....	1 6	South Norwood.....	2 0
Woodford and South Woodford.....	2 0	Sydenham.....	1 9
N.		Walworth.....	6
Head district.....	6	West Norwood.....	1 6
Edmonton, Lower.....	2 3	SW.	
Edmonton, Upper.....	1 9	Head district.....	9
Finchley, Church End.....	2 0	Balham.....	1 6
Finchley, East.....	1 9	Barnes.....	2 0
Finchley, North.....	2 0	Battersea.....	1 3
Finshbury Park.....	1 0	Brixton.....	1 0
Highbury.....	9	Chelsea.....	1 0
Highbury.....	1 3	Clapham.....	1 3
Holloway.....	1 0	Earls Court.....	1 3
Hornsey.....	1 6	Fulham.....	1 6
Muswell Hill.....	1 6	Mortlake.....	2 0
New Southgate.....	1 9	Putney.....	1 9
Palmer's Green.....	2 0	South Kensington.....	1 3
Southgate.....	2 0	South Lambeth.....	9
South Tottenham.....	1 3	Stockwell.....	1 0
Stoke Newington.....	1 0	Streatham.....	1 9
Tottenham.....	1 6	Tooting.....	1 9
Upper Holloway.....	1 0	Wandsworth.....	1 6
Whetstone.....	2 3	West Brompton.....	1 3
Winchmore Hill.....	2 3	Wimbleton.....	2 3
Wood Green.....	1 6	W. district.....	9
NW.		PADDINGTON.	
Head district.....	9	Head district.....	1 0
Cricklewood.....	1 6	Acton.....	2 0
Hampstead.....	1 0	Chiswick.....	2 0
Hendon.....	2 0	Ealing.....	2 3
Kentish Town.....	9	Hammersmith.....	1 6
Kilburn.....	1 3	Hanwell.....	2 9
Mill Hill.....	2 6	Kensington.....	1 3
St. Johns Wood.....	1 0	Maida Hill.....	1 0
The Hyde.....	2 3	North Kensington.....	1 3
Willesden.....	1 9	Notting Hill.....	1 3
SE.		Shepherds Bush.....	1 6
Head district.....	6	West Ealing.....	2 6
Anerley.....	2 0	West Kensington.....	1 6
Blackheath.....	1 6	W. C. district.....	6

NOTE.—1d.—2 cents; 1s.—24 cents.

Correspondence (except parcels) from places abroad is also delivered in London from the general post office on Sundays, provided that each packet bears the words "Express delivery on Sunday," if possible in English or French, but, if not, in the language of the country of origin, and that an express fee of 30 centimes (6 cents) or its equivalent has been paid in addition to the postage. Any sum prepaid in excess of that amount will be ignored. The extra mileage fee, if any, is collected on delivery.

There is no delivery of parcels on Sundays either in London or in the provinces.

SERVICE III.—Special delivery of correspondence in advance of the ordinary deliveries at the request of the addressee.

Persons or firms who desire at any time to receive their correspondence of any kind in advance of the ordinary delivery may have it delivered by special messenger on payment of the following fees, viz:

The full express fee of 3d. (6 cents) a mile as for 1 packet and a further fixed charge of 1d. (2 cents) for every 10, or less number, of additional packets beyond the first. If more than one search is necessary a charge of 3d. (6 cents) is made for each extra search in addition to the express fees levied when the special delivery takes place.

Applications for special delivery must be signed by the persons to whom the correspondence is addressed. Forms of application may be obtained at most post offices.

The application should be addressed to the postmaster or chief officer on duty at the post office from which the letters are ordinarily delivered. Where possible, it should be delivered at the office by hand; but where this can not be done it may be handed in at any post office or posted in any letter box in the district served from the office. In either of the latter cases the postage should be prepaid by means of a penny (2 cents) stamp affixed to the outside of the form. The application should, however, reach the office on the previous evening if it is intended to apply to the early delivery in the morning, and, if to any other delivery, an hour at least before the time at which the delivery commences.

The express fee on at least one packet must be prepaid in stamps affixed to the application form. All additional fees must be paid to the special messenger on delivery.

If no correspondence for the address given is found, a special messenger will be sent to inform the applicant to that effect, and the express fee will be retained to pay for this service.

In cases where a regular delivery by special messenger is required either on one or more days of the week, or of correspondence arriving by particular inland or foreign mails, it will be sufficient if only one form of application, altered to meet the requirements, is filled up and left with the postmaster. In such cases the whole of the charges will be collected on delivery of the correspondence.

General regulations.—Except where otherwise specified, the express delivery services are subject to the general regulations of the postal and telegraph service.

Correspondence sent under any of the three express services may be registered. Railway express letters, however, can not be registered.

The rules regarding the payment of compensation for loss or damage of express correspondence will be found on page (not reproduced).

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COLLECTION OF CORRESPONDENCE.

In towns.—Special arrangements will be made for the collection of correspondence sent in considerable quantities by one person. Particulars will be furnished on application to the local postmaster. Apart from such arrangements postmen are not allowed in towns to accept from the public correspondence for the post.

In the country.—In the country it is the duty of postmen to accept all kinds of correspondence, whether registered or not, handed to them on their rounds, with the exception of insured letters for places abroad, which must be handed in at a post office. This obligation is, however, subject to the following conditions:

(1) Postmen should not take charge of correspondence when near a post office or letter box.

(2) A postman on foot or bicycle must not accept from any one person a greater weight of parcels than 11 pounds in the aggregate, unless he has received notice on the previous day from such person of his intention to send a greater weight.

(3) A postman with a cart is required to accept as many parcels tendered to him for the post as he can conveniently carry in his cart.

(4) A parcel handed to a postman must be within the prescribed limits of weight and size, must bear stamps to the full amount required for postage, and must be otherwise in order, the sender being held responsible that these conditions are complied with.

(5) A postman may, at the request of the sender, weigh a parcel or check the postage, provided that he can conveniently do so. He may refuse to accept a parcel which beyond all doubt is above the limits of weight or size.

(6) A postman who is already carrying the maximum load authorized for his walk and who is unable to obtain assistance may refuse to accept more parcels or other heavy correspondence.

(7) Correspondence handed to a postman for delivery at any house which he will pass on his usual route must be fully prepaid in stamps. Registered correspondence will not be accepted.

A mail-cart driver (as distinguished from a postman) is required to accept any unregistered inland parcels prepaid with postage stamps which are tendered to him for the post when he is engaged in clearing a country letter box, but not at any other point of his journey. He is not required to weigh the parcels or to check the postage or to furnish certificates of posting.

Parcels handed to a postman or mail-cart driver are not considered as finally accepted until they have been received at a post office.

Carriage of private parcels by officers of the post office.—With certain exceptions, no postman or other officer of the post office may act as a carrier of correspondence or packages of any kind or weight which have not passed through the post, whether he receives payment for the carriage or not. The exceptions are as follows:

(a) Contractors for the carriage of mails by passenger conveyance are not subject to any restrictions as to the parcels they convey.

(b) Mail-cart drivers and postmen in rural districts are allowed to carry light packets of medicine.

(c) Permission is also given to them in special cases to carry parcels of newly published newspapers addressed from the publishing office of the newspaper in question to a news agent, whether such parcels be above or below the parcel-post limit of weight.

(d) In some very exceptional cases mail-cart drivers and postmen with carts in rural districts are granted special permission to carry parcels or other packages which are above the limits of weight prescribed for postal parcels.

The public must make their own terms as regards the payment of postmen, mail-cart drivers, and contractors who undertake private services on their behalf.

Collection from private posting boxes.—Arrangements are made for the collection by postmen of ordinary correspondence (not registered letters or parcels) from private letter boxes of approved pattern in town districts.

Pursuant to the terms of section 19 of the post-office (protection) act, 1884, the following notice will be affixed to these boxes, viz:

“This is a private posting box. Letters and packets posted in it will be treated in all respects as post letters, but proof of such posting will not be accepted in legal proceedings as evidence of receipt by the addressee. By order of the postmaster general.”

The scale of charges is as follows:

	£	s.	d.	
1. Initial fee, which provides for two ordinary collections on week days, neither of the two being the general night-mail collections	1	1	0	(\$5. 11)
2. Fee for each additional collection on week days, not being the general night-mail collection	10	6		(\$2. 55)
3. Fee for the night-mail collection, including the Sunday collection, if one exists (in addition to the initial fee of £1 1s. a year)	2	2	0	(\$10. 21)
4. Fee for a Sunday collection when no night-mail fee is paid.	10	6		(\$2. 55)

The minimum fee for the general night-mail collection is therefore £3 3s. (\$15.31) a year, but this includes payment for any two other collections on week days.

In special cases additional charges are levied, e. g., in the case of a house at a distance from the postman's walk.

The minimum period for the use of a private posting box is 12 months, and the fees are payable annually in advance from the date on which the use of the box began.

Full information in regard to the arrangements and conditions can be obtained on application to postmasters or to the controller of the London postal service, general post office, E. C.

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Parcels for His Majesty's ships.—1. Parcels addressed to any of His Majesty's ships at a particular place abroad and prepaid at the rate applicable to parcels for that place are forwarded as addressed; and if, in consequence of the departure of the ship from port, the parcels has to be redirected, the ordinary redirection charges must be paid before the parcel can be delivered to the addressee.

Parcels should not be addressed “% Admiralty.”

2. When the home fleet (first and second division, including first and second cruiser squadrons and destroyer flotillas), the fourth cruiser squadron, or the Atlantic fleet and fifth cruiser squadron are in foreign waters, parcels intended for them may be addressed “% General Post Office, London”; and in such cases they will be accepted if prepaid at the inland rate, and will be accumulated and transferred, as opportunity offers, to any of H. M. ships proceeding from home to join the fleet or squadron.

The admiralty and general post office, however, accept no responsibility for any delay or damage that may occur in the delivery of parcels addressed in this manner; and it is desirable that they should only be so addressed when it is known that a ship is about to leave home by which they can be sent.

3. In the case of H. M. ships abroad, other than those mentioned in the preceding paragraph, parcels addressed and prepaid as follows will be accepted:

For the “China Station,” if prepaid at the postage for Hongkong.

For the “Australian Station,” if prepaid at the postage for Australia.

For the “Mediterranean Station,” if prepaid at the postage for Malta.

For the “Cape of Good Hope Station,” if prepaid at the postage for Cape of Good Hope.

For the “East Indies Station,” if prepaid at the postage for Aden.

In these cases the parcels will be forwarded to Hongkong, Australia, Malta, the Cape, or Aden, as the case may be. If retransmitted thence, they will be liable to redirection charges.

4. In no other case than those mentioned in the foregoing rules can a parcel be accepted for transmission to one of H. M. ships abroad, unless the name of the particular place to which the parcel is to be forwarded forms part of the address.

Parcels for ships at foreign ports.—In posting parcels intended to reach a foreign port before a ship sails, allowance should be made both for the slower transit of parcels as compared with letters, and also for customs delay in the country of destination.

Ordinarily parcels addressed to ships are not delivered on board, but to the ship's agent at the port.

There is a special arrangement for the transmission of parcels to outgoing packets of the Peninsular & Oriental Co., at Brindisi, and of the Orient Co., at Taranto.

EXHIBIT D.
PARCEL POST.

Statement showing the number of parcels and the revenue derived from the parcel post in each of the last 10 years.

Year.	Number of parcels delivered. ¹										Revenue.						
	England and Wales.					Scotland.		Ireland.		United Kingdom.			Postage.				
	Country offices.		London district.		Total.		Number.	Increase (per cent).	Number.	Increase (per cent).	Number.	Increase (per cent).	Percentage wholly road-borne.	Gross amount.	55 per cent on railway-borne parcels paid to railway companies.	Post-office share.	Average postage per parcel.
	Number.	Increase (per cent).	Number.	Increase (per cent).	Number.	Increase (per cent).												£	£	d.
1900-1901	52,523,000	7.1	14,671,000	9.1	67,194,000	7.5	8,608,000	6.3	5,215,000	7.3	81,017,000	7.4	14.08	1,699,994	801,236	898,758	5.04
1901-2	56,081,000	6.8	15,742,000	7.3	71,823,000	6.9	9,227,000	7.2	5,552,000	6.5	86,402,000	6.9	13.96	1,821,976	859,603	962,373	5.65
1902-3	58,566,000	4.4	16,339,000	3.8	74,905,000	4.3	9,634,000	4.4	5,771,000	3.9	90,310,000	4.3	14.11	1,902,048	895,369	1,006,679	5.05
1903-4	61,356,000	4.8	16,868,000	3.2	78,224,000	4.4	10,105,000	4.9	6,102,000	5.7	94,426,000	4.6	14.18	1,994,434	938,172	1,056,262	5.07
1904-5	63,184,000	3.0	17,391,000	3.1	80,575,000	3.0	10,381,000	2.7	6,275,000	2.8	97,231,000	3.0	14.46	2,050,150	961,420	1,088,730	5.06
1905-6	66,277,000	4.9	18,167,000	4.5	84,444,000	4.8	10,725,000	3.5	6,513,000	3.8	101,082,000	4.6	15.00	2,158,673	996,449	1,142,224	5.05
1906-7	68,542,000	3.4	18,417,000	1.4	86,959,000	3.0	11,102,000	3.0	6,758,000	3.8	104,819,000	3.1	15.19	2,131,223	991,371	1,139,852	4.88
1907-8	71,895,000	4.9	18,976,000	3.0	90,871,000	4.5	11,581,000	4.3	7,018,000	3.8	109,470,000	4.4	16.06	2,211,095	1,018,282	1,192,813	4.85
1908-9	74,331,000	3.4	19,325,000	1.8	93,656,000	3.1	12,060,000	4.0	7,317,000	4.3	113,023,000	3.2	16.99	2,259,125	1,045,342	1,213,783	4.80
1909-10	77,821,000	4.7	19,956,000	3.3	97,777,000	4.4	12,683,000	5.3	7,780,000	5.6	118,190,000	4.6	18.02	2,371,928	1,085,912	1,285,996	4.82

¹ Including parcels despatched to places abroad.

NOTE.—1 £=4.8665; 1 d=2 cents.

URUGUAY.

MONTEVIDEO, URUGUAY, *December 5, 1911.*

The honorable the SECRETARY OF STATE,
Washington.

SIR: I have the honor to acknowledge receipt of the department's circular instruction dated August 24, 1911 (file No. 800715), on the subject of parcel-post data, and in reply I have the honor to inclose herewith, in duplicate (inclosure No. 1), translation of a memorandum on the subject, transmitted to us by the Uruguayan foreign office. I have the honor to be, sir,

Your obedient servant,

NICOLAY A. GREVSTAD,
Minister.

(Inclosure: Memo. on parcel post.)

[Inclosure in Uruguayan dispatch No. 56, Dec. 5, 1911.]

PARCEL-POST DATA.

The internal parcel-post service was established in Uruguay July 12, 1889, by decree of the General Government and in conformity with the general rules of the Universal Postal Convention.

The service is administered by the parcel-post bureau (section encomiendas) under the control of the general board of posts and telegraphs, the central office of the service. The parcel-post bureau is occupied exclusively with the interchange of parcel-post packages, internal and international, and with the service of subscriptions to daily newspapers and periodicals.

The service is managed in the central office by a chief of bureau of parcel post, with an annual salary of 2,050 pesos (\$2,119.70), and in the interior of the country by the administrators of posts and telegraphs residing in the capitals of the departments and by the auxiliary chiefs of posts and telegraphs in the other cities and in villages. The salary of the administrators of posts, including rent, is 1,944 pesos (\$2,010.10) a year, and the auxiliary chiefs get from 720 pesos (\$744.48) down to 340 pesos (\$351.56), according to their class.

The parcel-post bureau has, besides the chief, the following functionaries:

Position.	Annual salary.	
	Pesos.	Dollars.
Second chief.....	1,300	1,344.20
First auxiliary chief.....	756	781.70
Second auxiliary chief.....	702	725.87
Third auxiliary chief.....	672	694.85
2 secretaries.....each.....	400	413.60
2 conductors.....do.....	360	372.24
Porter.....	255	263.67
Supplementary functionary.....	720	744.48

In the interior of the country the functionaries who perform the parcel-post service are the same who handle the correspondence matter.

Outside of the appropriations for the bureau of parcel post, which is included in the general postal and telegraph budget, there is no special appropriation for maintaining the parcel-post service. The handling, expedition, and transmitting outside of the bureau occurs jointly with the letter-mail work.

The rates, regardless of distance, within the country are: Packages up to 3 kilograms (6.6 pounds), 30 centesimos (31 cents), and packages between 3 and 5 kilograms (between 6.6 and 11 pounds), one-half peso (52 cents). Payment in advance is not obligatory, and the majority of packages are transmitted with the charges to be collected from the addressees. Thus far the system has caused no inconvenience.

The weight is limited to 5 kilograms (11 pounds), the dimensions to 60 centimeters (about 24 inches) at the greatest length of the package, and the volume to 25 cubic decimeters (about 1 cubic foot). The packing must be such as to protect the contents perfectly. The packages must be bound by string, the ends of which must be sealed by wax.

The packages must be deposited in the respective offices, where corresponding receipts are issued to the senders. There they are numbered and the respective certificate of transmission is affixed to them. On the arrival of a package at the office of destination the addressee is notified to come and get it. Upon suspicion that the package may contain anything prohibited by dispositions in force, the owner is requested to open it in the presence of the respective functionaries, and if the suspicion is shown to be well founded action is taken as prescribed by the Universal Postal Convention for similar cases in the international service.

The packages are sent to their respective destinations in a closed bag direct to the respective office, which sends the corresponding notice to the recipient to come and get the package.

Packages to the same place are collected in a bundle and placed in a sack or basket, which is closed, and sealed with the special seal of the office. This rule is followed indiscriminately concerning packages transmitted by rail, steamer, or diligence.

For loss or damage to the contents of packages 3 pesos (\$3.10) is paid. In the case of total loss 4 pesos (\$4.14) is paid, unless the loss or damage can not be charged to the postal service or has been caused by the force of nature.

In the central office in Montevideo the service has no connection with the letter mail service, but is managed exclusively by the parcel-post bureau. When ready for expedition by the bureau, the transport, reception, and delivery occur jointly with the letter mail and in the same offices and by the same employees. This method effects a considerable saving, as a large number of employees and vehicles that otherwise would be needed may be dispensed with.

In connection with the parcel-post service, subscriptions are taken for daily newspapers and periodicals, but this service does not add materially to the cost of the parcel-post service, as the work is done by the same force and the same means of transport are employed.

There is no law governing the parcel-post service. It rests upon an administrative order which has fallen into disuse in many respects. A new order is in preparation.

In the country districts the service is used especially by small merchants, who in this way receive merchandise in small lots from the wholesale houses of the capital. In those districts the packages remain at the disposition of the interested party or parties in the office of the city or village where those parties reside, or in the nearest office to their residence in such cases where the residences are in the middle of the ranch. In any event, notice is sent to the interested party to come for his package.

(1) The total number of internal parcel-post packages handled in 1910 was 32,188. (2) The total weight of the packages was 104,212 kilograms (229,266 pounds). (3) The average weight of the packages was three kilograms (6.6 pounds). (4) The average distance of transport was 250 kilometers (155 miles). (5) The greatest distance of transport was 620 kilometers (385 miles).

VENEZUELA.

AMERICAN LEGATION,

No. 78.] *Caracas, Venezuela, September 18, 1911.*

The honorable the SECRETARY OF STATE,
Washington.

SIR: Referring to your circular instruction of August 24, 1911, file No. 800715, concerning information desired by the Committee on Post Offices and Post Roads of the Senate in regard to parcel post in Venezuela, I have the honor to report as follows:

Maximum weight.—The maximum weight of a package permitted to be sent in the parcel post is 5 kilograms, or about 11 pounds.

Rates on postage.—The rates of postage are according to the tariff, copies of which are hereto annexed (42 pages—not translated).

Maximum dimensions.—The maximum dimensions of packages accepted are those established by Article II, section 1, of the convention with the United States, May 1, 1899, and Article III, sections 2, 3, and 4 of that of Rome of May 26, 1906, that is to say, for the United States, greatest length in any direction, 3 feet 6 inches (or 105 centimeters); greatest length and bulk combined, 6 feet (180 centimeters); when destined for Europe, 60 centimeters (2 feet) in any direction, or 25 cubic decimeters (about 1 cubic foot) in volume. But packages are accepted, not exceeding 1 meter 50 centimeters (about 5 feet) long and 40 centimeters (about 16 inches) wide or thick, when they contain umbrellas, sticks, maps, plans, and similar objects.

Delivery.—The delivery of packages is made in the post office of destination of the package. Since delivery is not made to the residence of the addressee, but only to special post offices, foreign post offices are furnished a list of offices which take parcels. Duplicate lists of such offices are herewith inclosed. In case a package is received directed to a place where there is no parcel-post office, the package is returned to its point of origin. When a postal parcel is received at a post office and after the customs formalities have been fulfilled, the addressee is notified by means of a card, containing the number of parcels, the amount of customs duties, and other charges thereon. The addressee must pay these duties either in a customhouse or to the national treasury. This payment being made, he may withdraw his package from the post office. When packages are addressed to persons living in places where there is no post office authorized to handle parcel post, the addressee is notified as above or by telegraph. In this case, the postal authorities forward the package to the office of destination, after having received the payment of charges, which are paid over to the respective customhouse.

Statistics.—The director of posts states that he is unable to give any statistics relative to the revenue and expenditure incidental to the parcel post, since he can not separate them from the general budget. In 1907, 20,368 packages were imported into Venezuela by parcel post; in 1908, 18,551; in 1909, 23,626; in 1910, 30,191. There were exported

in 1910, 726 packages. Previous statistics of exports by parcel post are not available.

Additional equipment.—When the parcel post was established in Venezuela, no additional equipment was installed. Parcel post was received by the same offices that received letter mail. At present the personnel of employees for this service has been increased and is separated from that which handles the letter mail, although still in the same office. But the director of posts states that it is not possible to say exactly to what extent such increase has been made.

Handling of parcels and letters.—Postal packages are circulated in the interior of the country only when they do not exceed 2 kilograms (4.4 pounds), maximum weight. They are sent abroad in separately labeled bags, as is the case with bags from abroad. The service has occasioned no delay in the handling of letter mail, since the two services are distinct.

Articles that may not be sent by parcel post.—The following articles may not be sent by parcel post: Explosives, inflammable, dangerous, or animal matter, live insects (excepting bees), letters and notes bearing the character of correspondence, cocoa oil, starch, indigo, cocoa, coffee, sugar sirup and honey, sea salt, sarsaparilla root, silver, nickel, or copper money, apparatus for the manufacture of coins, instruments of war, salt meat, lard, cigarette paper.

No opposition.—It is stated that there has been and is now no opposition to the parcel post.

Common carriers.—There are no organizations in Venezuela corresponding to the American express companies. Such packages as are not disposed of as above described are sometimes handled by private agencies that take it upon themselves to attend to all formalities. But the notification of the post office that a package awaits an addressee is the only certificate authorizing its withdrawal.

Railroads.—All railways in Venezuela are privately owned, but are obliged to carry Government mails, including the parcel post.

Attitude of public.—The public appears to realize the advantages of the system and frequently has recourse to it, chiefly for the purpose of importing articles of clothing in small quantities.

Varying rates.—Only one rate of postage exists.

Shopkeepers.—It seems to be the opinion that small dealers in Venezuela obtain great advantages from using the parcel post to import their merchandise whenever possible. The small dealers are thereby enabled frequently to compete with large importers, since they can introduce into the country the same goods as the large houses, without the necessity of bringing in quantities beyond their capacity to handle.

Two copies of the law governing the operation of the Venezuelan parcel-post service are annexed hereto. The service has been in operation about six years. I have the honor to be, sir,

Your obedient servant,

JOHN W. GARRETT.

CONVENTION FOR EXCHANGE OF POSTAL PARCELS OF THE INTERNATIONAL POSTAL UNION.

The convention concerning the exchange of postal parcels, referred to frequently in the foregoing pages, which is adhered to by the countries enumerated below but not by the United States, is herewith given in full. It is known as the fourth postal convention.

At the last congress of the Universal Postal Union, which convened in the city of Rome, Italy, on April 7, 1906, 65 countries and colonies were represented by 132 delegates and attachés. The United States is entitled to a representation of two in such congresses. The International Bureau of the Universal Postal Union, which has its headquarters at Berne, Switzerland, was represented by four persons, who acted as secretaries. The work of this congress was the negotiation and conclusion of conventions or arrangements to supersede those signed at Washington on June 15, 1897.

These conventions are:

1. The (principal) Universal Postal Convention.
2. Arrangement for the exchange of articles bearing a declaration of value.
3. Arrangement for the exchange of money orders.
4. Convention for the exchange of parcels.
5. Arrangement for a collection (C. O. D.) service.
6. Arrangement for the use of "Books of Identity."
7. Arrangement for subscription at post offices to periodical publications.

The United States adheres only to the first, or principal, convention.

Convention concerning the exchange of postal parcels concluded between Germany and the Germany protectorates, the Argentine Republic, Austria, Belgium, Bolivia, Bosnia-Herzegovina, Bulgaria, Chile, the Republic of Colombia, Crete, Denmark and the Danish colonies, Egypt, Spain, France, Algeria, the French colonies and protectorates of Indo-China, the whole of the other French colonies, Greece, Guatemala, Hungary, British India, Italy and the Italian colonies, Japan, Luxemburg, Montenegro, Norway, the Netherlands, the Netherlands' colonies, Peru, Persia, Portugal and the Portuguese colonies, Roumania, Russia, Servia, the Kingdom of Siam, Sweden, Switzerland, Tunisia, Turkey, Uruguay, and of the United States of Venezuela.¹

ARTICLE 1.—*Object of the convention.*

1. Parcels with or without declared value may be forwarded, under the denomination of "postal parcels," from one of the above-mentioned countries to another up to the weight of 5 kilograms (11 pounds).

By way of exception, each country is at liberty to decline to exchange parcels with declared value or cumbersome parcels.

¹ Signed May 26, 1906, to become operative Oct. 1, 1907.

Each country fixes, as far as it is concerned, the maximum limit of the declared value, which can not be less than 500 francs (\$96.50).

In the relations between two or several countries which have adopted different maximum limits, the lower limit should be reciprocally observed.

2. The postal administrations of corresponding countries may agree to admit parcels exceeding 5 kilograms (11 pounds) in weight, on the basis of the provisions of the convention, subject to an increase of the rates and the payment of an indemnity in cases of loss, rifling, or damage.

3. The regulations of execution determine the other conditions on which parcels are allowed to circulate.

ARTICLE 2.—*Transit of parcels.*

1. Freedom of transit is guaranteed over the territory of each of the contracting countries, and the offices which take part in the conveyance are held responsible within the limits determined by article 15 below.

2. In the absence of any arrangement to the contrary between the offices concerned, the conveyance of postal parcels between countries not contiguous is effected in open mail.

ARTICLE 3.—*Payment for conveyance.*

1. The administration of the country of origin is accountable to each of the administrations taking part in the territorial transit for a sum of 50 centimes (10 cents) per parcel.

2. Moreover, if there be one or more sea conveyances, the administration of the country of origin owes to each of the offices whose services take part in the sea conveyance a maritime transit charge fixed at the following rate per parcel:

Twenty-five centimes (5 cents) for every distance not exceeding 500 nautical miles.

Fifty centimes (10 cents) for every distance exceeding 500 nautical miles and not exceeding 2,500 nautical miles.

One franc (20 cents) for every distance exceeding 2,500 nautical miles and not exceeding 5,000 nautical miles.

One and one-half francs for every distance exceeding 5,000 nautical miles, but not exceeding 8,000 nautical miles.

Two francs for every distance exceeding 8,000 nautical miles.

These distances are calculated according to the average distance between the respective ports of the two corresponding countries.

However, for parcels up to the weight of 1 kilogram the charge due to each of the offices whose services participate in the maritime conveyance, must not exceed the rate of 1 franc per parcel without regard to the distance.

3. For cumbersome parcels the payments fixed by sections 1 and 2 preceding are increased 50 per cent.

4. Independent of these transit charges, the administration of the country of origin is indebted, for insurance charges for parcels with declared value, to each of the administrations participating in the conveyance with responsibility, to the amount of its share in the insurance charges fixed per 300 francs (\$57.90), or fraction of 300

francs, at 5 centimes (1 cent) for territorial transit, and at 10 centimes (2 cents) for maritime transit.

NOTE.—1 franc=19.3 cents. 100 centimes=1 franc.

ARTICLE 4.—*Compulsory prepayment.*

The prepayment of parcels is compulsory.

ARTICLE 5.—*Charges and surtaxes—Return receipts.*

1. The charge on postal parcels consists of a rate comprising for each parcel as many times 50 centimes (about 10 cents), or the equivalent in the respective currency of each country, as there are offices taking part in the territorial transit, with the addition of the maritime transit, if there be any, contemplated by section 2 of article 3 preceding and of the rates and fees mentioned in the paragraphs hereafter. The equivalents are fixed by the regulations of execution.

2. Cumbersome parcels are subject to an additional charge of 50 per cent, which, if necessary, is rounded off to a sum divisible by 5.

3. For parcels with declared value there is added a charge per each 300 francs (\$57.90) or fraction of 300 francs—

(a) A charge of 5 centimes (1 cent) per administration participating in the territorial conveyance.

(b) A charge of 10 centimes (2 cents) for each maritime service used.

However, as a temporary measure, each of the contracting parties has the right, in order to suit its monetary or other conveniences, to levy a charge other than those indicated above, provided this charge does not exceed $\frac{1}{4}$ per cent of the declared value.

4. As a temporary measure each of the contracting countries has the option of levying on the postal parcels originating in or destined for its post offices a surcharge of 25 centimes (5 cents) per parcel.

Exceptionally, this surcharge may be raised to a maximum of 75 centimes (15 cents) for the Argentine Republic, Bolivia, Brazil, Chile, Colombia, British India, Netherlands colonies, Guatemala, Nicaragua, Peru, Russia in Europe and Russia in Asia separately, Salvador, Siam, Sweden, Turkey in Asia, Uruguay, and Venezuela, to 50 centimes (10 cents) for Greece and 40 centimes (8 cents) for the Dominican Republic.

5. The conveyance between continental France on the one hand and Algeria and Corsica on the other also gives rise to a surtax of 25 centimes (5 cents) per parcel to be paid by the sender as a maritime charge, and for parcels with declared value to an additional insurance fee of 10 centimes (2 cents) for each 300 francs (\$57.90) or fraction. Every postal parcel with declared value originating in or destined for Corsica and Algeria gives rise, for Corsican or Algerian territorial charges, to an additional insurance charge of 10 centimes (2 cents) per 300 francs (\$57.90) or fraction, to be paid by the sender.

The Spanish administration is at liberty to levy a surcharge of 25 centimes (5 cents) for the conveyance between Spain and the Balearic Islands, and of 50 centimes (10 cents) for the conveyance between Spain and the Canary Islands.

6. The sender of a postal parcel may obtain a return receipt for the parcel by paying in advance a fixed minimum charge of 25

centimes (5 cents), the same charge may be applied to requests for information relative to a parcel, made subsequent to mailing, if the sender has not yet paid the special charge for a return receipt. This charge goes entirely to the administration of the country of origin.

ARTICLE 6.—*Payments to offices of destination and to intermediary offices.*

The dispatching office pays for each parcel—

(a) To the office of destination, 50 centimes (10 cents), with the addition of the surcharges, if any, contemplated by sections 2, 4, and 5 of article 5 preceding, of a charge of 5 centimes (1 cent) for each 300 francs (\$57.90) or fraction of 300 francs of declared value, and of the charge for delivery at the residence by special messenger, provided by article 8.

(b) Contingently, to each intermediary office, the charges fixed by article 3.

ARTICLE 7.—*Charge for delivery and customs formalities.*

The country of destination may levy upon the addressee for the delivery of the parcels and for the fulfillment of the custom-house formalities a charge, the total amount of which must not exceed 25 centimes (5 cents) per parcel. Unless there is a contrary arrangement between the offices interested, this charge is levied upon the addressee at the moment when the parcel is delivered.

ARTICLE 8.—*Parcels marked with trade charges.*

1. Parcels may be mailed marked with trade charges in the relations between countries whose administrations agree to undertake this service. The maximum of a trade charge is fixed, per parcel, at 1,000 francs or the equivalent of that sum in the money of the country of origin.

Each administration, however, has the right to lower this maximum to 500 francs, or to the equivalent of that sum in its monetary system.

2. There is collected from the sender of a parcel marked with trade charges a special charge which must not exceed 20 centimes (4 cents) per 20 francs (\$3.86) or fraction of 20 francs of the amount of the trade charge.

This charge is divided between the administration of the country of origin and that of the country of destination in the manner prescribed by the regulations.

3. The liquidation of the sums of the trade charges cashed is effected by means of money orders of trade charges, which are furnished gratuitously.

The amount of a trade-charge money order, which has become undeliverable, remains at the disposal of the administration of the country of origin of the parcel.

In all other respects trade-charge money orders are subject to the provisions fixed by the arrangement concerning the exchange of money orders, with the reservations provided by the regulations.

4. The loss of a parcel marked with a trade charge makes the postal service responsible in the conditions determined by article 15, hereafter, for parcels not marked with trade charges.

After the article has been delivered, the administration of the country of destination is responsible for the amount of the trade charge, unless it can prove that the parcel and the bulletin of dispatch relating thereto did not bear, when received in its service, the prescribed indications for parcels with trade charges.

ARTICLE 9.—*Special delivery.*

1. The parcels are, at the request of the senders, delivered at the residence by a special messenger immediately upon their arrival in those countries of the union which have agreed to undertake this service in their reciprocal relations.

These articles, which are designated "expres" (special delivery), are subject to a special charge. This charge is fixed at 50 centimes (10 cents), and must be paid entirely in advance by the sender, over and above the ordinary postage, no matter whether in the country of destination the parcel itself, or only a notice of its arrival, is delivered to the addressee by a special messenger. This charge goes to the country of destination.

2. If the parcel is destined for a place which has no post office, the office of destination may levy, for the delivery of the parcel or for a notice requesting the addressee to call for it, a supplementary charge, not to exceed the amount charged in the domestic service for the delivery of the parcel by special messenger, after deducting the fixed charge paid by the sender, or its equivalent, in the currency of the country which levies the supplementary charge. The supplementary charge provided above must be collected in case of reforwarding or nondelivery. It goes to the office which has levied it.

3. The delivery of the parcel or of a notice of its arrival to the addressee is only attempted once. After one unsuccessful attempt the parcel ceases to be considered as an "expres" (special delivery) article, and its delivery is effected on the conditions required for ordinary parcels.

4. If a parcel of this kind is, owing to a change of residence of the addressee, reforwarded to another country without any attempt to have it delivered by special messenger, the fixed charge paid by the sender is paid to the new country of destination, if that country undertakes the special-delivery service; in the contrary case this charge goes to the office of the country of the first destination, the same as is done with undeliverable parcels.

ARTICLE 10.—*Parcels for prisoners of war.*

Postal parcels, with the exception of parcels marked with trade charges, destined for prisoners of war or dispatched by them, are free from all charges provided by the present convention, both in the country of origin and destination as well as in the intermediary countries. These postal parcels dispatched free of charge do not give rise to the payments provided by articles 3 to 7 of the present convention.

ARTICLE 11.—*Prohibition to levy charges other than those provided by the convention—Payment of duty.*

1. The parcels to which the present convention applies can not be subjected to any postal charge other than those contemplated by the

various articles of said convention. The offices of destination have the right to levy from the addressees a storage charge for parcels which have not been claimed within the period stipulated by the domestic regulations of these countries.

The amount of this charge is fixed by the domestic legislation of each country.

2. Customs charges must be paid by the addressees of the parcels. However, in the relations between offices which have come to an understanding regarding this matter, the senders may pay these charges, provided they make a declaration to that effect to the post office of mailing. In that case they must pay, at the request of the post office of destination, the sums indicated by the latter. The administration which pays the customs duty on account of the sender is authorized to levy on this account a special charge which must not exceed 25 centimes (5 cents) per parcel.

ARTICLE 12.—*Withdrawal and modification of address—Annulling or modifying trade charges.*

1. The sender of a postal parcel can cause it to be withdrawn from the service or have its address changed, on the conditions and with the reservations determined for other articles of mail matter by article 9 of the Universal Postal Convention; with this addition, that if the sender requests the return or the reforwarding of a parcel he is bound to guarantee beforehand the payment of the postage due for the new transmission. The sender of a parcel marked with trade charges can annul or reduce the amount of the trade charge. Requests for this are transmitted in the same manner as requests for withdrawal or change of address.

ARTICLE 13.—*Reforwarding—Undeliverable parcels—Annulling customs charges.*

1. The redirection of postal parcels from one country to another in consequence of the removal of the addressees, as well as the return of undelivered postal parcels or parcels turned back by the custom-house, gives rise to the levying of the supplemental charges fixed by sections 1, 2, 3, 5, and 6 of article 5, upon the addressees or the senders, without prejudice to the reimbursement of the customs duties or other special expenses which the country of destination does not allow to be annulled.

The contracting administration engage to take steps with the respective customs administrations to have the customs charge annulled on parcels returned to the country of origin or reforward it to a third country.

ARTICLE 14.—*Prohibited articles.*

1. Unless there be a contrary arrangement, it is forbidden to send by mail parcels containing—

(a) Explosive, inflammable, or dangerous substances, live animals, or insects, with the exceptions provided by the regulations.

(b) Letters or notes having the character of correspondence.

(c) Articles whose admission is not authorized by the customs or other laws and regulations. It is likewise forbidden to send coin,

gold or silver substances, and other precious articles, in parcels without declared value, destined for countries which admit declared values. However, it is permitted to insert in the parcel an open invoice, simply enumerating the headings of the items of the invoice, as well as a simple copy of the address of the parcel, and giving that of the sender.

2. In case a parcel coming under one of these prohibitions is delivered by one of the administrations of the union to another administration of the union, the latter proceeds in the manner and according to the forms prescribed by its legislation and its domestic regulations.

ARTICLE 15.—*Responsibility.*

1. Except in cases of "force majeure" (interference of a higher power), when a postal parcel has been lost or damaged, the sender, and in default or at the request of the sender the addressee, is entitled to an indemnity corresponding to the actual amount of the loss, rifling, or damage, unless the damage has been caused by the negligence of the sender or by nature of the articles; which indemnity may not for ordinary parcels exceed 25 francs (5 cents) and for parcels with declared value, the amount of that value. In cases where an indemnity has been paid for the loss or complete destruction of a parcel, the sender has, moreover, the right to have the charges for mailing refunded. When a complaint has been caused by a fault of the post office the postal charges for the reclamation are refunded to the sender.

The charge for insurance, however, remains with the postal administrations.

2. Countries disposed to take any risks resulting from cases of "force majeure" are authorized to levy on parcels with declared value a surtax on the conditions determined by section 2 of article 12 of the arrangement concerning the exchange of letters and boxes with declared value.

3. The obligation to pay the indemnity rests with the administration to which the dispatching office is subordinate. That administration has the right to press its claim against the responsible administration—i. e., against that administration on whose territory or in whose service the loss or damage has occurred.

In case of loss, rifling, or damage, under circumstances of force majeure, on the territory or in the service of a country taking the risks mentioned in section 2 above, of a parcel with declared value, the country where the loss, rifling, or damage has taken place becomes responsible therefor to the dispatching office if the latter, on its part, takes risks in cases of force majeure over against its senders, as regards articles of declared value.

4. Until the contrary be proved, the responsibility rests with the administration which, having received the parcel without making any observation, can not prove either the delivery to the addressee or the regular transmission to the next administration.

5. The payment of the indemnity by the dispatching office ought to take place as soon as possible and at the latest within a year of the date of the application. The responsible office is bound to refund to the dispatching office, without delay, the amount of the indemnity paid by the latter.

The office of origin is authorized to indemnify the sender, on account of the intermediary office or the office of destination which, after a request for payment of an indemnity had been made of it, has let a year elapse without complying with the request. Moreover, in case an office whose responsibility has been duly proved has at once declined to pay the indemnity, it must, in addition to the indemnity, bear the accessory expenses caused by the unjustified delay in the payment.

6. It is understood that the application for an indemnity is only entertained if made within a year of the mailing of the parcel. After this term has expired the applicant has no right to any indemnity.

7. If the loss or the damage occurred in course of conveyance between the exchange offices of two adjacent countries without its being possible to ascertain on which of the two territories the loss or damage took place, or if, in consequence of the entry of the parcels in bulk, it can not be shown on what territory a parcel has been lost, rifled, or damaged, the two administrations concerned bear each one-half of the loss. For articles addressed *poste restante* or held at the disposal of the addressees, the responsibility ceases upon delivery to a person who has proved his identity according to the rules in force in the country of destination and whose name and social position conform to the indications of the address.

8. The administrations cease to be responsible for postal parcels of which the owners have accepted delivery.

ARTICLE 16.—*Fraudulent declaration.*

It is prohibited to make a fraudulent declaration of value in excess of the actual value of the contents of the parcel. In case of a fraudulent declaration of this kind the sender loses all right to an indemnity, without prejudice to the judicial proceedings which the legislation of the country of origin may call for.

ARTICLE 17.—*Temporary suspension of the service.*

Each administration may, in extraordinary circumstances of such a nature as to justify the measure, temporarily suspend the parcel-post service, either entirely or in part, on condition that immediate notice of such a measure is given, if necessary by telegraph, to the administration or administrations concerned.

ARTICLE 18.—*Domestic legislation.*

The domestic legislation of each of the contracting countries remains applicable as regards everything not provided for by the stipulations contained in the present convention.

ARTICLE 19.—*Limited unions.*

1. The stipulations of the present convention do not restrict the right of the contracting parties to maintain and conclude special conventions, as well as to maintain and establish more restricted unions, with the view to the reduction of the charges or of any improvement of the parcel-post service.

2. However, the offices of the countries participating in the present convention, which maintain an exchange of postal parcels with countries which have not adhered to the present convention, admit all the other adhering offices to the benefit of these relations for the exchange of postal parcels with said countries.

ARTICLE 20.—*Adhesions to the convention.*

1. The countries of the Universal Postal Union which have not taken part in the present convention are admitted to adhere to it upon their request, and in the form prescribed by article 24 of the Universal Postal Convention, as regards adhesions to the Universal Postal Union.

2. However, if the country which desires to adhere to the present convention claims the power to levy a surtax per parcel in excess of 25 centimes (5 cents), the Government of the Swiss Confederation submits the request for adhesion to all the contracting countries. The request is considered as granted if within four months no objection has been presented.

ARTICLE 21.—*Regulations of execution.*

The postal administrations of the contracting countries indicate the post offices or localities which they admit to the international exchange of postal parcels. They regulate the mode of transmission of the parcels and fix all other measures of detail and order necessary to assure the execution of the present convention.

ARTICLE 22.—*Congresses and conferences.*

The present convention is subject to the conditions of revisions determined by article 25 of the Universal Postal Convention.

ARTICLE 23.—*Propositions submitted in the interval between congresses.*

1. In the interval between the reunions provided for by article 25 of the Universal Postal Convention the postal administration of any of the contracting countries has the right to address to the other administrations, through the intermediary of the International Bureau, propositions concerning the parcel-post service.

In order to be brought under deliberation, each proposition must be supported by at least two administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition the necessary number of declarations of support no notice is taken of the proposition.

2. Every proposition is subjected to the procedure determined by section 2 of article 26 of the Universal Postal Convention.

3. In order to become binding, these propositions must obtain:

(a) A unanimous vote, if they relate to the addition of new provisions or to the modification of the present article or the provisions of articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 22, and 24 of the present convention.

(b) Two-thirds of the votes if they relate to the modification of the provisions of the present convention other than those mentioned under (a).

(c) Simply an absolute majority if they relate to the interpretation of the provisions of the present convention, except in the cases of arbitration provided for by article 23 of the Universal Postal Convention.

4. Resolutions adopted in due form are made binding, in the first two cases by a diplomatic declaration, and in the third case by an administrative notification, according to the form indicated in article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 24.—*Duration of the convention—Abrogation of previous treaties—Ratifications.*

1. The present convention shall be put into execution on the 1st of October, 1907.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right of each contracting party to withdraw from this convention upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. From the date on which the present convention takes effect, all the stipulations previously agreed upon between the different contracting countries or between their administrations, in so far as they are not in accordance with the terms of the present convention, are abrogated without prejudice to the rights reserved by articles 18 and 19 preceding.

4. The present convention shall be ratified as soon as possible. The acts of ratification shall be exchanged at Rome.

Done at Rome, the 26th of May, 1906.

[Here follow the signatures.]

Final protocol.

At the moment of proceeding to sign the convention concluded this day concerning the exchange of postal parcels, the undersigned plenipotentiaries have agreed as follows:

I.

A country in which the postal administration does not at present undertake the conveyance of small parcels and which adheres to the above-mentioned convention shall have the liberty to cause the stipulations of this convention to be executed by railroad and steamship companies. It may at the same time limit this service to parcels originating in or destined for localities served by these companies.

The postal administration of that country must have an agreement with the railroad or steamship companies to assure the complete execution by these companies of all the stipulations of the convention, especially the organization of the exchanges at the frontier.

It will serve as an intermediary to these companies for all their relations with the postal administrations of the other contracting countries and with the International Bureau.

II.

By way of exception to the provisions of section 1 of article 1, and of article 15 of the convention, Bolivia has the liberty to provisionally limit the weight of parcels admitted in their service to 3 kilograms, and to 15 francs, the maximum indemnity to be paid in case of loss, rifling, or damage of a postal parcel without declared value not exceeding the above-mentioned weight.

III.

By way of exception to the provisions of section 1 of article 2, and of sections 1 and 2 of article 3, and of sections 1 and 4 of article 5 of the convention.

1. The Russian Government has the liberty to raise to 1 franc 25 centimes the territorial transit charge for Russia in Europe and Russia in Asia, each taken separately.

2. The Turkish Government has the liberty to raise to 1 franc 25 centimes the territorial transit charge for postal parcels conveyed through Turkey in Asia.

3. There is applied for the conveyance of postal parcels originating in or destined for the Argentine post offices in Costa del Sud, Tierra del Fuego, and adjacent islands, a surtax not to exceed 1 franc 25 (about 25 cents) centimes per parcel, and for the conveyance of parcels with declared value destined for or originating in the same post offices, a supplementary charge of 10 centimes (2 cents) per 300 francs (\$57.90) or fraction of 300 francs.

4. The Republic of Colombia, Peru, and the United States of Venezuela have the liberty to raise temporarily—

(a) The territorial transit to 1 franc (\$.193);

(b) The surtax applicable to postal parcels originating in or destined for that territory to 1 franc 25 centimes (about 25 cents).

5. Persia has the liberty not to assure the conveyance of postal parcels in transit through its territory. This liberty is granted provisionally.

6. British India has the liberty to apply to postal parcels destined for other countries a graded scale of rates corresponding to the different categories of weight, on condition that the average of these rates does not exceed the normal rate comprising the surtax to which the parcel is liable.

This liberty is likewise accorded to countries which may adhere to the convention in the interval till the next Congress.

7. The countries which at present are bound by long-term contracts with steamship companies and can not at present apply the maritime transit charges fixed by article 3, are authorized to apply the rates fixed by the Washington Convention until they are prepared to apply the new rates.

IV.

Greece, Tunisia, and Turkey in Asia have the liberty provisionally not to admit parcels the dimensions or volume of which exceed the maximum authorized by the regulations for maritime services.

In faith of which the undersigned plenipotentiaries have drawn up the present final protocol which shall have the same force and value as if its provisions were inserted in the text itself of the convention to which it relates, and they have signed it on a single copy, which shall remain in the archives of the Government of Italy, and a copy of which shall be delivered to each party.

Done at Rome the 26th of May, 1906.

[Here follow the signatures.]

Regulations of execution of the convention concerning the exchange of postal parcels concluded between Germany, the German protectorates, etc.

I. *Communication of information and documents.*

1. The postal administrations of the contracting countries which maintain regular maritime services designate to the offices of the other contracting countries those maritime services which may be used for the conveyance of postal parcels, indicating the distances.

2. The administrations of the contracting countries notify each other mutually, by means of tables like Form A annexed hereto, of—

(a) The list of countries, in the relations with which they may serve as intermediaries for the conveyance of postal parcels;

(b) The routes open for the forwarding of said parcels from the place where they enter their territories or their services;

(c) The total charges which must be paid to them for the conveyance of parcels for each destination by the office which delivers the parcels to them.

3. By means of the Forms A received from the administrations concerned, each administration determines the routes to be used for the transmission of its postal parcels, and the charges to be levied upon the senders, according to the conditions on which the intermediary conveyance is effected.

4. Each administration must, moreover, directly advise the first intermediary office which are the countries for which it proposes to deliver postal parcels.

5. Each administration must advise the contracting administrations which are the articles whose admission to its country is not authorized by its laws and regulations.

II. *Equivalents of rates.*

1. In execution of section 1 of article 5 of the convention concerning postal parcels, the administrations of the contracting countries which have not the franc for their monetary unit levy their rates of postage according to the following equivalents:

Countries.	50 centimes. (10 cents.)	25 centimes. (5 cents.)
Germany.....	40 pfennig.....	20 pfennig.
German protectorates:		
German East Africa.....	30 heller.....	15 heller.
German Southwest Africa.....		
Cameroons.....		
Caroline, Mariana (except Guam and Palaos) Islands.....	40 pfennig.....	20 pfennig.
Marshall Islands.....		
German New Guinea.....		
Samoa.....		
Togo.....		
Kiautschou.....	20 cents.....	10 cents.
Argentine Republic.....	16 centavos.....	8 centavos.
Austria.....	50 heller.....	25 heller.
Bosnia-Herzegovina.....	do.....	Do.
Brazil.....	400 reis.....	200 reis.
Chile.....	10 centavos.....	5 centavos.
Colombia.....	do.....	Do.
Denmark.....	36 ore.....	18 ore.
Danish Antilles.....	10 cents.....	5 cents.
Dominican Republic.....	10 centavos.....	5 centavos.
Egypt.....	20 milliemes.....	10 milliemes.
Hungary.....	50 filler.....	25 filler.
British India.....	5 annas.....	2½ annas.
Japan.....	20 sen.....	10 sen.
Liberia.....	10 cents.....	5 cents.
Montenegro.....	50 heller.....	25 heller.
Norway.....	36 ore.....	18 ore.
Netherlands.....	25 cents.....	12½ cents.
Netherlands colonies.....	do.....	Do.
Peru.....	20 centavos.....	10 centavos.
Persia.....	1 kran 6 shahis.....	13 shahis.
Portugal.....	100 reis.....	50 reis.
Portuguese colonies in Africa.....	do.....	Do.
Portuguese India.....	4 tangas.....	2 tangas.
Macao.....	20 avos.....	10 avos.
Portuguese Timor.....		
Russia.....	20 kopeks.....	10 kopeks.
Salvador.....	10 centavos.....	5 centavos.
Siam.....	25 atts.....	14 atts.
Sweden.....	36 ore.....	18 ore.
Turkey.....	2½ piasters (100 paras).....	1½ piasters (50 paras).
Uruguay.....	10 centesimos.....	5 centesimos.

2. In case of change in the monetary system of any of the above-mentioned countries the administration of that country must come to an understanding with the Swiss postal administration in order to modify the above equivalents. It devolves upon the latter administration to give notice of this modification to all the other offices of the Union through the intermediary of the International Bureau.

3. Any administration has the right to have recourse, if it deems it necessary, to the understanding provided for in the preceding paragraph in case of an important modification in the value of its money.

III. *Cumbersome parcels.*

1. The following are considered as cumbersome:

(a) Parcels exceeding 1 meter 50 centimeters (about 3½ feet) in any direction.

(b) Parcels which, owing to their shape, their volume, or fragile character, can not easily be packed with other parcels; which are voluminous or which require special precautions, such as plants and shrubs in baskets; empty cages or cages containing live animals; empty cigar boxes or other boxes in large packages; furniture, wicker-work, flower stands, baby carriages, spinning wheels, velocipedes, etc.

2. The administrations which do not admit cumbersome parcels have the liberty to limit to 60 centimeters in any direction (24 inches) the maximum dimension of postal parcels exchanged with other administrations. The offices which assure the conveyance by sea have, moreover, the liberty to limit to 60 centimeters the maximum dimensions and to 25 cubic decimeters (about 1 cubic foot) the volume of parcels destined to be transmitted by their maritime services, and not to accept parcels exceeding these limits except as cumbersome parcels.

3. There are admitted, in all cases, as noncumbersome, if they do not exceed 1 meter 5 centimeters (about 40 inches) in length and 40 centimeters (about 16 inches) in breadth and depth combined, postal parcels containing umbrellas, canes, maps, plans, or similar articles. However, postal parcels of this category destined to be transmitted by maritime services are admitted as noncumbersome only if they do not exceed 1 meter in length (39.37 inches) and 20 centimeters (about 8 inches) in breadth or depth.

4. As regards the exact calculation of the volume, weight, or dimensions of postal parcels, the views of the dispatching office must be considered as binding, except in the case of an obvious error.

IV. *Conveyance of cartridges and similar articles.*

The administrations interested have the liberty to come to an understanding concerning the conveyance of metal caps and cartridges charged for portable firearms, and the elements of inexplosible artillery fuses.

These articles must be packed solidly, inside and outside, in boxes or barrels, and must be declared as what they are, both on the certificate of dispatch and on the article itself.

V. *Putting up the parcels.*

1. In order to be admitted to transportation, each parcel must—

First. Bear the exact address of the addressee. Addresses in lead pencil are not admitted. When a parcel contains coin, gold or silver substances, or other precious articles, the address must be written on the actual wrapping of the parcel, or on a parchment label with a metallic eyelet through which the twine around the wrapping is passed.

Second. Be packed in such a manner as to correspond to the duration of the conveyance and to sufficiently protect the contents of the parcel. The wrapper must be of such a nature as to render it impossible to make any attempt to get at the contents without leaving a visible trace of violation. However, there are accepted without wrapping articles which can be clamped or held together by a solid band furnished with leads or seals so as to form one single parcel, no part of which can be detached, nor is wrapping required for parcels of a single piece, such as blocks of wood, metal, etc., which are usually not wrapped by dealers.

Third. Be sealed with wax, lead, or by some other means, with an impression or special mark of the sender.

Fourth. In case of declared value, bear this declaration on the address, in francs and centimes, or in the currency of the country of origin, without erasures or corrections, even if these are approved. When the declaration of value is made in money other than the franc, the sender or the office of the country of origin must reduce it to francs, indicating by new figures, placed by the side or below the figures representing the amount of the declared value, its equivalent in francs and centimes. This provision does not apply to direct relations between countries having the same monetary systems.

2. Liquids and fatty substances which will easily liquefy must be mailed in a double receptacle. Between the first (bottle, flask, pot, box, etc.) and the second (box of metal or hard wood) there is left, as far as possible, a space filled with sawdust, bran, or some other absorbing matter.

VI. *Bulletins of dispatch and customs declarations.*

1. Each parcel must be accompanied by a certificate of dispatch and by customs declarations conforming to or analogous with Forms B and C, annexed. The administrations advise each other reciprocally as to the number of customs declarations to be furnished for each destination. The sender may add on the coupon of the certificate of dispatch communications relating to the article, on condition, however, that the legislation of the country of origin or destination does not forbid this.

2. A single certificate of dispatch and, if the customs laws are not opposed to it, a single customs declaration may serve for several ordinary parcels, up to the number of three, mailed by the same sender and destined for the same person.

This provision does not apply to parcels marked with trade charges or parcels with declared value, each of which must be accompanied by a separate certificate of dispatch.

By way of exception each country is at liberty to demand at periods when the traffic is extraordinarily heavy separate bulletins and customs declarations for each parcel mailed in its service.

3. Forms of certificates of dispatch which are not printed in the French language must bear an interlinear translation in that language.

4. Certificates of dispatch accompanying parcels with declared value must bear on each parcel the impression of the seal which has served for sealing the parcel, as well as the indication of the declared value, according to the rules mentioned under paragraph 4 of section 1 of article V of the present regulations.

The exact weight, in grams, of each parcel with declared value must be entered by the post office of origin, both on the address of the parcel and on the certificate of dispatch, in the place reserved therefor on that form.

5. The contracting administrations decline all responsibility as regards the exactness of the customs declarations.

VII. *Distinctive labels.*

1. Every parcel, as well as the bulletin of dispatch relating thereto, must bear a label conforming or similar to the Form D hereto annexed, and must indicate the number of entry and the name of the

post office of mailing. One and the same post office of origin can not use at one and the same time two or several series of labels except in cases where the series are completed by a distinctive sign.

2. The post office of mailing, moreover, impresses on the address side of the bulletin of dispatch a stamp showing the place and date of mailing.

3. Each parcel with declared value or trade charges must bear a red label with the indication "declared value" or "trade charges to collect" in Latin characters.

4. Parcels to be delivered by special messengers are, the same as the bulletin of dispatch, stamped with a stamp, or have a label attached to them showing in large characters the word "expres."

5. When parcels contain coin, gold or silver substances, or other precious articles, the labels prescribed by sections 1, 3, and 4 preceding and the postage stamp must be spaced so that they can not serve to hide breaks in the wrappers, and they must not be folded on two sides of the wrapper so as to cover the edge of the parcel.

VIII. *Parcels free of charge—Deposits.*

1. Parcels which are to be delivered to the addressees free of charges must bear, both on the address and on the bulletins of dispatch, a colored label with the indication "To be delivered free of charges."

2. The post offices of mailing collect from the senders a sufficient deposit; they add to the documents which accompany the parcel a certificate of prepayment conforming or similar to the Form E annexed hereto. After the delivery of the parcel the post office of destination completes the certificate of prepayment by entering the charges which are due, attaching thereto the vouchers, as far as possible, and credits itself over against the post office of mailing with the amounts laid out and, if necessary, with the special fee provided by section 2 of Article 11 of the convention following the method indicated in Article XIV of these regulations for reforwarded parcels. The certificate of prepayment must be annexed to the card, giving charges due to the office of destination, and, if necessary, to each of the intermediary offices. However, two administrations may, by common agreement, apply in their reciprocal relations some other mode of recouping these charges.

IX. *Mode of transmitting parcels.*

1. The exchange of postal parcels between adjacent countries, or between countries connected by means of a direct maritime service, is effected by the post offices designated by the administrations interested.

2. In the relations between countries separated by one or several intermediary territories the postal parcels must follow the routes agreed upon by the administrations interested; the offices interested may agree among themselves to establish exchanges, either in open mail or sacks, hampers, or close compartments, with direct waybills. In that case the offices interested agree on the necessary measures for the accounts.

3. However, it is obligatory to use closed receptacles when the number of postal parcels is such as to hamper the operations of an inter-

mediary administration, if that administration makes a statement to that fact.

The closed receptacles must be returned empty to the dispatching office by the first mail, unless another agreement has been arrived at between corresponding offices. The hampers, sacks, or other similar receptacles necessary for the exchange of postal parcels are, unless there is an agreement to the contrary, furnished in equal parts by the offices which use them in their reciprocal relations.

X. *Waybills—Description of parcels.*

1. The postal parcels are entered by the dispatching exchange office on a waybill conforming to Form F, annexed to the present regulations, with all the details which that form calls for. However, the corresponding offices may agree among themselves to have the ordinary parcels entered on the waybill simply in bulk, with a summary indication of the amounts to be paid. The bulletins of dispatch, the money orders relating to trade charges, and the customs declarations, as well as Form E and the return receipts, must be attached to the waybill.

2. Parcels for the service of prisoners of war are entered on the same bill, but without credit therefor.

XI. *Return receipt.*

1. When a return receipt is requested for a postal parcel the post office of origin enters in writing on the parcel in a conspicuous manner the words "avis de reception" (return receipt) or impresses a stamp showing the letters "A. R."

2. The return receipt is prepared by the office of origin or by any other office designated by the dispatching administration. If it does not reach the office of destination, that office prepares officially a new return receipt.

Return receipts must be made out in the French language or bear an interlinear translation in that language.

3. The office of destination, after having duly filled out the form, returns it, either direct or through the intermediary of the exchange offices, to the office of origin, which transmits them to the sender of the parcel.

4. When the sender requests a return receipt for a postal parcel subsequent to the mailing of the article, the office of origin reproduces on a return-receipt form the exact description of the parcel (office of origin, date of mailing, number, address). This form is attached to a reclamation Form N and treated according to the provisions of Article XVI following, with this exception, that in case of the regular delivery of the parcel to which the return receipt relates the post office of destination withdraws the Form N and returns the return receipt duly filled out to the post office of origin in the manner prescribed by section 3 preceding.

5. If a return receipt regularly requested by the sender at the moment of mailing has not reached the office of origin within the time required by that office, the method prescribed in section 4 preceding is followed for obtaining the missing return receipt. The office of origin enters at the head of the form the words: "Duplicate of return receipt," etc.

XII. Verification by the exchange offices.

1. Upon the receipt of a waybill the exchange office of destination proceeds to verify the postal parcels and the various documents entered on the bill, and, if necessary, establishes the facts of parcels missing or other irregularities by means of a form conforming to Form G, annexed to the present regulations, and following the rules laid down for articles with declared value by Article IX of the regulations for the execution of the arrangement concerning declared values.

2. Unimportant differences regarding volume, dimensions, and weight, as well as irregularities which evidently do not affect the responsibility of the respective administrations, are notified by bulletin of verification only.

3. All differences which may be found in the payments and placed in the accounts must be notified to the dispatching office by bulletin of verification. The bulletins of verification which have been duly answered must be attached to the waybills of the mails to which they relate. Corrections not supported by vouchers are not admitted.

XIII. Parcels marked with trade charges.

1. Parcels marked with trade charges and bulletins of dispatch relating thereto must bear by the side of the address the word "reimbursement," written or printed in a very conspicuous manner and followed by the indication of the amount of the trade charge in the currency of the country of origin, expressed in Latin characters, without erasure or change, even if such should be approved.

2. Every parcel forwarded with trade charges marked thereon must be accompanied by a trade-charge money order conforming or similar to Form H annexed to the present regulations. This trade-charge money order, which is attached to the bulletin of dispatch, must show the amount of the trade charge in the money of the dispatching country, and must, as a general rule, indicate the sender of the parcel as the beneficiary of the order. However, each administration is at liberty to cause to be addressed to the post offices of origin of the parcels or to other post offices the orders relating to articles originating in its service.

3. Unless there be an arrangement to the contrary between the administrations of origin and destination, the amount of the orders relating to a trade charge are converted into the money of the country of destination by the administration of that country, who uses for that purpose the rate of conversion which it uses for the conversion of money orders destined for the country of origin of the parcels.

4. Immediately after the payment of the trade charges the post office of destination, or any other post office designated by the office of destination, fills up the indications of the service in the trade-charge money order, and after having impressed its date stamp returns this order free of charge to the address indicated.

The trade-charge money orders are paid in the conditions determined by each administration with the view to assure the payment of the amounts of the trade charges to the senders of the parcels.

5. In case the addressee does not pay the amount of the trade charges within seven days in the relations between European coun-

tries, and two weeks in the relations between European countries and countries outside of Europe and the relations between the non-European countries themselves, counting from the day which follows the day of arrival of the parcel, the parcel is treated as having become undeliverable, in conformity with the provisions of section 3 of Article XV of the present regulations. These periods may be extended to a maximum of two months by administrations whose legislation requires this.

The trade-charge money orders relating to parcels which for some reason are returned to origin must be annulled by the office which effects the return and be attached to the bulletin of dispatch.

6. Trade-charge money orders which have been missent, lost, or destroyed before the trade charge has been paid are replaced without formality by new orders bearing at the head the word "Duplicate." The request for a duplicate is addressed direct to the post office of origin of the parcel.

Trade-charge money orders missent, lost, or destroyed after the payment of the trade charge are likewise replaced by duplicate or authorizations to pay after it has been ascertained by the two administrations that the notice has neither been paid nor refunded.

Trade-charge money orders, the beneficiaries of which have not claimed payment within the period of validity fixed by the regulations for the execution of the arrangement concerning the exchange of money orders, are treated in conformity with the provisions of sections 2 and 3 of Article VIII of the regulations for the execution of the arrangement concerning the collection service.

XIV. *Reforwarding.*

1. Postal parcels, which owing to a wrong address are reforwarded, are forwarded to their destination by the most direct route at the disposal of the reforwarding office. If this reforwarding involves the return of the parcels to the dispatching office, the reforwarding exchange office allows it the payments received, after having pointed out the error by bulletin of verification. In the contrary case, and if the amount paid to the reforwarding office is insufficient to cover the expenses of reforwarding which fall to its share, it credits itself with the difference by forcing up to the required amount the sum entered to its credit on the waybill of the dispatching post office of exchange. The reason for such a correction is notified to said post office by means of a bulletin of verification.

When a parcel has been erroneously admitted to the mails, through a mistake of the postal service, and must for this reason be returned to the country of origin or if one of the prohibitions mentioned in article 14 of the convention is discovered by the exchange office of entry, in the course of its operations of exchange, the same course is followed as if this parcel were to be returned to the dispatching office, owing to a wrong direction.

2. Postal parcels reforwarded on account of a change of residence of the addressees are marked at the charge of the addressees by the office of delivery with a charge representing the quota due to the last office, to the reforwarding office, and, if necessary, to each of the intermediary offices.

The reforwarding office credits itself with its quota over against the intermediary office or the office of the new destination. In cases where the country of reforwarding and the country of the new destination are not adjacent, the first intermediary office which receives a reforwarded parcel credits itself with the amount of its quota and that of the reforwarding office over against the office to which it delivers the parcel; and the last-mentioned office in its turn, if it is only an intermediary, credits itself over against the next office with its own quota, in addition to those with which it has been debited by the preceding office. The same operation is repeated in the relations between the different offices participating in the conveyance until the postal parcel reaches the office of delivery.

However, if the charge for the further conveyance of a parcel about to be reforwarded is paid at the moment of reforwarding, the parcel is treated as if it had been addressed direct from the reforwarding country to the country of destination, and delivered to the addressee without charge for postage.

3. Parcels marked with trade charges may be reforwarded, if the country of the new destination maintains with that of origin an exchange of parcels marked with trade charges. The parcels are, in case of reforwarding, accompanied by trade-charge money order prepared by the service of origin. The office of the new destination proceeds, with regard to the payment of the trade charge, as if the parcel had been dispatched to it direct.

4. The parcels are reforwarded in their original wrapping and accompanied by the bulletin of dispatch prepared by the post office of origin. In case the parcel must for some reason be repacked or the original bulletin of dispatch must be replaced by another bulletin it is indispensable that the name of the post office of origin of the parcel and the original registration number be given both on the parcel and on the bulletin of dispatch.

XV. *Undeliverable parcels.*

1. The senders of parcels which have become undeliverable are consulted as to the manner in which they desire to see them disposed of, unless by a notice (see Form I herewith) they have made request for its immediate return or its delivery to another addressee. This notice must be in a language known in the country of destination (with an interlinear translation in the language of the country of origin) and must be put on the certificate of dispatch and on the parcel itself.

With the view to indicate to the office of origin the postal parcels which have become undeliverable the office of destination makes use of a form conforming to Form J herewith, prepared in French or bearing an interlinear translation in that language.

As a general rule the requests for the notices are exchanged direct between the post offices of destination and origin. Each administration, however, may request that the requests for notices which concern its service to be transmitted to its central administration or to a specially designated post office.

When postal parcels which have given rise to a notice are withdrawn or reforwarded before the receipt of the disposition which the

sender desires to be made of the parcel, the post office of origin must immediately be advised thereof relative to the intention of the sender. After the mode of disposal has been notified by the sender this notice only is valid and effective.

2. The sender of a parcel which has become undeliverable may request—

(a) That the parcel may be immediately returned to him.

(b) That the parcel be delivered to another addressee or that it be reforwarded to another destination in order to be delivered to the first addressee or to another person.

(c) That the first addressee be advised once more.

(d) That the parcel be sold at the risk and peril of the sender.

(e) That a parcel marked with trade charges be delivered to the original addressee or to another person without collecting the amount of the trade charge or upon payment of a sum less than that originally indicated. The method to be followed as regards the annulling or replacing of the trade-charge money order is that prescribed by section 2 of Article XVII hereafter.

If the sender does not reply by a precise request in the prescribed conditions the office of destination is not bound to address a new notice to him.

Postal parcels which could not be delivered to the addressees for some reason or other and whose senders, after having been consulted, abandon them, are not returned by the office of destination but are treated by that office in accordance with its domestic legislation.

The expenses of reforwarding, other expenses, and the customs charges to which the office of destination might remain liable after the sale or abandonment of the parcel are charged to the sender and are notified to the office of origin.

3. If within two months from the dispatch of the notice the post office of destination has not received sufficient instructions the parcel is returned to the post office of origin. This period is extended three months in the relations with Russia in Asia and to six months for the relations with countries beyond the sea, unless there be a contrary arrangement between the offices interested. The return of the parcel must be effected at once in case the instructions of the sender can not be complied with, which are formulated on form like Form J or at the request of the office of destination, even in cases where the sender has added to his request another request (another address, notice that he abandons the parcel, etc.).

4. A parcel whose addressee has gone to a country not participating in the convention concerning postal parcels is treated as undeliverable unless the office of the first destination is prepared to deliver it.

Parcels to be returned to the sender are entered on the waybill as "undeliverable" in the column of observations. They are treated and charged as articles reforwarded owing to change of residence of the addressees.

5. Articles subject to deterioration or corruption may be sold immediately, even when going or returning, without previous notice or judicial formality, for the benefit of the right person.

In case it is impossible for some reason or other to sell the articles subject to deterioration or corruption they are destroyed, a record being kept of such sale or destruction.

A copy of the minutes of the transaction, accompanied by the certificate of mailing, is transmitted to the office of origin.

The money realized from the sale is used in the first place to cover any charges which may be due on the article. If there is any money left after these charges have been paid it is transmitted to the office of origin for delivery to the sender, who bears the expenses of such transmission. Charges which are not covered by the sale must be paid by the sender to the office of origin.

XVI. *Reclamations.*

1. For inquiries for missing postal parcels use is made of a form conforming or analogous to Form N, attached to the present regulations. The office of the country of origin after having entered on this form the data relative to the transmission of the articles in question to the next service transmits the form direct to the office of destination.

2. However, in relations with countries beyond the sea and of those countries among themselves the inquiry is transmitted from post office to post office and following the same route as the article which forms the subject of the inquiry.

3. In the case provided in section 1 above, when the office of destination is prepared to furnish the information relative to the definite disposal of the parcel inquired for, it returns the form, giving the information which the case requires, to the office of origin.

When it can not be immediately ascertained in the service of the country of destination what disposition has been made of a parcel which has passed in open mail through several services, the office of destination transmits the form to the first intermediary office, which, after having entered the data concerning the transmission of the article to the next service, transmits it to the next office, and so forth, until the final disposition of the parcel has been ascertained. The office which has delivered the parcel to the addressee, or which can not prove either its delivery or its regular transmission to another administration, states that fact on the form and returns it to the office of origin.

4. In the case provided for in section 2 above the inquiries go from the office of origin to the office of destination. Each office prepares on the form the data of the transmission to the next office and then transmits it to that office. The office which has effected the delivery to the addressee, or which can not show either the regular transmission to another administration or its delivery, states the fact on the form and returns it to the office of origin.

5. The Forms N are printed in French or bear an interlinear translation in that language. They must be accompanied as far as possible by a facsimile of the address. They are transmitted, without letter of transmission, in a sealed envelope. Any administration is at liberty to request, by a notification addressed to the International Bureau, that inquiries concerning its service shall be transmitted either to the central administration or to a post office specially designated or direct to the office of destination, or, if that administration has only served as an intermediary, to the exchange office to which the article has been forwarded.

XVII. *Requests for withdrawal or change of address or annulling of trade charge.*

1. Request for withdrawal of postal parcels and change of address are subject to the rules and formalities prescribed by Article XXXI of the regulations for the execution of the Universal Postal Convention.

2. In case of a request for a partial reduction of the trade charge of a parcel with a trade charge, a new trade-charge money order prepared for the reduced amount must be attached to the request.

Trade-charge money orders which have been annulled or replaced are destroyed by the office of destination.

XVIII. *Accounts.*

1. Each administration causes to be prepared monthly by each of its exchange offices, and for all the parcels received from the exchange offices of one and the same administration, a statement, in conformity with Form K annexed to the present regulations, showing the sums entered on each waybill, either to its credit—for its own share and that of each of the administrations interested in the charges levied by the dispatching office—or to its debit, for its share due to the reforwarding office and the intermediary offices in cases of reforwarding or nondelivery of the charges to be received from the addressees.

2. The statements K are then recapitulated by the same administration in an account L (see Annexes).

3. These accounts, accompanied by the partial statements, the waybills, and, if necessary, the bulletins of verification relating to the month, are submitted to the corresponding administration during the month which follows the one to which it relates.

The totals must never be corrected. Errors which may be discovered must form the subject of special statements.

4. After the monthly accounts have been verified and accepted by both parties they are summed up in a general quarterly account by the creditor administration.

The administrations participating in this convention have the liberty, however, to come to an agreement among themselves to have the monthly accounts summed up semiannually or annually.

5. The balance resulting from the reciprocal accounts between two administrations is paid by the debtor office to the creditor office in effective francs by means of drafts on the capital or a commercial place of the creditor country, all charges caused by the payment of the drafts being paid by the debtor office. These drafts may, as an exceptional measure, be drawn on another country, on condition that the expenses of exchange shall be at the charge of the debtor office.

6. The preparation, transmission, and settlement of the accounts should be effected with as little delay as possible, at latest before the expiration of the next quarter. After that period has expired the sums due by one office to the other draw interest at the rate of 5 per cent per year, dating from the day of the expiration of said period.

7. There is reserved to the administrations interested the liberty to adopt by common agreement other provisions than those formulated in the present article.

XIX. Account of trade charges.

1. Unless there be a contrary agreement between the offices interested, the account of trade charges paid by each administration on account of another administration is effected by means of annexes to the special accounts (Form M, herewith) of money orders of the creditor administration for the corresponding administration.

2. In the accounts of trade charges which are accompanied by trade-charge money orders paid and receipted for, the money orders are entered in the alphabetical order of the post offices of issue and by numbers of order of entry of the orders in the records of that post office. At the end of the account the administration which prepared it deducts from the total sum of its credit one-half per cent, representing the quota of the corresponding administration in the fee for the trade charge.

3. The final sum of the special account of trade charges is added as far as possible to that of the special account of money orders for the same period. The verification and liquidation of these accounts are effected according to the rules laid down for the money-order accounts by the regulations of execution of the arrangement concerning the money-order service.

XX. Exchange of documents.

The administrations communicate to each other through the intermediary of the International Bureau, and at least three months before this convention is put into execution—

(a) The provisions which they have adopted as regards the limit of weight, the declared value, cumbersome parcels, collection of trade charges, the number of parcels which may be accompanied by a single customs declaration, and the admission of written communications on the certificate of dispatch.

(b) If necessary, the limits of dimensions and volume provided by section 2 of Article II of the present regulations.

(c) The rates applicable in their service to postal parcels for each of the contracting countries, in conformity with article 5 of the convention concerning postal parcels and Article I of the present regulations.

(d) The names of the post offices or localities which will participate in the exchange of postal parcels or a notice that all their offices participate in this service.

(e) An extract, in German, English, or French, of the provisions of their domestic laws and regulations applicable to the conveyance of postal parcels.

2. Any modification made subsequently as regards the five points mentioned above must be notified without delay in the same manner.

XXI. Propositions for modification of the regulations.

1. In the interval which elapses between the meetings provided by article 25 of the Universal Postal Convention the postal administration of each contracting country has the right to address the other participating administrations, through the intermediary of the Inter-

national Bureau, propositions in regard to the stipulations of the present regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLV of the regulations for the execution of the Universal Postal Convention.

3. To become binding, the propositions must obtain—

(a) Unanimity of votes, if they relate to the addition of new provisions, or to the modification of the present article or of Article XXII.

(b) Two-thirds of the votes, if they relate to the modification of Articles II, III, IV, V, VI, VII, IX, X, XI, XII, XIII, XIV, and XV.

(c) Simply an absolute majority, if they relate to the modification of other articles, or to the interpretation of the various provisions of the present regulations, except in the case of arbitration contemplated in article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the participating administration of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XXII. *Duration of the regulations.*

The present regulations shall be put into execution on the day on which the convention comes into force.

They shall have the same duration as the convention, unless they be renewed by mutual agreement between the parties interested.

Done at Rome the 26th of May, 1906.

[Here follow the signatures.]

ANNEXES.

A.

Dispatching office of
the present table.

.....

Receiving office of
the present table.

.....

EXCHANGE OF POSTAL PARCELS BETWEEN NONADJACENT COUNTRIES.

Table showing the conditions on which there may be transmitted in open-mail to the post office of by the post office of, postal parcels destined for those countries, in the relations with which the first-mentioned office may serve as intermediary to the second.

Countries of destination.	Routes of transmission.	Designation of the intermediary countries and the maritime services to be employed.	Total charges to be paid by the office of..... to the office of.....		Observations.
			Rate per weight.	Insurance per 300 francs (\$57.90).	
1	2	3	4	5	6

B.

(FRONT.)

NUMBER OF REGISTERED ARTICLES.

<p>Coupon may be detached by the addressee.</p> <p>Stamp of the office of origin.</p> <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 10px auto;"></div> <p>Name and residence of the sender.</p> <p>.....</p> <p>.....</p> <p>.....</p>	<p>Country of origin.....</p> <p>Certificate of dispatch.</p> <p>Herewith numbers of customs declarations.</p> <p>Insured value.....</p> <p>Amount of trade charges to be collected.....</p> <p>.....</p> <p>For</p> <p>.....</p> <p>(Place of destination).....</p> <p>(Street and No.).....</p>	<p>For application of the postage stamp or indication of the charge levied.</p>
--	---	---

Customs-house stamp.	Weight.	Custom duties. 1.	Route.

1. This is to be filled out by the office of exchange through which the parcel entered the country of destination or by the customs service of the country of destination.

B.

(BACK.)

RECEIPT OF THE ADDRESSEE.

The undersigned declares that he has received {the parcel indicated} on the front of the present bulletin.

At, the 190..

.....
(Signature.)

C.

Place of departure:

Country of origin:

Place of destination:

.....

.....

.....

CUSTOMS DECLARATION.

M.

Postal parcels.		Designation of contents.	Values.	Weight.	
Number.	Kind.			Gross.	Net.
				Grams.	Grams.

....., 190.. Sender.

D.

475. Barmen 1.	475. Barmen 1.
-------------------	-------------------

E.

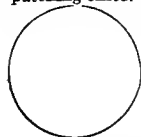
Postal administration

of

PARCEL-POST SERVICE--CERTIFICATE OF PREPAYMENT.

Notice to deliver to the addresses, free of entry charges, the postal parcel herewith, No.
 dispatched from for

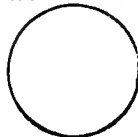
Addressed to

Stamp of the dis-
patching office.

In returning the present notice, debit the office 1 with the
 amount of the charges due but not paid.

Details of entry charges.	Amount.
.....
.....
Total.....

Returned to the office of exchange of
 1. Give name of dispatching office.

Stamp of the of-
fice of destination.

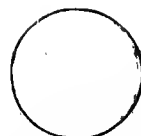
G.

Postal administration

of

PARCELS-POST SERVICE.

BULLETIN OF VERIFICATION.



Date stamp.

For the correction and the statement of the errors and irregularities of all kinds discovered in the mail from the exchange office of for the exchange office of

dispatches of, 19....

MISSING PARCELS.

Number of—		Place of origin.	Address (as exact as possible).	Amount of postage paid.	Verification of the office of destination.	Observations.
Order.	Entry.					
.....

DAMAGE TO PARCELS.

Number of—		Place of origin.	Address of—		Contents.	Weight.	Declared value.	Description of receptacle (basket, sack, etc.).
Order.	Entry.		Sender.	Addressee.				
.....

(Description and apparent cause of damage, and other observations.)

(Missing parcel bill, wrapper or sealing insufficient etc.)

ERRORS.

Number of—		Place of origin.	Name and address of the addressee.	Weight.	Amount of postage paid.	Correction of the office of destination.
Order.	Entry.					
.....
Total				Total verified		

At, the, 19.... At, the, 19....

The official in charge of the office of destination:

Seen and accepted:

The official in charge of the dispatching office:

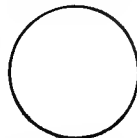
H.

(FRONT.)

Coupon of trade-charge Administration of posts of.....
 money order of..... Trade-charge money order for the sum of..... (In
 (amount in figures) on Arabic figures),
 Parcel No....., mailed
 the, 19...., (all in letters and in Latin characters).
 at, by M.... Payable to M.....
, Place of destination.....
 addressed to M..... Address of addressee.....
 .. at..... Country of destination.....

INDICATIONS OF THE SERVICE.(*)

Number of issue.....
 Good for †.....
 Date of issue.....
 Post office of issue.....
 Country of issue.....
 Signature of the employee who has prepared the notice.....

Stamp of the
post office of
issue.

* Indications to be filled out by the office of destination, after cashing the amount of the trade charge.
 † (Money of the country of destination.)

H.

(BACK.)

Space reserved for indorsements, if there are any.

RECEIPT OF THE ADDRESSEE.

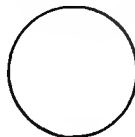
Received the sum indicated on the other side.

Place.....

The....., 19....

Signature of the addressee.
.....

Record of arrival. No.....

Stamp of pay-
ing post office.

K.

Postal administration
of.....

Correspondence with the
office of.....

MONTHLY STATEMENT.

Of the sums reciprocally owed by the postal administration to.....and the postal administration of.....for charges on postal parcels delivered by the exchange offices subordinate to the first administration to the exchange office of.....

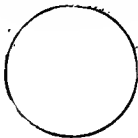
Month of..... 19 ..

Dates of the way-bills.	1. Claim of the office of destination. (Column 8 of Form F.)											
	Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of	
	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.
1..... 2, etc., to 31.....												
Totals for each exchange office.....												
General total of each claim.....												

Dates of the way-bills.	2. Claim of the dispatching office. (Charges and fees. Column 9 of Form F.)											
	Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of	
	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.
1..... 2, etc., to 31.....												
Totals for each exchange office.....												
General total of each claim.....												

Chief of the exchange office of destination.

Stamp of the exchange office
of destination.



L.

Postal administration
of.....Correspondence with the
office of.....

ACCOUNT:

Recapitulating the monthly statements of the waybills of parcels dispatched by the exchange offices
of..... to the exchange offices of.....

Month of....., 19...

No. of order.	Designation of exchange offices of destination.	Amount of the sums due, according to each monthly statement, to the office of destination.		Amount of sums due according to each monthly statement, to the dispatching office.		Observations.
				Charges and fees.		
1..... 2, etc...	½ per cent on amount of trade charges effected by the office of destination.....					
		Totals.....				
	Balance to the credit of the office of.....					

M.

SPECIAL ACCOUNT.

Of trade charge money orders paid by the administration of..... on account of the administration
of..... during the month of....., 19..

Number of order.	Numbers of issue of the money orders.	Dates of issue of the money orders.	Post offices by which the money order was delivered.	Amount of money order.		Observations.
				<i>Fr.</i>	<i>Cms.</i>	
			Total..... Deduct ½ per cent from total.			
			There remains to the credit of the administration of.....			

N.

Postal administration of.....

INQUIRY FOR A POSTAL PARCEL.

To be filled out by the office of origin.	Office of mailing..... Date of mailing..... Number of entry..... Address of the addressee (as exact as possible)..... Contents..... Weight..... Declaration of value..... Trade charge..... Request for return receipt..... (If so, add the letters A. R.) Name and address of sender..... Forwarded the....., 19., by the exchange office of..... No., of the waybill. Date..... Signature.....
To be filled out by the office of destination.	Postal administration of..... The parcel described above was delivered the....., 19., to..... Date..... Signature..... The parcel described above..... Date..... Signature.....
To be filled out by the intermediary offices.	Postal administration..... Reforwarded the....., 19., by the exchange office of..... No., of the waybill. Date..... Signature..... Postal administration..... Reforwarded the....., 19., by the exchange office of..... No. of the waybill. Date..... Signature..... Postal administration of..... Reforwarded the....., 19., by the exchange office of..... No. of the waybill. Date..... Signature.....



