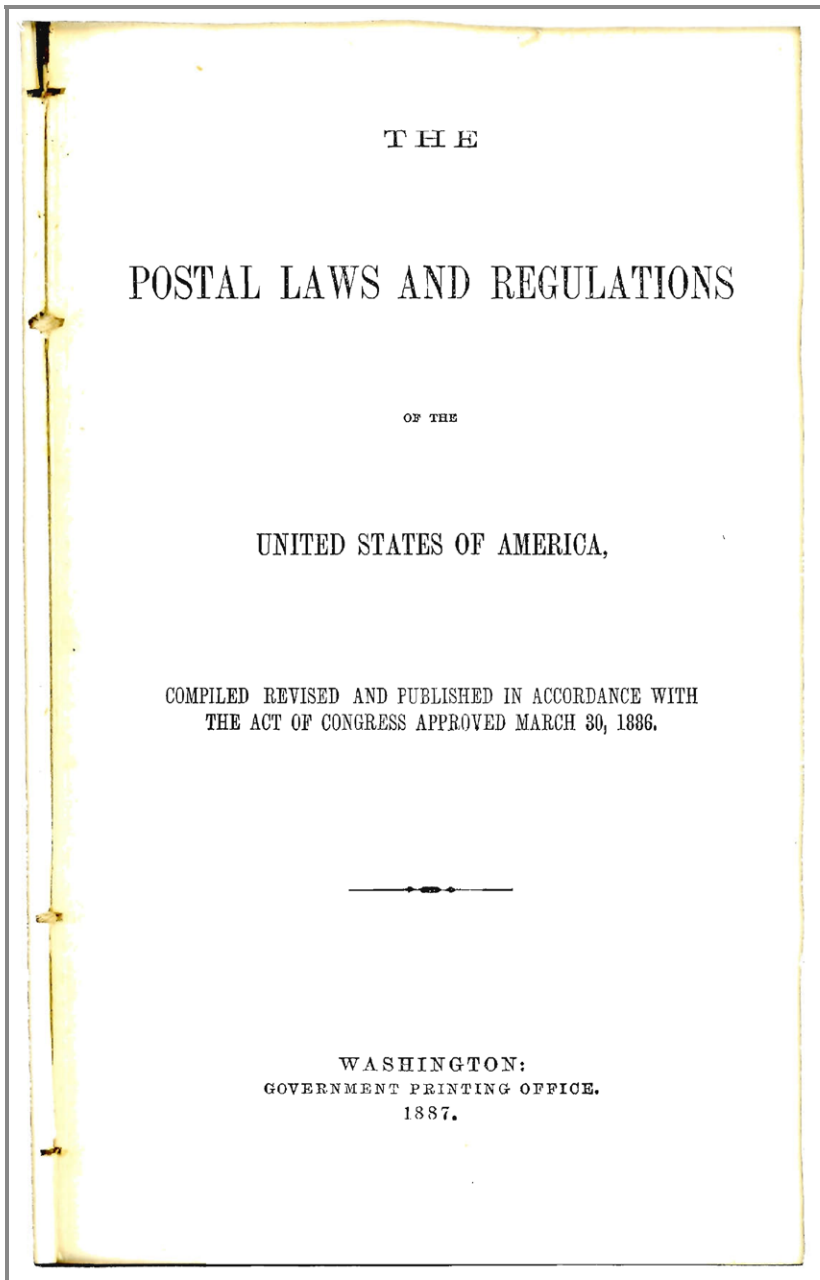


# US Postal Laws & Regulations

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Ship letters



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vided ; otherwise for such sea conveyance it receives the rate of territorial transit therefor.

4. When the sea conveyance is effected by two or more administrations the entire cost is limited to the rate provided in the second paragraph, to be shared between the administrations pro rata for the distances traversed, unless different arrangements are made between the parties interested.

5. The foregoing rates do not apply to conveyance by countries foreign to the Postal Union, nor to the expedited service of the East India Mail, transportation of closed mails by the United States between the Atlantic and Pacific Ocean, or railroad transportation between Colon and Panama ; all of which are regulated by mutual agreement between the countries concerned.

6. No charge is made for conveyance of correspondence of the postal administrations of the different countries with each other, for the return of postal reply cards to the country of origin, for articles forwarded or missent, undeliverable articles, return receipts, post-office money-orders, advices of the issue of orders, or any other document relative to the postal service.

**Sec. 835. Settlement of Transportation Charges** is made upon the basis of statistics taken during a period of twenty-eight days in each three years.

For detailed provisions, see Postal Union Convention.

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## CHAPTER TWENTY-EIGHT.

### SHIP AND STEAMBOAT LETTERS.

**Sec. 836. Letters on Inland Steamboats.**—The master of any steamboat passing between ports or places in the United States, and arriving at any such port or place where there is a post-office, shall deliver to the postmaster, within three hours after his arrival, if in the day time, and if at night, within two hours after the next sunrise, all letters and packets brought by him, or within his power or control and not relating to the cargo, addressed to or destined for such port or place, for which he shall receive from the postmaster two cents for each letter or packet so delivered, unless the same is carried under a contract for carrying the mail ; and for every failure to so deliver such letters and packets, the master or owner of the steamboat shall be liable to a penalty of one hundred and fifty dollars. (R. S., § 3977.)

**Sec. 837. Payment for Ship Letters.**—The Postmaster-General may pay

to the master or owner of any vessel not regularly employed in carrying the mail two cents for each letter carried by such vessel between ports or places in the United States, or from any foreign port to any port in the United States; but all such letters shall be deposited in the post-office at the port of arrival. (R. S., § 3978.)

**Sec. 838. Double Postage on Ship Letters.**—All letters conveyed by vessels not regularly employed in carrying the mail shall, if for delivery within the United States, be rated with double postage to cover the fee paid to the vessel. (R. S., § 3913.)

**Sec. 839. Definition of Ship Letters.**—The terms ship letters and packets embrace the letters and packets brought into the United States from foreign countries, or carried from one port in the United States to another, in any private ship or vessel not regularly employed in carrying the mail, and in the latter case over a route where the mail is not regularly carried, before such letters have been mailed.

**Sec. 840. Manner of Collecting Ship Fees.**—The rates of postage are not to be increased on letters and packets carried in a private ship or vessel from one port in the United States to another, though a part of the voyage be over a water declared to be a post road. Thus, the Mississippi River, from New Orleans to the mouth, is a post road; yet letters carried by ship between New Orleans and any other seaport in the United States are subject to the usual ship-letter postage. But if the whole of the water between any two ports be a post road by law, then inland postage will be charged. It is the special duty of the postmaster at a port where vessels may enter to see that this section is strictly observed and enforced. Every such postmaster will obtain from the master of the ship or vessel a certificate specifying the number of letters, with the name of the ship or vessel, and place from which she last sailed; and upon each letter which has not been before mailed, and which shall be delivered into his post-office for mailing or delivery, he shall pay to the said master or owner two cents, and take his receipt therefor.

**Sec. 841. Rating up Postage on Ship Letters.**—At the post-office where deposited such letters will be charged with double rates of postage, to be collected at the office of delivery; that is to say, four cents for the single weight if mailed, and four cents the single weight if delivered at the post-office; but if such letter has been prepaid by United States stamps at such double rate of postage, no additional charge will be made, and all United States postage stamps affixed thereto will be recognized to the extent of their value as part payment.

**Sec. 842. No Fee on Foreign-Addressed Letters.**—If such letter is addressed to any point in a foreign country, no fee will be allowed thereon by the

postmaster to the carrier. Such letters, however, should all be marked "SHIP."

**Sec. 843. No Fees to Passengers or Sailors.**—If the letters be delivered into the post-office by a passenger or sailor, and not in behalf of the master, nothing is to be paid for them; they are, nevertheless, to be charged with double postage, and the number entered in the account of ship letters, with the name of the vessel in which they were brought. They will then be forwarded as other ship letters, the postage to be collected at the post-office of delivery.

**Sec. 844. Letters on Mail Steamboats; how Disposed of.**—All letters placed on a mail steamboat, on which the mails are in charge of a postal clerk, should go into the hands of such clerk; and on these letters the master of the vessel is not entitled to receive any compensation. None but letters on which at least one full rate of postage has been paid should be received on such steamboat, and these should be duly mailed. But should any chance to be unpaid, they should be deposited by the clerk in the post-office at the terminal point of his route, where the postmaster will treat them in all respects as other unpaid letters.

**Sec. 845. Account of Ship and Steamboat Letters to be kept.**—Letters brought by steamboats should be marked "Steamboat" at the time of receiving them; and postmasters will keep an account of both ship and steamboat letters received, stating the sums paid for them and the postage chargeable thereon.

**Sec. 846. No Fees to Mail Vessels.**—No fees will be allowed to any vessel or to any person on board any vessel which carries the mail, nor to any mail carrier on any mail route by land or water.

**Sec. 847. Printed Ship Matter; how to be Treated.**—Printed matter delivered to a postmaster by the master of a vessel arriving from a foreign port, and not regularly engaged in carrying the mail, which is wholly unpaid, shall be forwarded by such postmaster to its post-office of destination charged with double third-class rates of domestic postage, to be collected on delivery. No fee, however, shall be paid for such matter.

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## CHAPTER TWENTY-NINE.

### INSPECTION OF SERVICE AND OF FINES AND DEDUCTIONS.

**Sec. 848. Deductions for Contractors' Failures; Fines for Delinquencies.**—The Postmaster-General may make deductions from the pay of contractors for failures to perform service according to contract, and impose fines upon them for other delinquencies. He may deduct the