

to execution, and that the identification clauses in the margin of the tender, at the end of the terms and conditions, and in the letter of acceptance are signed by contractor and sureties.

- (33.) If any material erasure or interlineation have been made in the bond or tender, it is advisable that the same be noticed by each witness placing his initials against the erasure or interlineation at the time of execution. *No erasure or interlineation can be made after the execution.* When any alteration is found to be necessary, it is better to prepare a new bond.
- (34.) In cases where any real difficulty presents itself, or there may be doubt as to the course to be adopted, it will be better at once to refer the matter to the Inspector of Post-offices than to have the trouble of trying to rectify matters afterwards, when the necessary parties may not be available, or the improper execution or attestation may otherwise be incapable of correction.
- (35.) Bonds should not be detained until all for a district are completed, but as soon as, say, ten are ready, they should be forwarded to the Inspector of Post-offices, accompanied by a list headed as follows:—

Contract Bonds for Mail-services.

Service.		Name of Contractor.
From	To	

CONTROL, INSURANCE, ETC.

369. It is a Postmaster's duty to make himself conversant with the general terms and conditions of mail contracts, to notice the manner in which mail-services are performed, to see that contractors and all persons who have charge of mails duly sign the official declaration, and to report any irregularity he may observe, such as conveyances out of repair, unsafe, or discreditable to the service, absence of necessary harness (breaching-straps, &c.), or the use of worn-out harness, overcrowding of coaches or motor-cars, horses unfit for their work or in a discreditable condition, drivers or mail-carriers unsteady or otherwise untrustworthy, or under sixteen years of age, or in any way unfit; also, to see that clause 10 of the Terms and Conditions of Inland-mail Contracts is complied with. Postmasters at coaching centres are to be specially instructed to inspect mail-coaches, and, if considered desirable at any time, to apply for leave to employ an expert to assist them. Postmasters must see that mails conveyed by vehicles are placed in the boot or other suitable receptacle, and not left loose on the footboard, and all officers must immediately challenge any maltreatment of mails they notice at any time. A driver of a mail-conveyance is liable to punishment by law for any delay of the mails attributable to his carelessness or wilful negligence. Mail contractors should be informed that they must not place any one at the duty of conveying or handling mails until they have first communicated his name to the Department and given an assurance of his good character.

370. Chief Postmasters must satisfy themselves that no mail-service employee is being paid a wage less than that fixed by any industrial agreement or Arbitration Court award in force in the district applicable to such employees, and that no such employee is being employed for a greater number of hours per week than is fixed in such agreement or award without being paid for overtime.

371. Chief Postmasters should satisfy themselves that mail contractors have insured their employees against accident under