

the Workers' Compensation Act, and should obtain from the contractor a written assurance to that effect. Such insurance should be effected in the Government Insurance Department or some reputable insurance company. The Government Insurance Department has decided that where cover for mail-carrying is required the employer should take out a policy over his whole wage-sheet, the premium being charged at the rate for the particular trade or business to be covered. The current rates on this basis are as follows: Coach-proprietors, £1 2s. per cent.; carters and carriers £1 18s. 6d. per cent. For water transit, special rates will be quoted on application to the Government Insurance Department. Contractors are to be informed of the rates.

372. A Postmaster must require the strictest regularity in the running of mail-services, and make a special report when the loss of time is serious or frequent. In case of very severe weather, information respecting the state of the roads, rivers, &c., required by a mail contractor to assist him in carrying out his contract, is to be given by Postmasters promptly and without charge for telegrams, &c.

373. No mail contractor, or other person employed in the conveyance of mails, may convey a letter from one place to another except for the purpose of posting it at a post-office, or, when received from a post-office, for the purpose of delivering it on the line of route. All letters so conveyed are liable to postage, and if not prepaid must be charged double the deficient postage. Mail-carriers are not allowed to make any charge beyond the postage for conveying letters handed to them for posting by settlers at a distance of more than one mile from a post-office. Mail contractors on rural deliveries may accept letters for delivery *en route*, provided the postage is fully prepaid. To enable them to cancel the stamps, they will be supplied with ink-pencils by Chief Postmasters. This rule applies also to letters posted on board steamers and delivered on the voyage at places where there is no post-office.

374. To obviate the necessity of mail-coach drivers giving up control of their horses whilst receiving or delivering mails, it is the wish of the Postmaster-General that Postmasters meet the coaches and deliver to and receive from the drivers all mails, except at starting and terminal offices, railway-stations, and wherever there is a change of horses.

375. Mail contractors are entitled to the payment of £1 per annum for every private bag conveyed along their line of route, the authority of the Secretary for such payment being first obtained.

376. Full particulars of all mail-services in each postal district are to be entered in the Mail-service Register. All applications for transfer must be forwarded to the Inspector of Post-offices. Contributions agreed to be made to the Department towards the cost of mail-services must be claimed immediately they become due, and the Secretary advised as soon as payment has been made or is in default. County Councils are not legally able to contribute towards the cost of mail-services out of their funds. The question of obtaining contributions from County Councils is not, therefore, to be considered in connection with the cost of mail-services.

377. It is for a contractor to prepare a proper deed of assignment of his contract and to get it completed, subject to the approval of the Department. The form of assignment given on the back of the bond is only intended to provide for simple transactions. For a second assignment form P.O. 361 is to be used. The Department is not to be expected to supply forms for every contingency or change of circumstances that may arise. It is not