

condition, as required by the terms and conditions of inland-mail contracts. 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 report is to be made immediately of any case in which mails are not properly handled by contractors. 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.

281. A mail-service cannot be advertised for sale as part of the goodwill of a business. In this connection the provisions of Rule 13 apply.

282. 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, any information required from a distant office being obtained by service telegram or franked toll call. If owing to railway interruption mails have to be sent otherwise than by rail, the Secretary is to be informed as to the distance mails are conveyed by such other mode and the period of the interruption of railway communication. When a mail-service is interrupted by floods or other causes, and the mails have to be despatched by other than the usual route, the Secretary is to be informed immediately of the probable duration of such interruption and the arrangements made to carry on the service.

283. Chief Postmasters should satisfy themselves that in accordance with the Terms and Conditions of Mail-service Contracts mail contractors have insured their employees against accident under 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 will be quoted by the Government Insurance Department on application.

284. 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. Form Mail 59, "Certificate of Payment of Award Wage to Employee of Mail-service Contractor," will assist Chief Postmasters in seeing that this rule and clause relating thereto in the Terms and Conditions of Mail-service Contracts are complied with. When possible, the Inspectors of the Labour Department will give the information required.

285. 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,