

collecteur), which will be an indication to the receiving office that the outer "S.C." bag contains two bags—one of letters and the other of other articles. The gross weight of the bag containing letters and the gross weight of the bag containing other articles are to be taken before the bags are placed in the outer "S.C." bag, and are to be advised on the letter-bill and on the Foreign Mails Despatched Statement. The weight of the outer "S.C." bag is to be ignored.

(b.) The same system is followed by the United Kingdom in despatching mails to New Zealand, and officers are to be on the watch, when separating letter-bags from bags of other articles, for bags labelled "S.C.", so that no unnecessary delay may occur to any portion of the letter-mail.

405. Stencilled bags belonging to the British Post Office, when used for mails from New Zealand to the United Kingdom, must not be reversed, except for use by the Vancouver route or by direct steamers. Ordinarily to distinguish the outward mails from inward mails the special labels supplied to despatching offices must be used. For mails via Vancouver the labels are printed with a red border, via San Francisco with a black border, and via Suez with a yellow border. The label for Dover via Suez is also crossed with two vertical red lines.

406. Loose correspondence received from non-Union countries, such as Tonga, for despatch to Union countries, should be stamped with the stamps applicable to correspondence posted in the Dominion, such as "T," "R," &c.

407. Particulars of "forward" mails are to be written, not on the ordinary canvas labels, but on the special parchment labels provided for advising the contents of such mails. These parchment labels should be tied under the canvas neck-label.

408. The weights of letters and post-cards, and of other articles, contained in bags posted by the Governor-General are shown on labels, and should be embodied in the general weights.

ARRIVAL OF INLAND MAILS.

409. Postmasters are required to personally superintend the sorting of mails, and to see that prompt delivery is made of their contents.

410. Officers receiving mails from railway guards must see that such mails are duly received in accordance with the waybill entries, and sign for the same. Special vigilance is necessary, as railway guards cannot give their undivided attention to the disposal of mails at railway-stations. Postal officers will be held primarily responsible in all such cases. (See Rule 378.)

411. (a.) Postmasters at ports must see that the receiving-boxes (if any) on board steamers are cleared at the time the mails are delivered, and that demand is made for all loose letters, &c., which may be in the custody of the ships' officers. Care must also be taken to see that receiving-boxes attached to railway guards' vans are cleared regularly. Postmasters must personally take steps to guard against any oversight in the clearance of these boxes. The consequences of any failure to make the clearance may be serious, and the importance of the work must therefore be kept steadily in mind and the duty punctually performed. The messenger or other Postal officer obtaining the delivery of mails from a steamer or train must, where practicable, satisfy himself that all loose letters have been handed over to him or collected for disposal. He must also see that any such letters intended to go on by the same boat or train do not miss despatch. Except in those cases in which he has no access to the steamer, he will be held responsible for the prompt and correct disposal of the loose letters. At terminal places