

BROADCASTING AND COPYRIGHT.

With the acceptance by the public of wireless broadcasting as a regular means of education and entertainment, serious consideration has had to be given to the question of copyright. Prior to the advent of broadcasting, copyright legislation dealt mainly with the protection against piracy of literary and artistic works, and performances of musical and other classes of work in public halls. Claims have now been made by the Performing Right Association, purporting to represent the owners of copyright, for payment in respect of items transmitted by broadcasting stations. The position has been met temporarily by the enactment of the Copyright Amendment Act, 1928, which provides for payment of a percentage of license fees received from listeners.

TRANS-TASMAN FLIGHT.

The pioneering flight of the "Southern Cross" in June, 1928, across the Pacific from the United States of America to Australia by way of Honolulu and Fiji was followed by the crossing of the Tasman Sea from Sydney to New Zealand in September, 1928, and the recrossing from New Zealand to Sydney a month later. The "Southern Cross," with Captain C. Kingsford Smith and Lieutenant C. P. Ulm (co-commanders), and Messrs. H. A. Litchfield and T. H. McWilliams, navigator and wireless operator respectively, left Sydney for New Zealand on the 10th September, 1928, at 7.11 p.m., New Zealand standard time, and landed at Christchurch next day at 9.21 a.m. On the return flight the "Southern Cross" left Blenheim Aerodrome on the 13th October, 1928, at 4.54 a.m., New Zealand summer time, and landed at the Richmond Aerodrome (Sydney) next day at 4.17 a.m., New Zealand summer time.

The Department spared no effort in ensuring that the aviators received the vital information, regarding weather and other conditions, necessary for the achievement of the venture. It co-operated with the Meteorological Office with the object of obtaining and co-ordinating weather reports from essential points on the west coast of the South Island and in the vicinity of Cook Strait. Liberal arrangements were made for attendance at various offices during the course of the flights, vigilant watch for messages from the aeroplane was kept at all radio-stations, and every facility was afforded for enlightening the public regarding the progress of the "Southern Cross."

WORK PERFORMED FOR OTHER DEPARTMENTS.

With its widespread ramifications the Post and Telegraph Department is eminently suited to act as agent for other Departments. It is perhaps correct to say that the Postmaster of every village performs, besides work for the Post Office, a fair amount of work for other Departments. The total volume of such work is considerable. Last year the money handled in this respect amounted to approximately £26,000,000. But, high as it is, this amount represents only a fraction of the cash value of the whole of the transactions of the Post and Telegraph Department, which for the year just closed amounted to £219,425,000. Of the work performed for other Departments the largest sums dealt with are on account of the Pensions, Public Trust, Land and Income Tax, and State Advances Departments. Large sums are also handled on account of motor-registration. In connection with the last-named, the premiums under the Motor-vehicles Insurance (Third-party Risks) Act, 1928, will be collected by the Post and Telegraph Department as from the 15th April, 1929.

REGISTRATION OF MOTOR-VEHICLES.

If the present rate of increase is maintained, motor-registrations will soon reach the 200,000 mark.

The identification-plates for the motor-registration year ending the 31st May, 1930, were manufactured by the Precision Engineering Co., Wellington. The plates, which have white figures on a blue ground, are of neat appearance, and the workmanship is considered to be equal to that of former years.

The Precision Engineering Co. has secured a contract for the manufacture of plates for the three years ending the 31st May, 1932.