

## POST OFFICE.

## REDUCTION IN POSTAGE-RATES.

On the 1st June postage rates and charges were reduced as under, as a contribution by Government towards a lowering of costs for the community generally :—

Item.	Old Rate.	New Rate.
Letters and letter-cards for inland delivery	2d. for first oz., and 1d. for each additional oz.	1d. for first oz., and $\frac{1}{2}$ d. for each additional oz.
Letters and letter-cards addressed to places within the Empire, United States, and certain other places	2d. for first oz., and 1d. for each additional oz.	1d. for first oz., and 1d. for each additional oz.
Late fee .. .. .	2d. .. .. .	1d.
Post-cards (inland) .. .. .	1d. .. .. .	$\frac{1}{2}$ d.
Inland packets .. .. .	1d. for each 4 oz. up to 1 lb., and 4d. for each additional lb. up to 5 lb.	$\frac{1}{2}$ d. for each 2 oz. up to 2 lb., and 2d. for each additional lb. up to 5 lb.
Registered magazines (inland) ..	Each copy 2d. for each 8 oz. ..	Each copy 1d. for each 8 oz.
Registration .. .. .	4d. .. .. .	3d.
Parcels (inland) .. .. .	Not exceeding 1 lb., 6d.; not exceeding 2 lb., 1s.; for each additional lb. up to 11 lb., 3d.; maximum weight, 11 lb.; maximum size, 6 ft. in length and girth combined	Not exceeding 1 lb., 6d.; for each additional lb. up to 10 lb., 2d.; for each additional lb. up to 14 lb., 1d.; maximum weight, 14 lb.; maximum size, 6 ft. in length and girth combined.
Parcels (inland) (except those containing fishing-rods, golf-clubs, and parcels not exceeding 1 in. in thickness) exceeding 4 ft. 6 in. length and girth combined	3s. 3d. for 11 lb. or less ..	2s. 1d. for 11 lb. or less; for each additional lb. up to 14 lb., 1d.
Parcels (inland) containing fishing-rods and golf-clubs exceeding 3 ft. 6 in. but not exceeding 4 ft. 6 in. in length	Not exceeding 3 lb., 2s. 6d.; for each additional lb. up to 11 lb., 3d.	Not exceeding 3 lb., 2s.; for each additional lb. up to 11 lb., 3d.

## INLAND MAIL-SERVICES.

With few exceptions, all services have been maintained throughout the year with regularity and efficiency. The North Island contracts expire at the end of 1933, and the preliminary action necessary to the inviting of fresh tenders for the services has been commenced. Appreciable work is involved in a reletting of the kind. With a view to spreading the work, it was arranged some time ago for South Island contracts to expire in a different year from North Island contracts. This principle is now to be carried further, it being the intention to provide at this year's reletting that half of the North Island contracts be for a term of two years, and half for a term of three years. The work involved in reletting the mail contracts will then be spread fairly evenly over each year, the usual period of contract being three years.

So far the operation of the Transport Licensing Act has had very little effect on mail-services generally, due, no doubt, to the provision made in the Act for "automatic" licenses for those operators who had been running on a route for a specified period before the coming into effect of the Act. In the case of North Island services, however, these licenses elapsed on the 28th February. Mail contractors who carry passengers must obtain a renewal each year of their passenger-carrying licenses. Already in a few cases such licenses have been refused, and mail contractors have had to abandon their contracts. In such cases no penalty has been inflicted by the Department. In one case the Department was involved in a considerable increase in subsidy in securing a new contractor.

Since the 3rd December a daily express-train service has again operated between Dunedin and Invercargill, making unnecessary the twice-weekly road mail-service to Invercargill from Dunedin, a service originally established to supplement the mail-service by train during the periods of suspension of the daily express-train service.

Operating from the 4th April the time of departure from Auckland of the Auckland-Wellington ordinary express train was altered from 7.40 to 3 p.m., the time of arrival of the train at Wellington next day now being 7.42 a.m. instead of 12.38 p.m. As a result of the alteration a considerable improvement has been effected in the Auckland-Wanganui-Taranaki and the Auckland-Hawke's Bay mail connections at Marton and Palmerston North respectively. The change has also resulted at Auckland in a separation, desirable from the Postal service point of view, in the times of departure of the "Limited" and ordinary express trains, which used to take departure for Wellington at 7 and 7.40 p.m. respectively. Although the express train now arrives at Wellington at 7.42 a.m., correspondence connects with the postmen's deliveries commencing soon after 8 a.m.