

ANNUAL REPORT OF THE POST AND TELEGRAPH DEPARTMENT FOR THE YEAR 1933-34.

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1934.
NEW ZEALAND.

POST AND TELEGRAPH DEPARTMENT

(REPORT OF THE) FOR THE YEAR 1933-34.

Presented to both Houses of the General Assembly by Command of His Excellency.

To His Excellency the Right Honourable Baron Bledisloe, P.C., G.C.M.G.,
K.B.E.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit to Your Excellency the report of the Post and Telegraph Department for the year ended on the 31st March, 1934.

RECEIPTS AND PAYMENTS.

The sum received for the financial year was £3,200,414, compared with £3,293,932 for the previous year, 1932-33. Although the revenue collected during the year was less than that for the previous year by £93,518, the position in respect of receipts showed an improvement towards the end of the year. This improvement has been maintained and has become more general in the opening months of the new financial year.

Payments for the year in respect of working - expenses (including interest on capital liability amounting to £553,000 and a sum of £36,739 provided out of the Depreciation Fund) totalled £2,648,600. The excess of receipts over payments was £551,814.

A sum of £154,388 was paid to the Consolidated Fund during the year.

POST OFFICE SAVINGS-BANK.

My last report made mention of an improvement that was becoming manifest in the Savings-bank position. This improvement continued in evidence throughout the financial year, and resulted in a most satisfactory year's working for the bank, as the following figures disclose:—

The deposits in the Post Office Savings-bank amounted to £19,428,853, compared with £16,933,176 for the previous year. The interest credited to depositors was £1,231,089.

The withdrawals totalled £17,818,172, compared with £19,635,928 for the previous year. The excess of deposits over withdrawals amounted to £1,610,681, compared with an excess of withdrawals over deposits of £2,702,752 for the year ended the 31st March, 1933.

The total amount at the credit of depositors on the 31st March, 1934, was £44,870,391, an increase of £2,841,770 compared with the previous year. The amount accumulated in the Post Office Savings-bank at the 31st March, 1934, represented an average of £28·95 *per capita* for the Dominion.

The result of the year's working is the best attained since 1921, and is a vast improvement on the previous three years, over which period the excess of withdrawals over deposits was no less than £12,250,000, or, if reduced by the interest credited to depositors, £7,400,000. The turn of the tide is extremely gratifying, because of the suggestion it carries with it of better times for our people. The bank has always been a barometer of conditions generally, and the improvement, which has continued in evidence in the months already past of this financial year, is to my mind an indication that the Dominion is on the road to more prosperous times.

The encouragement of thrift among children has always been an aim of the Post Office Savings-bank, which has long made available money-boxes for saving, and slips on which children may save in penny stamps. A new scheme has now been adopted, to operate in conjunction with other facilities for saving, and, with the consent of the local Education Board, is being introduced first in the Wellington Education District. The scheme provides for the sale to the children by the teacher of 1d. "Thrift" stamps. When six stamps have been attached to a form made available for the purpose, the form is handed to the teacher, who credits the child's account in a pass-book suitable in size for children. Deposits in cash in sums of 1s., and 1s. 6d. and over, will also be accepted by the teacher. At schools in the Wellington District at which teachers are prepared to co-operate the scheme is being explained and introduced by a teacher made available on loan to the Post Office.

STAFF.

Once more I desire to pay tribute to the good work of the staff. Increasingly I hear favourable comment by the public on the efficiency of officers and on the versatility with which they undertake their multifarious duties and answer the numerous questions that arise not only on the activities associated with the Department's post, telegraph, and telephone services, but on unemployment and motor-registration work and duties undertaken for other Departments. I realize that the good reputation of the Service has been enhanced in recent years only at the expense of hard work and, in many cases, long hours of duty on the part of officers; and it is therefore all the more pleasing to record that the staff generally has lived up to its reputation for loyalty to the Department and service to the public.

POSTAL CONGRESS.

Mr. G. McNamara, C.B.E., the Director-General of the Department, was appointed by Government to represent New Zealand at the International Postal Union Congress held at Cairo, commencing on the 1st February. From New Zealand's point of view one of the most important questions discussed at the Congress was that of transit charges. I am pleased to report that a 20-per-cent. reduction in these charges was approved by the Congress. As a result, it is estimated that New Zealand will save £5,000, expressed in local currency, on the cost incurred annually in the forwarding of mails to destinations overseas.

On the conclusion of the Postal Congress Mr. McNamara proceeded to London to discuss with authorities there a number of questions affecting the Department. He is also taking the opportunity of studying at first hand the reorganization that has been recently effected in the control of the British Post Office.

COMMERCIAL BRANCH.

The Commercial Branch (which came into being in 1930 to provide closer contact in the larger centres between the Department and its customers) could hardly have had a more difficult period in which to establish its usefulness. It has been proved that activities of the kind should be stimulated rather than withdrawn in difficult times. Although the Department lost business, as most other enterprises did in the years just past, relinquishments of telephones and loss of business generally were kept at a minimum by the operations of the commercial officers. In addition, they have materially assisted in creating goodwill and in establishing contacts that are proving effective in obtaining new business. Judged by the success that has recently attended the efforts of the Department's salesmen of the Commercial Branch and by the general improvement in departmental business that is now evident throughout the country, I am happy to say that trading conditions, which reflect the condition of the community generally, are definitely showing improvement.

BUILDINGS.

During the year the erection was commenced of new post-office buildings at Dunedin and Taumarunui.

The Dunedin building has provided employment for a considerable number of men on a work of some magnitude which is not likely to be completed before September, 1936. The Taumarunui building will be completed about the end of the year.

At Waitakaruru a post-office building, complete with quarters, has been provided, and was occupied on the 28th May, 1934.

More recently the erection of a post-office building at Karori (Wellington) has been approved; and authority has been given for the preparation of plans and specifications for the erection of a new chief post-office building at Thames.

Extensive renovations are at present being carried out to the Auckland Chief Post-office building. The General Post Office building at Wellington has also been renovated, the work including the repainting of the exterior of the older portion of the building.

POSTAGE-STAMPS.

Proofs of all fourteen stamps to comprise the new pictorial series for the Dominion have now been approved and returned to London. The printing of certain of the stamps has been completed, and the work of printing the remainder is in hand. No pains have been spared to ensure that the productions are of an excellent order, and an issue combining artistry and workmanship in a high degree can confidently be looked forward to. The whole series will be placed on sale at the same time.

The despatch of the first air mail from New Zealand to Australia in February last was marked by the issue of a special air-mail postage stamp. As time did not permit of the designing and printing of a new stamp, the occasion was commemorated by overprinting the words "Trans-Tasman Air Mail 'Faith in Australia'" on stamps printed in turquoise blue from the plate used for the current 7d. air-mail stamp.

A 2d. "Health" stamp was again on sale during the year. As a result, £921 9s. 7d. was made available to the Minister of Health for expending on children's health camps.

Samoa Stamps.—Authority has been given for the creation of a new series of postage-stamps for the Mandated Territory of Western Samoa. The designs will consist of typical Samoan scenes, and the denominations will be $\frac{1}{2}$ d., 1d., 2d., $2\frac{1}{2}$ d., 4d., 6d., 1s., 2s., and 3s. The present series of Samoan stamps has been in use since 1922.

INLAND AND OCEAN MAIL - SERVICES.

Except for minor interruptions due to floods, &c., mail-services were performed throughout the year in the usual regular and efficient manner. The contracts for the road services in the North Island expired at the end of 1933, and contracts for new services were let from the 1st January last. The reletting resulted in a substantial saving in mail transport costs.

The Auckland-Vancouver and Wellington-San Francisco services have continued during the year to run to their regular time-tables. It has since been necessary, however, to grant permission for the cancellation of two round trips on the San Francisco run, the voyages which were due to commence at Wellington on the 15th May and the 12th June, 1934, respectively. The first cancellation was occasioned by the need for withdrawing the mail-steamers for overhaul (the contractors did not have a relief vessel available), and the second by the temporary inability of the contractors to obtain cooks and stewards to man the mail-vessel. On each occasion alternative despatches for mails both inward and outward were availed of.

AIR MAILS.

Reference was made in my last report to the proposal to extend to Australia the London-Karachi Air-mail Service. In December, 1933, the service was duly extended from Karachi to Singapore in accordance with a contract arranged between His Majesty's Government in Great Britain and Imperial Airways, Ltd.; while it has since been announced that a contract has been let by His Majesty's Government in Australia to Qantas Empire Airways, Ltd., for the performance of the section of the service between Singapore and Australia. It would appear, however, that the latter section is not likely to be in operation before the end of 1934.

The extension to Singapore is of no benefit to New Zealand owing to the absence of suitable connecting steamer services, but the through service to Australia, when in operation, will offer great possibilities. The time-table for the Australia-Singapore section has not yet been announced, but, with the speeding-up recently accomplished on the London-Singapore route, it is expected that Sydney will be reached from London in less than a fortnight, bringing mails to New Zealand in seventeen or eighteen days if a good connection is made at Sydney with vessels sailing for New Zealand. Further, it seems not improbable, in view of the several successful trans-Tasman flights which have been made, particularly in recent months, that before many years have passed the England-Australia service will be extended to New Zealand, thus providing a connection that should reduce to not more than fourteen days the transit time of mails exchanged between the Homeland and New Zealand, which is a little less than half the average time now taken in the transit of mails from New Zealand to England via North America.

The importance to New Zealand of the extension to Australia of the England-India air service has been recognized in a tangible way by Government. On the inauguration of the through service, and on the understanding that suitable connections will be maintained in Australia with steamers to and from New Zealand, a contribution of £5,000 per annum will be made by New Zealand in the proportion of three-fifths to the Government of Great Britain and two-fifths to the Government of Australia, the basis of division coinciding with the distance of the extensions (Karachi-Singapore and Singapore-Australia), for which each Administration will be responsible. Apart from the desirability of New Zealand being a partner in this entirely Empire enterprise from its inception on account of its potential value to the Dominion, the payment will ensure that New Zealand's requirements are given consideration when time-tables are being arranged. In addition, it is an earnest of the Dominion's approval of the steps taken to extend the Empire service and improve our communications with the Old Country.

Postal history has been made in recent months by the carriage of mails by air across the Tasman. On the 17th February, 1934, Flight-Lieutenant C. T. P. Ulm carried the first New Zealand-Australia air mail, flying from Muriwai Beach to Sydney, and on the 11th-12th April the first Australia-New Zealand air mail, flying from Sydney to New Plymouth. Other trans-Tasman air-mail flights have also been performed, including one undertaken from the Ninety-mile Beach to Sydney by Sir Charles Kingsford-Smith in the monoplane "Southern Cross." The trans-Tasman air crossings have been so frequent and have been made with such assurance and success as to suggest that the time is not far distant when a regular trans-Tasman air mail will be operating.

On the occasion of the first Australia-New Zealand air mail, speedy distribution of correspondence was effected by air to Auckland, Hastings, Wellington, and Christchurch. Full particulars of this arrangement and of the trans-Tasman flights are published on pages 14 and 15 of this report.

CHARGES FOR TELEGRAMS.

As from the 3rd April, 1934, inland telegraph charges have been readjusted, the uniform system of charging being departed from in favour of the zonal system, which may briefly be described as a system under which the charges are based upon a sliding scale, dependent upon the distance between the office of origin and the office of destination. Under this system the charges for ordinary telegrams of twelve words or less and for letter-telegrams of twenty-four words or less vary, according to distance, from a minimum of 6d. in the case of messages for local delivery to a maximum of 1s. 3d. for messages exchanged between the most distant points.

TELEPHONE-EXCHANGE SERVICES.

It is pleasing to observe that the downward trend in the telephone development of the Dominion has been arrested. The net loss in telephone-exchange subscribers for the year under review was only one-seventh of the loss for the preceding year, and this, coupled with the fact that the figures for the past few months have all shown gains in telephone-exchange subscribers, is an indication that the telephone

business in the Dominion has definitely turned the corner. It is anticipated that when the momentum of general recovery is increased a very large number of the subscribers who relinquished service will again require the benefits of telephone service.

It is interesting to note that New Zealand still retains third place among the countries of the world for the number of telephones in use per hundred of the population. The latest available statistics show that the United States is first with 13·94 telephones per hundred of the population, Canada second with 11·98, and New Zealand third with 10·12. Australia is seventh with 7·40, and Great Britain is ninth with 4·62. The drop in telephones during the years of the depression has been much more marked in the United States and Canada than in New Zealand. In the two former countries the decrease has been approximately two telephones per hundred of the population, whereas in New Zealand the decrease has been about one telephone per thousand of the population.

TOLL SERVICE.

A new type of toll service, known as "Person-to-person" service, was introduced on the 18th June, 1934, complementary to the existing service. The service enables subscribers to call individuals as distinct from telephone numbers. The timing of the call does not commence until the calling subscriber engages in conversation with the wanted party.

For the special service a "Personal call fee" is charged, in addition to the ordinary toll charge, when the required connection is effected. If contact cannot be made with the wanted party, the "Personal call fee" only is paid.

An important addition to the long-distance toll network has been made during the year in the form of an additional high-grade outlet between Wellington and Auckland. The traffic between these two important centres has increased to such an extent that still further outlets will be required in the near future, and it is proposed to give consideration to these requirements during the current year.

RADIO TELEGRAPH AND TELEPHONE SERVICES.

The continual advances in radio telegraphy and telephony are reflected in the activity in this branch of the Department. Improved facilities have been or are being provided at many of the departmental radio stations, and developmental work is being undertaken on many lines with a view to upholding the Department's policy of providing the public with communication services abreast of modern requirements.

The Department's radio stations regularly demonstrate that they are able to successfully work with other stations in almost any part of the world; and it is now the usual practice for them to communicate with many Home liners throughout the entire voyage to the Old Country. Communication has also been maintained with vessels of the various Antarctic expeditions, and during favourable conditions contact has been made with the radio-station established at the Byrd Expedition base at Little America.

The British Official Press news, transmitted from Rugby, England, continues to be received daily at Awarua-Radio, the number of words received and made available for publication in Dominion newspapers during the year being 300,000. These bulletins are transmitted on a long wave (18,740 metres) and a short wave suited to the time of the day and the season of the year, thus providing a service of the utmost reliability between the Antipodes and the heart of the Empire.

The increased patronage which has been extended to the Overseas Radio-telephone Service during the year indicates that it is commencing to take its place as a popular means of overseas communication. There is gratifying evidence of the efficiency and practical utility of this means of contact in the fact that its use is being adopted as a regular practice by many patrons. From present indications it is anticipated that with the return of normal economic conditions the number of calls will materially increase. As the use of the service increases, it is hoped, in co-operation with the other Administrations concerned, to arrange reductions in charges. The question of

establishing communication direct with the United Kingdom, instead of via Sydney, will also require to receive consideration should there be any appreciable increase in the number of calls.

BROADCASTING SERVICE.

A detailed statement of the activities of the New Zealand Broadcasting Board is contained in the Board's second report, which has been presented separately to Parliament, accompanied by a balance-sheet.

The past year has witnessed a very appreciable development in the broadcasting service of the Dominion. The Broadcasting Board has installed a modern transmitting-station at Gebbie's Pass, near Christchurch, for the operation of Station 3YA. It is expected that a new studio and transmitting-station for Station 1YA, Auckland, will be opened at the end of the present year. The installing of new transmitting equipment at Station 4YA, Dunedin, is also under consideration.

Consequent upon advancements in technical efficiency, a considerable improvement has been effected in broadcast transmissions, with increasing coverage from the stations of the New Zealand Broadcasting Board. The main stations are operating almost continuously between the hours of 7 a.m. and 11 p.m. on week-days, and 9 a.m. and 10 p.m. on Sundays. Alternative services provide transmissions from 5 to 6 p.m. and 7 to 10 p.m. on week-days, and from 6 p.m. to 10 p.m. on Sundays.

The three most important private stations operating in the Dominion were taken over by the Department during the year. These were stations 1ZR (Auckland), 2ZW (Wellington), and 3ZC (Christchurch). The plant and equipment of the stations were ultimately purchased by the Broadcasting Board.

A review of the waves used by the New Zealand broadcasting stations was undertaken during the year, as the result of which the main stations have been allotted frequencies which have extended the effective range of their emissions. As far as possible each broadcasting station in the Dominion has been allotted a wave for its exclusive use.

Licenses continue to be issued at a remarkable rate. On the 31st March the number of licensed listeners was 118,086, an increase of 24,597 in twelve months, which is a record. On the 31st July, 1934, the number of licenses had further increased to 133,148.

EMPIRE BROADCASTING SERVICE.

The transmissions from the Empire Broadcasting Stations in England have been continued during the year, but, unfortunately, the signals intended for reception in New Zealand have not yet reached the high standard required to make them suitable for rebroadcasting regularly in New Zealand, although during certain seasons of the year this standard has been attained during irregular periods. Every assistance is being rendered to the British Broadcasting Corporation by the Department in observing and reporting on the reception of the signals, and in this matter the Department has been assisted by the co-operation of the owners of amateur radio stations.

Many rebroadcasts of important functions overseas are being made with the assistance of the overseas radio-telephone channel, while on a few occasions the Empire transmissions have been used.

RADIO PATENT RIGHTS.

As indicated in my last report, the agreement between Government and Amalgamated Wireless (Australasia), Ltd., in respect of patent rights was to terminate on the 31st May, 1934. In response to representations from radio-dealers, whose negotiations with the group representing the holders of patent rights were not completed, an extension of the currency of the agreement was made for a further month, the agreement finally terminating on the 30th June.

It is understood that an agreement following the lines of the Australian agreement has been made between the New Zealand importers and manufacturers of radio apparatus on the one hand and the patents group on the other for the payment to the patents group of 3s. 6d. per cathode anode stream to cover the future use in New Zealand of radio patents.

INTERFERENCE WITH RADIO RECEPTION.

A committee of experts, comprising representatives of electrical undertakings as well as of the Department, investigated during the year the question of electrical interference with radio reception. The committee suggested that regulations be issued to ensure (1) that no further electrical equipment of a nature which causes interference shall be sold or brought into use in the future, and (2) that suitable action to render existing apparatus non-interfering shall be taken by the owners of such apparatus as occasion demands.

This suggestion was approved, and a provision to authorize the issue of regulations as proposed was made in the Post and Telegraph Amendment Act, 1933. The regulations are now in course of preparation.

DETAILED REPORT.

A detailed report of the Department's activities during the year ended on the 31st March, 1934, will be found in the following pages.

I have the honour to be,
Your Excellency's most obedient servant,
ADAM HAMILTON.

General Post Office, Wellington, C. 1,
31st July, 1934.

**STATEMENT OF FINANCIAL OPERATIONS AND BUSINESS OF THE
DEPARTMENT FOR THE YEAR ENDED 31st MARCH, 1934.
RECEIPTS AND PAYMENTS.**

The receipts and payments of the Department for the financial year 1933-34 are shown in the following account :—

<i>Receipts.</i>				<i>Payments.</i>					
		£	s. d.			£	s. d.		
To Balance forward	..			34,528	9 5½	By Salaries	..	1,465,120	15 5
Postages	..	911,194	5 3½			Conveyance of ocean mails	..	85,284	3 8
Money-order and postal-note commission	..	56,450	2 5			Conveyance of inland mails	..	128,173	14 7
Private box and bag rents and rural-delivery fees	..	46,224	4 5			Conveyance of mails by rail	..	76,578	19 3
Miscellaneous receipts	..	340,317	12 6			Maintenance of telegraph and telephone lines	..	80,461	1 3
Paid telegrams	..	271,879	1 6			Renewals and replacements	..	36,739	5 8
Paid tolls	..	409,637	16 5½			Motor services and workshops	..	20,355	5 3
Telephone-exchange rentals	..	1,164,710	12 9			Miscellaneous	..	202,886	13 0
				3,200,413	15 4	Interest on capital liability	..	553,000	0 0
								2,648,599	18 1
						Paid to Consolidated Fund	..	154,387	18 9
						Renewal and replacement of Assets Fund (investment)	..	395,000	0 0
				£3,234,942	4 9½	Balance carried down	..	36,954	7 11½
								£3,234,942	4 9½
To Balance brought down	..			£	s. d.				
				36,954	7 11½				

The total cash value of the transactions of the Department, inclusive of the above, amounted to approximately £165,000,000 for the year.

POST AND TELEGRAPH AMENDMENT ACT, 1933.

An Act of twenty-one sections amending the Post and Telegraph Act, 1928, was passed during the 1933 session of Parliament, and came into force on the 15th December. Provision is made in the amending Act for the making of regulations for the control of electrical apparatus interfering with wireless broadcast reception, and Savings-bank procedure is in certain directions modified. Otherwise the provisions are mainly of a machinery nature. Changes of any importance are referred to under the appropriate heading in this report.

STAFF.

While the system of granting time-off in lieu of cash payment for overtime has been continued, the outlook for the staff is now better than it has been for some time past. A number of junior officers have been promoted, with the result that the concern at the stagnation in the lower grades of the Service has been partly allayed. The Department, too, has benefited by these promotions, for the staff has become better balanced in that minor positions can be filled suitably by juniors. In addition, the Department has given employment to a number of lads, principally in the capacity of message-boy.

The result of these promotions and new appointments is reflected in the figures in the table published below, which reveal an increase in the numerical strength of the staff as compared with the return for the previous year. Since the 1st April, 1930, each year's total has disclosed a decrease. The increase this year is slight, but it is, nevertheless, a definite indication that departmental business is improving. During the year, and particularly in its closing months, the staffs at a number of offices had to be strengthened because of an increase in the volume of work.

Throughout the year good work has been done by the staff, and, although there may be some disappointment at the possibility of a postponement of the regrading due on the 1st April, 1934, officers generally are appreciative of Government's financial difficulties.

To assist with the work of other Government Departments, frequent calls are still being made upon the staff. Altogether 184 officers of the personnel were on loan at the close of the year.

COMPARATIVE RETURN OF PERSONS EMPLOYED IN THE DEPARTMENT.

The total number of persons employed in the Department on the 1st April, 1933 and 1934, was as under :—

	1st April, 1933.	1st April, 1934.
Permanent Staff—		
Administrative Division	4	4
Clerical and Engineering Divisions	3,279	3,348
General Division	5,097	5,058
	8,380	8,410
Temporary Staff	45	69
Casual Staff	71	81
	8,496	8,560
Non-permanent Staff—		
Country Postmasters and Telephonists	1,669	1,677
Postmasters who are Railway officers...	84	86
	10,249	10,323

HEALTH OF PERMANENT STAFF.

The following table gives the average absence of officers on sick-leave this year as compared with last:—

	Number on Staff.	Average Absence per Sick Officer.	Average Absence for each Officer employed.
Year ended 31st March, 1934—			
Men	7,783	10·39	4·13
Women	627	17·21	9·41
Year ended 31st March, 1933—			
Men	7,736	9·75	3·80
Women	644	12·08	6·86

The marked increase in the average absence per female officer is due to a larger number of protracted absences.

Fifteen officers died during the year. There were no fatalities as a result of mishaps whilst on duty.

PERSONAL.

Mr. G. McNamara, C.B.E., Director-General of the Department, left New Zealand on the 15th December, 1933, to attend the Universal Postal Union Congress which was opened in Cairo on the 1st February, 1934. During his absence Mr. J. Robertson, First Assistant Secretary, is acting as Director-General, and Mr. F. J. Shanks, Second Assistant Secretary, is acting as First Assistant Secretary. Mr. W. W. Wilson, Principal, Postal Division, is undertaking the duties of the Second Assistant Secretary.

Mr. W. J. Gow, Second Assistant Secretary, retired on the 31st August, 1933, after completing forty years' service. He was succeeded as Second Assistant Secretary by Mr. F. J. Shanks, Chief Postmaster, Christchurch; Mr. Shanks, in turn, being succeeded by Mr. F. W. Furby, Chief Postmaster, Palmerston North.

CLASSIFICATION OF OFFICERS OF THE DEPARTMENT.

The Post and Telegraph Amendment Act of 1933 provides for changes in the classification of officers of the Department. In place of the present Divisions—Administrative, Clerical, Engineering, and General—the following groups are substituted: Officers appointed by the Governor-General; officers of the First Division; and officers of the Second Division. Officers graded in the First Division are to be paid salaries in accordance with a schedule prescribed by regulations, while those graded in the Second Division are to be paid in accordance with a scale to be determined by the Director-General.

The new grouping will be adopted in the next issue of the departmental List of Officers.

RESTORATION OF OFFICIAL RECOGNITION OF POST AND TELEGRAPH EMPLOYEES' ASSOCIATION.

Official recognition by Government of the Post and Telegraph Employees' Association, which was withdrawn on the 11th May, 1932, was restored on the 1st August, 1933. An agreement was entered into under which the differences previously existing were amicably settled.

PROMOTION BOARD.

Consequent on the passing of the Post and Telegraph Amendment Act, 1933, the personnel of the Promotion Board is constituted as follows:—

- The Director-General of the Department;
- Three senior officers of the Department appointed by the Governor-General to hold office during his pleasure; and
- One other departmental officer elected in the prescribed manner by officers of the Department.

Prior to the amendment mentioned, three senior officers—the Chief Telegraph Engineer and the First and Second Assistant Secretaries—on appointment to office automatically became members of the Promotion Board.

Mr. H. M. Patrick was re-elected to the Board in January last as the representative of the officers of the Service. He was the only officer nominated for election.

INTERCHANGE OF OFFICERS WITH OTHER DEPARTMENTS.

Resulting from amended legislation under the Post and Telegraph Amendment Act, 1933, it is now required that the Post and Telegraph Promotion Board, when arriving at a recommendation for the filling of a vacant position in the Department, shall consider the claims of officers of the whole of the Government Service, instead of the claims of officers of the Post and Telegraph Department only, and recommend to the Public Service Commissioner for appointment the officer best entitled, by merit, to the position. A person who is not an officer of the Government Service must not be recommended unless the Board is satisfied that there is no officer of the Government Service available and suitable for appointment.

At the same time the restrictions on the transfer of officers from the Post and Telegraph Department to other Departments were modified to provide that transfers may now be made, subject to the consent of the Director-General.

TELEGRAPH ENGINEERS' OFFICES : EXTENSION OF DECENTRALIZATION.

On the 1st June Telegraph Engineers' Offices were established at Whangarei, New Plymouth, Timaru, and Invercargill. On the same date the headquarters of the Auckland Eastern Sub-district were transferred from Auckland to Hamilton. Under the decentralization scheme it is hoped to achieve more effective control in engineering matters.

APPEAL BOARD.

The Post and Telegraph Appeal Board sat on only one occasion during the year. Fifty-nine appeals from eighteen officers were adjudicated upon, with the following results: Withdrawn, eight; did not lie, five; disallowed, forty-six. Colonel J. J. Esson, C.M.G., acted as Chairman in place of Mr. E. C. Cutten, who was absent from New Zealand at the time of the sitting.

The recommendation of the National Expenditure Commission that a charge of 10s. 6d. be made in respect of each appeal lodged (other than an appeal against dismissal) was made law in section 54 of the Finance Act, 1933 (No. 2). This legislation became effective on the 22nd December.

DEPARTMENTAL CORRESPONDENCE SCHOOL.

Twenty-one separate courses of instruction were available to officers of the Department during the early portion of 1933; but, later, the curriculum was reduced to nine subjects, activities being confined to the educational section of the Entrance Examination. Partly as an economy measure, and partly because of a lack of appreciation on the part of officers of facilities made available at some expense to the Department, the school is no longer providing tuition for officers sitting for departmental examinations, with the exception that tuition for the departmental Entrance Examination is being continued pending a further review of the position when the existing courses terminate in November, 1934.

Of the 472 officers who availed themselves of the tuition provided by the school during the year, 79 per cent. were successful at the various departmental examinations. This percentage compares more than favourably with that secured by 474 non-students who sat for the same examinations and of whom only 15 per cent. were successful.

EXAMINATIONS.

Of the 1,516 officers who sat for departmental efficiency examinations held during the year, 746 were either wholly or partially successful.

Important amendments were made during the year to the regulations affecting departmental examinations. In future the departmental Entrance Examination, or its equivalent, will be the examination qualification required for appointment to the clerical positions of cadet, clerk, or telegraphist. The Competency Examination will be held only in special cases in which the value of an officer's services cannot be satisfactorily assessed by observation, or when, in the opinion of the Director-General, some doubt exists as to such value.

The Entrance Examination sets a standard comparing with the standard of the Public Service Entrance Examination, but limits the range of subjects to those likely to be of most use to officers in the Department.

The Competency Examination is an examination designed to test an officer's knowledge of the branch in which he is employed.

SUGGESTIONS BOARD.

The number of suggestions made by officers for improving the working of the Department was 281. Awards during the year numbered eight, the total sum awarded being £27 10s. Since the inception of the Suggestions Board in 1927, over 2,600 suggestions concerning all classes of departmental work have been submitted by officers.

COMMERCIAL BRANCH.

The Commercial Branch not only maintained but improved its position during the year. The Branch is concerned chiefly with increasing the number of telephone subscribers, with extending the use of the mails by business firms, and with selling telephone directory and other departmental advertising-space. Coming into close contact with business houses throughout the Dominion, the Commercial Branch is one of the first to experience the effects of any fluctuation in the prosperity of the business community. As indicating an improvement in trading conditions, it is satisfactory to record, therefore, an increase of 10.5 per cent. in the business handled by the Branch.

The total value of business transacted by the Branch during the year was £39,477. Of this amount, £17,321 was made up of telephone business and £22,156 of advertising business and miscellaneous services.

The decision made during the year to publish with telephone directories classified business directories listing all business telephone subscribers in the order of their occupations has added another activity to the work of the Commercial Branch. Many business firms desire to be listed under several business headings and to advertise in the classified business columns. In this direction the Commercial Branch attends to their needs.

STORES BRANCH.

The following statement indicates the value of stores received and issued in the Auckland, Christchurch, Dunedin, and Wellington storekeeping districts during the year, and the value of stocks held at the end of the year. For the purpose of comparison the particulars for the previous year are shown also :—

	1933-34.			1932-33.		
	Receipts.*	Issues.*	Stock in hand, 31st March, 1934.	Receipts.*	Issues.*	Stock in hand, 31st March, 1933.
	£	£	£	£	£	£
Auckland ..	76,526	87,694	110,044	92,025	100,446	121,212
Christchurch ..	33,818	39,719	73,672	43,069	46,578	79,573
Dunedin ..	17,874	25,408	47,668	26,920	31,092	55,202
Wellington ..	136,935	159,808	256,834	164,280	163,452	279,707
Dominion totals ..	265,153	312,629	488,218	326,294	341,568	535,694

* Excluding transfers within storekeeping districts.

The total value of orders placed during the year was £178,483. Of this amount, £121,129 represented the cost of stores for supply from within the Dominion, including £29,680 for stores purchased under contracts arranged by the Stores Control Board. The total value of orders placed during the previous year was £130,276.

Particulars of purchases arranged by the Post and Telegraph Department on account of other Departments under the Stores Control Board Regulations are set out hereunder, the figures for the previous year being shown also :—

Year ended	Requisitions.	Items.	Value of Items purchased.		
			On Indent.	Locally.	Total.
			£	£	£
31st March, 1934 ..	3,334	15,921	15,831	45,608	61,439
31st March, 1933 ..	3,155	13,560	13,361	40,247	53,608

The purchase was arranged during the year of 104 motor-vehicles for other Departments and 48 motor-vehicles for the Post and Telegraph Department. The figures for the previous year were 57 and 45 respectively.

SALE OF OBSOLETE AND UNSERVICEABLE MATERIAL.

A number of auction sales of obsolete and unserviceable material, including worn-out motor-vehicles from various Departments, was held during the year. The total value of property disposed of was £3,079. This sum includes the value of scrap lead and other metals.

MARINE INSURANCE FUND.

The insurable value of stores from countries within the Empire and the United States of America covered under the New Zealand Government Marine Insurance Fund was £49,280.

WORKSHOPS.

The various departmental workshops throughout the Dominion continue to render efficient and economical service, and form an important and essential branch of the Department's organization.

The total value of the work performed in the various workshops during the year amounted to £75,736, of which £8,489 represented the value of services rendered to other Government Departments.

BUILDINGS AND LAND.

A commencement was made with the erection of a new chief post-office building at Dunedin and the erection of new post-office buildings at Taumarunui and Waitakaruru.

A small garage was erected at Dannevirke, and additional post-office accommodation was provided at Heriot. Additional accommodation for the Te Puke Post-office was provided by absorbing the residential quarters and carrying out structural alterations. Improvements were made in the accommodation provided in the Christchurch Chief Post-office building for the Money-order and Savings-bank Branch.

As the result of the earthquake experienced on the 5th March, the Eketahuna and Woodville Post-office buildings were severely strained. It will be necessary in each case either to remove the upper story or to reconstruct it in wood.

Areas of land were acquired as follows: Brown's Bay (Auckland), site for radio receiving-station; Macandrew Bay (Dunedin), site for post-office building; Waitakaruru, site for post-office building.

The old post-office building and site at Waitara and the former post-office building at Athol were disposed of.

Areas of land no longer required at the following places were disposed of: Gowan, Lansdown, Manutahi, Oruanui, Rewa, Tokaanu, Wanganui East. The land at Oruanui comprised a timber reserve of over 130 acres, for which the Department had no prospective use. It was transferred to the Department of Native Affairs.

DEPARTMENTAL MOTOR-VEHICLES.

Due to the need for economy in expenditure, replacements of departmental motor-vehicles in the past two years were made only in special cases, so that the fleet has had little margin on which to work, even with the reduced business offering. This, combined with an increase early in the year in the demands made by other Departments for car transport, and an increase in departmental engineering activity, particularly in respect of radio interference, made it necessary for the Department to purchase a number of new vehicles. The majority were $\frac{1}{2}$ -ton trucks, but a proportion of the purchases comprised 1-ton and $1\frac{1}{2}$ -ton trucks, and motor-cars principally of 10 h.p. rating. The policy was continued of purchasing vehicles manufactured in Great Britain.

The number of departmental motor-vehicles in commission at the close of the year was 552, comprising 443 lorries, trucks, and vans, 107 motor-cars, and 2 motor-cycles.

Twenty-one vehicles were withdrawn from service. The fleet, including several vehicles held for sale, now shows a net increase of 15.

The number of miles travelled by the fleet during the year was 3,854,625.

POST OFFICE.

"HOUSEHOLDER" CIRCULARS: DISCOUNT ON LARGE POSTINGS.

For some years prior to the 1st June the Department's regulations provided for the acceptance of "Householder" circulars at a postage rate of $\frac{1}{2}$ d. for each article not exceeding 2 oz., a reduction in postage to $\frac{3}{4}$ d. being made if the number of circulars posted by a person or firm in any period of twelve months was 250,000 or more. It later became apparent that very few New Zealand firms were in a position to qualify for the concession rate of $\frac{3}{4}$ d. by posting 250,000 or more "Householder" circulars in twelve months. The Department decided, therefore, in order to bring the benefit of the concession within the reach of a larger number of firms, particularly New Zealand firms, to reduce the number of circulars which would entitle a sender to qualify for the concession rate. Accordingly, the Department's regulations were amended to provide that, as from the 1st June, 1933, the reduced rate of $\frac{3}{4}$ d. apply to postings of 100,000 or more "Householder" circulars posted in any period of twelve months. It is anticipated that this action will result in increased business, and that the gain so arising will more than balance any loss which may otherwise have occurred.

INLAND MAIL-SERVICES.

The various North Island mail-service contracts, which expired on the 31st December, were relet from the 1st January at a substantial saving in cost.

The contracts for the services in the Auckland, Hamilton, and Thames Postal Districts were let for a period of two years, and the remainder of the North Island services for a period of three years. This will provide for the further spreading of the reletting work, an important consideration from the General Post Office point of view. The services are now arranged in three groups, the contracts, which are usually arranged for three-year terms, expiring in different years.

At the North Island reletting an increased number of services were tendered for *en bloc* at prices considerably less than were previously obtaining. Many other services were rearranged, enabling costs to be reduced without impairing efficiency. As a result of reductions in cost, in certain cases it was possible to reduce or abolish settlers' contributions towards mail-services.

For the first time the reletting of contracts was conducted with due regard to the requirements of the Transport Licensing Act. Due to the control now exercised on road services, the number of tenders received was necessarily smaller than formerly. On the whole, there was little indication of any tendency to take advantage of the position to demand excessive mail subsidies. On account of the lack of competition, high tenders were in a few instances submitted, but usually negotiations with tenderers produced satisfactory results. In the few cases where such negotiation failed the Licensing Authorities were asked to fix the subsidies; and generally the results were satisfactory. It may be mentioned that mails are now included in the term "goods" as defined in the Transport Licensing Act.

The question of transport licensing law in its effect on mail-services of the Department is still the subject of discussion with the Transport Department.

As at the end of February service was being given to 22,833 rural mail-box holders. This number is the highest recorded. It is interesting to note in this connection that even in the difficult years just past the number of box-holders recorded at the end of each calendar year has shown a progressive increase.

An improvement has been effected in mail transit between the Gisborne district on the one hand and the Bay of Plenty, Waikato, and Auckland districts on the other, due to the establishing of a night mail-service between Gisborne and Taneatua.

During the winter of 1933 the steamer "Tees," which is the vessel usually employed (but not under contract) in the service between New Zealand and the Chatham Islands, was withdrawn for a period of approximately six months. Special arrangements were made by the Department for the fishing trawler "Southsea" to convey mails to and from the islands until the resumption of the normal service by the "Tees."

On the 8th May a cloud-burst in the vicinity of Stratford did extensive damage to roads, and mail-services in the vicinity were interrupted for approximately a week.

On the 26th and 27th May heavy rain caused an interruption of the Napier-Gisborne and Motu-Opotiki services, but no great inconvenience resulted.

On the 14th July floods in the South Westland district interrupted the Hokitika-Weheka mail-service for a day.

The Stratford-Okahukura Railway, which has been operated by the Railway Department since the 3rd September, has provided a very convenient mail-service connection between the Auckland and Taranaki Provinces. In addition to daily trains between Taumarunui and Stratford, a night express is run between Auckland and New Plymouth on alternate nights from each end.

As a result of an earthquake on the 5th March last, road communication between Pahiataua and Pongaroa was interrupted for several days, and it was necessary to use the alternative route via Dannevirke for the transport of mails to and from Pongaroa and district.

DISORGANIZATION OF MAILS DUE TO SEAMEN'S STRIKE.

A strike of seamen, extending from the 2nd to the 12th May, caused some dislocation of the Wellington-Picton and Wellington-Nelson sea mail-services from the 2nd to the 5th May. For the whole period of the strike the services between New Zealand and Sydney were also affected, one vessel being delayed for four days and one sailing being cancelled.

The strike was called suddenly, and there was delay in despatches between the ports of Wellington and Nelson and Wellington and Picton until a day or two elapsed. Frequent exchanges of mails were then made by the auxiliary scows "Echo," "Kohi," and "Talisman," and the small motor-vessel "Opawa." These vessels, together with the regular steamers "Arahura" (on the Nelson run) and "Tamahine" (on the Picton run), which resumed running on the 6th May, maintained an adequate service for the duration of the strike.

On the 3rd May mails from the North Island for the Marlborough District were despatched via Lyttelton, and mails from Marlborough for the North Island were forwarded by the same route on the 6th May. Advantage was also taken of an opportunity to exchange mails by air between Blenheim and Wellington and *vice versa* on the 4th May, Nelson mails also being included in this despatch from Wellington for sending overland from Blenheim.

POSTAL VANS ON NORTH ISLAND MAIN TRUNK RAILWAY.

To provide on this important route improved facilities for the handling of mails and better conditions for officers, arrangements have been made with the Railway Department for the remodelling of the postal vans in use on the North Island Main Trunk railway. The principal alteration will be the provision in the vans of four doors—two suitably spaced on each side—in place of two doors—one on either side, in the middle—as at present. Electric light is also being installed in the vehicles, in place of gas lighting, and the arrangement of the fittings improved.

On this route the postal vans are now run on the back of the train instead of on the front next to the engine. This change is welcomed by the Department and departmental officers alike.

PAYMENT TO RAILWAY DEPARTMENT FOR HAULAGE OF MAIL-WAGONS.

From the 1st April payment at the rate of 1s. a mile instead of 9d. a mile is being made to the Railway Department for the haulage of bogie wagons containing mails conveyed on express and mail trains.

OVERSEAS MAILS.

The Auckland-Vancouver and Wellington-San Francisco ocean mail-services continued during the year with their usual regularity. The average times of transmission of the mails by these routes were as follow:—

Auckland to London via Vancouver	..	..	..	..	29·8 days.
London to Auckland via Vancouver	..	..	..	..	30·7 days.
Wellington to London via San Francisco	..	..	..	..	28·8 days.
London to Wellington via San Francisco	..	..	..	..	31·2 days.

The "Niagara" and the "Aorangi" continue to run on the Auckland-Vancouver service, and the "Makura" and "Maunganui" on the San Francisco route. In June-July and again in August-September the "Monowai" replaced the two first-named vessels for annual overhaul.

The trans-Tasman service was maintained by the "Wanganella," "Monowai," and "Marama." In addition, the contract steamers on the Vancouver and San Francisco routes and the steamers of the Matson Co. provided additional despatches at regular intervals.

The Auckland-Fiji-Tonga service was maintained by the "Waipahi," while use was made of the "Maui Pomare" on occasions for despatches to Niue and Samoa.

There was a noticeable decrease in the number of vessels sailing from New Zealand for Great Britain via Cape Horn, there being a tendency, due, no doubt, to the fall in value of the American dollar, to revert to the route via Panama. Sailings via Cape Horn provide a good service for the despatch of mails to the Eastern States of South America. Due to the reduced sailings, it was necessary on occasions to revert to the practice of forwarding all mails for South America via Vancouver or via San Francisco.

AIR MAILS.

An outstanding event during the year was the carriage of mails by air between New Zealand and Australia. On the 17th February, 1934, Flight-Lieutenant C. T. P. Ulm, flying the monoplane "Faith in Australia" from Muriwai Beach (Auckland) to Sydney, carried the first trans-Tasman air mail. The flight commenced early in the morning and finished in the late afternoon. To commemorate the occasion a special air-mail stamp was issued—see page 15 of this report. This special air-mail flight was followed in the succeeding month by one from Ninety-mile Beach (Kaitaia) to Sydney, performed by Sir Charles Kingsford Smith in the monoplane "Southern Cross," and by a return trip Australia—New Zealand—Australia performed in April by Flight-Lieutenant Ulm in the "Faith in Australia," in course of which the first air mail Australia—New Zealand was carried from Sydney to New Plymouth.

Details of the flights and of the mail-matter carried are as follow :—

Date.	Flight.	Machine.	Number of Letters carried.			Net Weight.	Number of Letters for Return to Country of Origin of Flight.	Flying-time.
			Ordinary.	Registered.	Total.			
1934.						lb.		Hr. min.
17th February	Auckland—Sydney	"Faith in Australia"	37,578	1,677	39,255	550	12,860	14 10
29th March ..	Kaitaia—Sydney ..	"Southern Cross" ..	20,979	887	21,866	317½	8,583	13 25
11th—12th April	Sydney—New Plymouth	"Faith in Australia"	37,869	2,102	39,971	515	13,033	16 46
14th April ..	Kaitaia—Sydney ..	"Faith in Australia"	20,935	1,254	22,189*	289	3,372	11 58

* 11,890 being returned to Australia.

In the case of the mails from New Zealand, an air-mail fee at the rate of 6d. per half-ounce per article was charged in addition to ordinary postage. Thus the minimum charge on a letter was 7d. In the case of the mail from Australia the same minimum applied, made up of an air-mail fee of 5d. per half-ounce and postage of 2d. per ounce.

In respect of the first and second flights, payment to the flight promoters was made at the rate of 5d. per each half-ounce per article. In the case of the flight of the 14th April, Flight-Lieutenant Ulm's offer to convey the mail at the rate of 4d. per half-ounce per article was accepted. The balance of the air-mail fees was retained by the Department to meet the cost of the special arrangements required to be made, usually at short notice, on the occasion of each flight.

In co-operation with the Defence Department and the Hawke's Bay Aero Club, special arrangements were made for the distribution by air within New Zealand of the air mail from Sydney which arrived at New Plymouth on the 12th April, thus expediting considerably the delivery of the greater portion of the mail, and demonstrating the value of an inland air service combined with a trans-Tasman service. When the "Faith in Australia" landed at the Bell Block Aerodrome, New Plymouth, at 11.53 a.m., other machines were in readiness to depart with sections of the mail for Auckland, Hastings, and Wellington; and, in less than twenty minutes, all three machines were laden and had left for their destinations. The machine for Auckland, which left at 12.10 p.m. and arrived at the Mangere Aerodrome at 1.23 p.m., carried mails for Auckland and districts served from Auckland, as well as mail-matter to be returned to Australia. The machine for Hastings, which also left at 12.10 p.m. and arrived at its destination at 2.15 p.m., conveyed mails for Hastings and Napier as well as for other parts of Hawke's Bay and for the Gisborne district. The machine for Wellington, which left at 12.12 p.m., conveyed mails for Wellington and the South Island. After landing the Wellington mails at the Rongotai Aerodrome at 2.20 p.m. the plane left at 2.40 p.m. for Christchurch, arriving at Sockburn at 4.56 p.m. The mails carried by these New Zealand machines arrived at post-offices as follows: Auckland, 1.55 p.m.; Wellington, 2.45 p.m.; Napier, 3 p.m.; Christchurch, 5.10 p.m. A Hawke's Bay Aero Club machine carried the mail from New Plymouth to Hastings, and Defence Department machines carried out the northern and southern flights. The balance of the mail-matter carried by the "Faith in Australia" arrived at the Chief Post-office, New Plymouth, at 12.35 p.m.

In view of the progress which has been made in the development of aviation, it seems almost unnecessary to record that the special trans-Tasman air-mail flights were carried out without mishap of any kind. Not at any stage was there cause to fear for the safety of the airmen or mails; and there can be no doubt that these flights, considered with the non-air-mail flights that have been made, are an indication that a regular and safe air-mail connection between Australia and New Zealand can be looked forward to.

In noting the support that was accorded the air-mail despatches, making them a financial success, it must not be overlooked that the patronage came principally from philatelists. In view of the keen interest and support of philatelists in the flights, special steps were taken in New Zealand to ensure that all correspondence was date-stamped, by hand, as perfectly as possible. Similarly, on the arrival of the air mail from Australia the correspondence was date-stamped on the back, also by hand.

Two of the three air-mail flights from New Zealand commenced from Ninety-mile Beach, the Post Office terminal being Kaitaia. It is mentioned that, due to its distance from the principal centres of New Zealand, Kaitaia is inconvenient as a commencing or terminal point for trans-Tasman air mails. When departure is made from Kaitaia, at the northern end of New Zealand, connecting mails from most of the principal centres of the Dominion require to be closed so long before the time of departure of the machine that a good portion of the benefit which air transmission affords is lost.

POSTAGE-STAMPS.

NEW SERIES OF PICTORIAL STAMPS.

Following the decision to produce the new series of pictorial postage-stamps by the line-engraved process, a contract was let with Messrs. de la Rue and Co., Ltd., London, for the printing of supplies of all denominations except the 9d., which is being lithographed by Messrs. Waterlow and Sons, Ltd., London. The 9d. denomination, owing to special requirements of design, could not be produced satisfactorily except by lithography.

Proofs of the master dies of all designs were approved and returned to London during the year, the last in February. It is anticipated that the new stamps will arrive in New Zealand towards the end of 1934. As soon as possible after receipt, the full series will be placed on sale simultaneously at all post-offices in the Dominion.

AIR-MAIL STAMPS.

To commemorate the first trans-Tasman air-mail flight, referred to on page 14 of this report, the existing 7d. air-mail stamp was printed in turquoise blue, and overprinted with the words "Trans-Tasman Air Mail 'Faith in Australia.'" The stamp was issued on the 17th January, 1934; and supplies were withdrawn on the 17th February, the day of the flight. The number printed was 180,000. Of this number, 83,078 were sold. The surplus stock was destroyed.

"HEALTH" STAMPS.

The practice of raising money for children's health camps by means of "Health" stamps was continued during the year. A "Health" stamp of the denomination 2d. (1d. for postage, 1d. for health) was placed on sale on the 8th November, and, in accordance with the practice of previous years, withdrawn on the 28th February following. The design, representing "The Path to Health," was the work of Mr. J. Berry, of Wellington. A steel plate to print sixty stamps to a sheet was made by Mr. H. T. Peat, of Wellington, and the stamps were printed by the intaglio process at the Government Printing Office.

The number of stamps sold was 260,883, the gross value being £2,174 0s. 6d., as compared with a gross return of £1,974 4s. the previous year. The amount made available to the Health Department for health-camp purposes was £921 9s. 7d. The increase in the number of stamps sold, 10·12 per cent. over the previous year, is a satisfactory indication that the scheme is gaining ground in New Zealand.

OFFICIAL STAMPS.

The 5s. denomination of the New Zealand Coat-of-Arms series of stamp-duty stamps was overprinted "Official" in April, 1933.

POSTAL UNION STATISTICS.

Under international postal law each country retains the revenue received from the sale of postage-stamps in its territory, but is responsible for the cost of forwarding its mails to destinations overseas. In many cases transits through other countries and beyond are concerned, and statistics to form the basis for calculating the amounts payable for these transits were taken during the year in all countries of the union. In New Zealand this imposed an appreciable amount of extra work at the principal overseas ports of Auckland and Wellington. Such statistics are taken every three years over a period, in the case of New Zealand, of twenty-eight days, and serve as a basis of settlement for the year preceding and the year following, as well as for the year of taking of the statistics.

A simplified system of taking the statistics was employed on this occasion in accordance with a decision taken at the Postal Congress of London in 1929. Previously, it was necessary to calculate to the nearest kilogram the weight of each bag of mail, and to enter the total weight of the mail on the letter-bill. The procedure now is to divide the bags into three categories—light bags (2 kg. to 5 kg.), medium bags (5 kg. to 15 kg.), heavy bags (15 kg. to 30 kg.), and merely to note on the letter-bill the number in each category. Under the new system, the work is a good deal reduced.

The principal countries to which New Zealand requires to make payment for the onward transit of mails are Canada and the United States of America (for transit across America and beyond of European mails) and Australia (for transit across Australia and beyond of mails for the East, &c.).

The above remarks apply to the international transit of all mails except air mails and parcel mails. In respect of overseas air mails and parcel mails, special accounting systems are in vogue.

INSPECTION.

During the year, 1,236 visits of inspection to post-offices were made by Inspectors, and on almost every occasion the values were audited. At only one office was a serious deficiency found. This is a most satisfactory position, as, although the cash advances at offices are at all times kept at a minimum, the total money transactions of the Department for the year amounted to no less than £165,000,000.

It is the duty of Inspectors to examine all phases of the work undertaken at the various offices with a view to maintaining efficiency at a minimum of cost.

BURGLARY OF POST-OFFICE PREMISES, ETC.

The number of burglaries committed at post-offices during the year was not abnormal. The total amount stolen was comparatively small, due to the fact that a minimum amount of cash is held at offices. Many of the offenders were apprehended and dealt with according to law. The majority of the offences occurred at non-permanent offices located in general stores or other buildings which are not owned by the Department.

Thefts from street posting-boxes, public-call offices and stamp-vending machines occur every year. The number was not unusual in the year under notice. From this class of offence thieves receive a poor return in money; but such interference frequently causes a good deal of inconvenience to the public, and at times involves the Department in considerable expense in restoring the services and making good the damage done.

It is appropriate under this heading to mention that cases have occurred in which money stolen from Government has been posted by the thief to a fictitious name in another town, the thief himself intending to take delivery. To remove any doubt that might exist in the matter, it is now provided, in section 4 of the Post and Telegraph Amendment Act, 1933, that the Postmaster-General may dispose of such stolen money as he thinks fit.

ARTICLES DELIVERED.

During the year 1933 the estimated number of articles delivered in the Dominion, including those received from places overseas, compared with the number in 1932, was as under:—

	1933.	1932.	Increase, per Cent.
Letters	136,137,538	128,139,784	6·24
Post-cards	3,991,591	3,738,990	6·75
Parcels	1,739,731	1,475,612	17·8
All other articles	94,444,813	89,216,910	5·86
Totals	236,313,673	222,571,296	

AVERAGE NUMBER OF LETTERS POSTED PER UNIT OF POPULATION.

1933, 81·79.

DEAD LETTER OFFICE.

	1933.	1932.
Letters returned to senders in New Zealand	385,464*	372,665†
Other articles returned to senders in New Zealand	183,039	179,939
Letters returned to other Administrations	40,089‡	37,017§
Other articles returned to other Administrations	33,808	33,772
Letters destroyed (senders unknown and contents of no value)	22,429	19,232
Letters and letter-cards posted without addresses	9,541	8,784
Letters imperfectly or insufficiently addressed	16,614	18,201
Letters intercepted addressed to persons and firms on prohibited list	6,054	3,086
Letters intercepted on account of libellous addresses	53	68
Newspapers received without addresses	1,786	2,412
Other articles received without addresses	1,878	2,137
Newspapers returned to publishers as undeliverable	39,067	36,048
Articles bearing previously used stamps	105	104

The proportion of undeliverable letters to the total number of letters delivered was 0·33 per cent., the same as in the previous year.

PROHIBITED CORRESPONDENCE.

Due to the activities of large numbers of overseas lotteries, art unions, sweepstakes, &c., the volume of correspondence intercepted in the post for addresses which have been prohibited is still appreciable. The number of letters intercepted at present exceeds six thousand annually, which is almost double the number intercepted a year ago.

* Including 16,974 registered.
490 registered.

† Including 17,645 registered.

‡ Including 391 registered.

§ Including

MISSING POSTAL PACKETS.

During the year 1933 5,167 complaints regarding the non-delivery of postal packets of all kinds were investigated by the Department. In 2,686 cases, or 51·98 per cent. of the total number, the articles were traced or accounted for satisfactorily. These cases may be summarized as follows:—

Sender responsible for delay	757
Addressee responsible for delay	1,035
Post Office responsible for delay	182
No delay, or responsibility not fixed	712

In 2,481 cases the number of disposal of the postal packets could not be determined. A comparison of this figure with the total number of articles posted shows that the percentage of cases in which packets were not accounted for was 0·0011.

MONEY-ORDERS.

During the year 635,674 orders were issued, of a value of £3,112,729. This represented a decrease compared with the previous year of 13,277 in number and of £222,823 in value.

POSTAL NOTES.

The postal-note service was more freely used this year than last. The sales were 2,883,070 postal notes, of a value of £1,061,946, against 2,686,648, of a value of £958,373, during the previous year.

The commission totalled £26,249 2s. 11d., an increase of £2,346 13s. 10d. on the commission earned in the previous year.

BRITISH POSTAL ORDERS.

British postal-order business fell away to an extent, 77,229 orders, of a value of £37,921 3s. 4d. being sold, as against 100,568, of a value of £54,200 14s. 4d., for the previous year. The number of orders paid was 28,056, of a value of £14,643 9s. 6d., compared with 28,603, of a value of £15,409 19s., paid during the previous year.

SAVINGS-BANK.

The deposits in the Post Office Savings-bank amounted to £19,428,853, and the withdrawals to £17,818,172, an excess of deposits of £1,610,681. The interest credited to depositors was £1,231,089, and the total amount at the credit of depositors at the end of the year was £44,870,391.

On the 1st February savings-bank ledger offices were established at Lower Hutt and Petone.

The Post and Telegraph Amendment Act, 1933, contained a number of provisions respecting the savings-bank. Since the savings-bank provisions of the previous Act were enacted, conditions have changed considerably, and the amendments aim at making the system more elastic. Some of the changes will assist in simplifying procedure in connection with a comprehensive scheme which is proposed to be embarked upon next year for the encouragement of thrift among school-children.

POST OFFICE INVESTMENTS CERTIFICATES.

Post Office investment certificates having a currency of two and five years were withdrawn from sale on the 1st August, and a new issue, having a currency of six years, was made available on the 2nd October.

A special feature of the new issue is that the holder has the right, by giving one month's notice, to redeem his certificates at any time after six months from the date on which they were issued. Further, if certificates are not redeemed at maturity, interest will be allowed on them until they are redeemed, but the period for which interest will be so allowed is limited to four years after the date of maturity.

It is anticipated that, as a result of these provisions, Post Office certificates will prove an attractive form of investment.

WORK PERFORMED FOR OTHER DEPARTMENTS.

The Department continues to undertake a vast amount of work for other Departments. The total sum handled in this respect during the year amounted to approximately £31,000,000.

REGISTRATION OF MOTOR-VEHICLES, AND ASSOCIATED WORK.

The volume of work handled in connection with the registration and annual relicensing of motor-vehicles has shown an increase during the year. Although on the 1st June the registrations of 14,162 vehicles were cancelled owing to their not having been licensed for the two previous licensing years, the total number of motor-vehicles (cars, commercial vehicles, cycles, &c.) licensed at the close of the financial year was 196,252, as compared with 193,844 last year. The number of licenses issued in the North Island was 125,453, and in the South Island 70,799. In addition, 1,033 sets of demonstration plates were issued to dealers in motor-vehicles. The total fees collected by the Department in respect of the registration, licensing, and change of ownership, &c., of motor-vehicles totalled £347,381.

In the twelve months 54,729 notifications of change of ownership were dealt with and 6,773 duplicate certificates of registration were issued, whilst substitute plates were applied for by 1,312 owners of motor-vehicles.

Motor-registration fees are collected at approximately 800 post-offices in the Dominion, at 351 of which the Postmasters have been appointed Deputy Registrars. Local registers of motor-vehicles are kept at each Deputy Registrar's Office, and a general register comprising the whole of the registrations in the Dominion is kept by the Registrar of Motor-vehicles at Wellington.

The insurance premiums payable by motorists in terms of the Motor-vehicles Insurance (Third-party Risks) Act, 1928, were collected by the Department on behalf of the forty-one insurance companies authorized to underwrite business in terms of that Act. Owners of vehicles may nominate any one of these companies to which the nomination forms are forwarded. The volume of work entailed in distributing the forms to each nominated company will be appreciated when it is realized that 201,315 proposal forms were dealt with. The gross amount of insurance premiums collected during the year was £226,728.

The Department is required in terms of the Motor-spirits Taxation Act, 1927, to arrange refunds of duty on motor-spirits used for purposes other than as fuel for licensed motor-vehicles. During the year 49,265 claims were dealt with involving refunds amounting to £138,194. Payment of these claims is made by Postmasters. The number of claims dealt with has increased progressively each year, those handled in 1933 showing an increase of 3,279, compared with those of the previous year. Considerable inquiry work is involved in connection with some of the claims.

Suited as it is with its widespread organization to conduct business on behalf of Government in cases in which it is necessary to deal with persons residing in country districts as well as those resident in the more thickly populated areas, the Post Office was entrusted with the duty of collecting the special mileage taxation (prescribed in section 19 of the Finance Act, 1932-33 (No. 2)), which is payable in respect of the road-mileage covered by all motor-vehicles not propelled exclusively by means of motor-spirits. Owners of vehicles subject to the tax are required to make a declaration each month of the actual road-mileage covered by their vehicles. A penalty is payable in respect of each declaration that is not made within seven days after the close of each month. During the year declarations in respect of 269 vehicles were dealt with, the total amount of tax collected being £2,016.

At the request of the Transport Department, the Department undertook, as from the 1st June, through its Postmasters who are Deputy Registrars of Motor-vehicles, the issuance of temporary goods licenses under the Transport Licensing Act, 1931. The system is working satisfactorily.

Detailed particulars of the work undertaken by the Registrar of Motor-vehicles appear in the report of the Transport Department.

UNEMPLOYMENT.

The work associated with unemployment has reached such proportions that it occupies an important place in the Department's activities.

Receipts and payments on behalf of the Unemployment Board during the year totalled approximately £7,000,000, and, as many of the transactions are for small amounts, it will be appreciated that this involved a very large volume of work.

Particulars of the various classes of transactions are indicated hereunder:—

- (a) Quarterly instalments of the general unemployment levy collected amounted to £432,509.
- (b) The sales of unemployment-relief stamps, which are used mainly for the payment of wages-tax, amounted to £1,422,740. In addition, wages-tax amounting to £1,067,643 was paid in cash to the Post Office.
- (c) An amount of £834,653 was paid through the Post Office in respect of emergency unemployment charge on income other than salaries and wages.
- (d) Wages payments made through the Post Office to relief workers during the year totalled £3,221,318.

In many instances difficulty is experienced in obtaining payment on the due dates of instalments of the unemployment levy, and the emergency unemployment charge on income, and this adds substantially to the volume of work which has to be undertaken.

Postmasters continue to act as certifying officers and as Government representatives on local unemployment committees. Their services, besides being of great value to the Unemployment Board, have proved helpful to persons who are registered as unemployed.

TELEGRAPH AND TOLL SERVICES.

TELEGRAM CHARGES, ETC.

In May a committee of departmental officers was appointed to inquire into and report whether any changes in equipment, operation, or organization in the Telegraph Branch would be the means of putting the Branch on a better footing, financially and otherwise. Following consideration of the report of the Committee, it is proposed, as from the 3rd April, 1934, to abandon the existing uniform system of charging for telegrams in favour of a zonal system, under which the charge will vary from a minimum of 6d. for a telegram of twelve words for local delivery to a maximum of 1s. 3d. for a telegram of twelve words despatched between the most distant points. From the same date it is intended also to abolish the double rate of charging for urgent messages, and to apply instead an "Urgent" fee of 6d.; to impose a fee of 3d. on "collect" telegrams; and to reduce to ordinary rates the charges made for telegrams presented on Sundays and holidays, messages which at present are charged at double rate.

Additionally, it is intended, as opportunity offers, to make the following changes in telegraph arrangements:—

- The routing of traffic throughout the Dominion is to be rearranged in order to reduce the transit time and, if possible, the cost of transmission.
- Teleprinters (machine-printing apparatus) are to be substituted for morse apparatus at twenty-two of the larger offices.
- Multiplex apparatus is to be installed at Gisborne and New Plymouth for the purpose of giving these offices direct communication with Auckland and of enabling the existing multiplex plant to be used to fuller and better advantage.
- Certain circuits are to be equipped with single-channel telegraph carrier equipment with the object of giving an additional number of country offices direct communication with one of the four main centres.
- The speed of operation of multiplex systems is to be raised from forty-three to fifty words per minute per channel.
- In order to reduce battery-maintenance costs, the universal battery system is to be installed at a further twenty-four offices. As a result of this, primary batteries for telegraph working will be almost entirely eliminated.
- In order to minimize unproductive operator man-power and to effect savings in plant costs, a considerable reduction is to be made in the number of subsidiary and auxiliary outlets at the smaller offices.
- Approximately seventy morse offices of minor importance handling a comparatively small volume of telegraph traffic are to be converted from morse to telephone working.
- The combined self-enveloping telegram form is to be abandoned and the use of envelopes to be reverted to for all telegrams. The new telegram envelope is to be of distinctive colour and attractive design.
- Improved facilities are to be provided for the travelling public in order that they may avail themselves more readily of the telegraph service.

The telegraph-line plant which will be released consequent upon the adoption of certain of the new proposals will be converted, where economically possible, for use as telephone toll circuits.

The Committee early in its sittings gave consideration to Christmas and New Year "Greetings" telegrams. On the Committee's recommendation, an attractive form was introduced for use during the periods 18th–23rd and 27th–30th December, while a choice of several alternative messages of greeting was given the public. In addition, the charge was reduced to 6d. per message, irrespective of the number of words contained in the address and signature. The improved facility was widely advertised by "Householder" circular, and by officers specially deputed to canvass the principal business houses in the cities and larger towns. Notwithstanding that a number of firms had at the time of approach already arranged for the forwarding of greetings by card, &c., and did not avail themselves of the telegraphic system, the result was most encouraging, the number of greetings messages lodged during the festive season totalling 161,089, as against 66,188 in the previous year. It is hoped to achieve still better results next year.

AMENDMENTS TO REGULATIONS GOVERNING ACCEPTANCE OF CABLE-MESSAGES.

As a result of the deliberations of an International Conference on telegraph and radio-telegraph matters held at Madrid in 1932 the following amendments, effective from 1st January, 1934, were made to the conditions under which code words will be accepted for transmission in cable-messages:—

- (a) Code words must not comprise more than five letters, which may be formed without restriction in respect of vowels.
- (b) Messages containing code words are now charged at the rate of 60 per cent. of ordinary full tariff per word.
- (c) The minimum charge is equivalent to that for a five-word message.

WAITANGI CELEBRATIONS.

An occasion likely to be memorable in the history of New Zealand was the celebrating—on the last anniversary of the signing of the Treaty of Waitangi—of the dedication of the Waitangi Estate to the people of the Dominion. A feature of the celebrations was the laying, adjacent to the old British Residency, of the foundations of a carved Maori meeting-house. The ceremony was performed by His Excellency the Governor-General, in the presence of Ministers of the Crown, members of both Houses of Parliament, distinguished visitors from overseas, other prominent personages, and representatives of the Maori race.

The Department early foresaw the need for providing adequate postal, telegraph, and telephone facilities at Waitangi to meet the demands of the many people attending the celebrations, some of them, particularly Maori parties, being in residence for some days; and a post and telegraph office was maintained from the 26th January until the 9th February. To provide the necessary telegraph and telephone facilities, it was necessary to erect a new metallic circuit between Paihia and Waitangi—a distance of one mile and three-quarters—and to convert to metallic working the three miles and three-quarters of earth-working circuit between Paihia and Opua. A quadruplex morse set was installed at Waitangi, and the office was staffed by officers from Auckland and from offices in the vicinity of Waitangi. Traffic was exceptionally heavy, and the staff was called upon to work long hours. The arrangements worked smoothly, however, and traffic was expeditiously handled. The efficiency and courtesy of the staff employed were the subject of expressions of commendation from many sources.

LYTTELTON AND BULLER BY-ELECTIONS.

On the 22nd November (Buller) and 13th September (Lyttelton), the dates fixed for the parliamentary by-elections rendered necessary by the deaths of Mr. H. E. Holland, M.P. (Buller), Leader of the Opposition, and Mr. J. McCombs, M.P. (Lyttelton), the usual arrangements were made for the reopening in the evening of offices, at places where polling-booths were established, in order to expedite the forwarding of the returns to the electoral officers. In addition, progress reports of the voting were distributed by the Department to all telegraph offices which were open for business.

MAINTENANCE OF TELEPHONE AND TELEGRAPH COMMUNICATION.

During the year the Department's telephone and telegraph plant had been maintained in a very efficient state, thus ensuring a high grade of service to the public. In a few instances disruption to the service caused by the elements of nature was responsible for delays to traffic, but in all such cases prompt and effective steps were taken to restore communication. The strong gales, electrical storms, and heavy falls of snow which are seasonal occurrences in various parts of the Dominion were no less severe this year than on previous occasions, but disruptions which resulted from these causes were, comparatively speaking, negligible.

An earthquake which was experienced on the 5th March caused minor interference with telephone and telegraph services in the Pahiataua and surrounding districts. The same remarks apply in respect of the earthquake which was experienced in the Hawke's Bay District on the 15th March.

The wilful breaking of insulators by irresponsible persons still gives the Department much concern, and whenever the culprits can be apprehended police prosecutions invariably follow. The number of insulators wilfully broken during the year amounted to several thousands, and the cost of replacing them to some hundreds of pounds.

PRINTING TELEGRAPHS.

No additions have been made to the printing-telegraph network during the year, but comprehensive additions are contemplated in the near future. The multiplex and teleprinter systems have continued to render very satisfactory service, and a number of minor mechanical improvements have been made. A series of tests was carried out to ascertain the possibility of increasing the speed of the multiplex system. This system at present provides eight channels, each working at a speed of forty-three words per minute. Tests indicated that it would be practicable to increase this speed to fifty words per minute using existing apparatus, and that certain circuits could be operated at a channel speed of sixty words per minute provided a different type of printer-receiver were employed. As opportunity offers, it is proposed to increase the speed of working of the system.

TELEGRAPH BATTERIES.

The various universal battery installations, now involving nine offices, have functioned very satisfactorily, and appreciably reduced maintenance costs. It is proposed to exploit this system largely in the future, with the ultimate object of displacing almost entirely primary batteries for telegraph purposes, and thereby saving a further considerable annual expenditure on maintenance.

CARRIER-CURRENT TELEPHONE SYSTEMS AND VOICE-FREQUENCY TOLL REPEATERS.

An additional toll outlet between Wellington and Auckland was provided during the year by the installation of a single-channel carrier system which is operated over a route via Wanganui, New Plymouth, and Hamilton. With two direct outlets it is now practicable to give a speedier service over this important section of line. The single-channel system, however, is regarded merely as a temporary measure to meet requirements until the Department can arrange for the installation of a three-channel system for exclusive use between Wellington and Auckland. The traffic has now increased to such an extent that consideration is to be given to a proposal to provide three direct outlets during the current financial year.

A voice-frequency repeater has been installed at the Christchurch end of the Christchurch-Blenheim trunk line. This circuit is now equipped with a terminal repeater at each end, resulting in a marked improvement in its transmission efficiency.

CLOSING OF TOLL BOARD AT HASTINGS AND CONCENTRATION OF TOLL TRAFFIC AT NAPIER.

Arrangements were made during the year for toll calls originated by automatic-telephone subscribers at Hastings to be recorded and handled at Napier instead of at Hastings. To effect this, Hastings subscribers desiring connection to toll merely dial "0," upon which they are connected to the Napier toll board, where the usual action to set up the toll call is taken. The only toll calls dealt with at Hastings are those from the few rural telephone-lines and from the public counter. The change has enabled the Department to speed up and improve the toll service given to Hastings subscribers, and at the same time to effect economies in staff and maintenance charges at Hastings.

EXTENSION OF TOLL AND TELEGRAPH SYSTEMS.

Owing to the continued need for keeping expenditure as low as possible, the programme of works undertaken by the Department during the year comprised only the most urgent works which were necessary for the proper carrying-on of the Department's toll and telegraph services. These works

consisted mainly of general reconstruction of existing assets, including the rearrangement of circuits to provide improved toll facilities, and in a few essential cases the erection of new lines.

The following are the places between which the efficiency of the existing circuits was improved or between which new circuits were erected or provided:—

Auckland Engineering District: Rawene-Waimamaku, Houhora-Te Paki, Rawhiti-Cape Brett, Kaeo-Waipapa, Whangarei-Kiripaka, Wayby Bridge-Te Hana, Northcote-Silverdale, Pokeno-Miranda, Thames-Paeroa, Kaikohe-Ohaeawai, Auckland-Helensville, Auckland-Wellington, Tirau-Mamaku, Putaruru-Taupo-Rotorua, Okere Falls-Paeangaroa, Mokai-Oruanui, Whakatane-Taneatua, Te Kuiti-Otorohanga, Te Kuiti-Ngapaenga, Piopio-Aria, Kaipara Flats-Tauhora, Birkenhead-Birkdale-Greenhithe, Aria-Mokauti, Paihia-Opua, Papakura-Manurewa, Te Whaiti-Ruatahuna.

Wellington Engineering District: Napier-Hastings, Ruatoria-Tikitiki, Wairoa-Tuhiroa, Hastings-Clive, Napier-Wairoa, New Plymouth-Inglewood, New Plymouth-Uruti, Hawera-Patea, Apiti-Kimbolton, Otaki Bridge-Te Horo, Masterton-Eketahuna, Wellington-Kaitoke, Wellington-Petone, Whangamoia-French Pass, Portage-Endeavour Inlet, St. Omer-Homewood, Whangamomona-Tahora-Tangarakau.

Canterbury Engineering District: Timaru-Glenavy, Westport-Inangahua Junction, Grey-mouth-Westport, Rimu-Ross, Ross-Harihari, Christchurch-Governor's Bay, Akaroa-Little River-Tai Tapu, Ashburton-Mayfield, Hinds-Lowliffe, Purau-Port Levy.

Otago Engineering District: Cromwell-Arrowtown-Queenstown, Lumsden-Mossburn, Glenavy-Oamaru, Balclutha-Kaitangata, Gore-Clinton, Invercargill-Mataura, Roxburgh-Alexandra, Lawrence-Milton, Invercargill-Edendale-Wyndham, Invercargill-Bluff, Nightcaps-Ohai-Birchwood, Dunedin-Middlemarch, Dunedin-Outram-Lawrence, Tarras-Lindis Pass, Glenorchy-Paradise, Ranfurly-Gimmerburn, Gore-Waikaka, Invercargill-Riverton, Invercargill-Tuatapere, Invercargill-Nightcaps.

In addition to the foregoing, 442 miles of toll and telegraph pole-line were reconstructed during the year. This work involved the replacement of 1,051 miles of wire.

Other improvements to the plant and equipment used in connection with the toll and telegraph services included the following:—

The rearrangement of lines on the toll switch-boards in the Wellesley Street (Auckland) automatic exchange, including preparatory work for the installation of the "demand" system.

The installation of the "demand" system on the toll boards in the telephone exchanges at Palmerston North, Feilding, Wellington, and Wanganui.

The provision of facilities for toll dialling between Upper Hutt and Wellington; Hastings and Napier; Waipawa, Waipukurau, and Hastings; Waipawa, Takapau, and Dannevirke; and Waipukurau and Palmerston North.

The installation of teleprinter apparatus, including the universal-battery system, at the telegraph office, Hastings.

The replacement of line and local batteries and the installation of rectifiers in the telegraph office, Wellington.

The installation of a universal-battery system in the telegraph office, Westport.

The installation of a voice-frequency terminal repeater at Christchurch for use on the Christchurch-Blenheim toll circuit.

The installation at New Plymouth of a high-frequency repeater for use in connection with the operation of the Auckland-Wellington carrier system.

POLES AND WIRE.

During the year 96 miles of pole-line and 785 miles of wire were erected for telegraph and telephone (toll) purposes, while 106 miles of pole-line and 482 miles of wire were dismantled, or, in localities where no longer required by the Department, sold to settlers for use as private telephone-lines.

The lengths of pole-line and wire in use for telegraph and telephone toll purposes on the 31st March, 1933 and 1934, respectively, were as follow:—

Pole-line and Wire.	Year ended	Year ended
	31st March, 1933.	31st March, 1934.
Miles of pole-line	12,304*	12,294
Miles of wire	64,453*	64,756

NEW ZEALAND SUBMARINE CABLES.

COOK STRAIT CABLES.

In November No. 3 Oteranga Bay-White's Bay cable developed a break at a point approximately 2.5 nautical miles from the Oteranga Bay end. With the occurrence of this break two of the single-core telegraph cables were out of commission, the second being No. 1 Oteranga Bay-White's Bay cable which broke half a mile from Oteranga Bay in August, 1932, as mentioned in last year's report. Early in December the Titahi Bay-Picton cable also became faulty, and with three cables then out of action it was essential, in view of the approaching Christmas holiday traffic, that repairs should

* Revised figures.

be undertaken immediately. Accordingly, arrangements were made to charter the cable steamer "Recorder." The vessel arrived in Wellington from Auckland on the 17th December, and, after taking in twenty-four miles of repair cable from the shore tanks, she left port on the 19th December to commence work on the Titahi Bay - Picton cable. Repairs to this cable were completed on the 20th December, after 10.22 nautical miles of new cable had been laid in. Some delay ensued in effecting repairs to the other cables owing to unfavourable weather conditions, and on several occasions during the progress of the work the cable-ship was forced to return to port for shelter. Communication was finally re-established over No. 3 cable on the 9th January, and repairs to No. 1 cable were completed the following day. Restoration of these two channels necessitated the laying-in of fifteen nautical miles of new cable inclusive of two new shore ends at Oteranga Bay.

On the eve of completion of the above-mentioned repairs it was reported that an earth fault had disclosed itself in No. 4 Lyall Bay - White's Bay cable. Tests showed that the fault had developed in a nine-mile section which had been laid over twenty years ago and which was known to be weak in insulating properties. Owing to extensive corrosion of the armouring in this section, it was found necessary to lay in 10.34 nautical miles of new cable. Repairs to the fourth cable were completed on the 16th January after further delays resulting from unfavourable weather conditions.

The "Recorder" returned to her base at Auckland on the 20th January, the charter having extended over a period of thirty-eight days.

RADIO TELEGRAPH AND TELEPHONE SERVICES.

OVERSEAS RADIO-TELEPHONE SERVICE.

With the gradual return of economic prosperity greater use has been made of the overseas telephone service, and it is pleasing to note that the irregular and more experimental use of the service is now giving place to the adoption of this method of overseas contact as a regular practice in the case of many users.

The total number of commercial messages handled during the twelve months was as follows:—

Between New Zealand and Australia	266
Between New Zealand and Great Britain	46

The corresponding figures for the previous year were 170 and 38 respectively.

While the cable service continues to afford the main channel of communication between New Zealand and the outside world, such a service can never provide the direct and personal contact afforded by a telephone conversation from office to office or home to home. A reduction in the charges would no doubt result in an increase of business, but, in this connection, certain definite difficulties exist owing to the fact that the fee has to be sufficient to cover reasonable charges on the trunk circuits involved, and the land-line system in the overseas country to which connection is sought. Thus, in the case of Australia, on the present flat-rate basis the charge must be sufficient to cover a call from Adelaide to Invercargill as well as from Sydney to Wellington. The question of charges is, however, under discussion between the various Administrations concerned, and, as far as the Department is concerned, every endeavour will be made to reduce rates.

In the case of the telephone service between New Zealand and the United Kingdom, the outgoing signals from New Zealand are at present switched through Sydney. While this practice meets immediate requirements, there is no doubt that any great increase in the demand for the English service will necessitate serious consideration being given to the erection of a powerful telephone station in the Dominion capable of providing a transmitting channel direct to the United Kingdom.

At the present state of the science of radio telephony it has to be admitted that a service between the United Kingdom and New Zealand can only be conducted at pre-arranged times, the circuit being available to the public only during definite periods of the day. It thus becomes obvious that if New Zealand is to have the best possible service, the existing method of sharing circuit time with Australia will have to be discontinued in favour of the installation of a direct service. The position is being closely watched, and, as soon as the erection of the necessary station of adequate power for direct connection becomes warranted commercially, its installation will receive detailed consideration.

From the 15th February the charges for radio-telephone calls from New Zealand to Finland were reduced from £8 8s. to £7 19s. for a conversation of three minutes' duration. At the same time the charges for calls to Roumania were reduced from £8 11s. to £7 19s. for a three minutes' conversation.

In a speech made at Lincoln, England, on the 23rd February, 1934, the British Postmaster-General, Sir Kingsley Wood, stated that, of 34,000,000 telephones in use throughout the world, 32,000,000 could be connected with telephone-users in Great Britain. This is an indication of the rapid strides made in the technique of radio-telephony.

DEPARTMENTAL RADIO STATIONS: OPERATION.

AUCKLAND-RADIO.

The erection of the radio receiving-station at Brown's Bay, to which reference was made in last year's report, has been completed, and the radio receiving-apparatus has been installed therein. The temporary station previously in use was situated near Takapuna, a distance of about two miles from the present site. The new location is a very favourable one for reception from ships at sea, and enables signals to be received from vessels at much greater distances than is possible in the city. The station is normally unattended, the apparatus being operated by remote control from the main radio station in the City of Auckland.

WELLINGTON-RADIO.

Although it is recognized by the Department as being unwise to concentrate all its radio services at one station, the proximity of Wellington-Radio to the capital city and its central position for handling traffic to ships in New Zealand waters make it a most convenient and useful station from which to carry out many of the radio services now undertaken or now in process of development by the Department.

An innovation during the year has been the short-wave radio-telegraph service to small coastal ships not compulsorily provided with radio facilities. This service is carried out by Wellington-Radio at certain schedule hours of the day on a wave of approximately 70 metres. By this means the advantages of radio communication are being extended to small vessels on which the installation of modern commercial radio apparatus for operation on the general communication waves could not be entertained.

Further experimentation, in the direction of enabling the reception on the Overseas Radio-telephone Service to be carried out at the main station site, gives promise of successful accomplishment, a number of successful calls having been connected already by this means. In the meantime the regular receiving service is still being operated through the Mount Crawford Station, but the duplicate apparatus at the main station will enable urgent calls outside the usual hours to be connected without the necessity of manning the special receiving-station.

In order to improve reception arrangements at Wellington-Radio, two additional super-heterodyne receivers of high selectivity have been provided for use on medium and short waves respectively.

AWARUA-RADIO.

Under the provisions of the International Radio Telegraph Convention it is necessary for all coast stations which may cause interference with the transmissions of stations belonging to other Administrations to discontinue using waves of the type generated by spark equipment and to change over to the valve system of operation by January, 1935. At the present time the only valve transmitter installed at Awarua-Radio is one of low power for medium-wave working, a great deal of the traffic being transmitted by means of the spark equipment. Arrangements have therefore been made to install at Awarua-Radio transmitting equipment of the valve type of adequate power and modern design to meet the various services conducted from the station. Opportunity will also be taken to locate the transmitting equipment in a separate building from that housing the staff and the receiving facilities. This can fortunately be achieved at small expense, and it is hoped that it will enable the station to conduct its many special receiving schedules, such as the reception of the British Official Press news from Rugby and the weather reports from Sydney, quite independently of any transmission which may be conducted from Awarua at the time.

CHATHAM ISLANDS-RADIO.

With a view to exploiting the possibility of operating, by means of low-power equipment, the point-to-point service between Chatham Islands and Wellington, and also as an emergency measure in the event of the failure of the main spark transmitter, a small valve transmitter for operation on short and medium waves has been provided at Chatham Islands-Radio. Encouraging results are being achieved, and useful information is being obtained regarding the possibility of providing an improved point-to-point service with the mainland with comparatively low-power equipment. An all-wave receiver for use in conjunction with the valve transmitter has also been supplied.

DIRECT RADIO-TELEGRAPH SERVICE WITH NIUE ISLAND.

On the 7th June a direct radio-telegraph service between Niue Island and Wellington-Radio was inaugurated, enabling the rate for radio-telegrams exchanged between the two stations to be reduced from 1s. 6d. to 1s. a word. Previously radio-telegrams for Niue were transmitted via Apia-Radio.

PRIME MINISTER'S ABSENCE AT WORLD ECONOMIC CONFERENCE: RADIO COMMUNICATION.

During the voyage of the Right Hon. the Prime Minister to London to attend the World Economic Conference the Prime Minister was, for the whole period of the voyage, kept informed of happenings in New Zealand by means of radio contact between Wellington-Radio and the s.s. "Rangitata," the steamer conveying the Conference party. The "Rangitata" was equipped with a short-wave wireless installation which enabled two-way communication to be maintained between the vessel and Wellington-Radio throughout the whole period of the journey.

This is a striking illustration of the utility of modern radio communication, and is also an indication of the part that radio plays in removing much of the isolation that was formerly associated with lengthy sea voyages.

DIRECTION-FINDING SIGNALS FOR STEAMERS.

Commencing on the 26th April, a charge at the rate of 2s. 6d. a minute has been made for the transmission for direction-finding purposes of signals from the departmental radio stations at Auckland, Awarua, Chatham Islands, and Wellington. These signals enable a ship fitted with direction-finding apparatus to take a bearing from a coast station.

The charges and procedure adopted are in accordance with international practice.

MILFORD SOUND: PROVISION OF RADIO-TELEGRAPH FACILITIES.

Consequent upon the opening on the 29th September of a radio-telegraph office at Milford Sound, direct radio communication from that station is now possible with Awarua-Radio. On the same date a telephone office was established at Glade House, the Lake Te Anau terminal of the Milford Track. Telegraph traffic for Glade House circulates via Awarua-Radio to Milford Sound, and from the latter station to Glade House over the Tourist Department's telephone circuit.

The charge for telegrams for both Milford Sound and Glade House is at the rate of 2½d. per word, with a minimum of 1s. 3d. for each message.

SHIP-TO-SHORE RADIO-TELEPHONE SERVICE.

Improvements in the technique of radio-telephony have now made it possible, provided that economic conditions justify the provision of the necessary equipment and operating personnel, for many services previously provided exclusively by radio-telegraphy to be conducted telephonically, and even connected to the main telephone-exchange system. As regards ship-to-shore radio communication, future developments may be conveniently considered under three headings, namely:—

- (a) Service to passenger liners when between about 500 and 2,000 miles from the New Zealand coast;
- (b) Service to coastal vessels and to passenger ships approaching the coast; and
- (c) Service to vessels lying in the roadstead at provincial ports during loading operations.

As regards (a): This service, which has been developed to a small extent in other parts of the world, will doubtless be demanded by the travelling public when economic conditions improve. The Department is already equipped to provide such a service, and as soon as the installation of equipment on the liners concerned is justified the Department is prepared to initiate a developmental service on a schedule basis, utilizing the same equipment as is used in the overseas radio-telephone service.

The service referred to under (b) would require special equipment, as it would necessarily have to be conducted on quite a different wave from that required for communication with distant liners. There are, however, no technical difficulties involved, and the Department is in a position to offer such a service at short notice. Undoubtedly developments of this class of service can be expected in connection with such vessels as the inter-Island express steamers.

The expeditious handling of cargo at ports at which loading is still carried out by means of lighters demands radio communication with the shore, and preferably with the telephone system of the mainland, and these facilities are provided for by the service referred to under (c) above. The Department is willing to co-operate with Harbour Boards in providing such services at a minimum cost. Already one installation of this type is in existence, and is operating as a means of connection with the telephone system of the mainland with satisfaction to all parties concerned.

Developments in ship-to-shore radio-telephone services are so closely linked with the economic conditions of the country that it is impossible to hope for more than slow progress along the lines indicated. In inaugurating such services a commercial organization, such as the Department, has of necessity to preserve a wise balance between progressive development and economic expenditure; and, while it is realized that, without the development of the service it is impossible to build up traffic, it is unwise to unduly anticipate the demand.

EMERGENCY RADIO-STATIONS.

The departmental emergency radio-stations which are installed at various points throughout the Dominion have been maintained in constant readiness for use during the year, and periodical tests have been carried out to ensure that reliable communication is available with other towns in the event of the failure of the land-line telegraph and telephone service. Although there has fortunately been no occasion for the extended use of the emergency service during the year, in a few instances the stations have been manned when the lines were threatened by storms, &c.

CABLE-RADIO MESSAGES ADDRESSED TO SHIPS AT SEA: CHARGES.

Payment of the radio portion of the charges levied on cable-radio messages—i.e., messages transmitted from one country to another by cable and thence by radio to a ship at sea—requires to be settled on a gold basis. Due to the depressed state of New Zealand currency in international exchange, this means that the payments due to other Administrations, as expressed in New Zealand currency, require to be increased by 80 per cent.; and it has been necessary to impose an equivalent surcharge on the radio charges (coast-station and ship-station charges) on such messages.

SECOND BYRD ANTARCTIC EXPEDITION: RADIO TRANSMISSION.

As was the case with the first Byrd Antarctic Expedition, permission was granted for the vessels attached to the 1933 Expedition to operate their wireless-telegraph apparatus while in New Zealand waters.

CALL-SIGNS FOR VESSELS REGISTERED IN NEW ZEALAND.

By international agreement the call-signs for all vessels, whether signs used for visual- or radio-signalling purposes, have been assigned from the call-sign letter blocks allotted to the various countries under the International Tele-communication Convention Regulations. Previously, call-signs for visual signalling purposes were issued by the Marine Department, while the Post and Telegraph Department allotted separate call-signs for radio-signalling.

BROADCASTING SERVICE.

The operation of the Broadcasting Service for the year 1933 is the subject of the Second Annual Report of the New Zealand Broadcasting Board, which has been presented separately.

The following gentlemen have been reappointed for a further period of one year to the Advisory Council provided for in the Broadcasting Act: Mr. A. B. Chappell, Auckland; Mr. J. S. Anchor, Hamilton; Mr. F. T. Davis, New Plymouth; Mr. W. A. Waters, Palmerston North; Mr. J. H. Owen, Wellington; Mr. C. R. Russell, Christchurch; Mr. H. Booth, Dunedin; Mr. A. W. Jones, Invercargill.

RECEIVING LICENSES.

The number of radio-receiving licenses in force on the 31st March was 118,086. Of these, 46,354 were held in the Wellington Engineering District, 35,054 in the Auckland District, 21,028 in the Canterbury District, and 15,650 in the Otago District. Included in the total are 302 licenses issued free to blind persons. The figures represent a gain of 24,597 licenses in twelve months. This represents the greatest annual increase of licenses yet experienced in the Dominion, and must be considered very satisfactory indeed. No doubt the concession which permits license fees to be paid in half-yearly instalments is greatly appreciated by listeners, and is to some extent responsible for the extraordinary increase in licenses.

OPERATION OF UNLICENSED SETS.

Despite the increasing number of licenses, there yet remains a number of persons who evidently do not realize their responsibilities in regard to the licensing of radio apparatus. During the year 1,117 persons were convicted of operating unlicensed sets, the fines totalling £690.

PRIVATE BROADCASTING-STATIONS.

The number of private broadcasting-stations now in operation is 26. Stations 1ZR, Auckland, 2ZW, Wellington, and 3ZC, Christchurch, were purchased by the Department during the year, and were later taken over by the Broadcasting Board.

EMPIRE BROADCASTING SERVICE.

The transmissions of the Empire Broadcasting Service are regularly observed by certain of the Department's radio-stations, and reports are also received from members of the public operating short-wave receivers at places where no departmental radio-station exists. The information available from these sources is summarized, and regularly reported to the British Broadcasting Corporation, which provides the service.

The waves and hours used in this service are changed from time to time to suit the altered propagation conditions obtaining during the different seasons of the year, and by a judicious selection of the waves and periods of the day a tolerably effective service has been given to short-wave listeners in the Dominion.

In a service such as that provided by the Empire Station the times of optimum propagation conditions have necessarily to be given preference over times which would be most favourable for reception by listeners. As the New Zealand service usually begins at approximately dawn in the English morning, recourse has frequently to be made to the use of recordings of events which occur at hours unsuitable for direct transmission.

Although the transmissions are often of entertainment value when received direct by means of short-wave receivers, a very high standard of signal is necessary in order to satisfactorily rebroadcast the programmes provided, and this has not been in evidence sufficiently consistently to warrant regular rebroadcasts by New Zealand broadcasting-stations. The engineers of the British Broadcasting Corporation are closely watching the position, and it is hoped that, as a result of the experience gained during the period the transmissions have been conducted, it will be possible to improve the grade of the service so that New Zealand listeners may always be assured of a service from the Homeland of sufficiently high standard to enable the rebroadcasting of historical and other events of Imperial importance.

SPECIAL BROADCASTS.

A matter which is now becoming one of national importance is the rebroadcasting in New Zealand of important functions which, although arranged in other parts of the Empire, have particular interest for New Zealand generally. During the year many transmissions of this nature were arranged over the overseas radio-telephone channel, and, in some instances, by means of the Empire Broadcasting Service.

The broadcast arranged by the British Broadcasting Corporation on Christmas Day, terminating in an address by His Majesty the King, was again a feature of these overseas transmissions. Other broadcasts worthy of mention were those associated with the opening of the Monetary and Economic Conference in London by His Majesty the King, the speech of the Prime Minister of Great Britain, the Right Hon. Mr. Ramsay MacDonald, also being broadcast, and the special Empire Day commemorative programme arranged from Sydney, in which the Governor-General of New Zealand, Lord Bledisloe, participated; also the broadcast of the speech made by His Royal Highness Prince George on return from his visit to South Africa.

In addition, many other happenings overseas were rebroadcast during the year by New Zealand stations.

RADIO PATENT RIGHTS.

In May, 1933, Government gave twelve months' notice of termination of its agreement with Amalgamated Wireless (Australasia), Ltd., in respect of patent rights. The agreement was signed on the 30th October, 1928, to subsist for a period of five years (and thereafter to be subject to twelve

months' notice of renunciation by either party), and provided for the payment to Amalgamated Wireless (Australasia), Ltd., of 3s. in respect of each radio-receiving license (to cover the use of the company's patent rights for broadcasting-apparatus) and of a percentage of the revenue accruing from portion of the commercial radio traffic handled by New Zealand radio-telegraph stations. The agreement followed protracted negotiations between the Government and the company; and its effect was to absolve users and manufacturers of radio apparatus from any liability for claims in respect of the use of registered patents.

The matter of the arrangements to be made in respect of patent rights on expiry of the agreement was the subject of negotiation at the close of the year between the radio-dealers and a group representing the patent-holders.

BROADCASTING-STATIONS: REVISION OF FREQUENCY ALLOCATIONS.

With a view to improving the coverage of the principal broadcasting-stations in the Dominion, a revision of the frequency allocations of all the New Zealand stations was carried out in December. For some time it had been realized by the Department that the best use was not being made of the lower-frequency end of the broadcasting spectrum, which is recognized as being the most effective from a coverage point of view. In view of the intention of the Australian Administration to revise the waves used by the Commonwealth stations, action by this Administration was deferred in order that the two schedules might be properly co-ordinated. However, upon information being received that the Australian authorities were not proceeding immediately with their proposed alterations, it was deemed advisable to proceed with the revision of the New Zealand schedule. In preparing the new schedule full consideration was given to the question of interference from overseas stations, existing and prospective, and, as far as possible, allocations were made to provide for clear reception within the service area of the New Zealand stations. With a view to also permitting the reception in other parts of the Dominion of the more important New Zealand stations the spacing between these stations has been kept as wide as possible. The new schedule was brought into force coincidentally with the opening of the new station 3YA at Gebbie's Pass.

The following shows the old and new frequencies allotted to the four principal stations:—

	Old Frequency	New Frequency
	(kc/s).	(kc/s).
1YA (Auckland)	820	650
2YA (Wellington)	720	570
3YA (Christchurch)	980	720
4YA (Dunedin)	650	790

ELECTRICAL INTERFERENCE WITH RADIO RECEPTION.

The efforts of the Department in connection with the elimination of electrical interference with radio reception have been continued during the year. As must be considered inevitable in view of the large increase in the number of broadcast receiving-stations, this work has become one of some magnitude. Special receiving-sets designed for the purpose of locating the source of interfering emissions are now located at a large number of towns throughout the Dominion, at which staff has also been made available to investigate complaints. The Department has amassed a considerable amount of information concerning the remedial measures that are applicable under various circumstances, and is at all times willing to assist owners of interfering equipment in regard to the best means to adopt. In a very large number of cases actual demonstrations are given of the efficacy of the action recommended.

Owing to the extensive reticulation of power-lines throughout the Dominion, and especially on account of the number of high and extra-high tension transmission-lines serving the various localities, a considerable amount of interference is experienced from these sources. As specific sources of interference appear, such as faulty binding or fittings, these are repaired or replaced by modern methods or equipment, with the result that the number of potential sources of interference from power-lines should become progressively less.

Another serious cause of interference is the electric-tramway system, and in cities and towns where such systems operate reception is frequently very seriously militated against. Although the complete elimination of tramway interference involves considerable expense, it is pleasing to note that one tramway authority has almost completed the installation of filtering equipment in the tramcars and at other points, and that other authorities are experimenting with a view to overcoming the disturbance.

The number of complaints of interference made to the Department during the year was 2,074, among the most prolific sources in addition to power-lines and tramway systems being radiating receivers, amateur transmitting radio-stations, street lamps, electric motors, and electro-medical apparatus.

In view of the failure of many owners of interfering equipment to give effect to the recommendations of the Department in regard to the elimination of radio interference, the committee of experts appointed in 1932 to consider matters relative to interference with radio reception recommended that regulations be formulated with a view to ensuring that electrical apparatus and equipment of a type which causes interference should not be placed on the market in future, and requiring owners of any existing equipment of such a character to comply with the Department's requests in the matter of taking suitable measures to prevent electrical radiations therefrom. The special committee's report was favourably received, and provision was accordingly made in the Post and Telegraph Amendment Act, 1933, for an amendment to the original Act in the direction of authorizing the making of regulations "with respect to the prohibition or regulation of the installation, use, sale, or manufacture

of apparatus or equipment of any kind (whether wireless-telegraphic apparatus or equipment or not) which may generate electric waves likely to interfere with the conduct of wireless communications." It is expected that the regulations will be issued at an early date.

TRANS-TASMAN FLIGHTS.

The monoplanes "Southern Cross" and "Faith in Australia," which made a number of flights between Australia and New Zealand during the year, were fitted with short and medium wave radio transmitting and receiving apparatus, and communicated with the departmental radio-stations as required during their flights.

As a safety measure, the Department's coast stations at Wellington and Awarua on each occasion observed a continuous watch on the wave used by the monoplanes, usually about 34 metres. Except during one flight, when the short-wave apparatus on the flying-machine did not give satisfactory service, no difficulty was experienced in maintaining constant communication with the machines on either short or medium wave.

TELEPHONE EXCHANGE SERVICES.

DEVELOPMENT OF TELEPHONE EXCHANGE SYSTEMS.

The improvement in financial conditions which has been in evidence during the year under review is reflected in the fact that the relinquishments of telephones for the year have exceeded the new connections by only 775, or 0.6 per cent., of the paying main station telephones in use at the beginning of the year, as against 5,370, or 4.3 per cent., for the previous year. This indicates that the downward trend has been arrested to a large extent and that, in all probability, the results for the following year will show a gain in subscribers.

The total number of departmental telephone stations at the end of the year was 151,683. If to this number is added the private-line telephones connected with toll stations and non-departmental exchanges (3,376), the number of telephones in service on the 31st March was 155,059.

The following is a brief summary of the year's operations in regard to the development and maintenance of telephone-exchange systems in the Dominion :—

The laying of 1¼ miles of underground cable ducts.

The laying or erecting of 45 miles of lead-covered cable containing 7,318 miles of wire for subscribers' circuits.

The erection of 58 miles of pole-line and 1,028 miles of open aerial wire for telephone-exchange subscribers' circuits.

The extension of the switching equipment at the Nightcaps telephone exchange.

The installation of a main distributing frame in the Kaitaia telephone exchange.

The replacement by high-grade transmitters of several thousands of more or less unsatisfactory transmitters in use on subscribers' telephones in the Takapuna, Onehunga, Otahuhu, and St. Heliers Bay areas, Auckland, and also in the Wellington exchange area.

The centralization of testing in the Remuera automatic exchange.

The installation of a new secondary battery of 230 ampere-hours capacity and a 12 ampere full-wave rectifier in the Remuera automatic exchange.

The opening of a new telephone exchange at Maramarua.

The replatal of the main battery at the Wellington Central automatic exchange and the overhaul of the battery and the replatal of the end cells of the battery in the Blenheim automatic exchange.

The installation of air-filtering equipment at the Lower Hutt, Courtenay Place, and Miramar automatic exchanges.

The installation of sixteen pay stations and twenty-three public call offices.

The length of various items of telephone-exchange plant in existence on the 31st March, 1933 and 1934, respectively, was as follows :—

	Pole-line.	Single Duct Line.	Cable.		Wire.			
			Under- ground.	Aerial.	In Under- ground Cable.	In Aerial Cable.	Open Aerial.	Under all Headings.
	Miles.	Chains.	Chains.	Chains.	Miles.	Miles.	Miles.	Miles.
In existence on 31st March, 1933	15,281*	43,479*	97,374*	43,257*	395,959*	55,729*	106,433*	558,121*
Erected during year	58	100	2,727	850	6,498	821	1,028	8,347
Dismantled during year	21	3	979	927	4,180	1,107	672	5,959
In existence on 31st March, 1934	15,318	43,576	99,122	43,180	398,277	55,443	106,789†	560,509

* Revised figures.

† Includes 145 miles of earth-working circuit.

The percentages of the total wire-mileage in underground and aerial cables and open aerial wire respectively for the year ended 31st March, 1934, are as under:—

Telephone-exchange wire in underground cables	71 per cent.
Telephone-exchange wire in aerial cables	10 per cent.
Telephone-exchange open aerial wire	19 per cent.

TELEPHONE STATISTICS.

A comparison of statistics in respect of the telephone system is made in the following table, which shows annually since 1925 the number of exchanges, the total wire-mileage, the revenue, and the total number of telephone stations, together with the number of telephones for each 1,000 of population of the Dominion:—

Year.	Number of Exchanges.	Miles of Wire.	Revenue.	Number of Telephone-stations	
				Total.	Per 1,000 Population.
			£		
1925	340	331,453	867,218	120,097*	87.09
1926	341	402,433	980,281	130,186*	94.40
1927	342	440,253	995,071	137,307*	95.48
1928	344	463,356	1,057,177	144,552*	99.40
1929	351	495,470	1,135,795	152,541*	103.72
1930	349	513,096	1,206,714	161,323*	108.37
1931	349	528,568	1,238,649	161,739*	107.04†
1932	349	556,735	1,218,072	160,779*	105.45
1933	349	559,890	1,169,512	155,560*	101.21
1934	349	560,509	1,164,711	155,059*	100.18

* Includes approximately 4,000 non-exchange stations.

† Decrease owing to temporary loss of subscribers due to Hawke's Bay earthquake.

The manner in which the exchanges are classified, the number of exchanges in each class, and the number of stations connected therewith on the 31st March, 1934, are shown in the following table:—

	Class I. Exchanges or Networks observing Continuous Attendance and having more than 3,500 Paying Subscribers' Main Stations connected therewith.	Class II. Exchanges or Networks observing Continuous Attendance and having 1,001 to 3,500 Paying Subscribers' Main Stations connected therewith.	Class III. Exchanges or Networks observing Continuous Attendance and having 201 to 1,000 Paying Subscribers' Main Stations connected therewith.	Class IV. Exchanges or Networks where the Attendance is restricted.	Dominion Totals.
Subscribers' main stations ..	42,588	23,783	27,761	25,557	119,689
Toll and service stations ..	788	545	931	1,765	4,029
Public call offices	598	122	61	6	787
Extension stations—					
P.B.X.	9,986	2,292	778	106	13,162
Ordinary	7,516	3,418	2,123	959	14,016
Telephone-stations: Class totals	61,476	30,160	31,654	28,393	151,683
Number of exchanges in each class	4	14	61	270	349

In addition to the stations shown in the preceding table, there were 3,376 stations connected by private telephone-lines directly or indirectly with departmental toll stations, making a grand total of 155,059 telephone stations on the 31st March, 1934.

The following table shows the number of telephone-stations in each engineering district on the 31st March, 1933 and 1934, respectively :—

Engineering District.	Number of Telephone Stations on 31st March,						Percentage Increase or Decrease.
	1933.			1934.			
	Main Stations.	Extension Stations.	Total.	Main Stations.	Extension Stations.	Total.	
Auckland ..	39,495	7,650	47,145	39,441	7,772	47,213	0·1 (Increase).
Wellington ..	49,769	11,160	60,929	49,161	11,481	60,642	0·4 (Decrease).
Canterbury ..	18,980	4,578	23,558	18,869	4,695	23,564	0·02 (Increase).
Otago ..	16,999	3,126	20,125	17,034	3,230	20,264	0·6 (Increase).
Totals ..	125,243	26,514	151,757	124,505	27,178	151,683	0·05 (Decrease).

The number of telephone-stations (main and extension) connected with each of the fifteen principal exchanges on the 31st March, 1934, was: Auckland, 21,003; Wellington, 19,229; Christchurch, 12,351; Dunedin, 8,133; Wanganui, 3,320; Palmerston North, 3,115; Hamilton, 3,030; Invercargill, 2,831; Gisborne, 2,550; Hastings, 2,498; New Plymouth, 2,115; Timaru, 1,998; Napier, 1,951; Masterton, 1,920; Nelson, 1,717.

The number of party and rural lines on the 31st March, 1934, was 11,847, to which were connected 45,209 main stations—an increase of 239 and 247 respectively on the figures for the previous year.

The following table shows, for each class of exchange, the respective percentages of business and residential stations, also the respective percentages of individual- and party-line stations, on the 31st March, 1934 :—

Percentage of	Class I Exchanges.	Class II Exchanges.	Class III Exchanges.	Class IV Exchanges.	Dominion Percentages.
Business stations	38	33	27	20	30
Residential stations	62	67	73	80	70
	100	100	100	100	100
Individual-line stations	86	74	48	31	63
Party- and rural-line stations	14	26	52	69	37
	100	100	100	100	100

AUTOMATIC TELEPHONE EXCHANGES.

EXISTING SYSTEMS.

Automatic telephone exchanges in operation in the Dominion continue to give satisfactory service, and no interruptions of any magnitude occurred during the year.

EXTENSIONS TO EXISTING SYSTEMS.

No extensions to existing automatic systems have been necessary. In order, however, to cope with an increased demand for party-line connections to automatic systems, and at the same time to avoid considerable expenditure in the purchase of party-line equipment, it has been possible, as a temporary expedient, to adapt groups of spare individual lines to accommodate subscribers desiring party-line service. By this means accommodation has been provided at the Auckland Central, Christchurch Central, Palmerston North, and Blenheim automatic-telephone exchanges.

PRIVATE BRANCH EXCHANGES IN AUTOMATIC-TELEPHONE AREAS.

During the year two private branch exchanges were installed—an automatic unit with a capacity of five trunks and thirty extension stations in Christchurch, and a central battery manual system providing for five trunks and seventy extension positions in Auckland.

GENERAL.

ADOPTION OF NEW TYPE OF TELEPHONE CABLE.

A new development in telephone-cable design known as "star quad" cable has recently been adopted by the Department. The advantage of this type of cable is that, due to the different method of laying up the pairs of wires, it is possible to obtain a considerably greater number of circuits in a lead sheath of given diameter as compared with the old type of twin cable having similar characteristics. As an example, it is possible to place 1,400 pairs of $6\frac{1}{2}$ lb. conductors in a star quad cable having an overall diameter of 2.65 in., while the number of similar pairs which could be accommodated on the twin system would be only 1,000. Using 10 lb. conductors, 1,100 star quad pairs can be provided in a cable, whereas 600 pairs was the maximum number commonly used on the twin system. The Department's specifications have been amended to provide for the purchase of this type of cable exclusively for future telephone distribution work. This will have the effect of greatly increasing the capacity of existing duct systems, and will effect considerable savings by obviating the laying of further ducts on certain routes where the existing ducts would be approaching their ultimate capacity if the use of twin cable were continued.

APPENDIX.

Table No. 1.

RECEIPTS AND PAYMENTS FOR THE YEARS 1881-82, 1891-92, 1901-2, 1911-12, 1921-22, AND FOLLOWING YEARS.

Year.	Balance forward.	Receipts.	Payments for Working-expenses.	Balance of Receipts over Working-expenses Payments.	Other Disbursements.		Payment to Consolidated Fund.	Balance.
					Depreciation Fund: Investment, including Expenditure on Renewals, and Replacements of Assets.	Interest on Capital Liability.		
1881-1882 ..	..	234,529	233,291	1,238	..	..	..	*
1891-1892 ..	..	320,058	268,343	51,715	..	..	..	*
1901-1902 ..	..	488,573	465,756	22,817	..	..	..	*
1911-1912 ..	..	1,087,710	988,911	98,799	..	..	..	*
1921-1922 ..	..	2,811,535	2,451,571	359,964	..	..	..	†
1922-1923 ..	..	2,687,768	2,114,994	572,774	..	..	..	†
1923-1924 ..	..	2,688,954	2,120,584	568,370	..	..	..	†
1924-1925 ..	..	2,889,450	2,416,257	473,193	..	..	..	†
1925-1926 ..	..	3,100,396	2,409,556	690,840	..	..	..	†
1926-1927 ..	..	3,220,666	2,346,274	874,392	..	..	..	†
1927-1928 ..	..	3,329,511	2,299,571	1,029,940	..	..	..	†
1928-1929 ..	..	3,445,545	2,445,068	1,000,477	550,000	428,000	..	22,477†
1929-1930 ..	22,477	3,641,620	2,560,199	1,081,421	570,000	481,000	..	52,898
1930-1931 ..	52,898	3,707,420	2,642,400	1,065,020	558,248	504,000	..	55,670
1931-1932 ..	55,670	3,715,230	2,164,538	1,550,692	80,029	550,000	941,616*§	34,717
1932-1933 ..	34,717	3,293,932	2,019,302	1,274,630	272,818	546,000	456,000*	34,529
1933-1934 ..	34,529	3,200,414	2,058,861	1,141,553	431,739	553,000	154,388*	36,955

* Revenue paid to Consolidated Fund. † Revenue paid to Consolidated Fund and utilized in payment of working-expenses, interest on loan capital, and reduction of capital liability. ‡ Post Office Account separated from Consolidated Fund, 1st April, 1928. § Section 4, Finance Act, 1931 (No. 2), Depreciation rates revised and adjustment made in amount paid to Consolidated Fund.

Table No. 2.

TABLE SHOWING THE NUMBER AND AMOUNT OF MONEY-ORDERS ISSUED AND OF MONEY-ORDERS PAYABLE IN NEW ZEALAND SINCE THE YEAR 1863.

Issued in the Dominion.

Year.	Com-mission received.	Where payable.								Total.	
		In the Dominion.		United Kingdom.*		Australia and other British Possessions.		Foreign Countries.†			
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1863	£ 1,057	2,201	£ 9,614	4,740	£ 21,944	4,645	£ 24,145	..	£ ..	11,586	£ 55,703
1873	3,562	34,288	142,642	11,913	48,548	6,150	28,068	..	..	52,351	219,258
1883	9,023	132,232	402,559	26,211	91,634	14,113	46,940	..	..	172,556	541,133
1893	10,249	146,133	576,359	29,616	86,545	35,208	88,025	..	..	210,957	750,929
1903	15,882	273,535	1,108,067	63,309	157,790	59,468	150,368	..	..	396,312	1,416,225
1913	16,872	516,536	2,821,624	100,634	336,992	73,575	199,158	..	..	690,745	3,357,774
1923	28,357	545,605	3,849,423	54,461	223,143	68,044	284,778	16,869	32,815	684,979	4,390,159
1924	28,542	580,569	4,113,813	57,175	232,436	75,743	312,624	18,024	34,056	731,511	4,692,929
1925	28,843	610,972	4,406,461	64,777	259,439	72,519	278,050	18,421	33,280	766,689	4,977,230
1926	24,746	635,078	4,453,878	67,570	273,758	70,774	270,065	19,688	35,426	793,110	5,033,127
1927	24,775	639,889	4,416,182	69,764	276,747	73,021	265,752	20,807	36,409	803,481	4,995,090
1928	24,884	642,136	4,406,187	69,366	266,072	73,786	267,411	22,597	37,852	807,885	4,977,522
1929	25,673	664,049	4,609,226	70,540	274,672	76,230	263,929	24,539	39,726	835,358	5,187,553
1930	35,603	669,484	4,497,547	61,611	251,730	80,303	283,973	22,107	36,379	833,505	5,069,629
1931	40,704	608,706	3,667,683	36,938	159,347	54,191	143,136	14,643	22,869	714,478	3,993,035
1932	31,629	562,930	3,130,928	30,675	94,800	43,005	92,012	12,341	17,812	648,951	3,335,552
1933	38,772	555,224	2,933,997	25,107	64,012	47,683	104,795	7,660	9,925	635,674	3,112,729

Table No. 2—continued.

TABLE SHOWING THE NUMBER AND AMOUNT OF MONEY-ORDERS ISSUED, ETC.—continued.

Drawn on the Dominion.

Year.	Where issued.								Total.	
	In the Dominion.		United Kingdom.*		Australia and other British Possessions.		Foreign Countries.†			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1863	2,067	£ 9,169	415	£ 1,824	558	£ 3,078	..	£ ..	3,040	£ 14,071
1873	34,288	142,642	1,482	6,626	1,668	7,689	..	..	37,438	156,957
1883	132,232	402,559	3,725	15,553	5,697	23,300	..	..	141,654	441,411
1893	146,133	576,359	8,746	32,617	10,679	40,929	..	..	165,558	649,905
1903	273,535	1,108,067	13,035	49,181	17,777	68,340	..	..	304,347	1,225,589
1913	516,536	2,821,624	12,693	70,084	31,450	110,487	..	..	560,679	3,002,194
1923	545,605	3,849,423	11,042	63,313	26,042	123,703	1,813	8,669	584,502	4,045,108
1924	530,569	4,113,813	8,310	60,862	28,543	127,350	2,348	10,309	619,770	4,312,334
1925	610,972	4,406,461	9,857	69,098	27,318	119,073	2,140	8,391	650,287	4,603,023
1926	635,078	4,453,878	10,047	70,948	28,935	124,952	2,334	10,326	676,394	4,660,104
1927	639,889	4,416,132	11,646	80,015	32,791	136,763	2,428	9,301	686,804	4,642,261
1928	642,136	4,406,187	10,607	70,151	32,650	138,068	2,636	9,358	688,029	4,623,764
1929	664,049	4,609,226	10,953	68,273	32,973	129,798	2,923	10,875	710,898	4,818,172
1930	669,483	4,497,547	10,046	62,617	30,776	126,051	2,650	9,270	712,955	4,695,485
1931	611,165	3,682,333	10,276	60,631	17,458	87,071	2,609	8,794	641,508	3,838,829
1932	565,748	3,140,927	8,068	60,479	16,221	46,879	2,806	16,293	592,843	3,264,578
1933	555,219	2,945,703	9,909	53,898	19,956	96,766	2,600	15,827	587,684	3,112,194

* Includes foreign offices to year 1915.

† In previous years included in United Kingdom and foreign offices.

Table No. 3.

TABLE SHOWING THE NUMBER AND WEIGHT OF PARCELS EXCHANGED WITH OTHER COUNTRIES DURING THE YEARS 1932 AND 1933.

Places.	Received.				Despatched.			
	1932.		1933.		1932.		1933.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.
Great Britain and Northern Ireland and countries via London	79,728	lb. 612,223	70,067	lb. 544,210	15,383	lb. 65,288	16,017	lb. 69,431
New South Wales	22,394	88,534	26,675	112,771	9,251	28,741	9,985	30,888
Victoria	11,351	51,913	11,384	49,495	4,983	16,956	5,611	17,821
Queensland	883	1,905	982	2,161	1,071	2,864	1,105	2,797
South Australia	846	3,225	760	2,358	587	1,763	678	2,115
Western Australia	422	996	462	1,089	582	1,398	651	1,691
Tasmania	335	905	297	917	588	1,618	563	1,607
Norfolk Island	96	259	24	59	663	1,920	416	1,012
Canada	7,448	87,240	6,644	75,432	1,434	5,271	1,231	4,412
Union of South Africa	790	1,576	761	1,731	455	1,410	449	1,442
Aden	781	6,243	505	3,933	..	..	..	..
India	3,115	22,704	3,068	23,088	837	4,463	842	4,984
Ceylon	362	1,662	318	1,401	112	452	88	342
Malaya	383	1,132	454	1,619	242	1,124	218	886
Hong Kong	868	5,540	747	4,965	622	2,833	650	2,789
Fiji	820	1,909	708	1,492	1,719	6,148	1,782	6,516
Tonga	108	417	117	477	747	3,604	573	2,868
United States of America and Possessions	20,441	109,041	18,368	100,826	2,878	10,141	2,792	10,461
Egypt	191	1,260	179	922	28	98	26	134
Tahiti	74	351	51	277	176	1,257	189	1,157
Uruguay .. .. .	..	..	..	..	34	156	47	221
Others .. .. .	..	..	..	..	40	124	8	30
Totals	151,436	999,035	142,571	929,223	42,432	157,629	43,921	163,604

Table No. 4.

POST OFFICE SAVINGS-BANK.—GENERAL STATEMENT.
POST OFFICE SAVINGS-BANK IN THE VARIOUS POSTAL DISTRICTS OF NEW ZEALAND DURING THE YEAR ENDED 31ST MARCH, 1934.

Postal Districts.	Number of Branches at the Post Office at the Close of the Period.	Number of Deposits received during the Period.	Total Amount of Deposits received during the Period.		Average Amount of each Deposit received during the Period.		Number of Withdrawals during the Period.	Total Amount of Withdrawals during the Period.		Average Amount of each Withdrawal during the Period.		Excess of Deposits over Withdrawals during the Period.	Excess of Withdrawals over Deposits during the Period.		Interest for the Period.	Number of Accounts opened during the Period.	Number of Accounts closed during the Period.	Number of Accounts remaining open at Close of the Period.	Total Amount standing to the Credit of all Open Accounts, inclusive of Interest to the Close of the Period.		Average Amount standing to the Credit of each Open Account at the Close of the Period.									
			£	s. d.	£	s. d.		£	s. d.	£	s. d.		£	s. d.					£	s. d.	£	s. d.	£	s. d.						
Auckland ..	180	193,497	3,238,295	3	2	16	14	9	225,369	2,905,169	0	5	12	17	10	333,126	2	9	194,629	14	10	12,143	10,817	132,961	7,130,710	7	53	12	7	
Blenheim ..	15	12,974	224,906	2	1	17	6	9	15,437	195,933	6	7	12	13	10	28,972	15	6	16,395	11	6	650	617	10,200	598,041	8	1	58	12	8
Christchurch ..	73	192,386	3,025,556	6	4	15	14	6	229,391	2,832,126	6	9	12	6	11	193,429	19	7	204,934	8	11	7,695	8,763	117,490	7,393,122	12	10	62	18	6
Dunedin ..	80	78,286	1,539,300	19	10	19	13	3	88,486	1,334,698	10	11	15	1	8	204,602	8	11	108,659	8	1	4,442	5,271	62,177	3,966,354	9	11	63	15	10
Gisborne ..	26	27,495	408,935	10	0	14	17	3	28,506	404,247	14	2	14	3	8	4,687	15	10	27,930	6	9	1,592	1,707	20,697	1,002,722	1	4	48	9	0
Greytown ..	24	13,949	236,221	2	9	16	18	8	14,865	236,658	4	6	15	18	5	..	..	..	20,744	13	4	1,052	975	12,578	728,285	0	9	57	18	0
Hamilton ..	90	84,461	1,132,156	10	7	13	8	1	76,731	1,029,490	15	9	13	8	4	102,665	14	10	61,974	8	8	6,794	4,907	50,354	2,318,987	1	11	46	1	1
Invercargill ..	39	28,937	515,143	1	6	17	16	0	32,613	441,098	16	1	13	10	6	74,044	5	5	41,480	13	6	2,117	2,629	28,564	1,526,686	14	11	53	9	0
Napier ..	42	58,661	1,008,137	4	11	17	3	9	69,312	944,380	13	3	13	12	6	63,776	11	8	58,792	10	8	4,029	3,999	39,174	2,149,964	5	3	54	17	8
Nelson ..	31	23,902	363,090	4	4	15	3	10	26,154	353,345	17	8	13	10	2	9,744	6	8	27,136	12	7	1,411	1,334	17,508	969,332	11	11	55	7	4
New Plymouth ..	37	46,015	784,059	14	7	17	0	10	44,898	699,836	13	3	15	11	9	84,223	1	4	43,891	2	2	2,834	2,835	32,397	1,651,848	3	5	50	19	9
Oamaru ..	12	13,838	275,276	7	9	19	17	10	15,939	242,084	18	0	15	3	9	33,191	9	9	18,310	2	9	932	763	10,286	666,895	6	9	64	16	9
Palmerston North ..	38	68,348	1,030,017	12	10	15	1	5	73,286	936,669	14	8	12	15	8	93,347	18	2	60,593	16	4	4,108	3,256	39,059	2,240,893	13	2	57	7	5
Thames ..	40	29,965	464,042	13	11	15	9	9	25,739	440,684	0	4	17	2	5	23,358	13	7	27,885	15	7	2,919	2,368	23,803	1,014,498	3	3	42	12	5
Timaru ..	18	32,659	615,902	13	5	18	17	2	39,336	567,256	1	3	14	8	5	48,646	12	2	42,392	8	4	1,876	1,668	23,754	1,524,625	14	9	64	3	8
Wanganui ..	37	44,966	683,873	10	11	15	4	2	48,229	626,489	19	0	12	19	10	57,383	11	11	46,840	17	3	2,643	2,813	33,342	1,707,567	19	1	51	4	3
Wellington ..	62	266,731	3,770,652	18	4	14	2	9	274,396	3,491,915	10	0	12	14	6	278,737	8	4	217,893	5	3	13,116	14,400	135,211	7,917,840	14	1	58	11	2
Westport ..	18	5,156	80,671	6	7	15	12	11	6,293	99,804	18	4	15	17	2	..	..	..	8,894	0	9	379	517	5,825	303,009	2	4	52	0	4
Western Samoa ..	2	2,125	19,782	0	11	9	6	2	2,193	24,387	1	8	11	2	5	..	..	..	1,044	0	0	214	224	1,560	34,972	0	6	22	8	4
Rarotonga ..	6	924	12,811	9	0	13	17	4	1,217	11,893	13	8	9	15	5	917	15	4	665	13	7	138	56	1,322	24,033	8	2	18	3	5
Totals for year ended 31st March, 1934	870	1,225,275	19,428,852	13	9	15	17	1	1,338,390	17,818,171	16	3	13	6	3	1,610,680	17	6	1,231,089	10	10	71,084	69,919	798,262	44,870,391	3	0	56	4	2
Totals for year ended 31st March, 1933	873	1,214,105	16,933,176	8	1	14	0	1	1,475,079	19,635,928	4	9	13	6	3	..	..	..	1,475,873	10	5	72,638	152,531	797,097	42,028,620	14	8	52	14	7

Table No. 5

POST OFFICE SAVINGS-BANK.—GENERAL STATEMENT.

TABLE SHOWING THE BUSINESS OF THE POST OFFICE SAVINGS-BANK IN NEW ZEALAND, BY TEN-YEAR PERIODS, FROM 1868 TO THE 31ST DECEMBER, 1918, AND YEARLY PERIODS FROM 1925 TO THE YEAR ENDED 31ST MARCH, 1934.

Year.	Number of Branches of the Post Office Savings-bank open at the Close of the Year.	Number of Deposits received during the Year.	Total Amount of Deposits received during the Year.		Average Amount of each Deposit received during the Year.		Number of Withdrawals during the Year.	Total Amount of Withdrawals during the Year.		Average Amount of each Withdrawal during the Year.		Excess of Deposits over Withdrawals during the Year.		Excess of Withdrawals over Deposits during the Year.		Interest for the Year.		Number of Accounts opened during the Year.	Number of Accounts closed during the Year.	Number of Accounts remaining open at Close of the Year.	Total Amount standing to the Credit of all Open Accounts, inclusive of Interest to the Close of the Year.		Average Amount standing to the Credit of each Open Account at the Close of the Year.		
			£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.				£	s. d.	£	s. d.	£
Year ended 31st Mar., 1934	870	1,225,275	19,428,852	13 9 15	11,338,390	17,818,171	16 3 13	6 3 1,610,680	17 6	1,231,089	10 10	71,084	69,919	798,262	44,870,391	3 0 56	4 2						
Year ended 31st Mar., 1933	873	1,214,105	16,933,176	8 1 14	11,475,079	19,635,928	4 9 13	6 3	..	..	..	2,702,751	16 5 72,538	152,531	797,097	42,028,620	14 8 52	14 7						
Year ended 31st Mar., 1932	882	1,418,250	19,463,985	10 6 13	14 6 1,535,368	25,488,081	4 0 16	12 0	..	..	..	6,024,095	13 4 78,674	79,627	877,090	43,255,499	0 11 49	6 4						
Year ended 31st Mar., 1931	884	1,695,143	24,531,569	1 3 14	9 5 1,473,027	28,063,338	6 0 19	1 0	..	..	..	3,531,769	4 3 98,298	73,012	878,043	47,668,547	1 1 54	5 9						
Year ended 31st Mar., 1930	882	1,700,460	28,561,854	4 10 16	15 11 1,342,113	29,575,993	16 10 22	0 9	..	..	..	1,014,139	12 0 1 97,932	73,471	852,757	49,436,491	8 7 57	19 5						
Year ended 31st Mar., 1929	879	1,618,656	27,252,381	9 0 16	16 9 1,285,256	28,111,940	16 9 21	17 6	..	..	..	859,559	7 4 93,111	69,540	828,296	48,644,217	0 6 58	14 7						
Year ended 31st Mar., 1928	870	1,570,493	27,611,066	5 1 17	11 7 1,274,906	30,584,997	14 4 23	19 10	..	..	..	2,973,931	9 3 93,331	72,433	804,725	47,758,726	2 11 59	6 11						
Year ended 31st Mar., 1927	875	1,509,909	29,456,383	2 7 19	10 21,224,764	30,149,628	17 3 24	12 4	..	..	..	693,245	14 8 97,713	72,041	783,827	48,985,501	18 5 62	9 11						
Year ended 31st Mar., 1926	870	1,446,530	31,833,621	9 5 22	0 11,197,985	32,602,505	17 2 27	4 3	..	..	..	768,884	7 2 104,447	81,440	758,155	47,911,321	10 5 63	3 11						
Year ended 31st Mar., 1925	855	1,371,009	29,582,897	2 9 21	11 7 1,108,291	30,413,609	3 11 27	8 10	..	..	..	830,712	1 2 95,595	70,604	735,148	46,948,628	1 0 63	17 3						
Totals for 1918 ..	786	1,213,353	18,101,104	18 1 14	4 727,729	14,938,841	10 0 20	10 7 3,162,263	8 1	..	..	1,059,471	17 8 76,869	53,015	590,205	33,418,125	4 9 56	12 5						
" 1908 ..	593	706,101	9,674,075	4 0 13	4 484,672	9,417,820	10 3 19	8 8 256,254	13 9	..	..	379,808	6 7 80,133	57,829	342,077	12,159,293	18 1 35	10 11						
" 1898 ..	409	281,749	3,279,611	7 5 11	12 10 196,764	3,194,893	16 7 16	4 9 84,717	10 10	..	..	128,128	16 6 37,265	26,628	169,968	4,957,771	5 5 29	3 5						
" 1888 ..	290	145,355	1,544,747	7 11 10	12 6 96,204	1,387,471	1 10 14	8 5 157,276	6 1	..	..	78,080	6 0 21,307	16,543	84,488	2,048,441	10 9 24	4 10						
" 1878 ..	147	69,908	762,084	12 0 10	18 0 42,746	742,083	14 3 17	7 2 20,030	17 9	..	..	31,664	12 9 13,005	9,634	32,132	819,071	8 2 25	9 9						
" 1868 ..	55	13,014	194,535	11 6 14	18 11 6,365	107,094	17 3 16	16 6 87,440	14 3	..	..	4,880	7 3 3,282	1,186	4,252	163,518	15 7 38	9 1						
*Totals from 1st Feb. to 31st Dec., 1867	46	6,977	96,372	7 10 13	16 3 1,919	26,415	18 9 13	15 3 69,956	9 1	1,241	5 0 2,520	364	2,156	71,197	14 1 33	0 5							

* The Post Office Savings-bank was established in the Dominion in February, 1867.

Table No. 6.

TABLE SHOWING THE ESTIMATED NUMBER OF LETTERS AND LETTER-CARDS, POST-CARDS, BOOK-PACKETS, NEWSPAPERS, AND PARCELS POSTED AND DELIVERED IN THE SEVERAL POSTAL DISTRICTS OF NEW ZEALAND DURING THE YEAR ENDED 31ST DECEMBER, 1933.

Postal District.	Posted in the Dominion.						Delivered in the Dominion.						Total posted and delivered in the Dominion.					
	Letters and Letter-cards.	Post-cards.	Books, &c.	Newspapers.	Parcels.	Letters and Letter-cards.	Post-cards.	Books, &c.	Newspapers.	Parcels.	Letters and Letter-cards.	Post-cards.	Books, &c.	Newspapers.	Parcels.			
Auckland	24,680,323	618,007	18,491,012	5,107,242	392,223	29,239,925	723,073	14,920,022	2,783,794	303,732	53,920,248	1,341,080	33,411,034	7,891,036	695,955			
Blenheim	1,295,001	22,566	452,953	147,030	11,440	1,428,856	37,414	788,411	265,798	34,216	2,723,857	59,980	1,241,364	412,828	45,556			
Christchurch	15,016,954	660,894	8,444,712	1,445,656	227,760	17,612,348	829,231	11,100,323	2,185,664	177,983	32,629,302	1,490,125	25,945,035	3,631,320	405,743			
Dunedin	10,525,872	391,534	7,083,320	1,371,486	150,982	11,269,479	399,412	7,330,102	1,740,778	156,923	21,795,351	790,946	14,413,422	3,112,264	307,905			
Gisborne	2,775,955	23,426	919,008	303,684	27,209	2,793,804	46,449	1,541,787	703,768	55,926	5,569,759	69,875	2,460,795	1,007,452	83,135			
Greymouth	1,676,827	32,188	674,103	198,900	17,927	1,996,436	52,221	838,890	341,770	47,372	3,673,263	84,409	1,512,993	540,670	65,299			
Hamilton	9,417,879	213,759	3,738,906	579,159	44,720	8,951,124	310,804	5,732,064	1,015,781	133,315	18,369,003	524,563	9,460,970	1,594,940	178,035			
Invercargill	6,387,833	115,531	2,918,370	473,491	41,639	6,014,216	162,942	3,088,793	798,590	81,601	12,402,049	278,473	5,987,163	1,272,081	123,240			
Napier	5,989,614	112,788	2,607,679	515,089	31,369	6,397,443	170,066	4,148,066	948,103	75,621	12,387,057	282,854	6,755,745	1,463,192	106,990			
Nelson	2,606,395	70,512	979,189	207,082	28,613	2,708,693	66,209	1,511,380	443,157	75,556	5,315,088	136,721	2,490,569	650,239	104,169			
New Plymouth	4,371,800	82,407	2,201,812	467,760	29,666	4,815,382	134,667	3,184,792	688,727	74,022	9,187,182	217,074	5,386,604	1,156,487	103,688			
Oamaru	1,436,993	26,195	530,520	140,214	8,593	1,429,740	44,005	974,428	268,138	20,098	2,866,733	70,200	1,504,948	408,352	28,691			
Palmerston N.	5,324,821	95,914	2,937,665	442,374	40,937	5,873,140	142,337	4,215,055	741,286	75,517	11,197,961	238,251	7,152,720	1,183,660	116,454			
Thames	2,992,631	58,344	1,030,174	279,241	19,071	3,419,520	130,780	2,354,508	451,646	62,517	6,412,151	189,124	3,384,682	730,887	81,588			
Timaru	3,152,126	68,120	1,213,295	234,614	19,617	3,334,461	90,285	2,040,883	402,961	45,786	6,486,587	158,405	3,254,178	637,575	65,403			
Wanganui	4,627,800	117,104	2,002,705	419,583	31,447	4,573,114	153,335	2,517,593	643,448	66,456	9,200,914	270,439	4,520,298	1,063,031	97,903			
Wellington	22,767,919	341,794	15,679,682	3,481,493	413,214	23,174,859	472,154	9,908,408	3,154,718	222,775	45,942,778	813,948	25,588,090	6,636,211	635,989			
Westport	659,827	10,309	147,703	93,431	8,437	992,381	25,493	394,056	234,728	25,428	1,652,208	35,802	541,759	328,159	33,865			
Raoufonga	42,708	156	1,410	1,338	834	45,342	156	6,252	12,510	2,226	88,050	312	7,662	13,848	3,060			
Western Samoa	92,496	489	4,962	10,584	759	67,275	558	13,062	30,573	2,661	159,771	1,047	18,024	41,157	3,420			
Totals	125,841,774	3,062,037	78,449,180	15,919,451	1,546,457	136,137,538	3,991,591	76,588,875	17,855,938	1,739,731	261,979,312	7,053,628	155,038,055	33,775,389	3,286,188			
Previous year	118,255,346	3,088,022	76,545,444	14,856,485	1,298,804	128,139,784	3,738,990	70,663,023	18,553,887	1,475,612	246,395,130	6,827,012	147,208,467	33,410,372	2,774,416			

Table No. 7.

TABLE SHOWING THE NUMBER OF FORWARDED, AND THE REVENUE DERIVED FROM, PAID TELEGRAMS AND TOLL CALLS (INCLUDING CABLE AND RADIO MESSAGES AND OVERSEAS TOLL CALLS) DURING THE YEARS ENDED 31ST MARCH, 1934 AND 1933.

Year ended	Telegrams.										Toll Communications.		Total.	
	Ordinary.		Urgent.		Press.		Letter.		Urgent Marine.		Number.	Value.	Number.	Value.
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Number.				
											£	£	£	£
31st March, 1934	3,464,070	354,866	68,692	8,087	470,278	51,735	187,560	11,094	31,712*	9,064,991	409,638	13,287,303	835,420†	
31st March, 1933	3,403,177	336,273	73,244	8,680	443,636	51,816	201,281	12,041	32,209*	8,984,219	397,416	13,137,766	806,226†	

* No payment received.
cable and radio messages.

† Deduct £153,903 paid to other Administrations in respect of cable and radio messages.

‡ Deduct £135,194 paid to other Administrations in respect of

Table No. 8.

TABLE SHOWING CABLE, RADIO-TELEGRAPH, AND RADIO-TELEPHONE BUSINESS TRANSACTED DURING THE YEAR ENDED 31ST MARCH, 1934, AS COMPARED WITH THE YEAR ENDED 31ST MARCH, 1933.

Cable Messages.

Year ended	INTERNATIONAL.				AUSTRALIAN.				Total.	
	Forwarded.		Received.		Forwarded.		Received.			
	Number of Messages.	Revenue earned by New Zealand.	Number of Messages.	Revenue earned by New Zealand.	Number of Messages.	Revenue earned by New Zealand.	Number of Messages.	Revenue earned by New Zealand.	Number of Messages.	Revenue earned by New Zealand.
31st March, 1934 ..	148,631	£ 6,755	133,054	£ 5,806	112,157	£ 3,286	111,627	£ 3,627	505,469	£ 19,474
31st March, 1933 ..	146,607	7,817	132,526	6,589	110,036	3,160	108,840	3,437	498,009	21,003
PRESS MESSAGES (included in above totals).										
31st March, 1934 ..	1,931	155	4,268	405	3,474	335	6,189	715	15,862	1,610
31st March, 1933 ..	2,482	227	4,744	438	3,878	393	6,204	709	17,308	1,767

Radio-telegrams.

Year ended	Forwarded.		Received.		Total.	
	Number of Messages.	Revenue earned by New Zealand.	Number of Messages.	Revenue earned by New Zealand.	Number of Messages.	Revenue earned by New Zealand.
31st March, 1934 ..	8,960	£ 2,192	15,131	£ 3,142	24,091	£ 5,334
31st March, 1933 ..	8,591	1,973	14,543	2,689	23,134	4,662

Radio-telephone Calls.

Period.	Outward.		Inward.		Total.	
	Number of Calls.	Revenue earned by New Zealand.	Number of Calls.	Revenue earned by New Zealand.	Number of Calls.	Revenue earned by New Zealand.
31st March, 1934 ..	150	£ 227	174	£ 400	324	£ 627
31st March, 1933 ..	98	140	127	181	225	321

Approximate Cost of Paper.—Preparation, not given; printing (1.125 copies), £52.

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