

ANNUAL REPORT OF THE POST AND TELEGRAPH DEPARTMENT FOR THE YEAR 1926-27.

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1927.
NEW ZEALAND.

POST AND TELEGRAPH DEPARTMENT

(REPORT OF THE) FOR THE YEAR 1926-27.

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

To His Excellency the Right Honourable Charles Fergusson, Baronet ; General on the Retired List and in the Reserve of Officers of His Majesty's Army ; Doctor of Laws ; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George ; Knight Commander of the Most Honourable Order of the Bath ; Companion of the Distinguished Service Order ; Member of the Royal Victorian Order.

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 31st March, 1927.

RECEIPTS AND PAYMENTS.

It is a source of gratification to be able to record that, while the receipts of the Department showed an increase over those for the previous year, the payments were less than those for 1925-26. Actually the receipts amounted to £120,270 more than for 1925-26, and the payments to £63,282 less. The receipts for 1926-27 exceeded the payments by £874,392. It is obvious that with a growing Department in a growing country such as New Zealand the expenditure can be curtailed or kept down only by constant vigilance on the part of departmental officers ; and, having in view the fact that the expenditure for 1925-26 was £6,701 less than that for 1924-25, the further reduction of £63,282 in the year just closed must be regarded as particularly satisfactory.

STAFF.

The Department's reputation for efficiency was well maintained during the year. The fact that receipts showed an increase over those for the preceding year, while payments were less than those for 1925-26, can be said to be due in no small measure to general staff efficiency. With the widespread ramifications so characteristic of my Department, it is only by having the loyal and efficient co-operation of the staff as a whole that the work is able to be carried on. It is the constant endeavour of the Department to give prompt and efficient service to the public, and, judging from the absence of serious complaint during the year and from the letters of commendation that are received from time to time, the Department's endeavour is not falling short of the goal to which it aspires.

My Department was largely concerned in the transport arrangements, as well as in providing the necessary communication facilities, in connection with the tour of the Dominion of Their Royal Highnesses the Duke and Duchess of York. As mentioned elsewhere in the report, His Royal Highness himself, as well as his Private Secretary, expressed appreciation of the departmental facilities provided for the use of the Royal party. It may be said that the expeditious and efficient manner in which the work of all branches proceeded during the Royal visit, despite the exigencies inseparable from such occasions, has further enhanced the reputation of the Department.

MONEY-ORDERS.

The money-order system still provides one of the foremost means of remitting amounts, large or small. The orders issued exceeded those issued in the previous year by 26,500 in number and £56,000 in value.

An arrangement was made during the year under which amounts for payment at places in Europe to which money-orders from New Zealand are sent through the intermediary of the London Post-office can be telegraphed to London and posted thence to destination. This should prove a useful means of making urgent remittances.

SAVINGS-BANK.

Despite the fact that the withdrawals exceeded the deposits, it is gratifying to report that the excess of withdrawals was less by £75,639 than the excess for the previous year. An increase of 25,672 in the number of accounts open on the 31st March, 1927, compared with the number open on the 31st March, 1926, evidences the continued popularity of the Post Office Savings-bank, and the desire for thrift of the people of the Dominion. The number of depositors on the 31st March was 783,827, and the total amount at their credit £48,985,502.

OVERSEAS MAILS.

The Vancouver and San Francisco mail-contract steamers continued to run with regularity, and mails between New Zealand and Great Britain were despatched and received with the customary expedition. On two occasions, owing to particularly good connections being made, the time occupied in transmission between New Zealand and London via San Francisco was only twenty-seven days.

MARINE POST-OFFICE.

The marine post-offices on the mail-steamers "Aorangi," "Niagara," "Makura," and "Tahiti," which voyage between New Zealand and Vancouver, and between New Zealand and San Francisco, continued to effect savings in time (from twelve to twenty-four hours) in the delivery of correspondence from overseas. The operation of the marine post-offices also enables outward correspondence to be posted up to a late hour and still to connect with the steamers.

INLAND MAIL-SERVICES.

A second daily mail-service (letters only) was inaugurated between Napier and Gisborne, thus affording the latter town means of postal communication more in keeping with its importance.

An innovation was the undertaking by my Department of the work of delivering and collecting railway parcels in Wellington. The work had previously been done by a private contractor.

RURAL DELIVERIES.

The policy of my Department in respect of rural-mail deliveries has been more than justified. These services are popular with the farmer, and numerous requests have been received for additional deliveries. Occasionally, owing to the sparsely settled nature of a district, to a lack of good roads, or to some other disability, it has not been possible to grant an application for rural-delivery facilities. Whenever practicable, however, such requests are agreed to even in cases in which it is known that the granting of the delivery will involve a loss for the Department. It is claimed that in the more closely settled rural areas postal facilities at least equal to those of the smaller towns have been provided. While it is not always possible to arrange the frequency desired, my Department is invariably prepared to improve the conditions of the remote settler by providing him with reasonable postal facilities. It is recognized that the time that would be taken by a farmer in journeying to and from the nearest post-office can be more profitably employed on his farm. With rural deliveries the time of the farmer is saved, and this more than compensates him for the annual expenditure of £1 or 10s. in the rural-delivery fee. The fee varies according to the frequency of the delivery. As a result of the extension of the rural-delivery system, many small country post-offices have been permanently closed. From a national viewpoint the rural-delivery system is economically sound.

INSPECTION OF POST-OFFICES.

During 1926, 1,318 visits of inspection were made to post-offices, an audit of the accounts being carried out at each inspection. On no occasion was any serious deficiency in the official cash disclosed.

INTERRUPTION OF MAIL-SERVICES AND TELEGRAPH AND TOLL TRAFFIC.

Heavy floods on the west coast of the South Island in October–November, 1926, seriously affected the mail-services and caused the complete isolation of a large area from telegraphic and telephonic communication. During the height of the floods use was made of the wireless installation on board a steamer at Westport to apprise other places of the condition of affairs.

INTERNATIONAL TELEGRAPH CONFERENCE.

An International Telegraph Conference was held at Paris in the latter part of 1925, and New Zealand was represented by Captain T. E. Donne, late of the High Commissioner's Office, London. Alterations in the regulations consequent upon the Conference came into force on the 1st November, 1926. The modification causing most concern to users of the cable service is the restriction placed upon the use of figures and commercial marks in the cheaper classes of cable messages. My Department is, however, interpreting the new regulation in such a manner as to cause the minimum of inconvenience, and to permit of the maximum use of the lower rates.

At these International Conferences matters of the utmost importance are decided, and it is desirable, therefore, that in the case of future Telegraph Conferences the question of sending a qualified officer from the Dominion to represent this Administration be seriously considered.

MACHINE-PRINTING TELEGRAPHS.

It is satisfactory to record that the introduction of machine-printing telegraphs has proved an unqualified success. In conformity with its policy of keeping abreast of the times and adapting to its needs the most modern developments in telegraph apparatus, my Department has felt justified in extending the system to Wanganui and Napier. As traffic and other circumstances warrant, it is hoped to make the machine-printed telegram a feature of other offices. Fuller information regarding machine-printing telegraphs is given at page 25.

TELEPHONE-EXCHANGE SERVICE.

A feature of the work of the year was the progressive development of the telephone-exchange system. In following out the policy of making telephone-exchange service as attractive as possible, every facility is afforded settlers in country areas to form rural lines, comprising up to ten subscribers, for connection with telephone exchanges. It is a constant endeavour to place this practically indispensable adjunct of society within easy reach of the bulk of the population not only in the cities but in the rural areas as well.

AUTOMATIC-TELEPHONE-EXCHANGE DEVELOPMENT.

The telephone exchanges at Takapuna and Hawera have been converted from manual to automatic working, and the work of converting several other important exchanges is now in train. It is hoped to convert the exchanges at Stratford, Dannevirke, and Dunedin in the near future, and subscribers to these exchanges can look forward to a greatly improved service. I regret that the change at Dunedin has been delayed so long, but subscribers can rest assured that after the cut-over the service will be equal to any in the world. While my Department is

anxious to afford as many subscribers as possible the benefits of the automatic system, it is not at present expedient, on account of the cost and the radical alterations necessary, to convert to automatic working those exchanges that are still capable of giving efficient service.

INTER-ISLAND TELEPHONE COMMUNICATION.

It is the intention to extend the facilities for inter-Island telephone communication. A special trunk telephone circuit is now in the course of erection between Christchurch and Seddon, and special telephone repeating-apparatus is to be installed at Seddon and Wellington. The completion of these works will considerably enlarge the area of inter-Island communication. Direct communication will be possible between Christchurch on the one hand, and Auckland, Napier, Wanganui, and Wellington on the other. In addition, subscribers in the Nelson and Marlborough Provinces will be afforded direct communication with many of the principal exchanges in the North Island. The apparatus for repeating speech will prove a great boon, and will enable subscribers in different Islands to hear one another as well as if they were conversing in the same town.

TARIFF FOR TRUNK-LINE CALLS.

A concession has been given in the tariff for toll communications by permitting half rates to operate from 8 p.m. Formerly half rates operated from 9 p.m. It has also been found possible to reduce the rates for long-distance calls beyond 150 miles. This reduction will be of special benefit over such distances as between Auckland and Christchurch.

PUBLIC CALL OFFICES.

Associated with the general increase in telephone-exchange subscribers has been an increased demand for public call offices. Unfortunately, it has not been possible to grant all the applications that have been received, but installations have been made where the need was considered to be most pressing.

It has been decided to adopt more permanent and enduring types of cabinet, and in future the construction will be of concrete, steel, or wood, according to the particular location.

The revenue derived from public call offices shows a considerable increase over that for the previous year.

DUPLICATION OF PACIFIC CABLE.

The scheme of the Pacific Cable Board to provide a second cable channel between Canada and New Zealand and Australia was brought to fruition on the 22nd November, 1926, when the duplicated cable between Suva (Fiji) and Bamfield (British Columbia) was opened for traffic. It is expected that the provision of this second outlet will relieve the congestion that has been in evidence for many years on the single cable channel across the Pacific.

PROPOSED AMENDMENT OF CONSTITUTION OF PACIFIC CABLE BOARD.

The constitution of the Pacific Cable Board came under discussion at the Imperial Conference last year, when the representatives of the Governments concerned agreed upon a scheme for a more equitable basis of representation on the Board. Tentative proposals also were made for a definite allocation to the associated Governments of profits from the undertaking, after setting aside a reasonable amount to a reserve fund. It is expected that the amendment of the Pacific Cable Act in these directions by the British Parliament will tend to remove any obstacles to the smooth and efficacious administration of the business of the Board.

REPRESENTATION OF NEW ZEALAND GOVERNMENT ON PACIFIC CABLE BOARD.

The Hon. Sir C. J. Parr, K.C.M.G., was appointed on the 1st August, 1926, to represent New Zealand on the Pacific Cable Board in place of the Hon. Sir James Allen, K.C.B.

PACIFIC CABLE BOARD APPOINTMENT.

The development of cable business in the Dominion has led the Pacific Cable Board to make new arrangements for the conduct of its affairs. It was found expedient to appoint a Business Manager exclusively for the Dominion. The new position was filled by the appointment of Mr. A. T. Markman, late Secretary of the Post and Telegraph Department.

REDUCTIONS IN CABLE RATES.

Results of the increased cable facilities arising materially from the duplication of the Pacific cable have been a welcome reduction by both the Pacific and Eastern routes in the rates to Great Britain and Ireland, and an extension to the United States of America of the daily letter category of messages. In addition, the rates by the Pacific route to Canada and Newfoundland have been appreciably lowered.

INTERNATIONAL RADIO-TELEGRAPH CONFERENCE.

It is satisfactory to record that after several postponements arrangements are now in train for the holding of an International Radio-telegraph Conference. The gathering will take place at Washington in October, 1927, and my Department will be represented by the Chief Telegraph Engineer, Mr. A. Gibbs, M.I.E.E. Since the last International Conference, in 1912, communication by radio-telegraphy and radio-telephony has advanced so remarkably and has made such strides as an accepted means of communication that a co-ordination of international regulations has become an urgent need. The allotment of distinctive wave-lengths to different classes of radio-electric services is in particular expected to have a clarifying effect in the realm of radio-activity.

RADIO-TELEPHONE BROADCASTING.

In conformity with its agreement to erect and to maintain modern broadcasting stations at the four main centres the Radio Broadcasting Company of New Zealand, Ltd., has opened modern stations at Auckland and Christchurch. The Wellington station, now in course of erection, will, it is claimed, be in respect of aerial power the second most powerful broadcasting station in the Empire. It is expected that when the full service is in operation radio receiving will make in the Dominion the same wide popular appeal that it does in other countries. A very decided fillip to the general interest in radio receiving has been given by the opening of the first large stations.

PRIVATE RADIO-STATIONS.

The remarkable increase in radio receiving licenses, from 3,588 for the year ended the 31st March, 1926, to 18,162 for the year ended the 31st March, 1927, may be ascribed to the opening of large broadcasting stations at Auckland and Christchurch. It is reasonable to expect a much greater increase when the complete chain of broadcasting stations is in operation.

RENEWAL OF RADIO LICENSES.

It has been found necessary to amend the Radio Regulations in the direction of requiring every owner of radio apparatus who fails to renew a license expiring on the 31st March of any year to dismantle the apparatus within a stipulated period.

INTERFERENCE WITH RADIO BROADCASTING.

My Department is alive to the interests of radio licensees, and, in particular, is devoting a good deal of attention to the problem of freeing radio reception from interference. A special staff of Radio Inspectors has been instituted for the purpose of detecting unlicensed stations and of discovering sources of what may be termed "parasitic" interference from various electrical activities. As extraneous interference with radio reception is a phase of radio-activity in the overcoming of which all countries are concerned, it is not unlikely that the problem will receive close attention at the forthcoming International Radio-telegraph Conference.

ERECTION OF WIRELESS AERIALS.

The danger arising from the erection of wireless aerials in proximity to electric-power circuits has led to the making of regulations in the direction of requiring that wireless aerials shall be so erected as to preclude the possibility of contact with electric-power lines. Similar provision has been made for the protection of departmental circuits.

ESTABLISHMENT OF RADIO BEACON STATION.

A radio beacon has been installed on the island off Cape Maria Van Diemen on which the lighthouse is situated.

BRITISH OFFICIAL WIRELESS MESSAGES.

Messages of general interest broadcast by the high-power wireless station at Rugby, England, are received by the Awarua Radio-station, and are supplied by the Prime Minister's Department to the United Press Association for distribution to newspapers. Except for occasional adverse atmospheric conditions, there is little hindrance to the regular reception of messages.

WEATHER REPORTS FROM SHIPS AT SEA.

Arrangements have been made for the reception at New Zealand radio coast stations of weather-report telegrams from ships at sea for the Meteorological Office.

WORK PERFORMED FOR OTHER DEPARTMENTS.

Work for other Departments continues to form a large part of the duties of officers of my Department, the amount of money handled on behalf of other Departments during the year being approximately £25,000,000. Among items calling for special mention are payments made for the State Advances Department of approximately £7,000,000, and for the Public Trust Department of £1,050,000; also receipts of land-tax, £850,000, and income-tax, £1,600,000. While the amounts handled for the other Departments do not approximate those specially mentioned, nevertheless the number of transactions is large. In many cases—*e.g.*, machinery fees—the sums range from amounts as low as 2s. 6d. Not the least prominent work under this heading is the registration and licensing of motor-vehicles under the Motor-vehicles Act of 1924. With the proven elasticity of the Post Office system of accounts, the heavy work entailed in dealing with the many thousands of motor-vehicles has been handled with the minimum of difficulty.

WORK FOR CENSUS AND STATISTICS DEPARTMENT.

In April, 1926, the Dominion census was taken, and the Post Office again undertook, on behalf of the Census and Statistics Department, the distribution and collection of the census schedules. Postal officers also acted as District Enumerators. In addition, officers of my Department obtained borough, agricultural, and pastoral returns, a return of public libraries, and a return of meeting-places of religious denominations, together with information as to the attendances at the services. The work was carried out to the entire satisfaction of the Government Statistician.

REGISTRATION OF BIRTHS, DEATHS, AND MARRIAGES.

In connection with the work done by the Post Office in registering births, deaths, and marriages, arrangements were made for my Department to retain, as from the 1st July, 1926, 62½ per cent. of the fees received. Formerly the rate of payment was 50 per cent. of the fees received.

MOTOR REGISTRATION.

The system of motor registration is still working very smoothly ; and, judging from the absence of complaints, it is not only meeting the requirements of the police and traffic officers, who have to investigate the ever-increasing number of accidents, breaches of by-laws, thefts, &c., but it is also proving to be of considerable value to motor-dealers and the general public.

Tenders for the supply of registration-plates for the year 1927-28 (orange numerals on a black background) were invited from New Zealand manufacturers. The specifications called for plates to be made within the Dominion from materials of British origin. Only two tenders were received. The successful tenderer was the Precision Engineering Co., of Wellington, and it is gratifying to report that the contractor delivered the whole of the plates before the 31st January, 1927.

Notwithstanding that arrangements to issue motor-vehicle plates for the year 1927-28 were completed by the 1st February, 1927, comparatively few vehicles were relicensed before the middle of March. In view of the publicity given to the early arrangements made to accommodate motor-owners it was anticipated that advantage would be taken of the facility to relicense vehicles early. The result was very disappointing, however, and the apathy of owners was responsible for a certain amount of avoidable congestion during the last week of March, 1927.

MOTOR TRANSPORT.

The policy of Government in the matter of purchasing vehicles of English manufacture is given effect to as far as possible. The majority of the vehicles at present employed by the Department for heavy transport are of English manufacture. These have proved very efficient, both for conveying mails and for telegraph-line construction-work. The Department's light transport vehicles—1-ton trucks and ½-ton utility trucks—are chiefly of Canadian manufacture. These vehicles have proved to be satisfactory for the work they are called upon to perform, frequently over the worst backblock roads in the Dominion. By way of trial, twelve 1-ton truck chassis and four light chassis of English manufacture were purchased during the year. It is hoped that the result will justify the purchase of additional vehicles of these types. As mentioned elsewhere in the report, the fleet of cars used in connection with the tour of the Dominion by Their Royal Highnesses the Duke and Duchess of York consisted wholly of cars of English manufacture. With a fleet of over five hundred vehicles the Department cannot expect to escape accidents. It is gratifying that none of the accidents which occurred during the year was of a serious nature. The purchase of vehicles on behalf of other Departments continues to be a function of my Department.

CREATION OF STORES DIVISION.

The reorganization of the Stores Branch has been carried another step by setting up in the Secretary's Office a division to purchase supplies and to arrange for the maintenance of necessary stocks at various points. The creation of the new division enables the permanent head of the Department to keep in closer touch with the more important aspects of stores work and to exercise closer supervision over purchases. Purchases in Wellington on behalf of the smaller Departments are arranged by the Stores Division under the Stores Control Board Regulations.

OPENING OF STORES BRANCHES AT CHRISTCHURCH AND DUNEDIN.

In the report of last year reference was made to the opening of a Stores Branch at Auckland. Results clearly demonstrated that the system should be extended, and district stores have now been opened under Stores Managers at Christchurch and Dunedin. The Stores Manager, Christchurch, controls stores in the Canterbury District and on the west coast of the South Island, while the Stores Manager, Dunedin, controls stores in the Otago and Southland Districts. Under the new

arrangement stores, particularly those of a bulky nature purchased overseas, can be consigned to the point at which they will be brought into use, thus effecting considerable savings in freight and handling charges.

BUILDINGS.

The increase each year in all branches of the Department's business is reflected in the continual demand for improved office accommodation. There are many places at which the need for additional space is urgent. The condition of certain buildings is such that the buildings should be replaced as soon as circumstances permit. But with the limited funds available each year all needed replacements cannot be made at once, and care is exercised to ensure that the erection of new buildings, &c., is dealt with strictly in order of urgency.

To keep pace with the phenomenal increase in telephone-exchange subscribers it was necessary during the year to provide increased telephone-exchange accommodation at a number of places. A new building to house an automatic telephone exchange is now being erected at Miramar, while the erection of extensive additions to the exchange buildings at Courtenay Place (Wellington) and Wellesley Street (Auckland) is proceeding.

My Department spends each year a substantial sum in the purchase of stores and equipment. Except in the case of the main store at Wellington, storage accommodation is provided mostly by means of a collection of sheds. The provision of suitable accommodation for stores at Auckland, Christchurch, and Dunedin will be dealt with as soon as the necessary funds are available.

The steady increase in the use of departmental motor-vehicles necessitates the provision at different centres of suitable garages and workshops; and in this connection every effort is being made to provide accommodation on modern lines, and to ensure that the equipment installed is up to date.

VISIT OF THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF YORK.

Very complete arrangements were made in connection with the visit of Their Royal Highnesses the Duke and Duchess of York, in order that the Royal party and entourage might be afforded full post, telegraph, and telephone facilities. At many offices the hours of attendance were extended, and special arrangements were made for handling the abnormal volume of press and other telegraph traffic inseparable from such visits of national importance.

The organizing and supervising of motor transport in connection with the Royal tour was entrusted to my Department, which on account of its garages and workshops at Auckland, Christchurch, and Dunedin, and general organization throughout the Dominion, was well fitted to discharge this very important duty. Of the fleet of twenty-four cars of English make used on the tour, six were provided by my Department and the remainder by private enterprise. The personnel of the transport staff comprised twenty-four chauffeurs and two other officers from my Department.

It is extremely gratifying to report that the staff responded loyally to the call for extra effort during the Royal visit, and thus fully maintained my Department's reputation for efficiency in meeting unusual situations.

APPOINTMENT OF PERMANENT HEAD.

Consequent upon the retirement of Mr. A. T. Markman, Secretary of the Department, the secretarial chair is now occupied by Mr. G. McNamara, formerly First Assistant Secretary.

DETAILS OF REVENUE, ETC.

Matters of detail with reference to the financial operations and business of the Department will be found at length in the statement and tables which follow.

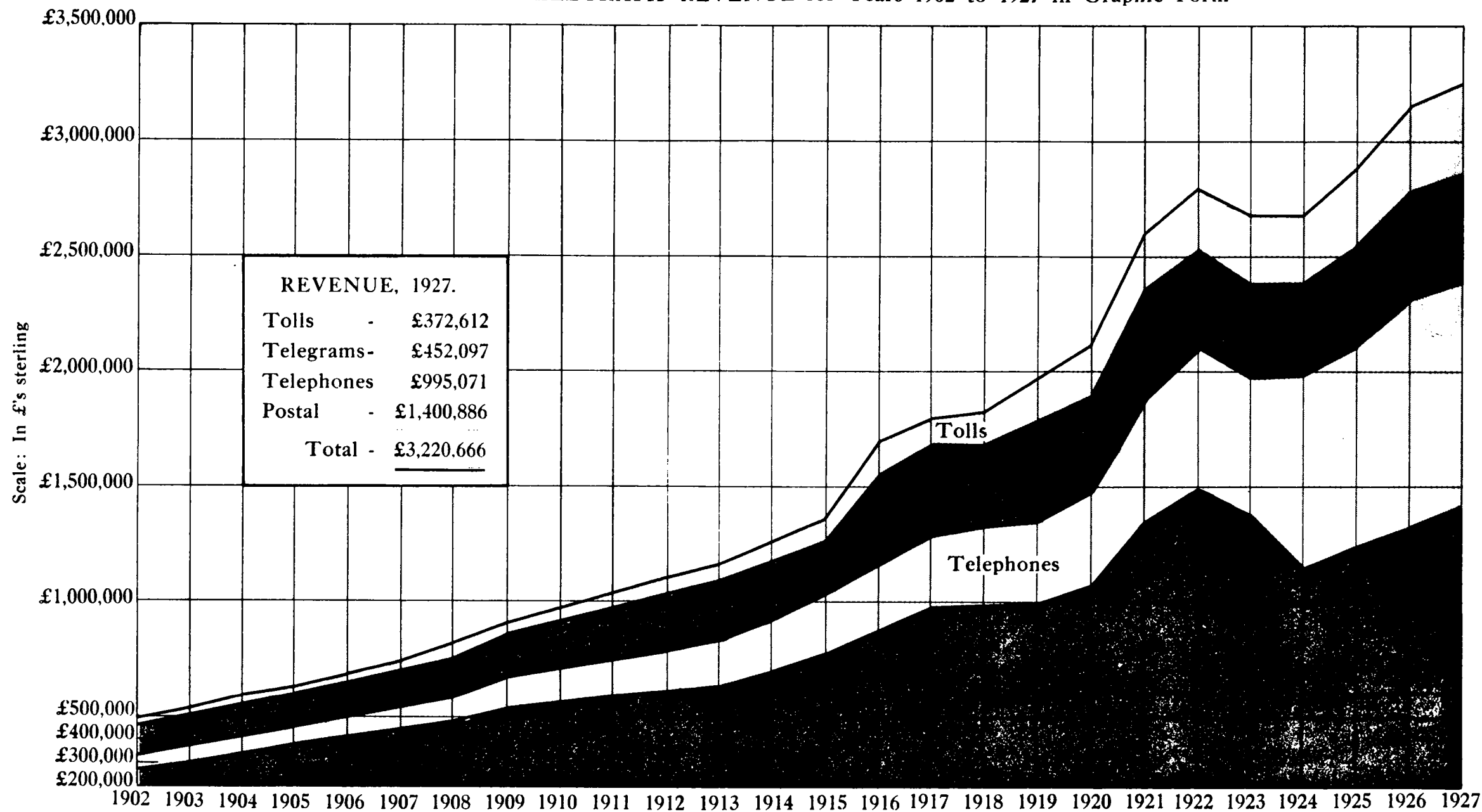
I have the honour to be,

Your Excellency's most obedient servant,

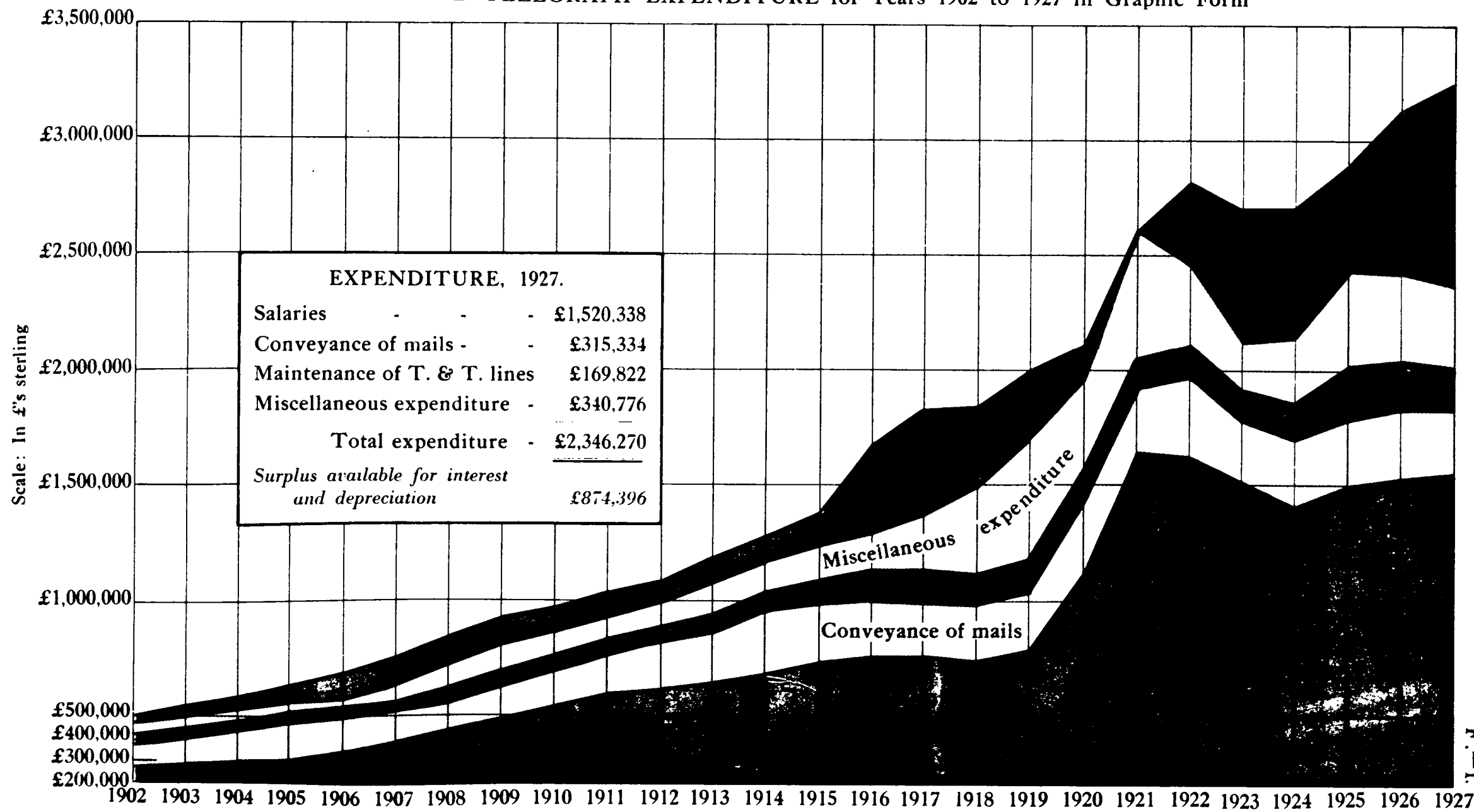
W. NOSWORTHY,
Postmaster-General.

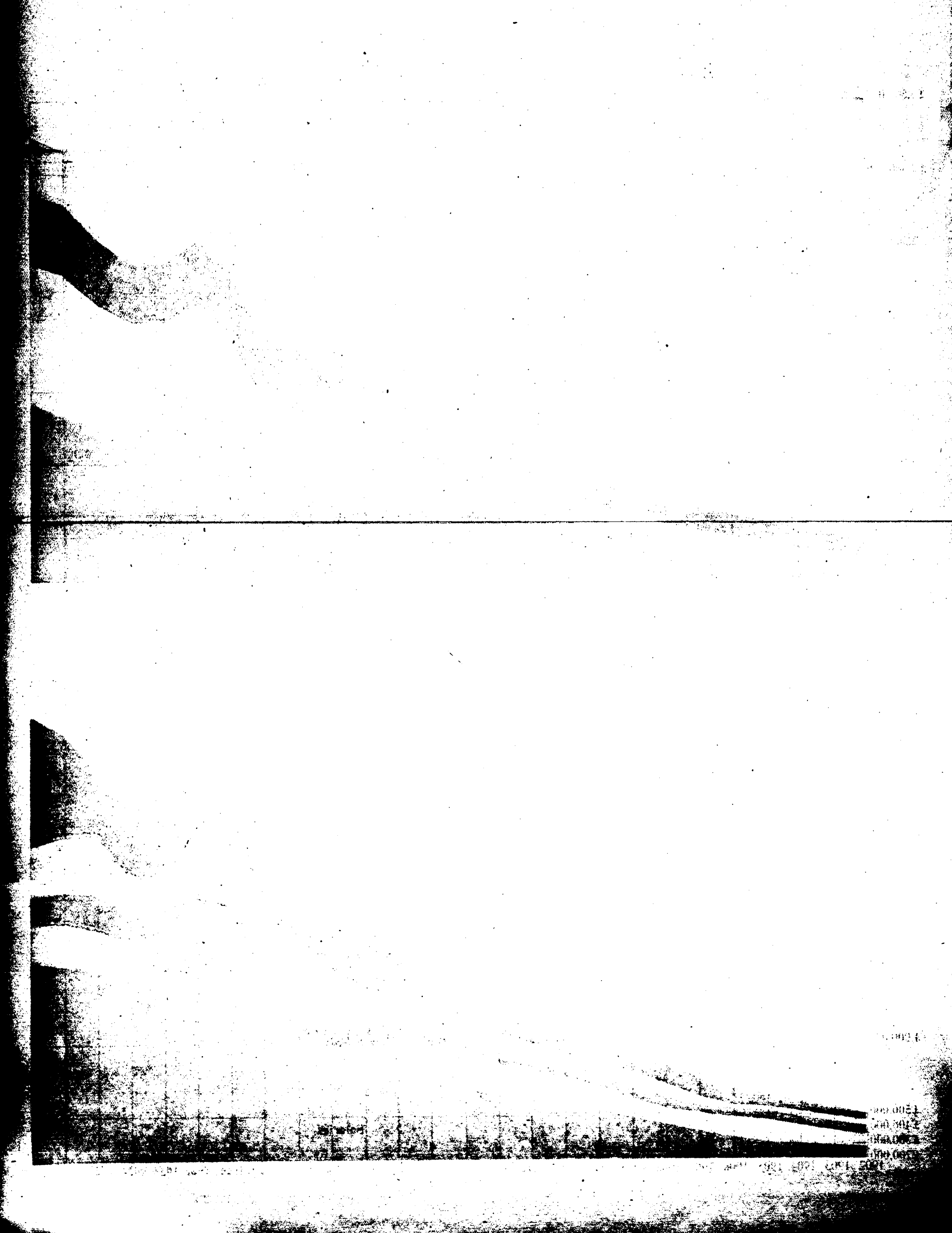
General Post Office, Wellington.

POST AND TELEGRAPH REVENUE for Years 1902 to 1927 in Graphic Form



POST AND TELEGRAPH EXPENDITURE for Years 1902 to 1927 in Graphic Form





ANNUAL REVENUE.

Postal, Telegraph (including Tolls), and Telephone Branches.

For twelve years ended 31st March, 1927.

F.—1.

Year ended 31st March.	150	300	450	600	750	900	1,050	1,200	1,350	1,500	1,650 thousands
Postal	1916					£858,583	From 23rd September, 1915, letter rate increased from 1d. to 1½d.				
	1917					£964,793					
	1918					£976,027					
	1919					£983,585					
	1920					£1,068,489					
	1921					£1,352,677	From 1st August, 1920, letter rate 2d.				
	1922					£1,499,304					
	1923					£1,378,421	From 1st Feb. 1923 rate 1½d.				
	1924					£1,146,589	From 1st October, 1923, letter rate 1d.				
	1925					£1,257,942					
	1926					£1,320,277					
	1927					£1,400,886					
Telegraph and Tolls	1916				£558,712	From 23rd September, 1915, telegraph rate increased from 6d. to 8d.					
	1917				£538,023						
	1918				£523,814						
	1919				£620,822						
	1920				£625,018						
	1921				£711,264	From 1st August, 1920, telegraph rate 1s.					
	1922				£706,322						
	1923				£723,107	From 1st February, 1923, telegraph rate 9d.					
	1924				£711,896						
	1925				£764,290						
	1926				£799,837						
	1927				£824,708						
Telephone	1916		£287,547								
	1917		£317,275								
	1918		£344,368								
	1919		£373,169								
	1920		£419,318								
	1921		£533,535	Rates increased							
	1922		£614,367								
	1923		£595,967								
	1924		£830,470*	Rates increased							
	1925		£867,218								
	1926		£980,283								
	1927		£995,072								

*Telephone rental received for a period approximately fourteen months.

ANNUAL REVENUE

F-1

1916

1920

Year ended
31st March

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1918

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STATEMENT OF FINANCIAL OPERATIONS AND BUSINESS OF THE DEPARTMENT FOR THE YEAR ENDED 31st MARCH, 1927.

RECEIPTS AND PAYMENTS.

The receipts and payments of the Department for the financial year 1926-27 are shown in the following table:—

Item.	Postal.		Telegraph.		Total.	
	£	s. d.	£	s. d.	£	s. d.
<i>Receipts.</i>						
Postages	1,103,580	17 9½	..	..	1,103,580	17 9½
Money-order and postal-note commission	49,608	6 3	..	..	49,608	6 3
Money-order commission received from foreign offices ..	954	19 7	..	..	954	19 7
Private box and bag rents and rural delivery fees ..	46,084	2 5	..	..	46,084	2 5
Miscellaneous receipts	200,658	2 10	36,219	16 11	236,877	19 9
Paid telegrams	..	..	415,877	8 4	415,877	8 4
Paid tolls	..	..	372,611	11 4½	372,611	11 4½
Telephone exchange rentals and miscellaneous	..	..	995,071	3 10½	995,071	3 10½
Totals	1,400,886	8 10½	1,819,780	0 6	3,220,666	9 4½
<i>Payments.</i>						
Salaries	632,377	10 8	887,960	11 1	1,520,338	1 9
Conveyance of ocean mails	73,523	2 3	..	..	73,523	2 3
Conveyance of inland mails	139,054	1 0	..	..	139,054	1 0
Conveyance of mails by rail	102,757	6 0	..	..	102,757	6 0
Money-order commission credited to foreign offices ..	2,836	10 11	..	..	2,836	10 11
Maintenance of telegraph and telephone lines	..	..	169,822	7 1	169,822	7 1
Motor services and workshops	25,607	5 10	16,919	2 1	42,526	7 11
Miscellaneous	145,583	19 4	149,832	8 11	295,416	8 3
	1,121,739	16 0	1,224,534	9 2	2,346,274	5 2
Balance of receipts over payments	279,146	12 10½	595,245	11 4	874,392	4 2½
Totals	1,400,886	8 10½	1,819,780	0 6	3,220,666	9 4½

The total cash value of the transactions of the Department, inclusive of the above, amounted to approximately £166,780,000 for the year.

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

Year.	Receipts.	Payments.	Balance of Receipts over Payments.	Excess of Payments over Receipts.
	£	£	£	£
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	..
1912-1913	1,167,826	1,069,272	98,554	..
1913-1914	1,269,921	1,173,314	96,607	..
1914-1915	1,359,059	1,246,850	112,209	..
1915-1916	1,695,757	1,296,522	399,235	..
1916-1917	1,809,317	1,370,810	438,507	..
1917-1918	1,837,260	1,489,446	347,814	..
1918-1919	1,972,539	1,702,048	270,491	..
1919-1920	2,106,995	1,944,161	162,834	..
1920-1921	2,590,441	2,591,786	..	1,345
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	..

STAFF.

COMPARATIVE RETURN OF PERSONS EMPLOYED IN THE POST AND TELEGRAPH DEPARTMENT ON THE 1ST APRIL, 1926 AND 1927.

The total number of persons employed on the 1st April, 1926 and 1927, was as under :—

Permanent staff—					1st April, 1926.	1st April, 1927.
Administrative Division	..	..	..	..	4	4
Clerical and Engineering Divisions	..	..	..	..	3,426	3,543
General Division	..	..	..	..	4,752	4,993
					8,182	8,540
Temporary staff	..	..	..	..	199	192
Casual staff	..	..	..	..	1,025	1,557
Totals					9,406	10,289
Non-permanent staff—						
Country Postmasters and Telephonists	..	..	..	..	1,988	1,910
Postmasters who are Railway officers	..	..	..	..	102	101
Totals					11,496	12,300

HEALTH OF PERMANENT STAFF.

The following table gives the average absence of officers on sick leave :—

		Number on Staff.	Average Absence per Sick Officer.	Average Absence for each Officer employed.
Men	..	7,719	9.26	5.04
Women	..	821	13.74	9.62

Twenty-seven officers died during the year.

PERSONNEL.

Mr. A. T. Markman, Secretary of the Department, retired on superannuation, ceasing active duty on the 31st October, 1926. He was succeeded by Mr. G. McNamara, First Assistant Secretary, who in turn was replaced by Mr. J. Robertson, Second Assistant Secretary. Mr. Robertson was succeeded by Mr. M. B. Esson, Chief Inspector, who was replaced by the promotion of Mr. A. P. Bennett, Principal, Staff Division.

APPEAL BOARD.

The Post and Telegraph Appeal Board, under the chairmanship of Mr. E. C. Cutten, S.M., sat on three occasions during the year. One hundred and three appeals were dealt with, of which one was allowed by the Board.

DEPARTMENTAL CORRESPONDENCE CLASSES.

Officers to the number of 644 enrolled in the departmental correspondence classes, which provide tuition for those who desire to sit for departmental examinations. The classes now provide tuition for ten departmental examinations. The value of the classes is reflected in the examination results: of 618 students who were examined, 568 (equal to 92 per cent.) gained passes. Apart from preparing officers purely for examination purposes, the classes tend to bring about a general increase in efficiency throughout the Service.

EXAMINATIONS.

The number of officers who entered for departmental efficiency examinations held during the year was 1,742. The candidates that were either wholly or partially successful numbered 1,008.

BUILDINGS.

Post-office buildings were completed as under :—

Brunnerton.	Paeroa.
Kaukapakapa.	Paihia.
Marton.	Poolburn.
Ohai.	Seddon (telephone exchange).
Omakau.	Te Kauwhata.
Oturehua.	Wellsford.
Outram.	

The new post-office building at Marton, the foundation stone of which was laid in 1925, was completed on the 27th April, 1927. The building, a photograph of which appears at the end of the report, is a handsome two-storied structure of brick and concrete. It will be seen from the photograph that the building is in appearance a distinct departure from the usual types of post-office building in the Dominion. The architecture embodies many features of modern building. One is the provision throughout of ample light and air. The building is fitted with every modern appliance and convenience.

Portion of a building which was no longer required at Whenuakura was dismantled and re-erected at Kohi. This structure was originally part of the old post-office building at Patea.

As the retention of the post-office building at Parkvale was no longer warranted, the structure was moved to Koputaroa to accommodate the post-office at that place.

At Brightwater the Courthouse building was moved to a new site and converted to the purposes of the Post Office.

A departmental building was provided at Moa Flat by removing to that place the old post-office building at Poolburn.

At Kopaki, the post-office site being subject to floods, the building was moved to a more suitable position.

At Omakau, Oturehua, and Outram, where the post and telegraph work was performed by the Railway Department, the business outgrew the capacity of the accommodation provided on the railway premises and the erection of post-office buildings became necessary.

To provide accommodation for the Postmaster, a residence was purchased at Rangataua.

Combined garages and stores were erected at Helensville, Kaeo, Kaitaia, Motueka, Te Aroha, Wairoa, and Whangarei. Garages were provided at Huntly, Oamaru, and Timaru. The erection of an addition to the Public Service garage at Wellington was completed.

A property at Feilding, consisting of a section of land, with a building thereon, adjoining the post-office, was purchased. The building was converted into a workshop, garage, and store.

Substantial additions and alterations to departmental buildings were made at the following places :—

Broadwood (additions).

Bull's (additions).

Caversham (alterations consequent upon road-widening).

Christchurch Chief Post-office (alterations).

Frankton Junction (additions).

Gisborne (additions).

Khandallah (automatic-telephone-exchange additions).

Kopaki (additions).

Leeston (additions).

Mangaweka (additions).

Mount Eden (automatic-telephone-exchange additions).

Murchison (additions).

Nuhaka (additions).

Otaki (additions and alterations).

Otautau (additions).

Remuera (automatic-telephone-exchange additions).

Sanson (additions).

Taihape (alterations).

Extensive additions to the Palmerston North Chief Post-office building are proceeding. It is anticipated that the added accommodation will be available in July, 1927.

Notwithstanding the largely increased accommodation provided, the general need for increased floor-space on which to conduct the Department's steadily increasing business remains undiminished. The policy of utilizing the funds available strictly in the order of urgency of the Department's requirements has been firmly adhered to. Despite this, at the close of the year, several departmental units remained accommodated in rented premises. In most of these cases, however, accommodation within the Department's own buildings is in sight.

Practically all of the Department's buildings were inspected during the year and a report furnished upon the condition of each. Notwithstanding that the funds available for maintenance were carefully administered, in a number of cases it was not possible to arrange for renovations to buildings deemed essential in the interests of proper upkeep.

It is hoped that it will be possible next year to provide additional accommodation at Hastings and Hawera; also to proceed with the erection of new post-office buildings at Dunedin, Napier, and Waverley.

The many wooden buildings owned by the Department constitute an ever-present danger of loss of mail-matter and other property by fire. Fortunately there were no losses from this cause during the year.

Hitherto the cost of various items of office equipment has been debited to capital expenditure. Under a new arrangement adopted during the year the cost will in future be charged to Post and Telegraph working-expenses.

OVERSEAS MAI LS.

The San Francisco contract was carried out by the R.M.S. "Tabiti" and "Makura," and the Vancouver contract by the R.M.S. "Aorangi" and the R.M.S. "Niagara." The San Francisco contract voyage commenced from Wellington on the 20th July, 1926, was performed by the "Maunganui," which released the "Makura" for overhaul. On the 1st February, 1927, the "Maunganui" released the "Tahiti," which in turn replaced the "Aorangi" in the Vancouver service. After being overhauled the last-named vessel resumed her running on the 15th March, 1927.

The average times occupied during the year in the transmission of the mails were as follow: Auckland to London (via Vancouver), thirty-one days; London to Auckland (via Vancouver), thirty-two days; Wellington to London (via San Francisco), twenty-nine days; London to Wellington (via San Francisco), thirty-one days.

In January, 1927, arrangements were made for correspondence for Great Britain marked "Via Australia" to be despatched to connect with steamers of the Orient line sailing from Australia. Letters posted two or three days after the departure of a San Francisco or Vancouver steamer and despatched via Australia arrive in London several days in advance of letters forwarded by the next outward Vancouver or San Francisco mail from New Zealand.

Advantage continues to be taken of the opportunity to despatch mails to Great Britain by a vessel sailing via Panama if the vessel happens to offer a quicker despatch than that of the next contract or Orient line steamer.

FIRE ON STEAMER FROM GREAT BRITAIN.

A portion of the parcel-mail for New Zealand despatched from London on the 3rd December, 1926, by the "Remuera" was damaged by a fire which broke out in a mail-locker in No. 2 hold shortly after the departure of the steamer from Panama. Approximately two hundred parcels, including a few insured, were destroyed, and a large number of parcels were more or less damaged.

INLAND MAIL-SERVICES.

In respect of mail communications the following are the only incidents worthy of recording:—

In May, 1926, a heavy slip on the Wairarapa incline blocked the railway-line near the entrance to the Summit tunnel, causing a three-days interruption to the transit of mails over this route. Letter-mails between Wellington and offices in the Wairarapa were carried by service car, and second-class mail-matter was carried by train via Palmerston North. At about the same time slips and flooded creeks caused an interruption to the Nelson-Westport mail-service. Floods damaged the railway bridge at Blackball, and again interrupted the transport of mails to and from that place.

The Northern Steamship Co.'s steamer "Manaia," carrying passengers and mails from Tauranga for Auckland, ran ashore near Slipper Island on the 10th June, 1926, at 11.30 p.m. Both passengers and mails were safely transferred to another of the company's steamers and taken on to Auckland. The "Manaia" became a total loss.

Extensive floods in July, 1926, inundated the country in the vicinity of Rangiotu and Foxton, interrupting mail communication between those places and Palmerston North, and between Foxton and Levin. Temporary arrangements were made for the conveyance of mails by motor-buses between Palmerston North and Foxton, and by boats between Levin and Foxton. Slight disorganization occurred to other mail-services in the vicinity. A similar interruption took place in the mail-services between Palmerston North and Wanganui, and between Awakino and Te Kuiti. The Wanganui River service suffered likewise. Normal services were resumed without undue delay.

A landslide in the Manawatu Gorge on the night of the 24th October, 1926, completely blocked railway traffic and consequently disorganized the mail-service to the Hawke's Bay and Wairarapa districts. Arrangements were immediately made for the transport of mails between those districts and the Manawatu district by departmental motor-lorries, with the result that little public inconvenience was occasioned. Normal mail-train connection did not resume until the end of November.

At the beginning of November, 1926, as a result of torrential rain, the Buller River overflowed its banks and invaded Westport, completely isolating the town. Mail communication through the Buller Gorge was interrupted for nearly a week. At about the same time a similar flood caused the Waimakariri River to overflow its banks, interrupting mail connections between Christchurch and North Canterbury for some days. In both cases no effort was spared and many risks were taken in re-establishing mail connections.

RURAL MAILS.

There are now in use 15,472 rural boxes, an increase of 925 on the number for last year.

The number of rural deliveries (including part rural deliveries) in operation at the 31st March, 1927, was 377, as against 365 for the year 1925-26.

The demand for the large-sized rural box referred to in last year's report is steadily increasing. Farmers appreciate the more commodious receptacle, as it affords protection against the weather for bread, groceries, and other similar parcels, which although they do not pass through the Post Office, are frequently delivered by the mail contractor. Arrangements have now been made to exhibit a sample of the large box at suitable post-offices.

It has been found possible to modify the regulations in the direction of permitting settlers to obtain a rural delivery in a case in which the number of families to the mile of travel is three in respect of a route of over ten miles in length, and four in respect of a route of less than ten miles. Formerly the required numbers of families were four and six respectively.

"HOUSEHOLDER" CIRCULARS.

The "Householder" delivery service continues to grow in public favour. The revenue from this class of mail-matter for the period 1st April, 1926, to 31st March, 1927, was £10,067, as against £8,798 for the preceding twelve months, and £4,847 for the twelve months ended the 31st March, 1925.

The advertising public is beginning to appreciate the Post Office as an advertising-medium. The "Householder" delivery service, in particular, affords a cheap and reliable means of getting publicity-matter into the homes of the people. The mail advertisement carries "personal touch," and as it enables the advertiser to have his samples delivered with his advertising message it constitutes a form of advertising that is unique not only in method, but also in the results that may be achieved.

MISSING POSTAL PACKETS.

During 1926, 6,002 inquiries for postal packets reported missing were received. In 3,790 cases, or more than half the total number, the packets were traced. In 1,032 of these cases inquiry showed that the sender was responsible for the delay; in 1,251 cases the responsibility for the delay rested with the addressee; in 392 cases the delay was due to failures in the Post Office; and in 1,115 cases either there had been no delay or there had been delay but the responsibility for it could not be fixed. The cases in which it was not possible to trace the packets inquired for numbered 2,212. In this number are included postal packets misappropriated either inside or outside the Post Office and postal packets lost before posting or after delivery. In this connection it may be mentioned that in a large number of cases in which complaint is made regarding the non-delivery of postal packets the inquiries made by the Department result in the arrest and punishment either of the person who was entrusted with the posting of the packet or of the person whose duty it was to accept delivery on behalf of the addressee. The actual losses throughout the year amounted to .0009 per cent. of the total number of articles posted.

The importance of registering packets containing articles of value is continually being stressed. A warning notice is attached to each posting-box in the Dominion, and sometimes the matter is brought to the notice of persons concerned by means of pamphlets issued by the Department. Notwithstanding this, many persons still forward bank-notes and other readily negotiable value in unregistered letters.

POSTMARKING-MACHINES.

Use continued to be made of postmarking machines for advertising purposes.

One of the Wellington machines carried a slogan advertising New-Zealand-made goods. Another machine at Wellington and machines at the three other centres carried slogans advertising departmental facilities in the following fashion :—

Sell by Mail, Simple, Economical, Direct.	Pack carefully, Address fully, Post early.	Advertise by Post, $\frac{1}{2}$ d. for 2 oz.
Reach the Unseen Buyer, Sell by Mail.	Save Travelling-expenses. Sell by Mail.	Send a Letter-telegram, 27 words for 9d.

REGISTRATION OF MOTOR-VEHICLES.

Owing to the late delivery of registration-plates for the year 1926-27, motor-owners had only a comparatively short time in which to obtain new licenses. The task of relicensing proved a heavy strain on the staff at many offices, but, owing to the splendid spirit shown by the officers concerned, the work was carried out with a minimum of delay and inconvenience.

An innovation introduced in the plates for the year 1927-28 is a prefix letter on plates for commercial vehicles. This letter indicates the amount of the license fee paid. The police and Traffic Inspectors are thus enabled to detect any vehicle in respect of which the appropriate fee has not been paid.

The colour of registration-plates is changed each year. This is done in order to enable police and traffic inspectors to see at a glance whether the current fees payable under the Motor-vehicles Act have been paid.

As the issuance of licenses in a documentary form was an expensive undertaking, and the documents served no useful purpose, it was decided to discontinue the issue of documentary licenses from the 1st April, 1926, and to regard the registration-plates as the annual license.

During the past motor-registration year much difficulty was experienced in identifying vehicles owing to the failure of many owners, when registering their vehicles, to quote accurately the engine and chassis numbers. Each discrepancy that came under notice was investigated thoroughly. In a number of instances it was found that the discrepancies were due to owners transferring plates from a registered to an unregistered vehicle. In the majority of cases, however, it was found that at the time registration was effected "part" numbers had been quoted instead of the actual engine and chassis numbers.

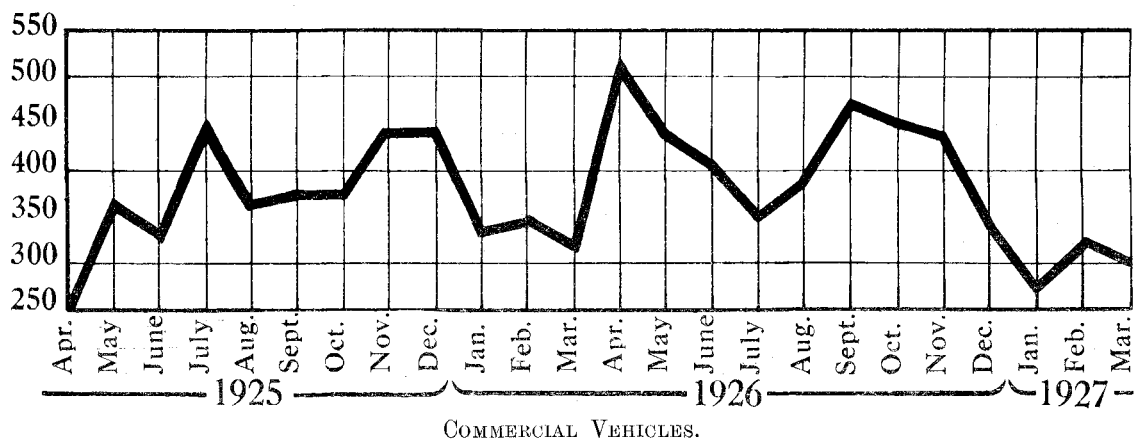
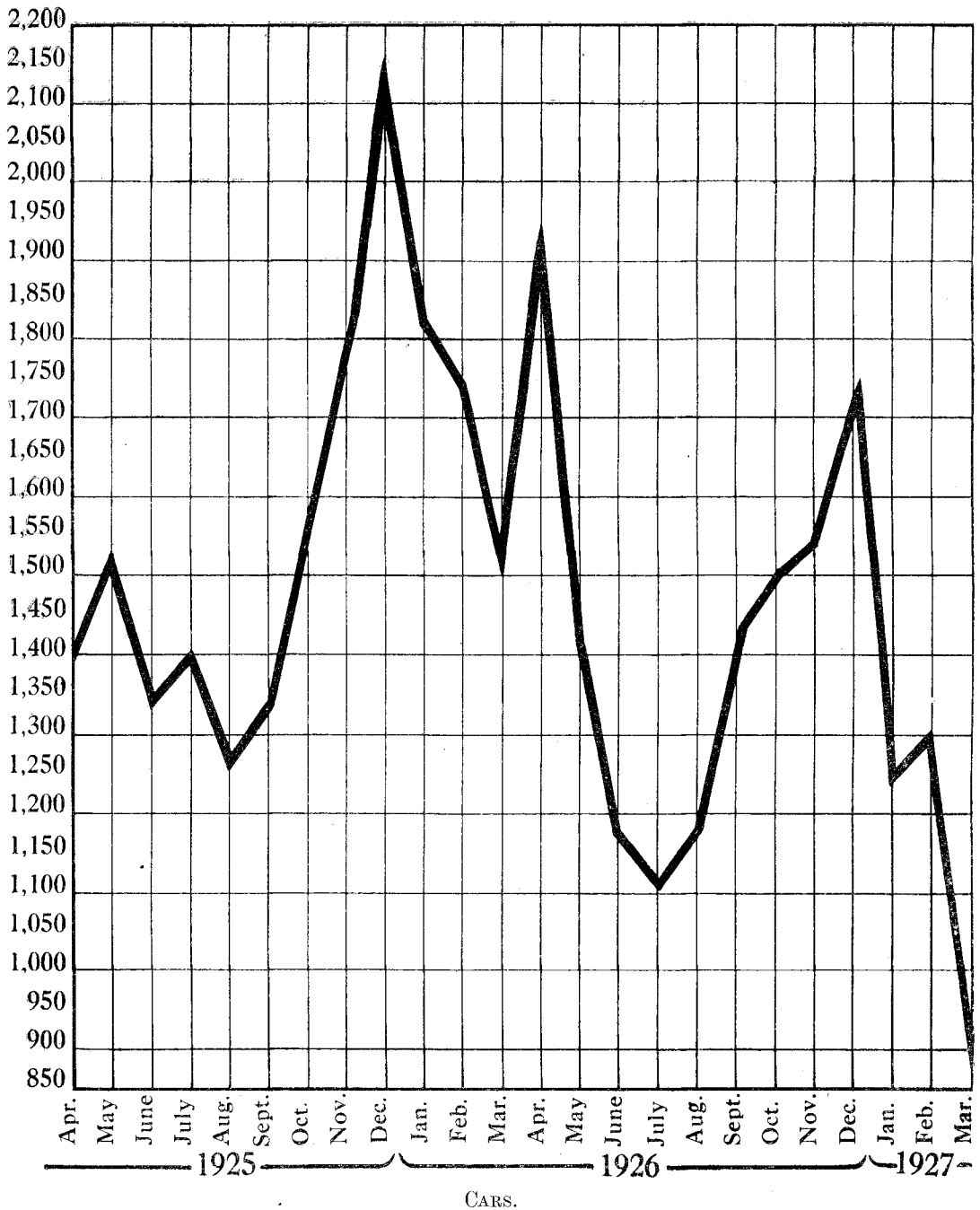
Motor-vehicles registered in the Dominion up to and including the 31st March, 1927, were as follow :—

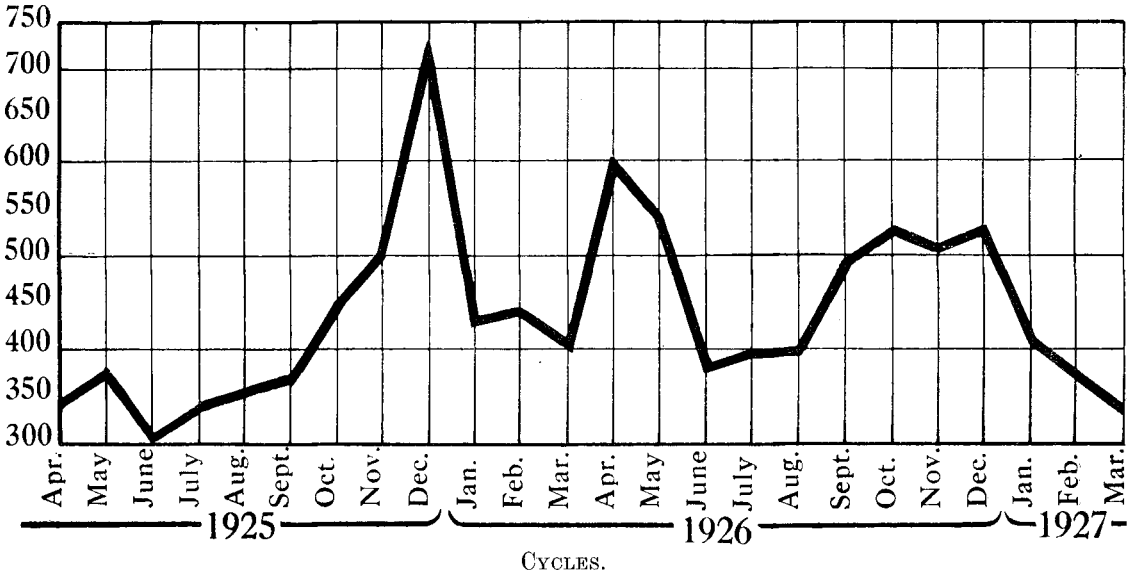
NORTH ISLAND.						
Cars	..	..	..	..	..	65,470
Trucks, &c.	..	..	..	..	..	15,774
Cycles	..	..	..	..	..	19,186
						100,430
SOUTH ISLAND.						
Cars	..	..	..	..	..	40,443
Trucks, &c.	..	..	..	..	..	7,072
Cycles	..	..	..	..	..	14,396
						61,911
Total	..	..	..	..	..	162,341

These vehicles do not include those for which 3,250 demonstration-plates were issued to dealers.

The total number of motor-vehicles of all classes registered for the year ended the 31st March, 1926, was 132,811.

The following graphs show the number of cars, commercial vehicles, and cycles registered each month from April, 1925, to March, 1927.





DEPARTMENTAL MOTOR-VEHICLES.

At the 31st March, 1927, the following vehicles were in use in the Department : Motor-cars, 104 ; motor-cycles, 96 ; motor-lorries and vans, &c., 340 : total, 540—an increase of 52 compared with the number of vehicles in use at the 31st March, 1926.

During the year 138 new vehicles were purchased to replace those withdrawn from service owing to their having outlived their period of usefulness and to meet the growing requirements of the Department in the matter of motor transport. Approximately 86 vehicles were withdrawn from service and disposed of at auction.

The Department is gradually dispensing with the use of horse-drawn vehicles in connection with line-construction and maintenance work. Apart from districts in which the roads are not suitable for motor-vehicles, very few horses and carts are now used by line parties.

WORKSHOPS.

There are now departmental workshops at Auckland, Napier, Wanganui, Palmerston North, Wellington, Christchurch, and Dunedin. The total value of work performed in these workshops was £116,707, of which £10,337 represented the value of work done for other Departments. The workshops are suitably equipped with modern appliances, the Wellington workshop being particularly well fitted up for the various classes of work required to be undertaken. The work done in the several workshops is most varied in character, and included jobs from the repairing of adding-machines and other office equipment to the building of truck and van bodies and the manufacture of furniture and of parts for telegraph instruments.

The Department's fleet of motor-vehicles was kept in good running order. Considerable repair work was done to vehicles of other Departments; whilst there was a steady output of special motor-vehicle bodies to meet the requirements of Government Departments generally. Similarly, the workshops provided a sufficient output of parcel-post hampers, parcel-post boxes, and rural-delivery boxes. The conversion of certain telephone exchanges from manual to automatic working necessitated the renovating of a large quantity of telephone apparatus. Other work on a large scale was involved in the maintenance of wireless-stations and telegraph apparatus, including Murray multiplex machine-printing instruments, and, incidentally, it was necessary to manufacture a number of parts required for repair work. Coin-in-the-slot telephone instruments were manufactured and public-call telephone cabinets erected by the workshops staffs. The Wellington workshop made a large number of fittings for the new post-office building at Marton, as well as fittings and furniture for a number of other buildings.

STORES BRANCH.

The following figures indicate the value of stores purchased and issued at Wellington during the year ended the 31st March, 1927, and the value of the stock held at Wellington on that date. For the purposes of comparison the figures for the previous year are shown also :—

	1926-27.	1925-26.
	£	£
Balance, 1st April	207,500	243,590
Purchases	599,047	701,301
Issues	593,994	737,391
Balance, 31st March	212,553	207,500

The figures for the Auckland Stores Branch for 1926-27 are as follow :—

	£
Balance, 1st April, 1926	160,322
Purchases	176,047
Issues	201,175
Balance, 31st March, 1927	135,194

As the Stores Branch at Auckland was not in existence during the whole of the previous year, comparative figures cannot be furnished.

Particulars of the purchases made for other Departments under the Stores Control Board Regulations are set out hereunder. The figures for the previous year also are shown :—

Year ended	Requisitions.	Items.	Value of Items purchased.		Total.
			On Indent.	Locally.	
			£	£	£
31st March, 1926 ..	1,548	5,946	32,451	74,154	106,605
31st March, 1927 ..	3,263	13,854	18,095	92,981	111,076

The large increase in the number of requisitions and in the number of purchases is due to the fact that Departments are keeping their stocks at a lower level than has been the practice in the past.

As directed by Government, full preference to New Zealand and British manufacturers has been extended, with the result that the value of the articles purchased locally and in Great Britain has increased.

Motor-vehicles purchased for other Departments numbered 240—an increase of eighteen over the number purchased during the preceding year.

General contracts for the supply of motor-spirit, kerosene, lubricating-oil, and motor-tires let through the Stores Control Board, resulted in a considerable saving both to the Post Office and to other Departments concerned. In view of the amount of motor-spirit used by Government Departments, it has been found economical to install petrol-pumps at various points. Pumps controlled by the Post and Telegraph Department have already been brought into use in twenty-two cities and towns. The system of purchasing petrol in bulk will be extended from time to time, and it is proposed to install pumps during the year 1927–28 in seven more towns. The saving to the Government as a result of the purchase of motor-spirit in bulk is considerable.

MARINE INSURANCE FUND.

The value of the stores from countries within the Empire, and from the United States of America, imported under cover of the Marine Insurance Fund, was £238,400. Since the establishment of the Fund on the 1st July, 1925, an unusually large number of claims have been made by the Department. The claims were due to fires that occurred on the s.s. “ Kent ” and the s.s. “ Remuera,” a collision between the s.s. “ Surrey ” and another vessel on the River Thames, the wreck of the s.s. “ Port Kembla ” at San Salvador, and the striking of a submerged rock on the New Zealand coast by the s.s. “ Northumberland.”

POST OFFICE.

ARTICLES DELIVERED.

The number of articles delivered in the Dominion, including those received from places overseas, during the year 1926, compared with the number in 1925, was as under :—

	1926.	1925.	Increase Per Cent.
Letters	149,881,324	148,160,011	1·16
Post-cards	4,557,568	4,677,034	0·39*
Parcels	3,698,400	3,645,057	1·46
All other articles	86,224,573	80,134,655	7·60
	244,361,865	236,616,757	*Decrease.

AVERAGE NUMBER OF LETTERS POSTED PER UNIT OF POPULATION.

1926, 109·95 1925, 110·14.

NUMBER OF POST-OFFICES IN DOMINION.

Offices opened during year, 20; offices closed during year, 41; offices remaining open on 31st December, 1926, 1,999.

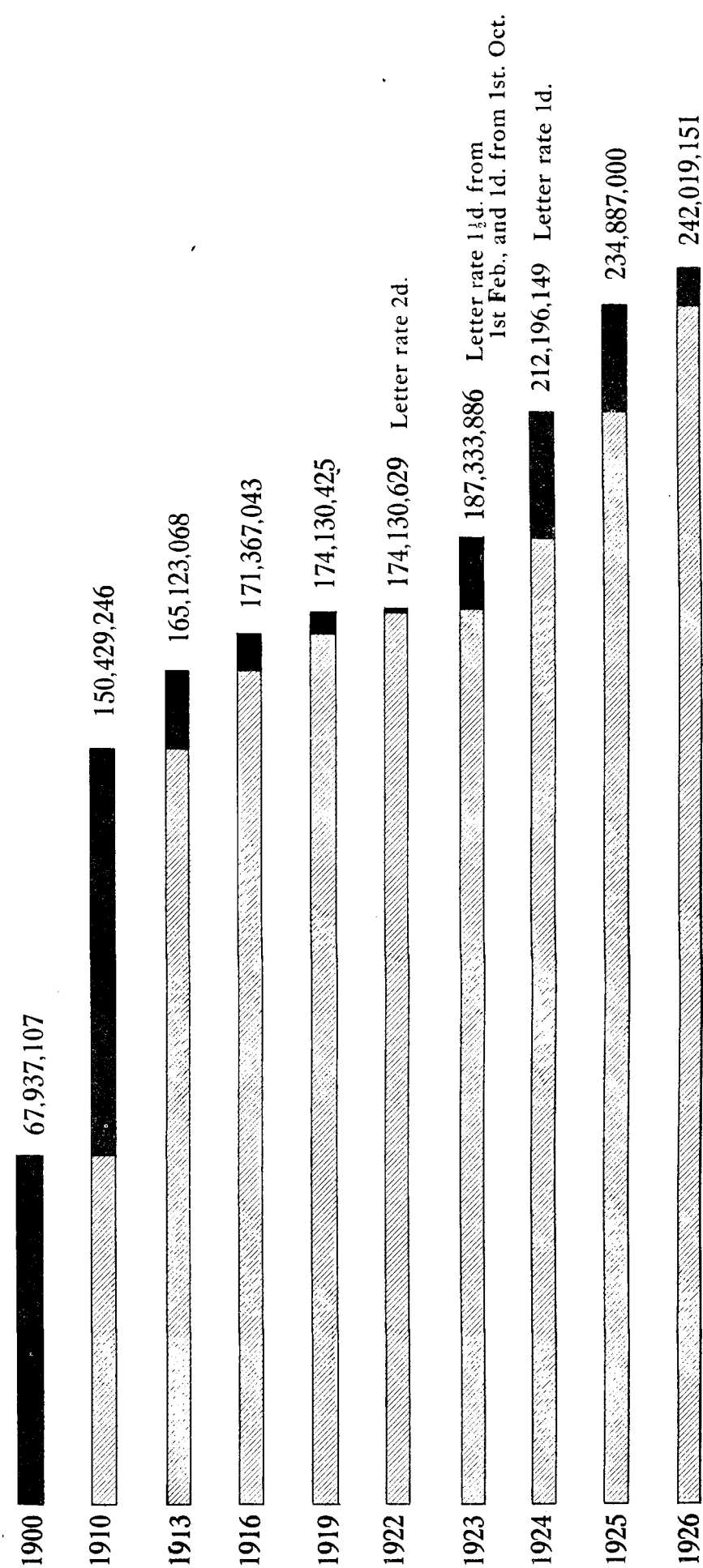
UNDELIVERABLE POSTAL PACKETS.

The following is a comparison of letters and other articles dealt with as undeliverable during the year 1926, compared with those so dealt with during 1925 :—

Year.	Returned direct to Senders from Chief Offices (“ Special Request ”).	Returned direct to Senders from Dead Letter Office.	Returned to other Administrations from Chief Offices (“ Special Request ”).	Returned to other Administrations from Dead Letter Office.	Destroyed (Senders unknown and Contents of no Value).	Total.
<i>Letters.</i>						
1926..	316,578	302,307	52,856	38,011	31,496	741,248
1925..	247,934	291,598	54,556	39,091	26,308	659,487
<i>Other Articles.</i>						
1926..	201,193	10,142	87,987	25,156	..	324,478
1925..	157,543	9,211	75,377	24,532	..	266,663

The proportion of undeliverable letters to the total number of letters delivered was 0·49 per cent. In 1925 the proportion was 0·45 per cent.

Year.



NUMBER OF POSTAL PACKETS POSTED IN THE DOMINION

MISCELLANEOUS.

	1926.	1925.
Letters and letter-cards posted without addresses	20,659	19,731
Letters imperfectly or insufficiently addressed	23,508	19,380
Letters intercepted on account of libellous addresses	304	42
Registered letters unclaimed	9,973	9,650
Newspapers received without addresses	6,454	5,221
Other articles received without addresses	4,893	4,070
Newspapers returned to publishers as undeliverable	39,085	43,685
Articles bearing previously used stamps	93	81

During 1926 there were dealt with in the Dead Letter Office 5,193 packets (other than parcels) the contents of which gave little or no indication of the senders' names or addresses. In the majority of these cases special effort on the part of the Dead Letter Office was successful in tracing either the senders or the addressees. Two hundred and eighty-six letters from overseas bearing insufficient or wrong addresses were specially dealt with, and a large proportion was delivered.

During the year an auction of unclaimed packets and parcels was held, at which 162 bundles of miscellaneous articles were sold.

The number of "special request" letters returned unopened to senders shows a satisfactory increase. If business people realized that a special request for return in the event of non-delivery, printed on an envelope, meant the quicker return of a letter, still more would avail themselves of the facility.

PROHIBITED POSTAL PACKETS.

During the year 1,338 letters addressed to persons or firms the transmission of correspondence for whom is prohibited under section 28 of the Post and Telegraph Act, 1908, were intercepted and forwarded to the Dead Letter Office. (In 1925 the number was 3,873.) The letters for the most part were addressed to agents of art unions or lotteries in other countries. Some were addressed to recognized "quack" doctors, while others were addressed to persons who deal in obscene books or pictures.

The list of prohibited persons, which had become unwieldy, was purged during the year. The purging necessitated considerable correspondence with foreign countries. In some cases it was found that the prohibited persons had left their former addresses, or were out of business, or were deceased. Needless to say, before any name was removed from the list the Department had adequate evidence that removal was justified.

REGISTER OF NEWSPAPERS AND MAGAZINES.

Twenty-three newspapers were registered for transmission by post, and twenty-five were removed from the register. Three magazines were registered, and fourteen were removed from the register.

The number of registered newspapers on the 31st March, 1927, was 298, and the number of registered magazines 326.

POSTAGE-STAMPS.

New postage-stamps of the denominations of 2s. and 3s. were issued on the 12th July, 1926, and a new 1d. stamp was issued on the 15th November. The central figure of the design of each of the stamps is a bust in profile of His Majesty the King. His Majesty is portrayed in the 2s. and 3s. stamps in the uniform of an Admiral, and in the 1d. stamp in the uniform of a Field-Marshal. The new stamps have also been issued overprinted as follows: 2s. and 3s., "Samoa," November, 1926; 2s., "Rarotonga," November, 1926; 2s., "Niue," March, 1927; and 1d., "Official," February, 1927.

Letter-cards bearing the new 1d. stamp were issued in January, 1927.

Consequent upon the new issues, the following stamps were withdrawn during the year: 1d. "Universal"; 2s. "Stamp Duty" overprinted "Rarotonga" and "Samoa"; 3s. "Stamp Duty" overprinted "Samoa." Similarly, the letter-card bearing the 1d. "Universal" stamp is no longer on issue.

DISCOUNT-STAMPS.

The redemption of discount-stamps ceased on the 31st March, 1927.

BRITISH EMPIRE REPLY COUPONS.

As a result of a discussion at Stockholm in 1924 among the Imperial delegates to the Postal Union Congress, it was decided to issue an Imperial reply coupon for use within the Empire. During the year arrangements were made for the British Empire reply coupon to be placed on sale in the Dominion, but it was not until the 7th April, 1927, that the coupons were actually available for sale. They are sold at 2½d. each, and on being presented at any post-office in the Empire are exchanged for a stamp or stamps representing the postage on a single-rate letter to a destination within the Empire.

International reply coupons have been in use for many years, but they are sold at 5d. each. An International coupon may, of course, be redeemed in any country, whether British or not, for a postage-stamp or stamps representing the postage on a single-rate letter to any part of the world.

STAMP-VENDING MACHINES.

The year was a record one in regard to the issue of stamp-vending machines, no less than thirty-eight new machines being brought into use at various offices. The machines are very popular with the public, affording, as they do, an opportunity of purchasing stamps at any hour of the day or night. People nowadays are not prevented from posting a letter through inability to obtain a postage-stamp on account of the post-office being closed. The machines have been the subject of favourable comment on the part of visitors from overseas.

CUSTOMS PARCELS.

The following table shows the declared value of goods received by parcel-post from places abroad and the Customs duty thereon; also the declared value of goods despatched by parcel-post to places abroad. The figures for the years 1926 and 1925 are shown in each case.

	1926.			1925.		
	£	s.	d.	£	s.	d.
Declared value of received parcels ..	1,633,765	0	0	1,492,300	0	0
Customs duty	351,299	10	0	311,055	19	7
Declared value of forwarded parcels ..	97,324	0	0	76,980	0	0

POSTAL NOTES.

The popularity of the method of remitting small sums to places within the Dominion by means of postal notes is ever increasing. Postal-note business again shows a decided increase, the sales for the year ended 31st March, 1927, being 3,329,638, of a total value of £987,688, an increase over the previous year of 288,916 in number and of £64,815 in value.

The commission totalled £22,417 10s. 8d., an increase of £1,663 7s. 4d. on that earned in the year 1925-26.

BRITISH POSTAL ORDERS.

The sale of British postal orders also shows a marked increase: 142,669 orders, of a value of £82,053 9s. 5d., were sold, as against 136,763 orders, of a value of £78,031, sold during the previous year. The number of orders paid was 33,610, of a value of £19,873, as against 30,248, of a value of £17,666, paid during the previous year.

TELEGRAPH AND TOLL SERVICES.

TELEGRAPH AND TELEPHONE ARRANGEMENTS IN CONNECTION WITH THE VISIT OF THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF YORK.

Very complete postal, telegraph, and telephone arrangements were made during the visit of Their Royal Highnesses the Duke and Duchess of York. The privilege of free departmental facilities was afforded Their Royal Highnesses and the principal members of their entourage. The hours of attendance were extended at many offices, and special telephone connections were installed for use during the visit of the Royal party. When it was decided that the Duchess should abandon the West Coast tour and remain at Nelson, arrangements were made to install a telephone in Her Royal Highness's rooms for communication with the Duke at the various stopping-places between Nelson and Christchurch. At Christchurch further special arrangements were made for communication between Their Royal Highnesses, both while the Duchess was at Nelson and while she was at Wellington. Again at Dunedin, similar arrangements were made. As there is no special telephone circuit between Nelson and the West Coast or between Nelson and Christchurch, it was necessary to improvise circuits by the use of telegraph-wires. It is pleasing to record that His Royal Highness expressed appreciation of the arrangements.

As is usual on the occasion of such important visits, a large amount of telegraph traffic resulted from the presence of numerous overseas Press correspondents, and also from an extraordinary amount of Press traffic within the Dominion. This necessitated the provision of special telegraphic apparatus and extra staff at places visited by the party.

At the conclusion of the tour His Royal Highness's Private Secretary, as well as prominent journalists from abroad, expressed their entire satisfaction with the arrangements made and with the efficient work of officers in dealing with the unusual volume of traffic.

INTERNATIONAL TELEGRAPH CONFERENCE.

The International Telegraph Conference was held at Paris in September and October, 1925. The Dominion's representative was Captain T. E. Donne, late of the High Commissioner's Office, London. Amendments made to the telegraph service regulations by the Conference came into force from the 1st November, 1926. The alteration causing most concern to the commercial public was the restriction on the use of figures, numbers, and commercial expressions in cheap-rate messages to one-third of the chargeable number of words in the text. When the service of deferred messages was

introduced in 1912 the use of figures was not allowed in the text ; but this restriction was subsequently removed, with the result that the cheap-rate services were extensively used for business purposes. The new regulation adversely affects this practice and has been the subject of strong protests from Chambers of Commerce and individual firms. As, however, New Zealand is a party to the International Telegraph Convention, it is not possible to give any substantial relief ; but the Department is placing as liberal an interpretation as possible upon the regulation.

Among the less important amendments made to the regulations are the following :—

- (a) The fee for a certified copy of a cable or radio telegram is increased to 5d. for each fifty words or fraction thereof, with a minimum charge of 1s. 3d.
- (b) Esperanto is admitted as one of the plain languages in which the texts of telegrams may be written.
- (c) In messages addressed for delivery at post or telegraph offices the name of the addressee must be given ; the use of initials, Christian names only, or fictitious names is not allowed in such messages.
- (d) The period of validity of a reply voucher issued in respect of a cable message is extended from six weeks to six months.
- (e) Deferred messages may be accepted only when the half rate is applicable throughout the route.

AUTOMATIC-STAMPING-MACHINE IMPRESSIONS.

The restriction of the use of automatic-stamping-machine impressions in payment of telegraph charges, to telegrams presented at offices in the towns in which the machines are installed was removed from the 27th April, 1926.

TELEGRAPH ATTENDANCE.

With a view to the prompt disposal of overnight cable messages, a staff of operators is now on duty at 7.30 a.m. daily at Auckland and Wellington. In consequence of the establishment of a morning newspaper at Whangarei the telegraph attendance at that office was extended to midnight. The evening attendance from 7 to 8 o'clock was restored at Waipukurau.

EXCHANGE OF WEATHER TELEGRAMS.

Arrangements were made for an exchange of weather telegrams twice daily for six months in the year between the Hermitage and Waiho Gorge. These advices serve as a warning and afford useful information to travellers crossing the Southern Alps.

CHARGE FOR INLAND MULTIPLE TELEGRAMS.

The length of text of each copy of an inland multiple telegram that may be supplied for the minimum charge of 4½d. is now limited to fifty words. For any length of text in excess of fifty words the extra charge is 4½d. for each fifty words or fraction thereof.

TELEGRAMS FROM MEMBERS OF THE GENERAL ASSEMBLY TO CHATHAM ISLANDS.

The rate of 6d. for thirty-six words for inland telegrams from members of the General Assembly now applies to such telegrams addressed to Chatham Islands in the Lyttelton Electorate.

TELEGRAPH-CIRCUIT ARRANGEMENTS BETWEEN WELLINGTON AND GREYMOUTH.

Arrangements were made for a second direct telegraph circuit between Wellington and Greymouth, with Blenheim and Nelson intermediate. This outlet will expedite the handling of Press messages to and from West Coast centres.

PRIVATE MORSE TELEGRAPH CIRCUIT.

Upon the application of a private company, the Department leased a Morse circuit between a central telegraph-office and the works of the company, and supplied the necessary instruments at an annual charge covering attendance at the central office between the hours of 9 a.m. and 5 p.m. Arrangements of this kind are not unknown in older countries, but they are an innovation so far as New Zealand is concerned. The Department offers every facility in thus meeting the special needs of large industrial concerns.

DISTRIBUTION OF PRESS TO MIDNIGHT OFFICES.

The Department has acceded to the request of the United Press Association to undertake the distribution of cable Press arriving after midnight. This obviates the necessity of messages having to be forwarded to the office of the Press Association and having to be returned thence to the telegraph-office for transmission to the various offices. It is an arrangement which not only causes no inconvenience to the Department, but enables an appreciable saving of time and handling to be effected.

TELEGRAPH MONEY-ORDER SERVICE BETWEEN NEW ZEALAND AND FIJI.

A telegraph money-order service between New Zealand and Fiji was instituted on the 1st July, 1926.

INLAND LETTER-TELEGRAMS.

The number of inland letter-telegrams sent during the year 1926-27 was 426,816, an increase of 109,332 on the number sent during the year 1925-26. This is an indication of the growing popularity of this cheap class of message.

TELEGRAPH AND TELEPHONE OFFICES OPEN FOR BUSINESS.

Particulars of offices opened and closed during the year and remaining open at the 31st March, 1927, are as follow: Offices opened, 18; offices closed, 38; offices remaining open at 31st March, 1927, 2,192. Of this number, 247 are operated by morse, 1,831 by telephone, 4 by radio-telegraphy, and 10 are telephone toll stations only. There are also four radio stations on the mainland (Awanui, Auckland, Wellington, and Awarua), and five in the Cook Islands. As was the case in previous years, the number of offices closed exceeded the number opened. The excess of closing over opening is due to the extension of the telephone system in rural areas, thus rendering unnecessary a number of small telephone-offices.

TELEGRAPH AND TOLL TRAFFIC.

The figures which follow show the position in regard to telegraph and telephone traffic. Fuller information is contained in Table 11.

TOTAL OF ALL CLASSES OF MESSAGE AND VALUE THEREOF.

	1926-27.	1925-26.	Increase.	Increase per Cent.
Number	16,372,226	16,201,874	170,352	1·051
Value	£793,096	£787,670	£5,426	0·688

SCHEDULE OF PAID TELEGRAMS, CABLE MESSAGES, AND TOLL COMMUNICATIONS.

	Number.	Value. £
Ordinary	5,725,008	483,902
Urgent	279,957	28,658
Press	555,638	76,770
Letter	426,816	19,133
Toll communications	9,329,017	372,612
	16,316,436	981,075
Less net amount paid to other Administrations on cable and radio messages	..	192,586
Net total for paid messages of all codes, 1926-27	16,316,436	788,489
Net total for paid messages of all codes, 1925-26	16,143,414	782,680

TABLE SHOWING USE BY THE PUBLIC OF TELEGRAPH AND TOLL SERVICES.

	1926-27.	1925-26.
Number of ordinary telegrams sent per unit of population	3·98	4·54
Number of toll communications per unit of population	6·48	6·37
Number of paid messages, telegrams, or toll communications per unit of population	11·34	11·49
Number of paid telegrams for every 100 letters posted	4·69	4·39

CABLE SERVICES.

DUPLICATION OF PACIFIC CABLE.

An outstanding event in the operations of the Pacific Cable Board was the duplication of the cable between Canada and Fiji. This is a consummation of the scheme for providing a complete additional cable channel between Canada and New Zealand and Australia. The first portion of the work was completed in 1923, when cables were laid between Auckland and Suva (Fiji), and between Southport (Queensland) and Sydney. The cable just completed comprises two sections—one between Bamfield (British Columbia) and Fanning Island, and the other between Fanning Island and Suva. The contract for the construction and laying-out of the Bamfield-Fanning Island section was carried out by the Telegraph Construction and Maintenance Company, of Greenwich; while the Fanning Island-Suva section was constructed and laid by Messrs Siemens Bros., of Woolwich.

The capacity of a single cable had for several years been obviously inadequate to carry the large volume of traffic arising out of the introduction of the cheap-rate cable services and it had become imperative to provide increased cable accommodation. When the first part of the programme for duplicating the cable was carried out in 1923, it was not expedient to complete the project, as a new method of cable-construction was then in the experimental stage. The new method has proved a considerable advance upon the old method for long cable sections. It embodies the idea of continuous loading—*i.e.*, surrounding the conductor of the cable with a winding of special alloy of high permeability—the result of which is greatly to reduce the attenuation of signalling-impulses, and thus to make possible a greater speed of working. The capacity of the Board's new cable is thus much greater than that of the original cable, and places the Board in the favourable position of being able to afford expeditious handling to a large volume of additional traffic.

It is interesting to note that the Bamfield – Fanning Island section is the longest stretch of cable in the world. It is nearly 3,500 nautical miles in length, and the depth at which it is laid is in some places as much as 3,400 fathoms. The work of laying the cable necessitated the employment of two cable steamers. The total cost of duplicating, including the cost of the new cables laid in 1923, was nearly two and three-quarter million pounds. The cost has been met out of the Board's reserve funds; consequently, the associated Governments will not be called upon for a contribution. The cost of the original cable laid in 1902 was £2,000,000. The expenditure of such a large amount of money upon the extension of cable facilities with the Dominion and the Commonwealth can be regarded as proof of the faith that exists in the future commercial progress of the two countries.

The traffic carried by the cable has been to a certain extent an index of the progress of the Dominion. During the first year of operation the cable carried less than a quarter of a million words. The number of words increased from two million in 1911–12 to over eight million in 1915–16, and for the year ended 31st March, 1926, the cable handled twelve million words.

The new cable was opened for traffic from the 22nd November, 1926.

PROPOSED AMENDMENT OF CONSTITUTION OF PACIFIC CABLE BOARD.

The question of amending the constitution and powers of the Pacific Cable Board was discussed at the recent Imperial Conference. It was considered that the Board had reached a point in its development when its operations should be freed from the veto of the British Treasury. It was conceded that the representation of the British Government on the Board should be reduced from three members to two, thus giving Great Britain the same representation as Canada and Australia. It was further considered that the appointment of Chairman of the Board should no longer be the prerogative of the British Government. Fresh arrangements were outlined regarding the amounts to be placed to a reserve fund for the purpose of meeting the cost of maintenance and extensions to the system. A scheme was also evolved for the allocation to the Governments concerned of profits from the undertaking. A Bill on these lines was recently submitted to the British House of Commons, and will no doubt eventually be passed into law.

REPRESENTATION OF NEW ZEALAND GOVERNMENT ON PACIFIC CABLE BOARD.

From the 1st August, 1926, the Hon. Sir C. J. Parr, K.C.M.G., replaced the Hon. Sir James Allen, K.C.B., as New Zealand Government representative on the Pacific Cable Board.

PACIFIC CABLE BOARD APPOINTMENT.

The great development of cable business in the Dominion justified the Board in appointing a Business Manager for the Dominion. The choice fell on Mr. A. T. Markman, who retired from the position of Secretary of the Department on the 31st October, 1926, to take up his new duties. In Mr. Markman the Board has secured the services of a gentleman well fitted by his expert acquaintance with telegraph matters over a long period of years to take such a position.

REDUCTIONS IN CABLE RATES.

The service of daily letter-telegrams was extended from the 17th March, 1927, to messages exchanged between New Zealand and the United States of America.

From the 3rd February, 1927, the ordinary rate to Labrador via Pacific was reduced to 2s. and the deferred rate to 1s. 1d. per word. From the same date the ordinary rate to Newfoundland via Pacific was reduced to 1s. 10d. and the deferred rate to 11d. per word.

It is satisfactory to record that from the 1st February, 1927, the cable rate to Great Britain and Ireland by both the Eastern and the Pacific routes was further reduced to 1s. 11d. per word for the ordinary rate and 11½d. per word for the deferred rate. The rate by the Pacific route to all Canadian States was reduced from the same date by 3d. per word for ordinary and 1½d. per word for deferred messages.

From the 1st February, 1927, the Government rate to Canada and Newfoundland via Pacific was reduced by 1½d. per word.

RESTORATION OF WEEK-END CABLE SERVICE.

The week-end cable service via the Eastern Extension Australasia and China Telegraph Company's cables, which was suspended on the 5th August, 1914, was restored to Great Britain, Northern Ireland, and the Irish Free State from the 1st November, 1926.

CABLE TRAFFIC.

The number of cable messages, excluding Press, sent from New Zealand to international offices shows an increase of 0·51 per cent. on the number sent during 1925–26, and the number sent to Australian offices shows an increase of 1·22 per cent. Messages received from international offices increased by 1·87 per cent., and messages from Australia decreased by 0·33 per cent.

The proportion of cable messages sent “via Pacific” was less than that sent by the same route during the previous year, the percentages being 64·29 and 65 respectively.

The following table shows the total number of cable messages, excluding Press, forwarded by each route during each of the past five years; also the percentage of such traffic falling to each.

PACIFIC.			EASTERN.		
Year.	Messages.	Percentage of Total.	Year	Messages.	Percentage of Total.
1922–23	157,895	67·4	1922–23	76,455	32·6
1923–24	167,922	65·9	1923–24	86,797	34·1
1924–25	185,680	65·3	1924–25	98,571	34·7
1925–26	204,586	65	1925–26	110,146	35
1926–27	204,051	64·29	1926–27	113,355	35·71

Press messages numbering 3,090 were sent via Pacific and 4,183 via Eastern, compared with 3,163 and 4,827 respectively during 1925–26. The number received via Pacific was 6,671 and via Eastern 3,916, compared with 5,921 and 4,208 respectively.

The following table shows the total number of each class of message, excluding Press, forwarded during 1926–27, as compared with the number forwarded during 1925–26:—

				1926–27.		1925–26.	
				Forwarded.	Received.	Forwarded.	Received.
Full-rate international cable messages	..	..	..	82,128	78,498	84,074	81,115
Deferred international cable messages	..	..	..	23,529	23,895	21,263	21,642
Daily letter-telegrams	..	..	..	33,116	24,554	31,849	21,086
Week-end telegrams	..	..	..	27,274	15,352	28,020	15,837
Australian cable messages	..	..	..	89,954	88,527	96,266	98,592
Australian night-letter telegrams	..	..	..	61,405	51,913	53,260	42,327
Totals	..	..	..	317,406	282,739	314,732	280,599

(For further statement of the Dominion's cable business see page 39.)

EXTENSIONS TO TOLL AND TELEGRAPH SYSTEMS.

The most important work undertaken during the year in connection with the extension of the toll and telegraph systems was the erection of a new trunk telephone circuit between Christchurch and Seddon. This work was prosecuted vigorously with a view to providing at the earliest possible date a greatly extended range of toll communication both within the South Island itself and between the North and South Islands. In addition to providing a valuable link for communication between Christchurch and Wellington, the erection of this trunk line will render possible a rearrangement of the existing circuits between Christchurch and Blenheim, which will considerably improve the toll facilities between Christchurch and the North Canterbury exchanges.

A considerable number of lines of less general importance were erected during the year. These either gave service to localities which had previously not enjoyed the privileges and convenience of the telephone, or provided relief between places where traffic congestion had been acute. In addition, a great deal of reconstruction work was carried out both for the purposes of improving the stability and increasing the accommodation of pole-lines and for rearranging the circuits so as to increase their earning-power. A number of earth-working circuits were converted to metallic, this course being rendered necessary owing to the erection of high-power electric wires. Altogether the traffic-carrying capacity of the network of toll and telegraph circuits throughout the Dominion was considerably increased during the year.

The following is a list of places between which existing circuits were improved or new circuits were provided :—

Thames—Coromandel.	Hastings—Taradale.
Hamilton—Matamata.	Hastings—Fernhill.
Kohukohu—Kaitaia.	Taradale—Meeanee.
Kaeo—Mangonui.	Napier—Kotemaori.
Auckland—Paparoa.	Napier—Putorino.
Auckland—Ruawai.	Wanganui—Palmerston North
Auckland—Maungaturoto.	Wanganui—Hawera.
Hamilton—Raglan.	Eltham—Moeroa.
Aotea—Raglan.	Woodville—Kumeroa.
Kawhia—Oparau.	Wellington—Porirua.
Te Kumi—Waitomo Caves.	Wellington—Plimmerton—Pahautanui.
Taupiri—Orini.	Nelson—Murchison.
Auckland—Papakura.	Glenhope—Murchison.
Auckland—Manurewa.	Motueka—Sandy Bay—Umukuri.
Auckland—Pukekohe.	Murchison—Owen River.
Auckland—Waiuku.	Murchison—Longford.
Auckland—Patumahoe.	Owen Junction—Gowan Bridge.
Auckland—Tuakau.	Greymouth—Reefton.
Pukekohe—Waiuku—Patumahoe.	Geraldine—Peel Forest.
Waiuku—Waipipi.	Dunedin—Invercargill.
Pukekohe—Paparata Valley.	Dunedin—Gore.
Patumahoe—Waiau Pa.	Ranfurly—Poolburn.
Auckland—Henderson.	Clyde—Cromwell.
Henderson—Glen Eden.	Invercargill—Wyndham.
Napier—Gisborne.	Gore—Wyndham.

INTER-ISLAND TELEPHONE COMMUNICATION.

The submarine portion of the continuously loaded four-core inter-Island telephone cable which was laid across Cook Strait in March, 1926, and of the laying of which an account was given in last year's report, was brought into use immediately to provide continuous telephone service between Wellington and the Nelson, Blenheim, Picton, and Seddon Exchanges. From the 17th August, 1926, the facility of toll communication with Wellington was extended to the Canvastown, Havelock, Hillersden, Rai Valley, and Ward Exchanges. It was not possible to extend the range of communication beyond those limits until other works had been completed. These works included the laying and jointing of a trench cable between the extremities of the submarine cable and the Wellington and Seddon Exchanges respectively, the installation of telephone repeater equipment (valve amplifiers) at Wellington and Seddon, and the construction of an open aerial trunk telephone circuit between Seddon and Christchurch.

To bridge the gaps between the landing-points of the submarine cable and the Wellington and Seddon Exchanges respectively it was necessary to lay eight and a half nautical miles of trench cable—three miles and a half of which was laid between the Wellington Central Exchange and Lyall Bay, and five miles between the Seddon Exchange and the mouth of the Blind River.

To facilitate handling and transport at this end the trench cable was shipped from London in lengths of 520 yards. Although elaborate electrical tests had been made at the manufacturers' works to determine the best method of jointing-up the cores in the various lengths supplied, it was necessary to repeat the tests at Wellington before the laying of the cable was commenced, in order that any necessary adjustments could be made in the jointing scheme in the event of its being found that any appreciable change had taken place in the electrical characteristics of the cable through the extensive handling that it had undergone before it reached the Department's stores.

In a cable of this kind there are eight different methods of jointing the four cores together at each joint, and it is necessary to determine the order in which the various lengths should be laid and which of the eight core combinations should be adopted at each joint so that the electrical characteristics of the cores may be accurately balanced one against the other. This condition of balance is essential in order to ensure immunity from cross-talk and over-hearing between the telephone circuits, and to eliminate any interference in the telephone circuits caused by the transmission of telegraph signals over the superimposed telegraph circuits.

By the use of suitable terminal apparatus, three telephone circuits and four single-current telegraph circuits will be operated over the four cores of the cable.

It is satisfactory to note that the final tests of the completed cable from the Wellington Central Exchange to the Seddon Exchange show that its efficiency in every respect is the same as when it was despatched from the works.

The new building at Seddon for housing the telephone repeater equipment associated with the cable was completed in November, 1926. The repeater equipment was delivered in the Dominion early in February, 1927, and installation at Wellington and Seddon is now in progress. It is expected that the equipment will be tested out and ready for use about the end of June, 1927. The construction of the telephone trunk circuit between Seddon and Christchurch, referred to at page 23, should also be completed in June; and it may be expected that the inter-Island telephone service will be extended about that time to permit of toll service being available between

Christchurch, Blenheim, and Nelson Exchanges on the one hand, and exchanges in the North Island as far as Napier and Wanganui on the other. In addition, it is expected that subscribers in the Auckland City area will be able, by means of a special trunk circuit which exists between Wellington and Auckland, to communicate with subscribers in the Christchurch, Nelson, and Blenheim areas. It is intended, by the use of additional repeating apparatus at suitable points, to extend the range of inter-Island telephone communication, but the extent to which this will be done will depend largely upon technical and other considerations, not the least important of the latter being the extent to which the public avails itself of the new long-distance circuits.

TOLL COMMUNICATION BETWEEN KINGSTON AND QUEENSTOWN.

The Queenstown-Kingston morse circuit was converted to a toll circuit from the 30th July, 1926. This enables Queenstown to communicate by telephone with Invercargill via Kingston and Lumsden.

TARIFF FOR TRUNK-LINE CALLS.

A concession in the charge for toll communications has been granted by permitting half rates to operate from 8 p.m. instead of 9 p.m. The tariff has also been amended to provide for the cost of calls up to three minutes for distances beyond 150 miles being reduced for each additional ten miles or fraction thereof from 2d. to 1d. During the hours from 8 p.m. to midnight and from 6 a.m. to 8 a.m. the rate is reduced to $\frac{1}{2}$ d. From midnight to 6 a.m. for calls up to six minutes, at distances beyond 150 miles, the rate is $\frac{1}{2}$ d. for each additional ten miles or fraction thereof.

The reduction on long-distance messages will be of special benefit when the Cook Strait telephone-cable is available for through traffic. For example, between Auckland and Christchurch the charge for a three-minute message under the existing rate will be 4s. 1d. less than what it would have been before the rate was reduced.

EFFECT OF HIGH-TENSION LINES.

The ramifications of extra-high-tension power-lines, which now extend to practically every part of the Dominion, and in many cases parallel telegraph and telephone circuits for long distances, necessitate departmental lines being maintained in the highest state of efficiency. Notwithstanding this, damage to departmental apparatus has occurred and severe acoustic shocks have been received by employees due to faults on power lines affecting inductively communication circuits in the vicinity of such faults. The conversion of earth-working toll lines and telephone-exchange systems to metallic-circuit working, so as to eliminate inductive interference from high-power lines, continues. This, together with the provision of protective devices, adds considerably to the cost of giving service.

MACHINE-PRINTING TELEGRAPHS.

The success attending the introduction of machine-printing apparatus has led the Department to extend the system. Since April, 1926, Wanganui has been enabled to work with Auckland and Christchurch through automatic retransmitters at Wellington. The installation of machine-printing apparatus at Napier for communication with Auckland and Wellington was completed on the 31st March, 1927. In addition, facilities were provided at Napier for automatically relaying traffic between Wellington and Auckland, thus affording an alternative multiplex route between those places, which should be of great value when the normal routes are interrupted.

The total length of the circuit over which the machine-printing system is now operating in New Zealand is 2,298 miles, from which are derived 9,192 miles of two-way channels of communication. As the multiplex circuits are arranged at present, sixty-four messages can be transmitted between the various terminal stations simultaneously. The rate of transmission being forty words per minute, the aggregate traffic-carrying capacity of the various multiplex circuits is 2,560 words per minute. Without the multiplex, the maximum traffic-carrying capacity of the same circuits would be only 800 words per minute. It is the intention of the Department to install the new system in other centres as traffic and circumstances warrant.

It is interesting to note that Mr. Donald Murray, the inventor of much of the machine-printing apparatus used by the Department, who recently visited the Dominion, expressed great admiration of the skill displayed by the Engineering Branch of the Department in installing and operating the apparatus from written instructions alone.

Machine-printing apparatus was installed in the office of the Pacific Cable Board at Auckland on the 6th August, 1926; and a trial is being made of direct communication between Wellington and the terminal station of the Board in Auckland. The arrangement has the effect of eliminating the delay arising out of the handling in the Auckland Telegraph-office of cable messages from Wellington.

MAINTENANCE OF LINES.

Notwithstanding a number of storms of exceptional severity during the year, telegraph and telephone communication was satisfactorily maintained.

An exceptionally heavy gale during the night of Saturday, the 11th July, 1926, and on Sunday, the 12th idem, caused considerable damage to telegraph, toll, and exchange circuits in various parts of the Auckland District, service in many cases being totally interrupted.

Heavy floods on the west coast of the South Island in October, 1926, caused complete isolation by telegraph and telephone of Westport and the surrounding district. Notwithstanding the fact that poles and lines were carried away over an extensive area, and bridges and roads were destroyed, the Engineering Branch performed, under extremely arduous conditions, most creditable work in promptly restoring communication. During the height of the flood the s.s. "Kaiwarra," which was anchored in the Westport roadstead, communicated particulars of the flood to a departmental radio coast station. This is noteworthy as being the first occasion upon which a wireless installation on board a vessel has been used to report particulars of interruptions to New Zealand land lines.

In November, as a result of a severe gale in North Canterbury, accompanied by heavy rain, telegraphic communication between Wellington and Christchurch was totally interrupted.

On the 2nd December, owing to the mine disaster at Dobson, all the main lines north of Greymouth were interrupted for a short period.

On the night of the 25th March all lines on the east coast of the South Island were interrupted six miles north of Kaikoura. The interruption was due to an iron roof being blown on to the wires. On the west coast also exceptionally stormy conditions caused dislocation of all wires east and south of Greymouth.

In no case was there any avoidable delay in restoring communication; and in most cases the work was carried out under extremely arduous conditions.

POLES AND WIRE.

During the year 75 miles of pole-line and 2,174 miles of wire were erected or acquired for telegraph and telephone (toll) purposes, while 72 miles of pole-line and 344 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, 1926 and 1927, respectively, were as follow :—

Pole-line and Wire.							Year ended 31st March, 1926.	Year ended 31st March, 1927.
Miles of pole-line	..	..	..	..	..	..	13,155*	13,158
Miles of wire	..	..	..	..	..	..	59,902*	61,732

* Revised figures.

The telegraph and telephone wire in use on the 31st March, 1927—viz., 61,732 miles—is classified as under :—

	Miles.
Used exclusively for telephone toll traffic	4,713
Used exclusively for telegraph traffic	10,995
Used simultaneously and (or) conjointly for telegraph and telephone toll traffic	46,024

The total length of wire that may be used for telephone toll traffic is therefore 50,737 miles; the total length that may be used for the transmission of telegrams, 57,019 miles; and the length of telephone toll-lines over which telegrams may be transmitted by telephone, 23,385 miles. The total length of Morse circuit derived from the superimposing of telephone circuits is 12,259 miles, and the total length of additional telephone toll circuit improvised from the existing wire circuits by the use of subsidiary apparatus associated therewith (so-called phantom working) is 4,740 miles.

The following table shows the class and number of telegraph instruments and batteries in use at telegraph-offices for the year ended 31st March, 1927 :—

Engineering District.	Telegraph Instrument Sets.											Primary Batteries.									
	Simplex.			Duplex.		Quad-ruplex.	Split Quad-ruplex Repeater.	"A" Side relayed Duplex.	"A" Side relayed Simplex.	Forked Quad-ruplex.	Murray Multiplex Sets (Quad-ruplex Duplex).	Concentrators.	Universal Battery Systems.	Storage Batteries other than those used for Universal Battery System Working.	Number of Cells.						
	Constant Current.	Intermittent Current.	Central Battery Omnibus.	Single Current.	Double Current.										Lecdanche.						
						No. 1.	No. 0.	No. 2.	Daniels.	Gordon Burnham.	Bichromate.										
Auckland ..	35	81	40	8	9	18	1	6	..	9	4	2			10	1	116	5,015	1,846	1,840	..
Wellington ..	95	118	..	13	25	1	7	4	..	9	10	1	10	1	134	10,029	1,056	4,379	318	209	166
Canterbury ..	41	79	..	6	8	6	4	..	1	..	3	2	10	1	6	3,356	584	1,305	127	..	..
Otago ..	31	76	..	1	2	5	1	1	..	..	1	1	10	..	58	3,720	346	854	..	..	..
Totals ..	202	354	40	28	44	47	13	11	1	18	18	6	..	3	314	22,120	3,832	3,378	445	209	166

NEW ZEALAND SUBMARINE CABLES.

The Pacific Cable Board's cable-steamer "Iris" was chartered in November, 1926, for the repair of two of the Cook Strait telegraph-cables, one of which (No. 3 OB), had been out of commission since July, 1924, owing to the development of a pronounced earth fault about 400 yards from the Oteronga Bay cable-hut. The second cable (No. 2 OB), became faulty early in November, 1926, in this case also owing to a pronounced earth fault. Electrical tests placed the fault approximately eight nautical miles from White Bay. There are six telegraph-cables connecting the North and South Islands, three of which are laid between White Bay and Oteronga Bay, two between White Bay and Lyall Bay, and one between Diffenbach (Queen Charlotte Sound) and Titahi Bay. The postponement of repairs to the cable that was interrupted in 1924 was rendered possible by the increased carrying-capacity of the remaining cables due to the extended use of the multiplex machine-printing telegraph system. The loss of the services of one cable does not now cause any appreciable delay on telegraph traffic, and a considerable saving in expenditure is effected by delaying the charter of the cable-repair steamer until two or more cables require attention.

While the "Iris" was taking in cable from the Department's tanks at Wellington for the repair of the two cables referred to above, a break was reported in No. 4 Lyall Bay—White Bay cable. Tests showed this break to be about fifteen nautical miles from Lyall Bay.

Unusual difficulties were met with in effecting repairs to the cables, the skill of the ship's officers and crew being taxed to the utmost. From the moment the vessel entered Cook Strait she encountered strong gales and heavy seas, which frequently forced her to seek shelter in Port Underwood. In addition strong spring tides, which were running up to five knots off Oteronga Bay, rendered the operation of grappling doubly difficult, the irons being lifted from the sea-bed by the force of the current and in several instances being carried under the ship. Much time was spent in searching for the faulty cable about eight nautical miles from White Bay. It was found that the cables in this locality had become buried under a layer of silt from the Wairau River, and dragging with grapnels, which search to a depth of 14 in. in the mud, failed to discover any trace of the faulty cable. Finally it was decided to grapple five miles farther out to sea, at which point the cable was picked up, and from there it was taken in until the fault was located.

The repairs to all three cables were completed a few days before Christmas, the ship having spent almost five weeks on the work.

Repairs to the Bluff—Stewart Island cable also were effected. These repairs involved the laying of three-quarters of a mile of cable at the Bluff end. The work was carried out with the aid of one of the boats used in the oyster trade, the repair cable being shipped from Wellington to Bluff in one of the Union Steamship Co.'s coastal steamers.

The survey of Oteronga Bay was completed in June, 1926. This work necessitated the taking of numerous soundings and the sweeping of a large area in the bay so that a safe anchorage could be found for ships that might be required to undertake repair work in this locality. The survey was carried out by Captain Whiteford, of the Marine Department.

WIRELESS SERVICES.

INTERNATIONAL RADIOTELEGRAPH CONFERENCE.

An International Radiotelegraph Conference will be held at Washington, U.S.A., during 1927. The Department will be represented by the Chief Telegraph Engineer, Mr. A. Gibbs, M.I.E.E. The last conference was held in London in 1912. In view of the great advance in the science during the last fifteen years, the need for international agreement and regulations upon the many aspects of radiotelegraphy and radio-telephony has become increasingly evident. Broadcasting by radio-telephony, radio-beacons, and radio-goniometric stations are some of the related aspects of the science that will no doubt be made subjects of international pronouncements. Apart from the object of co-ordinating regulations adopted by individual countries, it is likely that much useful information will be obtained from an intimate knowledge of the experience gained and the conditions pertaining in other countries. In particular, it is expected that international regulations will be framed regarding the wave-lengths to be allotted to the various radio-electric services.

NEW ZEALAND COAST STATIONS: EQUIPMENT, OPERATION, ETC.

AUCKLAND.

Valve Transmitter and Receiver.—In addition to a valve transmitter which was provided for the purpose of eliminating interference by morse to broadcast listeners, a new receiver has been installed at Radio-Auckland. As this station is situated in the centre of the city, considerable interference from tramways, electric motors, &c., is encountered. This, together with the incidence of broadcasting in Auckland, necessitates special attention being paid to the receiving-apparatus. The present receiver is designed to eliminate as far as possible interference of this nature.

AWARUA.

Short-wave working.—A modern short-wave receiver has been installed at this station. The experimental low-power short-wave transmitter has also been rewired on modern lines, and has been the means of effecting a marked saving in power-consumption. By means of this set traffic has been exchanged with the R.M.S. "Makura" throughout the vessel's voyages between New Zealand and San Francisco.

During the whaling season just ended a considerable volume of traffic was exchanged between Radio-Awarua and the whaling-ships in the Antarctic. Owing to the great distance of these ships from Radio-Awarua—the nearest coast station—it was necessary in past years to resort to high-power working in order to clear traffic for the vessels. This year, however, all traffic was handled on short waves.

Battery-charging Plant.—By the installation at Radio-Awarua of an electric-power rectifier, the accumulators can now be charged from the hydro-electric-power supply. Previously the method of charging these cells was by means of a generator driven by an internal-combustion engine.

Provision of Note-filter.—A special note-filter was installed during February to improve reception from the British high-power station at Rugby. The filter is proving very efficient.

WELLINGTON.

Demolition of Mast.—A gale of exceptional severity which raged in Wellington on the 12th May, 1926, caused the demolition of the aerial tower at Radio-Wellington. The tower was of the self-supporting type, 165 ft. in height, and was constructed of galvanized angle-steel. Examination of the mast after the fall showed that the collapse had been due to the shearing-off of the bolts by which the tower had been secured to the concrete base. Within a few minutes after the crash a temporary antenna was improvised and the normal watch for distress-signals was re-established. The following day a 60 ft. steel mast and a new antenna were erected, and the normal traffic service was resumed.

AWANUI.

Routine maintenance only was carried out at this station, which continued to handle efficiently a large volume of traffic between New Zealand and the Pacific islands.

Opportunity was taken during the year to conduct experiments in low-power short-wave working with Radio-Apia (Samoa), and the result of these experiments has been of considerable value in connection with the projected short-wave service between Radio-Wellington and the Pacific islands.

CHATHAM ISLANDS.

A party of workmen was despatched to Chatham Islands on the 22nd February, 1927, to undertake the repainting and overhaul of the steel tower.

In consequence of the collapse of the steel tower at Wellington Radio-station, it is deemed desirable to provide stays for the Chatham Islands tower, which is also of the self-supporting type, 150 ft. in height. This is being done in conjunction with the repainting and overhaul of the tower.

WIRELESS TELEGRAPH AND TELEPHONE COMMUNICATION BETWEEN AUCKLAND HARBOUR AND TIRITIRI.

By arrangement with the Auckland Harbour Board, wireless telegraph and telephone communication was established in October, 1926, between King's Wharf, Auckland, and Tiritiri Island, in the Hauraki Gulf. Each station has a power of 10 watts and operates on a wave-length of 200 metres. The stations are owned and operated by the Auckland Harbour Board.

PROPOSED SHORT-WAVE SERVICE BETWEEN NEW ZEALAND AND THE PACIFIC ISLANDS.

Apparatus for experimental short-wave transmission is now being installed at Radio-Wellington with a view to providing direct short-wave communication with the Pacific Islands in which New Zealand is interested, thus obviating the relaying of traffic by Radio-Apia.

Experiments with improvised apparatus have for some time been carried out between Awanui (New Zealand) and Apia (Samoa), with very satisfactory results. During the course of these experiments it has been clearly demonstrated that short-wave working with low power is frequently practicable when atmospheric interference renders high-power long-wave working an impossibility.

If the results of further experiments which are to be conducted shortly are as satisfactory as is anticipated, and certain difficulties confronting simultaneous commercial- and short-wave communication, &c., can be successfully overcome, it is probable that short-wave signalling will be utilized by New Zealand coast stations to a much greater extent than in the past.

OPENING OF RADIO-STATIONS IN PACIFIC ISLANDS.

Inter-Island radio communication in the Pacific islands was extended during the year by the erection of radio-stations at Aleipata (VMCN), Fagamalo (VMCP), Tuasivi (VMCQ), and Salailua (VMCZ) in the Samoan Group, and at Fakaofu (VMCY) in the Tokelau or Union Group. The stations are fitted with low-power valve transmitters, and communication is with Apia only. Telegrams from New Zealand are accepted at the rate of 1s. 2d. per word.

VALUE OF RADIO-TELEGRAPHY TO SHIPS IN DISTRESS.

The wreck of the s.s. "Manaia" on the 10th June, 1926, exemplified in a marked degree the value of wireless installations on coastal ships. The "Manaia" carrying sixty passengers from Tauranga to Auckland, struck Slipper Island at 11.30 p.m. and was held fast on the rocks. Immediately the

ship struck she communicated with Radio-Auckland, whence the information was broadcast to other ships, enabling arrangements to be made for the prompt despatch of the steamer "Rimu." In addition, Radio-Auckland intercepted by radio at 2 a.m. the s.s. "Ngapuhi," bound from Whangarei to Auckland, whereupon she was diverted to the assistance of the "Manaia." The passengers and crew of the ill-fated vessel were subsequently transferred to the steamers "Rimu" and "Ngapuhi," and brought on to Auckland. The "Manaia" was abandoned.

The R.M.S. "Makura," outward bound from Wellington on the 14th September, 1926, received at 8 p.m. a lamp signal from a small unknown vessel to the effect that the signalling ship was short of coal. The "Makura" (an oil-fuel ship) promptly repeated the message by radio to Radio-Wellington, which station immediately notified shipmasters and others concerned. The vessel in distress was later found to be the small fishing steamer "Awarua," which was some days overdue from Chatham Islands *en route* to Wellington. Two tugs, the "Toia" and the "Terawhiti," were despatched from Wellington in search of the distressed vessel. Later H.M.S. "Dunedin," which was carrying out gunnery practice at sea, was communicated with. The "Dunedin" also participated in the search, and ultimately found the "Awarua," which had been blown by the gale up the east coast of the North Island almost to East Cape.

Advice was received on the 15th October, 1926, that the s.s. "Omana" was ashore on Tiritiri Island, in the Hauraki Gulf. The vessel was not fitted with wireless, but the s.s. "Clansman," which carried an installation, stood by and passed messages to Radio-Auckland. The "Omana" was refloated the same day.

In addition to rendering valuable assistance in cases of ships in distress, the New Zealand radio-stations receive and broadcast to navigators messages relating to the position and nature of derelicts and other dangers to navigation, the failure of light-buoys and other signalling-apparatus to function, as well as messages of a general character intended for the guidance of mariners.

INSTALLATION OF RADIO BEACON STATION.

The installation of a radio beacon station at Cape Maria Van Diemen in the behalf of the Marine Department was completed on the 20th August, 1926. After undergoing tests the station was brought into operation on the 1st December, 1926. Any ships within range which are fitted with the requisite apparatus are able to take their bearings by means of the radio signals automatically transmitted from the beacon during conditions of low visibility. Masters of vessels desiring the beacon to operate in normal conditions may communicate with the beacon by way of the Awanui Radio-station. Since the inception of the service the beacon has operated satisfactorily. The wave-length employed is 1,000 metres. This, the first installation of its kind in the Dominion, can be regarded as a striking instance of the manner in which radio science is being applied for the protection and assistance of ships at sea.

WEATHER REPORTS FROM SHIPS AT SEA.

Arrangements have been made for the reception at New Zealand radio coast stations from ships at sea of weather-report telegrams for the Meteorological Office.

EXAMINATION FOR SHIP OPERATORS' CERTIFICATES.

Commencing in November, 1926, arrangements were made for special monthly examinations in operating to enable holders of second-class certificates in radio-telegraphy to qualify for first-class certificates.

BRITISH OFFICIAL WIRELESS MESSAGES.

The hope expressed in last year's report that reliable reception in New Zealand of the British official radio messages transmitted from the high-power station at Rugby, England, would soon be accomplished has been realized. After a number of experiments and consequent improvements in the receiving-apparatus at the Radio-Awarua station, these messages are being successfully received except during times of abnormal atmospheric conditions. Considerable interference from other European high-power stations was at first encountered, but by means of a filtering-device such interference has been overcome. The messages received are supplied by the Prime Minister's Department to the United Press Association for distribution to newspapers. As they emanate directly from the British Government, their purport may be considered as an authentic and informative summary of news of an Imperial and international character. Not the least valuable aspect of such direct touch with the Home Government will be the probable correct moulding of public opinion on subjects of Empire concern.

RECEPTION OF TRANS-ATLANTIC RADIO TELEPHONY.

Since August, 1926, tests have been made with a view to ascertaining the extent to which the trans-atlantic telephone transmissions between Rugby and New York could be heard in New Zealand. The tests clearly indicate that speech can be received when conditions are favourable, but many difficulties will have to be overcome before speech can be reliably received over such an extreme distance.

ESTABLISHMENT OF BEAM RADIO SERVICE BETWEEN GREAT BRITAIN AND CANADA.

The British Administration has notified the opening on the 25th October, 1926, of a radio telegraph service operating on the beam system between Great Britain and Canada. Telegrams by this route bear the instruction "Empiradio."

RADIO-TELEPHONE BROADCASTING.

In conformity with the agreement between the Department and the Radio Broadcasting Company of New Zealand, Ltd., modern broadcasting stations have been opened at Auckland and Christchurch. The building for the Wellington station is now in course of erection. It is of interest that the apparatus to be installed at Wellington is claimed to be greater in power-output than any station in operation in the Empire, with the exception of the Daventry station in England.

While it is hardly to be expected that the talent available for broadcasting can be as varied or of as uniformly high quality as that obtainable in countries offering a wider selection of artistic talent, it is the intention of the Department to insist, as far as possible, that the programmes broadcast shall be of a high standard, not only in musical and artistic items, but also in the lectures and instructional talks. It is the desire of the Department to afford this modern adjunct of civilization every facility to achieve the same wide popularity that it enjoys in other countries.

ELIMINATION OF INTERFERENCE TO BROADCAST LISTENERS.

Radiating Receivers.—In its campaign against interference to broadcasting services the Department is not overlooking that most annoying element, the oscillating, or "howling," valve in radio receivers. Notwithstanding the publicity given to the directions for correct manipulation of radio receivers, it is evident that many listeners, probably in most cases by reason of their zeal to receive signals from far-distant or low-powered stations, are unmindful of these directions, which are given in their own interests. In consequence there is little abatement of the nuisance. The efforts of the Department to combat this form of interference include the examination of the various types of receiving-sets before their use is authorized, with a view to preventing the bringing into use of receivers which, despite reasonably skilled manipulation are likely to cause interfering radiation. A diagram of the circuit, or the trade name of the receiver, proposed to be used is required to be furnished by each applicant for a receiving-station license. From the information thus obtained many undesirable sets have been detected and their use prohibited. With the continually increasing variety of receivers, the work of investigating the interfering properties of the various types has attained some magnitude, involving as it does in many cases tests of the instruments under actual working-conditions. With a view to locating offending apparatus the Department is now providing direction-finders for the use of its Radio Inspectors. In addition to detecting offending apparatus these officers are required to advise radio listeners in the correct manipulation of their receivers. The direction-finders will be used also for detecting unlicensed stations.

Amendment of Rules regarding Ship Transmissions.—A further factor in the elimination of morse interference to broadcast-listeners was the amendment in September, 1926, of the rules governing radio-telegraph transmission by ships in the vicinity of the New Zealand coast. Formerly ships were not permitted to transmit on a wave-length of 450 metres when they came within a radius of twenty-five miles from the nearest commercial station. Under the amended rules, ship stations are forbidden to use the 450-metre wave-length during the evening broadcasting sessions when they come within a 400-mile radius of a New Zealand coast station. During the rest of the day transmissions on a 450 metre wave-length are permitted except when ships are within a radius of 100 miles of a coast station.

Installation of Valve Transmitters at Commercial Coast Stations.—The combined continuous-wave and interrupted-continuous-wave valve transmitter, to which reference was made in last year's report, has since been brought into use at Radio-Auckland. The low-power valve transmitting-set which was temporarily in use at that station has been transferred to Radio-Awarua for use during broadcasting hours. In consequence of these and similar installations at other stations, interference to broadcasting caused by morse transmissions from New Zealand coast stations has been almost entirely eliminated.

Inductive Interference from Power Lines and Electrical Apparatus.—It is pleasing to record that ready assistance is being rendered by some electric light and power supply authorities in the matter of minimizing interference to radio reception caused by induction from faulty power lines and from electrical apparatus. With a view to encouraging Power Boards to take up the work of locating such sources of interference, licenses are being issued free of charge to power authorities in respect of radio apparatus used exclusively for this purpose. In view of the obvious benefits to be derived by Power Boards from the early detection of incipient faults in their lines or apparatus, it is anticipated that power authorities will adopt a systematic inspection of their plant.

PRIVATE RADIO-STATIONS.

The number of radio receiving licenses in force at the 31st March, 1927, was 18,162, as against 3,588 for the preceding year. This remarkable increase may be ascribed to the opening of regular broadcasting stations at Auckland and Christchurch.

On the 7th August, 1926, the date on which the new station at Auckland commenced operations, the number of receiving licenses was 4,400. This number had increased to over 5,000 on the 1st September, when the new station at Christchurch was opened. At the end of December, the number was over 12,000 and a gradual increase took place until the 31st March. With the installation of the new high-power station at Wellington it is anticipated that the number of licenses for the year 1927-28 will be double the number for 1926-27.

FAILURE TO RENEW RADIO LICENSES.

The efforts of the Department in bringing to book individuals operating radio sets without a license met with an unexpected hindrance in the shape of a magisterial decision that failure to renew a license after the 31st March of any year was not an offence under the Post and Telegraph Act. The situation was met by an amendment to the regulations in the direction of providing that every owner of apparatus for wireless telegraphy who fails to renew a license after the 31st March shall be obliged to dismantle the apparatus within a stipulated period to be notified in the *New Zealand Gazette*. It will be necessary to amend the Post and Telegraph Act in the direction of providing a penalty for persons who fail to renew licenses on the due date.

ERECTION OF WIRELESS AERIALS.

The danger arising from the erection of wireless aerials in proximity to electric-power circuits has led to the making of regulations stipulating that wireless aerials may not, without the consent of the Power Board or other authority concerned, be erected above or below wires used for the supply of electricity, or sufficiently near to cause contact in case of a break in any line. It has also been found necessary to provide that wireless aerials shall not, without the consent of the Minister, be erected above or below any departmental line.

DUNEDIN EXHIBITION BROADCASTING STATION.

At the close of the Dunedin Exhibition, the broadcasting station in operation there was removed to a site near the centre of the city.

RADIO RECEIVING-APPARATUS FOR THE USE OF THE DUKE AND DUCHESS OF YORK.

A radio receiving station with two loud-speaker extensions was established at Their Highnesses' fishing camp at Kowhai Flat, Lake Tokaanu. The apparatus was erected and operated by departmental officers.

TELEPHONE-EXCHANGE SERVICE.

In connection with the development of the telephone-exchange service it is interesting to note that, while the population of the Dominion has increased by 54 per cent. during the last twenty years, the number of telephone-exchange subscribers has increased by 550 per cent. during the same period. Although it is not expected that this phenomenal rate of development will be maintained, there is no definite indication that the point of saturation has yet been reached. The facilities afforded settlers in country districts for forming rural lines comprising up to ten subscribers for connection with telephone exchanges are undoubtedly of great benefit to the settlers, and have the tendency of removing much of the isolation of living in sparsely populated areas. It is the policy of the Department to make telephone-exchange service increasingly attractive, and to bring it within the reach of the bulk of the population not only in the cities, but in the rural areas as well.

Evidence of the popularity of the telephone in rural areas is the fact that in the latest telephone statistics of the world, compiled on the 1st January, 1925, New Zealand is shown as having a greater number of telephones per 100 of population in rural communities than any other country in the world, with the exception of the United States of America and Canada.

The conversion of the cabling system in the Christchurch area from aerial to underground, and the complete reconstruction of the other outside distributing plant which is being undertaken preparatory to the conversion of the local switching system from the manual method of operation to automatic, was proceeded with steadily throughout the year, twenty-six miles of ducts and ten miles of cable being laid. As the jointing of the cable was completed, the new cable-wires were brought into operation, thus enabling an improved service to be given to many existing subscribers.

A number of exchanges in areas in which Electric-power Boards are now operating were fitted with new devices for ensuring greater protection against the damage likely to be caused to exchange apparatus by contacts between telephone and power lines.

At a number of small exchanges, the ringing-facilities of the operators were improved by the installation of power ringers in place of pole-changers, the ringing-current for which was obtained from primary batteries.

A brief summary of the year's operations in regard to the development and maintenance of the telephone-exchange system in the Dominion is as follows :—

The opening of new magneto exchanges at Kaukapakapa, Poolburn, Omakau, Oturchua, and Upper Moutere.

The conversion to automatic working of the magneto exchanges at Hawera and Takapuna.

The conversion to metallic-circuit working of the Kumara and Ross Exchanges.
 The extension of the switching equipment at forty manual exchanges and three automatic exchanges.
 The erection of 948 miles of pole-line and 8,666 miles of open aerial wire for telephone-exchange subscribers' circuits.
 The laying or erecting of 168 miles of lead-covered cable containing 47,415 miles of wire for subscribers' circuits.
 The connection of 10,593 new subscribers' stations.
 The maintenance of 132,089 telephone-stations.

The steady growth of the telephone system is exemplified in the following table, which shows annually since 1918 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.
1918	280	154,799	£ 344,368	67,763	58·67
1919	287	165,962	373,169	72,561	61·59
1920	291	177,509	419,318	80,723	65·26
1921	296	192,027	533,535	88,439	69·80
1922	301	207,529	614,367	94,683	72·78
1923	320	229,882	595,967	107,036	80·78
1924	327	269,421	830,470	111,441	82·67
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

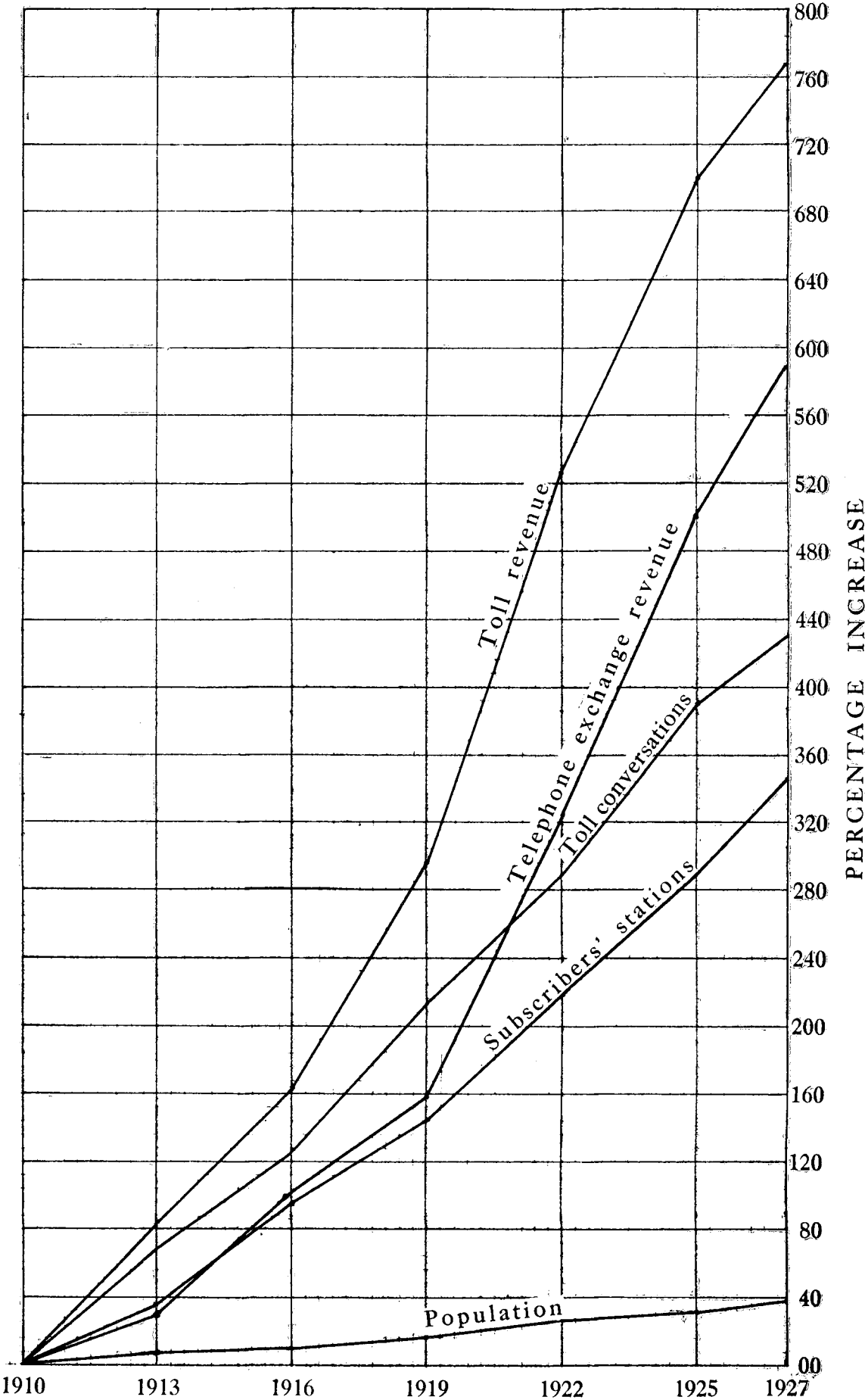
* Includes approximately 5,000 non-exchange stations.

TELEPHONE STATISTICS.

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, 1927, 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 ..	36,804	22,429	22,674	25,975	107,882
Toll and service stations ..	618	485	778	2,145	4,026
Public call offices	314	79	36	6	435
Extension stations—					
P.B.X.	5,385	1,290	415	94	7,184
Ordinary	6,992	3,008	1,574	988	12,562
Telephone-stations: Class totals..	50,113	27,291	25,477	29,208	132,089
Number of exchanges in each class	4	12	49	277	342
Percentage of new connections made with each class of exchange during the year	35	19	20	26	..

TELEPHONE DEVELOPMENT IN NEW ZEALAND, 1910 TO 1927.



GRAPH DEPICTING THE PERCENTAGE INCREASE SINCE 1910 IN TOLL REVENUE, TOLL CONVERSATIONS, TELEPHONE EXCHANGE REVENUE, AND SUBSCRIBERS' STATIONS COMPARED WITH THE PERCENTAGE INCREASE IN POPULATION.

In addition to the stations shown in the preceding table there were 4,329 stations connected by private telephone lines with departmental toll stations, and 889 stations connected with non-departmental rural exchanges, making a grand total of 137,307 telephone-stations on the 31st March, 1927.

Of the new connections made during the year, 3,685 were with Class I exchanges, 2,060 with Class II exchanges, 2,124 with Class III exchanges, and 2,724 with Class IV (country) exchanges. The waiting-list at these exchanges now stands at 1,443; 201; 207; and 390 respectively: total 2,241, compared with 2,193 on the 31st March, 1926. The waiting-list for Class IV exchanges includes 53 applicants for connections at telephone exchanges authorized but not yet opened.

The following table shows the number of telephone-stations in each engineering district on the 31st March, 1926 and 1927, respectively, and the percentage of increase in each case:—

Engineering District.	Number of Stations on 31st March,						
	1926.			1927.			Per-centage of Increase.
	Main Stations.	Extension Stations.	Total.	Main Stations.	Extension Stations.	Total.	
Auckland	31,528	4,668	36,196	33,271	5,073	38,344	5.9
Wellington	44,825	8,003	52,828	47,252	8,627	55,879	5.7
Canterbury	16,230	3,399	19,629	16,770	3,545	20,315	3.5
Otago	14,275	2,444	16,719	15,050	2,501	17,551	5.0
Totals	106,858	18,514	125,372	112,343	19,746	132,089	5.3

The number of subscribers' stations (main and extension) connected with each of the fourteen principal exchanges on the 31st March, 1927, was—Wellington, 15,997; Auckland, 15,957; Christchurch, 10,290; Dunedin, 7,390; Wanganui, 3,506; Palmerston North, 2,695; Hamilton, 2,666; Gisborne, 2,583; Invercargill, 2,512; Napier, 2,503; Hastings, 2,369; Timaru, 1,883; Masterton, 1,860; New Plymouth, 1,705.

The number of party and rural lines on the 31st March, 1927, was 9,152, to which were connected 35,347 main stations—an increase of 321 and 1,607 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, 1927:—

Percentage of			Class I Exchanges.	Class II Exchanges.	Class III Exchanges.	Class IV Exchanges.	Dominion Percentages.
Business stations	..	..	42	34	29	24	33
Residential stations	..	..	58	66	71	76	67
			100	100	100	100	100
Individual-line stations	..	..	90	74	56	41	68
Party- and rural-line stations	..	..	10	26	44	59	32
			100	100	100	100	100

The length in miles of the various items of telephone-exchange plant in existence on the 31st March, 1926, and 1927, respectively, was as follows:—

	Pole-line.	Cable.		Wire.			
		Under-ground.	Aerial.	In Under-ground Cable.	In Aerial Cable.	Open Aerial.	Under all Headings.
In existence on 31st March, 1926	11,057	722	662	247,279	76,478	78,676	402,433
Erected during year ..	948	106	62	41,739	5,676	8,666	56,081
Dismantled during year	93	8	89	3,687	10,802	3,772	18,261
In existence on 31st March, 1927	11,912	820	635	285,331	71,351	83,571*	440,253

* Includes 717 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, 1927, are as under :—

Telephone-exchange wire in underground cables	65½ per cent.
Telephone-exchange wire in aerial cables	16 „
Telephone-exchange wire in open aerial wires	19 „

In the telephone statistics of the world (compiled on the 1st January, 1925) the United States leads as regards density, with 14·2 telephones per 100 of population; Canada is second, with 11·6 telephones; Denmark is third, with 9 telephones; while New Zealand takes fourth place, with 8·7 telephones. Australia and Great Britain occupy seventh and tenth places respectively, with 5·5 and 2·8 telephones per 100 of population. The number of telephones per 100 of population of the world is 1·4.

AUTOMATIC TELEPHONE EXCHANGES.

A noteworthy event in the history of automatic-telephone-exchange development in the Dominion was the cutting into service at Hawera on the 29th January, 1927, of the first all-British automatic exchange installed in New Zealand. The equipment was manufactured by the Peel Connor Telephone Co., England, but the installation work was carried out by the Department's staff. Two more all-British automatic exchanges are in course of erection, at Dannevirke and Stratford respectively, and these will be cut into service within a few months. The equipment at Dannevirke was manufactured by the Peel Connor Telephone Co., England, and that at Stratford by Messrs. Siemens Bros., Ltd., England.

In accordance with the Department's policy, consideration is being given to the question of converting to automatic working several of the larger manually-operated exchanges where the present equipment has outlived its usefulness and where other circumstances warrant the conversion.

A considerable amount of installation work was carried out during the year at various automatic exchanges where additional equipment was required to provide accommodation for new subscribers.

AUCKLAND METROPOLITAN AREA AND DISTRICT AUTOMATIC TELEPHONE EXCHANGES.

Auckland.—Continued satisfaction with the local automatic system is freely expressed by telephone subscribers. The number of faults showed a steady decline during the year.

The manually-operated telephone exchange at Takapuna, with 280 subscribers, was converted to the automatic system of operation on the 21st February, 1927, and the subscribers connected with that exchange are now able to communicate with all other subscribers in the Auckland metropolitan exchange area free of toll charges. The cutting into service of the Takapuna Automatic Exchange completed the installation of the seven automatic exchanges comprising the Auckland metropolitan area.

Delay in the receipt of apparatus to provide accommodation for additional subscribers at Mount Eden, Remuera, Ponsonby, and Devonport Automatic Exchanges has swelled the waiting-list in those areas. The equipment is being installed as it comes to hand, and every effort is being made to join up the waiting applicants at the earliest possible date.

At Mount Eden and Remuera Automatic Exchanges the switch-room accommodation has been doubled to provide for the housing of extension equipment under order.

During the year all manually-operated party lines which were previously switched at auxiliary manual boards in the Wellesley Street Automatic Exchange toll-room were converted to the automatic system of operation.

Provision is now being made for the following extension to the switching equipment of exchanges in the Auckland metropolitan area: Mount Eden (1,200 individual lines and 100 two-party lines), Remuera (1,000 individual lines and 200 two-party lines), and Wellesley Street (3,000 individual lines and 100 two-party lines).

Hamilton.—At the Hamilton Automatic Telephone Exchange various additions to the equipment were effected. An extension of 200 exclusive lines was completed in September. A further extension of the toll and rural section was put in hand in November and is now nearing completion. Extensions to the exchange building are being proceeded with to provide accommodation for additional switching-apparatus. The installation of an initial extension of 200 exclusive lines and 100 two-party lines is being provided for.

No troubles affecting service occurred at Hamilton during the year.

CHRISTCHURCH METROPOLITAN AREA AUTOMATIC TELEPHONE EXCHANGES.

Christchurch.—Steady progress has been made with the installation of the Western Electric automatic-exchange equipment, and all the material at present available in Christchurch is in position and is being cabled and wired. It is anticipated that the remainder of the equipment will be available shortly, and every endeavour will be made to have it installed and ready for working during the year 1927–28.

The auxiliary automatic apparatus at present in use is giving satisfactory service, and when the exchange is converted to full automatic working this apparatus will be available for use elsewhere.

DUNEDIN METROPOLITAN AREA AND DISTRICT AUTOMATIC TELEPHONE EXCHANGES.

Dunedin.—During the year the installation at the Dunedin Central Automatic Exchange of 4,000 exclusive lines, 100 two-party lines, 100 four-party lines, and the toll-board has progressed steadily. It is now within measurable distance of completion, and it is expected that the conversion of the present manual system to full automatic operation will be effected about the end of May, 1927. The Dunedin Central Automatic Exchange has an ultimate capacity of 10,000 lines, while South Dunedin and Roslyn have each an ultimate capacity of 2,000 lines.

At the Roslyn Automatic Exchange the present installation will provide for 1,000 exclusive lines and 100 two-party lines, and at South Dunedin, for 1,300 exclusive lines and 100 two-party lines.

The installation of an air-conditioning plant at the Dunedin Central Automatic Exchange is complete except for final testing, which is now being proceeded with.

Oamaru.—The Oamaru Automatic Telephone Exchange continues to provide an efficient and smooth-running service which is equal to all demands made upon it. An extension of 100 individual lines and 10 rural lines will be installed during the year 1927–28.

WELLINGTON METROPOLITAN AREA AND DISTRICT AUTOMATIC TELEPHONE EXCHANGES.

Wellington.—The capacity of the Khandallah Automatic Exchange was increased by 200 individual lines, and that of Wellington South Exchange by 400 individual lines.

The switch-room accommodation at the Courtenay Place Automatic Exchange is being doubled to provide for an additional 1,000 individual lines, 100 two-party lines, and 200 private automatic-exchange lines.

Extensions of 400 individual lines at the Kelburn and Wellington South Automatic Exchanges respectively will be commenced during the year 1927–28.

The question of linking up with the Wellington Automatic Exchange system the telephone subscribers in the Lower Hutt and Petone areas has been receiving close attention. The work, which will be of some magnitude, involves additional building-accommodation and the installation of expensive automatic switching-equipment, telephones, &c.

The erection of an automatic-exchange building at Miramar, to serve the Seatoun–Lyall Bay–Miramar area, is nearing completion. Automatic equipment to provide for 1,000 individual lines and 100 four-party lines will be installed in the new building, and when cut into service the congestion at the Wellington South Automatic Exchange will be relieved.

Masterton.—At the Masterton Automatic Exchange additional switching-apparatus to provide for 200 exclusive lines and 100 two-party lines is in course of installation, and will be completed during the year 1927–28.

Napier.—Steady progress was maintained with the installation of the automatic-exchange equipment at Napier. The wiring is now nearing completion and is being tested, and it is expected that everything will be in readiness for converting this exchange to the automatic system of operation before the end of July, 1927.

Palmerston North.—Owing to the delay in the receipt of material from overseas for the completion of extension equipment, the connection of a number of waiting subscribers at the Palmerston North Automatic Exchange has been temporarily held up. To relieve the position, arrangements have been made to transfer sufficient equipment from elsewhere to provide service meantime. The installation of an additional 400 individual lines will be commenced during the year 1927–28.

Blenheim.—Additional equipment to provide for 100 individual lines and 10 toll lines is under order and will be installed during the year 1927–28.

“ INTERPHONE ” INSTALLATIONS.

The “ Interphone ” intercommunicating telephone system used in conjunction with trunk lines to departmental automatic exchanges has proved a popular adjunct to business houses, and its use is being extended throughout the Dominion.

AUTOMATIC PRIVATE BRANCH EXCHANGES.

A number of private branch exchanges of the automatic type have recently been installed in large business establishments at Wellington, and a commencement is now being made with installations at Auckland. Users of this system have expressed entire satisfaction with the service given, and orders have been placed for the supply of thirty exchanges of this type. Automatic private-branch-exchange apparatus is not stocked by the Department, but is specially assembled at the factory to meet the varying requirements of subscribers.

A recent development of the automatic branch-exchange equipment provides for the use, at selected extension stations, of a special type of “ call-back ” telephone which enables an outside caller on a trunk line to be held while information is obtained from a local extension telephone, and the conversation resumed on the trunk line when desired. This special “ call-back ” feature involves the use of two pairs of wires, instead of the usual one pair, between the private branch exchange and each extension station where a “ call-back ” instrument is installed. In addition, the cost of the “ call-back ” telephone is double that of the ordinary automatic telephone, while the maintenance costs are proportionately higher. The rate for automatic “ call-back ” private-branch exchange stations has been fixed at £6 10s. per annum.

Hereunder is a return showing automatic-exchange equipment installed and in use in the Dominion on the 31st March, 1927 :—

Exchange.	Number of Individual Lines installed.	Number of Party Lines installed.		Number of Individual Line Stations.	Number of Party-line Stations.	Total Number of Main Stations.	Number of Extension Stations.	Total Number of Automatic Telephone Stations.
		Two-party.	Four-party.					
Auckland Exchange Area—								
Wellesley Street	7,200	..	100	5,642	250	5,892	2,179	8,071
Remuera	1,600	..	100	1,595	320	1,915	150	2,065
Mount Eden	1,600	..	100	1,598	324	1,922	100	2,022
Ponsonby	1,200	..	100	1,194	278	1,472	96	1,568
Onehunga	400	..	..	365	..	365	35	400
Devonport	500	..	..	496	..	496	30	526
Takapuna	400	..	..	281	..	281	13	294
Christchurch Exchange Area—								
Hereford Street*	1,500	..	..	1,492	..	1,492	179	1,671
St. Albans*	500	..	..	500	..	500	60	560
Sydenham*	300	..	..	299	..	299	32	331
Wellington Exchange Area—								
Courtenay Place	3,800	100	100	3,305	306	3,611	847	4,458
Wellington South	1,800	100	100	1,845†	460	2,305	149	2,454
Kelburn	1,200	..	100	1,060	122	1,182	77	1,259
Khandallah	200	100	100	22	361	392	8	400
Stout Street	7,600	..	100	3,976	213	4,189	3,051	7,240
Single-office exchanges—								
Blenheim	700	..	100	708†	158	866	95	961
Hamilton	1,600	..	100	1,520	304	1,824	293	2,117
Hawera	800	..	100	722	214	936	155	1,091
Masterton	1,000	100	..	996	212	1,208	211	1,419
Oamaru	700	..	100	732†	80	812	96	908
Palmerston North	2,000	..	100	1,896	230	2,126	264	2,390
Wanganui	2,200	100	100	2,208†	386	2,604	555	3,159
Totals	38,800	500	1,500	32,452	4,218	36,689	8,675	45,364

* Auxiliary apparatus.

† Party lines used for individual stations.

PUBLIC CALL OFFICES (COIN IN THE SLOT).

Thirty-one new installations were made in various parts of the Dominion, and a further 89 were authorized to be made. The number of public call offices in operation on the 31st March, 1927, was 435. It is regretted that the Department was unable to comply with all the numerous demands for public-call-telephone cabinets.

It has been decided to adopt new types of cabinet for further installations. One type will be of concrete construction, while the other will be of steel framework, and will follow what is known as the "Kiosk" type, in accordance with the design of a noted English architect. From the point of view of utility as well as from æsthetic considerations both these new types can be considered as desirable improvements upon the present type of wooden cabinet.

The revenue from public call offices for the year ended 31st March, 1927, amounted to £27,407, an increase of £2,220 on the figures for the preceding year.

TECHNICAL DEVELOPMENT OF TELEPHONE AND TELEGRAPH ENGINEERING.

Where such divergent and rapidly advancing subjects as automatic telephony, printing telegraphs, telephone transmission, radio telegraphy and telephony, line-construction, and submarine-cable work have to be studied, and with the public being rapidly educated in the advantages to be derived from the use of telephone, telegraph, and wireless services, both in business and in social spheres, and demanding the most modern facilities, the technical staff is called upon to perform an increasing amount of investigational and developmental work with a view to determining the systems and apparatus best suited to the requirements of the Dominion. In fact, the growth in this higher class of engineering-work has been so considerable during recent years that it has been necessary to increase the qualified personnel of the engineering staff, and further additions to staff as well as increased accommodation will probably have to be provided in the near future. It will be necessary to obtain almost immediately supplies of modern testing apparatus and equipment so as to facilitate investigational work and the testing of materials and apparatus, and to ensure that the Department receives only plant and materials of a relatively high standard.

APPENDIX.

DESIGNATION OF OFFICES CHANGED.

Postal District.				Changed from			Changed to		
Cook Islands	..	..	..	Pukapuka (Cook Islands)	..	..	Danger Island.	..	..
Auckland	..	..	..	Whangaruru	..	..	Whangaruru South.	..	..
Gisborne	..	..	..	Kaiteratahi	..	..	Waipaoa.	..	..
Hamilton	..	..	..	Waimarino	..	..	National Park.	..	..
Invercargill	..	..	..	Edendale	..	..	Edendale South.	..	..
Wanganui	..	..	..	Ratana	..	..	Ratana Pa.	..	..
Timaru	..	..	..	Raorao	..	..	Kingsdown.	..	..
Hamilton	..	..	..	Atiamuri	..	..	Upper Atiamuri.	..	..
Hamilton	..	..	..	Atiamuri Bridge	..	..	Atiamuri.	..	..
Auckland	..	..	..	Fernielea	..	..	Coatesville.	..	..
Blenheim	..	..	..	Purahi	..	..	The Muller.	..	..
Greymouth	..	..	..	State Collieries	..	..	Dunollie.	..	..
Auckland	..	..	..	Taiaotea	..	..	Brown's Bay.	..	..
Nelson	..	..	..	Wakapuaka	..	..	Cable Bay.	..	..
Nelson	..	..	..	Wakapuaka Suburban	..	..	Wakapuaka.	..	..
Invercargill	..	..	..	Hekeia	..	..	Longwood.	..	..
Hamilton	..	..	..	Mahirakau	..	..	Tuhua.	..	..
Auckland	..	..	..	Maungakohatu	..	..	Bryn Avon.	..	..
Invercargill	..	..	..	Moturimu	..	..	Northope.	..	..
Dunedin	..	..	..	North-east Harbour	..	..	Macandrew Bay.	..	..
Gisborne	..	..	..	Kahukura	..	..	Tikitiki.	..	..

CABLE BUSINESS.

The Dominion's outward International and Australian cable business, excluding Press, for the years 1926-27 and 1925-26 was as follows:—

INTERNATIONAL.

				Number of Messages.			Value. £		
1926-27	..	..	..	166,047	..	..	182,904	..	..
1925-26	..	..	..	165,206	..	..	189,221	..	..
Increase				841 = 0.51 per cent.			Decrease 6,317 = 3.33 per cent.		

AUSTRALIAN.

				Number of Messages.			Value. £		
1926-27	..	..	..	151,359	..	..	30,027	..	..
1925-26	..	..	..	149,526	..	..	30,626	..	..
Increase				1,833 = 1.22 per cent.			Decrease 599 = 1.95 per cent.		

There was a total increase of 2,674 messages, and a decrease in value of £6,916. Of the total revenue received on forwarded cable messages—viz., £212,931—£200,319 was paid to other Administrations, and £12,612 was retained by New Zealand.

RECEIVED CABLE MESSAGES.

The number of cable messages received in New Zealand during the years 1926-27 and 1925-26, exclusive of Press, was as follows:—

				International.			Australian.		
1926-27	..	..	..	142,299	..	..	140,440	..	..
1925-26	..	..	..	139,680	..	..	140,919	..	..
Increase				2,619 = 1.87 per cent.			Decrease 479 = 0.33 per cent.		

The total revenue earned by New Zealand on received cable messages during the year 1926-27 was £10,306, as compared with £10,441 for 1925-26.

RADIO-TELEGRAMS.

The radio business transacted by the New Zealand coast stations during the years 1926-27 and 1925-26 was as follows:—

Year.	Forwarded.				Received.			
	Number of		Amount earned by New Zealand.	Total Value.	Number of		Amount earned by New Zealand.	
	Messages.	Words.			Messages.	Words.		
1926-27	14,748	173,218	£ 3,024	£ 6,001	24,592	277,805	£ 4,768	
1925-26	16,270	241,621	3,467	7,064	26,002	280,716	4,669	
Increase	..	..	..	..	..	..	99	
Decrease	1,522	68,403	443	1,063	1,410	2,911	..	

Table No. 1.

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.	Commission 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
1914	16,336	536,674	2,933,911	87,774	299,155	67,070	194,439	..	..	691,518	3,427,505
1915	15,819	511,487	2,986,021	81,483	263,371	71,890	222,426	..	..	664,860	3,471,818
1916	15,966	520,476	3,108,197	60,876	214,254	70,817	221,700	17,186	62,936	669,355	3,607,087
1917	16,077	508,209	2,977,997	54,852	216,835	63,662	212,144	15,960	69,669	642,683	3,476,645
1918	17,487	508,813	3,120,183	48,133	198,452	61,899	217,512	19,655	113,224	638,500	3,649,371
1919	19,329	558,344	3,994,055	48,592	224,667	58,974	240,437	24,381	144,900	690,291	4,604,059
1920	31,302	572,432	4,691,717	49,184	235,295	66,027	310,409	12,031	39,355	699,674	5,276,776
1921	31,268	535,897	4,276,158	52,021	254,342	67,893	292,036	13,572	28,284	669,383	4,850,820
1922	27,431	526,906	3,776,896	53,079	221,447	64,523	249,454	15,435	30,732	659,943	4,278,529
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

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
1914	536,674	2,933,911	11,439	60,324	30,974	110,032	..	..	579,087	3,104,268
1915	511,487	2,986,021	12,409	58,189	30,356	107,510	..	..	554,252	3,151,720
1916	520,476	3,108,197	8,337	39,908	35,800	128,370	2,445	10,587	567,058	3,287,162
1917	508,209	2,977,997	6,872	34,973	36,978	123,390	2,311	10,348	554,370	3,146,708
1918	508,813	3,120,183	6,802	40,365	33,868	114,652	2,281	12,055	551,764	3,287,255
1919	558,344	3,994,055	8,498	65,526	25,697	104,093	2,410	12,353	594,949	4,176,027
1920	572,432	4,691,717	8,806	67,552	22,946	111,325	1,416	4,420	605,600	4,875,014
1921	535,897	4,276,158	8,696	65,818	24,197	122,938	1,366	6,104	570,156	4,471,018
1922	526,906	3,776,896	8,788	65,516	25,095	121,331	1,587	6,124	562,376	3,969,867
1923	545,605	3,849,423	11,042	63,313	26,042	123,703	1,813	8,669	584,502	4,045,108
1924	580,569	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

* Includes foreign offices to year 1915.

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

Table No. 2.

TABLE SHOWING THE NUMBER AND VALUE OF POSTAL NOTES SOLD FROM 1ST JANUARY, 1886—THE DATE UPON WHICH THE NOTES WERE FIRST ISSUED—TO 31ST MARCH, 1927.

Year.	Number of Postal Notes sold.												Total.		
	At 1s.	At 1s. 6d.	At 2s.	At 2s. 6d.	At 3s.	At 5s.	At 7s. 6d.	At 10s.	At 12s. 6d.	At 15s.	At 17s. 6d.	At £1.		At £5.*	Number.
Quarter ended Mar. 31, 1886	3,019	2,046	..	1,012	..	2,039	969	2,379	695	992	425	2,866	..	16,442	\$ 6,910
1886-87	16,605	12,283	..	6,647	..	11,566	5,729	13,103	4,090	5,187	2,375	14,961	..	92,546	37,659
1887-88	22,467	17,167	..	9,162	..	15,553	7,671	17,487	5,278	6,940	2,952	17,578	..	122,255	47,729
1888-89	27,428	21,900	..	11,912	..	19,741	9,477	21,149	6,618	8,243	3,633	19,778	..	149,879	56,842
1889-90	32,754	25,387	..	14,478	..	23,550	10,894	24,011	7,809	9,386	4,158	22,596	..	175,023	65,484
1890-91	35,915	28,559	..	16,092	..	25,204	12,229	25,906	7,969	10,172	4,366	23,503	..	189,915	69,722
1891-92	42,416	33,722	..	19,383	..	29,550	14,019	30,132	9,058	11,611	4,953	25,839	..	220,683	79,326
1892-93	48,612	38,849	..	22,038	..	33,012	16,072	32,747	9,904	12,330	5,369	28,969	..	247,902	87,857
1893-94	56,761	44,706	..	25,461	..	37,771	18,096	37,687	11,016	13,800	6,156	33,935	..	285,389	101,002
1894-95	62,306	49,846	..	28,975	..	43,829	20,423	43,167	11,864	15,567	6,700	36,601	..	319,368	112,308
1895-96	68,454	56,185	..	32,801	..	49,204	22,802	47,787	13,601	17,191	7,020	33,390	1,192	349,627	123,368
1896-97	74,534	62,056	..	35,322	..	54,219	24,871	51,963	14,365	18,102	7,406	32,868	1,090	376,796	129,012
1897-98	81,958	69,981	..	38,617	..	60,843	26,968	55,748	15,463	19,477	7,904	32,179	728	409,866	134,378
1898-99	86,529	72,710	..	41,991	..	64,386	28,448	63,787	16,957	21,393	8,539	32,696	673	431,449	139,957
1899-1900	93,762	77,431	..	44,384	..	70,416	30,680	69,631	16,202	23,875	6,799	35,067	560	490,506	154,436
1900-1901	85,478	68,068	13,834	52,691	14,702	80,630	..	71,001	13,304	32,128	..	43,042	556	556,316	173,317
1901-1902	49,529	30,255	62,285	70,683	65,467	109,663	..	92,708	..	34,508	..	48,852	558	616,264	191,905
1902-1903	54,268	33,409	70,122	76,613	75,700	119,593	..	102,641	..	38,030	..	58,629	656	707,044	220,070
1903-1904	61,379	37,514	85,909	86,626	89,276	134,270	..	114,755	..	42,317	..	69,206	688	785,347	250,123
1904-1905	65,484	40,263	86,711	96,228	99,739	154,281	..	130,430	..	46,228	..	76,508	788	875,324	276,279
1905-1906	74,389	45,358	98,503	108,493	114,411	167,430	..	143,216	..	51,559	..	91,193	954	981,642	314,053
1906-1907	82,417	54,375	106,311	120,321	128,384	187,083	..	159,045	..	57,637	..	104,714	423	1,092,631	347,300
1907-1908	89,906	58,202	124,052	136,392	143,854	205,500	..	171,951	..	62,916	..	123,786	..	1,222,280	389,143
1908-1909	97,285	59,484	153,925	162,588	146,148	227,471	..	188,677	..	70,967	..	143,611	..	1,414,752	447,619
1909-1910	113,825	67,406	181,791	195,168	166,486	261,045	..	214,453	..	82,253	..	171,900	..	1,666,959	524,943
1910-1911	130,645	79,792	201,569	244,941	201,569	301,707	..	242,854	..	88,693	..	190,823	..	1,821,566	574,980
1911-1912	141,504	85,130	236,665	263,829	215,984	337,338	..	261,600	..	95,535	..	213,153	..	1,970,643	636,473
1912-1913	154,201	92,342	264,844	279,311	220,109	367,942	..	283,206	..	106,560	..	245,230	..	2,238,842	721,743
1913-1914	172,400	103,753	298,669	324,417	256,231	418,712	..	312,870	..	107,506	..	229,640	..	2,314,327	725,118
1914-1915	182,733	107,483	307,934	346,011	263,322	444,427	..	325,071	..	111,095	..	231,543	..	2,370,079	723,314
1915-1916	186,873	114,570	319,115	364,086	267,383	461,137	..	334,277	..	108,978	..	211,000	..	2,286,463	695,819
1916-1917	184,873	112,639	322,946	343,031	260,956	440,215	..	301,825	..	103,348	..	194,180	..	2,166,597	638,246
1917-1918	187,005	115,867	316,266	337,418	258,421	401,696	..	252,396	..	108,978	..	192,751	..	2,091,051	619,605
1918-1919	181,824	114,553	299,791	326,398	253,728	381,202	..	238,337	..	110,819	..	208,177	..	2,197,520	655,910
1919-1920	196,327	121,037	310,105	339,341	268,032	396,994	..	246,688	..	123,917	..	234,601	..	2,280,219	705,027
1920-1921	217,553	120,888	309,649	342,040	266,119	410,584	..	254,868	..	137,192	..	238,517	..	2,377,622	739,783
1921-1922	239,187	120,780	314,035	352,681	259,372	445,995	..	269,863	..	138,621	..	243,506	..	2,434,506	747,025
1922-1923	262,172	130,275	331,376	348,779	236,877	475,947	..	276,650	..	151,288	..	233,809	..	2,652,777	804,343
1923-1924	285,065	145,277	366,241	385,307	247,915	528,178	..	299,987	..	162,281	..	258,123	..	2,846,333	860,029
1924-1925	297,019	154,406	397,666	428,707	253,311	577,873	..	316,947	..	170,376	..	284,500	..	3,040,722	922,873
1925-1926	318,454	159,549	448,307	458,634	254,038	607,000	..	339,864	..	181,164	..	308,845	..	3,329,638	987,687
1926-1927	394,853	165,278	482,600	545,182	260,844	650,226	..	340,646	..	..	..	..	..	..	..

Table No. 3.

TABLE SHOWING THE NUMBER AND AMOUNT OF TRANSACTIONS AT MONEY-ORDER OFFICES DURING THE YEAR 1926, AND SAVINGS-BANK OFFICES OF NEW ZEALAND DURING THE YEAR 1926-27.

Postal District.	Money-orders.						Savings-banks.						
	Issued.			Paid.			Number of New Accounts opened.	Deposits.		Number of Accounts closed.	Withdrawals.		
	Number.	Commission.	Amount.	Number.	Amount.	Number.		Amount.					
Auckland ..	141,619	4,655 14 2	£ 818,648 5 2	179,679	£ 1,145,940 3 0	s. d. 3 0	18,218	266,075	5,459,959 5 11	13,802	239,895	£ 5,488,781 4 1	s. d. 4 1
Blenheim ..	9,401	279 2 9	53,754 17 4	4,702	34,600 5 9	5 9	1,106	15,645	294,820 18 8	824	13,295	321,942 0 5	8 5
Christchurch ..	71,730	2,367 14 0	456,152 7 0	73,126	596,494 15 11	15 11	11,244	229,023	4,570,001 8 7	7,800	197,183	4,613,610 8 0	8 0
Dunedin ..	65,338	2,036 10 0	376,727 3 10	67,187	450,537 18 5	18 5	6,233	119,140	2,293,983 18 10	5,838	97,603	2,466,279 3 7	3 7
Gisborne ..	20,248	648 11 6	131,977 8 7	9,852	81,750 1 3	1 3	2,334	33,848	622,133 8 10	1,789	28,163	661,264 18 11	11 11
Greymouth..	22,152	678 3 3	124,574 15 10	10,699	68,962 9 2	9 2	1,342	16,670	345,379 0 6	1,093	11,565	375,490 12 3	3 3
Hamilton ..	76,490	2,201 18 3	471,527 16 6	39,677	249,671 9 10	9 10	7,653	81,613	1,397,821 0 4	4,930	57,222	1,381,079 16 1	1 1
Invercargill ..	33,851	991 19 6	191,275 15 1	22,748	143,794 4 4	4 4	2,685	36,630	755,099 3 5	2,364	30,952	854,381 15 1	1 1
Napier ..	35,503	1,111 10 6	231,592 17 2	24,464	199,853 19 9	9 9	4,887	66,451	1,421,243 10 4	4,118	57,091	1,511,741 14 5	5 5
Nelson ..	16,561	517 5 6	100,201 17 0	12,375	85,393 13 11	13 11	1,449	24,896	454,880 5 2	1,232	20,326	476,679 12 8	8 8
New Plymouth ..	34,031	1,006 11 9	207,326 17 5	21,333	157,787 14 6	6 6	3,964	54,770	1,223,139 19 8	3,103	42,526	1,270,552 4 0	0 0
Oamaru ..	10,075	274 10 6	96,759 19 3	4,919	30,084 4 0	4 0	1,027	14,793	353,305 14 6	724	13,009	395,100 3 7	7 7
Palmerston North ..	44,056	1,185 5 9	303,476 6 3	28,783	195,166 16 7	7 7	6,232	75,275	1,560,725 12 8	3,473	59,905	1,534,631 2 4	4 4
Thames ..	30,226	907 10 6	187,530 10 4	13,309	89,327 18 5	5 5	3,682	33,641	564,843 4 0	2,181	19,032	604,963 2 2	2 2
Timaru ..	20,996	583 6 9	217,222 12 8	10,860	73,797 10 0	0 0	2,462	37,294	909,435 7 4	1,816	31,867	927,869 2 5	5 5
Wanganui ..	41,379	1,120 15 9	256,905 13 11	22,429	149,329 16 9	9 9	4,272	65,460	1,175,801 17 10	3,330	54,195	1,228,668 18 0	0 0
Wellington ..	101,793	3,544 11 0	688,113 7 1	125,678	868,853 0 1	1 1	17,441	325,755	5,845,818 14 7	12,921	243,089	5,830,618 18 9	9 9
Westport ..	14,129	425 15 6	73,527 15 9	4,771	29,001 2 1	1 1	707	9,733	160,766 1 6	487	5,411	156,489 17 9	9 9
Western Samoa ..	2,331	136 3 0	30,487 10 7	213	1,481 11 11	11 11	577	2,208	36,441 1 11	182	1,247	37,761 3 10	10 10
Rarotonga ..	1,201	73 1 6	15,343 10 7	611	14,268 13 0	0 0	198	989	10,783 8 0	34	1,188	11,722 18 11	11 11
Grand totals	793,110	24,746 1 5	5,033,127 7 4	677,415	4,666,097 8 8	8 8	97,713	1,509,909	29,456,383 2 7	72,041	1,224,764	30,149,628 17 3	3 3

Table No. 4.
POST OFFICE SAVINGS-BANKS.—GENERAL STATEMENT.

TABLE SHOWING THE BUSINESS OF THE POST OFFICE SAVINGS-BANKS IN THE VARIOUS POSTAL DISTRICTS IN NEW ZEALAND DURING THE YEAR ENDED 31ST MARCH, 1927.

Postal Districts.	Number of Post Office Savings-banks Open at the Close of the Period.	Number of Deposits received during the Period.	Total Amount of Deposits received during the Period.	£ s. d.	Average Amount of each Deposit received during the Period.	Number of Withdrawals during the Period.	Total Amount of Withdrawals during the Period.	£ s. d.	Average Amount of each Withdrawal during the Period.	Excess of Deposits over Withdrawals during the Period.	£ s. d.	Excess of Withdrawals over Deposits during the Period.	£ s. d.	Interest for the Period.	Number of Accounts opened during the Period.	Number of Accounts remaining closed at Close of the Period.	Total Amount standing to the Credit of all Open Accounts, inclusive of the Interest to the account at Close of the Period.	£ s. d.	Average Amount standing to the Credit of each Open Account at Close of the Period.	
Auckland ..	185	266,075	5,459,959	5 11 20	10 5	239,895	5,488,781	4 1 22	17 7	..	28,821	18 2	285,816	17 1	18,218	13,802	137,514	8,021,885	13 6 58	6 9
Blenheim ..	15	15,645	294,820	18 8 18	16 11	13,295	321,942	0 5 24	4 4	..	27,121	1 9	23,224	6 4	1,106	824	10,394	632,120	12 5 60	16 4
Christchurch ..	73	229,023	4,570,001	8 7 19	19 1	197,183	4,613,610	8 0 23	8 0	..	43,608	19 5	281,103	3 11	11,244	7,800	116,363	7,820,623	10 4 67	4 2
Dunedin ..	74	119,140	2,293,983	18 10 19	5 1	97,603	2,466,279	3 7 25	5 5	..	172,295	4 9	175,456	8 3	6,233	5,838	72,297	4,738,960	10 3 65	11 0
Gisborne ..	28	33,848	622,133	8 10 18	7 7	28,163	661,264	18 11 23	9 7	..	39,131	10 1	40,182	4 9	2,334	1,789	19,865	1,103,928	13 3 55	11 5
Greymouth ..	24	16,670	345,379	0 6 20	14 5	11,565	375,490	12 3 32	9 5	..	30,111	11 9	30,355	11 9	1,342	1,093	13,049	811,553	16 2 62	3 11
Hamilton ..	85	81,613	1,397,821	0 4 17	2 7	57,222	1,381,079	16 1 24	2 9	16,741	4 3	..	81,647	8 2	7,653	4,930	36,466	2,309,016	1 0 63	6 5
Invercargill ..	37	36,630	755,099	3 5 20	12 4	30,952	854,381	15 1 27	12 1	..	99,282	11 8	68,411	2 1	2,685	2,364	29,080	1,836,335	1 10 63	2 11
Napier ..	38	66,451	1,421,243	10 4 21	7 9	57,091	1,511,741	14 5 26	9 7	..	90,498	4 1	82,251	17 11	4,887	4,118	37,572	2,258,861	14 4 60	2 5
Nelson ..	31	24,896	454,880	5 2 18	5 5	20,326	476,679	12 8 23	9 0	..	21,799	7 6	34,656	3 3	1,449	1,232	16,435	948,743	14 3 57	14 7
New Plymouth ..	40	54,770	1,223,139	19 8 22	6 8	42,526	1,270,552	4 0 29	17 7	..	47,412	4 4	69,936	7 3	3,964	3,103	29,562	1,940,023	11 5 65	12 6
Oamaru ..	11	14,793	353,305	14 6 23	17 8	13,009	395,100	3 7 30	7 5	..	41,794	9 1	25,364	9 10	1,027	724	9,334	677,992	5 1 72	12 9
*Palmerston North ..	43	75,275	1,560,725	12 8 20	14 8	59,905	1,534,631	2 4 25	12 5	26,094	10 4	..	84,630	16 9	6,232	3,473	29,624	2,374,669	0 7 80	3 3
Thames ..	41	33,641	564,843	4 0 16	15 10	19,032	604,963	2 2 31	15 9	..	40,119	18 2	39,970	10 4	3,682	2,181	22,241	1,096,289	16 2 49	5 10
Timaru ..	18	37,294	909,435	7 4 24	7 9	31,867	927,869	2 5 29	2 4	..	18,433	15 1	60,207	19 11	2,462	1,816	22,480	1,650,975	14 11 73	8 10
Wanganui ..	45	65,460	1,175,801	17 10 17	19 3	54,195	1,228,668	18 0 22	13 5	..	52,867	0 2	71,340	1 3	4,272	3,330	35,324	1,981,717	7 10 56	2 0
Wellington ..	59	325,755	5,845,818	14 7 17	18 11	243,089	5,830,618	18 9 23	19 9	15,199	15 10	..	297,495	1 0	17,441	12,921	138,055	8,353,653	3 9 60	10 3
Westport ..	19	9,733	160,766	1 6 16	10 5	5,411	156,489	17 9 28	18 5	4,276	3 9	..	12,930	6 11	707	487	6,140	362,813	9 5 59	1 10
Western Samoa ..	3	2,208	36,441	1 11 16	10 1	1,247	37,761	3 10 30	5 8	..	1,320	1 11	1,679	2 1	577	182	1,370	44,970	18 4 32	16 6
Rarotonga ..	6	989	10,783	8 0 10	18 1	1,188	11,722	18 11 9	17 5	..	939	10 11	766	3 10	198	34	662	20,367	3 7 30	15 4
Totals for year ended 31st March, 1927	875	1,509,909	29,456,383	2 7 19	10 21	2,224,764	30,149,628	17 3 24	12 4	..	693,245	14 8	1,767,426	2 8	97,713	72,041	783,827	48,985,501	18 5 62	9 11

Table No. 5.

POST OFFICE SAVINGS-BANKS.—GENERAL STATEMENT.

TABLE SHOWING THE BUSINESS OF THE POST OFFICE SAVINGS-BANKS IN NEW ZEALAND, BY TEN-YEAR PERIODS, FROM THE DATE THEY WERE ESTABLISHED IN FEBRUARY, 1867, TO THE 31ST DECEMBER, 1918, AND YEARLY PERIODS THEREAFTER TO THE YEAR ENDED 31ST MARCH, 1927.

Year.	Number of Post Office Savings-banks 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 remaining Open at the 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.
Year ended 31st Mar., 1927	875	1,509,909	29,456,383	£ s. d. 27 19 10	21,224,764	30,149,628	£ s. d. 24 12 4	..	693,245	£ s. d. 8 14 8	97,713	72,041	£ s. d. 783,827 48,985,501	£ s. d. 562 9 11
Year ended 31st Mar., 1926	870	1,446,630	31,833,621	£ s. d. 22 0 11	11,197,985	32,602,505	£ s. d. 27 4 3	..	768,884	£ s. d. 7 17 2	104,447	81,440	£ s. d. 758,155 47,911,321	£ s. d. 563 3 11
Year ended 31st Mar., 1925	855	1,371,009	29,582,897	£ s. d. 21 11 7	11,108,291	30,413,609	£ s. d. 27 8 10	..	830,712	£ s. d. 1 10 10	95,595	70,604	£ s. d. 735,148 46,948,628	£ s. d. 0 63 17 3
Year ended 31st Mar., 1924	846	1,261,141	29,508,372	£ s. d. 23 9 4	11,075,037	29,510,320	£ s. d. 27 9 0	88,051	..	£ s. d. 4 8 92	465 73,098	710,157	£ s. d. 710,157 46,098,420	£ s. d. 4 64 18 3
Year ended 31st Mar., 1923	840	1,175,104	26,682,426	£ s. d. 22 14 2	11,081,300	27,769,262	£ s. d. 25 13 8	..	1,086,836	£ s. d. 4 11 10	78,490	66,630	£ s. d. 690,790 44,360,393	£ s. d. 1 64 4 4
Year ended 31st Mar., 1922	831	1,227,591	29,125,997	£ s. d. 23 14 6	11,119,662	30,236,231	£ s. d. 27 0 0	..	1,110,233	£ s. d. 5 16 5	89,859	75,748	£ s. d. 678,930 43,841,704	£ s. d. 4 7 64 11 6
*Fifteen months ended 31st March, 1921	819	1,664,206	44,302,852	£ s. d. 26 12 5	1,458,008	41,162,486	£ s. d. 28 4 8	3,140,365	..	£ s. d. 5 2 152	930 118,894	664,819	£ s. d. 43,352,030	£ s. d. 0 65 4 2
Totals for 1919 ..	794	1,289,161	29,758,448	£ s. d. 23 1 8	994,247	25,962,378	£ s. d. 26 2 3	3,796,070	..	£ s. d. 6 6 118	109 77,531	630,783	£ s. d. 38,393,130	£ s. d. 4 60 17 4
.. 1918 ..	786	1,213,353	18,101,104	£ s. d. 14 18 4	727,729	14,938,841	£ s. d. 20 10 7	3,162,263	..	£ s. d. 17 8 76	869 53,015	590,205	£ s. d. 33,418,125	£ s. d. 4 9 56 12 5
.. 1908 ..	593	706,101	9,674,075	£ s. d. 13 14 0	484,672	9,417,820	£ s. d. 19 8 8	256,254	..	£ s. d. 6 7 80	133 57,829	342,077	£ s. d. 12,159,293	£ s. d. 18 1 35 10 11
.. 1898 ..	409	281,749	3,279,611	£ s. d. 11 12 10	196,764	3,194,893	£ s. d. 16 7 16	84,717	..	£ s. d. 16 6 37	265 26,628	169,968	£ s. d. 4,957,771	£ s. d. 5 29 3 5
.. 1888 ..	290	145,355	1,544,747	£ s. d. 11 10 12	96,204	1,387,471	£ s. d. 14 8 5	157,276	..	£ s. d. 6 0 21	307 16,543	84,488	£ s. d. 2,048,441	£ s. d. 10 9 24 4 10
.. 1878 ..	147	69,908	762,084	£ s. d. 10 18 0	42,746	742,053	£ s. d. 17 3 17	20,030	..	£ s. d. 12 9 13	005 9,634	32,132	£ s. d. 819,071	£ s. d. 8 2 25 9 9
.. 1868 ..	55	13,014	194,535	£ s. d. 14 18 11	6,365	107,094	£ s. d. 17 3 16	87,440	..	£ s. d. 7 3 3	282 1,186	4,252	£ s. d. 163,518	£ s. d. 15 7 38 9 1
Totals from 1st Feb. to 31st Dec., 1867	46	6,977	96,372	£ s. d. 7 10 13	1,919	26,415	£ s. d. 18 9 13	69,956	..	£ s. d. 5 0 1	2,520 364	2,156	£ s. d. 71,197	£ s. d. 14 1 33 0 5

* Termination of Savings-bank year altered from 31st December to 31st March, with effect from 31st March, 1921.

Table No. 6.

POST OFFICE SAVINGS-BANK.

Receipts and Payments for the Twelve Months ended 31st March, 1927.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Balance at credit of depositors on 1st April, 1926	47,911,321	10	5	Withdrawals, 1st April, 1926, to 31st March, 1927	30,149,628	17	3
Deposits, 1st April, 1926, to 31st March, 1927	29,456,383	2	7	Balance at credit of depositors, 31st March, 1927	48,985,501	18	5
Interest credited to depositors, 1st April, 1926, to 31st March, 1927 ..	1,767,426	2	8				
	<u>£79,135,130</u>	<u>15</u>	<u>8</u>		<u>£79,135,130</u>	<u>15</u>	<u>8</u>

Reserve Fund Account.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Balance at credit on 1st April, 1926 ..	1,000,000	0	0	Amount at credit of Reserve Fund Account on 31st March, 1927 ..	1,000,000	0	0
	<u>£1,000,000</u>	<u>0</u>	<u>0</u>		<u>£1,000,000</u>	<u>0</u>	<u>0</u>

Liabilities and Assets.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Balance at credit of Post Office Savings-bank depositors on 31st March, 1927 ..	48,985,501	18	5	Securities (Post Office Savings-bank) ..	49,334,791	16	9
Balance on transfer	21,417	6	7	Balance uninvested	776,564	13	10
Balance at credit of Reserve Fund Account	1,000,000	0	0				
Balance of assets over liabilities ..	104,437	5	7				
	<u>£50,111,356</u>	<u>10</u>	<u>7</u>		<u>£50,111,356</u>	<u>10</u>	<u>7</u>

Profit and Loss Account.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Interest credited to depositors during the year ended 31st March, 1927 ..	1,767,426	2	8	Balance forward	190,282	10	2
Savings-bank profits carried to Postal Revenue	190,000	0	0	Interest received during the year ..	1,954,536	15	0
Paid Public Account for cost of Savings-bank management	95,000	0	0	Accrued interest, 31st March, 1927	567,696	10	6
Balance forward to next account ..	104,437	5	7		<u>2,522,233</u>	<u>5</u>	<u>6</u>
				Less accrued interest on 31st March, 1926	561,475	11	5
				Sundry receipts	5,823	4	0
	<u>£2,156,863</u>	<u>8</u>	<u>3</u>		<u>£2,156,863</u>	<u>8</u>	<u>3</u>

Table No 7

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 THE 31ST DECEMBER, 1926.

Postal District (1926).	Posted in the Dominion.						Delivered in the Dominion.						Total posted and delivered.					
	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.	Letters and Letter-cards.	Post-cards.	Books, &c.
Auckland	36,110,763	1,124,903	17,426,674	5,548,619	969,033	31,606,758	799,164	13,305,736	4,319,192	630,515	67,717,521	1,924,067	30,732,410	9,867,811	1,599,548			
Blenheim	1,925,819	21,957	446,436	256,152	20,735	1,801,813	41,522	374,613	449,683	65,832	3,727,632	63,479	1,021,049	705,835	86,567			
Christchurch	17,227,208	862,368	8,708,889	1,924,178	426,738	19,622,049	988,139	7,828,933	2,377,466	334,874	36,849,257	1,850,507	16,537,822	4,301,644	761,612			
Dunedin	13,848,152	516,152	5,979,221	1,854,186	329,069	12,339,268	449,859	5,825,898	2,015,507	349,973	26,187,420	966,011	11,805,119	3,869,693	679,042			
Gisborne	3,009,001	48,685	747,271	613,034	45,929	3,347,435	59,852	1,405,703	1,229,566	124,163	6,356,436	108,537	2,152,974	1,842,600	170,092			
Greyhound	1,759,647	45,760	468,399	276,822	39,091	2,009,982	54,639	564,369	499,161	86,424	3,769,629	100,399	1,032,768	775,983	125,515			
Hamilton	9,210,832	218,231	2,259,589	984,989	109,252	9,352,057	301,366	3,624,595	1,796,145	321,542	18,562,889	519,597	5,884,184	2,781,134	430,794			
Invercargill	7,033,092	185,926	2,682,116	778,348	95,030	6,914,960	198,328	2,635,815	1,089,725	164,073	13,948,052	384,254	5,317,931	1,868,073	259,103			
Napier	6,601,772	122,941	2,542,903	792,525	86,982	7,337,863	149,344	3,181,321	1,427,621	182,260	13,939,635	272,285	5,724,224	2,220,146	268,242			
Nelson	2,314,457	88,712	680,920	223,819	43,901	2,538,237	57,265	1,025,557	551,161	111,761	4,852,694	145,977	1,706,477	774,980	155,662			
New Plymouth	4,693,527	98,397	1,868,567	666,422	69,381	5,122,572	130,988	2,168,712	902,642	173,225	9,816,099	229,385	4,037,279	1,569,064	242,606			
Oamaru	1,465,581	44,902	469,866	137,384	17,342	1,577,485	113,399	783,978	291,265	44,629	3,043,066	158,301	1,253,844	428,649	61,971			
Palmerston N.	6,160,776	109,083	2,574,202	689,426	97,591	7,546,188	272,077	3,854,383	1,298,518	210,288	13,706,964	381,160	6,428,585	1,987,944	307,879			
Thames	2,972,618	51,376	930,248	294,371	41,145	3,448,588	110,890	1,847,104	593,190	132,923	6,421,206	162,266	2,477,352	887,561	173,368			
Timaru	3,239,979	86,606	1,081,294	336,057	44,642	3,582,657	174,239	1,448,356	553,995	94,756	6,822,636	260,845	2,529,650	890,052	139,438			
Wanganui	5,943,181	147,420	2,092,698	1,050,245	95,771	5,437,913	164,945	2,329,210	994,227	199,225	11,381,094	312,065	4,421,908	2,044,472	294,996			
Wellington	24,305,514	395,197	13,429,676	4,586,653	891,344	25,047,578	456,526	9,623,664	3,487,031	417,397	49,353,092	851,723	23,053,340	8,073,684	1,308,741			
Westport	765,241	10,816	119,108	129,792	13,663	1,105,091	34,229	273,429	282,165	49,374	1,870,332	45,344	392,537	411,957	63,037			
Rarotonga	58,113	1,551	3,141	587	1,419	43,764	396	5,088	15,965	2,646	101,877	1,947	8,229	16,552	4,065			
Western Samoa	90,492	1,620	1,530	6,888	480	99,066	402	4,332	39,552	3,180	189,558	2,022	5,862	46,440	3,660			
Totals	148,735,765	4,182,603	64,512,748	21,150,497	3,437,538	149,881,324	4,557,568	62,010,796	24,213,777	3,698,400	298,617,089	8,740,171	126,523,544	45,364,274	7,135,938			
Previous year..	146,470,749	4,430,047	59,717,229	20,812,404	3,456,571	148,160,011	4,677,034	56,229,653	23,905,002	3,645,057	294,630,760	9,107,081	115,946,882	44,717,406	7,101,628			

Table No. 8.

REGISTERED ARTICLES.

The number of registered articles dealt with in 1926, compared with the number in 1890, 1900, 1910, and 1925, was as follows:—

	1890.	1900.	1910.	1925.	1926.
From places beyond the Dominion	26,374	52,343	132,493	210,931	211,120
Registered in the Dominion ...	169,321	464,036	993,675	2,103,229	2,246,976
Totals ...	195,695	516,379	1,126,168	2,314,160	2,458,096

Table No. 9.

PARCEL-POST.

The following shows the number and weight of parcels posted during the years 1890, 1900, 1910, 1925, and 1926:—

—	1890.	1900.	1910.	1925.	1926.
Number ..	121,292	199,413	1,190,711	3,456,571	3,437,538
Weight ..	336,643 lb. 12 oz.	682,104 lb. 7 oz.	3,953,284 lb. 15 oz.	17,396,310 lb.	17,300,389 lb.

The following table shows the number and weight of parcels exchanged with other countries during the years 1925 and 1926:—

Places.	Received.				Despatched.			
	1925.		1926.		1925.		1926.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.
Great Britain and Ireland and foreign countries via London	179,973	lb. 1,313,782	183,838	lb. 1,527,721	21,353	lb. 82,877	27,529	lb. 96,933
United States of America and Possessions ..	62,656	408,086	69,838	459,279	5,024	20,342	4,704	20,050
Canada ..	11,350	77,440	10,324	67,623	1,606	5,891	1,797	5,958
Victoria ..	17,305	73,650	16,744	73,822	4,704	15,785	5,365	16,740
New South Wales ..	28,163	108,729	28,427	107,702	9,038	30,396	10,674	34,057
South Australia ..	916	2,671	911	2,567	721	2,344	811	2,433
Queensland ..	1,107	3,193	1,105	2,914	1,164	3,718	1,368	4,189
Tasmania ..	409	844	400	1,009	693	1,963	755	1,937
Western Australia ..	530	1,335	531	1,342	556	1,809	668	2,064
Fiji ..	682	1,464	803	1,871	1,702	5,975	2,128	7,629
Ceylon ..	446	2,458	481	2,536	128	601	133	441
Cape of Good Hope ..	986	3,834	1,277	4,641	127	605	118	329
Natal ..	..	..	..	..	393	1,453	482	1,550
India ..	2,348	14,385	2,731	17,848	845	4,698	1,109	5,997
Tonga ..	59	262	65	221	1,403	7,507	1,521	8,145
Tahiti ..	50	218	48	226	502	3,353	270	1,527
Hong Kong ..	1,359	9,685	1,772	12,936	462	2,158	554	2,655
Straits Settlements ..	316	1,134	346	1,018	230	1,030	320	1,342
Solomon Islands ..	2	2	..	..	9	24	6	19
New Hebrides ..	..	..	..	..	4	15	1	7
Pitcairn Island ..	386	838	366	787	156	692	148	711
Norfolk Island ..	6	19	33	128	14	40	140	418
Nauru Island ..	2	4	2	5	..	..	..	..
Fanning Island ..	..	..	..	..	72	310	43	189
Aden ..	32	170	245	1,858	..	..	..	..
Egypt ..	253	1,607	943	6,175	83	634	66	459
Uruguay ..	..	..	..	..	58	296	85	301
Totals ..	309,336	2,025,810	321,230	2,294,229	51,047	194,516	60,795	216,080

Table No. 10.

COMPARATIVE TABLE SHOWING THE DEVELOPMENT IN THE TELEGRAPH, TOLL, AND TELEPHONE-EXCHANGE SERVICES DURING THE TEN-YEAR PERIODS ENDED 30TH JUNE, 1866 AND 1876, THE 31ST DECEMBER, 1886, THE 31ST MARCH, 1896, 1906, 1916; AND THE PAST FIVE YEARS.

Year.	Telegraph and Toll.			Number of Telegrams and Toll Messages forwarded during the Year.										Revenue in respect of Telegraph, Toll, and Telephone-exchange Services.						
	Number of Miles of Pole-line.	Number of Offices opened.	Number of Telegrams.	Ordinary.	Urgent.	Press.	Inland Letter-telegrams.	Government telegrams.	Total Number of Telegrams.	Total Number of Toll Messages.	Telegraph.							Toll Revenue.	Telephone Exchange Revenue.	Total Telegraph, Toll, and Telephone-exchange Revenue.
											Ordinary.	Urgent.	Press.	Inland Letter-telegrams.	Government.	Miscellaneous.	Total Telegraph Revenue.			
30th June, 1866	699	1,390	13	*24,761	..	..	..	2,476	27,237	..	*5,562	..	..	..	483	..	6,045	£	£	£
1876	3,154	7,247	142	*890,382	..	..	..	160,704	1,051,086	..	*62,716	..	..	..	16,154	..	78,870	..	..	78,870
31st Dec., 1886	4,546	11,178	412	*1,583,717	..	..	..	252,549	1,836,266	..	*188,385	..	..	..	27,281	..	115,666	..	..	138,920
31st Mar., 1896	6,245	15,764	743	†1,553,232	59,038	198,108	..	224,579	2,034,957	89,254	†73,160	7,510	9,508	..	25,844	4,889	120,911	2,110	†18,254	148,955
1906	8,355	25,116	1,312	3,905,998	211,571	379,185	..	289,135	4,875,889	764,330	133,204	12,807	18,095	..	24,168	3,895	192,169	16,368	89,542	298,079
1916	13,684	48,052	2,413	6,062,131	299,823	383,155	..	127,841	6,872,950	3,963,801	223,843	22,770	27,557	..	9,085	163,488	446,743	111,969	287,547	846,259
1923	11,912	48,616	2,307	5,285,175	228,904	389,607	32,880	170,385	6,106,951	7,406,257	322,372	27,448	52,695	2,554	9,728	13,936	428,733	294,374	596,967	1,319,074
1924	12,954	52,910	2,295	5,581,185	265,772	432,120	106,219	69,597	6,454,893	8,021,973	288,183	27,686	61,661	5,287	4,930	11,566	399,313	317,512	830,470	1,547,295
1925	12,938	56,415	2,264	5,827,745	292,885	461,875	215,473	61,560	6,859,538	8,612,412	300,426	30,145	63,601	10,535	4,420	15,190	424,317	344,393	867,218	1,635,928
1926	13,052	59,791	2,221	6,043,563	317,021	488,487	317,484	58,460	7,225,015	8,976,859	310,039	32,385	67,481	14,738	4,992	17,158	446,793	358,037	980,283	1,785,113
1927	13,158	61,732	2,199	5,725,008	279,957	555,638	426,816	55,790	7,043,209	9,329,017	291,316	28,658	76,770	19,133	4,607	36,220	456,704	372,612	995,071	1,824,387

* Includes private, Press, and Provincial Government messages.

† Includes "delayed" telegrams.

‡ Includes miscellaneous telegraph revenue.

NORW.—Inland Telegram Tariff: Prior to the 1st September, 1869, inland telegrams were charged for on a mileage basis. From that date a uniform rate was fixed of 2s. 6d. for ten words and 6d. for each additional five words. From the 1st April, 1870, the minimum charge was reduced to 1s. From the 1st November, 1873, the rate was further reduced to 1s. for ten words and 1d. for each additional word, address and signature, hitherto charged for, being free up to ten words. From the 1st July, 1877, there was introduced the "urgent" code, at double the ordinary rate. From the 1st July, 1878, a "delayed" system was introduced, the rate being fixed at 6d. for ten words, exclusive of address and signature up to ten words, and 1d. for each additional word. From the 1st February, 1892, the number of words allowed for the minimum charge in each case was increased to twelve, with free address and signature up to six words. From the 15th August, 1892, the ordinary rate was fixed at 1s. for eighteen words, including address and signature. From the 1st June, 1896, the rate was fixed at 6d. for twelve words, including address and signature, and 1d. for each additional word; and "delayed" telegrams were abolished. From the 1st November, 1906, the charge for additional words was reduced to 1d. each. From the 23rd September, 1915, the ordinary rate was increased from 6d. to 8d. for twelve words ("urgent" 1s. 2d.); and on the 1st August, 1920, it was further increased to 1s. for twelve words and 1d. for each additional word; ("urgent" 2s., and 2d. for each additional word); Sundays and holidays, double rates. From the 1st November, 1920, there was introduced a system of letter-telegrams, to be delivered by post on the morning following the day of presentation. The rate (since altered) was 1s. 6d. for thirty-six words and 1d. for each additional word. From the 1st February, 1923, the rate for ordinary telegrams was reduced to 9d. for twelve words, the charge for each additional word remaining at 1d. ("urgent" 1s. 6d., and 2d. for each additional word). From the same date the letter-telegram rate was reduced to 9d. for twenty-seven words and 1d. for each additional three words.

Table No. 11.

TABLE SHOWING THE NUMBER FORWARDED AND THE REVENUE DERIVED FROM TOLL CALLS AND PAID TELEGRAMS OF ALL CODES AND THE VALUE OF FRANKED GOVERNMENT TELEGRAMS IN THE UNDERMENTIONED POSTAL DISTRICTS DURING THE TWELVE MONTHS ENDED 31ST MARCH, 1927.

Postal District.	Revenue derived from Paid Telegrams of all Codes and Toll Calls.	Value of franked Government Telegrams.	Total Value of Telegrams of all Codes and Toll Calls.	Number of Paid Telegrams and Toll Calls.	Number of franked Government Telegrams.	Total Number of Telegrams of all Codes and Toll Calls.
	£	£	£			
Auckland	123,808	512	124,320	2,703,336	5,202	2,708,538
Blenheim	12,878	147	13,025	285,632	1,938	287,570
Christchurch	85,373	518	85,891	1,659,752	6,765	1,666,517
Dunedin	63,213	251	63,464	1,236,511	3,093	1,239,604
Gisborne	26,306	38	26,344	468,126	525	468,651
Greymouth	16,454	172	16,626	291,214	3,396	294,610
Hamilton	58,539	40	58,579	1,386,801	216	1,387,017
Invercargill	35,299	65	35,364	793,702	827	794,529
Napier	45,100	139	45,239	997,277	2,393	999,670
Nelson	15,787	343	16,130	351,116	4,586	355,702
New Plymouth	35,072	77	35,149	798,913	995	799,908
Oamaru	10,806	38	10,844	179,068	501	179,569
Palmerston North	46,109	14	46,123	1,030,297	177	1,030,474
Thames	21,252	33	21,285	512,346	544	512,890
Timaru	25,736	100	25,836	506,839	1,333	508,172
Wanganui	38,201	84	38,285	746,513	1,071	747,584
Wellington	122,311	1,913	124,224	2,236,337	20,471	2,256,808
Westport	6,245	123	6,368	132,656	1,757	134,413
Totals, 1926-27	788,489	4,607	793,096	16,316,436	55,790	16,372,226
Totals, 1925-26	782,679	4,992	787,671	16,143,414	58,460	16,201,874

Approximate Cost of Paper.—Preparation, not given; printing (1,030 copies, including graphs and illustrations), £130.

By Authority: W. A. G. SKINNER, Government Printer, Wellington.—1927.

Price 2s.]

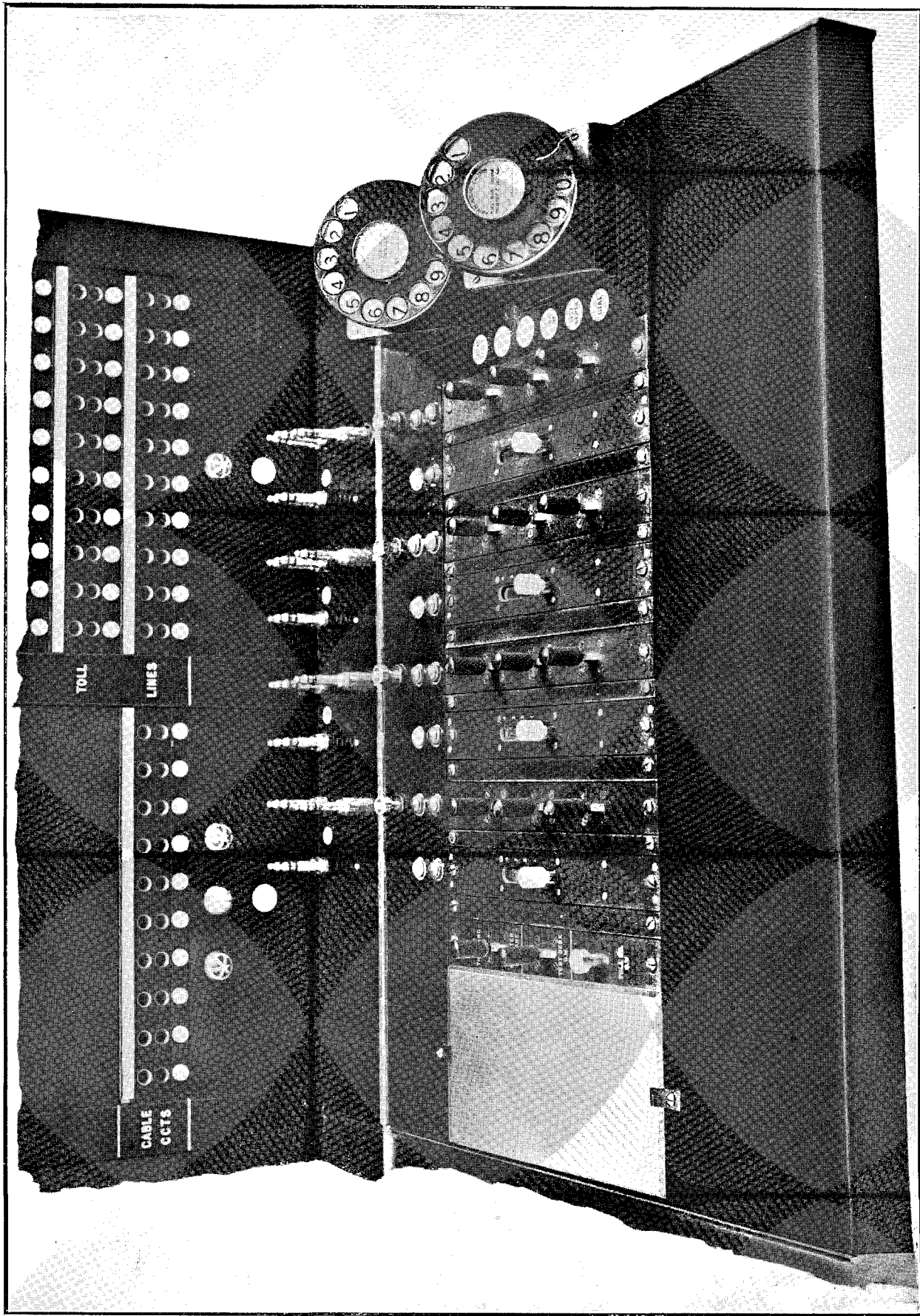
DISTRICTS DURING THE TWELVE MONTHS ENDING 31st MARCH 1957.

[illegible]

*Approximate Cost of Paper—Preparation not given; printing 11,626 copies including graphs and illustrations, \$120.

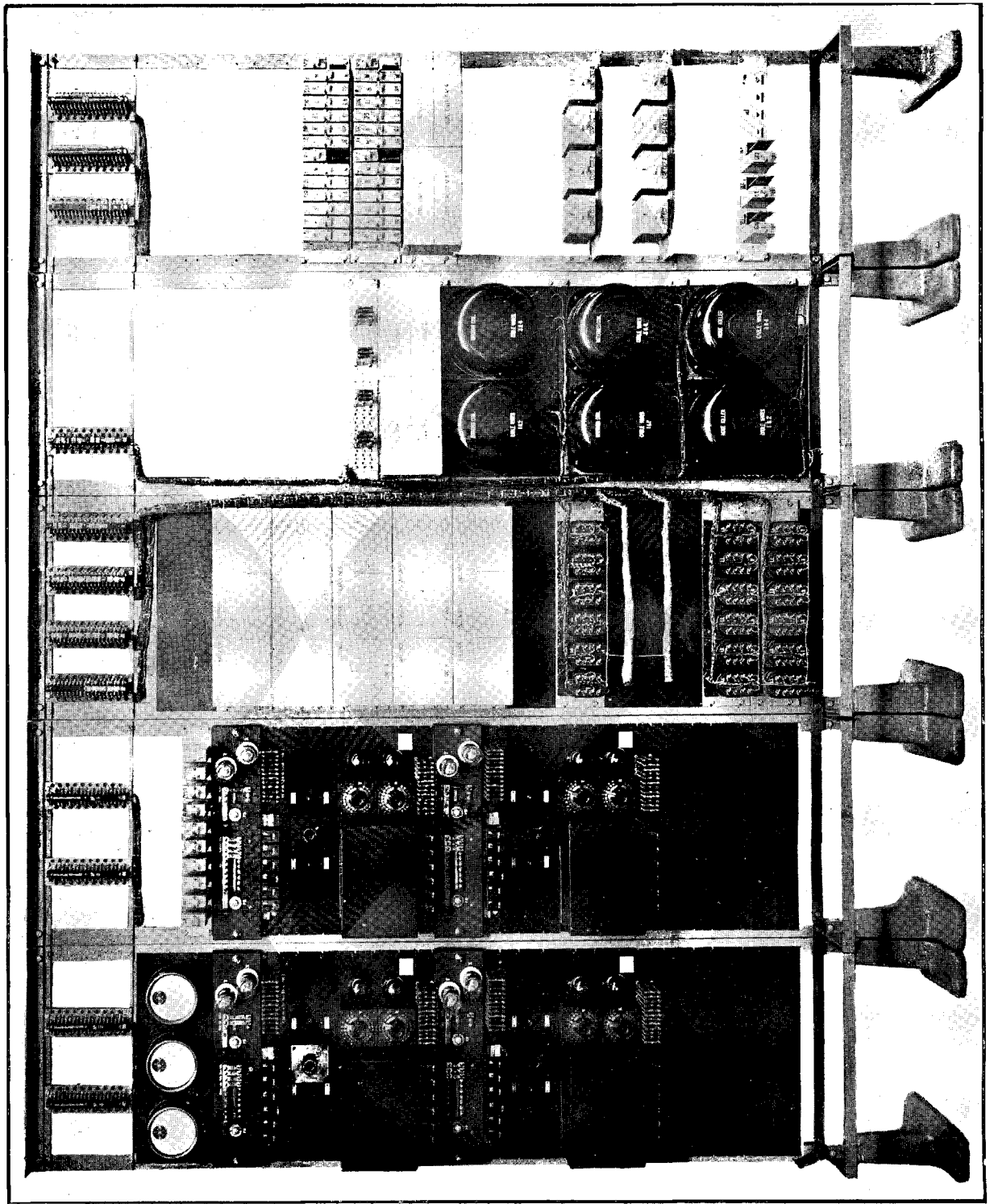
By Authority: W. A. G. Searles, Government Printer, Wellington—1937.

Page 22



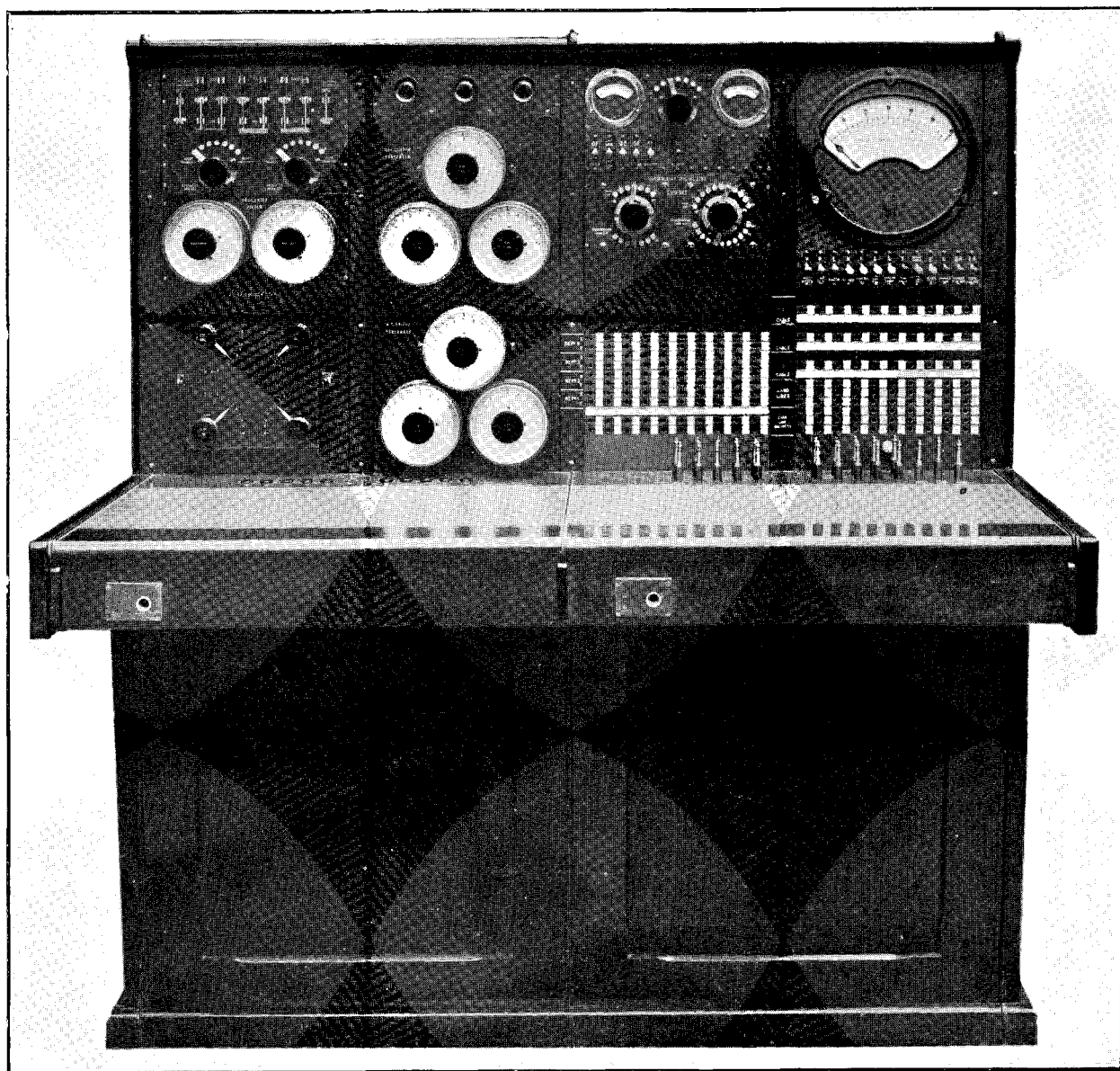
REPEATER EQUIPMENT AT WELLINGTON: OPERATOR'S POSITION, SHOWING SWITCHING, CONTROL, SUPERVISORY APPARATUS, ETC.

INTER-ISLAND TELEPHONE COMMUNICATION.



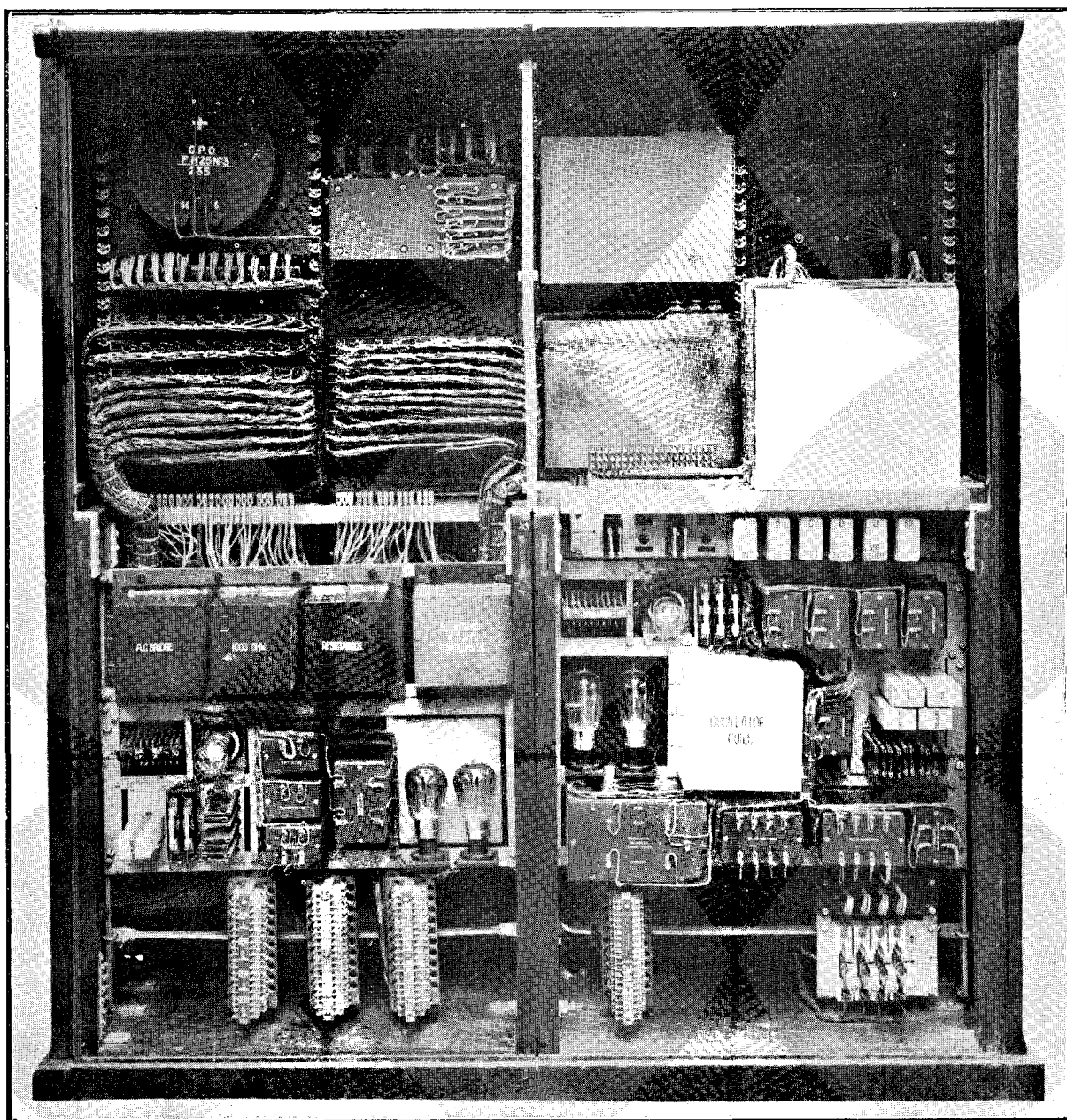
REPEATER EQUIPMENT, WELLINGTON: APPARATUS RACKS.

INTER-ISLAND TELEPHONE COMMUNICATION.

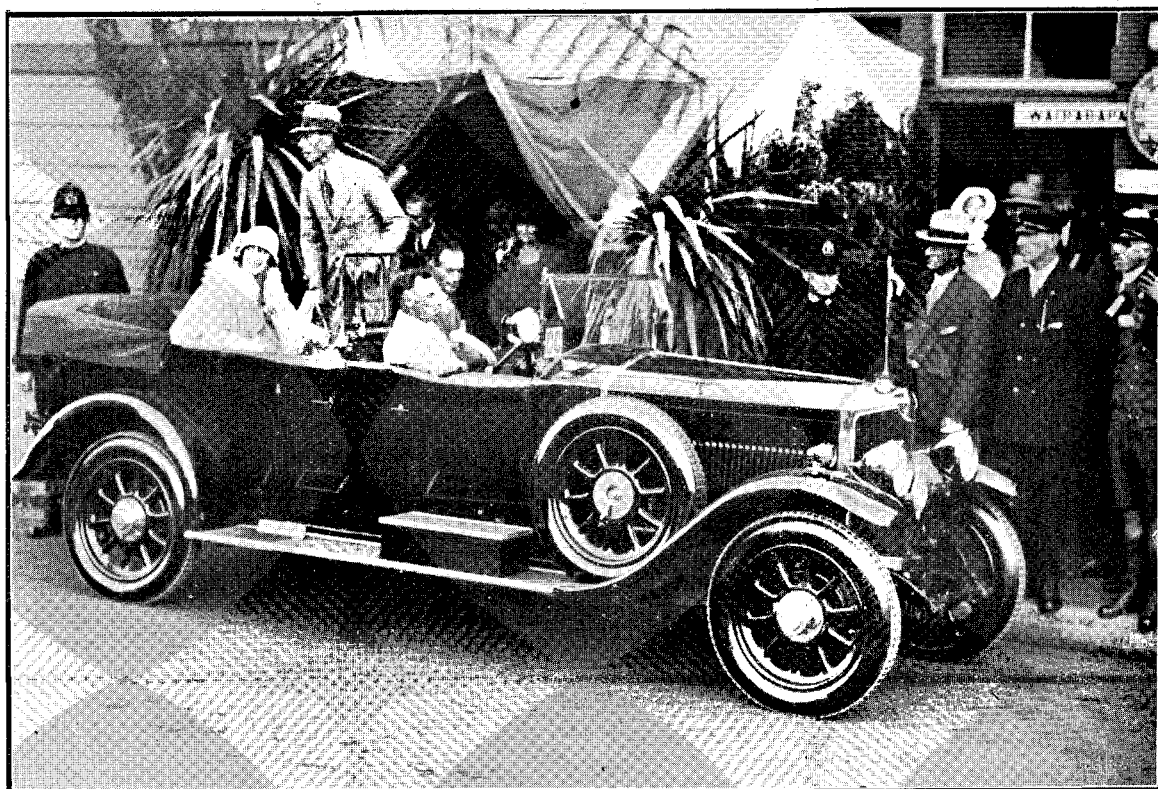


TEST-DESK (FRONT VIEW): ASSOCIATED WITH REPEATER EQUIPMENT AT WELLINGTON.

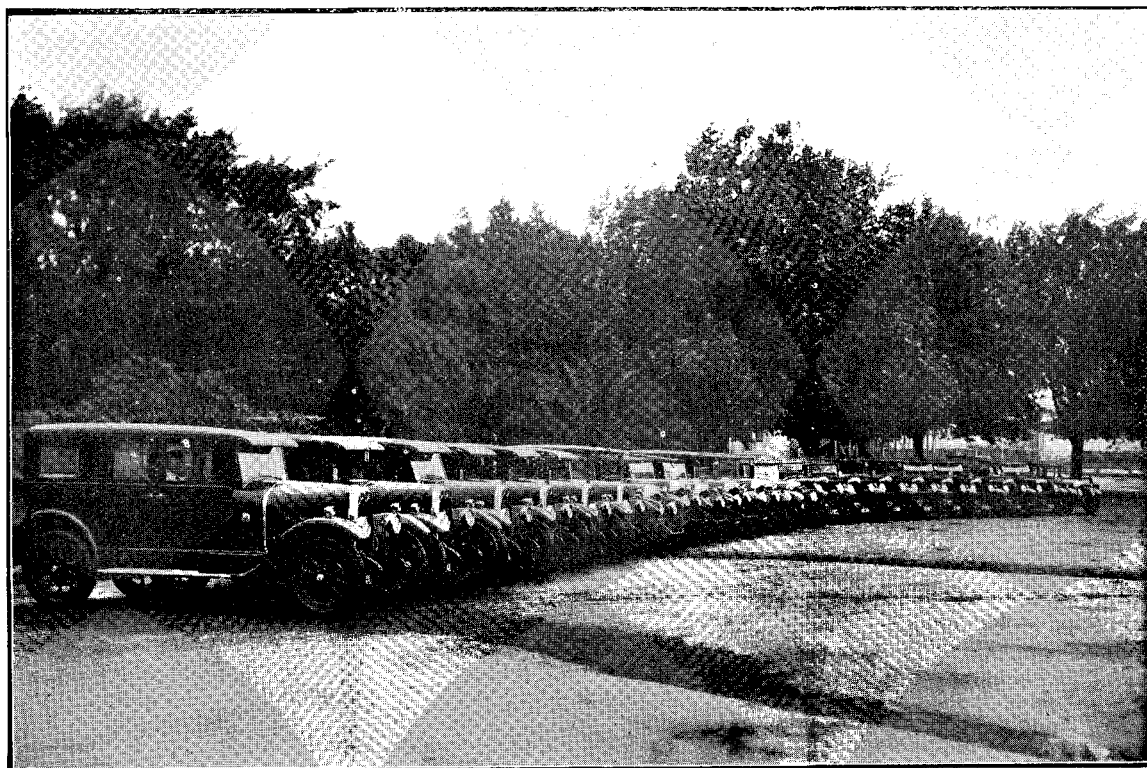
INTER-ISLAND TELEPHONE COMMUNICATION.



TEST-DESK (REAR VIEW): ASSOCIATED WITH REPEATER EQUIPMENT AT WELLINGTON.

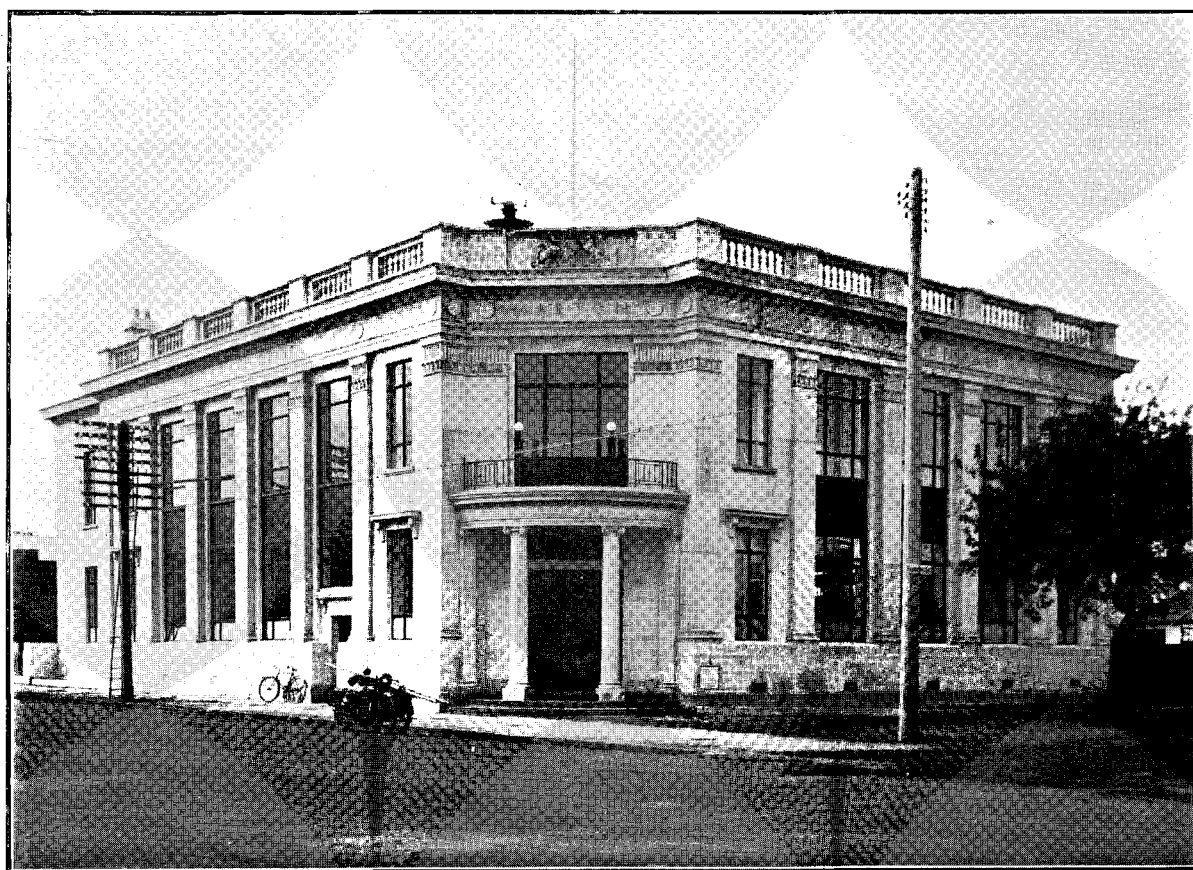


CROSSLEY CAR USED BY T.R.H. THE DUKE AND DUCHESS OF YORK DURING THE GREATER PART OF TOUR OF DOMINION.



FLEET OF CROSSLEY CARS USED IN CONNECTION WITH TOUR OF DOMINION BY T.R.H. THE DUKE AND DUCHESS OF YORK.

F.--1.



MARTON POST-OFFICE.
(Building completed 27th April, 1927.)