

*W. J. van Lierde
Controller of Posts*

UNION OF SOUTH AFRICA

DEPARTMENT OF POSTS AND TELEGRAPHS

REPORT
OF THE
POSTMASTER-GENERAL

for the Financial Year 1928-29

Presented to both Houses of Parliament by command of His Excellency the Governor-General.

UNIE VAN SUID-AFRIKA

POS- EN TELEGRAAFWESE

RAPPORT

VAN DIE

POSMEESTER-GENERAAL

vir die Boekjaar 1928-29

Aan albei Huise van die Parlement voorgele, op tas van Sy Eksellensie die Goewerneur-Generaal.

THE GOVERNMENT PRINTER, PRETORIA
1929

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INDEX.

SUBJECT.	PAGE.
AVIATION : (CIVIL)—	18
Accidents.....	16
Aerodromes.....	16
Air Mail.....	16
Commercial Companies.....	16
Flying Clubs.....	16
Flying Statistics.....	18
Notable Flights.....	
BUILDINGS—	14
Houses for Postmasters.....	14
Improved Accommodation.....	
FINANCIAL STATEMENTS—	24
General Profit and Loss Account.....	26
Revenue and Expenditure.....	28
Telephone Profit and Loss Account.....	
GENERAL—	11
Franking Machines.....	12
Interruptions to Telegraph and Telephone Services.....	
Introductory.....	6
Offices, Number of.....	6
Private Boxes and Bags.....	
MAILS—	6
C.O.D. Parcels.....	
Delays due to—	6
Accident.....	8
Rhodesian Strike.....	6
Washaways.....	6
Expenditure.....	6
Inland Services.....	8
Ocean Services.....	10
Parcels Traffic.....	8
Tristan da Cunha.....	6
Undeliverable Articles.....	
RADIO—	12
Telegrams to Ships.....	12
Time Signals.....	
Verneukpan Service.....	10
SAVINGS BANK.....	
STAFF—	20
General.....	18
Welfare Work.....	
Examinations.....	37
STATISTICS—	33
Broadcasting.....	33
Government Garages.....	36
Money Orders.....	30
Postal Articles Handled.....	36
Postal Drafts.....	29
Postal (General).....	36
Postal Orders.....	33
Radio.....	34
Savings Bank.....	31
Telegraph.....	32
Telephone.....	34
Union Loan Certificates.....	38
Work performed for other Departments.....	
STORES.....	16
TELEGRAPHS—	10
Circulation of Telegrams.....	10
Operators Chairs.....	10
Press Telegrams.....	10
Rhodesian Traffic.....	12
Interruptions.....	
TELEPHONES—	12
Automatic Telephones.....	12
Farmers Telephones.....	12
Long Distance Service.....	12
New Exchanges.....	12
Interruptions.....	

BLADWYSER.

ONDERWERP.	BLADSY.
ALGEMEEN—	
Frankeermasjien.....	7
Inleiding.....	5
Kantore—Getal.....	7
Private Posbusse en Sakke—Getal.....	7
Telegraaf en Telefoononderbrekings.....	13
GEBOUE—	
Verbeterde Behuising.....	15
Wonings vir Posmeesters.....	15
GELDLIKE STATE—	
Algemene Wins- en Verliesrekening.....	25
Inkomste en Uitgawe.....	27
Telefoon Wins- en Verliesrekening.....	28
LUGVAART (SIVIELE)—	
Handelsmaatskappye.....	17
Lugposte.....	17
Lugvaart Statistieke.....	17
Merkwaardige Lugreise.....	19
Ongevalle.....	19
Vliegklubs.....	17
Vliegbane.....	17
PORSTE	
Binnelandse Dienste.....	7
K.B.A. Pakkette.....	7
Onbestelbare Stukke.....	7
Pakkette Verkeer.....	11
Seeposte.....	9
Tristan da Cunha.....	9
Uitgawe.....	7
Vertragings weens—	
Ongevalle.....	7
Oorstromings.....	7
Rhodesiese Staking.....	9
PERSONEEL—	
Algemeen.....	21
Welvaartdienste.....	19
Eksamens.....	37
RADIO—	
Telegramme Verwissel met Skepe.....	13
Tyd-seine.....	13
Verneukpan Dienste.....	11
STATISTIEKE—	
Dienste Verrig vir ander Departemente.....	38
Goewermentsgarages.....	33
Pos (Algemeen).....	29
Posaanskrywings.....	36
Posorders.....	36
Posstukke Gehanteer.....	30
Poswissels.....	36
Radio.....	33
Spaarbank.....	34
Telefoon.....	2
Telegraaf.....	
Uitsaaidienste.....	
Unie-leningsertifikate.....	
SPAARBANK—	
.....	1
VOORRADE—	
.....	17
TELEGRAAFWESE—	
Operateursstoele.....	11
Onderbrekings.....	13
Pers-telegramme.....	11
Rhodesiese Verkeer.....	11
Sirkulasie van Telegramme.....	11
TELEFOONWESÉ—	
Boere-telefoonlyne.....	13
Langafstand-dienste.....	13
Nuwe Sentrales.....	13
Onderbrekings.....	13
Otomatiese-telefoons.....	13

DEPARTMENT OF POSTS AND TELEGRAPHS.

Report of the Postmaster-General

FOR THE FINANCIAL YEAR 1928-29.

THE HONOURABLE THE MINISTER OF POSTS AND TELEGRAPHS.

Sir,

I have the honour to submit the following report upon the working of the Post, Telegraph and Telephone Services of the Union for the year ended 31st March, 1929.

I have the honour to be,

Sir,

Your obedient Servant,

H. J. LENTON,
Postmaster-General.

General Post Office,
Pretoria, 1929.

INTRODUCTORY.

THE statistics for the year show that in all directions the business of the Department continues to increase and expand. This is particularly noticeable with reference to telephone business.

The cash revenue receipts from all postal, telegraph and telephone sources exceeded those of the previous year by £130,683. With expansion of the Department, increase of business as indicated by this increased revenue, and normal scale increments of salary to the established staff, it is obvious that expenditure must also increase, and the increase in this respect on the previous year in cash expenditure on purely post office working after deducting the amounts apportioned to engineering construction works and the expenditure incurred in respect of civil aviation is £113,109.

A satisfactory surplus (£861,858) of cash revenue over the net cash expenditure is maintained and the General Profit and Loss Account (page 24), which takes into account all charges, shows a balance of profit on a commercial basis of £99,628. This figure is a bare working margin, and while it indicates that the post office pays for itself, the balance is not sufficiently large to permit any distribution by way of tariff reductions. It is to be remembered that in this balance is included the value of postage stamps used for Inland Revenue purposes, the precise amount of which it is impossible to assess.

This balance on the General Profit and Loss Account is slightly less than the balance in the previous year, due to the fact that while, as mentioned above, cash revenue has increased considerably, the rate of its increase (3.4 per cent.) has not kept pace during 1928-29 with the rate of increase of cash expenditure (3.8 per cent.). The position thus revealed is being investigated, and steps are being taken to endeavour to keep expenditure down so that in future years the rate of expenditure shall not increase disproportionately to the increase of revenue.

UNIE VAN SUID-AFRIKA.

POS- EN TELEGRAAFWESE.

Rapport van die Posmeester-Generaal

VIR DIE BOEKJAAR 1928-29.

SY EDELE DIE MINISTER VAN POS- EN TELEGRAAFWESE.

WelEd. Heer,

Ek het die eer die volgende rapport oor die werksaamhede van die Pos-, Telegraaf en Telefoon dienste van die Unie, gedurende die jaar geëindig 31 Maart 1929, aan u te oorhandig.

Ek het die eer te wees,

WelEd. Heer,

U dienswillige dienaar,

H. J. LENTON,

Posmeestergeneraal.

Hoofposkantoor,

Pretoria, 1929.

VOORWOORD.

Die statistieke vir die jaar toon aan dat die werksaamhede van die Departement steeds in alle opsigte uitgebrei het, veral wat die telefoon dienste betref.

Die ontvangste in kontant van die telegraaf- en telefoon dienste het dié van die vorige jaar met £130,683 oorskry.

Met die uitbreiding van die Departement is ook meer sake verrig, soos deur die groter inkomste bewys word, maar hiermee het gepaard gegaan die hoër uitgawes in verband met die normale salarisverhogings en vir ander posdoleindes, en na aftrekking van die bedrae wat toegeken was vir Ingenieurskonstruksiewerk en vir die Lugvaart, het die uitgawes dié van die vorige jaar met £113,109 oorskry.

Daar was egter 'n surplus van £861,858, na aftrekking van die kontante uitgawes, en die Algeneme Wins- en Verlies Rekening (bls. 25) wat alle uitgawes insluit, toon 'n surplus, op 'n kimmersiële basis, van £99,628 aan. Die bedrag is nouliks toereikend vir die bedryfskoste, en ofskoon dit aantoon dat die Posdepartement selfbetaalend is, is dit nie voldoende om enige vermindering van tariewe te regverdig nie. Verder moet daarop gewys word dat in die vermelde bedrag ingesluit is die waarde van posseëls wat vir binnelandse inkomstedooleindes gebruik word is, en waarvan die juiste waarde nie vasgestel kan word nie.

Hierdie saldo op die Algemene Wins- en Verliesrekening is iets minder as dié van die vorige jaar, wat toe te skrywe is aan die feit dat, terwyl, soas hierbo aangetoon, die inkomste in kontant heelwat vermeerder het, die mate van vermeerdering (3.4 persent) nie gedurende 1928-29 tred gehou het met die hoër uitgawe (3.8 persent) nie. 'n Ondersoek word in die saak ingestel en 'n poging sal aangewend word om voortaan die uitgawes in so'n mate te verminder dat dit slegs in eweredigheid met 'n toenemende inkomste sal styg.

POSTS.

Post Offices.—At the close of the financial year the number of Post Offices transacting public business was 3,300, an increase of 56 over the number existing at the end of the previous year.

Private Post Bags and Private Boxes.—On the 31st March, 1929, the number of private post bags in use was 4,293 as against 4,291 at the end of the previous financial year. At the same date there were 48,419 private boxes available, of which 37,355 were rented by the public.

Postage Franking Machines.—The advantages available to the public by the use of these machines is becoming more fully recognized and the number of units licensed is steadily increasing. The main benefits to the licensee are that the use of the machine precludes the theft of cash or stamps, enables expenditure on postage to be readily checked and facilitates office routine. On the departmental side the circumstance that letters are date-stamped prior to being posted, are faced-up and bundled, and are handed in—if in bulk—before a certain hour, expedites the handling of mail matter. At present 111 machines, of two well-known types, are licensed for use.

INLAND MAIL SERVICES.

Services in Operation.—The mail services in operation on 31st March, including those for which the Railway Motor Bus system is utilized, but excluding mails transported by train, numbered 1,763, which represents an increase during the year of 20.

The use of the Railway motor transport in place of private post carts or motor cars is being extended wherever such an arrangement can be made without reduction of existing public facilities.

Mails Expenditure.—The cost of inland mail conveyance in the year under review amounted to £271,567. This includes the total payment to the Railway Administration.

Undeliverable Mail Matter.—The number of undeliverable letters, parcels and other postal articles dealt with by the Returned Letter Office and by postmasters was 3,945,526. In these, property to the value of £87,989 was found, including £6,058 in banknotes and coin. Sales of unreturnable articles realized £264.

Cash on Delivery Parcel System.—The business entrusted to the Department under this system, which was introduced on June 1st, 1925, continues to increase, as the figures given hereunder show.

The initial rate of development has naturally not been maintained, but the revenue earned during the past few years indicates that the introduction of the service was fully justified and that the facility serves a public requirement.

Month.	Parcels Dealt with.	Trade Charges Collected.			Fees Paid.		
		£	s.	d.	£	s.	d.
June, 1925 (first month).....	1,047	1,675	13	10	67	10	3
October, 1925.....	4,585	6,677	18	11	288	14	9
Year ending March, 1926.....	44,593	63,228	18	3	2,790	19	0
" March, 1927.....	123,367	157,920	10	7	7,312	13	9
" March, 1928.....	157,211	204,557	13	1	9,292	13	11
" March, 1929.....	164,177	208,079	6	5	9,537	8	11

Railway Accident at Osplaats, near Hex River.—On the 27th April, 1928, a serious accident, involving the loss of several lives, occurred at Osplaats, in the Hex River district, to train 12-up from Johannesburg to Capetown. The mails due to reach Capetown at 10.29 a.m. and the outward European mails due to reach Capetown by the Union Limited at 2.13 p.m. on that day reached their destination at 8.15 p.m. It was necessary to delay the outgoing mail steamer s.s. "Saxon" until daybreak on Saturday, the 28th April, in order to embark the European mail bags from up country.

Washaway, Outeniqua.—In consequence of a washaway near Outeniqua on the George-Mossel Bay section of the railway line, delays to mails occurred during the period between 25th November and 12th December, 1928. Private motor transport was hired to convey the mails between Mossel Bay and George from the 28th November to the 3rd December, and between Great Brak River and George from the 4th to the 6th December, inclusive. During the period 7th December to 12th December the mails were conveyed between Great Brak River and George by railway motor. Normal railways services were restored on the 13th December.

POSDIENSTE.

Poskantore.—By die afsluiting van die boekjaar was die getal poskantore wat publieke sake verrig het 3,300, 'n vermeerdering van 56 oor die getal wat aan die einde van die vorige jaar bestaan het.

Private Possakke en Brieuebusse.—Op 31 Maart 1929 was daar 4,296 private possakke in gebruik teenoor 4,291 aan die einde van die vorige boekjaar. Op dieselfde datum was daar 48,419 private busse beskikbaar waarvan 37,355 aan die publiek verhuur was.

Pos-Frankeermasjiene.—Die geriewe beskikbaar vir die publiek deur gebruik van hierdie apparaat, word nog beter besef en die aantal masjiene in gebruik neem steeds toe. Die vernaamste voordele vir huurders is dat diefstal van kontant of seëls belet word deur middel van die gebruik van hierdie masjiene; dat die uitgawe vir seëls maklik bepaal kan word en dat die kantoorroetiene daardeur vereenvoudig word. Waar die Departement bevoordel word is n.l. dat briewe gedatumstempel word voordat hulle gepos word; en in behoorlike orde in bondels opgemaak word; en indien korrespondensie in groot hoeveelhede op 'n gesette uur ingehandig word, die hantering daarvan bespoedig word. Op die oomblik is daar 111 masjiene, van die twee welbekende tipes, vir gebruik gelisensieer.

BINNELANDSE POSDIENSTE.

Dienste in Werking.—Die posdienste in werking op 31 Maart tesame met dié waarvoor die spoorweg-busmotordienste gebruik word (maar met uitsondering van poste wat per spoorvervoer word) is 1,763, wat 'n vermeerdering van 20 gedurende die jaar aantoon.

Waar moontlik, en indien sodanige reëeling getref kan word, sonder dat die bestaande publieke geriewe daardeur ingekort word, maak die Departement gebruik van spoorweg-motortransport in plaas van private pos- en motorkarre.

Uitgawe vir Poste.—Die uitgawe vir vervoer van binnelandse poste vir die jaar onder bespreking het op £271,567 te staan gekom. Dit sluit ook die totale bedrag in wat aan die Spoorwegadministrasie uitbetaal is.

Onbestelbare Posstukke.—'n Getal van 3,945,526 onbestelbare briewe, pakkette en ander posstukke, met 'n waarde van £87,989, en waarvan £6.058 uit banknote en munstukke bestaan het, is deur die Kantoor vir Onafgehaalde Briewe, en deur posmeesters behandel word. Stukke wat nie teruggestuur kon word nie, is verkoop vir 'n bedrag van £264.

Kontant by Aflewering Diens.—Hierdie diens wat deur die Departement op 1 Junie 1925 ingestel is, neem steeds toe, soos die ondervermelde syfers aantoon. Die mate van uitbreiding wat met die instelling van die diens plaasgevind het, het natuurlik nie volgehou nie, maar die inkomste gedurende die afgelope paar jaar dien tot bewys dat die diens geregtig was en dat dit in 'n publieke behoeft voorsien.

Maand.	Pakkette Gehanteer.	Handelsbedrae Ingevorder.	Betaalde Fees.
		£ s. d.	£ s. d.
Junie 1925 (eerste maand).....	1,047	1,675 13 10	67 10 3
Oktober 1925.....	4,585	6,677 18 11	288 14 9
Jaar eindigende—			
Maart 1926.....	44,56	63,228 18 3	2,790 19 0
Maart 1927.....	123,337	157,920 10 7	7,312 13 9
Maart 1928.....	157,211	204,557 13 1	9,292 13 11
Maart 1929.....	164,177	208,079 6 5	9,587 8 11

Spoorweg Ongeval te Osplaats naby Hexrivier.—'n Ernstige ongeluk het op 27 April 1928 plaasgevind te Osplaas, distrik van Hexrivier, as gevolg waarvan verskeie persone, wat met trein No. 12 van Johannesburg na Kaapstad afgereis het, die lewe verloor het. Die poste wat Kaapstad om 10.29 v.m. moes bereik het, asook die uitgaande Europese poste wat met die „Union Limited“ om 2.13 n.m. op daardie dag te Kaapstad moes aangekondig het, het hul bestemming slegs om 8.15 n.m. bereik. As gevolg hiervan, en ten einde die binnelandse Europese-poste aan te sluit, is die s.s. „Saxon“ tot dagbreek op Saterdag, 28 April, vertraag geword.

Oorstromings: Outeniqua.—As gevolg van oorstromings naby Outeniqua op die George-Mosselbaai seksie van die spoorlyn, het vertraging van poste gedurende die tydperk 25 November-12 Desember 1928 plaasgevind. Private motortransport is gehuur om poste tussen Mosselbaai en George vanaf 28 November tot 3 Desember en tussen Groot Brakrivier en George vanaf 4 tot 6 Desember te vervoer. Gedurende die tydperk 7 tot 12 Desember is die poste tussen Groot Brakrivier en George per spoorwegmotor vervoer geword. Normale spoorwegdienste is op 13 Desember herstel geword.

Washaways, Umtali-Beira Railway Line.—In consequence of severe floods at Pungwe Flats, on the Umtali-Beira section of the Beira, Mashonaland and Rhodesia Railways, communication by rail was interrupted on January 28th, 1929. Oversea and Union mails to and from Beira and Nyasaland were accordingly conveyed between Lourenco Marques and Beira by sea.

Railway communication was restored on the 2nd February, but a subsequent interruption in the service occurred on the 6th February. On the 8th February advice was received to the effect that communication by rail was again restored and the normal overland route was reverted to.

A further advice was received on the 10th February to the effect that railway communication was once more interrupted. From that date the sea route via Lourenco Marques was utilized, until the 26th February, when overland communication was again rendered possible by the introduction of a motor service from Rhodesia as detailed in the following paragraph.

Rhodesian Railway Strike.—On the 16th February, 1929, the employees of the Rhodesian Railways ceased work and intimation was received from the Postmaster-General, Southern Rhodesia, to the effect that efforts would be made to maintain services between Bulawayo and terminal points on the Southern Rhodesia system by means of motor transport. It was stated that irregularity and delay would probably arise in regard to mails to and from Northern Rhodesia and the Belgian Congo.

Normal mails were despatched from the Union to Southern and Northern Rhodesia and the Belgian Congo until the 23rd February, when the Postmaster-General of Southern Rhodesia advised that a heavy accumulation of mails for Northern Rhodesia and the Congo was awaiting transmission at Bulawayo. Steps were therupon taken to retain book-packets newspapers and parcels for these destinations at Union offices and to send forward letters only.

This arrangement was continued until the 11th March, when the Rhodesian Railway workers resumed duty and normal conditions were restored.

OCEAN MAIL SERVICE.

Inward Mails.—During the financial year 164,278 mail bags and 86,684 parcel bags were received from or through Great Britain by the South African mail steamers. These were divided as follows:—

Destination.	Mail Bags.	Parcel Bags.
Union of South Africa and South West Africa.....	123,877	80,289
Bechuanaland Protectorate.....	198	—
Rhodesia and Belgian Congo.....	26,426	6,395
Nyasaland and East Coast.....	10,640	—
Mauritius.....	580	—
Various.....	5	—
Sea Pest Office.....	52	—
Madeira and St. Helena.....	2,500	—
TOTAL.....	164,278	86,684

Outward Mails.—The mails conveyed from South Africa by the outgoing mail steamers were divided as follows:—

Destination.	Mail Bags.	Parcel Bags.	
		Full.	Empty.
United Kingdom.....	32,949	4,874	8,778
Madeira.....	1,801	—	—
Europe.....	8,318	—	—
Various.....	4,743	—	—
TOTAL.....	47,811	4,874	8,778

MAILS FOR TRISTAN DA CUNHA.

The Canadian Pacific Steamship "Duchess of Atholl" in the course of a pleasure cruise called at the Island of Tristan da Cunha towards the end of February, 1929.

Oorstromings: Oemtali-Beira Spoorweglyn.—As gevolg van ernstige oorstromings te Pungwe Flats op die Oemtali-Beira seksie van die Beira-Masaonaland en Rhodesiese Spoerweë, is kommunikasie per spoor op 28 Januarie 1929 onderbreek geword. Unie en oorsese poste van en na Beira en Nyasaland is gevolglik per skip tussen Lourenco Marques en Beira vervoer geword.

Spoorweg-kommunikasie is op 2 Februarie herstel geword, maar 'n verder onderbreking van dienste het daarna op 6 Februarie plaasgevind. Op 8 Februarie is egter berig ontvang dat kommunikasie per spoor weer herstel is, waarop die roete oorland weer in gebruik gestel is.

Op 10 Februarie is berig ontvang dat die spoorweg-kommunikasie weer onderbreek is, en vanaf daardie datum is van die see-roete via Lourenco Marques gebruik gemaak tot op 26 Februarie toe kommunikasie oor land weer moontlik was deurdat 'n motordiens, soos in die volgende paragraaf vermeld, vanuit Rhodesië ingestel is.

Rhodesiese Spoorweg-Staking.—Op 16 Februarie 1929, het die werkers van die Rhodesiese Spoerweë hul dienste gestaak en het die Posmeestergeneraal van daardie gebied meegedeel dat pogings aangewend sou word om die dienste tussen Bulawayo en grenspunte op die Suid-Rhodesiese spoorweg deur middel van motortransport in stand te hou. Ook is meegedeel dat onreëlmatighede en vertraging van korrespondensie vir, en van Noord-Rhodesië en die Belgiese Kongo waarskynlik sou plaasvind.

Normale poste is vanuit die Unie na Suid- en Noord-Rhodesië en die Belgiese Kongo tot op 23 Februarie verstuur, op watter datum die Posmeestergeneraal van Suid-Rhodesië berig het dat daar 'n groot hoeveelheid van poste vir Noord-Rhodesië en die Kongo te Bulawayo op afsending wag. Stapte is toe geneem om nuusblaale en pakkette vir daardie bestemmings by Unie-kantore terug te hou en slegs brieue aan te stuur.

Hierdie reëling het in werking gebly tot 11 Maart, toe die Rhodesiese spoorweg-werkers hul dienste hervat het en die normale verkeer herstel is.

SEEPOSIDIENSTE.

Inkomende poste gedurende die boekjaar is 164,278 possakke en 86,684 pakketsakke met die Suidafrikaanse posbote vanuit of deur Groot-Brittanje ontvang, en wat as volg verdeel was:—

Bestemming.	Possakke.	Pakketsakke.
Unie van Suid-Afrika en Suidwes-Afrika.....	123,877	80,289
Betsjoeanaland Protektoraat.....	198	—
Rhodesië en Belgiese Kongo.....	26,426	6,395
Nyasaland en Ooskus.....	10,640	—
Mauritius.....	580	—
Verskeie ander lande.....	5	—
See-poskantoor.....	52	—
Madeira en St. Helena.....	2,500	—
TOTAAL.....	164,278	86,684

Verskuurlike Poste.—Die volgende poste is op die heenreis met die mailbote verstuur:—

Bestemming.	Pos. n. o.	Pakketsakke.	
		Vol.	Leeg.
Verenigde Koninkryk.....	32,949	4,874	8,778
Madeira.....	1,801	—	—
Europa.....	8,318	—	—
Verskeie ander lande.....	4,743	—	—
TOTAAL.....	47,811	4,874	8,778

POSTE VIR TRISTAN DA CUNHA.

Gedurende 'n plesiervaart het die „Canadian Pacific“ stoomboot „Duchess of Atholl“ teen die einde van Februarie 1929, by die eiland Tristan da Cunha aangedoen.

Volgens gewoonte, is ook hierdie geleentheid ten bate geneem om poste aan die inwoners van die eiland te stuur, en is 6 sakke met brieue, 1 sak met pakkette en 5 sakke met leesstof vanaf Kaapstad op 19 Januarie verstuur geword met die Japanese boot „Wakasa Maru“, om dit van die „Duchess of Atholl“ te Monrovia te oorkondig.

As is customary, opportunity was taken of this visit to forward mails to the residents of the island, and 6 bags of letters, 1 bag of parcels, and 5 bags of reading matter were despatched from Capetown on the 19th January by the Japanese vessel "Wakasa Maru," to connect with the "Duchess of Atholl" at Monte Video.

Three bags of mails from Tristan da Cunha reached Capetown by the "Duchess of Atholl" on the 28th February.

Extra Union Parcel Traffic.—The total number of postal parcels despatched to places beyond the Union and received in the Union from other countries is shown below. The United Kingdom figures show an increase of 1.11 per cent., but those of other countries show a decrease of 14.12 per cent. The figures on the whole indicate a decrease in comparison with the previous year of 3.31 per cent.

	1926-27.	1927-28.	1928-29.
Despatched beyond the Union.....	199,748	210,124	200,734
Received from beyond the Union.....	677,253	719,831	698,393
TOTAL extra Union Traffic.....	877,001	929,955	899,127

SAVINGS BANK.

A simplification of the procedure in connection with payment "on demand" has been made so that all a depositor is now required to do is to sign the receipt.

The working costs of the bank have been further reduced, from 9d. to 8½d., per transaction. In 1923 the cost per transaction was 1s. 3d.

TELEGRAPHS AND TELEPHONES.

Press Telegrams.—During the year under review special attention has been devoted to the handling of press telegraphic traffic. Between all larger centres, lines are now specially allocated to press telegrams, and as far as possible this traffic is kept apart from ordinary traffic. The result is found to be distinctly beneficial, delays on both ordinary and press traffic being reduced. The lines reserved for press telegrams are not fully loaded and it will, therefore, be possible to handle expeditiously a greater volume of traffic. The Department hopes that an increase will be forthcoming and thus provide further justification for the circulation arrangements which have been made.

Circulation of Telegrams.—The Department has undertaken a revision of telegraph circulation arrangements with the object of eliminating unnecessary re-transmissions of telegrams. The policy which is being carried out as far as practicable, is to terminate all intra-provincial telegraph lines at one or other of the following major offices, viz.: Johannesburg, Capetown, Durban, Port Elizabeth, Bloemfontein, East London. Each of these major offices has direct communication with the others. In making these arrangements Queenstown has been very materially reduced in importance as a telegraph transmitting office; and it has been possible to transfer fifteen clerks from that centre.

The policy of applying mechanical means of operation to the busier circuits is being pursued, and in this connection a programme has been drawn up which will be carried out as expeditiously as possible. The proposals contemplate the retention of "Creed" apparatus on main lines terminating at Bloemfontein. That station will then be in a position to relieve congestion between any two major offices by making up an additional line between the points concerned, or by the transfer of Creed tape.

Telegraph Traffic: Rhodesia and Northern Territories.—It has been evident for some time that, owing to the increasing volume of telegraph traffic exchanged between the Union and Rhodesia and the northern territories, the carrying capacity of the lines would need to be increased. This has been accomplished by the establishment by the Southern Rhodesian Administration of a telegraph repeater station at Mahalapye. Fast speed working is now in daily operation between Capetown and Bulawayo, and between Johannesburg and Bulawayo; and delays have, in consequence, been very materially reduced.

Verneukpan.—In connection with Captain Malcolm Campbell's attempt on the world's motor-speed record, a post and telegraph office was established at Verneukpan with wireless communication with Capetown. The operation of the station was entirely successful; and the facilities not only provided communication for the ground officials in connection with the preparation of the track, but enabled the results of the attempt on the record to be made known to the world within a few minutes of their announcement on the speedway.

Operator's Standard Chair.—In order to obtain a chair which would be entirely satisfactory in respect of comfort, adjustability, durability, etc., the Department designed a chair for the use of telephonists and for typing duties in telegraph offices. A supply has been manufactured, and the chair has been found to be suitable for the purposes for which it is intended.

Drie sakke met poste van Tristan da Cunha het Kaapstad met die „ Duchess of Atholl ” op 28 Februarie bereik.

Pakkediensse buite Grense van Unie.—Die getal pakkette wat na plekke buite die Unie verstuur, en vandaar in die Unie ontvang is, word hieronder aangegee. Die syfers van die Verenigde Koninkryk toon ’n vermeerdering van 1.11 persent aan, terwyl dié van ander lande met 14.12 persent verminder het. As ’n geheel is daar ’n vermindering van 3.31 persent in die syfers, in vergelyking met die van die vorige jaar:—

	1926-27.	1927-28.	1928-29.
Na kantore buite die Unie verstuur.....	199,748	210,124	200,734
Ontvang van kantore buite die Unie.....	677,253	719,831	698,393
TOTALE buitengewone pakkette gehanteer.....	877,001	929,955	899,127

SPAARBANK.

’n Vereenvoudigde prosedure in verband met uitbetalings „ op versoek ” is ingestel, sodat slegs die verskaffing van die kwitansie nou van ’n inligger gevorder word.

Die lopende uitgawes van die Bank is verder verminder geword van 9d. tot 8½d. per transaksie. In 1923 was die koste per transaksie 1s. 3d.

TELEGRAAF- EN TELEFOONDIENSTE.

Perstelegramme.—Gedurende die afgelope jaar is besondere aandag gegee aan die behandeling van perstelegramme. Spesiale telegraaflyne word gereserveer tussen die groot stede vir die oorsiening van perstelegramme, en word sodanige verkeer afsonderlik van die gewone telegramme oorgesien.

Die resultaat is bepaald bevredigend, aangesien die vertraging op gewone, en perstelegramme verminder geword is. Daar die lyne, wat spesial vir perstelegramme gebruik word, nie altyd beset is nie, sal dit moontlik wees om ’n groter aantal telegramme met weinig vertraging van die hand te doen. Gehoop word dat die verkeer sal toeneem, sodat die reëlings wat gemaak is, nog geregverdig sal wees.

Sirkulasie van Telegramme.—Die Departement het die bestaande reëlings in verband met die sirkulasie van telegramme in hersiening geneem ten einde die onnodige hieroorseining van telegramme te voorkom. Die gedragslyn wat sover moontlik gevolg sal word, is om alle tussen-provinciale telegraaflyne met een of ander van die volgende hoofkantore te verbind, n.l. Johannesburg, Kaapstad, Durban, Port Elizabeth, Bloemfontein en Ooslonden. Elk van hierdie hoofkantore is in direkte verbinding met die ander. As gevolg van hierdie reëlings is die status van Queenstown as ’n oorsieningskantoor aansienlik verminder geword en kon die Departement vyftien klerke van daardie kantoor verplaas. Die gedragslyn word nog gevolg n.l. om die besige aansluitings outomaties te bewerk, en in verband hiermee is ’n program opgetrek wat so spoedig moontlik uitgevoer sal word. Die voorstel beoog die gebruik van Creed-apparaat op alle hooflyne wat met Bloemfontein verbind is. Daardie kantoor sal dan in staat wees om alle vertraging tussen enige twee hoofkantore te belet deur ’n bykomende aansluiting tussen die betrokke kantore te maak, of deur die Creed-lint op ’n ander apparaat oor te plaas.

Telegraaf Verkeer, Rhodesië en Noordelike Gebiede.—Weens die toename van die telegraaf-verkeer wat tusseu die Unie en Rhodesië en die Noordelike Gebiede gewissel word, het dit lankal duidelik geword dat die kapasiteit van die lyne uitgebrei moet word. In hierdie behoeftte is nou voorsien geword deurdat die Administrasie van Suid-Rhodesië ’n herhalerstasie te Mahalapye geopen het. Snelle telegraaf-apparaat is nou daeliks in werking tussen Kaapstad en Bulawayo, en tussen Johannesburg en Bulawayo, as gevolg waarvan die vertraging aansienlik verminder geword is.

Verneukpan.—Met betrekking tot die poging deur Kaptein Malcolm Campbell aangewend om die motor-snelheiderekord te slaan, is ’n pos- en telegraafkantoor in draadlose verbinding met Kaapstad, te Verneukpan geopen. Die onderneming was heeltemal suksesvol en nie alleen was daar kommunikasie-geriewe beskikbaar gestel vir die persone wat die baan in orde moes bring nie, maar kon die uitslae van Kaptein Campbell se pogings binne enkele minute wêreldkundig gemaak word, nadat hulle op die renbaan bekend gestel is.

Standaard-tiepe van Stoel vir Telefoonoperateurs.—Die behoeftte is nog altyd gevoel aan ’n geskikte stoel vir telefoonoperateurs en tiksters, wat nie alleen gemaklik is nie, maar wat ook verstelbaar en duursaam is, en die Departement het daarin geslaag om ’n stoel te ontwerp wat aan die vereistes voldoen. ’n Voorread is reeds gelever word, en beantwoord die stoel heeltemal aan sy doel.

RADIO SERVICE.

Radio-Telegrams Exchanged with Ships.—A coastal radio-telegram service was introduced during the last quarter of the year under review. This is a service designed to facilitate the exchange of radio-telegrams. A reduced rate, between the mainland and steamers coasting in either direction between Capetown and Durban. The new service has not been sufficiently long in operation to enable the Department to gauge the extent of the need which it is designed to serve.

Radio Time Signals.—Radio time signals are broadcast by the coast stations for the benefit of marine navigation.

In 1914 a simple system was inaugurated under which, by a modification of the contact wheel of the mean-time clock at the Royal Observatory, signals were automatically transmitted over the telegraph line to the radio stations at Slangkop and Durban.

Consequent, however, upon a resolution adopted by the International Astronomical Union held in Cambridge in 1926, the Union Government was approached with a view to the introduction of an international or a Nogo type of emission.

The adoption of this international system necessitated the installation of special apparatus at the Royal Observatory. This work has now been completed and the new system was inaugurated during the past year.

The new system provides for the sending out of the following signals during the last four minutes of the 20th hour, daily:—

GREENWICH MEAN TIME.

20 h. 56 m. 05 s. to 20 h. 56 m. 50 s.	— repeated five times, at 10 seconds intervals.
20 h. 57 m. 00 s., 20 h. 57 m. 50 s.	— repeated ten times, at 5 seconds intervals.
57 m. 55 s., 58 m. 00 s.	{ 55 56 57 58 59 00 } Time signal.
20 h. 58 m. 08 s., 20 h. 58 m. 50 s.	— repeated five times, at 10 seconds intervals.
58 m. 55 s., 59 m. 00 s.	{ 55 56 57 58 59 00 } Time signal.
20 h. 59 m. 06 s., 20 h. 59 m. 50 s.	— repeated five times, at 10 seconds intervals.
59 m. 55 s., 21 h. 00 m. 00 s.	{ 55 56 57 58 59 00 } Time signal.

TELEPHONE SERVICES.

New Exchanges.—Twenty new telephone exchanges were established during the year to meet development in the rural areas.

Automatic Telephones.—In November, 1928, it was decided to instal automatic equipment at certain of the larger centres at which new exchanges are necessary, and to embark upon a general policy of installing automatic apparatus in approved cases, when existing plant is worn out or inadequate and its replacement is necessary. In adopting this practice the Union is falling into line with the larger and most progressive Administrations throughout the world.

Farmers' Telephone Lines.—Notwithstanding the large number of farmers' telephones provided during the past five years the demand for this class of service continues to be very great and much work remains to be done to meet outstanding applications, particularly in the Orange Free State, the eastern portion of the Cape Province and the Transvaal. The Department is doing everything in its power with the funds at its disposal, to overtake the arrears of construction and to place itself in a position eventually to meet all applications with the minimum of delay; but it will be understood that the intensive farm line development which has taken place in the Union during the past five years, no less than the general commercial and industrial progress of the country, has called for heavy expenditure on the expansion of the trunk and telegraph systems and on telephone exchange equipment both outdoor and indoor, and that the pressing requirements under these heads have necessarily limited the capital outlay possible on farm line development proper.

During the financial year 1928-29, 3,105 miles of farmers' telephone lines were constructed to serve 1,324 farmers. Particulars of the total length of farmers' lines and the number of farmers served will be found in the statistical returns included in this report. The requirements on record for future attention amount to half as much again as has already been done.

Long Distance Telephone Communication.—During the year the construction of a new route carrying telegraph and telephone wires between Cradock, Middelburg, Naauwpoort and De Aar was put in hand and is now nearing completion. This route, together with the establishment of a telephone repeater station at Cradock will provide communication between Port Elizabeth and Capetown, Johannesburg, Bloemfontein, etc. It is hoped that the extended service will be in operation before the publication of this report.

INTERRUPTIONS TO TELEGRAPH AND TELEPHONE SERVICES.

Interruptions in the telegraph and telephone services occurred at various times during the year owing to factors beyond the Department's control. Several gales in Natal and the south-western Cape caused considerable damage to the routes.

Traffic was in consequence subjected to some delay, but in all cases communication was either rapidly restored or lines to the main centres were made up via alternate routes, so that the delivery of the traffic was kept well in hand in spite of the adverse circumstances.

RADIO-DIENSTE.

Radio-Telegramme met Skepe op See Gewissel.—'n Kus-radiotelegramdiens is gedurende die laaste kwartaal van die jaar ingestel. Die diens is bedoel om die wisseling van radiotelegramme, teen 'n verminderde tarief, te bespoedig tussen die vaste-land en skepe op see wat tussen Kaapstad en Durban vaar. Daar die nuwe diens maar onlangs ingestel is, kan nog nie met sekerheid vasgestel word in hoever dit gebruik sal word nie.

Radio Tydseine.—Radio-tydseine word deur kusstasies uitgestuur vir die informasie van die skeepvaart.

Gedurende 1914 is 'n stelsel toegepas, wat, as gevolg van 'n eenvoudige verandering van 'n rat in die uurwerk in die Koninklike Sterrewag, dit noontlik gemaak het om die tydseine ontomaties oor die telegraaflyn na die radio-stasies te Slangkop en Durban te stuur.

As gevolg, egter, van 'n besluit geneem op 'n vergadering van die Internasionale Astronomiese Unie, wat te Cambridge gedurende 1926 gehoor is, is die Unie-regering versoek geword om 'n internasjonale, of 'n „Nogo“ tiepe van sein te gebruik.

Die toepassing van die internasjonale stelsel het die daarstelling van spesiale apparaat in die Koninklike Sterrewag noodsaaklik gemaak. Die werk is voltooi en die nuwe sisteem het gedurende die afgelope jaar in werking getree. Deur middel hiervan word die volgende seine gedurende die laaste vier minute van die 20ste uur daeliks uitgesaai.

Greenwich Middelbare Tyd.

20 h. 56 m. 05 s. tot 20 h. 56 m. 50 s.	— — — — —	vyf keer herhaal met tussenposes van 10 sekondes.
20 h. 57 m. 00 s. „ 20 h. 57 m. 50 s.	—	tien keer herhaal met tussenposes van 5 sekondes.
57 m. 55 s. „ 58 m. 00 s.	{ 55 56 57 58 59 00 }	Tyd sein.
20 h. 58 m. 08 s. „ 20 h. 58 m. 50 s.	—	vyf keer herhaal met tussenposes van 10 sekondes.
58 m. 55 s. „ 59 m. 00 s.	{ 55 56 57 58 59 00 }	Tyd sein.
20 h. 59 m. 06 s. „ 20 h. 59 m. 50 s.	—	vyf keer herhaal met tussenposes van 10 sekondes.
59 m. 55 s. „ 21 h. 00 m. 00 s.	{ 55 56 57 58 59 00 }	Tyd sein.

TELEFOONDienSTE.

Nuwe Telefoonsentrales.—Twintig nuwe sentrales is gedurende die loop van die jaar verskaf ten einde in die uitgebreide behoeftes van die platteland te voorsien.

Otomatiese Telefoonapparaat.—Gedurende November 1928 is besluit geword om otomatiese telefoonapparaat te installeer in sekere groot kantore waar nuwe telefoonsentrales nodig is en om die algemene gedragslyn te volg om sodanige apparaat te verskaf op plekke waar dit geregtig is en waar die bestaande toestelle atgesy, of ondoeltreffend geword het en 'n vervanging noodsaaklik is. Hierdie maatreël is in ooreenstemming met die gedragslyn wat in ander progressiewe administrasies van die wêreld gevolg word.

Gesamentlike Boeretelefoonlynne.—Ten spyte van die feit dat 'n groot aantal boeretelefoonlynne gedurende die afgelope vyf jaar gebou is, is daar nog 'n baie groot aanvraag vir hierdie soort van diens en sal veel verrig moet word om alle wagtende applikante tegemoet te kom, veral in die Oranje Vrystaat, die Oostelike Kaapland en die Transvaal. Die Departement doen alles in sy vermoë met die beperkte fondse wat vir die doel toegestaan word, om agterstallige werk af te handel en om eindelik in staat te wees om alle verlangde aansluitings met die minste vertraging te verskaf. Dit sal egter verstaan word dat die intensiewe uitbreiding van boeretelefoonlynne in die Unie gedurende die afgelope vyf jaar, asook die algemene kommersiële en industriële vooruitgang van die land, die uitgawes van die regering in verband met die telegraaf- en telefoonuitbreidings aansienlik vermeerder het en, dat, weens die dringende aard van hierdie behoeftes, die kapitale beleggings in boeretelefoonlynne as sodanig, heelwat beperk moes word.

Gedurende die finansiële jaar 1928-29 is 3,105 myl van gesamentlike boeretelefoonlynne gebou deur middel waarvan 1,324 intekenaars bedien word. Volle besonderhede in verband met die totale lengte van boeretelefoonlynne, asook die getal boere wat aangesluit is, kan gesien word in die statistieke opgawes wat in hierdie rapport voorkom. Die nuwe aansluitings, waarvoor aansoek gedoen is, is weer 'n half'e meer as dié wat reeds verskaf is.

Telefoonkomunikasie oor Groot Afstande.—Die bou van 'n nuwe telefoonroete bestaande uit telegraaf- en telefoonrade, word tans tussen Cradock, Middelburg, Naauwpoort en De Aar onderneem, en die aansluiting is byna voltooi. Hierdie roete, tesame met 'n telefoon-herhalertoestel, wat te Cradock opgerig word, sal beskikbaar wees vir telefoongesprekke tussen Port Elizabeth, Kaapstad, Johannesburg, Bloemfontein, ens. Gehoop word dat die uitgebreide diens beskikbaar sal wees vervaardig hierdie rapport verskyn.

Onderbrekings van Telegraaf- en Telefoon Dienste.—Daar was verskillende onderbrekings van die telegraaf- en telefoon dienste gedurende die jaar weens oorsake waaroer die Departement geen beheer gehad het nie. Lie roetes in Natal en Suidwestelike Kaapland was heelwat beskadig as gevolg van storms wat gewoed het, waardoor die verkeer aansienlik vertraag geword is. In alle gevalle is kommunikasie vroegtydig herstel geword, of is die aansluitings, met die hooflyne of alternatiewe roetes vervang, sodat die verkeer altyd behartig kon word toe spyte van die ongewone omstandighede.

Details of the main interruptions are given hereunder:—

Telegraph and Telephone Lines damaged by Storms, Floods, etc.

13th July, 1928.....	Capetown and the Cape (Western) District	Telegraph main lines and trunk telephone lines damaged by gales and heavy rains. Poles broken and trees blown on lines. Snowstorms damaged lines.
8th to 10th August, 1928....	Natal, East Griqualand, and Eastern O.F.S.	Windstorm. Poles broken and trees blown on lines.
6th September, 1928.....	Natal Midlands.....	Hailstorm. Water entered Central Telegraph Office.
18th October, 1928.....	Johannesburg.....	Hailstorm.
28th November, 1928.....	Sabie (Transvaal).....	Storms and floods. One mile of line washed away.
22nd December, 1928.....	Cape (South West), Herbertsdale.....	Windstorm. 81 poles broken.
24th December, 1928.....	Idutywa-Willowvale.....	Windstorm. 5 miles of line damaged.
24th December, 1928.....	Mqanduli-Ngewanguba.....	Windstorm and floods.
28th December, 1928.....	Natal-Newcastle Area.....	Windstorm and floods, 34 poles down.
7th March, 1929.....	Rosmead-Naaauwpoort.....	Hailstorm. All copper wires broken.
20th March, 1929.....	Mount Frere.....	

BUILDINGS.

Owing to the ever-increasing volume of departmental business the accommodation at many places is totally inadequate, and, with the limited funds available for the erection of State-owned buildings, extensions of existing premises and general alterations, it is impossible to keep pace with requirements. The unhealthy and generally unsatisfactory conditions at many offices have been accentuated by the rapid growth of the telephone system as a consequence of which the already insufficient space has become further congested owing to the installation of switchboards.

Separate rooms for telephone exchanges and electricians' workshops have become essential, while the provision of additional State-owned transport has resulted in a demand for additional garage accommodation. Moreover, numerous requests for the provision of separate lobbies for Europeans and natives have added to the difficulties.

Every effort is being made to improve working conditions by re-arranging furniture, and providing more suitable equipment. These changes benefit the staff and facilitate the transaction of public business. The installation of electric lighting systems in various towns, enabling post offices to be provided with current, has likewise been beneficial.

Improved accommodation has been provided at various offices by means of minor additions and alterations, and new premises have been built, purchased or hired at a number of places.

New State-owned buildings have been completed at several points. One of the most important is the annexe to the General Post Office, Capetown, which has relieved the congestion in the main building where several much-needed improvements have been effected. A more expeditious and satisfactory handling of the large parcel traffic is now possible. The building has been equipped with up-to-date conveyor belts for the conveyance of mails from one point to another with a minimum of manual labour.

An enlarged parcels depot has been provided at Durban and the Government garage at that point has been completed; important extensions of the Germiston Station sorting office and the Pretoria parcels office have been effected.

Buildings nearing completion are the stores and engineering depôts, the Government garage at Capetown, and the post office at Kopjes; whilst extensive additions and alterations are being undertaken at Wynberg post office. New garage accommodation for departmental vehicles is shortly to be provided at Johannesburg, and engineering workshops at Braamfontein; at Breyten, Donnybrook, Machadodorp, Sterkstroom and Touws River new post office buildings are to be erected, while at the General Post Office, Capetown, an additional electric elevator for passengers is to be installed.

Foremost among immediate future necessities is the proposed new General Post Office at Johannesburg, a requirement of exceptional magnitude and the largest work of the kind undertaken in the history of the post and telegraph development in South Africa. The building will have modern time and labour saving devices, such as an elaborate system of conveyor belts throughout the sorting offices, and an underground "tube" 600 yards in length for the conveyance of mails to and from the new railway station.

The Government has not as yet been able to provide the money necessary for the building of a store at Durban. It is hoped that this may be possible at an early date in order that the depot at Pietermaritzburg may be closed down. The unsatisfactory conditions at the latter point and the suggestion that a store should be built at Durban have been under discussion for a considerable time.

At the East London store very urgent repairs are necessary. The iron walls and roof of the existing building are in a very bad state and, in order to afford protection to the valuable stores contained therein, should be repaired without delay. The Public Works Department has been urged to take early action.

Houses for Postmasters.—I have been much concerned from time to time in recent years on learning of the difficulties and discomforts experienced by postmasters and other officers in the smaller towns, and even in some of the more considerable centres, owing to the shortage of suitable housing accommodation.

Die volgende is besonderhede van die belangrikste onderbrekings wat plaasgevind het:

Telegraaf- en Telefoonlyne deur Storms en Oorstromings, ens., Beskadig.

13 Julie 1928.....	Kaapstad en Westelike Kaapland.....	Skade aan hoof telegraaf- en telefoonlyne as gevolg van reëns en storms. Pale gebreek en bome op drade gewaai.
8 tot 10 Augustus 1928.....	Natal, Grikwaland-oos en Oostelike Oranje-Vrystaat	Lyne deur sneeustorms beskadig.
6 September 1928.....	Natal (binneland).....	Windstorm. Pale gebreek en bome op lyne omgewaai.
18 Oktober 1928.....	Johannesburg.....	Haelstorm. Water in Sentrale Telegraaf-kantoor ingedring.
28 November 1928.....	Sabie (Transvaal).....	Haelstorm.
22 Desember 1928.....	Kaapland (Suid-wes), Herbertsdale....	Storms en oorstromings. 'n Lynlengte van 'n myl weggespoel.
24 Desember 1928.....	Idutywa-Willowvale.....	Windstorm. 81 pale gebreek.
24 Desember 1928.....	Nqanduli-Ngewanguba.....	Windstorm. Lynlengte van 5 myl beskadig.
28 Desember 1928.....	Area Natal-Newcastle.....	Windstorm en oorstromings.
7 Maart 1929.....	Rosmead-Naauwpoort.....	Windstorm en oorstromings. 34 pale om-gewaai.
20 Maart 1929.....	Mount Frere.....	Haelstorm. Alle koperdrade beskadig.

GEBOUE.

Weens die toenemende bedrywigheid van die Departement, het die offisiële akkomodasie op baie plekke heeltemal ontoereikend geword, en met die beperkte fondse wat vir die bou van departementale persele, uitbreiding van bestaande kantore, en algemene verbeterings beskikbaar gestel word, is dit onmoontlik om aan al die vereistes te voldoen. As gevolg van die snelle uitbreidings op telefoongebied, is die gebrek aan ruimte in baie kantore vererger geword deurdat telefoonskakelborde ook nog daarin geïnstalleer moes word.

Die verskaffing van aparte telefoonsentrals en werkinkels vir elektrisiëns het dringend noodsaaklik geword, en met die aankoop van bykomende departementale motorvervoermiddels, is daar ook groter behoefte aan garage-akkomodasie. Wat telefoongeriewe betref, is etlike versoek aan die Departement gerig vir die verskaffing van afsonderlike telefoonvertrekke vir Europeane en naturelle. Dit het die posiesie verder bemoeilik.

Alles word gedoen om 'n verbetering aan te bring deur die meubels anders te rangskik en beter toebehore te verskaf. Dit vergemaklik die werk van die personeel en bespoedig onderhandeling met die publiek. Die daarstelling van elektriese verligting op verskillende dorpe het dit moontlik gemaak om ook die betrokke poskantore daar mee te voorsien, en dit is tot groot hulp gewees.

By verskillende kantore is die akkomodasie aansienlik verbeter geword deur middel van byvoegings tot, of veranderinge van die gebou; ook is nuwe persele gebou, gehuur, of aangekoop op sommige van die kleiner dorpe.

Nuwe departementale geboue is op etlike plekke daargestel. Een van die belangrikste hiervan is die bygebou tot die Hoofposkantoor te Kaapstad, deur middel waarvan die vorige drukte verminder geword is in die hoofgebou, waarin daar ook heelwat verbetering aangebring is. Die hantering van die groot aantal pakkette is ook bespoedig en meer bevredigend geword. Ook is nuwerwetse vervoerapparaat verskaf, deur middel waarvan die poste met 'n mienimum van arbeid van een punt na 'n ander in die geboue oorgebring kan word.

'n Vergrote pakket-depot is gebou te Durban en ook is die Goewermentsgarage aldaar voltooi. Bowendien is daar belangrike uitbreidings in die pakketekantore te Germiston Stasie en Pretoria gemaak.

Die Voorrade- en Ingenieursdepots en Goewermentsgarages te Kaapstad, en die poskantoorgebou te Kopjes is byna voltooi, terwyl belangrike uitbreidings en veranderings in die Wynbergse poskantoor tans gemaak word. Nuwe garage-akkomodasie vir departementale motors sal eersdaags te Johannesburg verskaf word, asook ingenieurswerkinkels te Braamfontein. Nuwe poskantoorgeboue word opgerig op Breyten, Donnybrook, Machadodorp, Sterkstroom en Touws Rivier, terwyl 'n bykomende elektriese hystoestel in die Kaapstadse poskantoor daargestel word.

Die belangrikste behoefte waarin eersdags voorsien moet word, sal weer n.l. die verskaffing van die voorgestelde poskantoor te Johannesburg—die grootste gebou in die geskiedenis van pos- en telegraafuitbreiding in Suid-Afrika. Moderne werk- en tydutsparende apparaat sal geïnstalleer word, soos b.v. 'n uitgebreide stelsel vir die outomatiese vervoer van poskasse, ens., tussen al die sorteerkamers, asook 'n onderaardse „buis,” 600 treë in lengte, vir die vervoer van en na die spoorwegstasie.

Die nodige fondse vir die bou van 'n voorradekantoor te Durban kou nog nie deur die regering toegestaan word nie. Geloop word dat dit binnekort moontlik sal wees, sodat die depot te Pietermaritzburg gesluit sal kan word. Die ongunstige toestande op laasgenoemde plek het lang reeds aanleiding gegee tot die wenslikheid van die depot na Durban te verplaas.

Reparasies is dringend nodig aan die voorradegebou te Ooslonden, waarvan die dak en mure in slechte toestand is. Ten einde die waardevol posvoorrade daarin geberg, te beskerm, sal dadelike stappe deur die Departement van Openbare Werke geneem moet word om die geboue te verbeter.

Huisvesting vir Posmeeesters.—Gedurende die laaste jare was ek van tyd tot tyd baie besorg oor die gebrek aan huisvesting vir posmeeesters en ander beampetes in die kleiner dorpe, en selfs in meer belangrike stede, waardien veel ongerief aan die betrokke persone verhoorsk geword is.

The trouble appears to be widespread and postmasters transferred, on promotion, or to meet departmental requirements, have very frequently, with their families, to reside in hotels for long periods, or to occupy premises in which there is inadequate accommodation, or which are unsuitable in position, unfit for human occupation or excessively expensive. So serious has the difficulty become that I propose submitting the matter to the Government, at an early date, with a strong recommendation that suitable residences be provided from public funds, at certain points, for occupation by postmasters on the usual rental conditions.

STORES.

The work of the Stores Division continues to grow consequent upon the increased activities of the Department generally. The opening up of new post offices and additions to the establishment necessitated by the growth of work involves the provision of office equipment, uniforms, etc., and whilst the utmost economy is exercised, the votes from which are purchased the numerous items required for carrying on the work of a post office must necessarily increase year by year.

Large purchases of engineering stores were made during the year and the tenders have increased in number with every inquiry. Tenders have been received from many European countries, including Czecho-Slovakia, Holland, and Belgium, and there is very keen competition to obtain the business.

In my previous report I referred to cases where delivery periods had been quoted by tenderers which were not capable of fulfilment. While no such cases have been apparent recently, there have been several instances of late delivery during the year and the deduction of one-half per cent. per week provided in the conditions of contract has been enforced, except in those cases where acceptable reasons were advanced for the delay and no loss of revenue or inconvenience were suffered by the Department. In such cases the deduction has, with Treasury approval, been waived.

At Port Elizabeth and East London the Post Office has undertaken the stocking and issuing of all cleaning requisites, electrical equipment and builders' material on behalf of the Public Works Department. This has added materially to the work at each point, but it has not been necessary to augment the staff.

The Government Stationery office at Capetown was closed down during the year. This office performed the shipping work for all Departments other than the Post Office and Railway and on the closing down the work was taken over by the Post Office.

The Government Stationery Office held a fairly large stock of stationery items used by all departments and in order to obviate the expenditure on railage which the transfer of this stock to Pretoria would have involved, the Post Office agreed to take it over, having the necessary accommodation in its stores dépôt at Capetown.

The following requisitions were dealt with at various dépôts during the year:—

Engineering: No. of issues, 63,541; No. of receipts, 32,932.

Postal: No. of issues, 62,334; No. of receipts, 23,084.

Postage Stamps: Number of requisitions, 12,280; Postage value, £1,963,038.

Postal Orders: Sale value, £2,391,687.

Revenue Stamps: Sale value, £844,169.

Cigarette Duty Labels: Sale value, £774,470.

CIVIL AVIATION.

The financial year 1928-29 witnessed a gratifying increase in every phase of civil aviation in the Union.

Compared with 1927-28 there has been a net increase of 21 civil aircraft, 44 pilots, 13 ground engineers and 11 aerodromes.

Aerodromes.—The policy of this Department in interesting municipalities and other public bodies in the question of the establishing and licensing of aerodromes throughout the country has met with a considerable measure of success. While the number has only been increased by eleven, nearly a score of prospective sites are awaiting inspection before being licensed, but owing to the vast size of the country this is necessarily a slow process.

Flying Statistics.—Number of hours flown, 4,180; approximate mileage flown, 271,700; number of passengers carried, 9,158.

Flying Clubs.—The greatest interest is still being taken in the flying club movement and at the end of the year under review there were nine clubs in existence with a total membership of approximately 1,200.

Commercial Companies.—Three companies are at present carrying on aerial work, photography and "joyrides," in different parts of the Union.

Proposed Air Mail and Passenger Services.—(a) At the close of the period under review an agreement was signed between the Government and Major Miller, D.S.O., on behalf of Union Airways Limited, for the inauguration of an air mail and passenger service

Hierdie tekort aan behoorlike huisvesting skyn algemeen te wees en posmeesters wat op promosie, ens., verplaas word, moet dikwels vir lang tydperke met hul gesinne by hotele inwoon, of huise neem wat of te klein, ongeskik vir bewoning, sleg geleë, of heeltemal te duur is. So ernstig het die posisie geword dat ek voornemens is om eersdaags die saak aan die regering op te dra met 'n sterk aanbeveling dat geskikte wonings vir posmeesters op sekere plekke en op die gewone voorwaardes deur die staat verskaf moet word.

VOORRADE.

As gevolg van die algemene uitbreiding is die Departement genoodsaak geword om ook sy voorrade-afdelings te vergroot. Met die opening van nuwe poskantore en versterking van die personeel, as gevolg van die vermeerdering van werk, moet daar meer kantoor-meubelment, uniforms, ens., verskaf word, en ofskoon die meeste spaarsaamheid beoefen word, word die begrotings, waaruit vermelde benodighede verskaf moet word, vaa jaar tot jaar aansienliker, ten einde die waarneming van die werksaamhede van die posdepartement meer bevredigend te maak.

Groot inkope van ingenieursvoorraade is gedurende die jaar gemaak en die aantal tenders wat ontvang is, het nog altyd toegeneem. Dat die mededinging, selfs uit die buitenland, baie sterk is, is bewys geword deur die feit dat tenders selfs uit Tjeggo-Slowakye, Holland, België, ens., ontvang is.

In my vorige rapport is melding gemaak van gevalle waar tenderaars die tydperk vir levering van voorrade sodanig beperk het, dat hulle hul ondernemings nie kon nakom nie. Ofskoon soets nie onlangs voorgekom het nie, is daar etlike gevalle gewees van vertragde aflewering gedurende die jaar en moes die bepaling insake aftrekking van 'n ½ persent per week, in die kontrakvoorwaardes vervat, toegepas word, behalwe in gevalle waar aanneemlike redes vir die ophoud opgegee was en waar dit geen verlies van inkomste of ongerief aan die Departement veroorsaak het nie. In sodanige gevalle is afstand van vermelde bepaling gedoen, op goedkeuring van die Tesourie.

Wat Port Elizabeth en Ooslonden betref, het die voorradedepots van gemelde stede onderneem om alle skoonmaakbenodighede en elektriese en boumateriale vir die Departement van Openbare Werke te berg. Hoewel die werk op albei plekke heelwat toegeneem het, was dit nie nodig om die personeel aan te vul nie.

Die kantoor vir Staatskryfbehoeftes te Kaapstad is gesluit geword gedurende die jaar. Vermelde kantoor het die skeepslading vir alle Departemente behalwe die Pos- en Spoerweg-administrasies gehanteer en toe dit gesluit is, het die Posdepartement dit oorgeneem.

Die Goewermentskantoor vir skryfbehoeftes het 'n groot voorraad vir gebruik van alle departemente op hande gehad, en aangesien die vragkoste na Pretoria aansienlik sou wees, het die Posdepartement onderneem om dit oor te neem, terwyl die Voorradedepartement te Kaapstad die nodige bergingsruimte daarvoor beskikbaar het.

Die volgende rekvisiesies is gedurende die jaar by die verskillende depots afgehandel :—

Ingenieurs : No. van uitreikings, 63,541; No. van ontvangste, 32,932.

Posdienste : No. van uitreikings, 62,334; No. van ontvangste, 23,084.

Posseëls : Getal rekvisiesies, 12,280; waarde, £1,963,038.

Posorders : Nominale waarde, £2,391,687.

Inkomsteseëls : Nominale waarde, £844,169.

Sigaretbelastingseëls : Nominale waarde, £774,470.

SIVIELE LUGVAART.

Gedurende die finansiële jaar 1928-29 is daar uitbreiding in alle rigtings in die siviele lugvaart van die Unie gewees.

In vergelyking met 1927-28 is daar 'n netto vermeerdering gewees van 21 siviele-lugvaartnuie, 44 skippers, 13 grond-ingenieurs en 11 vliegbane.

Vliegbane.—Die pogings wat deur hierdie Departement aangewend geword is om die belangstelling van Munisipaliteite en publieke liggeme te wek n.l. om gelisensieerde vlieghane oral in die Unie te verskaf, is met 'n groot mate van sukses bekroon geword. Ofskoon die getal vliegbane met slegs elf vermeerder het, is daar ongeveer twintig moontlike terreine wat nog op goedkeuring wag alvorens gelisensieer te word; maar weens die uitgestrektheid van die land, sal dit tyd neem om sake af te handel.

Lugvaart Statistieke.—Getal ure wat gevlieg is, 4,180; benaderde aantal myle afgelê, 271,700; aantal passasiers vervoer, 9,158.

Lugvaartklubs.—Daar heers nog groot belangstelling in verband met die lugvaart-klub-beweging en aan die einde van die jaar onder bespreking, het daar reeds nege klubs met 'n ledetal van ongeveer 1,200 bestaan.

Handelsmaatskappye.—Drie maatskappye onderneem tans lugvaartdienste, fotografie-en plesierreise, in verskillende dele van die Unie.

Vorgestelde Lugpos- en Passasierdienste.—(a) Aan die einde van die tydperk onder bespreking is 'n ooreenkoms tussen die regering en Majoor Miller, D.S.O., namens die Union Airways, gesluit aangegaan vir die instelling van 'n lugpos- en passasierdienste van Kaapstad

from Capetown to Port Elizabeth, from which centre two sections will operate to East London and Durban, and to Bloemfontein and Johannesburg. This service, which will be subsidised to the extent of £8,000 per annum under a three year contract, will operate in conjunction with the overseas mail, and it is anticipated that a valuable saving of time will be effected over rail transport.

(b) On the 14th March, 1929, the Government announced that it had decided to support the proposed Cape to Cairo passenger and mail air line, to the extent of £400,000 spread over a period of five years.

This service, which will be of the utmost benefit to the territories traversed and to the communications of the Empire generally, is expected to commence operations within the next eighteen months.

Accidents.—During the period 1st April, 1928, to 31st March, 1929, four fatal accidents occurred involving seven deaths, which were investigated by boards of inquiry, appointed by the Minister under the Aviation Act.

Flights to the Union.—A number of notable flights took place to and from the Union during the past financial year, including Mr. van Lear Black's large three-engined commercial aircraft which was the first aeroplane of this type to be seen in South Africa. Its visit aroused considerable enthusiasm and was instrumental in giving a big impetus to commercial aviation.

Other interesting flights were Lady Bailey's flight from London to the Cape and back; Lieut. Pat Murdoch's record flight from London to the Cape in 13 days; Lieut. Bentley's return flight from London with Mrs. Bentley; and Captain Halse and Squadron-Leader Slatter's flights from London; all undertaken in light aeroplanes.

While steady development in aviation may be confidently anticipated, more especially in view of the imminent establishment of the Cape to Cairo air route, it cannot be denied that difficulties exist, which may best be summarized as follows:—

- (i) Lack of facilities for cheap and quick flying training in the country districts;
- (ii) lack of adequate landing grounds and ground organization; and
- (iii) the lack of confidence on the part of a large proportion of the general public in this comparatively new method of transport.

These handicaps are, however, being tackled in the proper spirit, and it is anticipated that considerable further development in aviation may take place which will have far-reaching consequences on the whole life of the community of South Africa.

WELFARE WORK.

During the year fifty-one offices were visited by the Welfare Officer.

At each small office every member of the staff, from the postmaster to the native mail porter, was personally interviewed. In the case of the very large offices efforts were made to interview as many individuals as possible.

In all cases every portion of the premises was inspected and working conditions observed.

Inter alia, the Welfare Officer's reports dealt with the following matters:—

One hundred and twelve items, relating to accommodation, furniture, etc.

Thirteen items, relating to health and sanitation.

Fifty-three items, relating to ventilation, lighting and heating.

Thirty-seven items, relating to seating accommodation.

Twenty-four items, relating to floors.

Seven items, relating to transport for electricians.

Seven items, relating to official residences.

Seven items, relating to protective clothing.

Twenty-eight items, relating to education, messengers, apprentices and learners.

Twenty-eight items, relating to hours of work.

Thirteen items, relating to native affairs.

Eighty-one items, relating to other miscellaneous matters.

Six special investigations were held at the request of local branches of the various associations.

Lengthy investigations were made in regard to the health of the staff, and a large amount of statistical detail prepared.

Written inquiries for information, advice and assistance were dealt with almost daily and, in addition, verbal inquiries, which were made during inspections, entailed a fair amount of correspondence.

During the year a special committee was appointed by the Government to consider the question of "rational clothing." The Welfare Officer and the Controller of Stores represented the Department.

na Port Elizabeth, vanwaar twee roetes n.l. een na Ooslonden en Durban, en die ander na Bloemfontein en Johannesburg ingestel sal word. Hierdie diens, wat 'n subsiedie van £8,000 per jaar, vir 'n tydperk van drie jaar sal ontvang, sal met die buitelandse poste aansluit en gehoop word dat heelwat tyd hierdeur bespaar sal word in vergelyking met die bestaande vervoer per spoor.

(b) Op 14 Maart 1929, het die regering sy besluit bekend gemaak n.l. om die voorgestelde Kaap-Cairo passasiers- en lugposdiens te steun met 'n bedrag van £400,000 oor 'n tydperk van vyf jaar.

Hierdie diens sal van groot belang wees vir die gesiede waaroer die roete gaan en vir die Imperiale kommunikasies van die Ryk in die algemeen. Vermoed word dat die diens binne 18 maande in werking gestel sal word.

Ongevalle.—Gedurende die tydperk 1 April 1928 tot 31 Maart 1929 het daar vier ongevalle voorgekom waarby sewe persone die lewe verloor het. Hierdie ongevalle is behoorlik nagegaan deur die Rade van Ondersoek wat kragtens die Lugvaartwet deur die Minister aangestel is.

Lugreise na die Unie.—Gedurende die afgelop boekjaar is 'n aantal merkwaardige lugreise na en van die Unie afgelê, o.a. het Mr. van Lear Black hierheen gevlieg in sy groot handelsvliegtuig wat met drie enjins voorsien is. Daar dit die eerste vaartning van die soort was, wat in Suid-Afrika aangekom het, het die besoek heelwat belangstelling gewek en het dit seker aansienlik bygedra tot die bevordering van die handelslugvaart.

Ander lugreise van belang is dié van Lady Bailey heen en weer tussen Londen en die Kaap; Luit. Pat Murdock se rekordreis van Londen na die Kaap binne 13 dae; die lugreis van Luit. Bentley met Mev. Bentley op hul terugkeer uit Londen; asook die reise deur Kaptein Halse en Eskadron-bevelvoerder Slatter van Londen. Alleen ligte lugvaartuie is op hierdie reise gebruik geword.

Ofskoon stellige verwagtings gekoester kan word in verband met die stelselmatige uitbreiding van die lugvaart, veral met die oog op die eersdagse opening van die Kaap-Kairo-lugroete, kan dit nie ontken word nie dat daar wel nog moeilikhede bestaan, n.l.:—

- (i) Gebrek aan geriewe vir goedkope en snelle opleiding in die vliegkuns in die buitedistrikte;
- (ii) Gebrek aan geskikte neerdalingsterreine en grond-organisasie; en
- (iii) Gebrek aan vertroue aan die kant van die algemene publiek, wat betref hierdie betreklik nuwe metode van vervoer.

Hierdie hinderpale word egter in die regte lig beskou, en die hoop word gekoester dat verder aansienlike uitbreiding van die lugvaart sal plaasvind, wat verreikende gevolge op die algemene ontwikkeling van Suid-Afrika sal hê.

DIENSTE VAN DIE WELVAART-BEAMPTE.

Een-en-vyftig kantore is gedurende die jaar deur die welvaartbeampte besoek geword.

Die hele personeel op elke klein kantoor, van die posmeester tot die kleurling-mailportier, is persoonlik ondervra geword. By die groter kantore, is pogings aangewend om met soveel beamptes moontlik in aanraking te kom.

In alle kantore is elke afdeling ondersoek geword en is die werktoestande nagegaan.

Die welvaartbeampte het o.a. op die volgende sake geraporteer:—

Eenhonderd-en-twaalf ietems, insake akkomodasie, meubels, ens.

Dertien ietems, insake gesondheid en die toepassing van gesondheidsmaatreëls.

Drie-en-vyftig ietems, insake lugvervarsing, verligting en verwarming.

Sewe-en-dertig ietems, insake sitplekruimte.

Vier-en-twintig ietems, insake vloere.

Sewe ietems, insake vervoermiddels vir elektrisiëns.

Sewe ietems, insake departmentale wonings.

Sewe ietems, insake beskermende kleding.

Ag-en-twintig ietems, insake onderwys, bodes, vak- en gewone leerlinge.

Ag-en-twintig ietems, insake diensure.

Dertien ietems, insake naturelle.

Een-en-tagtig ietems van verskillende aard.

Op versoek van die plaaslike takke van sommige verenigings is ses spesiale ondersoeke in verband met verskillende sake ingestel.

Grondige navraag is gedoen in verband met die gesondheid van die personeel en baie statistiek is ingesamel.

Skriftelike versoekte om informasie, advies en hulp is byna daeliks afgehandel, terwyl mondelinge navrae wat gedurende inspeksies by verskillende geleenthede gedaan was, heelwat korrespondensie veroorsaak het.

Gedurende die jaar is 'n spesiale komitee in die lewe geroep deur die regering om die vraagstuk in verband met „Behoorlike Kleding“ te bespreek. Die welvaartbeampte en die Kontroleur van Posvoorrade is as die departementale verteenwoordigers benewen gevorder.

STAFF.

The additions to the establishment during the year totalled 418 new posts. Of these, 184 were for the clerical grades—principally post and telegraph assistants; 153 were for the uniformed grades; 56 for telephonists; and 25 for post and telegraph learners. Against this, the number of casual labourers decreased by 42, leaving a net increase in establishment of 376 posts.

As a result of increased work, the responsibilities of various postmasters were enhanced, and an examination of the whole position under the "unit" system revealed that in 159 cases there was justification for according a higher salary grading. Authority for the improvement was, therefore, obtained. The existing incumbent of each office concerned did not, of course, necessarily receive advancement to the higher status. Following established practice, the positions were declared vacant and thrown open to competition.

During the year, further consideration was given to the stagnation in the second grade of post and telegraph assistants. It was recognized that large numbers of these officers were efficient and deserving of advancement, but were compelled to remain stationary indefinitely owing to the absence of opportunity for promotion, and it was decided on the recommendation of the Public Service Commission to apply remedial measures in order that discontent might be removed and an incentive given to maintain the general standard of efficiency.

Accordingly, approval was given, with effect from the 1st March, 1929, for the automatic advancement to the first grade of post and telegraph assistants of all deserving pre-Union second grade officers after they have served for one year at the maximum salary of their grade. This concession enabled 141 officers to receive immediate promotion, and a further 470 officers have now the definite prospect of promotion within the next two or three years.

CONCLUSION.

As will be evident from the foregoing, the work of the Department continues to expand and to extend into new fields. The undertaking by the Post Office of the payment of old age pensions has thrown upon the staff additional duties, which are cheerfully performed, frequently in unsuitable and congested premises, while the establishment, a few years ago, of labour exchanges at certain post offices has materially added to the responsibilities of the officials at the points concerned.

The development of the public telephone system, which the Department is pushing vigorously, is rapidly linking up even the most remote and isolated parts of the country, and the provision of farm telephone lines is bringing the rural community into direct personal touch with the outside world, facilitating the marketing of produce and greatly increasing the amenities of life in the rural areas.

The varied activities of the Department and the increasing volume of work have thrown upon the Administration and the Department generally a great deal of additional work and responsibility, and I have great pleasure in recording my appreciation of the excellent and most willing service rendered by all members of the staff.

H. J. LENTON,
Postmaster-General.

General Post Office,
Pretoria, 1929

PERSONEEL.

Gedurende die jaar is daar 418 nuwe aanstellings in die Departement gemaak. Van hierdie getal was 184 vir die klerklike afdelings, veral pos- en telegraafassistentes; 153 was vir die geuniformde afdelings, 56 telefoniste en 25 pos- en telegraafleerlinge. Teenoor dit is die getal tydelike klerke met 42 verminder en was daar dus eintlik 376 nuwe persone aangestel.

As gevolg van die uitbreiding van sake in die Departement, het die verantwoordelikheid van 'n aantal posmeesters baie groter geword, en toe op die saak ingegaan is, het volgens toepassing van die „eenheid-stelsel” geblyk dat 159 posmeesters op 'n hoër status aanspraak het. Gevolglik het die Departement pogings aangewend om 'n verbetering hierin te weeg te bring, waarin hy gelukkig ook geslaag het. Ofskoon die diensdoende posmeesters van die betrokke kantore nie desnoods tot 'n hoër graad bevorder gevord is nie, is hul poste as vakant geadverteer gevord en moes dit deur mededinging aangevul word deur persone wat deur 'n keurkomitee benoem is.

Gedurende die jaar is die onbevredigende posiesie in verband met die bevordering van tweede-graads pos- en telegraafassistentes verder in oorweging geneem. Die Departement het gevoel dat 'n groot aantal van gemelde amptenare bekware manne is, en dat hulle die verlangde bevordering verdien, maar, dat, weens die gebrek aan vakatures in die hoër range, hul vooruitsigte steeds ongunstig bly. Op aanbeveling van die Staatsdienskommissie is maatreels toe geneem om 'n verligting te weeg te bring en volle tevredenheid te herstel sodat die algemene doeltreffendheid van die diens nie ondermy sou word nie. Die Staatsdienskommissie het sy goedkeuring dienooreenkomsdig verleen met intreding van 1 Maart 1929 n.l. vir die automatiese bevordering tot die eerste graad, van alle verdienstelike voor-Unie beampes van die tweede graad, mits hulle reeds 'n volle jaar op hul maksimum-salaris was. As gevolg hiervan is 141 beampes bevorder gevord en het nog 470 die stellige vooruitsig om binne twee of drie jaar promosie te ontvang.

SLOT.

Uit die voorafgaande blyk, dus, dat die werksaamhede van die Departement steeds in ontvanging toeneem. Met die onderneeming van die Departement om ook Ouderdomspensioene uit te betaal, is heelwat meer werk geplaas op die personeel, wat dit egter—dikwels in ongeskikte en oorvolle kantore—blymoedig verrig; ook het die daarstelling van Arbeidsbeurse by sekere poskantore, die verantwoordelikheid van die betrokke beampes aansienlik vermeerder.

Deur die uitbreiding van die telefoonnet, wat kragdadiglik deur die Departement onderneem word, word selfs die mees verafgeleë en afgesonderde dele van die land in verbinding gebring, terwyl die verskaffing van gesamentlike boere-telefoonlyne die landelike bevolking in staat stel om in direkte en persoonlike aanraking met die buitewêreld te kom; die bemerking van produkte word bevorder, en heelwat meer geriewe word aan die buitedistrikte verskaf.

Die veelsydige werksaamhede van die Departement en sy toenemende bedrywigheid het baie meer pligte en verantwoordelikhede aan die Administrasie en die Departement oor die algemeen besorg, en dit is my 'n groot genoë om my waardering te betuig van die getroue dienste van alle lede van die personeel wat altyd meer as gewillig was om my te ondersteun.

H. J. LENTON,
Posmeestergeneraal.

Hoofposkantoor,
Pretoria, 1929.

STATISTICS AND FINANCIAL STATEMENTS.

STATISTIEK EN FINANSIËLE STATE.

GENERAL PROFIT AND LOSS ACCOUNT FOR THE DEPARTMENT AS A WHOLE.
FINANCIAL YEAR ENDED 31ST MARCH, 1929.

To EXPENDITURE :		BY REVENUE : Cash receipts.....	£3,900,983*
Cash payments.....	£3,095,411	Value of Services for which no Cash Credit is received :—	
Less amount apportioned to Engineering Construction Works..	£54,071	" SERVICES RENDERED TO IMPERIAL GOVERNMENT AND UNION DEPARTMENTS :	
Less Expenditure incurred in respect of Civil Aviation.....	2,215	Postage.....	£101,033
	56,286	Telegrams.....	901
	£3,039,125	Telephones.....	188
Value of services for which no Cash Debit is taken :—		Miscellaneous.....	49,728
" INTEREST LIABILITY ON CAPITAL :			151,850
Telegraphs (£1,197,665).....	46,547	" SERVICES RENDERED TO PROVINCIAL DEPARTMENTS :	
Telephones (£7,027,505).....	314,383	Cape.....	£8,324
Standard Stock (£399,301).....	18,357	Transvaal.....	7,027
Cost of raising loans since Union	8,948	Natal.....	2,318
	388,235	Orange Free State.....	1,718
Value of Government Buildings (£1,861,908)	75,099		19,387
" PENSION FUNDS : GOVERNMENT LIABILITY :			
Contributions to Funds.....	£76,933		
Pensions paid from Revenues...	127,921		
Commutations of Pensions from Revenue.....	4,195		
Gratuities.....	53		
	209,102		
" SERVICES RENDERED BY OTHER DEPARTMENTS :			
Printing and Stationery.....	£43,918		
Minor Works and Furniture, Maintenance and Repairs, Rents, Rates, and Taxes....	101,364		
Law Costs and Damages.....	580		
Minor Services.....	1,538		
	147,380		
" MISCELLANEOUS :			
Control and Audit Office Services	3,000		
" DEPRECIATION :			
One per cent. on £1,189,576 value of telegraph and one and a half per cent. on £6,583,671 value of telephone assets as at the 31st March, 1928, to meet Depreciation ascertained.....	110,651		
" BALANCE.....	99,628		
	£4,072,220		£4,072,220

* This item includes the sale of stamps used for combined revenue and postage purposes.

ALGEMENE WINS- EN VERLIES-REKENING VAN DIE DEPARTEMENT AS
'N GEHEEL.

FINANSIELE JAAR EINDIGENDE 31 MAART 1929.

AAN UITGAVE :	PER INKOMSTE :
Kontante betalings..... £3,095,411	Kontant ontvang..... *£3,900,983
Min bedrag toegewys aan inge- nieursaanlegwerke... £54,071	Waarde van dienste waarvoor geen kontante krediet ont- vang is nie.
Min uitgawe gemaak in verband met—	DIENSTE BEWYS AAN RYKS- REGERING EN UNIEDEPARTE- MENTE :
Siviele lugvaart.... 2,215	Posgeld..... £101,033
	Telegramme..... 901
	Telefoondiens..... 188
	Diverse dienste..... 49,728
	151,850
Waarde van dienste waarvoor geen kontant gedebiteer word nie.	DIENSTE BEWYS AAN PROWIN- STAAL ADMINISTRASIES :
„ RENTE VERSKULDIG OP KAPI- TAAL :	Kaap..... £8,324
Telegraaf (£1,197,665)..... £46,547	Transvaal..... 7,027
Telefoon (£7,027,505)..... 314,383	Natal..... 2,318
Standaardvoorraad (£399,301). 18,357	Oranje-Vrystaat..... 1,718
Koste van lenings sedert Unie 8,948	19,387
Waarde van Goewermentsge- geboue (£1,861,908)..... 75,099	
„ PENSIOENFONDS : GOEWERMENTSLASTE :	
Kontribusies aan fondse..... £76,933	
Pensioene betaal uit inkomste 127,921	
Afkoop van pensioene uit in- komste..... 4,195	
Gratifikasies..... 53	
	209,102
„ DIENSTE DEUR ANDER DEPAR- TEMENTE BEWYS :	
Drukwerk en skryfbehoeftes... £43,918	
Ondergeskikte werke en meubels, instandhouding en herstel, huur en belastings.. 101,364	
Begskoste en skadevergoeding. 560	
Ondergeskikte dienste..... 1,538	
	147,380
„ DIVERSE POSTE :	
Kontroleurs- en Ouditeurskan- toordienste..... 3,000	
„ WAARDEVERMINDERING :	
1 persent op £1,189,576 waarde van telegraaf en 1½ persent op £6,583,671, waarde van telefoonmateriaal soos op 31 Maart 1928, vir waardever- mindering..... 110,651	
„ BALANS..... 99,628	
	£4,072,220

* Hierdie item sluit cok die omset in van seels wat gesamentlik vir Inkomste- en Posdoelendes gebruik word.

CASH REVENUE AND EXPENDITURE, 1928-29.

REVENUE.	EXPENDITURE.
(a) POSTAL :	POSTAL, TELEGRAPH, AND TELEPHONE :
Postage..... £1,569,865	Salaries, wages, and allowances..... £2,108,588
Commission on Money Orders..... 23,570	Subsistence and Transport..... 51,261
Poundage on Postal Orders..... 27,245	Uniforms..... 20,461
Private box and bag rentals..... 53,148	Conveyance of Mails—
Ocean Mail Service Receipts..... 133,380	Inland..... 271,567
Savings Bank Revenue..... 37,587	Overseas..... 201,203
Miscellaneous..... 23,345	Maintenance of Telegraphs and Telephones..... 375,371
	Technical furniture and fittings..... 7,653
	Postage Stamps..... 3,526
	Standard Stock Adjustments..... 1,224
(b) TELEGRAPHS :	Postal Stores..... 29,699
Ordinary paid and press messages..... 467,881	Incidental Expenses..... 4,791
Registered address fees..... 9,007	Administration of Aviation Act, 1923,..... 2,215
Miscellaneous..... 31,637	Telegraphs and Telephones..... 14,852
	Payment to S.W.A. Territory..... 3,000
(c) TELEPHONES :	
Exchange Revenue..... 888,747	
Trunk Revenue..... 401,116	
Rural Rentals..... 82,703	
Miscellaneous..... 30,580	
(d) OFFICIAL TELEGRAPHS AND TELEPHONES :	
Government Telegrams..... 31,417	
Government registered address fees..... 697	
Government Telephones..... 99,058	
TOTAL REVENUE..... £3,900,983	TOTAL EXPENDITURE..... £3,095,411

PREVIOUS YEARS.

REVENUE.—	EXPENDITURE.—
1911-12..... £1,471,782	1911-12..... £1,491,204
1926-27..... 3,495,519	1926-27..... 2,907,671
1927-28..... 3,770,300	1927-28..... 2,982,709

KONTANTE INKOMSTE EN UITGAWES, 1928-29.

INKOMSTE.		UITGAWES.
(a) POSTERYE :		
Posgeld.....	£1,569,865	
Kommissie op Poswissels.....	23,570	
Kommissie op Posorders.....	27,245	
Private bus- en sakhuur.....	53,148	
Seeposdiens-ontvangste.....	133,380	
Spaarbank-inkomste.....	37,557	
Diverse inkomste.....	23,345	
	£1,868,140	
(b) TELEGRAAFWESE :		
Gewoon betaalde en parstelegramme.....	467,881	
Geregistreerde adresse.....	9,007	
Diverse inkomste.....	31,637	
	508,525	
(c) TELEFOONWESE :		
Buro-inkomste.....	888,747	
Hooiflyn-inkomste.....	401,116	
Plattelandse huurpryse.....	82,703	
Diverse inkomste.....	20,580	
	1,393,146	
(d) OFFISIELLE TELEGRAAF EN TELEFOONDienste :		
Goewermentstelegramme.....	31,417	
Goewerments geregistreerde adresse.....	697	
Goewermentstelefone.....	99,058	
	131,172	
TOTALE INKOMSTE.....	£3,900,983	
		TOTALE UITGawe..... £3,095,411

VORIGE JARE.

INKOMSTE :		UITGAWE :	
1911-12.....	£1,471,782	1911-12.....	£1,491,204
1926-27.....	3,495,519	1926-27.....	2,907,671
1927-28.....	3,770,300	1927-28.....	2,982,709

TELEPHONE PROFIT AND LOSS ACCOUNT, FINANCIAL YEAR 1928-29.

To EXPENDITURE :	BY REVENUE :	
Traffic and operating.....	£273,427	£992,030
Commercial.....	61,578	401,116
Engineering (overhead).....	40,103	
Stores (overhead).....	21,964	
Administration and Accounting.....	38,888	
Maintenance.....	325,476	
Rents, maintenance of buildings, lighting..	37,459	
Interest liability on capital value of buildings	27,753	
Pension liability.....	77,274	
Interest on stores reserve.....	17,099	
Miscellaneous.....	58,215	
Interest on capital.....	314,383	
Depreciation.....	98,755	
TOTAL EXPENDITURE.....	£1,392,374	
* Net profit.....	99,958	
	£1,492,332	
	GRAND TOTAL REVENUE.....	£1,492,332

* After including all charges as above, this profit represents a return of 1·4223 per cent., on the capital £7,027,505 invested in telephone plant.

TELEFOON WINS- EN VERLIESREKENING, FINANSIELE JAAR 1928-29.

AAN UITGAVE :	AAN INKOMSTE :	
Verkeer en bewerking.....	£273,427	£992,030
Kommersieel.....	61,578	401,116
Ingenieurswerk (ekstra).....	40,103	
Magasynsgoedere (ekstra).....	21,964	
Administrasie en boekhou.....	38,888	
Instandhouding.....	325,476	
Huur, instandhou van geboue en verligting.	37,459	
Rente verskuldig op kapitaalwaarde van geboue.....	27,753	
Pensioenlaste.....	77,274	
Rente op magasynreserwe.....	17,099	
Diverse poste.....	58,215	
Rente op kapitaal.....	314,383	
Waardevermindering.....	98,755	
TOTALE UITGAVE.....	£1,392,374	
*Netto Wins.....	99,958	
	£1,492,332	
	ALGEMENE TOTALE INKOMSTE.....	£1,492,332

* Na insluiting van alle koste hierbo opgegee, verteenwoordig hierdie wins 1·4223 persent op die kapitaal van £7,027,505 in telefooninstallasies belf.

NOTES ON FINANCIAL STATEMENTS.

	Year Ended.		
	31/3/27.	31/3/28.	31/3/29.
	£	£	£
(a) Mutilated and foreign coin found in telephone coin boxes and stamp-vending machines.....	136	136	151
(b) Cash stolen from telephone cabinet coin boxes.....	19	54	57
(c) Thiefs of apparatus from telephone cabinets.	193	238	188
	(153 cases)	(133 cases)	(92 cases)

OPMERKING IN VERBAND MET FINANSIELE STATE.

	Jaar Eindigende—		
	31/3/27.	31/3/28.	31/3/29.
	£	£	£
(a) Verminkte en buitelandse muntstukke in telefoon-muntbussies en automatiese posseel-masjiene gevind.....	136	136	151
(b) Kontant uit telefoonmuntbussies gesteel.....	19	54	57
(c) Apparaat uit telefoonkabinette gesteel.....	193	238	188
	(153 gevalle)	(133 gevalle)	(92 gevalle)

POSTAL—POSAFDELING.

Item.	1910.	1926-27.	1927-28.	1928-29.	Item.
1. Post Offices.....	2,466	3,154	3,244	3,300	1. Poskantore.
2. Main Posts.....	328	236	209	181	2. Hoofposte.
3. Branch Posts.....	1,084	1,372	1,411	1,408	3. Takposte.
4. Posts by Railway Motor	--	56	123	174	4. Poste per Spoorwegmotor.
5. Private Post Bags.....	2,241	3,869	4,291	4,296	5. Private Possakke.
6. Private Boxes.....	Not available Nie beskikbaar nie	34,724	35,811	37,355	6. Private Busse.
7. Posting Boxes other than on P.O. premises	752	1,347	1,423	1,446	7. Posbusse, ander as in Poskantore opgerig.
8. C.O.D.—					8. K.B.A.—
Parcels.....	--	123,367	157,211	164,177	Pakkette.
Trade Charges Collected (£) Revenue to P.O. (£)...	--	157,920	204,558	208,079	Handelsbedrae Ingevorder (£) Inkomste van Poskantoor (£)
9. Total articles handled...		See Sien	page 30 bladsy 30		9. Totale aantal artiekels gehanteer.
10. Undelivered articles....	1,784,979	3,730,608	3,469,856	3,945,526	10. Onbestelbare artiekels.
*11. Value of Property (£)	30,000	67,949	85,183	87,989	*11. Waarde van eiendom (£).
*12. Including Money (£)		4,828	2,061	6,058	*12. Met inbegrip van geld (£).
*13. Revenue from Sales (£)	Not available Nie beskikbaar nie	289	167	264	*13. Inkomste van verkopings (£).
14. Percentage undelivered of total articles handled	Not available Nie beskikbaar nie	1.09	0.97	1.03	14. Onbestelbare persentasie van totale aantal artiekels gehanteer.
† OVERSEA MAIIS.					
(1) THROUGH GREAT BRITAIN.					† OORSELE POSTE.
(a) To South Africa.					(1) DEUR GROOT BRITTANJE.
15. Mail Bags.....	96,534	141,342	157,977	164,278	(a) Na Suid-Afrika.
16. Parcel Bags.....	21,061	78,754	88,606	86,684	15. Possakke.
(b) From South Africa.					16. Pakketsakke.
17. Mail Bags.....	35,802	42,528	46,465	47,811	(b) Van Suid-Afrika.
18. Parcel Bags.....	2,701	4,213	4,613	4,874	17. Possakke.
(2) OTHER THAN THROUGH GREAT BRITAIN.					18. Pakketsakke.
(a) To South Africa.					(2) ANDERS AS DEUR GROOT-BRITTANJE.
19. Mail Bags.....	Not available Nie beskikbaar nie	6,919	7,992	7,638	(a) Na Suid-Afrika.
20. Parcel Bags.....	„	21,908	23,088	24,658	19. Possakke.
(b) From South Africa.					(b) Van Suid-Afrika.
21. Mail Bags.....	„	5,338	5,265	5,582	20. Pakketsakke.
22. Parcel Bags.....	„	2,536	2,020	1,959	21. Possakke.
					22. Pakketsakke.

* Refer to undelivered articles *vide* Item 10.

† South Africa in these items includes the Union, South West Africa, Bechuanaland, Southern and Northern Rhodesia, Nyasaland, and Mauritius. The mails are, of course, even when in closed bags, handled in the Union.

* Het betrekking op onbestelbare artiekels *vide* Item 10.

† In hierdie items sluit „Suid-Afrika“ die volgende in : Die Unie, Suidwes-Afrika, Betsjoeanaland, Suid- en Noord-Rhodesië, Nyasaland en Mauritius. Die poste word natuurlik in Suid-Afrika gesorteer, selfs wanneer hulle in geslotte sakke verstuur word.

ARTICLES OF MAIL MATTER HANDLED AT POST OFFICES IN THE UNION.—POSARTIKELS IN DIE UNIE-POSKANTORE BEHANDEL.

Origin.	Year Ending 31st March.	Letters.	Post Cards.	Newspapers.	Book and Sample Packets, Printed Matter.		Parcels.		Express Articles.	Official Articles.	Totals.	Registered Articles (included in Other Columns).
					Ordinary.	Agricultural.	Pakkette.	Gewone.				
Oorsprong.	Jaar Eindigende 31 Maart.	Briewe.	Poskaarte.	Nuusblaie.	Boekpakkies, Monsters en Drukwerk.				Eksprese-Artikels.	Offisiële Stukke.	Totaal.	Geregistreerde Stukke (in Ander Kolomme Ingesluit).
		,000	,000	,000						,000		,000
POSTED IN THE UNION—IN DIE UNIE GEPoS—												
For delivery in Union—Vir afferwing in die Unie.	1927	148,826	7,199	26,708	83,258	5,100	682	9	19,219	291,001	291,001	2,686
	1928	159,196	9,012	25,619	85,018	5,562	746	9	18,561	303,723	303,723	2,516
	1929	174,508	9,135	27,776	90,740	6,134	791	7	20,700	329,791	329,791	3,384
For Abroad—Vir Oorsee.....	1927	11,085	460	1,888	2,180	*200	—	1	89	15,903	15,903	325
	1928	12,989	547	2,237	2,208	*210	—	2	112	18,305	18,305	286
	1929	13,925	585	2,306	2,421	200	—	2	155	19,594	19,594	350
RECEIVED FROM ABROAD—ONTVANG VAN OORSEE.....	1927	16,962	721	6,216	7,389	*677	—	1	386	32,352	32,352	375
	1928	18,092	656	5,414	8,210	*719	—	2	195	33,288	33,288	343
	1929	18,477	764	4,653	10,074	698	—	1	222	34,889	34,889	376
TOTAL ARTICLES HANDLED—TOTALE AANTAL ARTIKELS GEHANTEER.....	1927	176,873	8,380	34,812	92,827	5,977	682	11	19,694	339,256	339,256	3,386
	1928	190,277	10,215	33,270	95,436	6,491	746	13	18,868	355,316	355,316	3,145
	1929	206,910	10,484	34,735	103,235	7,032	791	10	21,077	384,274	384,274	4,110

* The figures for 1926-27 and 1927-28 have been amended—Die syfers vir 1926-27 en 1927-28 is gewyig geword.

TELEGRAPH—TELEGRAAF.

Item.	1910.	1926-27.	1927-28.	1928-29.	Item.
1. Telegraph Offices.....	1,282	2,795	2,870	2,955	1. Telegraafkantore.
2. Mileage of Telegraph Wire.....	12,516	37,836	37,107	31,943	2. Mylafstand van Telegraafdraad.
INLAND TELEGRAMS.					
3. Imperial Government.....	309,048	4,043	4,787	4,573	3. Imperiale Regering.
4. Union Government.....		271,587	273,482	274,907	4. Unie-regering.
5. Railway.....	429,865	4,265	3,072	3,523	5. Spoerweg.
6. Public Paid.....	4,354,359	5,622,323	5,807,257	5,929,129	6. Publieke, Betaalde.
7. Total Telegrams.....	5,093,272	6,055,679	6,088,598	6,212,132	7. Totale Aantal Telegramme.
PRESS TELEGRAMS.					
8. Telegrams.....	—	233,326	241,001	246,059	8. Telegramme.
9. Words.....	—	30,332,380	31,330,130	31,987,670	9. Woorde.
FOREIGN TELEGRAMS DESPATCHED VIA THE POST OFFICE.					
10. Number (via Eastern).....	100,092	263,368	152,176	95,034	10. Getal (via „Eastern“).
11. Number (via Beam).....	—	—	176,304	264,475	11. Getal (via „Beam“).
12. Total Number.....	—	—	328,480	359,509	12. Totale Getal.
13. Value (via Eastern).....£	104,260	216,964	112,708	66,713	13. Waarde (via „Eastern“).
14. Value (via Beam).....£	—	—	101,521	153,377	14. Waarde (via „Beam“).
15. Total Value.....£	—	—	214,229	220,090	15. Totale Waarde.

NOTES.

4. These telegrams are paid for from the Votes of the Departments concerned.

6. and 7. Includes press telegrams (shown separately in Item 8).

10 and 11. Foreign telegrams handed in at Union Post Offices only. The Cable Company has its own offices at Durban and Capetown and the Wireless (Beam) Company its own offices at Capetown. The latter Company's service commenced on 4th July, 1927.

7. The 1926-27 totals include 153,461 National Information Bureau messages. The service has been discontinued.

OPMERKINGS.

4. Betaling vir hierdie telegramme geskied uit die Begrotings van die betrokke Departemente.

6 en 7. Sluit in perstelegramme (afsonderlik onder Item 8 aangetoon).

10 en 11. Buitelandse telegramme alleen by Unie-postkantore ingehandig. Die Kabelmaatskappy het sy eie kantore te Durban en Kaapstad en die Draadloos Maatskappy („Beam“) syn te Kaapstad. Die dienste van laasgenoemde maatskappy het op 4 Julie 1927 'n aanvang geneem.

7. Die syfers vir 1926-27 sluit in 153,461 telegramme van die Staatsinligtingsburo. Die diens is gestaak.

TELEPHONE—TELEFOONWESE.

Item.	1910.	1926-27.	1927-28.	1928-29.	Item.
1. Exchanges.....	131	1,219	1,295	1,323	1. Telefoonburo's.
2. Call Offices.....	497	5,046	5,177	5,390	2. Oproekantore.
3. Subscribers' Lines.....	10,483	58,183	61,730	66,056	3. Intekenaarslyne.
4. Private Branch Exchanges	—	599	634	643	4. Private Takburo's.
5. Telephone Stations.....	15,378	81,997	88,113	94,408	5. Telefoonstasies.
6. Local Calls.....	24,000,000	129,974,000	140,689,199	154,375,818	6. Plaaslike Oproepe.
7. Trunk Calls.....		8,904,000	10,155,686	11,370,084	7. Hooflyn Oproepe.
8. Mileage of Farm Lines...	*	18,812	21,871	24,976	8. Mylafstand van Boerelyne.
9. No. of Farmers connected.	50	9,466	10,856	12,180	9. Aantal Boere Aangesluit.
10. Total Mileage of wire used for Telephones.....	*	+306,873	+322,716	342,462	10. Totale Mylafstand van draad vir Telefoondoeleindes gebruik.

* Figures not available.

† The figures for 1926-27, and 1927-28, have been amended.

* Syfers nie beskikbaar nie.

† Die syfers vir 1926-27 en 1927-28 is gewysig geword.

NOTES ON THE STATISTICS.

- Item 1. The great majority of the additional exchanges established during 1928-29 were provided to meet development in the country areas.
- Item 5. The total represents departmental telephone instruments in use, or the points from which telephone calls may be made on subscribers' or public lines.
- Item 6. 1928-29 total comprises:—Subscribers, 138,543,707; Call offices, 8,452,567; Farm lines, 7,379,544.
- Items 8 and 9. Since the 1st April, 1924, when the reduced farm telephone line rates were introduced, the Department has built 1,435 farm lines, representing 20,556 miles of construction, to serve 9,959 farmers.

OPMERKINGS IN VERBAND MET DIE STATISTIEK.

- Item 1. Die groot meerderheid van die bykomende buro's gedurende 1928-29 daar gestel, is verskaf ten einde die uitbreiding van die telefoonnet op die platteland te bevorder.
- Item 5. Die totaal verteenwoordig departementale telefoonapparaat wat in gebruik is, of die plekke vanwaar telefoonoproepe op intekenaars- of publieke aan sluitings gemaak kan word.
- Item 6. Die totaal vir 1928-29 bestaan uit: Intekenaars, 138,543,707; oproekantore, 8,452,567; boeretelefoonlyne, 7,379,544.
- Items 8 en 9. Sedert 1 April 1924, toe die verminderde tariewe van boeretelefoonlyne toegepas is, het die Departement 1,435 sodanige lyne aangebou, wat 20,556 myl konstruksiewerk verteenwoordig, om 9,959 boere te bedien.

RADIO-TELEGRAPH—RADIO-TELEGRAAF.

Item.	1912.	1926-27.	1927-28.	1928-29.	Item.
RADIO TELEGRAMS EXCHANGED WITH SHIPS.					RADIO-TELEGRAMME MET SKEPE GEWISSEL.
1. Messages.....	6,675	12,857	20,971	22,665	1. Telegramme.
2. Words.....	67,914	279,939	407,837	420,859	2. Woorde.
3. Revenue to Union.....£	1,980	5,536	8,659	9,174	3. Inkomste van Unie (£).
4. Licensed Broadcasting Stations.	—	3	3	3	4. Gelisensieerde Uitsaaistasies.
5. Licensed Listeners to Broadcasting.....	—	13,255	15,479	16,639	5. Gelisensieerde Luisteraars in verband met Uitsaaidienste.
6. Licensed Radio Experimenters.	—	153	151	189	6. Gelisensieerde Radio Proefnemers.

GOVERNMENT GARAGE—GOEWERMENTSGARAGE.

Item.	1925-26.	1926-27.	1927-28.	1928-29.	Item.
1. Number of staff employed (including natives).....	99	108	109	102	1. Aantal staflede geëmplojeer (met inbegrip van naturelle).
2. Total vehicle miles run.....	870,700	1,018,099	1,029,064	1,089,900	2. Aantal myle deur vervoermiddels afgelê.
3. Vehicle miles run on mail and other P.O. services.....	—	—	603,262	620,000*	3. Aantal myle afgelê deur mail- en ander vervoermiddels vir die Poswese.
4. Number of vehicles on charge..	100	108	109	120	4. Aantal rytuie in gebruik.
5. Revenue earned.....£	43,120	45,738	44,836	46,284	5. Inkomste.
6. Expenditure.....£	38,967	45,476	42,872	43,210	6. Uitgawe.

* Approximately.—Ongeveer.

MOTOR TRANSPORT OWNED AND OPERATED BY DEPARTMENT.
MOTOR-TRANSPORT, EIENDOM VAN, EN DEUR DIE DEPARTEMENT GEBRUIK.

Item.	1927-28.	1928-29.	Item.
1. Number of vehicles—			1. Aantal rytuie—
(a) Motor-cars and trucks.....	29	33	(a) Motorkarre en trokke.
(b) Motor-cycles and side-cars.....	—	89	(b) Motorfietse en sykare.
2. Vehicle miles run—			2. Myle afgelê deur rytuie—
(a) Motor-cars and trucks.....	276,089	268,052	(a) Motorkarre en trokke.
(b) Motor-cycles and side-cars.....	—	123,352	(b) Motorfietse en sykare.
3. Expenditure (including new vehicles and replacements).....£	28,512	* 39,902	3. Uitgawes (naet inbegrip van koste vir nuwe rytuie en vervangings).

* Increase mainly due to introduction of Departmentally owned motor-cycles.

* Vermeerdering hoofsaaklik te wyte aan motorfietse aangeskaf deur, en ciendom van die Departement,

SAVINGS BANK—SPAARBANK.

Item.	1910.	1926-27.	1927-28.	1928-29.	Item.
1. Savings Bank Offices.....	656	829	851	883	1. Spaarbankkantore.
TOTAL NUMBER OF ACCOUNTS.					TOTALE AANTAL REKENINGS.
2. Opened during the year.....	44,677	54,621	55,960	60,269	2. Geopen gedurende die jaar.
3. Closed during the year.....	28,159	36,200	37,561	37,728	3. Gesluit gedurende die jaar.
4. Remaining open.....	225,238	350,587	368,986	391,527	4. Lopende rekenings.
TOTAL BALANCE DUE TO DEPOSITORS.					TOTALE BEDRAG AAN INLEGGERS VERSKULDIG.
5. In ordinary accounts.....£	5,066,388	5,658,366	5,788,311	5,951,801	5. In gewone rekenings.
6. In S.B. Certificates.....£	851,300	852,300	806,000	797,200	6. In Spaarbanksertifikate.
7. Average per depositor in current account.....£	22 9 11	16 2 10	15 13 9	15 4 0	7. Gemiddelde bedrag per inlegger in lopende rekening.
SCHOOL BANKS.					SKOOLBANKREKENINGS.
8. Number of children depositors.	—	14,637	13,752	16,264	8. Aantal inleggers (kinders).
9. Number of accounts.....	33	406	387	365	9. Aantal rekenings.
10. Total deposits.....£	1,069	6,309	6,526	7,128	10. Totale stortings.
NATIVES' ACCOUNTS.					REKENINGE VAN NATURELLE.
11. Number.....	—	29,978	32,111	38,179	11. Aantal.
12. Total Credit.....£	—	274,075	313,284	360,824	12. Totale krediet-bedrag.
TRANSACTIONS DURING THE YEAR.					TRANSAKSIES GEDURENDE DIE JAAR.
13. Deposits, ordinary accounts...	433,395	508,719	531,943	565,106	13. Stortings, gewone rekenings.
14. Value of ordinary deposits (in- cluding interest).....£	3,708,918	3,656,713	3,672,134	3,743,896	14. Waarde van gewone stortings (met insluiting van rente).
15. Withdrawals.....	182,555	322,420	348,676	373,725	15. Terugtrekkings.
16. Total amount.....£	2,983,996	3,514,598	3,542,189	3,580,406	16. Totale bedrag.
17. S.B. Certificates issued (£100).	2,304	1,752	1,401	1,451	17. Spaarbanksertifikate uitgereik (£100).
18. S.B. Certificates repaid (£100).	1,056	1,934	1,864	1,539	18. Spaarbanksertifikate terugbetaal (£100).
19. Circular Warrants issued.....	—	342	398	380	19. Sirkuläre Betaalorders uitgereik.
20. Amount.....£	—	6,179	7,569	6,832	20. Bedrag.
21. Payments on demand.....	—	168,653	192,791	214,825	21. Betalings op aanvraag.
22. Amount.....£	—	227,689	259,549	290,373	22. Bedrag.
23. Accounts transferred from other Administrations.....	—	331	345	331	23. Rekenings van ander Administrasies oorgedra.
24. Amount.....£	—	25,954	29,284	27,920	24. Bedrag.
25. Accounts transferred to other Administrations.....	—	589	606	589	25. Rekenings op ander Administrasies oorgedra.
26. Amount.....£	—	64,275	72,311	60,896	26. Bedrag.
27. Deductions from Civil Servants' salaries for deposit in the Savings Bank—					27. Afrekking van salarisse van Staatsbeamptes vir storting in Spaarbank—
Customs and Excise.....£	—	—	—	119	Doeane en Aksyns.
Defence.....£	—	—	—	193	Verdediging.
Inland Revenue.....£	—	389	402	309	Binnelandse Inkomste.
Irrigation.....£	—	—	—	53	Besproeiing.
Justice.....£	—	—	—	299	Justisie.
Lands.....£	—	—	—	185	Lande.
Mines and Industries.....£	—	—	—	570	Mynwese en Nywerheid.
Native Affairs.....£	—	—	—	121	Naturellesake.
Police.....£	—	2,643	2,741	3,270	Poliesie.
Post Office.....£	—	2,970	2,949	1,875	Poswese.
Prisons.....£	—	—	—	103	Gevangenis.
Public Service Commission..£	—	—	—	320	Staatsdienskommissie.
Railway.....£	—	1,773	1,969	1,696	Spoorweë.
Treasury.....£	—	—	—	58	Tesourie.
UNION LOAN CERTIFICATES.					UNIE-LENINGSERTIFIKATE.
28. Investments.....£	—	672,331	653,410	659,273	28. Beleggings.
29. Repayments (exclusive of interest).....£	—	512,196	619,565	545,175	29. Terugbetaalings (met uitsluiting van rente).
30. Balance of investments.....£	—	4,438,983	4,472,828	4,586,926	30. Balans van beleggings.

SAVINGS BANK.

NOTES ON THE STATISTICS.

- Item 4. The total number of depositors increased during the year by 22,541.
 - Item 5. The balance in the ordinary account increased by £163,490 as compared with an increase of £129,945 during 1927-28 on the preceding year.
 - Item 6. The balance in the certificate account fell by £8,800 as compared with a drop of £46,300 during 1927-28 on the balance at the 31st March, 1927. This is a marked improvement. The continuous shrinkage is due to the rate of interest allowed not being as high as is given on similar kinds of investments by other banking institutions. Since 1923 the balance has decreased by £435,200 for this reason.
 - Item 8. There is a satisfactory increase of 2,512 in the number of children depositors in school banks.
 - Items 11 and 12. The number of native depositors increased by 6,068 and their total deposits by £47,540. A scheme of deferring the pay of native labourers and depositing it in their names in the bank was adopted by the Enyati group of collieries in Natal during the year. The results, however, will not be evident until next year. The scheme is designed both to encourage thrift among the natives and to enhance the good name of the employers with a view to the natives re-enlisting as labourers.
 - Items 13 to 16. The number of deposits increased by 33,163 and the amount deposited, with interest, by £71,762. On the other hand, the number of withdrawals increased by 25,049 and the amount withdrawn by £38,217.
 - Item 21. The system of payment on demand without previous notice shows a further advance in popularity with depositors, the number of payments having gone up by 22,034 and the amount paid by £30,824.
 - Item 27. Increasing use is being made of this facility by Civil Servants, as is shown by its extension to ten more departments. £9,171 was collected during the year.
 - Item 30. The balance shows a satisfactory increase of £114,098.
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SPAARBANK.

OPMERKINGS IN VERBAND MET DIE STATISTIEKE.

- Item 4. Die aantal beleggers het met 22,541 gedurende die jaar vermeerder.
- Item 5. Die balans in die gewone rekening het met £163,490 vermeerder, teenoor 'n vermeerdering van £129,945 gedurende 1927-28 op die vorige jaar.
- Item 6. Die balans in die sertifikaat-rekening het gedaal met £8,800 in vergelyking met 'n daling van £46,300 gedurende 1927-28 op die balans op 31 Maart 1927. Dit is 'n merkwaardige verbetering. Die voortdurende vermindering is toe te skrywe aan die feit dat die rentelose wat toegestaan word laer is as dié wat van ander bankinrigtings vir dergelike beleggings verkry word. Om die rede het die balans sedert 1923 met £435,200 verminder.
- Item 8. Daar is 'n bevredigende vermeerdering van 2.512 in die aantal kinders wat skoolspaarbanksbeleggers geword het.
- Items 11 en 12. Die aantal naturelle-beleggers het met 6,068 vermeerder en hul totale beleggings het met £47,540 toegeneem. 'n Skema om die lone van naturellearbeiders terug te hou en dit op hul name in die spaarbank te deponeer, is gedurende hierdie jaar deur die Enyati-groep van koolmyne in Natal toegepas geword. Die uitwerking hiervan sal egter nie voor volgende jaar bekend wees nie. Behalwe die oogmerk om spaarsin by die naturelle aan te kweek, is die skema ook bedoel om die goeie naam van die emploeiders te bevorder ten einde die naturelle arbeiders te behou.
- Items 13 tot 16. Die aantal stortings het met 33,133, en die bedrag wat gestort is, ingesluit die rente, met £71,762 vermeerder. Daarteenoor, egter, het die aantal terugtrekkings met 25,049, en die bedrag met £38,217 vermeerder.
- Item 21. Die stelsel van nitbetaling op aanvraag, sonder voorafgaande kennisgewing, vind nog steeds meer byval by inleggers. Die aantal uitbetalings het met 22,034 en die bedrag met £30,824 gestyg.
- Item 27. Meer gebruik word deur Siviele Amptenare van hierdie gerief gemaak en bewys hiervan is dat die gerief verder tot tien ander departemente uitgebrei het. 'n Bedrag van £9,171 is gedurende die jaar ingevorder.
- Item 30. Die balans toon 'n bevredigende vermeerdering van £114,098.

**MONEY ORDERS, POSTAL ORDERS, AND POSTAL DRAFTS.
POSWISELLE, POSORDERS EN POSAANSKRYWINGS.**

Item.	1911.	1926-27.	1927-28.	1928-29.	Item.
MONEY ORDERS.					
1. Issued.....	484,424	577,844	610,259	617,710	1. Uitgegee.
2. Amount.....£	2,844,675	2,761,470	2,885,287	2,891,454	2. Bedrag.
3. Commission.....£	24,729	22,729	23,665	23,570	3. Kommissieloon.
4. Paid.	370,255	539,620	577,483	581,806	4. Uitbetaal.
5. Amount.....£	2,105,593	2,483,984	2,596,138	2,595,673	5. Bedrag.
POSTAL ORDERS.					
6. Issued.....	2,919,002	4,461,276	4,386,667	4,320,290	6. Uitgegee.
7. Amount.....£	1,862,551	2,439,310	2,378,620	2,328,507	7. Bedrag.
8. Poundage.....£	19,664	28,287	27,816	27,245	8. Kommissieloon.
9. Paid.....	2,194,950	3,912,519	3,845,161	3,809,379	9. Uitbetaal.
10. Amount.....£	1,345,772	2,085,772	2,023,834	1,990,135	10. Bedrag.
POSTAL DRAFTS.					
11. Issued.....	10,369	18,455	19,910	18,946	11. Uitgegee.
12. Commission.....£	354	553	600	565	12. Kommissieloon.

NOTES ON THE STATISTICS.

Items 3, 8 and 12. Revenue to the Post Office.

OPMERKINGS IN VERBAND MET DIE STATISTIEK.

Items 3, 8 en 12. Inkomste vir die poskantoor.

STAFF—PERSONEEL.

Item.	1910.	1926-27.	1927-28.	1928-29.	Item.
1. Persons employed.....	*	12,335	12,805	13,182	1. Persone in diens.
2. Full-time staff.....	7,545	8,707	9,044	9,268	2. Voltydse personeel.
3. Days of holiday leave granted	89,581	196,445	205,350	218,591	3. Vakansiedae toegestaan.
4. Average per officer entitled to leave.....	24.3	18.7	†19.0	19.24	4. Gemiddelde verlof aan beampies verskuldig.
5. Days of sick leave.....	30,058	67,434	75,075	78,319	5. Dae siekverlof.
6. Average per officer entitled to leave.....	9.7	6.3	†7.0	6.8	6. Gemiddelde verlof aan beampies verskuldig.
“ SUGGESTIONS ” BY THE STAFF.					
7. Total number.....	†	78	56	103	7. Totaal.
8. Number adopted.....	†	13	10	8	8. Aantal aangeneem.
9. Number useful.....	†	16	14	16	9. Aantal nuttig.
10. Total awards paid.....	†	£27 0 0	£12 10 0	£37 16 6	10. Totale bedrag vir toekennings.

* Not available.

† Amended figures.

‡ Suggestion Scheme not in operation.

* Nie beskikbaar nie.

† Gewysigde syfers.

‡ „ Voorstelle ” Skema nie van toepassing nie,

EXAMINATIONS ENTERED FOR BY THE STAFF DURING 1928-29.

Examination and Examining Body.	Number of Centres.	Number of Examination Entries.	Number Successful.
DEPARTMENT OF POSTS AND TELEGRAPHS—			
Learners' Progress Examination.....	110	1,226	986
General Division Officers' Examination for Promotion to Clerkships.....	3	11	9
Postmaster-General's Certificate for Radio-telegraphy.....	2	3	3
Efficiency Test.....	26	63	61
UNION DEPARTMENT OF EDUCATION—			
National Commercial Certificate.....	1	1	1
Preliminary Commercial Certificate.....	8	32	15
Preliminary Technical Certificate I.....	6	33	2
Preliminary Technical Certificate II.....	2	2	1
National Technical Certificate I.....	8	48	21
National Technical Certificate II.....	6	15	10
National Technical Certificate III.....	1	4	1
Advanced Technical Certificate.....	1	1	1
CITY AND GUILDS OF LONDON INSTITUTE—			
Telephony, Grade I.....	10	20	4
Telephony, Grade II.....	3	6	—
Telephony, Final.....	2	2	1
Telegraphy, Grade I.....	9	45	10
Telegraphy, Final.....	2	4	1
Radio Communication, Grade I.....	1	1	1
Radio Communication, Final.....	1	1	1
Magnetism and Electricity.....	3	3	3

**EKSAMENS WAARVOOR LEDE VAN DIE PERSONEEL GEDURENDE 1928-29
GESKRYWE BET.**

Eksamens en Eksaminerende Liggaam.	Aantal Sentrum.	Aantal Eksamenskrwings.	Aantal Geslaag.
Pos- en TELEGRAAFWESE.			
Leerlinge Voortgang-eksamen.....	110	1,226	986
Algemene Afdeling : Bevordering van Beamp. van Algemene Afdeling tot Klerklike Aanstellings.....	3	11	19
Sertifikaat van Posmeester-generaal—Radio-telegrafie.....	2	3	3
Bekwaamheidstoets.....	26	63	61
UNIE-ONDERWYSDEPARTEMENT—			
Nasionale Handelsertifikaat	1	1	1
Voorlopige Handelsertifikaat	8	32	15
Voorlopige Tegniese Sertifikaat I.....	6	33	2
Voorlopige Tegniese Sertifikaat II.....	2	2	1
Nasionale Tegniese Sertifikaat I.....	8	48	21
Nasionale Tegniese Sertifikaat II.....	6	15	10
Nasionale Tegniese Sertifikaat III.....	1	4	1
Gevorderde Tegniese Sertifikaat.....	1	1	1
CITY AND GUILDS OF LONDON INSTITUTE—			
Telefonie, Graad I.....	10	20	4
Telefonie, Graad II.....	3	6	—
Telefonie, Finaal.....	2	2	1
Telegrafie, Graad I.....	9	45	10
Telegrafie, Finaal.....	2	4	1
Radio-kommunikasie, Graad I.....	1	1	1
Radio-kommunikasie, Finaal.....	1	1	1
Magnetisme en Elektrisiteit.....	3	3	3

WORK PERFORMED FOR OTHER DEPARTMENTS.
DIENSTE VIR ANDER DEPARTEMENTE VERRIG.

Item.	1911.	1910-27.	1927-28.	1928-29.	Item.
1. Value of free postage.....£	119,850	118,569	114,651	120,420	1. Bedrag van kosteloze versending.
FREE MONEY ORDERS.					OFFISIELLE POSWISSLERS.
2. Number.....	32,400	28,374	30,860	31,069	2. Getal.
3. Value.....£	250,900	170,781	177,430	198,621	3. Waarde.
PENSION WARRANTS CASHED.					PENSIOENBEWYSE UITBETAAL.
4. Number.....	—	258,077	287,656	378,820	4. Getal.
5. Value.....£	—	1,886,588	1,851,444	2,019,671	5. Waarde.
REVENUE COLLECTED.					INKOMSTE INGEVORDER.
6. Licenses.....£	147,443	71,455	68,756	63,922	6. Licensies.
7. Revenue Stamps.....£	321,960	378,258	386,789	395,697	7. Inkomsteseëls.
8. Transvaal Poll Tax.....£	—	30,191	35,490	37,234	8. Hoofbelasting (Transvaal).
9. Cape Entertainment Tax ..£	—	56,024	24,988	23,000	9. Vermaakklikeidsbelastings (Kaap).
10. O.F.S. Entertainment Tax..£	—	—	302	282	10. O.V.S. Vermaakklikeidsbelasting.
11. Customs Dues.....£	136,423	503,803	524,230	530,912	11. Invoerregte.
12. Cigarette Duty.....£	124,972	692,057	726,831	771,598	12. Sigarette-belasting.
13. Fumigation Fees.....£	1	17	14	16	13. Berokingsfooei.
14. Union Stock sold by Post-masters.....£	—	93,040	16,964	10,860	14. Unie-effekte deur Posmeesters verkoop.
LABOUR EXCHANGES.					ARBEIDSBEURSE.
15. Number of Post Office Exchanges.....	—	255	256	235	15. Getal Poskantoorarbeidsbeurse.
16. Applications for work.....	—	7,108	10,229	13,133	16. Aansoeke om werk.
17. Applicants placed in employment.....	—	2,684	5,166	4,011	17. Applikante in werk geplaas.

NOTES ON THE STATISTICS.

Item 1.—Including postage services for Provinces.

Item 4.—Services not in existence in 1911.

Items 8, 9 and 10.—Not in existence in 1911.

Item 14.—Periods 1st April to 1st September, 1926, 15th November to 8th December, 1927, and 14th August to 14th December, 1928.

Items 15, 16 and 17.—This organization which began during 1925-26, has been a successful extension of the Labour Bureau organization of the Labour Department, and has been the means of placing a very considerable number of people in employment. Monthly reports of the work done by the Post Office appear in the *Social and Industrial Review*.

OPMERKINGS IN VERBAND MET DIE STATISTIEK.

Item 1.—Met inbegrip van kosteloze posversendings vir Provinsies.

Item 4.—Diens nie in werking gedurende 1911 nie.

Items 8, 9 en 10.—Diens nie in werking gedurende 1911 nie.

Item 14.—Tydperk 1ste April tot 1ste September, 1926, 15de November tot 8ste December 1927, en 14de Augustus tot 14 December 1928.

Items 15, 16 en 17.—Denr middel van hierdie organisasie, wat gedurende 1925-26 in die lewe geroep is, was daar 'n baie belangrike uitbreidung van die werkzaamhede van die Arbeidsbeurs van die Arbeidsdepartement, en is werk aan 'n groot aantal niense verskaf. Raporte van die werkzaamhede van die organisasie verskyn maandeliks in die *Maandblad vir Sosiale en Bedryfswigkundige*.