

Electric Lines Regulations.—Telephone Exchange Charges to be paid Half-yearly.

LIVERPOOL, Governor.

ORDER IN COUNCIL.

At the Government House at Wellington, this twelfth day of October, 1914.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by Order in Council dated the nineteenth day of March, one thousand nine hundred and thirteen, and published in the *New Zealand Gazette* of the twenty-seventh day of March, one thousand nine hundred and thirteen, a regulation was made under the authority of the Post and Telegraph Act, 1908 (hereinafter termed "the said Act"), prescribing the periods at which payments should be made for connection with a telephone exchange; and whereas it is expedient to revoke the said regulation, and to make another in lieu thereof :

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the power and authority conferred upon him by the said Act, and of all other powers and authorities in that behalf enabling him, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the regulation in the Schedule to the above-recited Order in Council, and in lieu thereof doth hereby make the regulation set forth in the Schedule hereto; and doth declare that the said regulation shall have effect on and after the date of publication of this Order in Council in the *New Zealand Gazette*; and that the regulation hereby made shall form part of and be read together with the regulations made under the said Act by Order in Council on the first day of November, one thousand nine hundred and eleven, and published in the *New Zealand Gazette* of the second day of November, one thousand nine hundred and eleven.

SCHEDULE.

TELEPHONE EXCHANGES.

6. The first payment in respect of the hire of any telephone instrument shall be payable on the date on which the connection with the telephone exchange is completed, and shall be in respect of the period (if it exceeds one month) elapsing between that date and the first day of the following half-yearly period for which the subscription falls due. If the period is not greater than one month the first payment shall also include the hire payable for the half-year next ensuing. All subsequent payments shall be payable in advance on the first day of the half-yearly periods of each and every year as set out hereunder :—

For connections to all exchanges in the postal districts of Blenheim, Greymouth, Hokitika, Nelson, Wanganui, and Westport : Half-year commencing 1st day of January and 1st day of July.

For connections to all exchanges in the postal districts of Oamaru, Dunedin, and Invercargill : Half-year commencing 1st day of February and 1st day of August.

For connections to all exchanges in the postal districts of Gisborne, Napier, New Plymouth, and Thames : Half-year commencing on the 1st day of March and 1st day of September.

For connections to all exchanges in the postal district of Wellington : Half-year commencing on the 1st day of April and 1st day of October.

For connections to all exchanges in the postal district of Auckland : Half-year commencing on the 1st day of May and 1st day of November.

For connections to all exchanges in the postal districts of Christchurch and Timaru : Half-year commencing on the 1st day of June and 1st day of December.

The payment in respect of the hire of any telephone instrument connected with an exchange in the postal district of Auckland prior to the 1st September, 1914, for the period next succeeding, shall be seven-twelfths of the prescribed annual rental; and the payment in respect of the hire of any telephone instrument connected with an exchange in the Christchurch and Timaru postal districts prior to the 1st September, 1914, for the next succeeding period shall be two-thirds of the prescribed annual rental.

J. F. ANDREWS,
Clerk of the Executive Council

License authorizing the Christchurch Tramway Board to erect Electric Lines from the Trolley-wire in Papanui Road to the Premises of Herbert George Appleton, Butcher, Papanui

LIVERPOOL, Governor.

ORDER IN COUNCIL.

At the Government House at Wellington, this twelfth day of October, 1914.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by section two of the Public Works Amendment Act, 1911, it is provided that no person shall lay, construct, put up, place, or use any electric line except under the authority of a license issued to him by the Governor in Council under that Act :

And whereas the Christchurch Tramway Board (hereinafter referred to as "the licensee") desires to erect electric lines from the trolley-wire in Papanui Road to connect with a five-horse-power motor, situated on the premises of Herbert George Appleton, butcher, Horner Street, Papanui, in the Waimairi County (hereinafter referred to as "the said electric lines"), and it is expedient accordingly to issue a license in respect thereof under the said section :

Now, therefore, in pursuance and in exercise of the powers conferred on him by the said section, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth, subject to the conditions set forth in the Schedule hereto, hereby authorize the licensee to erect and maintain the said electric lines for the purpose of supplying electrical energy to the aforesaid motor, such electric lines and the position of the premises being indicated on the plan marked P.W.D. 36378, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Provincial District.

SCHEDULE.

CONDITIONS.

1. The conductors shall be supported at a minimum height of 20 ft. above the surface of the ground.

2. The positive lines shall consist of 7/20 S.W.G. copper wires, insulated with vulcanized indiarubber of 600-megohm grade, and the negative lines of 7/20 S.W.G. copper wires, which may be bare. The lines shall be insulated by means of porcelain insulators, carried on substantial hardwood poles placed not more than 200 ft. apart.

3. A fuse cut-out shall be placed on the positive conductor where it leaves the tramway trolley-wire, to operate at 100 per cent. above the maximum load of the circuit. The circuit shall be controlled by means of a double-pole switch, and in each lighting circuit a fuse that will operate with 100 per cent. excess current over the full load of the circuit shall be inserted at the distribution-box on the positive conductor; for a motor circuit a fuse or a circuit-breaker set to operate with an overload of 100 per cent. excess current shall be inserted in the positive conductor and placed near each motor respectively. Each motor shall be fitted with a no-volt release and a series resistance.

4. The negative conductor shall be continuous throughout its length from the double-pole switch to the tramway-rail, to which it shall be effectively bonded.

5. The conductors shall be carried on substantial supports, which shall be designed to have a factor of safety of five under a wind-pressure of 30 lb. per square foot.

6. At crossings the conductors shall pass over or under the telegraph wires, as may be decided by the Minister of Telegraphs. Where the conductors cross telegraph or telephone wires, or if any telegraph or telephone wire is hereafter installed so as to cross the conductors, and at such other points as may be deemed necessary by the Minister of Telegraphs, substantial guard-wires effectively earthed shall be erected by or at the cost of the licensee. Such guard-wires shall consist of two-stranded galvanized-steel wires carried on substantial supports at a height of 2 ft. above the conductors if the telegraph or telephone wires pass over the conductors, or 2 ft. above the telegraph or telephone wires if they pass under the conductors. Earth-wires where led down poles shall be protected by a casing for a distance of 8 ft. from the ground.

7. No work of any nature shall be erected or constructed upon, over, or under any part of the New Zealand Government Railways until the licensee has obtained the consent of the Minister of Railways thereto, as required by section 4 of the Government Railways Amendment Act, 1910 (No. 2).