

day of the same month, or any regulations hereafter made in amendment thereof or in substitution thereof (and hereinafter collectively referred to as "the regulations"), and which regulations shall be deemed to be incorporated herein—hereby authorize the Wellington City Council (hereinafter referred to as "the licensee"), to erect and maintain electric lines along the routes described in the Schedule hereto for the purpose of supplying power to a trackless electric car.

SCHEDULE.

ALL that route from the tramway trolley-wires at Thorndon tram-terminus to a pole on the north-western side of the street; thence down the said pole to a street pillar-box; thence up the said pole to the point marked X on the plan marked P.W.D. 59863, hereinafter referred to; and proceeding thence generally in a south-easterly direction to a point in Thorndon Esplanade opposite the Thorndon tram-shed.

Also all that route commencing at the point marked X aforesaid, and proceeding thence generally in a north-easterly direction along the Hutt Road to a point opposite the Old Porirua Road at Kaiwarra.

Also all that route (for the negative wire) from the trackless-trolley wires near the junction of Thorndon Quay and Thorndon Esplanade to a pole on the south-eastern side of Thorndon Quay; thence down the said pole and underground to the tram-rail near the Thorndon Tram-shed.

As the said routes are more particularly delineated on the plan marked P.W.D. 59863, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon shown by blue, red, and green lines.

2. The trolley-wires shall not be less than No. 2/0 S.W.G. hard-drawn solid copper wires, firmly attached to approved insulators, and erected on supports placed not more than 130 ft. apart.

Trolley-wire feeder-cables, if carried overhead, shall be covered with weatherproofed triple braiding: provided that, where circumstances permit, the Minister may approve of bare conductors being used; and provided that where electric feeder-cables intersect the Post and Telegraph Department's lead-covered cables, vulcanized indiarubber insulation of not less than 600 megohm grade shall be substituted for weatherproofed triple braiding.

Double insulation shall be provided between the positive and negative trolley-wires and between the positive trolley-wire and earth. Single insulation shall be provided between the negative trolley-wire and earth on all span wires and pull-offs.

The maximum difference of potential between the positive and negative trolley-wires, and between trolley-wire feeders and the ground shall not exceed 650 volts.

The best means available shall be adopted for preventing the occurrence of undue sparking at the rubbing or rolling contacts in any place.

3. The conductors shall be carried on substantial and durable supports, which shall be designed to have a factor of safety of four in the case of steel, iron, or ferro-concrete, and five in the case of wood, calculated upon the ultimate strength of the material, assuming the wind-pressure to be 30 lb. per square foot upon a plane surface and 18 lb. per square foot upon a diametral plane upon a cylindrical surface.

4. The trolley-wire shall not in any part thereof be at a less height than 18 ft. from the surface of the ground; provided, however, and notwithstanding anything in the regulations, when passing underneath the Main Trunk Railway bridge the trolley-wire may be at a less height than 18 ft., but not less than 15 ft., from the surface of the ground, and so that the distance between the underside of the bridge and the trolley-wire shall be not more than 8 in., as shown on plan marked P.W.D. 59937, deposited in the office of the Minister of Public Works at Wellington.

5. (1.) Where telegraph, telephone, or electric-fire-alarm wires (hereinafter referred to as "the first-mentioned wires") are carried along either overhead or underground on one side of the road to be used by the trackless electric car, the said electric lines, either overhead or underground of the trackless electric-car system shall be carried along on the other side thereof unless otherwise approved by the Minister of Telegraphs.

(2.) At all points where it is necessary for the said electric lines to be carried across the first-mentioned wires, they shall be carried across and under the same at right angles if possible, and the first-mentioned wires shall be carefully insulated at the expense of the licensee over a sufficient length to prevent any contact in the event of accident to either line, and proper guard-wires effectively earthed shall be provided where necessary, at the like expense, to prevent the first-mentioned wires, or any other overhead wires, from getting into contact with the said electric lines. Where the first-mentioned wires run

parallel to and higher than the said electric lines, and the poles supporting the pull-off or span wires are on the same side of the road as those supporting the first-mentioned wires, and wherever it is considered that by reason of accident or otherwise there is a danger of the first-mentioned wires falling across the said electric lines or their supports, guard-hooks and approved insulators, or other approved protective devices, shall be provided and erected by and at the expense of the licensee to the satisfaction of the Minister.

(3.) Where poles are erected on both sides of the road those on one side of the road must comply with the requirements of the Minister of Telegraphs in order to provide reasonable facilities for their joint use.

6. The design of all poles, posts, standards, brackets, and other attachments used in connection with the said electric lines shall be subject to the approval of the Minister, and they shall be constructed in accordance with such approved design, and erected in such manner, as is approved in writing by the Minister.

7. The licensee shall take all reasonable precautions in constructing, placing, and maintaining the said electric lines and other works of all descriptions, and also in working the undertaking so as not to injuriously affect by fusion or electrolytic action any gas or water pipes, sewers, drains, or conduits, or other pipes, structures, or substances or to injuriously interfere with the working of any telegraph, telephone, electric-lighting, or electric-fire-alarm lines or apparatus.

8. This license shall, unless sooner determined in accordance with the provisions hereinafter expressed, continue in force for a period of ten years from the date hereof. Upon expiry of the said term, or upon sooner determination of this license by revocation or otherwise, all rights hereby granted to the licensee shall cease and determine; but such expiration or determination shall not relieve the licensee of any liability theretofore incurred under this license.

9. The licensee shall rectify to the satisfaction of the Minister of Telegraphs or the Minister of Railways any interference or disturbance caused by the erection or operation of the licensee's system that affects the satisfactory working of the telegraph-lines which are the property of the Telegraph or Railway Departments and which were erected prior to the licensee's lines.

10. Notwithstanding anything contained in the regulations incorporated herein, no extensions or lines other than those along the routes hereinbefore described shall be deemed to be authorized by this license.

11. Should it be necessary at any time during the term of this license to repair, alter, or reconstruct the said Main Trunk Railway bridge the licensee shall at the request of the Minister of Railways disconnect the power under the said bridge from time to time and for such periods as may be deemed necessary by the Minister of Railways.

F. D. THOMSON,
Clerk of the Executive Council

Recreation Reserves in Marlborough Land District brought under Part II of the Public Reserves and Domains Act, 1908.

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 14th day of July, 1924.

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

BY virtue of the powers and authorities vested in me by the twenty-sixth section of the Public Reserves and Domains Act, 1908, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, by and with the advice and consent of the Executive Council of the said Dominion, do hereby order and declare that the reserve for recreation in the Marlborough Land District described in the Schedule hereto shall be and the same is hereby brought under the operation of and declared to be subject to the provisions of Part II of the said Act; and such reserve shall hereafter be known as the Lake Grassmere Domain, and be managed, administered, and dealt with as a public domain.

SCHEDULE.

MARLBOROUGH LAND DISTRICT.—LAKE GRASSMERE DOMAIN.
SECTION 30, Block XII, Clifford Bay Survey District: Area, 15 acres.

F. D. THOMSON,
Clerk of the Executive Council.