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similar arrangements should not be made in connection with the scheme in hand.

"The questions to come before the Board are these:—

1. Are the contracts entered into by the Electrification Committee for the supply of power to consumers to be taken over and ratified by the Board?

2. Is it the Board's intention to carry out a further canvass for consumers?

3. Is the Board going to carry out the work of wiring the buildings, installing and supplying the appliances, etc., as required by consumers?

4. Is the Board going to get into direct touch with manufacturers for the supply of its requirements?

5. If so, is this to be done by mail, cable, or personal representation on behalf of the Board.

6. Is a General Manager or Manager to be appointed?

7. If so, what steps are to be taken to get this done immediately?

8. What duties does the Board expect to devolve upon its Chairman?

Having considered the above statement the following resolutions were passed by the Board—

(1) Consumers' Contracts.—That the contracts entered into with consumers by the Southland Electrification Committee, Mr A. W. Rodger being the second party to the agreement and acting as trustee, shall be taken over and ratified by the Board as and when it is found practicable to do so.

(2) Consumers' Further Canvass.—That a further canvass for possible consumers be undertaken when the Board is in a position to give definite quotations for installing and equipping dwellings, etc., in anticipation of the power becoming available.

(3) Consumers' Installations.—That in order to further encourage consumers to wire their buildings in readiness to receive the power supply from Monowai, as per the resolution of the Board of 27th April, 1920, the Board will undertake to carry out the actual work of wiring and equipping the buildings in all cases where it is requested to do so by the consumers. Further, that the Board will undertake to provide at the cheapest possible rate, electrical appliances for the use of consumers within the district.

(3a) Consumers' Installations.—Security against advances by Board. That the Board's solicitors be requested, should they deem it practicable, to include in the suggested amendments to the Electric Power Boards' Act, a clause providing for the security of a Board against any advances that may be made to consumers within an Electric Power District in respect of wiring buildings, erection of private pole lines, and the supply of equipment, etc., by the Board.

(4) Appliances and Machinery.—Contracts therefore. That with the object of entering into contracts for the supply to the Board of the necessary machinery, plant, materials and appliances for the carrying out of the scheme, including the consumers' requirements; the Board get into direct touch with the manufacturers.

(5) Chairman's Visit Abroad.—That with a view to enabling the Board to get into direct touch with the manufacturers, the Chairman to proceed, at the earliest possible date, to England and such other countries as may be found expedient to carry out the Board's wishes in this direction.

Mr A. W. Rodger agreed to proceed abroad as desired by the Board, which will bear the actual out-of-pocket expenses involved. Mr W. Hinchey was appointed to act as chairman during the absence of Mr Rodger. (6) Chairman's Duties: That the duties devolving upon Mr A. W. Rodger as chairman, shall be equivalent to those of the Managing Director of a commercial company, it being the desire of the Board that Mr Rodger should be, and shall act as if he had been appointed Chairman and Managing Director had such appointment been possible under the Electric Power Boards Act. (7) Remuneration of Chairman: That in the event of sub-section 1 of section 20 of the Electric Power Boards Act being amended as drafted by the solicitors, it be a recommendation to the Minister of Public Works that the remuneration of the chairman shall be £1000 per annum.

—Finance.—

It has not been found possible to complete on satisfactory terms the tentative arrangements entered into by Sir Joseph Ward in London prior to the formation of the District and the election of the Board. Arrangements of a satisfactory nature have been made for temporary finance enabling the Board to proceed with the work without interruption or delay.

—Bluff Depot (Shipments).—

Large quantities of material and plant, including many thousands of poles, required by the Board, will be landed at Bluff and such poles will necessarily be dealt with there; that is to say, they

will require to be cut to the required lengths, slotted and bored, tarred at the butts and numbered prior to dispatch to the railway sidings whence they will be distributed by motor lorry to their allotted position on the road lines.

—Tenders.—

Tenders have been invited, to be in the hands of the Board by the 18th of January, 1921, for the supply of the generating plant, including the turbines, generators and switch gear, and for transformers.

A schedule accompanying the report shows that the amount of the contracts entered into to date is £143,832 17s 3d, and that the estimate had been £154,851 6s 8d.

—Local Authority Supply.—

The policy of the Board is to encourage existing local authorities within the Electric Power Board to increase existing electrical plant or instal temporary generating machinery with the object of encouraging consumers within their boundaries to link up immediately, so that when Monowai power becomes available the greatest possible demand will be forthcoming from each and all of these sources. With this object in view the Board may find it advisable to erect the lines between two or more towns in one of which generating plant already exists, and between the controlling authorities of which an agreement is entered into for the supply and demand of the power. The lines thus erected will serve the purpose of the local authorities pending the completion of the Monowai scheme but will be, in reality, part and parcel of the Board's scheme as a whole. It is also the desire of the Board to assist the local authorities to obtain their supplies for reticulation purposes in every way possible.

—The Board's Bankers and Solicitors.—

The appointment of the National Bank of New Zealand, Ltd., as the Board's bankers has been confirmed, and Messrs Macalister Bros. have been appointed solicitors to the Board.

—Public Offices.—

After much deliberation and after having inspected many proposals submitted to the Board for consideration, the property owned by the Palace Estate Company, comprising three-quarters of an acre in Dee street, upon which, amongst others, the building known as the Carrier's Arms Hotel stands, was purchased at a cost of £10,600. The needful alterations to the hotel buildings (all of which are on a quarter-acre section) are now being carried out, the estimated cost of the alterations being under £2000. When these alterations have been completed sufficient office, showroom, garage and storage accommodation of a convenient character will be available to serve the Board for the next few years by which time the scheme will be completed and the future requirements of the Board in these respects will be ascertained. The intention of the Board is then to erect new buildings to meet these requirements. These will be erected on the remaining half-acre section extending between Dee and Leven streets. The Board will then dispose of the buildings, including the quarter-acre section at present being renovated. Meanwhile the capital charges, rates, etc., less the rents receivable from the buildings on the half-acre section at present available for lease, leave the Board with but a reasonable rent for its own accommodation.

—Remuneration of the Board.—

Provision is made in the Electric Power Boards Act exactly similar to that contained in the Local Railways Act of 1914 (upon which the Electric Power Boards Act was based) whereby the members of the Board may be paid such remuneration for their services as may from time to time be fixed by regulation duly gazetted. Under this clause the Board decided to recommend to the Minister of Public Works that the members be paid £1 1s each member for each meeting, and this has met with the Minister's approval.

—Customs Duty.—

Representatives have been made to the Minister of Public Works that, in view of the fact that the Power Board, in constructing the generating works at Monowai, is actually carrying out duties that have devolved upon the Government in other parts of the Dominion, should be placed in exactly the same position as the Public Works Department in so far as the importation of machinery and other dutiable material is concerned, that is to say, that the Board's requirements should be allowed to come into the country duty free.

—Telephonic Communication with Headworks.—

Having regard to the urgent necessity for telephonic communication between the office in Invercargill and the different depots up to the headworks, namely, Tuatapere, Sunnyside, the sawmill, and Monowai, arrangements have been made with the Post and Telegraph Department

whereby a special service will be provided from Tuatapere on the existing poles of the Department so far as they are serviceable, with the provision that when the transmission line from Monowai to Waikiwi has been erected the material at present being used and provided by the Board will be transferred to the Board's transmission line.

REPORT BY ENGINEERS.

NOTES OF DESIGN AND CONSTRUCTION.

Messrs F. C. Hay and H. Vickerman, engineers to the Southland Power Board, have reported on design and construction as follows:—

The work to be done is the construction of an 8000-h.p. generating station (Monowai No. 2), erection of main transmission and sub-stations and the secondary transmission and feeder system—the latter assumed to entail 2000 miles of pole lines.

Every portion of the work has to be correctly designed in detail according to the following principles:—

- (1) Reliability.
- (2) Economy.
- (3) Future expansion.
- (4) Utilisation natural resources.
- (5) Speedy construction.
- (6) Government standard and inter-connection with national schemes.

1.—Reliability demands that any structures, works, or machines liable to break down must be so designed that the renewals can be effected without stopping the station, and the remaining plant, structures or works in operation must safely carry a big percentage of overload temporarily varying from 25 to 100 per cent. The question of steam standby and relay station to be considered under this head.

2.—Economy: Economy of yearly cost, which requires that the sum of fixed charges, maintenance, renewal, and operation expenses per year must be the least possible, is the true criterion of economy and governs design, except inasmuch as it is influenced by the following considerations: When a revenue-producing system is being built it is good business to give economy of first cost and speed of construction due weight in the design, so that the interest burden is not too heavy, and so that revenue can be got at earliest date.

3.—Future Expansion: Design must be tested as to whether it is the best fitted for future expansion and for full development of the power resources, and the fact borne in mind that works and machinery should be standardised, so that the full development is not a collection of different designs and ideas, but the expression of the best ideas in the simplest form.

4.—Utilisation Natural Resources: The design should use the labour and material on the spot if it is suitable, to get speedy construction and to have the money raised in the district spent there.

5.—Speed of Construction: There is a certain speed of construction which is the most economical, and this speed helps to fix the programme of works. The fastest rate of construction is found by taking what is obviously the biggest part of the work and seeing how quick it can be done economically; then test all other parts by it and organise to have them done to finish at the same time as the longest job. This is influenced by factors such as weather, labour, materials, plant, etc., and does not permit at the present time of exact calculation—but the principle is to keep down the interest on construction bill as much as possible. It is clear that if the job took four years to complete, it would be bad business to buy £100,000 of machinery in the first year to lie idle for three years, unless, of course, the market were rising.

6.—Government Standard and Inter-connection with National Scheme: It is essential that all details of design and construction are up to the Government's standard, and that the electrical system as a whole will fit in with any Government proposal for reticulation of the South Island.

It is clear that the successful design of the scheme is the work of the civil and electrical engineers working together in perfect harmony.

Construction.—The biggest job is the 2000 miles of pole line for the country reticulation, and the speed of construction of this work will be governed by the rate of delivery of poles. To get quick deliveries we are of the opinion that poles should be purchased in Australia at all possible depots there, and that the Power Board should charter or purchase sufficient tonnage to bring the poles to the Bluff at an average rate of 750 poles per week. Three 500-ton steamers of 9ft draft specially built for timber carriage and coastal work would be the most satisfactory craft. Such craft are now running on the Australian coast. Given the ships there is no doubt that the whole of the poles and cross-arms required for Southland would be delivered at the Bluff within two years.

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## Books to Read.

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"No. 7, Saville Square" (Mr Le Queux).

"Pink Gods and Blue Demons" (Cynthia Stockley).

"Penelope" (Elizabeth Kirkby).

"Desborough of the North-West Front."

"Days of Probation" (Louise Gerard).

(A nursery Novel).

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