

## Electricity

### NOTES.

Messrs. W. Woolf & Co. are the successful tenders for the Wanganui electric trams, the contract price being about £42,000. There will be six miles of single track laid down, over which five cars, to be built in Wellington, will be run. The contractors hope to commence operations about Christmas time, and have undertaken to finish the work within forty-three weeks. The firm of Messrs. Woolf & Co. includes Mr. William Woolf, senior partner, who is well known in New Zealand as a bridge builder; Mr. F. S. Greenshields, representing the Electrical Construction Co., of London; and Mr. P. R. Baillie who was sent out from London by Messrs. Macartney, McElroy & Co. to fill the position of chief assistant during the construction of the Wellington tramways.

There is no doubt that after Wanganui takes the lead, several other municipalities of the colony will adopt electrical traction within their boundaries. Napier, for instance, is about to go seriously into the question of both electric lighting and traction; Gisborne and Hastings for traction only; while in the Taranaki district it is proposed to run a light railway from Hawera out into the country for about seven miles.

The Devonport Borough Council, Auckland, will shortly call for tenders for an electric line from the wharf to Lake Takapuna. Such a line has been a long-felt want, and will, no doubt materially help to popularise the show centre of the northern city.

Highly satisfactory reports reach us from the office of the Karori Borough Council regarding the working of the Karori section of the Karori-Newtown tramways. From the 13th March to the 14th ultimo (five months) over 261,000 passengers were carried, averaging 1,813 per diem. The gross receipts for this period were £1,600, and the cost for the car mileage of 28,000 miles was £1,400. On Easter Monday 6,000 passengers were carried, this being a record, while the lowest number carried for any day was 944. An appreciable increase in the number of private residences has followed the introduction of electric traction into the borough, and once again the new tramway justifies its existence.

The laying down of borough trams will assuredly help to solve in the near future the question of light railways for rural districts. In America the ramifications of the inter-urban system have extended to a vast degree. The success of the system there seems to lie in the initial enterprise of the promoters, who not only devise a scheme for tapping populous districts, but extend the lines for thirty or forty miles as a mere speculation, in the hope that at an early date settlers will spring up at different points along the line and thereby create passenger and freight traffic. Very seldom, if ever, it must be remembered, is the enterprise fraught with unprofitable results.

For the last three months electricity has been making rapid strides in Dunedin; in fact, ever since the City Corporation's public supply from the Waipori falls has been available for the public, the effect on local

trade has been very marked. Many large factories have taken advantage of the cheap power, and several installations have been installed by A. & T. Burt, Ltd. Amongst some of the principal installations by this firm, and now working, are those for Mr. Jno. Webster, cabinet maker, a  $7\frac{1}{2}$  h.p. Crompton motor; Messrs. L. Morris & Co., clothing manufacturer,  $7\frac{1}{2}$  h.p. Crompton motor; Mr. Dunne, picture framer, 2 h.p. Crompton motor.

Messrs. Burt have orders for an electric goods lift for Messrs. Herbert Haynes & Co., an electric passenger lift for the N.Z. Insurance Co., and electric goods and passenger lifts for Auckland and Wellington. A particular feature of these lifts is that with the exception of the motors and controllers, the whole of the plant is manufactured in Messrs. Burt's Dunedin works.

Electric lighting is also making as rapid strides in Dunedin as electric power. Messrs. Burt have installed electric light in several shops and warehouses, private houses and public institutions, including the Dunedin Hospital and Messrs. Briscoe & Co's. new building; while small hydro-electric plants for sluicing claims and private houses have been successfully installed by the firm. In these cases Crompton's dynamos and instruments have been used; whilst the Pelton wheels, or turbines, have been locally manufactured.

The Westport-Stockton Coal Co. have awarded a contract for electric haulage plant at their mines to the Australian General Electric Co., whilst that for the Babcock and Wilcox boilers has gone to Messrs J. Chambers & Son, of Auckland. The General Electric Co. will supply the generators and locomotives, and the whole of the contract will, when finished, amount to between £35,000 and £40,000. The Westport-Stockton is the first coal mine in Australasia to use electric locomotives in this capacity, and it will be interesting to watch developments regarding the efficiency of the plant.

A deputation, consisting of the leading electrical engineers and contractors, waited on the Minister of Customs on the 15th ultimo with a view to having the new tariff modified, particularly as regards electrical material. The minister expressed a desire to meet the deputation in every possible way, and it was suggested that such lines as generators, motors, switchboards and lamps should remain at 10%; transformers, electric cables, and insulating material to be free; and all other material not otherwise enumerated to be 20%. It was apparently satisfactory to the deputation, and the Minister is to be congratulated on his endeavours to assist our electrical industries.

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