

this is hardly the proper thing, you promise us good weather and then take your mackintosh with you."

"What did you reply?" asked our representative.

"Oh," said the Captain, "I told him I took it merely to use as a cushion on the tram. A funny thing happened in one of the country districts, though, a short time ago. I was visiting the town and from force of habit, I suppose, wandered over to consult a barometer that hung in front of one of the stores. The instrument was falling, and while I was looking at it, along came a gaunt back-blocker, and giving it one glance turned to me with an injured air and said, 'D—d if that old weather-maker hasn't sent it down again.'"

"I suppose you didn't tell him who you were, Captain?"

"No, I sympathised with him."

The interviewer turned to go, but, on second thoughts, said, "You'll arrange for good weather for the races on Friday, Captain, won't you?"

"Well, I won't promise," was the reply, "but I'll do my best for you."

Local Industries



MR. ALFRED I. BARON.

The New Zealand Electrical Syndicate.

We publish above the picture of Mr Alfred Inigo Suckling-Baron, M.I.E.E, Managing Director of the New Zealand Electrical Syndicate. Mr Baron is comparatively a young man for the important position which he holds, but his natural bent for the profession of an electrician, and the excellent training he has received make him an officer, whom it would be difficult to replace in the old Country and next to impossible in the Colonies. Mr Baron comes originally from Somersetshire, and was sent to New Zealand in 1888 by the Gulcher Electric Company for the purpose of carrying out their contract to erect the Wellington Electric plant. It should be understood that the Gulcher Company is a manufacturing institution whose business is to prepare

plants and see that they are properly put up, while the New Zealand Electrical Syndicate is purely a supply company, and of the latter Mr Baron was made manager as soon as matters were so far advanced as to supply the city with electricity. There are two supply stations in Wellington, one in Panama street and the other and larger depot on the reclaimed land. The former station is used exclusively for public lighting, and the company has a contract with the Municipality extending over 21 years. The motive power at this station is supplied by water. There are three turbines of 40 horse power, two of which are always in use, and five large dynamos, three of which are used at once. At present there are over 600 lamps distributed over about 85 miles of streets, and these are kept lit from sunset until dawn. The lamps are of 20 candle power each, and in addition to those there is one large arc lamp at Martin's Fountain of 2000 candle power. At the larger depot on the reclaimed land a description of which is given below, and which is now used exclusively for private lighting, arrangements have been made to light the entire city by means of steam power if the corporation should at any time in the future see fit to do away with the water power. The buildings are situated on the reclaimed land on one of the Corporation reserves, and front on Harris street. They were designed by Messrs Clere and Richmond, architects, of this city, and the contractors were Messrs Carmichael and Sons; the buildings are of brick, one portion being two storeys high and the upper part of this is used as offices, the whole of the ground floor being occupied by the extensive machinery necessary for the requirements of lighting the city. The foundations for the great chimney stack are of the most substantial character, and to get a solid foundation it was necessary to construct a coffer dam to get in the concrete as a substructure. This is in one solid block of about 200 tons, and is brought up to the ground level, from whence the stack rises to a height of 102 feet. Upwards of 60,000 picked bricks were used in the construction of it, and its internal diameter is 4ft. 9in. on the bottom, gradually reducing to 4ft on top. In the boiler-room are four boilers constructed by Davey, Paxman, and Co., of mild steel, treble-riveted, the plates being $\frac{1}{2}$ in. thick. They are of the marine type, and are hydraulic riveted, the holes being bored and not punched. Each boiler is fitted with two circulating tubes with patent strengthening and expansion joints so as to offer the greatest possible resistance to collapse. All the rivets are out of the way of the fire, and are not subject to the scouring action of the flames. Each boiler is 12ft. 6in. long and 7ft. 6in. in diameter, and contains 72 8-in. tubes. There is a heating surface of 792 superficial feet to each, and they are provided with anti-priming pipes and injectors. They have been tested to a pressure of 282lbs. to the inch, and will be worked at 140lbs. A novel feature for saving fuel is one of Green's economisers, which consists of an arrangement of twelve rows of twelve pipes, each 4in. diameter. The object of these is to conserve the heat which would otherwise pass up the chimney. At a convenient part of the boiler-house is a bunker with a capacity of 60 tons of coal. The engines are five in number, four of them having cylinders of 12 $\frac{1}{2}$ in. and 20in. diameter, with 24in. stroke, with automatic expansion of the most modern type, the normal speed of 100 revolutions per minute not altering more than 1 per cent. between doing its maximum and minimum work. A condenser is attached to each, and the flywheel is 12ft. in diameter, grooved for nine 1 $\frac{1}{2}$ in. cotton ropes in lieu of belts, as the utmost steadiness is requisite to prevent flickering in the lamps. These four engines are capable of supplying motive power for an average of 10,000 eight-candle lights. Two boilers are capable of driving three of the engines, so there is an ample provision of surplus steam power. With a further view of economising the working expenses the water for cooling the condensers is drawn from the harbour in a 10-in. pipe connected with a centrifugal pump, being laid across Jervis Quay, and through the breastwork, at a depth of two