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of streets, a number of partially-constructed lines which can be brought into use from time to time with little trouble or expense.

‘ I propose to provide lines of these different descriptions as follows:—

	Completed Subscribers	Public Telephone Lines completed.	Junction Lines to branch switch- rooms completed	Junction Lines to Post Office.	Partially complet- ed Lines.
Brighton—(Including Hove, Preston, Kemp Town, &c.).....	1,890	72	16	10	538
Shoreham.....	30	2	—	—	18
Steyning.....	20	2	—	—	8
Hurstpierpoint.....	30	2	—	—	18
Rottingdean.....	30	2	—	—	18
Totals.....	2,000	80	16	10	600

‘ The junction lines to branch switch-rooms would consist of:—

	Junction Lines.
‘ Brighton to Rottingdean.....	4
‘ “ Shoreham.....	6
‘ “ Steyning.....	2
‘ “ Hurstpierpoint.....	4
Total.....	16

‘ Room would be provided on the poles for additions to these as future developments might require.

‘ I do not propose to have any sub-exchanges in Brighton or Hove, but to bring all the subscribers in Hove, Preston, Kemp Town, &c., direct to the central exchange, which I have assumed to be located in the neighbourhood of Church, Bond or King streets.

‘ The method of construction estimated for is underground in the chief streets with overhead distribution from fixed points, although in some cases it will probably be more convenient and economical to distribute underground.

‘ The conduits, which would consist of cast-iron socket and spigot 3 in. pipes jointed with lead, would be laid under the roadways when these are macadamized, and under the footpaths where wood pavement exists.

‘ The accompanying plan shows the proposed main underground routes. Advantage is taken of the approaching tramway construction to lay ducts along the tramway routes. In the estimate the cost of this is taken at the price of an independently laid conduit, except as regards restoration of surface, which is assumed to be covered by the tramway construction.

‘ The plan of distribution may be understood by regarding the main underground routes as backbones from which ribs or spurs will extend overhead to the right and left for the purpose of serving the districts on either side. Where the existing subscribers of the National Telephone Company lie thickest, and around the Hove town hall, I have provided for underground spurs from the main line.

‘ The overhead wires would not be much seen from the main streets, which would be but rarely crossed by them, as they would go away over the houses to the right and left. The plan I adopt would also render it unnecessary to cross the tramway trolley lines with overhead wires, and dangers arising from accidental contacts between telephone and tramway wires will thus be avoided.