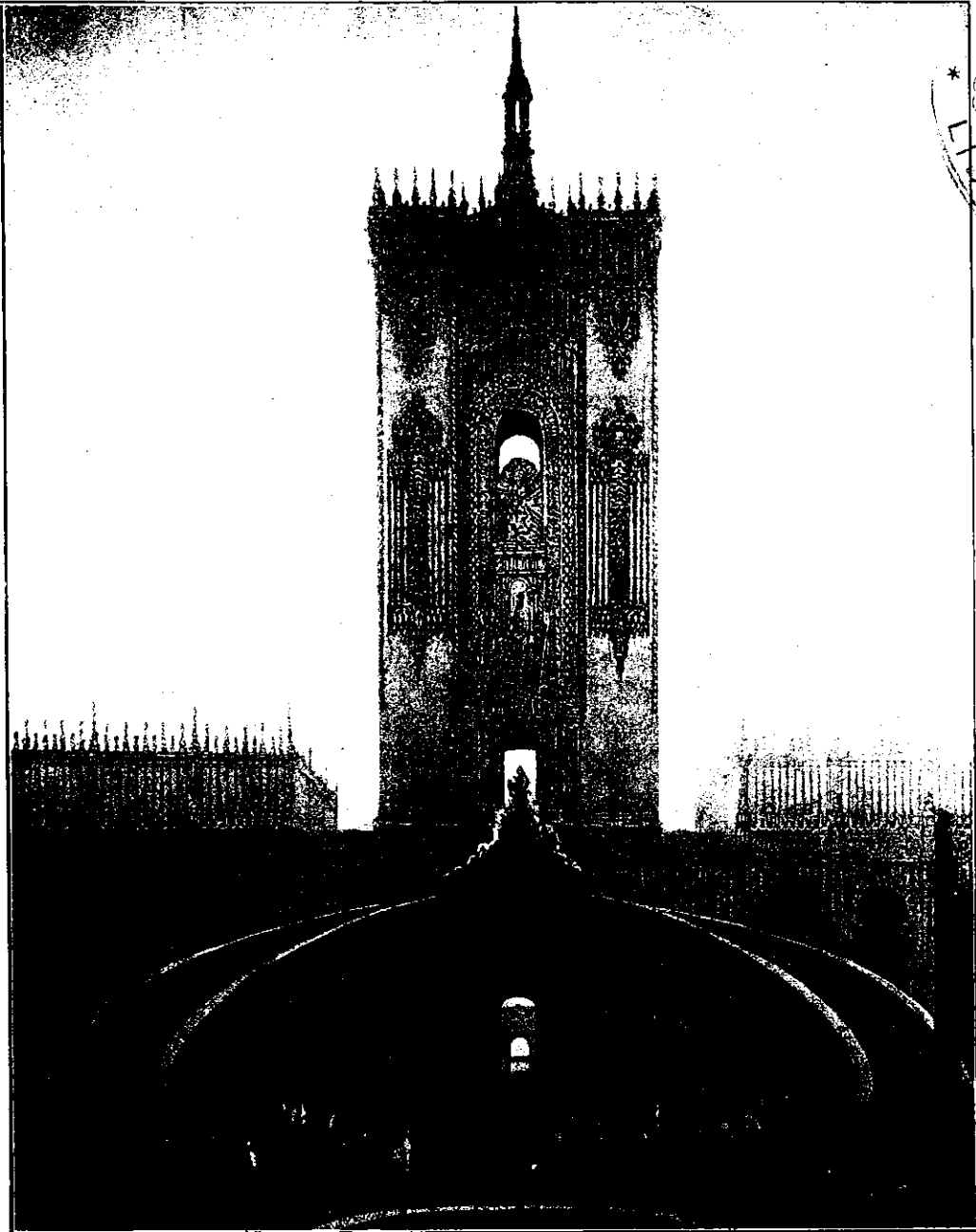


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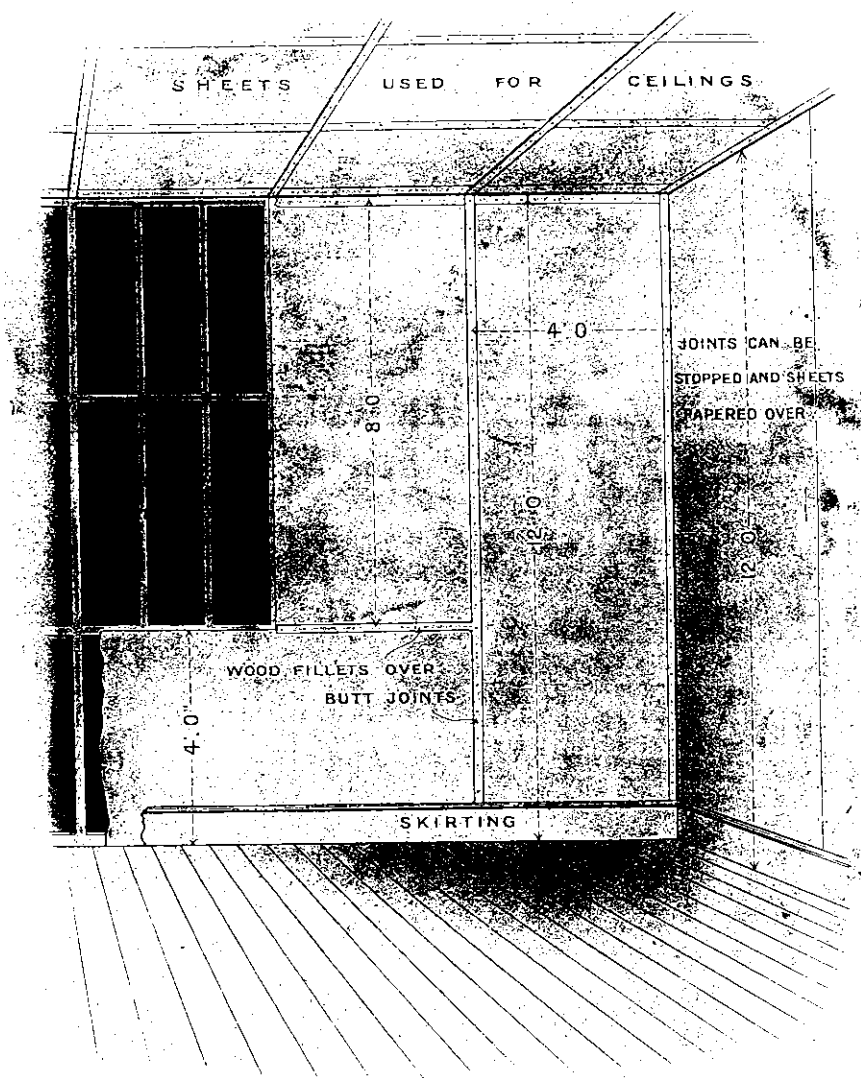
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To Our Advertisers—All copy for advertising matter must be in our hands by the 1st of the month preceding publication, otherwise no responsibility with regard to insertion will be undertaken.

The Editor will at all times be glad to receive Illustrated Articles on subjects of interest for consideration, provided the articles are short and to the point, and the facts authentic.

Should subscribers continue to receive copies of this journal after expiry of current year, it will be accepted as an intimation that they are desirous of subscribing for a further period of twelve months.

In case of change of address, or irregularity of this paper's delivery, subscribers should send immediate notice.

Publisher's Announcements

AUCKLAND BUILDING ISSUE.

Owing to shortage of time required for preparation of plans, etc., we have had to postpone the Special Auckland Building issue till August.

Our 24th Competition for Architectural Students

We offer a prize of £1 ls., and a second prize of 10s. 6d., to the student who writes the best story on

THE USE OF COLOUR IN ARCHITECTURE.

The essay to include: (a) the various manners of using colour by the ancients; (b) the different materials employed by them to obtain a variety of colour; (c) the ways of employing colour from Classic times to present day; (d) the effect of climate; (e) the different materials in use now; (f) the author's own views as to how, when, and where colour shall be employed.

The essay is limited to 2000 words, and the winning (and probably the second) prize essay will be published in "Progress."

Mr. Basil Hooper, A.R.I.B.A., of Dunedin, has kindly consented to adjudicate in this competition. Essays to be sent in by July 21, addressed "Essay Competition."

Our 25th Competition for Architectural Students

We offer a prize of £1 ls., and a second prize of 10s. 6d. to the student who writes the best essay on

GREEK ARCHITECTURE

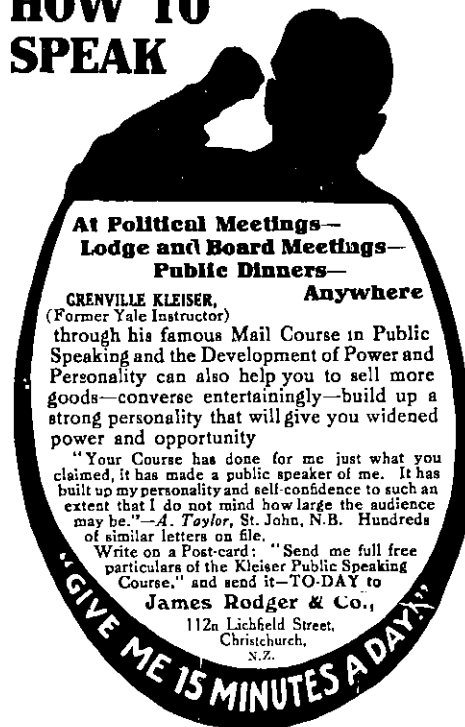
Undoubtedly the style most in vogue at present for public buildings is "Neo-Greek." Before students can design satisfactorily in this style, or indeed, even understand the elementary principles of suitable construction and ornament, it is necessary that they should have a thorough knowledge of the architecture of ancient Greece. It is, therefore, hoped that this competition will be of practical use and benefit to students.

CONDITIONS OF THE COMPETITION.

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2. It is to be illustrated by ten (10) small pen and ink sketches. All such sketches to be on one sheet of drawing paper not larger than demy size (20 inches by 15½ inches).

3. For subject matter, literary style, and sketching equal possible marks will be allotted.

Mr. Leslie D. Combs, A.R.I.B.A., of Dunedin, has kindly consented to adjudicate in this competition. Essays must be sent in to "Progress" office by August 21st, marked "Essay, Competition." Winning essay will be published.

Our 26th Competition for Architectural Students

FOR ADDITIONS AND ALTERATIONS.

We offer a prize of £1 ls., and a second prize of 10s. 6d. for the best two solutions of the following problem:—

Competitors are to suppose a client to have purchased a cottage in a town on a corner section, drawings of which appear on page 1165 of this issue. The purchaser has consulted an architect who advises him that the house is well built, is worthy of considerable expenditure of money for its size, and that it can be converted into an up-to-date bungalow.

Competitors must turn over in their minds what can be done to make the house a thing of beauty, and improve the planning arrangements to give two additional rooms. A large and comfortable living-room is required, which must be a good feature. Students may use their own judgment as to how additions can be effected.

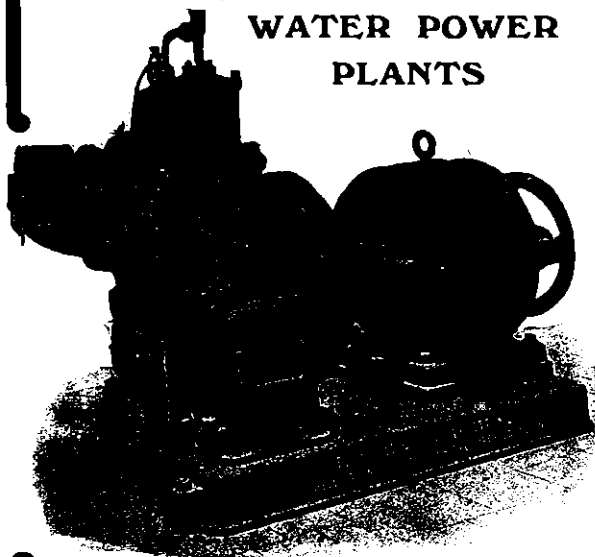
The roof is now covered with iron (in good enough condition to be left), but other roofing may be suggested by competitors if they think same can be used without causing the work to be too extravagant in price. Out-buildings to be enlarged to take a motor. Provide for drainage to connect with sewer in North Street.

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(Continued on p 1165)

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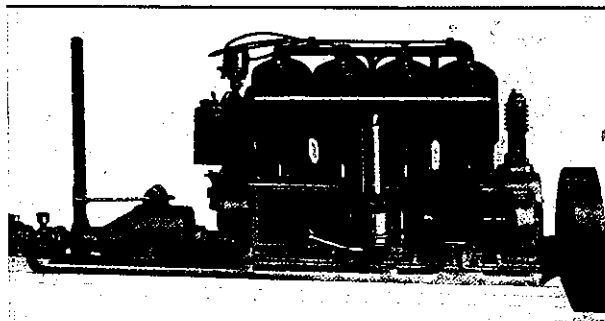
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WELLINGTON, AUCKLAND, CHRISTCHURCH, AND DUNEDIN, NEW ZEALAND, JULY, 1914

Contents for July

	Page
Directory for Supplies...	1134
Publisher's Announcements ...	1135
Editorial ...	1137
Panama-Pacific Exposition ...	1141
Sir John Tenniel ...	1147
Correspondence ...	1149
A Skyscraper ...	1149
Our 23rd Competition...	1150
Town Planning and Rating on Un- improved Values ...	1151
Buildings and Builders ...	1152
Australia's Federal Capital City— Canberra ...	1153
Reviews ...	1155
The Choice of Motor Accessories ...	1157
Improvements in Airships and Flying Machines ...	1158
New Architectural Student's Association ...	1164
Competitions ...	1164
Personal Notes...	1164
N.Z. Institute of Civil Engineers ...	1164
Building Notes...	1164

Editorial Comment

Just before the last mail left, Mr. Asquith promised a London deputation that the question of British representation at the Panama Exhibition would be before the Cabinet soon. One thinks at once of the progress made in the buildings, some of which are illustrated in this issue. There is no lack of descriptions of them. We note how the buildings are advanced, most of them completed, with noble architecture in a perfectly wonderful setting of landscape gardening. The best gardeners in the world have been got together, soil of every variety required has been brought to the spot, the water supply is perfect, for irrigation, for watering, and for the fountains to play, and it is announced confidently that there will be specimens of every flower that blooms in the world. What this last means may be judged from the statement of Sir Herbert Maxwell, who is one of the first rose growers in Europe, that the Exhibition will have the very finest rose garden the world has ever seen.

* * * * *

The city of Wellington loan proposals are very interesting. Amongst them we note a good provision for street formations. Now, building streets is one of the most important industries in the world. It has made great advances in older countries. Have we any guarantee that the streets we are going to devote these loan moneys to are to be the best obtainable for the money, and not only the best, but the cheapest? It is a maxim of engineers that the whole art of engineering is to carry out works to fulfil all requirements at the lowest cost. We have no desire herein to reflect on the City Engineer. For Mr. Morton we have the highest respect. He has done splendid work for the city. Look at the second Karori dam, the new dam at the head of the Wainui water supply, at the reticulations, the tramways, at everything, in a word, that bears his stamp. These are his titles which cannot be gainsaid. The Mayor seemed to gainsay them the other day in a discussion about a road-roller in which he ought not to have spoken at all. But he has explained that he meant no criticism. We may let it

ELECTRICITY!

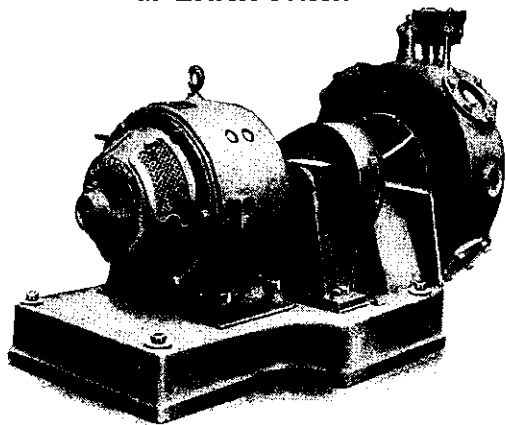
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go at that with a "Don't you do it again." Getting back to the roads, our purpose is to ventilate the subject, not to make reflections on valuable men doing good work in our midst.

The above statement about the prime object of all engineering we find in an interview which Mr. Mace, of Wellington, the well-known contractor, gave to a representative of the "Dominion" recently, after his return from a visit of some length to the Old Country. During this visit Mr. Mace studied roads very closely, and came back with a considerable amount of information which only an expert could have assimilated. His interview is therefore a fine paper on modern roading. It throws needed light on that subject. For example, in its multitude of anxieties on this subject the general public will learn that roads may be grouped into two kinds for work at certain grades, but that for roads of a grade of over one in fifty-five there is nothing practicable but macadam. Now, a great many of the grades here are above that, therefore for them macadam is the only possible wear. We know that it rapidly becomes "motley"; we see its dust with our eyes shut, and we slosh into its mud in spite of the best regulated aspirations for a clean dog life. In this respect, however, we must be just before we are critical. We must admit that there are some very good macadams in our steep grades that are free from the extremes of the above faults which afflict all macadams. But for all that it is possible to have better macadam than we have, possible to seal that material better against the wet, and bind it better against the dust. Of these improvements Mr. Mace in his paper affirms the need, sketching at the same time a remedy, "Make the road of hard macadam, exceedingly well rolled, and bound with its own chippings, with the least possible admixture of binding as ordinarily understood," and that, he says, will make a very satisfactory solution of the road problem. Mr. Mace says that a road so made is seldom seen. We think perhaps Mr. Morton might show him some roads of that standard. The matter is important, as Mr Mace points out that in first, second, and third-class streets where the grade exceeds 1 in 35, water-bound macadam must still be the method of construction.

Of the other methods he has seen, he discussed chiefly wood blocking and the bituminous roads, and he gave the palm for cheapness and durability to the bituminous. This is his experience after seeing and investigating the roads of some 30 first-class cities. The broad fact that wood blocking at 20s. the square yard lasts 18 years, while after 28 years the bituminous surface at 18s. has remained practically intact, together with the fact that the price of wood is going up, and that of bitumen is going down, and that other fact that hardwood will probably not be obtainable in a few years, these make a combined factor which should prove decisive.

But there is a form of bituminous road which Mr. Mace speaks of which he found in use in the Borough of Fulham in the London area, the only borough which has not had to raise its rates on account of the traffic effects on the roads and streets. The reason is that this method costs only half what the wood blocking does, and three-

quarters of the cost of rock bitumen. This 50 per cent. saving at no sacrifice of superior durability is secured by "a tar concrete foundation (tarred macadam) with a bitumen surface deposited whilst hot and rolled with a special roller," admitting, as it does, of "a reasonable crossfall (or crown) which wood blocks do not, it sheds the water more easily, and is flushed by every shower of rain," can be easily relaid after disturbance, and is of course far more sanitary. Mr. Mace saw a section of road in Fulham which had been in use for three years carrying 50 tons per foot of width per day, with its surface perfectly intact, "apparently as good as when it was first laid." Here is material for consideration, which we hope our Councils will consider.

Admitting the difficulty of the subject and its economic importance, Mr. Mace says, "Had this method been used a few years here, Wellington could have saved £50,000," which saving Mr. Morton, City Engineer, Wellington, says is impossible. Mr. Mace suggested the engagement of an expert from the centre of European road activities by the Government for the purpose of advising all local authorities. The road expert of the present day understands the cardinal principle of road building which regards the vehicles as being part of the road machine, just as much, for example, as the railway wheels are a part of the road, the other being the rails specially designed to carry them under great loads at high speed. The consequence is that the expert can advise every local body about its roads according to the traffic those roads have to accommodate. Here is such saving in sight that the local bodies whose main trouble is roads, roads, and always roads, should be glad to pay a very large salary by their fees. On the whole Mr. Mace's "interview" is a very welcome contribution to the study of a most important subject.

* * * * *

In the building trade another startling thing has been evolved in London, out of the big recent strikes. "A federation comprising eleven large trade unions has arranged to take over a £100,000 contract to build the Theosophical Society's headquarters in Tavistock Square." So runs a cable of June 2nd. This is more sensible than throwing away money on strike pay and howling for nationalisation of all things. As advice to do likewise was plentifully given to coal miners during their big strike, we may conclude that the world is moving. There is really a vast reserve of talent in the British people, which only wants education to open up all the opportunities and galvanise the nation into new life.

* * * * *

There were twenty-three designs sent in for the Dilworth Ulster Boys' Institute Competition for a boys' school at Papatoetoe, near Auckland. At a meeting of the trustees held on June 9th the matter was referred to the board's architect, Mr. E. Mahoney, for report at a subsequent meeting. We understand several designs were from Australia.

Just as we go to press we have received telegraphic advice that the winners of the Competition are Messrs. Park & Savage of Orehunga, while Mr. Geo. Goldsboro' of Auckland is placed second.

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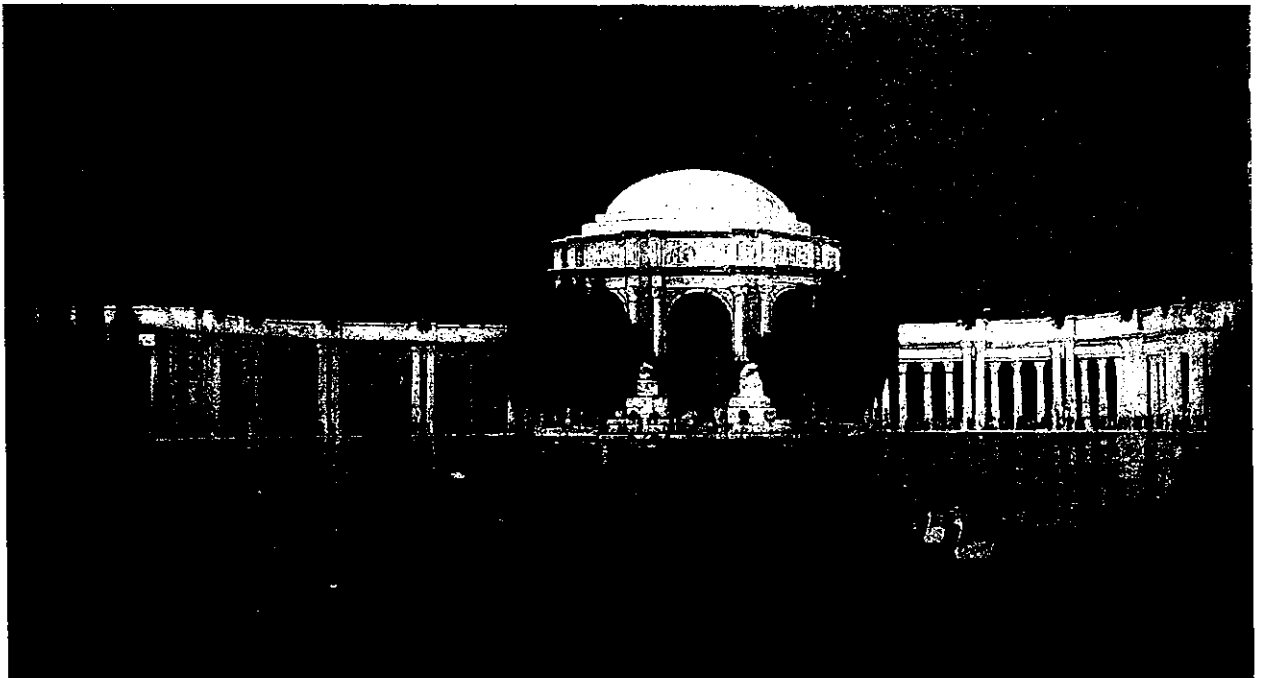
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THE Panama-Pacific International Exhibition

Some Architectural and Decorative Features

In the building of this Exposition, its organisers are attempting not only to provide a fitting method of commemorating the opening of the Panama Canal, but as well are endeavouring to foster progress towards better architectural standards. To this end some of the ablest men in the aesthetic professions have been brought together to

lines are designed by the engineers, the architect's function being to design the walls and courts. To better illustrate this it will be necessary to explain that the entire exterior wall of the main group has been put in the hands of one architect, while others have been selected to design the facades of courts. An entire court has been considered a decorative fea-



The Palace of Fine Arts at the great Panama-Pacific Exhibition to be held at San Francisco, commencing on February 20th, 1915, and closing Dec. 4th the same year

participate in the development of the comprehensive plan. Doubtless the immediate community, as well as distant communities to some extent, will feel its influence and be swayed in the future in favour of better things artistically.

The architecture of the Exposition will not follow one rigid and inflexible style. There will be various types, which will avoid all sameness and monotony. There will, however, be a satisfactory relation brought about between adjacent and attached structures. The main group lends itself particularly well to the architect's fancy. Unlike other Expositions, this Exposition has not commissioned the architect to prepare complete building plans. The buildings proper within the facade

ture in itself, and in all cases is the result of one designer's efforts, producing thereby a perfect unit. Where the work of one designer adjoins that of another, a transition has been accomplished by an intermediate architectural treatment.

All architectural features outside of the main group are, of course, cared for in the usual manner, and each individual building is completely designed by one architect. The principal structures under this scheme will be the Palace of Machinery, the Festival Hall and the Palaces of Horticulture and of Fine Arts and the California Building, the three former of which we illustrate.

A brief description of the various divisions of the main group and those outside of the main group will probably be of interest.

★

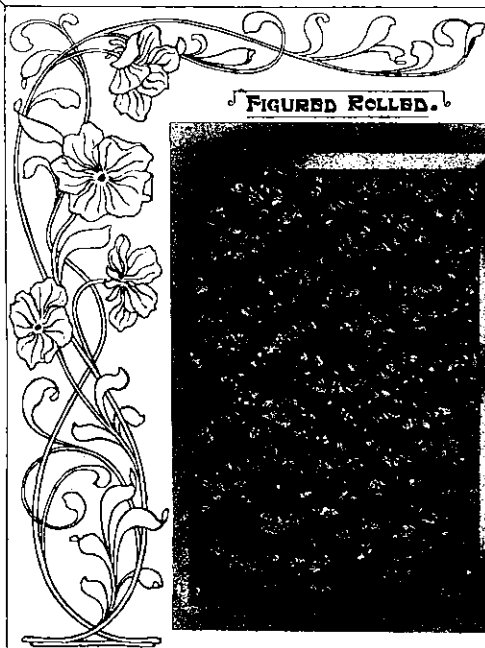
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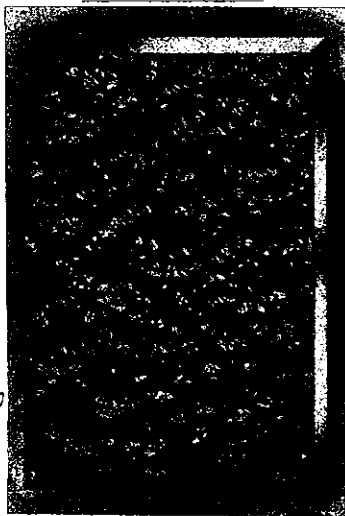
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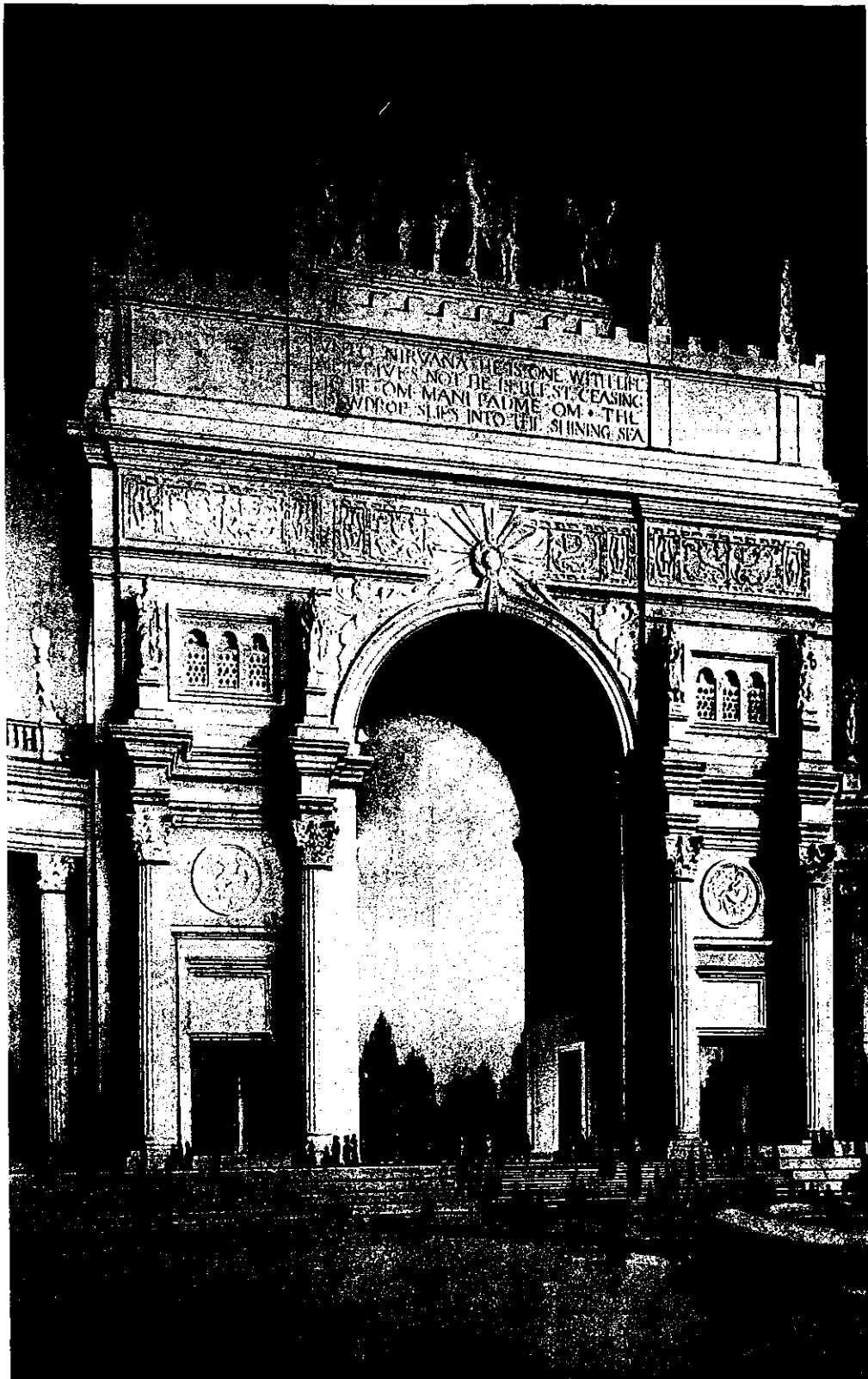
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Triumphal Arch—Court of the Sun and Stars at the Panama-Pacific Exhibition to be held in 1915.

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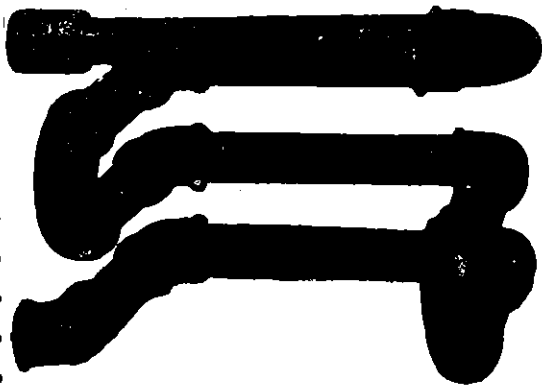
24 Strand Arcade, AUCKLAND.

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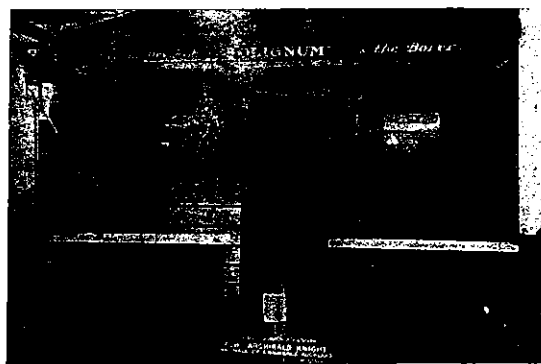
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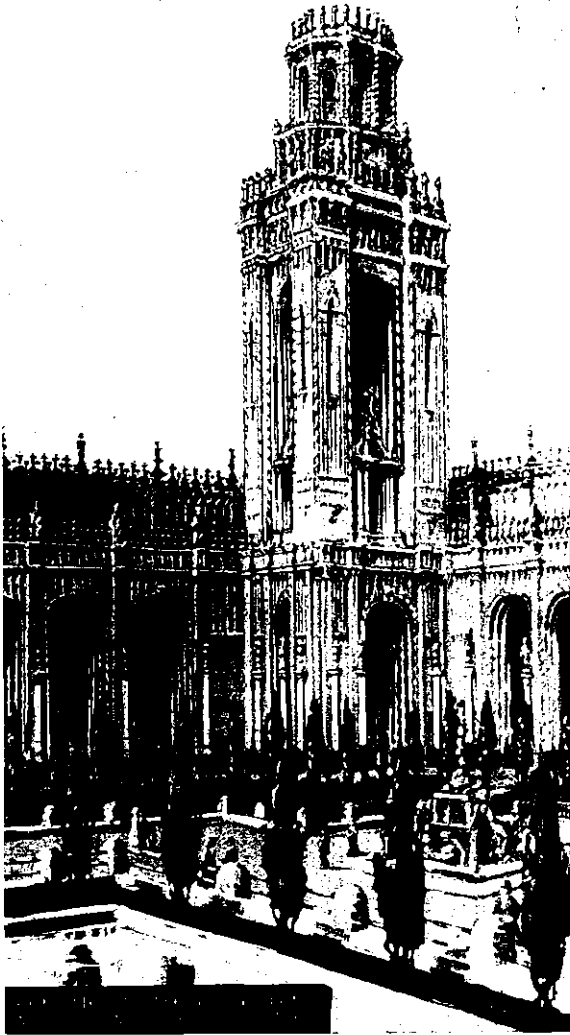
Agents for the South Island: BRISCOE & CO., LTD., Dunedin.

The Main Group comprises the following eight Exhibit Palaces:—Education and Social Economy, Food Products, Agriculture, Liberal Arts, Manufacture Transportation, Mines and Metallurgy and Varied Industries, and has as an integral part of its design the Main Tower and the Court of Honour, the Court of the Four Seasons, the Court of Abundance, the Court of Palms, and the Court of Flowers.

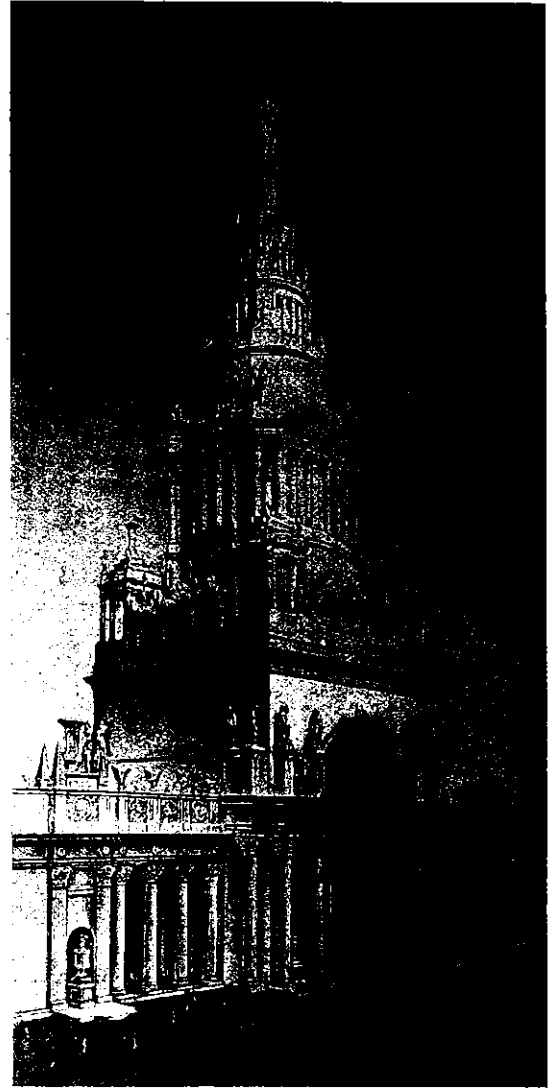
Gardens, and become virtually extensions thereof.

The Court of Honour, approximately 500 feet wide by 900 feet long, suggests in size and contour the great Plaza approaching the Church of St. Peter at Rome.

On the east and west axes of the curved colonnades are triumphal arches, 150 feet long to base of sculpture, being larger than the Arc de Triomphe at Paris. Above these arches masses of sculpture



Echo Tower—Court of Abundance



Main Tower of Jewels

The three interior courts with their extensions have been developed longitudinally north and south in such a manner as to produce a maximum diversity of effect and to afford the greatest sheltered areas. It may be seen also that this arrangement gives relief to sightseers on warm or windy days.

These courts are interconnected east and west, and open to the Esplanade on the north, while the two smaller, or South Courts (which are extensions of the East and West Courts), open on to the South

rise 40 feet higher.

The last arch, named the Arch of the Rising Sun, leads to the Court of Abundance, and is surmounted by a group of sculpture symbolising the Orient. The western arch, which forms the entrance to the Court of the Four Seasons, will be of equal size, and sculpture representing the Occident will surmount it. These great arches will exemplify the theme of the composition, the meeting of the east and the west in the Panama Canal.

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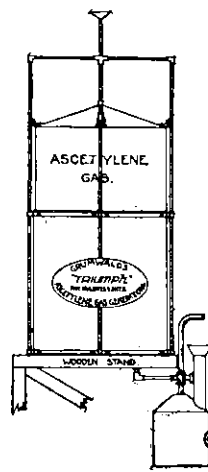
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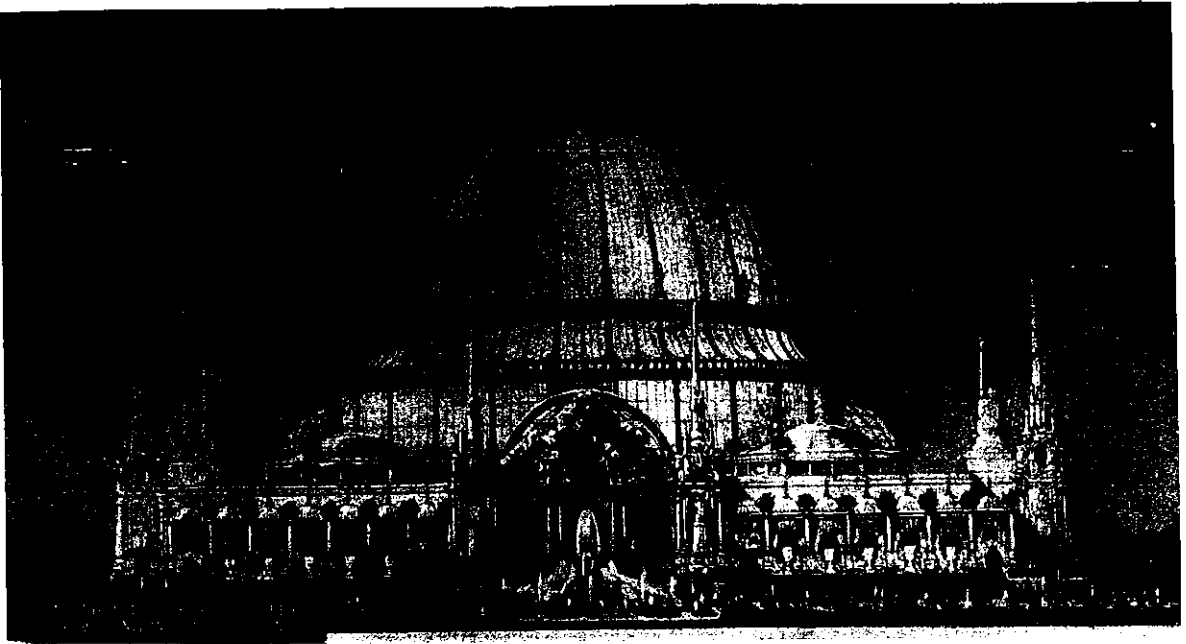
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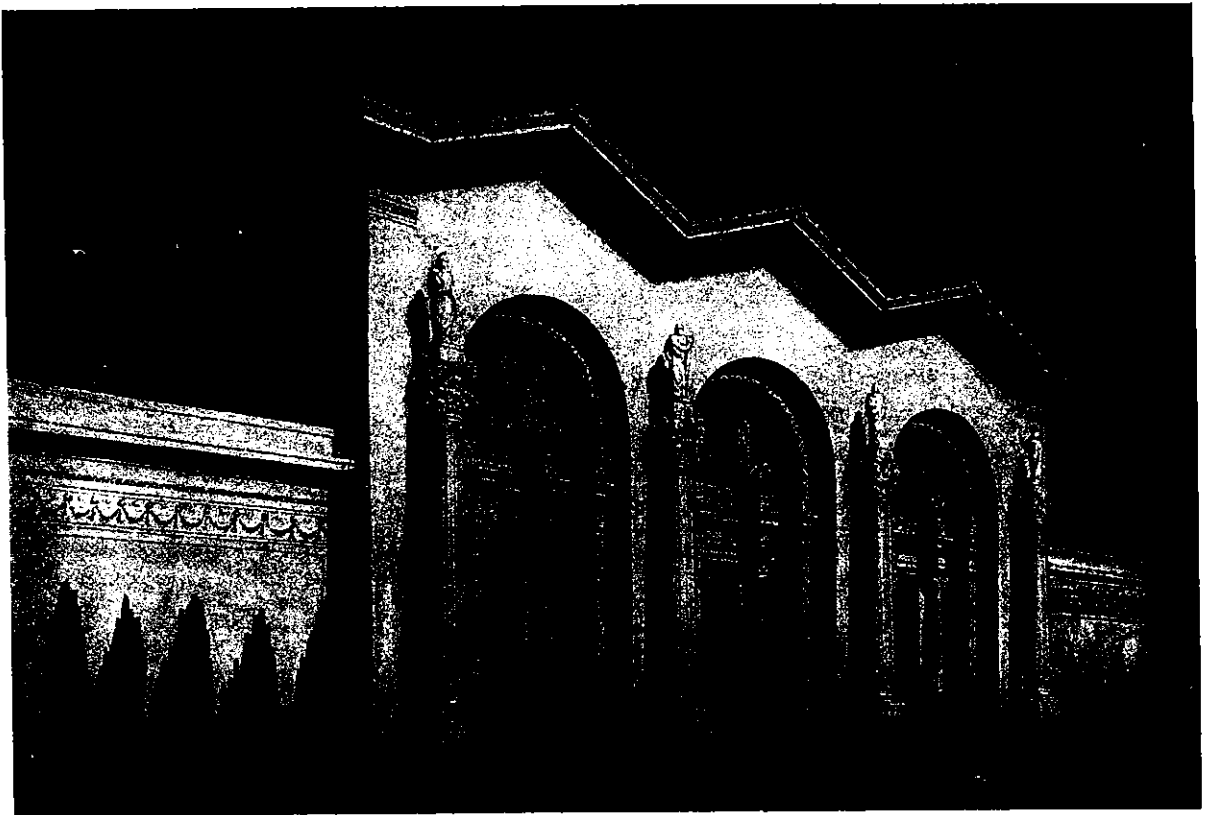
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Palace of Horticulture, Panama-Pacific Exhibition



Main Entrance Palace of Machinery, Panama-Pacific Exhibition to be held in 1915

Sir John Tenniel

The national bard of Scotland wrote:—

"Wad some power thi giftie gie us
To see ourselves as others see us."

And in these lines he exactly expressed the power that was possessed by the subject of our sketch. Sir John Tenniel was born on February 28th, 1820, and had reached the ripe old age of 93 years at the time of his lamented death. He was born when George IV. was the reigning sovereign and Disraeli and Gladstone were young men, and Dickens, Tennyson, Thackeray, Browning and Macaulay were alive, though their careers had not then commenced. He was for 50 years on the staff of "Punch," which he joined in 1850, and during the whole of that period he was only once absent from his post, and then only for a fortnight, which was spent on a visit to Venice. This was the only time in the whole of his life that he left the metropolis, a



Sir John Tenniel, Punch Artist Born 1820, Died 1914

favourite reply of his to the question why he did not travel being "London is good enough for me." He started life as an artist and exhibited in the Royal Academy the first of his pictures "The Fortunes of Nigel" being accepted in 1837. His first cartoon, "Lord Jack the Giant Killer," appeared in "Punch" on February 1st, 1851, and his last, "Time's Appeal," on January 2nd, 1901. Between these two dates innumerable pictures appeared from his pen and nearly all of them may be said to be immortal, for, on looking at them one realises that they are not only great works of art but amount to what one might call chrystalised history. They bring before the mind's eye in the most vivid manner possible the history and the feelings and emotions of the nation, besides being everlasting representations of the dress, manners and customs of the period. We only have to look at the famous cartoon "Dropping the Pilot," depicting as everyone knows the dismissal in 1890 of Prince Bismark by the German Emperor, to realise that Sir John Tenniel was not only a great artist

but also a great historian. Sir John Tenniel was a very great cartoonist and will be extremely difficult to replace. Some people have the idea that he was a caricaturist, but this is not so. A caricature deals with a person, a cartoon concerns itself about events, the persons who take part in such events being merely subsidiary. A cartoon is much more lasting than a mere printed page. It appeals to the human mind with greater and more lasting effect. A book is read, thrown aside and forgotten. Not so a picture, which is lasting, and its appeal is always fresh. A person who desired to know the history of English politics for the past



Dropping the Pilot—Punch

50 years would learn more, and in much shorter time, from a careful study of Sir John's cartoons than ever he would from the perusal of the dry facts of printed history. Sir John Tenniel's work amounts to the best text-book of the history of the Victorian era existent, and it is for this reason that it will live. In addition to his illustrations for "Punch" he will also be remembered with gratitude for his pictures in "Alice of Wonderland," and in "Through the Looking Glass," and in "Lallah Rookh," "Aesop's Fables," and "Ingoldsby Legends." Sir John's father was a teacher of fencing and in appearance the son was more of a soldier than an artist. He was of a very retiring disposition and seldom appeared in public.

His married life lasted but two years and he and the world are indebted to a single sister, who so devotedly looked after him that he was relieved of all domestic anxieties and care. It is stated that Sir John was of such a sensitive nature with respect to his work that he could never open "Punch," which was sent to him with his printed cartoon, this having to be done by his sister and passed on to him. As a man his character has been described as a combination of strength and reticence, and Mr. Balfour described him at the dinner given to him on the occasion of his knighthood by Mr. Gladstone in 1893 as "not only a great artist but a great gentleman." The world is poorer by his death.

Correspondence

The Family Protection Act, 1908

To the Editor.

Sir,—I think this one of the best Acts passed by the Liberal Government, though I believe the credit of the Act belongs to a Dunedin gentleman.

I think more use should be made of this Act; it injures no one, and if affliction or adverse circumstances come to the head of the house their home is secure.

I write to point out a few words that are wrong. You say "the settler cannot in any way alienate the land except by will." If this were so it would be hardship where one wished to remove to another district. By consent of Court the home can be sold and proceeds reinvested.—I am, etc.,

JOHN HAY.

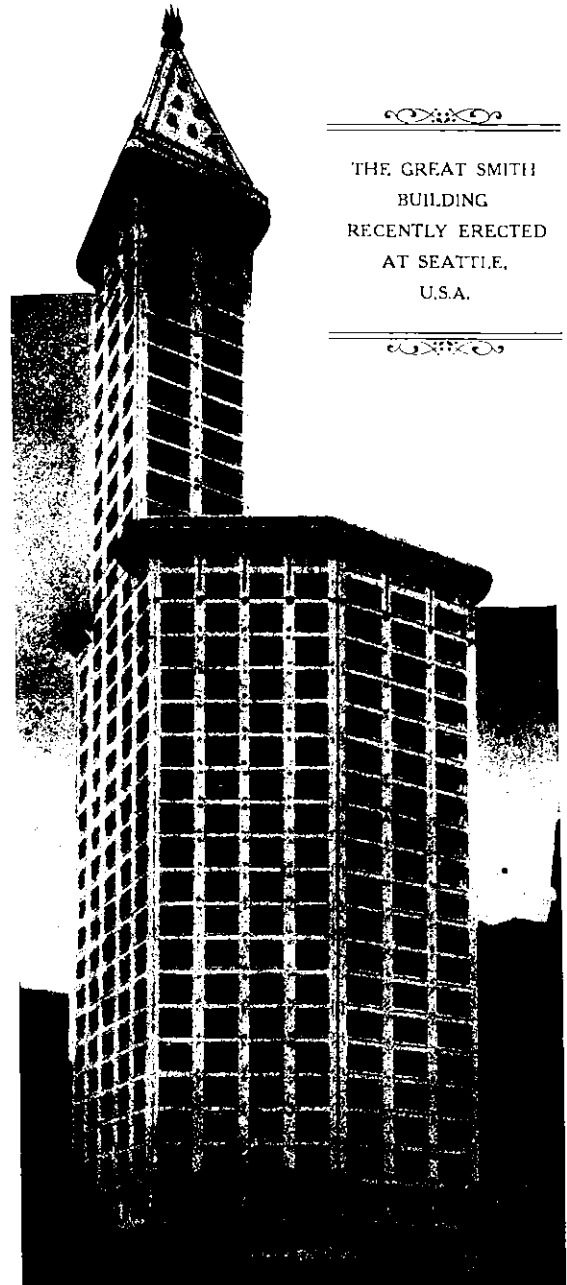
Blenheim.

[Our correspondent is doubtless right in his contention, though section 17 subsection (c) of the Act bears out our statement. We missed section 31 of the Act referred to, which incorporates mutatis mutandis the provisions of "The Settled Land Act, 1908," to which no doubt our correspondent refers. Whether section 13 subsection (1) of the latter Act would, however, apply to such a case as he mentions we are not prepared to say. This article was cut down to comply with the printer's demand as to space, but we intend in future issues to devote some portion of our paper to the discussion of this and similar legislation materially affecting the well-being of the people.—Ed.]

A Sky-Scraper

The illustration shown on this page of the L. C. Smith building is remarkable in more ways than one. It has the reputation of being the tallest building west of the Mississippi, and has just been completed at Seattle, Washington. Its tower, which rises to a height of 450ft. above street level, is so conspicuous that it is already being used as a beacon by mariners in making their way to Puget Sound, and it is planned to have it illuminated at all hours of the night to make it available for this use night and day. The building covers a lot that is 108ft. by 120ft. The main structure is 21 stories high, and to this the tower adds 12 stories. In addition to this there are two stories below street level. The

height to the lantern at the top of the tower is equivalent to 42 stories. The foundation rests on 1276 concrete piles driven to a depth of 50ft. below



THE GREAT SMITH
BUILDING
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AT SEATTLE,
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the surface. In building the foundation 4000 barrels of cement and more than 1000 tons of steel were used. On the foundation piles a total weight of 76,560 gross tons will be carried, the steel for the superstructure alone weighing 4732 gross tons.

The first two stories of the building are faced with white Washington granite, while white terracotta is used for all the stories above these. This makes the building conspicuous not alone for its size but for its colour as well. During the construction not one man was killed or seriously injured. The total cost of the building was about £300,000.

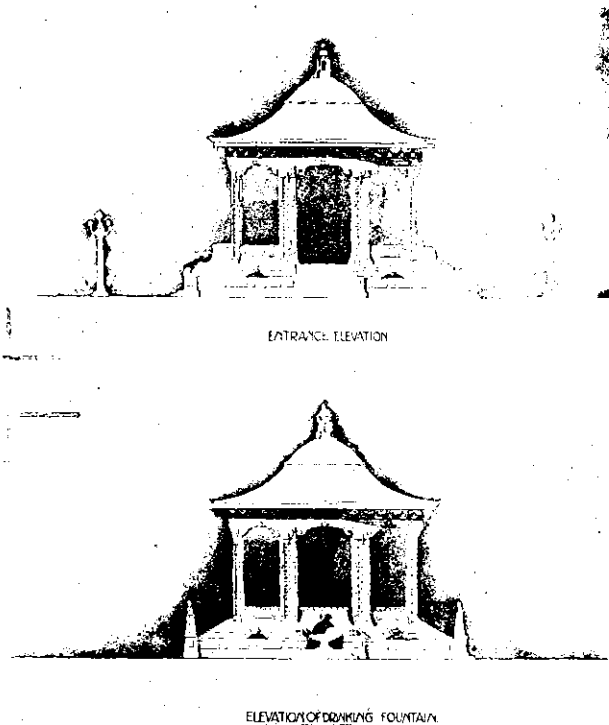
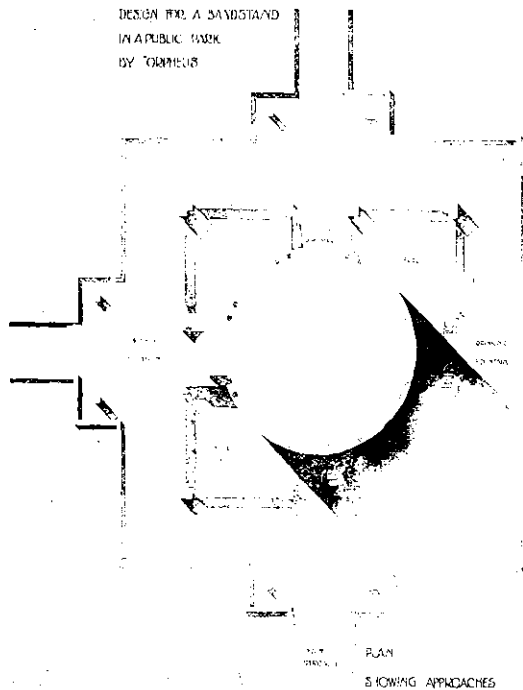
Our 22nd Prize Competition

FOR A BAND ROTUNDA

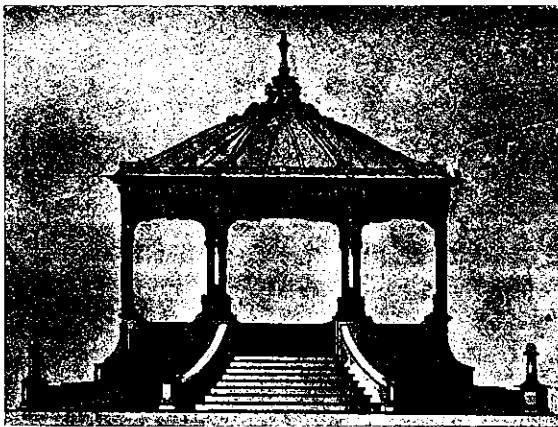
Won by Ed. Petit (Orpheus) Auckland

Five designs were sent in for this competition, viz.:—"Orpheus," by E. Le Petit, with Mr. A.

by A. Morgan, with Messrs. Wilson and Moodie, architects, Auckland; and "Pan," by L. D. Bestall, with Messrs. Hurst, Seager, and McLeod, architects, Christchurch. As will be seen by the judge's report below, he is very pleased with the designs as a whole, and offers a special prize of 10s. 6d. for the design placed second ("Talbot," by G. G.

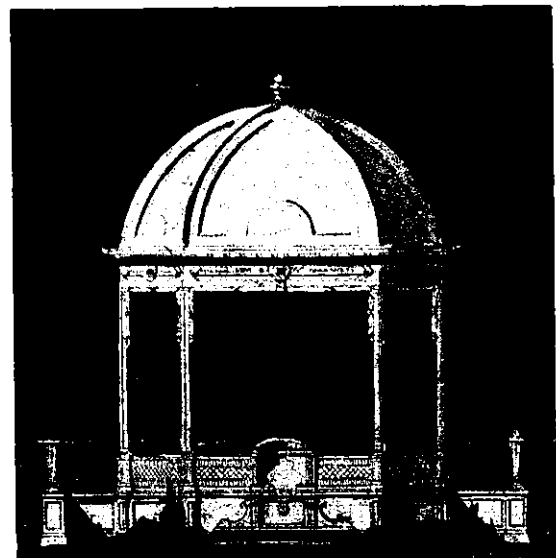


Winning design in our 22nd Competition—"Orpheus" by E. Petit with Mr. A. Wiseman, Architect, Auckland



Talbot's" design. Special prize presented by the judge to this competitor, G. G. Hunt with Messrs. Wade and Wade, Architects, Auckland

Wiseman, architect, Auckland; "Talbot," by G. G. Hunt, with Messrs. Wade and Wade, architects, Auckland; "Harmony," by H. L. Massey, with Mr. A. Wiseman, architect, Auckland; "Scarab,"



Design "Scarab," by A. Morgan, with Messrs. Wilson & Moodie, Architects, Auckland

Hunt, with Messrs. Wade and Wade, architects, Auckland). Mr. Cecil Trevithick, A.R.I.B.A., Auckland, kindly acted as judge for this competition. His report runs as follows:—

"I have received five sets of drawings for my "Band Rotunda" competition, and am exceedingly pleased at the standard of the work submitted, and the originality displayed by some of the competitors. After carefully considering all the points which I mention in my conditions, viz., general design, construction and draughtsmanship, I have placed the designs in the following order:—Orpheus, Talbot, Scarab, Harmony, Pan. I must congratulate "Orpheus" on his design; it is very pleasing in every way, though in my opinion it would have been greatly improved if he had lowered his roof to a much flatter curve more after the style of the design placed second. The general contour of the elevation is good, sitting solidly on its base, and at the same time leading nicely up to its dome. His details show originality. The design of "Talbot" placed second is rather pleasing in general shape of elevation, but his plan is weak. The alternate sloping banks and seats round the base would not look well. His detail of ornamentation on his supports and dome is very good. The pillars especially being a good piece of pencil work for which I myself will give an extra prize of 10s. 6d.

"Scarab" I have placed third chiefly on account of his sheet of details which is good. His elevation is unhappy and lacks that feeling of unity which is possessed by both first and second, mainly on account of the apparent weakness of his supports for the mass of his dome. His balustrade and frieze are good features.

In "Harmony" we have a design which is "true" according to all the recognised authorities on the orders and their proportions, but it is heavy and lacks "life." His construction in many parts is much too heavy. The design of "Pan" is not up to the standard of the others, which the author cannot help but admit when he studies the designs of his fellow competitors.

Town Planning and Rating on Unimproved Values

We have noticed from the daily press that complaints are being made to the present means adopted by local authorities for raising necessary revenue by rating on unimproved value. These complaints show how the movement in favour of town-planning, which we have so consistently advocated, is spreading, and we are glad to see it. The supporters of the rating of land on its improved value had a great deal to support their arguments when such a tax was first proposed but, unfortunately, they were not then aware, and probably could not have been aware, of this great oncoming movement in town-planning, or they would have provided for it by giving a different definition of unimproved land. The remedy, of course, is quite simple and in the hands of the town-planners. It is only necessary to introduce a clause into the

Town-planning Bill, which will, of course, be brought down by the Government, or introduced by the town-planners this session, providing that gardens, open spaces, etc., shall be exempted from the definition of unimproved land. No one will dispute that the general idea of compelling the man who will not make use of his land for the general weal of the country, and who sits calmly and indolently by and reaps the benefit of other people's industry, who have enormously increased the value of his land by their efforts, should be taxed, and heavily too, with respect thereto. This is perfectly right and just. It must, however, be also clear to all lovers of a clean and healthy town, and to all right-minded citizens, that open spaces, gardens, etc., are an absolute necessity, and that the citizen who encourages and strives to create such places is a public benefactor, and, instead of being taxed for doing this work, should rather be rewarded. He is in a very different position to the person who buys land for speculative purposes, waits till it has reached a greater value than he paid for it, and then sells, reaping what has been designated the "unearned increment," i.e., the benefit of other people's work to which he has contributed not a jot. This man of course deserves to be taxed to the very fullest extent. No doubt town-planners will be met with the objection that if rating on unimproved values is to be abolished, the local bodies will derive so much less revenue. This objection is very simply answered. It is not necessary to abolish the tax but merely to alter the definition of unimproved land so that it should not include as it does now, necessary and desirable open spaces, gardens, etc. The extent of these spaces to be exempted from the operation of the Rating Act can be defined, and the loss of revenue would be very small. If there is one particular kind of person that the town-planners abhor above any other it is the land speculator who, for purely selfish purposes and with a complete and utter disregard for the general weal, enriches himself at the expense of the people. This man must be exterminated, and this can be done by increasing the tax on unimproved values, in the right sense of the word "unimproved," to such an extent that it will no longer "pay" to rob the public, and we use the word "rob" advisedly. If the public thoroughly understand the meaning of the word "improvement," as we are sure they will, and if they will only realise how the land speculator and jerry builder have them by the throat and filch their hard-earned money and labour from them, they will not hesitate to adopt town-planning and approve, with no uncertain voice, not only a Town-planning Act, but an amendment of the Rating Act in the direction we have indicated.

Architect A. R. Dawson, Invercargill, writes:—"Please let me have a dozen extra copies of April "Progress," which, to my mind, reflects great credit on your journal.

Messrs. Briscoe and Co., Ltd., of Dunedin, write:—"We desire to express our appreciation of our advertisement which we think turned out splendidly.

Mr. Benton, of Hogg and Co., is delighted with the issue, didn't think it could be done here.

Buildings and Builders

Professional Architecture, or a Commercialised Business?

By "ARCHITECTUS"

In a publication such as the April "Progress," presenting to the reader as it does practically every individual style of architecture practised or adopted by the leading architects in Otago and Southland, no comment is needed on the versatility of those who have contributed to that issue. Among the work shown will be found illustrations of every type of building, from the dignified commercial structure down to the small suburban home, and a point worthy of note is that many architects seem to be equally at home in either class of work, be it commercial or domestic.

In the course of conversation with many architects, it has nearly always transpired that each has a particular leaning towards some definite class of work, that, given a free hand and opportunity, he would confine himself to entirely. To one it may be church work, and to another domestic, and although as a rule an architect cannot afford to discriminate in the type of work he is obliged to handle, there is no question but that the best individual work has been turned out when the architect engaged has been working along the lines of his inclination.

To say that the architecture of a city is more or less indicative of the temperament of the people is perhaps a statement of fact that is fully realised by most, but it is interesting as well as instructive to note the gradual evolution that has taken place even in the most conservative parts of the Dominion.

The original settlers in the southern end of the South Island were, of course, mostly Scotch, and among those few remaining buildings that were built when the province was first settled may be seen ample evidence of the characteristics of the Scotch builders, in the severe, practical, and durable types selected. Unfortunately these old buildings are rapidly becoming memories only, for the demand for maximum room and convenience on a given space have entailed either the complete demolition of the structures, or else they are so added to that they are no longer recognisable as early specimens of architecture.

It is a mute tribute to the thoroughness of the original work that in some instances, where increased accommodation was needed, the old building has been allowed to stand, and the new one built over and around it. As time progressed the population of the district naturally became less and less purely Scotch, and this period of transition is clearly reflected in the architectural styles, more particularly in the residential portions of the cities, until to-day practically the same styles of architecture are in vogue from Auckland to the Bluff.

The residential type of house that has undoubtedly caught the popular fancy at present is the mis-called bungalow—mis-called because it has practically nothing in common with a real bungalow.

A bungalow is a one-storied house, with a verandah running all round it, and with every room opening directly on to the verandah—at least that is the genuine bungalow as seen in the land of its origin. The only points our modern so-called bungalow has in common with the Indian example are that it is one-storied, and the eaves usually project more or less beyond the wall line.

Unquestionably, Otago and Southland are favoured in the matter of natural building material, for hardly a town of any size is beyond easy reach of quarries turning out first-class building stone, while deposits of clay suitable for brick-making are scattered all over the two provinces, and in the north of Otago are situated the well-known deposits of Oamaru limestone that have gained a reputation for durability and ease of working.

The standard building timber in the South is, of course, the red pine or rimu, and the timber millers claim that rimu grown under southern climatic conditions possess a toughness and closeness of grain unknown in northern timber. They also state that the temperature of a district has a distinct effect on the markings or figuring of the timber, and whether this statement is exactly accurate or not, some of the figuring seen in the southern rimu is particularly beautiful.

The "speculative builder," that bete noir of the architect, has not as yet, at this end of the Dominion, made such rapid progress as he has in the north. Still he is here, and in ever increasing numbers.

Possibly the reason that he has not made greater headway is traceable again to the conservativeness of the people, but the fact that he is here at all and is apparently making an excellent living from his joint avocation of architect and builder, would tend to show that there is a demand for the class of work that he turns out, that has not hitherto been altogether covered by the usual method of employing an architect, and through him the services of a contractor.

The "architect-builder" is again a man who is making himself more or less felt among the architects, and as a matter of fact some of the largest commercial buildings in the Dominion have been designed and built by this class of semi-professional firm. The usual method adopted, when work is erected through a firm of builder-architects, is to have the work carried out at actual cost, plus a fixed percentage on all labour and material employed, such percentage going to the firm as remuneration.

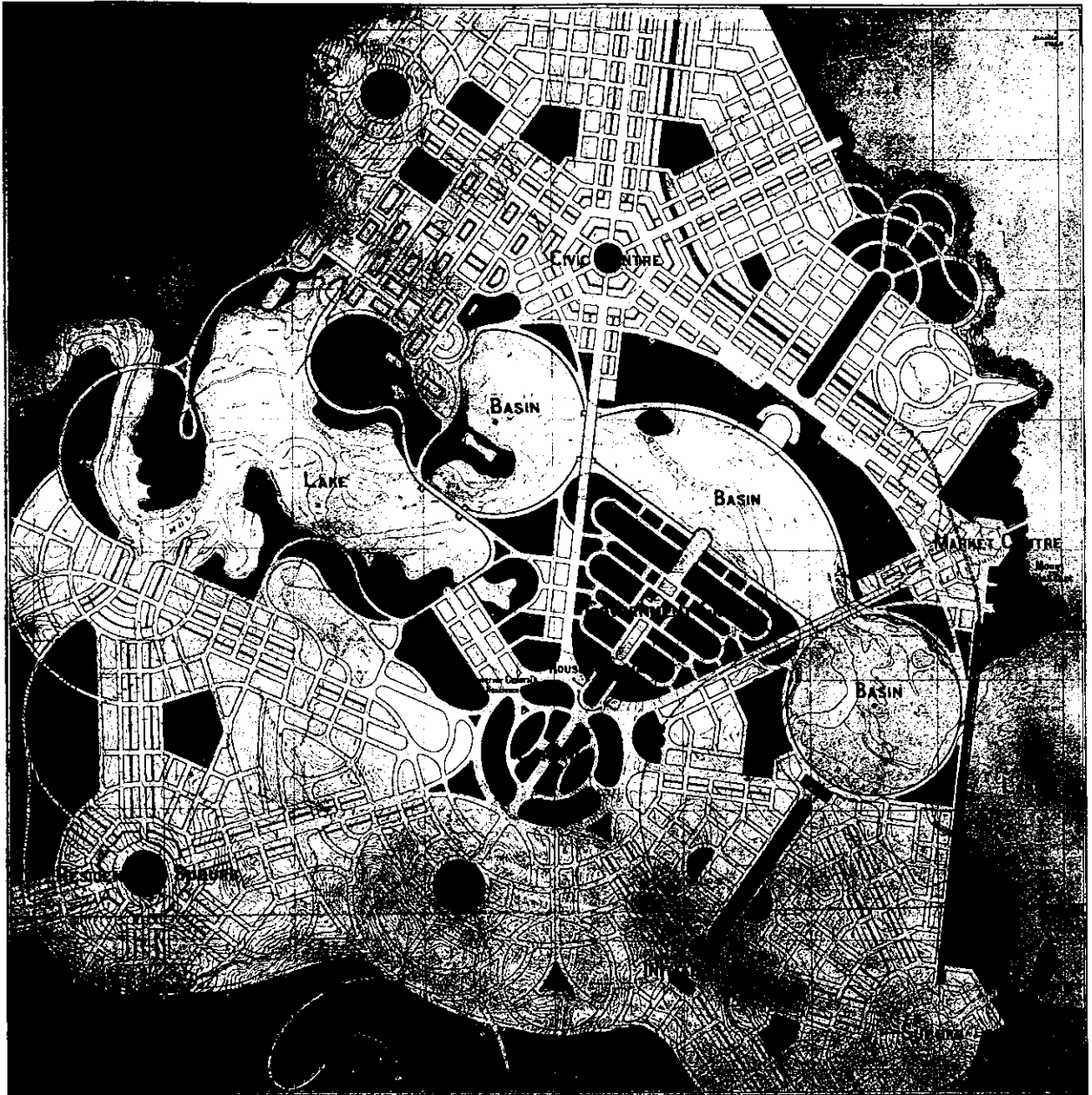
As the matter of erection of, say, a block of commercial buildings is purely a business one, and it may be taken for granted that the ultimate placing of the order for building is the outcome of careful thought by business men, along the lines of "value for money," and seeing that the architect-builder is getting an ever-growing proportion of the work offering, one is inclined to wonder whether the architectural profession, as a profession, will in the future be able to preserve its one-time dignity, or whether it must of necessity become sufficiently commercialised to enter into direct competition with the new school on its own ground.

Australia's Federal Capital City

FINALLY APPROVED PLAN

Through the courtesy of the Minister for Home Affairs of New South Wales we are able to present

Griffin, an American architect. Mr. Griffin was afterwards engaged to come to Australia and supervise the carrying out of the plan, and he is now there arranging for various competitions for the main groups of buildings to be erected. The first competition is for the Parliamentary Buildings, and



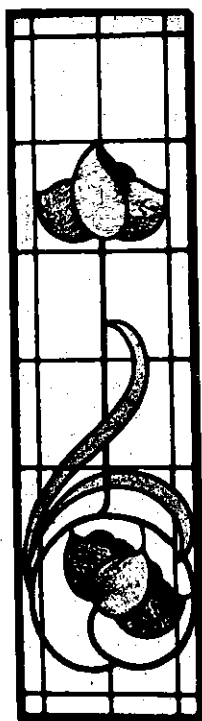
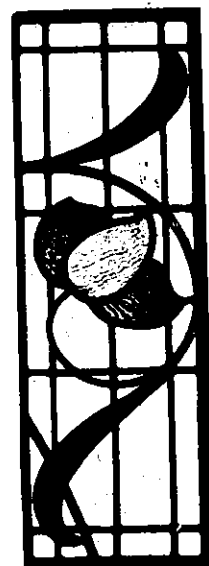
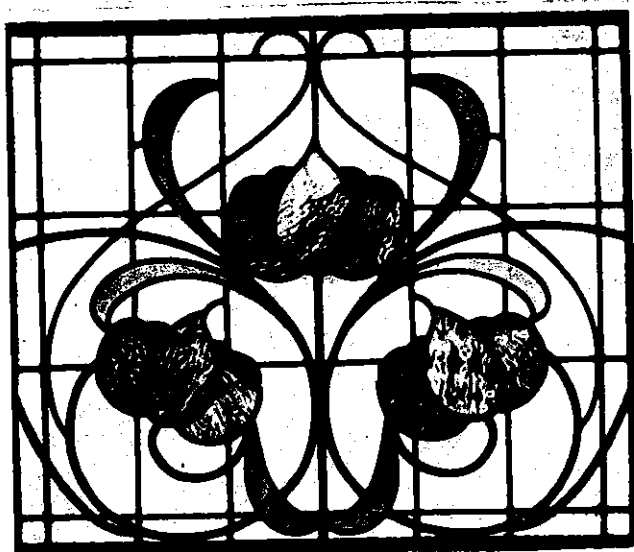
The finally approved plan of Australia's Federal Capital City by Walter Burley Griffin of Chicago

our readers with a print of the finally-approved plan of the future capital of the Australian Federal State—Canberra.

This plan has caused a good deal of feeling in Australia. The competition, which was a world-wide event, had a great number of designs sent in, the winning design being that of Mr. Walter Burley

a prize of £2000 is offered to the winning design.

Australia is to be congratulated on the results of this competition now that it is finally settled and a definite plan arranged for. They are also fortunate in having obtained the services of Mr. Burley Griffin, who should do much towards the betterment of Australian architecture.



Entrance Hall for Presbytery, Barbadoes Street, Christchurch, designed and executed for His Lordship Bishop Grimes, by Messrs. Bradley Bros. of Christchurch. Work carried out in Flemish and antique glasses, rich browns, ruby and foliage greens being the principal colours.

Review

"NEW ZEALAND HOMES," PRICE 3/6

To those about to marry, "Punch" gave the emphatic and brief advice, "Don't!" We have an advertisement notice before us addressed: "To those about to build," which advises them to secure a copy of "New Zealand Homes." It is only now and again that we would care to endorse "Mr. Punch's" advice, but to this advice to those about to build we most emphatically say "Don't!"

"New Zealand Homes" is a new publication of "Practical Designs and Plans for Those Who Wish to Build," and the authors are "Property and Finance Co.," of Invercargill.

While we are not at all willing to admit the necessity or advisability of any such book, we are, at the same time, glad to welcome the advent of any publication which will tend to improve our domestic architecture, and stimulate an intelligent interest in the subject amongst laymen.

We regret that we cannot extend any such welcome to "New Zealand Homes." There can be only one reason for putting a book dealing with the building of houses into the hands of the public, and that is, as we have already said, that it will really tend to improve the work we are doing at present, and make our towns and suburbs and homes better and more beautiful.

We cannot say that the book under review does anything of the kind, and we take exception to it for this and a number of other reasons.

In the first place we think the notes and estimated costs given are misleading. We do not of course suggest that they are intentionally so, and our criticism must be understood by our readers not to in any way reflect on the business integrity and complete honesty in all respects of the individuals who compose the company whom we have and do subsequently refer to, nor do we in any way impute that their intentions in publishing such a book, or with regard to any of their statements therein are anything but honest. Our point throughout the review is that they are mistaken in their ideas, that and that alone.

Considered as practical plans, we fail to see any one design which we consider to be one whit better than we find every day in the most ordinary work.

Hardly any of the verandahs are wide enough to be of any use, and in most cases they are so planned that they darken the rooms.

The book throughout is set with phrases calculated to attract the eye and attention of the public, and it must be borne in mind that the average man or woman at best only half understands a plan, and is quite ignorant of design. When, therefore, they are told that design "No. 40 should be a favourite among all the lovers of a beautiful home," they believe it, while as a matter of fact the plan is very ordinary, and the external appearance quite commonplace with a grotesque feature on the verandah.

No. 13, we are told, is "a study of labour-saving ideas for the busy housekeeper," and yet on looking at the plan the only unusual thing we can discover is a very badly planned and lighted scullery.

The dining-room of No. 21 is also badly arranged, being lighted by one window placed hard up in one corner.

No. 1 is called "a popular style of bungalow, of attractive and homely appearance," while No. 4 is in "a style that some clients prefer to the prevailing bungalow style." Most subtle difference! What it is we are not prepared to say.

They are really ugly houses, with the usual verandah to darken the rooms.

No. 36 is, we are told, "well-suited for any locality, the arrangement of rooms allowing for all rough work to be done at the back, and away from the living rooms. Hot water is supplied from the copper and the water supply from tanks."

This, we foresee, will be a popular house. It will not be necessary to wash the dishes in the dining-room, and

hot water can be obtained otherwise than from a boiling kettle on the best room fire!

And so on through the whole catalogue, for catalogue it is rather than book! We open it at random, and come upon phrases which may mean anything or nothing.

The inside finish of No. 32, we are told, "would please the most fastidious"! This is too much! The interiors are not shown, but to say that they would please the most fastidious is claiming too much for houses whose plans and exteriors are stereotyped and commonplace. We cannot finish without saying a word about the costs given. We will not say that these houses have never been erected for the sums mentioned, but we are of opinion that they could not now be built here at these figures. We have gone into the question with a reputable builder, and he confirms our view.

Here, again, such a publication is misleading. We are told with regard to one house that the finish is "above the average," and also that it has the "best finish throughout," and the cost is given. We are of opinion that it could not be built even decently for less than £200 more than the sum mentioned.

We are told that "most of the houses are of superior finish," and in the same line that the "costs mentioned are for ordinary good finish," and, again, that "all costs mentioned are for medium quality work throughout."

On one page a paragraph appears which would appear to be a kind of saving clause:—"As the inside finish of the houses herein may be greatly altered, the cost mentioned is not necessarily what these cost, but what they can be built for with a good finish."

We repeat that we do not question the fact that these houses may have been built somewhere at one time for the sums mentioned, but we are emphatically of the opinion that they could not be built here, and now, to an even "medium" or "average" standard for anything like the sums mentioned, while to build them in a "superior" manner would cost still more.

We urge that a publication like "New Zealand Homes" does a great deal of harm by enticing many people to embark on a scheme of building on a deferred payment system, which will prove to be a heavy burden in years to come.

Some time ago we had occasion to criticise a Government scheme of building workers' houses, and took exception to the poor, commonplace plans and tawdry elevations, and condemned the undertaking as one unworthy of a Government which had the true welfare of the people at heart. The designs of the houses now under review are in no wise better than those dealt with on the previous occasion, and, indeed, the chances are in favour of the workers' houses, inasmuch as they are likely to be better built.

We have got beyond the stage when we will be content with ill-designed, stereotyped houses, bedecked with stock-pattern, factory-made ornament. Up till a few years ago one of the most crying wants of this country was the need of some well-trained architects, who would earnestly endeavour to design better houses for the people. It is a very important work, and one which, in our opinion, will do more than almost anything else to promote the success and happiness of the country by helping the people to strike deeper roots. Houses of the kind under review are spread all over the colony, like a festering sore, and have made many an otherwise pleasant place unattractive and repulsive. Now that we have amongst us some architects who are bent on doing better things, and who have already set their mark on many parts of the country, we are not going to turn back. We regret having to write in this vein of any publication coming under our notice, but our duty is to support in every way possible all earnest endeavours which make for better things. However leniently we view our present subject, we cannot bring ourselves to acknowledge that it will serve any good purpose or is even desirable, and this must be our excuse for the somewhat drastic treatment of "New Zealand Homes."

The printers have done well in the general get-up of the book, the three-colour half-tone illustration on the cover being very well turned out.



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The Choice of Motor Accessories

By ROBERT WHITSON

While many, or perhaps most of the motor-cars that are purchased by buyers from stock, in the Dominion, are sold with full equipment of everything from hood to tire pump, there is still a large section of the public, composed mostly of those who have previously owned cars, who much prefer to purchase the bare car, and select those items of equipment that they have tried out and know for the new machine at their leisure.

Every man who has once owned and fitted out a motor-car knows "all about it," or probably imagines he does, and is quite content to worry along within the limitations of such knowledge as he does possess, but in these days when hundreds of master minds are concentrated on the production of every type of useful and mechanical device, for adaptation to car use, even the trade themselves are hard put to it to follow the latest developments.

In the matter of the latest items of equipment, we are particularly handicapped out here, for we really have only two sources from which to draw our information. These are the overseas motor papers, and those of the trade out here, who are agents for, and stock, certain lines of accessories. Dealing first with the motor papers, no private individual can afford to spend sufficient time to thoroughly go through the large number of papers dealing with motors that are now published, and even if he could, the information he would gain would mostly be so conflicting on the various items that beyond grasping the fact that some new convenience was on the market for the motorists' use, he would really be no further on in the selection of the definite type that would best suit his requirements.

In depending on the agents' advice out here again, we have the knowledge that even his information is not first hand, but that he in turn is being advised, probably by his foreign buyer, and just in exact proportion to the keenness of his buyer, and his capability of selection, will be the usefulness and durability of the items of equipment that are offered for our selection.

The glorious opportunities enjoyed by the private owner in England and elsewhere of spending days at the big motor exhibitions viewing the actual accessories and their various methods of adoption to the different types of car, are of course denied to most of us, but seeing that (failing a personal knowledge of some friend's experience) we are compelled to make our choice between direct purchase, or the employment of an agent, the latter course would seem to us the wiser for several reasons. We already know of two private owners, who, carried away by well-written advertisements, and a conviction that they could import below the local agents' prices, have imported electric starter and ignition sets, with the result that they both

have, for their type of car, perfectly useless pieces of equipment. There is nothing wrong with the sets themselves, they are of recognised makes, that are as far as we know elsewhere giving complete satisfaction; the whole trouble lies in the fact that unless very extensive and expensive alterations were made to the chassis of the two cars, it would be utterly impossible to make an efficient mechanical job of the adoption.

When an owner has made up his mind that some expensive item of equipment is desirable, the wisest course is surely to incur as little expense and responsibility as possible. This is when the agent is of service. In the case in point, had the buyer of the starting set, after selecting his type, consulted the agent for that type, or failing him, the agent who represented his particular car, he would probably have learned at once that the set chosen was of no use for his requirements, and would either have been saved the expense and worry of importation, or else would have been correctly advised as to a type that would fill his wants. The buying public are very apt to consider the agent, merely in the light of a dealer who makes a clear profit on all goods that pass through his hands. So he probably does whenever possible, but at the same time the public are also apt to overlook the risks an agent has to run. We hold no brief for agents, but we do know that in these days of what are practically "hire-purchase systems" of selling cars, together with the everlasting outcry against garage accounts and repair bills, the agents have not the margin of profit that they are supposed to work on. However, doubtless they are well capable of looking after their own interests, but the point we wish to make is that the public do not make use of the agents, as they might, by making them carry their due share of responsibility. The buyer who purchases direct, not only probably makes a costly venture, but, if the goods are not up to expectations, he has no recourse against anyone except the seller overseas. This is where the evident advantage of dealing through a properly accredited agent comes in. His function is not merely to sell the goods and make his profit, but he represents the medium between buyer and seller, and if he knows his business, no safer avenue of purchase can be found, for if he recommends a certain item of equipment for a particular class of car, the responsibility of its adaptation is his, and his the expense and loss, should the item prove unsuitable after importation on his advice. Possibly to the layman the agent's price will not compare favourably (on paper) with the price at which the article is being retailed in the country where it is made, but when one realises that in dealing through an agent, the agent carries all the risks incidental to importation, adaptability and possibly non-payment for the goods, it will be seen that at least a working margin must be allowed.

Improvements Relating to Airships and Flying Machines

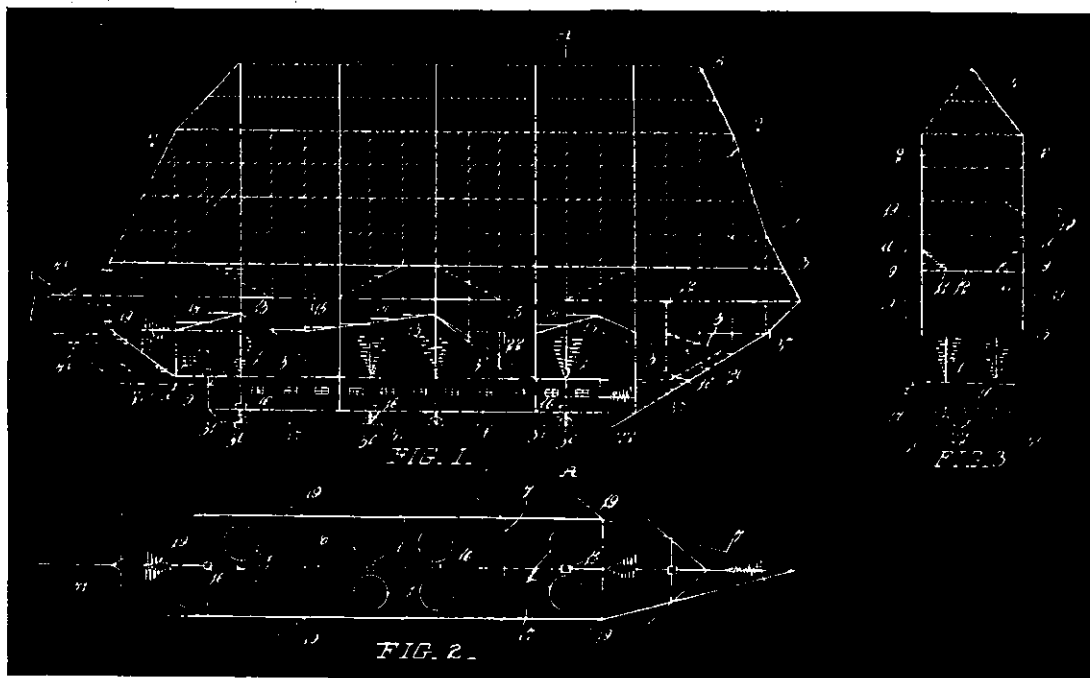
A NEW ZEALANDER'S INVENTION

Taylor's Combination Airship

The illustrations given herewith relate to the invention of Mr. Joseph Taylor, Consulting Geologist and Mining Engineer, of Nelson, New Zealand. The invention relates to what is known as "Taylor's Combination Airship," and to several of

formed to be particularly described and ascertained in and by the following statement:—

"The invention relates to aeronautics and provides an aeronautical apparatus, which I term a "combination airship," which combines in a single structure the principle of the dirigible airship, aeroplane, hydroplane, motor car, gyroscope, and lifting and steering propellers.



No. 1—Taylor's Combination Airship and its chief modifications. Five new types of Flying Craft, securing stability, safety and commercial utility. Combining Gas Lifting and Aeroplane Principles. Fig. 1—Side Elevation; Fig. 2—Ground Floor; Fig. 3—Cross Section

its modifications, which Mr. Taylor claims amount practically to five fundamentally new types of aircraft.

The provisional patent protection rights were taken out on August 24th, 1911, nearly three years ago; and the completed patent was dated August 7th, 1912, or about two years ago; and since then Mr. Taylor has brought his invention before the attention of New Zealand Government Defence Authorities.

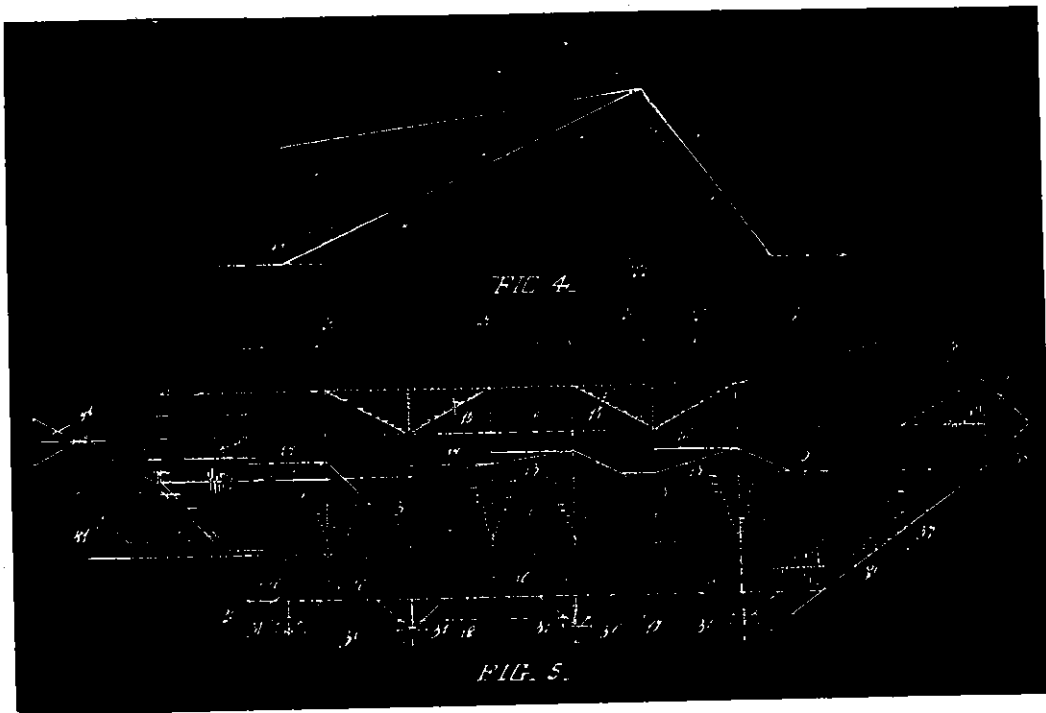
In the preamble to the "Complete Specifications for Letters Patent," it is said:—"I, Joseph Taylor, of Nelson, in the Provincial District of Nelson, in the Dominion of New Zealand, Engineer, do hereby declare the nature of my invention for

"Improvements in and relating to Aeronautical Machines," and in what manner the same is per-

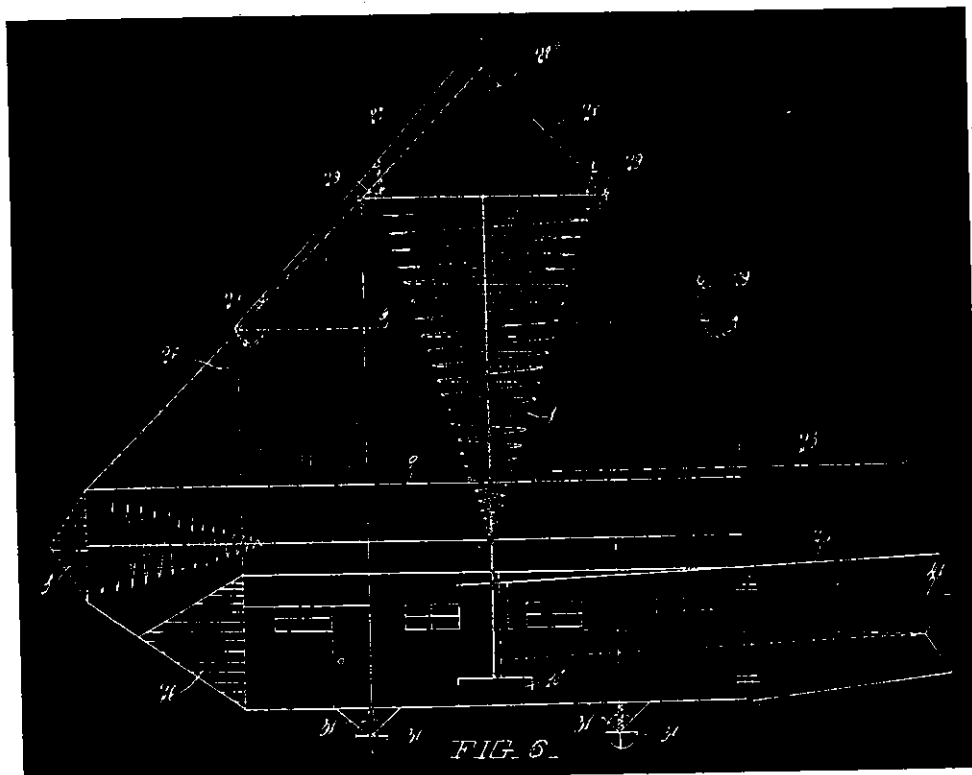
"My invention also provides improvements which are applicable to machines embodying either of the above principles or a combination of them, and with or without the use of gas chambers."

Elaborate descriptions are next given of the detailed parts of the drawings; after which a general summary of the advantages of this invention over other existing forms of aircraft are set forth as follows:—

"My invention provides the following advantages:—(1) In consequence of the pull being upward and at the top and the load on the bottom floor, the airship hangs vertically and cannot possibly turn over in the air, and it rights itself automatically by the action of gravity; (2) in consequence of the enormous amount of gliding surface and parachuting arrangements it cannot possibly



No. 2—Fig. 4—Taylor's Augmentor for increasing speed without the engines working: Fig. 5—a Mechanical Device for Flying without the use of Gas



No. 3—Fig. 6—a simpler form of Heavier-than-Air Machine. Side view of saloon lifting screw, Traction Screw, and Double Parachuting Device

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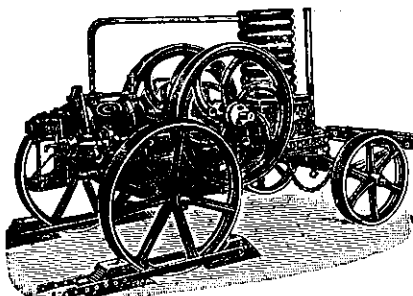
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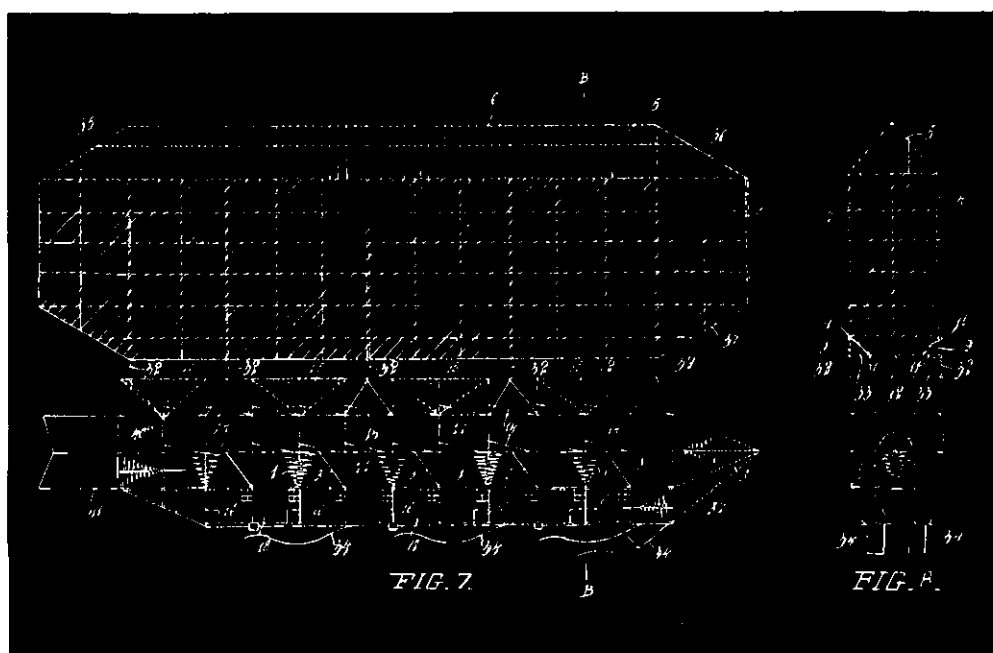
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fall suddenly; (3) augmentors enable it to go without engines working when once up in the air, thus economising fuel; (4) it could not sink if dropped on water; (5) by means of its gas and locomotion screws, it can rise or descend vertically; (6) or it can stop, hang, glide and reverse while in the air; (7) as the gas does not quite lift the whole weight, complete control is secured; (8) being metallic throughout, it cannot catch fire; (9) augmentors can be attached to outside as well as to planes inside, and their angle can be adjusted during actual flight; (10) no existing aeroplane can effectively utilise these augmentors, which help to lift as well as to accelerate speed; (11) it is designed for useful purposes rather than sport; (12) has large carrying capacity and is capable of indefinite expansion; (13) drivers and passengers may travel in comfort; (14) the aviators are relieved from nerve strain;

materially influence the weight of the airship; (2) the augmentors act from under side as well as the upper, and assist in elevating as well as in propelling; (30) steering and stability are facilitated by the general shape as well as by the special vertical wings, and by the vertical and horizontal rudders; (31) the whole machine with its various modifications is simple to design and construct, and it would be comparatively inexpensive and easy to maintain and manipulate, without any need for trailing guide ropes, and without the use of sand or other artificial ballast."

A brief examination of the illustrations given (which are not all that Mr. Taylor has designed) will suffice to show that even in respect to outward appearance there is something very strikingly original in Mr. Taylor's invention; and great credit

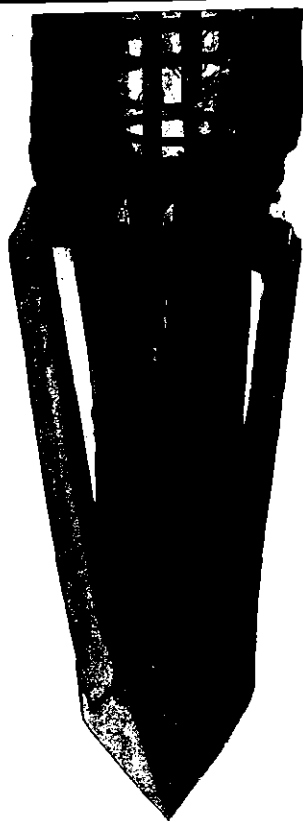


No. 4—Fig. 7, Side Elevation of Combination Airship, showing a different method of attaching upper and lower parts; Fig. 8, Cross Section of same

(15) it is homogeneous in structure and can therefore utilise all power that is generated; (16) it can be fitted with wireless telegraph, and can be adapted to generate its own electric light; (17) it is simple in design and free from complication; (18) it can be checked or reversed in the air; (19) can alight on water for repairs; (20) it is multiple in all its parts and functions, thus obviating dependence upon any particular part; (21) any kind of aviation engine or motive power can be used; (22) there is little or no risk of spilling petrol, or by fire, especially when solid petrol is used; (23) a centre-board can be used to facilitate steering and stabilising; (24) either wheels with springs or springs without wheels may be used; (25) it would be of unique convenience and value for military purposes; (26) it could not be seriously disabled by bullets; (27) gas chambers would never need deflating, thus gas would be economised; (28) rain and snow cannot

must be accorded to the designer whether his plans and designs are practically feasible or otherwise. That they were true in theory at the date of the patent has since been practically demonstrated in other countries by actual construction, at least in respect to some of Mr. Taylor's special features. Among these are the four following, any one of which is sufficient to stamp the invention as one of great importance:—(1) the hydroplane principle, for enabling a flying machine to alight and travel on water as well as in the air; (2) the augmentor, for utilising of contrary air current for the purpose of propelling forward, and for accelerating speed whilst up in the air, without the use of engines; (3) the idea of constructing an airship, or a flying-machine entirely of metal, so as to prevent the possibility of catching fire; (4) adaptation to automatic electric lighting and wireless telegraphy.

When Mr. Taylor first suggested these improve-



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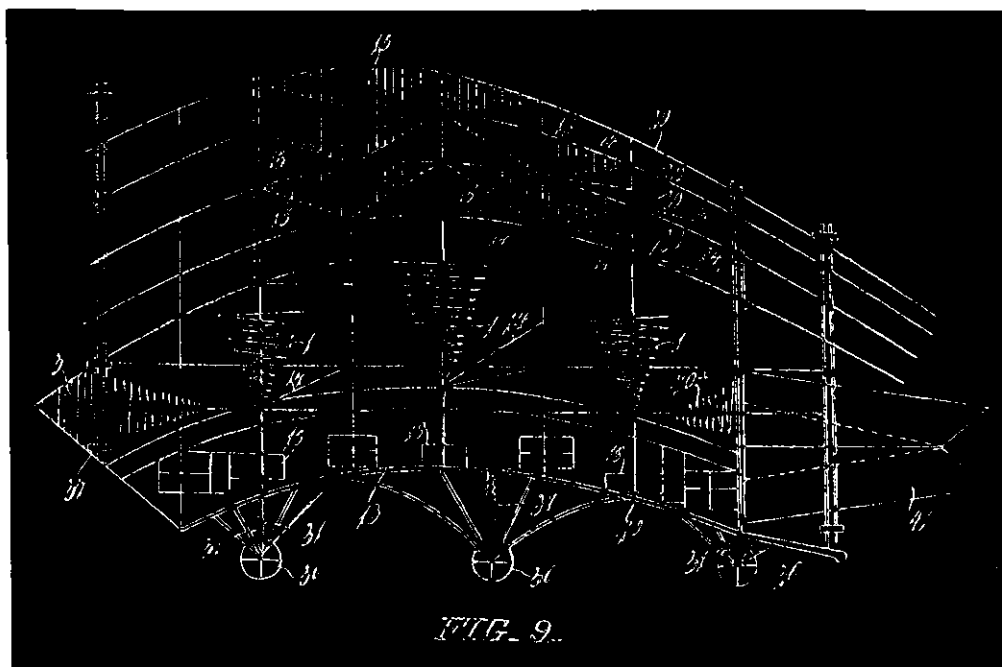
ments he was laughed to scorn. In spite of this they were integral parts of his patent; and in both these and other respects, the validity of his contentions and designs have thus since been practically demonstrated, without either him or this Dominion getting the credit.

In spite of this, however, many of the main features of Mr. Taylor's invention have not yet been even approached in any country, not even in Germany; and it seems that we are for the first time face to face with five fundamentally new types of aircraft, claiming to solve the problem of aerial navigation for commercial purposes.

Mr. Taylor explains that with regard to existing types of aircraft, they are all alike unsuitable for general commercial purposes, and still more so for

tions around the coast of New Zealand, the defence problem in this Dominion would be solved at a single stroke. The warships of an invading enemy might be met out at sea, and could be sunk long before they came within striking range of our coasts.

It is now between three and four years ago since Mr. Taylor's designs were first brought before the attention of the New Zealand Government, and since then various suggestions have been made in hope that initial instruction work might be undertaken on these special lines in this country. Although raw inventions would need to be purchased in other countries, yet experimental constructions could be carried out in New Zealand as well as elsewhere; and these in any country would be necessary, seeing that the designs in so many respects



No. 5 - Taylor's Flying Machine: No. 5 Type. Adopting Curvative Principle. Planes and Rudder adjustable whilst in flight. Side Elevation.

purposes of national defence. Aeroplanes, whether monoplanes or biplanes, are all too flimsy and complicated in structure to be entirely safe; and airships, even of the latest Zeppelin type, are cumbersome and uncontrollable. These types may have some small value for sporting and preliminary purposes, in the development of the art of aviation; especially for military scouting and reconnoitering; but they occupy the same relation to future aircraft as the "Puffing Billy" and the paddle boats of half a century ago occupy in regard to the present-day railway engines and steamships.

As an effective weapon for fighting purposes, especially for the defence of insular countries such as New Zealand, Mr. Taylor contends that nothing in the way of existing types at all approaches the main features of his "Combination Airship." Twenty of these, he says, could be constructed for less cost than a single Dreadnought; and if these were placed in readiness at twenty different sta-

are still entirely new. The cost of such initial constructions and experiments is beyond the reach of most private individuals, but would be only a trifle to the Government, especially compared with the present annual expenditure for the purpose of organising and training this Dominion's purely land forces. Instead of availing themselves of this unique opportunity of encouraging local invention, the Government authorities, through lack of necessary funds, have hitherto contented themselves by simply referring Mr. Taylor to the outside aviation and war authorities, who have to do with matters pertaining only to national defence. Mr. Taylor claims to have solved the problem of aerial navigation not only for defence purposes, but also for general commercial service; especially for obviating to a large extent the expense of building ships and bridges, and for saving the cost of constructing many roads and railways, connecting the cities with the backblocks.

N.Z. Society of Civil Engineers

The N. Z. Society of Civil Engineers was incorporated on June 11th. The president was Mr. R. S. Rounthwaite, the vice-presidents, Messrs. Wm. Ferguson of Wellington and S. A. R. Mair of Hunterville. Copies of the rules and application forms have been sent out to about 150 engineers throughout the Dominion in the hope that they will become members and thereby form a strong Society. Mr. Rounthwaite resigned the Presidency from June 11th and has assumed the duties of Secretary at his old address 4 Willis Street, Wellington.

New Architectural Students' Association

Several meetings have been held recently in Auckland with a view to forming a "Beaux Arts" Club among the students. It was found that the scheme on these lines was not workable, and an Architectural Students' Association has since been formed with a membership of 20 for a start.

The idea is a good one, and should be taken up enthusiastically by students generally. It is to be hoped that students in other centres will band themselves together and form a like association. It is suggested that lectures to students by leading architects be arranged for, and that architectural competitions be promoted.

Auckland students undoubtedly have taken the lead in these matters, and the competitions inaugurated by "Progress" have always had the most support from northern city students.

Personal

"Mr. G. Selwyn Goldsboro' has been appointed architect to the Thames Board of Governors, and has been instructed to design and prepare plans for a new school, the cost of which will be about £4000," says an Auckland paper.

Mr. C. Mitchell, who was for some years with Messrs. Atkins and Bacon, architects, of Wellington, and latterly with Mr. Henry White in Auckland, left on July 1st to further his studies in London.

Competitions

AUSTRALIA

The Federal Government (says a recent cable) proposes to offer a premium of £2000 for a design for new Parliamentary Buildings at Canberra. The building, as recommended by the Adjudicating committee, will cost one and a half million pounds.

Building Notes

AUCKLAND.

Messrs E. Mahoney and Son, architects, have prepared designs and plans for Albert Brewery, comprising alterations and extensive additions on a site midway between Elliott and Queen Streets—3 storeys over existing one storey. The building—with floors, beams, and staunchions—will be built in ferro-concrete, each floor 56ft. by 44ft. Two floors will be used for the bottling department, connected by a bridge to Messrs. Hart's existing premises. The open timber roof to new building known as a lantern, will be constructed to supply light and ventilation. The same architects have in hand extensive additions to Waitemata Hotel on an adjoining site for 2 shops, suites of offices, and billiard room in basement of 4 storeys, building in ferro-concrete, providing in upper floors, bedrooms and corridor to hotel.

Mr. J. Currie, architect, has completed the Old Tattersall's Club, Durham street, the outer walls being retained; providing a club building for Auckland commercial travellers, including lounge, hall, library, billiard-room, club-rooms and adjuncts; in 3 storeys and basement; decolite treatment to hall and lounge.—Contractor, D. Jones; cost, £4000. Mr. Currie has also prepared designs and plans for a three-storey brick warehouse and motor-cycle garage for Messrs. Skeates and White. Each of the three floors will have 4000 square feet of floor space. The Fort Street frontage is 33ft. by 136ft. deep; top floor reserved for warehouse and second floor for workshop; lower floor show-rooms, offices, strong-room, etc; electric light to be provided.

CHRISTCHURCH.

The following building permits have been granted for May:—Central ward (inner), 2 permits value £270, (outer) 8 permits value £6640; Linwood, 4 permits value £555; St. Albans, 18 permits value £6880; Sydenham, 6 permits value £2750; making a total of £17,095.

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The Proprietor (Hon. Charles A. Parsons) of Letters Patent of New Zealand Nos. 12495 for an invention relating to Steam Turbine Rings of Blades, 13355 for a Turbine, 14905 relating to Steam Turbine Blades, 15351 Marine Steam Turbines, 15601 Condensers working in Conjunction with Air Pumps, 19713 relating to Controlling Means for Valves, 19757 Production of High Vacuum and in Cooling by Evaporation, 20806 Packing Devices for the Shafts of Steam Turbines and other Rotary Motors, 22032 relating to Turbines Rotary Compressors, 23190 relating to Blades for Turbines, Compressors, etc., 23868 Machines for Shaping Turbine Blades, is desirous of disposing of the said Letters Patent, or of granting licenses thereunder in order that the invention may be carried out in New Zealand.

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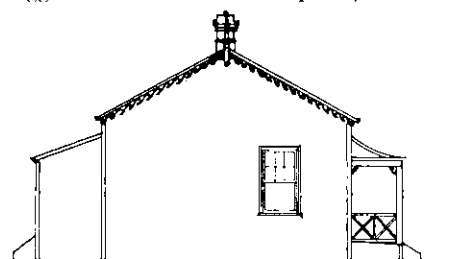
Our 26th Competition--(continued from page 1135)

Fencing satisfactory, but new large drive gate and small entrance gate required, the style of fencing being plain square picket 3in. by 1in., 3in. apart. Designs for gates required.

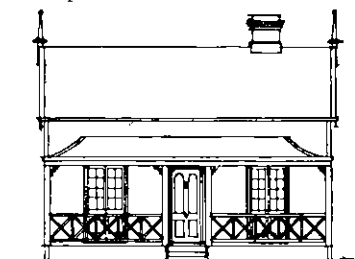
Competitors to show block plan, including outline of new house, ground, entrances, etc. In addition to plan section and say two (2) elevations, a short report with suggestions on the work is required, and a skeleton speci-

Mr. Alec. Wiseman, of Auckland, has kindly consented to adjudicate on this competition.

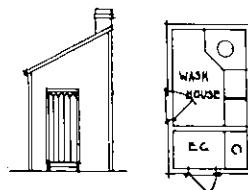
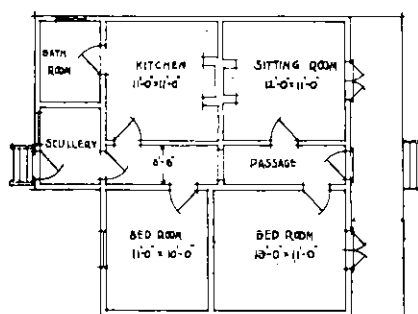
Designs must be sent in, finished as above, under a nom-de-plume, address to Progress, 10 Willis Street, Wellington, and marked clearly "Twenty-sixth Prize Competition" on outside, with a covering letter giving competitors' name and address. Designs to be sent in by September 21st.



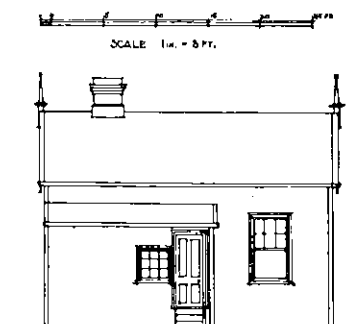
SIDE ELEVATION



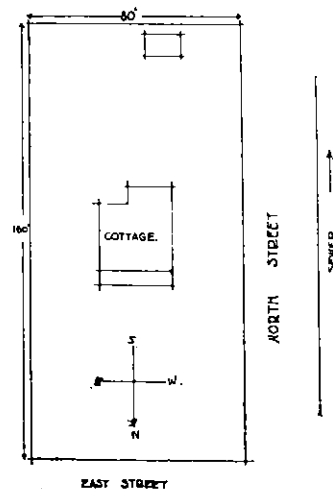
FRONT ELEVATION

WASH HOUSE
ELEVATION PLAN

PLAN



BACK ELEVATION

EAST STREET
BLOCK PLAN

Our 26th Competition--Plan for Competition set by Mr. A. Wiseman (see page 1135)

fication of materials and description of general finish, etc. A perspective view may be included finished in pen and ink, pencil or colour, but this additional drawing will not necessarily add points to the judging of best design. Work not to cost more than £300 (three hundred pounds).

The Editor reserves the right of publishing any or all the designs submitted, and while every care will be taken of drawings, no responsibility is accepted should any loss or damage be sustained. Those desiring their designs returned must send postage to cover cost of same.

NEW PLYMOUTH.

Mr. David Hutton, architect, reports completed:—A home with studio; alterations and additions to gymnasium for preparatory high school, 45ft. by 25ft., provided with concertina carriers for dividing same. Walls treated with picked rimu dado, and asbestos wall treatment; ceiling asbestos with rimu, roof ventilators, etc.—Contractors, Coleman and Son. Under construction:—A new armoury and lecture hall for the high school, 80ft. by 40ft., 17ft. to principals. A large stage will be provided, with adjuncts. The building is in timber, with deck floors and concrete foundation. A balcony extends on one side of the hall with rooms beneath. Dressing-room 8ft. by 19ft., shower-room 8ft. by 10ft., large-room 24ft. by 8ft., etc.—Price, £900; contractors, Coleman and Son.

A two-storey residence with a balcony has been built for Mr. D. Hutchen, of 10 rooms, in timber; Poilite roof. Dining-room 19ft. 6in. by 14ft., ingle-nook. Ceilings timber treatment, and asbestos panelling also introduced to hall. Drawing-room 11ft. 6in. by 14ft., with bay window.—Cost, £1300. Electric lighting and plumbing by sub-contractors Smith and Son, and Smart; contractors, Coleman and Sons.

The new grandstand, with steps completed in reinforced concrete for Taranaki Jockey Club.—Architect, Mr. Frank Messenger.—Cost, £900; contractors, Roberts and Son.

Mr. C. F. Dowsett, C.E., has completed Mokau wharf in ferro-concrete, the decking of which has been treated with "Soltar."—Cost, £800.

WAITARA.

Mr. C. F. Dowsett has prepared plans for Waitara wharf. A portion of the work is now being undertaken. The total length of wharf will be 600ft. Mr. Vickerman (late Public Works Department) is to be consulted on matter of improving Waitara River for harbour purposes. It is very interesting to record so much proof of activity in Waitara which, with its new bridge, is becoming a town of distinctive importance.

Messrs. Thos. Borthwick and Co. are about to enlarge their works by duplicating its capacity. A tunnel 170ft. by 8ft., reinforced concrete, is to be used for pump pipes.—Contractors, Roberts and Son. Various alterations, including oleo works, store, are being carried out by this firm.—Cost, £500; contractors, Roberts and Son.

A bungalow residence has been built for E. W. Garner, Esq., of New Plymouth, of 7 rooms.—Cost, £900; contractors, Roberts and Son. Completed:—A bungalow of 5 rooms reinforced concrete, steel casements, "Poilite" roof, verandah, side entrance, Keen's cement finish to walls, decolite treatment to bath, and scullery, etc., Solignum ceilings.—Cost, £750; contractor, Roberts and Son.

A block of buildings in ferro-concrete consisting of business premises, seed and grain store, bulk store and bank offices for Bank of Australasia, have been completed by Mr. Gaustad, who will occupy the first floor. The walls have been treated with "Poilite." Bungalow, 6 rooms, has been completed for Mr. W. Andrews, electrical engineer, owner of the Electrical Power Works for city. Kitchen 11ft. by 11ft., dining-room 16ft. by 11ft., best bedroom, with angle windows, 2 verandahs, etc. This home is without a chimney, the cooking, heating, and lighting being done by electricity supplied from works. Ventilation is provided for, with casement windows, etc.—Cost, £512; designed by Mr. Albert Tomlinson; contractors, Higgs and Bevi.

Mr. R. A. Bent is building a Presbyterian Church, 45ft. by 25ft., seating about 200. Gothic sashes, cove-roof, choir, platform, two vestries, floor 12in. fall, and will be reinforced concrete; the walls will be treated with Keene's cement.—Price, £576.

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WANGANUI.

Mr. C. R. Ford, architect, reports work in hand at present moment.—Residence for Mr. J. J. Weir, on the College Estate. Two-storey residence for Mr. R. N. Bain, Esq., on St. John's Hill. A two-storey residence for C. G. Johnson, Esq., at Gonville. A residence for Mrs. Nixon at Gonville. Alteration to house at Gonville for Inlay Saunders, Esq.

Mr. T. H. Battle, architect, has in hand the Public Trust building, double frontage Market Square and Campbell Street, two storeys, containing manager's room, two strong rooms, main chamber, and public space, etc., on ground floor; and departmental chambers on upper floor. Two light wells, and covered yard. The architecture is classical renaissance, constructed in ferro-concrete with arched windows on upper and lower floors, and balustrade to portions of parapet, with pediments complete. A building well-proportioned, of pleasing lines and good details. Entrance is set back, relieved by grey granite shafts of polished Coromandel, and choice of grey granite chips for rough cast, very successful for tone. The floor of main chamber is treated with unglazed tiles, herring-bone pattern. Painting, etc., Messrs. Hughes, Allomes and Tarran. Plumbing, Dimes and Jones.—Cost, £3777; contractor, Mr. John Jones. The same architect has under construction a residence in College Street, eight rooms. Business premises, Victoria Avenue, shops and offices. Business premises, Guyton Street, three shops, and offices; and a residence at Fordell, of twelve rooms.

Mr. L. MacLachlan, architect, has plans prepared for new buildings at the Freezing Works, to provide storage, cutting room, etc., for 32,000 carcasses. Dimensions, 125ft. by 40ft.; also a gabled residence in brick, seven rooms, rough cast.—Cost, £1400; also the Mangamaha Hotel, billiard-room, offices, with balcony, etc., of two storeys, containing eighteen rooms; also a home containing eight rooms, with two verandahs, at Kaunangaroa. The same architect has recently completed a residence of seven rooms, two sleeping bays, at Durie Hall, with Poilite roof.—Cost, £800; also a dwelling, College Street, of six rooms.—Cost, £700.

Mr. Leo. Atkinson, architect, has in hand business chambers and store at the foot of the bridge, for Messrs. Johnson and Co., merchants. Site, 33ft. by 104ft., now being constructed in brick and reinforced in three bands, with concrete foundation, thus providing for future additional floors; flat roof for present work. The hallway and passage are in centre, with convenient offices, sample-room, typist's room, general store and bond store, etc.; conveniently grouped and easy of access, for requirements of firm; including two strong rooms. The architectural lines are Georgian renaissance, for facade on Taupu Quay and portion of side elevation.—Cost, about £3000; contractor, Mr. J. Alderton. Also in hand, gabled bungalow for Mr. F. K. Turnbull. Eight rooms, with loggia in reinforced concrete, and main building in weather-boarding. Loggia 24ft. by 14ft., best-room, 20ft. by 16ft.; bow window to bedroom (19ft. by 14ft.), and sleeping bays provided for.

Messrs. James and Higgins, architects, have in hand the new Children's Hospital Ward, in brick and reinforced concrete; special sanitary arrangements and ventilation.—Cost, £2000; contractor, Mr. J. Alderton.

Messrs. McLeod and Brodie, architects, have completed two shops, and business chambers of two storeys, stairway in centre, in Victoria Avenue. The building is in brick and rough cast, picked out with blue tiles; window frames oak, with Coromandel granite pilasters; suspended verandah, rainwater heads and ironwork designed in keeping with building.—Metal work by Mr. Halligan. Contractors, Messrs. Dick and Flyger. Also a residence for Mr. E. M. Silk, in brick and rough cast, of two storeys, with piazza and dormer, roof of marseilles tiles; living-room, 22ft. by 17ft. 6in., lounge hall with ingle-nook and seats; Jarrah beams, etc.; kitchen 14ft. by 13ft., maid's room, den 17ft. by 12ft., drawing-room, staircase well, two galleries; upper floor, nursery 26ft. by 22ft., and two bedrooms; steel casement by Messrs. Schlaadt and Co.—Price, £1400; contractors; Messrs. Dick and Flyger. The interior of this home has received the special attention of the architects in furniture, fittings, etc. The same architects have in hand two residences (Gonville) in brick and rough cast; portico in centre, sheltered porch at side, in one case, being feature of design; Jarrah frames and floors, Marseilles tiles, steel casements by Schlaadt and Co.—Contractors, Messrs. Russell and Bignell.



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