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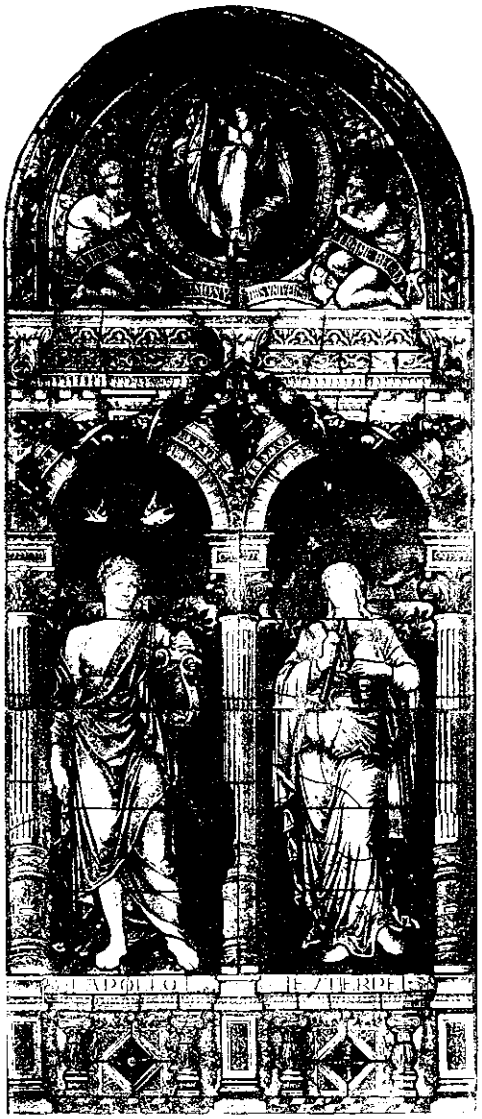

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N.Z. BUILDING PROGRESS

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All communications to be addressed to "The Proprietors, 'Progress,' Box 481, Wellington."

Advertising Rates will be sent on application. The value of "Progress" as an advertising medium is rapidly becoming recognized by advertisers. Circulation considered it is the cheapest advertising medium of its kind in the Dominion.

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

Our 28th Competition

We offer a prize of £1 1s. 0d. for the design adjudged to be the best for a

GOLF CLUB HOUSE

to be erected for a club consisting of about 150 members (100 men, and 50 ladies). The site is open, and unrestricted, and the building is to be placed on a slight rise overlooking the links and facing North. The ladies', and mens' apartments, also the caretaker's rooms, are to be kept separate, but of easy access to one another.

Accommodation—MEN'S One large Tea Room, two Dressing Rooms, one Sitting Room, two Lavatories, two W.C's., large Verandah.

LADIES.—One Tea Room, one Dressing Room, one Sitting Room, one Lavatory, two W.C's., Verandah.

CARETAKER.—One large Kitchen convenient to both Tea Rooms, large Scullery, one small Sitting Room; three Bedrooms, Bathroom, W.C., large Pantry, Store Room, Larder, Large Workshop, etc.

The building to be two storeyed, the Ladies', and Men's Sitting Rooms up-stairs, opening on to a common Balcony, and with a Common Room between. The Caretaker's bedrooms etc., also on the first floor. Separate stairs to each. The whole to form one block, but the different portions—Ladies', Mens', and Caretaker's, to be marked, and apparent, from the exterior. A low, broad effect is desired, the upper rooms will therefore be better to be partly in the roof. The Balcony need not be covered. The materials to be brick, and rough-cast, with tiled roof. Cost about £1,500.

The sizes of rooms and other details are left to the competitors to decide, and to consider what is necessary for the purposes of the building and the sum allowed.

Drawings to be ⅛-in. to one foot, and to consist of a plan of each floor, three elevations, and one transverse section. To be inked in, and shaded in Sepia, but not coloured.

Mr. Basil Hooper, A.R.I.B.A., of Dunedin, has kindly consented to adjudicate.

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

Our 29th Competition

We offer a prize of £1 1s. 0d., and a second prize of 10/6 (if more than four designs are sent in), for the design adjudged to be the best for a

PICTURE THEATRE FACADE

The front elevation, and approximately 20 feet of the side elevation of picture theatre are to be built in a main thoroughfare with an unimportant street 20 feet wide running along the left hand side thereof. Frontage to principal street to be 50 feet wide.

In addition to main entrance there shall be two lock-up shops. The front shall be not less than 40 feet high, and the upper part shall contain tea and refreshment rooms. The scale of drawings to be ⅛-inch to a foot, with details to larger scale at the option of competitors. There is no restriction as to materials except that they shall be fire-resisting, and there is no restriction as to style.

Mr. F. de J. Clere, F.R.I.B.A., of Wellington, has kindly consented to adjudicate in 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-nineth Prize Competition" on outside, with a covering letter giving competitor's name and address and employer. Designs to be sent in by January 21st.

Conditions of "Progress" Competitions

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. No award will be made unless at least three designs are sent in for any one competition. Unless otherwise stated drawings are to be in black and white only.

Notice to Subscribers

"N.Z. Building Progress" is posted each month through the G.P.O. at Wellington. If any subscriber should not get his copy, another will be sent him if we are notified in good time. The paper is supplied from year to year only, and if subscribers continue to receive the paper after expiry of the current year, we shall accept it as an intimation of their desire to continue for another twelve months. We undertake to supply the paper for such further term. Notice of discontinuance must be sent to the Manager, 10 Willis Street, Wellington in writing, as no Agent has authority to receive notice of discontinuance on our behalf. The sub. is 7/6 per annum. A discount of 1/- will be allowed off this amount if sub. is paid in advance.

VOL. X. No. 4. MONTHLY [REGISTERED AS A NEWSPAPER]

N.Z. BUILDING PROGRESS

(With which is incorporated "The Scientific New Zealander")

A Journal for Progressive men interested in the development of New Zealand's Architecture, Building, Engineering and Industries

Official Organ of the Institute of Local Government Engineers of N.Z.

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

Contents for December

Editorial Comment

This is the season of "Peace on earth and good-will toward men," but however earnestly we wish for it, the world is unhappily not living up to that ideal at the moment. Writing in a British community far removed from the European conflict we are able to extend the old-time greetings to our readers and hope for happier circumstances when next Christmas comes round. The Year 1914 will stand out as one of the most momentous in the history of western civilisation. Great forces equipped with the tremendous resources of modern science, came to the point of clash and conflict, and swiftly the methods of the middle ages were adopted in settling this life-and-death struggle. Britain and her allies are carrying on the struggle with a chivalrous regard for non-combatants, and an honourable resolve to "play the game," but our highly civilised enemy seems at one plunge to have dropped back into the pit of barbarism; some of its warlike methods would shame a savage. Peace when it comes, will see the end of this kind of bloodthirsty militarism, and we may hope that the world will have had such a lesson of the horrors of war that other methods of settling international differences will be permanently accepted.

* * * *

The year's record contains many achievements in peaceful pursuits. It has seen the triumphant culmination of the labour of years in the completion of a ship canal across the Isthmus of Panama, opening up a new trade route which will probably affect the world's commerce even more than the construction of the Suez canal. All honour to the great democracy which, undeterred by the failure of the pioneers in the enterprise, conquered not only engineering difficulties, but the tremendous handicap of climatic diseases, in bringing this monumental work to a successful issue. The new science of aviation has firmly established itself, not as a commercial success but as a reliable and invaluable reconnaissance branch of the army in the field. The lighter than air machine, on the other hand, seems to have come badly out of the severe test of actual

warfare. Beyond a few bomb-dropping exploits and the killing of harmless non-combatants in densely populated areas, Count Zeppelin's dirigibles have not distinguished themselves. In one department German engineers appear to have made an advance, their 16 inch seige guns being a revelation to the world. These monsters, however, have a limited scope, and although their invention has revolutionised ideas regarding fixed defences, the transport difficulty is not easy of solution.

* * * *

Another marked advance has been made in wireless telegraphy. A direction-finder is being perfected, and in due course there seems no doubt that energy can be conserved and the distance of transmission largely increased by Marconi's device for concentrating the radio vibrations in a desired direction instead of dissipating them equally throughout the whole circle of the atmosphere. Wireless has been turned to wonderful account in controlling the movements of ships and torpedoes from the shore, the floating object turning in whatever direction the operator of the wireless equipment desires.

* * * *

Motor traction has fairly come into its own. The enormous value of the motor in solving the problem of keeping millions of men supplied with ammunition and food at the fighting line will remove from the mind of the most conservative business man any remaining doubt as to the superior reliability and efficiency of the petrol-driven machine compared with the horse. Steam has not yet made way for its younger rivals, in fact its position seems more and more secure as engineering resources increase the scope of its utility. A revolution in marine propulsion was predicted by sanguine people when the Diesel internal-combustion engine was successfully applied to commercial ships, but the experiments seem to lack conclusive results, and the position to-day points to the superiority of steam in vessels of large tonnage.

* * * *

The return of Sir Ernest Mawson and his Australian expedition from the Antarctic has added to our knowledge of that great continent where the climate was once tropical, and great geological changes have occurred similar to those in what are now the habitable latitudes. Mr. Theodore Roosevelt, the untiring ex-President of the United States, also made a fresh contribution to geographical knowledge by his central South American expedition, during which he discovered a new river, proving that all the mystery has not yet disappeared from this ancient earth of ours.

* * * *

In the realm of politics, great things have happened. The sudden challenge of Germany came in just before the culmination of the Home Rule battle in the Homeland. The rival forces much to the disappointment and surprise of the intriguing Kaiser—have faced the common enemy shoulder to shoulder, and when this domestic controversy comes up in good time for settlement, there will be a heightened feeling of mutual respect and goodwill which will make easily a lasting result. The magnificent rallying of the whole Empire to the call of the Motherland in this great crisis shows how the self-governing dominions take their responsibilities. There is no vestige of doubt now about the desire of all to sacrifice blood and treasure for the maintenance of British prestige. When the people of England see for themselves the unmistakable signs of the resources which they have in the remotest parts of the earth, there will be a new and vigorous growth of Imperialism and a marked development of the great ideal of a Parliament of the Empire, focussing in the heart of the Empire the common aspirations of Britishers the world over.

* * * *

We are glad to notice that things are looking up in the building trade. When the war commenced, many enterprises stood stock-still for a while, but Britishers soon began to go ahead again in their characteristic steady fashion, declining to let even the Teutonic menace shake themselves out of a calm confidence in their country and themselves. Finance, the main-spring of business, required to be carefully readjusted to the unprecedented state of affairs, and the process was safely accomplished without that crash and panic which theorists had foretold. We are glad to recognise the courage, and what we can fairly call the business patriotism, of many private individuals who have put building contracts in hand during the last two months. The public is applying pressure upon the Government and local bodies all over the country to go ahead with workers' dwelling schemes, as will be seen in our news columns. The removal of restrictions upon State lending to settlers and workers should also help to bring back the building trade to its former briskness.

* * * *

Local and general taxation is being demanded as usual, without rebate or concession, and it is the duty of the authorities to circulate this money promptly. We have a good season in prospect, the supply of shipping is assured to carry our products to a market calling out for them, and high prices are evidently going to prevail. The whole situation justifies confidence in the future, and we shall put it down to lack of patriotic faith in ourselves and our kinsmen at Home if New Zealanders fail to go forward with business enterprise and courage.

* * * *

We are taking our own good advice regarding enterprise during war-time. "Progress" will in future be printed on our own presses, the proprietors, Messrs. Harry H. Tombs, Ltd., having purchased as a going concern the old-established business of Messrs. Johnson and Sons, printers of Farish Street, near the Central Library, Wellington. The loyal support of readers and advertisers has encouraged us to take this step, which will thus extend our opportunities of future usefulness to our circle of clients. This is the last issue of "Progress" to be printed by Messrs. Whitcombe and Tombs Ltd., and we cannot part company with a firm which has done us good service for several years without a word of appreciation for the willing co-operation of their printing staff in making "Progress" a journal of presentable appearance.

Some New Zealand Churches

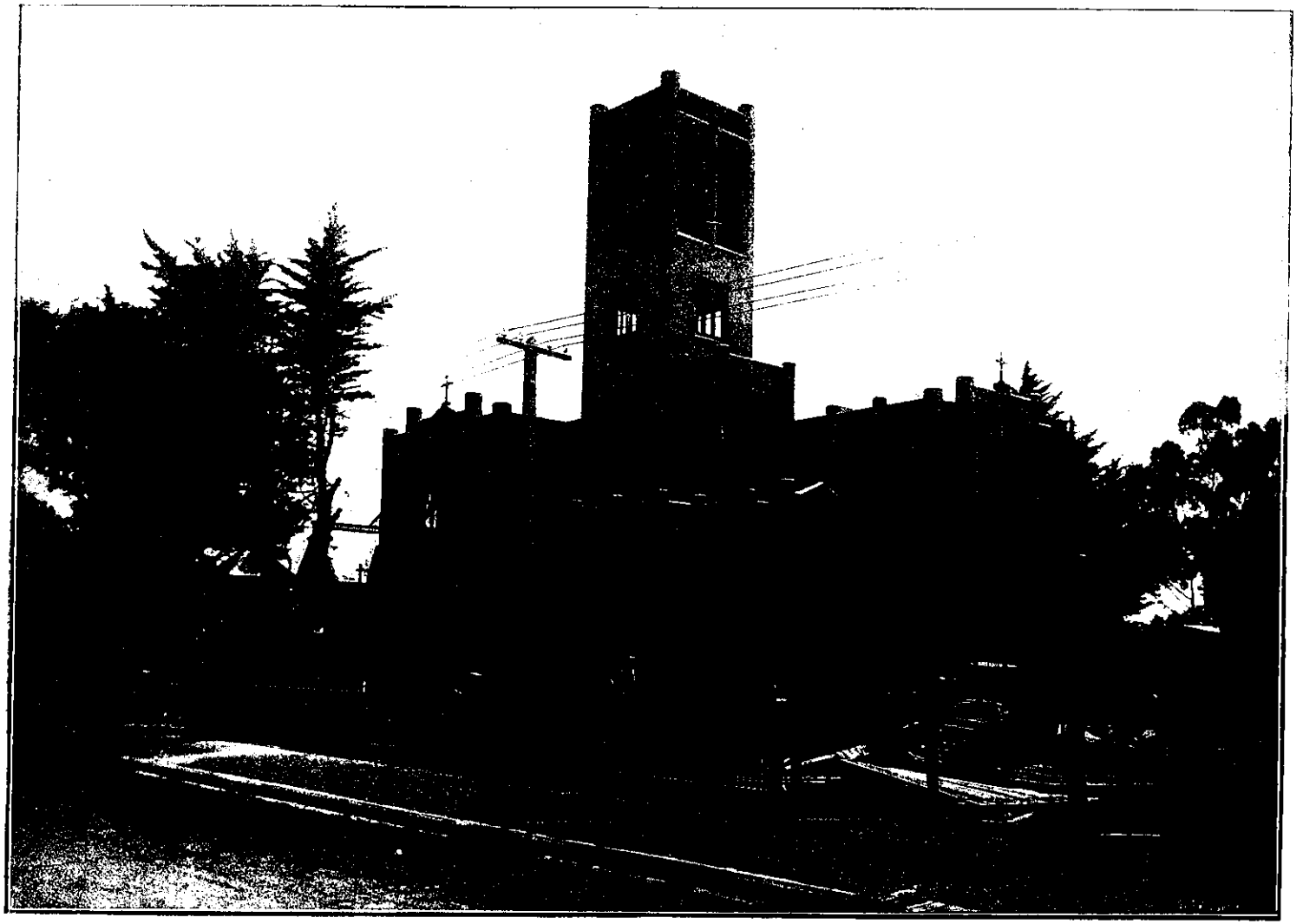
Ecclesiastical Architecture

By F. de J. Clere, F.R.I.B.A., Diocesan Architect, Wellington

Just as man rises to the summit of his nature in his religion so does architecture attain its highest expression in its religious edifices. This applies to all periods of history and to all peoples. The ancient temples of Egypt, of Greece and of India all show that man, even in the comparative infancy of the race, gave to the gods whom he worshipped not only the best he had but so superlatively the best that the works remaining to this day arouse the admiration and wonder of the civilised world. In the middle ages in Europe the Gothic cathedrals and churches are possibly the most beautiful architectural creations the world has ever seen and will probably be the models upon which Christian Architecture will be based for centuries to come. I say based advisedly because the one great feature in Gothic work is the idea of life and consequently of even and continuous growth. The lapse into heathen architecture in the sixteenth century though reasonable enough in civil buildings seemed most unfortunate in churches and it was only the extraordinary genius of men like Michael Angelo, Wren and others that prevented the churches of that period and of the two or three hundred following years from being absolute failures. Even as it was the Gothic plans of nave, transepts, choir, arcades and aisles had to be followed but plainly with a sad waste of material, as a section through St. Paul's cathedral with its false walls and dome exemplifies. Every architect worthy of the name should strive with all his mental energy when designing a church to think what one of the old Gothic architects would probably do if he were called upon to plan a church in New Zealand, using the materials at his hands and with a view to meet modern ideas and congregational requirements. If he has a fair knowledge of what those architectural giants did in the middle ages with the tools and materials that they had at their disposal, and has a sufficiently inventive imagination, tempered however by a mature judgment (to prevent his going into absurd extremes) he ought to produce fairly good work. This colony is so young that perhaps it is too early to seek for signs of a national type of architecture, but we may hope that one worthy of our race and aspirations may eventually be developed. The motif will no doubt be found in our climate. The greater part of this country is free from snow, many parts are subject to strong winds accompanied by heavy rains, and we of course have to consider the effects of earthquakes. The degree of sun here does not call for any special consideration for the difference between the amount in New Zealand and the Old Country is not very much. So far, in New Zealand we seem to have been led by fashions which have been set either in England or America and with the exception of the very earliest work, before architects (as a profession) appeared on the scene, we have done very little of a natural type of building. Some of the earliest work had merit in it because it was designed simply and to meet manifest requirements, but little of it remains to this day, sixty or seventy years being the life of the timbers which were then used. Forty years ago "Woodward's National Architecture" or a book of similar title, an American publication, inspired many of our structures. They were simply bad stone designs executed in timber. Then followed a kind of half-timbered English type of building and now we are dosed with the "Garden City" type. What the New Zealand type will eventually be is hard to say.

The difficulty in applying a special type of design to New Zealand in secular architecture applies equally to ecclesiastical. The ritual and ordinances being the same in this country as in Great Britain, the arrangements of the churches must be very similar, and anything fresh that may spring up in these islands could be probably equally well adopted at Home and of course visa versa. Owing to earthquakes the writer thinks that it would be advisable to make a fairly free use of timber where not exposed to weather, and to use ferro-concrete for those parts where timber would be subject to rapid decay. For instance inside a church and above the floor line there is no reason why heavy timber posts (elaborately carved if funds will allow for decoration) should not be substituted for the built-up stone columns of the ordinary English church. Arches should be avoided as much as possible for as the Indians say "an arch never sleeps" and in all the older countries subject to earthquake, arches are banned by the best authorities. Ferro-concrete properly treated may eventually become an artistic material. The old world gives us may examples of what can be done in plaster. The architecture of the East is largely plastered and the Alhambra in Spain is one of the beauties of that country. It is only when plaster is used as an artificial stone and is degraded into being a fraud that it becomes, ipso facto, inartistic. For country churches timber will probably be used for many years to come and should it be thought wise that the framing should be visible no better examples can be found than the St. Paul's pro-cathedral in Wellington (said to be designed by Pugin) and the numerous works of the late Mr. Mountfort of Christchurch. In these cases the character of the material forms the basis of the design. There is but little cutting across the grain and the parts are framed into or are bolted to each other. There is but very little "planted on" work and there is no attempt

F. de J. Clere, F. R. I. B. A., Wellington



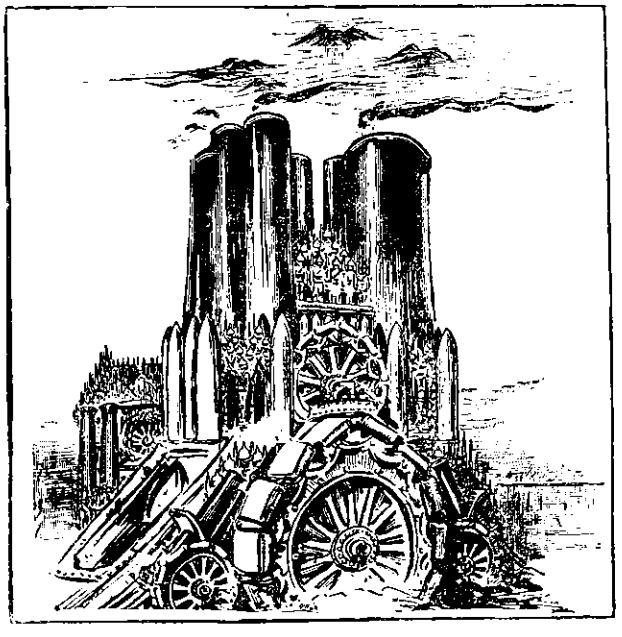
St. Matthews' Church, Hastings (built in Ferro-Concrete)

Contractor—J. W. C. Monk
Clerk of Works—J. C. Rountree

to give the idea that the building, or any essential part of the building is composed of small units built up one upon another as is the prevailing feature of stone work. The feeling of strength (to resist earthquakes) combined with the rich colouring are merits possessed by these wooden buildings which enable us to class them as really good work.

As it has been before remarked it is difficult to detach the influences that would effect church building in New Zealand from those of Great Britain and America. The lay mind no doubt will have more direct influence in the newer and perhaps more practical countries than it has in England but the cultivated religious mind must in any country be influenced largely by its teacher and the teacher in turn no doubt will be somewhat influenced by the view of the layman who will for practical reasons be inclined to discard things that have only a traditionary value.

It must be remembered that some of the features that have become part of the English church are due to geographical causes. Why the Anglican churches are placed East and West has never been very clearly set out but it is plain that the large southern porches have been placed on that side to catch the sun, consequently in this hemisphere the larger porches should be placed on the North side. Possibly the prayer desk is usually placed on the South side in the Northern hemisphere so that the Clergyman is not facing the glare of the South, if this be so then our prayer desks should be placed on the North side. Other examples might be noted perhaps where the position of the sun would affect matters. It is a grave question in many minds as to whether East windows should not be avoided on account of the glare which is often a source of discomfort to the congregation. Notwithstanding the views of some modern writers who say that the East window should be so low as to form a background to the altar nearly every one agrees that if one essential either for light or for architectural effect it should at any rate be placed so high up from the floor as to be above the level of the heads of any clergyman who may be officiating immediately below it. These points seem matter of fact and common-place but it would appear that the highest and purest art is built upon simple matter-of-fact lines. Affectatoin is always vulgar and superfluity wasteful and ostentatious. Beyond meeting the obvious requirements of a congregation and the ritual of the body for whom the church is built, using the means at his disposal with the best effect the architect has further to consider the grouping of the parts of a building in relation to the site. For instance it would be absurd to place the tower in such a position that the greater part of it would be hidden by the body of the church or in such other place that its proportions from base to parapet could never be judged. The surrounding buildings and their character should receive some consideration though to what extent it is hard to say unless those buildings were connected with the church in which case the style of the new should be made to harmonize as much as possible with those existing. Generally speaking in all these matters the parson is frequently of considerable help, his taste is often educated and being interested in the subject he has been in the habit of observing what is done in places he visits and discussing triumphs or failures of planning with his brother clergy. For this reason he and the architect should always pull together for the good of the building. The one in the capacity of the employer should not be too insistent upon his instructions being strictly adhered to, and the other should not feel offended at the suggestions of a "mere amateur." In conclusion an architect like any other professional man should care little as long as the best results are obtained, and as long as such results are obtained fairly and, where credit is due, that such credit should be cheerfully awarded to the proper person.



Modern German Gothic Architecture

"Registered" Architects

Under the provisions of the New Zealand Institute of Architects Act, the opportunity for registration of architects expired on November 22nd and henceforth no person who has failed to register will have the right to attach the words "Registered architect" to his name when practising in New Zealand. To secure this official endorsement of qualifications as an architect, it is necessary to sit for an examination. The public will in future be protected from the pretentions of unskilled people who assume qualifications they do not possess. Anyone who pays for architectural services has only to keep his eyes open to ensure that his adviser is properly qualified.

Town Planning in Dunedin

A movement is on foot in Dunedin to organize a Town Planning committee at the instigation of the Otago Expansion League. At a meeting held recently, Mr. E. Anscombe, architect, placed his views before the committee. He stated, "The time has surely arrived for the Expansion League to give the matter of a city plan for Dunedin serious consideration. I do not think a city is ready for expansion until something has been done in that direction for its future development. Progressive cities the world over recognise that to properly provide for a city's future welfare a well-executed city plan is absolutely necessary. If our City is to be developed upon safe lines and in accordance with the best ideals we must have some definite plan before us—one that will give us a city in which all classes of people will prosper and in which everybody will desire to live. At present we are permitting this City to grow in an orderless and formless manner, while it only requires sufficient community patriotism to substitute order for disorder, and reason, common sense, and action for negligence and indifference. I think the league should move at once in this direction, and would suggest that the Mayor be interviewed and the sugestion made that the City Council of Dunedin be requested to authorise the appointment of a commission, composed of members of that body and citizens, whose duty it shall be to take up this question, to the end that the whole City may be fully informed as to what is contemplated in the plan for the future, so that an official plan of Dunedin may be produced that will have the endorsement and support of the whole community. The duties of the commission would be to inquire into existing conditions relative to traffic, streets, transportation, and freight facilities, tramway lines, parks, play grounds, public and private works, housing plans, plans of contemplated city buildings, and other kindred matters; also as to the direction and character of the City's probable future development and growth, both as to territory, population, and also industrially: and to prepare and recommend a City plan or plans covering the above subjects, in preparation for the future of the City, to the end that its development and both its public and private works may be laid out and executed with intelligent foresight and consisteney, and to the best advantage, of its present and future inhabitants."

The matter was brought before the City Council on the 25th of last month, when the following motion was put by Councillor Wilson:—"That, with the view of taking active steps towards town-planning in this city, the council do now appoint a committee of four councillors and four co-operative members, the function of this committee being to pass all plans of subdivisions within the city and generally to deal with all matters affecting town-planning."

The motion was lost by eight votes to seven.

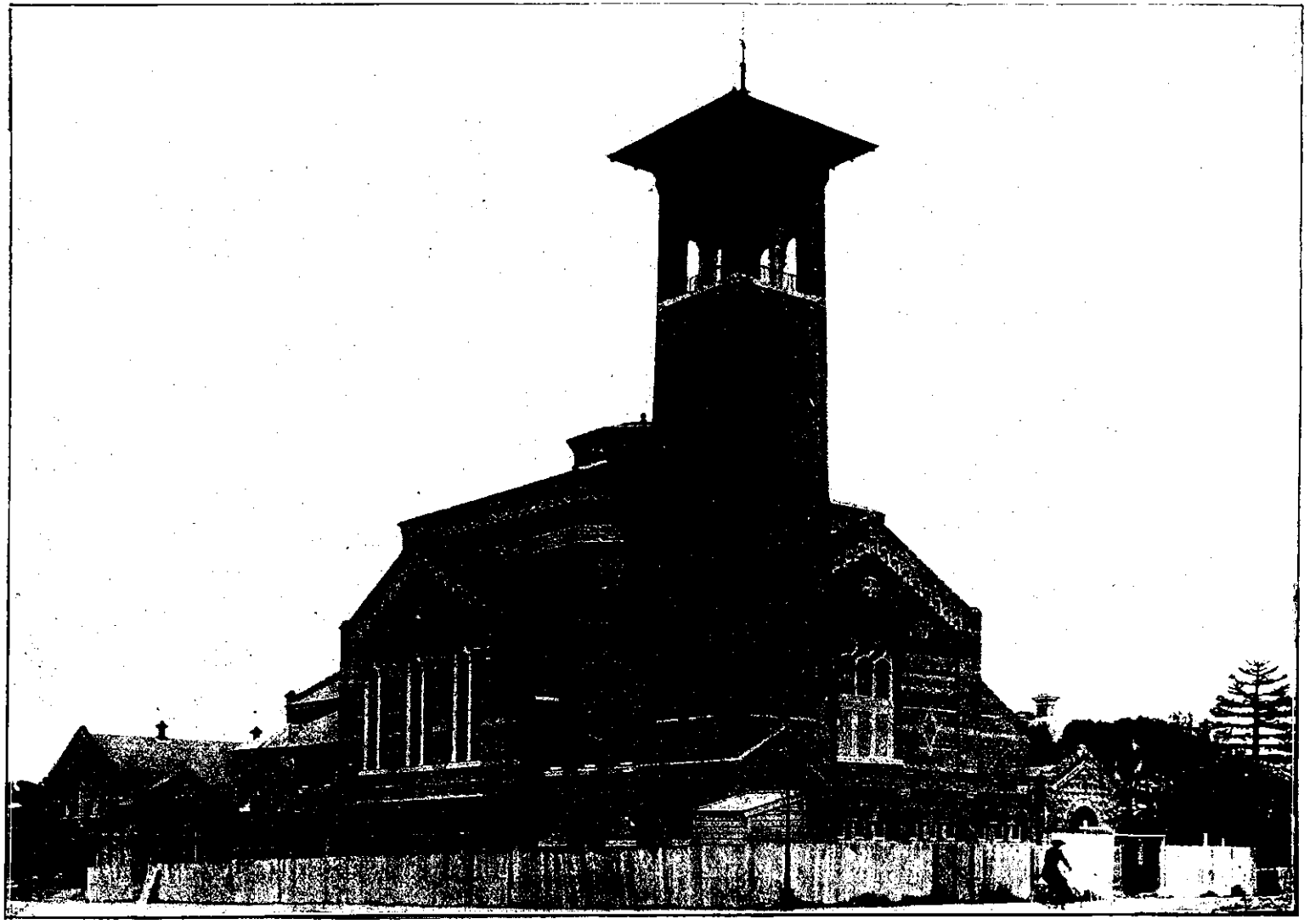
It must not be forgotten by all Town Planning Committees in this Dominion, that we have *no Town Planning Act* yet. A committee such as the one proposed would not have sufficient power at present. A vigorous Town-planning Association is wanted in all centres to bring before the Government the necessity for an Act.

F. de J. CLERE, F.R.I.B.A., WELLINGTON

All Saint's Church, Palmerston North (Built 1913-4. Accommodation 1000)

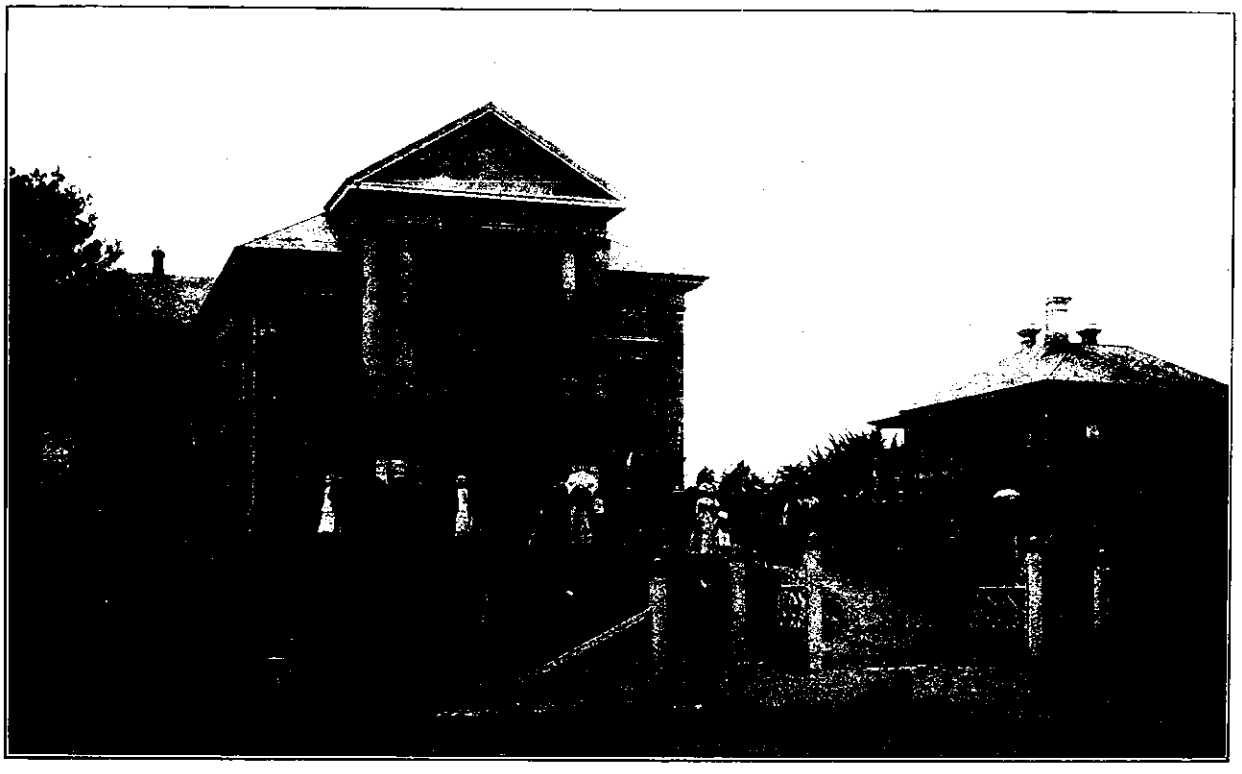
Interior of All Saint's Church, Palmerston North Photo by Whalley & Co.

JOHN T. MAIR, A.R.I.B.A., Architect, WELLINGTON

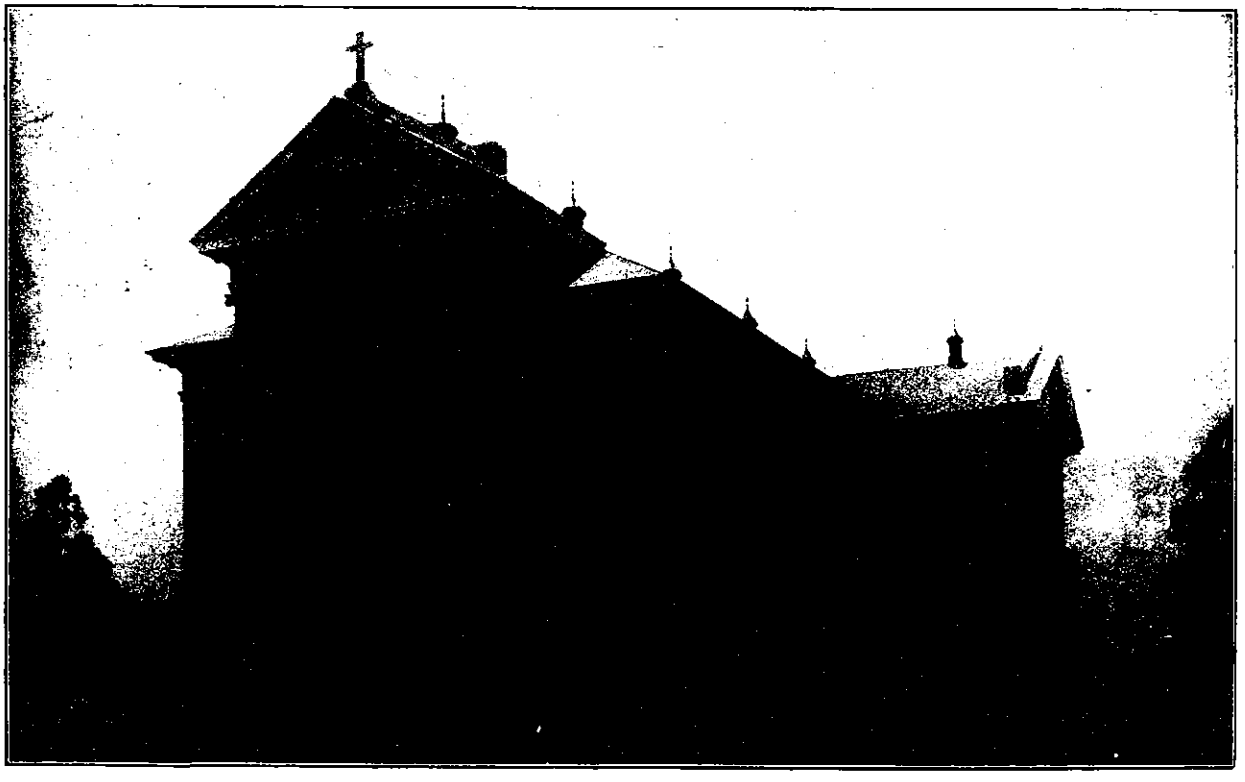


View of First Presbyterian Church, Invercargill (nearly completed)

E. Mahoney & Son, Architects, Auckland

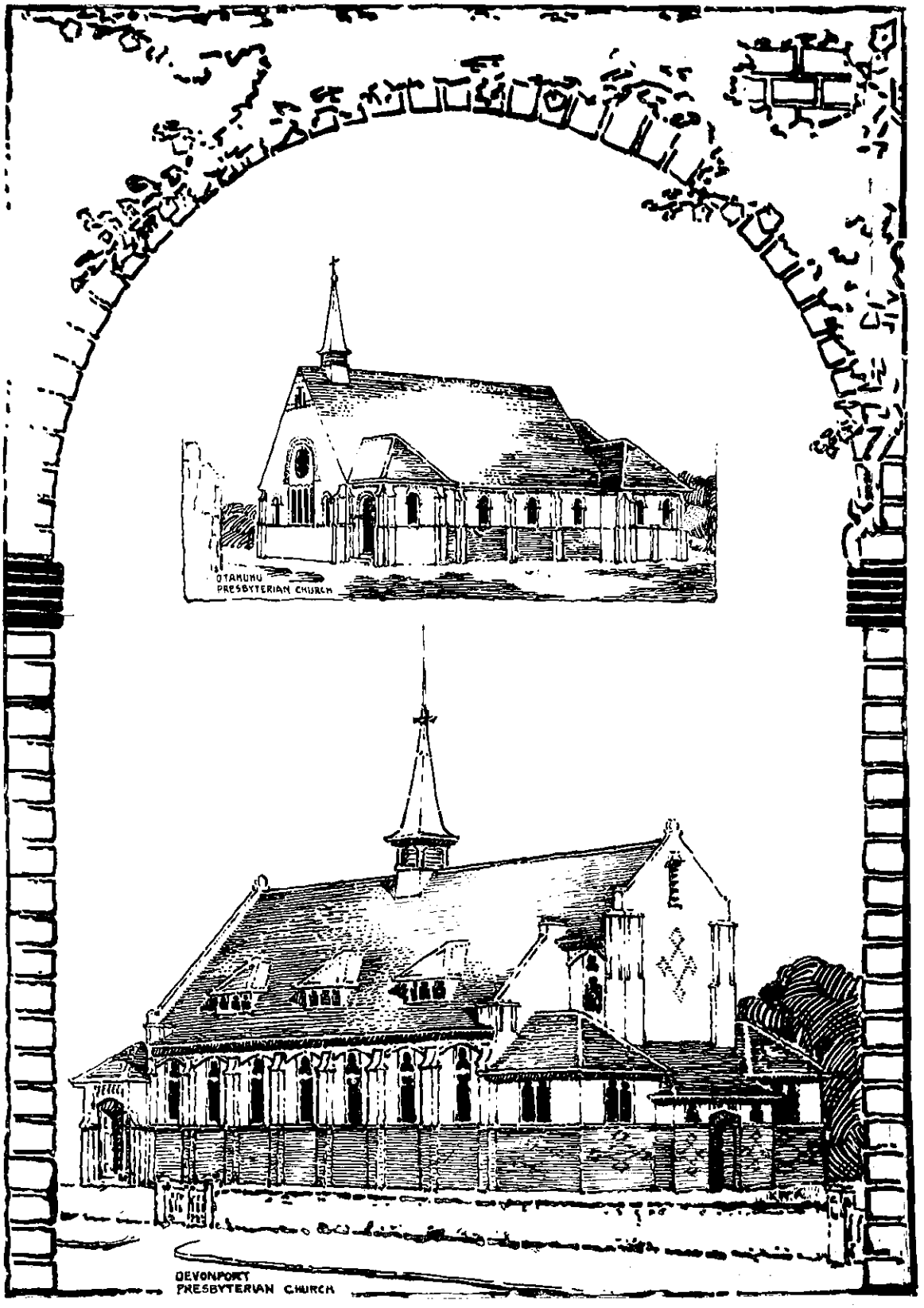


St. Mary's Church, Hamilton

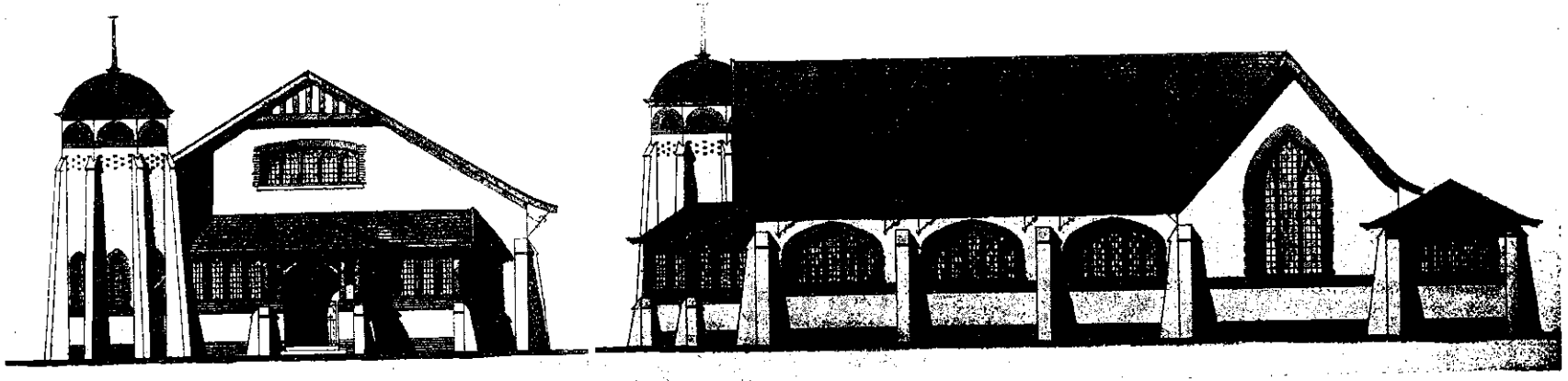


Another view of St. Mary's Church. The church is constructed of Melbourne pressed bricks with cement dressings and is plastered inside and roofed with dark blue slates. The interior fittings are in oiled rimu and the entrance porches and portico are flooted with tiles. The total exterior length is 181 feet, the exterior width across the nave 47 feet, and across the transepts 78 feet, while the interior height is 26 feet to the ceiling, which is panelled in fibrous plaster. The cost of the church was about £7000

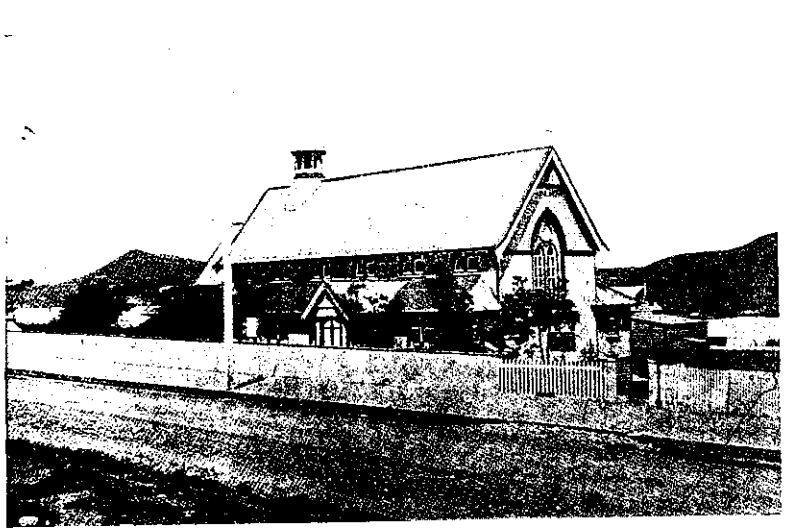
Hugh C. Grierson, Architect, Auckland



Mr. Alex. Wiseman, F.N.Z.I.A., Auckland



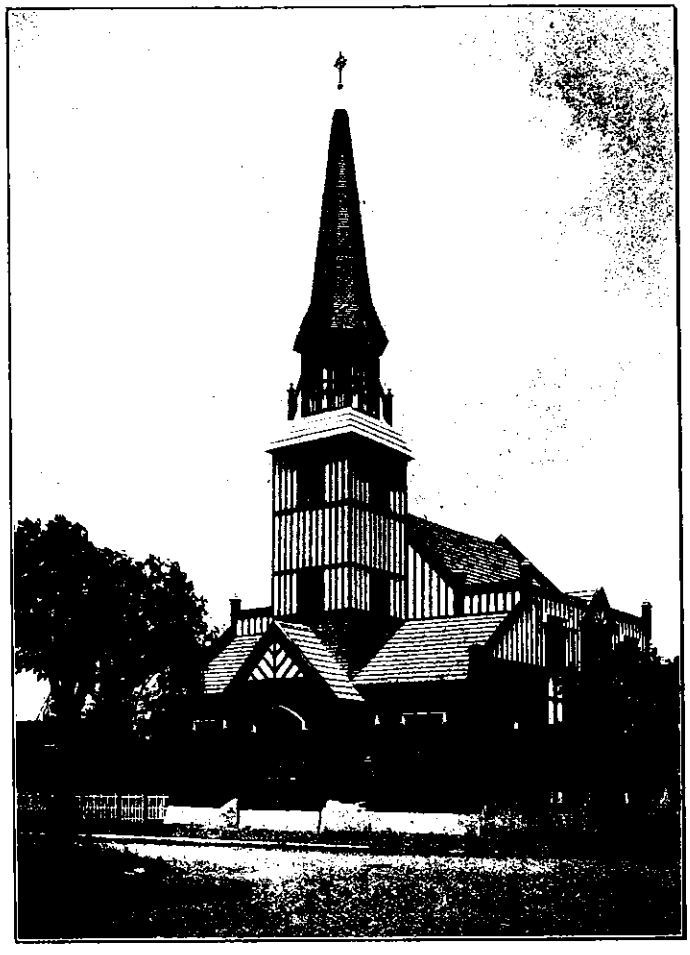
Design for a Church in brick or concrete with rough-cast walls, red pressed brick voissoirs to window and door openings. Lead light windows. Tiled Roof. Belfry Tower covered with Copper



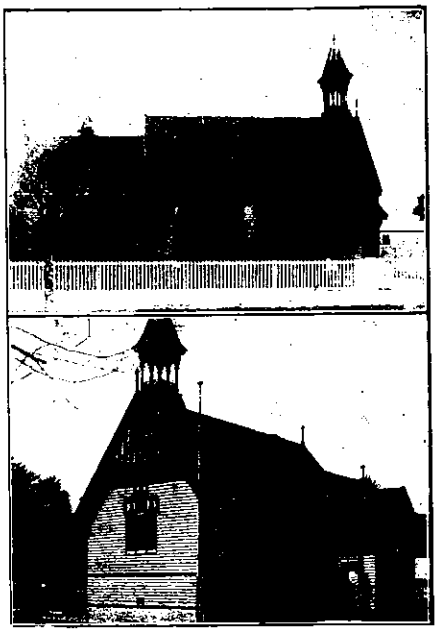
St. John's Church, Waihi, and Interior. Built in wood, and finished inside with oiled Rimu, with Octagonal Columns supporting Arcade. Open timber roofing.

C. Tilliard Natusch & Sons, Architects,

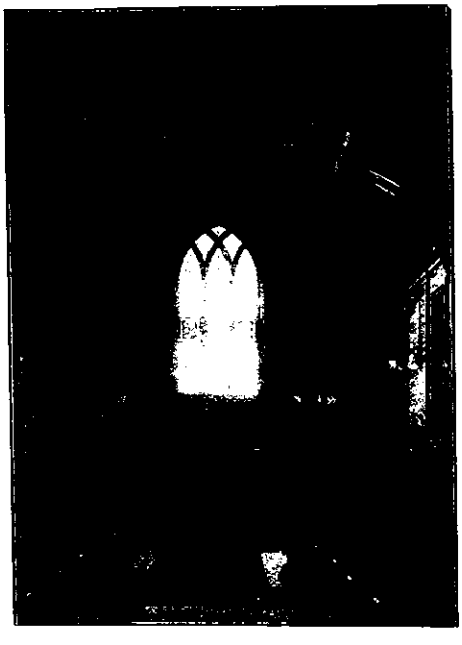
WELLINGTON, PALMERSTON NORTH, NAPIER and HASTINGS



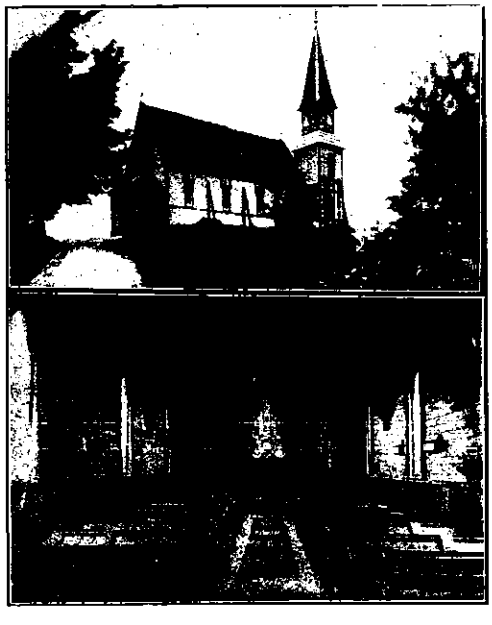
Presbyterian Church, Hastings



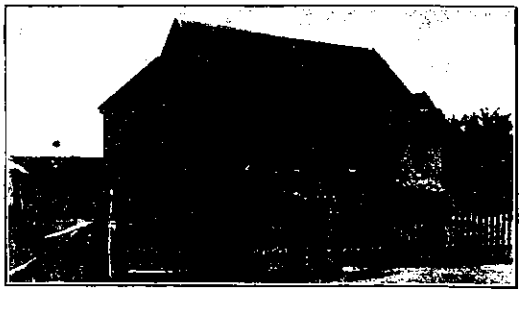
Rotorua Church



Interior Rotorua Church



Te Aute College William Memorial Chapel. Interior of same

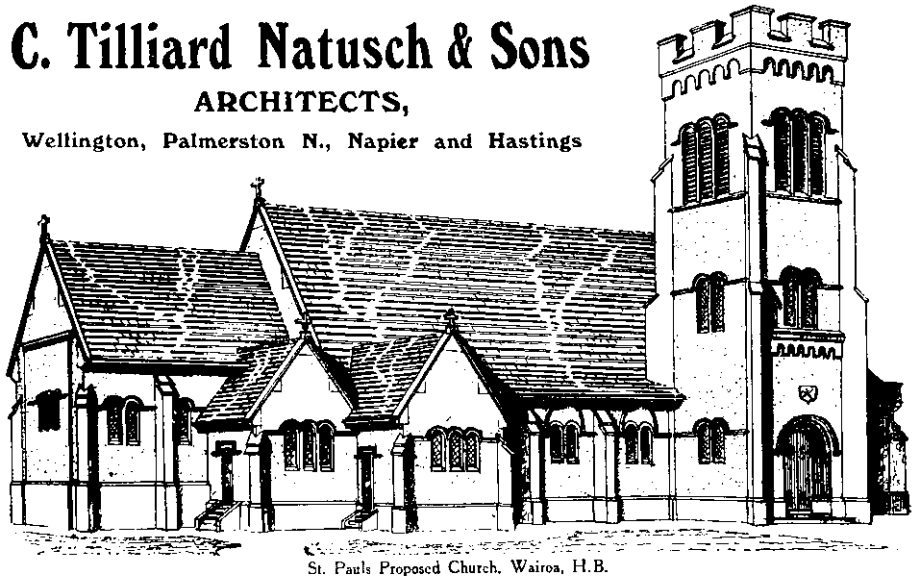


Church of St. Saviour's, Makotuku, Hawke's Bay

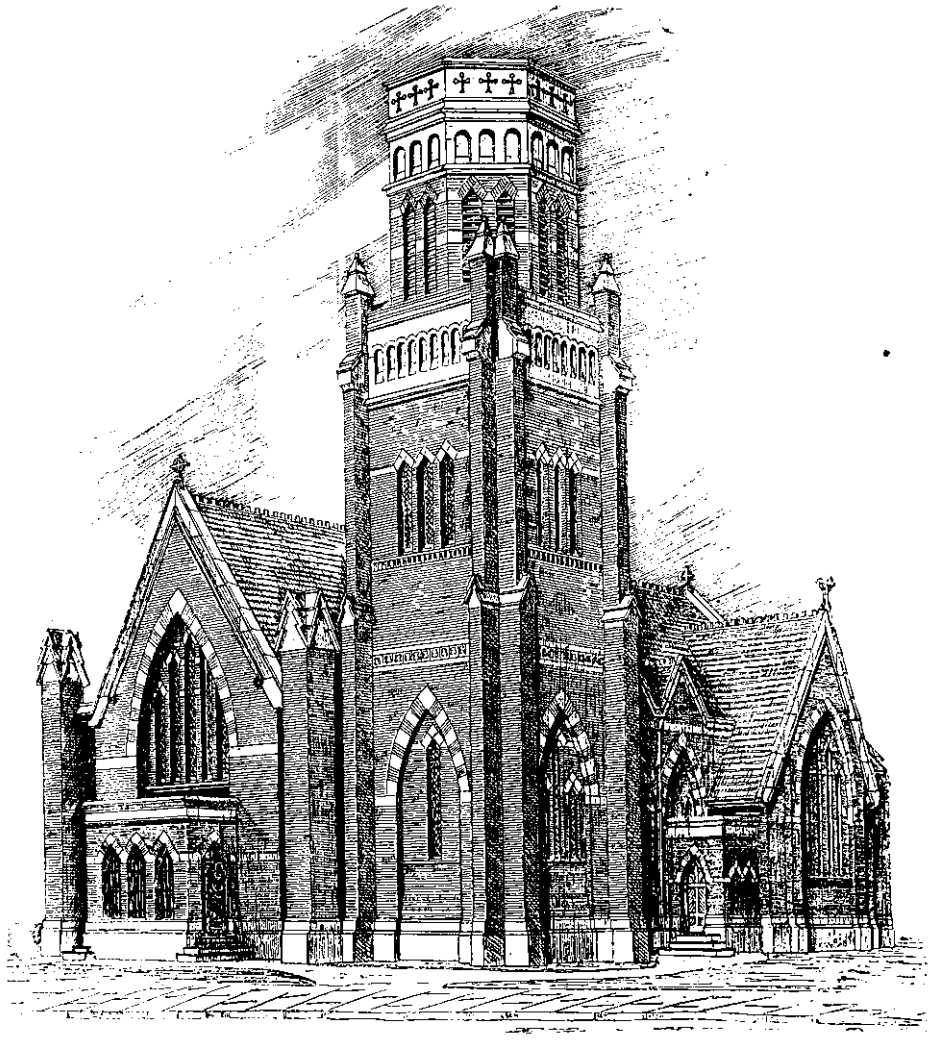
C. Tilliard Natusch & Sons

ARCHITECTS,

Wellington, Palmerston N., Napier and Hastings



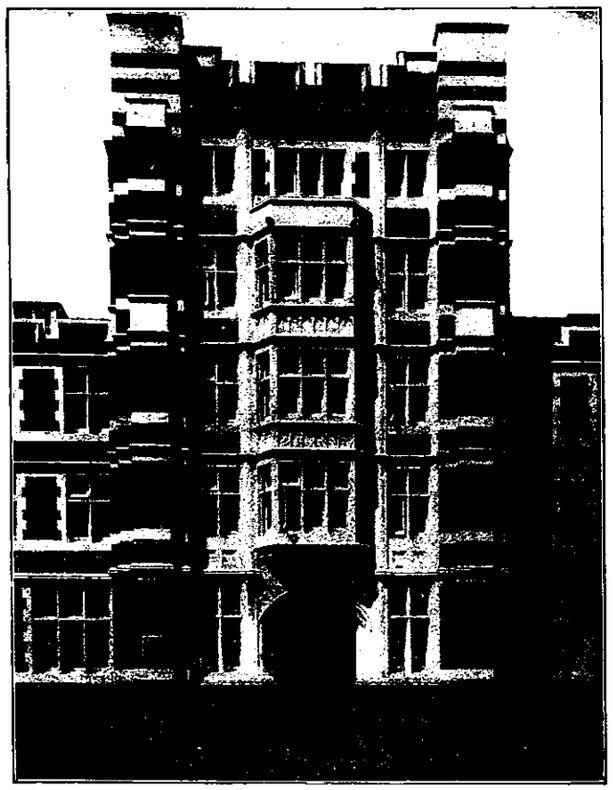
St. Pauls Proposed Church. Wairoa, H.B.



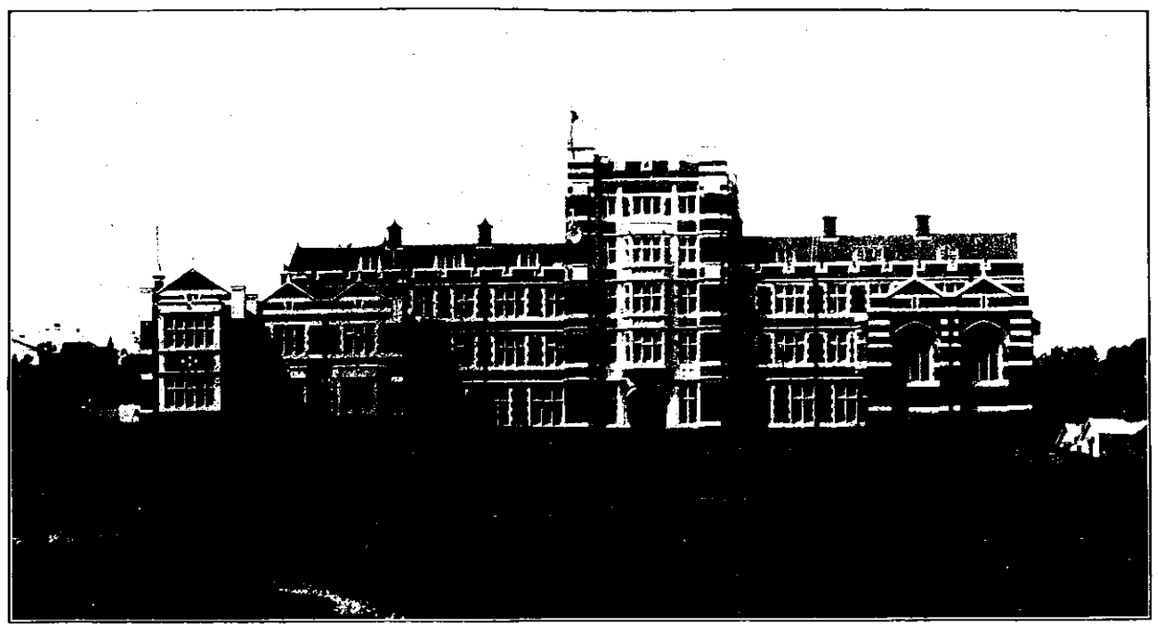
Gisborne Holy Trinity (Proposed)

W. GRAY YOUNG, F.N.Z.I.A.,

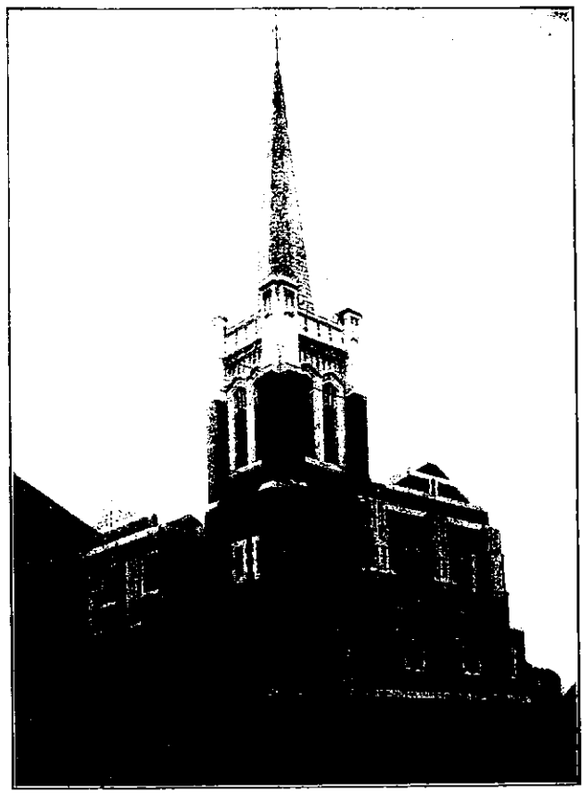
217 Lambton Quay, Wellington



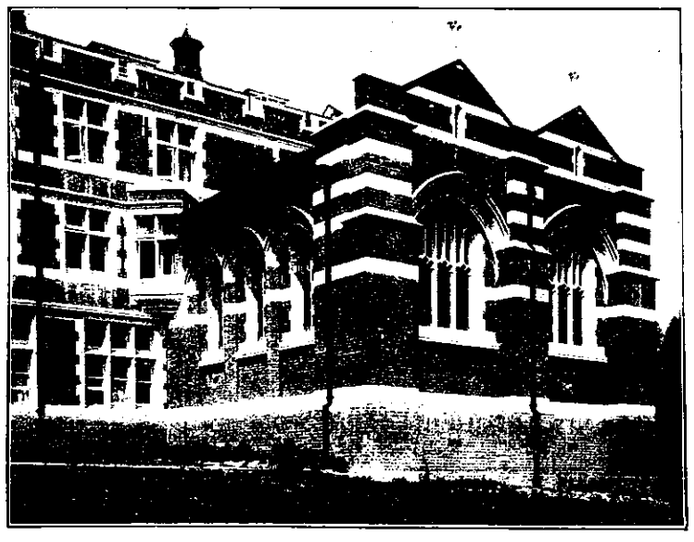
Knox College Tower, Dunedin



Knox College, Dunedin

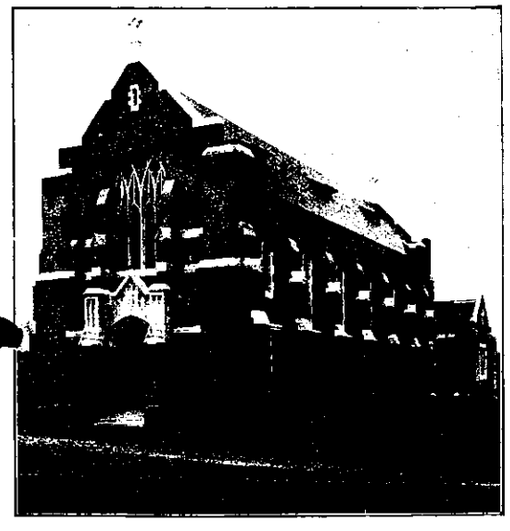


St. Paul's Church, Wanganui

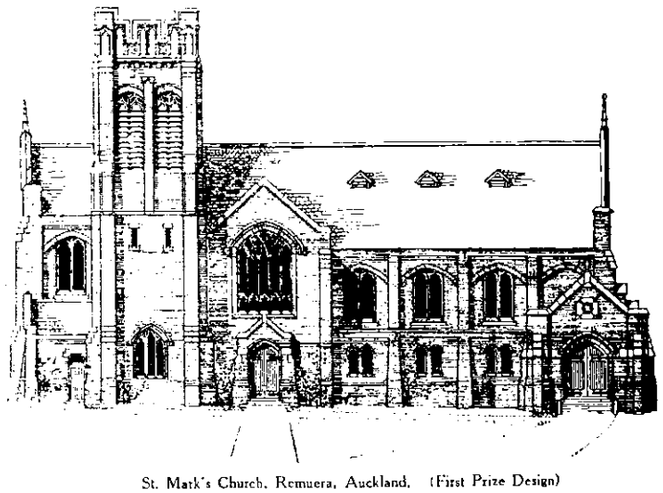


Knox College Chapel, Dunedin

Interior of St. Paul's Church, Wanganui



Wanganui College Chapel



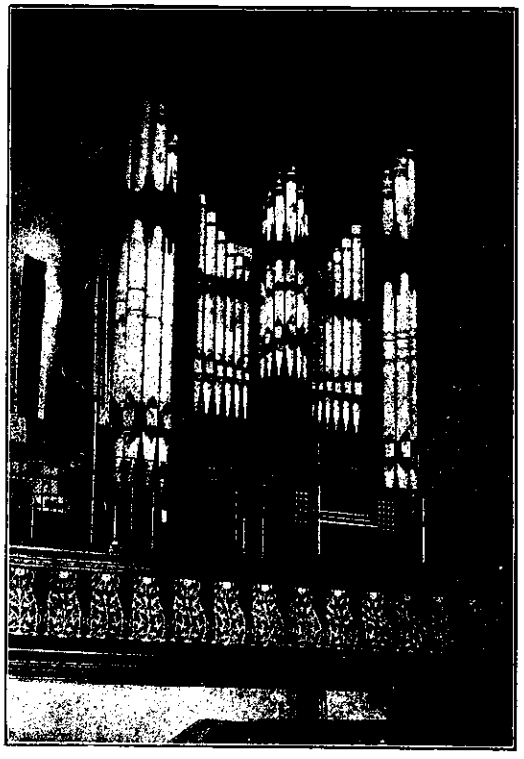
St. Mark's Church, Remuera, Auckland. (First Prize Design)

ORGAN BUILDING IN NEW ZEALAND

A Visit to Mr. Arthur Hobday's Organ Factory, Wellington

Listening to an organ recital one is tempted to wonder how by mechanical means such results are obtained. The modern organ is really a marvellous production. There is hardly anything it cannot do. We in New Zealand have rare opportunities of hearing the big orchestral works of the great masters, but the organ comes to our assistance and enables us to get an insight into works which we would otherwise not have an opportunity of hearing. The function of the organ too in church music is invaluable. It was first known of in the second century B.C., and the first keyboard is said to have been introduced in a cathedral at Magdeburg, Germany, about the close of the 11th century. The instrument is therefore historic, and my curiosity having been aroused I called on Mr. Arthur Hobday with a view to seeing the "how" and the "why" of organ building.

First Organ built in Wellington Factory



Three-manual Instrument of 40 stops, 1814 pipes, detached Console

I learned from Mr. Hobday that fourteen years ago saw the start of his organ factory in New Zealand, and although I have seen many of his organs I was astonished to see the number he has in hand (seven), and see the scale on which he turns out his work. There was evidence of the greatest care and thought bestowed on the instruments in the modern appliances Mr. Hobday has installed.

The organ of to-day differs from that of a few years ago, more room being devoted to the soundboards and pipe work than was formerly the case, the swell is now always balanced, and the old pump handle so dearly loved by some is a thing of the past. Also the old trackers and stickers have had their day, and the firm to-day are putting in actions that are equal to any English or foreign built organ. In chatting with the heads of the various departments I found that the firm are very busy executing seven orders for organs. They are all pneumatic of a very high order. The work that I saw was equal to anything I have seen north or south of the line. Each man seems to take an intelligent interest in his work, so much so that it struck me that Mr. Hobday was extremely happy in his choice of workmen. The whole factory bustles with an English air of care and affection for their work. I was allowed to overlook their list of tunings, and find that year after year representatives travel over the Dominion several times. This alone shows their work is good and there are very many instances of repeat orders for

enlargements and alterations which only emanate from satisfied patrons. Some who started with a modest single manual are now the proud possessors of fine pneumatic two and three-manual organs. I had the pleasure of trying some new thumb pistons, which I found a great advance—no noise, but very fast and sure in their action. In the coupling of manual to manual, sub and super octaves were a revelation to me so simple yet absolutely reliable. Then again in the case work and pipe decoration the firm have adopted some very unique designs, the work of which speaks well for those responsible for it, in work, design and colour. In my inspection I was pleased to note the quality and finish of the woodwork. Mr. Hobday seems to have passed over all our New Zealand timbers, and in their place, oregon, californian pine, oak, mahogany and ash are used, even the tube trays are oregon. Then in the water engine I found all brass and gunmetal, with its own feeders connecting up to main bellows, and then to auxiliary bellows. All players will know what a steady wind means to an instrument, and one can easily compare it with the old way of connecting engines on to handles, etc. In the pneumatic department I found a great advance in both attack and repetition, and was allowed to see and handle the various parts, every instrument being an improvement on the last. The exquisite softness and pliability of the leather was most pleasing to me, and I soon ceased to wonder that the firm's success in this respect, only the best French leather being used. It was also very pleasing to find that everything is British, and made by British workmen only our old friends in France are called on and that is for leather.

The pipe work too is of a good quality both wood and metal have good proportions one of the points this firm excel in. Good diapason work—nothing mean or shoddy, even the large pedal opens are full length timber cleanly cut off with tuners attached. No patching up is allowed and all pipes are full length.

The firm guarantees their organs for five years, one has only to follow the work to see that in all human probability the guarantee will never be required. I was taken to one of seventeen years' standing, and was very pleased to hear that this organ had given entire satisfaction. Anyone interested in organs can visit the factory and get a cordial reception, and I would advise those interested to do so and thereby support an industry that is a credit to the Dominion.

A few organs built by the firm:—Wellington—Basilica, R.C. Church, St. Gerard's R.C. Church, St. Mary's R.C. Church, St. Joseph's R.C. Church, Kent Terrace Presbyterian Church, St. Thomas Church of England, Weslyan Church Wellington South. Blenheim—Church of Nativity, Weslyan Church, Presbyterian Church. Greymouth—Roman Catholic Church, Presbyterian Church. Hokitika—Church of England, Wesleyan Church. Nelson—Presbyterian Church, Roman Catholic Church. Timaru—Sacred Heart R.C. Church, Presbyterian Church. Taihape—Church of England. Lower Hutt, Wellington—Presbyterian Church. Hastings—Roman Catholic Church. Masterton—St. Matthew's. Wanganui—Presbyterian Church. Roslyn, Dunedin—Presbyterian Church, etc., etc., and seven building.

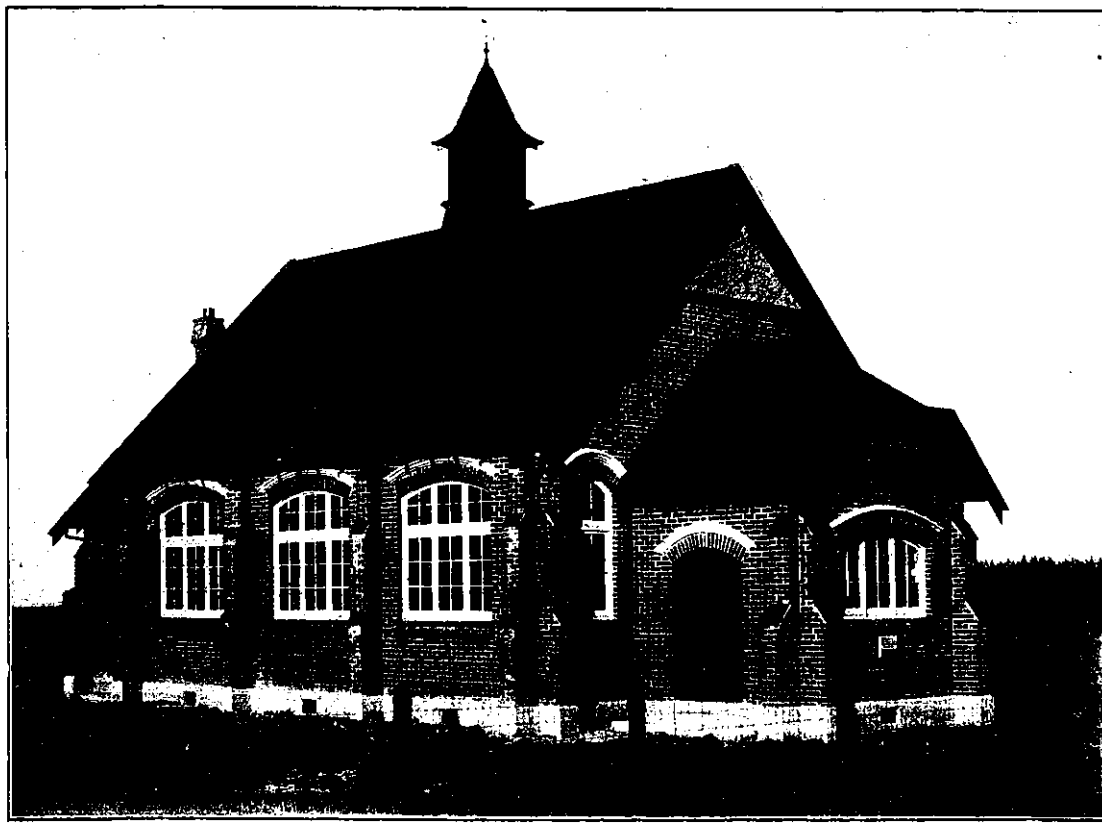
Interior of Mr. A. A. Hobday's Organ Factory, Wellington, showing Instruments in course of erection

List of organs overhauled, rebuilt, enlarged, etc. Wellington—St. Mark's. Christchurch—Christchurch Cathedral, St. Michael's. Dunedin—St. Paul's Cathedral, St. Joseph's. Wellington—St. John's Presbyterian Church, St. Peter's Church of England, Wesley Church, St. Andrew's Presbyterian Church, Congregational Church, Baptist Church, St. Paul's Cathedral (rebuilt 1906), St. Paul's Cathedral (enlarged and put under Tubular 1912), St. Paul's Cathedral (pedal organ enlarged 1914), Presbyterian church, Kent Terrace, (enlarged 1914), St. Mary's, R.C.. Palmerston North—Church of England. Carterton—Church of England. Dannevirke—Church of England. Napier—Catholic Church. Hutt—Weslyan Church, etc., etc.

Recent Church Work by

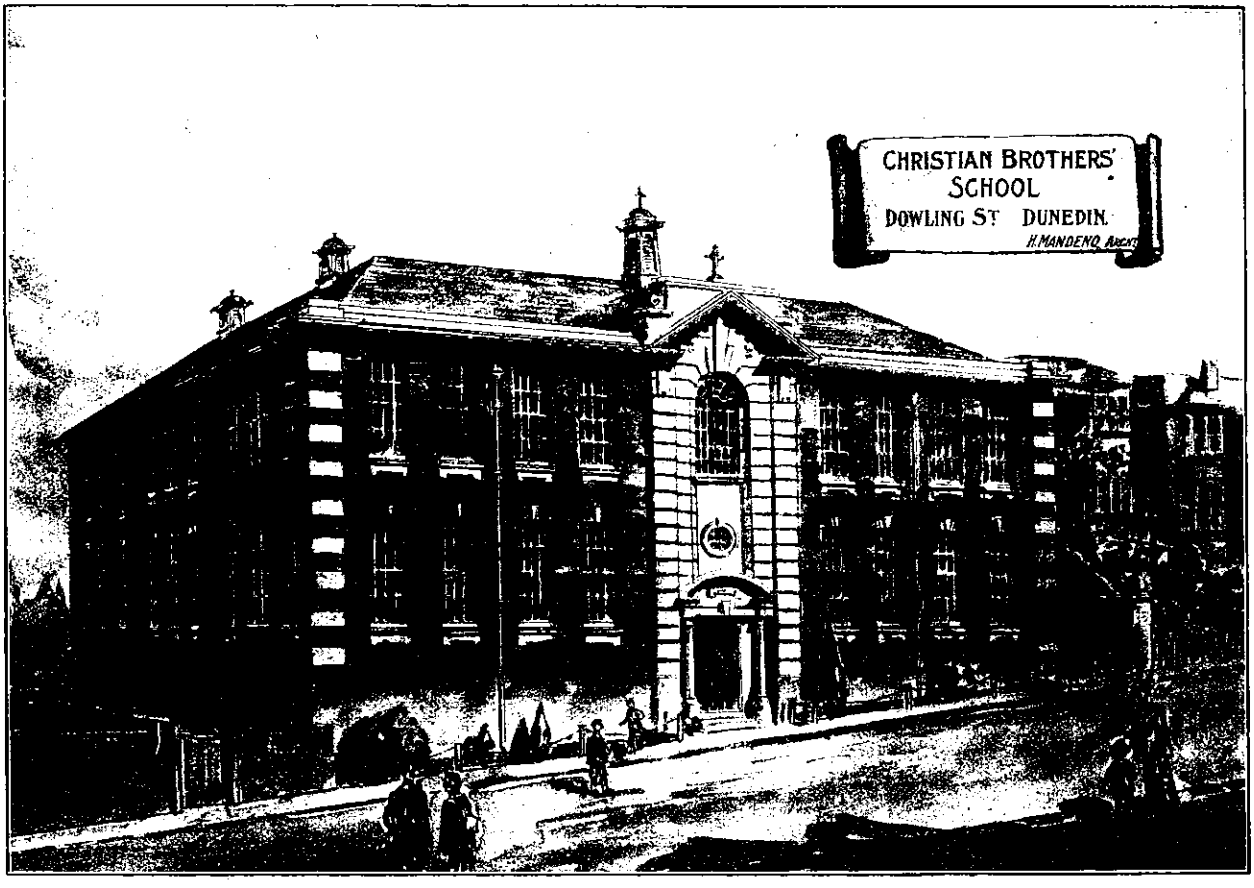
Arthur R. Dawson (Regd. Architect), Invercargill

St. Paul's Methodist Jubilee Hall (Sunday School), Invercargill



Waimatuku Presbyterian Church

H. Mandeno, Architect, Dunedin



The Christian Brothers' School, Dunedin

King Edward Technical College, Dunedin

Free Kindergarten, South Dunedin

Daniell & Cray, Architects,

"Times" Building, HAMILTON

St. Andrews' Presbyterian Church, Hamilton

Cheese Factory

Residence

Wages Protection and Contractors Liens Amendment Bill

BUILDERS NOW PROTECTED

The amendment just carried to the above Act now protects builders from a possible detention of 25% of the contract price for all building contracts from 121 days to 31 days. In an explanatory memorandum of the Bill Mr. W. Jolliffe, Law Draughtsman says:—

"The general conditions of contract adopted throughout New Zealand by the Institute of Architects and the New Zealand Federated Builders and Contractors' Association provide for the employer retaining in hand 25 per cent. of the contract moneys "for such period as shall be in conformity with the Wages Protection and Contractors' Liens Act, 1908," and a further sum of 5 per cent. (with a maximum of £300) is also retained for what is known as the maintenance period (usually three months) during which the employer may call upon the contractor to make good any defects that may develop during that period.

It has been contended that the contract is not completed until the expiration of the maintenance period, and that the time for claiming liens does not therefore end until after the lapse of thirty days from the expiration of that period. Employers under this contention are in some centres retaining in hand one-fourth of the contract-moneys as well as 5 per cent. for maintenance for as long as 121 days after the contracts have been completed and the owner is in possession. The object of this amendment is to provide that the period of thirty-one days during which the employer shall retain 25 per cent. of the contract price (as provided for in the principal Act) shall commence from the time of completion of the main contract, and not from the date of expiry of the period of maintenance."

We quote the amendment in full together with "new" clause (3):—

A BILL INTITULED

An Act to amend the Wages Protection and Contractors' Liens Act, 1908.

Be it enacted by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the Wages Protection and Contractors' Liens Amendment Act, 1914, and shall form part of and be read together with the Wages Protection and Contractors' Liens Act, 1908 (hereinafter referred to as the principal Act).

2. Section fifty-nine of the principal Act is hereby amended—

(a) By omitting from subsection one thereof the words "as defined by section forty-eight hereof;" and

(b) By adding thereto the following subsection:

"(3) For the purposes of this section 'the work' means the work specified and described in the contract or subcontract or in any specification, plan, or drawing forming part thereof, and the work is completed when the same, with such variations, omissions, or deductions, as have been duly authorised or agreed upon, has been performed in accordance with the contract or subcontract, and notwithstanding that the Contractor or subcontractor may then or subsequently be employed in executing additional or extra work which is connected with or related to the work as hereby defined but is not specified in the contract or subcontract, or that he may be liable to rectify defects in the work discovered since the performance thereof and during any period of maintenance provided by the contract or subcontract."

NEW CLAUSE

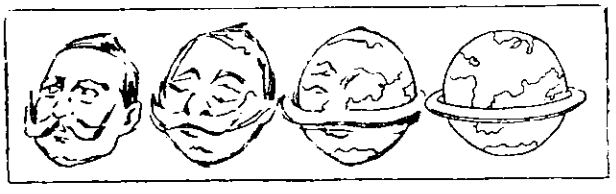
3. Section 51 of the principal Act is hereby amended by adding the following as subsection two thereof:—

(2) "Every assignment, disposition or charge (legal or equitable) made or given by the contractor who contracted with the sub-contractor, or by any superior contractor to any person whomsoever (other than his workers for wages due to them) of or upon the moneys due or to become due to such contractor or superior contractor under or in respect of the contract, work, or undertaking shall have no force or effect at law or in equity as against the lien and charge of a subcontractor under this Act."

4. The definition of "work" in section 48 of the principal Act is hereby amended.

(a) By striking out the words "work means" in the first paragraph thereof, and substituting the words "work includes;" and

(b) By inserting the word "also" between the words "and" and "includes" in the last paragraph thereof.



How Germany thinks the World was made! *Tokyo "Puck."*

The "Most Handsomest" Building in Wellington

Under the title of 'Advance Wellington,' in an article appearing in "New Zealand Shipping and Commerce" for November 5th, appears the following delicious sentence:—"One of the most handsomest in appearance and well-arranged in internal design of office buildings that has been our pleasure to inspect has just been completed in Wellington for Messrs. J. H. Bethune and Co."

We feel quite sure that the architects who were responsible for the designing of this building will feel flattered at the approval bestowed upon their professional capacity by the author of the above-quoted sentence!

A HOME AT HATAITAI · W'TON

with

Two Interiors.

WM. FIELDING, LIC.R.I.B.A.,

Architect,

102 Willis Street,

WELLINGTON.

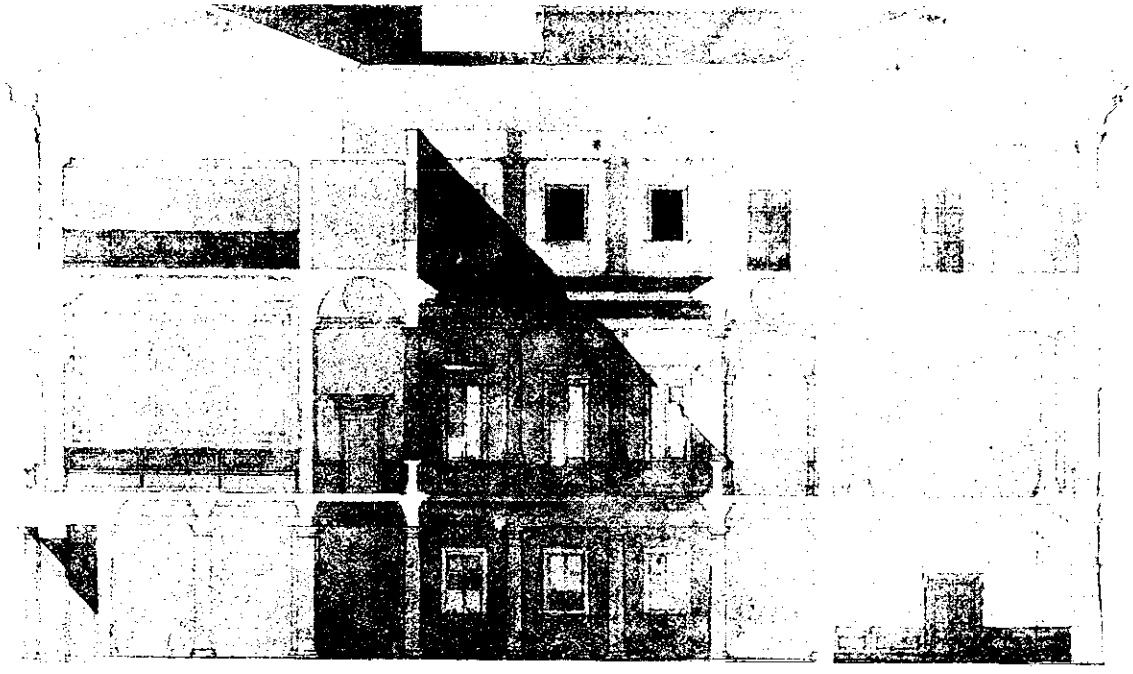
Mr. J. Brown, A.N.Z.I.A. (Reg. Architect), Dunedin

Technical School erected at Ayrshire, England

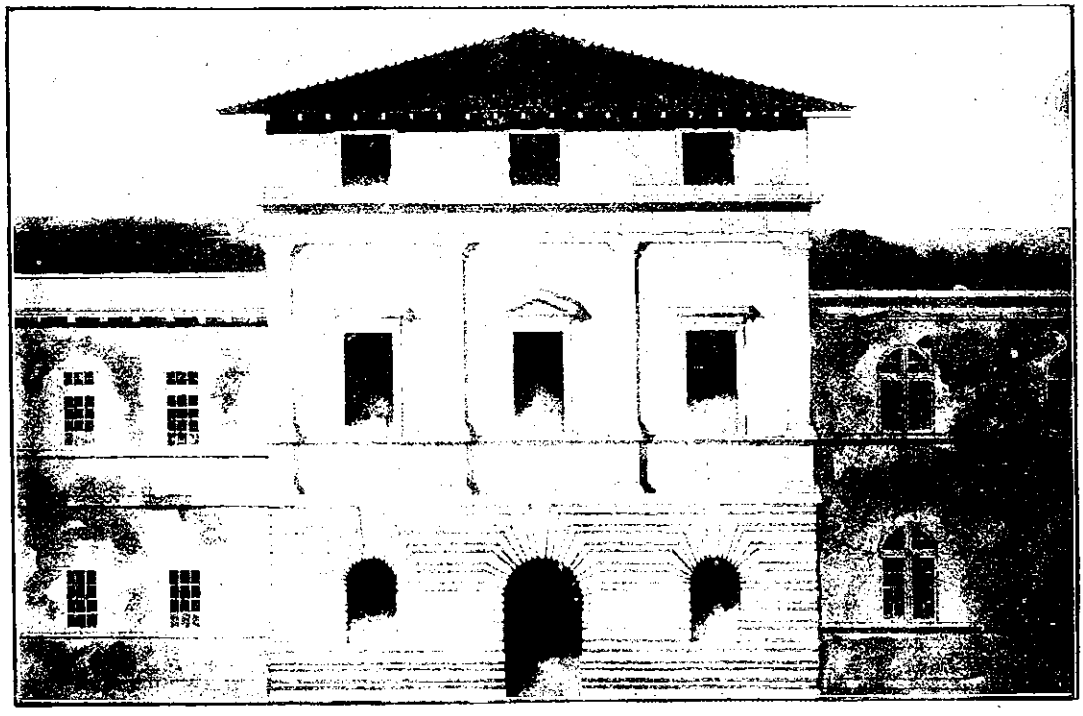
Residence built for Mr. R. Angus

Auckland Architectural Students' Association

"It is supposed that a Club is to be erected, and the site chosen is, we will say, at the top of Shortland Street, on the site overlooking the harbour;



Third mention "A" subject by Chas. Towle in Auckland Architectural Students' Association Club House Competition



First mention "B" subject by Mr. Reidy

The second subject set by the visitor-in-charge Mr. R. K. Binney, was for a Club House and the two drawings mentioned are reproduced on this page. The conditions are as follows:—

with 50ft. frontage to Shortland Street, and depth of 100ft.

The site is level, and is bounded on both sides by brick buildings, and terminating with a retaining

wall rising from Fort Street, from which an uninterrupted view of the harbour is obtained.

The building is to be designed in the Italian Rennaissance. Material: Brick and stone. Accommodation: Hall with porter and cloak room and lavatory; large reading room; guest room; dining room with access to kitchen, which will be at top of the building. (The Student need not plan the kitchen, but leave space on plan indicating the position); billiard room for two tables; a large open loggia facing harbour.

The building is to be of three floors not including kitchen which is to be on the roof, and the court yard is to be made a special feature.

Drawings to ⅛in. scale. (1) Plans of three floors. (2) Elevations to street and facing harbour. (3) Two sections. (4) ½in. detail of some portion of the building.

"B" Subject

(1) ⅛in. scale elevation to Shortland Street of Club House which is to be three floors high. ½in. detail of some portion of the design. Six weeks allowed for design."

The Visitor-in-charge reported as follows on the drawings submitted to him:—

"The second subject for competition for the Auckland Architectural Students Association was a Club House to be designed in the Italian Renaissance.

An actual site was given. The conditions were kept as simple as possible—it being a difficult subject. Two of the most important features asked for in the design were an open courtyard in the centre of the building, and a loggia in the elevation facing the sea.

On the whole the designs returned were disappointing, and they showed lack of knowledge of design and of the orders. There were no designs showing anything approaching a successful treatment of the loggia. Mr. Towle's 3rd mention in the "A" subject was awarded for his design and detailing of his courtyard—which was in every way successful. Mr. Reidy was awarded a first mention in the "B" subject for his street facade, the composition being decidedly good. There were no other places awarded.

The difficulties of a subject such as this should not deter students from attempting it as even in the event of total failure, useful experience will have been gained."

(Signed) R. K. Binney,
Visitor-in-charge of 2nd subject for competition."

Defaulting Solicitors

The appearance in the criminal's dock of several New Zealand solicitors during the past few months suggests that there must be something about an honourable profession calling for close scrutiny and prompt action. Lawyers must sorrowfully admit that their calling has depreciated in the eyes of the community as a result of revelations of dishonesty, muddlement, and lack of business training which have come to light during criminal proceedings. Lawyers nowadays can be turned loose to practice on the public, full-fledged, loaded with academic qualifications, but sometimes lacking those more important essentials which grace their high profession. Mere academic cramming will not make a serviceable high-principled practitioner. He should have a thorough grounding in the methods of a good sound legal office, and should know more about business system than recent unfortunate happenings would suggest is at present the case.

The public looks first to the legal profession itself for practicable methods of improving the present unsatisfactory position.

German and Austrian Patents and the War

It is possible to send applications for patents to Germany and Austria through neutral countries such as Switzerland and Holland.

It is extremely likely, however, that such applications would not be dealt with until after the war, and possibly the sending is contrary to the law relating to dealing with the enemy.

Arrangements have been made by the English Government, which has set aside a special room at the Patent Office where all documents, etc., may be deposited which in the usual state of affairs should be sent to Germany or Austria. These documents will, presumably, be retained at the British Patent Office until peace is declared, when probably the Peace Treaty will make provision for the validation by the enemy countries of what has been done through this medium.

It cannot be said that this will certainly be the case, of course, no one can predict the ultimate arrangements for peace.

Provision is also made for the receipt in a trust account opened in London of fees and taxes for keeping in force German and Austrian patents. These amounts will not be transmitted to the countries mentioned until after the war, but it is hoped, by persons in authority in England, that arrangements will subsequently be made whereby payments into the trust account will take effect as if they were payments on the same day into the Patent Offices of Vienna or Berlin.

Under the above circumstances inventors still have the possibility of protecting their inventions in countries with which we are at war and of keeping their existing patents in force.

During the war, patents of Great Britain, Australia and New Zealand will not be granted to Germans or Austrians, but applications for patents may be filed by them and proceedings will be held in abeyance until peace is declared.

Church Windows

Through the courtesy of Messrs. Smith & Smith of Wellington we are able to reproduce the new window that firm inserted in the new church at Masterton.

The window seems to have given great satisfaction to the donors one of whom (the Rev. Dean McKenna) wrote Messrs. Smith & Smith congratulating them on the work, and wrote the firm that "the artist who designed and executed the work in the four windows, representing the four evangelists, may well be proud of it, and your firm is to be congratulated in possessing an artist who is so capable, and an establishment in the Dominion where such work can be executed."

"I may say, that every person who has seen the windows is greatly pleased with them the donors particularly so. What they think may be summed up in what one of them wrote to me "I went to see the windows when they were on view at Smith & Smith's. I thought they looked lovely and especially St. John, who had a lovely face and the colouring was beautiful. I was quite proud to thing I was one of the donors." The windows cost £80, and the Rev. Dean McKenna stated that he was better pleased with them than any other in connection with the church.

"Poilite Pictures"

Bearing the above title, we have received a 64 pp. quarto booklet containing nearly 100 photos and plans of buildings in the construction of which "Poilite" has largely entered. The contents of which should be of interest to every architect and builder, in fact, to every person owning or contemplating the erection of a home.

Reference is facilitated by the arrangement of the matter in sections, relating to (1) Private residences; (2) Government, religious, educational, commercial and industrial buildings; (3) Seaside cribs and summer homes; (4) Fire-resisting qualities of "Poilite;" (5) Australian buildings; and this also serves to concentrate attention upon one subject at a time.

It will doubtless come as a surprise to many to find such a representative collection of views of buildings constructed of "Poilite" considering the comparatively short time it has been on the New Zealand market.

Buildings erected in 'Poilite" with rough-cast finish on outer walls have an appearance of solidity equal to concrete construction, and we understand that progress in this style of building in the South Canterbury district has been so rapid that one architect has let contracts for the erection of "Poilite" houses aggregating over £5,000, within the past few months.

The work is well printed the cover being in three colours done by a process comparatively new to this Dominion, i.e., the process known as "offset." As a Dunedin production it reflects credit on the printers, and proves that it is unnecessary to go outside the country for high grade illustrated work.

The hand of the trained advertising expert is apparent in the appearance, feel, and the harmonious and effective arrangement which shows the result of careful study of every detail.

Although the preparation and production of the first edition of "Poilite Pictures" has cost about £300, Messrs. John Chambers & Son Ltd., who are the sole New Zealand agents for "Poilite," state that they will mail a copy free and post paid to anyone interested. Request should be sent to the firm's nearest branch, the address of which will be found in the firms advertisement on page 109 of this issue. Mention this paper when writing.

"Progress" War Map

This map is one of a series of five special maps appearing in our Special War Supplement, "The Great European War of 1914" price 1/7, postage free

MOTORING

By "SPANNER"

The Risk of Aviation

Ask anyone whether aviation is a dangerous game and he will reply "Yes—very." He bases his conclusions on the many newspaper reports of the accidents which befall airmen. Yet from the statistics the risk is not nearly so great at it appears to be. True, a year or so ago the betting was about 5 to 1 against the aviator being killed, judging by the insurance rates charged, but these, be it noted, are always based on an estimate sufficiently conservative to safeguard the interests of the shareholders in the insurance concerns.

That the flying game is becoming safer every month can be gauged from the fact that unusual premium rates are in the ratio of 5 per cent. of the sum assured—or 20 to 1 to put it in the language of the racecourse.

When one compares these odds with the 33,000,000 to 1 in regard to being killed in a railway train, or the odds of over a million to one in a motor car accident, which are the statistical ratios, it becomes apparent that flying is still a most perilous enterprise. But it is a tribute to the daring and courage of the young men of the present day that so many take up flying with complete disregard of the risks it entails.

The Motor as a Brake

In using the motor for a brake with the gears in first or second speed, more braking effect is secured by having the ignition off. Besides this, backfiring and muffler explosions are to a large extent avoided, and the motor is more completely cooled at the same time that it is working as a brake. When the spark is on, there is an occasional impulse given to the motor by an explosion occuring in the cylinders, even though the motor may not fire at all regularly. In working through country, hilly enough to require the services of the motor in low gear as a brake, it is a good opportunity to cool off the motor by cutting off the ignition. The cool air which is drawn into the cylinders will quickly reduce the temperature of the cylinder walls.

The Choice of a Spanner

A common fault with the novice is to employ a spanner that is too large; that is, the nut or bolt is smaller than the opening of the jaws of the tool. This results in damage to the nut by rounding off corners. The jaws should be fitted snugly so that there is no play. Sometimes it is neceessary to give the free end of the spanner a sharp blow with a hammer to start a refractory nut. When this is employed care should be taken to fit the tool so that the impact of the hammer will tend to drive the hammer on the nut, not off it. If placed incorrectly, the blow will cause slipping, or even damage.

Magnetic Notes

There are four main defects which may occur at the make-and-break mechanism on the end of the magneto: (1) When a machine is new the fibre bush supporting the right-angled piece may swell up, due to moisture, and so cause the points to remain permanently open; (2) When the machine has been running for some time the same bush may become slack, and cause a short circuit in the primary; (3) The heel or rubbing piece of this same right-angled lever may be worn and require renewal; (4) The platinum points at which the primary is broken may require adjustment, through wear, or they may require squaring up with a very fine file. After filing they should be again set so that the maximum opening is not more than one-fiftieth of an inch.

THE WASTAGE OF WAR

The upper picture shows a German transport column of 4-ton Lorries and Trailers captured and destroyed by the Allies. The other picture shows the effect of Guncotton judiciously applied by French Engineers to German motors.

Lake Coleridge Hydro-Electric Plant

New Source of Power for Christchurch

By ROBT. WHITSON, Engineer

November 25th should surely be marked as a red letter day in the annals of water power development in the Dominion, for on that day the Prime Minister visited Lake Coleridge hydro-electric works and switched on the current of the first installation undertaken by the Government. This undertaking will prove of such immense importance not only to the district affected, but to the whole Dominion, that a general resumé of the whole scheme for the information of those who have been unable to follow the work stage by stage will no doubt prove acceptable.

The "Aid to Water Power Act" passed in 1910 made possible the development of hydro-electric installations by the Government, and the Lake Coleridge scheme was the first work put in hand under the new authority. The lake itself is situated some seventy miles east of Christchurch in the Southern Alps, and the natural features of the lake and adjacent rivers allow of a very large future extention to the initial installation at present laid down, in fact it is reckoned that when fully developed the total output of the station will exceed 58,000 h.p..

The present station is being laid down for a total output of 9,000 k.w., or roughly 12,000 h.p., and that portion of the work now nearing completion consists of head works and buildings for supplying 10,000 h.p., whilst the generating plant consists of three units each capable of supplying 2,000 h.p. Two of these units supplying 4,000 h.p. are available for supply purposes, leaving the third as a standby for the present. The transmission lines have been laid in duplicate by separate routes to Christchurch thus ensuring a continuity of supply, each line being capable of handling 5,000 k.w.

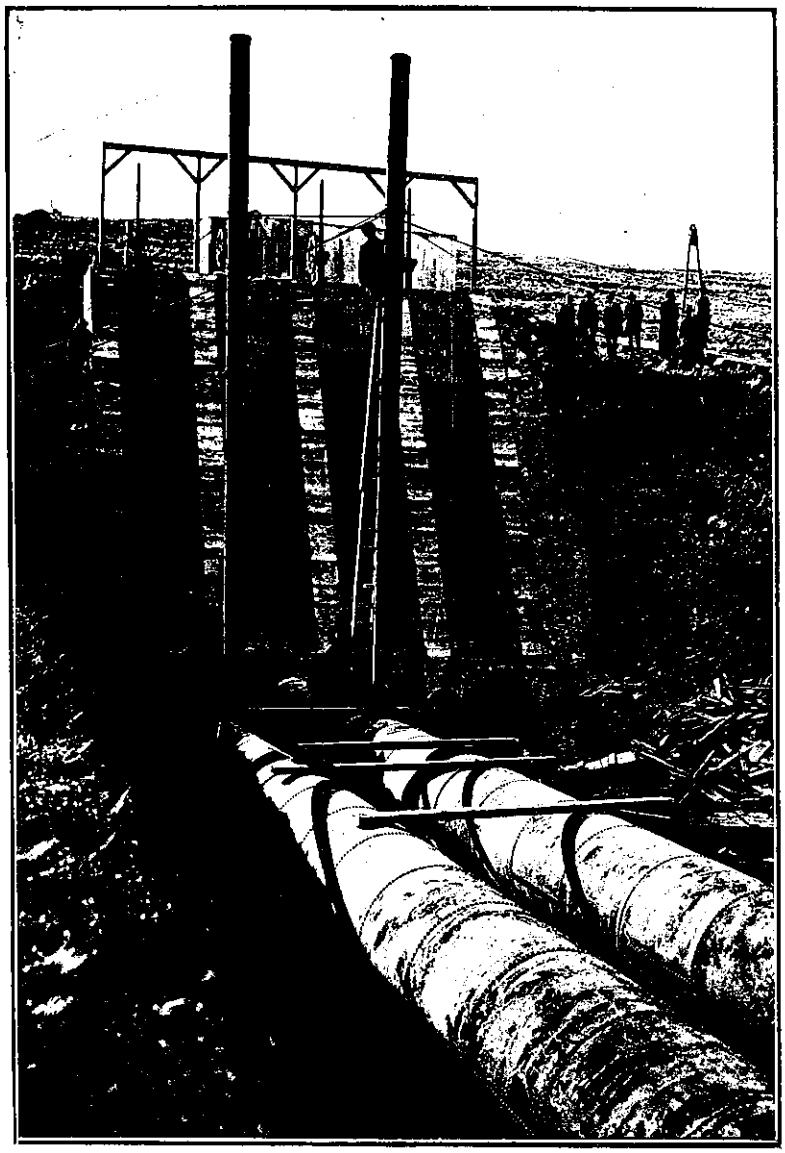
Interior of Lake Coleridge Power-House

Up to the present time the actual expenditure and commitments amount to about £253,438, and the expenditure of a further £10,000,will not only just about complete the present section of work but will

keep the expenditure substantially to the original estimate. It is estimated that a capital expenditure of about £375,000 will be required to complete the 12,000 h.p. installation.

Recognising the necessity of providing a standby plant for any hydro-electric scheme with long transmission lines, the Government have entered into an arrangement with the Christchurch Tramway Board, whereby directly the Tramway Board's steam plant becomes idle owing to the necessary current for operating the cars being drawn from Lake Coleridge, a portion of the present plant will be maintained under steam by the Board for the purposes of emergencies, to be supplied to the Department as necessity arises.

The contract for the supply of current from the Department to the Christchurch City Council provides for a charge for the first 300 k.w. of £8 13s. 4d. per annum per k.w. of maximum load, and all over 300 k.w. at £5 per annum per k.w. of maximum load. This will enable the Council to retail it to the public at an average of about 3d. per unit for light and 1½d. per unit for power in small units and £10 per annum per k.w. of maximum load for power to larger consumers.



Surge Chamber and Pipe Lines—Erecting the Air Pipes

The latest motoring news from the front is that the Kaiser is to be fitted with shock absorbers.

The Mangere Bridge

Those unfamiliar with the exact locality of Mangere Bridge, Auckland, will find it difficult to realise the magnitude of the ferro-concrete structure that is at present in progress of erection. This bridge forms the connecting link between Onehunga and the opposite side of the Manakau Harbour, taking its name from the district on which its southern end abuts. The original structure was built some forty years ago, and was in those days considered somewhat of a feat, and to the present time it is carrying all the district traffic.

The new bridge which is to replace the present one is now well under way, the first pile of the structure having been driven by the Prime Minister on June 20th last. The estimated cost of the whole bridge and approaches is about £25,000 of which sum the Government are contributing £4,500. The main dimensions are as follows: Total length of reinforced concrete work 820ft. Width of roadway between kerbs 38ft. with two footpaths each six feet, or a total width of 50 feet over all. Decking 12 ins. thick, girders 12 ins. by 36 ins. with 50 feet span. Columns 24 ins. by 24 ins., with an average length of 55 feet. Tie members and bracing 16 ins. by 12 ins.

A departure from the ordinary method of reinforced construction is that, instead of the various parts being built in place, each is separately being manufactured away from the site, to which they will be afterwards taken and assembled. The girders will weigh when finished about 11 tons and the piles on an average 12 tons.

The method of construction is, that after the piles are driven, the beams and girders will be taken to the site and erected in position, then when the whole structure is in skeleton form, the decking will be placed in situ and will complete the monolith. The bridge will contain 17 spans in the length of 820ft.

In order not to interrupt traffic during building operations the bridge is to be built in two sections, the first of which, 35ft. wide is now well under way, and when this is finished, and in a condition to carry traffic, the old wooden landmark will be removed and the structure finished out to its complete width of 50ft.

Special Flux for Aluminium

The soldering of aluminium has not yet been perfected, although fairly satisfactory results have been obtained. Repairs made by the oxy-acetylene and electric welding processes, however, are highly satisfactory. A recipe which has been used to advantage in Germany is as follows: Tin, 80 per cent.; and zinc, 20 per cent. The flux consists of eighty parts of stearic acid, ten parts chloride of zinc, and ten parts of chloride of tin. A solid nickel soldering iron should be used, so as not to discolour the metal

Personal

We regret to hear that a serious motor accident happened to Mr. F. E. Smith, architect of Hamilton, while motoring to Coromandel. It seems that something went wrong, and the party, with the exception of the boy, alighted. While Mr. Smith was fixing the machine it commenced to run backwards. Mr. Smith made a gallant attempt to save the boy, and succeeded, but was knocked down by the car, receiving painful flesh wounds and a severe crushing of the lower part of his limbs, but no bones were broken. The car somersaulted and dashed on to the rocks and was smashed. Mr. Smith was taken to the hospital. He was on tour on behalf of the Belgian Relief Fund, organising working committees.

Correction

In our issue of October page 61 we stated that the price for erecting a residence in Dunedin illustrated on that page was £550. Mr. Basil Hooper, A.R.I.B.A., has asked us to correct the price to £850.

Building Notes

AUCKLAND

Despite the fact that a considerable amount of projected work was suspended at the outbreak of war, it is satisfactory to be able to report that the buildings at present in hand and those to be immediately proceeded with in Auckland, total in all a sum of over £250,000. The architects of the city are already speaking freely of the improved outlook, and several who had received instructions to hold up plans in progress, have within the last month been requested to get their work in hand as soon as possible. Of the works already proceeding the largest is the new building for the New Zealand Insurance Coy., Ltd., in Queen Street. The new building is to be a steel-frame structure, eight storeys high, and it will probably cost something in the neighbourhood of £60,000. Plans for the work have been prepared by Messrs. Hoggard, Prouse, and W. H. Gummer. The foundations for the back of the building near Mills' Lane have been completed at a cost of £8,000. Here, extensive excavation work has been carried out, but a considerable time will elapse before the new premises will be completed.

Next in magnitude comes the new Grammar School for boys, which is being erected at Mt. Eden. This work was begun in December of 1913, and it is anticipated that it will be completed about December 1915. Another month should finish out the brickwork and a start has already been made to put on the roof. The plans of the building are by Messrs. Arnold and Abbott and the contract price was in excess of £31,450. A number of bricklayers and carpenters are employed on the job, and plasterers are now busily engaged on the interior of the building, while they will start work on the outside of the structure this month.

In the city the waterfront presents a very busy appearance. At the corner of Quay and Queen Streets good progress is being made with the erection of Endean's six-storey ferro-concrete building. The steelwork of this building is now in position, and a fair amount of brickwork and concrete work has been done. When completed the building will consist of nine shops and ninety offices. The contract price is £24,000, and the building will take about six months to complete. The architects are Messrs. Chilwell and Trevithick.

Opposite the General Post Office in Queen Street the same firm of architects have a large six-storey ferro-concrete structure in progress. This is being built for Messrs. R. and W. Hellaby at a cost of £16,000. The building runs through from Queen Street to Little Queen Street. It will be completed in about five or six months.

A fine three-storey brick and ferro-concrete building, planned by Mr. W. A. Cumming, is now in course of construction in Customs Street West. The contract price for the building is £5,000, and the structure will probably be completed in three or four months.

In other parts of Queen Street there are buildings in progress. Messrs. E. Mahoney and Son have in hand extensive alterations to the Albert Brewery, as well as the addition of three storeys to the one-storey building occupied by Messrs. Hart Bros. The contract price for this work being £5,575.

Extensive alterations and additions are being made to the premises of the Union Bank of Australia at the corner of Queen and Victoria Streets. The whole of the interior is being entirely remodelled from plans prepared by Messrs. E. Bartley and Son. The work will occupy another four or five months, and will cost about £7,000.

Another large new Queen Street building is that known as the Ellison Chambers, situated opposite Wyndham Street. This is a six-storey structure, comprising shops and offices. It was designed by Mr. D. B. Patterson, and will be completed in the course of a few weeks. The building has been erected at a cost of about £20,000.

Other buildings within the city are progressing at various points the following being the most important. A three-storey brick warehouse and garage, designed by Mr. John

Currie, is in course of construction in Fort Street for Messrs. Skeates and White. This building will be completed in about a month, the total cost being about £4,000.

In High Street two storeys are being added to the premises of Messrs. L. D. Nathan. The cost of the work will be about £5,000. Mr. J. Currie is the architect. The addition will take about two months to complete.

The erection of a large three-storey brick block of premises comprising seven shops and offices, at the corner of Victoria and Albert Streets, has just been commenced to the order of Mr. Gypren Hannah. The plans have been prepared by Mr. W. H. Glover, and the building when completed will have cost about £6,000.

A three-storey brick warehouse for Messrs. Thompson & Hills is nearing completion in Nelson Street, from the plans of Mr. J. Currie. In another month it is expected that the workmen will be out of the building. The cost of the structure will be about £6,000.

Several Picture Theatres are also well advanced in various parts of the city.

CHRISTCHURCH

During last month the building permits issued in Christchurch numbered 28, and represented buildings valued at £13,755. The details are:—Central (inner area) 3 permits, value £4,700; Central (outer area), 4, £630; Linwood, 3, £800; St. Albans, 12, £5,525; and Sydenham, 6, £2,100.

The site for the Canterbury College Library is being got ready at present for the building operations which are to be gone on with immediately.

DUNEDIN

Mr. Basil Hooper, A.R.I.B.A., has just completed a stone residence and outbuildings near Oamaru at a cost of about £1,700; a cottage at Balclutha; Brick residences at Mosgiel (£900), Heriot Row, Dunedin (£4,100), St. Clair (£1,100); extensive additions in Hawthorn Avenue, and Lees Street, also at Oamaru for Dr. Douglas, and at Waikouaiti for Mr. C. W. Rattray. Large brick residences in course of erection in York Place for Mr. T. G. Scoular (£2,200), at St. Clair for Mr. D. Allan (£1,650), and at Waikouaiti for Mr. A. S. Orbell (£2,400). Tenders will shortly be obtained for a garage in High Street for Dr. Williams which it is proposed to treat similarly to the residence, with rough cast walls and green slate roof. Three cottages in Poilite for the Otago Harbour Board at the Heads, are to be tendered for shortly, the plans and specifications being already prepared.

Alterations have just been completed to the St. Paul's Sunday School which will now seat about 400 people, and where it is proposed to accommodate the congregation while the new Cathedral is being built. A start is to be made in a week or two with the demolition of the old Cathedral, when the foundation will be commenced, most likely by day labour.

The foundation stone has been laid of the new Christian Brothers' School at Dunedin. The cost of this building will be about £8,000. Mr. Mandeno, the architect, has adopted the Georgian style. The foundations and base are of concrete with red brick walls. Pressed bricks will be used on the frontages. The roof will be covered with green slates.

OTAGO

A cheese factory designed by Mr. Leslie D. Coombs, A.R.I.B.A., has recently been erected at Goodwood, Otago. Mr. Crimp of Green Island was the successful tenderer.

The building is of brick and concrete and covers an area of 4,000 square feet.

WELLINGTON

The Wellington Hospital Board contemplates an expenditure of about £15,000 in alterations and improvements. The Board has decided to alter ward 3 and build a ward over the southern corridor, at a cost of £3,400; build over ward 4, connecting it with ward 6, at a cost of £3,400, a new operating theatre, £2,000; altering kitchen wing, £1,400; and additions to the nurses' home, £3,000.

The Miramar Golf Club completed recently a scheme for the purchase of 102½ acres of land for its links. It is intended to build a modern club house close to the city boundary, and to form tennis courts close to the building, which will be within twenty minutes of Lambton Quay by two tram routes.

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