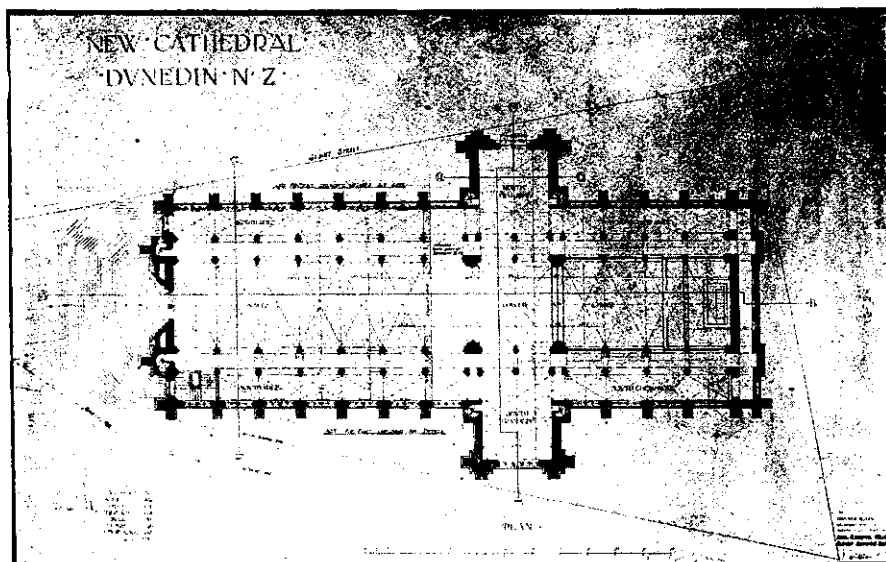


tages of being on an eminence, instead of being on the dead level. However, as things are, we must be thankful that the site is as good as it is, and trust that the long desired Town-planning Bill will ensure more ideal conditions for the Cathedrals and other public buildings of the future.

The position of the site has determined the members of the Board in agreeing to a reversal of the usual plan, in which the Conventional East End is really placed west, and the Orthodox West End faces east. It was felt that the advantage and effect of having the main entrance with its noble flight of steps right on to the Octagon, was far too valuable to be lost for the sake of a custom, however ancient. This course was adopted, and I think wisely, too. The gradual rise in the level of the site, from front to back has necessitated a fairly high flight of steps, but the

wide stairs from same at the west end of the south aisle. This will necessitate a fairly long march to the east end for the choir and clergy, but will on the other hand give an opportunity for processional effect.

The north transept door (the conventional points of the compass will be used throughout this description) is planned to be slightly higher than the level of the footpath at that point, so doubtless this entrance will ultimately be the main one as it will save mounting the steps at the west end. The interior of the Cathedral is specially interesting, as the whole is vaulted in stone throughout. The vaulting is very simple, consisting merely of moulded wall, transverse, diagonal and ridge ribs to each bay, with random sheeting, but the result should be most effective. The aisle vaulting is practically the same as the nave, the ribs for the latter being slightly heavier in section,



GROUND PLAN

The above is accurate in all particulars save for the main entrance steps: the accepted design for which shows an octagonal finish, with massive statuary pedestals and subsidiary flights between them and the building.

need has drawn forth a scheme that will undoubtedly be a unique feature of the front. The design adopted shows a main flight of octagonal steps, with 2 subsidiary flights at right angles to the main set, and separated from them by massive statuary pedestals. The design should be very fine indeed, and the effect will be greatly enhanced by the N.Z. white marble that is to be employed for the treads and risers. The plan of the Cathedral is of the cruciform type, with fairly deep transepts, the Choir forming the top of the cross, and remaining to its extremity, the same width and height as the nave. There is thus no chancel or apse, to detract from the imposing dimensions of the interior. As the plan will show, a range of double piers runs the whole distance from west to east, forming between them an ambulatory, 5 ft. wide; this ambulatory is carried right round the "East" end, behind the altar, and should prove most effective and suitable for ceremonial processions etc. The vestries are placed in the basement, with

and both are similar in this respect—the intersection of the ribs is not covered by a boss of any sort. This entails a great deal more accurate and rather intricate working, especially when it is seen that the ribs come in at all different angles and radii. After having worked one of these intersections, it was easy to understand why bosses have been almost universally used in such positions. The springers of the vaulting ribs are taken up with level beds for a height of about 4 ft., which is where they clear one another, thus greatly reducing the thrust. The space between the twin piers is spanned by a series of barrel vaults, following the line, and just above the jamb of the clerestory windows. Altogether the whole vaulting scheme should be most effective and varied. The system of having double piers is rather interesting in that it utilises the two walls above as an abutment to the nave vaulting; i.e. practically a depth of 10 ft. The stability is further increased by the barrel vaulting and cross arches, and the small amount of thrust