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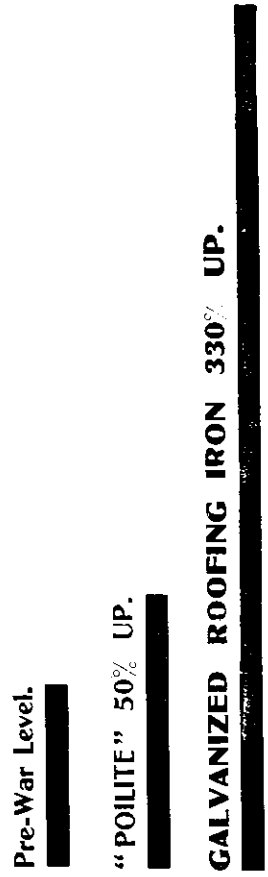
TUESDAY, JUNE 19, 1917.

COMMERCIAL.

ROOFING IRON.

The price of roofing iron in New Zealand to-day is £64 a ton. Prior to the outbreak of war the quotation ruled at £18 to £19 a ton. Hardware merchants state that the price is likely to advance even on the high values now ruling, and that the Australian quotations are above £64. At the present time it is estimated that there are not 100 tons of roofing iron in New Zealand, and there is no definite information of any cargoes coming to hand. Merchants, in fact, in the absence of any invoices or advices, can live only in hopes that the boats which may arrive from oversea will have amongst their other cargo a shipment of roofing iron.

Roofing Iron was 250 % above pre-war prices when above item was published: 10 days later the quotation was £80 per ton, a further rise of 80 per cent.



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To Our Advertisers—All copy for advertising matter must be in our hands by the 10th 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 56th Competition

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

Garden Pavilion

not to exceed 30 feet by 45 feet, which is to be placed on a level site 3 feet above the water level and at the end of an artificial lake. The pavilion is to have an open loggia in front of the whole length with a single room behind. There are to be no fireplaces. There is to be a landing stage from the lake with steps leading to the drive in front of the pavilion.

Drawings required: (a) Plan showing the general lay-out scheme of the end of the lake including the positions of pavilion, landing stage, drives, etc., to a scale of $\frac{1}{8}$ of an inch to a foot. (b) Elevation of the pavilion including the detailed treatment of the end of the lake, to a scale of $\frac{1}{4}$ of an inch to a foot.

Note.—The building to be built of stone and to have a tiled roof. The drawings to be executed in dilute Indian ink with the angles and features touched with Indian ink and finished in a monotone colour.

Mr. C. H. Mitchell, A.R.I.B.A., of Wellington has kindly set this subject.

Designs must be sent in finished as above, under a nom-de-plume addressed to **Progress,** 8 Farish Street, Wellington, and marked clearly "Fifty-sixth Prize Competition" on outside with a covering letter giving competitors' name, and address of employer. Designs to be sent in by August 21st, 1917.

Our 57th Competition

We offer a prize of £1/1/-, and a second prize of 10/6 for the two designs adjudged to be the best for—

A Model Kitchen

The kitchen is to be suitable for a five or six roomed cottage. It is to have an area of about 150 square feet, exclusive of space taken up by the fireplace. The plan to show the arrangement of the scullery and the pantry in relation to the kitchen, and also the position of the door leading to the dining room. All fittings and furniture are to be shown. The drawings are to comprise one plan and four interior elevations, all to the scale of $\frac{1}{2}$ inch to 1 foot.

Mr. Leslie D. Coombs, A.R.I.B.A. of Dunedin will adjudicate, and the drawings will be submitted to three different ladies for their independent decisions as to the workability of the kitchen from the point of view of convenience. The main object of this competition is to see what attention competitors give to the practical side of the arrangements of a small kitchen which has to be worked by a busy woman who has no assistant- a common experience in these times.

Designs must be sent in finished as above, under a nom-de-plume addressed to "Progress," 8 Farish Street, Wellington, and marked clearly "Fifty-seventh Competition" on outside with a covering letter giving competitor's name, and address of employer. Designs to be sent in by October 21st.

Our 58th Competition

We offer a prize of £2 2s. for the design adjudged to be the best for a

Presbyterian Church

for a small country town in New Zealand. The site is level, facing a main road, and has a depth of five chains and a width of one chain. Space is to be left for a manse in rear of church which is two miles from a wharf and has no railway connection.

Size: Total building to come under 60,000 feet cube for estimate cubing.

Accommodation: The church itself is to seat 220 persons (exclusive of choir) of which total there would be no objection to placing 20 to 25 in a gallery. A porch must be arranged for, and a vestibule or lobby as well as the pulpit or rostrum, organ and choir. A class room is required of about 300 feet super; a church vestry of about 180 feet super; and a Minister's vestry and lavatory of about 135 feet, all arranged en suite. A cleaner's room or closet of about 40 feet is necessary, and a small bell tower or fleche or turret arranged for.

General:—The church is to be designed with the view of employing (mostly for economy), materials at hand, and to withstand earthquake shocks. The materials at hand are ballast cement, wood, stone or marble, galvanized or bar iron, and imported roof coverings. The inserted features of whatever material, should be naturally applied and designed to express the true "Gothic spirit" of craftsmanship, but with local originality.

Drawings Required.—Plan, 2 elevations, 2 sections, (all to $\frac{1}{8}$in. scale), and a small sketch view (not necessarily "set up"). The ventilation to be shown.

Approximate Estimate and abridged specification or scheduled test of materials proposed.

Mr. Frank Peck, F.R.I.B.A., of Nelson has kindly set this subject.

Designs must be sent in finished as above, under a nom-de-plume, addressed to **Progress,** 8 Farish Street, Wellington, and marked clearly "Fifty-eighth Prize Competition" on outside with a covering letter giving competitor's name, and address of employer. Designs to be sent in by November 21st, 1917.

[*Note.—For conditions of entry in Progress Competitions see page 1056.*]

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WELLINGTON, AUCKLAND, CHRISTCHURCH, AND DUNEDIN, NEW ZEALAND, AUGUST, 1917.

Contents for August

Editorial Comment

War Memorials

Wellington Anglicans' ambitious effort to erect a grand cathedral as a war memorial has received a good deal of criticism from the general public, who suspect that the movement will divert funds from the all-important purpose of providing our soldiers with comforts and necessaries, both at the front, and when they return maimed. New Zealand is so wealthy to-day that it is doubtful if the appeal will seriously interfere with other worthy objects, but the movement started with so much vigour raises the broad question of national war memorials. If Anglicans are going in for "war memorials" in various parts of New Zealand, and other religious bodies do the same; if the general public feels itself compelled—as it will we are sure—to set up something in recognition of the heroism of the men who have gone from particular localities, then we foresee a great waste and conflict over this business which will lower its high tone, and result in a loss of that general enthusiasm and sympathy without which no movement can be effective. In this, the Government should give a lead, at any rate to the extent of securing the advice of those best able to give it, on the question of how the whole community may unite in a truly worthy memorial to the heroes who have gone from this country. Let us get away from the parochial in this great and solemn duty. If there are to be thousands of little memorials in all parts of the country, let them be simple, and of public utility, and let the whole community, in addition to the local tokens, unite in some general memorial which will serve to fittingly tell posterity what we thought of the gallantry of our lads who left the workshop and the plough and became efficient soldiers in the greatest war in the world's history. Already this subject has received attention in England, and among the wise things said we would like to repeat the remarks of a writer

in the "Times" who contends that if a community is to express itself it must be through something it likes, and he says boldly, that people do not like the statues, the drinking fountains, the clocks, which they commonly provide as memorials. "They may be monuments of our piety; they are not monuments of our taste in any sense of the word. If we could show them to some man of the future, we should agree with him in disliking them."

Town Planning Moves Ahead

Quite a notable advance was made in the Town Planning movement this month by the conference of Town Planning delegates from Town Planning and kindred organisations which was held in Wellington. Credit is due to the Wellington Town Planning and Municipal Electors Association for initiating the gathering, and its results amply compensated for the trouble taken. The Wellington enthusiasts were somewhat dubious about the experiment, for they had had a rather disappointing experience in their efforts, year after year, to impress the Government with the importance of early legislation on the subject. They had been promised legislation "next session" until they tired of deputationising a sympathetic, but apparently helpless Minister. Then it was resolved to enlist the sympathy of kindred bodies throughout New Zealand, and the response was a surprising revelation of the interest taken in city amenities and the housing problem throughout the Dominion. The representation at the conference is worth noting, as an indication of the widespread interest taken in the subject by influential people. Wellington's delegates were Messrs A. Leigh Hunt, Chas. E. Wheeler, and Carwell Cooke with the Hon. J. G. W. Aitken, President of the local Association who opened the conference, while Christchurch was represented by Mr. Hurst Seager, Mr. Holland (mayor), and Mr Kay (chairman of the Christchurch Beautifying Association), Auckland by Mr. C. J. Parr, C.M.G., M.P. (who was elected President of the Conference), Dunedin by the Hon. J. T. Paul, of the Dunedin Amenities and Town Planning Society, Timaru by Mr. C. S. Cray, President of the Caroline Bay Association, Wanganui by Mr. Hope Gibbons, President of the Wanganui Scenery Preservation and Beautifying Society, Napier by Mr. John Payne M.P., and Invercargill by Mr. W. M. Page. The delegates spent an interesting morning in discussing in a general way the prospects of influencing the Government, and resolved to ask the Minister of Internal Affairs to invite Mr. Charles C. Reade, the well known Town Planner, who is now in Australia, to come to New Zealand and draft suitable Town Planning and Housing legislation. To show their earnestness in a practical way, they were prepared to offer to pay half the cost of the expert's visit. The Hon. G. W. Russell was obviously impressed by the influential nature of the deputation, and instead of repeating former remarks as to the difficulty of doing anything during a war session, undertook to take out of his Local Government Bill, which is hung up, the section relating to Town Planning, and submit it to Cabinet with a strong recommendation that it should be put through this session. The delegates had made up their minds to proceed on slow but sure lines. They would have been quite content had the Minister promised to prepare a Bill for consideration by Town Planners during the recess. But Mr. Russell declared that he favoured prompt action, and did not like the prospect of wasting a year. As the Minister's Town Planning clauses would not be comprehensive enough to make a practical Town Planning measure, the deputation asked if he would accept suggestions, and he readily agreed, suggesting that they should get to work immediately. The measure as it stands would only be operative in the case of complete town planning schemes, but as a good deal can be done to improve towns by wise planning by-laws, suggestions are to be made to him on these lines.

The conference cabled Mr. Reade, who is in Adelaide, to come over immediately so that his valuable knowledge of Town Planning legislation can be made available in securing the best possible measure. The conference has given a splendid lift to the movement, and real progress is about to begin.

"Partially Essential"

New Zealand industries and occupations having been completely classified by the National Efficiency Board under the four headings of "Most Essential," "Essential," "Partially Essential," and "Non-Essential," we are able to review the position as it affects two important classes of our readers. Building and contracting, dealing in building requisites, the manufacture of bricks, cement, lime, quarrying, carpentering, plumbing and plastering all appear under the heading of "partially essential." Motor repairing for commercial purposes is in the same category, but motor agents are among the "non-essentials" just now. The classification of building and allied trades under "partially essential" gives a Government guarantee that the business may continue, but only under short sail. To put it into the official language of the classification: "(C.) **Partially Essential.**—The industries and occupations included under this heading are deemed to be of secondary importance to those in Class B (Essential). In this classification it may be found that a much smaller percentage of men need be excluded from military service than in Class B; but there will be some whose removal would imperil the successful maintenance of the industry or occupation, and in proved cases such men should be exempt." Having classified the industries, the National Efficiency Board is engaged on the important task of assessing the value of various tasks within these industries, so as to advise the Government and the Military Service Boards what jobs in a partially essential industry should be done by skilled men who may be regarded as indispensable if the industry is to be maintained.

Progressive Electric Lighting of American Cities

By STANLEY DAVID.

Street lighting in America has made wonderful progress in the past year or two, due first to the great strides that have been made in the art of illumination with electricity, and secondly to a realization on the part of the public that a city, even though beautiful from the standpoint of parks, boulevards, and clean streets, is still far from attaining the desired perfection if poorly and inartistically lighted.

Fig. 1—Fire Alarm Box and Street Lamp Standard in Combination.

Fig. 2—A Typical Californian Street Corner showing Electric Lamp Standard.

In past decades streets were lighted with little regard to beauty, since protection was the end sought, but to-day, protection is merely one of a number of considerations which have evolved naturally, by the rapid growth and extension of American cities. These considerations include the aesthetic as well as the economic advantages of such systems to which I will refer and which are typical of what is being done, not only in San Francisco and other Pacific coast cities, but in all the larger communities throughout the country. Sometimes a false economy shuts out entirely the possibility of an artistic installation, but this is only in rare cases, as city administrators are quick to realize the advertising features as well as the more common utilities of good street lighting.

A splendid example of good city lighting, and a system which illustrates perfectly the combination of usefulness and beauty, is to be found in Oakland, California. It is similar to that used in many other cities and can therefore be taken as typical of the general standard. One special feature of this installation is the ornamental iron post, spaced about every 150 feet and fed by underground conduits which do away with the unsightly appearance of numerous overhead wires. Another is the large sixteen inch globe, so treated as to diffuse the light and give uniform illumination. This latter consideration is important as in good street lighting glare should be avoided, and an unprotected light source of high intensity if placed directly in the line of vision, produces a blinding effect which materially reduces the effectiveness of the lighting.

The system is modified in various parts of the city to suit conditions and to avoid unnecessary expense. Thus, the down-town business and theatre centres, and the main streets to and from the city are beautifully lighted with standards carrying three globes, while at the more important corners, and in the vicinity of prominent public buildings, etc., by standards carrying a shower of five globes each.

This down-town and main thoroughfare installation consists of light standards placed directly opposite each other on the two sides of the street and the uniformity of appearance is ideal for orna-

mental purposes as well as providing a high, uniform intensity of light.

In the residential and suburban districts but a single line on one side of the street is used, and in some cases, such as park lighting, but a single globe per standard.

In Fig. 1 a neat combination of fire alarm box and street lamp is shown; and in Fig. 2, a typical corner with two five-globe standards. This latter shows the rather extravagant use of ornamental lighting to beautify the down-town section of Oakland. Inside each globe is a 7.5 ampere 250 c.p. Mazda incandescent bulb, while the iron standard measures 10 feet 10 inches from the ground to the top of the globe and is provided with bolt holes inside for fastening to the concrete sidewalk. The system is operated on two circuits so that only one-half the globes are illuminated after midnight.

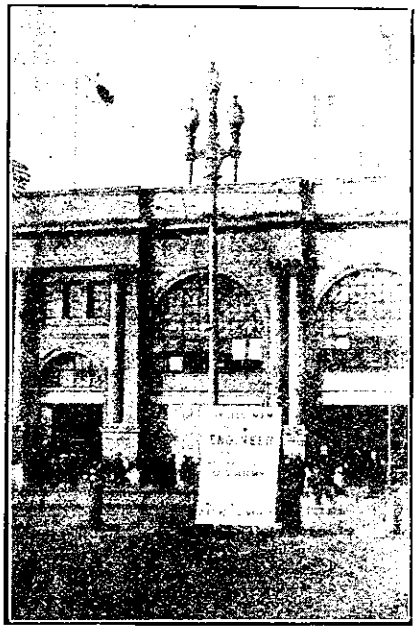


Fig. 3—Electric Light Lamp Standard in use in Oakland, California, 32 feet high.

The Exposition of 1915, however, was the forerunner of even more improved lighting systems and San Francisco was not slow in engaging Mr. D'Arcy Ryan, the noted electric lighting expert, who originated the wonderful lighting features of the Exposition, to design a new lighting system for her down-town sections.

This remarkable system was completed last September and has proven a wonderful success in practice. The principal areas to be lighted by the new system were Market Street (San Francisco's main thoroughfare), the chief business streets, and the streets surrounding public buildings and parks in the down-town region.

Three things are conspicuous in this new installation, i.e. (1) The colour tone is of a golden glow instead of the somewhat hard white usually found in less modern systems. (2) The use of the arc light in groups upon one standard, instead of a single unit arc to a standard, as was the case in the deposed system. (3) The rather remarkable height of the standards, placed so as to cause less glare and to give an admirable distribution of light, at the same time illuminating the facades of the buildings and causing them to stand out clear and bright for a height of about 45 feet from the pavement.

The golden colour of the globes is restful and artistic and it has gained for Market Street the title of the "Path of Gold" in contrast to the "Great White Ways" of New York and other great Eastern cities. Each standard has three 6.6 ampere 1,500 c.p. inverted type luminous arc lamps, surrounded by the diffusing glassware globes. They are operated on two circuits so that only one lamp per standard operates after midnight. The standards are 32 feet high and are surmounted by a highly ornamented top to carry the lights. The arc spaced approximately every 110 feet for over 1½ miles from the Ferry building up Market Street. The illustration, Fig. 3, shows one of the standards with the Ferry building in the back ground. The iron work of the standards is given a verde antique finish which is well suited to the golden color of the globes

Fig. 4—Night Effect of Electric Lighting in Market Street, Oakland, California.

and gives them an artistic appearance by day as well as by night.

The illustration, Fig. 4, is a night picture of Market Street looking toward the Ferry and showing the system in operation. The writer had some difficulty in getting this picture as he had to locate in the middle of the street and the camera was constantly obscured by moving street cars and traffic. The first film was over-exposed and at the second attempt the camera was jarred by moving traffic and the result was one mass of light streaks. The final effort was successful with an exposure of four minutes. The streaks are caused by the headlights of moving automobiles and street cars.

Although not coming directly under the head of street lighting, this article would not be complete without reference to the electric sign and to the flood lighting of buildings for advertising and artistic purposes. The former is not new but some remarkably ingenious signs are to be seen in every American city and what with the fact that they are all the colors of the rainbow and constantly changing and flashing one can imagine the gay appearance, and the lure of the lighted cities by night.

San Francisco is typical, and to walk through the streets on any evening at any time before the theatre crowds have gone home one is almost dazzled by the innumerable signs. By day they are nothing but a combination of colored tin and bulbs, but at night when the dark background makes the lights stand out clearly on every hand and a silent, yet glittering appeal to the public is being made, one realizes the extent to which Americans use the electric current for advertising purposes, and to what expense they will go to create something new and novel in this field. Some of these signs stand out clearly in the picture of Market Street at night. The electric display outside the Strand theatre is a case in point.

Flood lighting, as it is called, is a scheme for covering a building or a signboard with beautiful white light from a concealed source. It was used extensively in the exterior lighting of the buildings

Fig. 5—A Night Picture showing the effect of Flood Light Projectors.

at the Exposition and has become very popular in America. The main feature is the manner in which it brings out the architectural beauty and details of buildings.

In signboard illumination the light source is hung out over the sign and the reflector mounted at such an angle that the light source is concealed from the eye, while the illumination is of such intensity as to cause the sign to stand out prominently without too much glare being reflected from the painted surface. This type of advertising is very popular and is used over all big billboards for advertising theatres, various products, and the like. They are sometimes mounted high up on the walls of buildings or on roofs of low buildings, but generally are erected on vacant lots.

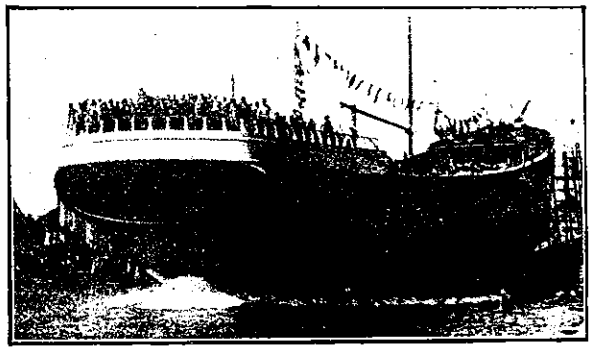
The advantage of the flood lighting of buildings is to give a satisfactory illumination without the expense of wiring and outlining the structure with electric lights as was previously the custom, and without the harm to architectural features sometimes caused by the latter method. The method employed is by projectors situated on the roofs of other buildings, sometimes a considerable distance away.

These projectors are very powerful and are capable of covering a fair sized area of wall surface per unit, while a searchlight, which is similar to the projectors, gives a highly concentrated intensity of light an extremely narrow section. The illustration Fig. 5, is a night photo of a prominent building in Oakland, California, lighted by flood lighting projectors.

In conclusion I would say that these elaborate systems, using as they do enormous quantities of electric power are made possible more or less by the utilizing of water power for generating cheap electrical power. When we compare New Zealand with California and note the water power possibilities of New Zealand comparing favorably with the latter country, which is very far advanced in hydro-electric power production, we can realize what an enormous aid to progress is lying latent in our streams and rivers.

The Return of the Wooden Ship

That American has made up its mind for war is quite obvious to any reader of an American newspaper. A little time back we had cable advice that America intended to build a fleet of a thousand ships with auxiliary power for the Atlantic merchant service. This original intention has been changed, and now only a few hundred ships are projected—the rest are to be built of steel.



LAUNCHING THE "CITY OF PORTLAND."
The first of a Fleet of Wooden Ships with internal Combustion Oil Engines being built in America.

On this page we illustrate the launching of the "City of Portland" the first of a new type of wooden ship being built on th ePacific Coast of America. She is equipped with internal combustion oil engines, and a schooner rig to take advantage of the winds. This ship may be termed the mother of motor ships on the Pacific, having been launched on April 8,1916, after six months actual construction time, and put into the service of Charles McCormick and Company, of San Francisco and Portland. A five-masted auxiliary schooner 278 feet over all, with a beam of 48

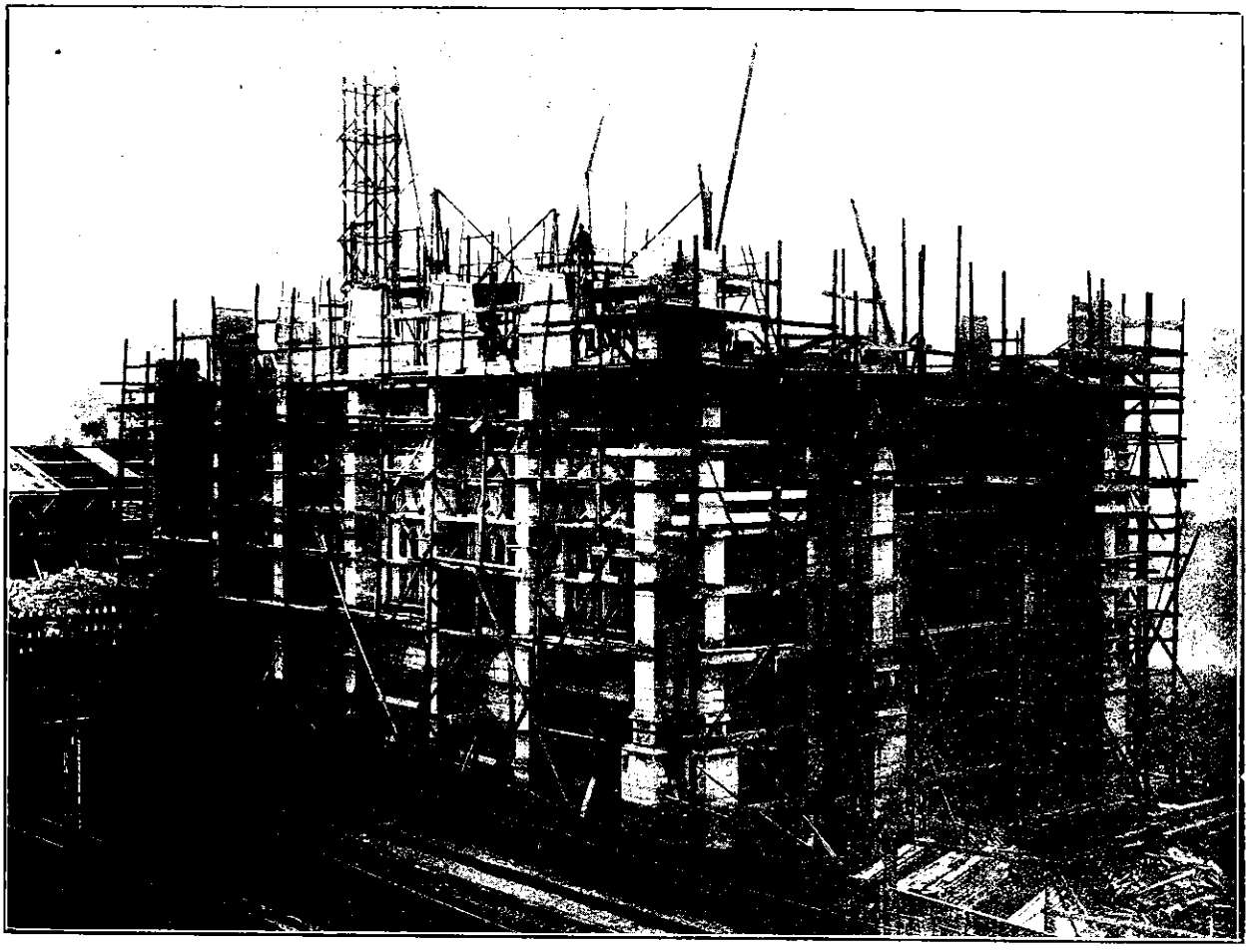
feet and hold of 19 feet, she is equipped with twin four-cylinder Bolinder semi-Diesel engines, steam-winches, anchor-hoist, and capstan. A feature of her construction is a steel truss running fore and aft, from keel to deck-beams, designed to give stiffness. Loaded with something over 2,000,000 feet of lumber, she made a very successful maiden voyage to Port Pirie, Australia, showing herself capable of doing better than ten knots, although for the first part her engines were held down to seven or eight knots. With this speed her average fuel consumption was a little under sixteen barrels per twenty-four hours, and the lubricating oil consumption low.

"It has been the aim of the promoters of Garden Suburb Development Companies to find a better way of building even the smallest dwelling; and with the object lesson so long disregarded, of the cottages and farmhouses of old England, to try if we in these modern days cannot also build as they did. In any such attempt as this only a partial success can be hoped for under modern conditions."

—H. Baillie Scott.

Dunedin Cathedral

We illustrate in this issue some details of the new cathedral and a general view showing the progress made up to June 20th this year. The latter was taken from the roof of Octagon Hall and shows the aisles completed with their buttresses rising high above the parapets, to form a solid abutment to the feet of the flying buttresses. These bridge over the aisle roofs and take the thrust of the nave vaulting.



General View of Dunedin Cathedral showing progress of work to June 20th, 1917.
Sedding & Stallybrass, Architects, New Plymouth. *Basil B. Hooper, A.R.I.B.A., Supervising Architect.*

In Fig. 2 is shown a detail of aisle window tracery a special feature being the original design and solid character of the tracery, a contrast to the thin and spidery type usually seen. The ¾in. wide joints will also accentuate the powerful nature of the masonry. The view shows the springing of the aisle vaulting ribs, the beds being level for about 4 feet, to relieve the thrust. In Fig. 3 is shown a detail of aisle vaulting ribs which is specially interesting as being almost unique in New Zealand. Notice the slight rise in the ridge ribs, thus forming an arch in their length, and giving strength. As there are no bosses at the intersections of the ribs,

it was not a simple piece of work to join all the ribs, coming together at all angles and all curves, but the finished result is very satisfactory. The sheeting or web of the vaulting lies on the rebate at the backs of the vaulting ribs, and is made as thin as possible to save unnecessary weight, the actual work being done by the ribs.

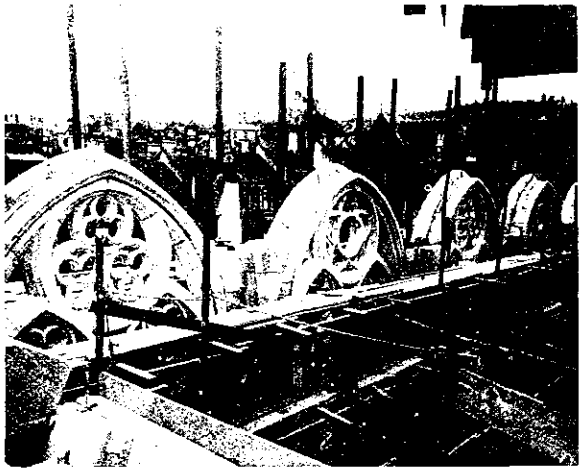


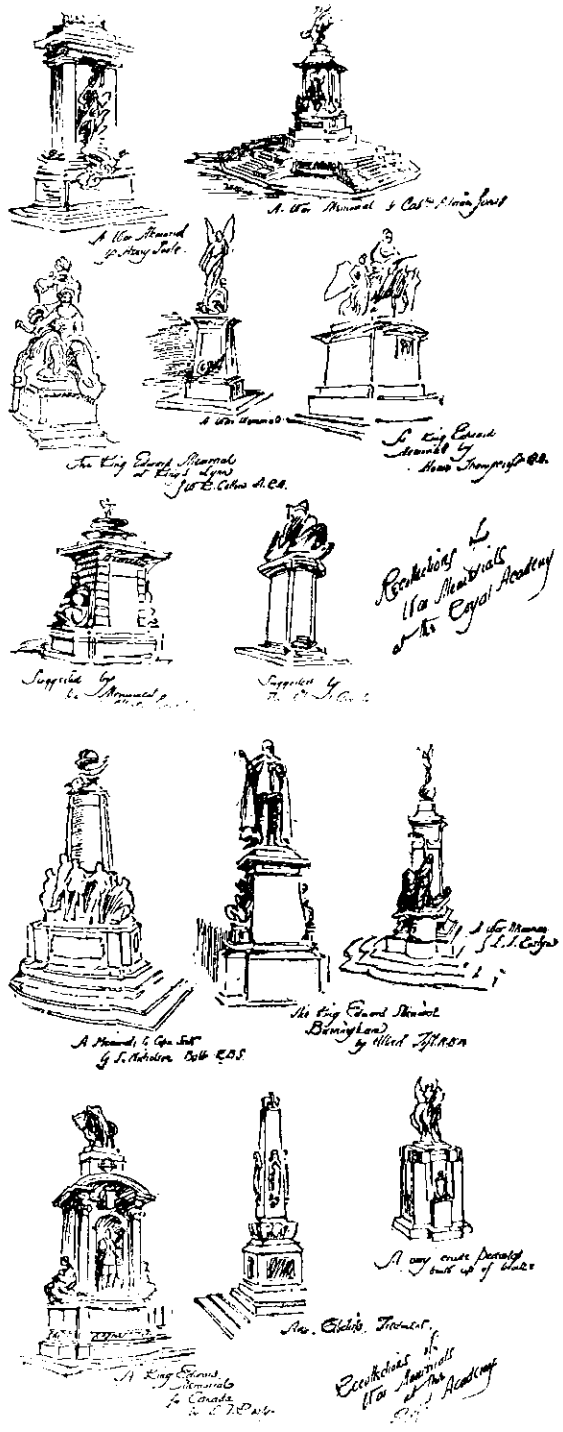
Fig. 2—Detail of Aisle Windows, Dunedin Cathedral.

Fig. 3—Vaulting Ribs of Aisle, Dunedin Cathedral.

We are indebted to Mr. Basil B. Hooper, A.R.I.B.A., supervising architect for the cathedral, for the loan of the photographs reproduced herewith.

War Memorials

We have on several occasions drawn attention to the public desire for memorials to our fallen heroes, and have pointed out how very ineffective they are if through any fault of design or execution they do not fully and honestly express the sentiments of the people. We in New Zealand are not alone in this desire for war memorials. Every country at war is doing the same as we are, and the recent exhibition at the Royal Academy brought hosts of designs forward, some of which will be useful as suggestive ideas for us here.



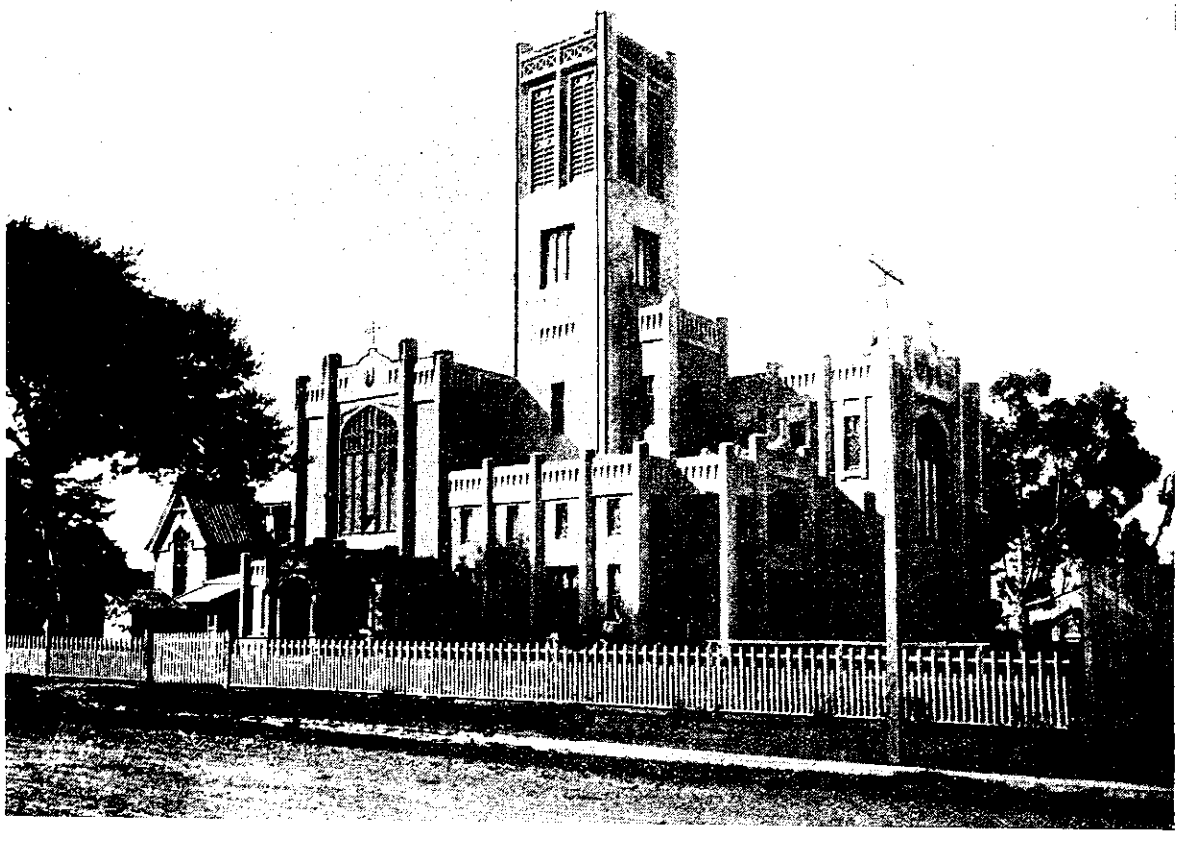
It is with the hope that we may assist any of those proposing to erect war memorials that we reproduce some pen sketches of Recent Royal Academy designs published in the April issue of the "Town Planning Review."

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

The subject of this notice is an architect who has been with us many years, and one who has done much pioneer and useful work in this city and elsewhere, helping us to formulate and practice new methods which have proved necessary in building construction to meet our climatic and other requirements, and generally to lay a foundation of rules for the guidance of succeeding architects and builders.

His early life was spent among the beautiful Somersetshire churches, his father being the Vicar of Tickenham in that county. For many years he was taught drawing by the late well-known Mr. Hagreen the head architectural drawing master at South Kensington, and afterwards he was duly articled to Mr. Edmund Scott of Brighton. On completing his articles Mr. Clere went up to London and joined the Architectural Association meeting there Mr. Aston Webb (now Sir Aston) and other men since become famous.

Mr. Clere has always taken a special interest in concrete, a great deal of it being used under his observation in Brighton when it was comparatively new at a building material. In this country he used it, reinforced with iron rods, as a means of checking earthquake fractures many years before ferro-concrete was discovered for practical building construction. These bands were found so effective that their use in this manner was embodied in the bye-laws and made compulsory on all city builders. He was also the first to discard arches over window and door openings using the concrete lintels which are now general. We are able to publish views of Messrs Chapman, Skerrett, Tripp and Blair's building in Hunter Street, Wellington, Hastings Church, and the new A.M.P. Offices in New Plymouth, all of which are of reinforced concrete from Mr. Clere's designs. His long residence in New Zealand has enabled him to observe the effects of earthquakes on buildings and the experience thus gained has caused him to drop many recognized English methods of construction.



Church at Hastings. *F. de J. Clere, F.R.I.B.A., Architect.*

Although Mr. Clere has designed many of the largest business structures in the Dominion his chief claim perhaps for special recognition lies in his church work. Not only was his childhood spent in a church atmosphere, but he was serving his articles when the Gothic revival was at its zenith, and a most accurate knowledge of mediaeval buildings was demanded from the architect who undertook the restoration or building of churches. Gilbert Scott,

LIBERTY LOAN!

MEN AND MONEY

NEW ZEALAND HAS THE MEN and they have proved themselves equal to the world's best and bravest soldiers. NEW ZEALAND HAS THE MONEY, without it we could not provide for the men.

BOTH ARE NEEDED TO WIN THE WAR

You must, however, put your money into action, and each help according to his means.

WAR LOAN CERTIFICATES

ENABLE ALL TO DO THIS

For **13s** you can buy a **£1** Certificate
For **£6 10s** you can buy a **£10** Certificate
For **£65** you can buy a **£100** Certificate

Repayable in TEN Years.

For **16s** you can buy a **£1** Certificate
For **£8** you can buy a **£10** Certificate
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Repayable in FIVE Years.

For those of small means there will also be issued POST OFFICE WAR BONDS bearing interest payable half-yearly at FIVE PER CENT. per annum. These will be for £100 each, and the revenue from them will not be free of income-tax.

You Help Your Country—You Help Yourself

and by doing so you will materially HELP TO BEAT THE ENEMY.

LET YOUR ACTION BE PROMPT

The men are fighting and in camp. Place the necessary money in the Treasury to pay, clothe, and feed them, and provide all munitions necessary. The Post Office will accept custody of the Certificates free of all charge.

I am relying on every man, woman, and Child to do their best

JOSEPH GEORGE WARD,
Minister of Finance.

Wellington, 15th August, 1917.

WAR LOAN

LEND EVERY SHILLING

Small sums make big Loans

IT IS the five, ten, and fifty pounds which count to-day. Do not hesitate to lend because you have only a little money.

Your Country needs it
Your Money is safe
The Interest is sure

The Time is NOW

Subscribe to the War Loan TO-DAY

at any Postal Money-Order Office.

WAR LOAN

HAVE you helped to
WIN THE WAR
by putting all the money
you possibly can into the

WAR LOAN?

If not,
do so to-day.

The more you lend,
the sooner the war will end.

SUBSCRIBE at any Postal Money-order Office, Bank, or through any Registered Sharebroker, or at the Treasury, Wellington.

Applications close on

Monday, 3rd September

5% **FIVE PER CENT.** 5%

POST OFFICE WAR BONDS

Applications close on Sept., 3rd 1917

INTEREST payable half-yearly, at 5 per cent. per annum, on 15th May and 15th November in each year, not free from income tax.

No person may obtain more than £500 worth of Post Office War Bonds.

THESE Bonds are issued to meet the requirements of men and women of small means who desire payment of interest half-yearly, and do not wish it to accumulate as in War Loan Certificates.

They have a currency of TEN YEARS, maturing on 15th November, 1927, and may be made payable to order if so desired.

Interest will be paid from 3rd September, 1917, and the first payment will be made on 15th May, 1918, amounting to £3 9s. 7d., and thereafter, at £2 10s. half-yearly on each £100 bond.

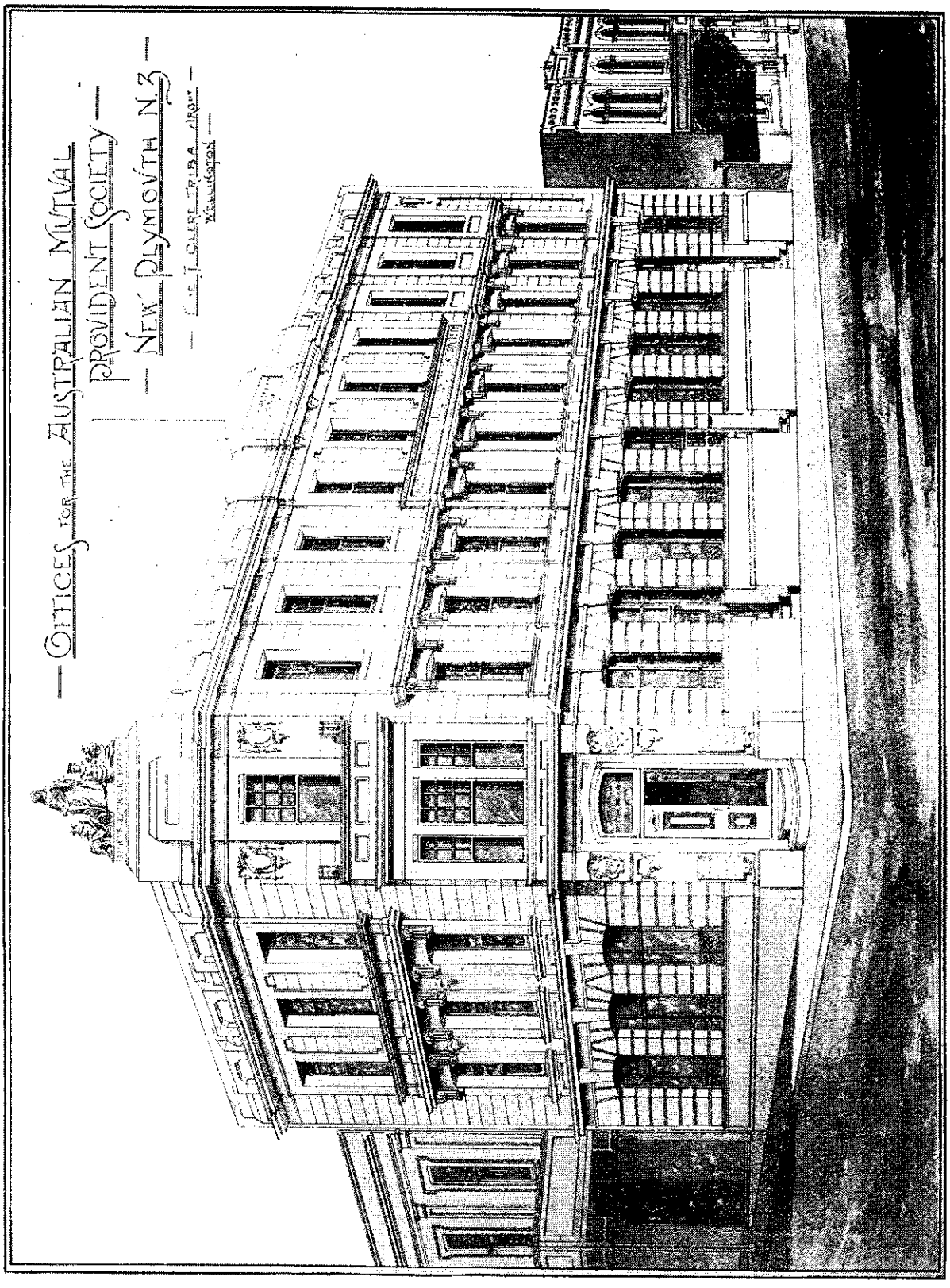
Applications must be made on a special form to be obtained from any Post Office, and every applicant must declare that the amount applied for does not bring his holding of Post Office War Bonds beyond a total of £500.

Payment for Bonds may be made at any Postal Money-order Office.

Applications close on Monday 3rd September, 1917.

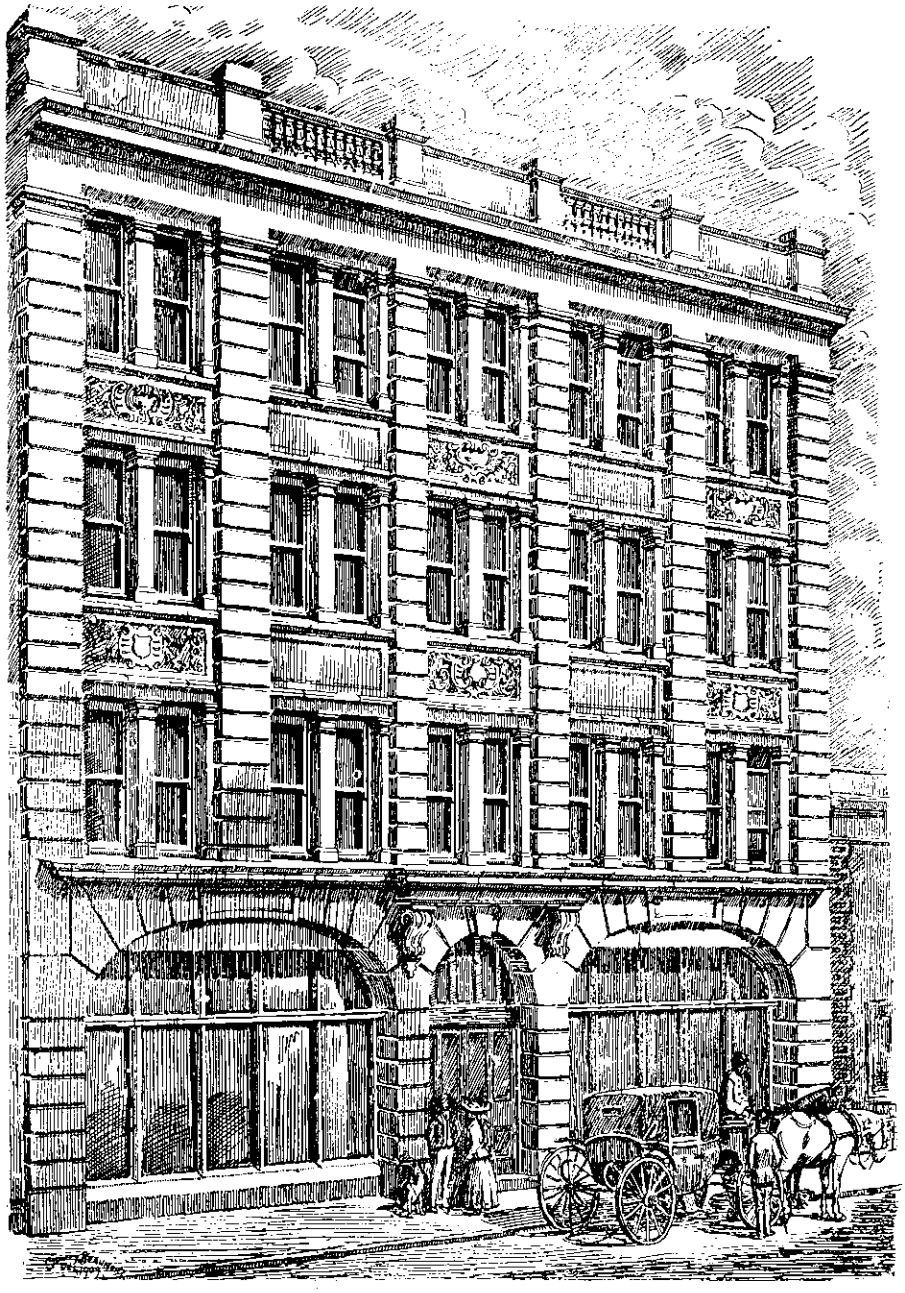
JOSEPH GEORGE WARD,
Minister of Finance.

Wellington,
11th August, 1917.



A.M.P. Society's Offices, New Plymouth. *F. de J. Clere, F.R.I.B.A., Architect.*

Edmund Street, William Burgess, Robert Jewell Withers, James Brooks and others were the great exponents of the Gothic spirit which had been raised by the Pugins as the practical men, Ruskin as the literary enthusiast for truth in all art, and by Walter Scott's romances of the middle ages. While with Mr. Scott Mr. Clere was intimately associated with the building of the wonderful church of St. Bartholomews in Brighton from the moment its walls rose from the surface till the date of its opening some three years later. This church, which is the largest aisleless church of modern times, has side walls rising to an internal height of ninety feet and is in many other respects a remarkable and unique structure. St. James', Brighton (famous for its connection with the Purchase judgment), was among the other churches which Mr. Scott designed and built while Mr. Clere was with him. On his arrival in London (after the expiry of his articles), Mr. Clere went into the office of Mr. Robert Jewell Withers, who was undoubtedly one of the leading church architects of his time, and before leaving for New Zealand had become his chief assistant. Of the number of churches designed or restored by Mr. Withers we have no record, but we know he is credited with having done forty in one diocese alone.

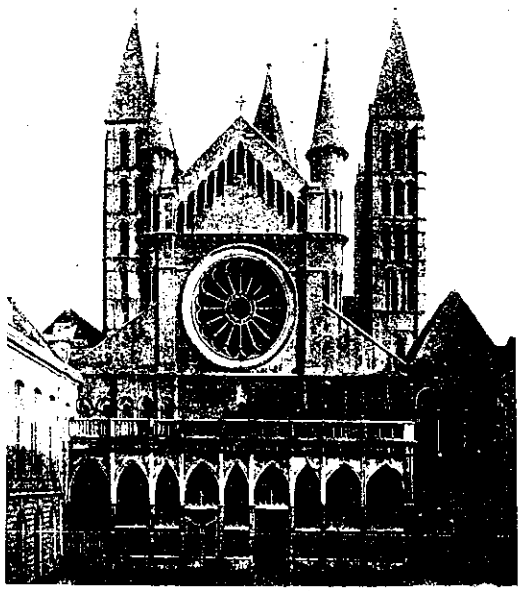


Messrs Chapman, Skerrett, Wylie and Tripp's New Building. *F. de Clere, F.R.I.B.A, Architect.*

All Saints' Church Palmerston North.

Soon after his arrival in this Dominion it was recognized that Mr. Clere's training would be of considerable value to the Church, and he was appointed Diocesan Architect on the understanding that all church designing would be entrusted to him. This proviso he found in many ways objectionable, and he himself moved in Synod that it should be altered so that his duties would only require that he should report on all designs presented to the Diocesan Trustees for their approval. This office he has held for over thirty years, and during his residence in New Zealand he has designed about seventy churches, most of them small, but some, such as those at Palmerston North, Hastings, Feilding, etc., being large. In 1882 on the nomination of the then President, Sir Horace Jones, Mr. Clere was elected an Associate of the Royal Institute of British Architects, and in 1886 he was raised to the full rank of Fellow being at the time it is believed the youngest in the world. A few years later he was further honoured by being made one of the five honorary secretaries of the Institute scattered over the globe. Mr. Clere is also a member of the Concrete Institute of London, and so keeps in close touch with the latest developments of the use of that material. Although Mr. Clere's residence in New Zealand has been a long one he has made two extended visits to Europe being away from the Dominion the last time nearly two years. On this occasion he was invited to take part in a limited competition for a large stone church in the west of England. Although a stranger his design was placed first, and he was interested afterwards to find that among his fellow competitors was Mr. E. H. Sedding, the gentleman chosen (without competition) by the Bishop of Dunedin for his cathedral.

Mr. Clere's work is charactreized by quiet restraint, and he is always successful in impressing the public with the purpose of his buildings, a few of which are illustrated in these pages.



The Cathedral Tournai.

Wellington's New Cathedral

The usual amount of flotsam has been passing through the daily papers with reference to the proposed new Anglican Cathedral. Correspondents without end have aired their views on the subject, and no doubt feel the better for it. One correspondent has pointed out that Wellington will have two cathedrals situated within a hundred yards of each other—one Roman Catholic, and one Anglican; another wants the cathedral built well up the hills so that it can be readily seen by new comers to the city; some think the site chosen is very bad; others don't want a cathedral at all.

But what has it all ended in? As far as we know the Rev. Askew, (who appears to be the prime mover in this matter), is not yet downhearted.

Most of the correspondence was published anonymously and calls for no comment, except in one case where presumably professional criticism is offered by a correspondent signing himself "Wellington" in a letter which appeared in the "Evening Post" of July 23rd. The letter (which was apparently not printed in full) was published as follows: -

"Wellington," writing with reference to the new cathedral scheme, criticises the style of architecture of the proposed building as "a poor, mean reproduction of a French Gothic church of the Chartres type, minus a religious thought, and completely devoid of the vigour, energy, and combination of religious idealism and immense artistic vitality which made Gothic architecture the perfect expression of the life of the centuries and peoples that produced it." The correspondent also objects to the use of ferro-concrete in the structure; and to the site proposed. Further, the correspondent's opinion is that the plan, although "such as was needed for a medieval church, is unsuited as an expression of New Zealand national ideals and for modern congregations." The writer asks why the architects of England and the whole world were not asked to submit plans? The letter is lengthy, and has had to be condensed. The Post has received an assurance, however, that the most careful consideration is being given to the plans of the proposed cathedral, and that the architect himself has described those submitted as plans for the "first conception of cathedral."

As this letter is a deliberate attack on the designer we forwarded it to Mr. Frank Peck, F.R.I.B.A., who replies as follows:—

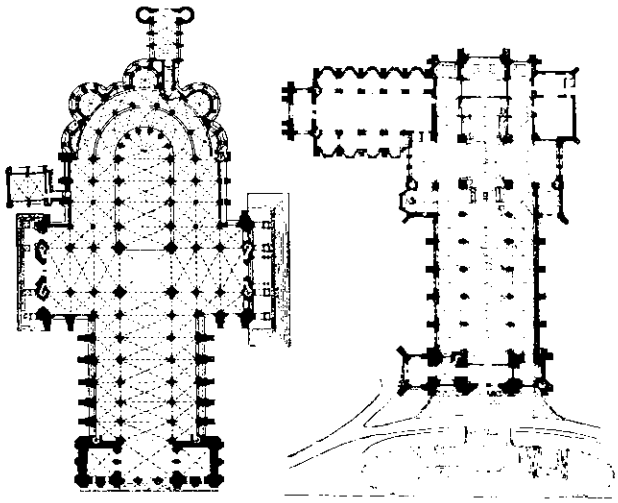
The Editor,
"Progress," Wellington.
Dear Sir,—

RE WELLINGTON CATHEDRAL

A correspondent in the "Evening Post" of the 23rd ultimo makes certain statements and puts forth criticisms which evidently are meant to be taken by the general public as those of a serious expert. "Wellington" says that the style of architecture is "a reproduction of a French Gothic Church of the Chartres type." If "Wellington" is an architect sheltering under anonymity qualified to read the two plans appended herewith for comparison, he will appreciate their extreme diversity.

The preliminary plan for Wellington is that of a small Anglican cathedral of the long cruciform (or Latin Cross type), with the distinctive Anglican square East end; the church will have single aisles, single external flying buttresses, simple transept gables without towers, and the purely English feature of lateral porches, and, to the west, recessed doorways leading into the Narthex, and twin towers bounding the west front.

On the other hand the "French Gothic" as represented by Chartres presents externally a great mass, broad in proportion to its length, with the distinctive aisles, transepts and double aisled choir with chevet, and with apsidal chapels all round the chevet; the exterior is buttressed up by great flying buttresses of several stages, great towers at the junction of the choir with the chevet, and towers for the transepts, the lower stages only being completed; great doorways profusely covered with spirited sculpture on the west, north and south fronts, the great



Plan of Chartres Cathedral. Architects' Preliminary Plan of Anglican Cathedral, Wellington.

porches on the north and south fronts boldly projecting. So much for "Wellington's" accuracy!

With special regard to the buttressse dominating the exterior views of Chartres, (which I have studied and know well, much to my advantage and pleasure) these were not a part of the original conception; they were added-to because the great height of the church caused signs of failure, and they were extended in great masses which are considered by artists as badly designed, for they screen off the clerestorey windows of the nave and spoil the exterior view. Our buttresses on the contrary for the Wellington church will be "restrained" as the experts would have it!

Let me remind "Wellington" also that few French Cathedrals externally give the perfect completed views of the English, and that the quality of restraint in design is not "meanness" but an attribute of dignity. The French seldom in these great structures attained completion and thereby perfection externally: the English did. "Wellington" must look to England for beautiful towers and spires, the prototypes of those we hope to see erected in Wellington; to England for the "Early English" Gothic features, but he must not forget the traditional influence of the French upon mediaeval English "Gothic," and vice versa (especially the English in Normandy), and he should not condemn the influence of the beauties of the one style upon the other.

The interior of Chartres, like most French churches, surpasses the exterior; its pillars and arches are simple and dignified, **but its glories are mostly of the interior** and rest upon its rich mediaeval glass of equal date with the fabric, and upon its magnificent sculptured traditional stone screens of lacelike intricacy veiling spiritual bas-reliefs in graceful beauty; (the ambulatory screen which skirts the sanctuary amongst other Catholic relics); the devoted gifts and works of the forefathers of the brave soldiers of France now dying for their country. "Wellington" continues with the familiar dictum "minus a religious thought," etc. Upon what does "Wellington" base his judgment for these apparently weighty words? Does he search for religious thought in a newspaper reproduction of a tracing, or had he already set out like "Balaam" with intent to curse?

With regard to "Wellington's" ideas about construction and his condemnation of a ferro-concrete basis, let the critic disclose his identity so that we may know who is tendering advice upon this serious subject! Let us know what he has done to prevent its use in Dunedin Cathedral, and refer him to the builders of San Francisco, and our engineers and other experts in our own immediate neighbourhood. With regard to "the unsuitability of the plan," the ecclesiastics and representative body of laymen forming the Cathedral Building Committee will regulate these matters with the assistance of the architect.

Finally, the glory or meanness of the result will depend as ever upon the beneficence of the body of the church, and no less upon the devotion and good intent of the builders, modern craftsmen, artists and all concerned.

The two towers of strength will stand shoulder to shoulder supporting the main facade on the "west front" and face to the world; one will terminate with some French inspiration as seen by English eyes; the other of purely English inspiration, and they should be typical of the great alliance of the two nations now defending the liberty of man, to remind patriots of both nations for all time, and to bring a sigh of recollection and sympathy and memory of glories in ages to come.

FRANK PECK,
August 11th, 1917.

NOW QUALIFIED.—"Aren't you the boy who was here a week ago looking for a position?"

"Yes, sir."

"I thought so. And didn't I tell you then that I wanted an older boy?"

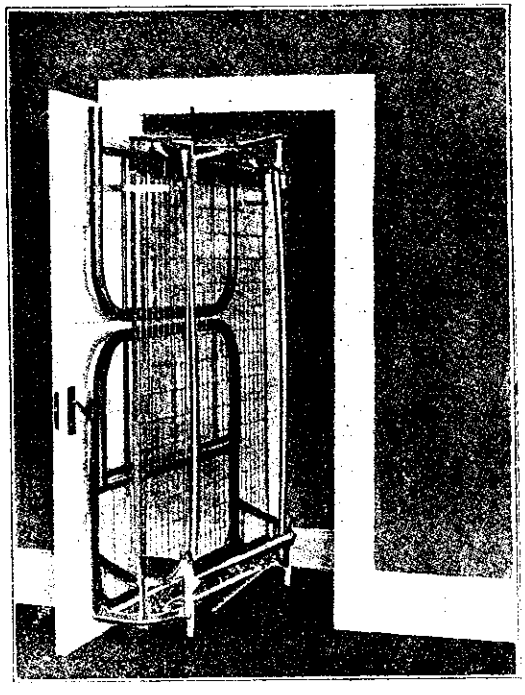
"Yes, sir; that's why I'm here now."—*Brooklyn Citizen.*

The Perfection Disappearing Bed

In these days when conservation of space without the sacrifice of convenience is one of the most desirable objectives in house planning, it is a matter of great interest to happen upon an essential house furnishing that is quite unobstrusive until actually required for use.

Everyone will cheerfully admit that the ordinary bedstead, despite the daintiest eiderdown covering, is the most unsightly object in the modern bedroom. Not only that, but it is to say the least of it, cumbersome, and for usually sixteen hours out of the twenty four occupies a great deal of space that might well be put to better use.

In these times when house room is both small and expensive, the convenience of having a sitting room by day and a bedroom by night, (the metamorphosis being accomplished simply by turning the handle of a door in a particular direction) is too great to need much comment. The principle of the Perfection Bed, seems on examination to make good its claim to the title, for when not in use the whole bed and all pertaining thereto is entirely absent even in suggestion.



The "Perfection" Disappearing Bed.

The closet containing the bed is provided in the wall of the room, the bed itself being neatly folded and standing against the back wall, and when it is wanted at retiring time a single turn of the handle of the door brings the Perfection Bed into the room with one movement. By turning the handle in the reverse direction, the bed remains upright in the closet, only the door swinging open, so that the closet may be used for any of the ordinary purposes such places are usually put to.

Not only is the Perfection Bed an excellent fitting when originally installed in a building, but it lends itself with great facility to installation in homes already built, while its adaptability to the modern sleeping porch needs no comment.

Messrs The Scoullar Co. Ltd. of Wellington have obtained the manufacturing rights for the Dominion, so that those fitting the Perfection Disappearing Bed have the satisfaction of knowing that they have not only the latest and best invention in this line, but also that they are employing Dominion labour.

Our 54th Competition

A Soldier's Club

The only drawing sent in, i.e., that of "Pace," by C. B. Watkin, with Messrs Holman and Moses, Architects of Auckland, is reproduced herewith at the suggestion of the judges, Messrs Vautier and Anderson of Hamilton, whose report runs as follows:

"Considering such an interesting subject as the above, it is very disappointing that only one competitor submitted a design namely, "PACE." The elevation and perspective of this design are very creditable indeed, and show that the author has studied the Neo Grec style well. The planning has not received much attention. Too many bathrooms, and lavatory, etc., accommodation could have been much better arranged. The dwarfed caretaker's quarters are not in keeping with the generous nature of the design, as the caretaker's rooms are too small. Kitchen entrance from lounge too prominent and the servery and counter too small and badly placed. The lounge has too many doors, and would not give much accommodation for couches. One door to cafe also to writing room would have been better. The arcade on first floor would have been much better carried across the front. The internal walls are unnecessarily thick. We presume the external walls are intended to be built of stone. The entrance loggia should be deeper. The windows are rather large. Generally we would advise "PACE" to give planning more consideration."

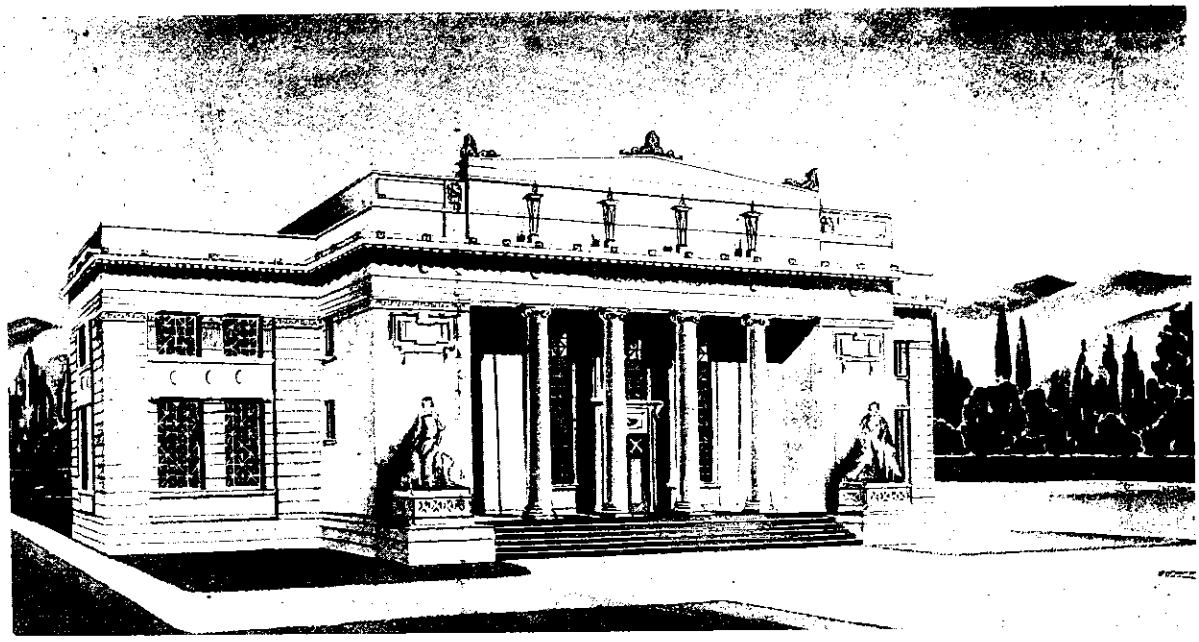
VAUTIER & ANDERSON,
F.F.N.Z.I.A.

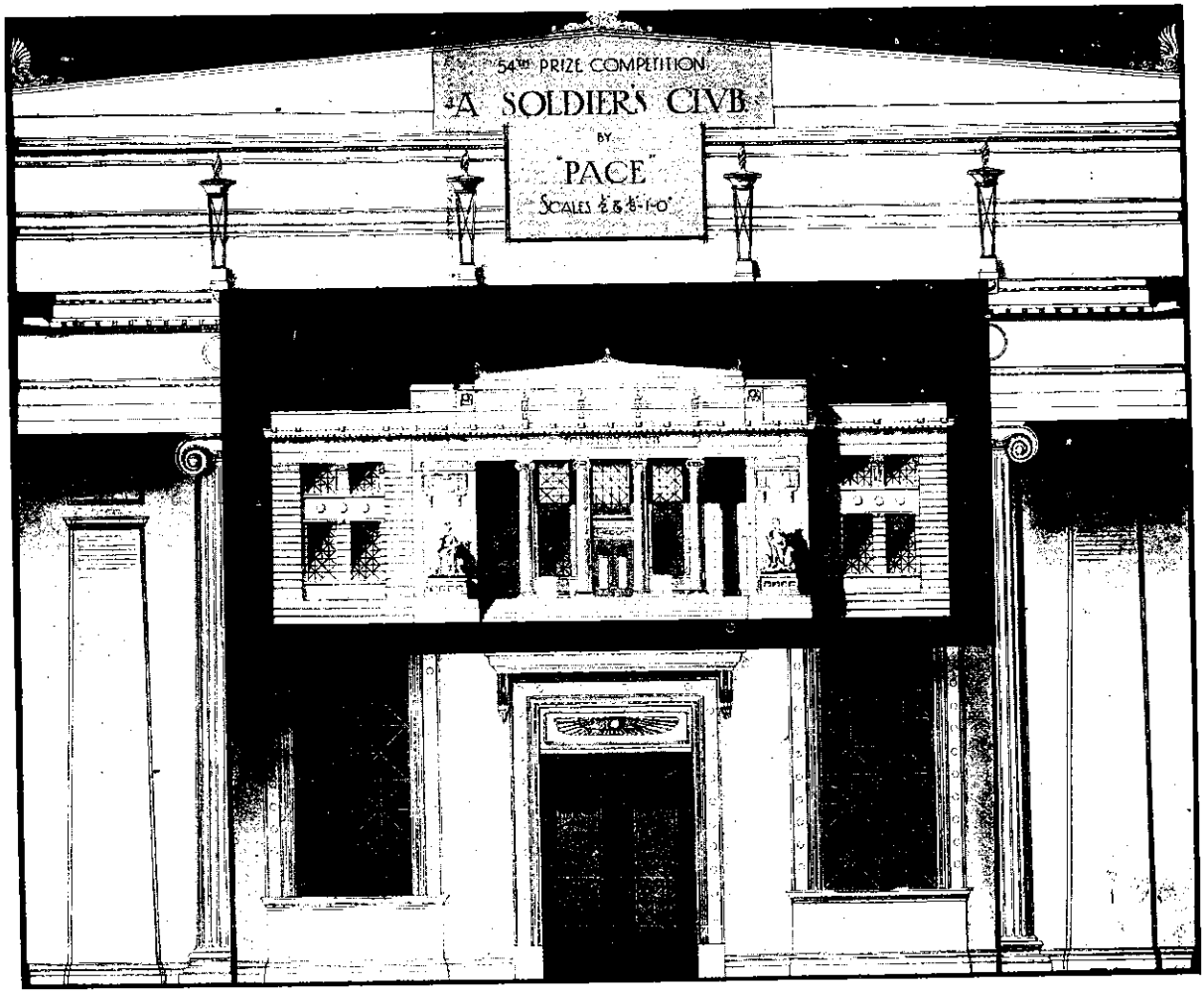
THE LATEST REASON.—TEACHER—"Now children, what was the cause of the decline of the Roman Empire?"

BRIGHT BOY—"I know. It was due to too much militarism on the part of outsiders."—*Puck.*

SENSITIVE.—ASSISTANT (to old lady who has handed in a badly spelled telegram)—"What's this word, please?"

OLD LADY—"Never mind that, miss; it's none of your business. They'll know at the other end."—*Passing Show.*

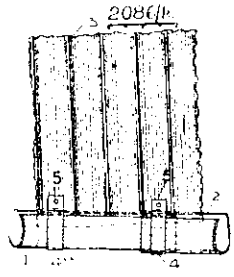




Design "Pace" by C. B. Watkin in our 54th Competition.

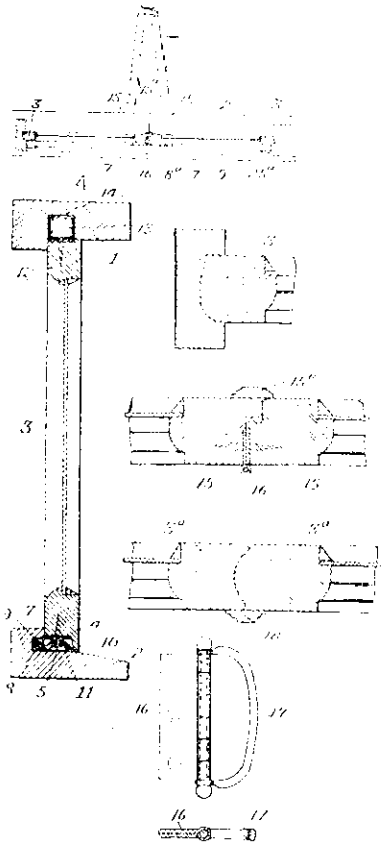
Patents of Interest to Builders

Roofing Gutter. A patent, No. 2,086, has been taken out by A. G. Michell of Victoria for a gutter consisting of slotted telescopic tubes which are secured to the roof by means of metal straps and bolts.



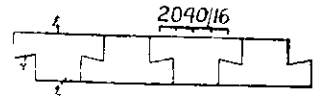
The slot 2 may be undulating on one or both edges and may be supported by extensions of the rafters. To connect with a down pipe a telescopic sleeve is provided with a conical head at right-angles to the axis of the tube. A cap may be fitted on the top end to exclude vermin, &c., and the device may be used as a capping or base for corrugated or paling fences.

Casement-Window, Fanlight, &c., Fittings.—A patent, No. 38,602, has been taken out by C. A. Lee, builder of Mt. Eden, Auckland. According to this invention, one of the stiles of a window sash is slidably mounted between the head 1 and sill 2 of the frame by recessing in the under surface



of the lower bar of the sash, below the sliding-style 3, a plate 4, with a pivot pin 5 projecting downwards therefrom, retaining-guide 9 and a portion 10 to slide on the track 11, said guide and track 9 and 11 extending the full length of the sill and being recessed therein. A plate 12 is recessed in the upper surface of the top bar of the sash directly over the sliding-stile 3, and carries a wheel 13 working in a recess 14 extending the full length of the head 1. The plates 4 and 12 are each formed with a semicircular end, and have which pin 5 engages in one of the holes in a shoe 7, the latter being formed with a portion 8 to engage in the the pin 5 and wheel 13 respectively carried thereby mounted eccentrically to the curved ends, so as to cause the sash to fit tightly against the stops when closed and to slide freely when open. The shoes 7 are made with two holes therein to enable them to be used either right-handed or left-handed. In fitting a two-sash window both the outer stiles 3 are slidably mounted and are each shaped to make a joint with the frame-stile. The meeting-stiles 15 are hinged together by loose pin butt-hinges 16 screwed to their edges, and are shaped to make, when closed, a joint. The bottom hinge 16 connecting the stiles 15 is provided with a handle 17 by means of which the window is opened and closed. The dotted lines indicate the position of the sashes in relation to each other when open, the stiles 3 being kept the required distance apart by means of the sliding distance-bar 8a, which slides in the guide 9 between the shoes 7. Both sashes when opened may be slid towards either side of the frame. A weather-strip 15a secured to the outside of one of the stiles 15 covers the joint between the latter.

Building Block.—A patent, No. 2,040, has been taken out by R. E. Larson of Sweden for an interlocking solid or hollow block of T-section in which the interlocking portions



consist of various forms of dovetail or concavo-convex joints. The overlapping members 7 may be at right-angles to the block 2 and may be tongued and grooved. The block may have further extending portions 7 forming three steps.

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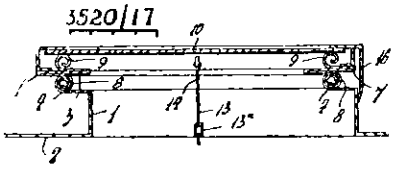
Skylight.—A patent for a skylight has been taken out by Mr. F. Ross of New Zealand. To prevent the wind from lifting a sliding frame, rolls are substituted for guide-runners. The rolled rims 4 of the combing 1 from guides for rolls 8 on the underside of the sliding sash frame 7. The glass



sheets 10 are supported by upper rolls 9 and a flashing flange 16 is provided to exclude rain. Operating cords 13, 14 attached to the forward and rearward side of the sash frame pass around guide-pulleys into the room.

Building Notes

AUCKLAND.

The Auckland Hospital Board are considering the advisability of additional accommodation for the nursing staff. The medical superintendent stated that the present accommodation was not sufficient, as nurses were housed in various parts of the hospital. He considered that they should all be housed together in the nurse's home, and sufficient accommodation provided for 50 more.

An Auckland paper reports that the city markets buildings in Customs Street are progressing fairly well. The contractors, Messrs Fletcher Bros., Ltd., hope to have the smaller building, on the eastern side of the site, completed this month, when it will be occupied by Messrs A. B. Donald, Ltd.

The larger of the two market buildings, which will cover an area of 459 feet in length and 129 feet in width, is being constructed in eight blocks. The concrete work in the first of these—block A—has been completed up to the first floor,

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and is expected to be ready for occupation by Messrs E. Turner and Sons in about two months. The remaining seven blocks will take from six to seven months to complete, or longer if the weather conditions should be unfavourable. All the foundations for this larger building are in.

The contractors are having no difficulty in regard to labour, and have from 80 to 100 men employed on the various works. They have, however, been handicapped in regard to supplies of material. At the outset there was a delay in the delivery of the requisite steel, but that is now to hand. The chief difficulty has been in obtaining shingle, supplies of which were slow in coming to hand, owing to the weather and want of boatmen.

Messrs Cumming and Goldsboro', joint architects for the Choral Hall University, called for tenders for the brickwork up to the 20th August.

CHRISTCHURCH

A building for the production of salt is contemplated at New Brighton estimated to cost from £10,000 to £15,000. Mr. Leslie A. McArthur has applied to the City Council for the lease of 400 acres for the purpose, and the council has decided to grant a lease if satisfactory arrangements could be made. The applicant describes the works as a "Marine Electrical Solar Salt Works."

The Beautifying Association has decided to be represented at a Town Planning Conference to be held in Wellington shortly.

At a conference of the Beautifying Society with the Tramway's Board the question of carrying out the society's scheme for beautifying the Square again cropped up but Mr. Hurst Seager, F.R.I.B.A. said the time was not ripe for carrying out the Association's scheme; when the war was over and a peace memorial was proposed, the beautifying of the Square would be a very good object upon which to spend money. All that the Association wanted to see was that nothing was done to interfere with the carrying out, in the future, of the extremely beautiful scheme adopted by the Association. He contended that from the Board's point of view the scheme would be a money-saving one, as it would reduce the present delays occasioned by people wishing to board trams having to wait till passengers alighted.

Plans are in course of preparation for the erection of a new car shed, to take the place of the present very much dilapidated structure at the back of the new Government buildings in Cathedral square. The condition of the old building was such that its replacement by a new building became absolutely imperative, otherwise the work would have been held over until prices of materials had become normal once more.

Additional accommodation has been provided to the hospital by the addition of new wards known as the Chalmers' wards. The building is named after Miss Jean Chalmers, of Ashburton, who gave the Hospital Board the sum of £8,000 towards the cost of a building for chronic or incurable cases as a memorial to Messrs John and Peter Chalmers, of Ashburton, natives of Perth, Scotland. This sum, together with the Government subsidy of 24s. in the £, has defrayed the entire cost of the building. Miss Chalmers herself laid the foundation stone on February 23rd, 1916.

The Chalmers building is of the most modern type. Characterized by an extreme simplicity in design, it is obviously built to obtain the maximum amount of light and air, and to ensure the comfort and convenience of both patients and nurses. It is three storeyed, and contains three main wards besides a number of smaller rooms. Each of the main wards is 73 feet long by 24 feet wide, and allows ample space for 18 beds. In addition there are two smaller wards on each floor, one to hold one bed and the other two beds. All the wards are lofty and well lighted rooms, with big windows and white plastered walls. The walls are everywhere plastered except in the sanitary block, where they are tiled to a height of six feet from the ground. The floors are of polished wood, and all the ward fittings are of oiled rimu. Electricity is employed in lighting throughout the building. A comfortable sitting-room is provided on each floor, as well as duty rooms, sister's rooms, and pantries. Store-rooms of a useful size and design are also provided on the first and second floors.

Commodious verandahs and balconies are a feature of the Chalmers building. These run completely round the west and north and most of the east sides of the wards. They

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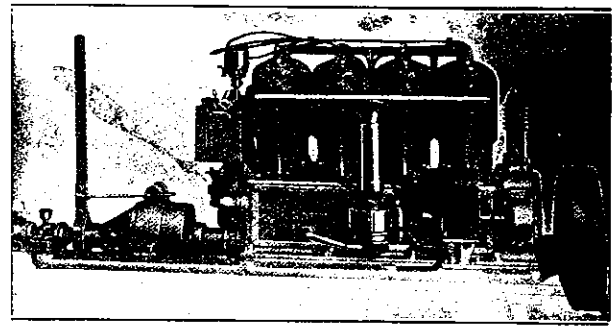

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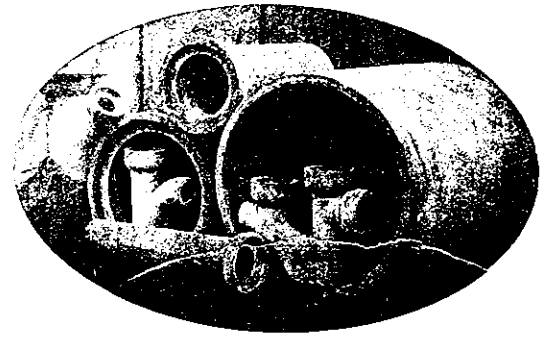

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are 10 feet wide and have movable glass windows. In addition there is a flat roof, whence a beautiful view over Hagley Park and the Gardens can be obtained. An electric lift will enable patients to be taken up and downstairs without the necessity for removing them from their beds, the comfortable size of the lift permitting of the beds being wheeled into and out of it. A covered way connects the new wards with the main Hospital buildings. A sub-way running underneath this carries the steam pipes, etc., to the new wards. The Chalmers building was designed by Messrs Collins and Harman, and the contract was executed by Messrs W. Greig and Sons.

Mr. H. Hall, architect, Timaru, called for tenders for the erection of a brick store for the Canterbury Farmers' Association. Plans and specifications to be seen at architect's offices.

DUNEDIN

Messrs Mason and Wales, architects, called for tenders for additions to Bank of New Zealand at Balclutha, and also for additions to Columbia College, Dunedin.

WELLINGTON

Mr. P. C. Watt is the builder of business premises in Courtenay Place for The Dominion Motor Vehicles Ltd. The building is three storeys high and covers the whole site (which is approximately 75 ft. by 50 ft.), situated next to the Albion hotel. The ground floors will be used for show room and offices, and plate glass windows will extend the full length of the frontage. The upper floors will be used for warehouse purposes and they will be served by an electric lift for motor cars capable of raising 2½ tons at 60 ft. per minute. The interior of the building adjoining the site which is now used by the company as offices will be entirely altered and renovated. Mr. J. M. Dawson is the architect.

The Salvation Army has accepted the tender of Mr. M. Browman, in the sum of £8,997, for the erection of the Returned Soldiers' and the Workmen's Hostel at the corner of Vivian and Tory Streets. The main entrance to the hostel will be on the Vivian Street frontage. At the back of the entrance hall will be the office, and adjoining the hall will be the dining-room, which will have an additional entrance on the street corner. Besides the pantry, kitchen, larder, etc.,

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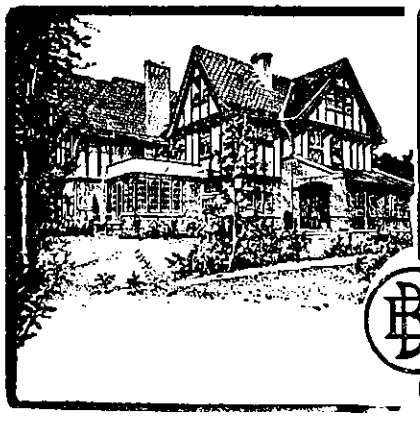

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there will be on the ground floor the smoking-room and accommodation for forty boarders, with the necessary baths and lavatories. On the two upper floors accommodation will be provided for one hundred and two boarders. One wing on the first floor has been specially designed to provide accommodation for returned soldiers. The contract will be completed about Christmas time. Mr. Gray Young is the architect for this building, and several others reported in last month's issue.

Another picture theatre was completed this month—the Paramount in Courtenay Place. Quite a number of buildings have been erected recently in this locality which is rapidly becoming a good business centre. The Paramount has been equipped with all the latest appliances and machinery for the production of pictures, and was opened on 4th August. No money has been spared to make the theatre thoroughly comfortable and up-to-date. There is a fine, bold entrance, which at night will be studded with electric lights, and alongside, an arcade lounge-bar, at which drinks and delicacies will be obtainable. A special screen, calculated to do away with all semblance of flicker has been imported, and as a result of the excellent arrangement of the auditorium, a clear view will be obtainable from any of the tip-up, spring seats that are installed. The dress circle leads off the main entrance, and can be reached by a very few steps, a feature that should be highly appreciated. There is seating accommodation for a total of 1,200, and ample exits for use in the case of emergency or otherwise. Special attention has been paid to ventilation, and it is claimed that the theatre will be cool even in the hottest of summer nights, and warm in winter. It was designed by and erected under the supervision of Mr. James Bennie, F.N.Z.I.A. The work was carried out by day labour. The foreman being Mr. W. R. Johns.

Some scare was caused in building circles by a rumour being circulated that the Government intended to prohibit building operations. The matter was raised in Parliament, and Mr. Massey said he supposed the impression had arisen from the fact that building operations had been practically stopped at Home, but he did not think this would be necessary here. He believed that a proposal of this kind was to come before the Government, but he would go so far as to say that he did not think the Government would agree to it.

Recent tenders called for include the erection of the superstructure of the new building for the Dominion Farmers' Institute, plans and full particulars of which can be seen at the offices of Messrs Collins and Harman, Gloucester Street, Christchurch. Messrs Crichton and McKay also called for tenders for a store for Messrs Dalgety and Co. of Nelson.

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, 8 Farish Street, Wellington in writing, as no Agent has authority to receive notice of discontinuance on our behalf. The subscription is 7/6 per annum. A discount of 1/- will be allowed off this amount if subscription is paid in advance.

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