enabling a passenger from any of the suburbs to change easily to a tramcar for any other point.

The low level road from the embankment would be carried along the eastern foreshore of Northcote point to a suitable position, whence a tunnel, (which seems the simplest proposition), would carry communication through to the suggested embankment across Little Shoal bay, thus serving the residents of Northcote Point and the lower end of Birkenhead. The back communication from Northcote to Takapuna (at present the main thoroughfare) as it exists is a steep winding road, with great scenic advantages, but without spoiling the latter an improvement would be made by the construction of a viaduct across the inlet, which incidentally would always look its best by the retention of the sea water behind the embankment.

In a scheme of these proportions only a general survey can be attempted at this stage, but I hope the above indicates not only the desirability—nay the necessity—of considering the matter in a practical aspect. I hope it will now be evident that a development of the kind is inevitable, and if that is so the importance of preparing for its advent should be obvious. Probably no better oppotunity ever occurred to make such preparations, nor could the Town Planner expect more congenial conditions for his work.

One can hardly avoid some argument in anticipation of those who—however well disposed towards the scheme—may regard it as too remote to deserve close consideration. This is the difficulty that all town planners must meet, and it is not enough to point out that our duty towards posterity demands a reasonable part of our time in such proposals as these. Of course there is the sound argument that land, etc., can be acquired now at prices that would make the way easy for our successors, and further it is possible to let them pay in due course, which they would no doubt gladly do. But some more immediate prospect is required to interest the average citizen deeply, and this is provided in the scheme. The railway may be regarded as a certainty within measureable time, and some part of the centralization is a necessary corollary. Given a railway, communication must be made with all districts, hence the embankments and other roading facilities. The power scheme follows from this, and brings electric traction in its wake. All these conditions are likely to occur within a very few years—obviously then, before any of them become crystallized facts the general scheme should be agreed upon so that energy is not wasted in future alterations. Ample public discussion of the subject is the first requirement, so that it might be thrashed into shape, after which any part of the scheme may be undertaken with the certainty that it will eventually settle into place with the rest.

Willoughby, in his "Hygiene," states:—"The air of a room should be completely changed three or four times per hour—i.e., every twenty or fifteen minutes. A greater rate of movement cannot be borne if the air be cold, but may be scarcely perceived if it be warmed before admission. With a change every fifteen minutes, two persons would require for comfort, a room, say, 10 by 15 feet and 10 feet high."

Military Honours for Architects.

The following members of the architectural profession in New Zealand have gained Military Honours:—

Captain F. E. Greenish, M.C.

Captain Greenish commenced the study of his profession in Sydney and came over to New Zealand in 1908 when he was employed for some time as draughtsman in the offices of Mr. J. M. Dawson, F.N.Z.I.A. and Mr. C. F. B. Livesay. He was afterwards in partnership with Mr. O. Beere and subsequently practised on his own account in Hawera. He left for the front with the 9th Reinforcement and was awarded the Military Cross in June last for the general excellence of his work in the field notably at the Messines battle.

Lieutenant Stanley Natusch, M.C.

Lieutenant Natusch was born in Wellington in 1889 and was educated at Napier High School. He entered the office of his father Mr. C. Tilleard Natusch and remained until the outbreak of war when he joined the Canterbury Infantry as a private on 14th August, 1914. He served with the Main Body in Egypt and Gallipoli and was mentioned in despatches. He was commissioned 2nd Lieutenant on his return to Egypt. He gained his second star in March 1917 while serving in France and was awarded the Military Cross for his conduct at the battle of Messines. He is, at the time of writing, in England where he is recovering from wounds received in action.

Lance-Corporal J. H. Edgecumbe, M.M.

Lance-Corporal Edgecumbe was born at Frankton in the Waikato, and after leaving school he was articled for three years to Mr. W. A. Holman, F.N.Z.I.A. of Auckland. In March, 1913, he went to England to study for the R.I.B.A. examination and on the declaration of war joined the Royal Engineers. He was awarded the Military Medal in September, 1916, for conspicuous bravery in maintaining communications (with five others) under heavy shell fire.

Lieutenant Edwin Royden Wells, M.C.

Lieutenant Wells was a member of the old institute prior to its incorporation. He left New Zealand as a Second Lieutenant in the 6th Reinforcements attached to the Otago Mounted Rifles. He was promoted Lieutenant on the 4th April, 1917, and in July last was awarded the Military Cross for gallantry on the field of action.

Architects Obtaining Discharge in England

The council of the New Zealand Institute of Architects desires to repeat for more general information that an arrangement was made last year with the Minister of Defence (The Hon. Sir James Allen, K.C.B.) by which members of the institute on completion of their service with the forces may apply for their discharge in England and this discharge will be granted on the recommendation of the General Officer commanding their division. It must be understood, however, that if discharged in England members must themselves provide their return passage to New Zealand.