

points and vistas, planting trees and grass, etc. While it is desirable to have a minimum distance between the building lines, a hard-and-fast by-law width is undesirable. The width of roadway should be dictated by the use to which the street is put, and in residential streets the remaining width can be devoted to grass and trees.

11. **American Ideals.**—These may be divided into four phases: (1) Rapid transit; (2) the civic centre; (3) the provision of diagonal avenues and parkways; (4) the provision and linking up of parks, and the scientific distribution of children's playgrounds.

12. With regard to the third item, the rectangular system of lay-out has generally proved quite satisfactory so long as the town remains a limited size; but once the town develops beyond the original square mile or so some form of diagonal communica-

ordinary circumstances, would be unsuitable for building purposes.

15. **Control of Advertisement Hoardings.**—This is a most important point, as too often the whole aspect of a district and the beauties of a landscape are ruined by some awful monstrosities. It is quite possible for even advertisements to be attractive, but the advertisers must be under some control, and should pay a stiff license fee per square foot.

A successful town plan must be the result of the whole-hearted co-operation between the surveyor, the engineer, and the architect. There are too many interests involved for it to be possible for one man to foresee and provide for the whole future growth of our towns. An attractive site is of little good without proper means of communication and efficient buildings. The most perfect of communications by



Revised Perspective Drawing of Dunedin Cathedral, showing fine entrance steps, with statuary, flying buttresses and other features not shown in the original perspective.

tion becomes a necessity, and plans have been prepared for scores of cities showing the now generally appreciated need for diagonal routes.

13. The provision of new parks in the outskirts to provide for the growth which must come is a need that is realised in America, but not in New Zealand, unfortunately. It has also been found that the betterment in the value of the property in the neighbourhood of the parks more than recoups the owners for a special rate that they are asked to pay. There is therefore nothing but advantage to be gained by securing further and larger breathing-places around the built-up area of our towns.

14. River banks and valleys should, as far as possible, be preserved for park purposes, and viewpoints and hilltops should be similarly preserved. Such a course is desirable not only for the sake of amenity, but to secure the stream from contamination, and at the same time utilise land which, in

rail, by road, or by water will be unsatisfactory unless the site is wisely chosen, properly surveyed, properly drained, and properly built. The most attractive design or grouping of buildings will be of no avail unless the site is first of all suitable, the roads are properly graded, and the means of communication the very best that can be obtained. Co-operation, therefore, between the professions is necessary from the earliest stages of a town-planning scheme.

“Typographical errors,” said William Dean Howells, “are always amusing. When I was a boy in my father's printing office in Martin's Ferry, I once made a good typographical error. My father had written, ‘The showers last week, though copious, were not sufficient for the millmen.’ I set it up ‘milkmen.’”—“Christian Register.”