

ing and making known their wishes and desires on matters placed before them. This is but a reiteration of my former claim for unity and cohesion, as it is only by such methods that the Institute can advance, either as a corporate body or as separate, and I trust successful, individuals. I would therefore ask the general body of members to mark the appreciation of the committee's labours by attending such meetings as are called, and helping forward the business of the Institute with their advice and co-operation.

I am pleased to see that the Government have at last agreed to give a site for the Technical College which I trust will allow of this vexed question being finally settled. Though good work has been done in the past in the present buildings, they are now inadequate for a city of the size of Wellington. It is to be hoped that the site now given will be found suitable and of sufficient extent to allow of proper playing areas; that the necessary money will be forthcoming; that the building will be suited to the needs of the rising generation and at the same time be an ornament to the city.

In conclusion I desire to place on record my appreciation of and thanks for the valuable services rendered by our Hon. secretary (Mr. F. H. Swan). The Secretary's hands would be strengthened and his labours rewarded if members will lay to heart my remarks about attendance. I also desire to thank the members of the committee for their advice and kindly co-operation during the past year, and trust that my successor in office may have as pleasant a period of office as I have had; that peace may be concluded during his term and that business will return speedily to its usual channels."

A New Road Material.

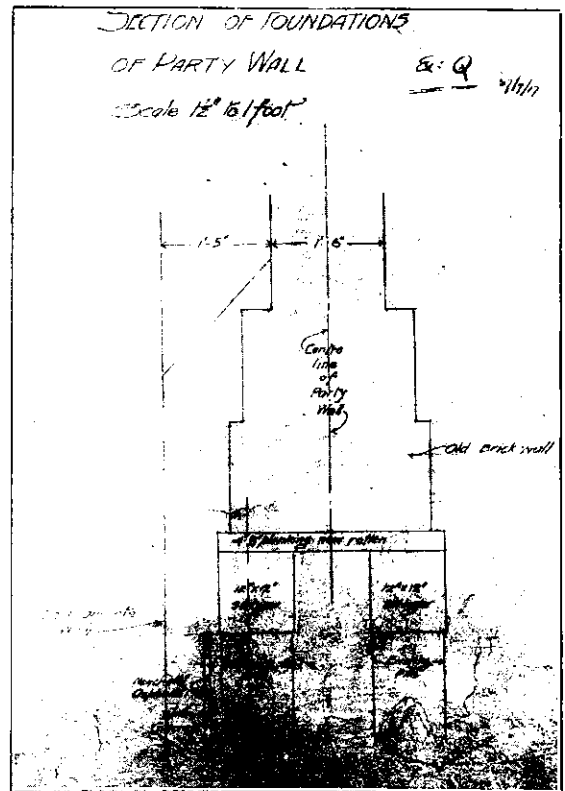
A new material for roads is suggested by an Auckland business man, who wrote to the City Council recently as follows:—"During a recent visit to Australia I was impressed with the progressive policy of the Adelaide City Council, and also the New South Wales Government, in adopting a new road-making material, which I was informed has resulted in a large saving compared with concrete. The preparation they have adopted is a composition consisting of tar chemically treated. This preparation is mixed with shingle, or even slag, and after being laid down it gives a longer life than concrete, and does not create dust when in use."

"The nature of the material to be used in road formation," said Mr. Gunson at a Council meeting, "is an open question with the Council. It is not at all certain that concrete will be employed. It is purely a question of price. If there are any other preparations which the city engineer, after investigation, is prepared to recommend, the Council has an open mind on the subject. A permanent material which gives a good road surface must be used upon our principal thoroughfares without further delay, as the present position is unsatisfactory with regard to both macadam surfaces, which are costing a great deal in maintenance, and the intolerable dust nuisance. These are the main points that govern our selection of material."

Grand Picture Theatre Dispute, Auckland

A great deal of interest has been taken by the public generally in the dispute between the owners of the Grand Picture Theatre defendants in the action, and the contractors, Messrs. Johns and Sons plaintiffs.

In the course of this dispute it was alleged (inter alia) "That the architect in breach of his duty and without consulting or informing the defendants in any way, unfairly allowed the plaintiffs to make serious deviations and serious omissions from the



Copy of Original Drawing prepared by Bartley & Patterson, at the Supreme Court, made by B. C. Chilwell, August 30th, 1916, in the presence of Mr. Fitzherbert, Solicitor.

Exhibit "Q" Section of Foundations of Party Wall.

specifications, particularly in regard to the foundations, with the result that the said building is at present in an unsafe and unsatisfactory condition and is liable to inundation from water." An allegation that a building such as a picture theatre, constantly used by the public, is unsafe is a matter of serious concern, and if such had proved to be the case it is difficult to imagine the limit that public censure would take on the parties responsible.

It is, therefore, a matter for gratification that the outcome of long legal proceedings has been not only to vindicate the safety of the building but to uphold and enhance the reputation of the architects, Messrs. Chilwell and Trevithick, and the contractors, Messrs. Johns and Sons.