

seemed that the wrong scale had been taken, and the plan on the whole had not been understood. It must be admitted, added the writer, that the following points were correct: (1) That sufficient outlets for future development had been allowed; (2) that through traffic in a housing scheme was inexpedient; (3) that a carrying way 16 feet wide would take two lines of modern traffic moving quickly, and that 24 feet wide would allow three vehicles to pass one another; (4) that the carriage ways, as shown in the plans, were of more than ample width to take the traffic was was likely to be thrown on to them; (5) that a road for a housing scheme having a narrow carriage-way, with broad grass margins, and planted with trees, looked better, was more economical, and caused less dust than the type of road with 42 feet macadamised and the balance gravelled and tarred; (6) that modern engineers and town planners all agreed that it was better to throw a extra strip of land into the fore-courts of the houses than to waste it unnecessarily on the roads; (7) that the distance between the houses was sufficient to admit sunlight and air. (The English standard was 70 feet apart, and the minimum distance in the Papanui lay-out was 106 feet. The by-law width was 66 feet); (8) that there was more open space provided than the usual suburban sub-division, and that the frontages (average 60 feet) were of sufficient width; (9) that four houses per acre was a liberal allowance, and would not create a slum; (10) that the only objection that could be taken to the lay-out by the Council was the position of the front fence, or, in other terms, the width of the road; (11) that it was not the width of a road that caused a slum. On the letter being read to the Waimairi Council, Councillor W. J. Walter said that the Government was making a mistake in not laying out a three-quarter of a chain road. The Government should have conferred with the Council with regard to the lay-out, and should also have applied through the Council for building permits. The chairman (Councillor W. P. Spencer) said he understood from a reliable source that the road would be made a chain wide. On Councillor Walter's motion it was resolved to write to the Government, stating that the Council considered it should have been approached for the building permits, and also should have been consulted with regard to the "lay-out" and the roading in connection with the housing scheme at Papanui.

The following tenders for the erection of workers homes on the City Council's land in Huxley Street, Sydenham, have been received by Messrs. Greenstreet and Anderson:

	Type 1. £	Type 3. £	Type 8. £	Total. £
1. Walter Hayes ...	1141½	1325	1204	9687
2. N. McGillivray ...	1107	1293	1198	9501
3. G. L. Bull ...	1100	1232	1213	9403
4. A. Renne ...	1605	1104	1080	9659
5. A. T. Mutton ...	1067	1070	1072	8575
6. C. E. Wright ...	1094	1047	1051	8485
7. A. F. W. Jones ...	990	1050	1124	8204

Tenders 1, 2, 3, 4, and 7 were subject to an increase to correspond with an increase in the cost of labour or material. No stipulation was attached to tender 5, whilst tender 6 was not subject to an increase. The Housing Committee recommended that the tender of Mr. A. F. W. Jones be accepted, it being the lowest. Councillor J. W. Beanland, who moved the acceptance of the tender, said that the prices were a little higher than expected, but they were the best that could be obtained. Practically everything necessary for a well-appointed house was provided for. The motion for the acceptance of the tender was seconded by Councillor A. Williams. After a considerable amount of discussion and a motion being put and lost to the effect that the question of accepting a tender be postponed for six months, Mr. C. E. Wright's tender was accepted on the voices.

The Government has granted £2,900 for the erection of a temporary Training College owing to the big increase of students expected next year.

WAITAKI.

The result of a deputation of the Waitaki Board of Governors to the Minister of Education at Wellington was that a grant of £7,000 would be placed before Cabinet for favourable consideration.

P & B ASPHALT SATURATED FELT

We have good supplies of P & B Asphalt Saturated Felt, which is an excellent product and infinitely superior to Tarred Felt.

Odourless, and proof against drying out with age, P & B Felt acts as a waterproof cushion, and is especially valuable

For use under Slate, Iron, Tile or Shingle Roofs and Ceilings.

P & B Asphalt Saturated Felt is clean, pliable, convenient and vermin proof.

PLACE YOUR ORDER NOW.

No. 2 Felt, 27/6 per roll, covering 324 sq. feet

No. 3 Felt, 28/6 per roll, covering 500 sq. feet

Aubrey Gualter & Co.,
WELLINGTON.

McCarthy's Family Hotel

Taupo Quay,
WANGANUI

C. J. MCCARTHY, PROPRIETOR

Steel Constructional Work for Architects, Contractors, Etc.

Joists, Beams, Stanchions, Compound Girders,
Solid Steel Columns, Steel Roof Trusses
Galvanised Roofing Iron, Ridging, Spouting,
— — — Downpipes, etc. — — —

Full stocks. Quick deliveries.

A. & T. BURT, LTD.

Auckland, Wellington, Christchurch, Timaru,
Dunedin, Invercargill.

London Office: Eldon St. House, E.C.