

spent on the road," stated the circular, "will be amply repaid by the facilities afforded for traffic and the enormous saving effected in the cost of haulage. Thus and thus only is it a work of utility." In calling our attention to the original scheme, Mr. Hurst Seager writes as follows:—

The Editor, "Progress."

Dear Sir,—In your November issue you refer in an Editorial to the effort being made by motorists to urge the Government to construct the Memorial Highway pleaded for in 1919.

I quite agree with you that the road itself cannot be regarded as a memorial: it was not suggested that it should be anything more than a means of linking together the whole of both islands and making possible the expression of national feeling in the memorials along its route. The memorials should not be in any sense utilitarian, but should have as their sole purpose the dedication to honour of those who fell.

Yours faithfully,

January 5th, 1921. S. HURST SEAGER.

We are glad to thus do justice to Mr. Hurst Seager's original conception of the memorial, but at the same time we are relieved to know that the Government has taken no risk of incurring the suggestion that, under guise of a memorial to brave men's sacrifices, it provides something which will save the people's pockets. No matter in what frame of mind the promoters of the highway memorial tackle the subject, it will be regarded as a purely commercial exploitation of our sacred feelings.

N.Z. INSTITUTE OF ARCHITECTS.

We heartily congratulate the Institute of Architects upon its wise decision to drop the charge of one and a half per cent. commission to builders for the plans and detail drawings supplied to them for the purpose of carrying out the contract. It has been a course of wonder to us that the architect should have so long allowed himself to be placed in the false position of taking a commission from the builder while he was acting as the owner's representative. The only redeeming feature was that it was well known to be a practice of the profession, but it was a bad practice. Now the owner will pay the fee, and the builder will get his plans without the necessity of adding 1½ per cent. to his contract price to pay for them. The architect will be in a sounder position in relation to his client, and there can be no unpleasant suggestions that he is under an obligation to the contractor whom he is supposed to carefully watch on the owner's behalf.

BUILDING GUILDS.

Wellington carpenters have decided to go in for building operations under the guild system. It is an interesting experiment, this elimination of the employer, and we will watch it with interest, and no hostility. There is a strong cult which believes

the capitalist to be a parasitic growth on society, and no doubt there are some forms of capitalism which perform no more useful function than the fifth wheel of a coach. But work, to be economical and successful, must be well organised, and there must be discipline. If the carpenter trade-unionists realise this thoroughly and carry it out, they ought to be successful. When the North Island Main Trunk railway was being pushed on in the central section, co-operative labour was largely employed on the earthworks, and the gangs had a sound custom of balloting regularly as to the constitution of the working party. If it had been "carrying a passenger," as the phrase went, the ballot usually eliminated him, and the team was reconstituted of willing workers. Building guilds are being tried in England. "The Garden Cities and Town Planning Magazine" recently mentioned the Manchester Guild. "Progress seems to be proceeding with the attempt to do without the employer in the building industry," it stated, "and the Ministry of Health have come to a working basis with the Manchester Guild, which, though not the first of the Guilds, is by far the most active and enterprising. Before sanctioning contracts with the Guild the Ministry required to be satisfied that the organisation was in a position to carry out its obligations. It was natural that the Ministry should be cautious with an untried and novel contracting body. The basis of the agreement seems to be that the Co-operative Wholesale Society will be associated with the Guild for the purchase of materials, that the same body will insure any local authority entering into a contract with the Guild against loss, and that the Guild is to receive a remuneration of £40 per house, plus 6 per cent. on the prime cost to cover plant and overhead charges. It remains to be seen what contracts will be entered into on this basis. If the Guild can supply the labour—in other words, if the operatives really want to be their own employers—the Guild should have no difficulty in getting work. The experiment is one of profound interest. We hope it will be sufficiently well conducted to receive a fair trial."

ARCHITECTURAL PROPAGANDA.

In the discussion which took place on Mr. Ford's motion to enlarge the activities of the Institute, much was said about propaganda. Several members considered that the best medium for publicity was to make *Progress* the official organ of the Institute. We understand that this view commended itself to the meeting, and that in the future greater use will be made of our paper. We desire to assure the Institute that we shall be very pleased to assist them in this way and will gladly publish any current news they may care to send us. We have specially enlarged this issue to include a synopsis of the principal matters dealt with at the annual meetings, and are sending copies to all members with our compliments. We hope the matter contained herein will be of interest to them.