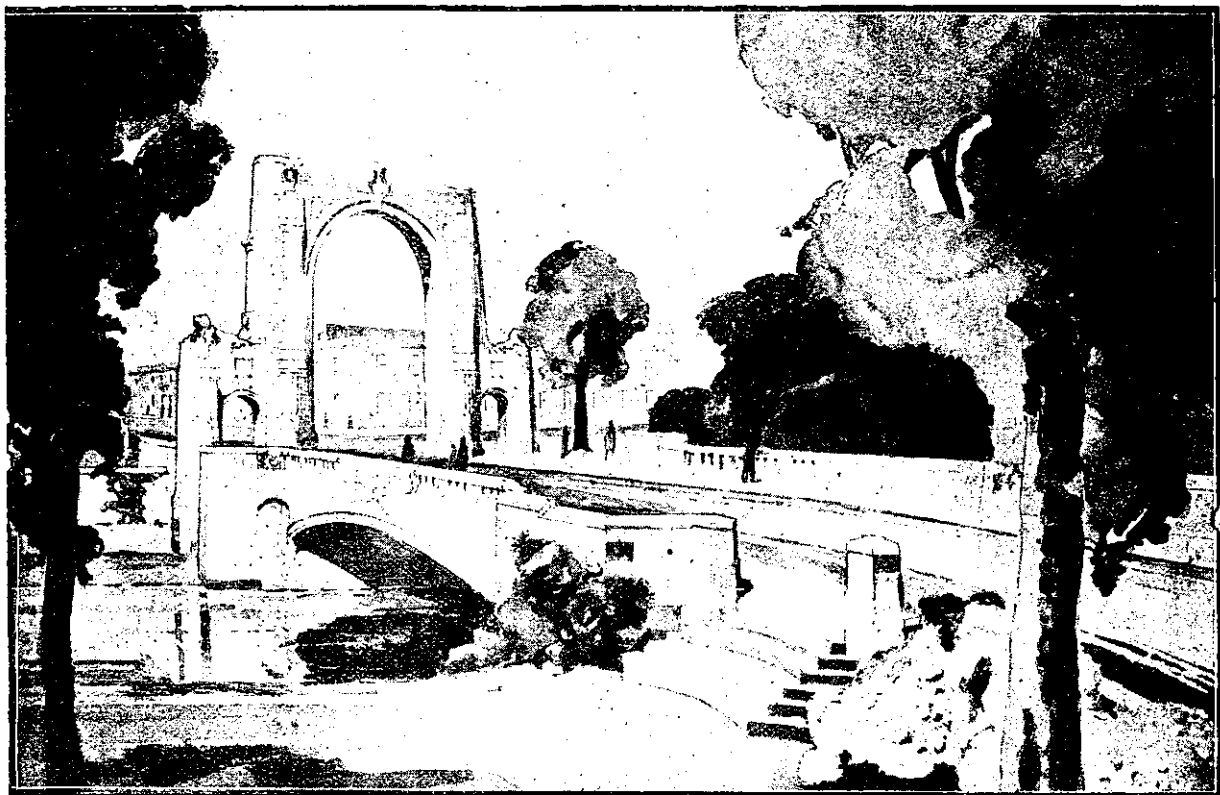


# The Christchurch War Memorial Competition.

The design for the Christchurch War Memorial Bridge Competition, which was won by Messrs. Prouse and Gummer, of Wellington and Auckland, is reproduced in this issue. The assessor for the competition was Mr. Leslie D. Coombs, of Dunedin. Twenty-four designs were sent in, the first prize being £100 and the second £50. The designer's notes explaining his drawings run as follows :—

## UTILITARIAN REQUIREMENTS.

These requirements have been accepted as the basis of the scheme. The river has been spanned with one arch 11ft. 6in. from water level to crown and of 40 feet span, a dimension which is the average width of the river at this point. As the variation in water level is so slight this is deemed sufficient. It is felt that a single span has the advantage over a series of arches, in creating an impression of ample passage way for boats, and in obviating the necessity for piers in the river, which, with the long length and comparative smallness of span of the arches, would give the appearance of culverts rather than that of



Winning design, by Messrs. Prouse & Gummer, Architects, of Wellington and Auckland.

The author feels that this problem calls for the fullest knowledge and most delicate handling in order to meet adequately the utilitarian requirements of a thoroughfare bridging a stream, and to express the highest emotional architectonic qualities necessary in such a permanent record of the Great War. His endeavour has been to make lines of principle in architectural and engineering design the governing factors in the whole scheme rather than to produce a design based upon traditional architectural features which may or may not have any direct relation to the problem in hand, either as structural necessities, or as providing some link with the past, which has its present-day significance. His endeavour has been to bridge the stream adequately, to provide a memorial of the Great War, and to wed the whole, not only to its immediate surroundings, but to the town at large.

a bridge. It is considered that the real bridge impression is created by the feeling of "span," which necessitates the use of an arch for the bridge not less in span than the width of the roadway above. This feeling of "span" is perhaps a relic of the days when primitive man felled a tree across a stream, but whatever its origin, the length of line and grace it gives are the legacies it has left in the most successful bridge designs. The author's reading of the problem is not that he is to provide a bridge on a main thoroughfare from the town to the Park or a tramway route, which thoroughfares are to be found in adjacent streets, but rather the provision of a bridge leading to the more quiet residential quarters between the river and the Public Gardens; a lay-out rather more intimate in feeling than would be possible with a main thoroughfare. Thus he has made his roadway on the bridge 23ft. wide