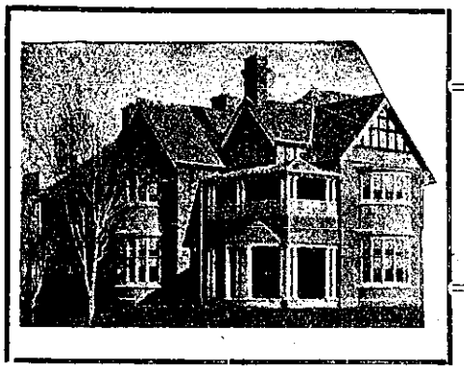


Architecture and Building

Union Steam Ship Co.'s New Offices.

This building consists of four stories and basement, the greater part of the ground floor being devoted to the Company's own purposes. Special attention has been given to the allotment of departments and separate counters are set apart for ferry, coastwise, and inter-colonial business. In addition, separate counters are devoted to inward and outward freights, traffic manager, and accountants' branch. The public convenience has been studied in every essential, and ample accommodation provided for each department. A Mezzanine floor at back has been devoted to the Company's own use and contains private offices and lavatory accommodation. A portion of the ground floor has been allotted to separate offices for the New Zealand Shipping Co., who are also provided with ample and convenient accommodation.

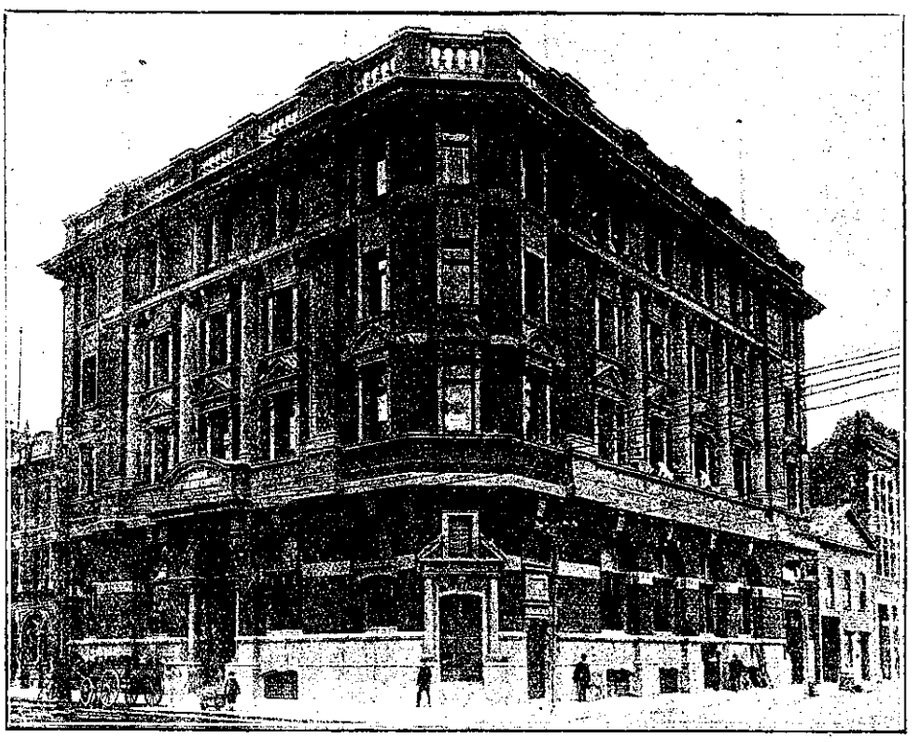
The first and second floors are subdivided into offices, the greater number of which are already let to tenants. The basement and top floor are at present intended to be allotted to storage purposes. Separate goods and passenger lifts serve all floors, and are worked by electricity. These were manufactured by the Otis Elevator Co. of America, and installed by Messrs. Turnbull & Jones, their agents. A system of hot-water radiators for artificial heating has been installed throughout the building, also gas and electric lighting. The appointments and finish are all on first-class lines, and sanitary fittings, of Messrs. Doulton & Company's latest manufacture, are supplied to all lavatories, etc. The various floors are served with a marble and iron staircase. The floors of corridors, landings and lavatories are all covered with tiles of handsome designs.

The internal decoration has been designed on generous lines, the whole of the ceilings being handsomely decorated with fibrous plaster, tastefully picked out in delicate tints. A feature of the main shipping office on the ground floor is a large ferro-concrete and steel dome-light glazed with electro copper Luxfer fireproof glass in a handsome design. The lighting throughout the building is a strong feature, every part being flooded with light. The fittings are all handsomely designed in polished walnut, which imparts a great richness to the general effect. Ample strong-room accommodation is provided in every part of the building.

The exterior is finished in pressed bricks with stucco dressings painted and sanded in imitation of Sydney sandstone. The design is on simple but bold lines. The main entrance and also the corner entrance to upper floors are flanked with polished grey Aberdeen granite. The base of the building for a height of 10 feet is faced with Malmesbury blue stone, and the entrance steps are of the same material. The roof is flat, constructed of concrete covered with Neuchatel Asphalt, and a very fine view of the city is obtained from it.

The construction of the building is a steel framework filled in with brick and concrete. The floors throughout are of reinforced concrete, and the partitions of Terra-cotta lumber. Everything that is possible has been done to make the building as nearly as possible earthquake and fire-resisting. The internal area windows are all of steel, glazed with electro copper fire-proof glass and protected with Kinnear steel roller shutters made automatically self closing. The lift wells are similarly protected with steel roller shutters.

The building occupies as high a place in the architectural development of the Dominion as the Company's fleet does in its maritime progress. Therefore it is a building worthy of the Company and of the occasion.



UNION STEAM SHIP CO.'S NEW BUILDING.

Technical Education.

How to Obtain It.

The value of technical knowledge may be generally admitted. There are few vocations which have not a practical side, and even in those where it does not become of prime importance to the work to be performed, there can be no doubt that the possessors of the wider educational range, embracing the practical work, enjoy an advantage over those whose power is limited by their outlook on a narrower horizon.

It is a moot point as to the precedence of theory or practice. Adam was the first gardener. Did he practise after thought or form a theory, after seeing the result of casual labour? If the labour was experimental, theory and practice were coexistent, and there, perhaps, it is as well to leave the matter. It is sufficient to say that in these days no education can be considered complete without a practical knowledge founded upon an underlying theory. In the constructional trades this is particularly true. Perhaps the first to recognise this were those who in the past intended to practise the more purely theoretical side of labour. Many of the leading men in their several professions sunk all "pride and prejudice," as it may be termed, in a snobbish sense, and willingly worked their way through factory and workshop in order to fully grasp the extent of their future vocations. It is somewhat interesting to note in this respect that limitations in work are chiefly of a practical nature. The limitations of pure theory depend largely upon the capacity of the human brain to imagine and power to follow an idea.

This is well shown by the great advances