

PROGRESS

With which is Incorporated

THE SCIENTIFIC NEW ZEALANDER.

Devoted to the Interests of Industry, Architecture, Science, Engineering, Inventions, and Aerial Matters.
Official Organ of the Canterbury College Engineers' Society, and the Wellington Philosophical Society.

VOL. VI.—No. 9. MONTHLY.]

WELLINGTON, N.Z., JULY 1, 1911.

[PRICE: 9d. per copy; 7/6 per Annum post free, in advance.]

Progress

The Scientific New Zealander.

Published Monthly by Harry H. Tombs, 10, Willis Street, Wellington, New Zealand.

ANNUAL SUBSCRIPTIONS:—To any address 7/6, post free.

REMITTANCES should be made by Post Office or Money Order. All cheques, plus exchange, to be made payable to Harry H. Tombs, and sent direct to "PROGRESS" Office, P.O. Box 481, Wellington.

All communications to be addressed to "The Proprietor, "PROGRESS," 10, Willis Street, Wellington. Telephone 3296.

In case of change of address, or irregularity of this paper's delivery, subscribers should send immediate notice.

EDITORIAL COMMENT.

Progress of Auckland.

It is of course possible to say that the progress of Auckland is the progress of the Dominion. But the fact that the northern city has outstripped the rest of the Dominion in progress cannot be gainsaid. We are glad to see from an article reprinted in our building section, that the progress includes the beautification of the city by the erection of fine buildings. It makes one open one's eyes to read that the sum of £490,000 is being spent on a few named buildings. It also is surprising to read so modest an estimate as the writer's, which contents itself with putting down the extras for so many buildings over such a large aggregate at £10,000, or about two per cent. He is evidently thinking of the millennium and praying for its advent. He has reason, because the building programme for the next decade which follows in the article will call for some very large contracts. We trust the building stones of the country will not be neglected by the men responsible for this programme. We trust also that the possibilities of concrete now so vastly greater than they were but a few years ago will tempt the architects of taste, who abound in the northern city; and, indeed, are not rare in the Dominion—in spite of the rash and altogether wrong headed criticism of Lord Plunket, our late Governor, to the contrary—to consider the beauty of the streets for which they are designing edifices. We trust also that the Municipal authorities will, while enforcing the sanitary rules, now getting to be so well understood, not forget the claims of beauty. It is time now to think of the uniformity of street lines, of the

planting of streets with handsome timbers, and the dignified ornamentation of the street fronts of all buildings. Some interesting remarks on this subject in the letter of our Christchurch correspondent ("Arts and Crafts") show what the practice once was in this respect and what it is now. This is only another way of saying that the jerry-builder is not to be encouraged in any possible way. It must be evident that if the architects were encouraged by the men who build, to insist on drawings and models of all ornamental work requiring artistic skill and distinction, they would be better able to secure the essentials of building stability also. Consider for one moment the medley of hideous piping projecting aggressively from the roofs of a city in our day and you will weep or be moved to hilarious laughter according to your temperament. Let house owners read the small sketch they will find in our building section, "What the Chimney said to the Vent Pipe," and they will realise in a moment what a responsibility is theirs. They should understand—it is high time—that there is no need to stamp the brand of ugliness hard down on everything that is necessary or useful. The prosperity of the Dominion as typified in the building figures supplied from Auckland is going to give grand opportunities for "the city beautiful" of the future. Let the matter only be taken in time.

The Navy.

In another column we illustrate and describe an entirely new process of launching devised by Sir William Armstrong and Co. at their Elswick yards, and also a new method of building which shortens materially the time of construction, and lessens the cost appreciably. In some respects the private yards beat the Admiralty yards, as this incident shows. Of the strength of these establishments we get a glimpse at the same time. This vessel represents, for example, the one hundred and thirty-fifth warship built by the firm, at a cost, we may safely assume, at anything between fifty and sixty million sterling in the aggregate. The reverse of the medal is that more than half has been constructed for the foreigner. If our builders are building for the foreigner as good, if not better, warships than the Government builds for itself, and if our mercantile marine is to be manned largely by Lascars and "Dutchies," what are we coming to? It is pleasanter to reflect on what extended use might be made of these fine private establishments, of which this of the Armstrongs is the greatest and best managed in many respects. The Admiralty is, however, now making more use of them for its own programme, which is one comfort, and may become a greater. Another is that the ship owner is finding the back of his sailor men up against the "Dutchy" and

the Lascar. We can only trust that the British sailor, who is, according to some authorities (who happily exaggerate) nearly as extinct as the Dodo, will end by sweeping "Dutchy" as completely from the decks of the mercantile marine of Britain as his fathers swept him from the face of the seas. These are the feelings inspired out in these overseas by the state of things in the Navy and the mercantile marine. We trust that the thoroughly representative character of our Prime Minister who was present in his representative capacity at the launch of the Dreadnought "New Zealand," will be understood as covering this anti-Dutchy sentiment. We are all ready to subscribe to the Navy, even to go on building "Dreadnoughts" if it is necessary. But if the British shipowner is to be allowed to spoil the source of the Navy's man supplies, we shall very soon get fired. These shipowners are not favourites with us for another reason, namely, that they keep up freights against us so that it is sometimes cheaper to buy in America goods a little dearer than the same are in Britain. The British ship owner is getting a trifle too cosmopolitan for the endurance of British folk, and it is high time he were made to feel it, and something more: *ridicet* the need for mending his very unpatriotic manners.

Wireless Telegraphy.

Two articles in another column are fascinating reading. One from our Paris correspondent tells the story of the scientific success in the measurement of time which has obtained for the Eiffel Tower a free pardon for the unpardonable sin—in Paris at all events—of ugliness. The other translated for us from the German, narrates the marvellous discovery by which wireless telegraphy is made absolutely safe against all possible prying and all conceivable inquisitiveness. It is the invention of Capt. Hovland, of the Norwegian Navy, who has made a great record. The marvel of ingenuity here is a cylinder which is sent through space to its destination, which keeps up its incognito all the way, and on arrival automatically translates itself into ordinary (printed) letter for the information of the person entitled to receive it, and for him alone. All that is necessary is for two stations to agree on is a letter combination, and after that a simple regulator keeps the two instruments in tune within negligible limits of error. It will be seen that neither Marconi, nor de Forrest, nor Valdemar Paulsen, nor the Telefunken people possess this device. It is the invention of the Norwegian officer, and may be applied to any system. We trust the New Zealand Government will display its usual promptitude in the provision of an installation.

Architecture of the Future.

We publish to-day a picture of Lord Islington's seat in Wiltshire, and also one of the design for the N.S. Wales Parliament House. The first is too late for Government House, but is worth the study of those who wish to build with dignity and comfort on a large scale in the country. The second is an admirable design for the pending competition, which, we trust, will not be postponed on any account.