

double itself in less than ten years, and as the stations are now taxed to the utmost at busy periods, it is clear that no time should be lost in providing the increased accommodation in a central position.

Plans have been prepared showing a passenger-station fronting Bunny Street, and a goods-station slightly farther to the north, with entrance off Waterloo Quay. The station is in an admirable position, considering the area of ground required. It is necessary that the station should be adjacent to the wharves, especially the Ferry Wharf, to facilitate the exchange of both passenger and goods traffic.

The plan attached to this report (see pages 54-5) sets forth in detail the lay-out of the station, the inset on the plan showing how the passenger accommodation can be increased when the necessity arises. The lay-out of the goods yard can be straightened and improved when the reclamation is pushed out to the line of the future sea wall, and when this occurs the Department will be able to dispose of the valuable land east of Thorndon Quay shown on the plan as occupied by goods sidings.

The engine depot will be placed on land to be reclaimed between Thorndon and Kaiwarra. It is proposed that colliers with locomotive coal shall berth alongside the breastwork and discharge their coal directly on to the coal-stacking ground or into trucks for country stations.

The cost of the Wellington Central Station is £475,000, and the work will take five years to complete from date of commencement.

Regarding Te Aro Station, Mr. Hiley gives very good reasons for abolishing it entirely, and centralising all the railway work under one head.

It is not usual to have two stations within three-quarters of a mile of each other in towns such as Wellington. The traffic at present being dealt with at Te Aro is legitimate tram traffic, and can be better handled by the trams. In his opinion the greatest good to the greatest number will be promoted by closing Te Aro Station altogether.

LYTELTON TUNNEL

A sum of £125,000 is set aside for the duplication of the Lyttelton Tunnel line which is badly wanted. Mr. Hiley does not give much space to the consideration of the electrification of the tunnel. He says:

"I have had practical experience of the substitution of electrical power for steam on a working railway, and am an advocate of electrification under suitable circumstances. Electrification is most desirable in the case of railways serving densely populated suburban areas where stations are numerous and close together, and where practically a continuous passenger service is required; the rapid acceleration of electrical multiple-unit passenger trains enabling a quicker and more frequent service to be given. But the circumstances of Christchurch do not warrant the expenditure, the passenger business can easily be dealt with under steam haulage. The line is not densely populated, and the goods traffic can be as well, if not better, handled by steam. The double line is necessary between Lyttelton and Christchurch, but electrification under the circumstances would be extravagant."

Our 25th Competition

ESSAY ON GREEK ARCHITECTURE

Won by "TORUS"—R. H. Saunders, Christchurch

Only two essays were received in connection with this competition, viz:—"Torus" by H. R. Saunders with Mr. T. L. Flaus, Christchurch, and "Kallierates" by William J. McKeon with Messrs. Hoggard Prouse & W. H. Gummer, A.R.I.B.A., Wellington.

Mr. Leslie D. Coombs who kindly set this subject comments as follows:—

"From an educational point of view I trust this competition will be of the greatest value to the competitors. Each has had to study his text books and necessarily to write in words and sentences of his own his interpretation of the information contained in such books. Unfortunately all text books are not good. Some are decidedly bad, and there is a reasonable amount of excuse for a student propounding a theory that the latest authorities consider obsolete and incorrect. However, no such explanation will completely excuse the subject matter of the essay written by "Kallierates." "Torus" writes much more accurately, but contradictory statements in text books have given him some trouble. On page 432 of the R.I.B.A. Kalendar 1913-1914 is printed a list of books recommended for students. They cannot do better than study from the books so recommended.

Neither competitor has written in a really good literary style, but "Torus" has done better than "Kallierates." The sentences of both are in several instances rather ambiguous. Mistakes are also made in spelling and punctuation, and "Kallierates" seems to consider that every sentence shall be a new paragraph. The quotation with which this same competitor terminates his essay is very weak and altogether wrong. This is the first time I have seen it written that a Greek Temple "presented an aspect of rich and sparkling gaiety."

Both sets of sketches are very good, but here again "Kallierates" has made mistakes. A Greek triglyph at the corner of a building is right at the corner, not slightly away from it; the architrave (the lintel) of the Doric entablature is not jointed midway between the supporting columns, etc. "Torus" has made some mistake with the cornice in fig. 4, otherwise his sketches are free from important errors.

The following notes are intended to help to set each competitor right, and to bring his knowledge up to date, but he must not forget that modern research is throwing much new light on the architecture of ancient Greece, especially that of the earliest periods, and even present day ideas may in the future need modifying:—

Notes for "Torus":—

Windows are supposed to have existed in the east wall of the Erechtheum at Athens. It is therefore hardly correct to state definitely that the temple of (Jupiter Olympius) at Agrigentum was the only temple that had windows.