It will be seen by the list of marks forwarded herewith, that No. 6 gains 123 marks out of a possible 127, while No. 8 comes second with 87 marks. No. 7 is only two marks less.

No. 6 DESIGN.—I cannot too highly praise this design. It is one the designer may well be proud of, for it shows a scheme which if carried out—with but one or two very minor alterations—would convert Cathedral Square into by far the most attractive civic centre in the Dominion, and one which would be comparable with the best seen elsewhere.

This design and Nos. 7 and 8, adopt the suggestion for north and south shelters in the centre part of the square, but the essential difference between No. 6 and Nos. 7 and 8, is that while Nos. 7 and 8 retain the double line of trams on the eastern side of the shelters with its acknowledged defects, No. 6 separates the lines, leaving the line on which the trams run from north to south in its present position, and removing the south to north lines to the western side of the shelter. By running the present south to north line to the western side of the shelter, it has been possible to place the shelters further east thus making a very easy curve for the new south to north line. The north and south shelters are connected by a covered collonade on the east and west sides thus forming with the shelters, a continuous curved shelter of pleasing form. The shelters terminate north and south in circular rooms in which at the north end is the parcel office, and ladies' room and at the south end the ticket office and inspectors' room.

These terminal rooms are covered by raised domes thus giving the required relief and emphasis to the design without clashing in any way with the view of the Cathedral.

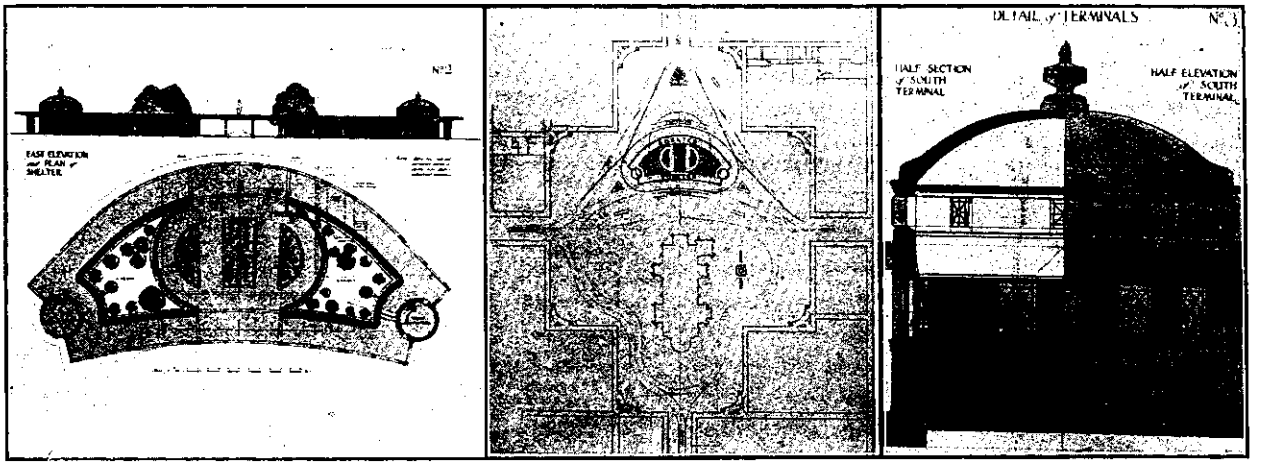
The connecting colonnades open on to a central garden space which is formed on the site of the present grass mound. In this the present trees are carefully preserved. This garden is a most convenient and delightful feature of the design as it provides well sheltered seats in what may be formed into a beauty spot—a charming resting and meeting place free from the rush of tram passengers.

The paths through this garden form a most convenient and pleasing connection between the east and west colonnades of the shelters and would thus materially relieve the traffic along them.

This arrangement of lines enables the passengers to enter the cars from the shelter side and to leave by the opposite side—an arrangement which would remove the present most inconvenient and annoying scramble, and would save a very considerable amount of time and expense to the Tramway Board.

This feature has not been noted by the competitor, and he has not provided a footway on the Eastern side, but there is ample room for one 12 ft. wide and still leave a roadway 6 ft. wider than the roadway north and south of it.

It is well sugested that the Godley statue should be moved to the westwards and placed in a curved triangular pavement corresponding to the space formed by the tram lines. The space between the eastern side of this curved pavement and the tram line going north, would form an ideal landing space for passengers coming from the south, quite free from vehicular traffic.



Elevation, Plan and Details of Messrs. Hart and Reese's Design in recent Competition for Improvements of Cathedral Square, Christchurch.

It will be seen that this design provides for no less than 440 ft. run of colonnade without in any way encroaching upon required traffic space. This would allow for ten trams to stand opposite the colonnades. The details of the design are in excellent taste and the architectural treatment is carried into supporting columns, lamp standards and flower vases which would all increase the aesthetic value of the scheme.

A further consideration of the vehicular traffic problem suggests a somewhat different placing of the "Islands" shown in the scheme. I have therefore prepared a scheme in accordance with this design as a basis which will I think, fulfil the requirements. At present vehicular and pedestrian traffic run riot, a proper system must be accepted and the traffic regulated in accord with it.

COST.—The estimated cost of the scheme is £2,500 for the main shelter and £300 each for the two auxiliary shelters which are placed north and