

Square in that all the main streets on which the tram lines run, enter the square at the angles not in the centre of the sides as here, and all the trams it will be seen, which do not pass along the streets bounding the ends of the square, circle round a portion of the square and leave it as quickly as possible. Had the competitor given a moment's consideration to the effect of his proposition before he went to the trouble of preparing his very excellent set of drawings, he would have realized that the scheme was an absolutely impossible one.

The increase of railage in the square and the method of service adopted increases the car mileage per annum no less than 18,720 miles on week days and 3,120 miles on Sundays. As the total expense of running the cars is 6.107 pence per mile and as this cost would be increased by 50 per cent. when running on the sharp curves shown round the square, the increased cost of running would be £833 per year without reckoning the interest on the initial expenditure required to alter the tram system and lay down the new lines. For this expenditure there is no compensating advantage but on the contrary a most decided disadvantage for the cars would be running in the square no less than 60½ extra miles during one day. It is difficult to understand how a competitor can with confidence present such a scheme as likely to fulfil the requirements demanded, namely a scheme "which would facilitate traffic and prevent the present and increasing concentration." It is clear therefore that any scheme adopting this principle cannot possibly be entertained. In addition to the great cost to the Tramway Board, the public would most decidedly object to being carried all round the square when there is an easy direct way through it.

This design has four shelters which are placed in exactly the spaces that should be reserved for the traffic. Although the defects of this design are so obvious, I have carefully examined every part and awarded marks giving full credit for those portions of the design which show merit. It will be noted that this competitor gains very few marks for the general effect and this by reason of the fact that all the shelters have their solid back towards the outer part of the square and however well designed the details might be, these great masses would certainly not add to the dignity and beauty of the square as a whole and it is for this reason also that only low marks can be given for elevations.

It will be noted that the three first designs all have their shelters open on all sides which not only increases their usefulness but they also form an attractive feature from every point of view.

The draughtmanship of this design No. 3 is excellent and therefore I feel quite justified in awarding a special prize offered of £5 5s. 0d. for excellence of draughtmanship.

The remainder of the designs do not call for special mention as the marks will show my opinion of the value of the separate parts, and by them it will be seen that my criticism of No. 3 applies equally to the lay-out of Nos. 2 and 4.

In conclusion I congratulate the Beautifying

Association on being the medium through which so excellent a scheme has been prepared for the consideration of the Council. I trust the scheme will meet with the full approval of the Council and the Tramway Board and it is to be hoped the rate-payers will demand that it be carried out in its entirety as quickly as possible

MARKS GIVEN IN COMPETITION FOR CATHEDRAL SQUARE IMPROVEMENT SCHEME.

General Effect	Marks	No. 1	No. 2	No. 3	No. 4	No. 6	No. 7	No. 8
	25	4	6	5	4	25	18	20
<b>Lay-out of lines and convenience of Tram Passengers.</b>								
<b>Route -</b>								
Square to: -								
1 Papanui ..	2	1	0	0	0	2	2	2
9 Fendalton ..	2	1	0	0	0	2	2	2
11 Cranford Street ..	2	1	0	0	0	2	2	2
2 Edgeware Road ..	2	1	0	0	0	2	2	2
1 Railway ..	2	1	0	0	0	2	1	1
9 Opawa ..	2	1	0	0	0	2	1	1
11 Coronation St. ..	2	1	0	0	0	2	1	1
2 Cashmere Hills ..	2	1	0	0	0	2	1	1
<b>Square from: -</b>								
3 Sumner ..	2	1	0	1	1	2	2	0
4 Woolston ..	2	1	0	1	1	2	2	0
8 Riccarton ..	2	1	1	0	2	2	1	1
5 New Brighton ..	2	1	0	1	1	2	1	1
12 St. Martins ..	2	1	0	1	1	2	1	1
<b>Square to: -</b>								
3 Sumner ..	2	1	0	0	1	2	2	0
4 Woolston ..	2	1	0	0	1	2	2	0
8 Riccarton ..	2	1	1	0	2	2	1	1
5 New Brighton ..	2	0	0	0	1	2	1	1
12 St. Martins ..	2	1	0	0	1	2	1	1
6-7 Lincoln Road to								
Dallington ..	2	0	0	0	0	2	2	2
6-7 Dallington to Lin-								
coln Road ..	2	0	0	2	0	2	1	1
10 Burwood to								
Burwood ..	2	0	0	2	0	1	1	0
Position of Shelters	10	5	5	0	5	10	8	10
<b>Plan of Shelters -</b>								
Public Space ..	5	3	4	4	4	5	4	5
Ticket Office ..	5	4	4	3	3	5	3	5
Inspectors' Office ..	5	3	1	3	3	5	2	3
Ladies' Retiring								
Room ..	5	4	5	5	5	5	3	5
Access to Lavatories	5	2	2	2	0	2	1	5
Elevations of Shelters	20	4	8	15	4	20	15	13
Lamps, Posts, &c. ..	5	0	2	5	0	5	1	0
Total ..	127	46	39	50	40	123	85	87

My recommendations are that the first prize of £25 be awarded to the author of design No. 6 and that he be entrusted with the commission for carrying out the design when it has met with the approval of the Council and rate-payers.

That the second prize of £15 be awarded to the author of design No. 8 and that an honorarium of £5 5s. 0d. be awarded to the author of Design No. 7 and that a special prize for draughtmanship be awarded to the author of design No. 3.

Yours faithfully,  
S. HURST SEAGER,  
Assessor.