

sensed and utilized it with almost startling results. Mr H. Pickering, the present director, and his big staff teaching each some seven or eight children, are now continuing this great work in the interests of the whole Dominion. It is the centre of the work for New Zealand and each year gathers its scholars from the North Cape to the Bluff. Its scholars, able to lip-read others, and make themselves understood with normal speech, often marry one another and establish homes to rear talking families. Many of them hold positions of trust in the public service and in commercial occupations. They become self-supporting units in our economic world and a credit to the school.

Today, in the Borough, there are two Kindergarten schools, one Catholic school, the Redcliffs School and the Sumner District High School. The public school at Redcliffs opened in 1907 under the late Mr W. J. Kirkpatrick who has been succeeded by the present headmaster, Mr C. F. Pratt. The Sumner School now under Mr H. M. Stevens, was opened on May 1, 1876 with a roll of eight boys and eleven girls, and with the late Mr Andrew Dunnett as head teacher. Its period of development took place under the headmastership of Mr G. F. Allen who was in charge from 1908 to 1931 during which time both grounds and buildings were much enlarged, the first Fresh Air School in the Dominion was opened, a secondary department was added, and a school Dental Clinic built on the grounds.

Sumner today, is looking, as the late Mr C. L. Wiggins did, to the establishment of a Seaside Hostel where the children from the country districts of the province may find an educational home before they go on to the University.

## THE ESPLANADE

A reference has previously been made herein to the formation of the Esplanade. The road was metalled at the western end from time to time and some tar sealing done. The area between Cave Rock (Tuawera) and Morton Street was tar sealed in October 1926 but little progress was made regarding the completion of the road in its present form from Morton Street to Scarborough Road until early in 1932 when the Council then in office caused the banks of sand gradually creeping in towards the footpath to be removed under the Government employment scheme, and the dry rock wall, which defines the limit of the sixty-six feet of roadway constructed.

The forty-one chains of light rock wall cost £91/10/6. In the following year the wall was "capped" with a cement compo, at a cost of £2 per chain. The formation of the widened road was proceeded with from Stoke Street, the tar-sealing of the centre portion being carried out in 1935. The posts which had been erected on the footpath to prevent vehicles using it instead of the track were removed, to the disgust of the small boys, and the relief of residents, especially those who stumbled home late in the evening.

**A Man of Vision.** Concerning the improvements made a reference to the remarks of a gentleman who was a candidate

for a seat at the Council Table in 1920 are worthy of reproduction.

Formation of an Esplanade. "The whole of the banks of sand running from the pier to the foot of Scarborough should be levelled, a light stone or rock wall erected just beyond reach of high tide and running the full length of the Esplanade to keep down the driving sand, steps provided at frequent intervals along the wall to permit of easy access to the beach from the Esplanade; the new road to be asphalted."

The laying out of grass plots and gardens was also mentioned. Although the candidate's scheme was not wholly adopted in 1932, credit must definitely be given to the Council of that year for doing the right thing.

Much has been written regarding the removal of all the sand-hills but it surely must be conceded that in leaving a portion of the sand-hills as Nature designed them, the various Councils have wisely left for posterity a glimpse of old Sumner as it was, and at the same time secured for the people cosy nooks and shelter for rest and sun bathing in the hollows, amidst the indigenous grasses of the natural sand hills.

## THE TRAM SERVICE

I am indebted to Miss McDougall, Assistant Town Clerk, for these details concerning the beginning of the tram service.

In the early days, the eighties and nineties of last century, the tram service was operated by private enterprise. In 1879 the Canterbury Horse and Steam Tramway Co. was formed but went into liquidation in 1892 and later, with added capital, emerged as the Christchurch Tramways Co. Ltd. A service was run to Woolston and this was later extended to the Ferry Bridge and a steam ferry service connected with it at the Heathcote. The Tramway Co. purchased a steamer "Colleen" to which passengers to Sumner were transferred at the Heathcote Bridge. A fleet of horse drags belonging to the late Mr Wm. Hayward also ran from Sumner, meeting the trams at Woolston.

The Companies held their lines under concessions from the various local bodies through whose district their tracks were laid. The Sumner Town Board first granted a concession to the Sumner Railway Co. on the 21st December, 1886. The railway was not proceeded with, however, as the Public Works Department was not prepared to go on with the work at that time.

Subsequently on the 6th of March, 1888, concessions were granted to the Canterbury Tramway Co. Ltd. to continue their line from Heathcote Bridge to Sumner. The line skirted McCormack's Bay, continued along the Main Road through Redcliffs, along the road under the cliffs at Rapanui and over a wooden bridge at Clifton Bay.

The concessions granted by the Town Board to the Tram Co. stated:—

"That the work be begun within four months and completed within 12 months from date; the Board will keep the piece of road in repair where the line runs from the pump op-