

posite the pilot cottage to the terminus of the line for a fixed annual sum of £25; that the maximum fare between Sumner and the Bridge be 6d., and 3d. to the Cutting. There shall be one tram daily to run from Sumner to Town and back in not more than 40 minutes each way and no tram shall take more than 60 minutes to do the journey."

In July 1888, the terms were amended and the Town Board agreed to pay the cost of a new bridge on Nayland Street if the Company would extend the line to Heberden Avenue. The fare between Sumner and Christchurch was to be 1/-. It was not until January 1890, however, that the line was extended to Heberden Avenue.

From this date, until the trams were brought under Municipal control in 1903, the Tram Company and the Town Board and Council had many disagreements in regard to concessions, road repairs, etc.

The concession held by the Company over the central portion of the City was to expire in 1904 and this, together with the Dominion wide agitation for the overhead trolley electric system, was responsible for the formation of a Special Tramway Body. This afterwards became the Christchurch Tramway Board and was created by the Christchurch Tramway Board District Act, 1902. The Board replaced the Companies on 21st January, 1903 and launched its electric trolley venture on 17th May, 1905.

The embankment from Mt. Pleasant to the Cutting was built by the Tramway Board in 1905 and replaced the original line which skirted McCormack's Bay.

It is interesting to note that in that year, it was expressly provided that the journey to Sumner must be made in 60 minutes.

In 1915, the Tramway Board, following a poll held on the "Tramway Causeway Loan Proposal" built an embankment for the tramline between Rapanui and Fisherman's Rock. The cost of the work was in the vicinity of £6,000. Rock for this embankment was quarried from the Board's property at Redcliffs, which is now the site of Te Rae Kura Park.

BELL'S BATH

It is just on sixty years since "Lollie" Bell had his stakes driven and his bath constructed at the Scarborough end of the bay on a portion of what is now the Council's Reserve No. 4002. The exceptionally high tide on June 10th of this year has left the site of the old Baths clearly defined. Mr Bell had a shop in this locality in which confectionery was sold, hence the nickname "Lollie." Under the lee of the Scarborough Hills, with the warming radiation from the cliffs and protection from the easterly wind, Mr Bell considered he had obtained an ideal site when he was granted a lease of the area by the Lyttelton Harbour Board. His bath at that time was nine feet in depth. Past records show that thousands of people visited it at week ends but the influence which perhaps, has been responsible for the disappearance of the sea from Clifton Bay and the Pier,

slowly dropped the sand which was carried in suspension by the waters of the estuary into the bath area and swimming therein became impossible. In desperation he tried to scour the sand out by leading the Sumner Creek into the baths. Little success attended his effort because, after heavy rain, the particles of clay carried down by the creek from the hills to the sea formed a bottom which when trodden on discoloured the water, making clean bathing impossible. Mr Bell finally decided to close down, grieved by the knowledge that his unsuccessful attempt to provide a bath for his patrons, had cost him a considerable sum of money.

THE SUMNER LIFE BOAT INSTITUTION

This Institution came into being in 1898 and to this day has been solely supported by interested local bodies and voluntary contributions. Much could be written of the enthusiasm and success attending the effort of its members over the years intervening from the date of its inception and of the thrilling rescues which have been made during the past 43 years. No fewer than 549 people have been rescued from the sea and much valuable property saved.

Rescue No. 1, a four-oared boat, with "The Aid," launched in 1909 to help, saved 460 lives whilst Rescue No. 2 has brought 89 people ashore since 1930. The present boat has a 21-24 H.P. Parsons engine installed and may also be manned by six oarsmen. The boat is so designed as to eject by means of relieving wells, any water shipped and to right itself if overturned. The late Governor General, Lord Jellicoe, kindly interested himself in supervising the design of the boat on his return to England. The total cost of Rescue No. 2, which has a range of 120 miles from its base, was £2,980, of which amount the Government, then in power, paid £1,250. The balance was found by public subscription.

The dedication service held on the 28th of June, 1930 was conducted by Archbishop Julius. The Mayoress (Mrs W. H. Nicholson) performed the ceremony of christening the boat.

The services of all attached to the institution are given voluntarily and the men under "Skipper" C. Bowman, who succeeded Mr George Hines, after the latter had completed over 30 years' service, in the boats, are trained for every emergency. Some years ago some of the unthinking critics who love to air their views about everything they really know nothing about, accused the crew of joy riding. A well known Christchurch journalist came to the "Rescue," went with the crew on a practice trip and wrote up his experiences, concluding with the following verse.

"Joy riding, in the lifeboat, as have ridden in the past,
Those who nailed the proud tradition of our colours to the
mast,
Whom that tradition kept and spread of British fighting breed,
That counts no cost, nor peril knows, when brothers are in
need.