

# Empire State Architect

THE OFFICIAL PUBLICATION  
THE NEW YORK STATE ASSOCIATION OF ARCHITECTS

January-February Issue — VOL. IV, No. 1

"Entered as second-class matter March 6, 1943 at the Post Office at Buffalo, New York under the act of March 3, 1879."

Subscription price: 50c per year. Non-Members \$1.00

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*Publisher* — Julian L. Kahle, 232 Anderson Place, Buffalo, New York.

## CORNELIUS J. WHITE APPOINTED



Appointment of Cornelius J. White, Prince Bay, S. I. as Commissioner of Architecture for New York State was announced February 22nd, by State Public Works Superintendent Charles H. Sells. He succeeds W. E. Haugaard who recently resigned.

Mr. White was graduated from Pratt Institute, served with the Navy during the first World War, and has been a practicing architect since 1913.

## THE TREND

(Special Release)

Construction contracts awarded during January totaled \$159,238,000 in the 37 eastern states, according to F. W. Dodge Corporation. This was the lowest January total since 1935; it also declined relative to the \$252,223,000 recorded in the preceding month and to the \$350,661,000 recorded in January 1943. The entire decrease from January of last year was in public-ownership projects, the \$37,363,000 of private construction money spent during the month being 6 per cent above the corresponding figure last year.

All major categories declined from January 1943: non-residential building, off 56 per cent; residential building, off 63 per cent; and combined public works and utilities, off 41 per cent.

Courtesy of Dodge Statistical Research Service

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# ANNOUNCEMENTS

## E. S. A. TO BE PUBLISHED BI-MONTHLY

Pursuant to the action of the Board of Directors at the August, 1943, meeting, your President was instructed to confer with Publisher Julian L. Kahle as to the possibility of a monthly publication of the "Empire State Architect" during the year 1944.

It is with keen disappointment that announcement must be made that, owing to the strict regulations as to the consumption of paper, the publication will appear on a bi-monthly basis during 1944, as for the previous year.

Kindly note that the closing date for receipt of editorial material is January 10, March 10, May 10, July 10, September 10 and November 10.

## COMMITTEES

The following Committees have been selected with two thoughts in mind:—first, that they shall be functional, and second, that the activities be distributed among the several constituent organizations as equitably as possible.

The record and achievements of the Association during the current year will be measured largely by the activities of its Committees. Laxity is a deterrent, and only increases the burden and responsibility of the chairmen and officers of our Association. The full cooperation of each constituent organization is absolutely essential to accomplish the aims and purposes as outlined under the respective committees.

### COMMITTEE ON LEGISLATION

M. W. Del Gaudio, *Chairman*

Assemblyman Alfred A. Lama, *Co-Chairman*

James R. Vedder	John T. Briggs	Benjamin Braunstein
Lucian E. Smith	Clarence Damuth	William P. Cain
Joseph E. Fronczak	George B. Hall	Maxwell A. Cantor
Miss Olive F. Tjaden	August Lux	

It shall be the duty of this Committee:

1. To review and act upon all recommended legislation submitted by the several affiliates.
2. To draft or redraft such new proposed legislation as will be beneficial to the profession.
3. To cause the introduction of new legislative measures in the two houses of the State Legislature.
4. To obtain a legislative service, examine the same, and determine the bills affecting the profession within the state.
5. To fully inform the affiliate organization of the existence of all bills affecting the profession.
6. To support all bills introduced in the Legislature that may be helpful to the profession.
7. To oppose such legislation as may be introduced in the present session of the Legislature as is harmful or will in any way infringe upon the present privileges in the practice of architecture within the state.
8. To advise the affiliates of the final action taken on all such bills.

### COMMITTEE ON THE ARCHITECT AND GOVERNMENTAL RELATIONS

Robert S. Hutchins, *Chairman*

James S. Whitman	Ralph Walker	William Cain
Wm. G. Kaelber	Alfred A. Lama	Robert Teichman
Giles Y. van der Bogert	James Vedder	Paul F. Jagow
	Simeon Heller	

This committee is to function with an A.I.A. committee of the same name of which Mr. Matthew W. Del Gaudio is Chairman for the New York Region on behalf of the A.I.A.

### COMMITTEE ON PUBLIC RELATIONS

Kenneth Reid, *Chairman*

L. C. Dillenback	Samuel A. Hertz	Raymond Irrera
Giles Y. van der Bogert	Martyn N. Weinstein	Horace Hatton
James S. Whitman	Conway Todd	Chester A. Cole
William J. Minogue	William T. McCarthy	W. C. Strohdriener
Adolph Goldberg	Charles S. Keefe	George A. Boehm

The duties and responsibilities of this committee are:

- (a) Development of a program wherein the profession will be kept in closer contact with the allied trades in the building profession.
- (b) To develop an outline of subjects to be discussed before public bodies, trade unions and service clubs.
- (c) To inaugurate a program within the profession to inform the public of the status, function and importance of the architect in planning and construction.
- (d) To integrate this program in the local societies and chapters of the State Association, and any national or regional programs which may be developed.

### COMMITTEE ON PUBLIC WORKS

Ralph Walker, *Chairman*

Charles C. Platt, *Co-Chairman*

William G. Kaelber	James Wm. Kideney	Maxwell A. Cantor
L. Andrew Reinhard	Kenneth Reynolds	Samuel A. Kessler
Harry A. King	Sidney Strauss	Louis Levine
Lorimer Rich	Joseph Mathieu	Carl Wuest

It shall be the function of this Committee to maintain contact with the several bureaus, agencies, commissions, or authorities within the state wherein the activities of the profession are involved, to the end that a fair share of the state architectural work be apportioned to private architects or architectural firms.

It may assist these bodies with statistic information or other aids within reason.

It shall at all times by letter or the "Empire State Architect" keep the membership of the Association informed of opportunities and means of obtaining or filing for State work.

### COMMITTEE ON PROFESSIONAL PRACTICE

Charles C. Platt, *Chairman*

William Kaelber      Kenneth Reynolds

It shall be the duty of this committee to explore the possibilities for simplification of the statements of the principles of practice of the profession.

To recommend and obtain the approval of a standard rate of fees for all and every type of service.

To prepare and bring before the proper authority of the American Institute of Architects recommended changes in the now existing form of "Contract between Architect and Owner."

To integrate and prepare recommendations on any other phase of professional practice that may be directed to its attention during the current year.

### COMMITTEE FOR REVISION OF CONSTITUTION AND BY-LAWS

Ralph E. Winslow, *Chairman*

Arthur C. Holden	Merton E. Granger
Robert Teichman	James Wm. Kideney

This committee shall prepare and submit to the Directors as directed by motion adopted at the Annual Meeting on December 11th, 1943, recommendation for changes in the Constitution and By-Laws of the Association, giving due consideration to the individual and affiliate comments which were received as a result of the action of a like named committee during the past year.

### COMMITTEE ON UNIFICATION

William Lescaze, *Chairman*

W. Lawrence Bottomley	Raymond J. Martin	O. J. Gette
August Lux	Raymond Irrera	Karl G. Schmill
George B. Cummings	Harry Halverson	G. Morton Wolf
James Whitford, Sr.	Merton E. Granger	William Koch
William I. Hohaus	Otto A. Staudt	Maxwell A. Cantor
James F. Bly	Leonard A. Waasdorp	Sidney L. Strauss

This committee shall study the several constituent organizations of the Association with regard to size, geographic location and activities.

(Continued on Page 10)



# THE LONDON PLAN

by RALPH WALKER

We New Yorkers are privileged to live in one of the great cities of the world. It has a harbor—the finest according to the two British Merchant Marine Captains with whom I traveled recently on a "Luxury Liner"—and where, if you are a passenger, you are landed at the city's front door, behind which there is everything that the world has to offer in the way of good living—food, music, the theatre, society. It is the true American capital city of commerce and culture of which they are willing to say—it is one of the two cities gripping the imagination of the world—the other is Paris. Each of these cities say to the adventurous mind—"See me and live."

This great city, for the moment, is a matter of British envy, because it has a post-war shelf of public works on hand and underway. It has, according to men like Sir Ernest Simon, done more to solve traffic congestion than has any other city. Our highway system, both within the city and in the region, is something as yet not started in London where bottlenecks—even at this time when the private car has practically disappeared from its streets—arise from the difficulties of handling buses and taxis and are severe problems. In the sense of planning then for immediate post-war unemployment, and in seeking a solution to a much more aggravated transportation problem, New York, to many Londoners, is ahead in planning.

\* \* \*

London, too, is a great world center. That "Old Lady in Threadneedle Street" has had the world at her door for a hundred years or more. And while Smuts and Lord Woolton believe that England will have a poorer position in the world hereafter, no Englishman has any doubts but that London is destined to remain a powerful capital of a powerful Commonwealth of Nations. It is a "Unique City"<sup>1</sup> as Steen Rasmussen has called it, sprawled out to give nearly each one of its inhabitants a tiny castle for his very own. In many ways it is a beautiful city; always it has seemed a friendly one to me. The great sweep of the Thames, together with the many squares and parks, make a city of remembrance. This visit also confirmed an admiration of mine for the city planning ideas of the 18th century. Certainly the sense of human scale about Russell and Bedford Squares in the Bloomsbury Section, and in the Lincoln Inn's Fields, is again worth studying, especially, since many of us have come to an agreement that the skyscraper concept is an unnecessary type of crowded land use.

Back of the graciousness of these amenities however, there are the same urban ills which afflict all the great cities of the world, and in back of them are still others which might be summed up in this quotation concerning the immediate past from G.D.H. Cole, a famous British economist—"We have built four million houses. But *where* and *how* and with what a colossal disregard of the basic conditions for satisfactory and responsible citizenship. We have spent money on doles and on social salvage but with a blindness to the degradation of men and women condemned to be idle, living on pittance, instead of putting them to useful service and endowing them with hope. We have allowed ourselves to accept perennial unemployment and life in formless urban agglomerations."

\* \* \*

There have been several plans for London but one only with an official birth certificate—it is still, however, without official approval. This London County Council Plan is not a complete plan for all of London, because, owing to the traditional peculiarities of Government, the heart of the city (about a square mile in extent) known

as "The City" makes its own plans, as yet unannounced, and also of course the regional counties outside are all unplanned.

Before discussing the proposed solutions of the London County Council Plan it is necessary to stress three points. One—a quotation from the Scott Report<sup>2</sup> which speaks of land as being "a necessary commodity of limited extent"—something very true of land in Britain but not of land in the U.S.A., where we have plenty of it. Second—a quotation from Professor E. G. R. Taylor, who attacked planning from the viewpoint of a geographer and historian, and who said in a recent book<sup>3</sup>—"It can not be too often repeated that within the present built-up areas there is ample acreage for new industry and for acceptable housing. This presupposes, however, the clearing of all derelict, semi-derelict, and redundant sites, and the replanning of dwelling accommodations of a type common today that is both crowded and at the same time wasteful of space." Third—from the London County Council Plan itself<sup>4</sup>—"Following an immediate period of dislocation, a continuous and probably outward move of factories will set in. If not properly controlled this will in its turn induce the development of further residential areas and necessitate the extension of transport facilities resulting in an ever increasing sprawl of the metropolis."

Here in these three statements are expressed the fundamentals of British planning. The national land is limited, but there is a sufficient quantity within present city confines for both new industry and for adequate and acceptable housing, but the cities will continue to slop over at the edges and rot at the center unless the limited land is intelligently planned.

\* \* \*

London is being planned on the basis that there is sufficient land within the economic region as now constituted to make it a place desirable from every viewpoint. Moreover, while there are present gaps in the London plan, you will note that it is the region finally which is being considered, for one of the first statements noticeable in the plan is that the Home County wants to lose 500,000 more people—it having lost something like 50,000 each year for the last seven years prior to the present war.

This appreciation that the centers of the cities will have to be decanted of further population is generally held and accepted in Great Britain and acknowledged as important, if decent living is to be accomplished in the large cities. Bristol, for example, expects to lose enough industry and population to make a small satellite city. The quarrel here developing is whether the city of Bristol or the outside county is to control this new settlement. Birmingham expects to locate some of its population outside its political boundaries, and to quote "When We Build Again," (a publication of the Bournville Village Trust, a private foundation with an enormous influence in Birmingham)—"There is a strong case for founding one or more satellite towns to rehouse some of the worst accommodated scattered factories, together with workers from the older parts of the city."—And further—"The new satellite city should be owned and governed as part of the parent city." And so with others.

Here it is well to remember that during the interim years between the wars the great majority of housing, in England especially, was built on the basis of Unwin's twelve houses to the acre, and to emphasize that the London County Council Plan after comprehensive studies proposes for the center of London a density of 136 people per acre with at least 33% living in single family houses.

The proposed density of 136 would mean decanting approximately 39% of the pre-war population from these areas which the British call too dense for good living. The London County Council Plan indicates, however, that if by past experience the County is to lose some 50,000 a year in population, it might as well control part of that dispersal, and so it has endeavored to build acceptable housing outside as well as within its boundaries. It has said in effect—Why should the region outside get all the benefits of decentralization? Why not run a municipality on the principle of an expanding business not content to stay within yesterday's ideas? It is not easy to

(Continued on Page 8)

<sup>1</sup> ("London The Unique City" by Steen Rasmussen. A book of great interest to all city planners.)

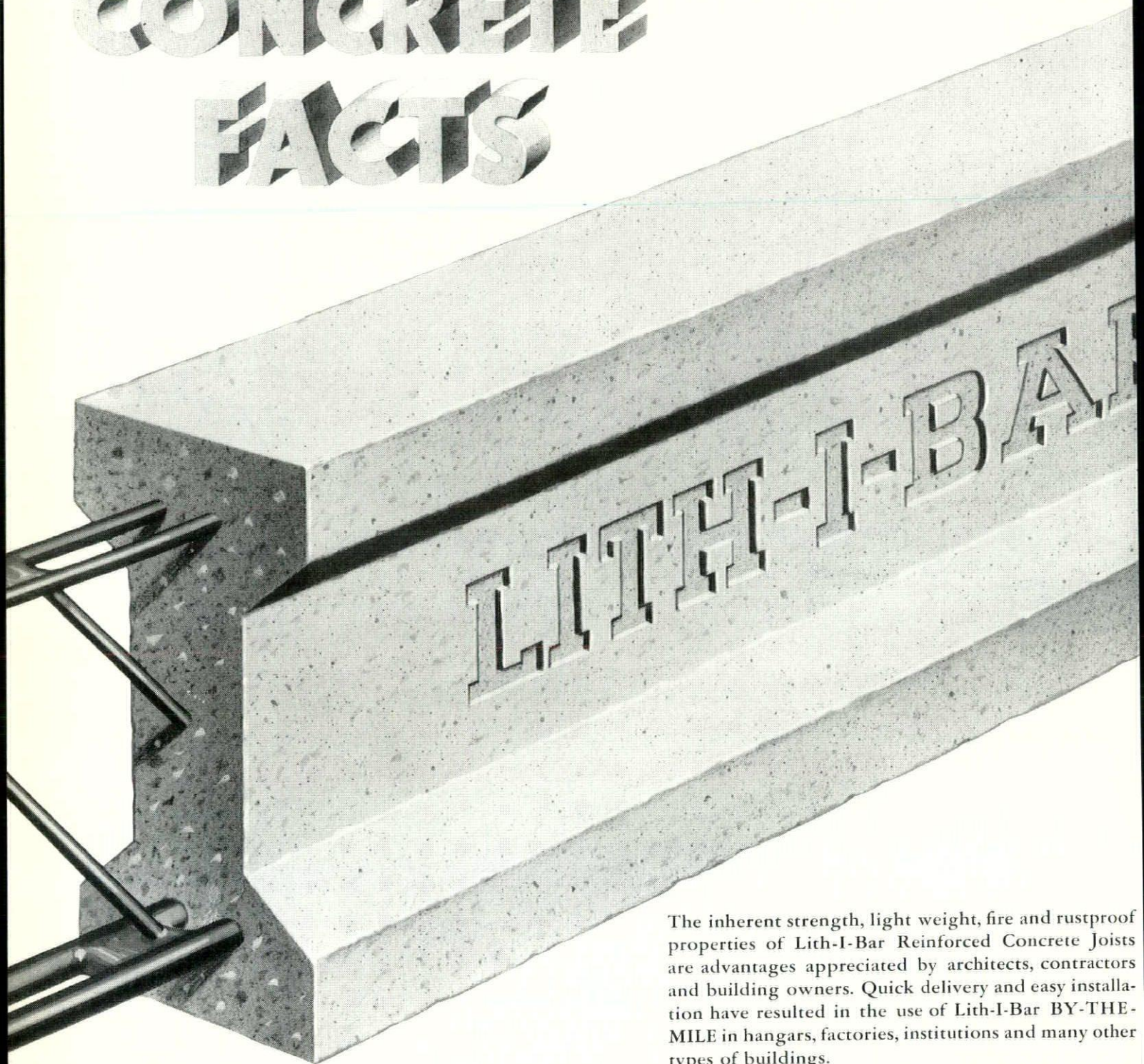
<sup>2</sup> See later notes on Scott, Barlow and Uthwatt reports.

<sup>3</sup> "Land and Plan Basis Facts Relative to a Master Plan for Britain."

<sup>4</sup> County of London Plan 1943. By J. H. Forshaw and Patrick Abercrombie (Macmillan & Co., Ltd., London).



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# THE LONDON PLAN

(CONTINUED)

take the amenities of good urban living which the citizen demands and the reason for much of the decentralization found in cities. Governor Dewey in a recent speech in relation to municipal finances stressed this point in a warning to the large cities of New York State. The idea of controlled decentralization seems as necessary to the British governing mind as flood control on the Mississippi seems to us.

The London County Council has recently bought 910 acres in Hertfordshire, outside the home county. Were this the first venture of this kind it would be interesting, but it is only a small part of the London County's purchase of property in the region beyond. These 910 acres are an addition to the 5000 others on which the county has already built housing estates. This will make at least ten such estates, including the biggest housing development ever attempted, that at Becontree in which 125,000 people are to live in dwellings to be built on 2700 acres at the low rate of 46 persons per acre.

Large developments, however, bring into being further difficulties. Take for example this same estate of Becontree which overlaps three different government areas, all of which were confronted with many new problems due to the increased demand on inadequate services such as schools, sanitary facilities, and others. Some of these estates also have been uncoordinated with employment and transit.

The lack of Government coherence together with the lack of suitable vacant land, or because the land is of such high value within the county limits, has made it difficult to achieve all the results desired. But out of this vast experience has come this belief — *the first thing necessary for the success of any housing venture is that all the amenities are to be built either before or at the same time as the housing; that housing without such amenities fails in developing stability or citizenship.* A housing development which does not become a community fails to fulfill its purpose.

The London County has also purchased a number of parks in the region, some 1405 acres, and the "City" corporation also owns about 6500 acres in the region. The idea that a city may own property within and without its borders, other than the streets, parks and public buildings is well recognized in England, so much so that many cities own land, like Liverpool and Bristol, one owning 25% the other about 12%. These cities thus get both rates, i.e., local taxes, and rents from land they lease to private enterprise.

The four problems which the London County Council Plan attempts to overcome are —

1. Overcrowded and out of date housing, which meant in 1938 and in Central London areas — Bethnal Green 186 people per acre, Stepney 180, and St. Giles Ward in Holburn 436 people per acre. These figures are net. An M.P. from Birmingham said he represented the most densely populated square mile in England in which some 40,000 people lived. But even that density is less than any housing which the New York Housing Authority has built or is contemplating.<sup>5</sup> The out of date housing would prob-

<sup>5</sup>The following table gives the net density of population in the housing constructed and contemplated on Manhattan by the New York Housing Authority.

	TOTAL POPULATION	ACRES	NET DENSITY
Harlem River Houses.....	1960	7.50	261.3
Vladeck Houses .....	5979	13.65	438.0
East River Houses.....	3903	10.71	364.4
Elliot Houses .....	2252	4.75	474.0
Amsterdam Houses .....	3978	9.21	438.0
Lillian Wald Houses.....	7100	16.9	420.0
Jacob Reis Houses.....	5562	13.47	413.0
Abraham Lincoln Houses.....	5344	12.72	408.0
Lower Harlem Houses.....	5724	12.7	450.0

In all cases except on the Harlem River, East River and the Lower Harlem sites the N.Y.H.A. density is higher than existed within the old property lines. The first two were vacant land and Lower Harlem had a density of 501 per acre on the original site. If the original block lines are used the Lower Harlem development as proposed would have a density of 548.

<sup>6</sup>Approx. 9100 acres in county.

<sup>7</sup>It is to be noted that they believe in a low density use of residential land.

ably include even more dwellings if the gauge of our American comfort standards were used, although in the war housing at Coventry and in the experiments now being made to create mass production housing an American family would find acceptable standards except for that moot question of central heat which is still non-existent. In fact the room sizes are apt to be slightly larger. Central heat is something I believe to be quite possible to a British economy insistent on using the resources of coal and iron found in abundance, but is only lacking because the British think too much of international sources of wealth instead of developing for their own citizens that wealth found within their own domain. Central heating and electricity should not only be abundant but cheap.

2. The second of the four problems is the inadequate number and size and maldistribution of open spaces. It is proposed that there should be an allotment of 4 acres per 1000 persons within the county and another 3 acres per 1000 in a green belt development on the outskirts where the adult population may go to appreciate the value of rural life. This adds up to some 25,000 more acres required to take care of the recreation of the entire region,<sup>6</sup> or an area approximately  $\frac{1}{3}$  of the present area of the London County. The London planners believe with our own Quartermaster General, Major General Edmund B. Gregory, who said that our returning soldiers will not be content to get their exercise on a seat in the bleachers, and they propose many types of open spaces from the *small rest area of 1 acre to every 10,000 workers in the commercial and industrial areas* to general playing fields for all ages — large recreation and sport centers and riverside pleasures. To those who have seen how our own industrial population pours out on the streets at noontime, to further interfere with business and commercial traffic, it is a matter of question whether the space allotted to this needed lunch hour relief might not prove to be an economy in the long run, and even might be greater. As far as I know, this is the first time where a plan recognizes the need for such open spaces. The treatment of the Thames-side, long overdue, is a major consideration. At one time, that of Pepys, the Thames was the major highway of the city, alive with all sorts of river traffic — commercial, passenger, and that of pure fun. It was the heart of the city rather than a barrier. It can again be made such a part of London life.

The British planner believes, and seems to have convinced the political leaders, in the idea of the green belt, which is not only a great ring of recreational parks but it also marks the boundaries of the city proper from the farm land beyond. To revert to the flood control illustration, the British have come to believe in the idea that a city must be held within bounds just as a river must be contained within its banks — overflowing they both cause increasing troubles. A good part of national thinking is directed to the preservation of the very limited amount of farm land. At present, under the spur of the war, Great Britain is said to be producing 60% of the food for the needs of its population — a production 20% greater than that before the outbreak of the war. There has been in the past a steady misuse of farm land, a steady nibbling of wasteful unplanning into one of the vital assets of British security. Again the distant view has upset the intelligent use of a home resource. As an example, we are apt to think of Great Britain as the home of fine bred livestock. This quotation from the "News Chronicle" is of interest — "We like to boast of England being the bloodstock farm of the world — but the truth is that the low standards of our commercial cattle and dairy management have shocked the world. The English national yearly average yield of milk per cow is about 500 gallons, whereas an average good dairy cow should yield between 750 and 800 gallons annually. The pedigreed livestock myth — that there had been an enormous foreign trade in prize cattle shipped to the Argentine — had average sales of 160,000 pounds sterling a year against 160,000,000 pounds sterling for cattle used within the British Isles. The low qualities of the herds and length of time necessary to improve the breeds will make it difficult to produce the extra milk, cheese, and butter which the British should have after the war."

3. The third problem, that of traffic control, is one not wholly dependent upon widening of streets, or ring roads, or what the British call "roundabouts," and "flyovers" — the latter they do not think they can afford either in land use or because of their cost.<sup>7</sup> The real trouble is that they wish to maintain an Empire



Capital superimposed upon a world trade center, and this aggravates the problem tremendously. Imagine bureaucratic Washington mingled into New York. This jumble of organization is naturally followed by a jumble of surface transportation.<sup>8</sup> A reorganization of bus lines, the creation of terminals for suburban lines would be a great help. London suffers from the same lack of motor canalization as do our American cities. And from a police desire to regularize the traffic flow has grown the idea of a precinct — a term used by a Police Commissioner to indicate the quiet islands inside the proposed widely separated arterial highways. These islands, communities, or precincts, are to a great extent to be real political, cultural, living and work communities, having all the amenities and facilities that such a community should have. They speak of such precincts as ranging from 11,000 to not more than 25,000 people. In these precincts, reconstructed in the old part of London, streets are to be eliminated where possible or otherwise broken up so as not to form easy thoroughfares through the residential areas. They believe that a community once firmly established and well protected will endure for a long time without decay.

The police came to this idea to minimize accidents; the planner came to it in appreciation of human needs.

London is faced with the need of railroad and underground coordination and the tying together of the many terminals which are at present badly placed. I can barely indicate an approach to this subject which has had the attention of Londoners for many years without success. The transportation of two and one-half million people in and out of London each day and over great areas, and the great value of the land at the city center, has been a stumbling block to any radical change and has become one of those habits which is accepted as being inevitable. If you work in London you must have a miserable time traveling to work just as you must have tea at eleven and four o'clock.

4. The fourth problem — "indeterminate zoning" — or the mixture of industry and residence uses, is one which may have a quite different approach than was thought of before the general use of the individual motor. If industry loses much of its nuisance character a planned juxtaposition to housing may not be thought detrimental. However, as a sidelight on British thinking, I would like to give you the results of a survey taken at soldier cantonments.

The British Army has a remarkable educational system where the men are given the opportunity to keep abreast of world affairs. In a series of questions and discussions with several groups, Mr. Arnold Whittick brought out some interesting ideas on the subject of what kind of life the British soldier desired after the war was over. From every indication the questions were asked without bias and of men from many walks of life. An overwhelming majority preferred to live in houses. It did not seem to matter whether they had lived in flats before or not, the vote was for houses. Flats represented in the minds of over a thousand men temporary housing. And the vote was also against row houses, or as the British call them "Terrace Houses." To the question whether they would live near their work, the majority preferred to live some distance away, provided that the journey was reasonably short. The objections to living near work were due to the dirt and smoke of heavy industries. While in the case of workers in light industries there was a general dislike of living with people with whom they worked all day. One man said it was like being at work all the time. They all preferred to live with people who knew nothing about their work or work place. This is a kind of thinking about the related positions of work

and living places which gives an added reason to a spread out city. At least it is entirely British.

Planning in Great Britain has not moved as fast as might be expected — considering the devastated areas — because of the need of national legislation outlined as necessary in the famous reports — The Scott, the Barlow, and the Uthwatt.<sup>9</sup> Asked whether he thought that the London County Plan could be accomplished, Mr. Silkin, a Member of Parliament and the Chairman of the London County Council Planning Committee, said that it would be only possible with laws clarifying the issues brought forth in these reports, and unless there were laws especially enabling the County to control the land the plans would remain but dreams.

Here is a quotation from the London Sunday "Observer" which is indicative of the general feeling throughout the cities I visited and men with whom I have talked —

"The disposition of the Ministers to regard the proposals for the Barlow, Scott and Uthwatt reports as too intricate and controversial to settle, whatever their merits or their urgency, overlooks the fact that all local authorities in their preliminary plans must inevitably make assumptions about the location of industry, the distribution of population; the division of cost between national taxes and local rates; the problem of compensation for land whose use is planned and the post-war value of land required for post-war purposes.

"There is a general feeling that the Ministers are pressing the local authorities to make plans as soon as possible, but that they are unwilling to give any guidance as to a national policy into which local plans must fit. Therefore everywhere there is both a desire and a reluctance to plan, for while the local authorities are willing to consider post-war reconstruction in the national interest they believe that they are being forced by circumstances and Government inaction to draw the plans the wrong way."

There was a national acclaim over the appointment of Lord Woolton as Minister of Reconstruction, and of his immediate statement that unless he was given the authority to act on these matters he would resign. Lord Woolton's position, because of his remarkable record in the rationing of food, is very strong in Great Britain, and planners were pleased that he undertook the job. Regardless of the evident and necessary compromises to be made in the program submitted in the three reports, they believe that Lord Woolton will bring forth an outstanding achievement.

In London, while Parliament is sitting, the papers report a great deal of the discussion both in the House of Commons and that of the Lords. I must confess that the level of legislative discussion in the two great democracies is about the same. That reported in the press of London was much like that found in Washington, and I should like to quote a part of the debate on the subject of planning made by Lord Elton in the House of Lords —

"This war was being fought first and foremost for certain ancient and precious qualities in the life of these islands. And until those qualities were restored there could be no true reconstruction. . . . FOR WHAT ARE WE PANNING . . . . . The family was the first and most tragic casualty of the war. Father has been called into the service, mother into a factory, the child is parked in a creche, boarded out with strangers, or is merely running wild in the black-out. Families have been broken up, divorce flourishes, and bigamy was almost a national industry. There has been a spread of venereal disease among girls under sixteen, and juvenile delinquency has risen. . . . The first task was to rebuild the family as the basis of the new world of which we have heard so much."

In closing, the following observation made by the authors of the London Plan has interest —

"The cost might well appear staggering, but before the plan is dismissed as extravagant it is only fair to point out that a substantial amount of what is in the plan will be done anyway. New housing will be built, roads will be widened, parks opened up, public buildings erected. Will they be accomplished in the chaos of isolated effort or in the pursuance of a general policy. Against the cost of the former must be set the great and considerable saving resulting from coordination and foresight."

<sup>8</sup>The tremendous cost of cutting mile after mile through densely built areas should be balanced against the decentralization of those Government Bureaus which need not be close in to top authority.

<sup>9</sup>The Barlow Report: The disposition of industrial population in Great Britain, the disadvantages of great urban agglomerations suggested a study of unearned increments (betterment as the British call it) on land.

The Scott Report: The relation of rural and urban land. The nibbling away of arable land by misuse and urban sprawl.

The Uthwatt Report: The need of government control of land use preserving private enterprise. The government control of unearned increments on fringe land. Power of purchase in reconstruction areas wider than now existing — Government land ownership — leased to private development.



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## ANNOUNCEMENTS

(Continued from Page 4)

and ascertain the most desirable means of a more complete unification of the profession within the state based on the program under the caption "Unification" appearing in this issue of the "Empire State Architect."

It shall confer with similar committees in the several states who have inaugurated or are completing such a program, using such information as may be obtainable as a guide for its deliberations and action.

It shall coordinate its activities with those of the A.I.A. Committee on Unification, through its Chairman M. W. Del Gaudio.

### EDUCATION COMMITTEE

James Wm. Kideney, *Chairman*

Kenneth Reynolds

George B. Cummings

Walter H. Kilham, Jr.

Wallace P. Beardsley

This committee is to assist and advise with the personnel of the several departments of the State Education Department relative to ethics and departmental practice and particularly the Division of School Buildings and Grounds relative to the changes and requirements in the present regulations relation to school building, and in the development of standards for any new class or purpose building which may be contemplated.

### COMMITTEE ON THE EXECUTIVE SECRETARY

Raymond Irrera, *Chairman*

Ralph Walker

Sidney Strauss

James W. Kideney

Ralph Winslow

It having been determined and agreed that the employment of a full time Executive Secretary is necessary and essential for carrying on the ever expanding activities of the Association, this committee is charged with the responsibility of dispensing funds already contributed towards and of determining a formula for financing such an office within the Association, based on a proposed one year budget submitted to the membership of the Association on November 3rd, 1943.

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Louis Booth	Samuel J. Kessler	Walter D. Spelman

As of the last published record, there are in round numbers 3,075 architects registered in New York State.

Of this number approximately a third are members of the New York State Association of Architects.

The end of our fiscal year should see not less than half of these men members of our Association.

Let this be your goal!

#### COMMITTEE ON SAFETY IN HOUSING

The Committee as announced in the May/June, 1943, issue of the "Empire State Architect" will hold for the current year.

Recent communications from the State Health Department indicate that after a slow start the material for the activities of this committee is about ready to be released, hence it is expected that this committee will be functional and much in demand during the current year.

#### CONVENTION COMMITTEE

At the annual meeting in New York on December 11th, 1943, the President, by action of the Board of Directors, was instructed to name the following committee for a 1944 Convention to be held in the City of Buffalo, New York.

James W. Kideney, *Chairman*

Karl G. Schmill	Will A. Cannon	R. Maxwell James
G. Morton Wolfe	Robert A. Hill	George Smith
James S. Whitman	Charles Irwin Thiele	S. Harold Fenno

This committee shall set a date for the Annual Convention to be held in Buffalo, select a place for the meeting, instigate publicity regarding the same, and develop a program and handle all other matters pertaining to the convention.

CHARLES ROCKWELL ELLIS

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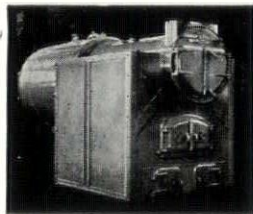
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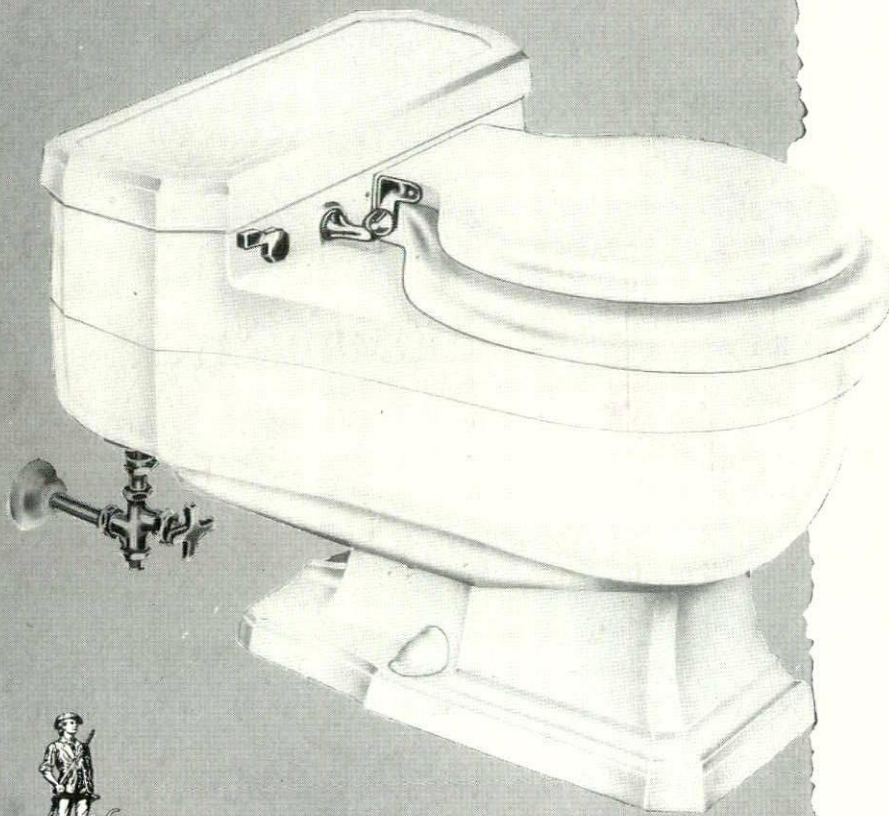
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