

THE INLAND ARCHITECT AND BUILDER.

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THE INLAND ARCHITECT AND BUILDER

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L. MULLER, Jr., Manager. R. C. McLEAN, Managing Editor.

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Architects and Builders throughout the West will confer a great favor on the Editor of this Journal by sending him news pertaining to the craft in their section of the country, particularly items of new buildings.

THE INLAND ARCHITECT AND BUILDER will spare no endeavor to furnish valuable news and information to those interested, professionally or incidentally, in the planning, building, decorating and furnishing of homes or commercial or public structures. A variety of attractive illustrations will be presented in each number, the best of engraving and printing contributing to their production.

Letters containing the latest building news and gossip from St. Louis, St. Paul, Detroit, Cincinnati and other points will be a prominent feature, and correspondence is invited from architects and builders throughout the country.

The aim of this Journal is to become the medium of communication between those in whose interests it is published. Matters of news and valuable facts appropriate to this Journal will be promptly published and proper credit given.

DURING the past month American architects and artists have received from two sources marked recognition and prospective support. First, the will of the late Levi Hale Willard, a descendant of the American spy, shot in New York during the revolution, and a large stockholder in the American Express Company, bequeaths a portion of his estate to the establishment of a museum of architecture and the purchase of models, casts, drawings, photographs, engravings, and other illustrations of the art and science of architecture, to be kept upon permanent exhibition. The bequest is placed in the hands of, and the collection is to be made by, a commission appointed by the New York chapter of the American Institute of Architects. This bequest supplies to the students of architecture in America something their genius has often reached out for and desired but the lack of means has denied, a perfect

collection of all the best and most creditable in modern architecture to be used as models, to freshen and vivify the work of our young architects and artists, and be used as a groundwork for future development.

The second is the proposition made to our young artists under 25 years of age, by the proprietors of *Harper's Weekly*, who offer a prize of \$3,000 as a reward for the best original drawing illustrating a Christmas hymn written some half a century ago, by Alfred Domett; the money to be used in the study of art at home and abroad. A printed copy of the poem will be sent to artists upon application. The drawings must be sent in before August 1st, and the announcement of the successful competitor will be made upon the publication of the drawing in December, 1883. R. S. Gifford, F. D. Willet, and Chas. Parsons are mentioned as the judges, and we have no doubt but that the competition will be highly interesting, and draw out the evidence of much talent among our young artists.

A SINGULAR accident occurred on the 10th inst. in Chicago by which the floors in one part of a large warehouse fell in. The structure, which was about 100×200 feet, five stories in height, and costing in the neighborhood of \$100,000, was built for the Champion Reaper Company, to be used as a warehouse for the storage of farm implements and machinery, and at the time of the accident the firm were beginning to fill the rear floors with machinery. The walls were of brick and sufficiently solid in construction. The interior was framed with wooden joists, beams, girders and wooden supporting columns, the floor beams being securely anchored to the walls. After a careful examination the fall seems to have been due to a weak construction in beams, piers, and their foundations. Directly opposite a large wagon drive-way two piers had been taken out and the adjoining piers enlarged to correspond with the additional weight brought to bear upon them. One of these piers and a smaller pier next in the course gave way and drew the floor beams out from the walls. The accident occurred at night. The watchman reported that he heard two concussions, one following the other at an interval of about three minutes. It is impossible to determine which pier was first to give way. The following night a gale that approached a tornado in force blew in the unsupported walls upon one side, completing the wreck. Examination shows the piers to be two feet square, built of common brick, with a six-inch cap of limestone, upon which rested a wooden column. There are several theories advanced by able architects regarding the cause of the collapse. They say that the stone capping should have been twice as thick. An iron plate should have been placed on top of the cap stone for the wooden column to rest upon, and as the stone was observed to be cracked sometime before the accident occurred immediate support should have been placed below the beams to help sustain the weight until the stone could be removed and replaced. The owners of the building fully exonerate the architects, and say the accident was perfectly unavoidable, and this is the most charitable view that can be taken of the matter. It is certain that too great care cannot be taken by architects in the weighing of piers and in carefully superintending their construction. The building foundations are being thoroughly reconstructed and the brick piers replaced with iron columns, with largely increased foundations.

THE strike of the bricklayers' union is at the present writing in active operation, with little hope of immediate change. A more ill-advised strike than this it is impossible to conceive, coming as it does before the building season has fairly opened, and at a time when at the best capitalists are hesitating about investing, and on the heels of a season of depression in business circles. So much for the advisability of the strike. It is its purposes that are of the more vital importance. Always a turbulent class, the bricklayers of Chicago have massed themselves, and feeling they have power, endeavor to completely subjugate the contractor, and through him the owner, to the wishes of their union. They make the rate of wages; they state the number of men and of apprentices each contractor may employ; and, in fact, to all intents and purposes, the bricklayers' union fully controls a building until the last brick is laid. Last month we gave the main features of the strike. As we suggested then the owners have joined hands with the contractors, and the material men have also combined with them, firm in the resolution that the bricklayers' union must cease to exist. And it will. The contractors have neither been blind nor idle. They have seen what was coming and amply prepared for it. They see that if they are not victorious now it will only be an inauguration of another strike for still higher wages when work gets well under way, and that their success will prompt other classes of mechanics to strike in a similar manner, and always leave the contractor in a state of doubt as to what future work will cost him. If the union had, instead of saying that every man, no matter how inferior his capabilities as a mechanic might be, should receive four dollars a day, made an equitable scale of prices, a strike would have been avoided. But instead, the ignorant heads that run the union, men of more experience as ward politicians than as masons, have prevented those who have families to support and are willing to work from earning their daily bread, and have allowed several weeks of the best of building weather to go by, spending the time in useless dispute and attempts to perpetrate a wrong. Fortunately the city is filling with non-union masons from the surrounding cities and from Canada, and there are enough good men at the disposal of the contractors to keep the most pressing work from falling behind. Meanwhile, if the architects and owners will continue to combine with the contractors, who are so earnestly and persistently fighting this great damage to our city's welfare and help them in every way to destroy this senseless and menacing union, its force will soon be expended and the question will be settled, and we are quite certain that if settled now and in this way it will be many years if ever before the bricklayers will again strike upon an arbitrary measure.

THE question has often arisen but, according to the reports of the Supreme Court, has seldom come to legal issue, of how far does an owner's right extend in regard to the neighboring soil. In western cities, particularly where the original structures are fast being removed, giving place to more substantial buildings, and where vacant lots are being rapidly built upon, the foundations of the new are often dug close to those of the adjoining house, and continuing to a greater depth render the walls liable to settlement or destruction. The case of the city of Quincy against Jones, reported in 76 Ill., page 231, is one in which Judge Scholfeld delivered an opinion which at once sets at rest all controversy. In this case the city of Quincy "made a deep cut in the earth adjoining said prem-

ises, whereby said house became undermined and of little value." The case was tried in the lower courts, and finally settled by the Supreme Court, establishing the principle that "even if a building erected by me near the boundary of my lot is injured or endangered by an excavation made by my neighbor in his premises, I can not complain, because I have no right to the use of his soil for the support of my buildings." In the common instance where a private individual builds without sufficient depth to his foundations, and the owner of the adjoining lot begins to excavate, instead of a legal fight and lawyers' fees it were better for him to understand at once that he alone is responsible for any damage from his neighbor's excavation, and spend the time and money in procuring sufficient support for his building, independent of the neighboring soil. The law goes farther, and says that he is also liable for damages if his wall falls into his neighbor's excavation. This case is decided upon the rulings of about a dozen like cases, all that have ever been tried in this country or in England, all of which are in support of the ruling of the Supreme Court in the Quincy case.

FOR several years after the great fire Chicago buildings were almost universally built with stone fronts, some extremely plain, but the majority ornamental in their architecture, and all comparing favorably in architectural beauty with those of any city in the Union. The stone used has been largely Joliet marble, a light-colored limestone, and when carved or finished has a rich cream-color, which is pleasing in its effect. This is when new, but the steam-tugs on the river, the railway locomotives, the manufacturing establishments, the steam-power for elevators, and steam for heating purposes, have called into use large quantities of soft coal, the smoke of which has soon besmirched and blackened the fairest stone fronts, and thoroughly destroyed their architectural beauty. To what an extent, was recently illustrated by a stone front on State street. The occupying firm have been prominent enough, but no one ever saw anything in the building to admire till one day the owners painted it white. This brought out all the columns, window-caps, cornices and other architectural features, and made this front much more noticeable than those of greater pretensions, but still covered by the inevitable soot. And there is no abatement. True, an ordinance has been passed; the city sanitary inspector is supposed to prosecute all who make dense, black smoke, but when the cases come to trial the defendant, if he be a tugman, invariably says he has not put a consumer on his boat "because there are none in the market," and that, with a letter in his pocket from some reliable smoke-consuming device firm, bearing the indorsement of owners of tugs who have put on the device and found it a complete success. The owner of a steam factory will say "we have tried experiment after experiment, and none of them will work." Some put on a device—usually the cheapest and most inefficient to be procured—and say "I have one on my boilers." All working to evade the law, and all contributing their share toward the soiling and blackening of every beautiful structure or fabric that is exposed to the polluted air. It is true that some men have honestly tried and have been swindled by poor machines; others have been deceived by their engineers not giving the device a fair trial, but none can say that there is no remedy, for there are many smokeless chimney stacks and locomotives, rendered so in the past six months by successful

smoke consumers in our city, and thousands are in successful use here and elsewhere, and the man who honestly wishes to abate his smoke can easily find where they are and what they can do toward making the air of Chicago clear and fresh, and preserving the beautiful features of our architectural creations from ruin.

Architecture.

LECTURES DELIVERED AT THE UNIVERSITY OF CHICAGO.

BY W. L. B. JENNEY, ARCHITECT.

PART II.

THE Semitics were a very different race from the Turanians, existing from a very early period in western Asia; with all the marked characteristics of the Jewish race of the present day—unchanged, unchanging. How long they must have lived apart to have so thoroughly established these specific characteristics before the arrival of the Aryans upon the scene it is useless to speculate, certainly for a very long period. To the zoologist the differences of the Aryans, the Semitics and the Negro are sufficiently marked and persistent to establish distinct species in the genus homo. The God of the Semitics had never lived upon earth, and required no palatial temples like the Gods of the Turanians.

The far-famed temple of Solomon was only about the size of Grace Episcopal Church, on Wabash avenue. It was of a temporary character, little more than a wooden tent externally, and internally gilding, silvering and polished brass took the place of architectural forms, that they certainly did not understand. Their best work was in Assyria, where, however, they were mixed with the Turanians and Aryans; where, after they had learned the use of stone from the Egyptians, they riveted their sun-burnt brick with carved slabs of alabaster and of stone. But their art is always tame and feeble. Owen Jones collected some parallel examples of Turanian and Semitic carvings. The Turanian work is always animated, full of style and thoroughly artistic, while the work of the Semitic is tame, the horses are not running, the archers are not shooting. They often resemble the designs of children's tin toys. Throughout the Mediterranean there are found many things that resemble the arts of Egyptians, Greeks, etc., that evidently are not such, that have caused much controversy. The probable solution is that they are copies of Semitics.

Following the Turanians in Europe came the Celts. Entering from western Asia, they spread themselves over most of Europe by different routes, everywhere mixing freely with the primitive people. The Celts represent the age of bronze. Their weapons and tools were of copper, hardened with tin, a great advance in civilization over stone implements, but equally inferior to those of iron and steel introduced later by the Aryans. The present type of the Celt is the gay, rollicking Irishman, who seems to have changed but little from the old Celt of the primitive period. In religion they had a king and queen of heaven, besides innumerable saints, in whom they placed implicit confidence. To the architect the Celts are a very interesting race, for although we know not whence they came, and but imperfectly where they settled, still we can trace the influence of their special genius for the arts through all the best architecture of Europe. In fact, the excellence of any architectural work would seem to be in direct proportion to the amount of Celtic blood in the builders. The mediæval cathedrals, with all their artistic excellence, are due to the Celtic influence, as in France; whereas the art disappears and the cold framework and stiff, copy-like details only remain where there is little or no Celtic blood, as in northwestern Europe, which is pure Aryan. The strong characteristics of the Celtic race is restless intellectual progress, while the Turanian is eminently conservative.

Next following the Celt came the Aryans, or those of the Iron age,—originating, as far as we know, on the Upper Oxus and the mountains of Thibet or Central Asia. They increased rapidly, and sent colony after colony down the

Indus into northwestern India and westward over all of Europe. In India they became so mixed with the Turanians, that by the tenth century after Christ they are scarcely to be recognized. In Europe they first appear prominently in Greece, then inhabited by the Pelasgi, apparently a Turanian race, probably mixed with the Celtic. The Aryans were intellectual and scientific. The Turanians were great and methodical, but very conservative builders; the Celt, restless and progressive. The mixture in Greece was in such happy proportions as to produce a civilization which, contrasted with its surroundings and its epoch, was the most brilliant the world has seen. They next appear among the Turanian Etruscans and the powerful Celtic tribes of Italy, and lastly in northern and western Europe, from which they are again migrating westward and spreading themselves over the United States from the Gulf of Mexico to Canada and the Pacific to produce a new center of civilization; and if we could but "cast its horoscope," we should see a future whose dazzling brilliancy would eclipse all that has gone before.

In the fine arts the Aryans are deficient, while they excel in the useful arts. Practical common-sense is their characteristic. They demand in their architecture convenience, and that their requirements should be reached in the most direct manner. These are, in fact, the first principles of good architecture, but there are two others that lift it from the merely useful to a prominent place among the fine arts, namely, that the construction shall be ornamental, and that the construction shall be ornamented.

By ornamental construction is understood a pleasing proportion of the parts, arranged in a composition that shall of itself be beautiful without any further ornamentation. This is the appearance a building presents when seen from a distance sufficient to hide the smaller details. By ornamented construction we mean the decoration of the constructive features—for example, a plain post or pier is the construction—which we can ornament by a moulded base, a fluted shaft and a carved capital.

The useful part the Aryan loved, but cared little for the ornamental, although to be in fashion he would copy coldly the work of others.

In religion, the creed of the Aryan was ethereal—he believed in one great God, omnipotent, omnipresent—his worship was a prayer acknowledging the greatness of his God and his own insignificance. For this he required no palace temple—like those of Egypt—nor a pointed arched, buttressed and pinnacled Gothic cathedral, decorated with painted glass, flowing tracery and lace-like sculpture. His simple worship, the singing of a hymn and the reading of a few passages believed sacred, could be performed wherever most convenient,—in the valley, in the mountain cave or in the simplest shelter erected by man.

As neither the taste nor the religion of the Aryan required the æsthetics of architecture, he neglected them, and does so at the present day, unless the arts become a matter of study or fashion. In this case, that innate feeling for art possessed by the slow-going Turanian and the lively Celt is wanting; and although the result may be creditable, it lacks that well-known but almost indescribable finish that lifts it at once into the realms of high art.

We have hastily reviewed the salient characteristics of the great building races most interesting to the architect. We have seen that the Turanians of the stone age were a great building race, but at the same time very conservative. What was good enough for their great-grandfathers, it would be lacking in proper respect for their ancestors were they to presume to modify it, for was not ancestral worship the religion of the Turanian?

The Semitics did not in ancient times inhabit Europe, but, mixed with Turanian and Aryan blood, they founded the great empires of Assyria and Babylon—splendid, magnificent. But their art always fell below that of the Turanian.

The Celt, a gay, rollicking fellow, always restless, mingling freely with every people he came in contact with, a worshiper of saints innumerable, for whom he would erect elegant churches, always an artist and always adding artistic qualities to every people with whom he came in contact.

The Aryans, we have seen, were an intellectual race. In possession of an alphabet, they assumed a literary position that other races never attained to. In government all their institutions tended toward the republican form. In science they attained a high position. They excelled in agriculture, manufactures and the useful arts generally, but were too matter-of-fact to excel in the fine arts. In short, when builders, they were engineers and not architects.

It is the work of these races, the styles that they have produced, that will form the subject of this short course of lectures.

Street-Car Propulsion by Electricity.

BY PROF. A. A. GRIFFITH.

WHEN Dr. Franklin's kite went up to make a path for the lightning, he prepared a way for us to protect our homes from the greatest force in nature. It is now demonstrated that electricity is that form of force which is best adapted to transmit energy to a distant point. With the aid of suitable mechanical appliances, electric force is made to move machinery when placed within its reach. As steam must be harnessed with iron bands to give us the benefit of its energy, so electricity has its choice of livery; and when it becomes known, to a certainty, the kind of carriage in which this monarch prefers to travel—a secret that is being discovered in this day of magnificent electrical experiments—then this power will reign king of all mechanical forces. The energy called electricity is the same, whether used to cure diseases, in carrying signals by telegraph, voice by telephone, or force for mechanical purposes. The most apt illustration of the character of this energy to travel a great distance in a conveyance of its liking, without loss or weariness, is the Atlantic cable. When certain conditions are complied with, it prefers the long journey of a thousand miles—to London from New York—rather than the short half-inch that locks it in its suitable substance. America says, "Hillo," and England answers, "What is it?" as Jones, in his office, talks with his wife, at home, through the telephone.

It is only of recent date that it has occurred to our scientists that this energy, which could carry thought by pre-arranged signs, could be applied to the pulling of loads. Clerk Maxwell, the noted English mathematician, in answer to a question as to what he regarded the most wonderful invention of the age, replied: "The dynamo-electric machine as it is reversible"—that is, the dynamo-generator, which develops the electric current when power is applied to it, can, in turn, transform that current into power. The transforming of this electrical into mechanical power can be accomplished with no further loss than is due to such incidental causes as friction and the heating of conductors. In a properly designed dynamo-motor these do not exceed ten per cent. For transmitting power to a distance the electric current has entered the lists in competition with compressed air, the hydraulic accumulator and the quick-running rope and cable; and if there is any extended delay in the application of electricity for car propulsion, it will be for want of suitable translating and transmitting mechanism. Electricians are not always familiar with practical mechanical laws; but if it is admitted that the electric dynamo-generator, which develops this electricity when power is applied to it, can, in turn, transform that current of electricity into power; and if it is true that this electric energy, or current, can be more easily transmitted, and with less loss or waste, than results from other well-known forces, then the solution of the problem of car propulsion by electricity rests with the electrician who is also a skilled mechanical inventor. In a recent trial of electric haulage on tram-cars, in England, the editor of the journal called *Engineering*, published in London, in the number for March 16, 1883, who witnessed the experiments, expresses his regrets "that the electric traction was a failure because of the inefficient electrical and mechanical arrangements of the car."

Important changes will necessarily be made in the dynamo-electric machine. Its construction must be such that it will absorb energy from the engine at a central sta-

tion only in proportion to the amount of power required to be developed, varying in supply as the demand varies. This mechanical feat will undoubtedly tax the wit of inventors, but is attainable. The source of power must be supplied with suitable means whereby the energy developed may be made to meet the varying exterior demands without intervention of experts. To come into general use, the means for transmitting electric energy for car propulsion must be such as will employ appliances of cars, wheels, tracks as they are now constructed, and these latter should perform no other office than for which they were designed. In no case should they be compelled to accommodate themselves to highly scientific and oftentimes impracticable electric and magnetic requirements, which might interfere with durability. For instance, if the rails are used for conductors of current energy, this electric force, as has been demonstrated by Prof. Siemens, is constantly being dissipated by the moisture of the earth upon which they rest; and when storage cells are used, as in the latest English experiment, the car is compelled to carry an immense weight as compared with the amount of power it is possible for the storage cells to contain. Nearly two tons of these cells—fifty in all—were distributed under different seats, to be drawn from as the varying load demanded. The radial dimensions of the power-giving portion of the Siemens dynamo-motor used are of necessity very small, thus bringing the power too near the axle-line, and hence not giving sufficient leverage over the load to secure efficient practical results, and as yet there have appeared no automatic governing appliances to prevent the destruction of the electrical parts.

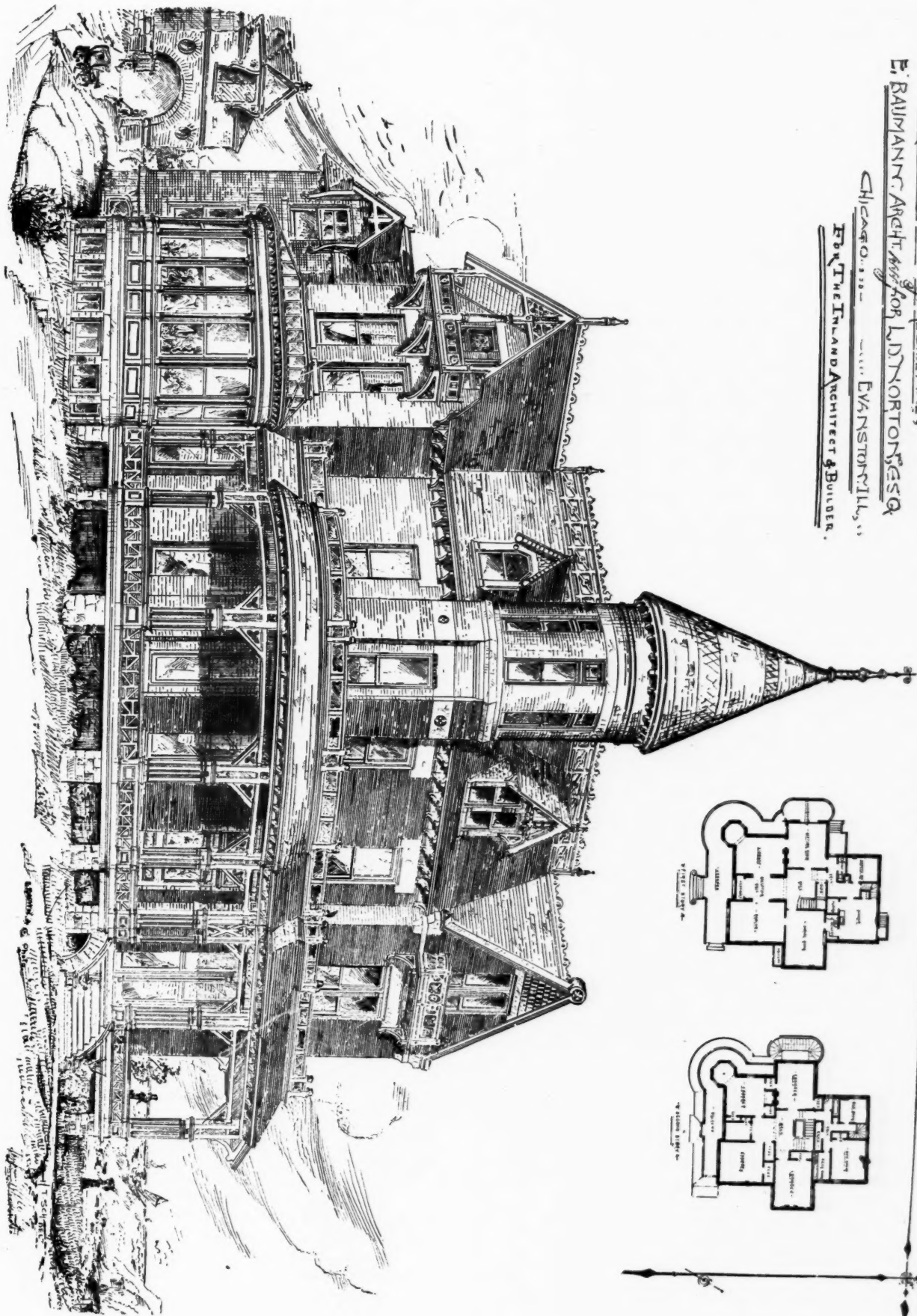
While the experiments made so far in Europe and in this country have reached no practical results of commercial value, the fact has been demonstrated that there is sufficient energy in electricity to give a more economical and safe means of car propulsion than what is now in use. It may be of interest to the general reader to state how experiments have been conducted.

At a suitable station a steam engine has been placed to run a dynamo-electric machine, as in electric lighting systems. The electric current has been transmitted by wire conductors, connecting with the track rails, and from them connection has been made with smaller dynamo-motors on the cars that are to be propelled. The wheels on these tracks have been properly insulated; each frog and intersecting track has been cut up and insulated to prevent what is called "short circuiting," and so rendering the line useless. Each rail is connected by a copper strop to its neighbor, and this copper strop has been finished in nickel-plate to prevent oxidation at the junction. In all these experiments expert electricians have operated each car, whose special duty it has been to control the current admitted to the motor, in proportion to the work to be done, and to prevent destruction of parts by an overcharge of current, as above stated, and also to control the direction of the cars.

This is a fair statement of the manner of conducting the experiments up to this time, and it will be seen that we are not yet ready to dispense with horses and cables. Fortunate indeed will that inventor be who shall hit upon an automatic system of car propulsion by electricity—that is, a system that can be run when properly adjusted by men of average intelligence, like our horse-car and grip-car drivers. The dynamo machine, which is the foundation of the electric power system, will then be self-adjusting, or, like a modern steam engine, capable of accommodating itself to varying requirements, no matter how sudden the change may be. The current admitted will be automatically controlled, and it will adjust itself so as to run the car in different directions. The mechanism will be simple, and not liable to derangement of parts. The method of conducting the electric energy to the translating and transmitting devices will be simple and inexpensive, and its introduction will not greatly interfere with the lines as at present constructed. All will be so disposed as not to be easily tampered with or deranged by passing vehicles, intersecting tracks or the elements.

With what has already been accomplished, why should we not expect that such a practical system will soon be offered, developed by capital, and put into practical use?

PERSPECTIVE VIEW OF RESIDENCE,
 E. BAUMANN ARCHT. FOR L.D. NORTON ESQ
 CHICAGO, ILL. — BY EVANSTON, ILL.,
 FOR THE INLAND ARCHITECT & BUILDER.



History of Chicago Architecture.

PART II.

RECOLLECTIONS OF JOHN M. VAN OSDEL.

IN 1837 there were not more than one thousand buildings in Chicago. About twenty of these were brick structures, the great majority being of woodwork, nearly half the whole number being one-story cottages, and none more than two stories high. The roofs, without exception, were shingled—the tar and gravel roof so extensively used in later years was unknown at that time. Among the very few buildings that made any pretensions to architectural ornament were the residences of W. H. Brown and John H. Kinzie in the north division, and of Dr. John T. Temple and George W. Snow in the south division. Mr. Snow was the inventor of the “balloon frame” method of constructing wooden buildings, which, in this city, completely superseded the old style of framing with posts, girts, beams and braces. In balloon framing the sills and joists of principal, or first floor, are framed in usual manner, supported on posts set in the ground or on pins or walls of masonry. The walls are formed of upright scantling of 2×4 or 2×6 , these are tenoned into the sills; at the height of first story a ribbon or strip, 1×4 inches, is let into the inner edge of the wall studs, and the joists for second floor resting on this ribbon are firmly spiked to the wall studding, plates from one to two inches thick are spiked to upper ends of the wall studs. The rafters and ceiling joists are spiked together at the foot of the rafters and nailed to the plates. The entire building is then sheathed with inch-board, the roof is shingled and the sides clapboarded. To resist lateral motion, dependence is placed upon the connection of each joist with the wall studding and the resistance of the sheathing which is sometimes put on diagonally instead of horizontally. The great rapidity in the construction and large saving in cost, compared with the old-fashioned frame, brought the balloon frame into general use. It is conceded that a frame with every part spiked together offers greater resistance to lateral force than any other method of construction. As an evidence of its power to resist such force, it may be stated that the “Bull’s Head Hotel,” built by Matthew Laflin in 1848, on the site of the present “Washingtonian Home,” at the junction of Ogden avenue and Madison street, was a three-story balloon frame of large dimensions. Standing upon the open prairie, with hardly a building within a mile of it, this structure was exposed to the fierce, unbroken prairie winds, yet remained unshaken for many years, until it was taken down to give place to the present improvement. The balloon frame is peculiarly a Chicago institution; its reprehensible character was made manifest in the great conflagration of 1871. Since then the city has prohibited the construction of any frame buildings, and the balloon frame has passed into history—or perhaps into the surrounding country. The great fire obliterated nearly every building constructed prior to 1838. A few, however, had been removed to the suburbs and remain, illustrating the classic style of those early days. Notably the block on west side of State street, near Twelfth street, known as “Rotten Row,” and numbered 546 to 560 inclusive. This block of buildings was first located on Lake street, opposite the Commercial hotel. The east end of the block, forming a front on Dearborn street, still retains its corniced pediment; the broad entablature under the front eaves has its frieze enriched with oblong quadrangular openings resembling port-holes, and utilized to light the cock-loft or attic of the building. The block is about one hundred feet long and thirty feet deep; was cut into three sections for convenience in moving. Lake street was the principal business thoroughfare in 1837, and this block was looked upon with pride and satisfaction by the business community of that day.

THE late styles of wall-paper are so gorgeous that a family can no longer take comfort wearing out old boots and split-back vests around the house. Everybody sort o’ feels as if he was away on a visit.

A SASH-WEIGHT cord composed of a flat piece of steel tightly wound with a small copper wire has been much used, also round steel rope. The former kind has been in use for the past ten years in the *Tribune* building, but as fast as repairs are needed a tightly wound, fine stranded Italian hemp cord is used, which is considered by practical builders to be superior to all others.

The Chicago Art Guild.



THE opening of a neatly rolled scroll of white etching paper, tied with gold ribbon, revealed an engraved design of which the above is a reproduction.

To a bachelor with a heart and soul devoted entirely to art the “lady” in the invitation had no attraction; the artistic, however, won, and the result, the “white and gold” evening with the Art Guild. Up a flight of stairs to the second floor of the Fidelity building, a hall opening into rooms with iron arched ceilings now transformed into a fairy boudoir. White and gold the ground-work everywhere, and glimpses of sketches, tapestry and bric-a-brac resting against this background. On entering we receive a cordial welcome from the president of the Guild and a smile from the lady representative of a city daily, whom we join presently and feel at ease with; for did we not labor together in the days of our apprenticeship to journalism, the days “when we made bricks in Egypt”? And here is Mr. C., a designer of some celebrity, whose forte, we supposed, was the expression of ideas upon the drawing-board rather than in conversation, but the fair reporter is soon “doing” the exhibit with him as a guide. Here are a number of studies by Field, but not as good as he can do when he tries. Some of Earle’s water-colors, and other sketches, paintings and etchings, all bearing names of young but rising artists. A “monotype”? “Well, a monotype is”—and the sudden hush and a clear voice rising in song accompanied by skillful playing of the piano stops the explanation. Surely an informal gathering; music, sociability, artistic talk, informal refreshments and a general fraternizing, very pleasant to behold. The artists themselves have hung the rooms as you see them, each contributing something as a drapery or an ornament to the walls, and each endeavoring to entertain the guests of the evening.

Great natural causes have worked toward the establishment of this fraternal society of the arts, and nowhere has the need of such an association been felt as in our own country and in our own West; for where there is no repository of or opportunity to exchange opinions upon art matters, the complete enlightenment or refinement of any country or people is retarded.

Whenever an art-work is proposed, the best the public may expect is the empirical and isolated criticism of some painter or other artist. Artists themselves also suffer because of their comparative isolation from each other, and because there is not accessible to them the criticism of men devoted to some one of the other arts; for it will be seen that this criticism is immensely more valuable than that of mere laymen, or even of others engaged in the same department of art, being on the one hand trained, and on the other unprejudiced.

The Art Guild was formed to meet these two needs of association and criticism. It does not aspire to supplant any association formed within the limits of any art. Its members are composed of painters, architects, musicians, art decorators, sculptors, art critics, and the patrons of these arts.

There is Mr. S., the sculptor, Mr. P., a noted musician, and a prominent architect, together discussing the question of to whom belongs the credit of first producing

monotypes, and a knot of artists are admiring the pose of a lady, the wife of an architect, whose face recalls one once painted in Italy. Here is the largest lumber dealer in this country, or the world, talking to a knot of architects, and looking the picture of enjoyment. The absence of the promising young sculptor Donoghue is regretted and his manners and talent discussed by two ladies, one of a musical fame not local in its extent, and the other a lady who is spoken of as possessing a real artist's talent and an amateur's enthusiasm. There are very few of that class who affect art for fashion's sake with no appreciation of its value, all having apparently come to enjoy a social hour and to both give and receive some good.

To these receptions, each one of which has some special signification like this, "white and gold," the non-art public is invited to meet under favorable auspices artists of these various aims. It is hoped by this means, and the establishment of this club, that such an influence may be exerted upon the community that matters of public interest in any one of the recognized fine arts may always have the judicious criticisms of an association of unprejudiced artists, that the public at large may have the educational value of such an organization, and that the artists so associated may be benefited by the criticisms and esprit resulting from it.

The Guild is already in a flourishing condition. John W. Root, an architect who, though young in years, is not unknown throughout the architectural world as a man of original ideas, and already standing among the first in his profession, is its president. Louis J. Millet, an art decorator and designer of considerable note, both in this country and in Europe, and, it is understood, a cousin of the great French peasant painter, Jean Francois Millet, is the secretary, while its members are composed of the leading artists in the different departments of art which the Guild represents. These artists and their guild deserve well of the public, for they represent the visible refinement of the century; but they also need to lay aside all thoughts of self, all jealousies, and, what is sometimes as hard, their own ease and comfort, and work for the kindling and perpetuating of a fraternal feeling, and then the Art Guild will become a permanent good and a lasting honor to the art-world it represents.

Art Notes.

THE Illinois Art Association will open in this city on the 25th. The Detroit Sketching Club has given up the female model in its life class "in deference to public opinion."

HENRY HERKOMER has taken a studio in Boston, where he is painting the portraits of several Boston gentlemen.

W. B. CONELY, of Detroit, Mich., has two oil-paintings, entitled "Nearly Home" and "Down to the Spring," in the exhibition of the National Academy, New York.

FIELDS is going to paint a companion-piece to his picture "The Wish," which is still on exhibition at Furber's gallery. The companion will be called "Good Luck."

ONSLow FORD, the English sculptor, has completed in clay a life-size figure of Mr. Irving, seated, in the Danish dress which he wears during the soliloquy in "Hamlet."

ROUGH ON RISING TALENT: *Brown*—"Don't think you are doing as well as you were last year. *Robinson*—"But I was not painting at all last year." *Brown*—"Exactly so! That's just it!"

A MUCH-FELT want is to be somewhat relieved in Boston, where a building is erected on Hamilton place, to contain a number of studios, and the university building is to be converted into a studio building.

THE sixth annual exhibition of the Society of American Artists at Kurtz gallery, New York, has been generally damned with faint praise, as showing a distinct falling off from the standard set this year and the year before.

SHE had just visited the studio of an artist famous for painting interiors, and she was going into raptures over his work. "Then you think him a great painter?" "Delightful! So much feeling. Such good color. His insides are just too charming for anything."

SAYS the New York Tribune: "Cottier, on Fifth avenue, has a Millet, the 'Sower of Seed,' for which the price is \$30,000; he has a Corot, the subject probably a Sappho, for which the price is the same; and a Doré, with four fine heads in it, life-size, representing the 'Mocking of Christ,' and cost only £150. Such is fashion."

HENRY ROSENBERG, one of the best of the few really good artists in Chicago, is talking of leaving the city and going abroad.

The portrait of a lady, in black and gold, is the latest work of this artist. The picture is full length, life-size, and is a revelation of Mr. Rosenberg's powers, and quite the best thing in portraits we have seen in our tour among the studios. It is to be regretted that so talented an artist has decided to leave us.

J. A. HEKKING, of Detroit, has just completed a very fine oil-painting which represents a charming pastoral scene. In the foreground is a group of three cows and a flock of sheep which are being driven along the country road by the herdsman who is mounted on a white horse. All of the animals are seen foreshortened, the grouping and action being excellent. The background is a very harmonious and well painted landscape.

THE Chicago Pottery Club have just completed arrangements for the erection of a kiln for the firing and glazing of pottery. This is intended to meet a want long felt by those engaged in that work, as formerly all pottery had to be sent out of the city to be fired. Joseph Bailly, late of "Rockwood" Pottery, Cincinnati, has been engaged, and his ability is too well known to require any other guarantee as to the manner in which the work will be done.

RECENT Paris prices are: Rousseau, "Road in the Forest of Fontainebleau," 20,500 francs; Delacroix, "Calvary," 10,000 francs; Daubigny, "The Grass-Burners," 12,000 francs, and "The Banks of the Oise," 10,000 francs; Diaz, "Women at the Bath," 15,000 francs; Corot, "The Road to Courbron," 6,300 francs; Fortuny, "Return of the Procession to Madrid," 8,200 francs; Isabey, "The Alchemist," 9,505 francs; and Troyon, "The Woodcutters," 8,055 francs.

A WASHINGTON letter says: "The Capitol is fearfully littered up, and three of the vast expanses of paint and canvas known as Trumbull's historical pictures are being restored. The intense light coming from the dome would ruin any pictures, and it has alternately scorched and bleached them until not only are the colors destroyed, but there are great cracks in the canvas. A local artist is doing the work, and it will probably not be finished until September."

THE Academy says of Mr. Thomas Moran that he is "one of the most original and thoroughly national artists that America has produced, and his etchings are characterized no less by suggestiveness of light and space than by ready seizure of landscape character. That given in the thirteenth number of 'American Etchings' is quite representative and gives that interest to the meagre country at Three Mile Harbor, Long Island, which can only be seen by an artist and expressed by rare skill in selection of line."

THE gallery in which fifty-one of Mr. Whistler's etchings are being exhibited in London is hung with golden yellow velvet and lemon yellow and white muslin; there are canary-colored chairs and fawn matting. The catalogue is a collection of the unfavorable criticisms received by the artist, and is printed in yellow, the black and white etchings are in white frames on a wall of white felt. His friends were asked to dress in harmonizing colors at the private view, attended by the Prince and Princess of Wales. Although many of the pieces have merit, the exhibition as a whole is considered rather farcical.

SOME years ago an artist, who rejoices in a very European name, but is an American to the backbone, was obliged to go to Paris. He had a number of paintings which he tried to dispose of before he went; but no dealer would touch them at any price because they were painted here. They were too cumbersome to be carried away, and he was in despair as to what disposition to make of them, when he noticed that ——— was getting up a mixed sale of foreign pictures. He dropped in and said to the dealer: "I have a large lot of pictures I would like to put on sale with you. They are by Von Dobb, and are first-class." "Von Dobb, eh?" said the auctioneer. "You don't say so! Why, I don't believe we have a Von Dobb in the collection." "I'm pretty sure you haven't, for these are the first of his that have come to America. I'll send them in to-morrow." And he did, and got better prices for them than he has yet begun to command for his canvases under his own name. This is a pointer for some of our young artists who can hardly realize enough on their pictures to pay for the canvas and colors.

THE Department of State has been informed that the Italian government desires to invite the artists of all nations to compete in furnishing designs for a national monument to be erected at Rome in honor of King Victor Emmanuel II. The monument is to consist of a bronze equestrian statue of Victor Emmanuel and of a base at least thirty meters wide and twenty-nine meters high in its central portion. Its height elsewhere is to be at least twenty-four meters. The base is to consist of an architectural design in any form that may be selected by the artist. The steps leading to the esplanade on which the monument is to be placed will be considered part of the monument. Plans may be sent in from November 15 to December 15, 1883. A royal commission will decide upon the design, and the successful artist will be entitled to receive 50,000 francs as a prize, and 50,000 francs additional will be divided by the commission among the most meritorious competitors. The ground plan of the site where the monument is to be constructed can be seen at the Department of State, where additional information on the subject can be obtained by artists desiring to compete in offering designs. In the first competition Mr. Henry L. Gay, of Chicago, was one of the competitors. His design received the second highest vote on the first polling, and on the final award received honorable mention.

Exposition of Railway Appliances.

PROBABLY the largest exposition of mechanical apparatus under the head of "railway appliances" ever given in this or any other country is about to be held in Chicago. The exposition building is being prepared for the event and the date of commencement is set for May 24, to continue until June 23. The following circular will explain more fully the purpose of the exposition and give the names of the prime movers.

CHICAGO, March 20, 1883.

To the Civil, Mechanical, Hydraulic and Mining Engineers of North America:

The Commissioners of the National Exposition of Railway Appliances invite your attention to the proposed tests of the strength and quality of substances used in general construction, to be made during the Exposition, from May 24 to June 23, 1883.

That these tests may be full and complete and of an extended and varied character, engineers who contemplate visiting the Exposition, are solicited to bring with them or send specimens of useful substances for the purpose. A record of these tests will be faithfully kept and afterward published. It is to be hoped that all who can will avail themselves of the opportunity to learn the quality and strength of the material you build with in your respective localities, and without expense to yourselves.

Suggestions from Engineers or others, which will promote the efficiency of these tests, are respectfully solicited.

Special working forms of iron and steel are solicited, especially those which are subjected to constant or severe strains or blows.

A first-class prize will be given to the manufacturer producing, by actual test, the best and strongest upset eyebolt and upset rod for threading.

Specimens of stone should be in cubes of two inches.

Stone cubes from old structures which have been exposed to unusually deleterious influences, are requested.

Specimens of useful wood of which no tests have been recorded, are requested.

A written description of each specimen sent for testing, including a full account of the mode of manufacture, must accompany it; otherwise no test will be made.

If the specimen is of metal, name the ore it is made from and describe its manufacture and purpose.

If a stone specimen, give the date when quarried (unless from an old structure and not known), kind of stone and the location of quarry, naming the town, county and state.

If a wood specimen, give the date of felling the tree of which it is a part, the common name of the wood, also botanical name if known, the average diameter and height of the species; state whether it is deciduous or perennial, and what, if any, useful purpose it has served in its native region.

All wood specimens should be of the following dimensions: for tensile strength two by two inches by three feet long; for compressive strength six by eight inches by one foot long.

Specimens of rope made from steel or iron, or from manilla, hemp or any vegetable substance, also of belting of every description, are solicited.

WM. SOOY SMITH, C.E.,

K. F. BOOTH, C.E.,

W. F. GOODHUE, C.E.,

WM. H. LOTZ, M.E.,

CHESTER B. DAVIS, Hydraulic Engineer,

WM. SOOY SMITH, Chairman.

Committee.

Address all correspondence, specimens, etc., to

E. H. TALBOTT, Secretary,
Grand Pacific Hotel, Chicago.

As soon as practicable the **INLAND ARCHITECT AND BUILDER** will contain full reports of the tests in stone and other materials of interest to builders and civil engineers.

Our Illustrations.

PAGE 35, RESIDENCE AT EVANSTON, ILL.; BUILT FOR L. D. NORTON, Esq.; E. Baumann, Architect. This style of residence can be built for about \$20,000. The basement is built of stone, and the walls are frame veneered with brick and a crested deck-roof. The design is modern Renaissance in style. The ground plan is 64 by 60 feet. The house contains twenty rooms and twelve large closets. These include the basement, containing laundry and servants' room; the first floor, containing the library, reception-room, parlor, sitting-room, dining-room, kitchen and a servants' room, beside the china closet, etc. The second floor contains a family chamber, guest chamber, four other chambers, a sewing-room, beside two bathrooms and nine closets. The house is built among large forest trees overlooking Lake Michigan, and is perhaps the finest residence yet built even in a suburb somewhat noted as Evanston for its fine residences.

The illustration on page 36 is a reproduction, sketched by the artist Rosenberg, of the elegant invitation issued by the Art Guild upon the occasion of their last reception.

PAGE 39, A DESIGN FOR A HALL; by the decorative artists Messrs. Healy & Miller. The design can be used in original construction, or can serve as a guide in remodeling a large hall in a Western home. The principal feature is the arrangement of the staircase, which ascends between the columns of a Renaissance "loggia." It is intended that the wood finish be of oak, colored dark, and the walls hung with relief papers. The hangings are to be of jute velours, in deep oriental colors, with tinsel braid trimmings. The windows should be mullioned and have stained glass in the upper sash. It is intended that papier mache relief ornaments, metalized, should be introduced in the treatment of the ceiling panels.

PROF. Schliemann's house is one of the sights of Athens. It is built of white marble and adorned with numerous statues of the same material. He and his wife talk ancient Greek together, and have called their two children Andromachi and Agamemnon. Around the Professor circulates a large body of erudite Germans. The Teutonic element is omnipotent in the Hellenic capital.

Special Correspondence.

CINCINNATI.

CINCINNATI, April 17, 1883.

Editor of the *Inland Architect and Builder*:

Regarding the building interests, I have to report that the outlook is very favorable.

Greatly to the profit of our building fraternity what might be denominated a big building boom is in full swing here. Since my last letter the Board of Public Works have granted permits to erect new buildings aggregating several hundred thousand dollars. Building is not, however, confined to private dwellings, though these are going up in large numbers, both of frame and brick, mostly in the suburbs. Cumminsville, the extreme northwestern part of the city, is enjoying a large share of the boom, and this despite the fact that the whole place was under water during the flood, and is likely to be so again, should we ever be visited by another such a supply of water. The most extensive and costly improvements are being made in the central parts of the city. The Emery Brothers have in hand an eight-story stone front on Fourth street, east of Walnut, which will cost \$40,000, and a four-story brick on Pearl street, between Race and Elm, which will cost about \$18,000.

The Spring Grove Cemetery Association will soon put up a four-story brick on Fourth street, between Main and Hammond, which will cost \$20,000. It will be used as an office building.

During the summer the Queen City Club will spend \$10,000 in improvements on their handsome club-house, located at the corner of Seventh and Elm streets.

Messrs. Louis Stix & Co., a prominent dry goods firm of this city, are building a seven-story brick on Union street, between Race and Elm, which is now nearly completed. It will be connected with the central house of the firm (which covers the block from Third street to Union) by a bridge crossing Union street. The cost of the new buildings is named at \$20,000, but in all probability it will be much greater.

Mr. David Sinton, who is our wealthiest millionaire, and one of our most extensive builders, is erecting a five-story brick on Fourth street—Nos. 98 and 100—which will have cost, when completed, in the neighborhood of \$40,000.

Another improvement on Fourth street will be a handsome three-story brick, which Mr. Martin Bare will put up at the junction of Fourth, Ludlow and Lawrence streets. The cost is estimated at from \$15,000 to \$20,000.

Mabley & Co., the clothiers, are building a stone-front addition to their mammoth store on Fountain Square.

Messrs. Bruggeman & Co. are erecting a three-and-a-half-story brick on Clay street, between Twelfth and Canal, costing \$10,000.

A three-story stone-front residence is being built on Richmond street, between Mound and Cutter, by Mr. E. Moch, which will be a fine specimen of architecture when completed. The estimated cost is \$10,000.

Mr. Fred Helle is building a four-story brick, which will cost the same sum, at the northwest corner of Liberty and Central avenue.

Mr. George D. Winchell is going to build a brick factory, four stories, to cost from \$25,000 to \$30,000, at the corner of Bank and Riddle streets.

The old Freeman Avenue car stables have been purchased by the Mosler & Bahmann Safe Company, and they intend to build a mammoth safe-works on the site.

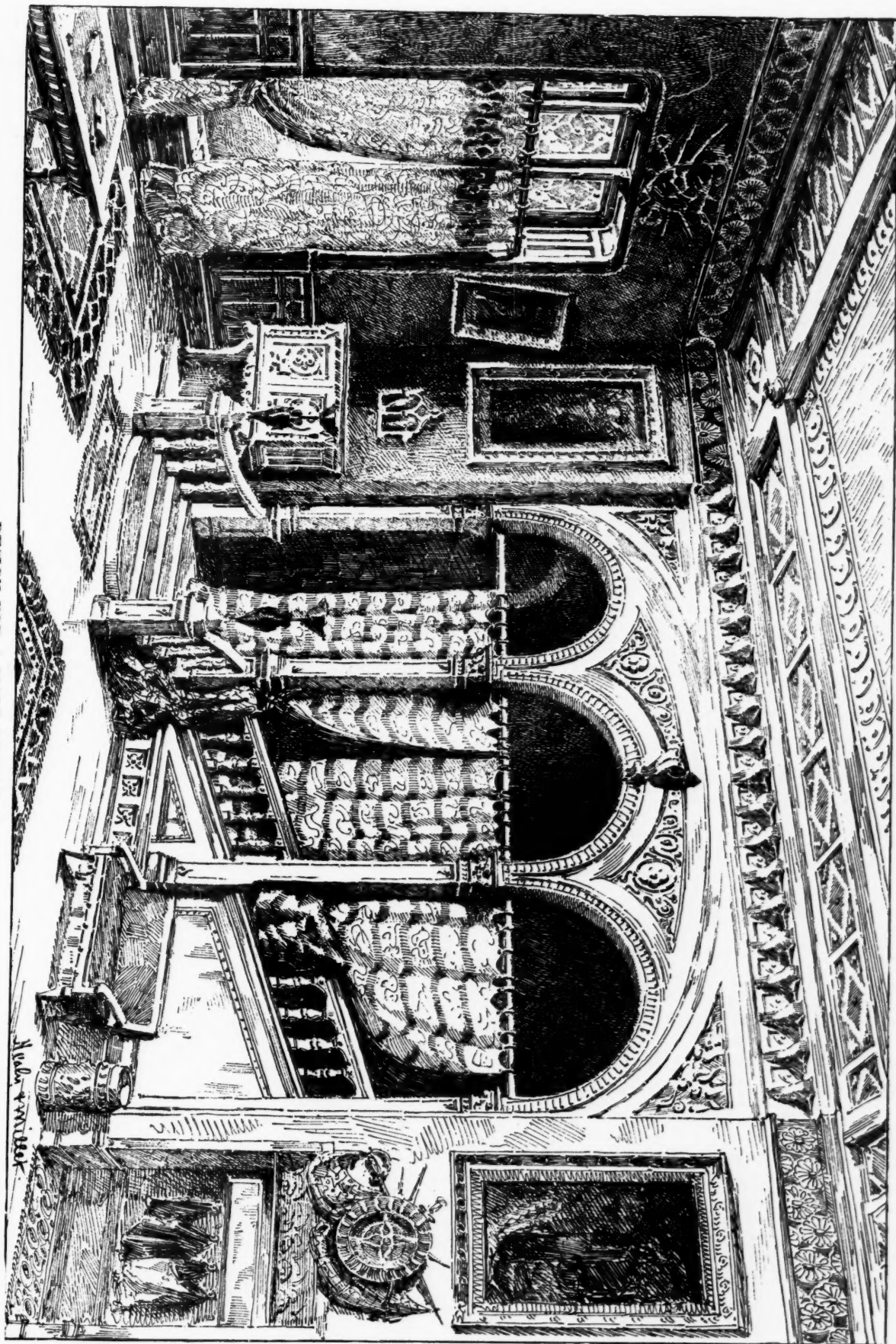
The Messrs. Schaller Brothers, well-known brewers of this city, are building a three-story brick addition to their brewery on Main street, north of Liberty, which will cost \$8,000.

Other improvements are: Four one-story bricks, by the Eckstein White Lead Company, cost \$10,000; parsonage for the St. Matthew's Church, a two-story brick on Liberty street, between Elm and Logan, to cost \$4,500; row of small bricks on Linn street, by Mr. John H. Empson, to cost \$10,000 or \$15,000; four-story brick at Nos. 535 and 537 Central avenue, by Messrs. Aufdembrinke & Co., to cost \$10,000; and three-story brick on Dunlap street, near Stark, by Messrs. Harig & Bruggemann, costing \$8,000.

These are but a few of the buildings in process of erection or projected. There never was a time in the history of Cincinnati when so many improvements were in progress.

C. M. A.

DESIGN FOR A HALL INTERIOR.



DETROIT.

DETROIT, Mich., April 15, 1883.

Editor of the Inland Architect and Builder:

We are now fairly in the midst of the biggest building boom that has struck Detroit for a decade. Every architect in the city is brimming full of business, and many are so overrun with work that they are obliged to import draughtsmen from other cities to enable them to complete their plans within the specified periods of time. One firm of architects alone have forty-seven different jobs in hand, divided as follows: thirty-two residences, five factories and ten stores.

The greatest demand prevails just now for a superior class of dwelling-houses, and owners generally are meeting this demand half-way, and, as a consequence, we see that in most of the plans being prepared for this class of structures, cost is a secondary consideration to handsome design and a desirable arrangement. Many elegant and costly residences are projected for erection on Woodward avenue and other prominent residence streets. Factories and warehouses are being erected or remodeled and improved in various parts of the city, while costly and handsome hotel structures are going up, or will be erected on some of the leading business thoroughfares. An approximate estimate of the value of the work that will be done, without including the new postoffice or the new depot of the Michigan Central railway company, is (in a recent issue of the *Free Press*) placed at a round \$5,000,000.

The following list of buildings (for which Wm. Scott & Co. are the architects) will give you some idea of the situation:

First on the list comes a seminary for the Detroit branch of the order of the Sisters of the Sacred Heart at Grosse Pointe. It is to be erected on a plat of land just west of the Catholic church at Grosse Pointe, having a frontage of 600 feet on the street, and extending back to the channel bank on Lake street, Claire. The design will be old colonial. The cost will be \$80,000 or more. Several contracts for materials, work, etc., have already been placed.

Residence for Thos. Ladue, on Edmund street, \$15,000.

Residence for Wm. H. Hull, Woodward and Forest avenues, \$27,000.

Residence for Wells W. Leggett, Woodward avenue and Davenport street, \$48,000.

Alterations to old Wallace homestead for Capt. Stevens, \$18,000.

Alterations to the residence of C. R. Mabley, \$15,000.

Residence for Alex. Grant, on Second avenue, \$5,000.

Residence for Alfred Wood, on Garfield avenue, \$7,200.

Residence for Frank Irwin, on Garfield avenue, \$6,500.

Residence for Wm. H. Rathbun, on Davenport street, \$15,000.

Sketches (in competition) for the Thompson Home for Old Ladies, \$25,000.

Five dwelling-houses for George Doolittle, on Sproat street, near Woodward avenue, \$6,000 each.

Two dwelling-houses for the Adams estate, northeast corner of Woodward avenue and Brady street, \$15,000.

Store for Farrington & Co., Nos. 151 and 153 Jefferson avenue.

Three stores for Daniel Scotten, in Springwell.

Residence and barn for W. H. Hopkins, on Woodward avenue, \$60,000.

Residence of Frederick Marvin, Charlotte avenue and Second street, \$10,000.

Mortimer Smith and W. E. Brown have prepared plans for the entire reconstruction of the Buhl block, next to the postoffice. Other plans prepared by them are for a new block at Nos. 161 and 163 Jefferson avenue, for James Burns and John Owen, and numerous residences.

Mason & Rice are the architects for the following residences and buildings:

Residence for George L'Hommedieu, Peterboro street, \$12,000.

Residence for David Carter, northeast corner of Woodward avenue and Warren street, \$12,000.

Remodeling residence for Henry C. Parke, corner of Woodward avenue and Fremont street.

Residence for Frank Preston, corner Cass and Canfield avenues.

Residence for George Hitchcock, Farwell, Mich., \$5,500.

Residence for Robert Mitchell, of the Robert Mitchell Furniture Company, Cincinnati.

Remodeling residence for the Detroit Club, on Fort street.

New boiler shop for Stephen Pratt, Foundry street (railroad crossing).

New Methodist chapel, northeast corner Selden and Cass avenues.

Addition to Eagle Iron Works, Woodbridge street west.

New factory for Union Yeast Company, corner of Orchard and First streets.

Gordon W. Lloyd has prepared plans for a new block on the site of St. Andrews' Hall, for Mr. F. A. Parker.

Architect Meyers has designed the plans for a dwelling-house on St. Aubin avenue, for the Rev. D. M. Cooper, to cost \$12,000.

Messrs. Donaldson & Meier are among those architects who are brimful of work, as the following list will show:

Dwelling-house for S. M. Cutcheon, John R. street, near Edmund street.

Public school building at Ann Arbor, \$11,000.

Residence of the Alpha Delta Phi Society, Ann Arbor, \$12,000.

Unitarian parsonage at Ann Arbor, \$4,000.

Store and dwelling for H. May, St. Aubin avenue and Clinton street.

Unitarian church, Mt. Pleasant, Mich.

Unitarian church, Big Rapids, Mich.

Remodeling residence for C. F. Moore, St. Clair, Mich.

Episcopal chapel (stone building) on Medbury avenue, Detroit.

Bank and office building, corner of Ouellette and Sandwich streets, Windsor.

Brick warehouse and stores, four stories and basement, 100 by 30 feet, for the Posselius Bros., Gratiot avenue and High street.

Brick barn for R. Gillis, Alfred street.

BUILDER.

ST. PAUL AND MINNEAPOLIS.

ST. PAUL, April 16, 1883.

Editor of the Inland Architect and Builder:

The demand for houses in St. Paul, as the season advances, increases to almost alarming proportions. People experience the greatest difficulty in renting suitable residences. A vast number of new dwellings are projected, and still, with the hundreds of new-comers arriving daily, those who are able to arrange for their occupancy, when completed, deem themselves exceedingly fortunate. There is at this time an imperative need for at least one thousand new dwellings.

The *Pioneer-Press*, in its issue of April 3, says: "The number and value of business blocks to be erected in St. Paul this season will surpass those of any previous year in the history of the city. There will be over fifty-one structures, having a frontage of 4,211 feet, and costing at least \$2,029,000." In this estimate, according to the *Pioneer-Press*, no buildings were taken where work has progressed above the foundations.

The following is the list:

Nick Gross, three-story brick block on Seventh street, near Seven corners; 60 feet frontage on Seventh, running through to Fifth; 90 feet frontage on Fifth.....	\$ 35,000
Mr. Justice, next 50 feet frontage on Seventh street to Gross', 3 stores, probably run through to Fifth.....	20,000
Mr. Mayo, Seventh street, near St. Peter, 50 feet frontage.....	6,000
George Mitsch, 50 by 80 feet, three stores, corner St. Peter and Seventh ..	25,000
Dr. Wharton, corner Third and Franklin streets, 60 by 65 feet, three-story brick block.....	12,000
H. L. Dousman, Third street, next to Paul Faber's, 50 by 100.....	15,000
J. L. Forepaugh, old Winslow house site, corner of Eagle, Third and Fort streets, brick block of eight stores, three stories, 163 by 114.....	40,000
Judge James Gilfillan and Charles Faber, 120 feet front, corner of Chestnut and Fort streets, three stores.....	20,000
Charles H. Eaton, corner of Fort and Chestnut streets, 60 feet front, three stories, brick.....	20,000
D. A. Robertson, corner of Fort and Sherman streets, 80 by 80, three stories, four stores.....	18,000
Four brick blocks, each three stories, in vicinity of Fort street and Seven corners, plans out, but names and location withheld, aggregate cost at least.....	80,000
F. Knauff will erect one of the finest blocks on East Seventh street, east of Jackson, at a cost of not less than.....	40,000
E. F. Drake is excavating for a five-story brick block on Fourth street, between his large block and Oppenheim's, 75 feet front, estimated cost.....	100,000
Improvement of the Rogers block, on Bridge square.....	25,000
Bircher & McGrath's three-story brick block, 50 by 75, on Bridge street..	20,000
Schroeder & Weyh's carriage repository, on Seventh street, 50 by 60, two stories.....	8,000
Watson & Rice, 27 by 79, southeast corner of Jackson and Fifth, four stories.....	20,000
Charles Lockhardt's improvement of block at the northeast corner of Third and Sibley streets.....	30,000
Quinby & Hallowell's carriage works (contemplated), on Minnesota street, between Eighth and Ninth.....	15,000
C. M. Dittman's (contemplated) improvement, southwest corner of Robert and Fourth streets.....	30,000
Hallow & McWinney, three-story brick, corner of Dakota and Cory streets.....	12,000
Kelly & Shepard's warehouse, on Third, between Olive and John streets, 90 by 200, three stories, brick.....	30,000
Maj. Espy and C. M. Dittman, (contemplated) four-story brick, on Fifth, between Jackson and Robert, 100 by 150.....	40,000
Rudolph Vollmer, three-story brick, on Martin Street, 47 by 125.....	15,000

J. M. Wild, three-story brick, corner Seventh and Bedford, 50 by 75	10,000
Taylor & Craig's four-story brick, on Fifth, near Fort.....	18,000
Dries' four-story brick, corner of St. Peter and Ninth.....	15,000
Sherman's four-story brick, corner of Eighth and Wabasha	15,000
M. M. Flint, 50 by 120 (contemplated), on Fourth, between Wacouta and Rosabel	50,000
Kittson & McKenney's improvement on Wabasha street, between Fifth and Sixth streets, five stories.....	80,000
Commodore Davidson's Grand Opera House	100,000
Commodore Davidson's five stories, 50 by 100, corner of Fourth and Cedar streets.....	45,000
J. H. Davidson's five stories, 50 by 150, frontage on Fourth, near Cedar ..	45,000
Commodore Davidson's three stories, 50 by 65, frontage on Fourth, between Wabasha and Cedar	50,000
P. Herzog, four stories, 50 by 80, corner of Fourth and St. Peter	25,000
N. W. Kittson's four-story brick (projected), corner of Seventh and Robert streets.....	60,000
Four stores, brick, northwest corner Robert and Sixth streets	25,000
Davidson's Arcade, fronting on Fourth, Robert and Fifth, six stories, including hotel at corner of Fifth and Robert	175,000
D. C. Shepard's five stories, 50 by 150, frontage on Third street, next east of Shepard's block.....	50,000
Dennis Ryan's five stories, 100 by 130, northwest corner of Third and Wacouta streets.....	100,000
Mrs. J. E. Thompson's five stories, 66 by 130, frontage on Third street, between Sibley and Wacouta	60,000
J. W. Bass, five-story brick, southwest corner of Robert and Sixth streets (projected), 50 by 150	35,000
German-American Bank, corner of Robert and Fourth, five stories, 100 by 150.....	150,000
Herman Greve's five-story brick, southwest corner of Fifth and Wacouta, 100 by 130	80,000
H. E. Thompson's brick block, corner of Sixth and Broadway	25,000
First National Bank, four stories, corner Fourth and Jackson, 50 by 100 ..	90,000
Noyes Bros. & Cutler, five stories, 70 by 130, on Fifth, between Wacouta and Sibley	60,000
J. L. Forepaugh, brick block (contemplated), corner of Seventh and Kittson streets	30,000
Total value	\$2,029,000
Total frontage	4,211 feet

MINNEAPOLIS.

Work on the West Hotel building is being pushed with all possible speed, nearly one hundred men being employed on it now, and work will soon be resumed on the Johnson building. Work on the Chamber of Commerce building was resumed over a week ago, and is being pushed with vigor.

There is a lively demand for dwellings all over the city, and architects are busy as bees in a hive getting out plans for these, which are to cost all the way from \$1,000 up to \$10,000, with a few considerably above the latter figure.

The structure at Lake Calhoun known as the Pavillion is being converted into an extensive hotel, and will be called the Lyndale. It is to be operated during the summer as a family hotel, and will be accessible to the business part of the city in half an hour by the "motor." It will contain accommodations for two hundred guests. The rooms will all be of good size, and generally command handsome views of the surrounding country, including the chain of lakes. The house will be ready to receive guests by June 1. The entire building will be heated by steam, lighted by gas and furnished in first-class style, with all modern improvements.

Mr. Joseph Menard will build a four-story brick on First avenue south, and, it is stated, has already received an offer for its rental by a large jobbing house.

The Harmonia Society is negotiating with T. F. Andrews for the erection of a building for the use of the society, which is to be supplied with a public hall.

A house is to be built by Mrs. Adair, some time during the season, on Tenth street. It will cost \$5,000.

L. H. Mattison is to build a three-story brick barn, 58 by 102 feet, on the corner of Second avenue north and Seventh streets, for the use of his omnibus business.

Messrs. Kees & Fusk are preparing plans for a church for the Pilgrim Congregational Society, to cost \$10,000. It will be built on the corner of Lyndale avenue and Fourth avenue north.

Mr. W. P. Roberts is to build an \$8,000 residence on Nicollet avenue and Fifteenth street.

The Ware block, on upper Washington avenue, which was recently partially destroyed by fire, is reported ready to be reconstructed, and work on it will begin at once, under the superintendency of Mr. Will E. Steele. It will be adapted to the jobbing trade.

The *Pioneer-Press* is authority for the following items:

John Orth, who owns the greater part of the upper end of Nicollet Island, is preparing to build on the property a series of houses, probably not less than twenty, of the same general style and grade as those in the Eastman rows. The improvement will follow the laborious work of quarrying the stone on the site.

It is proposed to construct a grand boulevard connecting Minneapolis and St. Paul.

On the 9th inst. a formal agreement was signed by Mr. Dennis Ryan embodying the proposition to build a hotel at St. Paul, cost-

ing for ground and building not less than \$750,000, provided a bonus of \$200,000 be subscribed by the citizens of St. Paul, the amount to be paid only after the building shall be completed. It is also a condition that the subscription must be made by April 30th next.

ST. PAUL.

ST. LOUIS.

St. Louis, April 18, 1883.

Editor of the Inland Architect and Builder:

It can hardly be said that we are enjoying a building boom at present, but nevertheless quite a large number of improvements are under way or projected. Superintendent Cameron expects that the new government building will be ready for its occupants and the public before the close of this year, and everything is being conducted with that object in view. Two draughtsmen, sent on by the treasury officials on the 9th inst., have made the drawings for all the various pieces of furniture needed in the different rooms. Each room requires a peculiar furnishing, and the furniture will be designed with regard to the formation of the room and adequacy to the purpose for which it is intended to be used. Bids will be advertised for the coming week.

The Board of Public Improvements held a meeting on the 5th inst., and the following list of estimates and bids (culled from the *Republican*) will show the importance of the business transacted.

The committee on improvement of streets and alleys reported an estimate for the new work of the years 1883-4.

Streets, bridges and culverts, \$161,800, itemized as follows: Eighteenth street bridge: ironwork, \$110,000; floor, \$25,000; railing, \$9,000; total, \$144,000. Twelfth street bridge: reconstruction of southern approach, \$7,000; iron railing, \$1,900; total, \$7,900. Watson road bridge over the River des Peres, iron superstructure, \$3,000. St. Louis avenue bridge over River des Peres, \$2,000. Repairs of old Manchester road bridge over River des Peres, \$1,100. National Bridge road bridge, \$1,000. New Manchester road bridge, \$800. Shaw avenue bridge, \$1,200. Olive street bridge, \$800. Street improvement fund, \$50,000; street reconstruction, \$50,000.

The report was filed and certified to the comptroller.

The committee on sewers reported the amount of money necessary for sewer construction during the coming year, recommending an appropriation of \$180,000 in addition to the \$30,000 appropriated last year for the extension of Mill creek sewer and transferred for other purposes.

It is desired that \$130,000 be appropriated for the Mill creek sewer and \$80,000 for other sewers.

Four petitions were received from as many portions of the city, requesting an additional supply of water-pipe.

Bids for the reconstruction of Third, between Walnut and Pine streets, were received from W. R. Allen, \$13,323.20; P. F. Stifel, \$18,883.35. For reconstructing Third from Pine to Vine street, W. R. Allen, \$15,336.25; P. F. Stifel, \$20,869.75.

NOTES.

W. S. Stuyvesant is about to build a \$5,000 dwelling on Chestnut street, near Ewing avenue.

H. M. McChesney will erect a \$10,000 dwelling on Chestnut street, near Channing avenue.

Mr. R. H. Newberry is erecting a brick dwelling-house on the side of Marcus street, between Brillante and Easton avenues, to cost \$4,200; also two brick dwellings on the east side of Garrison avenue, between North Market and Montgomery streets, to cost \$6,900.

The pottery works of Messrs. Dixon & Young, which were recently burned down, will be rebuilt at an estimated cost of \$20,000. They will be located on the north side of Ferry street, between Hall street and the Mississippi river.

Miss Mary Dicke is about to erect two adjacent brick tenement houses on the north side of St. Louis avenue, between Twentieth and Twenty-first streets, to cost \$8,000.

The estimated cost of the furniture for the new custom-house will be \$125,000.

F. W. Still is about to erect two brick tenements on Evans avenue, between Vandeventer and Sarah avenue, to cost \$5,000.

The receipts of lumber here since the first of the year have been greater than at any time during 1882. The country is calling for a large volume of lumber, owing to the great number of emigrants coming from the East.

E. L.

DES MOINES.

DES MOINES, Ia., April 16, 1883.

Editor of the Inland Architect and Builder:

The scarcity of brick is greatly retarding the building boom, but by the first of May a full supply will be forthcoming.

In the haste of writing our former letter, we neglected to mention the contemplated improvements in the United States post-office building, the present structure being of the *Mulleonian* period, and cost Uncle Sam \$200,000, and is already in a state of disintegration and decay. \$45,000 has been appropriated to repair the dilapidated structure. Capt. F. S. Whiting is to superintend it.

The State Capitol building, which has been in course of construction for the last eight years, is now approaching completion. The late A. H. Picquenard made the original plans, and since his death the building has been in charge of two of his former pupils, Messrs. Bell & Hackney. The staging has recently been removed from the dome, revealing some fine decorative work of the French school by the same artists that have given the Springfield Capitol such a notoriety. The commissioners expect to have the senate and assembly rooms ready for occupancy for the next session of the State Legislature. The building has greatly exceeded in cost the original estimates, and will likely reach \$3,000,000 before completion, but down to the present time has escaped the mortifying history of the Springfield Capitol in the way of investigations into the acts and doings of its builders and officers.

The new First National Bank building, of which Messrs. Bell & Hackney are the architects, is to be finished in red brick with red terra-cotta trimmings, furnished by the Northwestern Terra-Cotta Works, True, Brunkhorst & Co., proprietors, of Chicago. The Clapp block, Foster & Libbie, architects, will be finished with red brick and buff terra-cotta trimmings by the same terra-cotta company.

Among the new buildings projected since our last letter are the following: Business block for Messrs. C. W. Rogg and Dr. Detshon, a resident of Indianapolis, to be of Philadelphia pressed brick and stone trimmings, estimated to cost \$20,000; residence for B. S. Harding, to cost \$30,000, Bell & Hackney, architects; residence for J. S. Polk, built of Iowa red sandstone, to cost \$35,000; block of stores and offices for C. H. Atkins, of brick and stone, to cost \$15,000; John S. Kidd contemplates the erection of a fine residence, to cost \$25,000.

Foster and Libbie, architects, have in hand the following: A residence for Geo. Sneer, Esq., now building of wood, cost \$10,000; a residence for G. W. Randall, cost \$9,000; stores for A. Newman, cost \$12,000.

B. J. Bartlett & Son, architects, are now finishing a residence for Daniel Ewing, Esq., cost \$9,000; and are making plans for a dormitory building, to be called Cotton Hall, for Central University at Pella, Iowa, to cost \$12,000; also plans for a Congregational church at Cheyenne, Wyo., to be built of native stone, to cost \$15,000.

Wesley Chapel M. E. church have decided to build a \$20,000 church edifice the present season, the plans of which are now being prepared. The Des Moines, Osceola and Southwestern Railroad, and the C., B. & Q. Railroad have both signified their intentions of building new depots. Des Moines now has nine railroads, and two more coming this year. At present there are six different depots, but our citizens are clamoring for a Union depot, as there is but one good building in the lot, and the tracks of the different roads nearly all run parallel, and there is a great deal of reason in the demand.

DE MOIN.

Marshalltown, Iowa, has recently voted \$45,000 to build two new schoolhouses, plan for which are now being prepared.

The Architecture of Minneapolis.

IN a recent newspaper letter the architecture of Minneapolis is thus described by Miss Ella A. Giles: "The people here have exhibited rare taste and skill in the erection of buildings, both public and private. The extreme beauty of the natural scenery in the vicinity of Minneapolis has no doubt had its influence upon the minds and taste of the inhabitants, causing them to exercise unusual care in the construction of business blocks, churches, schoolhouses and private dwellings, so as to secure the most desirable and artistic effects. The city being located on land possessing a rolling surface, there is naturally a great diversity of sites upon which to erect the various structures. This has involved a greater variety in the style of architecture than is generally found in cities. Much skill has been manifested in the adaptation of

buildings to the sites selected for them. Styles peculiar to certain situations have been carefully studied and fine effects produced. Some buildings are all front with scarcely any attractions in the rear; others have several fronts. All have more or less individuality, and few cities are so free from monotonous groups of houses planned alike. Both in design and color there are delightfully independent buildings. The Western spirit asserts itself in refreshing conceits of prettiness and quaintness that are shown in the modern dwellings, and some of the solid and showy business blocks have dared to illustrate the originality of their owners' character. There are freaks of form, curiosities of color, and occasionally a suggestion of wildness in the windows which appear in the most unexpected places, and are of themselves, in their endless variety, a most entertaining evidence of the Minneapolisian eagerness to see all that passes, and by visual and all other fair means absorb everything progressive and beautiful into this city's own 'inner consciousness.'"

Are Plastered Ceilings Obsolete?

MODERN ARCHITECTURE, says a correspondent, in its relation to modern discoveries of new material and the skill of artisans in the use of old material under improved conditions, both in a utilitarian and decorative view, seems to demand something of a departure from ancient methods of constructing and ornamenting buildings. Weight of material where it does not serve to strengthen or elaborate a design, must certainly be considered obsolete in architecture. In this connection it might be well to consider the impropriety of using plaster ornaments for decorative purposes. In their representation of the vegetable kingdom they are not and can not be true to nature in any proportionate comparison, except it may be its facial outlines. In elaborating architectural beauty or engineering strength, the same may be said with the added detraction that the more we elaborate the more we weaken the structure. Consequently the application of plaster to ornamentation is by some designers but a lingering relic of unskilled artisans, and should, they think, have no place in architectural construction, except as a modeling convenience. They reason that with the skill now being applied in the use of metals and woods of various kinds, even plaster ceilings should be considered as but a temporary and imperfect method of inclosing rooms.

Building Notes.

E. F. GOBLE, the well-known contractor and builder, has returned from the Hot Springs much improved in health, after an absence of two months.

MR. GEO. E. WEIR, of the well-known firm of Austrian & Weir, manufacturers of mirrors and pier-glasses, bought out his partner's interest on the 7th inst., and will hereafter continue the business alone.

THE contract for building the substructure of the Ashland bridge was awarded to H. Fox & Co. on the 14th inst., and the work was begun on the 15th. It will be finished in five or six weeks.

No less than a dozen persons have been arrested and fined in various sums, during the past twenty days, for violation of the building ordinance. This is as it should be. Let the good work go on.

ARCHITECT VAN OSDEL has prepared plans for a \$13,000 residence, to be built at Fortieth street and Ellis avenue, for Mr. Samuel Baker. The interior will be finished with mahogany and ebonized woods.

JOHN C. COCHRANE has prepared plans for the following buildings: Porter county, Ind., court-house; brick, with stone trimmings and stone porticos; size, 88 by 118, two stories and basement, and to cost over \$100,000.

THE first kiln burned in the new works of the Northwestern Terra-Cotta Works was taken out on the 17th inst. The burning was a complete success, the product being superior to any terra-cotta before turned out in the West.

MR. E. BAUMANN has prepared the plans of a factory for the Jarre Manufacturing Company. It will be located at the southeast corner of La Salle avenue and Ontario street, and will be five stories high, including the basement. The area will be 31 by 100 feet.

ARCHITECT THOMAS is preparing the plans for six cottages for Mr. F. C. Baldwin, at Lake View; also two flat buildings for Morley & Ransdell, on West Adams street, west of Western Avenue, to cost \$8,000, and to be built of pressed brick with stone trimmings.

ARCHITECT CASS CHAPMAN has prepared plans for the following: The German Methodist Church building, Portland Avenue and 28th street; also a block of stores and flats at Rockford, Ill., for Perry & Lake. The latter will be built of St. Louis pressed brick, stone trimmings, and will be 67 by 94 feet on the ground.

THE permit to erect a nine-story building on the southwest corner of Michigan avenue and Adams was issued on the 17th to the Pullman Palace Car Company, to be occupied by their general offices. The building is in the hands of Mr. S. S. Beman, the well-known architect of Pullman, and will be a handsome and substantial addition to our city buildings.

ARCHITECT PIERCE has the following plans completed: One for two dwellings, two-story stone fronts on Vernon Avenue, near 30th street, for D. W. Jackson. Five three-story and basement dwellings on Chestnut street, near Chicago Avenue; one three-story and basement house on Cass street, one three-story and basement dwelling on Rush street, and two-story brick flats on Henry street.

FIRE-MARSHAL SWENIE having notified the Board of Underwriters that the firemen were unable to cope with fires in those buildings that are supplied with iron shutters, because those above the first story are not made in compliance with the city ordinance, which provides for an arrangement by which they can be opened from the outside in case of necessity, the Board, on the 14th inst., notified the architects, builders and manufacturers that all shutters hereafter put on buildings must conform to the standard designated by the Board and the city ordinance.

THE Tobey building, corner State and Jackson streets, has, under the supervision of architect W. L. B. Jenney, been thoroughly remodeled and with its broad halls, well lighted apartments, and fine interior finish, is one of the best office structures in the city. It will be ready for first of May occupants. The property is owned by L. Z. Leiter and the improvement covers about \$80,000. Architect Jenney is also adding two stories to the Sears building, 99 and 101 Washington street. The improvement will also include new elevator and other conveniences and will cost \$20,000. Also the remodeling of the wholesale establishment of B. F. Norris & Co., jewelers, at 29 East Washington. All these improvements are to be completed May 1.

THE patents covering different departments of construction and their active application in buildings, by B. R. Hawley, of Chicago, are deserving of considerable praise. They consist of a floor-warming and ventilating system and system of heating by air radiators, a system of construction which takes for its principal the thorough exclusion of air except through its proper channels, and an improved laundry dryer and conveyor which supplied by the waste heat from the kitchen range, is a matter of small expense and a boon to any family. These systems are noticeable in the construction of flats for P. J. Sexton, corner of Chicago avenue and Cass street, and Chas. E. Hyde, corner of Jackson and Paulina, the private residence now being built by Mr. Leo Schmidt and others.

ARCHITECT HANSEN has prepared plans for the following buildings: Three-story flats, Trenton pressed brick, brown stone trimmings, for Mrs. Daegling, to cost \$14,000; store and flats, four-story and basement, 25 by 75, on Indiana street near Franklin, for A. J. Lund, to cost \$9,000. Five dwellings, for five different parties on West Indiana street, each three stories and basement, the whole to cost \$38,000. One dwelling on Milwaukee Avenue, near Wicker park, to cost \$7,000. One two-story building on Milwaukee Avenue, near Ohio street, to be built of Trenton pressed brick and terra-cotta and stone trimmings, cost not stated. Work will also soon be resumed on the English Lutheran Trinity Church, corner of La Salle and Evans street. This architect has also in preparation plans for a factory on Curtis street, near Kinzie. It will be four stories high, and will be 100 by 60 on the ground. Mr. L. Hansen is the owner. Two story flats in Lake View, for Mrs. Anderson, to cost \$3,000; one two-story residence in Wicker park, for Mr. Stensland, to cost \$4,000; one for Mr. O. P. Olson, two-story and basement flats, in Wicker park, to cost \$4,500; and a residence for Dr. Quales, two-story and basement and attic, Trenton pressed brick with stone trimmings, in the same location, to cost \$10,000.

ARCHITECT HALLBERG has prepared plans for the following buildings:

Residence for J. M. Griest, Lake avenue, near Thirty-ninth street, 50 by 26; cross-gable 37 feet long, with tower and slanting roof, veranda and conservatory. The house will be built of Indiana pressed brick, Lemont stone trimmings, and pilaster-trimmed throughout. It will contain nine rooms and bath and linen rooms and closets. Cost, \$8,000.

Residence for Robert Linblom, on La Salle avenue, near Eugenie street, 58 by 45; green stone front and side; two stories, basement and attic; to cost, including stables of pressed brick, \$25,000. Prominent features of this house will be the large entrance halls and center hall, with doors leading out on the veranda and into the conservatory; the arrangement of library and parlor, which are to be built with octagonal gables, with oval window-mantles between the chimney-flues, and large colored plate-glass on the landing of the stairway leading to the second floor at the back part of the hall. It will also contain all modern improvements, including bath and dressing-rooms, with a play-room and billiard-room in the attic.

House in Lake View for John Enauder; frame cottage, with brick basement, 30 by 50; to cost \$3,000.

Residence for General A. L. Chetlain, on Dearborn avenue, near Elm street; brown stone basement and Baltimore pressed brick front, with brown stone trimmings. The house will be three stories and basement. Style of architecture, modern Gothic, slate roof, arch and gables, pilastered throughout. Dimensions, 25 by 65; ten living rooms and linen and bath-rooms, large closets, etc. The cost will be about \$9,000.

THE success of an architect's plans depends very much upon what construction you put upon them.

Chicago Building Permits.

The following permits for buildings to cost \$2,000 and over, have been issued since the 1st of April:

Jno. Bock, two-story brick dwelling, 21 by 67 by 28, 862 Twenty-first street	\$ 3,200
Peter Platt, two-story dwelling and store, 23 by 80 by 30, Thirty-ninth street and Ashland avenue	4,000
Gorman and Costello, two-story brick flats, 44 by 40 by 30, 3841 and 3843 Wentworth street	5,000
J. H. Hunter, two-story brick dwelling, 22 by 32 by 24, Central Park near Ogden street	3,400
H. Rumsfeld, three-story basement and attic brick flats, 49 by 88 by 52, 171 and 173 Sedgwick street	20,000
S. R. Howel & Co., two-story brick office, 26 by 46 by 24, Thirty-fourth street and Iron	2,800
Fred Grimsell & H. Dresselhaus, two-story brick dwelling, 24 by 55, 95 and 100 Fowler street	10,000
J. F. Abel, two-story brick dwelling, 20 by 50 by 20, 3800 Dearborn avenue	2,000
J. M. Allen, three two-story brick flats, 25 by 37 by 27, 1326 to 1330 West Lake street	9,000
Anna Halsted, two-story cellar and attic brick dwelling, 40 by 52 by 40, 490 Belden avenue	15,000
S. E. Gross, nineteen one-story brick cottages, each 20 by 32, Illinois avenue near Thirty-second street	19,000
Chas. F. Grey, four-story and basement store, 20 by 100 by 50, 131 Michigan street	10,000
John M. Schroeder, two-story brick dwelling, 21 by 50, 499 Chicago avenue	3,000
St. John's church, two-story and basement brick dwelling, 22 by 52, 457 West Superior street	4,300
W. G. Hibbard, two-story and basement brick dwelling, 24 by 80 by 30, 1616 Prairie avenue	15,000
D. Schmidt, two-story brick dwelling, 22 by 33 by 23, 368 Orchard street	2,000
M. F. Peterson, two-story and basement brick dwelling, 22 by 53 by 35, 200 West Thirteenth street	4,000
E. Nadelers, two-story and basement brick dwelling, 22 by 50 by 36, 1282 North Halsted	4,500
Henry McGurran, two-story brick dwelling, 20 by 45 by 24, 28 Osborn street	2,000
Henry McGurran, two-story brick dwelling, 20 by 56 by 24, 11 Osborn street	2,100
J. A. B. Waldo, two-story brick factory to dwelling, 20 by 30, 110 Fremont street	
Mrs. C. McCanley, three-story and basement brick dwelling, 20 by 38 by 40, 19 Waldo Place	4,000
Mrs. Bell Day, two-story brick flats, 21 by 43 by 34, 96 Lull Place	2,500
P. Hursen, two-story brick flats, 75 by 50 by 25, 87 to 93 North Oakley street	6,000
P. Hayes, two-story brick flats, 20 by 40 by 22, 775 Superior street	2,000
H. H. Gardner, two-story basement and attic brick dwelling, 23 by 74 by 44, 20 Walton Place	12,000
H. H. Gardner, two-story brick barn, 21 by 50 by 30, rear 20 Walton street	2,500
John Wiese, three-story brick dwelling, 20 by 66 by 46, 3564 South Halsted street	6,000
Thos. Hayne, four-story brick store, 18 by 75 by 70, 243 South Water street	4,500
Western Electric Company, four-story and basement brick factory, 250 by 50, 251 Clinton street	80,000
John Moran, two-story brick dwelling, 20 by 40 by 24, Forest avenue	4,000
W. F. Birch, six four-story and basement brick stores and flats, 119 by 70 by 56, 272 to 282 North Clark street	36,000
C. F. Messenger, two-story brick barn, 29 by 50 by 24, 521 Fulton street	2,700
M. Curtin, two-story brick dwelling, 20 by 35 by 24, 3839 Wentworth street	2,000
R. Hanish, two-story brick dwelling, 21 by 32 by 32, 1071 Monroe street	3,500
N. W. Parlor Suit Manfg. Co., three-story basement, factory and boiler room, 40 by 70 by 151, 200 cubic feet, Clybourne avenue and A street	5,000
E. S. Brewer, three two-story brick dwellings, 50 by 50 by 25, 188 to 188½ Walnut street	6,000
Monroe Frank, three two-story brick dwellings, 44 by 54 by 26, 21 to 31 North Elizabeth street	8,000
John Slapak, two-story and basement brick dwelling, 20 by 54 by 30, 647 Center avenue	3,500
Thomas Hughes, two-story brick dwelling, 20 by 44, 251 May street	3,000
Peter Hemmerston, two-story brick dwelling, 24 by 30, 115 Twenty-first street	2,000
C. E. Watkins, two-story and basement brick dwelling, 25 by 36 by 32, 103 West Eighteenth street	3,500
A. O. Laughlin, two-story brick dwelling, 20 by 40 by 26, 662 West Twentieth street	2,800
Mary Whonley, two-story brick dwelling, 21 by 45 by 26, 705 West Twenty-first street	2,400
C. V. Waite, two-story brick dwelling and store, 36 by 50, 2620 and 2622 State street	6,000
R. Lindblom, two-story basement and attic brick dwelling, 58 by 40, 678 La Salle avenue	20,000
Wm. M. Kumerling, two-story brick dwelling, 21 by 53, 328 Rumsey street	3,000
J. L. Campbell, three two-story brick dwellings, 72 by 32, 889 to 893 Polk street	7,500
J. L. Campbell, three two-story brick dwellings, 54 by 30, 64 to 68 DeKalb street	7,500
Henry Kurz, two-story brick dwelling, 20 by 25, 172 Newberrylin street	2,500
R. H. Moulton, two-story brick dwelling, 25 by 70, Monroe, near Leavitt street	5,000
Nels Johnson, three-story and basement brick flats, 22 by 45 by 42, 120 Sedgwick street	4,000
H. H. Gage, three-story brick flats, 44 by 44 by 36, Lewis, near Webster street	7,000
P. Rosmusson, two-story brick dwelling, 23 by 48 by 24, 742 Superior street	2,000
S. Dutcheke, one-story and basement brick dwelling, 22 by 60 by 24, Daskiel and Thirty-first streets	2,500
Jno. Kirk, two-story brick dwelling, 20 by 32 by 22, 2818 La Salle street	2,500
Jno. Reich, two-story and basement brick flats, 20 by 60 by 34, 1650 Dixon street	4,000
Pullman Palace Car Co., nine-story and basement brick offices and flats, 120 by 170, southwest corner Michigan and Adams streets	500,000

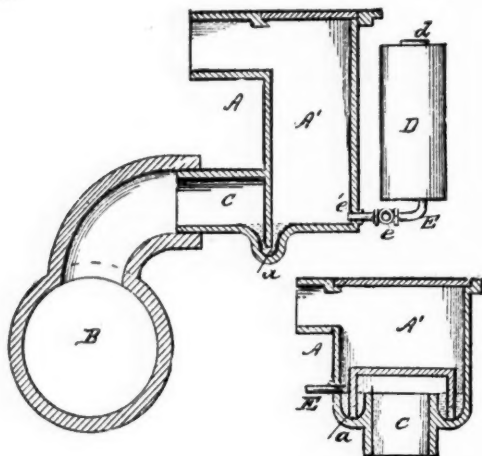
Eighty-six permits were issued for buildings to cost from \$200 up to \$1,500. The total number of permits issued was 144, aggregating \$1,686,450. The one having the greatest value attached was that for the Pullman Palace Car Company, \$500,000.

A LADY in a neighboring city, whose husband had remodeled the front of their residence, while the rear was badly dilapidated, said the front of her house was Queen Anne and the rear Crazy Jane style.

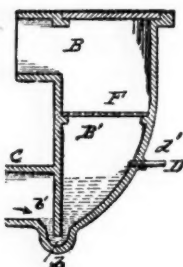
TO ENCOURAGE house-building Vienna does not tax a structure for mercantile or residence purposes until twenty-eight years after it is built. That would hardly be an inducement here. We would willingly pay the taxes if we could escape paying for the building.

New Patents.

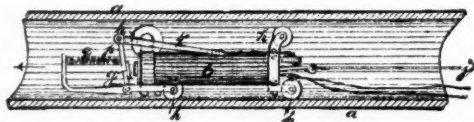
The following new patents were recently issued to Western inventors:



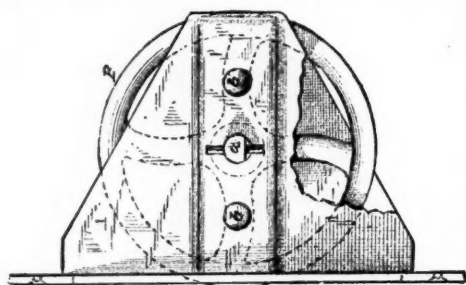
274,465. Sewer-inlet. Edward Z. Collings, Camden, N. J., and Charles F. Pike, Philadelphia, Pa. *Brief.*—A tank holding disinfecting material and a pipe-connection between it and the sewer-trap, whereby a seal of the disinfectant may be provided.



274,466. Sewer-inlet. Edward Z. Collings, Camden, N. J., and Charles F. Pike, Philadelphia, Pa. *Brief.*—A pipe from a water-main opens into the sewer-trap for supplying a continuous flow of water thereto. Also, the back pressure of the gas is opposed or balanced by a constantly increasing pressure of the column of water in the trap when the mouth of the sewer is closed by the rising tide.



274,818. Motor for drawing wires through tubes. William J. Phillips and George L. Kitson, Philadelphia, Pa., assignors to said Phillips. *Claim.*—The electro-magnet *b*, provided with anti-friction wheels, as described, and the armature *g*, provided with a spring, *q*, and elastic prongs *r r'*, and means for attaching a line or wire to said magnet, the whole constituting a motor for drawing through tubes or conduits a light thread or wire, in the manner and for the purpose substantially as set forth.



274,831. Sash-cord guide. James Shannon, Washington, D. C. *Claim.*—A guide for sash or other cords, consisting of a sheave, removable axis, and a support, with a series of bearings, to any one of which the axis may be adjusted, substantially as and for the purpose set forth.

P. Yoe, Cincinnati, assignor to Indicator Lock Company, Bloomington, Ill., indicator lock.

Anton Zweibel, Burlington, Wis., horizontal windmill.

Samuel G. Wallace, Keokuk, Iowa, electric generator.

J. W. Webster, Monticello, Ill., flue-stop.

John F. Martin, assignor to Martin Electric Wire Conducting Company, Chicago, insulating compound for electrical wires.

E. Hays, Clear Lake, Iowa, water-proof paint.

A. S. Hibbard, Milwaukee, assignor to Western Electric Company, Chicago, circuit for telephone exchanges.

J. Fischer, Quincy, Ill., refrigerator.

J. DuShane, South Bend, Ind., bolt for chilled moldboards, also electric arc lamp.

E. G. Durant, Racine, Wis., and T. Kane, Chicago, opera chair.

G. Cassidy, Flint, Mich., feed water heater.

J. H. Coon, Des Moines, Iowa, lightning conductor.

F. D. Moses, Indianapolis, apparatus for the manufacture of illuminating or heating gas.

R. T. Greene, Sauk Center, Minn., hook for suspending ladders.

S. S. Burr, Winetka, Ill., interconvertible crib and table.

J. A. Guest, Burlington, Iowa, store shelving.

John McGuire, Milwaukee, water-closet valve.

Joseph B. Allen, Springfield, Ill., electric arc lamp.

Angus K. Campbell, Newton, Ia., apparatus for heating and ventilating rooms.

George Clark and W. J. Taylor, Marinette, Wis., steam set-works for saw-mills.

James Dutot and H. B. Anderson, Newton, Ia., steam-balanced valve.

William J. Edwards and G. B. Durkee, Chicago, Ill., assignors to said Edwards, grading and ditching machine.

John H. Edward, Stillwater, Minn., separator for portable steam engines, also secretary.

Jesse Z. Friend, assignor of one-half to U. A. Ager, Perrysburg, Ind., brick and tile kiln.

Joseph T. Haines, Balbec, Ind., portable elevator.

Isaac Hodgson, Indianapolis, Ind., pneumatic alarm lock for jails.

Samuel E. Jarvis, Lansing, Mich., steam engine.

Joseph B. Kennedy, assignor of one-half to J. M. Almon, Princeton, Ind., fire-escape.

Michael W. Mahar, National Military Home, Ohio, assignor of three-fourths to J. M. Patterson, Windfall, Ind., sash-fastener, also pocket-book and fare-box.

John F. Martin, assignor to Martin Electric Wire Conducting Company, Chicago, Ill., conduit for electrical wires.

Daniel Wilde, Washington, Ia., steam generator.

Henry Winter, Hanover, Ill., hand-saw attachment.

William W. Richardson, Indianapolis, Ind., saw-handle.

Henry J. H. Schutt, Detroit, Mich., alarm lock.

Harvey Cockell, Chicago, assignor to C. Chambers, Jr., Philadelphia, Pa., kiln for drying brick, etc.

M. C. Crawford, Terre Haute, Ind., screw-driver.

C. H. Douglass, Chicago, circular saw.

William Goddard, Chester, Ill., elevator.

N. A. Ransom, assignor to Chicago Gas Apparatus Manufacturing Company, Chicago, apparatus for carbureting gas.

O. E. H. N. Reichling, assignor of one-half to G. H. Stuart and C. E. Ernest, Marion, Ind., wrench.

J. G. Stevens and E. E. Meeker, Belvidere, Ill., revolving show-case.

Myrah Walker, Port Huron, Mich., flexible pipe-joint.

Eugene H. Benoist, St. Louis, Mo., window refrigerator.

George Clark, Marinette, Wis., steam feed-marks for saw-mills.

George T. Clark, Delmar, Ia., socket for fence posts.

Madison Dagger, Newtown, Ind., fence.

Haskett D. Eastman, Minneapolis, Minn., fire-escape.

Henry L. Ferris, Alden, Ill., hay elevator and carrier.

James Kirkham, Milwaukee, Wis., window-cleaner.

Philo J. Lockwood, Auburn, Ind., door-brace or stay.

Emil Severin, Andora, Ind., metallic roofing.

Francis H. West, Milwaukee, Wis., steam-trap and boiler-feeder.

Trimnings and Shavings.

PAVICINI & Co., iron-workers at Basle, Switzerland, have failed for several million francs.

CLEVELAND is building a Music Hall which will have a seating capacity of 4,300, the total cost of the building to be \$60,000.

AN insurance adjuster from Cincinnati, after thorough investigation, reports the loss on the Newhall House \$140,000, and on its contents \$31,000. The Cincinnati companies involved will settle on this basis.

A NOVELTY in framing is resorted to in the case of a very beautiful painting upon embroidery canvas, which is mounted upon a background of plush, and attached to it by gold cords fastened at the corners in a tie. The plush, projecting on all sides, forms the frame, and this method is at once novel and effective. add Building Notes.

CHINA possesses the longest bridge in the world. It is at Lagang, over an arm of the China Sea, and is five miles long, built entirely of stone, seventy feet high, with a roadway seventy feet wide, and has three hundred arches. The parapet is a balustrade, and each of the pillars, which are seventy-five feet apart, supports a pedestal on which is placed a lion, twenty-one feet long, made of one block of marble.

A NEW industry in Japan is said to be that of lacquering plaster in a way which causes it to resemble marble. On a basis of clay this lacquer-work is especially novel. The clay is baked after the fashion of porcelain, and the hardness and ring of the material combine with the skill of the lacquerer to produce a result only distinguishable by the expert from marble itself. An excellent mantel-piece of this description may be obtained, says the *Japan Mail*, for about \$25.

A NEW method of treating stained glass has been invented by a Boston artist, by which a jewelled effect is produced and a harmonization of colors and tints, which is said to be superior to anything yet seen. The cost is much less than the original leaded work, it being possible to produce an effect for \$5 per square foot that would cost five times that amount by the present method. So says the inventor, and his assertion has been supplemented by competent judges. A patent is about to be issued, and the public given full opportunity to investigate its merits.

A NUMBER of prominent Lutheran clergymen of Washington city, New York and Baltimore have issued an appeal to the people of their denomination throughout the country for funds to erect in Washington a colossal bronze statue of Martin Luther. It is proposed to purchase for this purpose a duplicate of the figure of the great reformer which stands in the center of the celebrated group in Worms, and to erect it in front of the Lutheran Memorial Church in Thomas circle between Fourteenth street and Vermont avenue.

THE government method prescribed for cleaning brass, and in use at all the United States arsenals, is said to be the best in the world. The plan is to make a mixture of one part common nitric acid and one-half part sulphuric acid in a stone jar, having also ready a pail of fresh water and a box of sawdust. The articles to be treated are dipped into the acid, then removed into the water, and finally rubbed with sawdust. This immediately changes them to a brilliant color. If the brass has become greasy, it is first dipped into a strong solution of potash or soda in warm water; this dissolves the grease, so that the acid has free power to act.

"As Others See Us."

THE INLAND ARCHITECT AND BUILDER has issued its second number, and it equals the first.—*Chicago Inter Ocean*.

A NEW Chicago monthly, THE INLAND ARCHITECT AND BUILDER, has made its appearance. The initial number is very attractive.—*Chicago Evening Journal*.

THE INLAND ARCHITECT AND BUILDER, published monthly in Chicago, is replete with matter of interest to builders and people interested in building, including a number of architectural designs.—*South Bend, Ind., Evening Register*.

THE INLAND ARCHITECT AND BUILDER is the title of a publication just started in this city, the first number of which we have received. It presents a very creditable appearance that gives earnest of enterprise and thrift.—*The Indicator*.

A NEW candidate for journalistic favor is THE INLAND ARCHITECT AND BUILDER, published in this city by the Inland Publishing Co. It is to be published monthly, and the first number is very attractive and well edited.—*Saturday Evening Herald*.

THERE has been started at Chicago a valuable and useful paper called THE INLAND ARCHITECT AND BUILDER—a paper which is of decided merit, and will undoubtedly do a great work for the good of the West and its architecture.—*Iowa State Register, Des Moines*.

WE have received the initial number of THE INLAND ARCHITECT AND BUILDER, Chicago. It is well edited, and a good specimen of typography. It is devoted to construction, decoration and furnishing, published at \$1 per year.—*Painters' Magazine, New York*.

CHICAGO has a new monthly journal called THE INLAND ARCHITECT AND BUILDER, devoted, as its title indicates, to architecture, building and decoration. It fills a want long felt in the West, and will undoubtedly become a standard publication.—*St. Joseph, Mo., Daily Herald*.

THE INLAND ARCHITECT AND BUILDER, devoted to architecture, construction, decoration and furnishing in the West, is a Chicago publication. It is beautifully printed, and filled with well written articles bearing upon architecture, building and decoration.—*Joplin, Mo., Herald*.

THE INLAND ARCHITECT AND BUILDER has issued its first and second numbers. It appears in bright, clear type and has a model arrangement of news and record matter. It numbers some of the leading architects and builders among its regular contributors, and has handsome illustrations.—*Chicago Times*.

THE INLAND ARCHITECT AND BUILDER.—The first number of this journal, monthly, has made its appearance in this city. It will be devoted to architecture, construction, decoration and furnishing in the West. It presents a pleasing appearance typographically, and gives promise of doing good work in its field.—*Sanitary News, Chicago*.

THE INLAND ARCHITECT AND BUILDER, devoted to architecture, construction, decoration and furnishing in the West, is a Chicago publication, the first number of which we have received. It is beautifully printed, and filled with well written articles bearing upon architecture, building and decoration.—*Southern Lumberman, Nashville, Tenn.*

WE welcome the advent of a new and very tasty publication entitled THE INLAND ARCHITECT AND BUILDER. The paper is to be issued monthly, and gives promise of being a very interesting and instructive journal. We congratulate the publishers on the appearance of their first number.—*The Watch Maker and Metal Worker, Chicago*.

THE INLAND ARCHITECT AND BUILDER is a monthly journal devoted to architecture, construction, decoration and furnishing in the West. It is very handsomely printed, contains engravings of recent beautiful specimens of architecture, and should receive a very liberal support from those interested in its specialty.—*Daily Quincy, Ill., Herald*.

THE INLAND ARCHITECT AND BUILDER has reached its second number, and maintains the favorable impression made by the first. It is handsomely gotten up, and contains a number of interesting articles by skilled writers. Correspondents in the principal cities furnish summaries of buildings begun or contracted for; and the "Notes" include the more important theme of interest to architects and builders.—*Chicago Tribune*.

THE INLAND ARCHITECT AND BUILDER, though a new venture, is full of valuable hints and common-sense suggestions about that most important of all subjects at present, the building of homes and structures for general purposes. It deserves success, and will probably achieve it. The Inland Publishing Co., 17 Tribune Building, Chicago.—*St. Paul Pioneer-Press*.

THE INLAND ARCHITECT AND BUILDER made its bow this week to the Chicago public, and a graceful and dignified one it was. The well edited monthly is exceedingly neat in appearance, and the contents are fresh and judiciously selected. The publishers, the Inland Publishing Company, should make a success of their venture if it is kept up to its first promise.—*Chicago Inter Ocean*.

THE INLAND ARCHITECT AND BUILDER is the title of a new Chicago monthly devoted to architecture, decoration and furnishing. The first issue is exceedingly promising, being very handsome in appearance, and containing a variety of interesting and valuable information. The editorials are pithy, and show an evident appreciation of the journalistic field in which the new paper has just entered.—*Industrial World, Chicago*.

THE INLAND ARCHITECT AND BUILDER is the title of a monthly publication just issued here in the interests of general architecture. It contains many valuable articles on artistic architecture and interior decoration. It is published by Messrs. L. Muller, Jr., and R. C. McLean, the latter being managing editor. Typographically it is one of the handsomest of the many publications of this city.—*Chicago Correspondence Louisville Courier-Journal*.

THE INLAND ARCHITECT AND BUILDER is the name of a new monthly journal published at Chicago, and devoted to architecture, construction, decoration, furnishing and the kindred arts. It is got up in an exceedingly neat and tasteful manner, contains much that is interesting, novel and useful, and is well illustrated. Its mechanical make-up is excellent, and it is published at the very moderate price of \$1 a year.—*Brick, Tile and Metal Review, Pittsburgh*.

THE INLAND ARCHITECT AND BUILDER.—This journal is beautifully printed on toned paper. The table of contents is comprehensive, and each department is admirably edited. Following the editorials is the first number of what must prove an interesting series on "History of Chicago Architecture," by John M. Van Osdel. Other papers of equal interest follow this. There are also a number of illustrations, which include the general offices of the C. B. & Q. R. R. Co., and a church at Riverside, Ill.—*Daily State Gazette, Green Bay, Wis.*

THE first number of THE INLAND ARCHITECT AND BUILDER, "a monthly journal devoted to architecture, construction, decoration and furnishing in the West," has been published at Chicago, and the February number, which is upon our table, is a beautiful example of neatness in typography, and has also much interesting letter-press. The price of the publication has been placed at the low sum of \$1 per year, and its success would seem to be only a question of time.—*The Furniture Trade Review and Interior Decorator, New York*.

THE INLAND ARCHITECT AND BUILDER is the title of a monthly journal, the first number of which has just made its appearance at Chicago. Its title indicates the field it is intended to occupy—architecture and architectural decoration. It is beautifully printed on toned paper, and is a marvel of typographic excellence. It is edited with judgment and ability; does not "slop over," as too many Western papers are apt to do, and is filled with useful and interesting information. L. Muller, Jr., is manager, and R. C. McLean is the managing editor. We shall be glad to hear of the success of the new journal, which we have good reason to know is in the very best hands.—*Hamilton, Ont., Spectator*.

VOL. I. No. 1, of THE INLAND ARCHITECT AND BUILDER is before us, and it presents a very neat and tasty appearance. The contents have been carefully selected, and are pungent and to the point. The editorial department is full of good sense and sound suggestions. One full-page illustration is given of the new Calumet Club-house, and for which—from an artistic point of view—too much praise cannot be given. We wish the new journal every success.—*Builder and Woodworker, New York*.

New Publications.

THE BUILDER'S GUIDE AND ESTIMATOR'S PRICE BOOK, being a compilation of current prices of lumber, hardware, glass, plumbers' supplies, paints, slates, stones, limes, cements, bricks, tin and other building materials. Also prices of labor and the cost of performing the several kinds of work required in building, together with prices of doors, frames, sashes, stairs, mouldings, newels and other machine work. To which is appended a large number of building rules, data tables and useful memoranda with a glossary of architectural and building terms. By FRED T. HODGSON, editor of The Builder and Woodworker, Industrial Publication Co., New York.

The title of this book is in itself a complete index to its contents. It deals with all the practical questions of construction, and that in an able manner, furnishing to the carpenter a glossary of practical information that is invaluable, and in the small space allotted has really condensed facts and figures that might with fitness fill volumes. It covers in its estimates not only the construction but the decoration and repairing of dwellings, and as a hand-book for builder, real estate owner, or insurance adjuster, it cannot be too highly recommended.

CAMERON'S PLASTERER'S MANUAL. Revised edition. Containing accurate descriptions of tools and materials used in plastering. Description of the appearances and action of the various limes and cements. Instructions for making mortar and for doing all kinds of plastering; cistern building; form of contract; useful table of receipts; important suggestions, cautions, etc., with illustrations. By K. CAMERON. William T. Comstock, New York, publishers.

The practical directions and suggestions contained in this work are nearly all enumerated in its title. The plasterer will find it as far as it goes, and it goes far enough for all the ordinary requirements of plastering, a very useful and reliable work.

THE CARPENTER'S STEEL SQUARE AND ITS USES, also by FRED T. HODGSON.

This book has reached its second edition, a fact which testifies to the estimation in which it is held by those who use the square. It is a clear, brief, and accurate description of the square and its

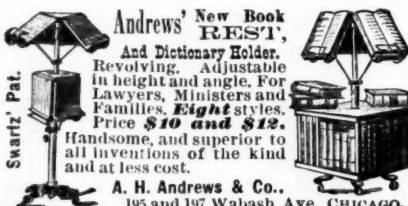
uses in obtaining the length and bevels of all kinds of rafters, hips, groins, braces, brackets, purlins, collar-beams and jack-rafters, and also its application in obtaining the bevels and cuts for hoppers, spring mouldings, octagons, stairs, diminished stiles, etc. The work is amply illustrated by over seventy woodcuts in illustration of its teachings, a feature which greatly adds to its value as a trade manual.

THE MODERN HOUSE CARPENTER'S COMPANION AND BUILDER'S GUIDE. By W. A. SYLVESTER. A. Williams & Co., Boston, publishers.

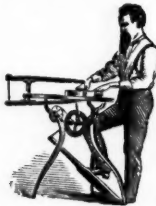
This work is designed to cover all the practical questions commonly met with both in the preparation of material by the workman and those in the line of estimates, etc., for the contractor. As a publication the work is most comprehensive but savors of a long apprenticeship by the author to the architect's drafting-board rather than with the framing-square and jack-plane. But the language is clear and each measurement carefully noted and the field covered as comprehensively as would seem possible in the brief work. It is a work that will fill the place of many volumes upon special subjects and must be a valuable addition to any mechanical library. The paper and typographical appearance of the work is worthy of special mention,—it is excellent. Price \$1.25.

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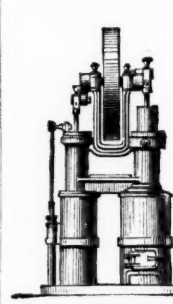
The Decorator and Furnisher, New York; *The Mississippi Valley Lumberman*, Minneapolis, Minn.; *The Painters' Magazine*, New York; *Building*, New York; *The American Furniture Gazette*, Chicago, Ill.; *American Architect and Building News*, Boston, Mass.; *The Watch-Maker and Metal-Worker*, Chicago, Ill.; *The Sanitary News*, Chicago, Ill.; *The Carpet Trade and Review*, New York; *The Furnisher*, Chicago, Ill.; *Dubuque Trade Journal*, Dubuque, Iowa; *The Carpenter*, New York; *The Artist*, London, Eng.



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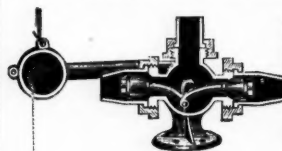
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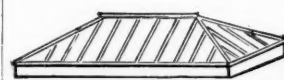
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