

# JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

Vol. I

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## CONTENTS

	Page
A CITY-PLANNING PROGRAM . . . . . <i>Frederick Law Olmsted</i>	231
ARCHITECTS AND THE HOUSING PROBLEM . . . . . <i>Elmer C. Jensen</i>	240
ON THE VALUE OF LOOKING THINGS IN THE FACE . . . . .	243
NOTES FROM THE CITY-PLANNING CONFERENCE IN CHICAGO . . . . .	245
NOTES FROM THE HOUSING REFORM EXHIBIT AT THE CHICAGO CITY CLUB . . . . .	251
LONDON LETTER . . . . .	253
BOOK REVIEWS . . . . .	255
INSTITUTE BUSINESS . . . . .	259
CHAPTER ACTIVITIES . . . . .	260
NEWS NOTES . . . . .	270

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# JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

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## A CITY-PLANNING PROGRAM\*

By FREDERICK LAW OLMSTED, F.A.S.L.A.

**T**HERE are three logical divisions of any City-Planning movement: First, the winning of public support; second, the planning itself; and, third, the translation of plans into facts.

In every locality it is wise, and in a real democracy it is necessary, to begin by winning public support before making considerable public expenditures either in preparing plans or in executing them. And for that reason there is, perhaps, more pressing need for agreement as to the best methods of developing a wise and effective public opinion in regard to City Planning than as to the steps which are made possible only by such public support. It is not to be supposed, however, because the education of the public must begin before the other steps, that it can cease when the other steps begin, or even that it can be very far advanced without the object lessons afforded by practical accomplishments in planning and in putting plans to practical use.

The three divisions of our program are concurrent; they advance or fail together; and I believe it will give a clearer conception of the subject if we begin, not with a discussion of the first steps to be taken

in arousing an indifferent public to the importance of comprehensive planning, but with a description of the conditions to which we hope our program may lead us—the sum, as it were, of all preceding steps in the program.

Let us first get before our eyes the clearest image we can of City Planning as a successful going concern, fully established in the framework of municipal government, accepted and supported by public opinion as firmly as the public-school system or the fire department. After thus getting a clear view of our objective, let us reconnoiter the intervening obstacles, and endeavor to agree upon the most promising courses to pursue toward the goal.

Do not get the idea that I am to set before you this evening, as the aim we have in view, an inspiring vision of the well-planned city of the future, efficient, healthful, and beautiful. Such visions must be set before those who need to be convinced that City Planning is worth while,—and all of us need the inspiration of such a vision at times. But, as practical idealists, what we are concerned with tonight are: First, the complex but humdrum human mechanism by which in every city

\*Read at the Fifth National Conference on City Planning at Chicago, May 5, 6 and 7, 1913

such visions are to be more and more fully realized; and, second, the steps by which we hope to get this mechanism into successful operation and to keep it working.

Looking forward, say, fifty years, let us imagine the status of City Planning in a fairly well-conducted American city.

There will be some official body charged with the prime responsibility for the custody, interpretation, and amendment of the city plan. It is immaterial for our present purpose to inquire whether this responsibility will be centered primarily in an individual official, in a board or commission of individuals chosen solely for that purpose, in an *ex-officio* board made up of the heads of certain city departments, or in some more complex organization. Whether the official head is single or multiple, there will be a staff of assistants, and we may call the body, as a whole, the City Plan Office.

In its function as custodian of the city plan, this office will have accumulated very extensive archives. These records will relate to the entire physical environment of the people, not merely to the visible aspect of the streets, of the public squares and parks and of the public buildings; but to the locations, grades, and other essential facts about all the sewers, conduits, pipes, and subways beneath the surface of the streets; all the poles and wires and other objects above the surface; all railways and other special means of public transportation; all catchment areas and waterways, from those which furnish the city water-supply, and from the smallest gutters that take the first rush of storm-water discharge, through reservoirs and ponds, sewers, ditches, and canals, to rivers of the greatest flood capacity in the region; and finally to every piece of land, and every building and

improvement thereon, both public and private.

Among the older documents of the office will be found certain reports and plans prepared during the first quarter of the nineteenth century by various committees and commissions, both volunteer and official. These old reports will be interesting historically as the first serious efforts toward the envisaging of the multifarious problems involved in the future physical growth and physical improvement of the city as a single complex whole, toward the collating of the most promising solutions proposed for a great many of these diverse problems, and toward the welding of these pieces of plan into a harmonious, self-consistent general scheme by a process of mutual adjustment, elimination, and supplemental planning. It is probable that many of the projects outlined in the early reports will have been carried into execution; that some will still remain upon the tablets of the city as worthy plans, not to be abandoned even though long postponed; that some will have been proven by the lapse of time to be impracticable or unwise and will therefore have been deleted from the current record of things to be provided for; and, finally, still others will be looked on as the scarce recognizable germs from which time and thought and growing knowledge will have developed strangely different schemes, already in course of execution or holding a conspicuous place in the public mind. Probably one of these early reports on the city plan—which made the strongest and most lasting popular impression—will have acquired a considerable prestige, will be frequently appealed to as giving endorsement “in principle” for all sorts of projects, good, bad, and indifferent; and will be used also as a wet blanket for suppressing all sorts

## A CITY-PLANNING PROGRAM

of new projects (also good, bad, and indifferent) which did not happen to be included in it.

The printed page of these old reports and the drawings which accompanied them will have taken their place in the archives along with hundreds and thousands of later reports and drawings, dealing with all sorts of phases of the physical growth of the city; such of the *ideas* embodied in this mass of records as have the vitality to survive will have become constituent parts of the real city plan, either as accomplished facts or as potential facts duly regarded in making the innumerable daily decisions that comprise the bulk of municipal administration.

In a place full of progressive and active-minded people the number of ideas proposed for physical changes in the city will have been almost countless in the course of fifty years, and the number of these ideas which will have won their way to acceptance as worthy of execution is bound to be very great. Some of them, coming in conflict with ideas embodied in the earlier efforts at City Planning and being regarded as the more important, will have displaced these earlier ideas or compelled sufficient modification of them to remove the conflict.

We thus conceive a city plan as a live thing, as a growing and gradually changing aggregation of accepted ideas or projects for physical changes in the city, all consistent with each other, and each surviving, by virtue of its own inherent merit and by virtue of its harmonizing with the rest. If we adopt this conception of the city plan, it will be apparent that the archives of the City Plan Office, in its capacity as custodian of the plan, will contain an enormous mass of records of ideas which will not have survived, or will

have survived only by undergoing radical modifications set forth in other and later records. The records of these superannuated and discarded ideas cannot wisely be cast aside, because many of them will have lost their place in the accepted plan by a narrow margin, and are liable to be given new vitality and value by unforeseen events or maturer judgments in the future. The ideas will have been as diverse in their origin as the elements of a vigorous democracy; some put forth by volunteer committees and civic organizations, some by official plan commissions, others by private citizens, by newspapers, by politicians in search of an issue, by visiting strangers, and a steady grist will have been ground out by the departmental employees of the city in the regular performance of their duties. The forms in which they will be expressed and recorded will be as various as the graphic arts—from the most sketchy memorandum to the most fully elaborated design, set forth by means of the written and printed page, the plan and map, the picture and the model. Records of all the ideas deemed worthy of really serious consideration as parts of the city plan will be embodied in the archives of the City Plan Office, and one of its most important functions as custodian will be to maintain a system of classification, filing, and indexing, that will make these records useful; so that every new project coming up for approval and adoption as a part of the general city plan, and every proposal for an actual immediate execution, may quickly be brought into comparison with every previously accepted project with which it might conceivably be in conflict.

Logically, the first records of a City Plan Office will be surveys of the past and present conditions, topographical, social,

economic, and legal. It is impossible and unnecessary to make any record of the complex facts of a city absolutely complete or absolutely accurate for any given moment, and such a record begins to get out of date as soon as it is made. Therefore, the City Plan Office will merely attempt to include in its survey as many of the most important facts, with as great a degree of accuracy and as nearly up to date as the available means permit.

Improvements and changes, as they pass from the state of expectation to the state of fulfillment, will be stricken off the list of plans and appear upon the surveys. Other changes, unplanned and unexpected, will occur, and must be entered on the surveys as new facts to be reckoned with. If they disturb the harmony of the whole scheme by being inconsistent with some feature of the plans, so much the worse for the feature in question. It is the business of the City Plan Office to discover such inconsistencies and provide for their elimination either by getting the plan altered to fit the new fact, or by getting the fact altered to fit the plan.

And just as the records of projected changes will constantly be growing more fully elaborated in detail, as well as growing in numbers to include new projects, so the survey record will gradually be made more and more complete and accurate at the same time that it is being kept up to date.

In its second function, as interpreter of the city plan, the office will be charged with the duty of reporting upon every project under discussion, as to whether it is or is not harmonious with the whole aggregation of accepted and approved projects forming the general plan; and, in case it is not, pointing out the discrepancies and suggesting how to overcome

them, either by abandonment of the current project, or by altering it, or by altering the previously approved plans with which it happens to conflict.

In its third function, as amender of the city plan, its main duty will be to recognize the march of unforeseen events, whether fortunate or unfortunate; to compare the hard facts and obvious tendencies of the times with the forecasts and suppositions forming the basis of every feature of the plan, and, if clearly necessary, alter the plan to square with the new conditions. One class of hard facts to be thus recognized will doubtless be the occasional disregard of the plan by the executive authorities of the city, and the consequent establishment of permanent improvements interfering with the execution of some previously approved but still dormant part of the aggregate city plan.

In any live city, there are certain current projects which are really taken into account by the people who settle what happens today and tomorrow, and which, therefore, constitute the real city plan. These projects grow and change, and if the nominal and official city plan does not, with due conservatism and deliberation, adopt and keep pace with these changes, it must soon become of no more value than the paper on which it is recorded.

The enormous importance of such a City Plan Office as we have been discussing, with its elaborate, active, and obviously costly human machinery for systematically recording these live ideas which form the real city plan, for interpreting them, and for deliberately amending them, lies in the fact that without such machinery these functions are performed unsystematically, intermittently, and very imperfectly by people whose principal interests and duties lie in other directions.

## A CITY-PLANNING PROGRAM

Without it, the actual set of ideas and purposes concerning probable future improvements and conditions which are really kept in mind in such a way as to have practical influence upon current decisions, is dependent upon the memory and personal equation of scores of different individuals, no one of whom has opportunities to be cognizant of the whole field or to keep in touch with all the other people. There is always some sort of a real city plan in every growing community; but the favored projects which, for the time being, compose it are apt to be vaguely defined, full of mutual contradictions, and changeable with the changes of personnel and with the vagaries of individual memory and predilection. A strong personality, occupying for several years an influential position, such as that of mayor, or city engineer, or local party boss; or an unusually persistent and effective group of citizens interested in the subject, may by appropriate political activity keep a self-consistent set of projects to the fore long enough to give a considerable stability and unity to the purposes governing the city's development during the period in question; but all such purely personal efforts are spasmodic in relation to the whole history of the city itself. They will always be needed as a supplementary motive power, but for continuity of effect we must look to some such flywheel as I have described the City Plan Office to be. This office supplies a mechanical and universal memory which can insure that a project once adopted shall not be abandoned through mere oversight. It will have the defects as well as the advantages connoted by the word *bureaucracy*. It is apparent that one of its duties should be to exercise a strong initiative in extending and improving the

plan confided to it. It should be constantly studying the future in a manner which will disclose important contingencies that have not been adequately provided for in the projects already adopted into the city plan; and, as it becomes aware of these contingencies, it should take the initiative in securing plans for meeting them, calling upon the appropriate city departments to devise the proper plans in consultation with the City Plan Office, and securing the advice of outside experts when needful. I conceive that it will be in respect to this matter of exercising an active initiative in looking ahead for trouble not actually forced upon it that any permanent official City Plan Office will be weakest, and here chiefly that it must forever be supplemented by volunteer efforts spurred on by the criticism of dissatisfied enthusiasts, and occasionally lifted from its accustomed moorings by a wave of popular interest in the subject that will put new men into office. Unofficial busybodies must be relied upon to disturb the peaceful routine of the office, and to see to it that sufficient spasmodic creative energy and imaginative power are put forth to keep the plan well ahead of the march of events.

But no amount of spasmodically applied imaginative power and sound judgment in planning will be of much avail, if the resulting conclusions are not brought to bear, with a monotonous regularity of routine, upon all the daily and weekly municipal operations to which they are related. That is the job of "the man who does the work for which he draws the pay"—the job of the employees of the City Plan Office in collaboration with all the executive departments.

It is here that we see the third division of the subject conspicuously in progress,—the translation of plans into facts. From

the point of view of City Planning this means primarily that things discordant with the plan shall not be permitted to happen by indirection, that every project shall be made to fit into the general plan before it can become a fact. Initiative in execution must come from outside the City Plan Office, whether originating with the executive officials, the city council, or private citizens.

Here, then, we look forward fifty years, on the one hand to a well-organized staff of city employees devoted permanently and exclusively to the job of recording, indexing, and interpreting the multifarious fragments of the city survey and the city plan; to the job of scrutinizing and comparing with that plan all sorts of projects arising from all sorts of sources, and of calling attention to conflicts and inconsistencies requiring adjustment; to the job of watching for and calling attention to defects in the city plan and to contingencies for which it does not provide; and to the job of making such amendments in the plan as may be authorized by the deliberative authority in control of the office. On the other hand, we look forward to an indefinite continuance of somewhat spasmodic, unofficial activity on the part of interested private citizens and organizations directed to some or all of the following ends, with a relative intensity depending entirely on temporary and local circumstances:

(1) Inducing a proper activity in systematic, farsighted planning on the part of the appropriate administrative officers of the city, by persuasion, education, stimulation, or otherwise;

(2) Getting the needful legislative authority and appropriations to permit these activities;

(3) Bringing the pressure of public

opinion to bear toward either or both of the above ends by the innumerable devices for informing and arousing the public mind.

It is obvious that our program of action in this City-Planning movement is bound to lack the inspiring, dramatic quality of advancing in orderly succession, one complete step following another, to a definite climax of accomplishment. There is no particular place of beginning, and certainly no end in sight, for we are concerned with a continuous vital process of the social organism which we call a city. The same ground must be traversed again and again. But the line of movement is not a circle. It is a hopefully rising spiral.

So long as you are headed the right way and don't stand still, it doesn't make much difference where you begin to push first. After you have gone a few laps around the course in any given locality, you will begin to see where the greatest resistance lies, and where the available forces can be most effectively applied toward getting things moving with you.

Now, in order to give you something that will at least look like the program I was asked to put before you, I will attempt to summarize in logical order the principal classes of work that must be done in the advancement of a city plan, disregarding for the present the manner in which that work is shared between volunteer and official bodies, and also disregarding the campaign devices by which the activity can best be brought about. Of the latter I shall say merely a few words in closing, to pave the way for the detailed discussion of these practical first steps at a later session. A knowledge of the facts is the first requirement, and the basis for a city plan must be a city survey, covering information as to four classes of facts:



## A CITY-PLANNING PROGRAM

The first of these are the facts of the physical environment of the people of the city; second, are the social facts concerning the people themselves and the reactions between them and their physical environment; third, are the economic and financial facts as to the resources of the community and the possible means of bringing those resources to bear upon public improvements; and fourth, are the facts as to the legal and administrative conditions which must be reckoned with in any attempt to control the physical environment.

The most important form of records as to the past and present physical environment are graphic records, mainly in the form of maps and plans. The first step is to compile the available existing records in possession of various official bodies, municipal, state, and national; the most fruitful sources usually being the engineering bureau or bureaus of the city and of the county, the assessors, the registry of deeds, the U. S. Geological Survey, and the U. S. Coast and Geodetic Survey. Other important sources for such data are the public service corporations, especially the railway, electric light, and telephone companies, which not infrequently prepare for their own use better maps of a city than the public officials have at their command. Insurance maps are often useful and much more closely up to date in some respects than the public records. Occasionally private surveyors or map publishers, as a matter of commercial enterprise, have compiled maps of considerable value. In most American cities it will be found that the best of the existing maps and plans are very defective, both as to the accuracy of the general map framework (technically known as the horizontal and vertical control) and also as to the completeness and reliability of the detail.

It is necessary to make the best of what there is at the start, and arrange for systematically improving the records in both of these respects as fast as practicable.

The group of data roughly covered by the term Social Survey begins with the records of population, obtainable from census returns, national, state, and municipal, including the distribution of the population by local sub-divisions so far as shown by the records, and the changes which have taken place from period to period. Where the distribution by local subdivisions has not been systematically regarded in the general census returns of successive periods, an approximate distribution can sometimes be made by comparison with local voting lists, tax lists and school census lists; and further analysis of the population by nationality and otherwise is often very enlightening. A study of the relation of the people to their environment involves a series of special investigations. These vary in their relative importance according to local conditions, and many of them have usually been considerably advanced before any systematic grouping of the results into a city survey is undertaken. One of the most important deals with the housing situation, a fit subject for an entire paper in itself. In regard to this the publications of the National Housing Association are most helpful. Intimately allied to this in character and importance is a survey of the physical conditions under which the principal industries of the community are pursued, dealing with the distribution and character of factories and industrial plants. Different in character technically, but closely related to the housing and industrial surveys, is a survey of the transportation conditions. This includes not only the street railways and other local means of passenger transit,

together with the passenger terminals for long-distance travel, but also the freight facilities. Other special surveys relate to the social efficiency of the fixed physical equipment for water-supply, for the disposal of wastes, for storm-water discharge, including provision for flood dangers if any, for public recreation through parks and playgrounds and otherwise, for public education, and for other municipal functions. Every one of these lines of investigation, but especially those dealing with transportation and housing, will throw light upon the qualities and defects of the street plan, and in connection with every one of them it is important to consider what English town planners embrace under the convenient word *amenity*. Amenity embraces all those qualities in the physical environment which tend to make it pleasant and agreeable.

Some sort of economic and financial survey of a community's present and prospective resources is essential as a basis for a useful city plan, even if it does not go beyond a rough consideration of the extent and rate of possible expenditure for public improvements. But really it ought to be much more searching. It ought, among other things, to analyze the basis of the community's prosperity with a view to shaping the city plan toward the enhancement of its natural opportunities.

The devising and the gradual execution of any city plan must be done under complicated limitations and administrative conditions imposed by law. Some of these either cannot be or ought not to be altered and must be closely regarded, while others stand needlessly in the way of progress and call for alteration. The legal and administrative survey therefore forms the fourth essential branch of this preliminary work.

Upon the basis of as good a survey of the whole situation as the circumstances permit, the next step is to forecast the probable future growth and to define the more important problems to be met in planning its control, and the third step is to seek out tentative solutions of these problems. Both in recognizing the existence of the problems, and in devising plans for meeting them, an enormous amount of work will have been done in every city in a more or less fragmentary way, and the chief function of City Planning in this connection is to compile the results of this work, to search out and define important problems that have been overlooked through lack of system, and to get the proper people at work devising tentative solutions for each of these problems. The fourth step is to collate and compare all the serious projects, to pass judgment upon them, and by a process of selection, elimination, and mutual adjustment, to weld them into a self-consistent and sensible general plan of procedure to be put into execution as opportunity permits.

The realization of a city plan must come about through three distinct methods, each complementary to the others. Much can be accomplished through the voluntary action of individuals, inspired by the ideals of the plan and impelled by the force of public sentiment. Indeed many of the aims of City Planning are attainable only if such a spirit of idealism is widely felt as a moving force in the community. The second method is compulsion, by means of the police power, a force which is of the utmost value in dealing with recalcitrant citizens but which can under no circumstances do more than fix a minimum standard already outstripped by the ideals of the community. The third and most

## A CITY-PLANNING PROGRAM

conspicuous method is through the expenditure of public funds raised by taxation, for the acquirement of lands and rights in land and for the construction of public improvements. Even in this hasty summary, I ought to emphasize two important divisions of this third method, namely: On the one hand expenditures covered by the regular annual tax-levy, with or without the intervention of bond issues for the convenient distribution of an irregular rate of expenditure over a period of years, and on the other hand expenditures met by transferring to the public coffers some or all of the increment in land values resulting specifically from the expenditures in question, either by means of special assessments or by means of the so-called excess condemnation method, both of which will be discussed at our coming sessions.

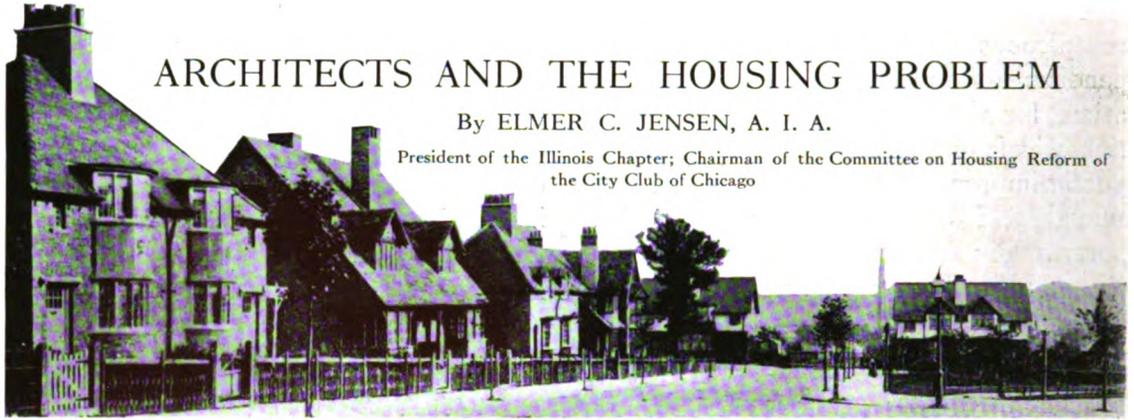
I have said that opportunity must control the procedure in putting a plan into execution. Even more so must it control a plan of campaign for the winning of public support at any stage in the development of the City-Planning movement. Like all such movements, it will begin with a small group of people sufficiently inter-

ested to work for results. Upon the relations of these people to the municipal government will largely turn the question of whether the business of City Planning develops from the start as a normal and integral branch of the official tree, more or less stimulated and fostered by friendly gardeners, or whether it is started as an independent growth in wholly different soil. In the latter case it must, sooner or later, be grafted on to the official tree; and although the word "graft" here may not be symbolic of corruption, the process is bound to involve serious difficulties. Since the problem is not merely to make a plan, but to cultivate the habit of planning and of following a plan, the people who most need the training and enthusiasm that come with propagandist effort are the permanent officials themselves. If they can be stirred up to take a leading, active, and intelligent part in the movement, their help will become an immense gain. But whether the action is official or unofficial, the early activities are mainly educational, and among the most effective educational devices is the preparation and publication of what may be called a study for a city.

## ARCHITECTS AND THE HOUSING PROBLEM

By ELMER C. JENSEN, A. I. A.

President of the Illinois Chapter; Chairman of the Committee on Housing Reform of the City Club of Chicago



BOURNVILLE, ENGLAND

THE Housing Reform Exhibit at the City Club in Chicago, arranged by the City Club Committee on Housing, has very forcibly shown why the architect should be a leader in this question.

The exhibit is divided into two broad divisions: First, the past and present conditions and proposed remedies. Second, suggestions for idealistic housing for the future.

The first contains a brief history of housing in Chicago and the present tendencies as reflected by permits issued in a recent period. It also shows some of the causes and effects of bad housing and the defects in the building ordinances.

In the second are shown many attractive views of improved housing in German and English industrial and garden cities and suburbs, together with illustrations of efforts of a similar nature in America; also the drawings submitted in the City Club Competition for the development of a typical quarter-section of land in the undeveloped portions of Chicago.

It was the purpose of the committee to make the exhibit as constructive as possible and to contrast the idealistic with the past and present local practice. The tremendous contrast which naturally developed was unforeseen, even by the most optimistic. In this respect the exhibit is a distinct success.

The coöperation of architects was very necessary; but, as only a small number were sufficiently acquainted with present conditions, or the possibilities of the future, it was therefore necessary to overload these few. As the work of developing the exhibit advanced, other archi-



IN CHICAGO TODAY, BUT TYPICAL OF EVERY AMERICAN TOWN AND CITY



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itects became attracted to it so that at present there has become interested a goodly sized group of members of the Illinois Chapter from whom much may be expected in the future.

The exhibit has developed the deplorable fact that in Chicago the interest of the architect of standing is almost wholly lacking in the preparation of ordinances regulating housing, and in the building of homes of moderate size and low cost; in this respect Chicago may surely be said to be typical of the entire country. We must learn from the architects of Europe where good housing is not only appreciated but where the value of the setting afforded by properly planned cities, towns, and estates is widely recognized.

The illustrations accompanying this

brief statement will be more forceful than words in showing how far behind the times we are, and wherein the American architects generally have not recognized "their job." The architects usually take no part in either the regulation, design, or location of the homes of the very large majority of people in this country. This work is usually surrendered to builders, real-estate speculators, and many cheap-plan factories. The planning of residential areas is generally left to unsym-



CRESWICK WALK, HAMPSTEAD



GARDENS OF WORKMEN'S COTTAGES, LETCHWORTH

pathetic city officials or real-estate men. The making of laws is usually left to sociologists and public-spirited citizens, who lack the technical knowledge necessary for the best results. The architects should provide this technical knowledge. As a consequence of their having failed to do so our cities and towns are being built up in a manner that is deadening in its awful monotony.

Credit is due, however, to a number of towns and cities where the question of housing has not only received considerable attention but where actual results have been achieved, as is evidenced by the drawings and photographs which are a most interesting part of the City Club Exhibition.

I believe the architects' lack of interest is not due so much to selfish motives as to lack of knowledge, and in this respect the Journal can do effective work.

In the housing problem the architect should lead in everything that involves sanitary and building regulations, and the planning and construction of buildings, together with their environments.

It has been said that attractive and practical fireproof homes of moderate

cost can be built as cheaply as the prevailing ugly brick and wooden houses now so common throughout the country, if architects would only apply themselves and use the materials the markets afford. If this is true, the future is certainly bright, as there is already an awak-

ening of interest in this important and interesting problem among able architects.



A LETCHWORTH HOUSE

## ON THE VALUE OF LOOKING THINGS IN THE FACE

IT IS said that the Housing Exhibition arranged by the Chicago City Club is the most complete exposition of this factor in city planning ever assembled, and certainly the visitor finds it easy to believe the assertion.

Beginning at the top of the clubhouse and running down through all the rooms, corridors, and stairways, one finds a fascinating collection of photographs, charts, plans, and printed cards. No detail has been overlooked. The note of progress is evident with every succeeding group; and yet, one asks, what has architecture done for advancing the housing problem?

One section of the exhibition is devoted to "In Darker Chicago," although one sees no reason why the title might not as well be "In Darker United States," for conditions seem to be neither better nor worse in Chicago than they are in the rest of our towns and cities.

It is a gruesome story. Windowless rooms, lightless alleys, misery, filth, and squalor.

Two immense charts, which must have required months of skill and patience in the planning, reveal the percentage of tuberculosis in a given and highly congested area. There are the straight lines that enable one to visualize, without drawing heavily upon the imagination, the dreary row upon row of ugly and inhuman tenements—the cheerless and crime-breeding rooms into whose keeping men, women, and children are daily and nightly condemned.

All over the charts are little dots, some white, some half-white. The white ones represent the dying; the half-white ones,

the dead. And one notes that just as the percentage of lot area built upon decreases, just in proportion do the dots decrease. No printed legend reminds one of this fact, it reveals itself automatically, and one sees the why and the wherefore of tuberculosis.

What had architecture to do with it?

Tuberculosis came in with indoor dwelling; architecture claims the dwelling as within its province.

But, the cry will go up, those tenements were not built by architects; they are the result of selfish, speculative building. All of which is probably true; and yet it does not answer the question.

Fundamentally, it is probably true that, if architecture had had its way, there would never have been any reason for those charts, for architecture knows better than to throw human beings into such hell-holes as are indicated by those lines and squares and dots, although the high buildings, grouped on small areas and narrow streets, are dangerously comparative in the matter of excluding light and air. But if, in the matter of the buildings shown on these charts, architecture did not have its own way, what did?

And why did not architecture get its own way? Who prevented it? We all did, for we are all responsible. Although, if a public, growing in social consciousness and civic intelligence, should be inclined to censure architecture more severely than the other factors in this failure, who would say them nay? Is it not from architecture that the public expects the vision to conceive, the broad skill to plan, the unselfish ability to serve it in the humanities as well as in the arts?

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

On the floors below, one finds an inspiring exhibition of idealistic housing in Europe and America.

Unfortunately, few of the exhibits of garden cities are offered by our own country; England and Germany supply the material which cannot fail to impress the most casual visitor.

England, with Port Sunlight, Letchworth, Bourneville, and Hampstead. Germany with Stuttgart, Ulm, Essen, and Frankfort. And again, one asks, in this forward movement which is engaging the attention of society the world over, where does our American architecture stand?

Is it leading, or is it following? There are architects on the City Club committee which undertook the exhibition. In connection with the event there was a "Competition for the Procuring of a Scheme of Development for a Quarter-Section of Land within the Limits of Chicago," for which the program was drawn up, on request, by the Illinois Chapter of the American Institute of Architects. Cash prizes were given to the best three schemes, and the plans are now a part of the exhibition.

But once again the question: Where does architecture stand in relation to housing reform? Where does it stand, not in relation to working out the problems of the houses themselves, nor in beautifying the surroundings and planning the conveniences, but in relation to the great social movement out of which the demand for housing reform has grown? Is architecture bearing its share of the burden engendered by this process of socialization? Are people looking to architecture to lead them on and on?

Who shall answer? And, before answering, is it not wiser to take a little inventory and get at the real facts?

Bookkeeping is a most illuminating factor in any business, and an honest inventory generally reveals facts that are worth knowing. And the inventory of our architecture will some day be taken, by someone, for everything shall be inventoried sooner or later.

One may look at the problem from the purely selfish viewpoint and inquire what good would accrue to architecture from the taking of such an inventory, but 'twere better to look at it from the unselfish point, and ask how such an inventory would aid architecture in performing its great and fundamental task of serving society. For as architecture serves the world, so only may it serve itself.

But the housing movement, the town-planning movement, the parks and playgrounds movement, are these not for the purpose of bettering social conditions? Surely they are, and just as surely they are for the betterment of architecture, providing the world still continues to look to that profession to lead it in the pursuit of its ideal.

But if architecture shirks the responsibility, dodges the hard work, refuses to serve in the ranks, where will the leadership go? Where it always goes—to those to whom it belongs; to those who work for it, fight for it, and, better than dying for it, live for it.

This is not a criticism, it is a suggestion for an inventory to be taken by architects; to be taken by them singly as men, and collectively as chapters, and by all of them to be well and wisely pondered.

# NOTES FROM THE CITY-PLANNING CONFERENCE IN CHICAGO

## HOW KANSAS CITY PROVIDES FOR IMPROVEMENT FUNDS

As a rule, people of every community show extreme willingness to secure fine public improvements of every character, but always at someone else's expense. The attitude toward these developments is expressed in the phrase, "Let the city do it," the average taxpayer forgetting that the individual is the city; that all the concurrent public necessities should be carried forward in a well-balanced scheme of development, and permitting none of the important elements of municipal improvement to lag behind. In every community there exists a feeling of resistance against enforced contributions to public good in the form of taxation, and therefore, as a rule, a naturally low limit of powers of taxation for public purposes is maintained.

In Kansas City all lands are assessable for general taxation for state, city, and school purposes, these several items of general tax supplying the means of conducting the several general governments and providing for the ordinary functions of each. Out of general revenues only very little of street improvement is made, and out of general revenue or bond issues, based on general taxation, are constructed the principal trunk-line sewers. All else is done in the form of special assessment against benefited land. In the case of special assessment for particular improvements, these assessments lie against the lands only, in no case taking the improvements thereon into account.

When a street or any public highway, inclusive of the boulevards, is to be established, the administrative boards and the legislative body adopt the necessary resolutions or ordinances, and inasmuch as general funds are rarely available for this purpose, proceed in the local civil courts to appropriate or condemn the land necessary to establish, widen, or extend these highways. The cost of the lands entailed in such procedure is then, in the same court, by the same commissioners establishing the value of the lands taken, assessed against the private lands within a previously prescribed contiguous or abutting benefit district. In the case of streets, usually abutting lands; in the case of boulevards custom has established the frontage upon the adjoining parallel street on each side as properly within a district specifically benefited by the establishment of such highways. Later, after the properties have been acquired, sometimes at the time of acquisition, the

grades upon which these highways are to be built are established, and should there be violent changes of ground-surface, thereby producing possible injury to the abutting private property, opportunity is given to claim damages for this element, and the cost thereof is assessed in the form of special land assessment against the properties in the benefit district.

Subsequent to the disposition of the question of damages due to the street grade or changes in ground-surface thereon, the highway is graded to its established grade, and the cost of this work assessed in proportion to the value of the property assessed and against the lands forming the normal frontage on the highway so improved. After the street has been brought to the proper planes in accordance with the established grades, and all subsequent to the proper legislation by both the administrative and legislative bodies, the city proceeds to improve these highways by first establishing the necessary drains, discharging these into the established sewer-system or creating new sewer districts. The cost of such drainage is assessed against the lands within the area to be drained on the basis of cost in proportion to its area.

The city then further proceeds to build the curbs, the street pavements, the sidewalk pavements, and assess all of these elements against the abutting properties.

The city may, but does not as a rule, further assess the abutting properties with the cost of establishing the lawns on the sidewalk spaces, but does assess the cost of shade tree planting and care upon the abutting property in the case of the streets. In the case of the boulevards, the park commission, out of its funds, provides for the cost of tree planting and the lawns on the sidewalk spaces.

In practice this entire procedure is an amplification of the theory of single land tax. It certainly was not accomplished as a matter of choice but as a matter of necessity, and inasmuch as no properties had been acquired under any other system, the tax-paying public finally acquiesced, and is constantly urging further and even more extensive development in order that the entire city may obtain commensurate benefits through improvement in every section. While it undoubtedly has become a serious burden upon the private lands of the entire community, yet these burdens have been equably

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

distributed, and, since all lands contribute, there has been no reasonable objection. Its distinctive advantage in that city has been a resultant stability of land values reaching very far beyond the values for residential purposes alone, and has very strongly

tended toward proper segregation of the several sections of the city for these several uses in their distribution for industrial, commercial, and residential use, and made possible what otherwise would not have been accomplished.

—From the address delivered at the Conference by George E. Kessler, of St. Louis, Mo.

### THE COST OF COTTAGE CONSTRUCTION

The best ability of architects in America has been turned to monumental work, but the important social problem of designing cheap cottages has been almost overlooked by them. In England the attention of the best architects has been turned to this problem by the holding of competitions, with prizes for the best cottage constructed for a specified sum (£175 in the case of the first cheap cottages exhibition, Garden City, 1905). The purchase of the houses constructed may be guaranteed by the promoting body.

It would be desirable to interest the best trained architects of America in this problem, for by competition among them new arrangements of houses and new materials for construction will be brought to public attention. Such a competition might be held by a municipality (as, for example, one was

held at Sheffield, England, in 1907), but such competition could be held with equal satisfaction by some private organization.

—From "The American City," May, 1913.

This little article appeared in a pamphlet entitled, "Some Fundamentals of Housing Reform," by Dr. James Ford, of Harvard University, and was distributed at the conference.

The architects of America are probably not in a position to refute the mildly reproachful criticism therein contained, but ought they to stand idly by and await the invitation which is suggested? Would it not be better for architects, individually and collectively, to examine into this phase of their profession—for the movement behind it gives promise of tremendous activity during the next few decades.

### HOW LAND VALUATIONS IN NEW YORK HAVE BEEN AFFECTED BY TALL BUILDINGS

Often the idea of city planning conveys only the idea of new streets, civic centers, and the like, whereas city planning includes all regulations by governmental authority concerning streets and buildings.

Little has been done by direct action in the United States to regulate buildings. Indirectly, the heights of buildings have to some degree been regulated by laws governing character of construction and protection against fire. Thus in the city of New York a tenement house may not be more than six stories high without being fireproof, and if of that height it must have certain fireproof features.

I am told that here in Chicago a tenement house may not be over three stories high without being fireproof, which accounts for the pleasing appearance of many of the streets lined with attractive three-story tenement houses.

We have allowed men to use their land as seemed good to them, regardless of the effect of that use on the property of their neighbors and on the general welfare of the community. Before the invention of the elevator and the steel frame, buildings were rarely too high, but in the last thirty years we have

seen a dreadful destruction of value because of the failure to protect property owners from the injury they suffer by the erection of unsuitable buildings by neighbors.

This fact has been brought home to me by the duties of my official position. As President of the Board of Tax Commissioners of New York I am required to pass on applications for the reduction of the assessed valuation of real estate. During the last six years I probably have passed on 50,000 such applications, and have thus become familiar with the great variety of reasons for such requests.

One of the common reasons for the request to reduce an assessment is the shutting off of proper light and air by the erection of adjacent buildings.

There are considerable sections in the borough of Manhattan in which large numbers of buildings are no longer reasonably profitable because of lack of light and air. Many loft-buildings are today unprofitable, which, when first erected, were highly profitable. A common type of loft-building is ten stories high, ninety feet deep, fronts on a street sixty feet wide, and is built to within ten feet of the rear of the lot.

## NOTES FROM THE CITY-PLANNING CONFERENCE IN CHICAGO

When such a building was first erected, and no neighboring buildings were of equal height, the tenants had ample light and air; but, when buildings were erected on either side, within twenty feet of the rear and within sixty feet on the other side of the street, light and air were inadequate, and the tenants left for newer buildings, where, for the time being, the light and air were superior.

There are many office-buildings in the borough of Manhattan returning a miserable percentage on the investment, because today two-thirds of the offices require artificial light at all times. It looks to the casual observer as if there must be many office-buildings within the loop in Chicago which suffer from the same trouble.

A few owners of land have reaped great fortunes because of the lack of regulation, but the majority of property owners have suffered by it. We have fearfully congested land valuation where land is most valuable in the city of New York. There are corner lots 25 x 100 feet worth about \$1,250,000, and yet within 1,000 feet there are lots of the same size worth not more than \$25,000.

If we had imposed suitable limitations, not upon height alone—for towers may be beautiful—but upon height as compared with area, there probably might be no lot worth \$1,250,000. But there would be no lot in that neighborhood worth so little as \$25,000. The people would have been spread out over the down-town zone, and so would the valuation. The streets are so congested in that part of the city that it is difficult to walk along them. The transportation facilities are crowded. Mr. Bassett told me the other day that to carry all the tenants

—From an article in the "Chicago Tribune," by Mr. Lawson Purdy, of New York.

of the new Woolworth Building, if they all started for home at the same time, express trains on the subway, running as fast as they can be made to run, would take twenty minutes to carry away the population of that one building.

The same state of affairs exists in the housing of the people as exists in their office-buildings and lofts. We have permitted people to be crowded together in an atrocious manner that is detrimental to health and comfort, and we have produced extravagant land values. Those land values have been concentrated in a comparatively small area.

It is too late to do what ought to have been done for the crowded part of the city in the borough of Manhattan, but it is not too late to save part, at least, of the outlying boroughs of the city from a like fate. I hope we may have the assistance of the more enlightened real-estate owners, who should aid us, if merely for their own self-interest.

It is obvious that if we permit six-story tenement houses, covering 70 per cent of the lots, to be created in Queens, it will take a great many million people to create a demand for 129 square miles of territory. A few men will reap fortunes. The majority of the owners of real estate in the borough of Queens will wait a great many years before they will get enough to pay their taxes.

I have no specific regulation to propose, but let us say the regulations are such that half as many people can be crowded together on the same spot, and that would be too many; still a demand will exist for twice the land area, which certainly will be an advantage to more of the owners of real estate than to permit Manhattan conditions in that territory.

### WHERE WERE THE ARCHITECTS?

The members and delegates to the National Conference on City-Planning registered up to Tuesday, the second day, numbered 144. Of this number, fourteen were architects, one only being from Canada.

Thirteen is then the representation of the architects of America at one of the most significant conferences ever held, and one which symbolizes a

movement fraught with great hope for architecture. Four of the thirteen were from Chicago, and, besides the Illinois Chapter, there were represented the Chapters of New York, Central New York, Cleveland, and Louisville.

Is this an acknowledgement that architects have no interest in city planning?

### POLICE POWERS OVER PRIVATE PROPERTY

Broad exercise of community control of the use of private property is requisite. The city should have the power to impose restrictions on the use of private land so that the community's needs shall be observed. These needs extend not only to sanitation and safe building construction, but include adaptation of buildings to their surroundings, distances of

buildings from and relation to streets and public places, creation of zones for industry, business, or residence, and prohibition or regulation of unsightly objects.

The police power is the power of safeguarding the community. This power is entirely distinct from the right of condemnation. The city of New York,

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

by its exercise, takes no title from the private owner and makes no compensation. This distinction is well exemplified in the law governing the taking of land for the new courthouse (in New York City) which provides that the city may take by condemnation from abutting owners the right to erect or maintain any buildings except of a certain height and character, reimbursing the owners for such deprivation.

The tenement-house law, however, although an exercise of the police power, provides that tenements shall not exceed in height one and one-half times the width of the street on which they front, and the city makes no compensation for limiting the height. The former could not be accomplished under police powers because it is contemplated to be done for an esthetic purpose, although public, and also because not all buildings similarly situated are similarly treated. The latter case treats all tenement houses alike, and has a relation to public health.

The charter (New York City) allows the Board of Aldermen, with the approval of the Board of Estimate and Apportionment, to pass ordinances limiting the height of buildings. No such ordinances have been passed or enforced. They would doubtless be upheld so far as the courts considered them justified by regard for public health or safety, but condemned if directed to the accomplishment of a purely esthetic purpose. The courts have chosen to limit the police powers to health and safety on the ground that a more extensive application would violate the Constitution. Yet no one can doubt that the city of the future will need to enforce harmony of buildings, the setting back of buildings in certain areas, the limitation of heights, and, to some extent, the segregation of residential, business, and industrial structures. The community cannot carry out any worthy plan if a private owner can build of any shape, anywhere and for any purpose. The city architect in many foreign cities has the power to disapprove the plans of unsuitable and inharmonious buildings.

—From an address delivered at the Conference by Edward M. Basset, of New York City.

Modern German cities like Cologne, Frankfort, and Dusseldorf, have planned and restricted their suburbs as to the height of buildings, their use, and the proportion of private land to be covered.

The needs of urban communities have grown since police powers were limited to public health and safety. Police powers must be as broad as are community necessities, and the private right, while protected, must be exercised so as not to injure the community. It is unthinkable that the city must compensate all of the private owners if reasonable esthetic restrictions are placed on their use of city land. Yet, if police powers cannot be invoked, there is no resort but to eminent domain, which always requires compensation.

No city can afford to pay money to all private owners to make them respect community rights, and community rights will at some time extend to regulating advertising signs, harmonizing buildings, and segregating industries. Progressive legislation is required, and if all else fails, constitutional amendments must be made. These should be general, and extend police powers to reasonable esthetic objects, rather than to enumerate the various forms of community necessities.

Private contractual restrictions almost wholly fail. They are construed strictly in favor of the unhampered use of land. If unlimited as to time, they are often held to be of no effect because of change of the character of the neighborhood. They delude the unsuspecting and increase litigation. Few private mansions are now built in New York City because there is no assurance of harmonious surroundings. Home-owners more and more desert the city, and leave it to the apartment dwellers and industrial population. This is not because all Greater New York is congested; by far the greater part of the city is quite unbuilt. Mannheim, Germany, keeps its rich men inside of the city by assuring them a permanent locality of detached private residences.

### SOME ASPECTS OF CITY PLANNING WITH REFERENCE TO THE CHICAGO PLAN

The object of a city plan is:

To stimulate the people as a whole to a realization of the advantages of civic betterment;

To create in the public mind ideals of civic order and convenience;

To encourage coöperation among various civic bodies and groups of individuals to achieve results which can be accomplished only by community effort.

Nothing should be neglected which affects the life of the people of any class or age, whether at work or at play.

The interdependence of all the elements which go to make up a city must be realized. The physical aspects of the city should be embodiment of the ideas of the community; and, conversely, that city plan will be best which best expresses the ideals and aspirations of the people, and which provides for

## NOTES FROM THE CITY-PLANNING CONFERENCE IN CHICAGO

the very best conditions of living for every class in the community.

The most important consideration of the city plan, and one to which everything practically leads in the end, is the street system. To the streets relate all circulation but that of the railroads, and on the disposition, width, and treatment of the streets depend the livable character of the city, its air, light, and even temperature. Seen in the large, the streets are the corridors of the districts they penetrate. The mere fact of opening up the many "impasses" throughout the city and connecting them with wide streets and parkways removes the stagnation from them, letting in this light and air, and aids the movements of its life.

The advantage resulting from the study of railroads is obvious, since, to a large extent, the location of the railroads in and surrounding a city determines the location of the zones of industry. Where many railroads radiate from the city in different directions, the triangular-shaped areas lying between them for a considerable distance out from the center of the city are reduced to a low level of utility, even though they may have comparatively high value in the real-estate market.

This leads to the use of this property in an intensive and wretched manner, and it is in these pockets that we find the worst tenements and slums. If the railroads are properly placed, a minimum of property will be reduced to this condition, still allowing sufficient room for zones of industry. This is the only present practical method in this country for the zoning of areas of the city, which is done by legislation in Europe.

Actual gravitation of industry should be toward the focus of the railroads. The ultimate concentration, therefore, in one great area accessible to all the railroads will have the tendency to remove industries from the central zone, and will permit of the occupancy of this territory for other purposes and will thus facilitate the future unifying and simplification of railroad rights of way.

Without entering into the details of the housing problem it may be said that, in its broader sense, the term "housing" applies not simply to con-

ditions of dwellings of all classes, but also to all the leading factors of civic life and development. Housing in its broader sense has a far-reaching meaning. It covers the working conditions of the people as well as their home conditions. The importance of controlling conditions under which men and women work becomes apparent when it is realized that the workers themselves have no control over them. Within certain limitations, the citizen is free to choose his home, and, with the exception of the really needy, does so; but the surroundings among which work is done usually are beyond the control of the worker.

It is not necessary to insist on the general value of park areas. They are as essential to the city at large as are windows to a dwelling. The city plan aims to locate parks in adequate areas where they will be most efficient. They affect, or can be made to affect, the lives of all the children and a large proportion of the adults.

Police records show an extraordinary decrease of youthful crimes in the neighborhood of playground parks. Already in Chicago, with these parks only a few years old, the new houses in their vicinity are showing a marked improvement over the old.

The location and apportioning of these playgrounds is a study in itself, and is fast becoming an exact science. The fundamental point of view taken is that parks should be brought to the people rather than the people to the parks; that the large investment in public schools should be utilized to its limit, and that the development of the playground system should progress with the growth of the city and with the development of the schools.

Were it possible to devise and compel observance of wise and farsighted ordinances governing height limitations and the percentages of area of lot occupied, the growth and development of cities could be controlled along lines of absolute perfection, and could be molded in ideal form as a work of art in the untrammelled hands of the artist. The complete expression of such a condition requires a prescience more than human. It is nevertheless a goal toward which we must work.

—From the address delivered at the Conference by E. H. Bennett, of Chicago.

## SOME OF THE ORGANIZATION DIFFICULTIES

The principles involved in city planning have been so fully and ably presented as to assure us that we are dealing with a real science. It is not on the side of theory, nor is it lack of executive ability on the part of its professors, that one should seek for an explanation of the note of hesitation which it seems may be detected. We should rather look to

such things as the uncertainty of its position among the correlated public activities, the complexity of governmental jurisdiction, the restrictions upon the use of the public credit, the limitations upon legal powers, the tendency toward immediate fragmentary results.

As we have so many conflicting and balancing

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

forces in the municipality that may encumber the city planner, so he is embarrassed by a territorial division of powers. Beginning with our sovereign state, we have the county as well as our suburban relatives, boroughs, villages, towns and townships, their burgesses, councilmen, and supervisors. They and our county commissioners and judges all directly and indirectly have a part to play. Without the aid of all of them to a greater or less degree, the destiny of the community of the future may not be planned. The entire area both within and without the corporate limits must be planned as a whole, regardless of the number of governmental units now contained within it. Sooner or later, either through annex-

ation and consolidation, or else through the medium of a metropolitan district, there will be essentially a unified government. In the meantime thoroughfares must be connected, transportation extended and improved, wasteful duplications in water-supply and sewage-discharge reduced for the alleviation of present conditions, and to avoid so far as possible the expense of correction against the day when the single government will arrive. Only by the cordial coöperation of the officers of these independent jurisdictions can any present progress be accomplished. It is one of the tasks of city planning, and indeed a hard one, to supply the intelligent leadership required in this behalf.

—From the address delivered at the Conference by Hon. William A. Magee, Mayor of Pittsburg, Pa.



# NOTES FROM THE HOUSING REFORM EXHIBIT AT THE CHICAGO CITY CLUB

COMPILED FROM THE CATALOGUE OF THE EXHIBIT

## IDEALISTIC HOUSING IS AIDED IN EUROPE BY:

1. Low-interest government loans to good-dwellings societies.
2. Copartnership good dwellings. Stock owned by occupiers.
3. Conversion of unearned increment to community uses.
4. The zone plan of controlling urban occupation.
5. Skillful laying out of building areas.
6. Careful planning of houses and grounds.
7. Restriction of number of families to the acre.
8. Municipal land ownership.
9. Municipal home building.
10. Proprietary villages planned for the humanities. (In some German cities it is actually forbidden to build upon certain outlying areas.)

## THE COPARTNERSHIP PLAN FOR HOMES

The copartnership plan, begun in 1901 under special British laws, now includes estates in Great Britain worth over \$5,000,000, and comprises some of the finest examples of popular housing in the world. The copartnership societies build these superior houses and lease them to their members at low rentals.

They limit their dividends to  $4\frac{1}{2}$  or 5 per cent, and on this ground secure two-thirds of their required capital in government loans at  $3\frac{1}{2}$  per cent interest.

Each tenant of a house is a stockholder in the society for at least some small amount, and must gradually increase this up to the value of his house. No one can own above a certain amount of stock. The tenants are thus interested also as landlords to make the estate a success. A tenant may occupy his house indefinitely, at the rental fixed by the society. If compelled to leave, he surrenders his house to the society. He may then sell his stock, first giving the society the opportunity to buy at par.

The building of partnership houses is cheapened by a federation of the local societies, which acts as contractor and builder for them if desired.

The Copartnership Tenants, Ltd., 6 Bloomsbury Square, London, W. C., established 1903, is a federation of copartnership building societies in various cities in England with a central office in London. It has a paid-up capital of \$1,125,000.

Its purposes are:

(1) To provide expert advice, based on accumulative experience of how to buy, lay out, and develop an estate.

(2) To raise capital for such societies as join the federation and accept its advice.

(3) To pool orders where practicable, so that the benefits of wholesale dealing in building materials shall be secured to the societies joining the federation.

The comparative cost and value of land and buildings of the federation societies is, 1903, \$50,000; 1911, \$5,000,000.

The copartnership plan for homes succeeds because it:

(1) Offers the tenant permanent occupancy on fair terms.

(2) Rewards him for improvements and good care.

(3) Affords him a favorable savings investment.

(4) Protects him from a sacrifice sale when compelled to move.

(5) Secures him thus the advantage of home ownership without its disadvantages.

(6) Enlists him in reducing repair bills and keeping all houses occupied.

(7) Promotes social peace by mixing tenants from different classes.

## GARDEN CITIES

The first garden city was that of Letchworth, England, 34 miles north of London. Founded 1903. Managed by a limited stock company. Dividend restricted to 5%. Land leased for 99 to 999 years. Population increased from 400 to 7,000, with 30 industries. Several housing development companies,

including the Copartnership Tenants, Ltd., operating in the area.

Hampstead, a garden suburb of a great metropolis developed by a public company with limited dividends and by copartnership, contains 440 acres, and is 5 miles from center of London. Its present

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

population is 7,500. It owes its origin to Mrs. Barnett, wife of Canon Barnett, warden of Toynbee Hall, and was laid out by Raymond Unwin, architect. One thousand and thirty houses have been built.

Good dwellings societies operating with low interest-bearing funds from the government, have been developed most notably in Germany, and administered with a varying degree of municipal or state control.

The development of the municipal housing policy successfully inaugurated in 1894 by the city corporation of the German city of Ulm—population 56,000—located on the Danube between Munich and Stuttgart, is of paramount interest.

The policy of buying land and building dwellings with money secured from the government pension funds was undertaken by the present mayor, Doctor Wagner, and the construction of the houses is carried out upon the plans and under the supervision of the city architect, Herr Holch.

The average cost of the one-family houses, built by the city, is \$1,760 for a five-room dwelling. The purchasers of these houses pay 10% down, 3% annual interest on the remainder, and 1¼% amortization—a total of \$67 a year. The sinking fund pays up for these homes in about twenty-five years, at which time they become the property of the workingmen, who can bequeath them to their descendants, but can sell only to the city, which returns the amount of the purchase less a certain per cent for depreciation.

Seventy per cent of the city's area is owned by the city, and surrounding sections of city are reserved for agricultural, forest, and park purposes. Upon these reservations building is forbidden.

Under the zone plan there is a

(1) Progressive limitation from inner to outer zones of (a) Number of stories of dwellings. (b) Percentage of lot covered. (c) Length of continuous built-up frontage permitted.

(2) Restriction of objectionable industries to specified districts.

(3) Restriction of multiple dwellings to prescribed zones.

Under the zone plan of Eppendorf, in certain areas, apartment houses are limited respectively to four and five stories in height; in others, no apartments are permitted in basements, and in others, no houses can have more than one family on a floor.

Under the zone plan of Frankfort there are various outlying zones with varying building restrictions, also limited areas in which industrial plants are permitted.

Under the zone plan of Munich there is a very complicated system of control of building operations in various zones.

Under the zone plan of Mannheim there are four

classes of zones, in which the number of stories of buildings are progressively limited and the maximum percentage of lot-area allowed to be covered varies from 60% to 40%. Buildings are allowed to touch each other only on business streets and thoroughfares.

Under the zone plan of a part of Dresden there is a limited area in which factories and industrial plants of all kinds are allowed and another area in which they are limited to such industries as are quiet and clean. Restriction as to the space between building and lot-line varies with the height of the building. The continuous occupation of a lot frontage is not allowed in some districts for a greater distance than 131.5 feet. Factories and other industries are limited to certain defined areas.

Under the zone plan of Cologne there is a most interesting example of building regulations varying from a dense central district, built up closely, to open suburban areas in which buildings are not allowed to approach the lot line nearer than 16.4 feet.

Under the zone plan of Hamburg there are districts in which industries of all kinds are permitted, other districts in which certain limitations are in effect, and a special limitation prohibiting construction of public houses. There is a large area in which apartment houses are prohibited, and other areas in which apartment houses are limited to four and three stories in height, respectively. There are areas in which buildings with inclosed courts are prohibited, also areas in which apartment houses of more than four and three stories are, respectively, prohibited.

Under the zone plan of Dusseldorf, the city is divided into nine zones, with varying restrictions on the percentage of lot allowed to be covered, rear apartments, height of buildings, minimum widths of apartments, maximum number of apartments in tenement houses, distance of buildings from lot-lines and areas of inclosed courts.

The proposed building zone plan for Chicago, prepared by Charles B. Ball, suggests application to local conditions of the methods in vogue in German cities.

Zone I. Includes the built-up territory within about two miles of the loop district as well as an improved portion of South Chicago. In this zone present building ordinance may be applied.

Zone II. Comprises partly built-up areas in which no hardship would result by requiring a large percentage of lot areas to be left vacant and requiring wider courts for new buildings.

Zone III. Extending to the city limits and including property sparsely improved at the present time. Thirty per cent of corner lots and 50% of interior lots could be left vacant and larger courts could be required.

## LONDON LETTER

London, May 1, 1913.

In a recent book made up of contemporary documents, which give us a picture of the youth of Henry VIII, there is an account of May Day celebrations, when the Queen rode out to Greenwich with her "twenty-five damsels, mounted on white palfreys, with housings of the same fashion, most beautifully embroidered in gold," and was met by the King "with his guard, all clad in a livery of green, with bows in their hands."

These royal merry-makings centered in a palace at Greenwich, then almost new; but four miles away, at Eltham, was another, even then ancient, for it had been a royal manor in Saxon times. There Henry VIII had been born, and, when he was King, more than once kept Christmas within its walls in plague years; but, when the Thames shore was reclaimed, the new palace at Greenwich became the favorite resort, it was so much more easy to reach from London. There is nothing left above ground of the earliest Eltham; but the great banqueting hall, built in 1479, is still standing and the excursion there, including Greenwich, is well worth making.

If the train be taken to North Greenwich, there is from the platform of this station a splendid view across the barge-laden Thames. Then going through the tunnel we are close to the famous hospital of Wren. This is now closed to the public, owing to the frantic efforts of a small band of women to get the franchise by destroying property. Passing between the hospital and the naval school, with its model ship of Nelson's day embedded in the pavement of the court, one's mind is filled with stories of old sea fights, while one's nostrils are filled with the smell of the sea. With the sight of Nelson's shot-riddled uniform in the hospital comes the memory of his famous Trafalgar signal, "England expects every man to do his duty," and the fine retort of the British sailors, "What! does the old bitch think we ain't a-going to do our dooty?"

Passing now through Greenwich Park, laid out by Lenotre, close to the observatory, we come out onto Blackheath. Then slanting leftwards to the lowest corner, past the farthest pond, we go through a wicket-gate and along a path which leads close to Morden College, another fine example of Wren's

work. Farther on, the way comes out on the road close to Kidbrooke Church, and then takes us across the fields, rising a little, to Eltham.

At the death of Charles I, the "capital mansion called Eltham House" was sold for the benefit of the public. It contained thirty-six lodging-rooms and seventy-eight rooms used as offices, around the courtyard, and a chapel and hall. Even then it was very much out of repair, and now nothing stands except the great hall. The moat still exists, and on one side is filled with water, though not now one hundred feet wide, as it once was. The hall was spared



because it was useful as a barn, owing to its size, but the glass perished and the windows were bricked up. A century ago the roof-covering disappeared, and the rain had free access. The walls were never strong enough to hold the roof from spreading, and as this happened the windows were forced out of position. In this state the government took a hand, and, classing the hall as a national monument,

# JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

undertook to do what was absolutely necessary to prevent it from being a ruin. The brick was removed from the windows and the tracery was replaced with a durable stone where required. The work is still going on and the restoration is being accomplished with great scrupulousness and taste. Owing to the distortion of the walls it was found very difficult to make the new window tracery meet the old. In the southern bay at the west end, when one of the missing mullions of the oriel window came to be replaced, it was found that it would no longer meet the shaft of the surviving tracery above. In another part of the same window the restored work would not meet the widened curve of the arch above. They have been connected by a simple block. No effort has been made either to introduce sham fifteenth-century work of twentieth-century construction or to distort the new work which was necessary into an imitation of the gradual displacement of time. All this is a work of great delicacy, as the old work had to be supported while the

new was being inserted. Where the old stonework was left it has been bound with many small copper bands. The fifteenth-century timber roof is, happily, fairly intact and is one of the most beautiful in England.

On the other side of the palace the old bridge of four pointed arches still spans the moat, and this view of the moat and bridge with the hall beyond is most delightful. In the grounds other work is going on. There yet remain old brick retaining walls of a most beautiful color, and these have been repaired with old bricks of the same color. The new pointing has been accomplished by using a carefully chosen roughcast and then working it over with a wet brush until it harmonizes in color and texture with the brick. One more touch is added to this place, so full of charm, by a row of old niches in the wall of the ancient garden outside of the moat. It is thought that in these niches brasiers were placed, which saved the fruit blossoms from the nipping frosts of cold spring nights. HENRY WINSLOW.



## BOOK REVIEWS

### Architectural Drawing and Draughtsmen. By Reginald Blomfield, A. R.A. Cassel & Company, London and New York.

That our profession is wonderfully conservative is clearly evidenced by the greater part of our architectural literature; its purely critical portion shows a reverent regard for accepted standards, even when these standards rest upon fragile bases and, to the best part of the profession, are no longer defensible.

But artistic standards, like laws, embody "beliefs that have triumphed in the battle of ideas; while there is still doubt—while opposite convictions still keep a battle-front against each other, the time for the law has not come; the notion destined to prevail is not yet entitled to the field." This, in the words of an eminent justice of the supreme court.

Mr. Reginald Blomfield is one of those men who choose to state the "notion destined to prevail" in preference to that which has prevailed but whose days are numbered. Hence the interest which a new book from his pen cannot fail to have for those who try to follow the movement of ideas in the architectural world.

In previous works his criticism has rather been based upon an inquiry into the relative value of detail and design, the so-called periods of decadence, the Roman inferiority in art, the early renaissance architecture in France, and many other accepted standards which do not bear too much inquiry. In his latest book it is the work of some of the bygone architectural draughtsmen which is both well commented upon and excellently illustrated.

The reader must not take it up in the hope of finding it an exhaustive historical study of draughtsmanship or a technical text-book for beginners. There is, in fact, not a single example of this kind of drawing, which, as it appears from our exhibitions, is at present the aim of the profession. The book is, on the contrary, an attempt to show that our current methods are not, by far, the only standards whereby achievement may be measured, and that the problem of the representation of architecture has been approached, in the past, from other directions than those which we are now following.

Mr. Blomfield has selected four or five men who are designers of decoration or engravers rather than architects, yet masters in their respective arts; of these men he makes the keenest and the most intelligent and sympathetic study that could be desired. At a time when the "pedantic spirit"

of Percier and Fontaine seems again to come into its own, in our fear of overstepping the limits of "good taste" (unfailing sign of a taste not sure of its ground), this selection is particularly fortunate. The work of these men in vitality, fertility of invention, violent action, richness and audacity of ornament, is still more refreshing by contrast.

"The intention of the draughtsman," writes Mr. Blomfield, "may be either to make drawings which



A VASE. By Cauvet.

can be carried out in the building by other hands exactly as drawn, or, on the other hand, he may wish to produce in somebody else's mind, the impression of the building as a whole as he conceives it, or he may employ architectural forms as the symbols and embodiments of some abstract idea, the imagery of a world which never has existed in fact, and never can."

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

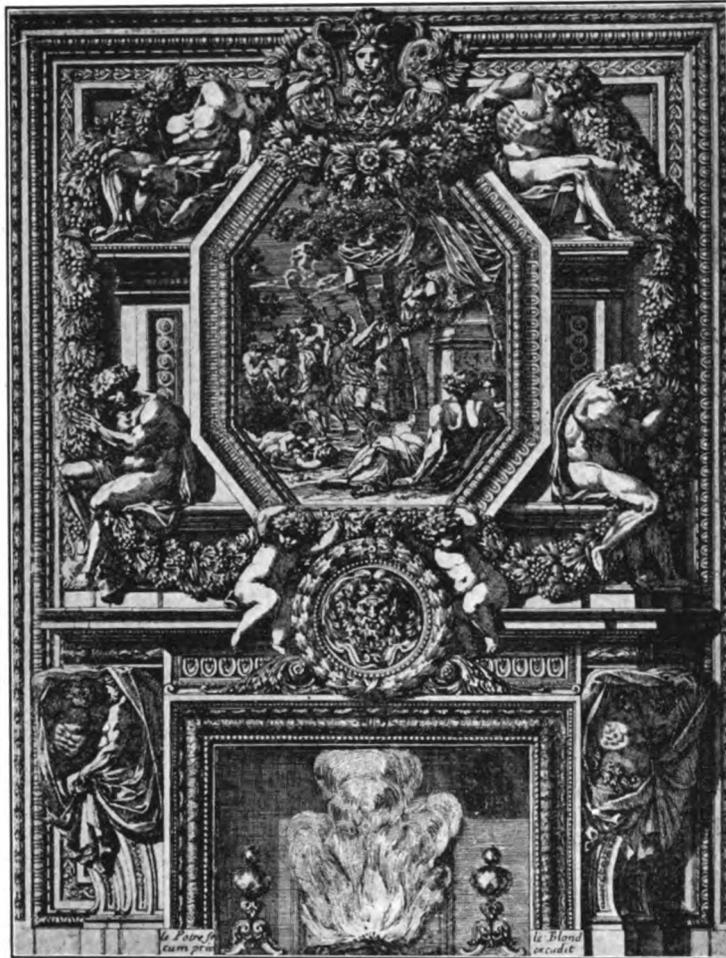
There is also a fourth aim, not included in this list by Mr. Blomfield. This aim, to which he refers later on and in uncomplimentary words, is that of publishing designs of architectural or decorative subjects which may be used by architects and

not disagree with him), for in almost direct contradiction to the implied unworthiness of their aims, he says that "Lepautre and Marot were perhaps the finest masters of decorative draughtsmanship that have ever existed." Mr. Blomfield apparently forgets that these two men have directly and avowedly continued the tradition of supplying ideas to craftsmen—a tradition which is still flourishing in our days, although represented by designers of lesser mastery.

Draughtsmanship for the architect being a means and not an end, it is not surprising that most of the material of Mr. Blomfield's book is drawn from the "debatable ground that lies between architectural draughtsmanship and the province of the painter." Yet ought he not to have recognized that if Lepautre, Delafosse, Cauvet, Meissonier, Piranesi, and Bibiena "produced designs regardless of the difficulties of materials and workmanship" (which is perhaps not altogether true), they were, on the other hand, able to develop a technique of draughtsmanship which the mere architect never reached and which is the "raison d'être" of the book we are reviewing. Piranesi himself, great as he was, was only able to produce in pure architecture what Mr. Blomfield describes as "combinations of details licentious to the last degree."

Much more might be said for these draughtsmen-designers and their influence on architecture from the XVIth century to our days, were it not that the saying of it would lead us beyond the limits of this review; be it enough

to add that the very reason for which Mr. Blomfield criticizes their method of designing is one reason for which I feel their work to be worthy of study in our schools and offices, because, while it stimulates the imagination it does not lend itself to mere copying. Thus it leaves room for the individuality of the student to manifest itself as he adapts its suggestions to a specific purpose. Did not the very imperfection of the documents of Roman fragments which were available during the Renaissance help tremendously in the evolution of architectural forms?



DESIGN FOR A CHIMNEY PIECE  
By Jean Lepautre

craftsmen as a repertory of forms and a source of themes.

"Personally," says Mr. Blomfield, "when looking through these books of designs, from Du Cerceau down to Oppenord, I have never found the thing I wanted, the exact phrase for the idea one wished to convey." He also refers to DeVries and Dietterlin, those unconscious contributors to the Elizabethan and Jacobean periods, as "parasites of architecture," which we must take as meaning nothing more than that Mr. Blomfield does not like the designs of Du Cerceau and DeVries, or Dietterlin (wherein I will

## BOOK REVIEWS

With these reservations one can only admire the study of the French draughtsmen of the XVIIth century, or that of Piranesi, of whom Mr. Blomfield writes: "The quality of genius which raised him above other artists was shown not only in his assured and astonishing technique, but in a certain imaginative outlook on architecture—in his conception of it as a great and even stupendous art, full of mystery, full of a profound beauty and poetry, that will only reveal itself to the initiated."

In another chapter Mr. Blomfield's personal sympathies carry him perhaps too far in his conclusions. From the small number of examples of the draughtsmanship of the middle ages he infers: "Indeed one might say with reasonable probability that architectural draughtsmanship did not exist, the necessity for it not yet having arisen in the practice of architecture;" and again, "it is probable that the only instructions given were general directions to the workmen to follow some familiar example;" also, "when there was only one manner of building con-

ceivable both to builder and owner, general instructions from the latter were enough, the rest was done by the mason working his stones and setting them out on the building as it grew."

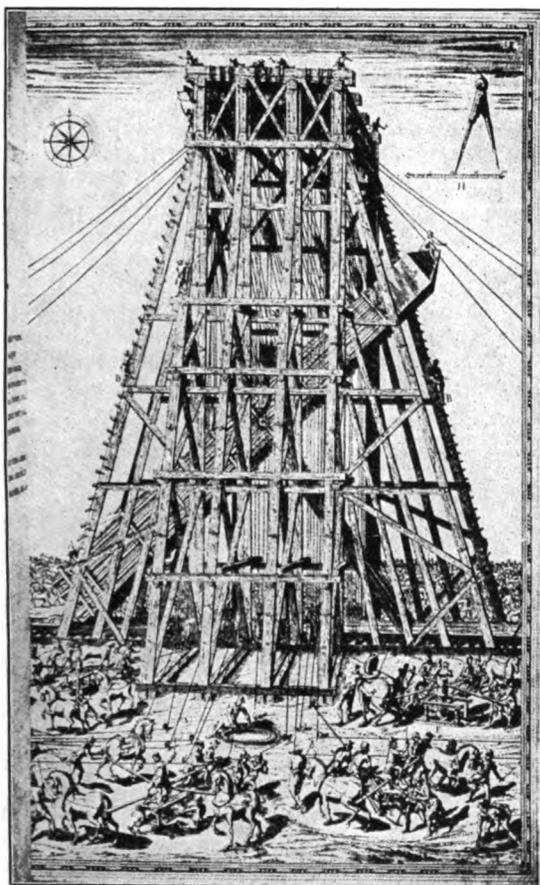
These are curious statements, coming from such an authoritative source, in view of the fairly large number of drawings still in existence and of the documents which the "maitre de l'œuvre" is said to have submitted, or the work which he was requested to furnish in the shape of estimates and drawings on parchments.

In addition, full-size drawings have actually been preserved; but even though a single drawing had not come down to us (which would not be surprising when one remembers that the architect's drawing has never been considered of much value once the building is erected), it would still seem that the endless variety of composition in the monuments might be accepted as sufficient evidence of the inadequacy of general instructions, without drawings and, therefore, draughtsmanship. Mr. Blomfield takes this stand, it would seem, for the pleasure of picturing draughtsmanship as rising in Italy, in the latter part of the XVth century, "completely equipped," even as Athena came fully armed from the head of Zeus—a new case of spontaneous generation which ought to have made him suspicious of the soundness of his theory.

Such minor inconsistencies, however, do not prevent one from admiring a book which has the excellent merit of entering an unoccupied field, and of having stated the problem not only with great breadth of view but in a most readable manner.

The sound judgment of such as this cannot fail to be appreciated: "Draughtsmanship is certainly not architecture, but the architect's business is not merely to state the facts of construction in his building. He has to state them in a form that is beautiful, and it is difficult to see how, as an artist, he is to arrive at those forms simply by internal meditation and without the aids and resources that draughtsmanship can supply in working out his ideas and giving them their final shape."

PAUL PHILIPPE CRET, A.D.G.F., A.I.A.



RAISING THE GREAT OBELISK OF THE VATICAN  
By Domenico Fontana

### History of the Spanish Christian Architecture of the Middle Ages. By Vicente Lamperez y Romea.

The author is professor of architecture in Madrid, and a member of various societies, archæological and artistic. He seems well equipped for this sort of exhaustive and analytical study, and there is no question that these volumes will find a very important place in the library of any student architect. The text is in Spanish.

This edition is published in two volumes, with

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

more than twelve hundred illustrations made from old prints and plans, from sketches by the author, and from photographs.

One is enamored with it at once, as it recalls our old classic, Violet le Duc and his dictionary.

The volumes are beautifully indexed, so that one may locate type, neighborhood, and the geology of the particular situation.

It carries the reader through the development of architecture in the church, from the early days which antedate the Romantic period in France, by the way of the Moors, and through the vicissitudes of the Gothic, and each example is most exhaustively explained and analyzed, with comparative plates of types and neighbors.

There are many beautiful photographs of Romanesque doorways, and of capitals which one can find only in the south of France and in the northerly parts of Spain. The examples shown are more closely related with those of France than with the distinctive type which we find in Italy, and yet they have their own peculiar charm. Spain, following the march of progress in the church architecture of France, trailed along behind, and was hampered by her geographical location, which is distinctly on one side of the general growth of civilization; this added to the character of her architecture, which is so beautifully discussed and illustrated in these volumes.

FRANK E. WALLIS, A. I. A

### BOOKS RECEIVED DURING MARCH, 1913.

Presented by the Bibliothèque de la Société des Architectes Diplômés par le Gouvernement, Paris, France.

L'Art d'Architecture et la Profession d'Architecte, par Albert Louvet. Tomes 1 et 2.

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The American Civic Association, Washington, D.C. Civic Improvement in the Little Towns. By Miss Zona Gale. Series 11, No. 7, March, 1913.

The American Society of Civil Engineers, New York, N. Y. Constitution and List of Members. February, 1913. Proceedings, Vol. XXXIX, No. 3, March, 1913.

The Western Society of Engineers, Chicago, Ill. Journal, Vol. XVIII, No. 1, January, 1913 and Vol. XVIII, No. 2, February, 1913.

The Society of Architects, London, England. Journal, Vol. VI, No. 65, March, 1913.

The Royal Society of Arts, London, England. Journal, Vol. LXI, No. 3148, March 21, 1913, to Vol. LXI, No. 3153, April 11, 1913.

The Royal Sanitary Institute, London, England. Journal, Vol. XXXIV, No. 2, March, 1913.

The Royal Victorian Institute of Architects, Melbourne, Australia. Journal, Vol. X, No. 6, January, 1913.

Svenska Teknologforenengen, Stockholm, Sweden. Arkitektur. Haft 3, No. 24, 12 Mars, 1913.

Société Centrale des Architectes Français, Paris, France. L'Architecture. 26e Annee, No. 8, 22 Fevrier, 1913, to 26e Annee, No. 11, 15 Mars, 1913.

Société Imperiale des Architectes, St. Petersburg, Russia. L'Architecte, Vol. XLI, Nos. 27 to 47, 1912.

Société degli Ingegneri e degli Architetti Italiani, Rome, Italy. Annali della Società, Anno XXVIII, No. 4, 16, Febbraio, 1913, to Anno XXVIII, No. 6, 16 Marzo, 1913.

Maatschappij tot Bevordering der Bouwkunst, Amsterdam, Holland. Bouwkundig Weekblad 33 ste. Jahrgang, No. 10, 8 Maart, 1913, and 33 ste Jahrgang, No. 11, 15 Maart, 1913.

Société Centrale d'Architecture de Belgique, Louvain, Belgium. Bulletin Mensuel, 1913.

The Institute of Japanese Architects, Tokyo, Japan. Journal, Vol. XXVII, No. 313, January 25, 1913, and Vol. XXVII, No. 314, February 25, 1913.

## INSTITUTE BUSINESS

### THE EXECUTIVE COMMITTEE MEETING HELD AT NEW YORK

IN THE OFFICE OF MR. WALTER COOK, APRIL 12, 1913

Present: Messrs. Cook, Brown, Medary, Sturgis, and Pond.

Letters were read from Mr. Theodore Hardee, Chief of the Liberal Arts Division of the Exposition, and from the Secretary of the San Francisco Chapter on this subject. A committee consisting of Messrs. J. M. Hewlett, C. L. Borie, Jr., and L. C. Mullgardt was appointed to consider the advisability of taking part in the Panama-Pacific Exposition in San Francisco, and of formulating plans for making a representative exhibit of American and, possibly, foreign architecture.

After due consideration of the report of the Civic Center of San Francisco, and the report of the consulting architect, a letter was formulated and authorized to be sent to the President of the San Francisco Chapter.

The Boston Society of Architects has selected twelve Chapter members for advancement to membership in the Institute, and has submitted to the Board of Examiners evidence as to their ability and standing, with the statement that the Society stood back of these men, and requested that the Board of Examiners accept these conditions in lieu of examination.

The Secretary read a resolution passed by the Indiana Chapter, stating that a majority representation on the Board from any one section should be discouraged, and favored such action as will secure a more even geographical distribution of the Board members.

The subject of Chapter territory was brought up by a letter from Mr. Armond D. Koch, of the Milwaukee Chapter, inquiring if a Mr. Charlton, of Marquette, Michigan, could become a member of the Wisconsin Chapter, and stating that the northern peninsula of Michigan should be included in the territory of the Wisconsin Chapter.

The Secretary was instructed to write that, as the question of Chapter territories was in the hands of the committee, and would be brought before the next Convention, Mr. Koch had better wait until then and bring the question before the Convention for action.

Mr. D. Knickerbacker Boyd submitted the name of a former member of the Institute who resigned from the Philadelphia Chapter. It was determined that he would have to apply for membership in the Institute in the ordinary way.

It was decided to draft a new By-Law to be presented at the next Convention, increasing the initiation fee and deducting the examination fee from the initiation fee of those elected. In the meantime the fee was to be charged as heretofore.

The resignation of Mr. Samuel Edson Gage was accepted.

A request from the electricians that their work be placed under a separate contract by the owner was referred to the Committee on Master Plumbers and Steam and Hot-Water Fitters, which had been considering this subject.

It was determined that in counting the votes for delegates in Chapters the word "Institute Members" shall be interpreted as meaning active members of the Institute, and not the Honorary Class.

A communication was read, stating that a meeting was held in Toledo, for the purpose of forming a Chapter, at which Messrs. John Scott, William B. Stratton and J. W. Case of the Michigan Chapter, Cass Gilbert of New York, John L. Comes of Pittsburgh, and E. O. Fallis and G. S. Mills of Toledo were present.

Information was desired as to what steps were necessary to complete the formation of the Chapter. The names of the Detroit members were offered for use in forming the Chapter, if such action were permissible. It was determined that the Detroit men could not join in forming this Chapter, but that they could secure members of the Institute from the territory of Toledo who would be admitted as members of the Chapter-at-large, and then they could apply for a Chapter charter.

The place of the next Convention was discussed, and the sentiment of the meeting was in favor of New Orleans, because of the accessibility of that city to the middle West and South, and to encourage interest in that section. The Secretary was instructed to write to the members of the Board, giving reasons for selecting New Orleans and asking their opinion.

Mr. Medary spoke of the Alameda County, California, program, which was accompanied by a notice requiring the architect to give bonds, stating that he had been unable to get any information from the professional advisor, but he had been advised by the President of the San Francisco Chapter that this was in accordance with California laws.

Adjournment.

## CHAPTER ACTIVITIES

### BUILDING LAWS

#### *St. Louis Chapter,*

The city of St. Louis is endeavoring to have a new charter drafted by a Board of Freeholders, and under this charter would naturally come the revision of the building laws, so that any revision of these laws by the Chapter at this time would be to no purpose.

#### *Cleveland Chapter.*

Progress reported in rewriting the Building Code by joint committee and the building inspector.

#### *State Regulation in Schoolhouse Construction.*

". . . There is at present a very real need of state regulation—at least so far as the minimum requirements are concerned—of all schoolhouse construction. The state is as much concerned in the proper housing of the pupils of the public schools as the local communities are.

". . . In Pennsylvania, Utah, New York, and New Jersey the school laws provide for state approval of all schoolhouse plans; in Ohio, Indiana,

Massachusetts, and several other states, the building or health departments of the respective commonwealths exercise a similar control with splendid effect. In each of these states the laws provide a more or less efficient minimum for strength of construction, heating and ventilation, lighting, fire-proofing and safeguarding against panics, for sanitation and plumbing, standards for floor-area and cubic contents of classrooms, width and construction of stairs, corridors, and exits. The very simple and effective device of enforcing these requirements, by compelling the approval of each set of plans and providing the alternative of the withdrawal of support for such local boards as ignore the state's orders, has made the laws easy to administer.

"Similar laws are needed in every state and are, so far as we can see, the only efficient means of improving present standards of school architecture and of compelling their universal acceptance."—*From the "American School Board Journal" for April, 1913.*

[See also under Municipal and State Coöperation, Illinois and New York Chapters.]

### FIRE PREVENTION

#### *St. Louis Chapter.*

Working with the local Fire Prevention Bureau to the end that all buildings may be constructed with a view to reducing the fire-loss to the minimum. On this subject our building laws are also quite clear, and embody all points that tend to safe and sane building, both for the protection of life and property. Our present building commissioner is quite active in this respect.

#### *New York Chapter.*

The Journal is just in receipt of one of the special notices prepared by the New York Board of Fire Underwriters. The sheet of four pages and a two-page map is surprinted in red, "Special Edition for

Members of the New York Chapter, A.I.A.," and contains a very complete account of an extensive fire.

The construction of the building is analyzed; the occupancy described; the exposure cited; the story of the discovery, origin, and spread, and the method of fighting, is told very simply and clearly; the damage and property loss are then recited, and the "Conclusions and Recommendations" cannot but be of value to every architect in New York City, since they disclose practices in construction which should be avoided.

It is not known whether this practice is followed by the boards of underwriters in other cities, but there would seem to be no reason why other Chapters should not examine into the matter, and endeavor to secure such highly beneficial coöperation.

### HEIGHTS OF BUILDINGS

#### *New York Chapter.*

Borough President McAneny has appointed a commission to make an exhaustive study of the

question of the heights of buildings in New York City. Among the members of this commission are Burt L. Fenner, J. M. Hewlett, and C. Grant La Farge of the New York Chapter.

## CHAPTER ACTIVITIES

The commission will not by any means confine itself to the mere question of building heights, but will also inquire into the equally serious phases of the subject, such as their proper proportion in other respects and in connection with their location and uses.

Consideration will be given to the matter of proper grouping in relation to city planning and the relief of congestion, and, for the purpose of giving the broadest possible scope to the work, representatives of all affiliated interests have been included in the commission.

The result of their labors will be watched with

the greatest interest and by the real-estate and building interests throughout the country. The Journal will report upon this question with as great frequency as possible.

*Washington State Chapter.*

The Building Code Revision Commission of Portland has recommended that the limit of height of absolutely fireproof buildings be placed at fifteen stories, or 200 feet. For ordinary fireproof steel-frame buildings, twelve stories, or 160 feet; for reinforced concrete, ten stories, or 140 feet.

## GENERAL LEGISLATION (INCLUDING COURT DECISIONS)

*Southern California Chapter.*

The Permanent Committee on Legislation expressed the opinion that the Chapter's draft of a substitute for the California state law of 1872

would be put through, with certain amendments and it was thought that practically all the amendments to the Burnett tenement house act, as recommended by this Chapter, would be embodied in the new draft, with certain minor modifications.

## PROFESSIONAL PRACTICE

*Washington State Chapter.*

Committee on Charges urged that the proportionate part of charges should be based upon sixths instead of fifths, and that the schedule should go more into detail, pointing out as one instance that no charge was suggested where two or more buildings were erected at the same time from the same plan.

Voted that the Chapter was in favor of a particularized schedule. This schedule as prepared by the Committee on Charges was then read section

by section, but action was deferred until the next meeting.

*Wisconsin Chapter.*

The Schedule of Charges of the Institute has been adopted with the following additions:

	Per cent
Residences costing more than \$10,000 . . . . .	7
Residences costing less than \$10,000 . . . . .	8
Loft Buildings . . . . .	5
Additions and Alterations to Residences . . . . .	12
Additions and Alterations to other Buildings . . . . .	10
Factory Buildings . . . . .	4

## OFFICIAL ARCHITECTS

The following states have official architects:  
New Jersey.  
New York.

*Washington State Chapter.*

The Legislative Committee reported that the bill creating the office of State Architect did not pass; they had urged upon the governor the view that the State Architect should have charge of alterations to existing buildings and the designing of small ones, but that larger buildings and groups should be left to competitions among architects.

*St. Louis Chapter.*

No action whatever has been taken or considered in regard to the appointment of a State Architect.

*New Jersey Chapter.*

The Legislative Committee reported copies of bills which it had approved as follows:

First. An act amending the laws controlling the Department of Charities and Corrections.

Second. An act amending the Architects' Registration Law, as proposed by the New Jersey State Board of Architects.

Third. An act amending the Architects' Registration Law, as proposed by the Chapter.

The Chapter approved the report of the Legislative Committee, and ordered copies of all these proposed amendments to existing laws spread in full upon the minutes of the Chapter.

[The text of these bills is on file with the Committee on Public Information and may be had upon request.]

# JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

## REGISTRATION OR LICENSING OF ARCHITECTS

The following states have registration or licensing laws in force:

California.  
Illinois.  
Louisiana.  
New Jersey.  
Colorado.  
Utah.

Registration laws are being considered in

Missouri.  
Indiana.  
New York.

### *St. Louis Chapter.*

The Legislative Committee has for some time been trying to introduce into the legislature a bill for the licensing of Architects. This bill was defeated only through the lack of cooperation of the engineers. At the last Chapter meeting the Legislative Committee was instructed to consult with the engineers and try to come to a mutual understanding for the wording of the bill; also to re-introduce the bill, as well as another bill for an

architect's lien law, and try to have them passed. No results were obtained at this session of the legislature.

### *New Jersey Chapter.*

(Public Laws, 1902, page 54.)

An Act to Amend an Act entitled "An Act to Regulate the Practice of Architecture,"

Approved March 24, 1902.

[See note under Official Architect, New Jersey Chapter.]

### *Canada*

The British Columbia legislature has for consideration a bill providing for the incorporation of a society of architects, with rights similar to those now possessed by legal, medical, and dental societies. If the bill is passed, it means the licensing of architects along the lines already adopted by several of the states, except that the examination for admission to membership, where examination is required, is made by the society itself.

## COMPETITIONS

### *St. Louis Chapter.*

The Chapter is working for rigid observance of the Code on Competitions, and has followed up every breach of this Code which has come to its notice, and in all cases, so far, has brought the matter before the Institute Committee on Competitions. This is rather unsatisfactory, for the reason that the Institute committee refers the matter to the Judiciary Committee, which in turn commands the offender to appear at its meeting in New York. As a suggestion, it would seem that the Code on Competitions should make it mandatory for each Chapter and the local subcommittee of the Institute committee to deal with cases directly, and to have proper instructions as to what procedure to follow.

### *Boston Chapter.*

Voted: Whereas, certain members of the Society of Architects have recently submitted drawings for the same proposed church at the same time, thereby, as a fact, establishing a competition as defined in the code of Competitions; and, Whereas the terms of the competition were not approved by the Standing Committee on Competitions of the American Institute of Architects, therefore Resolved: That it is the sense of the meeting that the architects were

technically guilty of unprofessional conduct; and it is further Resolved: That, in view of their probable ignorance of the subtle points in the code, and of their application to concrete cases, it would be uncalled for to take any further action in their case; Resolved: That the Executive Committee be instructed to send a brief outline of their case to each member of the Society to the end that in the future there need be no misunderstandings as to the proper conduct of members.

[EDITORIAL NOTE.—*Is not this action of the Boston Chapter an usurpation of rights not delegated to it by the Institute Code governing the conduct of members taking part in competitions? If so, it would seem to be a very dangerous precedent to establish and it might be well for the Executive Committee of the Institute to clarify the "subtle points in the code," in order that all who run may read—intelligently.*]

Voted, *Whereas*, an occasion sometimes arises in which an owner desires the ideas and advice of more than one architect, at the same time and for the same project, and is willing to pay each architect a satisfactory compensation for the services to be rendered, such service and compensation to be determined in advance by the invited architects in conference, such compensation to be approved by the Competition Committee of the American Institute

## CHAPTER ACTIVITIES

of Architects, therefore Resolved: That it is the sense of the meeting that in such instances the invited architects shall not be held as having taken part in a competition within the meaning and spirit of the code; Resolved: That the Executive Committee of the Boston Society of Architects be and is herewith instructed to submit this matter to the Institute for formal action, at the earliest moment, to the end that the Competition Code of the American Institute of Architects may be amended in accordance with the above resolution.

### *New Jersey Chapter.*

The Committee on Competitions report that during the last month a competition for a church was brought to the attention of the committee by four New York architects and one member of this Chapter, the program of which was entirely out of accord with the code of the Institute. The gentleman who brought the matter to the notice of the

committee had been invited to prepare drawings for this church, and, in accordance with the Institute Competitive Code, brought the matter to the attention of your committee.

The committee at once communicated with the church authorities, sending them a copy of the code, and calling attention to the provisions which should have been included in order to comply with the code.

The church committee received the communication very courteously, and notified the committee that, owing to the fact that their program did not comply with the provisions of the Institute Code, the competition had been withdrawn, the assumption being that an architect had been chosen without competition.

The committee believes that this outcome is far more satisfactory than would have been the case had the competition been instituted upon the meager program which was forwarded to architects.

## EDUCATIONAL WORK

### *Louisiana Chapter.*

Executive Committee reported a meeting with the budget committee of Tulane University on a question of the deficit in the architectural department. It was decided that the Chapter would meet this obligation, and make good any deficit in this department, and that the Chapter endorse the raising of a fund for this purpose.

Voted: That the Chapter be represented in the paper published by the Contractors' and Dealers' Exchange.

Voted: That the Chapter withdraw its support from the paper known as "Architectural Art and Its Allies," and that the publication be asked to withdraw from its announcement the names of those Chapter members now appearing.

### *Iowa Chapter.*

Iowa architects are seriously handicapped through the lack of opportunity for young men to gain, within the state and within their means, instruction that will in any way fit them for ordinary draughtsmanship.

Voted: That the Chapter request its associate member, Mr. E. P. Schoentgen, to use his earnest endeavors toward having a school of architecture established at the State University of Iowa as soon as practicable.

Programs for various problems have been drawn up, and have been divided into three grades. The first-grade problems have been the orders drawn in pencil; second-grade problems, the orders drawn

on a larger scale with shades and shadows; third grade, problems in design.

The first problems, with a letter of instructions, were sent to about ten different Chapter members throughout the state. It was expected the architects receiving the letter of instructions would consult with other architects of their city and try to interest the draughtsmen in the work.

The Des Moines draughtsmen have met and formed the "Des Moines Architectural Club" and the architects of the city have secured a room and furnished it. The Club will have the use of the room.

### *St. Louis Chapter.*

The Chapter decided to take up actively the work of education with the Architectural Club. The idea is to impress on draughtsmen the importance of attending the lectures given at the club; to show them the great benefits to be derived from participating in the work of the atelier, and to generally instil a desire in the draughtsmen to take up work and study of this kind, cultivate a desire for the beautiful, and make work more a labor of love than one of drudgery. Closer contact between architects and their draughtsmen is advocated, to make the draughtsmen feel the importance of their work, and bring them to show greater interest in it.

### *New Jersey Chapter.*

The Draughtsmen's Exchange Committee reported that a number of applications had been received for draughtsmen during the month of

## JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

January, that a number of draughtsmen had been placed in positions, and that the work of the committee was progressing satisfactorily. The chairman further reported that a communication would be directed to each of the registered architects in the state in the near future, stating the purpose of the Draughtsmen's Exchange, so that it might be of increased benefit to both architect and draughtsman.

### *Washington State Chapter.*

The suggestion was made by the Institute Committee on Public Information that each Chapter subscribe to a local clipping bureau in order to keep in touch with the architectural pulse of its own locality. The suggestion has been adopted by this Chapter, and after two months' experiment in which about fifty clippings from Washington, Oregon, and British Columbia papers were received, it was decided by the Council, as an experiment, to extend the territory covered to include California.

### *Texas.*

"A novel educational feature will be introduced by Dean W. S. Sutton in the University of Texas summer-school work for the coming summer. This departure will consist of frequent open-air lectures, illustrated by lantern-slides and motion pictures. The screen for showing the lantern-slides and motion pictures will be set up on the athletic field immediately in front of the bleachers and grandstand, which will furnish ample room for student audiences, as well as for the public of Austin. It is believed that open-air lectures will insure the comfort of those attending, and it is expected that large numbers of students and visitors will welcome this novel change.

"In speaking of the work for the present summer, Mr. Thomas Fletcher, Assistant Visitor of Schools, said: 'The university is making preparations to take care of 1,200 students in the summer schools, which will open June 14. The summer schools have come to be a vital and integral part of the university work. In fact, the efficiency of the public schools of Texas is very greatly dependent upon the opportunities furnished during the summer by the higher institutions of the state to the teachers of the state. The summer schools of these institutions must, in a large measure, provide the means for improving the Texas teaching force. The greatest obstacle in the way of the success of our school system is the lack of well-trained teachers. More than 10,000 actual or prospective teachers attend school each summer. Hence it is most important that this great body of students have provided for them the best possible facilities.

"Of the 927 students enrolled in the university

summer schools for 1912, 81 per cent were either teachers or prospective teachers. It is a primary function of the university to improve the Texas teaching force; it can perform no greater service for the cause of education in this state than to increase the academic and professional knowledge of the teachers in our public schools. The authorities realize this, and every effort is being made to provide the best possible opportunity for those who wish to spend a part of their vacation in study.'—*From the "Galveston News."*

[EDITORIAL NOTE.—*It is understood that an effort will be made to have the Committee on Education and the Committee on Civic Improvements, in co-operation with the American Federation of Arts and the University of Texas, prepare illustrated lectures on architecture, sculpture, painting, and town planning. The al fresco lectures proposed by the University of Texas would appear to offer an educational possibility of the biggest importance.*]

### *Michigan Chapter.*

Professor Emil Lorch, head of the Department of Architecture of the University of Michigan, reported that the enrollment this year had reached 110 students. There are now five regular instructors in architecture, five teaching assistants, in addition to which two instructors give their entire time to teaching of freehand drawing for these students. The department has recently been put on the approval list of the Illinois State Examining Board in Architecture, thus exempting graduates in architecture at this university from certain of the examinations, as is the case in the older architectural schools. The Department of Architecture is also a charter member of the recently organized Association of Collegiate Schools in Architecture. The department was organized seven years ago and has grown so steadily that the present quarters will very soon be inadequate, and it seems likely that a new building will be required to house it. Professor Lorch also stated that the recently organized Department of Fine Arts had proven a great success, and that it is doing a splendid work at the university and through the state.

Voted: Whereas, the department of Architecture of the University of Michigan has demonstrated its success in point of training and attendance, and would undoubtedly gain further in power of accomplishment and importance if constituted a separate department, with its own administration, therefore, be it Resolved, that the Chapter forward to the Regents of the University a communication expressing the opinion that it would be advisable to have the Department of Architecture of the University of Michigan made a separate department under its own administration.

## CHAPTER ACTIVITIES

### MUNICIPAL OR STATE COÖPERATION

#### *New York Chapter.*

The Joint Committee on City Departments, in the city of New York, is composed of representatives from the New York Chapter, the Brooklyn Chapter, the Building Trades Employers' Association, the New York and National Boards of Fire Underwriters, the American Institute of Consulting Engineers, the New York Society of Architects, the five Superintendents of Buildings and two Chief Inspectors of Buildings from the various boroughs of the city.

It is the province of this committee to advise with any of the city departments concerning matters which affect the welfare of architecture and building. The work of this joint committee in aiding in the revision of the building code of the city of New York represents one of the greatest and most

unselfish of services. This work is worthy of and should receive the careful study of other Chapters—no form of service offers greater possibilities for the advancement of architecture than loyal, intelligent, and unselfish coöperation with state and municipal authorities.

#### *Illinois Chapter*

Voted: that as the state commission appointed by the governor to "Revise and Codify the State Building Laws" has appealed to the present state legislature for needed additional time to complete its work, together with sufficient funds to defray the necessary expenses, therefore be it Resolved, that this Chapter take an active part in furthering the interests of said appeal. The Chair appointed the following committee: H. B. Wheelock, chairman; E. S. Hall, George Beaumont.

### COÖPERATION WITH ALLIED INTERESTS

#### *New York Chapter.*

The president announced the appointment of a committee of three to confer with a similar committee of the Mason Builders' Association, in reference to the question of architects charging for the use of plans and the privilege of estimating.

The president announced that, at the request of the Committee on buildings of the Board of Education, he had appointed a committee of five, consisting of Messrs. Brainard (chairman), Chambers, Freedlander, Murchison, and F. B. Ware, to investigate into the efficiency and economy of adminis-

tration of the building department of the board of education.

#### *Louisiana Chapter.*

The question of coöperating with the Contractors' and Dealers' Exchange in the matter of their publication was referred to the Committee on Public Information, and, in conference with Mr. Walter Jahncke, President of the Exchange, the committee has to report that the Contractors' and Dealers' Exchange is willing to do all that is possible to meet the wishes of the Chapter, and the committee will report in full at the quarterly meeting.

### INSTITUTE AND CHAPTER RELATIONS

In connection with the Conference on City Planning at Chicago, at which the Institute was represented by Frank C. Baldwin, Second Vice-President and the editor of the Journal, arrangements were also made for their visit to the Buffalo, Detroit, Cleveland, and Illinois Chapters.

Through the hearty coöperation of the Chapters, meetings were arranged on successive evenings, and a full and free discussion of all phases of the Journal was thereby made possible.

At the moment of going to press arrangements are already under way for a visit to the southern and western Chapters, and a little later, to those in the East.

These visits, which shall include every Chapter in the Institute and shall be made as quickly as

circumstances will admit, are for the special purpose of making it possible for the Journal to represent, as faithfully as one publication may do so, the interests and the welfare of every member of the Institute, of every member of every Chapter, and of the entire profession at large.

On the occasion of these meetings the Journal most earnestly begs the attendance of every Chapter member.

#### *Illinois Chapter.*

Voted: That the Secretary of the Chapter request a copy of the minutes of the meeting of the Board of Directors of the Institute, and transmit same to the Chapter Committee on Public Information.

# JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

## TOWN PLANNING AND CIVIC IMPROVEMENT

### *St. Louis Chapter.*

St. Louis has for some time had a City Plan Commission which has done a great deal of good work in talks and lectures for the City Beautiful. A civic center has been planned and published at various times; no definite results have been gained so far.

### *Illinois Chapter.*

The very excellent results secured under the City Club competition for the laying out for residential purposes of a typical one-quarter section of land in an outlying district of Chicago were shown in the number of drawings displayed on the walls of the various rooms of the clubhouse at the April monthly meeting. There were forty competitive sets or schemes in all submitted in competition from all parts of this country and from abroad.

The winners of the competition were as follows:

First Prize, Wilhelm Bernhard, Chicago, Ill.

Second Prize, Arthur C. Comey, Cambridge, Mass.

Third Prize, Albert Lilienberg and Mrs. Ingrid Lilienberg, Gothenburg, Sweden.

The wide and far-reaching effects of these movements in city planning, and the ideals, purposes, and practical benefits to be derived from their execution in concrete form cannot be over estimated; the Illinois Chapter is to be congratulated in thus extending its influence in this direction.

### *Cleveland Chapter.*

The committee appointed to recommend to the Charter Commission the incorporation of a provision creating an Art Commission for Cleveland in the

new city charter, reports that, on April 29, the commission unanimously adopted the following charter provision: "There shall be a City-Planning Commission to be appointed by the mayor with power to control, in the manner provided by ordinance, the design and location of works of art which are or may become the property of the city; the plan, design, and location of public buildings, bridges, viaducts, street fixtures, and other structures and appurtenances; the removal, re-location, and alteration of any such works belonging to the city; the location, extension, and platting of streets, parks, and other public places and of new areas; and the preparation of a plan for the future physical development and improvement of the city."

The committee is informed that the City-Planning Commission provision is the most comprehensive and far-reaching one to have been written into the fundamental law of any city in the United States.

### *Rhode Island Chapter.*

Announced that the city council of Providence had taken favorable action on the proposition to create a City-Plan Commission.

### *Pennsylvania State Association.*

Resolved, that the Pennsylvania State Association is heartily in favor of the adoption of any wise legislation looking toward the creation of metropolitan districts for coöperative planning in the development of the territory within certain defined limits of cities or towns in this state, and that a committee be appointed to give its approval to the Ambler bill, if, as amended, it meets the spirit of this resolution.

## FELLOWSHIPS AND SCHOLARSHIPS

### *Boston Chapter.*

The problem for the Rotch Traveling Scholarship was this year drawn up by Professor Duquesne, and was based upon a winter garden in a large park.

The scholarship was awarded to W. L. Smith, and the second prize was won by Walter W. Cook.

The prize for regular students at the Massachusetts Institute of Technology was awarded to P. D. Horgan; the prize to special students to B. B. Brooke.

The Harvard University prize went to F. R. Witton, and the Boston Architectural Club prize to W. L. Smith.

### *New York Chapter.*

At the meeting on April 13, the committee on the LeBrun scholarship arranged an exhibition of the very interesting sketches made by Mr. Otto R. Eggers, the first holder of the scholarship, during his six months' trip through Europe, just completed. Mr. Eggers was present, as was also Mr. Pierre LeBrun, the donor of the scholarship. An interesting account was given of Mr. Egger's travels through England, France, Germany, and Italy, and Mr. LeBrun expressed his pleasure at the satisfactory manner in which his wishes in regard to the scholarship had been carried out, and paid a

## CHAPTER ACTIVITIES

tribute to the work of the first holder of the scholarship.

### *Philadelphia.*

Through the efforts of the Architect Alumni Association of the University of Pennsylvania sufficient funds have been secured for the purpose of

keeping the fellowships in the University's School of Architecture in force for another year.

These fellowships were established in 1910, to extend over a period of three years. They are for six hundred dollars, and are designed to permit a fifth year's course along advanced lines. Efforts are being made to make these fellowships permanent.

## MEMBERSHIP

### *Boston Society of Architects.*

Voted: That the word "Chapter," as describing a class of membership in the Society, be stricken out, so that in all cases where "Chapter Members" are mentioned in the By-Laws, they will become "Members," and that other minor changes in wording of certain paragraphs be made to accord with this change.

Paragraph 5, of Article XIV: "Any member whose principal office is thirty miles or more from the Boston City Hall, shall pay only half of the above dues;" to be amended to read as follows: "The dues of any member of the Society whose principal office is thirty miles or more from the Boston City Hall shall be two dollars per annum."

Article XVII to be entirely revised to read as follows:

### JUNIOR MEMBERS

1. Junior Members are those who, at the adoption of these by-laws (December 5, 1911), were already so classified and chose to so remain.

2. The number of Junior Members shall not be increased, and when, by promotion or otherwise, the present Junior Members are differently rated, the classification shall be abolished.

3. The annual dues of Junior Members shall be ten dollars.

4. Junior Members on becoming Members or Institute Members shall pay an initiation fee of ten dollars.

5. The Executive Committee may, from time to time, by affirmative vote of at least seven members, recommend the advance of a Junior Member or Associate Member to the rank of Member. Election shall be as in Article IX, paragraph 5.

6. Junior Members or Associate Members eligible for election, who desire to be advanced to the rank of Member, shall apply in writing to the secretary, who shall refer such application to the Executive Committee, which shall act thereon as under Paragraph 5, *supra*.

[EDITORIAL NOTE.—*The resolution adopted at the Convention of December, 1912, was as follows: "That this Convention approves the recommendation of the Board of Directors that the various Chapters should pro-*

*vide for non-resident membership within or without the Chapter territory, with nominal dues, and that such non-resident membership require bona fide residence sufficiently removed from the Chapter headquarters to make active membership impracticable." This subject is seriously recommended for action by all Chapters, and it is hoped that the Institute Committee on Chapter Relations will give further impetus to this activity.]*

### *Atlanta Chapter.*

Voted that the secretary draft an amendment to the Chapter By-Laws on "Retiring Members," similar to that of Article IV, Section 1, of the Institute By-Laws.

### *New York Chapter.*

The amendment to Article VIII, Section 10 of the By-Laws, providing for the penalties of suspension, censure, and expulsion adopted to read as follows:

"If the conduct of any member shall appear to the Executive Committee to be injurious to the interest of the Chapter, or contrary to its By-Laws, or if he is accused of unprofessional conduct, the Executive Committee shall refer the matter to the Committee on Professional Practice, for its investigation. If the Committee on Professional Practice decide that the charge is apparently sustained, the Executive Committee shall notify the member in writing, giving him not less than two weeks' notice in which to appear before them for trial.

If the Executive Committee, after a fair and impartial hearing, find the charge sustained, they shall recommend censure, suspension, or expulsion, and refer the matter to the next meeting of the Chapter or to a special meeting thereof; of which reference, written notice of not less than two weeks shall be mailed to the offending member, and to each member of the Chapter, by the secretary. At such meeting the nature of the offense shall be considered, and the member complained of shall be given an opportunity to be heard in his defense, after which he may be censured, suspended, or expelled by a vote of a two-thirds majority of the members present. A motion involving censure, suspension, or expulsion shall be decided by secret ballot."

# JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

## MEDALS AND HONORS

### *Illinois Chapter.*

Voted that five members of the jury to award the Chapter gold medal be appointed by the chair. The President appointed Prof. White, I. K. Pond,

Martin Roche, Geo. W. Maher, Howard Shaw. These, together with the President of the Illinois Chapter and the President of the Chicago Architectural Club, constitute the jury.

## EXHIBITIONS, MEETINGS, AND REUNIONS

The third annual conference of the Congrès Artistiques Internationaux will be held at Ghent, Belgium, from July 19 to 23, inclusive.

It will be under the auspices of the Belgian section of the permanent committee of the congress, and will have the assistance of the Fédération Professionnelle des Beaux-Arts de Bruxelles, Fédération des Sociétés d'Architectes de Belgique, Société Royale des Beaux-Arts de Bruxelles, Société d'Encouragement des Beaux-Arts d'Anvers, Société Royale pour l'Encouragement des Beaux-Arts de Gand, Association pour l'Encouragement des Beaux-Arts de Liège.

The "horaire provisoire" includes three days at Ghent, one day each at Tournai and Bruges, and an evening each at Brussels and Ostend.

Architects and others desiring to attend or desirous of further informing themselves in regard to the conference, are invited to address M. Georges Hamand, Secrétaire Général du Congrès, Rue de l'Arbre-Béni, 123, Brussels, Belgium.

[EDITORIAL NOTE.—While the program of the Conference will offer matter of interest to every architect, and while the medieval architecture and the Van Eycks and Memlings of Bruges and Ghent are in themselves worthy of the pilgrimage, the announcement of a reproduction of one of the celebrated tournaments of the middle ages, to be held at Tournai, as part of the program, is in itself worthy of notice.

Those who had the good fortune to witness the pageants and the revival of a tournament at Brussels, some six or eight years ago, during the celebration of the anniversary of the independence of Belgium, remember both with the keenest pleasure.

In the matter of reviving the manners, customs, and dress of the middle ages, the Flemish have an aptitude which is probably not excelled by any other nation. With an attention to detail which might very properly be expected from a nation inheriting such traditions as this wonderful people, several years were spent in preparation for the Brussels pageants, and the tournament at Tournai in July will no doubt be presented with the same fidelity and brilliancy of color and appurtenance. The event is most heartily commended to every archi-

tect who may chance to find himself in Europe at that time.]

### *St. Louis Chapter.*

Voted, That a committee be appointed to confer with the Architectural Club for the purpose of arranging, if possible, for a traveling exhibition of the work produced under the Beaux Arts competitions. It was suggested that the Chapter and the Architectural Club bear the expense of the exhibition in St. Louis, provided that a similar arrangement could be made in other cities.

### *Washington State Chapter.*

The third annual exhibition of the Architectural League of the Pacific Coast and the fifth annual exhibition of the Portland Architectural Club give promise of being the most interesting exposition of architecture yet held on the Pacific Coast.

The exhibition will be formally opened June 2, and will continue until the 21st. Among the interesting features to be included will be some of the drawings for the proposed buildings for the Panama Exposition, the new Washington state capitol and the new city auditorium for Portland.

[*Congratulations to the members of both organizations, to the Washington State Chapter and to the Exhibition Committee. The unselfish thought and labor and patience put into an exhibition of this kind cannot but help to bring about the steady advancement of the art.*]

### *Philadelphia Chapter.*

The 43d annual anniversary banquet of the Philadelphia Chapter, President Rankin presiding, was held in Philadelphia on Wednesday evening, April 16.

The invited speakers were Senator Francis G. Newlands, Mayor Blankenburg, President Walter Cook, Mr. Eli K. Price, and President Robert D. Kohn of the New York Chapter.

Senator Newlands spoke at some length on the progress which the arts seem to be making, or really seem not to be making, in legislation. In a very happy way he took occasion to point out that legislative bodies seem to be the very last to yield to public opinion. He qualified this, however, by saying that their reluctance to yield was the inevi-

## CHAPTER ACTIVITIES

table safeguard which they were obliged to throw about their action in order to prevent hasty or spasmodic public opinion from crystallizing into unwise legislation.

He reviewed briefly the splendid work accomplished by the architects of the United States in government buildings under the Tarsney Act, and narrated the much to be regretted circumstances under which this law was repealed at the last session of congress. He offered the opinion that it would probably be exceedingly difficult to secure a re-enactment of a law similar to the Tarsney Act, and suggested that the Institute give serious consideration to the question as to whether it would be wiser to endeavor to secure a new law of this character, or to advocate much broader legislation along the lines of creating a Government Art Commission, which should have jurisdiction over all matters relating to the application of the arts to government buildings and other allied undertakings.

Mayor Blankenburg dwelt upon the excellent work which had been accomplished by the Municipal Art Commission of Philadelphia, and Mr. Price, a member of that commission, amplified this matter by a detailed narrative of some of the actual undertakings which had been dealt with by the committee. No better illustration could be offered of the wisdom of the creation of such bodies by municipalities,

states, and even the national government, than was contained in the remarks of these two gentlemen.

President Cook reviewed very briefly the progress that architecture was making in this country, and dwelt particularly upon the advantages that had accrued through the adoption of the Institute's Code on Competition.

Mr. Kohn related a number of ways wherein the New York Chapter had been able successfully to cooperate with the city authorities, and pointed out the difficulties with which the Chapter had been confronted, especially in view of the fact that the members of the various city committees with which the Chapter had worked were for the most part entirely unfitted, by reason of their training and occupation, to undertake the study, criticism, or revision of the various laws of the city governing buildings and construction.

Mr. Kohn also urged, as a factor of vital necessity in securing the greatest progress along social and economic lines, that all organized bodies take a broader outlook upon all public questions, not merely confining themselves to the study of their own interests.

The meeting was largely attended, and was in every way a most successful event in the annals of the Philadelphia Chapter.

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### IN MEMORIAM

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CHARLES K. RAMSEY, ST. LOUIS, MO.  
Died April 14, 1913

Admitted to the Western Association 1884  
Admitted to Fellowship in American Institute of  
Architects 1889

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## NEWS NOTES

### Some Things to be Done\*

"Perhaps I should first try to justify my title by giving some reasons why anything should be done more than we are doing. If anybody is satisfied with our towns as they are it probably would be hard to move them, but even so I suppose we can only keep up the present standard by continuous effort. We persist only at the cost of ever-renewed attempts. A second and worse reason appeals to me a great deal more. I see that all Europe and America are racing for the lead in civilization. Along with the commercial strife there is a culture war going forward. This idea has perhaps been consciously worked out only in Germany, but it is obvious that a consistent endeavor has been made there during the past thirty or forty years to attain to a coherent type of modern city life.

"Architects, I think, need to realize the bearing of their special knowledge on what, in a proper sense, should be politics—the art of dwelling in cities.

"The problem of modern architecture is to set itself to know, to improve, to perfect; when it does that, the question of style will solve itself.

"This question of art is quite a troublesome one or quite a simple one, just as we look at it. We cannot escape it, anyhow. We all have to be citizens and politicians, engineers and philosophers of sorts, and we are all artists more or less. Much harm is being done by allowing art to be too specialized and isolated from common life—harmful to those of us who feel that we are merely practical men, and harmful to the man who thinks that he is specially an artist, and hence is called on to live apart in somewhat intolerant arrogance. We are better artists so far as we can see clear of the veils of pretense and false sentiment which come between us and reality. Art is only mind working in substance. One of the things to be done is to make art universal and reasonable once more. Art cares little for the matter which it molds; it is the spirit in which the molding is done. I suppose that wrought-gold is essentially a nobler material than cast-iron, but the greater artist might work in the iron. We have to make a fine tradition of dealing with the most modern forms of construction in steel and concrete.

"Out of the chaos of ideas thrown out in the past two generations we want to pick out what is really available. If out of all this you can remember a single word, I would say, don't design but perfect. Exquisite common sense is what is wanted. The

aim should be masterly construction, delightfully finished. Beauty is not a question of mere shapes, but it is the evidence of mind acting properly on material. We, all of us, whether architect, engineer, official, or citizen, need to join in making our cities more beautiful at every point. From the small house to the great railway station our structures require to be made more reasonable and efficient, and to be kept more tidily. If we ceased to take the things about us for granted, but saw them as they are in relation to a city as it might be, things would be on the way to improvement. Please look at things on your way home tonight. Everywhere the problem is the same—to make things more reasonable."

### Recent American Architecture

"It is rather refreshing to find that the newly issued 1913 Yearbook of the Encyclopædia Britannica is not afraid to furnish a critical, as well as a barely chronological treatment of the events of this period. Perhaps the British have a better tradition in this respect than we have.

"At any rate, the new Yearbook contains a number of critical articles which are calculated to 'get under the skin' of some of its readers, even while they add vastly to the enjoyment of the others. An example in point is its somewhat severe discussion of American architecture during the last two years. There is certainly nothing perfunctory about it. One may disagree with the writer, but at any rate one reviews the principal architectural achievements of the year in a fresh and critical frame of mind rather than in the usual comatose condition of the encyclopædia reader. For example:

"The public and monumental architecture of the United States increasingly tends to become a mere reflection of the official architecture of France. This tendency has been produced by the increasing number of Americans who have made their professional studies at the Parisian School of Fine Arts. Returning home to practise, these graduates have, by their ability, zeal, and close and efficient organization, practically extruded all competition, so far as public architecture is concerned. It would at present be hopeless for any architect, in a competition for an important public building, to submit a design in any other than the authorized version of the antique or of the Italian revival of the antique."

"In other words, public and monumental architecture in this country during the last couple of years has been imitative and not original. It cites

\*From a paper read by Professor W. R. Lethaby before the Architectural Association, London.

## NEWS NOTES

as examples the Pennsylvania Railway Station in New York, the New York Public Library and the new Courthouse and City Hall building in Chicago. It disposes of the New York Library in cruel and summary fashion:

"The design of the library is derived from a 'project' which obtained the grand prize of the Beaux Arts in 1893. Necessarily it does not proceed from the actual requirements of the building, which are accommodated as best they may be to a preconceived envelope, insomuch that one of the principal interior divisions is cut by a cornice midway of its height, and has no expression at all on the outside."

"And this on Chicago, for good measure:

"A like inexpressiveness characterizes all the recent public architecture. The architectural feature of the new Courthouse in Chicago is a colonnade including five of its ten stories, though these stories are in no wise superior in importance to, or different in function from, the stories not included."

"This is doing pretty robustly for a Yearbook which could so easily plead lack of space as an excuse for a purely perfunctory review of American architecture. It is only fair to say, moreover, that the review is discriminating, and not merely censorious. It points to the bold rejection of academicism in the design for the new Woolworth Building in New York, a structure in which the exterior expresses frankly and with dignity the character of the interior. Such treatment as that, says the reviewer, 'gives some ground for the hope that the American "skyscraper" may become a typical work of art as well as a typical embodiment of the modern commercial spirit.'"—*From the Chicago Evening Post.*

### The Skyscraper Problem

"New York, where the skyscraper was architecturally born, has decided that this child of its necessities has gone about far enough in its heavenly aspiration. It has come to be more than suspected that a limit has been about reached to the height of buildings; that there are questions of public safety and health which thrust themselves sharply to the front, that must not be ignored.

"It has been a conviction which has taken a strong hold on public sentiment that the manner of

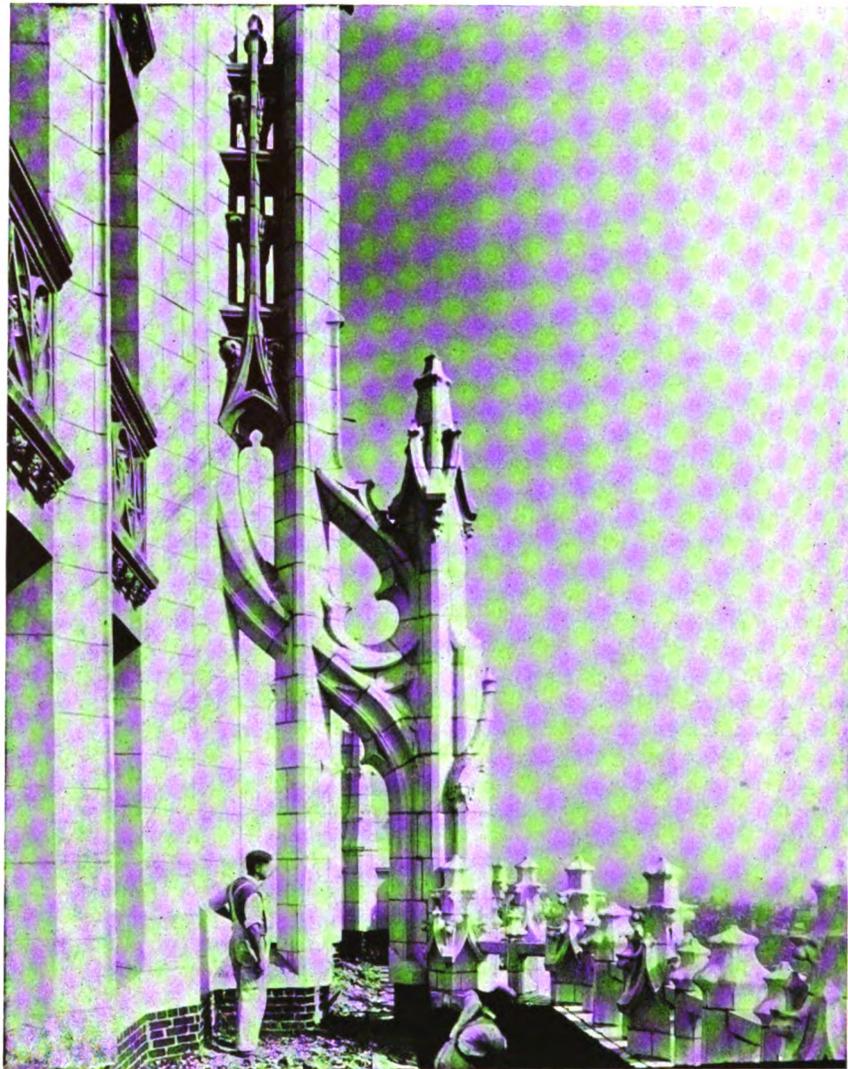
structural sky building has been run far beyond the rationale which inspired it. The immense relative values of realty in many business portions of the city naturally suggested utilizing the air-spaces. But when it comes to building fifty or sixty stories toward the zenith the practical philosophy of the question assumes a different aspect. New York has now 1,136 buildings ten or more stories in height sixty of twenty or more, nine of thirty or more, and three of fifty and upwards. It is in the air that a building project is now afoot, which if not forbidden, will top sixty stories. This would make a height probably of 900 feet, nearly the sixth of a mile above the surface of the ground. Other cities have followed the New York lead, if there is no imitation which quite equals the New York architects and builders in reckless daring. There is one business court in Chicago, however, where at high noon for half an hour only, the sun scarcely shines on merely one side of the street and the pavement would be shrouded in deep continuous dusk but for the electric lights. This is progress run to insanity, which is true also of a good deal of other alleged progress.

"It is evident that a reaction has set in. Foreign cities, even where the land is enormously valuable, have never shown any desire to follow the American practice, and the cities which have pursued the same building pace have begun to set very decided limitation to the skyscraper, as a matter of public protection."—*From the Evening Post, New York City.*



The attention of architects is invited to the Bulletins sent out by the Forest Service Department of the U. S. Department of Agriculture. Bulletin 115 is devoted to western hemlock, which the Department points out as deserving a better opinion and a wider and more general use.

The Bulletin contains figures of tests and an extensive analysis and comparison of western hemlock with other woods. This and other Bulletins of the same purport should be valuable sources of information and reference, and it is suggested that architects address the Department of Agriculture to the end that the Bulletins may be sent to them.



*42d story detail*

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