Wednesday, July 1, 1925 Vol. LXII. No. 1591.

THE ARCHITECTS' JOURNAL & Architectural Engineer

With which is incorporated "The Builders' Journal."

FROM AN ARCHITECT'S NOTEBOOK.

THE CARE OF OLD BUILDINGS.

A little while before he died, Didron, who loved old stones, wrote in a friend's album the following sage but neglected advice: "Where old buildings are concerned, it is better to strengthen than to repair, better to repair than to restore, and better to restore than to embellish. In no case must anything be added to or curtailed."

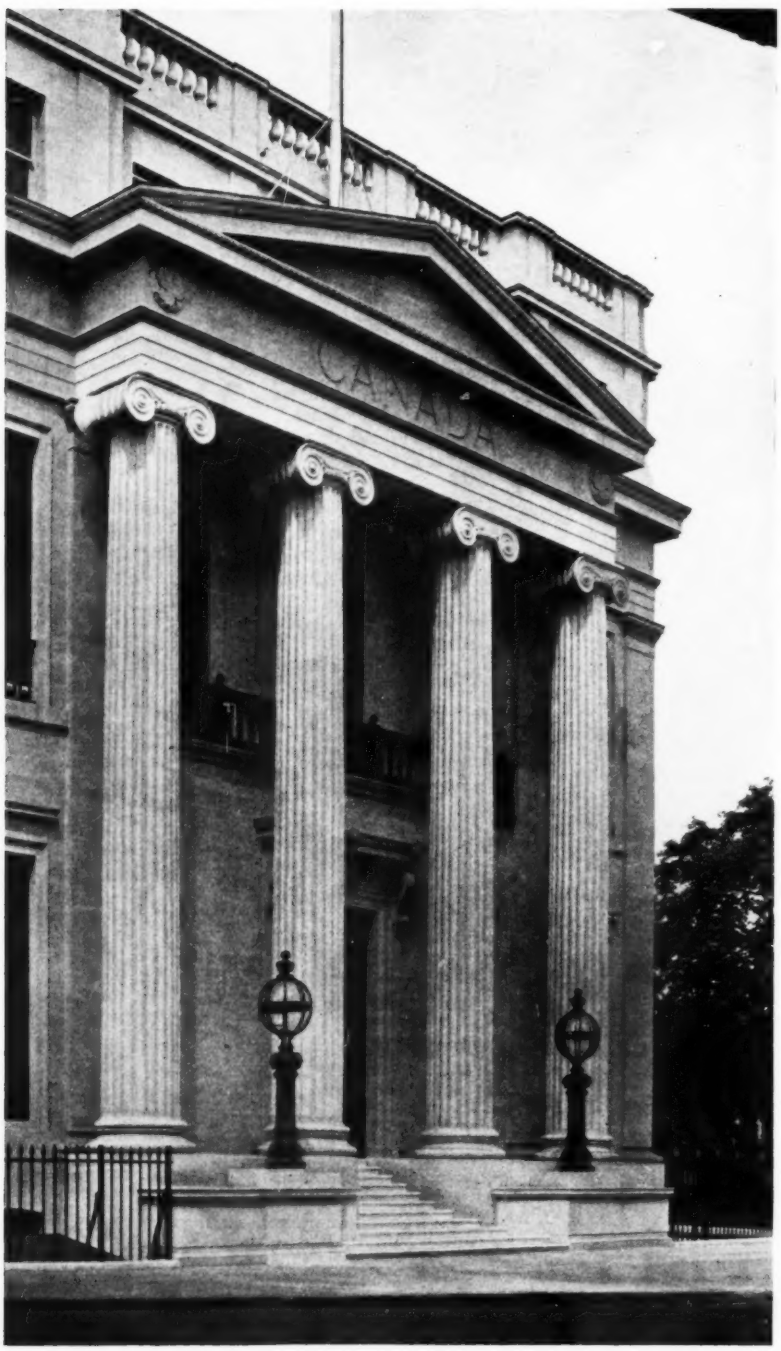
That is well said, and if our architects would confine themselves to strengthening old buildings instead of renovating them, they would deserve the gratitude of everyone who cares for the relics of the past and the monuments of history.

ANATOLE FRANCE.

9 Queen Anne's Gate, Westminster.

Current Architecture. 276.—The Canadian Government Building, Trafalgar Square

Septimus Warwick, F.R.I.B.A., Architect for the Reconstruction



The Cockspur Street Portico.

THE

ARCHITECTS' JOURNAL

9 Queen Anne's Gate, Westminster

Wednesday, July 1, 1925. Volume LXII. No. 1591.

Motor Traffic and Town Planning

ALTHOUGH it seems unlikely that the suggestion recently put forward by the Automobile Association for an underground parking station beneath Leicester Square (and illustrated in this JOURNAL recently) will be adopted, at any rate in the near future; nevertheless, the Association has performed a useful service in drawing attention to the whole question of motor-car parking in towns. Parking is one of the many problems connected with motor traffic which await satisfactory solution to-day. The construction of underground parks, however, like the construction of special roads, such as the one now proposed between London and Brighton, is an expensive measure, calling for much capital, and it is extremely doubtful whether the construction of private roads about the country is desirable. Yet, fortunately, to speed up motor transport there is much that can be done which requires a comparatively small outlay.

There is a certain attitude of mind to-day (for which the inconsiderate driver is largely responsible) which seeks to check speed because it assumes that speed is inimical to safety, and against the public weal. This is a mistaken attitude. It should not be necessary to ensure safety solely at the expense of speed, nor to secure speed at the expense of safety, and comparatively inexpensive measures will do much to increase both. Foremost amongst these we place greater severity on the part of magistrates in dealing with reckless driving, for speed and recklessness are by no means synonymous. Dirt has been defined as "matter out of place"; recklessness might be defined as speed out of place. Thus it may be reckless to drive at a high speed round a curve, but if the curve be eased or widened, and the road visibility increased, the maintenance of a high speed may cease to be reckless. This, fortunately, is one of the matters which are receiving attention, and all over the country curves are being eased. The entrance of subsidiary roads into by-roads is another constant source of danger, particularly where a subsidiary road crosses a main road. Many suggestions have been put forward to deal with this difficulty; some of them excellent, and some of them decidedly fatuous. Of the latter kind a most conspicuous example proposed the creation of an artificial ridge or bump in the surface of the lesser road. Of the former, the most satisfactory, in our opinion, is the erection, on the subsidiary road, of a special sign at a point some fifty yards in advance of the junction, to indicate the presence of a main road ahead. This sign would throw the onus of care upon the subsidiary road user. If such a system were adopted, a general speeding up along main roads would become possible without any increased menace to safety.

Improvement in the design of, and alteration in the position of, direction posts is another matter which would assist road transport. Direction posts were at first designed and placed to meet the needs of pedestrians and of slow-moving vehicles, but different conditions now prevail. The driver of a motor vehicle wishes to receive his information as he travels, and to get it sufficiently in advance to be able to avail himself of it without being compelled to stop or unduly slow down. Important cross roads and road junctions should therefore have posts so placed that they can be seen plainly by oncoming traffic. If necessary, the post should be duplicated. Where there are several arms on one post, they should be mounted at different levels, so that they do not obscure each other; and at bifurcations the arms should be so spread that they could be read by oncoming traffic—there is no necessity for their being parallel to the roads to which they refer. Much time could be saved in small country towns if the road directions were clearly exhibited on entering the town—thus, "Buxton, first right, second left," appearing on the flank wall of a house, would be both more useful and less unsightly than an advertisement for tyres or cocoa. Small towns and big villages along much-frequented routes might make more use of the illuminated road signs by night. These, too, should not be left the sole prerogative of the purveyors of whisky and tobacco.

By-pass roads are often constructed at considerable expense, and then scarcely ever used because they are insufficiently directioned. In many places there exist perfectly good second-class roads, which could accommodate light traffic, and which drivers would be only too glad to use and so avoid a congested town, if there were adequate signs and directions. In the erection of sign and direction posts much good work is being done by the Automobile Association, but much more might be done by the various road authorities.

As to car parking, this is a matter which requires careful consideration, and should be faced by every town authority. It is obvious that from the point of view of convenience many small parks are more useful than a few larger ones. On the other hand, for ease of supervision and the detection of car thefts and larceny, the fewer the places the greater the ease of supervision. In most cases a mean must be struck between these advantages.

In the future, however, the question of parking must take its place along with all the other matters in connection with lay-out and planning. In many big towns it is impossible to leave a car within half a mile of a building that it may be desired to visit, and as the incidence of motor-cars is daily increasing, so this distance will tend to increase, too, unless the matter is tackled. In London there has now been published a list of parking places, and the shopping centres are fairly well supplied; but a motor-car without a chauffeur is still a handicap in visiting most of the theatres.

Most of the ameliorations which we have suggested are inexpensive. They do not require special Acts of Parliament, or the floating of companies to raise several million

pounds, nor elaborate tunnelling, and such-like complicated engineering feats. But they are matters of which town planners might well take cognizance.

The function of the town planner is to endeavour to eliminate friction in daily intercourse. The more complicated our organization, the greater is the opportunity for loss by friction, and the harder becomes his task. But obstruction is caused by small matters, no less than by big. We have already suggested what great improvements might be effected in the appearance of our streets, not by grandiose schemes of rebuilding, but by a simple process of tidying up. Similarly, we now suggest that greater road efficiency might be effected, not by expensive schemes of wonderful new roads, but by small, common-sense improvements.

The Canadian Building and the Royal College of Physicians

With the reconstruction of the old Union Club house, into the splendid new building of the Canadian Government, has gone hand in hand the refacing of the adjoining structure which, since 1825, has been the headquarters of the College of Physicians. It was, indeed, exactly a century on the 25th of last month since this new home of the doctors was opened by Sir Henry Halford. That famous physician had taken an almost paternal interest in the matter, and it was due to his influence and efforts that a grant of land was secured in Pall Mall, from the Crown; the site then being valued at but £6,000. Sir Robert Smirke was commissioned to prepare designs for the new building, the cost of which, together with the furnishing, amounted to some £30,000; a sum which it took many years to pay off.

In 1814 an Act of Parliament had been obtained by the College to legalize the holding of its meetings within the boundaries of Westminster, as hitherto the physicians had foregathered in the City. Stow records them as first being in Knightrider Street, and it was there, in a spacious theatre adjoining the house they occupied, that Harvey gave his lectures on the circulation of the blood.

In Charles I's time a move was made to Amen Corner, but after the Great Fire, in which the College premises were destroyed, a further migration occurred, in this case to Warwick Lane, where new headquarters were erected in 1674, under the presidency of Sir George Ent. Wren designed this building, and its roof was surmounted by the "gilded pile," as Garth calls it, which served the double duty of a sign and a landmark.

The Women's Memorial

Few of the memorials put up in the country since the Great War spring from an idea or set of ideas comparable to that which inspired the women's memorial at York. The restoration of a crumbling masterpiece seems a trite business beside the creation of something new, and so it is, especially when the new work is better than the old, upon which we bestow such religious care. But although the last six years have witnessed the erection and unveiling of several admirable memorials, the general level of excellence is immeasurably below that of the famous Five Sisters window in York Minster. It was a happy and beautiful thought that (as the Archbishop put it in his sermon) the "Five Sisters should keep unceasing watch over the fourteen hundred sisters of our race who gave their lives in the war." To repair the twelfth-century window with twelfth-century lead from the old abbey of Rievaulx was another inspiration. Finally, the persons, whoever they may be, who prepared the stage for the unveiling ceremony appear to have done their work uncommonly well, for as the Duchess of York gave the signal, the curtain that hid the window "fell," according to the newspapers, "soundlessly and gracefully away."

The New President of the R.I.B.A.

Mr. J. Alfred Gotch is succeeded as President of the R.I.B.A. by Mr. E. Guy Dawber, F.S.A. The new president's name is very well known to even the newest member of the architectural profession, though his work has been mostly private houses in rural districts rather than public buildings in big towns.

Even so, his work is known by all men and women who care for English domestic work, and the names of country

MR. GUY DAWBER, F.S.A., THE NEW PRESIDENT OF THE R.I.B.A.

houses designed by Guy Dawber—Coldicott, at Moreton-in-the-Marsh, the alterations to the Court House, Broadway, his gardens at Eyford Park, Gloucestershire, and Nethers-well Manor—these, and others, come to one with a feeling of comfort that the English tradition in country-house work is still being carried on.

The Flying Bungalow

Readers of Mr. Chesterton's "Flying Inn" will have welcomed the news that (acting, no doubt, upon the hint supplied in that witty satire) the Standard Oil Company of America has placed an order for a flying bungalow to be completed in six weeks' time. Six passengers and a cook are to find room in it, besides the pilot and the mechanic. The cook will have an electric stove and a refrigerator, and the passengers a folding chair each, and one typewriter between them. We commend the subject to the examiners in our architectural schools as an attractive example of architecture in motion. Some of our readers may remember that astonishing effort of the modernist school in architecture, the Einstein Tower at Potsdam. The trouble about the Einstein Tower was, of course, that it could never be very Einstein while it was compelled to stand still. The Theory of Relativity only becomes exciting when applied to moving objects, and in the flying bungalow an excellent opportunity should be found for giving it architectural expression.

Architectural Style—6

By A. TRYSTAN EDWARDS, M.A., A.R.I.B.A.

Punctuation and Inflection

THE apprehension of a principle of design such as that of punctuation carries architectural judgment to a point at which it is free from all unreasonable predilections for any one particular style of building. If a modern designer chooses to abandon all the traditional forms in favour of an entirely new set of architectural motifs, such an adventure would be regarded with the utmost tolerance and goodwill by those who accept the æsthetic philosophy which is being expounded in these pages—provided that the bold experimenter in question but consent to abide by one condition. He may find the most novel solutions of the problem of how to punctuate an architectural element, but punctuate it in some manner or other he certainly must if he is to design at all. The possible variety of punctuations is infinite, so it cannot be held that in seeking to impose this obligation upon the artist we are submitting him to a narrow or painful restraint. And a similar injunction is needed if we are to safeguard the other grammatical principles which the authority of reason should render sacrosanct.

The Canon of Inflection

For instance, the satisfying artistic result which comes from a compliance with canon of Number can be obtained in innumerable ways which may be entirely novel, but a flagrant violation of this canon will lead to a discord, inexcusable wherever it be found; for no matter how anxious a designer may be to proclaim his originality, he will not be able by the arts either of persuasion or of bluster to obtain welcome acceptance to a feature which is fundamentally inorganic and antagonistic to the laws of Nature and of Mind. Unity we must have in designs both old and new. The canon of *Inflection* is also applicable to all the forms of architecture. I have already defined it as the principle which expresses the relation of the parts of an object to the whole and the relation of that whole to what lies outside it. When a thing is inflected to take account of something else, a certain sensitiveness has been displayed, which has the precious quality of life itself. All the operations and dispositions of living things exemplify inflection. When one man meets another in the street and immediately stops and proceeds to shake hands one may say that he is *inflecting* his person in order to take account of the presence of his acquaintance; when a watch-dog barks at the approach of a stranger at the gate, he is also showing his sensibility by making formal recognition of something which is outside himself; when a steamer blows its syren on leaving harbour, although it has no thoughts nor pulsating blood nor complex nervous system, in an elementary way it seems to be imbued with life, it makes answer to its own changing circumstance and by one small symbol it becomes articulate. I have chosen these three analogies because they refer to things in motion; which display most vividly the characteristics of inflection. The complex art of manners is prolific of examples of formal acts expressing acknowledgments of the innumerable events which occur in social intercourse. Military and civil ceremonial and the ordered movements of the drama, opera, and ballet, are all exercises in the artistic inflection of the human figure in motion. But is it possible that this vital principle may also find expression in forms which are stationary? The answer is that it undoubtedly can, and this has been abundantly proved by the examples already portrayed in the previous article, where various architectural features were shown to display a consciousness of their own extremities by means of certain swellings, contractions or other modifications which seemed to proclaim most emphatically to everyone capable of lending ear to the great and universal language of architecture. "This particular element in my composition is now coming to a conclusion. I am aware of this event myself and I have also made you aware of it. The intellect which is in me here speaks to the intellect which is in you."

The Importance of Punctuation

Punctuation is but a special form of inflection; it is merely the inflection of an object to take cognizance of its own extremity or boundary. But objects can be made to take cognizance of other things beside these, and the means by which such additional sensitiveness may be attained will be the subject of future discussion in the present series of articles. It was a logical procedure, however, to isolate punctuation and give it the status of a separate grammatical principle, because punctuation has a special importance as an element in the concept of unity, and forms a convenient link between the canon of Number and the more complex principle of vitality which I have here described as inflection.

Absence of Punctuation

Let us now glance at Fig. XIX. In this modern building we see that the columns are punctuated at their upper but not at their nether extremities. The capitals provide quite pleasant delimiting features. Each column has a head, but, alas! it has no feet, or rather such feet as it has seem buried in the ground, and one is harassed by an uneasy feeling that the sinking process is not yet over. The colonnade happens to be copied from an example in which the bases of the pillars had, by a mischance, been buried to a certain depth, and the architect of the building displayed his originality by incorporating these truncated pillars in his own design. But the result is most unhappy, and it shows how disastrous it is to revolt quite unintelligently against established architectural forms which owe their longevity to the element of vitality derived from their compliance with an organic principle of design, such as punctuation. It is true that the Greek Doric column had no base, but then its capital was also very simple, and its height was in a measure stabilized by its necessary relation to the entablature.

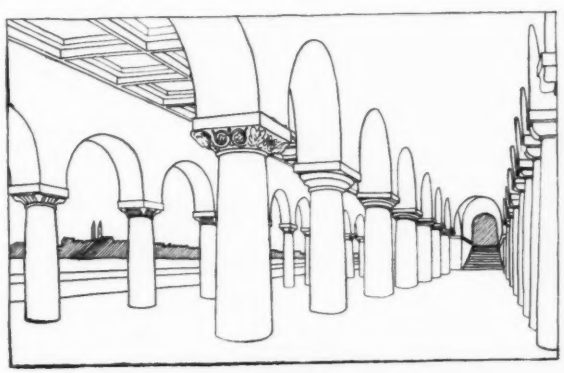


FIGURE XIX.

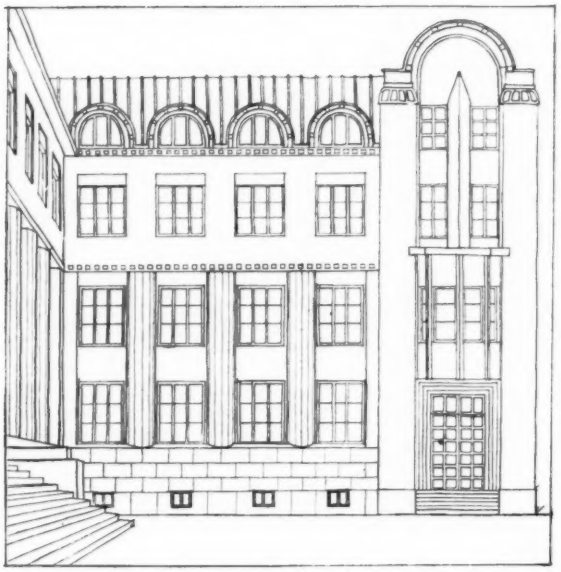


FIGURE XX.

In Fig. XIX, however, the pillars seem cut off at random, and what makes matters worse is that the floor has in no manner been inflected to take account of their incursion. If the pillars are too insensitive or churlish to acknowledge the floor by modifying their extremities when they come into contact with it, let the floor at least show them a good example by modifying itself in order to defer to the pillars. This it could easily have done by raising itself, if only a very slight step, in order to mark the line of the arcade; or if this had been inconvenient, even a coloured band flush with the floor would have served as a slight connecting link between the bases of the pillars and the ground which supported them.

"Go to Nature"

Fig. XX shows columns which are devoid not only of bases, but of capitals as well, and the effect is even worse. These crude cylinders have made their entrances and exits entirely without ceremony, they begin and end ungraciously. the basement has no knowledge of them and the superincumbent wallage, while, indeed, it takes notice of the intercolumnation by having its windows centrally above the bays of the story below, and has a slight punctuating ornament at its base, is not strong enough to resist the upward springing lines of the fluted cylinders, which in all decency should themselves have been punctuated in order to break the violence of the transition between the vertical and horizontal members. And if the reason which would seek to preserve the amenities of thought (for thinking is itself an art governed by certain inevitable rules arising out of the constitution of the mind) should fail to carry conviction to some of our architectural innovators, let them pay deference to the authority of animate Nature, an agency which has had considerable experience in the creation of forms where the marriage of matter and mind has been completely consummated. Animals and plants of both high and low degree invariably obey the principle of punctuation. The trunk of the oak tree spreads at its base, the blade of grass comes to a point; every limb of every animal which one can name is subtly modulated at its extremities. If some of the "modernist" architects would take a lesson from the horse's hoof, or contemplate upon the bullrush, they would cease to shock our senses by confronting us with forms of building entirely devoid of sensibility. In Fig. XXI we have a new building which owes its virtue entirely to the elaborate punctuation of the main semi-circular feature of the façade. Unfortunately, however, the punctuation is carried down too far, so that it not only separates the building from the sky (which was a necessary achievement) but it emphatically separates it from its lateral appendages which had every right to be considered integral with itself. These latter, whose dual statues are a flagrant violation of the canon of Number, are too loosely joined on to the central portion. It is true that what may be described as the "flounce" of the main façade stops at the string course, which punctuates the wall of the pylon, and thus is an example of inflection; but it does not compensate us for the discord which arises owing to the formal disregard of the most important point in the semi-circle, namely, its centre. This point happens to be level with the most critical place in the curves, where they run into the vertical lines which are tangential with them. In fact, the diameter of the semi-circle has such an organic relation to the façade that in some manner or other the design should have been inflected to take account of it. And because the pylons ignore this diameter we receive the unpleasant impression that the whole centre portion of the façade has slipped downwards.

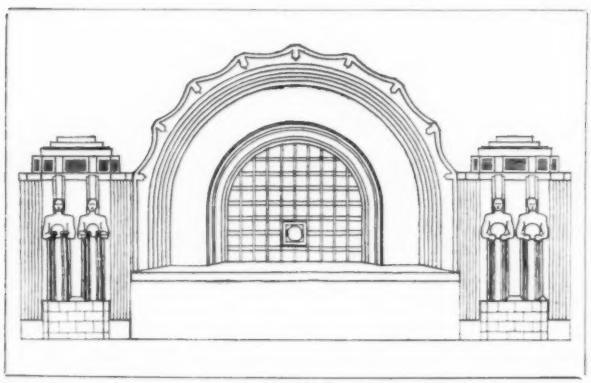


FIGURE XXI.

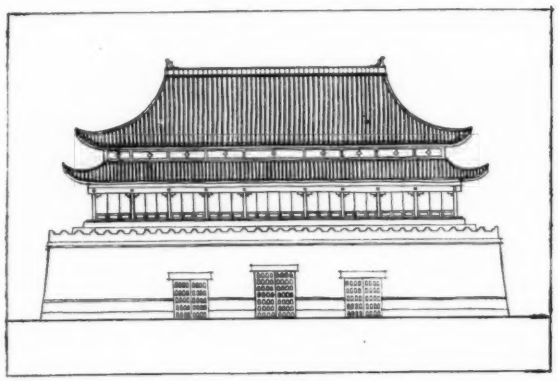


FIGURE XXII.

Lessons from the Chinese

Fig. XXII shows a Chinese building which, to European minds, has greater elements of novelty and surprise than any of the designs which spring from the reaction against the traditional forms of classic architecture. It will be observed that the horizontal eaves of the roofs are *punctuated* by being tilted upwards. The critical analysis of Chinese and Japanese architecture will be continued in the next article, with a view to discovering how much we may learn and even appropriate from it.

(*To be continued.*)

[The previous articles of this series appeared in our issues for March 18, April 1 and 22, May 20, and June 17.]

The Canadian Government Building, Trafalgar Square

SEPTIMUS WARWICK, F.R.I.B.A., Architect for the Reconstruction

THE conversion of the Union Club at the corner of Trafalgar Square into the headquarters in London of the Dominion of Canada is now complete, and the building was officially opened by the King and Queen on Monday. The original building was designed by Sir Robert Smirke in 1820. It was added to by Sir J. McVickar Anderson some thirty years ago, and Sir Arthur Blomfield made many interior changes at the beginning of this century. In reconstructing the building to house the departments of the Canadian Government, which are at present distributed over London as far as Basinghall Street in the City, and Oxford Street and Regent Street in the west, the architect of the present reconstruction, Mr. Septimus Warwick, F.R.I.B.A., found it necessary to erect an entirely new wing, six stories high, at the back of the building, and to remodel entirely the rest of the work. The building, as reconstituted, will contain the offices of the High Commissioner, the Trade Commissioner, and the emigration and war pensions departments. The six-story extension at the back has increased the floor space to 26,000 sq. ft.

The ground floor now becomes one large open room, some 100 ft. by 64 ft., with space for visitors', reading, and writing-rooms, inquiry offices for the various departments, etc. The existing staircase has been retained, but new panelling, in keeping with the rooms that now open into it, has been fixed to the walls, and a new passenger lift, to give access to the old and new portions, provided.

The entrance has been removed to the Cockspur Street frontage, thus giving a vista of over 100 ft. on entering the building. The Cockspur Street front, with its portico entrance of four Ionic columns, is entirely new, and a feature has been made of the bronze entrance doors, where the Canadian emblem of the maple leaf is introduced as a motif in the design. These doors occupy the exact position of the bay window of the Union Club, where George IV sat almost daily a century ago and exchanged salutations with the aristocracy as they passed in the carriageway below.

The Trafalgar Square front has been refaced with stone to match the adjoining building, the Royal College of Physicians, so that the whole side of the square now becomes, both in design and material, one distinctive façade.

Canadian maple and birch flooring have been used in the upper floors, together with British Columbia fir doors. The flagstaff over the main entrance also came from British Columbia. The whole of the office furniture, and the carpets, have been made in Canada. The valves for the heating apparatus have been supplied from Montreal and Toronto.

On referring to the plans it will be noted that the old room forming the Cockspur Street frontage was 3 ft. out of centre with the remainder of the ground floor. To get this central, and to place the new entrance in the middle of the façade, new columns have been introduced to the right of the existing ones, and the access of the room altered to the desired position. This also had the advantage of providing three equal bays to the room; and by moving the right-hand fireplace over this extra 3 ft. the room became symmetrical.

Another problem on the plan was the removal of the old wall in the High Commissioner's general office. It was necessary to introduce solid steel stanchions here, and to centralize them a dummy column was introduced, and an apsidal end was designed with a circular counter between the columns, to form an inquiry bay to the general office.

On the first floor the principal room is that for the High Commissioner, which has been made out of the smoke-room of the club, and is a lofty apartment 35 ft. by 45 ft., with a coved ceiling. One of the old fireplaces has been retained, and the central heating has been concealed by the use of the window recesses formerly occupied by the shutters.

The first floor was a comparatively simple problem, the introduction of three cross partitions being all that was necessary to subdivide the old rooms to form the requisite office accommodation. The ministers' and officials' room, together with the lavatory and the passenger lift, is in the new wing of the building. A similar arrangement is carried out on all the upper floors.

The introduction of the mezzanine between the second and third floors gives good accommodation for locker-rooms, lavatories, etc., for the female staff. The main lavatory for the male staff is in the basement, and separate accommodation is provided on all floors at the back of the lift for departmental heads. The latter are well lit from the area, which has been enlarged at the back of the principal staircase.

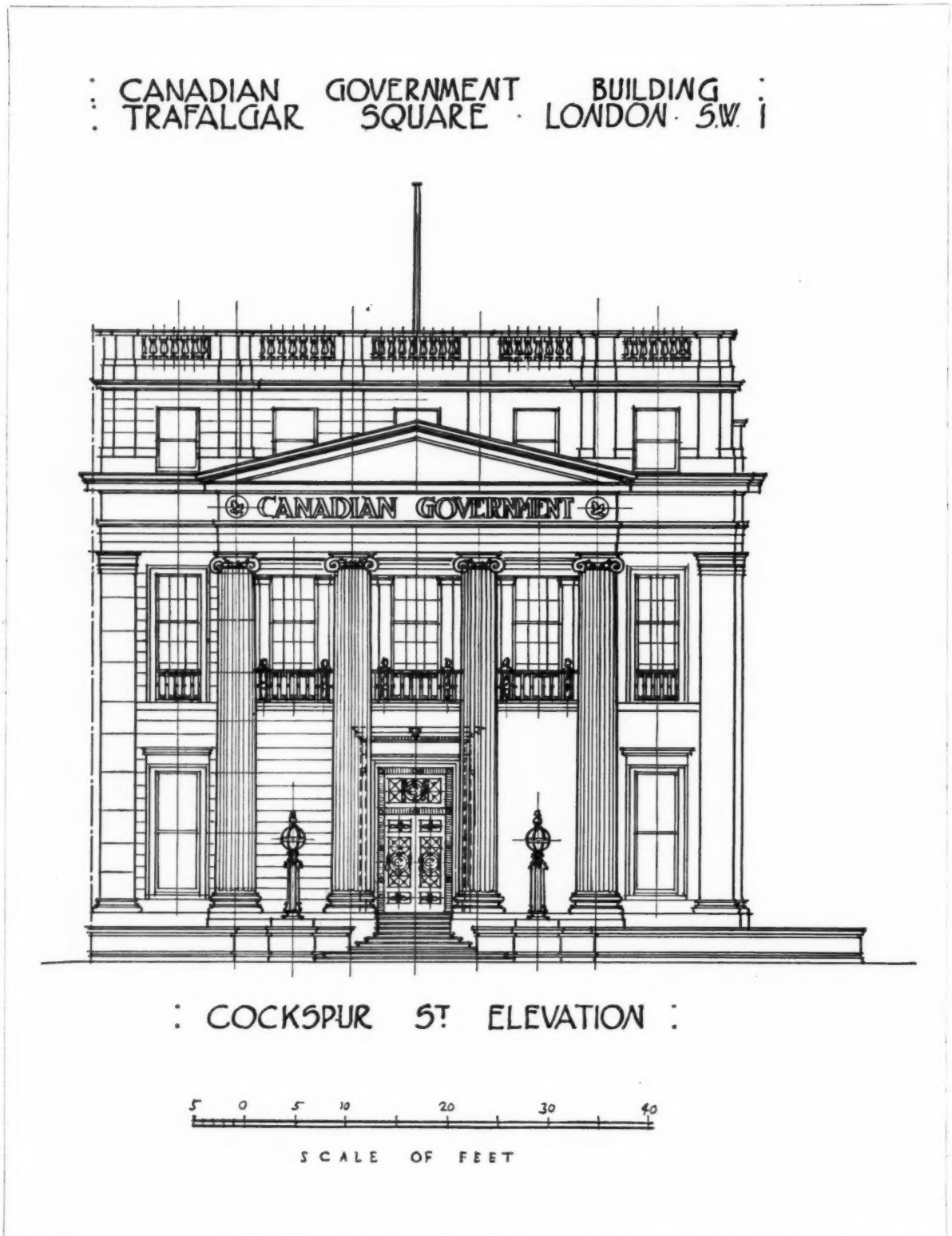
The problem of heating the building was complicated by the fact that most of the old windows ran down to within 7 ins. of the floor. It was necessary to sink the radiators in the floor, and cover them with a bronze riser and marble slab, with a bronze grating. The existing shutter-boxes were utilized for coils, with the panels removed from the front, and metal grilles substituted. A system of oil-fuel hot-water heating is installed.

As previously mentioned the entire area of the ground floor is embraced within one room, and for this purpose the four large scagliola columns of the old Union Club entrance hall were increased in number to seventeen. Messrs. Bellman, Ivey and Carter, who made the original columns one hundred years ago, have retained the record of their composition, and were able to supply thirteen replicas indistinguishable from the old columns.

Mr. Septimus Warwick's first public building in London, Lambeth Town Hall, was opened by the King and Queen when Prince and Princess of Wales.

The general contractors were Messrs. Trollope and Colls, Ltd.; and the sub-contractors were as follow: Aston Construction Co., Ltd. (steelwork); General Electric Co., Bagués, Ltd. (electrical fittings); Fenning & Co., Ltd. (marble); Bellman, Ivey and Carter, Ltd. (scagliola); John Bolding and Sons, Ltd. (sanitary fittings); Comyn Ching & Co., Ltd. (heating); Wotton & Co., Croydon (fireproof and other glazing and steel windows); Stuart's Granolithic Co., Ltd. (granolithic); Clark and Fenn (plastering); H. H. Martyn & Co., Ltd., Cheltenham (stone carving); Taylor Manufacturing Co., Wolverhampton, Carter and Aynsley (ironmongery); Stevens and Adams, Seaman Kent, Co., Toronto (flooring); Diespeker & Co., Ltd. (hollow floors and wall tiling); Office Speciality Co., Ottawa (office furniture); Jenkins Co., Montreal, Dunham Co., Toronto (valves for radiators); Dictograph Co. (dictograph); Magneta Time Co., Ltd. (time clocks); Waygood-Otis, Ltd. (lifts); Berry's Electric Ltd. (magicoal fires).

The work carried out by the Bromsgrove Guild, Ltd., includes the whole of the entrance, which consists of cast bronze entrance doors, frames, transomes, and fanlight; the bronze vestibule, including ornamental swing doors; the cast-iron railing above the entrance; the cast-iron lift fronts (glazed); the cast-iron swing doors to the stairs leading to the basement; the glazed mahogany screens on the ground floor; the special counters on the ground floor, executed in iron, with polished mahogany tops; and the special door furniture for the principal parts of the building.

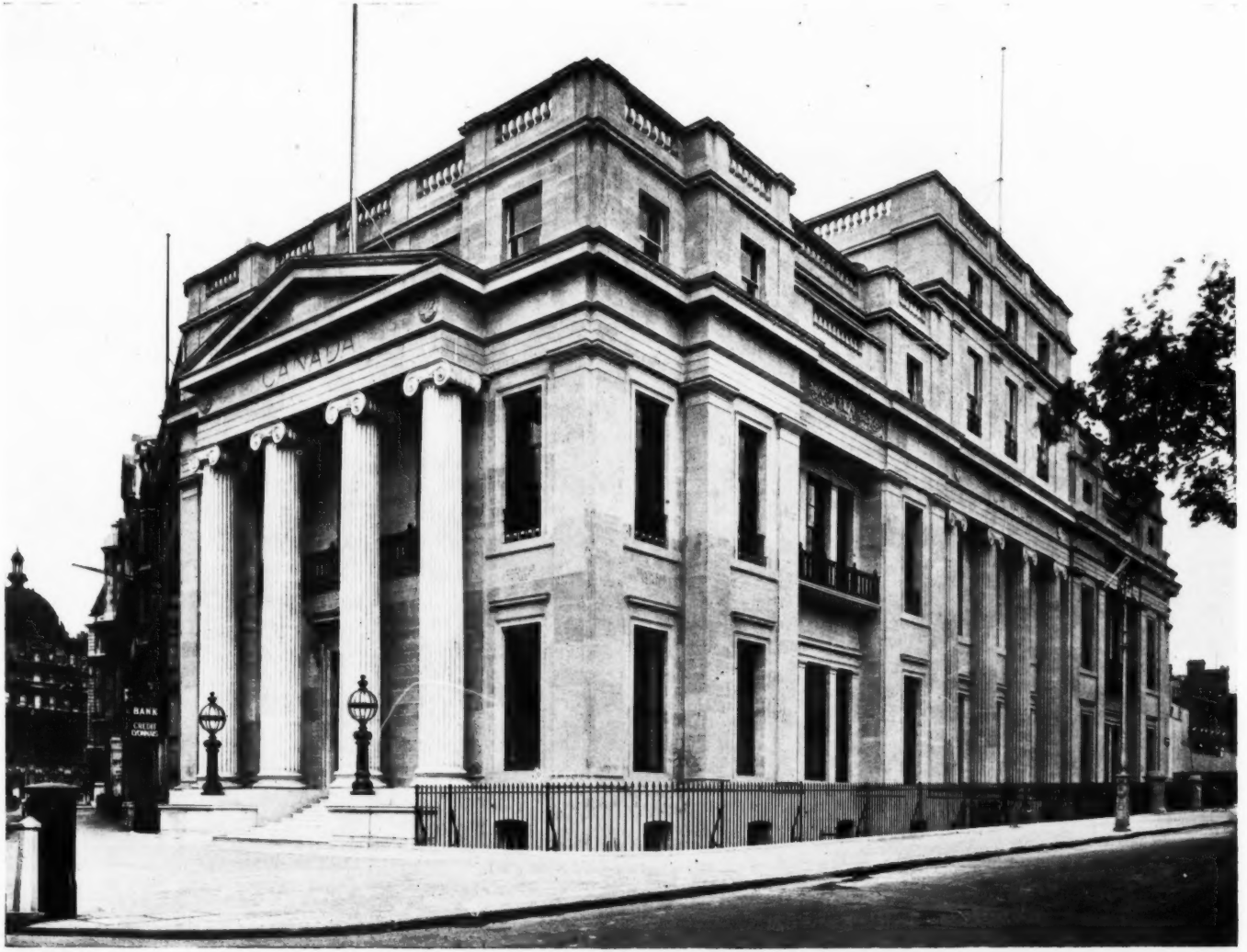


THE CANADIAN GOVERNMENT BUILDING, TRAFALGAR SQUARE.
SEPTIMUS WARWICK, F.R.I.B.A., ARCHITECT FOR THE RECONSTRUCTION.

Current Architecture. 277.—The Canadian Government Building, Trafalgar Square

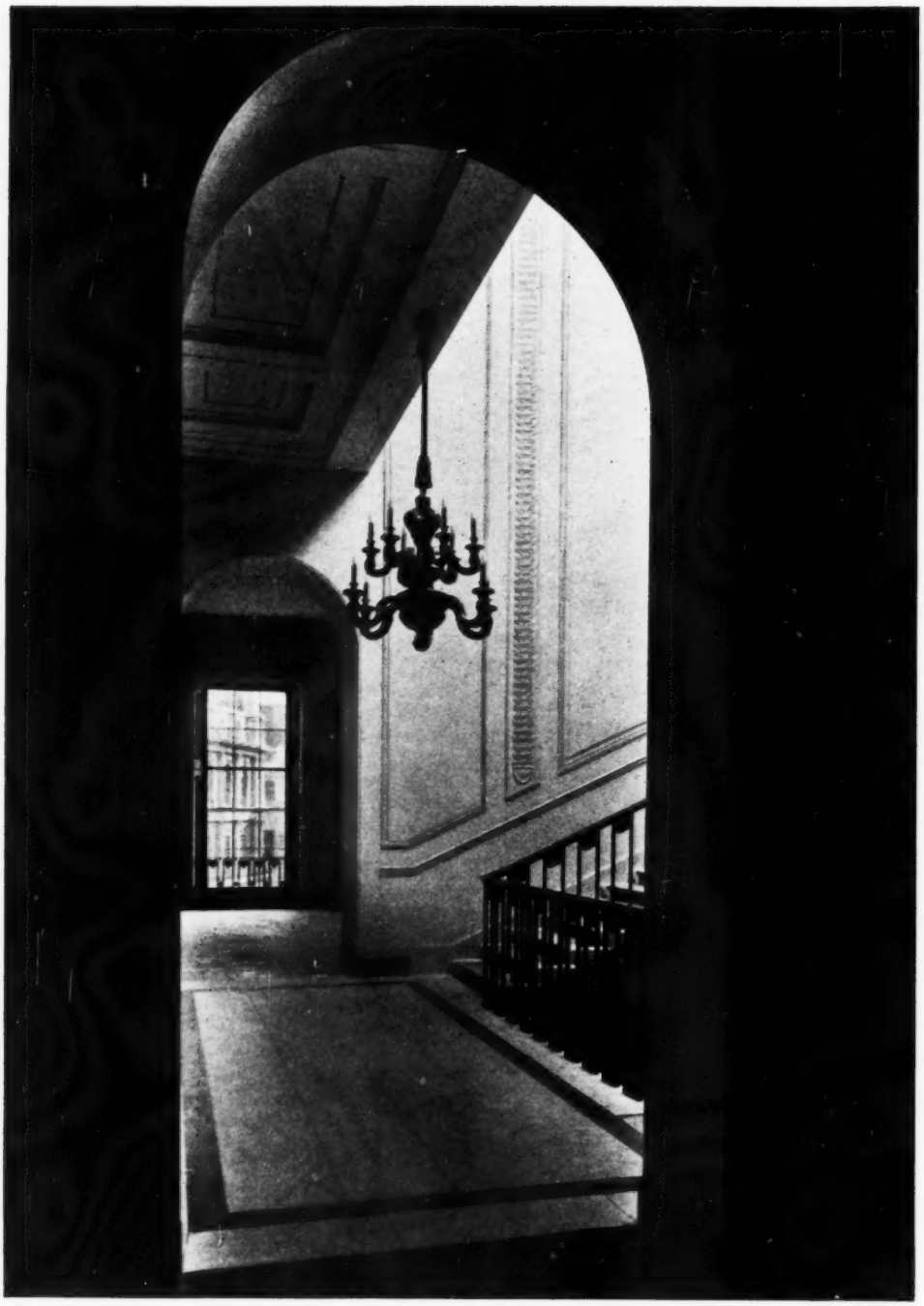
Current Architecture. 277.—The Canadian Government Building, Trafalgar Square

Septimus Warwick, F.R.I.B.A., Architect for the Reconstruction



The new Canadian Government Building, once the Union Club, was opened by the King and Queen on Monday.

THE CANADIAN GOVERNMENT BUILDING, TRAFALGAR SQUARE.
SEPTIMUS WARWICK, F.R.I.B.A., ARCHITECT FOR THE RECONSTRUCTION



THE CANADIAN GOVERNMENT BUILDING, TRAFALGAR SQUARE: THE FIRST-FLOOR CORRIDOR.
SEPTIMUS WARWICK, F.R.I.B.A., ARCHITECT FOR THE RECONSTRUCTION.

Current Architecture. 278.—The Canadian Government Building, Trafalgar Square

Septimus Warwick, F.R.I.B.A., Architect for the Reconstruction

The Entrance and Staircase Halls.

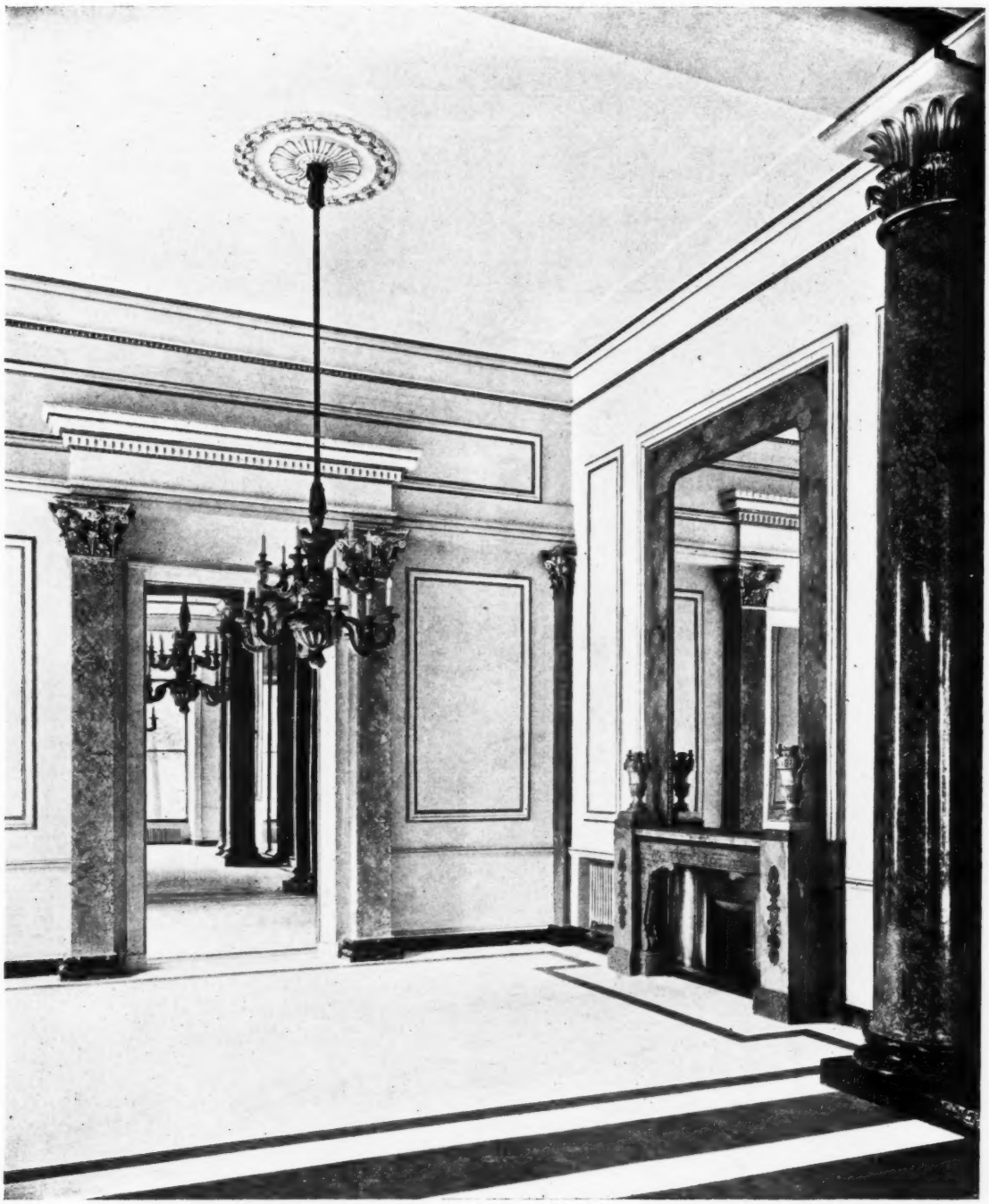
Current Architecture. 279.—The Canadian Government Building, Trafalgar Square

Septimus Warwick, F.R.I.B.A., Architect for the Reconstruction

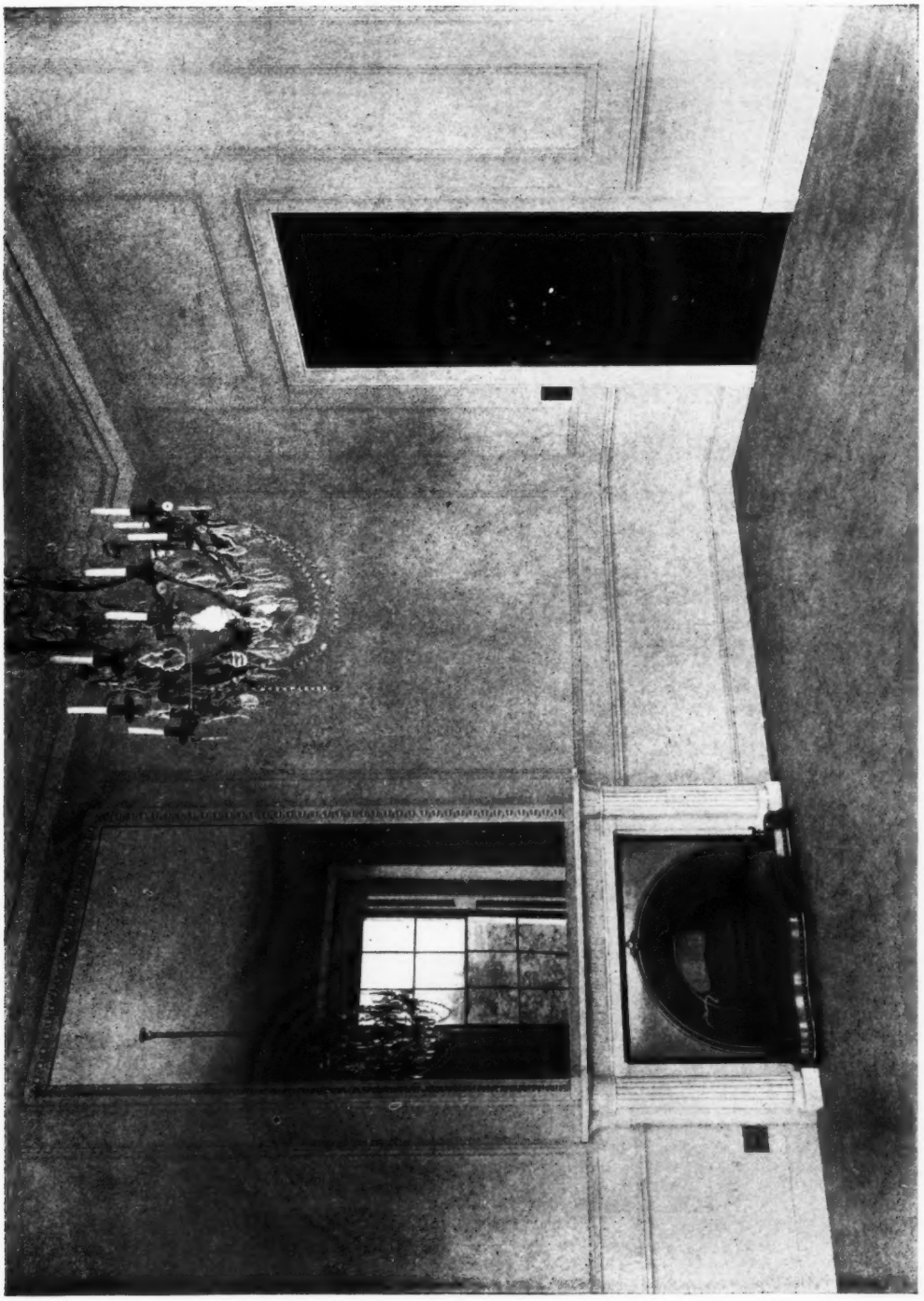
The Staircase Hall.

Current Architecture. 280.—The Canadian Government Building, Trafalgar Square

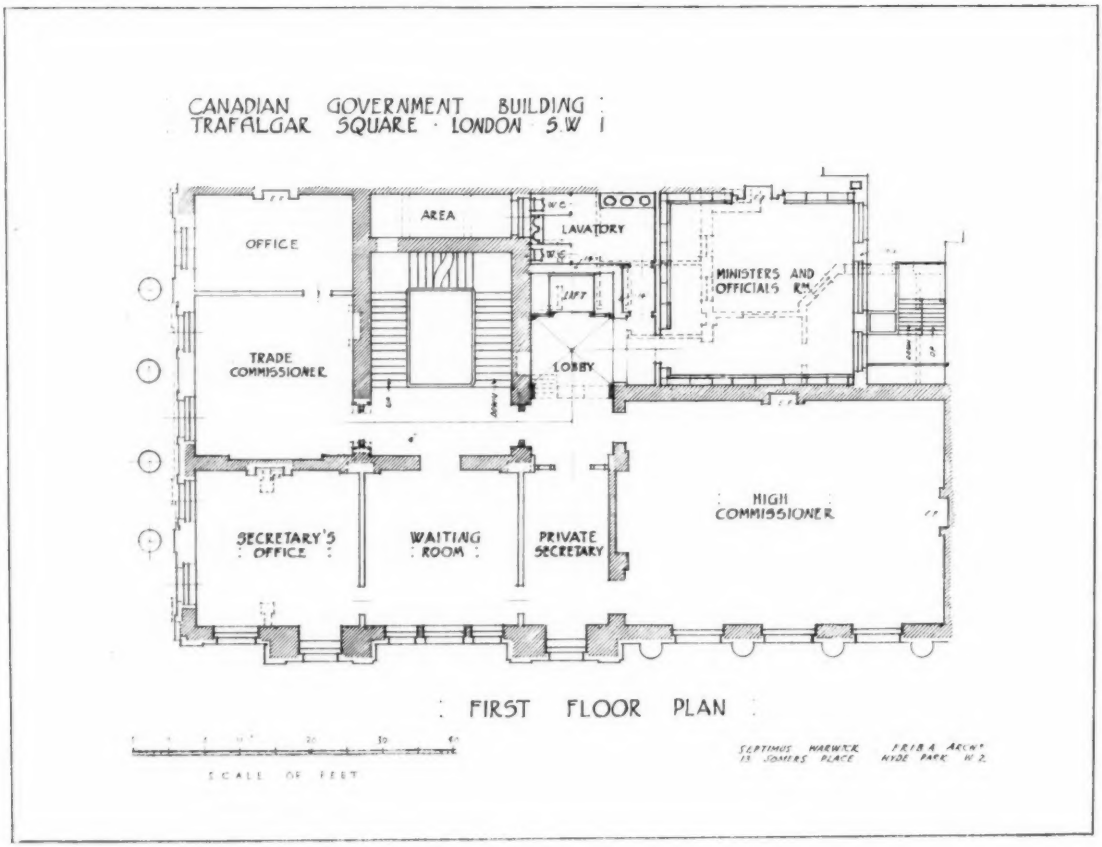
Septimus Warwick, F.R.I.B.A., Architect for the Reconstruction

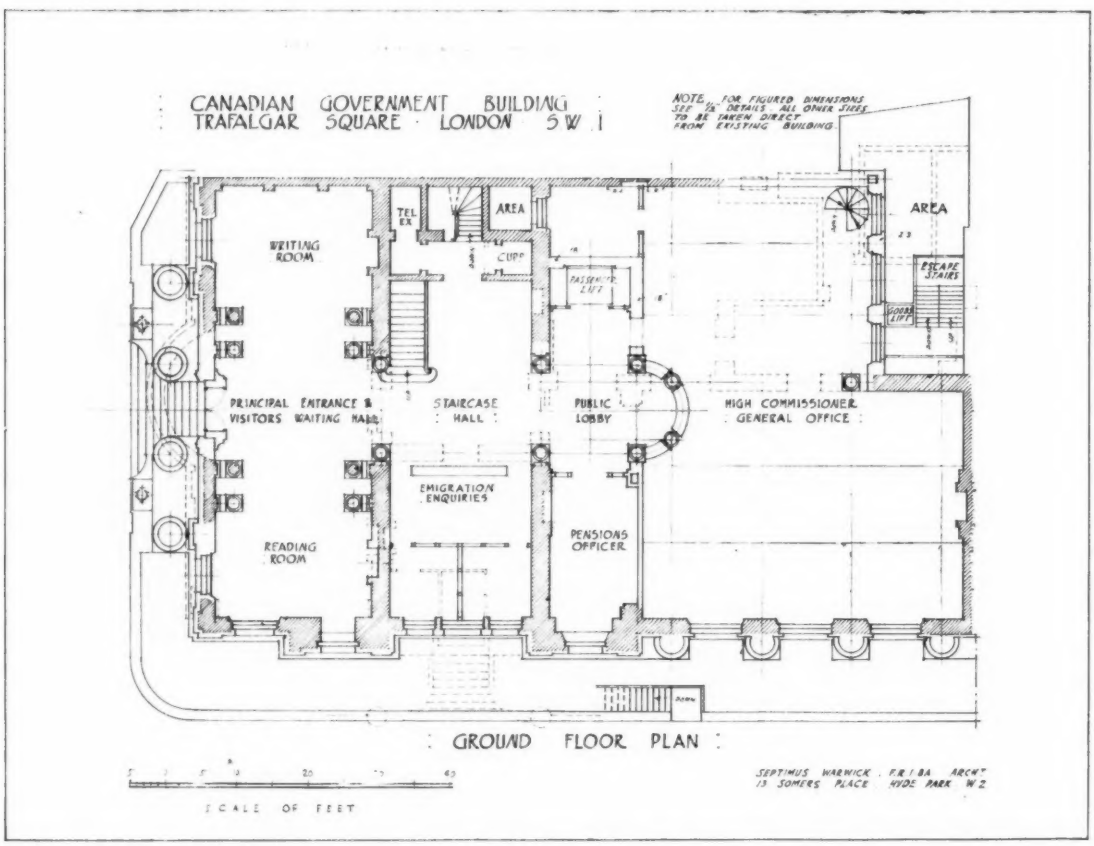


The Visitors' Writing Room.

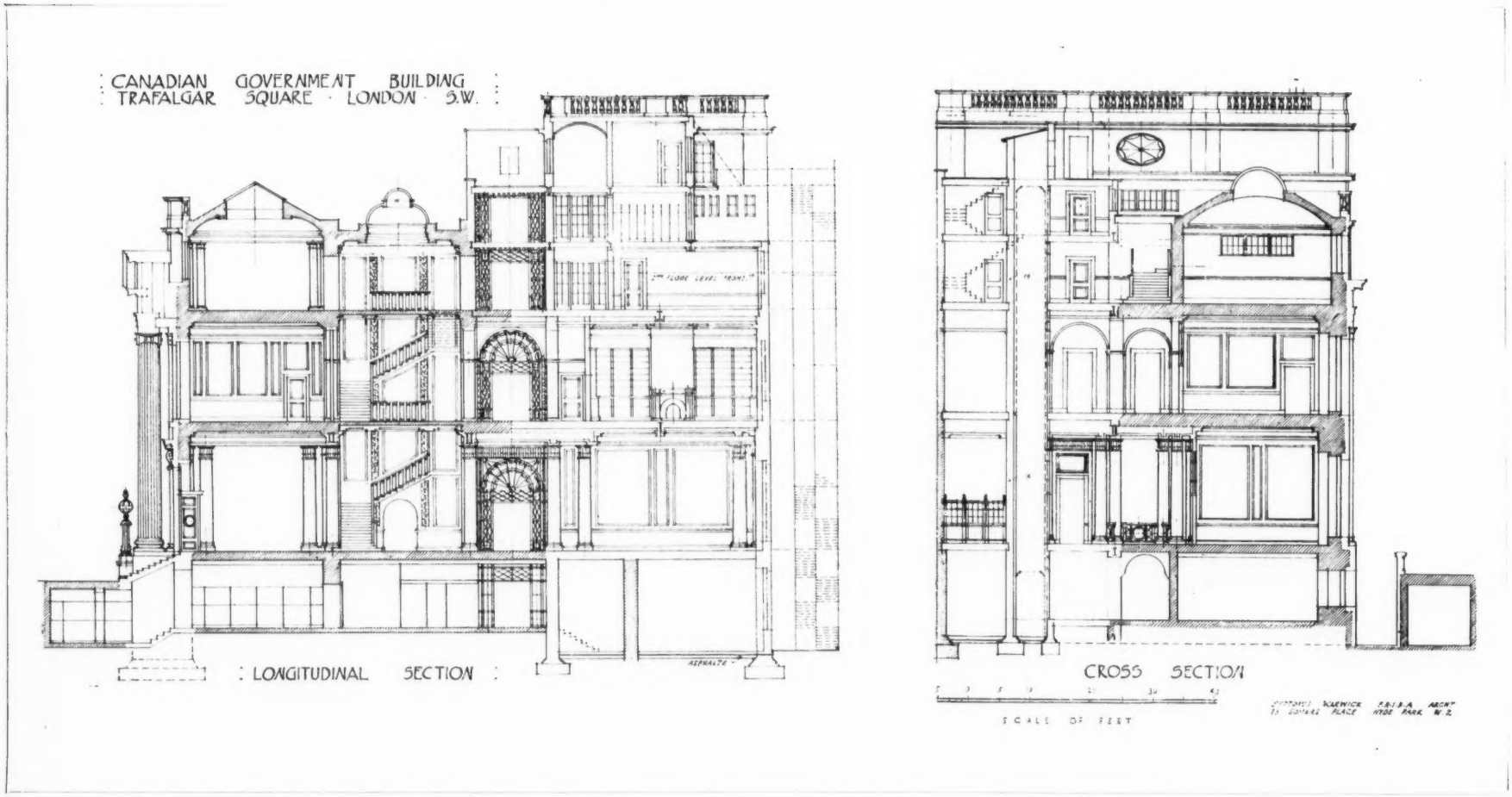


THE CANADIAN GOVERNMENT BUILDING, TRAFALGAR SQUARE: THE FIRST SECRETARY'S ROOM.
SEPTIMUS WARWICK, F.R.I.B.A., ARCHITECT FOR THE RECONSTRUCTION.





THE CANADIAN GOVERNMENT BUILDING, TRAFALGAR SQUARE.
SEPTIMUS WARWICK, F.R.I.B.A., ARCHITECT FOR THE RECONSTRUCTION.



THE CANADIAN GOVERNMENT BUILDING TRAFALGAR SQUARE. SEPTIMUS WARWICK, F.R.I.B.A., ARCHITECT FOR THE RECONSTRUCTION.

King's College, Cambridge

Some Notes on the Proposed Extensions

G. L. KENNEDY and F. B. NIGHTINGALE, A.R.I.B.A., Architects

THE extensions to King's College, Cambridge, illustrated on the following pages, consist mainly in the erection of an addition to Bodley's building. The designs have been prepared by Mr. G. L. Kennedy, in collaboration with his partner, Mr. F. B. Nightingale, A.R.I.B.A. That portion of the work which can be carried out without demolishing any part of the existing collegiate buildings has been approved by the Senate.

Mr. Kennedy, in his report concerning the site of the new building, says: The impression formed on entering the college at its principal gate is that the Great Arch of Gibbs's building ought to open on to a space wider on either hand than the entrance court through which it is reached, more especially as a vast expanse of lawn, undivided by a central path, forms the main feature of the site, and unites and keeps at a distance the assembled buildings. It would be a mistake, therefore, to continue the frontage line of Wilkins' buildings as the southern boundary of the lawn. Any addition, however, designed to complete or traverse the unfinished end of Bodley's building is bound to advance very near to this mark. Such projection must serve, therefore, either: (a) As an advanced pavilion forming the western extremity of the new block; or (b) as an addition to Bodley's building, completing it in its own kind.

If we may dismiss the costly and unenterprising alternative of adopting Bodley's style throughout, the question put in another way is: "Whether the change of style is to occur on the north or west elevation?"

Since it is the north aspect with which the planning of such a building principally involves us, it seems at first natural to regard this elevation as the more deserving of the two to be conceived as a complete entity.

Alternative (a), however, is not easy to manage. The pavilion raises the awkward problem of its correspondence at the other end of the block in the Wilkins' region. Furthermore the gaunt proportion resulting from a compliance with the above frontage recommendations and any effectual attempt to absorb or mask the lofty gable of Bodley's, would be difficult to deal with in its western aspect.

Alternative (b) at once disposes of many difficulties. For example, the length of the new buildings is so reduced that the fall of the ground is no longer an obstacle to the symmetrical disposition of the levels, and the example of Clare College over the way can be followed in this important respect. The height is no longer governed by Bodley's roof, and other advantages manifest themselves. Nor would the superior height of the Gothic ridge running back southward with its rank of chimney stacks ever allow the north end of Bodley's to suggest itself as an isolated fragment even when viewed from a point at which its east and west wing is not seen.

A better reason, however, for the adoption of alternative (b) is the very positive gain not only to Bodley's building, but through it to its neighbours, in providing it with a logical completion in its own style. A certain *Pisa-like* character seems to distinguish the setting of the buildings disposed round the lawn, which tends to make the site an unusual one, to be approached in a manner of its own. The buildings stand free, each with a well-defined presence; and each, in spite of striking contrasts of feature and scale, contributing to an impression of serenity, spontaneous and companionable. It is impossible not to feel that so wide a measure of individual liberty as the members of this architectural community seem to enjoy, can only come as the result of a code of manners of the most exacting kind. A careful study, therefore, of the existing values and an observance of every shade of precedence seem a necessary preliminary to any addition to the number. If we consider Bodley's building, for example, we feel that this sense of "presence" is still owing to it. In its present unfinished condition it faces two ways. The addition of the return wing as designed would give a noticeable emphasis to its *river-facing* aspect, and associate it with the prevailing orientation of its important neighbours. This office would have been worth performing for a building of very inferior charms compared with Bodley's.

In the case of Bodley's building it is the west gable that receives the emphasis of ornament, whilst the asymmetrical arrangement of windows enables the north gable to abdicate some of its importance, and throws the eye back to the actual centre of the composition in the library.

With Bodley's building satisfactorily established overlooking the river, the new building falls naturally into rather a subordinate place as a *link or screen uniting two river-facing systems*, and it is in this character that its design is conceived. For example, its intention is essentially different from that of the Clare building opposite. The four stories could have been easily comprised in a low-corniced building with an attic lit by dormers, but the arrangement which gives so appropriate a profile to the four-square envelope of Clare College would have been misapplied in this case. Similarly it will probably be conceded that in the case of so organic a building as Clare, any departure in the treatment of the interior of its court would have amounted to a breach of faith with its outside; whilst on the other hand the façade of the new building promises much less in the way of organic consistency, and we are free to treat the south front in a frankly domestic manner and with a wide freedom in the choice of materials.

The great axial feature of Gibbs' building makes easy the task of subordinating the new block to its surroundings. The problem that remains is mainly one of working the library into the scale and fabric of the rest of the design.

The consideration of the two alternatives (*a*) and (*b*) raises the interesting question of the relations to be maintained with the Clare building. In the case of (*a*) our new front must either look uncomfortably arbitrary in length if it makes its own axis, or some correspondence must be established with the opposite building. My own view is that for any building which is to appear complementary to Clare, the worst place to establish it is as its *vis-à-vis*, which would imply a new and irrelevant north and south axis bound to have a cramping effect on any large apprehension of the area.

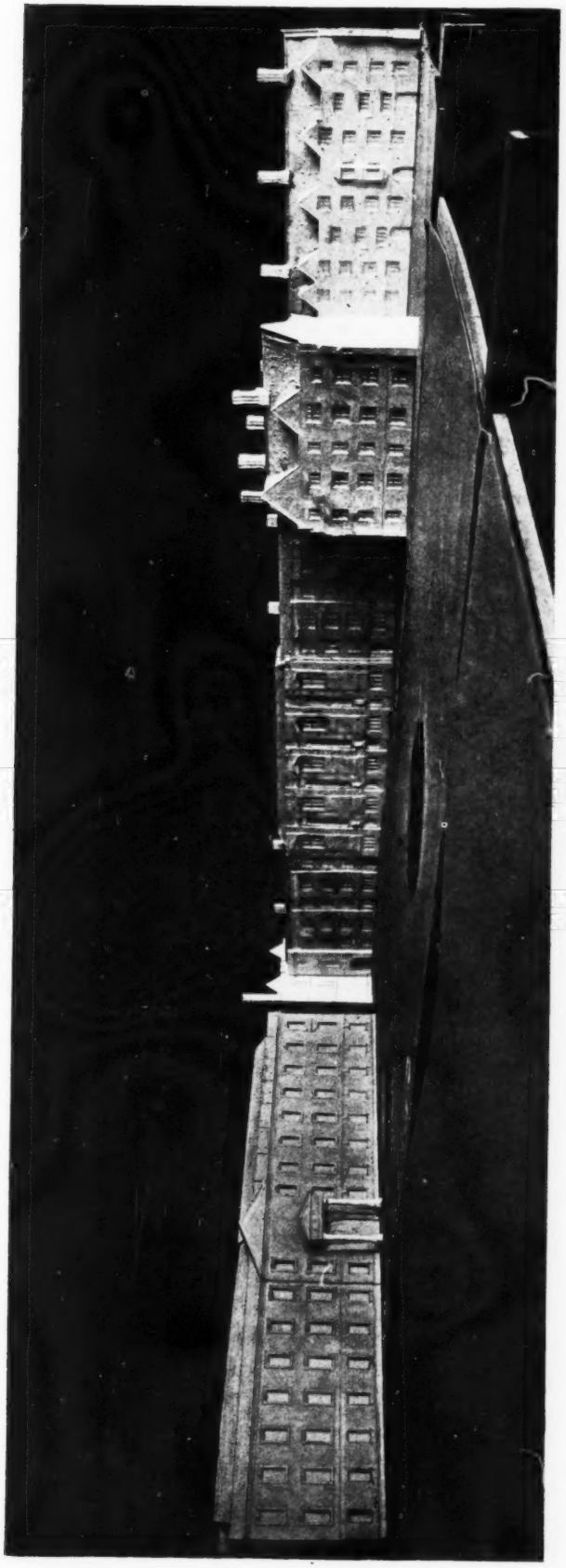
My own opinion is that it is Bodley's building which will in a sense become complementary to Clare, and that its hollow court will prove an appropriate "counter-subject" reaching out, as it does, to the river, to the massive, but withdrawn, presence of the neighbouring college.

The foregoing examination of the site leads me, therefore, to the following conclusions:

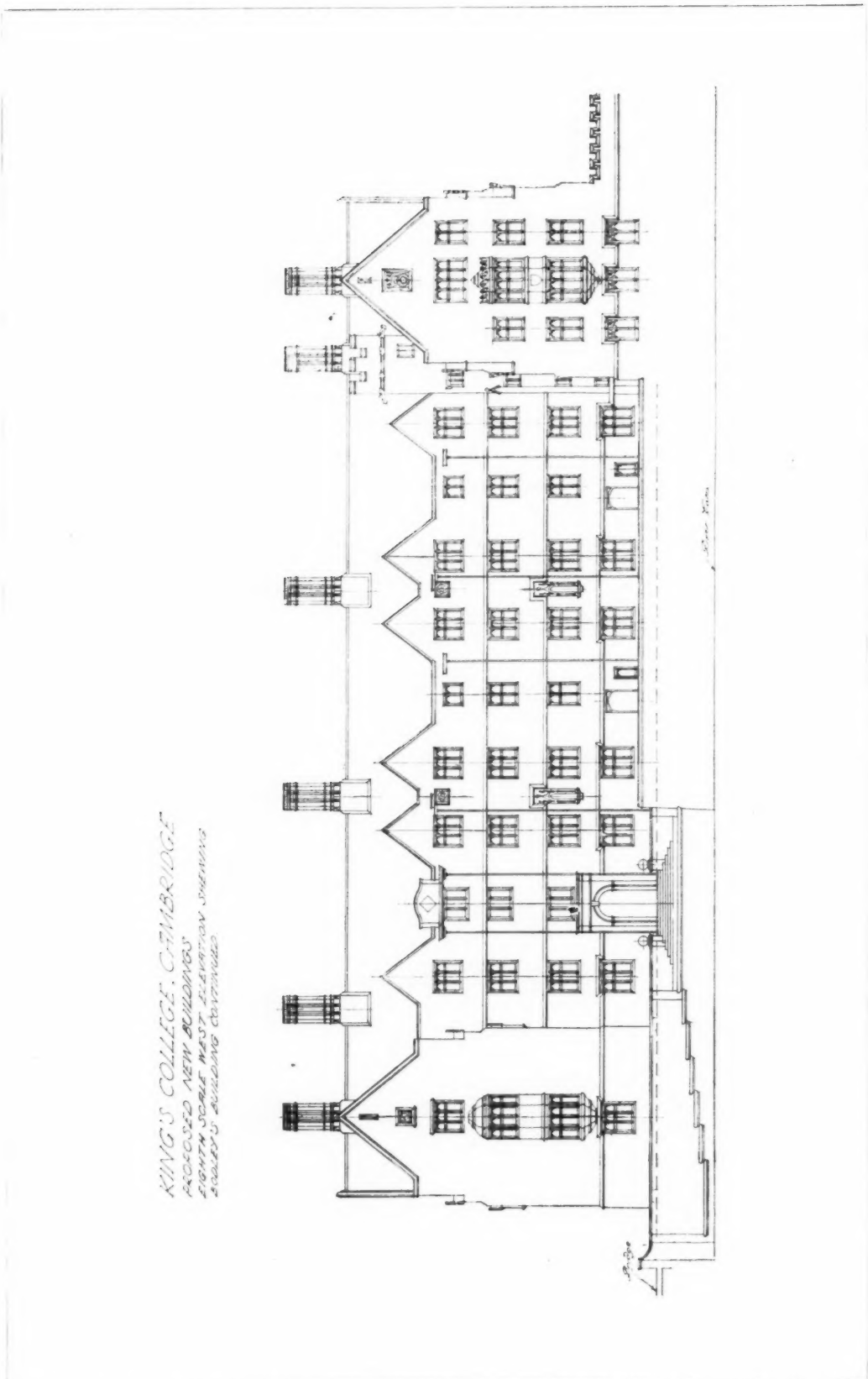
That the frontage line of the new building should be as far south as circumstances will allow.

That the completion of Bodley's building, as a logical expression, seems to offer the soundest starting-point for the new undertaking.

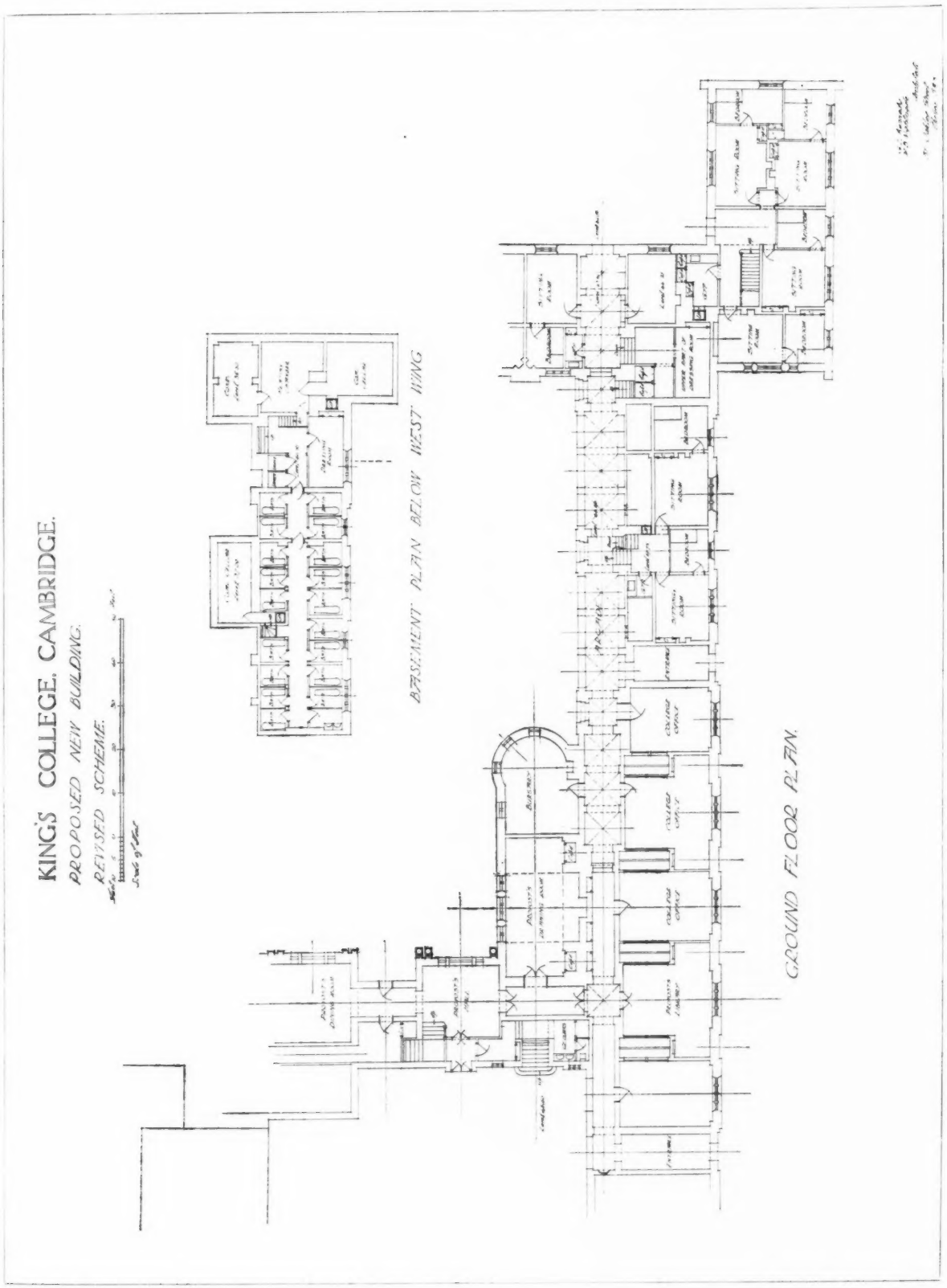
That there is a wide liberty as regards style and treatment, but that the correct reading of this very individual site means a close study of the existing buildings in the light of their related presences, rather than as examples of this or that kind of architecture.



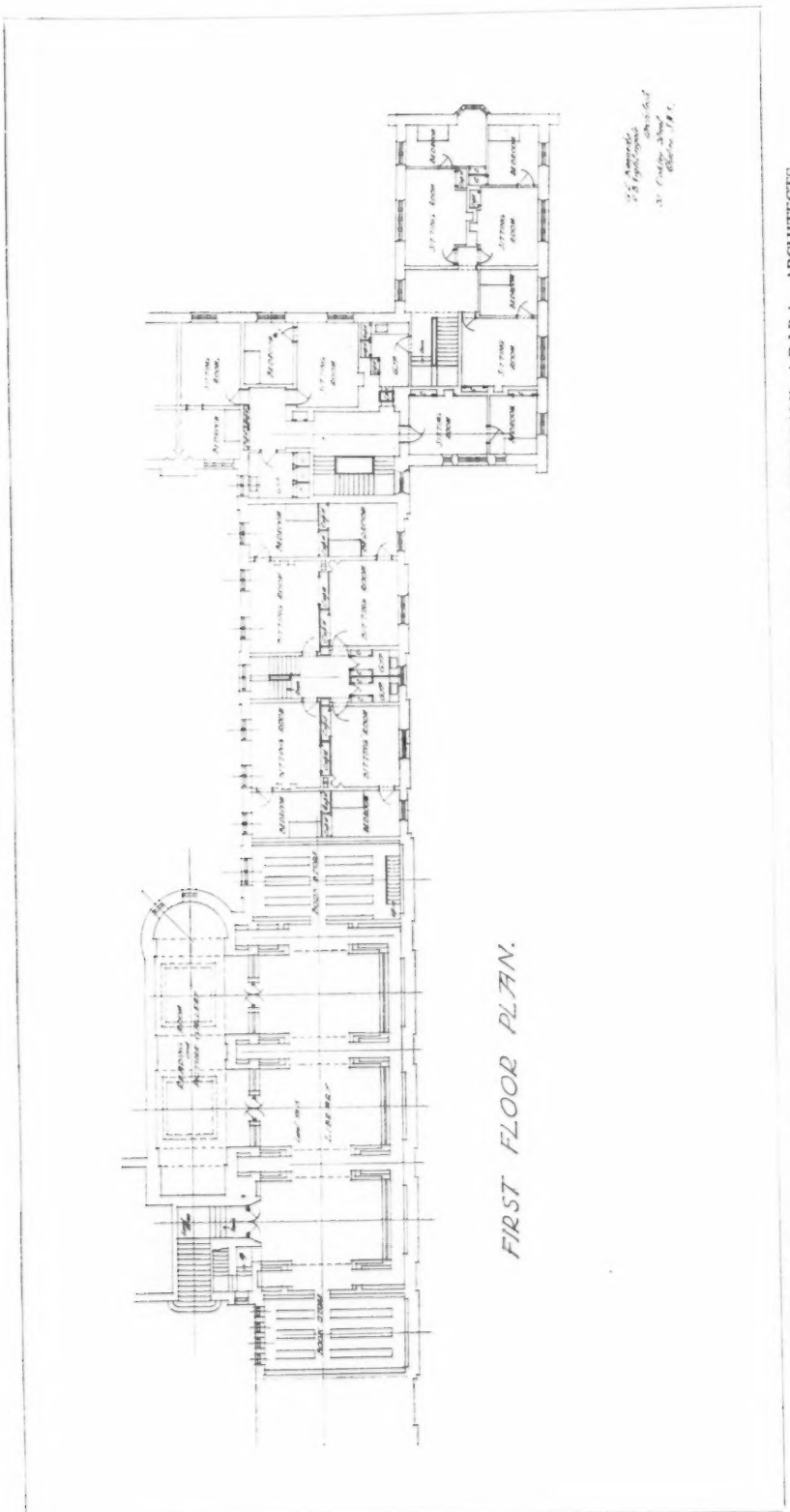
KING'S COLLEGE, CAMBRIDGE.
(From a scale model by G. L. Kennedy.)



KING'S COLLEGE, CAMBRIDGE: PROPOSED EXTENSIONS. G. L. KENNEDY AND F. B. NIGHTINGALE, A.R.I.B.A., ARCHITECTS.



KING'S COLLEGE, CAMBRIDGE: PROPOSED EXTENSIONS. G. L. KENNEDY AND F. B. NIGHTINGALE, A.R.I.B.A., ARCHITECTS.



KING'S COLLEGE, CAMBRIDGE: PROPOSED EXTENSIONS G. L. KENNEDY AND F. B. NIGHTINGALE, A.R.I.B.A., ARCHITECTS.

Some Impressions of Newcastle*

A Plea for the City Beautiful

By J. DOUGLAS MITCHELL

WHEN I came north after the war, bearing in my heart a deep love for the ancient city of London, I looked at Newcastle from the point of view of one seeking fresh loyalties and new attachments. I found much to fascinate me, and much to arrest the imagination. I found a city with a past, which carried one back into the times of our earliest history, a past rivalling in historical interest any, and far outdistancing most, of our ancient cities.

Newcastle is a city set upon a hill, and divided from its neighbour by a river with steep, almost mountainous banks. Seen from the top of the high level bridge, it is picturesque to a degree, the central point of the whole picture being the steeple of St. Nicholas Church. Equally picturesque is the view from the river, and Turner selected that aspect for his picture of the city. This view also shows the steeple of St. Nicholas Church as a central feature. This steeple is of amazing beauty, and it is no exaggeration to claim it as one of the wonders of the world. It is a masterpiece of its kind.

Newcastle is also distinguished from other cities by the high costs of rent and of living; it has few main streets —you can number them on one hand. This confines the main shopping area into a very small compass which is partly the reason for the high rents. I was also struck by the lack of adequate means of communication between the north and south banks of the river. This has since been greatly improved by carrying the trams over the High Level bridge.

Next I noticed, what I have not often noticed elsewhere, that slum areas adjoin the leading streets: take, for example, the conjunction of Prudhoe Street and Northumberland Street and all that area immediately behind or north of Eldon Square. Then I noticed the crying need for a town hall worthy of a city with such records, and with such immense latent possibilities; a town hall which would provide the facilities which at present in Newcastle are conspicuous for their absence. I refer to the need for an adequate public hall designed for the purposes of large gatherings, likewise a concert hall for public recitals by the leading vocal and instrumental artists of the day. I noticed also the need for a big modern hotel.

When I looked at the map—and herein I found the main cause of our high rentals—I noticed that Newcastle is like a strong man bound. He is pinned down with a heavy weight upon the small of his back. He is pinned to the river with his head and shoulders at Scotswood and Fenham, his chest at Elswick, the small of his back is the central portion, with his legs and feet at Byker and Walker. What is it that pins him? It is the Town Moor. In Newcastle the open spaces occupy one-fourth of the whole area. In London the open spaces in the three-mile radius are somewhat similar in total area to those of Newcastle. In Paris, the open spaces in the three-mile radius are very much less in area. The great park areas, the Bois de Boulogne and the Bois de Vicennes, are both outside the three-mile radius. Yet no one has ever suggested that central Paris is devoid of open spaces. Far from it—the lay-out and design of Central Paris are the envy of the world.

We must note that whereas the three-mile radius includes the whole of Newcastle, it is only the centre of Paris and but a small fraction of the whole of London. Imagine an open space in the centre of London comprising sixteen times the size of the Town Moor, London being sixteen times the size of Newcastle. What would happen to London rents, London rates, London housing and overcrowding, London traffic and a hundred other problems? London would be crippled by such a handicap, and however beautiful that vast open space might be, London simply could not afford it. Neither can Newcastle afford it. Paris has shown greater wisdom, and has kept her great park areas on the outskirts where land is cheaper.

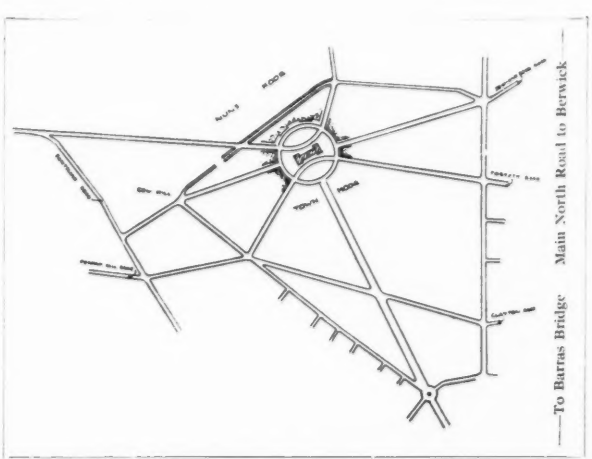
It is no part of my plan to seek to absorb into the city the whole of the open space of the Town Moor. Very far from it. What I am appealing for is a reconsideration of the arrangements by which the legend "hands off the Town Moor" has become a creed. My suggestion is that by the common consent of all parties the rights which the Freemen have in the moor should be pre-empted and pass back to the Corporation.*

Presuming, as I will venture to do for a few moments, that their consent to pre-emption is obtained, you will ask me "What do you want to do with the Town Moor?" I will answer briefly: To lay out certain parts of it as football and recreation grounds, certain parts of it as parks, and certain parts of it as the centre of the city's government and administration. This idea in no way would be capable of the criticism "you are destroying the lungs of the city."

The public buildings put on the moor could comprise all or any of the following: (*a*) The town hall, which, for reasons I will explain later I propose to refer to in my plan as the capitol; (*b*) the city library; (*c*) law courts; (*d*) university central buildings; (*e*) art gallery; (*f*) mansion house.

There is in Newcastle such a chance to form a noble group of public buildings, worthy of the history and achievements of this ancient city, as exists nowhere else in the world to-day. Cardiff, amongst English and Welsh cities, has probably gone as far as any to express in its public buildings a full measure of civic pride, but I doubt whether Cathays Park, Cardiff, could compare as a site with the Town Moor, Newcastle.

* See page 357, Charlton's History of Newcastle-upon-Tyne.



PLAN SHOWING SUGGESTED LAY-OUT OF THE TOWN MOOR.

* Extracts from a paper read before the Northern Architectural Association. The views expressed in this paper and the plans put forward were based only on the personal opinions of the lecturer, and we are requested to state that they must not be taken as an indication of the opinions of the members of the Newcastle-upon-Tyne Society, which was founded a few months later, and of which the lecturer is hon. secretary.

When Washington entrusted the designing of the Federal City of the United States to Major Pierre L'Enfant, a young French engineer, L'Enfant, after looking over the area selected for the city, referred to the hill upon which he placed the capitol as "a natural pedestal awaiting its monument." The same claim may be made for the spot called Race Hill, overlooking the old racecourse. I propose to refer to it as Capitol Hill. Here, then, is the ideal site for the capitol. Here should be erected a building which should be the pride, not merely of Newcastle, nor of Tyneside, but the pride of the north.

My idea for the lay-out of the Town Moor is that the capitol building should be approached by a wide avenue which would resemble in dimensions the Champs Elysées in Paris. This runs from the junction of Claremont Road and Back Eldon Street direct to the capitol. At the junction of these two streets a round point would be formed, in the centre of which I would place the Earl Grey Monument, on the direct axis with the capitol building. A further prolongation of this avenue could later be made leading directly on to Barras Bridge. The public buildings would be approached by avenues leading to them from all directions. All these avenues would be of handsome proportions, and flanked by rows of trees. The other public buildings could be designed as a frame to the central block, and could either be in semi-circular formation or in three sides of a square. It will be argued that I am living in the clouds, but what I plead for is the acceptance of a plan for our city which, even if it takes a hundred years to complete, can be kept continually in view and accomplished bit by bit.

I come now to a specific proposal which I hope will meet with a willing response from the hearts of patriotic Tynesiders and Northumbrians. There is in Crowndale Road, London, behind St. Pancras and King's Cross stations, a working men's college where education of a university standard is provided for the large working-class population of that area. It was started in 1854 with Frederick Denison Maurice as first principal, and associated with him as its early instructors and tutors, who gave their services free in those days, were John Ruskin, Thomas Hughes, author of "Tom Brown's Schooldays," Charles Kingsley, Burne-Jones, Rossetti, and others. Its present principal is General Sir Frederick Maurice, grandson of the first principal, and its aim now, as it was then, is to stretch out the right hand of brotherhood to the workers, seeking in education to find the true way to the solution of the problems of life.

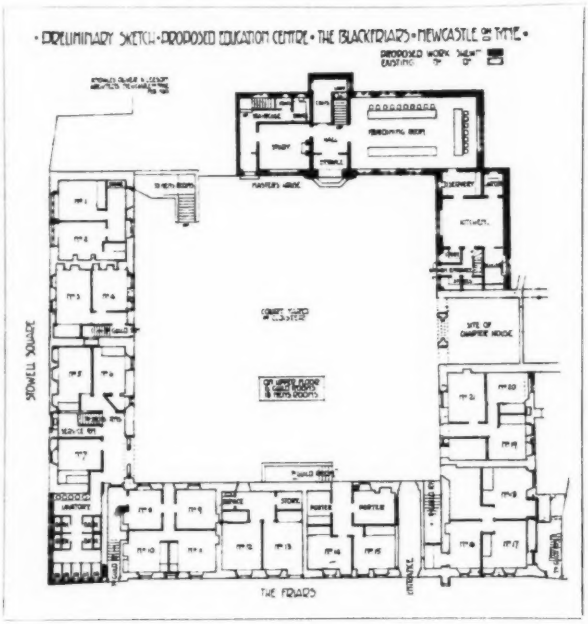
We have here in Newcastle a little group of buildings which I hope may some day be made available for similar purposes as a branch of Armstrong College and a definite feature of the work of our University. I have to thank my friend, Major Harry Barnes, for first discovering these old buildings and their possibilities to me. I have been surprised to find that very few people whom I have asked have known of the existence or the whereabouts of the old buildings in the Friars. If you proceed along Low Friar Street from Newgate Street you will find half-way along to the right-hand side a narrow arch leading to a narrow street called Monk Street. Up this, on the right-hand side, you will come to a little group of buildings which a great many cities in this world would give their souls to possess. Here are the remains of the Black Friars Monastery. These ancient buildings are redolent with history.

The Black Friars acquired a footing here in 1240. In 1334 Edward Balliol of Scotland did homage for the Crown of Scotland to Edward III of England in the church of the Black Friars, Newcastle.

In 1538 the house was suppressed at the dissolution of all the smaller religious houses in England.

In 1543 the King granted the Friary to the Mayor and Burgesses of Newcastle for £58 7s. 6d., and an annual payment of 5s. 11d., reserving to himself, however, the bells and lead of the church and other buildings.

In 1552 the house, with its gardens and orchards, was granted to nine of the ancient trade guilds of Newcastle, and these have retained possession down to the present time.



THE SUGGESTED EDUCATION CENTRE: THE BLACKFRIARS. GROUND FLOOR PLAN.

Had these trade guilds been possessed of endowed funds like the old City guilds of London, one might confidently have appealed to them for the necessary support for the scheme which I am putting before you.

It will probably interest you to be reminded that the old City guilds of London are great leaders in the cause of education. To give you a few instances, I may mention that the Skinners' Company are the founders and governing body of Tonbridge School; the Mercers' Company of St. Paul's School; the Merchant Taylors' Company of Merchant Taylors' School; the Grocers' Company of Oundle, and various others I could mention.

However, the appeal for the necessary funds to carry this project through will need to be made to all patriotic citizens of ancient Northumbria who have at heart the drawing closer together of the classes on the common ground of education.

The plan I suggest is to acquire this group of buildings on lease, thus assuring to the present owners a stable income, and granting to them the use of their guild rooms on such occasions as may be mutually agreed upon. The buildings would be put, at any rate as regards the exterior walls, in a state as nearly approaching the original as possible, and a college hall would be erected on the north side of the cloister. The University is already doing much useful work of the type mentioned, and under this scheme those activities could be developed, and would find a most suitable location in these interesting old buildings.

The drawings kindly lent to me by Mr. Leeson, of Messrs. Knowles, Oliver and Leeson, and which were prepared as a labour of love, show the ideas very clearly. The ground floor is planned on the assumption that the institution would become a residential working men's college as well as a tutorial establishment. Some of the corbel stones of the cloister roof are still visible, and the replacing of the cloister would greatly help to revive the old spirit of the buildings, as well as providing covered means of access between the different lecture rooms. To carry out the restoration of the buildings and to erect a college hall would cost approximately £15,000. This surely is a means whereby our university may take the lead in this district in that most pressing

need of the hour, the breaking down of the walls of suspicion which at present so often divide employer and employed. It is a blot on the fair reputation of Newcastle any longer to leave these ancient buildings in their present mouldering condition.

The slum area north of Eldon Square could be dealt with in the following way: Pierce either side of Eldon Square by carrying its two flanks right through to the Haymarket, crossing Prudhoe Street. The right flank street, especially when developed with harmonious architecture, would become quickly one of the prosperous streets of the city, from its close proximity to Blackett Street and Northumberland Street. In the open space formed opposite the junction of St. Thomas Street with Percy Street an area would be available for the open street Green Market, which at present is held in Newgate Street. Since the carrying of the trams through this street the conditions for the traders in this market have been somewhat congested. The Corporation have in mind the opening up of a site for this purpose behind Darncrook. I suggest that a far more spacious site would be available in this scheme. Ample room for the barrows and stalls would be forthcoming without any hindrance to traffic, and the extended facilities would no doubt lead to considerably extended trade.

There is a slum area around Stowell Street which needs clearing away. To provide a more direct approach to Friars College, as I will presume to call it, I would propose a street branching out of Fenkle Street, near its junction with Low Friar Street, which would lead into the street called The Friars at the point where the old buildings are situated, thus opening up a view of those buildings. The restoration of these buildings, their opening up by means of such a street, and the general improvement in surrounding property, which would inevitably follow, would be a long step towards the transformation of this slum area. A street is also proposed running between Low Friar Street and Stowell Street, and opening up the area immediately north of Friars College. This would give access to the main entrance to the college, and would remove what is at present a particularly noisome slum.

I believe that a street of the same dimensions as Grey Street, and running roughly on the line of Pudding Chare and High Bridge, would ultimately be a very valuable addition to the business portion of the city. This would include the portico of the Theatre Royal as a vista for its northern end. It would link Grey Street more closely with the Central Station and Grainger Street, and would tend to preserve the business balance of the shopping area, which otherwise may tend to spread farther north.

I referred previously to the need for a first-class modern hotel in Newcastle. Whenever the need is met the opportunity will offer for a really first-class architectural achievement, such as, for instance, the Midland Adelphi Hotel at Liverpool. Considering the stake which the L. and N.E.R. Company have in Newcastle and in its trade, it surely would be to their advantage seriously to consider such a project.

A really first-class hotel, finely designed, artistically decorated and furnished, and well managed, cannot but act as a magnet. Obviously the industries of a city possessing such an hotel could not fail indirectly to benefit from it, because the hotel would be a magnet to tempt people not only to visit Newcastle, but to make it a centre for conducting business.

When Hadrian spanned the river he chose the site of the present swing bridge as the most convenient spot. To this day no means of crossing the river exists between this spot and the sea. The idea of a bridge which linked up with the foot of Pilgrim Street, and which would thus become the direct route from south to north, avoiding the congested area in the centre of the city, has been frequently discussed. Since the date of my previous address much water has flowed under the swing bridge. On the day following, the city engineer issued his report, which showed in the most striking way how the carrying of the trams over the high level bridge had increased the traffic between the two towns. It also showed the great sum of money which had passed from the citizens to the railway company in the shape of tolls. From that moment the Lord Mayor became doubly keen on this project, and we all hope he will be successful in seeing it begun during his term of office. With the necessary viaducts and bridge approaches which would be required on both sides of the river unique opportunities for architectural treatment would be provided.

To those who tell me that town improvements are very costly I would say: look what you can do by planting a few trees. Most people will agree that the new war memorial at Barras Bridge is a beautiful one. To me it represents a very fine picture, finely hung, but lacking a frame. If you examine it in front from the far side of the road you find it has an indefinite background of roofs thinly veiled by a few scattered trees. I would propose a semi-circular frame of cypress trees.

No scheme for a city beautiful can be complete without some reference to the subject of smoke abatement. Recently Sir Aston Webb stated that London could never be the city it deserved to be until the smoke was got rid of. He would encourage the manufacture of smokeless fuel until it was cheaper than soft bituminous coal, and forbid the use of the latter in large cities. It certainly does seem high time that some step forward in this direction should be taken. America has shown that it is possible successfully to combat the problem: c.f. New York, and a still more striking instance, Pittsburgh.

The atmosphere of beauty in surroundings must have an effect upon character. Raise the tone of recreational facilities and you lower the drink bill and the assize list. This is the proved experience of social workers. Well designed and well-run cinema halls have great possibilities in this direction. The provision of spacious, well-lighted dance halls, where simple refreshments could be obtained would be all to the good. In this connection we must not forget to welcome the movement for the establishment of repertory theatres.

Since the splendid work of Grainger town planning has become a somewhat neglected art in Newcastle.

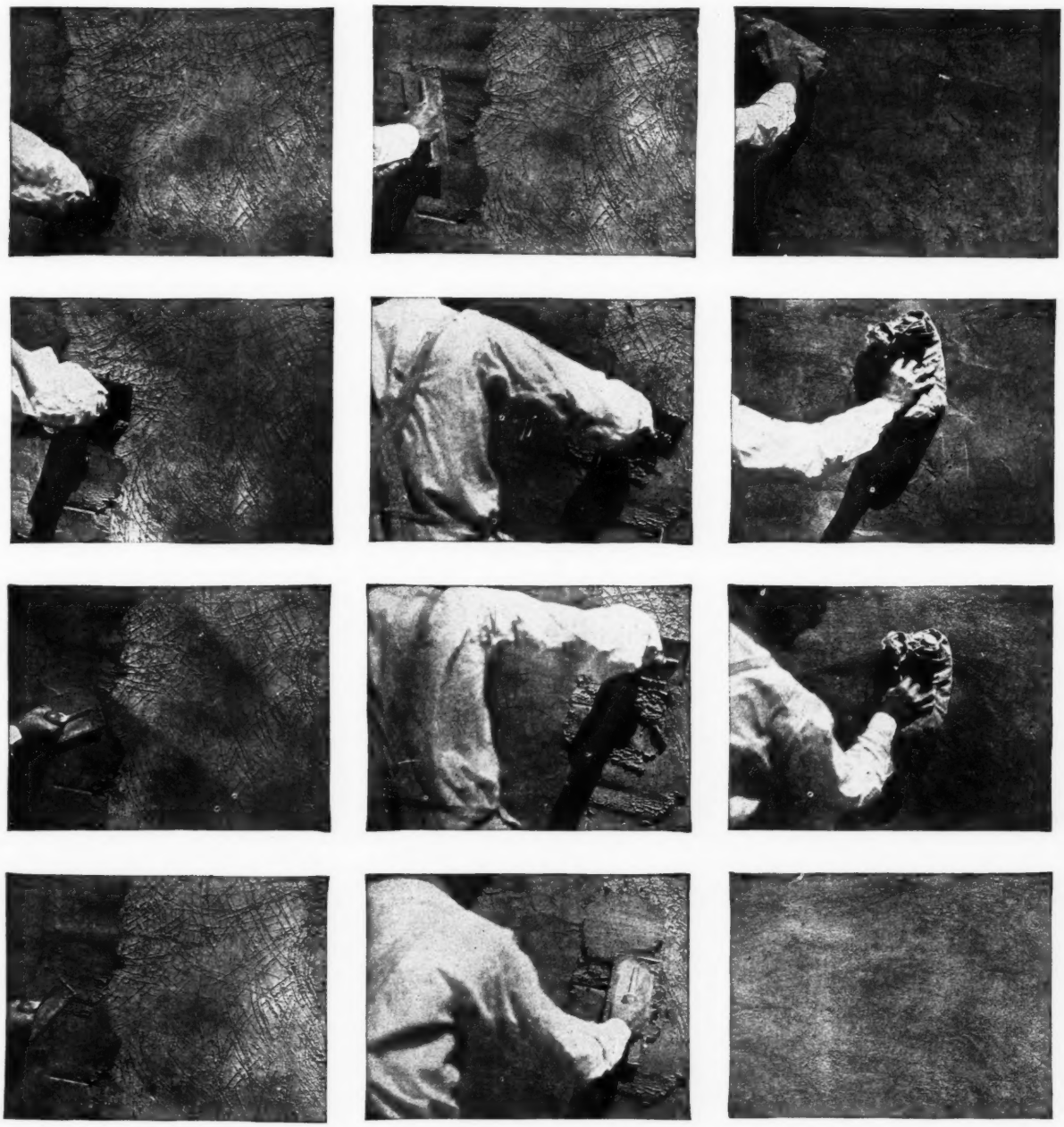
It does seem that the present time is propitious for a new step forward, and if the endeavour to form a civic society, the object of which will be the practical improvement and the artistic development of Newcastle, should bear fruit, a big step forward will have been taken. Since I had the privilege of proposing at the Rotary Club that a similar society with similar aims should be formed in Newcastle I am glad to be able to say that steps are already being taken to explore the possibilities of forming such a society, and I hope they will bear fruit in the near future. With such a society in Newcastle widely supported by large numbers of intelligent citizens the city authorities would always be assured of support in development schemes along well-considered lines. It would also provide the necessary safeguard against any hasty or ill-considered action in the matter of dealing with open spaces.

Of all the proposals I have put forward I am most deeply interested in the Friars College idea. I hope that no time will be lost in exploring the possibilities of this idea. Here is the means of giving living expression to the ideals underlying the idea of "The City Beautiful"—ideals which include a determination to provide full equality of opportunity in education and culture for all, and a persistent reaching after the betterment of all social and civic conditions.

In conclusion I should like to thank Mr. Noel Leeson for his kindness in lending me the drawings of the Friars Buildings, and for much useful information concerning these buildings, also Mr. Marshall for having kindly made tracings from some of my plans, also Mr. Steele, the city engineer, for having permitted me to take some tracings from maps in his office, and, lastly, but more particularly, Mr. Philipson for his generosity in offering to make these lantern slides for me, and without which I feel that this lecture would have been a somewhat dull affair.

An "Over-Masonry" Textural Finish in White Concrete.

Simply, economically, and quickly, with the ordinary tools of the trade, special textural finishes can be given to "Atlas White" Portland cement mortar renderings. The plasticity of the mortar ensures ease of manipulation. The illustration on this page shows an "Atlas White" stucco finish which gives the effect of hand-worked Portland cement stucco over a roughly-laid masonry wall. This effect can be obtained on a flat wall of brick, concrete, or stone, by a simple method of trowel manipulation, as shown in the twelve photographs on the opposite page. I call this an "over-masonry" effect. It is secured by trowel manipulation



of the finish coat only. It is obtained by applying the "Atlas White" finish coat in irregular thicknesses. The variations in the thicknesses should be ⅛ inch, or not more than ¼ inch at the most. The irregularities—the "lumps"—should have a general horizontal trend. This will produce the appearance of stucco placed on underlying courses of stone. It is important that the "lumps" should be applied to the wall in a general horizontal line. The tendency will be to give them a slight pitch to the right. In size the "lumps" should correspond roughly to the size of the projection of a one-man stone. The major irregularity—a succession of "lumps"—should be obtained solely from the manner of trowelling. After the mortar is set for an hour or so the surface should be vigorously rubbed with a bit of sacking, to take away the rough bits of mortar on the surface. This leaves the undulating effect, while removing any actual rough coarseness of the surface. Write to me for full detailed specifications, and specify the work to be done in accordance with them.

Regent House,
Regent Street,
London, W.1.

Frederic Toleman

The Presentation of the Royal Gold Medal

THE presentation to Sir Giles Gilbert Scott, R.A., of the Royal Gold Medal for the Promotion of Architecture took place on Monday evening last week. Mr. J. A. Gotch occupied the chair for the last time during his term of office as president.

In order to celebrate the presentation there was arranged in the galleries of the Institute an exhibition of drawings and photographs illustrating his work. Most of his more important buildings were represented, from the Church of the Annunciation, Bournemouth, to the recent addition at Clare College, Cambridge.

Among those present were: Mr. D. Everatt Waid, president of the American Institute of Architects; Mr. Cass Gilbert; Mr. Thomas Hastings; Sir Frank Dicksee, president of the Royal Academy; Sir George Frampton, R.A.; Mr. Wm. Loudon Mollison, LL.D., master of Clare College, Cambridge; Monsignor E. Nolan; and Sir F. M. Radcliffe, chairman of the Liverpool Cathedral Executive Committee.

In the course of his address, the president described Sir Giles as one of a long line of architects and one of a few who, scarcely out of their 'teens, had presented Liverpool with two of the finest works of art—St. George's Hall and the cathedral. It was of interest to note that the grandfather of Sir Giles was one of the earliest recipients of the gold medal, so long ago as 1859, and in a subsequent year president of the Institute.

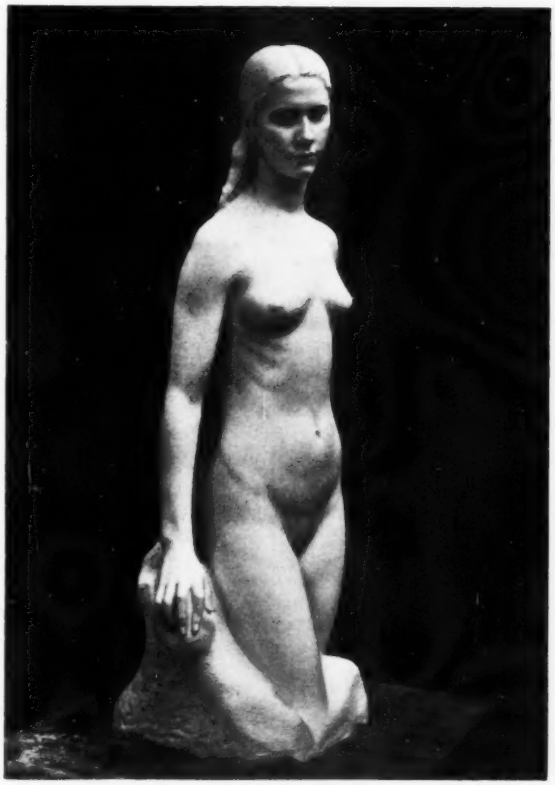
At Clare College, Cambridge, they had an example of secular architecture; and at Liverpool Cathedral a fine example of ecclesiastical architecture. He thought those who had seen it would agree that it presented, so far as built at present, an interest and artistic independence equal to any of their old cathedrals they loved so well. It had a further distinction—there were presented in its erection problems of construction which either never came before the ancient builders, or were avoided by them. To have designed Liverpool Cathedral was a distinction which alone would have entitled any architect to receive their gold medal.

Mr. Cass Gilbert said that British architecture was regarded in America with the greatest admiration and a fervid affection, and in his view the cathedral bore out all that was best in British design without sacrificing anything of originality.

Mr. D. Everatt Waid (president of the American Institute of Architects) said he had made a special trip to Liverpool, and the cathedral exceeded his expectations. He had seen efforts in some countries where the attempt to achieve something great had been represented by the achievement of something eccentric; but in Liverpool they had a masterpiece which breathed the spirit of art and yet respected tradition.

The president then invested Sir Giles with the gold medal.

Contemporary Art



SYRINX, BY WILLIAM McMILLAN, A.R.A.,
awarded the first Silver Medal of the Royal Society of British Sculptors.

Present-day British Art.

The exhibition of nearly 400 works of art which inaugurates the plastic and graphic activities of the New Chenil Galleries at Chelsea is symptomatic, and yet it is not representative, either individually or collectively. The works shown are not the highest efforts of their creators, and do not, therefore, provide a satisfying expression of contemporary British art. What is here to be seen and judged, however, provides a glimmer, if not a complete illumination, of its expressed intention. The mere fact of the existence of these new and beautiful exhibition galleries provides an incentive to production, of which the artists of England and Scotland will not be slow to take advantage, and an encouragement for them that their increasing ambitions will not in the future be so liable to neglect. Meanwhile, the present show, which contains little that is bad, and much that is very good, is intrinsically worthy of approbation. In the serene little sculpture gallery, which is the threshold of the rest, are some beautiful modelled and carved pieces. Among those already known, but well worth the further study now made possible, are Henry Poole's excellent portrait of Alfonso Toft, whose landscape, "Near Cranbrook," in the small gallery, provides an example of the essential "quality," which is one of the finest features of the best English work. Other plastic portraits are William McMillan's robust "Thomson," and Jacob Epstein's characteristic "Eva Dervish." Leonard Jennings shows his small marble group, "Paolo and Francesca," the most important of the literary pieces here, and Alfred Turner his small "Peace." Among subject works are Harold T. Youngman's "Remorse"; C. W. Dyson-Smith's "White Lotus Dance"; P. Lindsey Clark's "Arlekin"; F. W. Doyle-Jones's "The Breaking of the Cudgel"; Frank Baxter's graceful silver statuette "Love Lies Bleeding"; Reid Dick's "Catapult," and his charming marble "Madonna," and "The Unfolding of Spring," the marble group by Gilbert Bayes, of which I have already written in these notes.

The representation of the young forwards is not adequate, but in the carved marble "Head," by E. S. Frith, and the jolly carved stone, "Motherhood," group of Harry Parr, there are indications of the new spirit. A notable work is Charles Wheeler's statue, "Peace," one of the most individualistic

"THE NEW AGE." BRONZE GROUP, BY ALLAN HOWES

things exhibited, which ranges itself beside the stylistic pieces of Allan Howes—"The New Age," and "Madonna and Child." Among the portrait busts and studies, the most exceptional are "Ida" and "The Boxer," in bronze, by one of the youngest and strongest of the English modelling sculptors, Alfred F. Hardiman, and it is with such men as Wheeler, Howes, and Hardiman that the future of British sculpture, in its most original aspects, lies.

In the other galleries the pictures, drawings, and prints are seen to the greatest advantage under the excellent lighting conditions. There is strongly apparent the "picture" idea, and but little decoration and architecture; the easel and the wall are far too prominent. There is only one important decorative painting, that by H. J. Lee, "The Raising of Lazarus."

Present-day Italian Art.

A more restricted exhibition, both in numbers and styles, is offered at the Lefèvre Galleries, where seventy paintings in oils give a clue to the aims of the younger school of Italian painters, and a dozen pieces of sculpture to those of the more modern plastic artists of Rome and Florence. There are two good architectural pictures by Italico Brass and Michele de Benedetti, and a striking decorative panel by Léno Selvatico. The sculpture breaks away completely from the established neo-classicism of Italy, and the distinguished Giovanni Prini in his simplified modelling and naturalism recalls the work of Meunier; that of Nicola d'Antino that of Prince Troubetzkoy, but with some exaggeration of form. A very charming bust, "Mariella," by Attilio Selva, shows little of the teaching of Bistolfi, of whom Selva was a pupil, and approaches more to the mediævalism of Antonio Maraini, of Florence, who is represented by the really fine Pièta entered for the recent competition for S. Croce, but unsuccessfully, and two groups or rather small groups of groups, in the manner of the Tyrolean wood sculptors—"The Entombment," and "The Manger," of uncarved wood, and modelled and coloured terra-cotta, which are both unusual and interesting. Romano Romanelli, son and grandson of sculptors, shows two characteristic bronzes, a life-size head of a girl, of great charm, and an intriguing decorative piece, "The Idol."

Drawings of Italy.

Real accomplishment in the best tradition of Girtin and other water-colour draughtsmen of the English school makes of Kenneth Hobson's exhibition at the Cotswold Gallery a refreshment and a rest. Correct architecture and natural landscape, rendered with precision and truth, force the appreciation of draughtsmanship back once more on the essentials, and the real perception of the men who revealed them. Hobson has the same clean spirit and the grip which enables him to give expression to it, and the strength to avoid pictorialism.

At the Redfern and Goupil Galleries.

Italian architecture occupies Wendela Boreel in three media at the Redfern Gallery. Her paintings are wild and often woolly, her drawings in water-colour and pencil cultured and correct, her etchings, including some aquatints, accomplished in a technique derived from Walter Sickert, and the derivation is highly creditable to both.

The summer exhibition of the Goupil Gallery includes a fanciful statuette by Maurice Lambert, which has imagination, and a portrait head of his brother, which has truth. Walter Greaves provides an astonishing painting of "The Old Haymarket on a Wet Day," and another almost as startling of "The Old Citizen Boatyard, Battersea." Other architectural subjects are by James Pryde, and Mark Gertler's "Basket of Fruit" is a gay decorative piece.

KINETON PARKES.

Bristol Art Gallery Extensions.

The Bristol City Council have adopted a resolution accepting the offer of Sir George Wills to bear the cost of extensions to Bristol Art Gallery, incorporating the old drill hall acquired by Sir George and his brother, the late Mr. H. H. Wills. The cost of the extensions, which will more than double the present size of the gallery, will be £75,000, which sum Sir George proposes to hand over immediately to the city.

A New Picture at the National Gallery.

An Early Flemish painting has recently been placed on exhibition in Room XV, at the National Gallery. It is the portrait of Edward Grimston, envoy from Henry VI to the Court of Burgundy, painted by Petrus Christus, the one direct follower of the Van Eycks. Documents of any kind which bear upon the history of Netherlandish painting are so rare that the signature on the back of the panel, Petrus XRI. Me Fecit A. 1446, adds greatly to the interest of the picture, though its artistic quality is by no means inconsiderable. The portrait has been lent to the Gallery by the Earl of Verulam.

The Manchester Art Gallery: Exhibition of Designs.

The exhibition of the competing designs for the new Manchester Art Gallery will be open all the week in the Town Hall. The designs, which number over a hundred, have been accommodated in the organ chamber on the first floor and in the Lord Mayor's parlour opposite. The organ chamber, not a large room, is fully occupied by the unsuccessful designs, and the layman may find the crowding of plans and elevations rather too close for a clear view of the alternatives which they suggest. More room has been given to the designs which have won premiums, which are set out in the Lord Mayor's parlour.

Unsightly Posters.

A Standing Committee of the House of Commons last week considered the Advertisements Regulation Bill, which seeks to extend the power given by the Advertisements Regulation Act of 1907, so that by-laws restricting or preventing the exhibition of advertisements which disfigure the countryside may be made not only with respect to particular landscapes, but with respect to rural scenery generally, the amenities of villages in rural districts, and the amenities of places of historic interest. Mr. G. Locker-Lampson (Under-Secretary, Home Office) said the Bill was a good one, and there was every prospect of its early passage into law.

A new clause, giving county councils the right to delegate their powers under the Act of 1907 to urban and rural councils, was agreed to, and the Bill was ordered to be reported to the House.

Parliamentary Notes

[BY OUR SPECIAL REPRESENTATIVE.]

Sir Kingsley Wood, the Parliamentary Secretary to the Ministry of Health, informed Mr. M. Jones that the number of houses completed and under construction on May 1 last, under the various Housing Acts, was as follows :

	Number of houses.	
	Completed.	Under construction.
Housing, Town Planning, Etc., Act, 1919	172,571	1,342
Housing (Additional Powers) Act, 1919	39,186	—
Housing, Etc., Act, 1923	76,809	43,032
Housing (Financial Provisions) Act, 1924	3,259	13,170
Totals	291,825	57,544

Sir K. Wood informed Mr. March that on June 1, 82,699 houses had been completed under the Housing Act of 1923, and 4,461 under the Act of 1924. The numbers erected by direct labour included in those figures were 1,328 and 746 respectively. Of the 1,328 houses, 943 were non-parlour type, and 299 parlour type, and in 86 cases the type was not known. Of the 746 houses, 460 were non-parlour type, 86 parlour type, and in 200 cases the type was not known. Information as to the final costs of these houses was not available.

Sir K. Wood informed Mr. W. Baker that the Minister of Health had no evidence that profiteering in houses was on the increase.

Sir B. Chadwick, Parliamentary Secretary to the Board of Trade, informed Lt.-Col. Heneage that during the six months ended May, 1925, the imports of bricks, of brick earth or clay, amounted to £166,000 in value, and those of tiles (including quarries, roofing tiles, and street-paving tiles, but excluding glazed wall and hearth tiles) amounted to £173,000 in value.

Sir K. Wood informed Rear-Admiral Beamish that no objection had been raised by the Ministry of Health to the erection of wireless aerials on State-aided housing schemes, provided that the usual precautions were taken for the proper earthing of the installation.

Sir K. Wood informed Major Glyn that the number of houses completed during the period January 1 to May 31, 1925, under the Housing Acts was 35,627. Of these, 9,096 were in the areas of rural district councils. The numbers of houses under construction on the 1st instant in the areas of boroughs and urban districts, and in rural districts, were 47,330 and 13,376 respectively; 93,266 houses in boroughs and urban districts, and 24,120 in rural districts, had been authorized but not yet commenced.

Mr. MacKenzie Livingstone asked the Under-Secretary of State for the Home Department, as representing the First Commissioner of Works, whether he was now in a position to announce the result of his enquiries regarding the desirability of preserving the ruins of the home of Flora Macdonald, the Highland heroine, in South Uist.

Mr. Locker-Lampson said that from the inquiries which had been made it did not appear to the First Commissioner to be necessary that his department should assume the guardianship of these ruins, but it was proposed to schedule them under the Ancient Monuments Act.

Competition News

Morley War Memorial Competition; Sevenoaks U.D.C. Housing Competition.

The following copy of a notice has been issued by the R.I.B.A. : "Members of the R.I.B.A. must not take part in the above competitions because the conditions are not in accordance with the published regulations of the Royal Institute for architectural competitions."

Holbrook School Competition.

By the kind permission of the Board of Admiralty the designs submitted by the competitors in the competition for the Royal Hospital School, Holbrook, near Ipswich, will be exhibited in the Galleries of the R.I.B.A., 9 Conduit Street, London, W.1, until Saturday, July 4 inclusive (hours 10 a.m. to 7 p.m., Saturday 2 p.m.). Designs submitted by the following competitors will be exhibited : Messrs. Adshead, Topham and Adshead; Messrs. Buckland and Haywood; Mr. E. Vincent Harris; Messrs. W. and T. R. Milburn; Messrs. Nicholas and Dixon Spain; and Messrs. Marshall Mackenzie and Son.

Belfast Library Competition Awards.

This competition, which was confined to architects in practice in Northern Ireland or their assistants, was judged by Mr. J. Cumming Wynnes, M.B.E., F.R.I.B.A. The award was made as follows :

First.—Mr. T. W. Henry, F.R.I.B.A., 16 Donegall Square South, Belfast.

Second.—Messrs. R. Ferguson and S. M'Ilveen, 36 Scottish Provident Buildings, Belfast.

Third.—Messrs. R. H. Gibson, M.R.I.A.I., and J. G. Smyth (Associated), 16 Donegall Square South, Belfast.

List of Competitions Open

Date of Delivery.	COMPETITION.
Sept. 1	**High bridge over Copenhagen Harbour. Three prizes to the value of Kroner 35,000. Apply City Engineer's Office, Town Hall, Copenhagen. Deposit of Kroner 100 (returnable).**
Sept. 5	Proposed new out-patient and casualty department for the Board of Management of the Wolverhampton and Staffordshire Hospital. Assessor, Mr. T. R. Milburn, F.R.I.B.A. Premiums, £200, £150, and £100. Apply, with deposit of £1 1s., to Mr. W. H. Harper, House Governor and Secretary, Wolverhampton and Staffordshire Hospital.
Oct. 1	**The Municipality of Drammen, in Norway, invites Norwegian and foreign architects and engineers to compete for the construction of a new bridge across the river of Drammen (Drammenselven) between the two neighbourhoods Bragernæs and Strömsö. Judging Committee : Professor Otto Linton, Stockholm, appointed by the Norwegian Engineers' Association; Mr. Arne Eide, architect, Oslo, appointed by the Norwegian Architects' Association; Mr. M. E. N. Saxegaard, district-chief, appointed by the Norwegian State Railways; Mr. Olaf Stang, engineer-in-chief, Oslo; Mr. U. Lied, chief physician, chairman, appointed by the Municipality of Drammen; Mr. Otto K. Römcke, wholesale merchant, Drammen; and Mr. A. Heitmann Arntsen, secretary, Drammen. Mr. Lied and Mr. Saxegaard are respectively president and vice-president of the committee. The following prizes are offered for the best designs : First prize, 10,000 Norwegian crowns; second prize, 8,000 Norwegian crowns; third prize, 6,000 Norwegian crowns. Apply Bureau of the Government Engineer (Statsingeniörkontoret) at Drammen. Deposit 40 Norwegian crowns.**
Oct. 8	Proposed Fire and Police Station at Marlborough Crescent, Newcastle-upon-Tyne. Premiums : £500, £300, and £100. Assessor, Mr. Percy S. Worthington, D.Litt., M.A., F.R.I.B.A. Apply, with deposit of £2 2s., to Mr. A. M. Oliver, Town Clerk, Town Hall, Newcastle-upon-Tyne, by July 4.
Dec. 31	**The Argentine Government offer prizes of 10,000, 5,000, 4,000, 3,000, and 2,000 Argentine gold pesos for the best architectural designs for a National Institute for the Blind. Apply Enquiry Room, Department of Overseas Trade, 35 Old Queen Street, Westminster, S.W.1.**
June 30, 1926.	Competitive designs are invited by the Ministry of Wakfs for the rebuilding of the Mosque of Amrou. Prizes of £2,500, £1,000, and £500 are offered for approved projects. Those wishing to submit designs should apply before June 30, 1926, to H.E., the Under-Secretary of State to the Ministry of Wakfs, Cairo (cables "Wakfs Cairo"), who will forward details, conditions, etc. The final date for acceptance of proposals is January 1, 1927.
No Date.	H.M. Senior Trade Commissioner at Johannesburg has forwarded a copy of minutes received from the clerk to the Municipal Council of Pretoria concerning the erection of a new Town Hall in that city. It is stated in the minutes that competitive designs will be invited at a cost (first estimate) of about £200,000. British firms interested in this announcement can consult the minutes referred to on application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1.

Trade and Craft

Change of Address.

Owing to the rebuilding of the Army and Navy Mansions, 115 Victoria Street, S.W., which the Army and Navy Co-operative Stores, Ltd., are themselves going to occupy, Messrs. Beaven and Sons, Ltd., heating, ventilating, lighting and power engineers, have moved to 64 Victoria Street, ground floor—on the opposite side of the road. The telephone number remains unchanged : Victoria 5011.

The General Electric Company, Limited.

The report of the directors and the statement of accounts of the General Electric Co., Ltd., for the year ending March 31, will be submitted to the annual general meeting to be held at Magnet House, Kingsway, W.C., on July 8. The directors report that the net profits for the year amount to £1,029,983 2s. 8d., to which has to be added the balance brought forward from last account, £212,452 9s. 2d., giving a total of £1,242,435 11s. 10d. After deductions for depreciation, pension fund, etc., there remains an available balance of £372,653 14s. 3d., which the directors recommend should be appropriated as follows : Dividend at the rate of 7½ per cent. per annum on the ordinary share capital for the year ending March 31, 1925, 158,398 2s. 6d.; amount to be carried forward, £214,255 11s. 9d. The directors are pleased to report a successful year's trading. The net trading profits amount to £1,029,983, an increase of £194,422 over the previous year.

The Week's News

Housing at Oxford.

The Oxford City Council are to build 246 houses at £462 each.

A New Housing Site for Stourport.

The Stourport, Worcs., Town Council have bought a £2,500 site for a housing scheme.

Flats for Fulham.

The London County Council propose to build a four-story block of flats in Hugon Road, Fulham, for 750 people.

New Employment Exchange for Smethwick.

The Commissioners of H.M. Works Department are to erect an employment exchange at Smethwick.

One Hundred More Houses for Brownhills.

Having lately completed 100 houses, the Brownhills Urban District Council are taking steps to build another 100.

Ilford Hospital Extensions.

The Board of Governors of the Ilford Emergency Hospital have resolved to build a children's wing.

Private Building at Croydon.

Plans for 450 privately built houses were passed at the last meeting of the Croydon Council.

Housing at Preston.

The Preston Housing Committee have granted £154,340 in loans under the Housing Acts, in respect of 404 houses.

Clutton Housing Scheme.

The Clutton Rural District Council propose to build 216 houses under the 1919 Act.

Guildford's New Housing Site.

The Guildford Town Council have purchased an estate of ninety-six acres in Aldershot Road for housing purposes.

Change of Address.

Messrs. E. Keynes Purchase and Roland Welch, architects and surveyors, have moved their offices to 3 and 5 Maddox Street, W.1.

£72,000 for Dungannon Houses.

The Dungannon Rural District Council have decided to erect 197 labourers' cottages at a total estimated cost of £72,543.

A New Post Office for Conisborough.

The Conisborough Urban District Council have sanctioned a scheme prepared by the Rotherham Postmaster for the building of a new Post Office near the railway station.

The New R.I.B.A. Council.

Professor R. M. Butler, F.R.I.B.A., has been appointed to represent the Royal Institute of the Architects of Ireland on the Council of the R.I.B.A.

Architectural Practice.

Mr. William W. Wood, A.R.I.B.A., has commenced practice at 102 Great Russell Street, London, W.C.1, where he will be glad to receive trade catalogues. Telephone : Museum 9527.

New Surveyor of Dangerous Structures, City of London.

Mr. Gilbert H. Lovegrove, F.R.I.B.A., F.S.I., of Messrs. Lovegrove & Papworth, 374 Old Street, E.C.2, has been appointed, by the City Corporation, Surveyor for Dangerous Structures in the City of London, under Part IX of the London Building Act, 1894.

Temporary Bridge for Lambeth.

At the last meeting of the London County Council, Mr. Meinertzhagen, chairman of the Improvements Committee, said it was proposed to erect a temporary bridge at Lambeth while the new Lambeth Bridge was being constructed. The temporary bridge would be farther up the river than the existing structure. As yet no contract for the work had been issued.

The Restoration of Bideford Bridge.

Bideford's historic bridge, which has stood for over six centuries, was formally reopened for traffic after its restoration by Earl Fortescue, Lord Lieutenant of Devon. The cost of the repairs has been £40,000. During the restoration the local legend that the bridge's foundation had been made on bags of wool has been exploded, but it was found that in the centre of each pillar were baulks of oak.

New Bridge Project for Hull.

A scheme for improved communication between the central and eastern portions of Hull, consisting of the erection of a new bridge and the abolition of a narrow, tortuous thoroughfare, is being considered by the Corporation Bridge Committee. It is estimated to cost £275,000, of which amount £175,000 is earmarked for compensation to property-owners and tenants disturbed. A grant is to be sought from the Ministry of Transport towards the cost.

London Street Widening Schemes.

When a £2,000,000 scheme for widening Upper and Lower Thames Street is considered shortly by the Improvements and Finance Committees of the City Corporation, Mr. S. J. Sandle, a member of the Improvements Committee, who is responsible for the scheme, will also put forward a proposal that a comprehensive street-widening plan, embracing the whole of the City, and adequate for traffic needs for fifty years, should be prepared by the Corporation's engineers.

The Bethlem Hospital Site.

The London County Council have decided to oppose the Bethlem Hospital Bill, the object of which is to authorize the removal of the hospital from its present site in Southwark to the Monk's Orchard estate in the parishes of Addington, in Surrey, and Beckenham and West Wickham, in Kent. The object of the Council's opposition is to secure the insertion of a provision that the utilization of the present site shall be subject to a scheme to be approved by the Minister of Health.

£30,000 for Hastings Pier.

Extensive improvements are contemplated for the shore end of the Hastings pier. A scheme which will involve an expenditure of £30,000 provides for the widening of the pier for a considerable depth seaward, and the erection of a new pavilion and other accommodation. The piles and steelwork will be constructed for the extension during the summer, and the remainder of the work will be carried out as circumstances permit.

Bramall Hall.

At a meeting of the Chester and North Wales Architectural, Archæological, and Historic Society, held at Chester, a resolution was passed expressing great concern at the news that Bramall Hall—which the members considered one of the finest half-timbered halls in the county—is in danger of being pulled down, and expressing the opinion that when it is sold it should be on such conditions as shall ensure its preservation.

Railway Commemorative Medal.

A bronze commemorative medal has been struck in connection with the railway centenary celebrations at Darlington. It has been designed and modelled by Mr. Gilbert Bayes, F.R.S.B.S., and shows on the obverse, portraits of Edward Pease, chairman and guiding influence in the management of the first public railway, and of George Stephenson, who built the first engine on the railway, and actually drove it on its historic journey on September 27, 1825. There are also shown the coats-of-arms of Stockton and Darlington, the two towns between which ran the world's first passenger train, the arms of Stockton being on the left-hand, and those of Darlington on the right. On the reverse is shown a figure of Vulcan holding in his hand "Locomotion No. 1," the first engine to be employed on a public railway, with, in the background, one of the L. & N.E. Railway Company's famous 1925 type "Pacific" express locomotives. The medals can be obtained from Mr. W. M. Teasdale, King's Cross Station, London, N.1. The profits from the sale of the medals will be devoted to the Railway Benevolent Institution.

Societies and Institutions

The Town Planning Institute.

The eleventh annual general meeting of the Town Planning Institute will be held at 92 Victoria Street, Westminster, S.W.1, at 5.30 p.m. on Friday, July 3. An ordinary general meeting will be held at 6 p.m., when a paper on "U.S.A.—Traffic, Zoning, Parks, and Design, Some Impressions of Messrs. Barry Parker, G. L. Pepler, and Raymond Unwin" (delegates of the Institute at the International Conference on Town Planning), will be submitted.

The R.I.B.A. and the Society of Architects.

At a meeting held on June 18, at 28 Bedford Square, the final stage of the amalgamation of the R.I.B.A. and the Society of Architects was successfully completed. The resolutions authorizing the winding-up of the Society of Architects and the transfer of its surplus property to the R.I.B.A. were confirmed, and the process of voluntary liquidation will now begin. The members of the Society have been transferred to the R.I.B.A. It is proposed to celebrate the occasion, which is one of the greatest importance to the architectural profession, by entertaining the members of both bodies, now united, and their friends, at a reception, which will probably be held in the R.I.B.A. Galleries in the early autumn.

The Association of Architects, Surveyors, and Technical Assistants.

The fourth national convention of delegates of the Association of Architects, Surveyors, and Technical Assistants was held in London, under the chairmanship of the newly-elected president, Mr. E. Fiander Etchells, Hon. A.R.I.B.A. There was a large attendance of delegates from the Association's branches throughout the country. In addition to the president there were elected to office and to the executive council the following gentlemen :

Vice-Presidents.

A. Cumes, Licentiate R.I.B.A. (Devon and Cornwall).
H. R. Surridge (Leicester and Northants).
J. G. Marr, A.R.I.B.A. (Aberdeen).

Trustees.

J. W. Denington, Licentiate R.I.B.A.
Chas. Pickford, Licentiate R.I.B.A.
R. Gordon Strachan, F.S.I.

Hon. General Treasurer.

C. G. Wright, M.R.San.I.

Hon. Auditors.

S. Sanders, P.A.S.I.
C. H. Rattenberry.

Members Executive Council.

C. A. Adamson, John Battey, A.R.I.B.A. J. W. Denington, Licentiate R.I.B.A., J. W. M. Dudding, L.S.A., R. G. Forbes, Licentiate R.I.B.A., J. A. Gould, A. S. Hinkley, R. B. Holloway, F. R. Jelley, A.R.I.B.A., A. M. Laurie, E. G. Lynde, Chas. McLachlan, A.R.I.B.A., G. W. Mitchell, M.R.San.I., A. S. Reeves, Licentiate R.I.B.A., F. E. Simpkins.

The annual report dealt with a variety of subjects of great interest to salaried architects, surveyors, and builders' technical staffs. In furtherance of the Association's aim to abolish the "box office method" of filling vacant posts, it was stated that 138 members had been placed in positions during the year. At the moment unemployment had fallen to its lowest point since 1920, and few members were out of employment.

A resolution was passed authorizing the increase of the full members subscription from £1 10s. p.a. to £2 2s. p.a., and probationary members from 12s. per annum to £1 4s. per annum, to all who join after July 1, 1925. Commencing January 1, 1926, unemployment and sickness benefit will be paid to members for a maximum period of eight weeks per annum.

Office premises were discussed at length, and the following resolution was passed : "That this National Convention calls upon the Government and all parties in the House of Commons to hasten the second reading of the Offices Regulation Bill to raise the status of office accommodation and calls upon all organizations and individuals interested to use every endeavour to attain this end."

Income tax anomalies adversely affecting professional employees were dealt with, and the following resolution passed : "That this National Convention of delegates strongly protests to the Chancellor of the Exchequer against the ruling of the Board of Inland Revenue, that employees who are members of learned institutions cannot deduct (under schedule E) subscriptions paid thereto, from the Income Tax assessments unless as an indispensible condition of the tenure of their employment as employers assessed under schedule D, and demands that steps be taken to remove this disqualification on the employees; that such amendment to the law as may be necessary to this end be introduced immediately into the House of Commons."

New Inventions

Latest Patent Applications.

13633.—Bendall, R. L.—Shuttering, &c., for erection of buildings, &c. May 25.

14112, 14113.—Concrete, Ltd.—Production of concrete blocks. May 29.

13669, 14074.—Cramer, J.—Shuttering for cement, &c., walls. May 29.

14015.—Edgeworth, K. E.—Concrete construction. May 28.

13578.—Haiste, J. H.—Building-blocks, tiles, &c. May 25.

13554.—Halmshaw, A.—Cavity wall shuttering for concrete. May 25.

13585.—Kelly, T. D.—Dwelling-houses, &c. May 25.

13818.—Lacey, J. C.—Shutters for moulding walls. May 27.

13696.—Robins, F. A.—Concrete building-blocks. May 26.

14698.—Bell, W.—Concrete shuttering. June 5.

14663.—Cobbe, G. W., Robinson-Bindley, W. T.—Building construction, &c. June 5.

14234.—Bridge, J.—Shuttering for concrete building. June 2.

14295.—Liddle, J. A.—Shuttering for hollow-wall concrete houses. June 2.

14274.—Nicholas, R.—Buildings, &c. June 2.

14374.—Rice-Oxley, M. K.—Casting concrete. June 2.

14748.—Whiteside, J. M.—Bridging for joists and rafters. June 6.

Specifications Published.

233795, 233796.—Mote, F. F.—Mould-board apparatus for the erection of concrete and like structures.

233912.—Farwell, A. E.—Scaffolding, flag poles or the like.

233928.—Heidet, A.—Scaffolding, staging platforms, and the like.

234144.—Harvey, M. W.—Machines for moulding concrete lintels or fence posts, and for moulding plastic substances generally.

212244.—Jones and Laughlin Steel Corporation.—Metal beams.

212886.—Jones and Laughlin Steel Corporation.—Rolling of metal beams and like structural elements.

234201.—Gibson, G. M.—Welded hollow wall reinforcement.

234206.—Barnett, M. R.—Waterworks pillar taps and the like.

214062.—Ferguson Synstone Co.—Concrete building-blocks.

Abstract Published.

232134.—Gartner, P., Neu-Bielawe, Liegnitz, Germany.—Concrete fencing.

The above particulars are specially prepared by Messrs. Rayner & Co., registered patent agents, of 5 Chancery Lane, London, W.C.2, from whom readers of the JOURNAL may obtain all information free on matters relating to patents, trade marks, and designs. Messrs. Rayner & Co. will obtain printed copies of the published specifications and abstract only, and forward on post free for the price of 1/6 each.

The Latest Trade Marks

The following list of latest trade marks published has been specially prepared for THE ARCHITECTS' JOURNAL by Messrs. Rayner & Co., regd. patent and trade mark agents, of 5 Chancery Lane, London :

BIMENT.

457730.—Asphaltic binding agents for use as substitutes for mortar in building.—Lilomite Roads (Parent), Ltd., 10 New Bond Street, London, W.1. June 3.

HEB.

457529.—Doors (Wood).—Idris Gilbert Richards, 15 Ladbroke Square, London, W.11. June 3.

RUBITEX.

454516.—A waterproof roofing material.—Ruberoidwerke Aktien Gesellschaft, Dovenhof, Hamburg, Germany. May 27.

The above marks have been "accepted" by H.M. Patent Office, and unless any objection is lodged the marks will be duly registered. They are, however, officially advertised for opposition, which must be lodged within one month from the date quoted. All particulars and forms for opposition will be sent free by Messrs. Rayner & Co., of 5 Chancery Lane, London.

Rates of Wages in the Building Trades‡

The following table shows the revised rate of wages for craftsmen (bricklayers, masons, carpenters and joiners, woodcutting machinists, slaters, plumbers, plasterers and painters) and labourers in the building trade. The labour rates for London are given in the Table of Current Prices published on pages xxvii. xxviii.

Grade.	Craftsmen.	Labourers.	Grade.	Craftsmen.	Labourers.	Grade.	Craftsmen.	Labourers.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
A	1 8	1 3½	B	1 6	1 1½	C	1 4½	1 0½
A1	1 7½	1 2½	B1	1 5½	1 1	C1	1 4	1 0¼
A2	1 7	1 2½	B2	1 5	1 1	C2	1 3½	11¾
A3	1 6½	1 2	B3	1 4½	1 0¼			

The towns in which the above Grade rates have been reported to apply are shown below, divided into their main Area Groups. The principal exceptions are indicated in the notes appended to each group. In towns marked* the rate for painters is 1d. less than that paid to other craftsmen, and in those marked † it is ½d. less than the craftsmen's rate.

NORTH EAST COAST :—

Grade A.—Alnwick, Annfield Plain, Barnard Castle, Bishop Auckland, Blackhill. Blyth, Chester-le-Street, Consett, Crook, Darlington, Durham, Gateshead, Hartlepools, Hebburn, Hexham, Jarrow, Middlesbrough, Morpeth, Newcastle, North and South Shields, Seaham Harbour, Shildon, Stanley, Stockton-on-Tees, Sunderland, Thornaby, Wallsend, Whitburn, Whitley Bay, Willington, and Wooler. **Grade A2.**—Berwick-on-Tweed.

YORKSHIRE :—

Grade A.—Barnsley, Batley, Beverley, Bingley, Birstall, Bradford, Brighouse, Castleford, Cleethorpes, Colne Valley, Crosshills, Dewsbury, Doncaster, Grimsby, Guiseley, Halifax, Harrogate, Hebden Bridge, Holmfirth, Horbury, Huddersfield, Hull, Ilkley, Immingham, Keighley, Leeds, Mexborough, Mirfield, Morley, Normanton, Ossett, Pontefract, Pudsey, Rawdon, Rotherham, Scunthorpe, Selby, Sheffield, Shipley, Sowerby Bridge, Spen Valley, Wakefield, Wombwell, Yeadon, and York. **Grade A1.**—Bridlington and Scarborough. **Grade A3.**—Barnoldswick, Driffield, Filey, Goole, Skipton, Whitby, and Worksop. **Grade B3.**—Kirby Moorside, Malton, Northallerton, and Pickering.

[NOTE.—*Malton was up-graded on 1st July from B3 to A3 by the Yorkshire Joint Regional Wages Committee, but pending the result of an appeal against the regrading, B3 rates are being paid. Barnoldswick, Goole, Skipton, and Whitby, craftsmen,* 1s. 7d.; *labourers,* 1s. 2¼d.]

NORTH WESTERN COUNTIES :—

Grade A.—Accrington, Adlington, Alderley Edge, Altrincham, Ashton-in-Makerfield, Ashton-under-Lyne, Atherton, Bacup, Barrow, Birkdale, Bispham, Blackburn, Blackpool, Blackrod, Bolton, Broughton (Flints.), Burnley, Bury, Carlisle, Chester, Chorley, Church, Clayton-le-Moors, Cleveleys, Clitheroe, Colne, Connah's Quay, Dalton-in-Furness, Darwen, Denton, Droylesden, Dukinfield, Eccles, Farnworth, Fleetwood, Frodsham, Glossop, Great Harwood, Haslingden, Hawarden, Helsby, Heywood, Higher Kinnerton, Horwich, Hyde, Kirkham, Leigh, Leyland, Littleborough, Longridge, Lymm, Lytham, Manchester, Middleton, Mossley, Nelson, Oldham, Ormskirk, Oswaldtwistle, Padiham, Pendlebury, Poulton, Preston, Prestwich, Queensferry, Radcliffe, Ramsbottom, Rawtenstall, Rishton, Rochdale, Runcorn, St. Annes-on-Sea, St. Helens, Saddleworth Sale, Salford, Shaw, Shotton, Southport, Stalybridge, Stockport, Swinton, Thornton, Todmorden, Tyldesley, Walkden, Warrington, Westhoughton, Whalley, Whitefield, Widnes, Wigan, and Wilmslow. **Grade A1.**—Lancaster, Macclesfield, Morecambe, and Wrexham. **Grade A3.**—Askam, Broughton-in-Furness, Buxton, Chapel-en-le-Frith, Cleator Moor, Congleton, Coniston, Crewe, Distington, Egremont, Grange-over-Sands, Harrington, Hayfield, Knutsford, Macclesfield, Maryport, Middlewich, Nantwich, New Mills, Northwich, Sandbach, Tarporley, Ulverston, Whitehaven, Winsford, and Workington. **Grade B1.**—Colwyn Bay, Conway, Holywell, Llandudno, Llandudno Junction, Mostyn, Prestatyn, Rhos and Rhyl. **Grade B2.**—Ambleside, Bowness-on-Windermere, Cockermouth, Grasmere, Kendal, Keswick, Langdale, Penrith, and Windermere. **Grade B3.**—Bangor, Carnarvon, Holyhead, and Llanfairfechan.

[NOTE.—*In the Liverpool and Birkenhead districts the rates are* 1s. 8½d. *for carpenters and joiners, woodcutting machinists, and painters,* 1s. 9d. *for other craftsmen, and* 1s. 3½d. *for labourers. The rate for plumbers at Warrington is reported as* 1s. 9d.; *New Mills and Whaley Bridge, craftsmen,* 1s. 7d.; *labourers,* 1s. 2½d.

MIDLAND COUNTIES :—

Grade A.—Alfreton, Belper, Bilston, Birmingham, Blackheath, Chesterfield, Coalville, Coventry, Derby, Heanor, Hinckley, Ilkeston, Kenilworth, Langley Mill, Leek, Leicester, Lincoln, Long Eaton, Loughborough, Mansfield, North Staffordshire (Stoke-on-Trent, Burslem, Hanley and Newcastle-under-Lyme), Nottingham, Nuneaton, Oldbury, Ripley, Sutton Coldfield, Sutton-in-Ashfield, Swanwick, West Bromwich, Willenhall, and Wolverhampton. **Grade A2.**—Brierley Hill, Burton-on-Trent, Coseley, Cradley Heath, Darlaston, Dudley, Gornal, Halesowen, Knowle, Melton Mowbray, Northampton, Old Hill, Rugby, Sedgeley, Solihull, Stafford, Stourbridge, Swadlincote, Walsall, and Wednesbury. **Grade A3.**—Atherstone, Bewdley, Boston, Bromsgrove, Cannock, Droitwich, Gainsborough, Grantham, Hednesford, Kidderminster, Leamington, Lichfield, Louth, Malvern, Matlock, Newark, Oakengates, Peterborough, Redditch, Retford, Rugeley, Shiftnal, Shrewsbury, Skegness, Sleaford, Southwell, Stourport, Stratford-on-Avon, Tamworth, Warwick, Wellington, and Worcester. **Grade B.**—Kettering, Market Harborough, and Wellingborough. **Grade B1.**—Oakham, Oundle, Raunds, Rushden, Thrapston, and Uttoxeter. **Grade B2.**—Bridgnorth, Church Stretton, Horncastle, Ludlow, Newport, Spalding, and Wirksworth.

[NOTE.—*The rate for plumbers at Chesterfield is reported as* 1s. 9d. *and at Stafford as* 1s. 8d., *and for labourers at Ludlow,* 1s. 0½d.]

EASTERN COUNTIES :—

Grade A3.—Brentwood, St. Albans, and Welwyn Garden City. **Grade B.**—Bedford, Cambridge, Felixstowe, Ipswich, Luton, and Norwich. **Grade B1.**—Baldock, Biggleswade, Braintree, Chelmsford, Clacton, Colchester, Frinton, Halstead, Harpenden, Hatfield, Hertford, Hitchin, Hoddesdon, Ingatestone, Letchworth, Lowestoft, Southend-on-Sea, Stevenage, Stotfold, Walton-on-the-Naze, and Yarmouth. **Grade B2.**—Dovercourt, Gorleston, Harwich, King's Lynn, Newmarket. **Grade B3.**—Ampthill, Attleborough, Aylsham, Bishop's Stortford, Braughing, Cromer, Dunstable, Ely, Fakenham, Leighton Buzzard, March, Much Hadham, Puckeridge, Southwold, Standon, Stowmarket, Tring, and Woodbridge. Grade C1.—Aldeburgh, Halesworth, Leiston, Saxmundham, Wickham Market, and Wymondham. **Grade C2.**—Coltishall and Saffron Walden.

SOUTHERN COUNTIES :—

Grade A2.—Gravesend and Northfleet. **Grade A3.**—Addlestone, Ashford (Middlesex), Ashtead,† Cobham, and Leatherhead.† **Grade B.**—Abingdon, Ascot, Didcot, Henley, Maidenhead, Oxford, Portsmouth, and Reading. **Grade B1.**—Amersham, Bournemouth, Bracknell, Brighton, Byfleet, Chatham, Chalfonts, Chesham, Christchurch, Dorking, Eastbourne, Eastleigh, Egham, Eton, Gerrard's Cross, Gillingham, Gosport, Guildford, Hove, Maidstone, Marlow, Poole, Redhill, Reigate, Rochester, Sevenoaks, Slough, Southampton, Staines, Sunningdale, Sunninghill, Tilehurst, Tonbridge, Tunbridge Wells, Windsor, Woking, Wokingham, and Wycombe. **Grade B2.**—Bexhill, Bramley, Cranleigh, Fareham, Godalming, Haslemere, Horsham, Littlehampton, New Forest (Brockenhurst, Lymington, Lyndhurst, Milford, New Milton and Ringwood), Oxted, Winchester, Witley and Worthing. **Grade B3.**—Arundel, Ashford (Kent), Aylesbury, Bagshot, Banbury, Basingstoke, Bicester, Bletchley, Bognor, Bosham, Broadstairs, Buckingham, Burgess Hill, Camberley, Canterbury, Chichester, Crawley, Deal, Dover, East Grinstead, Faringdon, Faversham, Fenny Stratford, Folkestone, Hastings, Havant, Herne Bay, Hythe, Lingfield, Margate, Midhurst, Milton Regis, Newbury, Newport Pagnell, Pangbourne, Petworth, Ramsgate, Sandgate, Sittingbourne, Stony Stratford, Thame, Walmer, Wendover, Westgate, Whitstable, Witney, Wolverton, and Woodstock. **Grade C.**—Andover. **Grade C1.**—Hayward's Heath, Isle of Wight, and Tidworth. **Grade C2.**—Alton,* Hartley Wintney,* Hawkhurst, Petersfield, Rye, and Staplehurst.

[NOTE.—*Amersham, Bournemouth, Brighton, Chalfonts, Christchurch, Eastbourne, Eastleigh, Egham, Englefield Green, Eton, Gerrards Cross, Gosport, Hove, Poole, Slough, Southampton, Staines, Windsor, Wokingham, and Wycombe, craftsmen,* 1s. 6d.; *labourers,* 1s. 1¾d.]

SOUTH WESTERN COUNTIES :—

Grade A.—Bristol. **Grade A1.**—Devonport* and Plymouth.* **Grade A2.**—Newton Abbot, Paignton, and Torquay. **Grade B.**—Bath. Cheltenham, Exeter,* Gloucester,* Hereford,* Swindon,* and Ross-on-Wye.* **Grade B1.**—Barnstaple, Princetown, Stroud,† Taunton, and Weston-super-Mare. **Grade B2.**—Bridgwater, Burnham-on-Sea, Cirencester,* Coleford,* Exmouth, Ledbury,* Lydney,* Totnes,† Weymouth,* and Yeovil.* **Grade B3.**—Bovey Tracey, Box,* Bradford-on-Avon,* Brixham, Cheddar Valley,* Corsham,* Melksham,* Midsomer Norton, Radstock, Trowbridge,* Wellington,* and Westbury.* **Grade C1.**—Calne,* Chippenham,* Crediton,† Cullompton,* Dawlish, Dorchester,* Frome,* Glastonbury, Minehead,* Shepton Mallet, and Street.

[NOTE.—*Exeter, painters,* 1s. 6d.; *other craftsmen,* 1s. 7d.; *labourers,* 1s. 2½d.† *Plymouth, Devonport and district, painters,* 1s. 7d.; *other craftsmen,* 1s. 8d.; *labourers,* 1s. 3½d. *Weston-super-Mare, craftsmen,* 1s. 6d.; *labourers,* 1s. 1¾d.]

SOUTH WALES AND MONMOUTHSHIRE :—

Grade A.—Aberdare, Ammanford, Barry, Bridgend, Burry Port, Cardiff, Ebbw Vale, East Glamorganshire and Monmouthshire Valleys, Garw Valley, Gorseinon, Llanelly, Maesteg, Merthyr, Neath, Newport, Ogmore Vale, Pontardawe, Pontypridd, Porthcawl, Port Talbot, Rhondda and Rhymney Valleys, Sirhowy Valley, Swansea and Swansea Valley. **Grade A1.**—Abergavenny. **Grade A2.**—Chepstow. **Grade B.**—Brecon, Builth, Carmarthen, Llandilo, Llandrindod Wells, and Milford Haven. **Grade B2.**—Monmouth. **Grade C.**—Pembroke and Pembroke Dock.

[NOTE.—*The rate for labourers at Milford Haven is reported as* 1s. 1¾d.]

SCOTLAND :—

Grade A.—Airdrie, Alloa, Alva, Ayr, Barrhead, Bellshill, Bridge of Weir, Burntisland, Clydebank, Coatbridge, Dumbarton, Dundee, Dunfermline, Dunoon, Edinburgh, Falkirk, Glasgow, Gourock, Grangemouth, Greenock, Haddington, Hamilton, Helensburgh, Irvine, Johnstone, Kilmarnock, Kirkcaldy, Lanark, Larbert, Largs, Leith, Leslie, Markinch, Motherwell, Musselburgh, Neilston, North Berwick, Paisley, Pencaitland, Perth, Port Glasgow, Renfrew, Rothesay, Stirling, and Wishaw. **Grade A2.**—Arbroath, Brechin, Montrose, and Peebles. **Grade B.**—Dumfries, Galashiels, Hawick, Maxwelltown, and Selkirk.

[NOTE.—*The rates quoted do not apply to plasterers and painters in Scotland, who are not affiliated to the National Wages and Conditions Council. The rate for labourers at Perth and Irvine is reported as* 1s. 3d., *and at Arbroath, Brechin, and Montrose,* 1s. 1¾d. *In the case of plasterers a rate of* 1s. 9d. *per hour after the increase of ½d. in August is payable at the following towns:—Airdrie, Alloa, Alva, Ayr, Clydebank, Coatbridge, Dumbarton, Dundee, Dunfermline, Edinburgh, Falkirk, Glasgow, Greenock, Hamilton, Irvine, Kilmarnock, Kirkaldy, Leith. Motherwell, Paisley, Perth, and Stirling. Grade A.—Airdrie, Alexandria, Alloa, Alva, Ardrossan, Ayr, Barrhead, Bellshill, Beith, Bridge of Allan, Broxburn, Broughty Ferry, Buckhaven, Burntisland, Carnoustie, Clydebank, Coatbridge, Cowdenbeath, Dumbarton, Dundee, Dunfermline, Dunoon, Edinburgh, Falkirk, Glasgow, Gourock, Grangemouth, Greenock, Gullane, Haddington, Hamilton, Helensburgh, Irvine, Johnstone, Kennoway, Kilmacolm, Kilmarnock, Kirkcaldy, Larbert, Largs, Larkhall, Leith, Leslie, Leven, Markinch, Methil, Motherwell, Neilston, North Berwick, Paisley, Perth, Port Glasgow, Renfrew, Rothesay, Saltcoats, Stenhousemuir, Stirling, Uddingston, Vale of Leven, Wemyss, and Windygates, painters,* 1s. 8d. *Grade B.—Aberdeen, Arbroath, Biggar, Callander, Carluke, Cupar, Galashiels, Girvan, Hawick, Kelso, Kirkcudbright, Lanark, Peebles, Selkirk, and St. Andrews,* 1s. 7d. *Grade C.—Peterhead,* 1s. 6d. *Brechin, Forfar, and Montrose, painters,* 1s. 5½d.; *Dumfries and Maxwelltown, craftsmen,* 1s. 7d.; *labourers,* 1s. 2¼d. *Galashiels, Hawick, Jedburgh, Kelso, and Selkirk, craftsmen,* 1s. 7d., *labourers,* 1s. 2¼d. *Inverness, joiners,* 1s. 5d.]

‡ From "The Labour Gazette."

Current Prices of Materials

LONDON PRICES.—The following information is intended to serve as a guide only, and should be confirmed by Trade inquiry. The Labour Rates are those current at the time of issue and are the Union Rates. The prices are for good quality material, and are intended to cover delivery at works, wharf, station, or yard as customary, but will vary according to quality and quantity. The measured prices are based upon the foregoing, and include usual Builders' profits.

LABOUR RATES AND MATERIAL PRICES.	MEASURED WORK PRICES.
EXCAVATOR AND CONCRETOR.	
Excavator, 1s. 4½d. per hour.	Excavating and throwing out in ordinary earth not exceeding 6 ft. deep basis price 2s. 10d. per yd. cube.
Labourer, 1s. 4½d. per hour.	Exceeding 6 ft., but under 12 ft., add 30 per cent.
Navvy, 1s. 4½d. per hour.	In stiff clay, add 30 per cent.
Timberman, 1s. 6d. per hour.	In underpinning, add 100 per cent.
Scaffolder, 1s. 5½d. per hour.	In rock, including blasting, add 225 per cent.
Watchman, 7s. 6d. per shift.	If basketed out, add 80 per cent. to 150 per cent.
	Headings, including timbering, add 400 per cent.
	Return, fill, and ram, ordinary earth, 2s. 4d. per yd.
	Spread and level, including wheeling, 2s. 4d. per yd.
	Planking, 5d. per ft. sup.
Broken brick or stone, 2 in., 10s. per yd.	Do. over 10 ft. deep, add for each 5 ft. depth 30 per cent.
Thames ballast, 13s. 0d. per yd.	Hardcore, 2 in. ring, filled and rammed 4 in. thick, 2s. 1d. per yd. sup.
Pit gravel, 18s. per yd.	Do. 6 in. thick, 2s. 10d. per yd. sup.
Pit sand, 14s. 6d. per yd.	Puddling, 31s. 6d. per yd. cube.
Washed sand, 16s. 6d. per yd.	Cement concrete, 4-2-1, 45s. per yd. cube.
Screened ballast or gravel, add 10 per cent. per yd.	Do. 6-2-1, 41s. per yd. cube.
Clinker, breeze, etc., prices according to locality.	Do. in upper floors, add 15 per cent.
Portland cement, 59s. per ton.	Do. in ferro-concrete work, add 20 per cent.
Lias lime, 60s. 0d. per ton.	Do. in underpinning, add 60 per cent.
Sacks charged extra at 1s. 9d. each and credited when returned at 1s. 6d.	Lias lime concrete, 38s. per yd. cube.
Transport hire per day :	Breeze concrete, 27s. 6d. per yd. cube.
Cart and horse, 23s.	Do. in lintols, etc., 1s. 6d. per ft. cube.
3-ton motor lorry, £3 15s.	
Steam lorry, 5-ton, £4.	
Trailer, 15s.	
Steam roller, £4 5s.	
Water cart, 25s.	
DRAINER.	
Labourer, 1s. 4½d. per hour.	Stoneware drains, jointed in cement, tested pipes, 4 in. 2s. 8d., 6 in. 3s. 9d., 9 in. 5s. 6d. per ft.
Timberman, 1s. 6d. per hour.	Cast-iron drains, jointed in lead, 4 in. 10s. 0d., 6 in. 13s. 6d. per ft.
Bricklayer, 1s. 9½d. per hour.	Note.—These prices include digging and filling for normal depths, and are average prices.
Plumber, 1s. 9½d. per hour.	Fittings in Stoneware and Iron according to type. *See* Trade Lists.
Watchman, 7s. 6d. per shift.	
Stoneware pipes, tested quality, 4-in. 1s. 3d., 6-in. 2s. 8d., 9-in. 3s. 6d. per yd.	
Cast-iron pipes, coated, 9-ft. lengths, 4-in. 6s. 9d., 6-in. 9s. 2d. per yd.	
Portland cement and sand, see "Excavator" above.	
Lead for caulking, 45s. 0d. per cwt.	
Gaskin, 5½d. per lb.	
BRICKLAYER.	
Bricklayer, 1s. 9½d. per hour.	Brickwork in stone lime mortar, Flettons or equal, £35 per rod.
Labourer, 1s. 4½d. per hour.	Do. in cement do., £36 per rod.
Scaffolder, 1s. 5½d. per hour.	Do. in stocks, add 25 per cent. per rod.
	Do. in blues, add 100 per cent. per rod.
	Do. circular on plan, add 12½ per cent. per rod.
London stocks, 85s. per M.	Facings, fair, 2d. per ft. sup. extra.
Flettons, 57s. 0d. per M.	Do. T.L.B. Rubbers, gauged and set in putty, 4s. 6d. per ft.
Staffordshire blue, 192s. per M.	Do. salt, white or ivory glazed, 5s. 6d. per ft. sup. extra.
Firebricks, 2½ in., 223s. per M.	Tuck pointing, 10d. per ft. sup. extra.
Glazed salt, white, and ivory stretchers, £22 per M.	Weather pointing, 3d. per ft. sup. extra.
Do. headers, £21 10s. per M.	Granolithic and Cement paving, 1 in. 5s. 0d. per yd. sup.
Colours, extra, 110s. per M.	Do. 1½ in., 6s. 0d. per yd. sup.
Seconds, less, £1 per M.	Do. 2 in., 7s. 0d. per yd. sup.
Cement and sand, see "Excavator" above.	Bitumen damp course, ex rolls, 7d. per ft. sup.
Lime, grey stone, 52s. 0d. per ton.	Asphalt, damp course, ½ in., 8s. per yd. sup.
Mixed lime mortar, 26s. per yd.	Do. vertical, 11s. 0d. per yd. sup.
Damp course, in rolls of 4½ in. 2s. 6d. per roll.	Slate damp course, 10d. per ft. sup.
9 in. 4s. 9d., 14 in. 7s. 6d., 18 in. 9s. 6d. per roll.	Asphalt Roofing (Mastic) in two thicknesses, ¾ in., 8s. 6d. per yd.
	Skirting, 6 in., 11d.
	2½ in. Breeze Partition Blocks, set in Cement, 5s. 6d. per yd. sup.
	3 in. do. do. 7s. 0d.
MASON (INCLUDING SLATE).	
Mason, 1s. 9½d. per hour.	Hoisting and setting stone, 2s. 2d. per ft. cube.
Do. fixer, 1s. 10½d. per hour.	Do. for every 10 ft. above 30 ft., add 15 per cent.
Labourer, 1s. 4½d. per hour.	Plain face Portland basis, 2s. 8d. per ft. sup.
Scaffolder, 1s. 5½d. per hour.	Do. circular, 4s. 0d. per ft. sup.
	Sunk face, 3s. 9d. per ft. sup.
	Do. circular, 4s. 10d. per ft. sup.
Portland stone :	Joints, arch, 2s. 6d. per ft. sup.
Whitbed, 4s. 4d. per ft. cube.	Do. sunk, 2s. 7d. per ft. sup.
Basebed, 4s. 7d. per ft. cube.	Do. do. circular, 4s. 6d. per ft. sup.
Bath stone, 2s. 9½d. per ft. cube.	Circular-circular work, 22s. per ft. sup.
Usual trade extras for large blocks.	Plain moulding, straight, per inch of girth, 1s. 1d. per ft. run.
	Do. circular, do. 1s. 4d. per ft. run.
	Half sawing, 1s. per ft. sup.
	Add to the foregoing prices if in York stone 35 per cent.

LABOUR RATES AND MATERIAL PRICES.	MEASURED WORK PRICES.
MASON—continued.	
York paving av. 2½ in. 5s. 6d. per yd. super.	Do. Mansfield, 12½ per cent.
York templates sawn, per ft. cube, 6s. 9d.	Deduct for Bath, 33⅓ per cent.
Slate shelves, rubbed, 1 in., 1s. 8d. per ft. sup.	Do. for Chilmark, 5 per cent.
Cement and sand, see "Excavator," etc., above.	Setting 1 in. slate shelving in cement, 7½d per ft. sup.
	Rubbed round nosing to do., 6d. per ft. lin.
	York steps, rubbed T. & R., 29s. 0d. ft. cub. fixed.
	York Sills W. & T. 33s. 0d. ft. cub. fixed.
SLATING AND TILING.	
Slater, 1s. 9½d. per hour.	Slating, 3 in. gauge, compo nails, Portmadoc or equal :
Tiler, 1s. 9½d. per hour.	Ladies 76s., Countess 85s. Duchess 90s. 0d. per square.
Scaffolder, 1s. 5½d. per hour	Westmorland, in diminishing courses, 125s. per square.
Labourer, 1s. 4½d. per hour.	Cornish do., 123s. per square.
N.B.—Tiling is often "Piecework."	Add, if vertical, 13s. 0d. per square approx.
	Add, if with copper nails, 2s. 3d. per square approx.
Slates, 1st quality, per M. : Portmadoc Ladies £17, Countess £30, Duchess £36.	Double course at eaves, 1s. 0d. per ft. approx.
	Tiling, 4 in. gauge, every 4th course nailed, in hand-made tiles, average 106s. 0d. per square.
Clips, lead, 4d. per lb.	Do., machine-made do., 97s. 0d. per square.
Clips, copper, 2s. 3d. per lb.	Vertical Tiling, including pointing, add 18s. 0d. per square.
Nails, compo, 26s. per cwt.	Fixing lead soakers, 8d. per dozen.
Nails, copper, 2s. 3d. per lb.	Stripping old slates and stacking for re-use, and clearing away surplus and rubbish, 8s. 6d. per sq.
Cement and sand, see "Excavator," etc., above.	Labour only in laying slates, but including nails, 20s. 0d. per sq.
Handmade tiles, 118s. per M.	*See* "Sundries for Asbestos Tiling."
Machine-made tiles, 108s. per M.	
Westmorland slates, large, 185s. per ton, Peggies 150s. per ton.	
CARPENTER AND JOINER.	
Carpenter, 1s. 9½d. per hour.	Fir fixed in wall plates, lintels, sleepers, etc., 5s. 9d. per ft. cube.
Joiner, 1s. 9½d. per hour.	Do. framed in floors, roofs, etc., 6s. 6d. per ft. cube.
Labourer, 1s. 4½d. per hour.	Do., framed in trusses, etc., including ironwork, 8s. 3d. per ft. cube.
	Pitch pine, add 33⅓ per cent.
Timber, average prices at Docks, London Standard.	Fixing only boarding in floors, roofs, etc., 13s. 6d. per sq.
	Sarking felt laid, 1-ply 1s. 6d., 3-ply 1s. 9d. per yd.
	Centering for concrete, etc., including horsing and striking, 70s. per sq.
Scandinavian, etc. (equal to 2nds) :	Slate battening, 18s. 6d. per sq.
7 × 3, £24 per std. to 11 × 4, £36 per std.	1 in. deal gutter board on firring, 71s. per sq.
Memel or Equal	1½ in. moulded casements in 4 sqs., glazing beads and hung, 3s. 0d. per ft. sup.
Slightly less than foregoing.	2 in. do. do., 3s. 3d. per ft. sup.
Flooring P.E., 1-in., 28s. 0d. per sq.	Deal cased frames, oak sills, 2 in. D.H. sashes brass-faced pulleys, etc., 4s. 0d. per ft. sup.
Do. T. and G., 1 in. 28s. 0d. per sq.	Doors, 4 pan. sq. b.s., 2 in. 3s. 6d. per ft. sup.
Planed Boards, 1 in. × 11 in. £36 per std.	Do. do. do., 1½ in. 3s. 0d. per ft. sup
Wainscot oak, 2s. 0d. per ft. sup. of 1 in.	Do. do., moulded b.s., 2 in. 3s. 9d. per ft. sup.
Mahogany, 2s. 0d. per ft. sup. of 1 in.	Do. do. do., 1½ in. 3s. 3d. per ft. sup.
Do. Cuba, 3s. 0d. per ft. sup. of 1 in.	If in oak multiply 6 times.
Teak, 3s. per ft. ; cube, 15s.	If in mahogany multiply 6 times.
	If in teak multiply 7 times.
	Wood block flooring, standard blocks, laid in Mastic, Herringbone—deal, 1 in. 12s. 0d., 1¼ in. 14s. 6d. per yd. sup., average.
	Do. do., 1½ in. Maple blocks, 17s. 0d.
	Staircase work, deal :
	1 in. riser, 1½ in. tread, fixed, 3s. 9d. per ft. sup.
	2 in. deal strings, fixed, 4s. 0d. per ft. sup.
PLUMBER AND RAIN-WATER GOODS.	
Plumber, 1s. 9½d. per hour.	Milled lead and labour in gutters, flashings, etc., 69s. 0d.
Mate or labourer, 1s. 4½d. per hour.	Lead pipe, fixed, including running joints bends, and tacks, ½ in., 2s. 2d. per ft.
	Do., ¾ in., 2s. 6d. per ft.
	Do., 1 in., 3s. 6d. per ft.
	Do., 1¼ in., 4s. 9d. per ft.
	Lead waste or soil, fixed as above, complete, 2½ in., 6s. 6d. per ft.
	Do., 3 in., 7s. 0d. per ft.
	Do., 4 in., 9s. 9d. per ft.
Lead, milled sheet, 45s. 0d. per cwt.	Cast-iron R.W. pipe, at 24 lb. per length, jointed in red lead, 2½ in., 2s. 4d. per ft.
Do. drawn pipes, 45s. 6d. per cwt.	Do., 3 in., 2s. 8d. per ft.
Do. soil pipe, 48s. 6d. per cwt	Do., 4 in., 3s. 0d. per ft.
Do. scrap, 29s. 0d. per cwt.	Cast-iron H.R. gutter, fixed, with all clips, etc., 4 in., 2s. 6d. per ft
Copper, sheet, 2s. 0d per lb.	Do., O.G., 4 in., 2s. 10d. per ft.
Solder, plumbers, 1s. 3d. per lb.	Cast-iron soil pipe, fixed with caulked joints and all cars, etc., 4 in., 7s. 0d. per ft.
Do. fine, 1s. 7d. per lb.	Do., 3 in., 6s. 0d. per ft.
Cast-iron pipes, etc. :	Fixing only :
L.C.C. soil, 3 in. 4s. 2d., 4 in. 5s. 1d. per yd.	W.C. pans and all joints, P. or S., and including joints to water waste preventers. 43s. 0d. each.
R.W.P., 2½ in. 1s. 10d., 3 in. 2s. 2d., 4 in. 3s. 0d. per yd.	Baths only, with all joints, 38s. 0d.
Gutter, 4 in. H.R., 1s. 10d., 4 in. O.G., 2s. 0d. per yd.	Lavatory basins only, with all joints, on brackets. 28s. 0d. each.

LABOUR RATES AND MATERIAL PRICES.	MEASURED WORK PRICES.
GLAZIER.	
Glazier, 1s. 8½d. per hour.	Glazing in putty, clear sheet, 21 oz. 9½d., 26 oz. 10½d.
Glass : 4ths in crates :	
Clear, 21 oz. 5d., 26 oz. 6d.	Glazing in beads, 21 oz. 1s., 26 oz. 1s. 3d. per ft.
Cathedral white, 5½d. per ft.	Small sizes slightly less (under 3 ft. sup.).
Polished Plate, British ¼ in., up to 2 ft. sup. 2s. 5d., 3 ft. sup. 3s. 2d., 7 ft. sup. 3s. 9d., 25 ft. sup. 4s. 3d., 100 ft. sup. 5s. 1d.	Patent glazing in rough plate, normal span, 1s. 5d. to 1s. 10d. per ft.
Rough plate, $\frac{7}{32}$ in., 5½d., ¼ in. 6d. per ft.	Lead light, plain, med. sqs. 21 oz., usual domestic sizes, fixed, 3s. 6d., and up, per ft. sup.
Linseed oil putty, 16s. 0d. per cwt.	Glazing only, polished plate, 6½d. to 8d. per ft., according to size.
PLASTERER.	
Plasterer, 1s. 9½d. per hour.	Lathing with sawn laths, 1s. 7d. per yd.
Labourer, 1s. 4½d. per hour.	Metal lathing, 2s. 3d. per yd.
	Floating in Portland, 1 to 3, for tiling or wood-block, ¾ in., 2s. 4d. per yd.
Chalk lime, 53s. 0d. per ton.	Do., vertical, 2s. 7d. per yd.
Hair, 17s. 6d. per cwt.	Render, on brickwork, 1 to 3, 2s. 7d. per yd.
Sand and cement, see "Excavator," etc., above.	Render in Portland and set in fine stuff, 3s. 3d. per yd.
Lime putty, 2s. 8d. per cwt.	Render, float, and set, trowelled, 2s. 6d. per yd.
Hair mortar, 27s. per yd.	Render and set in Sirapite, 2s. 5d. per yd.
Fine stuff, 34s. per yd.	Do., in Thistle plaster, 2s. 5d. per yd.
Sawn laths, 2s. 6d per bdl.	Extra, if on but not including lathing, any of foregoing, 5d. per yd.
Keene's cement, 105s. per ton.	Extra, if on ceilings, 5d. per yd.
Sirapite, 70s. per ton.	Angles, rounded Keene's on Portland, 6d. per ft. lin.
Do. fine, 78s. per ton.	Plain cornices, in plaster, per inch girth, including dubbing out, etc., 5d. per ft. lin.
Plaster, 60s. & 72s. 6d. per ton.	White glazed tiling set in Portland and jointed in Parian, 33s. per yd. and up.
Do. fine, 112s. per ton.	Fibrous plaster slabs, 1s. 11d. per yd.
Thistle plaster, 69s. per ton.	
Lath nails, 4d. per lb.	
DECORATOR.	
Painter, 1s. 8½d. per hour.	Lime whiting 3d. per yd. sup.
Labourer, 1s. 4½d. per hour.	Wash, stop, and whiten, 6d. per yd. sup.
French polisher, 1s. 9d. per hour.	Do., and 2 coats distemper with proprietary distemper, 9d. per yd. sup.
Paperhanger, 1s. 8½d. per hour.	Knot, stop, and prime 7d. per yd. sup.
	Plain painting, including mouldings, and on plaster or joinery, 1st coat, 10d. per yd. sup.
	Do., subsequent coats, 9d. per yd. sup.
Genuine white lead, 57s. 6d. per cwt.	Do., enamel coat, 1s. 2½d. per yd. sup.
Linseed oil, raw, 4s 9d. per gall.	Brush-grain, and 2 coats varnish, 3s. 8d. per yd. sup.
Do. boiled, 5s. 0d. per gall.	Figured do. do., 5s. 6d. per yd. sup.
Turpentine, 6s. 6d. per gall.	French polishing, 1s. 2d. per ft. sup.
Liquid driers, 9s. 6d. per gall.	Stripping old paper and preparing, 1s. 7d. per piece.
Knotting, 25s. per gall.	Hanging paper, ordinary, 1s. 10d. per piece.
Distemper, washable, in ordinary colours, 48s. per cwt. and up.	Do., fine, 2s. 4d. and upwards per piece.
Double size, 3s. 6d. per firkin.	Varnishing paper, 1 coat, 9s. 0d. per piece.
Pumice stone, 4d. per lb.	Canvas, strained and fixed, 2s. 8d. per yd. sup.
Varnish, hard oak, 14s. per gall. and up.	Varnishing, hard oak, 1st coat, 1s. 2d. yd. sup.
Single Gold Leaf (Transferable), 1s. 10d. per book.	Do., each subsequent coat, 11d. per yd. sup.
Varnish copal, 17s. per gall. and up.	
Do. Flat, 20s. per gall.	
Do. Paper, 17s. per gall.	

LABOUR RATES AND MATERIAL PRICES.	MEASURED WORK PRICES.
DECORATOR—continued.	
French polish, 19s. per gall.	
Ready mixed paints, 10s. 6d. per gall. and up.	
STEELWORK, SMITHWORK, etc.	
Smith, Weekly Rate = 1s. 9½d. per hour.	Mild steel in trusses, etc., erected £27 per ton.
Mate, Do. 1s. 4d.	Do., in small sections as reinforcement, £17 per ton.
Erector, 1s. 9½d. per hour.	Do., in compounds, £18 per ton.
Fitter, 1s. 9½d. per hour.	Do., in bar or rod reinforcement, £20 10s. per ton.
Labourer, 1s. 4d. per hour.	Wrot. iron in chimney bars, etc., including building in, 40s. per cwt.
	Do., in light railings and balusters 47s. per cwt.
	Fixing only corrugated sheeting, including washers and driving screws, 2s. 2d. per yd.
Mild steel in British standard sections, £13 per ton.	
Sheet steel :	
Flat sheets, black, £23 per ton.	
Do. Galvd., £26 per ton.	
Corrugated sheets, galvd., £24 per ton.	N.B.—Extra for galvanizing uncertain at present.
Driving screws, galvd., 1s. 9d. per grs.	
Washers, galvd., 1s. 1d. per grs.	
Bolts and nuts, 38s. per cwt. and up.	
SUNDRIES.	
Fibre or wood pulp boardings, 2½d. per ft. sup. and up according to quality and quantity. The measured work price is on the same basis.	Fibre boardings, fixed on, but not including studs or grounds, 6d. per ft. sup.
Plaster Board, 1s. 7d. per yd. sup.	Plaster Board, fixed as last, 2s. 8d. per yd. sup.
Asbestos sheeting, $\frac{5}{32}$ in., grey flat, 2s. 5d. per yd. sup.	Asbestos sheeting, fixed as last, flat, 4s. 4d. p yd. sup.
Do. corrugated, 3s. 6d. per yd. sup.	Do. do., corrugated, 5s. 6d. per yd. sup.
Asbestos composition. Flooring :	Laid in two coats, average ¾ in. thick, in plain colour, 7s. 0d. per yd. sup. Do. ½ in. thick, suitable for domestic work unpolished, 6s. 6d. per yd.
Metal casements for wood frames, domestic sizes, 1s. 6d. per ft. sup.	Hanging only metal casements in, but not including wood frames, 2s. 10d. each.
Do. in metal frames, 1s. 9d. per ft. sup.	Building in metal casement frames 7d. per ft. sup.
Asbestos cement slates or tiles, $\frac{3}{16}$ in. punched per M. grey £17, red £19.	Asbestos slating or tiling on, but not including battens, or boards, plain "diamond" per square grey 52s. 0d., red 57s. 6d.
Waterproofing compounds for cement.	Add about 75 per cent. to 100 per cent. to the cost of cement used.
PLYWOOD.	
3 m/m Alder 2½d. per ft. sup.	
4½ m/m Amer. White 3½d. per ft. sup.	
5 m/m Figured Ash 5d. per ft. sup.	
4½ m/m 3rd Quality, Composite Birch 1½d. per ft. sup.	