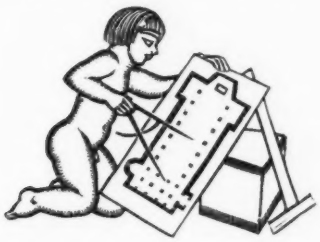
THE ARCHITECTS' JOURNAL



THE ARCHITECTS' JOURNAL
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NEXT WEEK THE *CURRENT ARCHITECTURE SECTION* will be devoted to a number of recent country houses built of various kinds of stone, and so designed as to utilize and enhance the characteristics of the material. There will be a critical and informative article by Mr. William Harvey'

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PRINCIPAL CONTENTS

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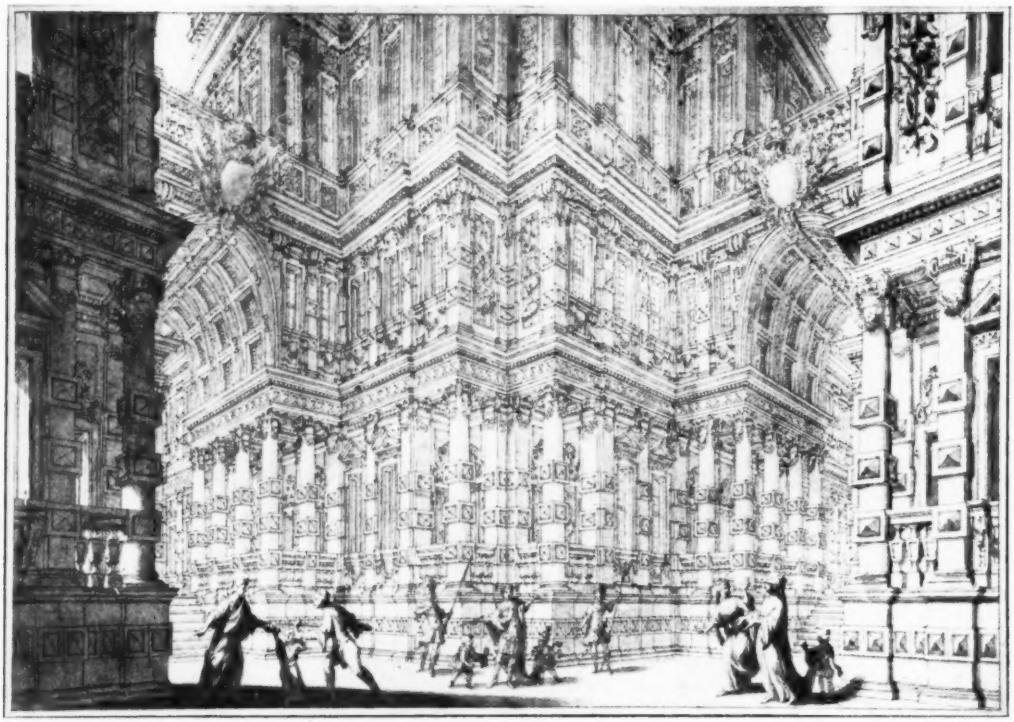
CHRISTIAN BARMAN, *Editor*

The Editor will be glad to receive MS. articles, and also illustrations of current architecture in this country and abroad, with a view to publication. Though every care will be taken, the Editor cannot hold himself responsible for material sent him.



RENDERINGS OF ARCHITECTURE

Selected and annotated by Dr. Tancred Borenius.

vi. Giuseppe Bibbiena (1696–1756)

Design for theatrical scenery.

The Galli family of Bibbiena (in Tuscany), which subsequently became closely connected with Bologna, and for which "Bibbiena" eventually became the usual patronymic, occupies a singularly distinguished position among the theatrical architects and designers of the seventeenth and eighteenth centuries. No less than eight members of the family won fame through their activities in the latter capacity; the most notable of these being Ferdinando (1657-1743) *and his son Giuseppe* (1696-1756), *perhaps the most remarkable of them all, long associated with the Court Theatres of Vienna, Dresden, and Berlin. There is a family air about the work of all these artists, and the different individualities among them are somewhat hard to distinguish: the present example is attributed to Giuseppe. It is a pen-and-ink drawing, forming part of a series of designs for the scenery of a still unidentified tragedy, and admirably illustrates the exuberant architectural imagination and facility of execution that belong to the whole of this unique dynasty of designers.* [British Museum.]

THE ARCHITECTS' JOURNAL

Wednesday, February 10, 1926

MORE ABOUT COMPETITIONS

ON Monday next, at the business meeting of the R.I.B.A., Mr. Herbert W. Wills will propose to move that :

The regulations for the conduct of competitions be amended by the adoption of one of the two following changes, A or B, and the addition of clause C. Details to be left to the consideration of the Competitions Committee.

A. All binding conditions should be eliminated. Instructions to competitors to take the form of suggestions which both they and the assessor may follow as they deem fit.

B. That binding conditions be retained, and that in case a competitor considers they have been ignored he shall have the right to appeal to the Competitions Committee of the Institute. In doing so he shall pay an agreed deposit to the R.I.B.A., such deposit being forfeited to the R.I.B.A. if his complaint is considered by the Competitions Committee to be unfounded. If, on the other hand, they find on investigation the complaint is justified, they shall so report, the award shall be quashed and a new assessor shall be appointed by the president, who shall assess the whole of the designs sent in, and to whom the assessor's fee agreed upon shall be paid.

C. Whenever architects are invited to send in applications and qualifications for selection for a limited competition such invitation shall be advertised at least on three different dates during the period of not less than one month.

The intention of these amendments is quite clear: it is an endeavour to make impossible the unseemly controversies and recriminations which have lately taken place after the declaration of competition awards. Yet we doubt if it can be done quite in this way. Let us examine the clauses A, B, and C.

A, as it at present stands, is clearly too loosely phrased. Certain binding conditions are surely essential. There must be a date for submission; all competitors must make their drawings to the same scales; the very shape of the site constitutes a binding condition. But that conditions should be unfettering is clearly the aim of the R.I.B.A., for in their *Directions for Assessors* they lay it down that " Conditions should not be imposed which tend to fetter competitors in the preparation of their schemes . . . the intention of the promoters should, as far as possible, be put in the form of suggestions, giving competitors the fullest latitude in eliciting the best possible solution." There would thus appear to be nothing very new in clause A.

The alternative clause B upholds binding conditions and seeks to give a right of appeal to competitors (the same right ought surely to be given to the promoters). Granting, however, as a premise, the desirability of more stringent and binding conditions, this suggestion, nevertheless, seems unwise. In the first place we do not think that it is likely to meet with the approval of the profession as a whole, for it certainly would give very great powers to the Competitions Committee, but a more serious objection is that it will assuredly open up the way to what is generally termed " washing dirty linen in public "; a procedure which it is particularly desirable to avoid. Moreover, should the decision go against the assessor, confidence in him will be shaken to the detriment of the whole system. Just as in the services it is invariably necessary to uphold the conduct of a superior officer in the presence of his inferiors for the sake of the organization as a whole, whatever may be the merits of the particular case, so, too, something of the same attitude is necessary if the whole competition system is not to be stultified. Clause B, then, is, in our opinion, altogether undesirable.

Clause C is surely quite unreasonable and impracticable. How can the promoters of competitions be forced to advertise if they have no desire to do so ? They must surely be at liberty to adopt whatever methods they choose for the selection of architects for a limited competition. If the words " by advertisement " were to be interpolated after the word " invited," the suggestion becomes more reasonable, for it would then be aiming at giving adequate publicity in cases where it has been decided to employ the advertising method. But there can be no obligation to adopt this method.

Improvements in the competition system will continue to come about gradually, but the aim must always be rather to avoid mistakes in the early stages than to set up elaborate machinery for dealing with such mistakes on the assumption that they are inevitable. The R.I.B.A. Competition Committee has done and is doing excellent work. We think that it might go even further in its *Directions for Assessors*. It might insist that restrictions are to be regarded as a net which not only enmeshes the competitors but also the assessor, and that he is adding to his own difficulties as well as to those of the competitors by imposing upon them anything more than what is absolutely essential. In particular he must avoid imposing his own preconceived ideas. We would suggest, too, the benefit of drawing up a list of words and phrases which on account of their ambiguity it is desirable to avoid. What is meant by the statement " competitors *should* do so and so " ? Words like *adjacent*, *next to*, *adjoining*, ought never to be used unless their meaning in the particular context is defined. *Basement* is sometimes used to describe a floor below the ground level, but a basement floor is not necessarily below the ground level, and the word originally had no such limitation ; and so on. By such methods chiefly, we believe, will improvements in the system be brought about, and dissatisfaction become more rare.

NEWS AND TOPICS

The St. Aldate's site at Oxford, which has been a bone of contention between the City Council and the University, is now the subject of a new controversy. A proposal to build a Greek theatre in Oxford is being mooted. This would be in connection with the Oxford Playhouse movement, of which the Vice-Chancellor is vice-president, and it is suggested that the theatre could conveniently be situated on a part of the ground to be cleared to the east of St. Aldate's. There are many members of the governing body of Christ Church who favour opening out the approach to Oxford from the south so as to provide a view of Cardinal Wolsey Hall and a vista across the meadows of Christ Church to the Magdalen Tower. Plans prepared by Mr. H. S. Rogers, recently appointed to advise the local authority on the preservation of Oxford's architectural beauties, show how admirably this sight might be laid out, and if a Greek theatre were erected close to Folly Bridge this would undoubtedly be an added inducement for visitors to come to the city. Unfortunately there is a considerable body of opinion, both in the University and city, that favours the commercial development of this area for the use of shops and small houses. The matter will again come before the Council in the course of the next few weeks, and its decision will be awaited with interest and with some anxiety by all who hope that considerations of rent and immediate economic gain will not weigh unduly when the architectural treatment of the principal approach to the City of Oxford is being determined.

* * *

In opening the annual exhibition of work selected from the studies made at the Manchester Municipal School of Art last week, Mr. Gilbert Bayes took the opportunity to unburden himself of some very frank opinions upon some of the modern tendencies in art. He mourned for the days when a painting, a piece of sculpture, a decoration in mosaic had certain functions to perform in the scheme of things, certain spaces to fill, lighting to consider, scheme of colour, a scale of detail, strength or delicacy of treatment, according to the building it decorated. In his opinion this subduing of the ego taught the artist modesty. To-day, however, we had the "annual exhibition" of paintings, or works of sculpture, which were sufficient unto themselves, and expressed no consciousness of being part of a greater scheme. Mr. Bayes, in his rapid survey of modern fashions in painting, complained that while formerly nothing was left to the imagination, "it is now an athletic feat to jump to the meaning of much of the work done, and if you cannot the author is greatly pleased, as it is proof of his superior intellect." Mr. Bayes looks to the modern mode of building to revolutionize much. He suggests that while at present it is customary to veneer ferro-concrete buildings with stone often in a classic style, the time will come when this new material will make for itself a new Order, with new proportions and details, to which the sculptor, the worker in colour, metal, and firedware would be required to make their contribution.

A very interesting situation has arisen at Wembley, where the inhabitants are protesting against the possibility of the exhibition grounds becoming an industrial area. Wembley has prepared a town-planning scheme in which certain areas are "zoned" for industry, but the exhibition grounds is not one of them. This scheme has been before the Ministry of Health, and an inquiry was held last June, at which the exhibition authorities could have put their case, which is, of course, that it is their duty to get the best possible terms on behalf of the nation and the guarantors, who have already been asked to pay fifteen shillings in the pound, and may yet be asked for the remaining five shillings if satisfactory terms are not arranged. Mr. J. H. Thomas must be finding himself in an awkward position, seeing he is one of the liquidators and is thus bound to do his best for the guarantors. At the same time, I am sure that he is in sympathy with town-planning activities, and would be opposed to the exhibition receiving more favourable consideration than any other body or individual whose desires infringed upon the decisions of the town-planning scheme.

* * *

The inhabitants of Newcastle have decided to reject the schemes embodied in the Newcastle Corporation Bill, and, of the various improvements proposed, the only one which has found favour is the installation of lifts in the piers of the new bridge. Is there a moral to be deduced from this? Is the average citizen willing to approve of a scheme which will relieve him of the burden of a wearisome climb, for this is something definite, something physical and tangible, while yet remaining unwilling to sanction a scheme which will improve and beautify his town, for this is something, the need for and the use of which it is beyond his power to grasp? A lift which will save him from contending with the inexorable law of gravity—yes; but streets improvements which will increase site values, beautify his native town, ease traffic congestion, and so expedite business, directly increase the city's amenities, and so incidentally raise the standards of health and contentment of the inhabitants—no! I wonder if posterity will agree with the 1926 citizens' decision?

* * *

Signor Mannetti, that arch iconoclast has, it appears, been saying hard things about architecture. He begins with a sweeping condemnation of all the world's architecture, "Classical, solemn, hieratic, scenographic, decorative, monumental, and pleasing," passes on to invection against "all reconstructions and reproductions of ancient monuments and palaces," and, finally, tells us what futurist architecture should be. It is apparently an architecture of substitute materials, built with anything rather than the accepted brick or stone or timber. The steel house has thus an unsuspected advocate, so, too, have those who would induce us to build with slabs of compressed offal, compressed cheese-parings, and the solidified sweepings from barbers' shops. And it would seem that Signor Mannetti has as little use for architects as Mr. Wyndham Lewis, who, in his book, *The Caliph's Design: Architects! Where is your Vortex?* wrote, "You must put the architect, as he drags out his miserable if well-paid life to-day, into the dustbin, *and close the lid.*"

It certainly must have looked at one time as if the English inn was doomed. As the new-fangled iron tracks gradually absorbed all the travelling public, the old highways became disused; coaching and posting languished, so did the ostler and the landlord. Then, in the 'nineties, came the cyclist, thirstily pedalling along the dusty road, and with the turn of the century he was followed by the motorist, until to-day the ever-increasing traffic on the highways has become a problem which demands the attention of Cabinet Ministers. The return to the highway has once more brought the inn into prominence, and brought not infrequently, to its owner, affluence. It cannot always be said that governmental interference results in raising æsthetic standards, but it must be admitted that just as the design of small houses was immensely improved when the Government took over housing, so, too, there has been a very great improvement in the appearance of public houses in the Carlisle area, over which the Government assumed control in the war. Fortunately, however, the public-house improvement is by no means limited to Government-controlled houses. There is an old inn in a market town not many miles from where I am now writing, which has lately passed into the hands of a "host" with taste and enthusiasm. Gone are the dirt and dinginess of the dog-days, the house is filled with beautiful furniture, rediscovered and re-hung is the fine old sign, with its exquisite wrought-iron work, at the back is a garden which blazes with colour from spring to autumn. Giving *raison d'etre* to the whole enterprise, are a cuisine and cellars to satisfy the most exacting epicure, and mine host is a man of wit, culture, and intelligence. Yes, the English inn has obtained a new lease of life, and Professor Richardson and Mr. Eberlein have performed a timely act in gathering together evidence of its beauty into *The English Inn, Past and Present.*

* * *

That fascinating book, *Twenty-five*, in which Mr. Beverley Nichols gives "a young man's candid recollections of his elders and betters," contains some noteworthy remarks on the architecture of London from Mr. H. L. Mencken. The author of *Prejudices* holds forth to Mr. Nichols in this manner: "I've just been looking at London. What the devil are you doing to it? Do you want to make it another New York? A filthy skyscraper in the Strand, half the most exquisite buildings being scrapped and thrown on the muck-heap, and obscene advertising signs that are as bad as anything we've got on Broadway." On being asked what he would do if he were suddenly given despotic powers over the reconstruction of London, he replied: "The first thing I'd do, would be to hang every mother's son of an architect who was polluting one of the world's best cities. And when they were dangling high and dry, I'd go out with a packet of dynamite, blow up all the monstrosities in Regent Street, get hold of Nash's old plans, and slave-drive a few thousand British navvies until we'd got the thing back as it used to be—a superb crescent, full of grace and beauty."

* * *

London's first mosque, which is being built in an orchard in Southfields, will probably be completed in time for a ceremonial opening in May. Only one quarter of the mosque is shown in my illustration; the completed building will accommodate nearly 1,000 worshippers. The four

minarets—one at each corner of the mosque—should be noted. From these the Muezzins will make the call to prayer. The fountain at which Moslems perform their ablutions before entering the mosque is not shown. The mosque is one more instance of how the East is accepting the West. The building is constructed in a great part of western materials—the structure is steel-framed, with a filling of brickwork—and walls and dome are to be finished in Atlas White cement. Messrs. Thomas Mawson and Sons are the architects.

* * *

Mr. Mencken relieves himself a little further, and says: "Then I'd invent a whole lot of brand-new tortures for any hulking Philistine of a manufacturer who started writing his blasted name on God's sky at night. Piccadilly Circus nowadays is an eyesore. It's bad enough in Broadway. But you can at least say that the vast scale on which the signs are put up, the enormous size of the whole thing, does at least leave a certain feeling of awe in one's mind; disgust, too, but at least *big*. Whereas in Piccadilly you've got a lot of footling little electric squares and circles, a yellow baby spitting fire, an undersized motor squiggling its wheels, a Godforsaken bottle pouring red liquid into a glass so damned small that it wouldn't make me tight if I drank out of it all night. Take 'em away, take 'em away! You're killing London." For other comments equally pungent on some recent architectural developments in our metropolis, the reader must turn to the pages of Mr. Beverley Nichols's book.

The demolition of the Bank of England proceeds apace, and a building which Macaulay's New Zealander would have found standing, though St. Paul's were in ruins, is material for the housebreaker's pickaxe, and is being taken away in carts. "The iniquity of oblivion blindly scattereth her poppy," and the stone will make fine aggregate for one of the Government's new roads. Who looks now for Soane's banking halls must turn them up in a volume in the library. The little photograph I give is probably the last sight to be had of them in the flesh.

The Furniture Trades Exhibition at Olympia this week is very well worth a visit from architects, who will look a little wistfully, perhaps, at so much furniture in the designs of which few, if any, architects were invited to collaborate. The general impression which one derives from a survey of these ornate wardrobes, aggressive bedsteads, and heavily padded chairs is one of much comfort, a certain amount of novelty and sensationalism, but little style. It is so much easier to devise new uses of materials from which furniture is constructed than to design distinguished forms for furniture by virtue of which the several pieces comprising a suite will harmonize both with one another and with the walls that are destined to be their background. The great weakness of modern furniture seems to be due to the inability of the designers to express a mutual relationship between, say, a bed, a chest-of-drawers, and a wardrobe so that while all these have their characteristic shapes they may yet declare themselves to be of the same family. More of the stalls at Olympia should have been arranged to show suites of furniture so that the ability of artists to express this particular quality of design might be encouraged and better tested.

* * *

While the intellectual labours necessary for the creation of this highly civilized, but, perhaps, unsensational kind of furniture were not seriously undertaken by the artists whose designs were exhibited at Olympia, there was, however, plenty of evidence of a desire to strike a note of novelty by the employment of rare and expensive materials in unusual ways. The makers of the Gaylayde series showed tables, chairs, and bureaux such as have never before been seen. Colours are introduced by means of marquetry panels, and the special treatment of surface gives a new appearance to oak, walnut, and other woods. There was one bedroom suite in walnut inlaid with red amboyna, which is like a subdued fire. The handles of the chests of another suite are large rings of real ivory. Beaten silver is deftly introduced into the back of a silver oak chair, which has a seat of jade green woven stuff. Another break from traditional lines is shown in a bedroom suite of fine Italian walnut, which has a wardrobe with gilt decorations and a rounded top. One famous firm of chair-makers of High Wycombe have also introduced panels on their chair-backs, and the chair with strapped leather work, which they exhibited at the Paris Exhibition, is also on show. Upholstered goods get more and more comfortable, but in case these obese chairs should induce premature somnolence, they are in some instances given a pattern so lacking in repose that in their totality they strike a happy mean between narcotic and stimulant. In one of the stalls, I was privileged to sit down upon a remarkable design of yellow cockatoos with a bright blue ground.

* * *

An item of news just received from a Press-cuttings agency reveals their consciousness of our exhaustive requirements for the *Building News of the Week* page. The item is headed: BIRDS BEGIN TO BUILD IN HYDE PARK. When the cricket season begins, I shall expect from them early and exclusive intelligence of all classes of *stonewalling*.

ASTRAGAL.

ARRANGEMENTS

WEDNESDAY, FEBRUARY 10

At the Institution of Structural Engineers. (Lancashire and Cheshire Branch.) Professor A. E. Richardson, F.R.I.B.A., on the Relation of Architectural Design to Structure.

At the Edinburgh Architectural Association. 8 p.m. John A. Boyd on Heating and Ventilation.

THURSDAY, FEBRUARY 11

At the Victoria and Albert Museum. 6 p.m. Mr. Bernard Rackham on Stained Glass.

At the Hotel Cecil, Strand. 7 p.m. The Annual Dinner of the Institution of Electrical Engineers.

FRIDAY, FEBRUARY 12

At the Town Planning Institute. 6 p.m. H. V. Lanchester, F.R.I.B.A., M.T.P.I., and E. R. Abbott, L.M.T.P.I., on A Development Scheme for a Town and its Surroundings, and its Relation to Regional Planning.

At the Borough Polytechnic Institute. 7.30 p.m. Annual Prize Distribution by Her Grace the Duchess of Atholl, D.B.E., M.P.

MONDAY, FEBRUARY 15.

At the Royal Institute of British Architects. 8.0 p.m. Business Meeting: Election of Members.

WEDNESDAY, FEBRUARY 17.

At the Institution of Civil Engineers. 6.0 p.m. D. S. Matheson, B.SC., STUD.INST.C.E., on Subaqueous Tunnelling in Compressed Air, with Reference to Barking Power Station Cable Tunnel under the River Thames.

SATURDAY, FEBRUARY 20.

Royal Institute of British Architects. Visit to Messrs. Courtauld's New Premises.

THE FLORIDA ENCHANTMENT

BY CHARLES HARRIS WHITAKER

ii: THE ARCHITECTURE OF NOMADRY

GETTYSBURG, Pennsylvania, was the scene of the memorable battle that ended the Civil War. It has become a national possession to a large extent, and the battlefield, filled with monuments and markers to indicate the positions of infantry, cavalry, and artillery, has long been an object of great interest to the tourist, and a valuable appurtenance to the city. But the pilgrimages are very evidently dwindling, as revealed so eloquently in the following lamentation clipped from a Gettysburg newspaper:

> If we do not continuously push Gettysburg; if we fail to measure up to a close spirit of co-operation wherein everyone must place his shoulder to the wheel and strive to bigger and better things, we can only expect to see Gettysburg crumple and lose its position of prominence in the public spotlight of world travellers.
>
> There is a dormant interest that must be aroused. We have bigger and better cities to contend with. Miami, Hollywood, Luray Caverns, Endless Caverns, and countless other attractions spread from the Atlantic to the Pacific are continuously crying out their assets to world travellers and, unless we maintain our position, we are going to lose whatever prominence we now retain and enjoy.
>
> Gettysburg must be advertised. We must tell the world of our natural beauties, of the scenic wonders of the battlefield, of the national cemetery and the miles of good paved roads through the most beautiful section of the country. Publicity and advertising are the two main factors in keeping Gettysburg on the travellers' map.
>
> An organized effort to boom the community is the one single opportunity that remains for us. Tulsa, Oklahoma, got its citizens aroused in the oil possibility. Houston, Texas, did the same. Chicagoans cannot think of any other place but Chicago. New Yorkers are proud as proud can be. Hollywood residents believe they reside in a different world.
>
> So must Gettysburg reach out for more civic pride and general interest. A community of ready, eager, willing workers, constantly striving to increase the popularity of this community, will do more than any other thing.

Finally, at Greensboro', North Carolina, the local newspaper informed me that, according to the report just published of the Secretary of Commerce, our building construction has "met the needs of a permanent civilization" (the quotation is not necessarily from Mr. Hoover's own words). And it was then that my idea assumed a challenging attitude, and stared me impertinently in the face. "What," said it, "is a permanent civilization, and is it not true that we are still a nation of nomads, and that our building is the Architecture of Nomadry?"

Nomadry, indeed, superinduced by all the arts of propaganda on the one hand, while on the other an almost equal propaganda is set on foot to check it. Florida calls with her Circean voice—calls with the glamour of Palm Beach and Miami, now well advertised as the winter haunts of the professional pleasure-hunters of America, and from the city and the farm, the town and the village, Americans pack themselves by thousands upon thousands into motor-cars and stream their way to the south, and the deserted places cry out loudly, but a good deal in vain, in the case of Florida. For, after all, we are a nation of nomads, and every effort is put forth to induce us to wander. We may as well give up the idea that we are building much of permanence, in the sense of that permanence which belongs to the Pyramids or to the Acropolis.

In Baltimore I came upon an architect who had frankly accepted the motor-car as a part of his problem. He had put the garage entrance beside the entrance door. The step between was but a step. Why not? And yet as I uttered the words I was aware of the fact that in another decade or two the motor-car of to-day will have passed into a completely changed state. Its place as an individual possession will undoubtedly be usurped by something less costly and anti-social. The skyscrapers of New York will be antiquated, as to plan and arrangement, in another five-and-twenty years, for business will by then have changed its methods by revolutionary steps. The nomadry that has ended in cities may be wholly or in great part dispersed. Scarcely a building extant in the United States will be suited to its purpose by the year 2000. What presumption to speak of ourselves as a permanent civilization, and of having met the needs of a thing which has never existed and which probably never will!

Thus our architecture must be in a constant state of flux. The metropolitan idea dominates, it is true, and spreads the scourge of its blight over all localities without distinction. The nomads do not take any particular architecture along with them. In fact, it is believed, and quite properly, that a hotel must be like another hotel in New York City. Thus the motorcade (for such is the word by which the gasolene migration is called) finds a counterpart of New York wherever it rests. In fact, were it not for getting to the end of the journey there would be neither advantage nor interest in travelling. One hotel experience is so much like another in every way, from the size of the bath-mat to the number of towels, chairs, lights, windows, and doors, so that the traveller either on entering or departing could not tell whether he was going to or away from Keokuk, Kankakee, or Kalamazoo. Of creature comforts there is no dearth. These are everywhere. No doubt they offer a certain compensation, but it is literally impossible to have built an hotel in which the design and arrangement would borrow that savour of the old, that tradition of brick or stone which has been left by the early builders. The investment syndicates that furnish the money know only too well that the passion of Americans is to be alike, and so the needs of the nomad seem to have fallen readily into the same category.

All of which is not to deny the outstanding examples of American architecture, or to ignore the steady advance that is being made. These things are recited by way of making it apparent that there is more to America than New York, that the nomads are increasing in numbers, that we are just as eager to hunt unearned increments as any other people, and that at present there is being enacted in that Floridan Mecca toward which the incessant motorcade takes its way, a drama, the outcome of which no man can predict. On the sandy and swampy lands of Florida bets are being laid with a feverish and frantic desire to capture something for nothing. No one seems to want the land to use for crops or forests. Here and there buildings will rise, are rising, and there is, indeed, a dearth of them, but many of the betters really care little about that. To buy quickly and sell at a profit—perhaps to hold for a big gain—that is the chief game. The scale of it is tremendous. The effect of it is immeasurable. Small wonder that many of those who watch over the humanly-created values—the values that exist only because of the presence of people (and there are no other values)—are growing concerned over the great migration made possible by paper-money and gasolene. For, in ten days, or a fortnight at most, one may now change his

habitat completely, except for the architecture of the hotels and the price of chewing-gum. A peep into the tourist camps that now dot the outskirts of so many towns and cities will make the picture even more vivid. There are parked the automobiles, sometimes fifty or a hundred. Alongside have been raised the tents. A gasolene stove supplies heat for cooking. Water is laid on to the camp by the city. Often electric light is available, and shower-baths with hot and cold water. The nomads rise early and decamp, and the next night, and every night, a fresh band takes their place. As dusk falls there are to be observed the shirt-sleeved men and the knickered women, some busy, others sitting about in conversation. The endless topic is Florida. Will they get there in time? inquire the new-comers. And the old wanderers who have made their bets last year, or the year before, tell them that there is no hurry. Florida is permanent, say they. Nothing can stop it, and even though the railways have put an embargo on many kinds of goods, including building materials, still the ceaseless stream flows on.

Architects have followed as a matter of course. Countless branch offices have been opened in Florida by architects all up and down the Atlantic seaboard, and as far west as Chicago. It requires State permission to practice architecture in Florida, for registration of architects is there in force. As one of the provisions of the law is that members of the American Institute of Architects shall be granted registration without other formalities, the value of Institute membership has risen considerably, and many who have preferred to reap from the Institute's labours rather than to join in support of its work, are now regretful, for it takes time to acquire registration; there are formalities to be complied with, and in the meantime all the architectural plums may fall from the tree of land inflation !

Some day, however, the historian of the future may be puzzled at his efforts to read the story of Florida from its architecture, for here there will be largely a feverish growth, not the vernacular of a people who were born on the land, or loved the land, or worked the land as a means of subsistence, but rather the tale of the rush of nomads will there be written; the history not of ox-teams and prairies, or shallops and wintry seas, but the record of a migration by gasolene—one of the curious phenomena of a curious land, where speed is the order of the day, and where architecture writes only that its record shall be erased, more often in the memory of those who built the record than can be believed. Surely we are in the era of the architecture of nomadry.

[*This article and that printed in the last issue describe the author's journey to the south-eastern Eldorado. His next article, dealing with the State of Florida itself, will appear in our issue for February 24.—Editor*, A.J.]

SOME RUINED BYZANTINE CHURCHES OF CONSTANTINOPLE

BY M. SHEEPSHANKS

I: ST. MARY PANACHRANTOS

It is only since the revolution in Turkey that the ancient Byzantine churches, which, after the Turkish conquest in the sixteenth century, were transformed into mosques, have been accessible to any but Mohammedans. The identity of many of them is disputed, and scholars differ in their interpretation of the descriptions of ancient writers. This difficulty of identifying what have been mosques for several centuries, and known only by Turkish names, seems at first sight curious, but is explicable when it is remembered that, after the Turkish conquest in 1453, the Greek Christian population, greatly reduced in numbers, withdrew, and concentrated itself in one or two quarters of the city.

St. Mary Panachrantos.

Deprived of their ancient churches and their public buildings, and living a conquered race among Moslems under despotic sultans, they led a quiet and restricted life in the Phanar quarter, where their houses, so unpretentious on the exterior, gave no clue to the wealth within. One church alone has continued uninterruptedly from preconquest times to be used for Christian worship, viz. the tiny church of St. Mary of the Mongols in the Phanar quarter. It thus happened that in the course of centuries the original names and identity of many churches and monasteries became lost, and only careful research in recent years has rediscovered under Turkish names, and often with many Turkish alterations (all, of course, used as mosques have a minaret added), old Byzantine churches mentioned in the records of early pilgrims and travellers.

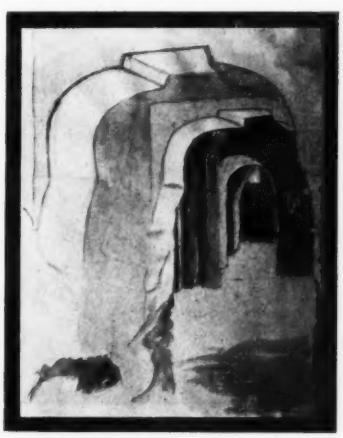
The narthex seen from the south end, and (right) Turkish arch dividing the north from the south church, looking from the north church.

These churches are of great beauty as well as of the greatest interest for the archæologist and the historian, and it is a matter for congratulation that they can now be visited. It is also a matter for congratulation that, considering the great age of many of them, and the vicissitudes through which they have passed—foreign invasions, earthquakes, and their transformation and use by people of alien race and creed—they should still be in as good a state of preservation as many of them actually are—unfortunately, however, some of the most interesting and beautiful have been the victims of the conflagrations that frequently devastate timber-built Stamboul, and in recent years decay has been so rapid that unless something is done to rescue them they are threatened with utter ruin. When once they cease to be used as mosques they are apt to be uncared for; wandering men and animals trample and befoul them, carvings, stones, and pavements are removed, and ancient monuments of incalculable value may thus be lost for ever. Now that the world is beginning to form a juster estimate of the value and achievements of Byzantine art, it would be tragic if it awoke too late to the loss which is threatened. The architecture that produced St. Sophia has deserved too well for its other creations to be allowed to perish through neglect.

Since Professor van Millingen, with his able collaborators, Mr. Ramsay Traquair, Mr. W. S. George, and Mr. A. E. Henderson, published their admirable and authoritative book in 1912 on *The Byzantine Churches in Constantinople*, ruin has overtaken some of the churches which they describe and depict as well-preserved, and in use for Moslem worship. The building known as Phenere Isa Mesjedi, identified by van Millingen as St. Mary Panachrantos (i.e. Immaculate), the church attached to the monastery of Lips, has become a ruin within the last ten years. (The mosque identified by Pulgher as the Panachrantos, and as such described by him in his book, *Les Anciennes Eglises Byzantine de Constantinople*, is a different one.)

It lies in the valley of the Lycus, to the south of the great Mosque of Mohammed the Conqueror. Having seen some beautiful sketches of it among the fine studies of Byzantine churches by the Russian artist, D. Ismailovitch, I was anxious to visit it, but was warned that as it was somewhat remote and, in the midst of one of the extensive burnt areas which figure so largely in the map of Stamboul, it was not a safe neighbourhood to visit alone; moreover, the church itself had recently been the scene of murders. A small party was, therefore, formed to visit the church. The approach to it is most desolate, through the debris of burnt dwellings, where some of the poor of Stamboul camp among the ruins in miserable lean-to's, which afford the minimum of protection against the biting winds and driving rain. The church itself is now a bare shell, but the structure is still intact. The interior is desolate and filthy, being used as a shelter for goats and sheep; in the apse of one of the chapels a black sheep was standing where once the altar stood. One of the beautiful, carved corbels had recently been removed.

Rough, wild-looking men lurked about the place, evidently resenting the presence of strangers. To view the outside of the east end entailed much trouble, as it is overgrown with vegetation and surrounded by enclosed gardens. A friendly native succeeded in overcoming the objections of the cultivators, and we were able to approach as near as the thick undergrowth would allow and to see the fragments of the original Greek dedicatory inscription on the apse of the north church.



The southern narthex and (right) door leading from the southern narthex into the southern church.

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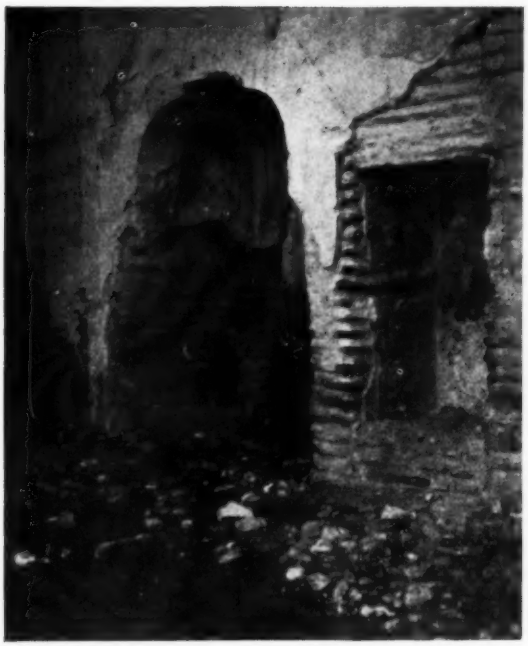
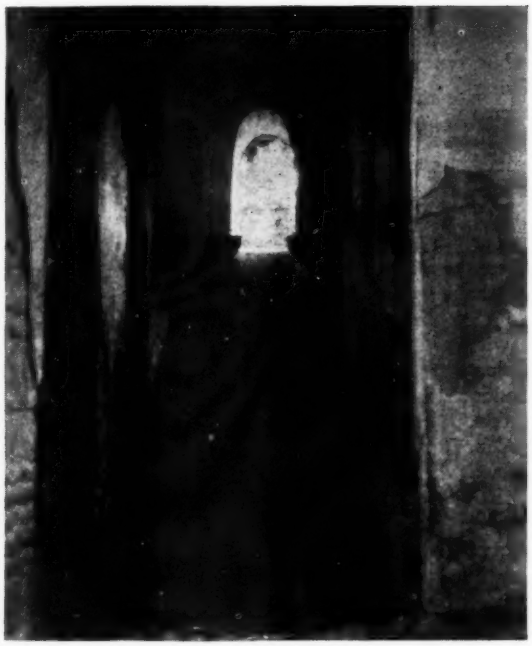




The door from the narthex to the south, and (right) the north chapel of the south church.

As is not unusual in Constantinople, there are two churches built side by side and forming one building. The original churches underwent considerable alterations in Byzantine times, and were altered again by the Turks to adapt them for Moslem worship, but the main part of the original buildings survive, and are of extraordinary interest and beauty. The south church is probably the older, and its date is conjectured to be between the sixth and ninth centuries. It was an ambulatory church, and the original arcades separating the ambulatory from the central area have been replaced by large pointed Turkish arches. Similar Turkish arches in the north church have replaced the four columns which originally supported the dome. The north church, if correctly identified as attached to the monastery of Lips, must date from the tenth century. The two churches each have a central apse and two side chapels, and these side chapels each form an aisle with apse. There is also an additional aisle on the south side of the south church formed by the extension of the narthex. Thus the interior of this curious composite building presents a complicated maze of seven aisles, unsymmetrical and varied, with arches round, pointed, flattened, and of different sizes. The central apse of the south church shows seven sides, with niches in two stories, as in the Pantocrator. The window shafts are carved. The two churches had a common narthex and exo-narthex.

A view from the southern end of the south church looking north-east into the north church. This and the illustrations on the previous page are from sketches by D. Ismailovitch.

The narthex is usual in Byzantine churches. It was used for catechumens who were not yet entitled to the privilege of entering the church. The bewildering architecture of this composite church is further complicated by the extension of the outer narthex round the south side of the south church. I accept the conclusion of the distinguished architects who describe this feature as an extension of the narthex. Personally, I should have taken it to be as in the Pammakaristos and Chora, a parecclesion. It is covered with cross-groined vaults without transverse arches.

If the identification of the churches as attached to the monastery of Lips be correct, they are mentioned by the traveller and writer known as the Anonymous in the eleventh century, and again when they were restored in the thirteenth century, after the Latins were driven out. Here were the tombs of the Empress Theodora, wife of Michael Palæologus, and of Andronicus, who ended his life in the monastery. They were converted into a mosque in 1694, and much altered. The high, ribless domes, circular within and without, with square-headed windows and flat cornices are typical Turkish drum domes. The great broad-pointed arches in the interior are also Turkish. Anyone who cares to compare photographs of the present building with those in Van Millingen's book will deplore its deterioration and hope that steps may be taken to safeguard it from further decay.

CURRENT
ARCHITECTURE
SECTION

Ashburne Hall, University of Manchester, by Thomas Worthington and Sons: the terrace entrance.

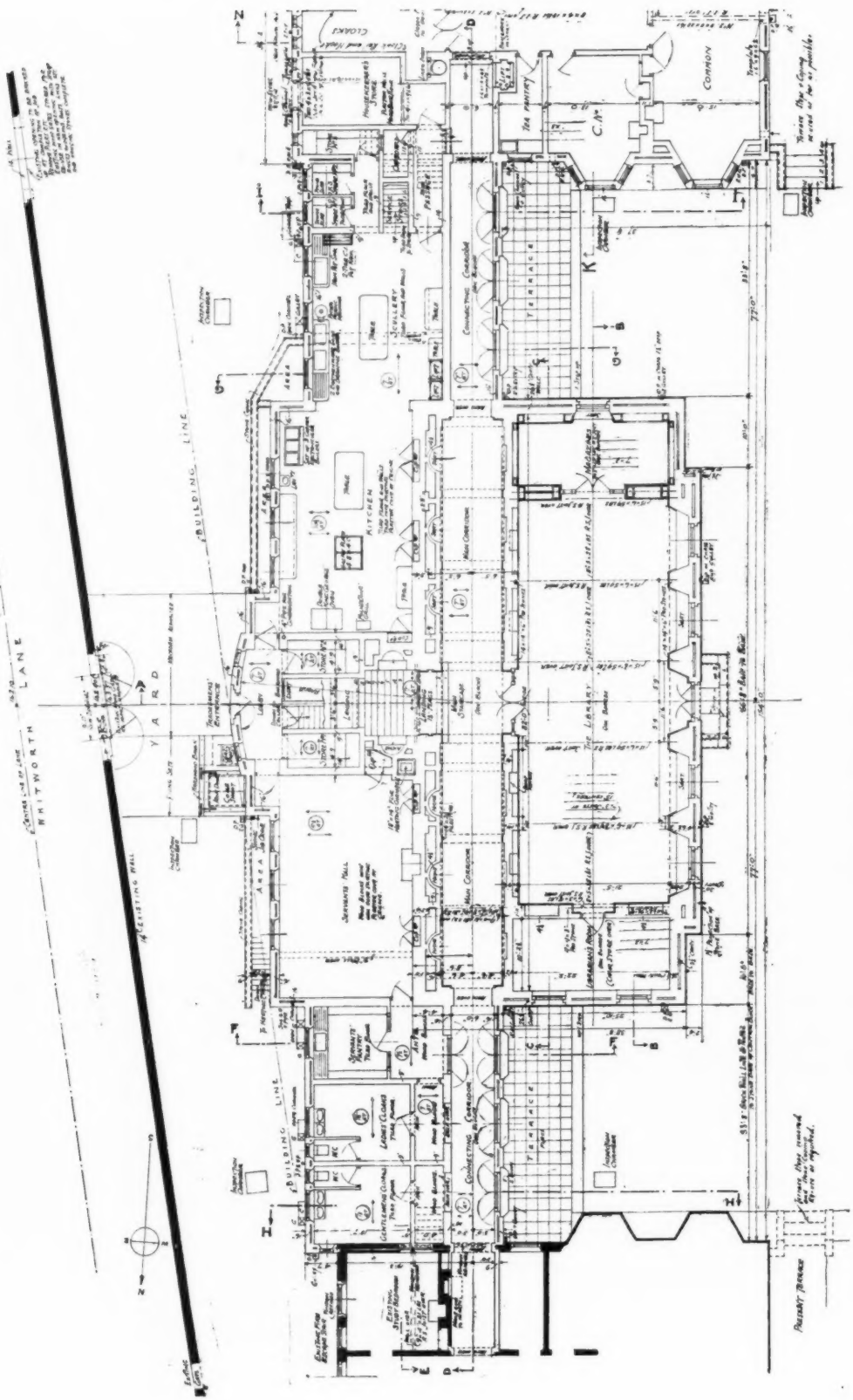
THE POST-WAR DEVELOPMENT OF MANCHESTER

BY JOHN SWARBRICK

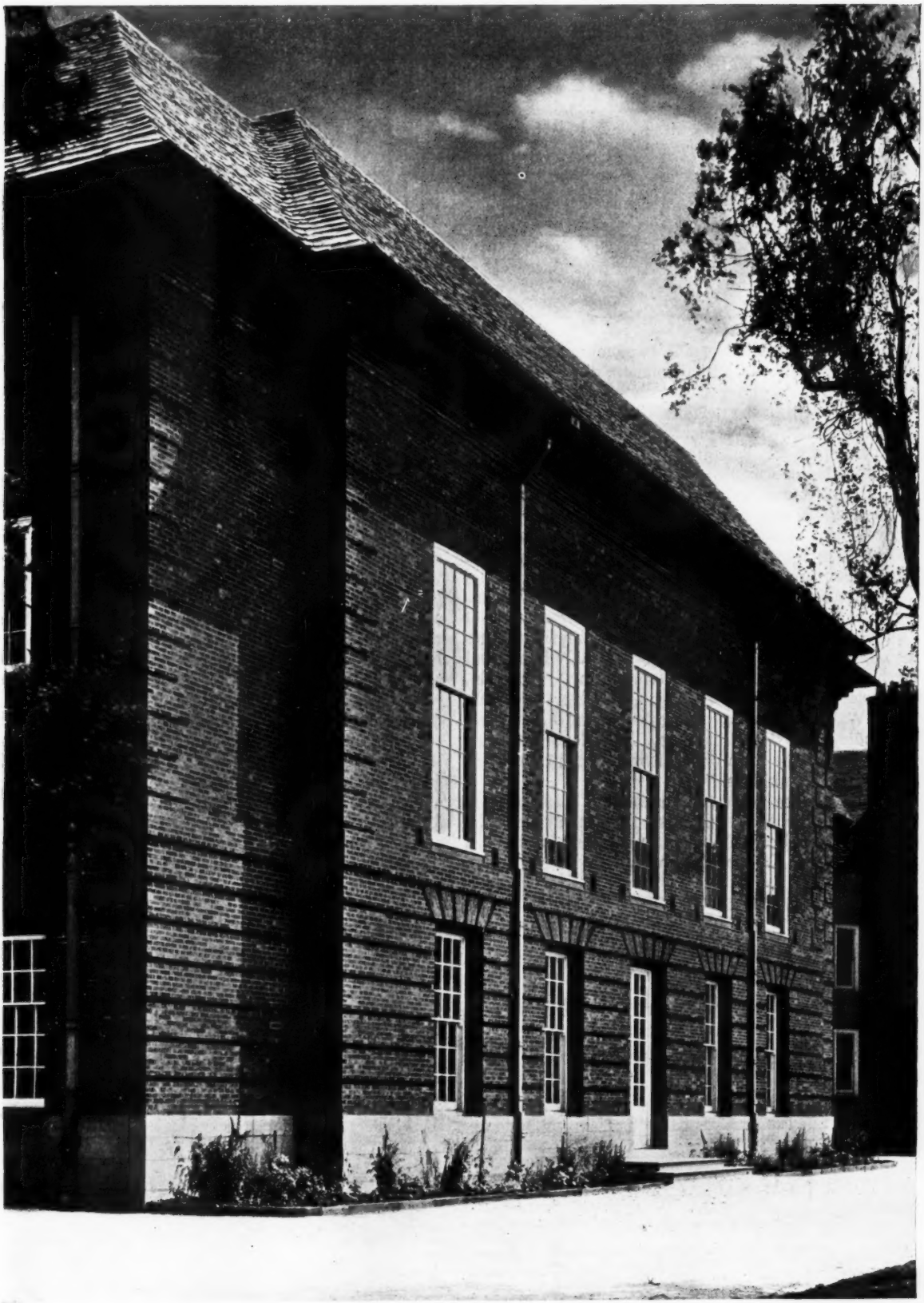
ALTHOUGH the normal development of Manchester, in the period immediately after the war, was retarded very considerably by industrial conditions, like that of most other parts of the country, the subsequent return of renewed commercial activity has stimulated enterprise generally. In few other parts of the country, outside the metropolis, can similar activity be witnessed. To most people the reason for this may not be readily apparent, but the post-war development of the district is due really to its unique situation in the northern counties in relation to the many other centres of industry that lie in proximity to it. Moreover, commercially, Manchester and Salford, its contiguous neighbour, constitute one complete entity, although municipally they are distinct places, separated by a barrier more formidable than the inky Irwell which flows between them. Probably few persons realize that Manchester and Salford together have a population of well over a million, and that, within a radius of twenty-five miles, over four millions are housed, or about as many as in Switzerland or the whole of Scotland. Even London can scarcely show a greater density of population. In fact, within a radius of ten miles there is a population of over two millions. Such returns are mainly interesting to us as an indication of commercial activity. The fact is that Manchester occupies in the north of England a position similar to that of London in the south, although hitherto the northern city has been looked upon too much as the uncomely workshop for the manufacture of the dainty goods to be displayed in the metropolis and elsewhere. Fortunately, a kind of civic consciousness is now beginning to dawn, and some day we hope to see even Manchester asserting her true position, and proving herself more worthy of her inheritance.

Manchester is often regarded merely as the centre of the great cotton industry, but that is not all; it is the greatest engineering city in the world, and has many other far-reaching interests. Although Manchester is about thirty-five miles from the sea, the Ship Canal has made her port the fourth in the United Kingdom, and her exports, together with those of Liverpool, exceed the foreign trade of either Italy or Japan. From the shipping point of view, Manchester's importance is greatly enhanced by the industrial activity of the various surrounding towns. The famous cotton spinning district, with its thirty-two towns and fifty-five million spindles, extends around, and the representatives of each important firm meet once or twice each week on the floor of the Manchester Royal Exchange.

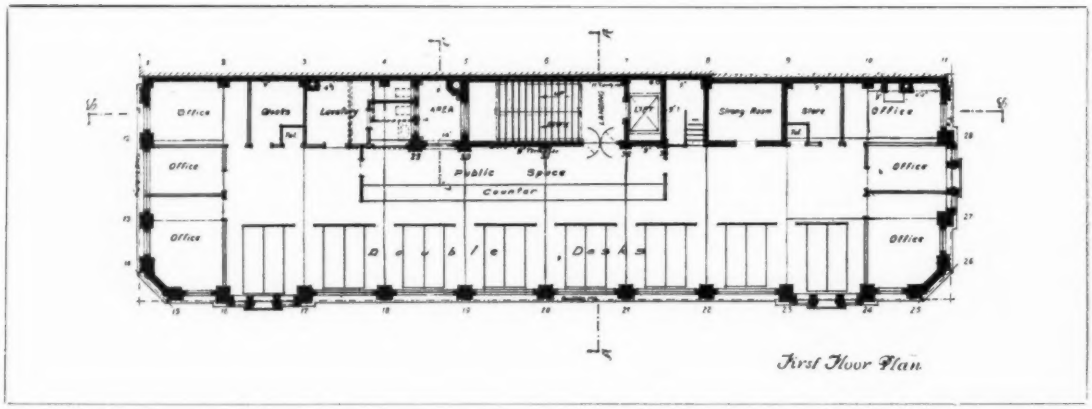
A city occupying such a remarkable position in relation to the rest of the kingdom might be expected to have developed in a manner more worthy of its status, but Manchester grew rapidly in the industrial period from little more than a medieval town built of brick and timber. It was once a pretty, picturesque, old place, with narrow streets and overhanging storeys, like Shrewsbury and Chester, but the nineteenth century left it for the most part an unattractive product of commercialism, built with parsimony and the industrial taint, but with a few redeeming features to break its woeful monotony. Nevertheless, it would not be fair to imagine the present northern metropolis as the town Mrs. Gaskell pictured when she wrote *Mary Barton*, or as the "Coketown" described by Dickens



Ashburne Hall, University of Manchester, by Thomas Worthington and Sons : ground floor plan.



Ashburne Hall, University of Manchester: the new centre block.

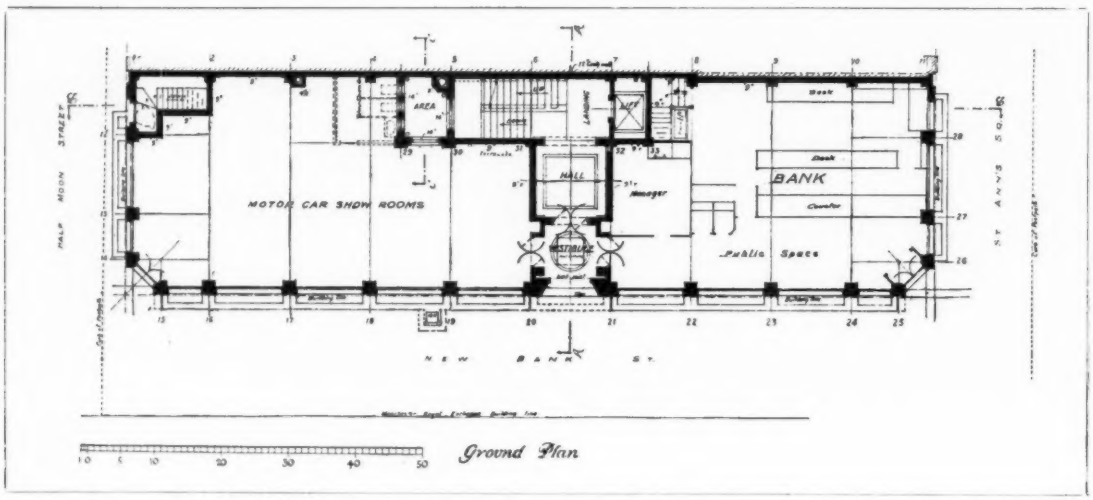


in *Hard Times*. Still less can it be compared with that exaggerated portrayal of utter desolation, dirt, and ugliness presented by Ruskin at one of his lectures, when he referred to his recollections of the neighbouring town of Rochdale. Manchester is not a soulless place; it is rather a city of hope, a home of high ideals, emerging from a period of difficulty and misdirected endeavour.

No one who knows Manchester really well can regard it without some feelings of sincere affection, despite all its imperfections. This great city of the north was once the home of John Byrom, Dalton, Joule, de Quincey, Mrs. Gaskell, Cobden, and Sir Joseph Whitworth. Social reformers, artists, and pioneers in intellectual movements have spent their early days and formed their schemes of life either within her smoky confines or within sight of her towers and chimneys. Architects, such as Alfred and Paul Waterhouse, Thomas Worthington, Francis Goodwin, Sir Charles Barry, A. W. N. Pugin, Professor Cockerell, Edward Walters, John Edgar Gregan, Edward Salomons, G. F. Bodley, and Basil Champneys have done what they could to give to the town or its environs some conception of their latent possibilities.

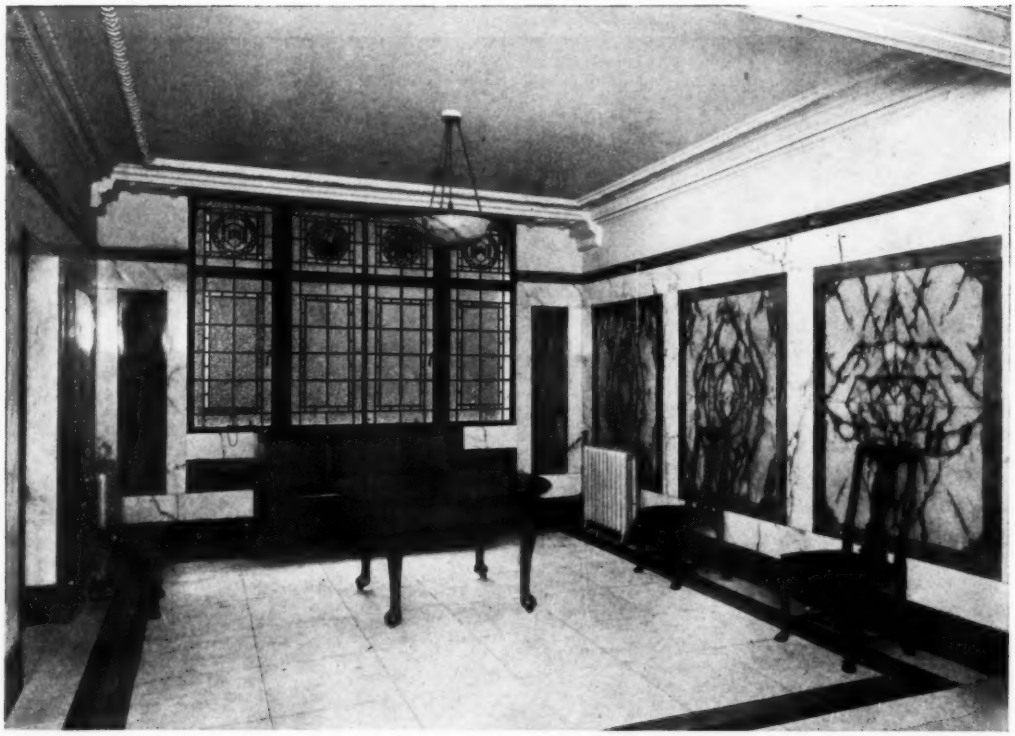
What the city has lacked most in the past has been some presentment of the manner in which large towns should be developed on architectural lines. Such schemes have been prepared for Bath, Dublin, Birmingham, and other places, including even the neighbouring town of Bolton, but Manchester remains in this respect without inspiration or guidance. The local society of architects, in conjunction with a civic society, might approach the Corporation with a view to securing the preparation of a fine development scheme under the direction of a competent committee; but Manchester, unlike Birmingham, Edinburgh, Newcastle, Nottingham, and other centres, does not possess a properly constituted civic society, and those who have principally advocated the formation of one locally have been chiefly concerned with details rather than principles, and have worried about the design of electric light standards, sign-posts, door-knockers, and other minutiæ. These things are all very well in their way, and no doubt the local arts and crafts societies would submit scores of designs for them, but the thing the citizens should realize is what it is desirable to do in the matter of laying-out the city as a whole.

At present, under the pretext of finding work for the unemployed during the winter months, two radial arterial roads, 100 ft. wide, have been formed on the south side of the city, and others are either in contemplation or progress. Each of these roads has been laid out with express electric tramways in the centre, and with crossing-places for ordinary road traffic at intervals of about a quarter of a mile. This is quite good to a point, but one of these thoroughfares (Princess Road) leads practically nowhere



The Manchester Liners, Ltd., Building, St. Ann's Square, by Harry S. Fairhurst.

The Manchester Liners, Ltd., Building, St. Ann's Square.



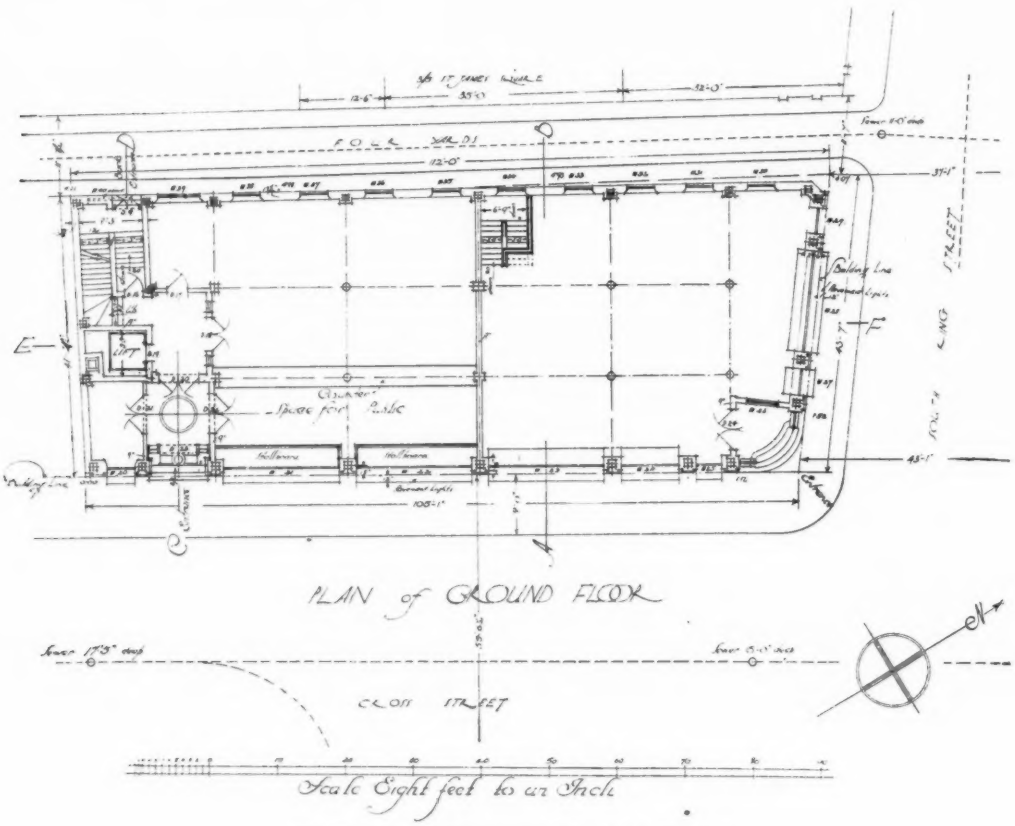
Premises for A. and S. Henry & Co., Ltd., Portland Street, by Heathcote and Yates. Above, a staircase landing. Below, the board room.

Premises for A. and S. Henry & Co., Ltd. : the frontages to Portland Street and Charlotte Street.

at the city end, and access to it is not too easy to obtain from the central part of the town. As a result, the road is comparatively little used. An attempt has been made by widening Wilbraham Road to form a connecting cross-road at right angles to it, but effective ring roads are badly needed, and these should be formed in a manner worthy of the city, so that they may have some architectural significance. Those who are familiar with the Continent know how these things should be done; but in the absence of a civic society it would be difficult to create a sympathetic atmosphere in the City Council.

A proposal to purchase the Wythenshawe estate in Cheshire, on the south side of the city, for housing developments, is once again engaging the attention of the Corporation. This estate, containing the park, plantations, and ancient hall of the Tattons of Wythenshaw, is said to comprise over 2,800 acres, and to be procurable at a favourable price. If this should be the case, there is much to be said in favour of its purchase, despite the great cost of drainage and development in various ways that would have to be undertaken. As the estate measures about four miles in length from north to south, and is at its nearest point about five miles from the centre of Manchester on its residential side, it will be seen that it is far removed from the smoky industrial areas that extend chiefly on the north, west, and east sides of the central part of the old town. Manchester, too, is the home of a university, and some of its halls of residence might wisely be placed amidst playing fields in this extended area. With all these possibilities, it is naturally with some chagrin that one hears suggestions that this peaceful country scene might be converted into a satellite suburb, with its own industries and nuisances, and agricultural belt. Surely in these days of quick transit some spots should at least be sacred, and left free and unsullied by the taint of industrialism and dirt. Surely it will be better in the end for industry if some places are preserved in which the mind can be free from its incessant grind and clatter, amidst scenes that still retain the charm of unsullied natural beauty.

Amongst the most striking buildings that either have been erected in Manchester since the war, or are in the course of construction, are the following : the Masonic Hall, by Messrs. Thomas Worthington and Son; the buildings of the Manchester Liners, the Bleachers' Association, and the Manchester Ship Canal Co., by Mr. H. S. Fairhurst; Tortworth House, by Messrs. Halliday, Paterson and Agate; Imperial Buildings and Henry's emporium, by Mr. Charles Swain;. the extension of Harrod's premises, by Messrs. J. W. Beaumont and Sons ; the new warehouse of Messrs. A. and S. Henry, by Heathcote and Yates; and the D.I.C. House, by Messrs. J. C. Prestwich and Son. The visitor would probably also observe the great extension of Lewis's premises by Messrs. Beaumont, and the warehouse of Messrs. Stewart Thomson & Co., by Messrs. Charles Clegg and Sons, in addition to a number of other smaller buildings. Besides these, an important block of offices is being erected in Cross Street, in accordance with the designs of Messrs. Grace and Farmer, of London; and Mr. Michael Waterhouse is about to erect a new office for the Atlas Assurance Co., in King Street. The extension



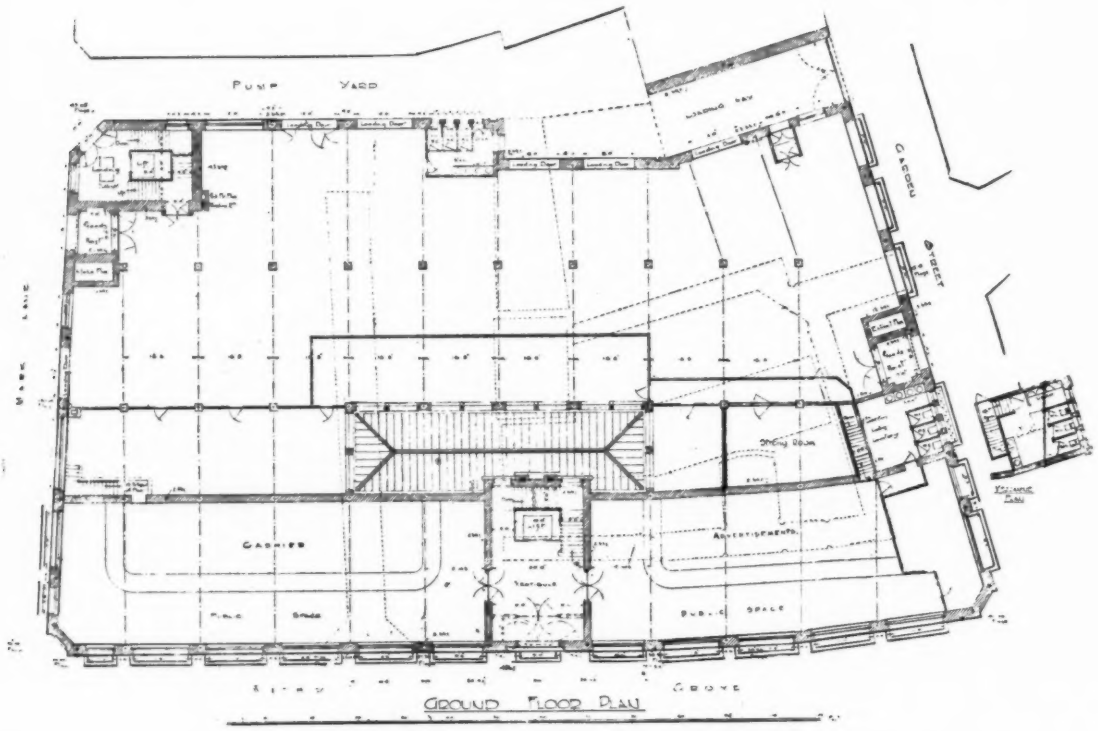
The Royal Mail Steam Packet Company's Building, Cross Street, by Lionel U. Grace and W. G. Farmer.

The Royal Mail Steam Packet Company's Building, Cross Street.

of the Manchester Royal Exchange, by Messrs. Bradshaw, Gass, and Hope, was carried out during the war, and therefore does not come within our purview.

One of the most pleasing buildings erected in the central part of the city since the war is the fine suite of offices in St. Ann's Square, designed by Mr. H. S. Fairhurst, for the Manchester Liners, Ltd. Compared with the extensive structure, about 140 ft. high, in course of erection, by the same architect, for the Manchester Ship Canal Co., in King Street, the former building may look diminutive, but the bold, American-like building for the Canal Co., with its simple main entrance and cliff-like face, crowned by its colonnade of coupled columns, with a recessed front over, cannot well be much more graceful. At present the level of this colonnade has not been reached, and the public can scarcely appreciate how the work is going to be completed. This treatment with a lofty colonnade, high above the street, reminds one of certain American buildings, such as the Municipal Buildings at New York. Needless to say, such a high building has aroused a good deal of comment locally, as the upper portion is understood to be above the level that can be reached by the escape-ladders of the fire brigade. It should, however, be pointed out that King Street is very nearly 80 ft. wide opposite the greater part of this building, and that structures have frequently been erected in Manchester to a height of about twice the width of similar streets. It appears that the building was erected under powers conferred by the Canal Company's Act of 1924, but as the design of the actual building was not considered by Parliament it cannot be

Offices and works for E. Hulton and Co., Ltd., Withy Grove, by A. Rangeley.



Offices and works for E. Hulton & Co., Ltd., Withy Grove. Above, the entrance hall. Below, the vestibule.

alleged that any limit of vertical deviation was approved. In fact, it is common knowledge that the design had to be submitted for the approval of the Corporation in the usual way before it was erected. The Corporation do not, however, by sanctioning a design relieve the proprietors of their liabilities for the infringement of easements of light. In England there is nothing corresponding to the Dean of Guild Courts of Scotland.

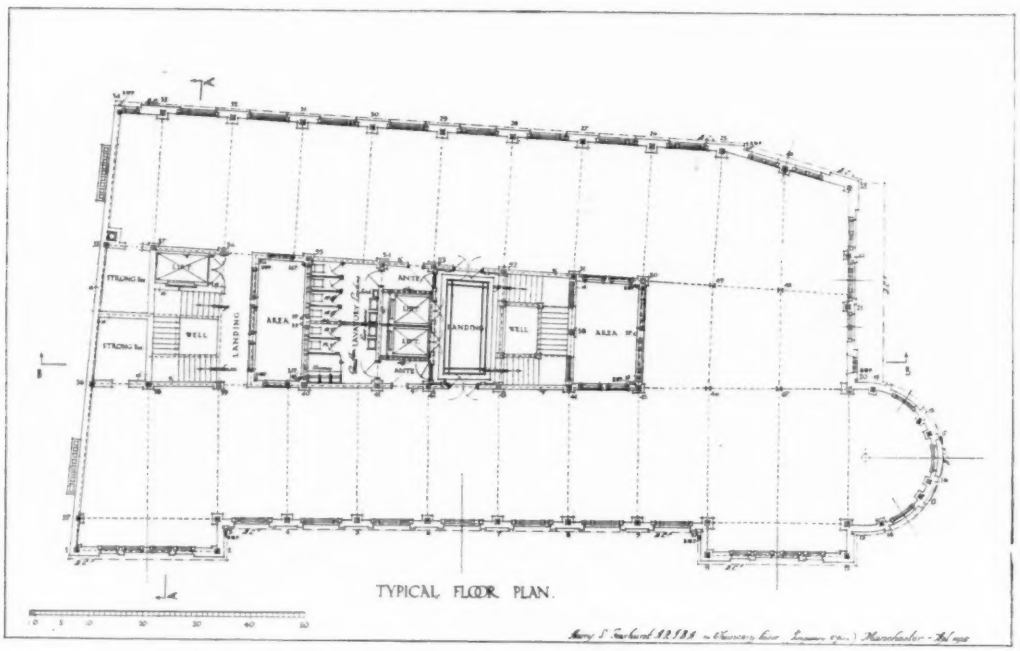
The regulations and powers relating to the heights of buildings in Manchester are not generally understood. It appears that there is no special Act of Parliament in force which prescribes definite maximum heights for new buildings. About 1865 the first building by-laws were adopted. These contained the usual clause that the heights of buildings should not exceed the width of the streets which they fronted. This was, of course, intended to refer more especially to dwelling-houses. In the 'fifties, however, an Act of Parliament had been obtained which was intended to apply only to " improved " or widened streets, and it is probably by this enactment that the Corporation possess powers to permit abnormal height. It has, however, to be remembered that, when this Act was obtained, the town consisted only of the central part of the present city; and, consequently, powers under this Act cannot properly be exercised outside that area.

This part of King Street has hitherto been one of the quietest and most favoured parts of the city, away from crowds and noise; the Pall Mall of the town, where banks, insurance companies, and clubs have competed for the acquisition of sites. If this quiet, sunny thoroughfare is to be surrounded in the future with office buildings about 140 ft. high, the whole character of the street will be changed, and its unique amenities will have gone for ever. Of course, changes must come; but the main point is : Are these changes for the benefit of the city and the public as a whole? The excellence of Mr. Fairhurst's admirable design from a purely architectural point of view is not a matter about which we need feel any doubt, provided that he deals satisfactorily with the building from all points of view in the American way, as he undoubtedly will, and does not expose the flanks and rear to attack and criticism. In this respect, those who are familiar with the architect's work will have little ground for apprehension.

The same difficulty did not present itself in his design for the large building for the Bleachers' Association, which had a long frontage to the river Irwell, and to important streets on two other sides. Moreover, that building only rises to a height of about eight stories above the street. In that case a bold cornice of restricted projection was used. The architect evidently hesitated to omit the cornice entirely, as in some of the recent tall American structures. That experiment has been tried by Mr. Swain in his " Parsonage Chambers," close by, and nearly opposite to the Bleachers' building. The treatment of this brick and stone building is pleasing in many respects, and reveals an exploratory temperament.

Shortly, it is understood, the erection of the new buildings for the Manchester Grammar School, designed by Dr. P. S. Worthington and Mr. Francis Jones, will be commenced on the Fallowfield site, in the southern part of the city. These buildings will be at no great distance from Ashburne Hall, one of the residences of women students at the Manchester University, recently built by Messrs. Thomas Worthington and Son. If the new school buildings should be as pleasing as Ashburne Hall in their general effect they will form a great acquisition to the city. The school, it is gathered, will be equipped in all respects in accordance with the best and most recent practice.

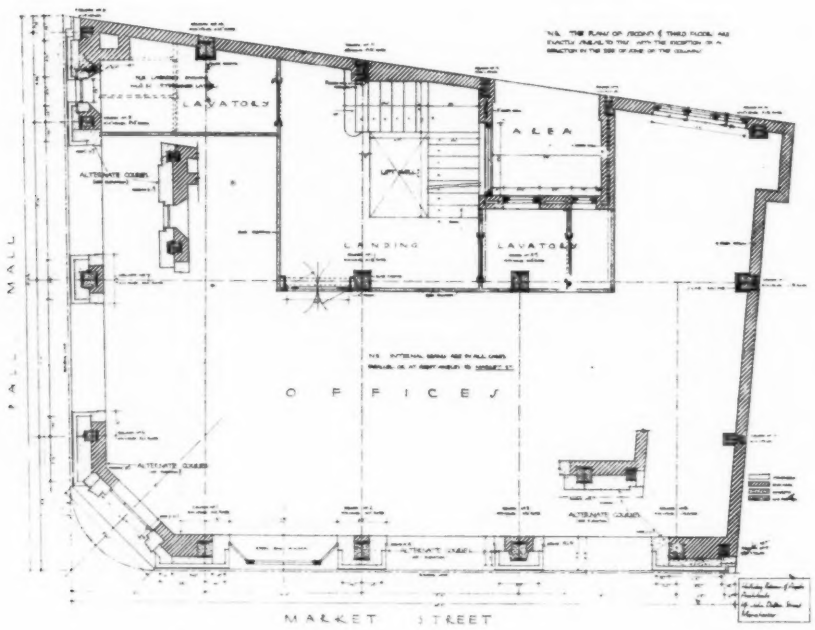
Tortworth House is an office building of much interest, by Messrs. Halliday, Paterson and Agate, at the junction of Market Street and Pall Mall, and one that visitors to Manchester should endeavour to see, together with Mr. Fairhurst's building for the Manchester Liners, Ltd., in St. Ann's Square. Some day visitors may be able to see the

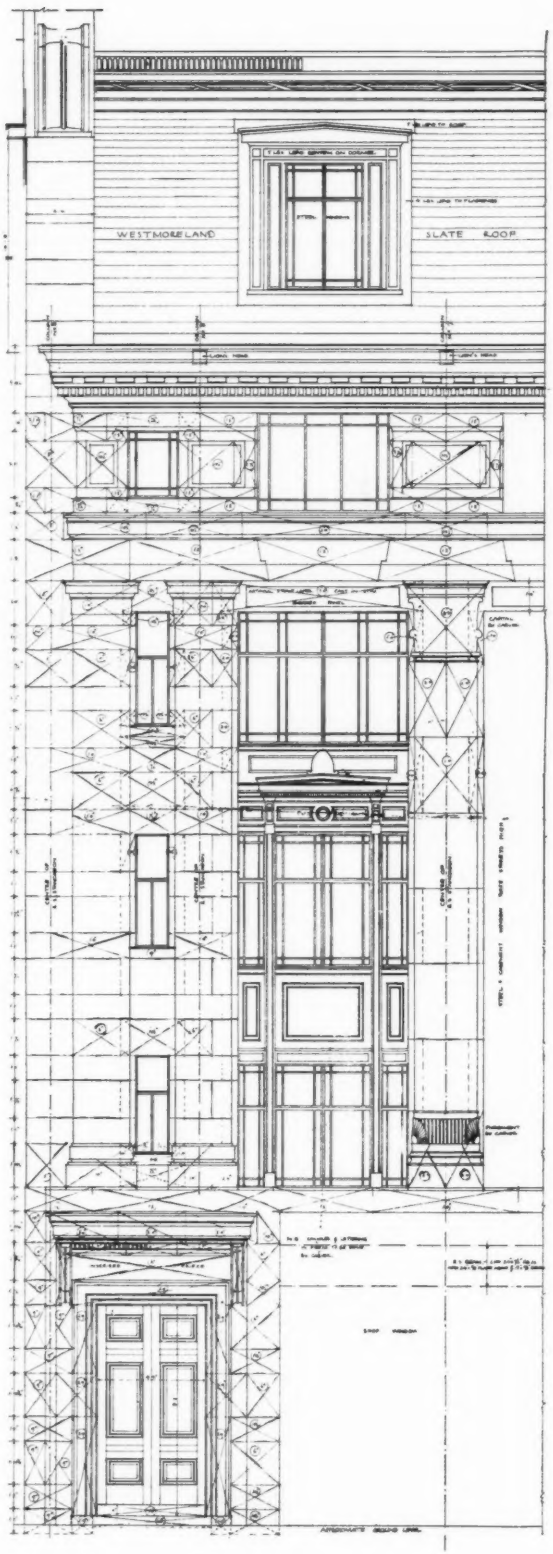


Blackfriars House, for the Bleachers' Association, Ltd., by Harry S. Fairhurst.

Blackfriars House, for the Bleachers' Association, Ltd.

Tortworth House, Market Street, by Halliday, Paterson, and Agate. Below, a typical upper-floor plan. A detail of the Pall Mall elevation appears on the facing page.





Tortworth House: A detail of the Pall Mall Front.

Art Gallery building, so cleverly designed by Mr. Ernest Berry Webber in the competition, in which Mr. Paul Waterhouse, Professor C. H. Reilly, and Dr. Worthington were appointed assessors. As it will be remembered, Mr. Paul Waterhouse did not live to act in this matter, and Mr. Arthur J. Davis was appointed to take his place. Our only hope is that a more worthy site may yet be found for Mr. Webber's building. The present site is not beautiful, and now it is proposed to make it still more ugly by forming a tramway lay-by beside the projected art gallery. Some years ago, before the war, the Corporation organized another competition for a combined art gallery and library building upon the same site. In that case, Messrs. Crouch, Butler, and Savage, of Birmingham, were selected by the assessor, Sir Reginald Blomfield, and received the first premium. Shortly the Corporation hope to organize another competition for the same public free library, this time in conjunction with extended municipal buildings. For the sake of the library, it is to be hoped that the scheme is not carried out. One thing at least is essential in the case of a large central library building, namely, opportunity for expansion; and that could not be obtained on the site proposed. In fact, in all probability, before long the municipal departments, judging by the rapid rate of their development, would be endeavouring to secure the new library buildings, in order to convert them to their own use. Nevertheless, the President of the R.I.B.A. has been requested to appoint assessors; and, provided they act as the Corporation desire, there will soon be an opportunity for enterprising young architects to participate in another competition, which may prove as fortuitous as the former one for the library building. Some day a civic society may prevent catastrophes of this kind, but even civic societies are not always infallible, and there is a danger of them becoming the mouthpiece of some small and self-interested faction. Probably, when we have a Ministry of Fine Arts, local civic societies may be co-ordinated to it, and be able to secure the advice of experts or of a standing tribunal when differences of opinion arise.

Following are the names of the contractors and sub-contractors who executed work in connection with the buildings illustrated on the preceding pages :—

Ashburne Hall, Manchester University (page 241).—General contractors, George Macfarlane and Son, Ltd., Manchester: sub-contractors : The La Brea Asphalte Co., asphalt; The Ravenhead Brick and Tile Co., Ltd., St. Helens, and C. A. Normanton and Son, Ltd., Manchester, bricks; J. and E. Moores, Ardwick, Stancliffe stone; Earp, Hobbs and Miller, Manchester, stone urns to gates and plaster work; W. Macdonald & Co., Ltd., Manchester, steel construction girders; The Manchester Armoured Tubular Flooring Co., Ltd., Swinton, fireproof floors; Wm. Higgins and Son, Manchester, fireproof partitions; Conway & Co., Manchester, tiles and fireplaces; Huntingtons, Ltd., Manchester, Cotswold stone slates; The Limmer and Trinidad Lake Asphalte Co., Ltd., asphalt flats; Humphries, Jackson and Ambler, Ltd., Manchester, casements and casement fittings and railings; Samuel Oakley and Sons, Manchester, plumbing work; Wm. Bailey & Co., Ltd., Manchester, drainage; Morrison, Ingram & Co., Ltd., Manchester, sanitary ware and fittings; Hollis Bros., Hull, wood block flooring; Reliance Flooring Co., Manchester, flooring, lavatories, etc.; J. Lightfoot, Manchester, electric wiring; C. E. Harwood, Ltd., Manchester, plaster work ; G. Jackson and Sons, London, plaster work and lead rain-water heads; Ed. Hart, Salford, Barlow Memorial entrance gates and main staircase, scrolls, and balusters; Faraday and Sons, Ltd., London and Birmingham Guild, Ltd., electric light fixtures, including lamps in grounds; Manchester Corporation, gas fixtures; Laidlaw and Thomson, Ltd., Manchester, door furniture, locks, etc.; G Brady

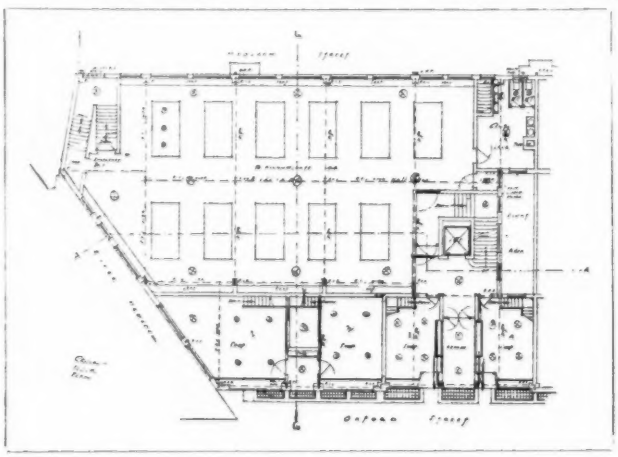
Extension to Imperial Buildings, Oxford Road, by Charles Swain.

& Co., Ancoats, Manchester, lifts; J. Carter, Sons, & Co., Ltd., Salford, jib crane; Saunders and Taylor, Manchester, heating and ventilating; John Faulkner, Manchester, lightning conductors; James Slater & Co. (Engineers), Ltd., London, cooking machinery.

Manchester Liners Ltd. Building (page 244).—General contractors, R. Carlyle and Sons, Ltd.; sub-contractors: J. Byrom, Ltd., excavation and foundations; R. Carlyle, stone; Moreland Hayne, structural steel; Elliott, Ellis & Co., central heating; J. Lightfoot, electric wiring; Edison and Swan, electric light fixtures; Jaffrey and Son, plumbing; Shanks & Co., sanitary fittings; Marley Bros., door furniture; Crittalls, casements; Geo. Wragge, railings and folding gates; Sutcliffe Binns, fireproof doors; Harwood and Sons, plaster; W. Thorpe and Son, joinery; Earp, Hobbs and Miller, carving stonework; C. W. Williams, and Conway & Co., tiling; A. and P. Steven, lifts.

Premises for Messrs. A. and S. Henry & Co., Ltd. (page 246).—General contractors, Peace and Norquoy, Ltd., Manchester, who also executed the demolition and excavation work, the foundations, and the joinery and office fittings: sub-contractors: Ragusa Asphalte Co., London, dampcourses and asphalt floors and roofs; Matthews and Mumby, Ltd., Manchester, reinforced concrete and fireproof construction; F. J. Barnes, Portland stone; Banister, Walton & Co., Manchester, structural steel; Henry Simon, Ltd., Manchester, chute and conveyor; The Luxfer Co., London, patent glazing; Burgess, Liverpool, wood-block flooring; Elliott, Ellis & Co., Manchester, central heating; Elliott, Ellis & Co., Manchester, and Ozonair Co., London, ventilation; Robt. Heyworth & Co., Manchester, plumbing; Shanks & Co., Manchester branch, sanitary fittings; Laidlaw and Thomson, Manchester, door furniture; Henry Hope and Son, Birmingham, casements; Arthur L. Gibson, Twickenham, rolling shutters; Booth & Sons, Bolton, fireproof doors; Art Pavements, Ltd., London, staircases and lavatories; C. E. Harwood, Ltd., Manchester, plaster; Hindshaw, Manchester, and G. Jackson, & Sons, London, decorative plaster; Bromsgrove Guild, Bromsgrove, metal work; F. M. and H. Nuttall (masons), Whitefield, Manchester, stonework; J. Stubbs and Sons, Liverpool, marble and tiling; Waring and Gillow, and Goodall's, Ltd., Manchester, furniture; A. and P. Steven, Ltd., Glasgow and Manchester, lifts; Royce, Ltd., Manchester, cranes. The electric wiring was carried out by the owners.

[*A further list of contractors appears on page 265.*]



The Ground-floor plan.

THE COMPETITORS' CLUB

OFFICES FOR THE WEST BROMWICH PERMANENT BENEFIT BUILDING SOCIETY

[This week our contributor SENESCHAL, *whose regular page on competitions was started on January 13, summarizes the conditions for the above competition. As this competition is limited to architects within fifteen miles of Birmingham, we publish his report as much with a view to showing our readers what are our intentions generally, as for the sake of those members of the profession who will be personally interested. The problem set does not appear to be a particularly difficult one, and the promoters' notions of expenditure are undoubtedly liberal. It will be seen that the sum of £50,000 is hinted at, and as the requirements do not seem to demand a building exceeding 300,000 ft. cubic content, the allowance appears to be an ample one.—Editor* A.J.*]*

ASSESSOR: MR. W. ALEXANDER HARVEY

FIRST PREMIUM	.. ..	£100
SECOND ,,	.. ..	£75
THIRD ,,	.. ..	£50

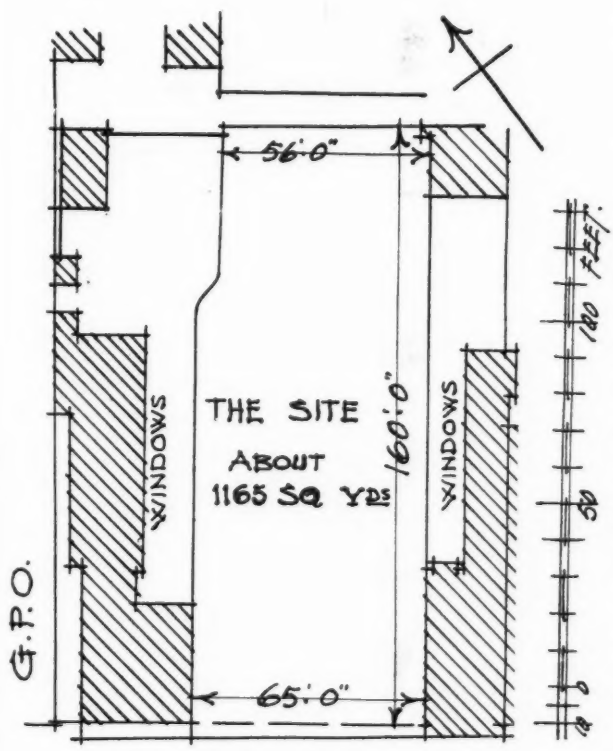
Payment in accordance with the R.I.B.A. scale.

If within twelve months of the award the "promoters" do not decide to proceed with the work a sum equal to 1½ per cent. on his estimate of cost (up to £50,000) will be paid.

No motto or device to be used.

Designs to be sent (carriage paid) to Mr. John Garbett, the secretary, West Bromwich Permanent Benefit Building Society, 301 High Street, West Bromwich, and endorsed "Design for New Offices," not later than March 31, 1926.

Questions must be addressed to Mr. John Garbett, as above, on or before February 13, 1926.



High Street, 66 ft. wide, Sewer, 24 ft. deep.

ACCOMMODATION REQUIRED

Basement

Basement extending under portion of the building only.

	Approx. area sq. ft. super.
[1] Strong-room for deeds, etc.	360
Filing-room	300
Men's cloak-room, two w.c.'s, and two lavs. ..	300
Heating chamber and fuel store.	
Store-room.	

GROUND FLOOR

If possible the whole of the accommodation for the Building Society, with two entrances to the main offices, with vestibules and swinging or revolving doors from the main street. There should also be an entrance for the use of the committee and staff from the main street without passing through the public space.

	Approx. area sq. ft. super.
Main office with ample counter room to which there should be easy access for the customers—with seven divisions for business to be transacted privately—one end of the counter to be set apart for new accounts, inquiries, etc.	1700
Secretary's room	200
Typists' room (telephone box in close proximity)	170
Auditors' room	300
Stationery room	220
Strong-room (approached from main office) ..	300
Committee room	800
Cloak-room adjoining committee room, with lavatory accommodation	100
Small cloak and lavatory accommodation for women.	

FIRST AND SECOND FLOORS

These floors to be occupied by offices for letting purposes, with necessary lavatories, and to contain approximately 2,000 sq. ft. super on each floor, which area will be exclusive of staircase, lavatories, etc., but including corridors.

GENERAL NOTES

Central heating and electric lighting throughout. The secretary's, auditors', typists', and committee rooms to have open fires. Cycle accommodation and entrance for motors from back passage.

The materials in the façade to be of brick and stone dressing.

DRAWINGS REQUIRED

Eighth-inch scale:—plans of each floor. Not less than two sections and three elevations.

Half-inch scale:—one entrance, and part of street façade.

No perspective view, but the successful competitor subsequently to submit a perspective drawing. Drawings on imperial sheets (22 in. by 30 in.) of white paper, mounted on plain compo board or card, in ink or pencil at competitor's discretion. All the elevations, sections, and details in monochrome. The plans must be coloured with a light wash of pale yellow, and the solids black. The area of all rooms, widths of corridors and stairs, and heights of sections clearly figured. The total combined net area of office floor-space provided on the various floors must be given. This can include chimney breasts, but must be exclusive of walls, stairs, corridors, lobbies, sanitary places, lifts, etc. Strong-rooms to count as office space. These figures should be put on sheet containing the general plan as well as in the report. Lettering and figures to be bold and clear.

The drawings must be accompanied by a concise typewritten descriptive report explaining construction, materials, finishing, heating system, etc., and giving any information which cannot be clearly shown on the drawings.

An estimate of the cost must also be included in the report, with measurements based on the cubic contents of the buildings measured from the top of the concrete foundations to half-way up the roofs, or 2 ft. above flats. The total number of cubic feet is to be given, and the rate per cubic foot allowed.

[1] May be on ground floor. If in basement, a service lift to ground floor in close proximity to the *committee room* and *auditors' room* is wanted.

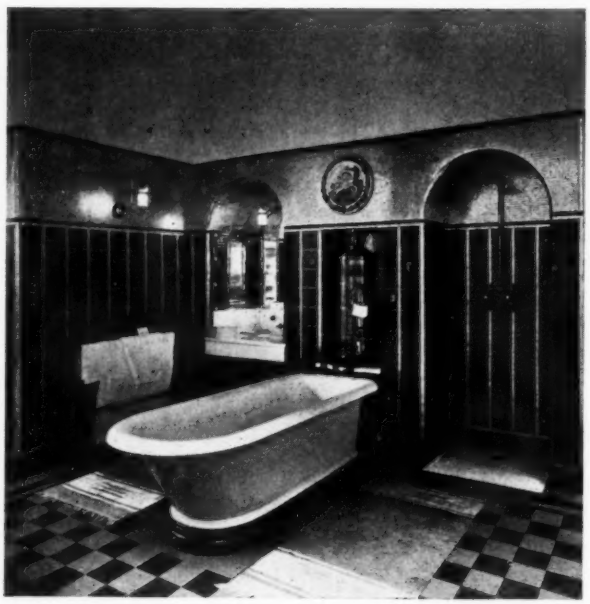
SENESCHAL.

THE MODERN BATHROOM

BY WILLIAM W. WOOD

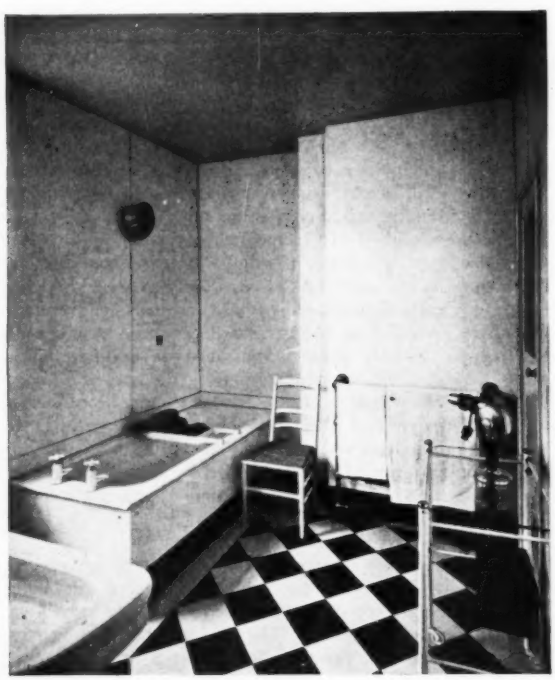
ii. THE WALLS, THE FLOOR, AND THE CEILING

WALLS, floor, and ceiling—might they not be one? Let the bathroom be circular in plan, domed, with an outlet for steam in the centre, and have the door and the window on the main axis; semi-circular niches on the cross-axis, a bow-fronted basin in one niche, and a bow-fronted glass, or marble topped table in the other; and a circular bath sunk in the middle of the apartment, with steps leading down from the direction of the door. Let the bathroom be in mosaics, and have a generous cove where the wall meets the floor, and a slight fall on the floor in the direction of the bath. The same kind of thing might be done in a rectangular room, by coving or barrel-vaulting the ceiling. If the ceiling is barrel-vaulted the lunettes lend themselves to decorative treatment in the form of pictures in tiles. A practical point in this connection is worthy of notice: if gold is used it is better to use leaf-gold, rather than pottery-gold, as the latter tends to tarnish. Unfortunately, mosaics are expensive, and it is usually necessary to think in terms of less costly materials. Vitrolite is an excellent material with which to cover the walls; its smooth, polished surface being easy to clean.

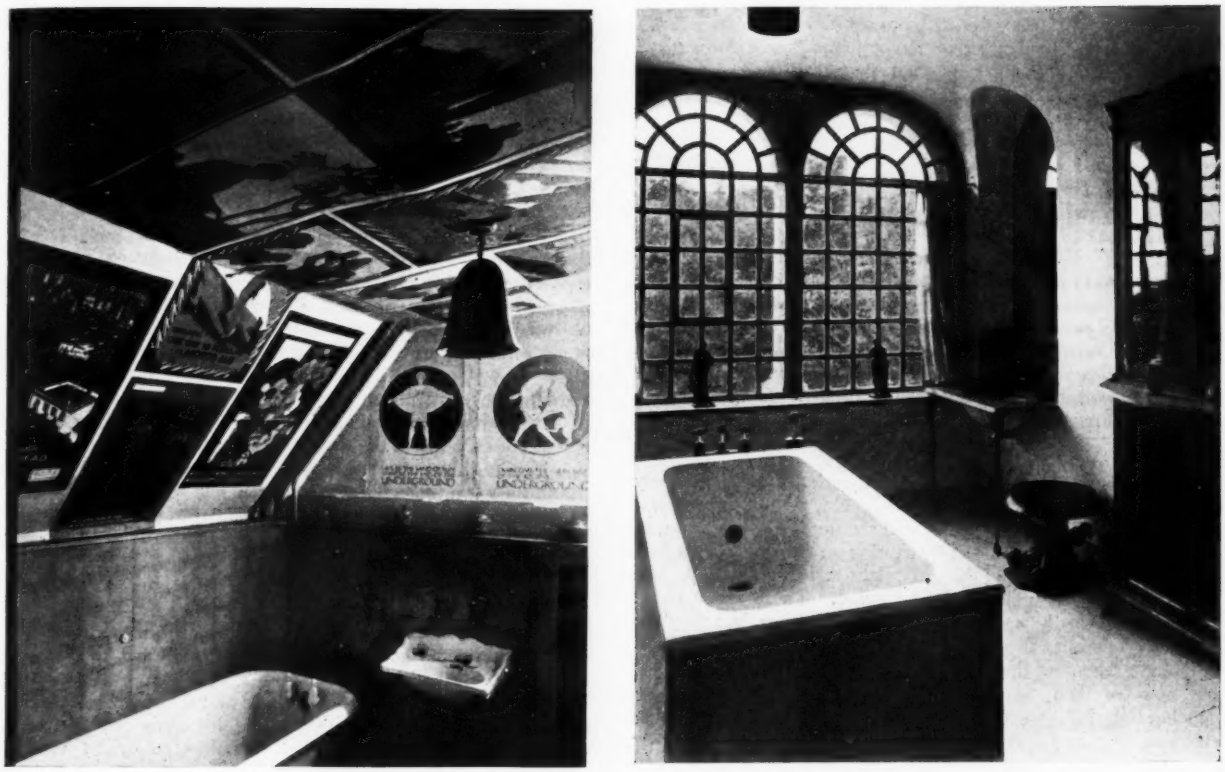


Tiles are particularly useful for forming a high dado, and sometimes this is designed with a black tile skirting at the foot, and a black band of tiles at or near the top. In the bathroom by Mr. Percy V. Burnett, a section of which was given in my previous article, the dado is 5 ft. 6 in. high, and is in black and golden-brown tiles. The upper part of the walls and the ceiling were primed, and painted with two coats of zinc white and one of enamel. The skirting is in black tiles, with a cove to the floor, and the floor is covered with rubber a quarter of an inch thick.

Rubber tiles make an excellent floor finish. If two or more colours are to be employed it is better to use separate tiles, as in this way the colour is the same throughout the thickness, and wear will not affect the colour-scheme. Rubber to rubber



Above, a bathroom by H. Austen Hall. Below, bathrooms by Arthur J. Davis and Sir Edwin Lutyens.



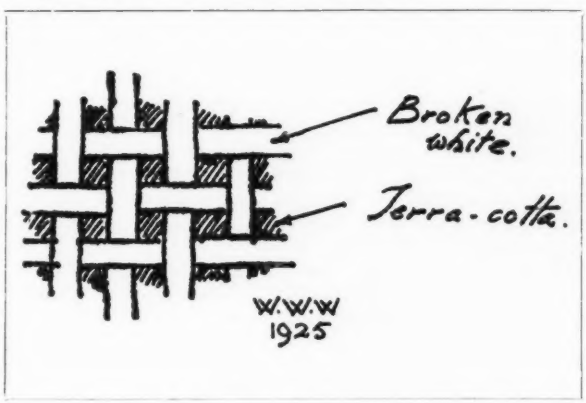
A bathroom by Lord Gerald Wellesley at Sherfield Court, and (right) a bathroom by Basil Ionides. In the former posters are used for decorating the walls and ceiling.

makes the best joint, but as water is liable to percolate through the joints between the tiles (in spite of the edges being stuck) an undersheeting of rubber is advisable, on which to bed the tiles. When using a single colour, or an imitation marble design (in which case it is, of course, not necessary to use tiles) only the one thickness is necessary. The only danger then lies in the border strips, and these are usually well away from the splash area. An alternative for the coved tiles, between floor and wall is a hardwood cavetto. In addition to rubber there are a number of patent composition floors, and with these the floor cove is formed in the material. One of the best materials with which to finish the bathroom floor in the average house is cork. This is laid in tiles, and patterned as desired. The greatest advantage secured by the use of cork lies in its warmth, both visual and tactile. It also takes a good polish.

Having discussed the ordinary materials let us for a moment consider novelties. At Sherfield Court, Lord Gerald Wellesley has a bathroom papered with Underground Railway posters. These are varnished, and cover the walls and ceiling. Old sporting prints, coloured prints of works by the famous caricaturists, and possibly sketches from periodicals, might be used in a similar way.

Numerous attempts have been made to introduce more colour into bathrooms, but there is always the great difficulty of discordance. At the outset it must be remembered that anything likely to be affected by steam cannot be considered satisfactory, also that a colour scheme that may at first please may become tiresome later. White, or black and white, therefore are safest in any permanent form. If varnished wall-papers or coloured enamels are used the colour scheme can be varied quite easily, say, every three years. Curtains, too, provide an opportunity for altering the colour-note. Coloured baths, basins, and fittings will form the subject of a later article. In an all-white bathroom relief can be obtained by means of curtains, by the use of hanging plaques, tiles, or pottery in colours, and by placing a piece of Dresden ware on the window-sill, or a coloured shade over the light. A floor of concrete with a smooth cement finish painted will be found particularly suitable for a country cottage, where a pleasing, yet cheap, floor is required to withstand hard wear. The door which, incidentally, can be made a splash of colour, is often out of all proportion to the size of the apartment. Although the height of the door cannot be varied, a width of 1 ft. 10 in. to 2 ft. 3 in. is usually quite enough.

For the shower-bath the all-mosaic compartment is ideal. Failing this a terrazzo or composition floor, with Vitrolite walls, window-sill and reveals, and ceiling will be found satisfactory. I saw an interesting bathroom the other day, in which the walls were covered with an interlacing design in Rust's unglazed tiling, in broken white and terra-cotta, thus :



[*To be continued.*]

"ARCHITECTS AND THE NEXT WAR"

BY OUR SPECIAL REPRESENTATIVE

[*Last week* ASTRAGAL *quoted some remarkable opinions on Mr. H. W. Nevinson's articles on this subject which appeared in our issues for January 13 and 20. The questions raised by Mr. Nevinson are, we feel, of such unparalleled importance, and are so closely related to the architect's function in society, that we have arranged for a special representation to undertake a more comprehensive inquiry. In the following article the first results of this inquiry are set forth.—Editor,* A.J.]

It is established beyond doubt that a series of raids regularly carried out by an efficient air force could, within two weeks, reduce central London to ruins, and demoralize the population completely. It is possible that by causing an even swifter tragedy in Paris, Berlin, or Rome, the war might end in a few days, and part of our own capital might be saved. There are various, although admittedly feeble, forms of aerial defence, but they are of no direct concern to architects. There are a number of schools of thought regarding the most effective means of direct protection, but none of them appears to have reached really satisfactory conclusions. Mr. Nevinson has suggested the possibility of constructing deep bomb-proof chambers below every important new commercial building, with steel ceilings and roofs of reinforced concrete. These, he says, should be connected by stairways with the tubes, so that a thorough communication might be maintained from one part of London to another. This system would have to be ventilated by tunnels reaching the open air at various points outside London. It would have to be lit, provisioned, and drained.

Mr. Harley Dalrymple-Hay has had unequalled experience o tunnelling, having designed and built fifty-four miles of tube railways in the London area, also the Post Office railway for the transmission of underground mails, which will shortly be opened. This railway, as a matter of fact, has already sheltered many objects of value belonging to the British Museum from the danger of aerial attack during the last war. When I asked him whether such a vast scheme as the one outlined by Mr. Nevinson could possibly be executed, he answered with a smile that for engineers nothing was impossible. "As a matter of fact," he continued, "for schemes of that nature London is the most fortunately placed of all the great cities. For whereas others are built on rock, gravel, chalk, or marshy soil, the London blue clay is the cheapest and most satisfactory medium for excavation. That is why London is the easiest town in the world for building tube railways in. I suggest that there should be inclined tunnels at frequent intervals, leading down from the streets, so that in case of danger people could run down them, and avoid the waste of time and confusion which would result from the use of lifts." Asked whether these tunnels would not admit gas very easily, he replied that if the whole system were very well ventilated from the apertures outside the city there would be a constant and powerful upward draught which would prevent gas from entering for a considerable time.

"Although all these things could be done," Mr. Dalrymple-Hay continued, "the cost would be so stupendous that I think the Government would be better advised to devise some scheme by which, in case of danger, the civilian population could be evacuated into specially prepared camps in the country. The Government would itself, of course, remain behind in underground quarters." But even in such camps the people would be entirely at the mercy of the enemy, and the danger during the evacuation, from panic, entailing terrible results, would be a grave one.

I inquired if he could give me any idea of the cost of providing some sort of subterranean shelter for everybody in London?

"I could not even make the roughest estimate," he replied, "but I will give you some figures which may help you to gain some idea of the magnitude of the sum required. The cost of constructing one yard of tunnel twelve feet in diameter is about £60, and of one twenty-five feet in diameter £200. That would be the cost of the bare tunnel, unlined, unlit, without ventilation, sanitation, or accommodation." It is clear, then, that the cost alone renders such a scheme impracticable.

There is a less ambitious scheme which has the support of Captain Joseph Morris. He thinks that although in the far future the designing of shelters will become an integral part of town planning which will be dominated by aerial development, it is sufficient at present to construct a subterranean place of safety for the Government, provide a number of well-protected shelters in very crowded areas, and make certain regulations governing the construction of all new buildings. He considers that if the strength of their steel frames were to be largely increased, not only would the damage caused by explosives be very much localized, but also the buildings themselves would be able to stand the extra weight of a layer of concrete which, he suggests, would be placed on their roofs in time of war. One objection to the last proposal is that the first raids would be likely to follow so closely upon the outbreak of war that there would hardly be time to place concrete upon many roofs. Captain Morris considers that architects should, in general, devote more attention to the effects of explosives upon buildings than they have done hitherto.

Mr. Gordon Selfridge expressed to me very forcibly his view of the question. He thinks that another European war is very unlikely to take place in the near future, and that preparations of the kind outlined by Mr. Nevinson, besides being prohibitively costly, would merely be a provocation to other powers. "There will be more wars, but not yet, and at present the whole idea is absurd and unnecessary," he concluded.

Mr. Walter Leaf, director of the Westminster Bank, also condemned the proposal on the ground of expense. "The only way to do away with the risk of aerial attack is to prohibit the use of aeroplanes; besides, if people indulge in such follies as wars they must be prepared to pay the price," he said.

Mr. Arthur Ponsonby, M.P., told me that he thought that political action for the prevention of war is likely to be of far greater use than schemes of defence.

[*To be concluded*]

CORRESPONDENCE

THE SUPERFLUOUS ARCHITECT

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—The question seems to me to be whether or no architecture is an art. If it is an art comparable with music and poetry, it must surely be as essential that there should be an architect as that there should be a composer or poet. A symphony, poem, or play, might, no doubt, be the work of a syndicate, but unless this were directed by one master-mind the product could hardly be of great artistic significance. The critic whom you quote, in your leader of January 13, as saying that "great architecture has never been produced by architects, but only by builders and craftsmen," is only confessing our ignorance of conditions in Medieval times. Is it conceivable that such men as William of Wykeham, Hugh of Lincoln, and Poore of Salisbury were only cogs in a wheel? They were bishops, but, although not known by that name, they certainly were also architects. When we come to Inigo Jones and Wren, and the era that they initiated, we find the architect recognized as such, although Wren was almost everything else as well—except a bishop.

When Mr. Gill complains that the architect nowadays "must have his cornices, pillars, pilasters—God knows what—to get his *effect*," he voices a complaint that many of us will endorse against the English architect's recent methods, while Sir Reginald

Blomfield, in his *Quarterly Review* article, has ably stated the case against what we may call modernism. To my mind mere "reasonable planning"—however much we may expand the meaning of the word "planning"—must have something added to it if it is to produce the art of architecture and not mere building. Mr. Gill's attitude in wishing to eschew every form of ornament appears to arise from an unduly pessimistic view of the modern workman's outlook. When the man has the chance he fills his own house with ornaments—bad ones, no doubt—but bad as they are they indicate an irrepressible desire for decoration that is susceptible to education. It is impossible to design even a prison satisfactorily if we use nothing that could be termed ornament. The truth must lie, as it always does, in reconciling these extreme points of view, and in giving the utilitarian building that twist and touch of decoration that will produce and emphasize a fine proportion and the sense of abstract significance that the trained eye demands in a work of art.

MANNING ROBERTSON

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—Like Mr. Eric Gill I admire straightforward architecture, and am interested in the work of the Medieval period when, as some folks tell us, master craftsmen and not architects were responsible for making the designs. But we are apt to judge the work of the Middle Ages by the standard of the exceptionally sound surviving specimens; to suppose that the average of architectural production reached a high level, and that the period was particularly favourable to honest craftsmanship, and unfavourable to the production of shoddy and sham. As regards a certain class of architectural production, this is undoubtedly true. Work that was intended to be permanent really has endured in strength and beauty for centuries; but, as a whole, Medieval architecture has its black side. Apart from the great abbeys and castles, many people were badly housed, sanitation was rudimentary or non-existent, and deadly plagues added a climax to a host of minor discomforts.

Before the war I enjoyed the privilege of living for a year in Palestine, under conditions which must have paralleled fairly closely those of Medieval Europe in so far as architecture and the crafts were concerned. Stone-walled and stone-vaulted houses were still being erected in a delightful fashion by village builders, and the results were generally excellent, but on the other hand, a great number of persons had to exist without houses or sanitation. Some lived in tents in accordance with an ancient tradition, and struck camp when they had fouled the surrounding countryside to an unendurable extent, but other less fortunate folk lived in caves or in tumbledown shacks built of odds and ends of material amidst heaps of solid and pools of liquid sewage. If I admit that the stone masonry achieved under these conditions appeals to my taste in architectural art and gives me far more pleasure than I ever derive from modern works of "civilized" architecture, I have also to admit that modern drains also have their advantages. In judging the architectural success of a certain period it is fair to take the whole into consideration and not only the part.

Squalid surroundings are not necessarily unpicturesque, and the art of the Medieval master mason looks well in places where manners are still primitive. The white lily contrasts finely with the black mud. Our modern architecture suffers from the reversal of many of the conditions which made Medieval architecture fine and look fine. The divine rights of King and Church no longer hold our attention, but the divine rights of the pauper do, and architecture has been adjusting itself gradually to the altered Faith.

For the man in the street a fine wide street is required, and architecture has to provide it. Level pavements, sewers, and outfalls, by-laws, and obedience to by-laws now occupy a large place in the sum total of architectural productive activity. The poor and the housing of the poor really interest us of this generation, and the attention that is concentrated upon adding the rest-room and the sick-bay to the factory building leaves the architect less leisure to worry whether he ought or ought not to specify a few yards of Classic, or Gothic, trimming from the machine-shop. If he decides in favour of sticking up "ornamental" details derived from some past style he probably makes an artistic blunder, but since he made it through having his mind occupied with a more important matter, he will be excused by all who sympathize with his respect for human life and health.

Our so-called architectural buildings, the homes of the rich, naturally suffer in an age when attention is being directed towards the homes of the poor, and the modern mansion is largely a matter of upholstery—of actual cushions, and of spiritual cushions in the form of "correctly" applied detail in accordance with a favoured period of decoration. No one really thinks of this as architecture, and we all know that the gimp and the tintacks will reveal themselves for what they are in the course of a generation. Apart from this poor stuff, the average of useful architectural work turned out all over England in response to the claims of convenience is genuinely worthy of praise, and it must not be forgotten that the superior standard of comfort and hygiene has been achieved very largely under the direction of modern specially trained architects and by the agency of modern contractors.

Mr. Eric Gill's invitation to the architect of to-day to plan according to reason has already been acted upon in several important matters, though the training of architects might well be directed towards practical common sense in arrangement and construction. My experiences of Medieval methods do not lead me to suppose that the substitution of master builder for architect and contractor is the principal factor in the production of extraordinarily splendid architectural works of art. The great thing that struck me in Palestine was the knowledge and interest of the client in what his builder was doing. Old building accounts of Medieval works show clearly that the client and his steward performed many of the functions now exercised by the architect and the contractor in ordering the arrangement of parts in the building, and even determining structural details and dimensions, as well as engaging and paying the craftsmen employed. The skill and taste of the artistic king is undoubtedly reflected in the wonderful design of Westminster Hall roof, for in those days he who paid the piper called the tune, and was evidently no poor judge of the music. Now that architects are so often left without the support and appreciation which might be given by clients acquainted with construction and design, it is quite futile to sigh for the return of the old arcadian methods which can only exist where poor facilities for transport have limited the number of building materials, and so have permitted all parties interested to know a great deal concerning their use.

We shall have to endure the architect and the contractor, and to put up with an ignorant client. One's endeavour must be to train them all in the matters essential to our modern view of life and architecture in its relation to the poor.

WILLIAM HARVEY

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—Your leading article of January 13 and the reply from Mr. Eric Gill are pieces of somewhat discursive criticism which do not, if I may humbly suggest it, altogether strike at the roots of the matter in question, that is, the functions or superfluity of the architect.

Unfortunately, I have to rely upon quotations (or misquotations !) of Mr. Gill's original article; I have not read it, that is a pleasure which shall be taken at the earliest opportunity, but with his letter of reply I find myself somewhat in agreement.

The fundamental question at issue would appear to be concerned with the "problem" of commercialism, and the use of machinery, and with the whole collection of expedients and usages which together go to make up the life of to-day; and it is Mr. Gill's semi-recognition of this issue that gives interesting piquancy to his criticism. The entire system is one which has arrived, grown up as a result of historical factors, which it is not necessary to detail here. However closely one examines these factors, the result is the same, the system is here, a part of us, a part of the life we live; and, architecturally speaking, it is these very things,

commercialism, machinery, and so on, that are the materials which we must use (or get used by !).

To make use of these conditions and factors of modern life to merely produce the " styles " can only be regarded, from any general view-point, as the immature imitations of children. As men (or architects—designers and supervisors of building-work—as Mr. Gill usefully indicates) we surely should be capable of using the conditions of our time more and more as time goes on, and eliminating more and more the mis-use of them, a mis-use that produced the horrors of the latter half of the last century. To stand and theorize about the time when " ' big business ' has burst itself " is surely an invitation to that " bogey " to celebrate a complete victory.

The function of the architect (if he has one, and I am inclined to think that it is more than a function—it is a " mission ") is to produce the *most* beautiful building he can, as the result of the presentation to him by those concerned, of all the detailed instructions and factors which affect that building, *and by consideration of, and for, the life of his day.*

In an ideal statement of his functions he must overlook nothing; his building must be scientific, it must " work "; it must be economical, for times are hard; it must provide under these two heads every amenity that is at present known, or possible; and if it does these things, it is well on the road to being, æsthetically, a piece of architecture, a thing that is necessarily beautiful to those who use it, or even to those who only look at it. With the exception, perhaps, of certain phases of the obviously imitative renaissances of various periods of history, it is the recognition of this outlook (conscious or sub-conscious) which has produced the structures of the past, whether they be " Classic," " Gothic," or whether they be Forth Bridges or Assuan barrages, and whether they be designed by architects or engineers. Classic columns and cornices, however, exactly copied from engraved plates, violate the economy clause; therefore, design supports and protective members that function as well (if you can), and which *are* economical; and by what is saved by such adjustments, it may be possible to provide greater amenities of heating, ventilating, fittings, or embellishment, which, in turn, would have their æsthetic bearing on architecture. Merely to repeat the wails of Ruskin, Morris, and even more recent writers, regarding the use of machinery, and what are, after all, factors of our modern life, is surely to hedge around the problem, and to imply a certain fear of such useful factors. It is no wonder that scientific thought, both theoretical and practical, is inclined to ignore the arts, including architecture; for science is much further ahead, and the painters, sculptors, and architects are merely in the stage of still quarrelling among themselves like the ecclesiastical assemblies of old. Scientific discovery and the use of the most functional article stands now related to architecture, much as it stood related to organized religion in the fifteenth century; its severance from " orthodox art " may well be a worse state than its erstwhile exile by " orthodox religion " !

S. ROWLAND PIERCE

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—It is difficult to understand Mr. Eric Gill's reply, more difficult than to enjoy his beautiful drawing, or to perceive what are the ideals of his archaistic sculpture. A criticism of modern practice that regards the sphere of the architect as " first of all to protect his client from the rapacity of the commercial building contractor "—who is described as conducting a business under circumstances in which " it is natural enough that he should lose what little he had left of a sense of either honesty or beauty "—gives away all Mr. Gill's claim to be taken seriously. It is difficult to characterize statements adequately which are not merely unbalanced, but perversely unjust to a great and honourable industry. The insight which sees beauty in any service honestly fulfilled in construction, whether in building a warehouse, a bridge, a ship, or a wagon is fundamental to real criticism of building art and architecture; but this insight is wall-eyed if the ampler beauties of considered composition and intelligent reference to historic form are denied existence—as Mr. Gill's remarks on Waterloo Bridge imply. Protest is abundantly needed to-day against the unintelligent use of pseudo-architectural adornments; especially against the silly tendency of the architectural schools to design compositions and use forms, the constructive nature of which is either ignored or relegated to a constructional expert. Of the effect of this schooling recently published prize designs are sad evidence.

BERNARD RICE

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—I read with interest Mr. Eric Gill's original philippic in " Pax," but it left me still unconvinced that our only hope of salvation is to return to the spirit of medieval times. I was, however, sorry for our poor profession of architecture, and blushed to think I belonged to so degraded a calling. I am, however, comforted to find by Mr. Gill's reply to your recent leading article that architects and builders are not the only villains; his condemnation extends to " preaching and praying—to the making of anything whatsoever."

We are thus all " in for it," and the world has apparently merely marked time, if nothing worse, since the thirteenth century, or whatever particular period of the Middle Ages Mr. Gill considers to have embodied man's greatest achievements. But as we cannot put back the clock, will Mr. Gill tell architects (as by his own showing we are for the time being one of the world's necessary evils) what constitutes good building (I use the word " building " advisedly), and what he calls a really reasonable plan ? He sneers at what he calls architects' " effects," but mouldings or any ornament applied to structural features must result in some sort of " effect," and I should be glad if he will tell us what " effects " are allowable, and how they are to be arrived at. After all, his pet medievalists arrived at some very pronounced " effects," often applying ornament for the mere sake of producing an " effect."

E. EDWARD BEAUMONT

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—Mr. Eric Gill's long letter is very interesting, and full of fun and all that, besides being delightfully reminiscent of the 'eighties and 'nineties.

He tends, however, to " cut the cackle and get to the horses " when he says (I hope I get it right) " if there's some fairly lively acanthus carving on St. Peter's or St. Paul's—well, there's nothing like that on the new north front of the British Museum."

Surely we do not mind facing this problem, and admitting that neither is there any such effort on the main front of that building, nor, shall we say, on the Parthenon ?

Have we not been through all this business of the little builder and his trusty workers over and over again ? Are we not sick to death of the sham homeliness of the imitation-medieval worker's cottage and the uncomfortable, if rough-hewn, benches and chairs, and all the rest of it ?

Surely we are not going to be afraid once more of getting over-cultured. The risk is slight and well worth running.

W. S. PURCHON

THE GEOLOGICAL MUSEUM

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—Sir James Pennethorne and Sir Henry de Beche used Anston Stone for the façades to Piccadilly and Jermyn Street. The masonry to-day, after three-quarters of a century, is in excellent condition, unaffected by the London atmosphere.

The much deplored and expensive failure of the masonry at the Houses of Parliament, where the same stone was used, is due to the careless scamping and irresponsible way in which that work was done.

The moral is obvious. The best stone needs careful selection, weathering and bedding. This is emphasized by the success of the Museum, and the failure of the Palace.

BERESFORD PITE

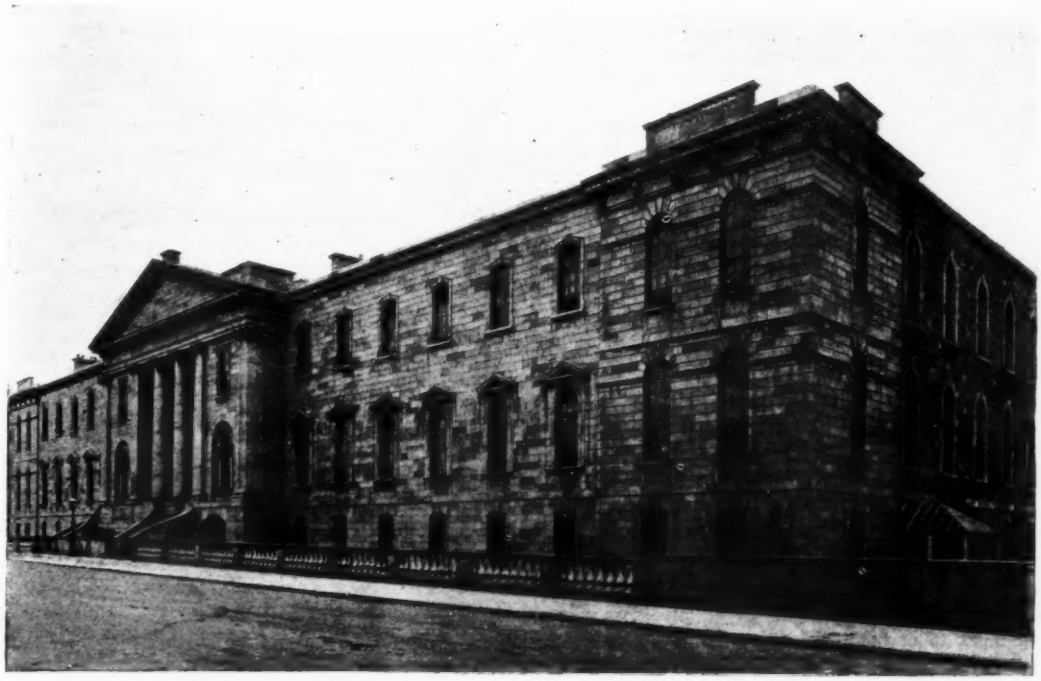
LITERATURE

THE DUBLIN CITY SURVEY REPORT

It does not look as if the form of presentation for civic surveys has yet become stereotyped, and, happily, it may be long before this comes about. Of the half-dozen or so that have now been published no two follow the same general programme. Whatever formula may be adopted at the start the characteristic differences between one city and another break through it, and dictate varied methods of approach to their study. Dublin stands by itself as illustrating the effects of three centuries of alternating fortunes on its civic structure, and this survey, while open to criticism in matters of detail, has the merit of making clear the character of the city and its environs, and the extent to which these have been influenced by its chequered history. That the importance of this point of view is recognized is shown by the study given to the archæological section where the growth of the city is traced. Up to the nineteenth century Dublin, in the fortunate position of a capital, received skilled guidance in its planning and buildings, and even later the traditions were maintained for a time, the Act of Union having caused only a temporary setback, without greatly affecting its expansion, which depended more and more on commercial and industrial activities.

The reduction of the population of Ireland, owing to the famine of 1847, brought the city to a standstill until towards the end of the century, and this period of stagnation and poverty is responsible for most of the ills that have reduced a city finely situated and nobly planned to its present condition of squalor and chaos. With its restoration to the position of a national capital, conjoined to its established position as the principal port of the Free State, Dublin must visualize these functions as dominating its future. This is recognized by the authors of the survey.

The survey throughout emphasizes the possibility of remaking the city on the lines its importance justifies, but at the same time the consideration of urgent practical requirements is not neglected. Recreation and educational facilities are reviewed. The hygienic condition, the problem of most immediate urgency, next receives attention, and this naturally leads up to Dublin's demands in respect of housing. The overcrowded and dilapidated tenements are notorious, and many of the small houses are ill-built and insanitary. The financial burden of rehousing so large a proportion of the population will be very difficult to support, but a good beginning has been made, and in some way or other funds will have to be provided if the city is determined to restore



Above, the Rotunda Hospital, Dublin. Below, the Mater Misericordiæ Hospital, Dublin.

its position in this respect. It is gratifying to note the recommendation that rebuilding on the present sites is not desirable, the removal of the rehoused people to healthier positions in the suburbs being advised. This is a move in the right direction, as no proof is now needed to show that overcrowding is specifically inimical to health.

Industry and commerce next claim attention. Dublin has at present a considerable industrial output, and it is considered that this might be vastly increased, an important factor being the employment of electric power.

Then we come to the traffic problems. The general route plan of Dublin is a good one, but towards the centre it has, like most large cities, points of congestion and difficulty. Moreover, it is obvious that with the anticipated expansion such congestion will become more acute, and that central improvements must go step by step with growth and development. The plan premiated in the recent competition gives an excellent basis for the reorganization of the centre of the city, and it is to be hoped that its leading features may be adopted.

As a whole the survey is full of interest, and is well provided with illustrations and maps. If a criticism may be ventured it is that some of the latter might be a good deal clearer and more definite in respect to the points they aim at illustrating. Several show too much, rendering it a little difficult to disentangle the main issue, while others are reduced to too small a scale. Then, a volume running to some 150 pages would be improved by an index, though the summary of contents does in a measure supply the place of this. Perhaps it is hypercritical to mention these minor points in a production dealing with so many aspects of city life in so clear and explicit a fashion. H. V. LANCHESTER.

The Dublin Civic Survey Report, prepared by Horace T. O'Rourke, F.R.I.B.A., and The Dublin Civic Survey Committee. Hodder and Stoughton, Ltd., London. 1925. 21s. net.

KELLY'S DIRECTORY OF THE BUILDING TRADES

By natural accretion, directories grow bulkier with each successive appearance. Eventually they become too heavy for comfort in use. Kelly's *Directory of the Building Trades* having reached this awkward size, the question arises, whether its condition is natural and inevitable, or whether it is not rather the result of a desperate endeavour to make the directory as complete and comprehensive as it certainly is—the consequence of reviving the data without re-arranging the method of presentment.

Division of the book into two or more sectional volumes suggests itself as an obvious way out of the difficulty; but that remedy would substitute other and perhaps graver inconveniences: a reference book—or, for that matter any other book—in more than one volume being subject to such disadvantages as the missing volume nuisance: the volume that you specially want going astray, or perchance unpurchased and unpurchasable. It is decreed by malign fates that in either contingency the volume you particularly want to consult is always precisely the one that is missing. With the one-volume book no such awkward mischance is possible.

But that is the only advantage of the self-contained book; and that advantage is outweighed—quite literally, and as a matter of avoirdupois—by such huge bulk as that of the volume under which our table is at this moment a-groaning. We therefore venture to suggest to the publishers that in their own interests, as well as in those of the users, it would be well to devise some convenient method of reducing the inordinate size of this building-trades classic.

Both the reason for this plethoric portliness and the remedy for it are quite obvious. It is plain that the editor, in his anxiety to help the user to find his way about so huge a store-house of facts, has over-classified its contents. He affords a little too much guidance. Thus we get an index to towns and places, an index to trades, an index to names of advertisers, a classified index to advertisements, and so forth. As if all this analysis were not enough, there are added: a list of persons arranged alphabetically in counties in England; a somewhat similar list for towns in Scotland; another for towns in Wales; and yet other lists for Ireland, for the Channel Islands, and for the Isle of Man. It would not really surprise us to find that in later issues sections will be devoted to the Andaman and the Fiji Islands! It would appear to us that much of the information given under these heads could be re-arranged with greater economy of space, as well as of the time spent in finding out under which caption one is to look for the item sought.

That Kelly's *Directory of the Building Trades* is nevertheless an exceedingly useful book is not for one moment denied. In fact we must confess to having found it so indispensable as to wish frequently and feelingly that it weighed much less in poundage than it does in utility. A more economical arrangement of the same materials would be beneficial to all concerned, whether in the production, or in the consultation, or the price, postage, and porterage of this indispensable but over-grown volume.

Kelly's *Directory of the Building Trades*. Comprising every trade and profession in any way connected with architecture and building throughout England, Scotland, and Wales, and the principal towns in Ireland, the Channel Islands, and Isle of Man, 1925. London: Kelly's Directories, Ltd. Price 50s.

COMPETITION CALENDAR

The following competitions are announced with the full approval of the R.I.B.A.

Saturday, February 13. Clock tower with drinking fountains to be erected in the new park, Blackpool, as a suitable memorial to the late Dr. William Henry Cocker, J.P., first Mayor and Honorary Freeman of the Borough. Assessor, Mr. E. Bertram Kirby, O.B.E., F.R.I.B.A., President of the Liverpool Architectural Society. Particulars from Mr. D. L. Harbottle, Town Clerk. Deposit £1 1s.

Wednesday, March 31. New offices for the West Bromwich Permanent Benefit Building Society. Open to practitioners within fifteen miles of Birmingham. Assessor, Mr. W. A. Harvey, F.R.I.B.A. Premiums, £100, £75, and £50. Particulars from Mr. J. Garbett, Secretary, 301 High Street, West Bromwich. Deposit £2 2s.

Thursday, April 1. Public Hall, Topsham. Premiums £50, £40, and £30 respectively. Assessor, Mr. Walter Cave, F.R.I.B.A.

Friday, April 30. Australian National War Memorial, Villers Bretonneux, France. Open to Australians. Particulars from High Commissioner's Office, Australia House, Strand. Deposit £2 2s.

No date. Conference Hall, for League of Nations, Geneva. 100,000 Swiss francs to be divided among architects submitting best plans.

No date. Manchester Town Hall Extension. Assessors, Mr. T. R. Milburn, F.R.I.B.A., Mr. Robert Atkinson, F.R.I.B.A., and Mr. Ralph Knott, F.R.I.B.A.

The following competitions have not as yet been brought to the notice of the R.I.B.A.

No date. Café in the Mooragh Park, for the Ramsey Town Commissioners. Particulars from Mr. J. Bell, clerk, Town Hall, Ramsey.

No date. Open Air Bath, Morecambe. Premiums, £100, £50, and £25. Particulars from Town Clerk.

No date. Isolation Hospital for Infectious Diseases, Doncaster. Assessor, Mr. T. R. Milburn, F.R.I.B.A. Particulars from Mr. W. Bagshaw, Town Clerk. Deposit £1 1s.

No date. Secondary School for Girls, Worcester. Premiums, 100 guineas and 50 guineas. Assessor, Mr. Herbert T. Buckland.

PUBLICATIONS RECEIVED

Some Lesser Known Architecture of London. By James Burford and J. D. M. Harvey. Benn Bros. Price 15s.

Dutch Architecture of the Twentieth Century. By F. R. Yerbury. Benn Bros. Price 32s. 6d.

Changing London. By Hanslip Fletcher. Cassells. Price 10s. 6d.

Builders' Estimates and Pricing Data. By Henry A. Mackmin. London: Chapman and Hall, Ltd. Price 9s. 6d. net.

SOCIETIES AND INSTITUTIONS

R.I.B.A. Visiting Board

Special meetings of the R.I.B.A. Visiting Board (excluding meetings connected with visits to schools of architecture) will be held at the R.I.B.A. on June 24 and October 21. Schools of architecture wishing to bring any matters before the R.I.B.A. Visiting Board should communicate with the Secretary to the Board of Architectural Education not later than June 1 and October 1.

The R.I.B.A. Examinations

Following are the dates for the forthcoming R.I.B.A. examinations :

Intermediate Examination.—May 28, 29, 31, June 1 and 3 (last day for receiving applications, April 23); November 19, 20, 22, 23, and 25 (last day for receiving applications, October 16).

Final and Special Examinations.—July 7, 8, 9, 10, 12, 13, and 15 (last day for receiving applications, June 4); December 1, 2, 3, 4, 6, 7, and 9 (last day for receiving applications, October 30).

Examination for the R.I.B.A. Diploma in Town Planning.—June 30, July 1, 2, and 5 (last day for receiving applications, March 1).

Statutory Examination.—October 20, 21, and 22 (last day for receiving applications, October 2).

Berks, Bucks, and Oxon A.A.

The fourth annual dinner of the Berks, Bucks, and Oxon Architectural Association was held at Reading. Mr. H. S. Rogers, M.A., F.S.A., F.R.I.B.A., the President of the Association, occupied the chair. Mr. J. Wells (vice-chancellor of Oxford University) proposed "The Town of Reading and its University." He congratulated the town in that it was shortly to have a university, and declared that the college had set an example in regard to several points in development. In the first place the college authorities had not erected big buildings and left them insufficiently endowed, but first of all had taken old buildings and had them well staffed. The college had also set an example by its conveniently adapted hall and its splendid library and with regard to its hostel system. He wanted architects to try to persuade the people of this country first of all that beauty was an important part of life, and, secondly, that it was never right to destroy an old building, which was still serving its purpose, because it was out of date. Mr. W. R. Howell, in response, referred to the work of the Reading Corporation in the construction of two bridges, and said there was talk about the building of three other bridges, the three structures in question being High Bridge, Crown Bridge, and Factory Bridge. The widening of those bridges was necessary by the exigencies of modern traffic, but there were obvious reasons why the work should be postponed. In the case of High Bridge, it was a thing of beauty which they did not want to destroy, and in the case of the other bridges they did not want to add to the already heavy burden of Reading's debt. Mr. Howell proceeded to give instances of certain private houses in Reading, the architectural beauty of which had been spoilt by exterior alterations of various kinds. He regretted that the Architectural Association had been unable to prevent such spoliation.

The Norfolk and Norwich Association of Architects

At the annual meeting of the Norfolk and Norwich Association of Architects, held at Norwich, the following officers and members of Council were elected for 1926 : President, Mr. E. T. Boardman, F.R.I.B.A.; vice-presidents, Messrs. S. J. Wearing, A.R.I.B.A., and J. Page, B.A., A.R.I.B.A.; hon. secretary, Mr. E. W. B. Scott, A.R.I.B.A.; Council members, Messrs. E. H. Buckingham, A.R.I.B.A., C. Upcher, and J. Owen Bond, L.R.I.B.A. ; Associate member of Council. Mr. C. L. Lister; honorary auditor, Mr. E. J. Tench, F.R.I.B.A. The prizes awarded for competition of drawings and sketches to Messrs. E. C. Scott, C. J. Messent, and J. R. Palmer were presented.

THE POST-WAR DEVELOPMENT OF MANCHESTER

Further names of contractors who executed work in connection with the buildings illustrated on pages 248 to 256 are given below :—

The Royal Mail Steam Packet Co.'s Building (page 248).—The superstructure has not yet been commenced, but the following works are being carried out by the firms named : Stuarts Granolithic Company, concrete raft; Tinker and Young, substructure; David Colville and Sons, Ltd., steelwork. The quantities have been prepared by Messrs. Oakley and Sanville, who are also acting as consultants.

Works for Hulton & Co., Ltd. (page 250).—General contractors, R. Carlyle & Co., Ltd.; sub-contractors : E. Wood & Co., Ltd., steelwork; The Lancashire Brunswick Rock Asphalt Co., Ltd., concrete floors, etc.; Harwood & Co., plasterers; J. Stubbs and Sons, Liverpool, marble work; Conway & Co., tiling, etc.; Mather and Platt, sprinklers; General Electric Co., Ltd., electric fittings; Milner Safe Co., Ltd., strong-room doors; Waygood-Otis, Ltd., lifts; Ashwell and Nesbit, heating; Kendal Milne & Co., Ltd., Waring and Gillow, and F. Drury, Ltd., furnishing.

Blackfriars House (page 252).—General contractors, J. Gerrard and Sons, Ltd., Swinton, Manchester; sub-contractors : Banister, Walton & Co., Ltd., steelwork; F. M. and H. Nuttall, Ltd., and Jno. Freeman, Sons & Co., Ltd., Portland stonework and granite; Earp, Hobbs and Miller, ornamental stone carving ; Geo. Wragge, Ltd., and Bromsgrove Guild, Ltd., ornamental ironwork; J. and H. Patteson, and Marbello, Ltd., marble; Frank Drury, fibrous plasterwork in board-room and committee-room; Goodalls, fibrous plasterwork in chairman's room; J. and A. Hart, general plasterwork ; J. Gerrard and Sons, Ltd., bricks, fireproof floors and wood floors, lift enclosure, and plumber's work; Christie Patent Stone Co., patent stone staircases and artificial stone ; Geo. Wragge, Ltd., metal casements ; Conway & Co. and C. W. Williams & Co., Ltd., Manchester, tiling; Elliott Ellis & Co., heating and ventilating; Frank Drury, Goodall, Lamb and Heighway, Ltd., and J. Gerrard and Sons, Ltd., panelling and joinery; Waygood-Otis, Ltd., lifts; Marley Bros., Ltd., and N. F. Ramsay & Co., Ltd., ironmongery; John Lightfoot, electric light; Limmer and Trinidad Lake Asphalte Co., asphalte; Chas. Bell, painting; Sturtevant Engineering Co., Ltd., vacuum cleaning; Baird and Tatlock, Ltd., laboratory fittings; Shanks & Co., Ltd., sanitary fittings; John Faulkner, lightning conductor; Marbello, Ltd., marble. J. and H. Patteson lined the walls of the main entrance hall in specially selected Lunel Rubane marble, with grand antique skirtings, capping, and bands, all in an architectural treatment designed by the architect. The floors are in Roman stone, with grand antique marble borders. The pavements in the banking space for the District Bank on the ground floor are in Roman stone, with grand antique marble margins and lines.

Tortworth House (page 254).—Sub-contractors : J. and E. Moores, stonework; G. Dobson and Sons, joinery; J. and H. Patteson, circular staircase in white marble; W. Wadsworth & Co., lifts; Conway & Co., tiling; Earp, Hobbs and Miller, stone carving; H. H. Martyn & Co., steel windows; Humphries, Jackson and Ambler, wrought-iron work; Hindshaw & Co., fibrous plaster; Terradura Floor Co., patent floors; John Booth and Sons, Bolton, steelwork; F. Sage & Co., shop fronts.

Extension to Imperial Buildings (page 256).—General contractor, E. Tonge, Irlams-o'-th'-Height ; sub-contractors : Moseley Construction Co., Ltd., excavation; B. Morton and Sons, foundations; S. H. Bonsall, concrete blocks; Grip Steel Bar Co., reinforced concrete; Portland, Bath and Portland Stone Quarries, also Barnes Quarries, stone; Lambourne & Co., Limited, structural steel; J. and H. Patteson & Co., tiles; F. Sage & Co., Ltd., sunblinds and shopfittings; O. W. Williams, plaster; Fearnley & Co., Ltd., joinery; J. and E. Moores, stonework; Waygood-Otis, Ltd., lifts.

LAW REPORTS

LIBEL ACTION AGAINST THE EXECUTIVE OF THE LONDON MASTER BUILDERS' ASSOCIATION.

Higgs and Hill, Ltd., v. Brown and others. Court of Appeal. Before Lords Justices Bankes, Warrington, and Atkin.

The Court were engaged for a considerable time hearing an appeal by the defendants, the Executive of the London Master Builders' Association, from an order of Mr. Justice Finlay in chambers affirming an order of the learned Master made upon an application by the defendants for leave to amend the statement of defence and substitute other paragraphs.

Mr. Stuart Bevan, K.C., Mr. R. K. Chappell, and Mr. E. J. Rimner appeared for the appellants, and Mr. Barrington Ward, K.C., and Mr. Spence, K.C., for the respondents, Messrs. Higgs and Hill, Ltd.

Mr. Bevan said his appeal was in regard to that part of the proposed amendment by the defendants refused by the Master altogether. The present action was of the class discussed some time ago, in which Bovis, Ltd., were the plaintiffs against the same defendants. The case hinged on what was known as "wage-rate default." The action was brought in respect of five or six publications, the first being in a long letter to the R.I.B.A. In 1920 a national agreement was entered into between the builders and the men, and an agreement was come to by which the wages should be fixed and paid on a national basis. There were disputes, and they were referred to Sir Hugh Fraser. About the beginning of 1925 the question as to the payment of rates more than the rates fixed came up, and the Association passed by-laws that those builders who did this should be asked to sign an undertaking that they would pay no more than or less than the standard rate prevalent, and that in the case of disputes about the hours of labour and other matters they would follow the decision of the committee of the Master Builders' Association. What happened here was, having reason to suppose that the plaintiffs were paying more than the standard rate, the defendants sent them a circular and asked for an undertaking to be signed, and they signed to pay no more or less than the standard rate, but they refused to follow the directions of the Association in trade disputes. Upon this the defendants declared them to be in "wage-rate default," in accordance with the by-laws. The defendants justified that view, saying that wage-rate default had a "peculiar and definite meaning." The defendants said that the words were true in substance and in fact. The Master, on the application of the plaintiffs, struck out that part of the justification as to the special meaning of "wage-rate default." In the Bovis case there was no plea of justification in a special sense. The summons before the Master by the defendants was for leave to amend the defence, and the defendants' proposal was to strike out a certain part of the defence and substitute for it a defence which covered several pages of printed matter. Counsel submitted that the libel and the justification should be open to him to rely on to the full extent of the defendants' view. Under the by-laws the plaintiffs were in "wage-rate default," and the defendants were precluded from putting forth that plea by the order made by the Master.

Mr. Barrington Ward said the question raised was of considerable substance as to the plea of justification. Counsel submitted that this was an attempt to get away from an order that was properly made. Here the appellants reproduced in a new guise the part which had been struck out. Apart from the inuendo, the plaintiffs complained that the words read by sensible persons inferred that the plaintiffs actually broke the undertaking they signed.

Lord Justice Warrington thought that the fact that the words "wage-rate default" were in inverted commas in the circular, inferred they were taken from the by-laws.

Mr. Barrington Ward contended that in the public eye the words bore a defamatory meaning, and reflected on the plaintiffs. He submitted that the pleading was not a pleading within the proper pleading laid down in the text-books. Counsel submitted that what the appellants sought to do was irregular and widening the issues which the plaintiffs set out to meet, and should not be allowed.

Lord Justice Bankes, in giving judgment, said this matter involved a question of principle. If the defendants wished to justify they must justify the language complained of. The question was what were the defendants entitled to justify. They must be entitled to justify the whole range of the plaintiffs' complaint. They must be entitled to justify the inuendo as alleged, and entitled to justify the language in its ordinary and natural meaning. In his lordship's opinion the order was made under a misapprehension. He thought in justice to the parties and in order that the real issues might come up for trial, the Court should allow the appeal as to the plea in the defence, part of which the Master had struck out. The appeal would be allowed on this point.

Lords Justices Warrington and Atkin concurred.

The question then arose as to "particulars" to be given by the defendants, and Mr. Bevan said his clients would give the "best particulars" they could, and Mr. Barrington Ward accepted that.

The Court ordered accordingly costs of this appeal to be costs in the cause.

DRAINAGE—LIABILITY FROM FLOODS.

Willetts v. King. King's Bench Divisional Court. Before Justices Salter and Acton.

This was an appeal by the plaintiff, Mrs. Ellen Willetts, of Heath Street, Winson Green, Birmingham, for a revision of Judge Amphlett, of the Birmingham County Court, in favour of the defendant, her landlord, in an action she brought against him in respect of the flooding of her floors with drainage through an obstruction in the drains which led to her house. The County Court judge said he was asked to say, on the authority of Rylands *v.* Fletcher, that the defendant was liable for action as some wrongdoer, and he could not do that. The defendant had delayed in attending to the matter, and he thought that negligence on his part was proved. Had defendant carried out promptly necessary repairs, serious consequences might have been avoided.

Mr. Willes, for appellant, submitted that the defendant was liable for the continued using of an obstructed drain. Defendant occupied the drain, he never contended he was not liable to repair, but he said "A tenant caused the obstruction against my will by misuse of my drain." He did not do anything till the sanitary inspector personally went to see him. Plaintiff wrote to defendant on April 16, and it was on May 8 that defendant went to the house and the obstruction was removed. Counsel pointed out that where one system of drainage served several houses of one landlord, he agreed a landlord was not liable for actual misuse of a proper drain by a tenant, but was liable for continued misuse.

Mr. Norris, for respondent, contended that before the appellant brought herself within the doctrine of Rylands and Fletcher she must prove that the defendant was in occupation or control of the drain. All the evidence showed that he was not. There was nothing to show that the whole of the properties were not let to the tenants. It looked as though, under Section 13 of the Public Health Act, 1875, the drain was in the control of the local authority. Five lavatories ran into it, and it was a sewer, the materials as well as the control of which vested in the local authorities. The previous question of "duty" did not arise, as negligence had not been alleged.

The Court dismissed the appeal.

Mr. Justice Salter, in the course of his judgment, pointed out that five houses were drained by a combined drainage which he fancied would not find favour to-day. The point of the judge's decision was not wrong in law. The general rule of Ryland and Fletcher was that a person who for his own purpose collected on his land and kept there anything likely to do mischief if it escaped must keep it in at his peril or he was *prima facie* answerable. Plaintiff had not proved that this system of pipes was in defendant's occupation and control. A tenant might have refused him on his premises to investigate. It looked as though the pipes were in the occupation and control of the respective tenants. Whether the drain was a sewer was never considered at all, and the plaintiff had never proved that defendant brought anything on the land for his own purpose. In dismissing the appeal his lordship remarked that appellant, if she liked, might endeavour to make out some other cause of action against the respondent.

THE WEEK'S BUILDING NEWS

Housing at Luton.

The Luton Town Council has decided to erect a further 250 houses of various types.

Building Developments at Aberdeen.

Plans of buildings to cost £10,738 have been sanctioned by the Plans Committee of the Aberdeen Town Council.

Housing at Darlington.

The Darlington Corporation has decided to erect fifty houses in pairs and blocks of four upon a site on the Geneva Road East.

350 Houses per annum at Wallsend.

The Borough Surveyor of Wallsend has presented a report in regard to a proposal to build 350 houses per annum.

Rotherham Housing Project.

The Rotherham Corporation is committed to erect 1,526 houses. The cost, including land, roads, and sewers, will be approximately £1,076,500.

An Electricity Station for Middlesbrough.

The Electricity Committee of the Middlesbrough Corporation proposes to erect a new electricity generating station, together with the installation of the necessary plant.

Housing at Gainsborough.

The Gainsborough Urban District Council has instructed its surveyor to prepare plans and estimates for the erection of fifty houses on the Spital housing site.

Housing at Cupar.

The Cupar Dean of Guild Court has granted warrants to the Cupar Town Council for the erection of twenty brick houses at Westport, and thirty-eight steel houses at Dalgairn.

Flats for the Working Classes.

The Birkenhead Town Council has decided to erect nearly 100 flats for the working classes at a cost of £49,000.

The L.C.C.'s Contract for British Bricks.

The London County Council has contracted for the supply of 5,000,000 bricks of British manufacture. The Council considers that British bricks afford the greatest economy.

A Big Housing Scheme for York.

The York City Council has decided to accept tenders for the construction of 100 all-brick houses at a cost of £89,385, and 216 steel-frame houses at a cost of £102,591.

A New Station for Frodingham.

The L.N.E.R. directors have decided to remove the existing passenger station at Frodingham to a site a short distance to the west, where an entirely new station will be constructed.

A New Cinema for Sheffield.

The Albert Hall, Sheffield, which was originally opened in 1873, is to be pulled down, and a super cinema is to be erected on the site. It is intended to begin the work before June.

The Norbiton Estate Housing Scheme.

Work will shortly be started on a £14,750 contract to build a block of thirty concrete flats on the Norbiton Common Farm estate, lying between Malden and Kingston-on-Thames.

More Houses for Stafford.

The Stafford Town Council has decided to purchase, for the purpose of further housing schemes, 14 acres of land at a cost of £4,500. It is proposed to erect 135 houses on the site at a cost of £477 each.

A Housing Scheme at Glasgow.

The Glasgow Corporation has under consideration a scheme for the provision of 1,000 houses to accommodate tenants living under conditions of overcrowding and unable to pay high rents.

Houses for Lochend.

The Corporation of Edinburgh has obtained permission to erect 224 houses at Lochend as a first instalment of 1,000 houses to be built by a Leeds firm. The cost will be £375 per house.

Housing at Bolton.

The Bolton Corporation hope to complete a further 110 houses by the end of the year. In addition it is proposed to build 460 houses on other sites, making a total of 747 altogether. Of these 100 are steel houses.

Street Improvements at Rotherham.

The Rotherham Borough Council proposes to purchase certain lands required for the improvement of College Street, Church Street, and Westgate. The cost of the works would amount to £10,000, and the cost of the land to £62,000.

Coventry's Land Purchase Scheme.

The Coventry Corporation has projected a scheme comprising the purchase of 2,334 acres of the Stoneleigh estate, situated in the Styvechall, Canley, Gibbet Hill, and Tile Hill districts, at a price of £110,000.

A Lewisham Housing Scheme.

The Lewisham Borough Council has decided to acquire 43 acres of land at Grove Park, and to proceed with a housing scheme, which is to be submitted to the Ministry of Health. A recommendation to build immediately 131 houses has been adopted.

A Scottish Housing Company.

A company subsidiary to the Scottish National Housing Company, Limited. has been formed .to undertake the Government's housing scheme of 2,000 steel houses in Scotland.

Housing at Harrogate.

The Harrogate Corporation has decided to carry out another housing scheme, comprising the erection and completion of thirty type "A" (non-parlour) houses on the Bilton Lane estate and the Crab Lane site.

Building Activity at Worthing.

Activity in the building of private houses at Worthing continues. Last month plans for ninety-seven houses and fourteen other buildings, representing a total estimated cost of £62,685, were passed by the Corporation.

A New Subway for Blackfriars.

The Corporation of London and the Metropolitan District Railway Company have come to an arrangement for the construction of a subway to link up Blackfriars Station and the public ways at Blackfriars Bridge.

A New Court House for Rotherham.

The West Riding County Council has decided to carry out a scheme for the erection of a new court house at Moorgate, Rotherham, in accordance with plans and specifications prepared by Mr. P. O. Platts, architect, County Hall, Wakefield.

A Jewish Institute for Leeds.

It is proposed to build a new Jewish Institute in Leeds, comprising a gymnasium, club-rooms, smoke-rooms, dance hall, billiard hall, lounge, cloak-rooms, offices, lavatories, etc., at an estimated cost of £18,000. The architect is Mr. K. Glass, Saville Row, Newcastle-on-Tyne.

A New Roadway at Stockport.

The Stockport Town Council has decided to accept a recommendation to cover the River Mersey from the Wellington Road arches, Mersey Square, to Lancashire Bridge, a distance of 480 yards, and form a new roadway. The cost is estimated at £200,000.

Bournemouth Improvements.

Big undertakings now being carried out by the Bournemouth Corporation are the new pavilion (£170,000), the extension of the undercliff promenade at Boscombe (£55,000), and the reconstruction of Boscome Pier head (£20,000). The Council has also decided to proceed with the extention of sewer outfalls at a cost of £40,459, schemes for the reconstruction of the entrace to Bournemouth Pier (£18,000), and the extension of the West Undercliff Promenade (£56,000).

RATES OF WAGES

			I	II
			s. d.	s. d.
A	ABERDARE	S. Wales & M.	1 8	1 3½
A₁	Abergavenny	Do.	1 7½	1 2½
B	Abingdon ..	S. Counties	1 6	1 1½
A	Accrington	N.W.Counties	1 8	1 3½
A₃	Addlestone	S. Counties	1 6½	1 2
A	Adlington ..	N.W.Counties	1 8	1 3½
A	Airdrie ..	Scotland	*1 8	1 3½
C₁	Aldeburgh	E. Counties	1 4	1 0½
A	Altrincham	N.W.Counties	1 8	1 3½
B₃	Appleby ..	N.W. Counties	1 4½	1 0½
A	Ashton-under-Lyne	N.W.Counties	1 8	1 3½
A₃	Atherstone	Mid. Counties	1 6½	1 2
B₃	Aylesbury ..	S. Counties	1 4½	1 0½
B	BATH ..	S.W.Counties	1 6	1 1½
B₃	Banbury ..	S. Counties	1 4½	1 0½
B₂	Bangor ..	N.W. Counties	1 5	1 1
A	BarnardCastle	N.E. Coast	1 8	1 3½
A	Barnsley ..	Yorkshire	1 8	1 3½
B₁	Barnstaple	S.W. Counties	1 5½	1 1½
A	Barrow ..	N.W.Counties	1 8	1 3½
A	Barry ..	S. Wales & M.	1 8	1 3½
B₃	Basingstoke	S.W. Counties	1 4½	1 0½
A	Batley ..	Yorkshire	1 8	1 3½
B	Bedford ..	E. Counties	1 6	1 1½
A₂	Berwick-on-Tweed	N.E. Coast	1 7	1 2½
A₃	Bewdley ..	Mid.Counties	1 6½	1 2
B₃	Bicester ..	Mid. Counties	1 4½	1 0½
A	Birkenhead	N.W.Counties	†1 9	1 3½
A	Birmingham	Mid. Counties	1 8	1 3½
A	Bishop Auckland	N.E. Coast	1 8	1 3½
A	Blackburn	N.W.Counties	1 8	1 3½
A	Blackpool	N.W.Counties	1 8	1 3½
A	Blyth ..	N.E. Coast	1 8	1 3½
B₃	Bognor ..	S. Counties	1 4½	1 0½
A	Bolton ..	N.W.Counties	1 8	1 3½
A₃	Boston ..	Mid. Counties	1 6½	1 2
B₁	Bournemouth	S. Counties	1 6	1 1½
A	Bradford ..	Yorkshire	1 8	1 3½
A₃	Brentwood	E. Counties	1 6½	1 2
A	Bridgend ..	S. Wales & M.	1 8	1 3½
B₂	Bridgwater	S.W. Counties	1 5	1 1
A₁	Bridlington	Yorkshire	1 7½	1 2½
A	Brighouse ..	Yorkshire	1 8	1 3½
B₁	Brighton ..	S. Counties	1 6	1 1½
A	Bristol ..	S.W. Counties	1 8	1 3½
B₃	Brixham ..	S.W. Counties	1 4½	1 0½
A₃	Bromsgrove	Mid. Counties	1 6½	1 2
C	Bromyard ..	Mid. Counties	1 4	1 0½
A	Burnley ..	N.W.Counties	1 8	1 3½
A	Burslem ..	Mid. Counties	1 8	1 3½
A₂	Burton-on-Trent	Mid. Counties	1 7	1 2½
A	Bury ..	N.W.Counties	1 8	1 3½
A₃	Buxton ..	N.W.Counties	1 6½	1 2
B	CAMBRIDGE	E. Counties	1 6	1 1½
B₃	Canterbury	S. Counties	1 4½	1 0½
A	Cardiff ..	S. Wales & M.	1 8	1 3½
A	Carlisle ..	N.W.Counties	1 8	1 3½
B	Carmarthen	S. Wales & M.	1 6	1 1½
B₂	Carnarvon ..	N.W.Counties	1 5	1 1
A₁	Carnforth ..	N.W. Counties	1 7½	1 2½
A	Castleford ..	Yorkshire	1 8	1 3½
B₁	Chatham ..	S. Counties	1 5½	1 1½
B₁	Chelmsford	E. Counties	1 5½	1 1½
B	Cheltenham	S.W. Counties	1 6	1 1½
A	Chester ..	N.W.Counties	1 8	1 3½
A	Chesterfield	Mid. Counties	‡1 8	1 3½
B₃	Chichester ..	S. Counties	1 4½	1 0½
A	Chorley ..	N.W.Counties	1 8	1 3½
B₂	Cirencester	S. Counties	1 5	1 1
A	Clitheroe ..	N.W.Counties	1 8	1 3½
A	Clydebank	Scotland	1 8	1 3½
A	Coalville ..	Mid. Counties	1 8	1 3½
B₁	Colchester ..	E. Counties	1 5½	1 1½
A	Colne ..	N.W.Counties	1 8	1 3½
B₁	Colwyn Bay	N.W.Counties	1 5½	1 1½
A	Consett ..	N.E. Coast	1 8	1 3½
B₁	Conway ..	N.W. Counties	1 5½	1 1½
A	Coventry ..	Mid. Counties	1 8	1 3½
A₃	Crewe ..	N.W.Counties	1 6½	1 2
A₃	Cumberland	.....	1 6½	1 2
A	DARLINGTON	N.E. Coast	1 8	1 3½
A	Darwen ..	N.W.Counties	1 8	1 3½
B₃	Deal ..	S. Counties	1 4½	1 0½
B₁	Denbigh ..	N.W.Counties	1 5½	1 1½
A	Derby ..	Mid. Counties	1 8	1 3½
A	Dewsbury ..	Yorkshire	1 8	1 3½
B	Didcot ..	S. Counties	1 6	1 1½
A	Doncaster ..	Yorkshire	1 8	1 3½
C₁	Dorchester	S.W.Counties	1 4	1 0½
A₃	Driffield ..	Yorks	1 6½	1 2
A₃	Droitwich ..	Mid. Counties	1 6½	1 2
A₂	Dudley ..	Mid. Counties	1 7	1 2½
A	Dundee ..	Scotland	1 8	1 3½
A	Durham ..	N.E. Coast	1 8	1 3½
B₁	EASTBOURNE	S. Counties	1 6	1 1½
A	Ebbw Vale	S. Wales & M.	1 8	1 3½
A	Edinburgh	Scotland	1 8	1 3½
A	E. Glamorganshire & Mon. Valley	S. Wales & M.	1 8	1 3½
B	Exeter ..	S.W. Counties	§1 7	1 2½
B₂	Exmouth ..	S.W. Counties	1 5	1 1
B	FELIXSTOWE	E. Counties	1 6	1 1½
A₃	Filey ..	Yorks	1 6½	1 2
A	Fleetwood ..	N.W.Counties	1 8	1 3½
B₃	Folkestone	S. Counties	1 4½	1 0½
A	Frodsham ..	N.W.Counties	1 8	1 3½
B₃	Frome ..	S.W.Counties	1 4½	1 0½
A	GATESHEAD	N.E. Coast	1 8	1 3½
B₁	Gillingham	S. Counties	1 5½	1 1½
B	Gloucester ..	S.W.Counties	1 6	1 1½
A₂	Goole ..	Yorkshire	1 7	1 2½
B₁	Gosport ..	S. Counties	1 5½	1 1½
A₃	Grantham ..	Mid. Counties	1 6½	1 2
A₂	Gravesend ..	S. Counties	1 7	1 2½
A	Greenock ..	Scotland	*1 8	1 3½
A	Grimsby ..	Yorkshire	1 8	1 3½
B₁	Guildford ..	S. Counties	1 5½	1 1½
A	HALIFAX ..	Yorkshire	1 8	1 3½
A₁	Hanley ..	Mid. Counties	1 7½	1 2½
A	Harrogate ..	Yorkshire	1 8	1 3½
A	Hartlepools	N.E. Coast	1 8	1 3½
B₂	Harwich ..	E. Counties	1 5	1 1
B₃	Hastings ..	S. Counties	1 4½	1 0½
B₁	Hatfield ..	S. Counties	1 5½	1 1½
B	Hereford ..	S.W.Counties	1 6	1 1½
B	Hertford ..	E. Counties	1 5½	1 1½
A₁	Heysham ..	N.W.Counties	1 7½	1 2½
A	Howden ..	N.E. Coast	1 8	1 3½
A	Huddersfield	Yorkshire	1 8	1 3½
A	Hull ..	Yorkshire	1 8	1 3½

The initial letter opposite each entry indicates the grade under the Ministry of Labour schedule. The district is that to which the borough is assigned in the same schedule. Column I gives the rates for craftsmen; column II for labourers; the rate for craftsmen working at trades in which a separate rate maintains, is given in a footnote. The table is a selection only. Particulars for lesser localities not included may be obtained upon application in writing.

			I	II
			s. d.	s. d.
A	ILKLEY ..	Yorkshire	1 8	1 3½
A	Immingham	Mid Counties	1 8	1 3½
B	Ipswich ..	E. Counties	1 6	1 1½
C₁	Isle of Wight	S. Counties	1 4	1 0½
A	JARROW ..	N.E. Coast	1 8	1 3½
A	KEIGHLEY	Yorkshire	1 8	1 3½
B₂	Kendal ..	N.W. Counties	1 5	1 1
B₂	Keswick ..	N.W.Counties	1 5	1 1
B	Kettering ..	Mid. Counties	1 6	1 1½
A₃	Kidderminster	Mid. Counties	1 6½	1 2
B₂	King's Lynn	E. Counties	1 5	1 1
A₁	LANCASTER	N.W.Counties	1 7½	1 2
A₃	Leamington	Mid. Counties	1 6½	1 2½
A	Leeds ..	Yorkshire	1 8	1 3½
A	Leek ..	Mid. Counties	1 8	1 3½
A	Leicester ..	Mid. Counties	1 8	1 3½
A	Leigh ..	N.W. Counties	1 8	1 3½
B₃	Lewes ..	S. Counties	1 4½	1 0½
A₃	Lichfield ..	Mid. Counties	1 6½	1 2
A	Lincoln ..	Mid. Counties	1 8	1 3½
A	Liverpool ..	N.W.Counties	†1 9	1 3½
B	Llandudno	N.W.Counties	1 6	1 1½
A	Llanelly ..	S. Wales & M.	1 8	1 3½
	London (12 miles radius)		1 9½	1 4½
	Do. (12–15 miles radius)		1 9	1 4
A	Long Eaton	Mid. Counties	1 8	1 3½
A	Loughborough	Mid. Counties	1 8	1 3½
B	Luton ..	E. Counties	1 6	1 1½
A	Lytham ..	N.W. Counties	1 8	1 3½
A₁	MACCLESFIELD	N.W.Counties	1 7½	1 2½
B	Maidstone ..	S. Counties	1 5½	1 1½
A₃	Malvern ..	Mid. Counties	1 6½	1 2
A	Manchester	N.W.Counties	1 8	1 3½
A	Mansfield ..	Mid. Counties	1 8	1 3½
B₃	Margate ..	S. Counties	1 4½	1 0½
A₃	Matlock ..	Mid. Counties	1 6½	1 2
A	Merthyr ..	S. Wales & M.	1 8	1 3½
A	Middlesbrough	N.E. Coast	1 8	1 3½
A₃	Middlewich	N.W. Counties	1 6½	1 2
A	Monmouth	S. Wales & M.	1 8	1 3½
	S. and E. Glamorganshire			
A₁	Morecambe	N.W. Counties	1 7½	1 2½
A₃	NANTWICH	N.W.Counties	1 6½	1 2
A	Neath ..	S. Wales & M.	1 8	1 3½
A	Nelson ..	N.W. Counties	1 8	1 3½
A	Newcastle ..	N.E.Coast	1 8	1 3½
A	Newport ..	S. Wales & M.	1 8	1 3½
A	Normanton	Yorkshire	1 8	1 3½
A₂	Northampton	Mid. Counties	1 7	1 2½
A	North Staffs.	Mid. Counties	1 8	1 3½
A	North Shields	N.E. Coast	1 8	1 3½
B	Norwich ..	E. Counties	1 6	1 1½
A	Nottingham	Mid. Counties	1 8	1 3½
A	Nuneaton ..	Mid. Counties	1 8	1 3½
B	OAKHAM ..	Mid. Counties	1 5½	1 1½
A	Oldham ..	N.W.Counties	1 8	1 3½
A₃	Oswestry ..	Mid. Counties	1 6½	1 2
B	Oxford ..	S. Counties	1 6	1 1½
A	PAISLEY ..	Scotland	*1 8	1 3½
C	Pembroke	S. Wales & M.	1 4½	1 0½
A	Perth ..	Scotland	*½ 8	1 3
A₃	Peterborough	Mid. Counties	1 6½	1 2
A	Plymouth	S.W. Counties	¶1 8	1 3½
A	Pontefract ..	Yorkshire	1 8	1 3½
A	Pontypridd	S. Wales & M.	1 8	1 3½
B	Portsmouth	S. Counties	1 6	1 1½
A	Preston ..	N.W.Counties	1 8	1 3½
A	QUEENSFERRY	N.W.Counties	1 8	1 3½
B	READING ..	S. Counties	1 6	1 1½
B	Reigate ..	S. Counties	1 5½	1 1½
A₃	Retford ..	Mid. Counties	1 6½	1 2
A	Rhondda Valley	S. Wales & M.	1 8	1 3½
A₃	Ripon ..	Yorkshire	1 6½	1 2
A	Rochdale ..	N.W.Counties	1 8	1 3½
B	Rochester ..	S. Counties	1 5½	1 1½
A₁	Ruabon ..	N.W.Counties	1 7½	1 2½
A₂	Rugby ..	Mid. Counties	1 8	1 3½
A₃	Rugeley ..	Mid. Counties	1 6½	1 2
A	Runcorn ..	N.W. Counties	1 8	1 3½
A₃	S. ALBANS	E. Counties	1 6½	1 2
A	St. Helens ..	N.W.Counties	1 8	1 3½
A₁	Scarborough	Yorkshire	1 7½	1 2½
A	Scunthorpe	Mid. Counties	1 8	1 3½
A	Sheffield ..	Yorkshire	1 8	1 3½
A	Shipley ..	Yorkshire	1 8	1 3½
A₃	Shrewsbury	Mid. Counties	1 6½	1 2
A₂	Skipton ..	Yorkshire	1 7	1 2½
B	Slough ..	S. Counties	1 5½	1 1½
A₂	Solihull ..	Mid. Counties	1 7	1 2½
B	South'pton	E. Counties	1 6	1 1½
B₁	Southend-on-Sea	E. Counties	1 5½	1 1½
A	Southport ..	N.W.Counties	1 8	1 3½
A	S. Shields ..	N.E. Coast	1 8	1 3½
A₂	Stafford ..	Mid. Counties	1 7	1 2½
A	Stockport ..	N.W.Counties	1 8	1 3½
A	Stockton-on Tees	N.E. Coast	1 8	1 3½
A	Stoke-on-Trent	Mid. Counties	1 8	1 3½
B	Stroud ..	S.W.Counties	1 5½	1 1½
A	Sunderland	N.E. Coast	1 8	1 3½
A	Swansea ..	S. Wales & M.	1 8	1 3½
B	Swindon ..	S.W. Counties	1 6	1 1½
A₁	TAMWORTH	N.W.Counties	1 7½	1 2½
B₁	Taunton ..	S.W. Counties	1 5½	1 1½
A	Teeside Dist.	N.E. Counties	1 8	1 3½
A	Todmorden	Yorkshire	1 8	1 3½
A₂	Torquay ..	S.W.Counties	1 7	1 2½
B₁	Tunbridge Wells	S. Counties	1 4½	1 1½
A	Tunstall ..	Mid. Counties	1 8	1 3½
A	Tyne District	N.E. Coast	1 8	1 3½
A	WAKEFIELD	Yorkshire	1 8	1 3½
A₂	Walsall ..	Mid. Counties	1 7	1 2½
A	Warrington	N.W.Counties	1 8	1 3½
A₃	Warwick ..	Mid. Counties	1 6½	1 2
B	Wellingborough	Mid. Counties	1 6	1 1½
A	West Bromwich	Mid. Counties	1 8	1 3½
B	Weston-S-Mare	S.W. Counties	1 6	1 1½
A₃	Whitby ..	Yorkshire	1 6½	1 2
A	Widnes ..	N.W.Counties	1 8	1 3½
A	Wigan ..	N.W.Counties	1 8	1 3½
B₂	Winchester	S. Counties	1 5	1 1
B	Windsor ..	S. Counties	1 6	1 1½
A	Wolverhampton	Mid. Counties	1 8	1 3½
A₃	Worcester ..	Mid. Counties	1 6½	1 2
A	Worksop ..	Yorkshire	1 8	1 3½
A₁	Wrexham ..	N.W. Counties	1 7½	1 2½
B	Wycombe ..	S. Counties	1 6	1 1½
B₁	YARMOUTH	E. Counties	1 5½	1 1½
B₂	Yeovil ..	S.W. Counties	1 5	1 1
A	York ..	Yorkshire	1 8	1 3½

* Plasterers, 1s. 9d.

† Carpenters and Painters, 1s. 8½d.

‡ Plumbers, 1s. 9d.

§ Painters, 1s. 6d.

‖ Carpenters and Plasterers, 1s. 8½d.

¶ Painters, 1s. 7d.

PRICES CURRENT

EXCAVATOR AND CONCRETOR

EXCAVATOR, 1s. 4½d. *per hour;* LABOURER, 1s. 4½d. *per hour;* NAVVY, 1s. 4½d. *per hour;* TIMBERMAN, 1s. 6d. *per hour;* SCAFFOLDER, 1s. 5½d. *per hour;* WATCHMAN, 7s. 6d. *per shift.*

Broken brick or stone, 2 in., per yd.	£0	10	0
Thames ballast, per yd.	0	13	0
Pit gravel, per yd.	0	18	0
Pit sand, per yd.	0	14	6
Washed sand	0	16	6

Screened ballast or gravel, add 10 per cent. per yd.
Clinker, breeze, etc., prices according to locality.

Portland cement, per ton	£2	19	0
Lias lime, per ton	2	5	0

Sacks charged extra at 1s. 9d. each and credited when returned at 1s. 6d.
Transport hire per day:

Cart and horse	£1	3	0	*Trailer*	£0	15	0
3-ton motor lorry	3	15	0	*Steam roller*	4	5	0
Steam lorry, 5-ton	4	0	0	*Water cart*	1	5	0

EXCAVATING and throwing out in ordinary earth not exceeding 6 ft. deep, basis price, per yd. cube . 0 3 0
Exceeding 6 ft., but under 12 ft., add 30 per cent.
In stiff clay, add 30 per cent.
In underpinning, add 100 per cent.
In rock, including blasting, add 225 per cent.
If basketed out, add 80 per cent. to 150 per cent.
Headings, including timbering, add 400 per cent.

RETURN, fill, and ram, ordinary earth, per yd.	£0	2	4
SPREAD and level, including wheeling, per yd.	0	2	4
PLANKING, per ft. sup.	0	0	5

DO. over 10 ft. deep, add for each 5 ft. depth 30 per cent.

HARDCORE, 2 in. ring, filled and rammed, 4 in. thick, per yd. sup.	£0	2	1
DO. 6 in. thick, per yd. sup.	0	2	10
PUDDLING, per yd. cube	1	10	0
CEMENT CONCRETE, 4-2-1, per yd. cube	2	3	0
DO. 6-2-1, per yd. cube.	1	18	0

DO. in upper floors, add 15 per cent.
DO. in reinforced-concrete work, add 20 per cent.
DO. in underpinning, add 60 per cent.

LIAS LIME CONCRETE, per yd. cube	£1	16	0
BREEZE CONCRETE, per yd. cube	1	7	0
DO. in lintols, etc., per ft. cube	0	1	6

DRAINER

LABOURER, 1s. 4½d. *per hour;* TIMBERMAN, 1s. 6d. *per hour;* BRICKLAYER, 1s. 9½d. *per hour;* PLUMBER, 1s. 9½d. *per hour;* WATCHMAN, 7s. 6d. *per shift.*

Stoneware pipes, tested quality, 4 in., per yd.	£0	1	3
DO. 6 *in., per yd.*	0	2	8
DO. 9 *in., per yd.*	0	3	6
Cast-iron pipes, coated, 9 ft. lengths, 4 in., per yd.	0	6	9
DO. 6 *in., per yd.*	0	9	2
Portland cement and sand, see "Excavator" above.			
Lead for caulking, per cwt.	£2	7	6
Gaskin, per lb.	0	0	5½

STONEWARE DRAINS, jointed in cement, tested pipes, 4 in., per ft.	0	4	3
DO. 6 in., per ft.	0	5	0
DO. 9 in., per ft.	0	7	9
CAST-IRON DRAINS, jointed in lead, 4 in., per ft.	0	9	0
DO. 6 in., per ft.	0	11	0

Note.—These prices include digging and filling for normal depths, and are average prices.
Fittings in Stoneware and Iron according to type. *See* Trade Lists.

BRICKLAYER

BRICKLAYER, 1s. 9½d. *per hour;* LABOURER, 1s. 4½d. *per hour;* SCAFFOLDER, 1s. 5½d. *per hour.*

London stocks, per M.	£4	7	0
Flettons, per M.	3	6	0
Staffordshire blue, per M.	9	12	0
Firebricks, 2½ in., per M.	11	3	0
Glazed salt, white, and ivory stretchers, per M.	22	0	0
DO. *headers, per M.*	21	10	0
Colours, extra, per M.	£5	10	0
Seconds, less, per M.	1	0	0

Cement and sand, see "Excavator" above.

Lime, grey stone, per ton	£2	12	0
Mixed lime mortar, per yd.	1	6	0
Damp course, in rolls of 4½ in., per roll	0	2	6
DO. 9 *in. per roll*	0	4	9
DO. 14 *in. per roll*	0	7	6
DO. 18 *in. per roll*	0	9	6

BRICKWORK in stone lime mortar, Flettons or equal, per rod	35	0	0
DO. in cement do., per rod	37	0	0

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.

FACINGS, FAIR, per ft. sup. extra	£0	0	2
DO. Red Rubbers, gauged and set in putty, per ft. extra	0	4	6
DO. salt, white or ivory glazed, per ft. sup. extra	0	5	6
TUCK POINTING, per ft. sup. extra	0	0	10
WEATHER POINTING, per ft. sup. extra	0	0	3
GRANOLITHIC PAVING, 1 in., per yd. sup.	0	5	0
DO. 1½ in., per yd. sup..	0	6	0
DO. 2 in., per yd. sup.	0	7	0
BITUMINOUS DAMP COURSE, ex rolls per ft. sup.	0	0	7
ASPHALT (MASTIC) DAMP COURSE, ½ in., per yd. sup.	0	8	0
DO. vertical, per yd. sup.	0	11	0
SLATE DAMP COURSE, per ft. sup.	0	0	10
ASPHALT ROOFING (MASTIC) in two thicknesses, ¾ in., per yd	0	8	6
DO. SKIRTING, 6 in.	0	0	11
BREEZE PARTITION BLOCKS, set in Cement, 1½ in. per yd. sup.	0	5	3
DO. DO. 3 in.	0	6	6

THE wages are the Union rates current in London at the time of publication. 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. Though every care has been taken in its compilation it is impossible to guarantee the accuracy of the list, and readers are advised to have the figures confirmed by trade enquiry.

MASON

MASON, 1s. 9½d. *per hour;* DO. *fixer,* 1s. 10½d. *per hour;* LABOURER, 1s. 4½d. *per hour;* SCAFFOLDER, 1s. 5½d. *per hour.*

Portland Stone:			
Whitbed, per ft. cube	£0	4	4
Basebed, per ft. cube	0	4	7
Bath stone, per ft. cube	0	2	9½

Usual trade extras for large blocks.

York paving, av. 2½ in., per yd. super.	0	6	6
York templates sawn, per ft. cube	0	6	9
Slate shelves, rubbed, 1 in., per ft. sup.	0	2	6

Cement and sand, see "Excavator," etc., above.

HOISTING and setting stone, per ft. cube	£0	2	2
DO. for every 10 ft. above 30 ft., add 15 per cent.			
PLAIN face Portland basis, per ft. sup.	£0	2	8
DO. circular, per ft. sup.	0	4	0
SUNK FACE, per ft. sup..	0	3	9
DO. circular, per ft. sup.	0	4	10
JOINTS, arch, per ft. sup.	0	2	6
DO. sunk, per ft. sup.	0	2	7
DO. DO. circular, per ft. sup..	0	4	6
CIRCULAR-CIRCULAR work, per ft. sup.	1	2	0
PLAIN MOULDING, straight, per inch of girth, per ft. run	0	1	1
DO. circular, do. per ft. run	0	1	4

HALF SAWING, per ft. sup.	£0	1	0

Add to the foregoing prices if in York stone 35 per cent.

DO. Mansfield, 12½ per cent.
Deduct for Bath, 33⅓ per cent.
DO. for Chilmark, 5 per cent.

SETTING 1 in. slate shelving in cement, per ft. sup.	£0	0	6
RUBBED round nosing to do., per ft. lin.	0	0	6
YORK STEPS, rubbed T. & R., ft. cub. fixed	1	9	0
YORK SILLS, W. & T., ft. cub. fixed.	1	13	0

SLATER AND TILER

SLATER, 1s. 9½d. *per hour;* TILER, 1s. 9½d. *per hour;* SCAFFOLDER, 1s. 5½d. *per hour;* LABOURER 1s. 4½d. *per hour.*

N.B.—Tiling is often executed as piecework.

Slates, 1st quality, per M:			
Portmadoc Ladies	£14	0	0
Countess	27	0	0
Duchess	32	0	0
Clips, lead, per lb.	0	0	4
Clips, copper, per lb.	0	2	0
Nails, compo, per cwt.	1	6	0
Nails, copper, per lb.	0	1	10

Cement and sand, see EXCAVATOR, etc., above.

Hand-made tiles, per M.	£5	18	0
Machine-made tiles, per M.	5	8	0
Westmorland slates, large, per ton	9	0	0
DO. *Peggies, per ton*	7	5	0

SLATING, 3 in. gauge, compo nails, Portmadoc or equal:			
Ladies, per square	£4	0	6
Countess, per square	4	5	0
Duchess, per square	4	10	0
WESTMORLAND, in diminishing courses, per square	6	5	0
CORNISH DO., per square	6	3	0
Add, if vertical, per square approx.	0	13	0
Add, if with copper nails, per square approx.	0	2	6
Double course at eaves, per ft. approx.	0	1	0
TILING, 4 in. gauge, every 4th course nailed, in hand-made tiles, average per square	5	6	0
DO., machine-made DO., per square	4	17	0

Vertical Tiling, including pointing, add 18*s.* 0*d.* per square.

FIXING lead soakers, per dozen	£0	0	10
STRIPPING old slates and stacking for re-use, and clearing away surplus and rubbish, per square	0	10	0
LABOUR only in laying slates, but including nails, per square	1	0	0

See "Sundries for Asbestos Tiling."

CARPENTER AND JOINER

CARPENTER, 1s. 9½d. *per hour;* JOINER, 1s. 9½d. *per hour;* LABOURER, 1s. 4½d. *per hour.*

Timber, average prices at Docks, London Standard, Scandinavian, etc. (equal to 2nds):

7 × 3, per std.	£23	0	0
11 × 4, per std.	33	0	0
Memel or Equal. Slightly less than foregoing.			
Flooring, P.E., 1-in., per sq.	£1	8	0
DO. *T. and G., 1 in., per sq.*	1	8	0
Planed Boards, 1 in. × 11 in., per std.	36	0	0
Wainscot oak, per ft. sup. of 1 in.	0	2	0
Mahogany, per ft. sup. of 1 in.	0	2	0
DO. *Cuba, per ft. sup. of 1 in.*	0	3	0
Teak, per ft. sup. of 1 in..	0	3	0
DO., *ft. cube*	0	15	0

FIR fixed in wall plates, lintels, sleepers, etc., per ft. cube	0	5	9
DO. framed in floors, roofs, etc., per ft. cube	0	6	3
DO., framed in trusses, etc., including ironwork, per ft. cube	0	7	3

PITCH PINE, add 33⅓ per cent.

FIXING only boarding in floors, roofs, etc., per sq.	0	13	6
SARKING FELT laid, 1-ply, per yd.	0	1	6
DO., 3-ply, per yd.	0	1	9
CENTERING for concrete, etc., including horsing and striking, per sq.	3	10	0
SLATE BATTENING, per sq.	0	18	6

PRICES CURRENT; *continued.*

CARPENTER AND JOINER: *continued.*

DEAL GUTTER BOARD, 1 in., on firring, per sq	£3	6	0
MOULDED CASEMENTS, 1¼ in., in 4 sqs., glazing beads and hung, per ft. sup.	0	3	0
DO., DO., 2 in., per ft. sup.	0	3	3
DEAL cased frames, oak sills, 2 in. d.h. sashes, brass-faced pulleys, etc., per ft. sup.	0	4	0
DOORS, 4 pan. sq. b.s., 2 in., per ft. sup.	0	3	6
DO., DO., DO., 1½ in., per ft. sup.	0	3	0
DO., DO., moulded b.s., 2 in., per ft. sup.	0	3	9
DO., DO., DO., 1½ in., per ft. sup.	0	3	3
If in oak multiply 6 times.			
If in mahogany multiply 6 times.			
If in teak multiply 7 times.			
WOOD BLOCK FLOORING, standard blocks, laid in mastic herringbone:			
Deal, 1 in., per yd. sup., average	0	10	0
DO., 1½ in., per yd., sup., average	0	12	0
DO., DO., 1½ in. maple blocks	0	15	0
STAIRCASE WORK, DEAL:			
1 in. riser, 1½ in. tread, fixed, per ft. sup.	0	3	6
2 in. deal strings, fixed, per ft. sup.	0	3	9

PLUMBER

PLUMBER, 1*s.* 9½*d. per hour;* MATE OR LABOURER, 1*s.* 4½*d. per hour.*

Lead, milled sheet, per cwt.	£2	7	6
DO. *drawn pipes, per cwt.*	2	8	0
DO. *soil pipe, per cwt.*	2	11	0
DO. *scrap, per cwt.*	1	4	0
Copper, sheet, per lb.	0	1	5
Solder, plumber's, per lb.	0	1	3
DO. *fine, per lb.*	0	1	7
Cast-iron pipes, etc.:			
L.C.C. soil, 3 in., per yd.	0	4	2
DO. *4 in. per yd.*	0	5	1
R.W.P., 2½ in., per yd.	0	1	10
DO. *3 in., per yd.*	0	2	2
DO. *4 in., per yd.*	0	3	0
Gutter, 4 in. H.R., per yd.	0	1	10
DO. *4 in. O.G., per yd.*	0	2	0
MILLED LEAD and labour in gutters flashings, etc.	3	16	0
LEAD PIPE, fixed, including running joints, bends, and tacks, ½ in., per ft.	0	2	1
DO., ¾ in., per ft.	0	2	5
DO. 1 in., per ft.	0	3	3
DO. 1¼ in., per ft.	0	4	6
LEAD WASTE OR SOIL, fixed as above, complete, 2½ in., per ft.	0	6	0
DO. 3 in., per ft.	0	7	0
DO. 4 in., per ft.	0	9	9
CAST-IRON R.W. PIPE, at 24 lb. per length, jointed in red lead, 2½ in., per ft.	0	2	3
DO. 3 in., per ft.	0	2	8
DO. 4 in., per ft.	0	3	0
CAST-IRON H.R. GUTTER, fixed, with all clips, etc., 4 in., per ft.	0	2	7
DO. O.G. 4 in., per ft.	0	2	10
CAST-IRON SOIL PIPE, fixed with caulked joints and all ears, etc., 4 in., per ft.	0	7	0
DO. 3 in., per ft.	0	6	0
Fixing only:			
W.C. PANS and all joints, P. or S., and including joints to water waste preventers, each	2	5	0
BATHS only, with all joints	1	18	0
LAVATORY BASINS only, with all joints, on brackets, each	1	10	0

PLASTERER

PLASTERER, 1*s.* 9½*d. per hour;* LABOURER, 1*s.* 4½*d. per hour.*

Chalk lime, per ton	£2	12	6
Hair, per cwt.	0	18	0
Sand and cement see EXCAVATOR, *etc., above.*			
Lime putty, per cwt.	£0	2	8
Hair mortar, per yd.	1	7	0
Fine stuff, per yd.	1	14	0
Sawn laths, per bdl.	0	2	4
Keene's cement, per ton	5	15	0
Sirapite, per ton	3	10	0
DO. *fine, per ton*	3	18	0
Plaster, per ton	3	0	0
DO. *per ton*	3	12	6
DO. *fine per ton*	5	12	0
Thistle plaster, per ton	£3	9	0
Lath nails, per lb.	0	0	4
LATHING with sawn laths, per yd.	0	1	7
METAL LATHING, per yd.	0	2	3
FLOATING in Cement or Sand, 1 to 3, for tiling or woodblock, ¾ in., per yd.	0	2	4
DO. vertical, per yd.	0	2	7
RENDER, on brickwork, 1 to 3, per yd.	0	2	7
RENDER in Portland and set in fine stuff, per yd.	0	3	3
RENDER, float, and set, trowelled, per yd.	0	2	9
RENDER and set in Sirapite, per yd.	0	2	5
DO. in Thistle plaster, per yd.	0	2	5
EXTRA, if on but not including lathing, any of foregoing, per yd.	0	0	5
EXTRA, if on ceilings, per yd.	0	0	5
ANGLES, rounded Keene's on Portland, per ft. lin.	0	0	6
PLAIN CORNICES, in plaster, per inch girth, including dubbing out, etc., per ft. lin.	0	0	5
WHITE glazed tiling set in Portland and jointed in Parian, per yd. and up	1	11	6
FIBROUS PLASTER SLABS, per yd.	0	1	10

GLAZIER

GLAZIER, 1*s.* 8½*d. per hour.*

Glass: 4ths in crates:			
Clear, 21 oz.	£0	0	5
DO. 26 oz.	0	0	6
Cathedral white, per ft.	0	0	5½
Polished plate, British ⅛ in., up to 2 ft. sup.	0	2	5
DO. *3ft. sup.*	0	3	2
DO. *7 ft. sup.*	0	3	9
DO. *25 ft. sup.*	0	4	3
DO. *100 ft. sup.*	0	5	1
Rough plate, ¼ in.	0	0	5½
DO. *¼ in., per ft.*	0	0	6
Linseed oil putty, per cwt.	0	16	0
GLAZING in putty, clear sheet, 21 oz.	0	0	10
DO. 26 oz.	0	0	11
GLAZING in beads, 21 oz., per ft.	0	1	0
DO. 26 oz., per ft.	0	1	3

Small sizes slightly less (under 3 ft. sup.).
Patent glazing in rough plate, normal span 1*s.* 5*d.* to 2*s.* per ft.

LEAD LIGHTS, plain, med. sqs. 21 oz., usual domestic sizes, fixed, and up, per ft. sup.	£0	3	6

Glazing only, polished plate, 6½*d.* to 8*d.* per ft., according to size.

DECORATOR

PAINTER, 1*s.* 8½*d. per hour;* LABOURER, 1*s.* 4½*d. per hour;* FRENCH POLISHER, 1*s.* 9*d. per hour;* PAPERHANGER, 1*s.* 8½*d. per hour.*

Genuine white lead, per cwt.	£3	0	0
Linseed oil, raw, per gall.	0	4	2
DO., *boiled, per gall.*	0	4	5
Turpentine, per gall.	0	7	2
Liquid driers, per gall.	0	9	6
Knotting, per gall.	1	5	0
Distemper, washable, in ordinary colours, per cwt., and up	2	0	0
Double size, per firkin	0	3	6
Pumice stone, per lb.	0	0	4
Single gold leaf (transferable), per book	0	1	10
Varnish copal, per gall. and up	0	18	0
DO., *flat, per gall.*	1	2	0
DO., *paper, per gall.*	1	0	0
French polish, per gall.	0	19	0
Ready mixed paints, per gall. and up	0	10	6
LIME WHITING, per yd. sup.	0	0	3
WASH, stop, and whiten, per yd. sup.	0	0	6
DO., and 2 coats distemper with proprietary distemper, per yd. sup.	0	0	9
KNOT, stop, and prime, per yd. sup.	0	0	7
PLAIN PAINTING, including mouldings, and on plaster or joinery, 1st coat, per yd. sup.	0	0	10
DO., subsequent coats, per yd. sup.	0	0	9
DO., enamel coat, per yd. sup.	0	1	2½
BRUSH-GRAIN, and 2 coats varnish, per yd. sup.	0	3	8
FIGURED DO., DO., per yd. sup.	£0	5	6
FRENCH POLISHING, per ft. sup.	0	1	2
STRIPPING old paper and preparing, per piece	0	1	7
HANGING PAPER, ordinary, per piece	0	1	10
DO., fine, per piece, and upwards	4	0	2
VARNISHING PAPER, 1 coat, per piece	0	9	0
CANVAS, strained and fixed, per yd. sup.	0	3	0
VARNISHING, hard oak, 1st coat, yd. sup.	0	1	2
DO., each subsequent coat, per yd. sup.	0	0	11

SMITH

SMITH, *weekly rate equals* 1*s.* 9½*d. per hour;* MATE, *do.* 1*s.* 4*d. per hour;* ERECTOR, 1*s.* 9½*d. per hour;* FITTER, 1*s.* 9½*d. per hour;* LABOURER, 1*s.* 4*d. per hour.*

Mild steel in British standard sections, per ton	£11	0	0
Sheet steel:			
Flat sheets, black, per ton	18	0	0
Do., Galvd., per ton	27	0	0
Corrugated sheets, galvd., per ton	26	0	0
Driving screws, galvd., per grs.	0	1	10
Washers, galvd., per grs.	0	1	1
Bolts and nuts, per cwt. and up	1	18	0
MILD STEEL in trusses, etc., erected, per ton	27	0	0
DO., in small sections as reinforcement, per ton	17	0	0
DO., in compounds, per ton	18	0	0
DO., in bar or rod reinforcement, per ton	20	10	0
WROT. IRON in chimney bars, etc., including building in, per cwt.	2	0	0
DO., in light railings and balusters, per cwt.	2	5	0
FIXING only corrugated sheeting, including washers and driving screws, per yd.	0	2	0

SUNDRIES

Fibre or wood pulp boardings, according to quality and quantity. The measured work price is on the same basis per ft. sup.	£0	0	2½
FIBRE BOARDINGS, fixed on, but not including studs or grounds, per ft. sup.	0	0	6
Plaster board, per yd. sup. from	0	1	7
PLASTER BOARD, fixed as last, per yd. sup. from	0	2	8
Asbestos sheeting, 5/32 in., grey flat, per yd. sup.	0	2	3
DO., *corrugated, per yd. sup.*	0	3	3
ASBESTOS SHEETING, fixed as last, flat, per yd. sup.	0	4	0
DO., corrugated, per yd. sup.	0	5	0
ASBESTOS slating or tiling on, but not including battens, or boards, plain "diamond" per square, grey	2	15	0
DO., red	3	0	0
Asbestos cement slates or tiles, 5/32 in. punched per M. grey	17	0	0
DO., *red*	19	0	0
ASBESTOS COMPOSITION FLOORING: Laid in two coats, average ¾ in. thick, in plain colour, per yd. sup.	0	7	0
DO., ½ in. thick, suitable for domestic work, unpolished, per yd.	0	6	6
Metal casements for wood frames, domestic sizes, per ft. sup.	0	1	6
DO., *in metal frames, per ft. sup.*	0	1	9
HANGING only metal casement in, but not including wood frames, each	0	2	10
BUILDING in metal casement frames, per ft. sup.	0	0	7

Waterproofing compounds for cement.
Add about 75 per cent. to 100 per cent. to the cost of cement used.

Plywood

3 m/m alder, per ft. sup.	0	0	2
4½ m/m amer. white, per ft. sup.	0	0	3¾
⅜ m/m figured ash, per ft. sup.	0	0	5
4½ m/m 3rd quality, composite birch, per ft. sup.	0	0	1½