THE ARCHITECTS' JOURNAL

Wednesday, February 23, 1927

STANDARDS OF TASTE

It would surely be carrying faith and optimism to the regions of stupidity or mendacity to insist that standards of taste are not undergoing a steady decline. Regularly each month we read in our daily papers of the immense excess of imports over exports, and this, we are told, cannot go on indefinitely; disaster is inevitable—some time. And surely this is exactly the same process as that which is happening to our national taste; month by month our standards decrease, and more and more ugliness is piled up, and this, too, we surmise, cannot go on indefinitely, disaster is inevitable—some time; for without standards, without reticences, without inhibitions we revert to savagery. There may be some higher scale of values according to which our laboriously acquired civilization is worth nothing; if that be so, then a reversion is of no consequence, but for those of us who feel that human achievement during the last few thousand years, as manifested in the objective world around us, and in ourselves who are its latest product, is not altogether worthless, there is matter for serious thought and perhaps for apprehension.

The causes for this decline are not to be sought in any set of superficial conditions, and "A Gentleman with a Duster," who, in his book, *The Howling Mob*, seeks to indict democracy has certainly not delved to the cause, although his picture of a prosperous workman's home is depressingly true. "Furniture of the vilest, crockery and glass of the coarsest, ornaments of the most forbidding, pictures of the sickliest; on the table adulterated food, on the backs of the inmates shoddy clothes, on the dresser a gaudy gramophone scratching out jazz music, and in the hands of the father a cheap illustrated newspaper full of crime, sex-provocations, and gambling." Of course, we would rather that the description read, "Simple and well-designed furniture, gaily patterned earthenware, the walls adorned here and there with the reproduction of some contemporary picture of beauty; on the table homely but healthy fare, on the backs of the inmates warm, well-woven clothes, in the hands of the father a dignified, informative account of the week's events, on the dresser the wireless broadcasting good music," but that it does not is not altogether the fault of any one section of the community, nor the result of any particular action, such as the increase of the franchise. The cause seems rather to be due to the fact that at some time our acquisition of knowledge far exceeded our capacity to use it. And this is the complaint from which we are suffering to-day; we know too much.

Let us state the matter somewhat differently. Let us consider a simple community having around it the needs for life; food to eat; textiles for clothes; materials for building; horses, vehicles, and roads for transport. Little by little alterations and improvements are made, but these improvements and alterations come about slowly and almost imperceptibly; a new method of braking vehicles, a new and more permanent dye, a more certain method of firing pottery, an easier way of drawing water from a well, a more transparent glass, more skilful methods of joinery, improved systems of crop rotation, and little by little beauty and comfort are added to life, but so slowly as to be scarcely noted, so that building, agriculture, exchange and barter are carried on according to traditional methods. And now suddenly in the course of a comparatively few years all is changed owing to the almost simultaneous discovery of a new material, iron, and a new source of power, steam. The exploitation of these things requires co-ordinated labour and co-ordinated wealth, and in a very short time the whole order of life is changed, and the old standards are shattered long before new ones have arisen to take their places. The community finds itself in possession of all sorts of commodities, it finds itself able to move about with rapidity, it finds itself in the position of being able to choose and select amongst methods and commodities, but without any guides to help it to do so. It is utterly bewildered, and still more commodities appear, and methods of rapid transport and intercommunication multiply until space and time are almost annihilated. How can standards of taste survive such a cataclysm? And in the countries in which these changes have taken place, in England and America, standards of taste have not survived; while in France, which for reasons partly temperamental perhaps, but largely geological, standards of taste still survive. France has never been thoroughly industrialized.

But even now, when we have indicated what we think may be the cause of the present condition, we are unable to suggest any remedy, or to forecast any future. In the past, the available materials and resources have been used unquestioningly, but to-day we can make materials and create resources at a far greater speed than we can find room for them. We may be likened to a silkworm stifling itself in a vast cocoon to which it cannot desist piling on fresh material. So long as this continues so long will the more sensitive of us deplore the constant fall of standards of taste. It may be that salvation lies with bodies like the C.P.R.E.: certainly they are manifestations of an awareness and a discontent, and these are both necessary states of mind to any revival of taste standards.

NEWS AND TOPICS

THE SAVING OF THE FOUNDLING — THE THIRD WALL OF JERUSALEM—BEAUTY AND SCIENCE—"RIBBON DEVELOPMENT."

THAT the directors of Beecham Estates have dropped their project of transferring Covent Garden Market to the Foundling site is a matter upon which all those who joined in protest against this ill-considered suggestion will congratulate themselves. Bloomsbury certainly would not have benefited by the change, and it is not at all certain that the Covent Garden neighbourhood would have been more attractive if it had lost its historical associations. As regards the question of relieving traffic across Waterloo Bridge, by diverting the market carts bringing in produce from Surrey, the proposed change would have had practically no effect, except to encourage such traffic to pass the Strand a few minutes earlier in the day, supposing, of course, that present market hours were intended to be kept in the new quarters. Everybody did not take this view, however, and it is claimed that "important support to the proposal of removal came from those in control of traffic problems." The placing of the market in Bloomsbury might, perhaps, have given a colour of reason to a proposal to make traffic pass through the City via Blackfriars, or Southwark, or the new St. Paul's Bridge, and this last suggestion possibly supplies the motive. "I'll help you to move the market if you will help me to build my fine new bridge!" Stranger things happen at sea!

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The decision of the promoters to withdraw the Bill was no doubt partly influenced by opposition outside the House of Commons, but the uncompromising attitude taken up by a number of influential members of Parliament was probably the "last straw." The Bill was presented and read a first time shortly after the 1927 session opened. It was then put down for second reading on Wednesday, February 16. But, in the meantime, Col. Vaughan-Morgan, the Unionist member for Fulham, and a well-known figure on the London County Council, Sir Richard Barnett, the Unionist member for St. Pancras, and Dr. Salter, Mr. Scurr, Mr. Naylor, and Mr. Viant, all London Labour members, had tabled a motion for its rejection. The Bill was successfully "blocked" by cries of "Object!" on Wednesday afternoon. On Thursday, when the order for the second reading was again reached, the Bill was once more objected to. Exclamations of dissent, however, speedily changed to triumphant cheers when the Speaker announced, in the customary form, that the order for the second reading had been discharged and the Bill withdrawn. This is the third time within twelve months that art has triumphed over utility in the House of Commons; which, in the present Parliament, is noteworthy for its independence of thought and action. The first occasion was the announcement by the Prime Minister of the appointment of the Cross-River Traffic Commission, as a result of which the destruction of Waterloo Bridge has been postponed, if not avoided altogether. The second was when the measure to pull down the City churches was contemptuously thrown out last autumn.

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Recent exploratory excavations having brought to light the remains of the third wall of Jerusalem, which was erected by order of Herod Agrippa in A.D. 41, the discovery is being exploited to enhance the reputation of a burial place known as the Garden Tomb, and believed by some credulous people to be the true Holy Sepulchre. An article by the Rev. C. C. Dobson in the *Morning Post* last week, under the title "Light on the Site of Golgotha," puts the evidence on behalf of the Garden Tomb in the most favourable manner, but the tradition which identifies the usually accepted site in the church of the Holy Sepulchre is of very respectable antiquity, and to those who know how Eastern cities rebuild their walls periodically, there seems no insuperable reason why the site that has been accepted for centuries should not be the correct one. What difficulty there is in accepting it is sentimental rather than scientific. The crowd of pilgrims from all the jarring sects who throng the church of the Holy Sepulchre is calculated either to broaden the mind of their Anglican brother, or to give him the horrors, according to his individual temperament, and the modern cult of the Garden Tomb among Anglo-Saxons owes a great deal to a temperamental revulsion from the quaint practices of the international pilgrims and their priestly representatives. Should the Garden Tomb ever come to the dignity of recognition by archæologists it will be a triumph for the exclusive British insular point of view.

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It was an American professor who supplied this moral tale in the course of a tea-time chat concerning the recklessness, or ignorance, of modern engineers who build dams which permit themselves to be swept away by the water they are designed to hold in check. "An engineer had built a new dam on the downstream side of an old beaver dam, and, not troubling to undo the beaver's work, had allowed it to become submerged when his structure rose above the old level. When the new dam behaved as so many modern dams do, and floated away down the valley, there, sure enough, was the old beaver dam, safe and sound, holding back the moiety of the water." Why cannot the human engineer build as successfully to meet human needs as the beaver built to meet the needs of the beaver community? Perhaps it is because the beaver is really a civilized creature, while man only plays at being civilized. But apart from the fact that the unfortunate human engineer has to build to a monetary limit and show a possible commercial turnover for his employer on his professional activities, while the beaver builds for dear life, it would seem from the many dam failures of late years that something is lacking in modern education on structural matters. Engineers are taught to calculate to so many places of decimals, but have they the common sense or the instinct for structure which should precede calculation and help them to set out in order the main factors of their problem? Calculation assumes an instantaneous stability and may be correct at a given moment, but that is hardly sufficient to meet the ever encroaching and penetrating power of water pressure which acts continually and follows up every minute movement in the retaining wall with added pressure and more damaging purchase

Apropos of the leading article in the JOURNAL last week, a correspondent writes: "Is printing a science, or is it peradventure an art? To me it has always seemed to be neither the one nor the other absolutely, but to be compounded rather subtly of the elements of both the one and the other, thus qualifying for either description. That it is perhaps only a sort of half-breed gives no warrant for dragging it, struggling and shrieking, into the laboratory, there to subject it to physical and psychological examination. Yet this questionable deed has been done at the request of the Medical Research Council, acting at the instigation of H.M. Stationery Office. Every circumstance of scientific cunning was brought to bear on the hapless victim put to question in the torture chamber, euphemistically called the Psychological Laboratory of the University of Cambridge. In the upshot, the chief inquisitor, Mr. R. L. Pyke, had to confess that neither harsh measures nor bland could extort from the interesting hybrid anything like a full confession of her soul's secret; which goes to prove that, like Gilbert's Strephon, she is at least half a fairy.

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"It is certainly no fault of Mr. Pyke's that his investigation into the legibility of print gets us no forrader. He exhausted every means to tame the nymph, but she merely laughed defiantly at his utmost endeavours; and it seems more than probable that an experienced practical typographer could have coaxed from her in five minutes more information from her than any scientific committee could extort in a lifetime of laboratory torturings. The attempted coercion of this 'half-fairy' was bound to fail, for reasons that should have been obvious at the outset. For, except to anyone obsessed by an overweening faith in the alleged infallibility of science, it was always highly improbable, to say the least, that scientific experiment could pluck out the heart of her mystery. And if it be held that the legibility of print is not the consummation of the noblest of the minor arts, the shades of Jenson, Ratdolt, and Aldus, to say nothing of William Morris, will haunt the detractors. It is very true that the vexed question: 'What is Art?' has provoked umpteen answers, and 'every blessed one of them is right,' though some of them are in the affirmative, while a feeble few prefer negation."

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One good result has already been achieved by public attention being drawn to the manner in which houses are being built along our main roads. Intending house owners are tempted to add their home to this ugly "ribbon development" because they are saved the heavy cost of road-making and, in many cases, of laying down gas, water, and electric light mains if they build along the main roads. But I am told that the leading estate agents in this country are now strongly advising their clients to beware of building on roadside strips of land, even if the price at first sight may seem to be cheap, for the unregulated development along the road inevitably reduces the value. Furthermore, those who now have the misfortune of living along our main roads complain bitterly of the dust and the noise and vibration due to the heavy motor traffic passing continuously day and night just outside their front doors. Economic laws and common sense may in time teach our people not to spoil our country roads, but how much of the mischief is already done?

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A fortnight ago I referred to the collapse of two historic churches of France, the church of Arthonnay and the church of Gy-l'Eveque. In the first case the architect made an endeavour to preserve the ancient porch, but in vain, for a few nights later a gale blew down the walls that were still standing. An effort is now being made in France to protect certain other churches that are threatened with collapse, notably the church of Escolives, dating from the twelfth century. This is well known to lovers of architecture owing to the Norman nartex surrounded by arcades closely resembling those of a cloister. Many British artists, too, have visited this village in the corner of the Yonne, for the low roofs, the fruit trees, and the high poplars create a number of pictures such as Poussin and Puvis de Chavanne loved to paint.

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Apart from the interesting sidelights they throw on his rather sad depressed character, the letters of George Gissing, recently published, show that of all literary men he must have been the most restless in the matter of habitations, for during the space of half a dozen years he lived in no fewer than eleven different houses, and even then there were, I believe, other lodgings which are not specified. For the sake of the future topographer the list is worth giving:—

November, 1878.	31 Gower Place.
June, 1879.	70 Huntley Street, Bedford Square.
August, 1879.	38 Edward Street.
December, 1879.	5 Hanover Street, Islington.
March, 1881.	55 Warmington Road.
July, 1881.	15 Gower Place.
March, 1882.	29 Dorchester Place, Blandford Square.
September, 1882.	17 Oakley Street, Chelsea.
May, 1884.	62 Milton Street.
September, 1884.	18 Rutland Street.
December, 1884.	7k Cornwall Residences, Regent's Park.

The toll of Dr. Johnson's varied London residences hardly equals this. Whether Gissing was architecturally hard to please, or whether it was a question of landladies, I do not know.

ASTRAGAL

ARRANGEMENTS

THURSDAY, FEBRUARY 24

At the Design and Industries Association. 5.0 p.m. Annual General Meeting.

FRIDAY, FEBRUARY 25

The Incorporated Association of Architects and Surveyors. At Stewart's Restaurant, Regent Street. 7.0 p.m. E. Holden, F.I.A.A., F.I.A.S., A.I.STRUCT.E., M.R.S.I., on Lead and the New Home Office Regulations.

MONDAY, FEBRUARY 28

At the Royal Society of Arts. 8.0 p.m. Professor Ernest George Coker, M.A., D.SC., F.R.S., M.INST.C.E., on Photo-elastic Measurements of Stress Distribution. (Lecture 3.)

At the Royal Institute of British Architects. 8.0 p.m. General Meeting. Harvey Corbett on Organization and Cost of the Building Industry in America.

WEDNESDAY, MARCH 2

At the Royal Society of Arts. 8.0 p.m. Ulick R. Evans on the Corrosion of Metals at Joints and Crevices.

FRIDAY, MARCH 4

At the Royal Technical College Architectural Craftsmen's Society, Glasgow. 7.45 p.m. Martyn Webster, F.S.A.(Scot.), on Stained Glass.

At the Royal Institution of Great Britain. 9.0 p.m. Sir Herbert Jackson, K.B.E., F.R.S., M.R.I., on Some Colouring Agents in Glasses and Glazes.

THE RE-BUILDING OF SALONIKA

[BY J. W. MAWSON]

NOTWITHSTANDING two wars and an average of one revolution a year, the re-planning and reconstruction of Salonika, following its complete destruction by fire in August, 1917, for the fifth time in its history, has proceeded almost without interruption, until, nine and a-half years later, it stands a city fair and white, reflecting the purple shades of the slopes of Mount Olympus, but incomparably more spacious and convenient than those earlier cities. With one lamentable exception, the Church of Saint Demetrius, with its priceless mosaics, the Byzantine monuments were all spared the worst ravages of the fire, and stand in their glory, somewhat dwarfed, it is true, by the new buildings and wide streets, but now safe for all time.

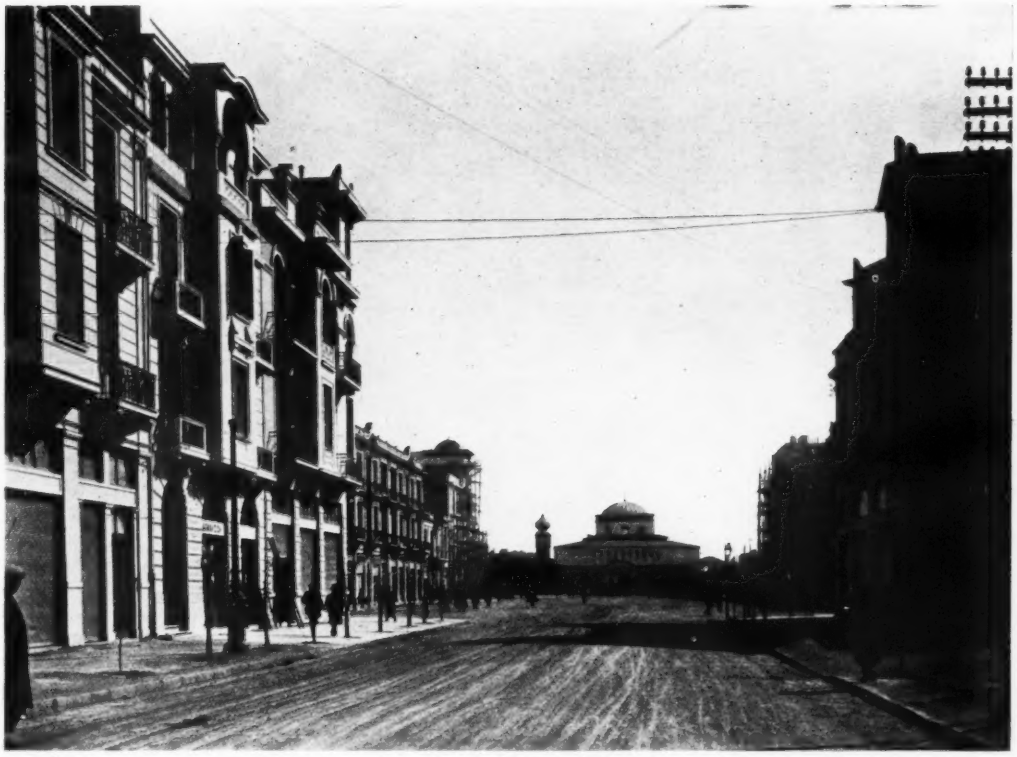
Fortunate, indeed, was Salonika that at the time of the fire and for three years afterwards there was at the head of the Government in Greece a man imbued with the advantages of our Western civilization, for without his strong guiding hand it is quite certain that precedent would have been followed and the town rebuilt upon its old foundations and narrow, tortuous streets. Mr. Venizelos' first act, taken within a few days of the fire, was to publish a decree prohibiting the erection of any permanent building until such time as a new and better lay-out should have been prepared; his second, the appointment of an international commission of town-planning experts, under the chairmanship of Mr. Thomas H. Mawson. The terms of reference to this commission were to prepare a complete cadastral survey of the old town, with a register of property owners, and to proceed with the preparation of a comprehensive town-planning scheme, disregarding entirely the old street plan and boundaries of individual properties. The survey and scheme, in itself a monumental task, occupied the commission little more than a year. On the presentation of the new plan a further Act was passed creating the machinery by which it could be put into execution, and embodying at the same time building and sanitary regulations and by-laws based on the best European and American practice.

Above, the incendiated and reconstructed area of Salonika. Victory Avenue, alongside the Quay.

In 1919 the first plot of land under the new scheme was sold, and the first building permit issued. Very little progress could be made, however, until the beginning of 1921, owing principally to the lack of the necessary labour and materials, so that the city as it stands to-day, with its 1,500 substantial new buildings, is actually the work of less than six years, an achievement of which any country in the world might well be proud. Slight modifications have been made from time to time in the new plan to meet unforeseen contingencies, but for all practical purposes the plan has been applied as it left the hands of the commission.

Beyond the plan and the building regulations, however, one can find very little evidence of English or French influence. One or two buildings only have been erected to the designs of English or French architects and engineers, the remainder being essentially German in design and construction. Even the fine examples of the early nineteenth century, so greatly influenced by our Georgian traditions, which lend to Athens such a dignified aspect, have been ignored. The explanation lies very largely in the fact that the great majority of Greek architects and engineers, both before and since the war, have been educated in the German polytechnic schools, and that the bulk of the new materials used in the construction of the town, other than those manufactured in Greece, have been imported from Germany. Even the roads and sewers are being constructed with German machinery under the supervision of German engineers.

Salonika is primarily a seaport. Her principal buildings, therefore, are ware-



Above, Herman Street, looking towards St. Sophie Church, Salonika. Below, Mediterranean Palace Hotel on Victory Avenue.

houses, shipping and insurance offices, banks, hotels, shops, and private residences. The enormous increase in the population, which has risen from 220,000 in 1917 to 500,000, owing to the influx of refugees, and the wholesale transference of the Greek shipping and business interests from Asia Minor, created a housing problem which could only be met by the erection of apartment houses in lieu of the single family unit, a problem even more urgent than the erection of business premises. Many of the new inhabitants were far from being destitute, and it is their money and that of the rich tobacco growers of Macedonia which has provided the capital for the new buildings. As a shipping port serving an immense hinterland, Salonika will always have a large floating population for whom hotels must be provided, and it is in the erection of such buildings and banks, offices, and other business premises that the greatest opportunity still exists for British enterprise.

The new building regulations call for the erection of buildings of fireproof construction, and as Greece produces cement and bricks of a very high quality, it is only natural that the system of construction adopted should be reinforced concrete with brick filling. Externally the buildings, which are uniformly treated in stuc, have the merit of indicating clearly in their design the system of construction used. The heights of the rooms, seldom less than 13 ft., necessitated by the excessive heat in the summer months, strongly emphasize the vertical lines of most of the buildings. Unfortunately, although the regulations prescribed the heights of the various stories, they have been unable to secure uniformity in the lines of the cornices, and the result, as will be seen from the illustrations, is not altogether happy. Decorative effects are obtained by the use of applied ornament and wrought-iron grilles, which, for the most part, show a lamentable lack of restraint.

Probably one of the finest buildings so far erected is the Mediterranean Palace Hotel, the work of a Greek architect, who was one of the members of the Town Planning Commission. The contrast between the black marble base and the white stuc of the upper structure is striking, but none the less pleasing and restful. This building occupies the central position on the Quay, and the retaining wall seen in the illustration shows the height to which it is proposed to raise the latter, which is at present subject to serious flooding at certain states of the tide and wind.

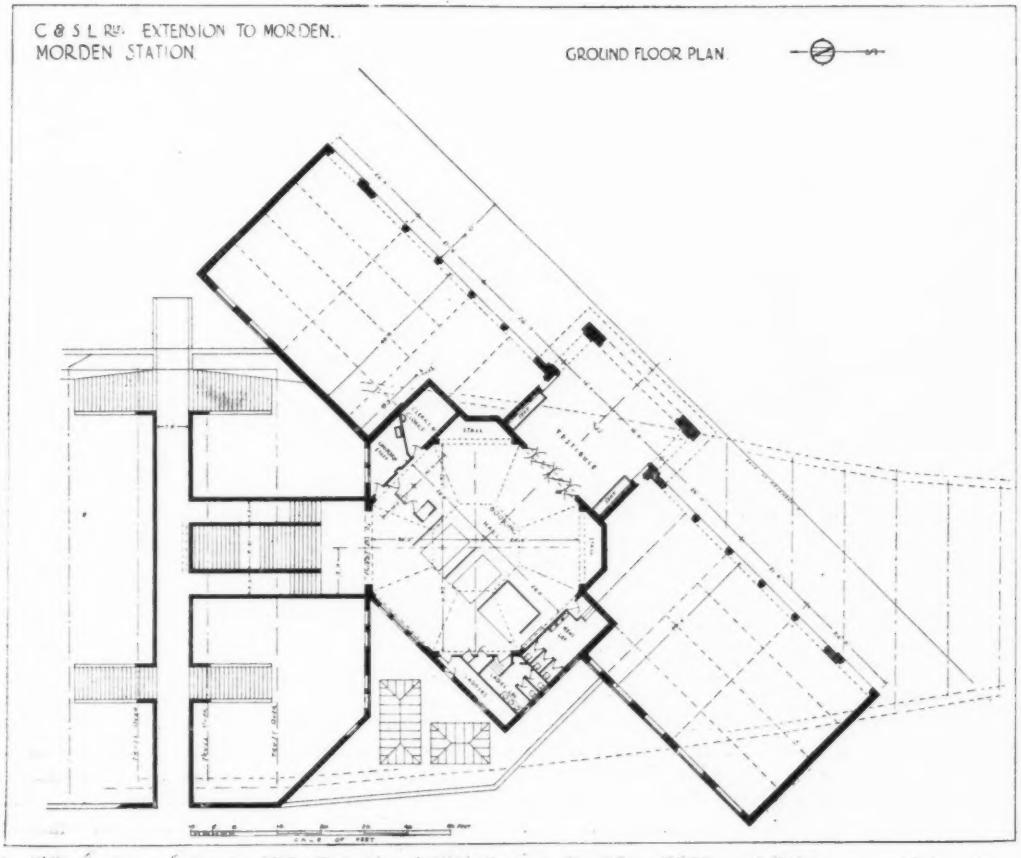
On the whole Salonika may well be proud of her achievements. The question of the appropriateness of the design of the buildings must, after all, be a question of personal opinion. In planning, the buildings are well adapted to their needs, and in those features which we have come to regard as essential to public health leave little to be desired.

Above, Mavromihali Street and section of the Campagne, Salonika. Below, detail of the Church of the Twelve Apostles, Salonika, after restoration. From a drawing by E. Prentice Mawson.

THE NEW LONDON TUBE STATIONS

[BY ERIC L. BIRD]

THE great combine which has brought our London transport to its present degree of efficiency decided wisely when it painted our omnibuses a cheerful red; but it was a mistake to extend the colour to the tube stations. Why a moving red body should be a joy and a static red body an offence we need not now consider, as the ever-progressing Underground Company has decided on a change. In its new stations on the Morden extension to the Hampstead



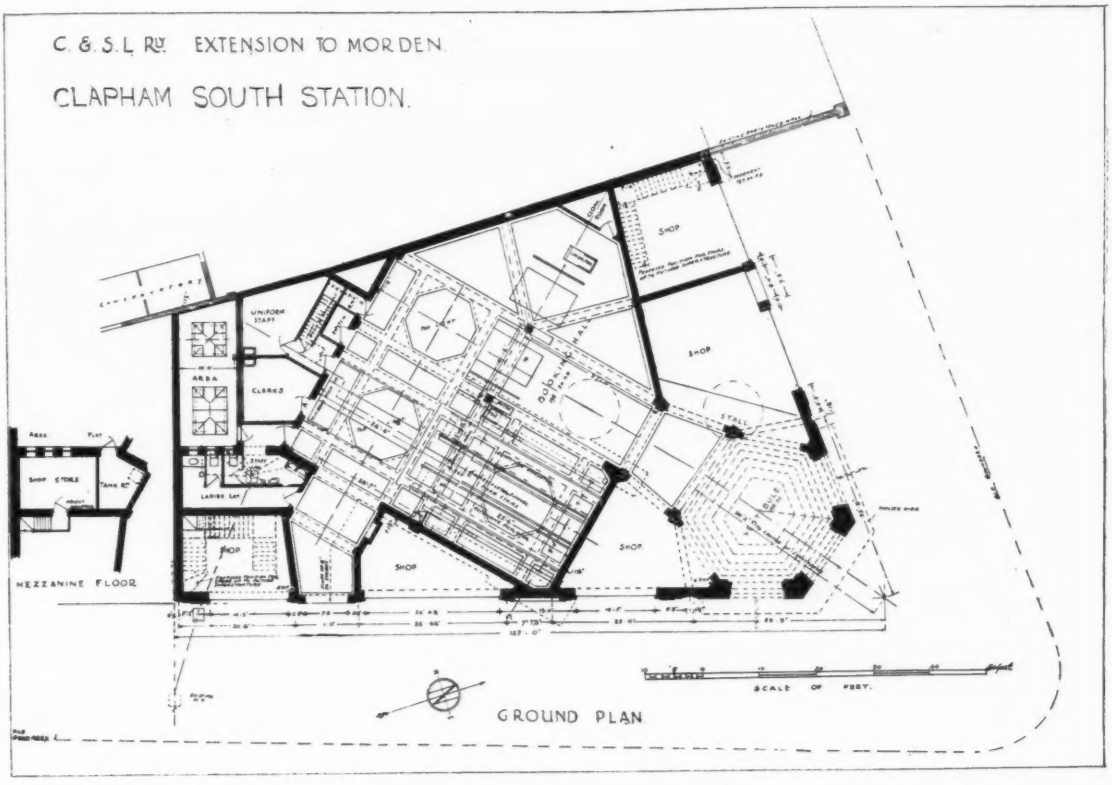
Morden Tube Extension. Morden Station. By Adams, Holden and Pearson.

Railway it has aimed at evolving a type of station that shall be much better suited to our streets and climate. It was decided that the new design should be suited to built-up areas—unlike the stations of the Edgware extension, which are suburban—that it should be made to fit any site without radical departure from type, and, finally, that it should emphatically look like the entrance to an underground railway. The design is, moreover, intended for use on existing Underground stations as these come to be rebuilt.

Such was the problem that faced the architects, Messrs. Adams, Holden and Pearson. To be asked coolly to design a façade that shall fit any site is, fortunately, not often the fate of the average architect; nor is he often called upon to design an almost entirely new type of building for which the guiding tradition is negligible. The façades had also to agree with the requirements of the engineers who laid out the escalator and booking-hall. The difficulty of the problem was not lessened by a further demand of the company that these façades should be able either to stand alone or to serve as bases for other buildings (by other architects or by none) that might be placed above them. So far, none of these Morden extension stations has a superstructure, but the mind's eye can add almost anything it likes with quite happy results. Many architects when faced with a problem which is new to them at once turn to see how it has been solved by others before them; many, indeed, get very little farther than this. Had the architects done so in this case they would have found little of use. There was obviously nothing to be gleaned from our steam railways, of which the stations are mostly the offspring of Gothic and steel. The Roman bath stations of America are equally useless. In short, tradition only showed them what to avoid

Morden Tube Extension. Morden Station. By Adams, Holden and Pearson. A detail of the entrance.

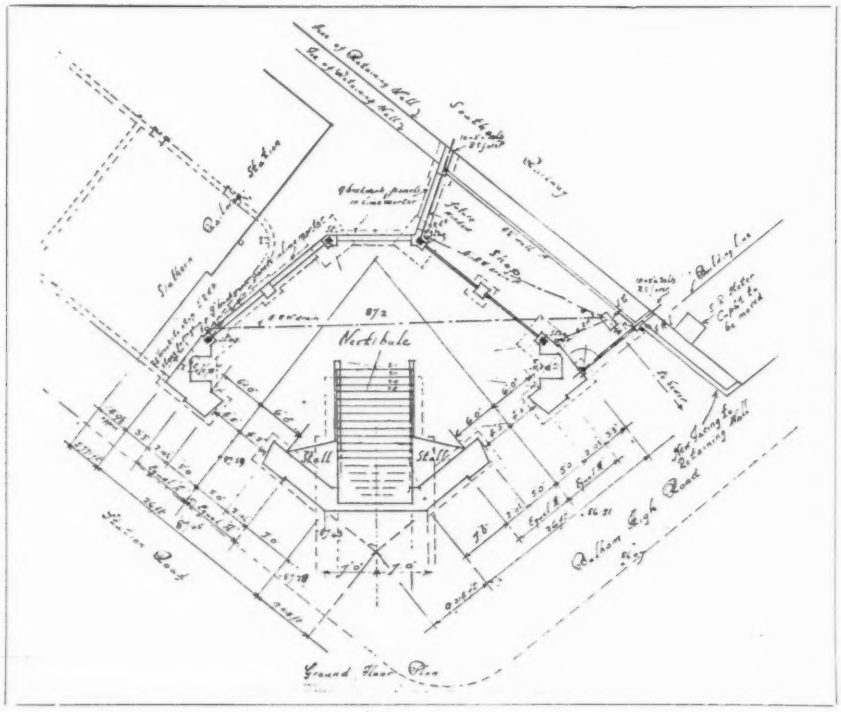
The multiplication of the design made the finding of an entirely adequate solution important. We are at last beginning to realize that a design which is to be repeated all over a city requires much more consideration than a single building, which if unsatisfactory can at least be avoided by the architecturally sensitive. As with the Post Office and their telephone boxes, the Underground Company has had the wisdom to select a firm of architects well qualified to solve such a problem. Would that our municipal authorities and other public utility corporations were equally wise. Our lamp and tram standards, street shelters, public lavatories, park railings, and street signs



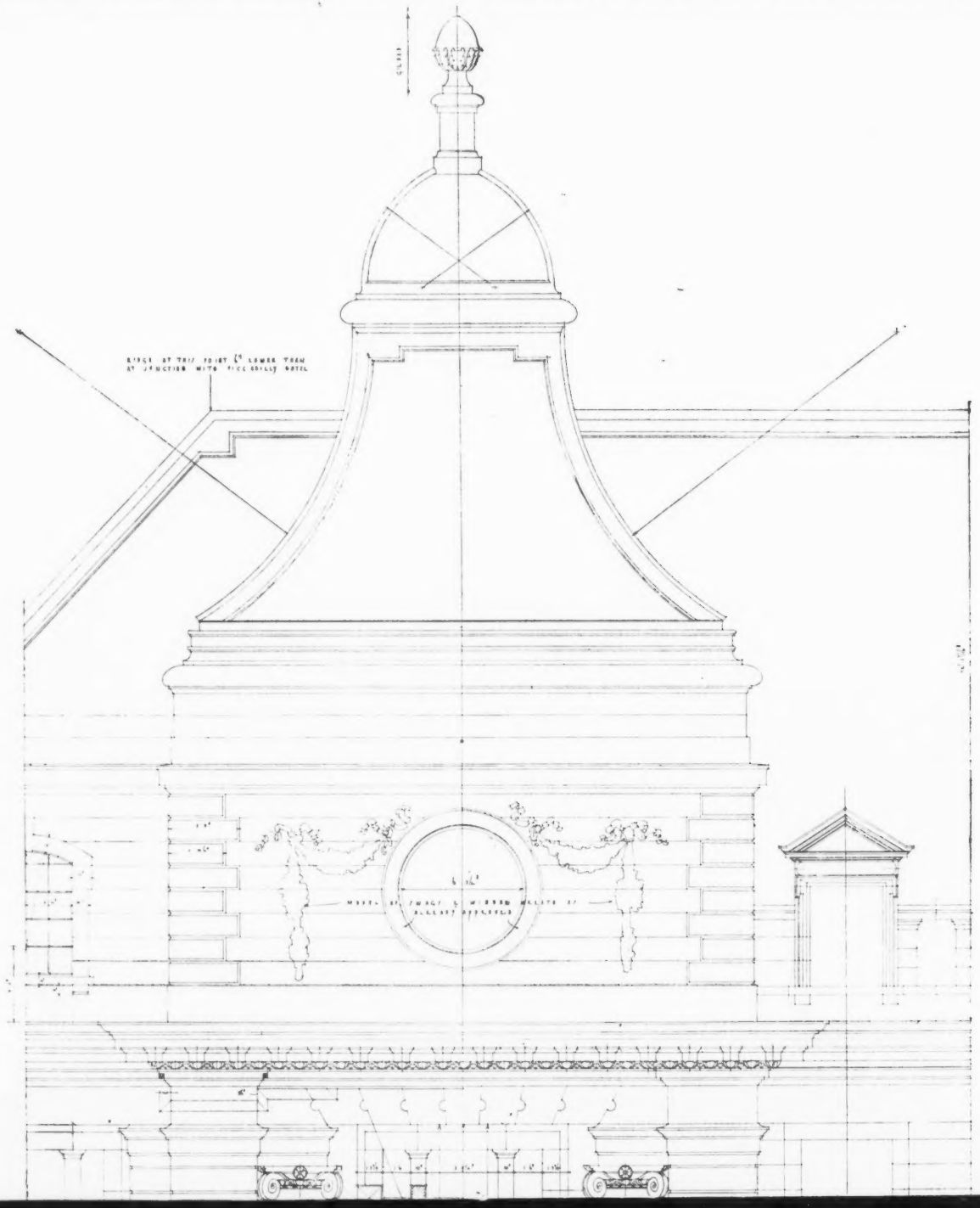
Morden Tube Extension. Clapham South Station. By Adams, Holden and Pearson.

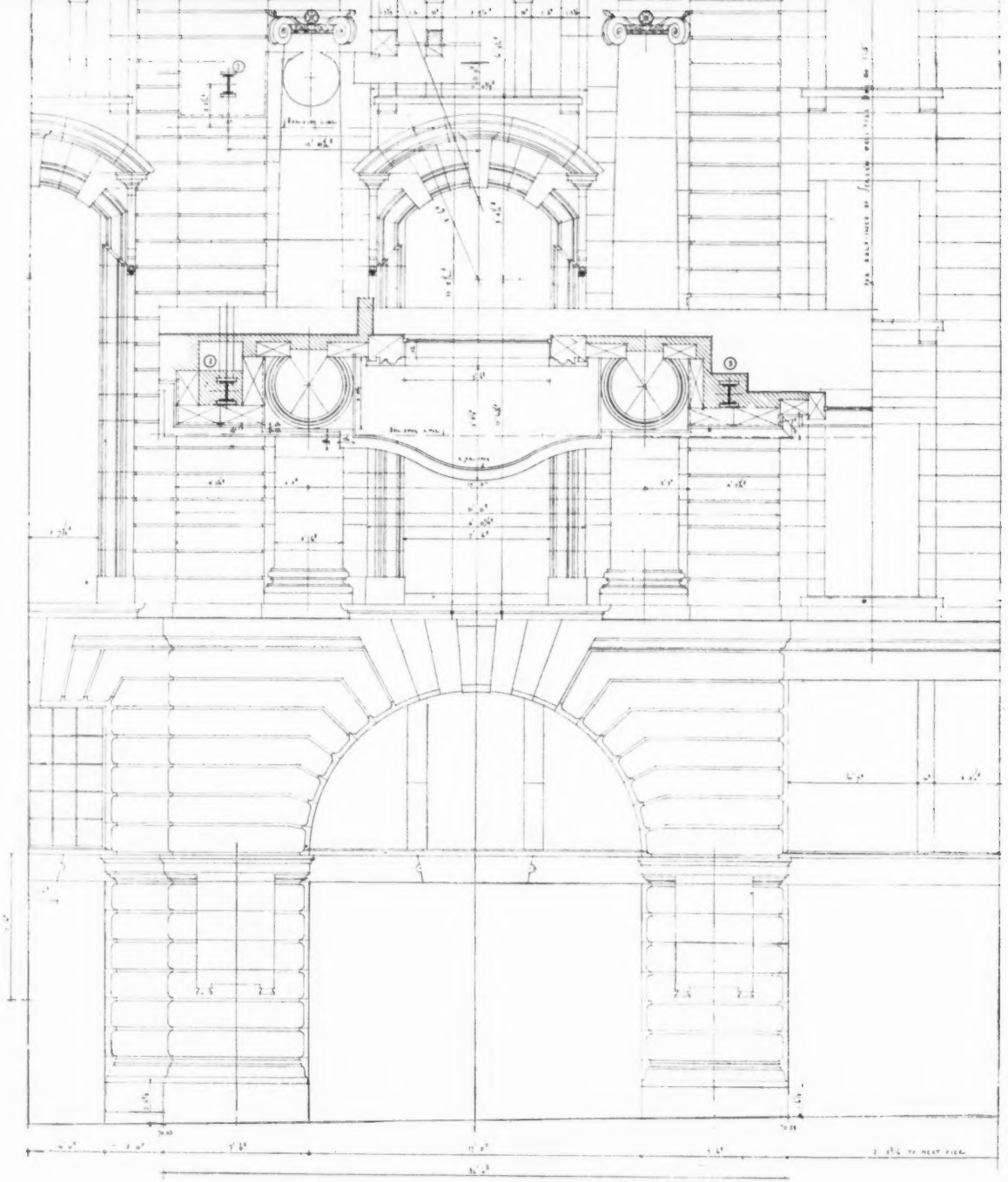
are with few exceptions dull, pretentious, or just vulgarly ugly.

The first difficulty to be faced was that of material. The company demanded that their stations should be easily recognizable, and at the same time the engineers of the company wanted a permanent and clean material. All



Morden Tube Extension. Balham Station. By Adams, Holden and Pearson.





MESSRS. SWAN AND EDGAR'S, LTD., PICCADILLY CIRCUS, LONDON. SIR REGINALD BLOMFIELD, ARCHITECT FOR THE ELEVATIONS. J. J. JOASS, ARCHITECT FOR THE REBUILDING. A DETAIL OF THE REGENT STREET, EAST END, PAVILION.

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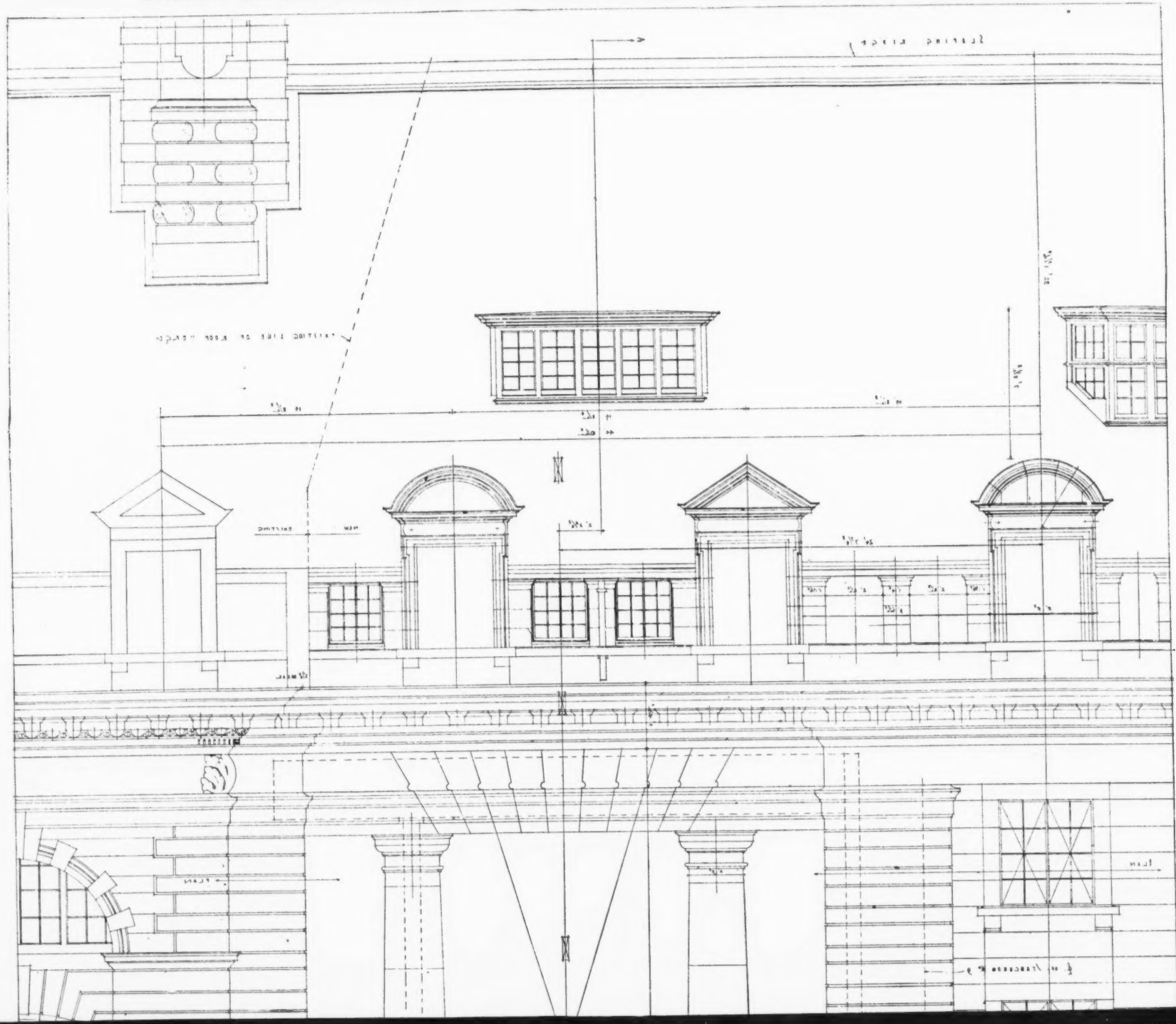

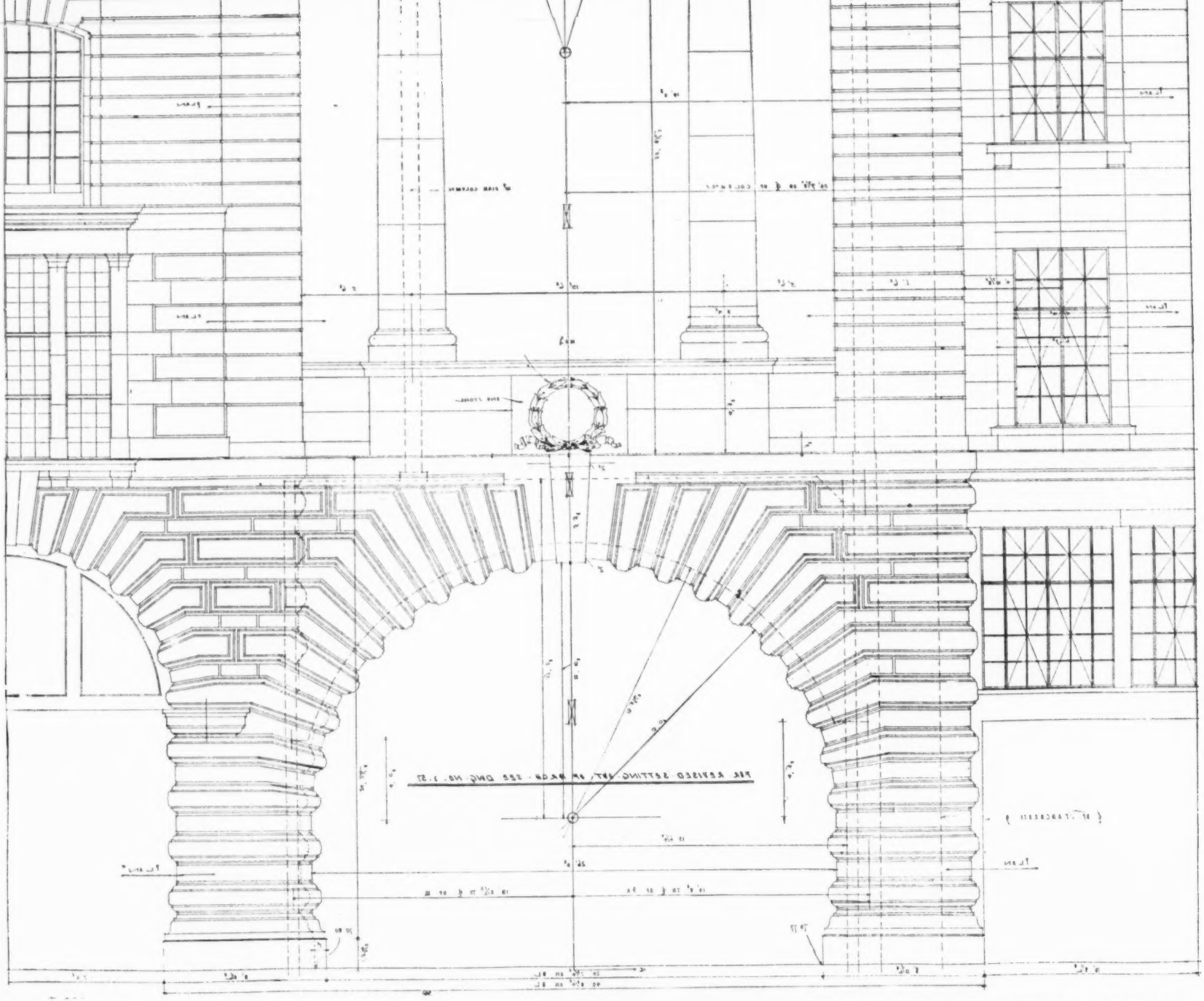

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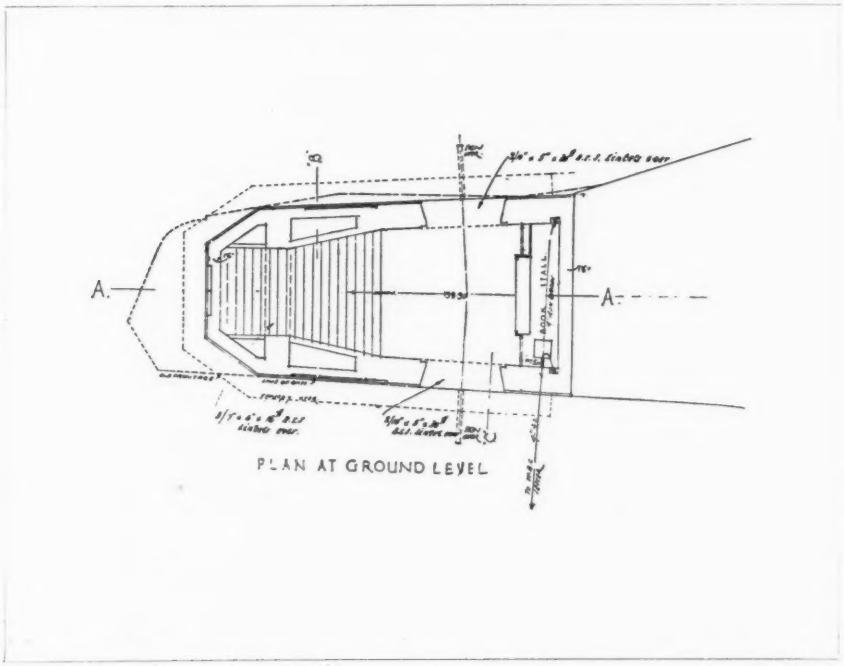
BLOMFIELD, ARCHITECT FOR THE ELEVATIONS. J. J. JOASS, ARCHITECT FOR THE REBUILDING. A DETAIL OF THE ARCH OVER AIR STREET, REGENT STREET.

the possibilities were discussed, and Portland stone finally decided upon, the architects undertaking to produce a sufficiently distinctive design. The main reason for the choice was that Portland stone has become the traditional and distinguishing material of London. Our renowned and reviled atmosphere weathers it to beautiful soft tones of silver and grey, and it is likely to harmonize well with either a brick or stone superstructure. Above the



Morden Tube Extension. Trinity Road Station. By Adams, Holden and Pearson.

canopy the wall surface has been designed to be self-washing, to please the engineers and partly to prevent heavy and inaccessible deposits of soot.

The next essential elements were wide entrances which, with height limited, obviously called for a lintel treatment. The other predominant void was a large window to light the booking-hall. The relation of these two main voids set the keynote of the design. The most obvious idea was to link the two together inside some form of architrave, but this would have neglected the necessary canopy and was too reminiscent of the form that is rapidly becoming traditional for cinemas. The canopy itself was seized on as being the deciding factor; it must have been the greatest projection in any design, and would inevitably exert a strong horizontal effect. This horizontal effect, as well as its contrast to the Portland stone, is more pronounced on the actual buildings than the illustrations show. It is of bronze and blue enamel with white lettering. The architects further utilized the canopy as a convenient means of floodlighting both the upper and lower halves of the building. In addition, it was kept low so that it might properly fulfil its function as a shelter, and this determined —quite happily—the relative proportions of the upper and lower halves. The lintel over the entrance was given a vigorous moulding of very original design that emphasized its horizontality when lit either by reflected sunlight from the pavement or floodlight from above. The wall space above the plinth mouldings conveniently takes a standard size of poster.

The great window was formed as a triple motif capable of horizontal expansion and of being bent round a faceted front. One may be inclined to quarrel with the globular caps of the stone piers, but it must be remembered that square caps might give ugly projections on acuter angles. The necessity for the stone piers themselves is best seen in the illustration of Balham Station. Looseness from possible lateral dispersion of the design was prevented by the dominant " UndergrounD " sign in the glass of the central bay of the window. The other smaller projecting signs were added to make the stations noticeable from the adjacent pavement, and to give a subsidiary interest to the wings of the building. Here, then, are all the elements of the design, all logical, all adequate, and with nothing extraneous. Such a solution traced step by step seems, at first glance, remarkably simple, but such a reasoned treatment of our façades in general is rare indeed. The reader will be able to appreciate how much the design has fulfilled its first requirement of universality from a study of the illustrations.

Morden Tube Extension. Colliers Wood Station. By Adams, Holden and Pearson.

Before this design was finally decided on—actually adopted by the company practically without alteration from the sketches—it was discussed and very thoroughly examined by the various experts concerned. The Underground Company seems to be nothing if not thorough. First a small-scale model was made, and then a full-size model was actually erected in a large shed. This is probably the first time in the history of architecture that an architect has had a full-size model of his building to study before proceeding with the final working drawings, if we except monuments, such as the Cenotaph. It must have been a very instructive and rather terrifying experience. Here is a design that solves its problem, creates a new type of building, and improves the face of London. Would that all modern design problems were solved so happily.

CHEAP COTTAGE CONSTRUCTION: ii

[BY EDWARD R. BILL]

THE term standardization, as applied to cottage construction, may mean either the manufacture of complete cottages or the standardization of certain parts, such as doors, windows, fireplaces, etc. The manufactured house is designed to meet one stereotyped category of requirements, and when the exigencies of the situation happen to coincide with the standard conditions, the initial cost of the manufactured article should certainly be somewhat less than that of houses built upon traditional lines. But neither sites nor requirements are hardly ever stereotyped in all respects, each particular case presenting some fresh factor affecting the design and, consequently the cost, and any inelastic system of construction, evolved for one particular set of circumstances, must inevitably prove uneconomical when those circumstances are not exactly reproduced. On the other hand, a series of standard designs, based on an exhaustive study of general domestic requirements (quite impossible in individual cases), may serve a very useful purpose as a basis of comparison in considering plans created in response to individual needs. The *Housing Manual* issued by the Local Government Board in 1919, or the book of plans published by the Welsh Housing and Development Association are good examples of the great value of such touchstones of planning and design.

Many efforts have been directed to the production of a house on standard lines that will allow full scope for variation in dimensions and design, and prominent among this type are the various steel-framed houses, in which the ordinary building materials are replaced by a steel skeleton frame with steel floor-joists, studs, and rafters, the walls being formed with hollow tile or concrete slabs, and generally covered externally with stucco. An advantage claimed for this type of structure is that the steel skeleton can be erected in about a couple of days, which allows the house to be roofed in while the external walls are being built, thus rendering the erection independent of the weather within one week from the commencement. The wall slabs are pre-cast to standard lengths, and generally have some form of interlocking joint, while all the steelwork is protected from the weather and the cost of frequent painting thereby eliminated. Where the system is flexible and adaptable to the various modifications demanded by the situation, this method of construction has much to recommend it, and it seems a pity that its develoment should be left so much to purely commercial enterprise.

A rather pleasing example of a bungalow erected somewhat on the above principle has been designed by Mr. T. Cecil Howitt, D.S.O., A.R.I.B.A., for the Nottingham Corporation, and erected by Messrs. John Booth and Sons, of Bolton. In this example the roof principals are of steel with stancheons of tee section with steel flats at the sill level for attaching the steel windows. Timber grounds are bolted to the roof principals, which are spaced at 6 ft. centres, the pantiles on the roof being carried on 3 in. by 2 in. purlins. The walls are of concrete slabs, and are roughcast on the exterior, and all the steelwork is protected.

It is curious to note that, although steel is unhesitatingly used constructionally in most kinds of modern building, there is still a prejudice against its employment for cottage work, and it is likely that its latest misuse as external sheathing in certain types of manufactured houses will not tend to lessen this aversion.

One of the greatest benefits of standardization would result from its application to the size of bricks. At present, where the bricks for facing or fair-face work are of a different quality to the common bricks, much avoidable labour is involved in levelling up the courses at sills and other similar positions, while headers in the facings have often to be snapped when built in Flemish bond, and glazed bricks, blue bricks, and air gratings rarely course in well with common brickwork. The width of piers between doors or windows and the width of apertures might more frequently be made some multiple of bricks and thus save cutting bats, while the height of sills and window-heads, if

Bungalows at Nottingham. By T. Cecil Howitt. The erection of the framework.

adjusted to the coursing, will save a lot of packing up. The height to the underside of floor-joists should also be fixed in relation to the brickwork or packing will be necessary. Flat brick arches will have their depth fixed by the height of the courses, but where a special depth is necessary they should course through level at the top to avoid cutting. The standardization of bricks would also permit the lugs on standard steel windows to be arranged to suit the brickwork joints, and thus render the cutting of plug-holes unnecessary.

Window and door frames should be built in as the work proceeds, as by this means a quicker and a better job results. Much labour will be saved in building in steel windows into concrete jambs if these are cast with a continuous groove into which large sash lugs can be cemented without the need of cutting plug-holes. Pre-cast concrete sills of standard lengths will save much time in winter weather.

For a small increase in price wood floor-joists can be obtained in standard lengths (or multiples), thereby eliminating much wasted time and labour, as well as timber, but to profit by the saving it is necessary that as many rooms as possible should be of standard width, and that bay windows, recesses, and canting walls should be avoided, as these require joists of differing lengths

Bungalows at Nottingham. By T. Cecil Howitt. Above, the framework completed. Below, the finished bungalows.

and floorboards cut to fit. Standard sizes for joists and their distances apart enable the herringbone strutting to be cut rapidly and accurately to lengths in a mitre-box by the veriest neophyte in building lore. Much unnecessary labour is expended in cutting and fitting ends of wood floor-joists between the flanges of a girder when they would answer just as well if placed on top.

Simplicity of roof construction and standardization of spans is of great importance if the rafters are to be obtained in standard lengths. In cases where the builder's yard adjoins a quay, or has a railway siding, it is sometimes cheaper to prepare the carcassing in the shop, but where the timber has first to be carted to the yard and thence to the site, it is better to deliver directly to the job and prepare the stuff on the spot.

With the general adoption of standard doors, it is much to be hoped that manufacturers will amend the gamut of their sizes in the direction of uniform heights for various widths. At present the height is varied with the width, so that while a 2 ft. 8 in. door is 6 ft. 8 in. in height, a 2 ft. 4 in. door only measures 6 ft. 4 in., and thus, when doors of varying widths are placed contiguous to each other, there is an awkward break in the alignment at the top, which is specially noticeable in cases where a picture-rail runs just above the highest door. Another inconvenience in certain brands of imported standard doors is the impossibility of fixing a mortice lock in the lock-rail without cutting away the dowels. Standard doors having ply-wood panels should not be delivered on the job until actually required for fixing.

The standard types of steel windows with their numerous possible combinations offer a selection far in excess of the average requirements of a normal cottage, whether the demand be for the long and low Tudor form of casement, or the well-proportioned Georgian type with sturdy glazing bars and heavy frame, while the standard "tubular" mullions enable bays of almost any shape and size to be constructed with the greatest ease and speed from ordinary standard units. If wood windows are preferred to steel, there are many standard patterns of simple and satisfactory design obtainable (at prices much below the cost of special forms) from many high-class firms of joinery manufacturers. Standardization in the size of squares of glass is the natural corollary of the standard window. Where hinges permitting the cleaning of the outside of wood casements from the inside of the room are used, a special bevel on the flapping jamb is necessary to enable the light to open, but by adopting this bevelled section throughout for both fixed and opening lights much confusion might be avoided and greater freedom in the choice of opening lights secured for individual preference. Where the plastering is returned around the reveal into the window-frame it is quite unnecessary to notch the window-boards, which can be made the net width of the brick opening, and thus save labour and material. While stock moulded architraves are no more costly than a plain, unmoulded batten, a square-edged skirting will generally effect a little saving in comparison with a moulded one by reason of a slight reduction in the labour of fixing. Solid rebated frames are often cheaper than frames with rebates planted on, and wood window-frames having sills of oak projecting past the facings will obviate the need of any other sills.

Where suspended concrete floors and roofs are used, standard spans will considerably reduce the cost of centering for slabs and shuttering for beams, and a series of brick arches all of standard span and rise will save the cost of numerous centres. Builders generally fight shy of standard staircases notwithstanding their low price, the trouble being the difficulty of getting adequate fixing particulars to permit of accurate trimming before the stairs arrive; this seems, however, an insufficient reason for not using them in greater numbers. If the pitches on either side of the valley are unequal special made valley tiles will be required, but unequal pitches on the sides of hips can easily be covered with the common half-round ridge tile, and save the cost of special made hip tiles. Slates if holed by machinery at the quarry will be cheaper than if holed by hand upon the job. In many cases one of the various patent composition ceiling and wall-boards can be used in place of plaster with economical results if standard sizes requiring the minimum of cutting are employed.

Standardization has already been established to a considerable extent in respect to light castings, sanitary goods and ironmongery, and there is no legitimate reason to prevent its application to every trade concerned with cottage building. The architect who scorns the use of standard articles may recollect that Shakespeare, with a stock-in-trade of only twenty-six standard letters of the alphabet, was able to evolve therefrom a masterpiece like *Lear*, and there seems no reason why the modern architect, armed with his catalogue of "ready-mades," may not create a gem of architecture that should vie with ancient Greece—if he but has the SKILL to do it.

[*Concluded*]

IN PARLIAMENT

[BY OUR PARLIAMENTARY REPRESENTATIVE]

The 1927 session of Parliament was opened by the King on February 8. The King's Speech was unusually short, and the Government has postponed a number of important Bills until the autumn. A reference was made in the Speech, however, to leasehold reform, in the following terms: "Proposals will also be made for an amendment of the law relating to leasehold premises so as to secure to an out-going tenant compensation for the loss of his goodwill and unexhausted improvements."

At question time Mr. Chamberlain, the Minister of Health, informed Mr. H. Williams that the average cost of houses included in contracts let by, or in approved direct labour schemes of, local authorities during each of the last six months was:—

Month.	Non-Parlour Houses.	Parlour Houses.
1926.	£	£
July	453	502
August	434	498
September	445	502
October	453	522
November	422	502
December	463	498

These prices excluded the cost of land and development.

Replying to Mr. Hannon, Mr. Chamberlain gave the following figures as to subsidy and non-subsidy houses built in 1924, 1925, and 1926:—

Year.	Number of Houses Erected		
	With subsidy under the Housing Acts during the year ended in		Without subsidy during the year ended in
	December.	September.	September.
1924	52,730	36,459	73,032
1925	99,497	92,291	66,735
1926	144,619	131,895	65,689

Mr. Chamberlain stated that, according to the annual reports of medical officers of health, 12,722 houses in England and Wales were reported during the year 1924 as unfit for human habitation.

Mr. Albery asked the Minister of Health if he would impress on local authorities the desirability of utilizing the 1924 Building Act primarily to rehouse those living in condemned houses; and if he was aware that this was not being generally done.

Mr. Chamberlain said that he had already, in a circular recently issued to local authorities, urged them to devote themselves specially to the provision of the type of houses capable of being let at rents within the means of the less well-paid workers. He did not think it was practicable for local authorities, in letting new houses, to limit themselves in the first instance to the class to which Mr. Albery referred, but he believed it was the general practice to give weight to the claims of those living in condemned houses.

THE LEEDS AND BRADFORD TOWN PLANNING SCHEME

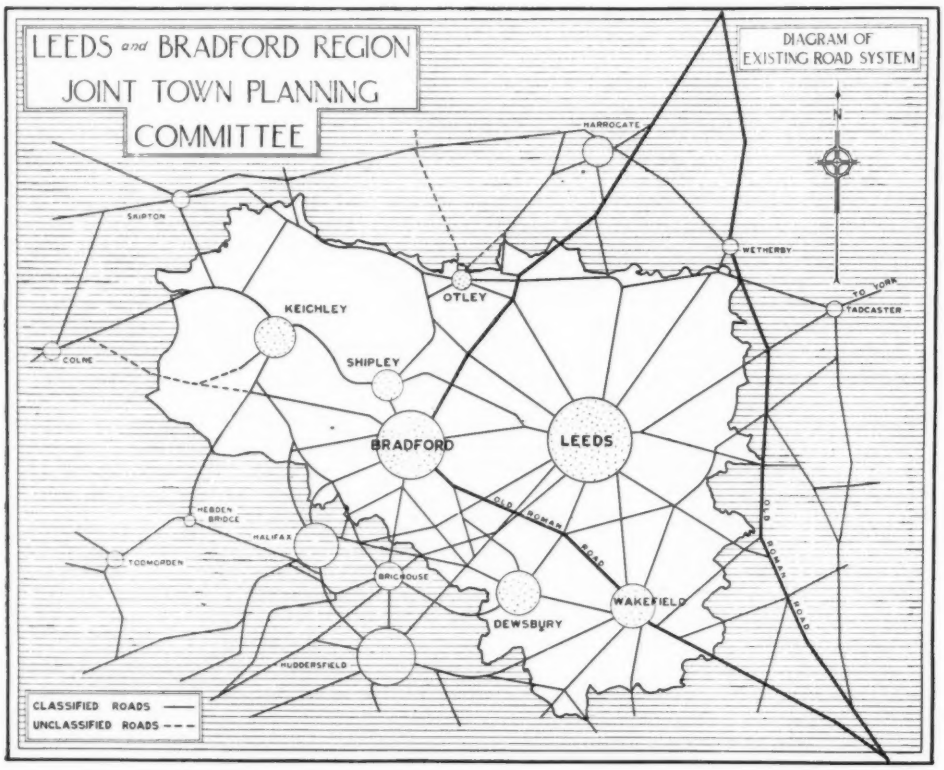
[BY H. V. LANCHESTER]

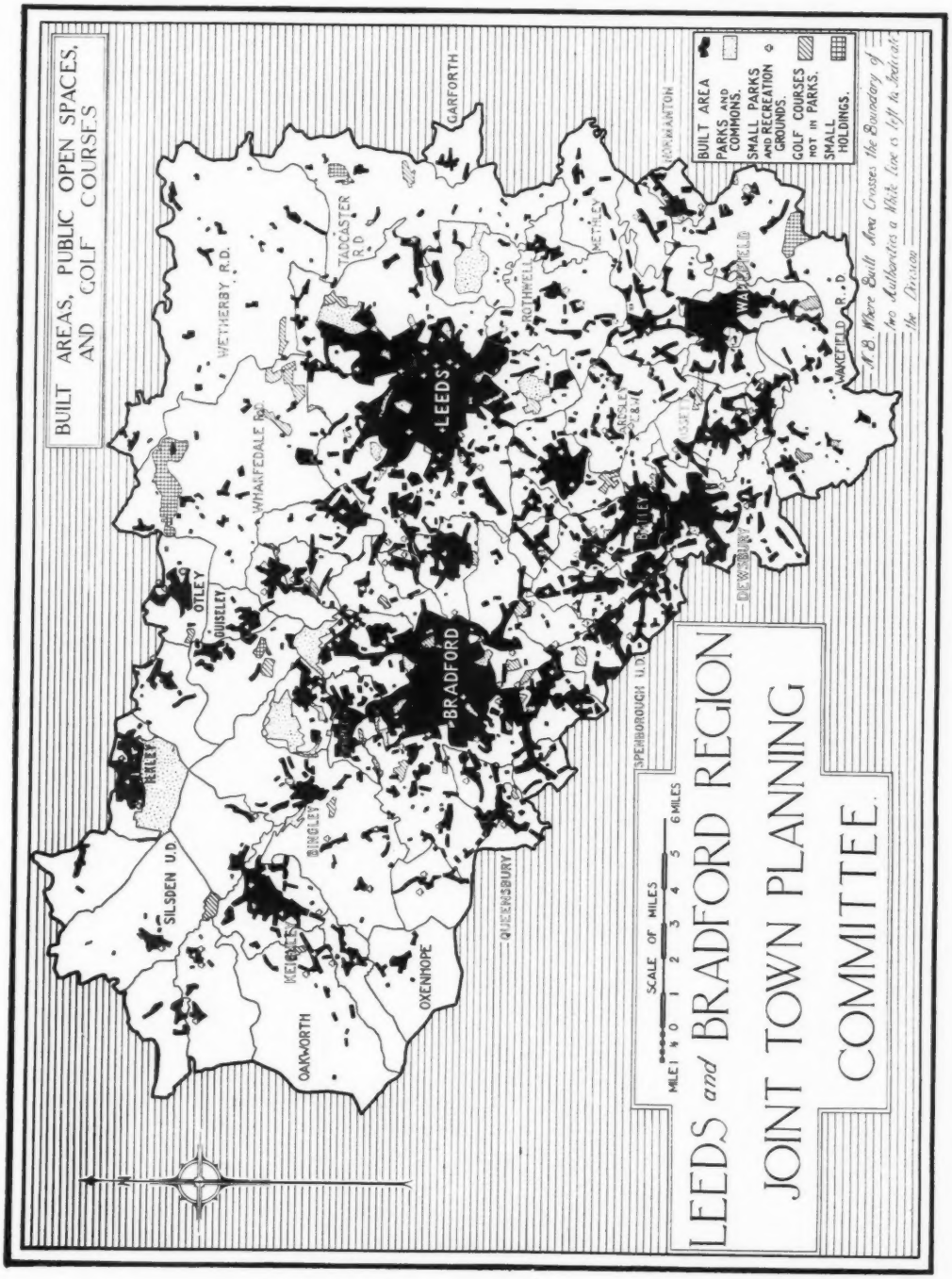
THE preliminary report of the Leeds and Bradford Region Joint Town Planning Committee covers in a comprehensive way the historical and geographical characteristics of the region, and gives a clear picture of the existing conditions with all their merits and demerits faithfully set down. The scope of these studies can best be indicated by quoting those portions of the various sections which deal with the more salient features. Among the introductory and historical notes the following claim attention:

This great manufacturing area does not owe its position to blind chance, but rather to a fortunate combination of splendid mineral resources, with exceptional facilities for the importation of other raw materials and for the distribution of coal and manufactured articles. These facilities are due to the way in which the opportunities offered by the proximity of east and west coast ports have been seized by previous generations, who developed the present extensive rail and water connections with these ports, and also the existing road system, which is now being rapidly outgrown. Whilst it has resulted in the building up of a great industrial reputation, the long life of the region as a manufacturing and mining centre has not been so kind to the amenity and general planning. This is particularly noticeable in the southern section overlying the coal fields. In this busy area the spaces between the towns and villages are almost everywhere defaced by coal workings or quarries. The unsightly pit mounds and quarry dumps often cover the best routes for new regional roads, and in one or two instances they approach existing roads so closely that the cost of needed widenings is rendered almost prohibitive.

The geographical position of the area, which covers the approaches to a number of passes through the Pennines, made it an important centre during the Roman occupation. From the great road to the north which passed through Castleford, Aberford and Boroughbridge a number of offshoots traversed the region to connect up with the corresponding great road from Manchester to Carlisle on the west. Most of these roads followed the ridge lines, and have been only partially absorbed in the present road system, in which the tendency has been to develop the valley routes. Although the actual road lines have varied since the Roman period the objectives are still the same, and the new roads carrying the modern passengers towards the same destinations pick up here and there the old line.

Attempts were made as early as the time of William I to make England a woollen manufacturing country, but met with little success until the reign of Edward III. On this occasion many families of Flemish weavers were attracted by grants of special privileges and immunities. Most of the newcomers settled in Kent, but soon spread to other places, including York and Halifax. At the end of the fourteenth century York, Ripon, and Richmond were important weaving centres, but by the end of the fifteenth century Leeds, Bradford, and Wakefield were all weaving cloth




BUILT AREAS, PUBLIC OPEN SPACES, AND GOLF COURSES
LEEDS and BRADFORD REGION
JOINT TOWN PLANNING COMMITTEE
SCALE OF MILES
MILE 1 0 1 2 3 4 5 6 MILES
BUILT AREA
PARKS AND COMMONS.
SMALL PARKS AND RECREATION GROUNDS.
GOLF COURSES NOT IN PARKS.
SMALL HOLDINGS.
LEEDS
BRADFORD
WETHERBY R.D.
WHARFEDALE R.D.
TADCASTER R.D.
GARFORTH
ROTHWELL
MORLEY
OTLEY
GUISELEY
ILKLEY
BINGLEY
KEIGHLEY
OAKWORTH
OXENHOPE
SILSDEN U.D.
QUEENSBURY
SPENBOROUGH U.D.
DEWSBURY
WAKEFIELD R.D.
A B Where Built Area Crosses the Boundary of two Authorities a Wiht Line is left to Indicate the Division

in competition with the rivals whom they were destined to displace from their leading positions.

From the end of the medieval period the mineral resources of the region began to play an increasingly important part in its development. Coal had been mined in small quantities probably as early as the Roman period, but even in the time of Henry VIII wood was still the principal fuel. The mining industry would be encouraged when, in 1699, the River Aire was made navigable to Leeds, and the Calder to Wakefield. As no further extension was made for about sixty years, this would tend to increase the concentration of roads on Leeds and Wakefield and enhance the importance of these two towns. In 1760 the Calder navigation was extended to Salter Hebble, and in 1770 a start was made on the Leeds and Liverpool Canal (completed 1816), the only through connection to Liverpool by water. The latter canal, which had a branch to Bradford (now closed), was completed just in time for Bradford to take full advantage of the change-over to power weaving, which began at the end of the eighteenth century. From the time when steam power began to be applied to the wool trade, the West Riding began to gain on its competitors in other parts of the country, which were not situated over coal fields, and gradually assumed its present leading position in the woollen and worsted trades.

During the second quarter of the nineteenth century the region rapidly developed a comprehensive railway system, and the industrial section was soon covered by a network of lines which made possible an intensive use of its mineral wealth. The deposits of coal, iron ore, fireclay, and building stone were all being eagerly exploited, and rapid but undirected growth was taking place all over the coal field area. From the haphazard growth of the nineteenth century has been received a legacy of narrow roads, back-to-back houses, badly-placed works, and ruined amenities which provide all the worst and most costly problems of modern town improvements. It is time for the present generation to stop this wasteful type of development and substitute for it orderly planned growth.

Under the heading Population we find that the census of 1921 gives the total population of the areas controlled by the constituent authorities as 1,266,495. The gradual decline in the rate of increase of population in this country would seem to indicate that when the present housing shortage has been met, the housing of the immediate future will be needed almost as much for redistributing the population from the crowded areas as for the housing of the natural increase. With the population packed as it is at present, the redistribution in a more open style of development presents plenty of scope for the planning of new residential areas. Between Leeds and Bradford and south of these cities as far as the River Calder there is developing along each of the main roads a chain of new buildings which threatens to join completely town and town and leave the undeveloped land merely as so many isolated units between the encircling rings of built-up main roads. It will be necessary to decide how far it is desirable and economically possible to provide open spaces of various sorts which will form more or less continuous chains, breaking up this type of development and preventing a too complete loss of amenity which has already suffered much from industrialism. This use of open spaces to prevent straggling developments with their more costly services, and to encourage a more compact form of growth, applies to other parts of the region. A study of the census returns reveals the fact that in many instances the number of people going out from the large towns to work in the urban and rural areas is almost as great as the number coming in to work. This applies more particularly to movements to places containing mines and quarries. An examination of the figures points either to a housing shortage in certain areas or to a decided preference on the part of some people for living in a town, just as others prefer to live in the country. North of Leeds and Bradford the movement of workers in the urban and rural districts is preponderately an outward one. South of these cities the numbers of workers moving into the rural and urban districts to work is in very many instances greater than the outward movement. This raises a difficult question as to how much of the peak load movement could be done away with by a proper adjustment of the housing facilities in each area.

The review of the industries gives us the following: The West Riding is now the greatest centre of the woollen and worsted trade in the world. It gradually absorbed the trade of the country when, with the introduction of the steam engine, its situation over the coal fields gave it a special advantage over its southern rivals, Lancashire, its most favourably situated rival, having already begun to be more interested in the cotton trade. Its hills, while well suited for the pasturage of sheep, were unsuitable for wheat growing; abundant streams furnished the necessary soft water for scouring, and before the invention of the steam engine they also supplied the requisite power. But now nearly two-thirds of the wool used is imported.

The second important business in the region is that of metal working. Leeds is a great engineering centre. Bradford, Keighley, and, in a less degree, Spenborough and Wakefield also employ a number of people in the making of woollen and worsted machinery, and other similar work. Other minor centres are Dewsbury, Shipley, and Otley. As this industry is smoky the reservation of sites for future development needs very careful consideration. Whilst mining and quarrying do not employ so many workers as the previous ones, they are of great importance to those industries, and also to the other industries of the region. The activity of these workers provides coal, ironstone, brick shale, fireclay, building stone, and other materials for use in regional development.

Various suggestions have been made in regard to the coal industry. These may be summarized as follows: 1: In any town-planning scheme which may be included in the coal-bearing section of a region, an essential condition is that power shall be taken to prescribe the position, shape, height, and method of formation of spoil banks and refuse tips. 2: As far as possible the rubbish should be disposed of by spreading over ground liable to subsidence or filling in valleys or old surface excavations and covering over with earth. At Temple Newsam the spoil has been successfully hidden, the colliery being obliged to cover it when spread with a layer of soil. 3: Unused colliery tips might be bought, shaped, planted, and laid out as open spaces. 4: Colliery tips left idle for a period of more than five years should be soiled and planted with trees, shrubs or grass, or otherwise treated so as to interfere with the amenity of the district as little as possible.

There seems to be little doubt that the tendency of the future will be to make greater use of clean fuel, either in the form of electricity, oil, or gas. Electricity promises to be the great power provider of the future, and as the greatest industry of the region is one admirably adapted for the use of this type of power, the problem of locating works zones for the textile industries will be simplified. The gradual spread of the power lines of the Yorkshire Electric Power Company over the area unserved by municipal supplies shows that the region is not likely to lag behind in the race for electrification. The Temple Newsam pit is one of the best examples in this country of an electrically worked coal mine, and has proved that electric working can be a financial success under the least economic conditions of a single self-contained pit.

The report proceeds to point out the deficiencies of the existing road system and also the improvements effected by the roads which have recently been constructed. A number of new routes are suggested. The presence of so many railways, canals, and rivers all needing bridging has rendered more difficult the problem of planning new routes, which was already difficult owing to the number of steep-sided valleys. A traffic census diagram is included.

In the chapter on open spaces the suggestion is put forward that some effort should be made to secure regional open spaces for recreation or other purposes so placed as to prevent a too solid development. It is noted that a proportion of 1 acre of public open space to every 200 inhabitants is the usual accepted minimum amongst town planners. The city of Leeds, if Temple Newsam Park just over the border is included, has 1 acre for every 196 people, but all the authorities have too small a proportion of playing fields. This chapter also deals briefly with the types of land suitable for open space reservations. An interesting table compiled from the replies to the questionnaire sent out shows the

proportion of the various types of open space in each authority's area.

The last chapter deals with the town planning progress in the region, and shows that a good beginning has been made. Sixteen of the forty-three authorities are already town planning either the whole of their area or the portion they consider most urgent. Over one-third of the region is now covered by statutory Town-Planning Resolutions. In addition, there are five authorities who come under the compulsory clauses of the Town-Planning Act, and who are only waiting for the regional scheme to get a little more advanced before proceeding. With these, nearly three-fifths of the region will be covered by the territory of authorities who are town planning. This is an excellent beginning, and sets an example which it is hoped will soon be followed by the remaining authorites, so that when the Regional Committee has laid down its programme for the development of the area the town-planning authorities may include the proposals in their plans and secure their being carried out as and when required.

The entire report is most excellent reading for those interested in the subject, and the illustrations, diagrams, and maps (two of which are reproduced herewith), materially enhance its value.

SOCIETIES AND INSTITUTIONS

The Tite Prize and the Soane Medallion

The R.I.B.A. call the attention of intending competitors to the fact that the preliminary competitions, consisting of twelve hours' *en loge*, for the Tite Prize and the Soane Medallion will be held on April 7 and 8 respectively, at the R.I.B.A. and at local centres. N.B.—The dates for the competitions have been advanced from July. Applications for admission to the preliminary competitions, which must be made on the official forms to be obtained free at the R.I.B.A., must be sent to the secretary to the Board of Architectural Education so as to reach him not later than March 26.

International Exhibition of Architectural Drawings, Australia

A request has been received by the R.I.B.A. that the exhibition of British architectural drawings, which is being sent to Melbourne, Australia, for the International exhibition there in May 1927 shall be forwarded to Sydney at the close of the exhibition in Melbourne. As the exhibition is primarily intended to interest the general public it will consist of rendered elevations, perspectives, sketches, etc. Architects who are willing to send drawings for this exhibition for selection by the R.I.B.A. Exhibition Joint Committee are requested to make immediate application to the secretary, R.I.B.A., for the necessary form and particulars. The works will be required at the R.I.B.A. at the end of February for shipment to Australia early in March.

The Liverpool Architectural Society

At the last meeting of the Liverpool Architectural Society the chief event was the announcement of the result of the competition for the Honan Scholarship, 1927. The subject for competition was an architectural club on a site in Abercromby Square. There were thirteen competitors, and the judges awarded the scholarship to Mr. Alec Owen, of Monmouth Street, Wallasey, a fourth-year student of the Liverpool School of Architecture, who took second place in last year's competition. Second place on the present occasion was awarded to Mr. Frederick H. Crossley, of Wallasey, formerly of the School of Architecture, and now chief assistant in the firm of Gray and Evans. Mr. Harold Bramhill (Honan Scholar, 1926) read a paper on "A Tour in Tuscany," illustrated by lantern slides. Professor C. H. Reilly presided.

The A.A.S.T.A., Metropolitan Division

The Woolwich War Memorial Hospital, now being erected at Shooters Hill, was inspected by the Metropolitan division of the A.A.S.T.A., by permission of the secretary of the hospital and the architects, Messrs. Pite, Son and Fairweather. The site is about 415 ft. above sea-level, and is in ideal surroundings. The buildings visited form the first section only, and consist of four wards of twenty-five beds each, a maternity unit of eight beds, and two isolation wards. In addition to the administrative offices and central station, there are sunlight and electric therapeutic departments. Two more sections remain to be erected before the scheme is complete, and when finished the area covered by the hospital and grounds will be 13½ acres. The external elevations are in multi-coloured bricks with red brick facings, with a cornice constructed of concrete left from shuttering, which gives a very pleasing effect. The main front entrance is built of Portland stone. To enable the visitors to obtain an idea of the hospital the plans were first inspected, and a résumé of interesting items was handed to them. Mr. Pite (the architect) explained many of the preliminary difficulties encountered concerning the levels of the site, and the disposal of the soil, before the party set out to examine the actual buildings.

The Royal Sanitary Institute

The Henry Saxon Snell Prize this year will consist of fifty guineas and the medal of the Royal Sanitary Institute. It is offered for an essay on "Sanitary Accommodation, Appliances and Fittings for Hotel and Flats, with suggestions as to proper placing, arrangement, ventilation and lighting, particularly where there are no external walls in which windows can be placed." Essays must be delivered on or before September 30, addressed to the secretary of The Royal Sanitary Institute, 90 Buckingham Palace Road, London, S.W.1, from whom further particulars can be obtained.

COMPETITION CALENDAR

The conditions of the following competitions have been received by the R.I.B.A.

March 26. In connection with the tenth Manchester Building Trades Exhibition, a competition is being held for designs for new façades on the north, south, and west sides of Albert Square, Manchester, and on one side of new Grand Avenue. The façades of the buildings in the Grand Avenue and the west side of the square are to be designed as suitable for shops with showrooms and offices over. The façades of the buildings on the north and south sides of the square are to be designed as suitable for offices only. The whole of the designs should comply with the by-laws and regulations required by the Manchester Corporation. Assessors: Mr. H. S. Fairhurst, F.R.I.B.A., Professor C. H. Reilly, O.B.E., M.A., F.R.I.B.A., Professor A. C. Dickie, M.A., F.S.A., A.R.I.B.A., Mr. Francis Jones, F.R.I.B.A., Mr. John Swarbrick, F.R.I.B.A. The directors offer an award of £200 to the architect placed first by the assessors, on condition that the assessors consider the design to be worthy of the award. If the assessors should not consider the design placed first good enough to merit an award of £200, they may subdivide the sum amongst the competitors, or they may withhold it or only award a portion of the amount offered. Particulars and plan from Competition Manager, City Hall, Deansgate, Manchester.

April 30. Town Hall and Library, Leith. Assessor, Sir George Washington Browne, R.S.A. Four premiums are offered. Particulars and a plan of the site will be supplied to competitors after January 22, on payment of a fee of two guineas, which will be returned on receipt of a design in accordance with the conditions. Should architects on receipt of the particulars not desire to compete, the deposit will be refunded provided the papers are returned within four weeks. Inquiries to be addressed to Mr. A. Grierson, Town Clerk, City Chambers, Edinburgh.

June 15. Shakespeare National Memorial Theatre, Stratford-upon-Avon. The competition is open to architects of the British Isles and America. It will be in two sections—a preliminary competition for sketch design only, from which six designs will be selected by the assessors; each of the selected competitors will be paid £100 premium towards the cost of preparing a further more detailed design, which will form the second half of the competition. The selected architect will be paid in accordance with the Schedule of Charges sanctioned by the R.I.B.A. Assessors, Mr. E. Guy Dawber, P.R.I.B.A., and Mr. Cass Gilbert (who will both act in an honorary capacity), and Mr. Robert Atkinson, F.R.I.B.A. Particulars, with site plan, etc., from the Secretary, Shakespeare Memorial Theatre, Stratford-upon-Avon. Deposit £1 1s. (which will be refunded should the conditions be returned within one month).

June 30. Designs for the planning of the Civic Centre, Birmingham. Assessor, Mr. H. V. Lanchester, F.R.I.B.A. Premium of £1,000 to the

design placed first, and a further sum not exceeding £1,000 divided between the authors of other approved designs. Particulars from Mr. Herbert H. Humphries, M.INST.C.E., City Engineer and Surveyor. Deposit £1 1s., which will be returned after the receipt of a design or the return of the documents supplied.

No date. Incorporated Architects in Scotland: 1: Rowand Anderson Medal and £100; City Art Gallery and Museum; 2: Rutland Prize (£50) for Study of Materials and Construction; 3: Prize (£10 to £15) for 3rd-year Students in Scotland; 4: Maintenance Scholarship, £50 per annum for 3 years. Particulars from Secretary of the Incorporation, 15 Rutland Square, Edinburgh.

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

No date. New offices at Trowbridge for the Wiltshire Working Men's Conservative Benefit Society. Assessors, Messrs. Cyril A. Farey, A.R.I.B.A., and Robert Lowry, F.R.I.B.A. Premiums amounting to £250. Particulars from the Chief Secretary, Mr. Henry H. Dyer, Stallard Street, Trowbridge, Wilts. Deposit one guinea, which will be returned on receipt of a bona fide design or if the conditions are returned two weeks before the closing date of the competition.

No date. New school for 1,000 boys for the Governors of the Bradford Grammar School. Premiums, £300, £200, and £100. Assessor, Mr. Arnold Mitchell, F.R.I.B.A. Particulars and plan of site from Mr. W. Brear, Secretary, Grammar School, Bradford, Yorks. Deposit £1 1s.

TRADE NOTES

Messrs. J. Blakeborough and Sons, Ltd., have acquired from "Nuswift" (Bradford) the sole manufacturing and selling rights of the "Nuswift" patent fire extinguishers. The services of Mr. J. A. Goodall—the patentee—have been retained, and business will, in future, be dealt with at the works of J. Blakeborough and Sons, Ltd., Woodhouse Works, Brighouse (Yorks), to which address all communications should be forwarded.

The broadcasting station at Haiti (call sign HHK), which began broadcasting in August 1926, has received a very large number of complimentary communications from radio listeners. It is a 1-k.w. station operating on a wave length of 361·2 metres, and has been heard in Colorado, Georgia, Florida, Connecticut, Porto Rico, Venezuela, the Dominican Republic, and many other places. Financial support is obtained by the Government in the form of appropriations to the Department of Public Works. The station is adjacent to the President's Palace, and concerts are frequently broadcast by the president's band, and also by the band of the gendarmerie, or armed forces of the country. Educational features comprise lectures on agriculture, hygiene, sanitation, civics and public improvements, such as roads, wharves, telephones, and public buildings. Interest in foreign radio reception is very keen. Many of the natives listen to the early morning talks from public address systems which the Government is placing in open spaces in cities and towns. Private receiving sets, generally of the valve type, are in the majority of cases owned by foreigners. Station HHK is of Western Electric design, and was furnished and installed by the International Standard Electric Corporation.

New price lists just issued by the National Radiator Company, Ltd., show considerable reductions in the prices of Ideal domestic boilers (now made in nine sizes), Ideal classic radiators, and Britannic boilers. The firm are shortly introducing another Ideal domestic boiler, which will be equivalent in capacity to the present No. 2, but will provide a large open fire like the No. 01 introduced last year. Among the new specialities of the firm are a new type of regulating valve and an improved form of Ideal concealed valve for water radiators. The Ideal concealed valve is fitted in the top hub of the radiator and projects only a short distance. One complete turn suffices to open or close the valve. The valve gives the advantage of a top feed to radiators having supply and return connections at bottom, this being secured by assembling the first and second sections at the bottom with a solid malleable iron nipple, so that the water upon entering rises up the first section before passing through the radiator under control of the valve. The top radiator nipple is faced and forms a seating for the valve. The "Instantofix" pipe carrier, another speciality of the firm, enables the fitter to assemble pipes exactly where they are required and fix them easily and quickly into position.

The exhibit of the Plywood Development Association at the *Daily Mail* Ideal Home Exhibition at Olympia in March will take the form of a room, designed by Mr. Joseph Emberton, A.R.I.B.A., showing some of the principal uses to which plywood may be put in the home. The walls, ceiling, and floor will be covered in plywood, and on the outside walls there will be large panels of various woods stained to different shades. There will be doors made of thick plywood. Furniture constructed mainly of plywood will illustrate some of the uses of this material in cabinet-making. The exhibit will provide a demonstration of the great utility of plywood in the home, and show how it can be used to advantage in panelling and in other decorative work to give excellent results at a reasonable cost. The stand will be in the main hall on the ground floor (No. 38).

THE NEW LONDON TUBE STATIONS

Following are the names of the architects, quantity surveyors, contractors, and some of the sub-contractors for the Morden line stations illustrated on pages 283 to 288. Company's architect, S. A. Heaps, L.R.I.B.A.; consulting architects, Adams, Holden and Pearson, FF.R.I.B.A.; quantity surveyors, W. A. Haskins and Son: general building contractors, J. Jarvis and Sons, Ltd., James Carmichael (Contractors), Ltd., L. and W. Whitehead, Ltd.; sub-contractors, Light Steelwork, (1925) Ltd., John Gibbs, Ltd., Non-slip Stone Company, Siegwart Fireproof Co., Ltd., F. Bradford & Co., Kleine Patent Fire-Resisting Flooring Syndicate, Ltd., Art Pavements and Decorations, Ltd., Stuart's Granolithic Co., Ltd., Crittall Manufacturing Co., Ltd., Williams and Williams, Ltd., F. A. Norris & Co., E. Pollard & Co., Ltd., Waygood-Otis, Ltd., escalators.

NEW INVENTIONS

[The following particulars of new inventions are specially compiled for THE ARCHITECTS' JOURNAL, by permission of the Controller of H.M. Stationery Office, by our own patent expert. All inquiries concerning inventions, patents, and specifications should be addressed to the Editor, 9 Queen Anne's Gate, Westminster, S.W.1. For copies of the full specifications here enumerated readers should apply to the Patent Office, 25 Southampton Buildings, W.C.2. The price is 1s. each.]

LATEST PATENT APPLICATIONS

2531. Crittall & Co., Ltd., R. Heating and cooling of buildings. January 28.
248. Kane, W. Buildings. January 28.
2122. Lee, J. A. Manufacture of cement. January 25.
2624. Pease, W. H. Production of artificial stone. January 29.
2684. Rutter, J. M. Drainage systems, &c. January 29.

SPECIFICATIONS PUBLISHED

264580. Muller, J. Method for the construction of concrete blocks for use in subaqueous building operations and floating dock for the performance thereof.
264628. Young, C. B. Bricks and method of and machinery for making same.
264711. Cadre, P. Manufacture of cement.
264715. Maxwell, G. System of concrete-block building-construction.
264782. Atholl (J. G. S. Murray), Duke of. Building construction.

ABSTRACT PUBLISHED

262490. Roberts, E. W., Gammons Farm, near Watford, Hertfordshire. Moulding chimneys, fireplaces, &c.

LAW REPORTS

ALLEGED INFRINGEMENT OF BY-LAWS: CORPORATION AND THEIR AGREEMENT

Smith v. *Southampton Corporation. Court of Appeal. Before the Lord Chief Justice and Justices Bankes and Scrutton*

This was an appeal by the Southampton Corporation from a judgment of Mr. Justice Swift, sitting without a jury at the Winchester Assizes, and raised a point as to whether the appellant had carried out work he had agreed with the Corporation to carry out in regard to conformity with by-laws.

Mr. Schiller, K.C., appeared for the Corporation, and Sir John Simon, K.C., for the respondent.

Mr. Schiller stated that the dispute arose over a block of flats Mr. Smith, a builder at Southampton, had erected in the Devonshire Road, the Corporation contending that he had contravened the by-laws. The Corporation took the matter in hand and pulled down two-thirds of the block above the second floor. At the trial Mr. Justice Swift found in favour of Mr. Smith, and awarded him £1,250 for alleged trespass. Mr. Smith had since died. The Corporation said that Mr. Smith having contravened the by-laws, they pulled down part of the building, as he had failed to carry out his undertaking to put right the building in accordance with the by-laws. Counsel's submission was that, in the circumstances of the case, the Corporation were right in using the powers they had.

The Court dismissed the appeal with costs without calling upon Sir John Simon for the other side.

The Lord Chief Justice, in the course of his judgment, said it was alleged that in the building of the flats Mr. Smith had committed a two-fold breach of the by-laws, both in the materials he was using and in the height and thickness of the walls. Mr. Smith denied that he was committing any breach, and alleged that what the Corporation called walls might properly be described as roof. The Corporation threatened demolition, and after discussion, Mr. Smith agreed to do the work required and to comply with the by-laws to the satisfaction of three architects. For that agreement he thought there was good consideration. But the real point in the appeal was that before the Corporation sent in their men and demolished two-thirds of the flats above the second floor Mr. Smith had repudiated the agreement. Under the agreement there was a period of two months given to Mr. Smith to complete the work necessary under it. The Corporation acted on September 8, or fourteen days before the time expired. The judge not only found that Mr. Smith had not repudiated the agreement, but in fact had been working as hard as he could, and was actually engaged at the critical time in bringing the building into conformity with the by-laws. For that there was evidence, and that being a finding of fact, the Court could not interfere.

Lords Justices Bankes and Scrutton concurred.

SURPLUS EARTH EXCAVATED: CLAIM TO REPLACE

Durston v. *Brentwood U.D.C. Chancery Division. Before Mr. Justice Eve*

This was an action for damages for alleged failure to carry out an agreement to replace excavated soil. The plaintiff was Mr. C. J. Durston, a builder, of Brentwood, and his claim against the Brentwood Urban District Council was for damages for the alleged breach of an agreement of December, 1924, to deposit all surplus earth taken from the widening of Park Road and Weald Road, Brentwood, on to the lower portion of the plaintiff's land known as the Broken Back Field. Plaintiff was developing this land as a building site. The defendants, by their defence, denied that they had been guilty of any breach of agreement.

Sir Thomas Hughes, K.C., for the plaintiff, said his case was that the plaintiff purchased the land from a Mr. Rippin, an estate agent and surveyor, who had entered into an agreement with the Council by which he gave a strip of land for the widening purposes on condition that the Council should deposit the surplus soil from the proposed widening on to the lower portion of the field which was low lying and wet. Plaintiff purchased the land subject to this agreement, and his case was that the Council had failed to carry it out.

Plaintiff gave evidence, and also Mr. Rippin and Mr. G. A. Joslin, an architect, who took the view that the Council had not fulfilled their obligations under the agreement.

Mr. Vaisey, K.C., for the Council, submitted that there had been no breach of the agreement.

Mr. A. J. Meeson, the Council's surveyor, stated that the agreement had been observed, and the soil had been replaced. Mr. F. Gay, a surveyor, also gave evidence.

His lordship dismissed the action with costs, saying that in his opinion the plaintiff had failed to show that there was any shortage of the soil deposited by the defendants in his field. He thought the agreement had been carried out by the Council.

ALLEGED NEGLIGENCE. CHARGE WITHDRAWN

No. 2 D.R. Cotton Mills, Ltd. v. *Sir Philip Sidney Stott. King's Bench Division. Before Mr. Justice Rowlatt*

This was an action by the plaintiffs, claiming damages for alleged negligence in connection with the laying of the flooring in one of the plaintiffs' mills at Castleton, Lancashire, in 1919-22.

Mr. St. John Field, for the plaintiff company, said that certain representations had been made and certain explanations had been offered by the defendant in the course of the proceedings. The plaintiffs accepted those explanations and unreservedly withdrew all allegations of negligence on the part of the defendant. Certain letters had passed between the parties and their solicitors, and on the terms contained in those letters the plaintiffs submitted to judgment for the defendant, with costs.

Mr. Richard O'Sullivan, for the defendant, said that, all allegations of negligence having been withdrawn, his client was content to take judgment, with costs, on the terms indicated in the letters.

Judgment for the defendant, with costs.

OBJECTION TO ELECTRIC SIGNS

Jackson v. *de Frene. King's Bench Division. Before Mr. Justice Finlay*

This action arose out of the letting of an advertising space upon Harrington Mansions, Cambridge Circus, the plaintiff claiming £200, being a quarter's rent, from the defendant, in respect of the advertising space. Defendant denied liability.

Mr. P. B. Morle, for the plaintiff, said his client was the holder of a lease of the premises from the London County Council, who objected to the erection of electric signs. The defendant entered into an agreement with the plaintiff when he took the site, and it contained a clause that defendant would not cut or maim any of the outer walls or timbers or commit any waste or damage to the timbers or buildings. Defendant further agreed not to erect any signs in breach of the L.C.C. by-laws.

Defendant said had he known the L.C.C. were superior landlords he would never have entered into the agreement. No electric advertising agent would have anything to do with sites of which the L.C.C. were superior landlords. He had lost £200 in preparing signs and a five years' contract with a film company, out of which he estimated that he would have made £5,000.

His lordship, in giving judgment for the plaintiff for the amount claimed, with costs, said the agreement made it clear that the signs to be erected must be in accordance with the lease, and there were stipulations that the licence of the L.C.C. must be obtained. It could not therefore be said that there was a letting of something there was not a right to let. They were concerned there only with the L.C.C.'s rights as landlords and not with that body as a public authority that made by-laws. Their rights as landlords were governed by the terms of the lease to plaintiff. His lordship held that the non-disclosure of the fact that the L.C.C. had previously refused to authorize the exhibition of signs on these premises was not a fraudulent concealment. Defendant had got exactly what he contracted for.

THE WEEK'S BUILDING NEWS

The CARLISLE Corporation has decided to erect fifty houses on the Longsowerby housing estate.

*

The LONDON COUNTY COUNCIL is to erect new offices for the Weights and Measures Department in Euston Road, St. Pancras, at an estimated cost of £27,500.

*

The ASHTON-UNDER-LYNE Corporation has decided to erect ninety-two houses of the non-parlour type.

*

The BLACKPOOL Corporation is to erect 155 houses.

*

The COLNE Corporation has prepared schemes for the erection of 160 houses on their two housing estates.

*

Plans are to be prepared by the HERTS EDUCATION COMMITTEE for the erection of an elementary school for 300 children in the Pear Tree district of Welwyn Garden City.

*

The MANCHESTER Corporation has obtained sanction to borrow £96,000 for the construction of relief sewers.

*

The MANCHESTER Education Committee has prepared plans for the extension of the Whalley Range High School for Girls.

*

The MANCHESTER Corporation has passed plans for the erection of shops, offices, and a café in Piccadilly and Oldham Street.

*

A Congregational church is to be built at the corner of Claremont Road and Cranswick Street, Moss Side, MANCHESTER.

*

A bank is to be erected at the corner of Kingsway and Slade Lane, RUSHOLME, plans having been passed by the Manchester Corporation.

*

Plans for a cinema, shops, and houses on a site in Princess Road have been lodged with the MANCHESTER Corporation.

*

Revised plans are to be prepared by the city architect of HULL for the erection of flats on the New George Street improvement area.

*

The HULL Corporation Housing Committee reports that about 500 houses are required to complete the West Hull housing estate.

*

The BRISTOL Corporation is to proceed with the erection of 126 houses on the St. Anne's site.

Messrs. Jennings are to erect 108 subsidy houses on an estate at HORFIELD, near Bristol.

*

The BRISTOL Waterworks Company is seeking powers for the construction of a reservoir at Cheddar, and other works involving an outlay of £650,000.

*

The Admiralty has prepared plans for the erection of 172 houses for Plymouth dockyard workers on a site at ST. BUDEAUX.

*

The PLYMOUTH Corporation Markets Committee has arranged for a site on Corporation land at Prince Rock for the erection of an abattoir.

*

At PLYMOUTH the Governors of the Astor Housing Trust are seeking land for the erection of a hostel and an institute.

*

The Lady Astor Housing Trust is to erect twenty-four houses in Mirador Place, PLYMOUTH.

*

The PLYMOUTH Corporation has asked a committee to report upon a proposal for the construction of a low-level road to Cattedown, in order to facilitate the development of the harbour.

*

Messrs. Smith Bros. are to erect new joinery works in Albion Street, CHELTENHAM.

*

The WAKEFIELD Corporation has asked the city engineer to inquire as to the extent to which the whole of the site of the Town Hall Chambers can be utilized for the provision of accommodation for the health department.

*

Messrs. Bell and Kay are to proceed with additions to St. Michael's Church, Dewsbury Road, WAKEFIELD.

*

The WAKEFIELD Corporation has decided to proceed with the erection of 150 houses of type A, and fifty of type B.

*

The WAKEFIELD Corporation is acquiring property required for the erection of a new bridge across the Calder.

*

Plans have been prepared by Mr. P. D. Stoneham, architect, for alterations and additions at the Pier Hotel, EASTBOURNE.

*

The borough engineer of EASTBOURNE has prepared plans for sea-defence works at Langley Point, the cost being estimated at £14,600.

The borough engineer of EASTBOURNE has prepared plans for the erection of thirty small two-bedroomed houses on the hutment site.

*

The TORQUAY Education Committee has asked Mr. Widdows to prepare plans for enlarging the school centre at Homelands.

*

Revised plans have been prepared by the PORTSMOUTH Corporation for the erection of workshops for the blind at Portsdown Hill, at a cost of £10,250.

*

The Office of Works is to erect a semi-automatic telephone exchange at Washway Road, ASHTON-ON-MERSEY.

*

Building developments are pending on the Leverhulme estate at UPTON, building lines having been prescribed by the Cheshire County Council.

*

The MANCHESTER Corporation has passed plans for 122 houses at Blackley, additions to the bank at the corner of Dickinson Road and Stockport Road, Longsight, twenty-four houses at Scotland Hall Road, Newton Heath, and forty-nine houses in Brookthorpe Avenue and Mauldeth Road, Burnage.

*

Messrs. Bradshaw, Gass and Hope, architects, have prepared amended drawings of the BOLTON War Memorial proposed to be erected in Victoria Square.

*

The BOLTON Corporation is raising a loan of £27,000 for the extension of water mains.

*

The BARKING TOWN U.D.C. is negotiating with a builder who has put forward an offer to erect 200 houses on the Council's estate.

*

Plans passed by the BARKING TOWN U.D.C.: nine houses, Wilmington Gardens and Salisbury Avenue, for Messrs. E. Glenny and Son; two houses, Morley Road, for Dr. C. F. Fenton.

*

The BARKING TOWN U.D.C. has scheduled a site on the Upney housing estate for the erection of an elementary school.

*

Plans passed by the WIMBLEDON Corporation: double-span building, East Road, for Messrs. J. Paxton and Sons; eighteen garages, Abbott Avenue, for Messrs. W. G. Holloway and Son; four houses, Bathgate Road, for Mr. J. S. Brocklesby.

Final plans have been passed by the Board of Education for the erection by the L.C.C. of a school for defectives in Bromley Hall Road, POPLAR, and the work will shortly be started.

*

Plans passed by HACKNEY Borough Council: Additions and alterations, 166-168 Stoke Newington High Street, for Messrs. Eley and Allen; additions, 98 Southgate Road and 63 Church Road, for Messrs. H. and F. Worrow.

*

The Southern Railway is to reconstruct EASTBOURNE station at a cost of £30,000.

*

Plans passed by HASTINGS Corporation: New premises, Wellington Place and Pelham Street, for Messrs. Woolworth & Co., Ltd.; conversion of stables into showroom, Western Road, for Mr. J. Hunt, architect; four houses, St. Helen's Road, for Mr. W. G. Stanton.

*

Mr. G. B. Carvill has prepared plans for the erection by the WALTON U.D.C. of seventy houses.

*

Forty-eight houses are to be erected by the MORLEY Corporation in Bradford Road.

*

The Somerset Education Committee is to erect a secondary school at MINEHEAD.

*

Plans have been prepared by Messrs. Whittaker and Bradburn for extensions at the West Park Hospital for the MACCLESFIELD Board of Guardians.

*

The GLAMORGAN Education Committee is to enlarge the secondary school at Maesteg.

*

The GREENWICH Board of Guardians is to erect a new operating theatre at the hospital in Woolwich Road.

*

Mr. G. H. Fletcher has prepared plans for the erection by the FAILSWORTH Urban District Council of forty houses in Lord Lane.

*

The CHESHUNT Urban District Council is to erect twenty-two houses on the Goffs Oak estate.

*

The LEEK Urban District Council is to erect thirty-four non-parlour houses.

*

The city architect of CARDIFF has prepared plans for the conversion of the Green Dragon premises into offices for the tramways department.

*

Messrs. Berry and Sons have prepared plans for extensions at St. Joseph's Church Schools, HUDDERSFIELD.

The POPLAR Borough Council is to proceed with the reconstruction of Bow Common Lane Bridge. Further sites for housing are being sought. The Borough Council is proceeding with the erection of baths in Wick Lane, conveniences in Manchester and in Devons Roads, flats in St. Leonard's Road, in Grundy Street, and in Lower North Street, shops and flats in Bow Road, and houses on sites in Rigdale Street, Mellish Street, East Ferry Road, and Manchester Grove, and a maternity home in Wellington Road.

*

The Board of Education has approved plans for improvements at St. Mary's School, HORNSEY. The Corporation is to proceed with the reconstruction of the railway bridge at Cranley Gardens at a cost of £8,000, a grant of £2,000 having been promised by the L.G.O.C. Plans passed: workshops, Muswell Hill Road, for Messrs. Stevens and Sons; alterations, Highgate School, North Road, for Mr. A. E. Munby.

*

The CHELMSFORD Corporation has asked the water engineer to submit a scheme for the supply of water to the Galleywood area. Plans are in preparation for widening and concreting the watercourses from the sewage works to the river. The Board of Education has approved a site in Lady Lane for the erection of an elementary school. Plans passed: four houses, Wood Street, for Mr. H. S. Davies; four flats, Mildmay Road, for Mr. H. Axcell.

*

The Surrey Standing Joint Committee has obtained a site at ROWLEDGE for the erection of a police cottage.

*

The Middlesex County Council has arranged terms with the L.M.S. for widening the railway bridge in Gunnersbury Lane, BRENTFORD.

*

A site in HESTON has been acquired by the Middlesex Education Committee for the erection of a secondary school.

*

The SOUTHAMPTON Corporation is to erect 150 houses on various estates.

*

On behalf of Mr. Arthur Segal plans have been prepared by Mr. E. A. Stone for the erection of a cinema and dance hall on a large site in BRIXTON Road.

*

The BRADFORD Corporation has asked the Baths Committee to consider the provision of cottage baths for the Idle and Allerton districts.

*

Mr. P. Cummings, A.R.I.B.A., has prepared plans for the reconstruction of the Winter Gardens Picture Palace, Peter Street, MANCHESTER.

The KENDAL Corporation is to build another twenty-eight houses on the Castle Road estate.

*

The BIRKENHEAD Corporation has passed plans submitted by Mr. H. A. Thomas, of Liverpool, for a cinema in Borough Road, Birkenhead.

*

It now transpires that Pavilions, Ltd., 505 Oxford Street, are concerned with the scheme for the purchase from the CROYDON Corporation of an improvement site at a cost of £25,000 for the erection of a super-cinema at an estimated cost of £250,000.

*

A cinema with dance hall is to be erected in Bridge Street, MAIDENHEAD, by the Maidenhead Picture Theatre, Ltd.

*

The Postmaster-General is acquiring a site in Lillie Road and North End Road, FULHAM, for post office buildings.

*

A site in Church Avenue, KENTISH TOWN, is being acquired by the Postmaster-General for post office buildings.

*

Powers are to be sought by the Ministry of Agriculture to establish an OUSE Drainage Authority to carry out extensive works for the improvement of the river and the better utilization of the Wash Lands, the cost being computed at £2,750,000.

*

The PLYMOUTH Corporation is submitting plans for flats at Pottery Quat to the Ministry of Health for approval.

*

The LEEDS Corporation has called for reports on proposals for the provision of baths for the Armley and Wortley district.

*

The NOTTINGHAM Education Committee is to erect an elementary school for 1,000 children on the Lenton Abbey housing estate.

*

The OXFORD Corporation is negotiating with the Duke of Marlborough for land for another housing scheme.

*

The Harwich Corporation is to consider in October the provision of a covered bandstand at DOVERCOURT.

*

The DOUGLAS (I.O.M.) Corporation has approved the scheme prepared by Mr. J. E. Teare, architect, for the erection of sixty-six houses on the Olympia estate.

*

The DOUGLAS (I.O.M.) Corporation has passed plans submitted by the Sefton Hotel Company for additions at Sefton Hotel.

RATES OF WAGES

			I s. d.	II s. d.
A	ABERDARE	S. Wales & M.	1 8	1 3½
A₁	Abergavenny	S. Wales & M.	1 7½	1 2½
B	Abingdon ..	S. Counties	1 6	1 1½
A	Accrington	N.W. Counties	1 8	1 3½
A₂	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
B₂	Appleby ..	N.W. Counties	1 4½	1 0½
A	Ashton-under-Lyne	N.W. Counties	1 8	1 3½
A₂	Atherstone	Mid. Counties	1 6½	1 2
B₂	Aylesbury ..	S. Counties	1 4½	1 0½
B₂	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
B₂	Basingstoke	S.W. Counties	1 4½	1 0½
B	Bath ..	S.W. Counties	1 6	1 1½
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
A₂	Bewdley ..	Mid. Counties	1 7	1 2½
B₂	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
B₂	Bognor ..	S. Counties	1 4½	1 0½
A	Bolton ..	N.W. Counties	1 8	1 3½
A₂	Boston ..	Mid. Counties	1 6½	1 2
B₁	Bournemouth	S. Counties	1 6	1 1½
B₂	Bovey Tracey	S.W. Counties	1 5	1 1
A	Bradford ..	Yorkshire	1 8	1 3½
A₂	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
B₂	Brixham ..	S.W. Counties	1 4½	1 0½
A²	Bromsgrove	Mid. Counties	1 7	1 2½
C²	Bromyard ..	Mid. Counties	1 4	1 0½
A	Burnley ..	N.W. Counties	1 8	1 3½
A	Bursiem ..	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
A₁	Buxton ..	N.W. Counties	1 7½	1 2½
B	CAMBRIDGE	E. Counties	1 6	1 1½
B₂	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
B₂	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
A₂	Crewe ..	N.W. Counties	1 6½	1 2
A₂	Cumberland	.....	1 6½	1 2
	DARLINGTON	N.E. Coast	1 8	1 3½
A	Darwen ..	N.W. Counties	1 8	1 3½
B₂	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
A₂	Driffield ..	Yorks	1 6½	1 2
A₂	Droitwich	Mid. Counties	1 6½	1 2
A₁	Dudley ..	Mid. Counties	1 7½	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 & Monmouthshire	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
A₂	Filey ..	Yorks	1 6½	1 2
A	Fleetwood ..	N.W. Counties	1 8	1 3½
B₂	Folkestone	S. Counties	1 4½	1 0½
A	Frodsham	N.W. Counties	1 8	1 3½
B₂	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
B	Gosport ..	S. Counties	1 6	1 1½
A₂	Grantham	Mid. Counties	1 6½	1 2
A₁	Gravesend	S. Counties	1 7½	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
A	Hanley ..	Mid. Counties	1 8	1 3½
A	Harrogate	Yorkshire	1 8	1 3½
A	Hartlepools	N.E. Coast	1 8	1 3½
B₂	Harwich ..	E. Counties	1 5	1 1
B₂	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 s. d.	II 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
A₂	Kidderminster	Mid. Counties	1 7	1 2½
B₂	King's Lynn	E. Counties	1 5	1 1
A	LANCASTER	N.W. Counties	1 8	1 3½
A₂	Leamington	Mid. Counties	1 7	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
B₂	Lewes ..	S. Counties	1 4½	1 0½
A₂	Lichfield ..	Mid. Counties	1 6½	1 2
A	Lincoln ..	Mid. Counties	1 8	1 3½
A	Liverpool ..	N.W. Counties	‖1 10	1 4½
B	Llandudno	N.W. Counties	1 5½	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
A₂	Malvern ..	Mid. Counties	1 6½	1 2
A	Manchester	N.W. Counties	1 8	1 3½
A	Mansfield ..	Mid. Counties	1 8	1 3½
B₂	Margate ..	S. Counties	1 4½	1 0½
A₂	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
A₂	Middlewich	N.W. Counties	1 6½	1 2
B₂	Minehead ..	S.W. Counties	1 5	1 1
A	Monmouth	S. Wales & M.	1 8	1 3½
A₁	S. and E. Glamorganshire Morecambe	N.W. Counties	1 7½	1 2½
A₂	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
A₂	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	*1 8	1 3
A₂	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
A₂	Retford ..	Mid. Counties	1 6½	1 2
A	Rhondda Valley	S. Wales & M.	1 8	1 3½
A₂	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
A₂	Rugeley ..	Mid. Counties	1 6½	1 2
A	Runcorn ..	N.W. Counties	1 8	1 3½
A₂	ST. ALBANS	E. Counties	1 6½	1 2
A	St. Helens	N.W. Counties	1 8	1 3½
B₂	Salisbury	S.W. Counties	1 4½	1 0½
A	Scarborough	Yorkshire	1 7½	1 2½
A₁	Scunthorpe	Mid. Counties	1 8	1 3½
A	Sheffield ..	Yorkshire	1 8	1 3½
A	Shipley ..	Yorkshire	1 8	1 3½
A₂	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	S. 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	Swadlincote	Mid. Counties	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
B	Teignmouth	S.W. Coast	1 6	1 1½
A	Todmorden	Yorkshire	1 8	1 3½
A₂	Torquay ..	S.W. Counties	1 7	1 2½
C	Truro	S.W. Counties	1 4	1 0½
B₂	Tunbridge Wells	S. Counties	1 5½	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
A₁	Walsall ..	Mid. Counties	1 7½	1 2½
A	Warrington	N.W. Counties	1 8	1 3½
A₂	Warwick ..	Mid. Counties	1 7	1 2½
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
A₂	Whitby ..	Yorkshire	1 7	1 2½
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
A₂	Worcester	Mid. Counties	1 6½	1 2
A₂	Worksop ..	Yorkshire	1 6½	1 2
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, 1*s.* 4½*d. per hour*; LABOURER, 1*s.* 4½*d. per hour*; NAVVY, 1*s.* 4½*d. per hour*; TIMBERMAN, 1*s.* 6*d. per hour*; SCAFFOLDER, 1*s.* 5½*d. per hour*; WATCHMAN. 7*s.* 6*d. per shift.*

Broken brick or stone, 2 in., per yd.	£0	11	6
Thames ballast, per yd.	0	13	0
Pit gravel, per yd.	0	18	0
Pit sand, per yd.	0	14	6
Washed sand	0	15	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	10	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	1	6
SPREAD and level, including wheeling, per yd.	0	1	6
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 lintels, etc., per ft. cube	0	1	6

DRAINER

LABOURER, 1*s.* 4½*d. per hour*; TIMBERMAN, 1*s.* 6*d. per hour*; BRICKLAYER, 1*s.* 9½*d. per hour*; PLUMBER, 1*s.* 9½*d. per hour*; WATCHMAN, 7*s.* 6*d. 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	5	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 concrete and filling for normal depths, and are average prices. Fittings in Stoneware and Iron according to type. *See* Trade Lists.

BRICKLAYER

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

London stocks, per M.	£4	15	0
Flettons, per M.	2	18	0
Staffordshire blue, per M.	9	10	0
Firebricks, 2½ in., per M.	11	3	0
Glazed sult, white, and ivory stretchers, per M.	24	10	0
DO. *headers, per M.*	24	0	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	17	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	33	0	0
DO. in cement do., per rod	36	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, ½in., 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 inquiry.

MASON

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

Portland Stone:			
Whitbed, per ft. cube	£0	4	6
Basebed, per ft. cube	0	4	7
Bath stone, per ft. cube	0	3	0
Usual trade extras for large blocks.			
York paving, av. 2½ in., per yd. sup.	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, 1*s.* 9½*d. per hour*; TILER, 1*s.* 9½*d. per hour*; SCAFFOLDER, 1*s.* 5½*d. per hour*; LABOURER, 1*s.* 4½*d. per hour.*

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

Slates, 1st quality, per 1200			
Portmadoc Ladies	£14	0	0
Countess	27	0	0
Duchess	32	0	0
Clips, lead, per lb.	0	0	6
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. lap, compo nails, Portmadoc or equal:			
Ladies, per square	£4	0	0
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, 1*s.* 9½*d. per hour*; JOINER, 1*s.* 9½*d. per hour*; LABOURER, 1*s.* 4½*d. per hour.*

Timber, average prices at Docks, London Standard. Scandinavian, etc. (equal to 2nds):			
7×3, per std.	£20	0	0
11×4, per std.	30	0	0
Memel or Equal. Slightly less than foregoing.			
Flooring, P.E., 1 in., per sq.	£1	5	0
DO. *T. and G., 1 in., per sq.*	1	5	0
Planed Boards, 1 in. × 11 in., per std.	30	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	6
DO. framed in floors, roofs, etc., per ft. cube	0	6	6
DO., framed in trusses, etc., including ironwork, per ft. cube	0	7	6
PITCH PINE, add 33⅓ per cent.			
FIXING only boarding in floors, roof, 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.	2	10	0
SLATE BATTENING, per sq.	0	12	6

PRICES CURRENT; *continued.*

CARPENTER AND JOINER: *continued.*

DEAL BOARDING to flats, 1 in., on firrings, per sq.	£2	10	0
MOULDED CASEMENTS, 1¼ in., in 4 sqs., glazing beads and hung, per ft. sup.	0	2	9
DO., DO. 2 in., per ft. sup.	0	3	0
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	2	9
DO., DO., DO. 1¼ in., per ft. sup.	0	2	6
DO., DO. moulded b.s., 2 in., per ft. sup.	0	3	0
DO., DO., DO. 1¼ in., per ft. sup.	0	2	9
If in oak multiply 3 times.			
If in mahogany multiply 3 times.			
If in teak multiply 3 times.			
WOOD BLOCK FLOORING, standard blocks, laid in mastic herringbone:			
Deal, 1 in., per yd. sup., average	0	10	0
DO. 1¼ in., per yd. sup., average	0	12	0
DO., DO. 1¼ in. maple blocks	0	15	0
STAIRCASE WORK, DEAL:			
1 in. riser, 1¼ 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	4	6
DO. *drawn pipes, per cwt.*	2	6	0
DO. *soil pipe, per cwt.*	2	8	0
DO. *scrap, per cwt.*	1	9	6
Copper, sheet, per lb.	0	1	0
Solder, plumber's, per lb.	0	1	2
DO. *fine, per lb.*	0	1	5
Cast-iron pipes, etc.:			
L.C.C. soil, 3 in., per yd.	0	4	1
DO. *4 in. per yd.*	0	5	0
R.W.P., 2½ in., per yd.	0	2	0
DO. *3 in., per yd.*	0	2	5
DO. *4 in., per yd.*	0	3	3
Gutter, 4 in. H.R., per yd.	0	1	5
DO. *4 in. O.G., per yd.*	0	1	9
MILLED LEAD and labour in gutters, flashings, etc.	3	12	6
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	5
DO. 3 in., per ft.	0	2	10
DO. 4 in., per ft.	0	3	3
CAST-IRON H.R. GUTTER, fixed, with all clips, etc., 4 in., per ft.	0	2	0
DO. O.G., 4 in., per ft.	0	2	3
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, 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 (plus allowances in London only)*; LABOURER, 1*s.* 4½*d. per hour.*

Chalk lime, per ton	£2	17	0
Hair, per cwt.	0	18	0
Sand and cement see "Excavator," etc., above.			
Lime putty, per cwt.	£0	2	9
Hair mortar, per yd.	1	7	0
Fine stuff, per yd.	1	14	0
Sawn laths, per bdl.	0	2	9
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 and 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	3
WHITE glazed tiling set in Portland and jointed in Parian, per yd., from	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	5½
Cathedral white, per ft.	0	0	7½
Polished plate, British ¼ in., up to 2 ft. sup.	0	1	8
DO. *4 ft. sup.*	0	3	2
DO. *6 ft. sup.*	0	3	4
DO. *20 ft. sup.*	0	3	11
DO. *100 ft. sup.*	0	4	8
Rough plate, ⅛ in.	0	0	6½
DO. *¼ in., per ft.*	0	0	7
Linseed oil putty, per cwt.	0	17	6
GLAZING in putty, clear sheet, 21 oz.	£0	0	11
DO. 26 oz.	0	1	0
GLAZING in beads, 21 oz., per ft.	0	1	1
DO. 26 oz., per ft.	0	1	4
Small sizes slightly less (under 3 ft. sup.).			
Patent glazing in rough plate, normal span 1*s.* 6*d.* to 2*s.* per ft.			
LEAD LIGHTS, plain, med. sqs. 21 oz., usual domestic sizes, fixed, per ft. sup. and up	£0	3	0
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	11	0
Linseed oil, raw, per gall.	0	3	7
DO., *boiled, per gall.*	0	3	10
Turpentine, per gall.	0	6	2
Liquid driers, per gall.	0	9	6
Knotting, per gall.	1	4	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	11
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	0	2	4
VARNISHING PAPER, 1 coat, per piece	0	9	0
CANVAS, strained and fixed, per yd. sup.	0	3	0
VARNISHING, hard oak, 1st coat, per 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	£12	10	0
Sheet steel:			
Flat sheets, black, per ton	19	0	0
Do., galvd., per ton	23	0	0
Corrugated sheets, galvd., per ton	23	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	25	10	0
DO. in small sections as reinforcement, per ton	16	10	0
DO. in compounds, per ton	17	0	0
DO. in bar or rod reinforcement, per ton	20	0	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, including cutting and waste, fixed on, but not including studs or grounds, per ft. sup. . . . from 3*d.* to	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, ⅛ 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, ⅝ in. punched per M., grey	16	0	0
DO. *red*	18	0	0
ASBESTOS COMPOSITION FLOORING: Laid in two coats, average ¼ 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	3½
⅜ m/m figured ash, per ft. sup.	0	0	5
4½ m/m 3rd quality, composite birch, per ft. sup.	0	0	1½