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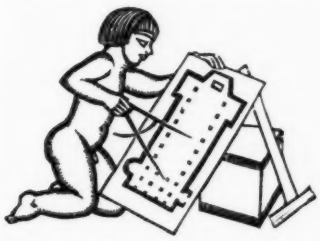

JOURNAL

THE ARCHITECTS' JOURNAL
WITH WHICH IS INCORPORATED THE BUILDERS' JOURNAL AND THE ARCHITECTURAL ENGINEER IS PUBLISHED EVERY WEDNESDAY BY THE ARCHITECTURAL PRESS (PROPRIETORS OF THE ARCHITECTS' JOURNAL, THE ARCHITECTURAL REVIEW, SPECIFICATION, AND WHO'S WHO IN ARCHITECTURE) FROM 9 QUEEN ANNE'S GATE, WESTMINSTER, S.W.

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THE ANNUAL SUBSCRIPTION RATES ARE AS FOLLOWS:
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BY POST ELSEWHERE ABROAD..... £1 8 6
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CHRISTIAN BARMAN, *Editor*

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

WEDNESDAY, AUGUST 3, 1927. NUMBER 1698: VOLUME 66

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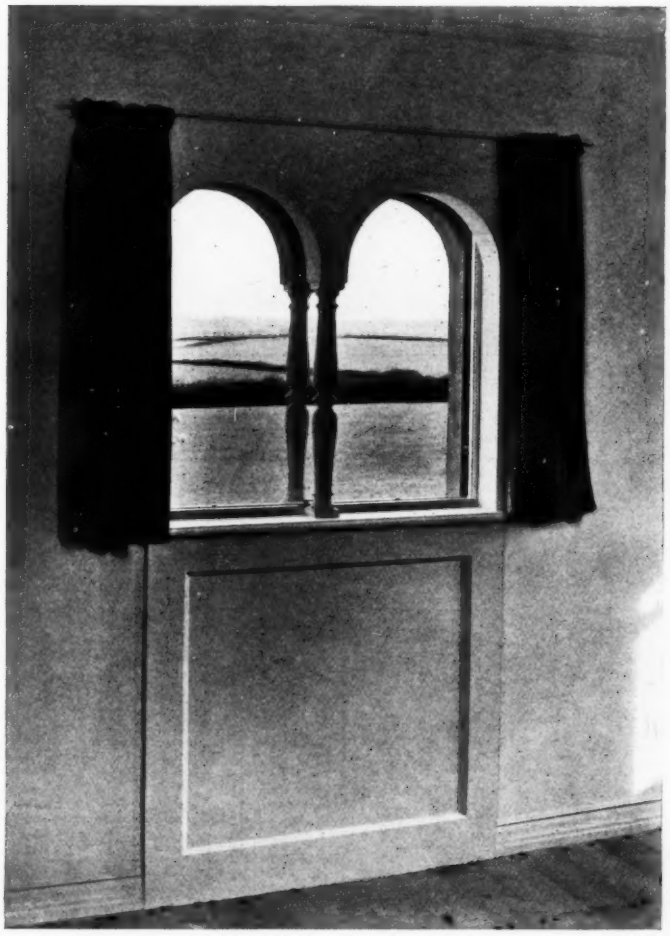


[A working detail of this window appears on the following page]

WINDOW AT FIELD PLACE,
WILLINGDON, SUSSEX

BY JOHN D. CLARKE

THE WEEK'S DETAIL

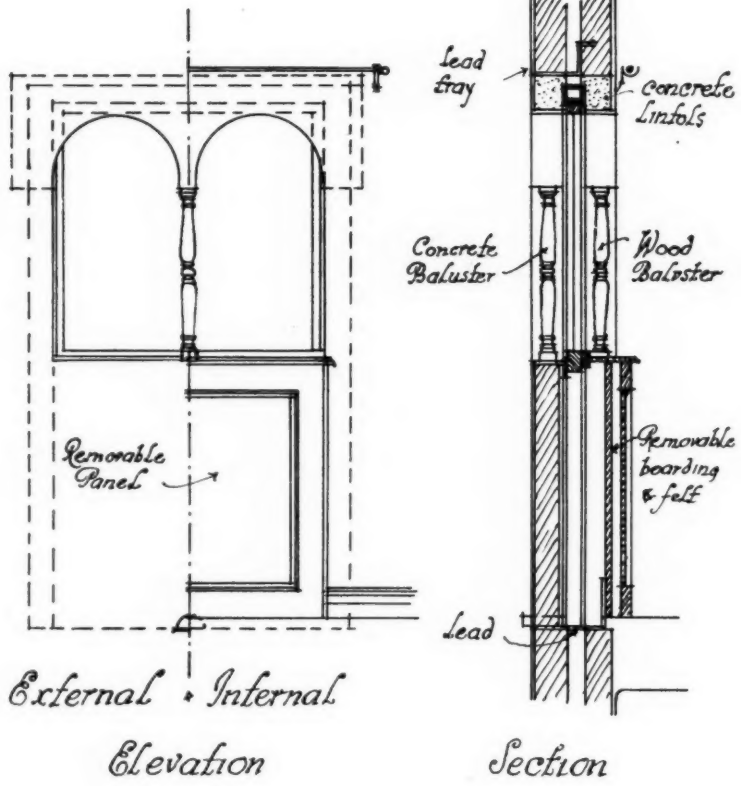
[BY JOHN D. CLARKE]

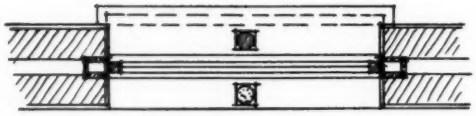
All the windows in this house are on the same principle as the typical one illustrated, although those on the ground floor are square-headed. They consist of a single-hung sliding sash which, when fully opened, slides down into the cavity and leaves the window opening clear of any sash. Under the window indoors is a removable panel backed by removable boarding covered with felt, so that the sash can be taken out in case of any necessary repairs. Provision is made for taking off any water that runs down the sash into the cavity. This water is conducted through the exterior of the wall by a half-round earthenware pipe projecting 1½ in. from the face of the wall. The bottom of the cavity is lined with lead.

The arches are formed of two cast concrete lintols lightly reinforced, and finished externally the same as all the external walling with Atlas White cement and sand. The outside baluster is cast in Atlas White cement and sand, with a light rod through the centre dowelled into head and sill. The inside baluster is of similar design, but is in wood.

Field Place Willingdon Sussex.

Half Inch Detail of First Floor Windows.





Plan through Window

Plan Under Window

John D Clarke
J.R.I.B.A
Architect

A photograph of this detail is given on the preceding page.

THE ARCHITECTS' JOURNAL

Wednesday, August 3, 1927

MODERN DRAUGHTSMANSHIP

With the appearance in this issue of an article by Mr. Kineton Parkes on Stanley D. Adshead is concluded a series on "Draughtsmen of Today," which serves a dual purpose: that of familiarizing us with the personalities and methods of those who to architects render the signal service of beautiful expression of their creations in bricks and mortar; and a second, not less important, of bringing us once again face to face with the question of whether architectural draughtsmanship should legitimately develop as a means to an end, or as an end sufficient in itself.

The expression on paper of an architectural design is a problem distinct from that of the design, at least in many cases. So often the designer and draughtsman are separate beings, the second being a trained executant; it is the parallel of the pianist and the composer. Again, the object to be attained is such a variable factor: Is the drawing required for the furtherance of study of the conception as a building; or is it, to put the question crudely, a bait for clients?

Architects must sell their brains to live, and the importance of publicity, however discreet and veiled, is indubitable. Amongst the avenues for publicity, the drawing is the most legitimate; but before the position of draughtsmanship as a *métier* on its own account can be defined, this question of publicity must be squarely faced, for in the necessity for it lies the *raison d'être* of the draughtsman specialist.

In America the occupation of "architectural renderer" is recognized, and the best of its exponents are often lavishly rewarded. In England the custom still prevails of the architect illustrating his own work for public exhibition, but the walls of the architectural room of the Royal Academy today bear witness to the almost hopeless chances of personal delineation in competition with the skilled and finished products of the specialist.

The entry upon the scene of the professional renderer is one more sign of a sharply commercial age. The architect, in a public exhibition, is catering to the public. He gauges the limitations of his patrons in respect of their understanding of what a drawing can convey, and he is aware that in the struggle for wall space the fine drawing of a poor design is apt to win the battle against the attributes reversed. And so the system grows—a system not necessarily to be condemned as vicious, but typical of our times.

The dangers of super-draughtsmanship are obvious. One sees the same brushwork, the same keyboard of colouring applied to buildings drab and gay, to factory and cinema. The artist subjugates his subject, and the family likeness of a wash brings similarity to schemes as far apart as chalk from cheese. The exhibition walls achieve a civic harmony, but the personality of designers is apt to be ironed out in this drastic exercise of draughtsman's spit and polish.

In turning over the yellowing pages of our prized old books, we observe almost shamefacedly the simple methods of our ancestors, greater men than we. One compares the Academy of today, or the skilful half-suggestions of the perspectives in some big competition, with the honest draughtsmanship of the eighteenth century and the charming analysis of form which graces the pages of Campbell's *Vitruvius Britannicus*, where solid and void predominate and shadows gently urge the mass of buildings into their true respective planes.

The thought occurs that in our present methods we may be often following a will o' the wisp of draughtsmanship—a method often charming, but leading nowhere, encouraging the baser qualities and ignoring that honest simplicity of purpose which we proclaim as an ideal in actual building.

It would, however, be ungracious and, what is more, unfair to read into these reflections any disparagement of the many admirable exponents of good drawing who give us what we ask for and who frequently do so in obedience not to their own will, but to our general demand. Theirs is often an ungrateful task, and one can imagine none more exhausting than that of turning into an attractive and distinguished drawing some design of complete and fundamental badness.

One thing must also be remembered: the poetry and imagination which so often surrounds fine building, the atmosphere of which is so often caught by those who bring something of their own rich store of personality into the delineation of work with which they are in sympathy. One has only to conjure up the renderings of Hugh Ferriss, the sketches of Keith Murray, and remembrances of Walcot's harmonies of sky and Portland stone to realize that, while skilled draughtsmanship in its lowest commercial form is trickery and delusion, at its best it is noble artistry.

The balance of our judgment in these matters is restored by men like Stanley Adshead, to the description of whose talent as a draughtsman is allotted what is often the place of honour in a series, the concluding chapter. In the unstudied charm of his drawings, the sympathetic illustration of the fine work which he and his partner execute, we have the happy mean between a skilled technique in draughtsmanship and that sensitive characterization of the architectural spirit which is the gift of the elect and few.

D

NEWS AND TOPICS

ANOTHER LLOYDS BANK COMMISSION FOR ROME SCHOLAR—STREET DECORATION IN LIVERPOOL—LEAVING IT TO THE BUILDER—STREET DECORATING IN LIVERPOOL

CONGRATULATIONS to Mr. P. D. Hepworth, who has just received a commission from Lloyds Bank Limited under their new Rome scholars' scheme. A little while ago I drew attention to the fine initiative of this bank, whose directors decided to give some of our younger architects a chance to show what they could do besides win the premier academic honours in the country. At the suggestion of Professor C. H. Reilly they accordingly got a list of Rome scholars from the British School, and began their good work by commissioning Mr. H. Chalton Bradshaw to design a new branch premises at Caversham. Mr. Bradshaw's plans have been accepted and the work is about to start, and now it is the turn of Mr. Hepworth. Mr. Hepworth's building is in the Borough High Street, London. Has he ever done a bank before? I think not; and yet I have always held that in Mr. Hepworth there is a natural leaning towards the grand manner and a general familiarity with monumental ideas which few of his fellow-scholars have equalled. And his new clients are enlightened people; they have led the way in the escape from the thick slabs of mahogany with which too many banks still try to dazzle their small depositors. The combination is worth watching.

* * *

As I wandered about the streets of Liverpool one day last week I rubbed my eyes and asked myself whether the King was in fact merely opening the Gladstone Dock or whether he was also opening Water Street, Castle Street, Dale Street, Lime Street, and Church Street. I remembered the decorations in Regent Street, London, a few weeks ago when the King and Queen drove down that strange architectural medley, and wondered what was to happen in Liverpool to justify a decorative get-up vastly more ambitious. To tell the truth, I found Regent Street decorations jejune to a degree. The shopkeepers who line Regent Street have, by putting their heads together, contrived some of the most attractive Press advertisements of recent years. Why could they not put their heads together again? Instead, they greeted the Royal coach with the usual clusters of hydrangeas and Union Jacks, taking every care that no one building should show itself aware of what the next was doing. At Liverpool it was not so. Schemes for individual streets were prepared by the London Studio, the Liverpool School of Art, the Liverpool Academy of Arts, the Liver Sketching Club, one or two individual artists and, fortunately, the University School of Architecture. I say fortunately, because it was (as I expected) from this latter source that the best design came. It is the only design with pylons, which, of course, provided an unusual opportunity. They were 25 ft. high and painted red and gold. A line of tricolour poles looped with leaf garlands linked them up. They made a fine avenue framing the noble vista at either end of Castle Street.

My comment on the completion of the Marlow Memorial at Canterbury a fortnight ago has reminded me of an episode which, were it not vouched by Sir Edmund Gosse, who five years ago wrote a letter to the *Sunday Times* to record the incident, would scarcely receive credence. Sir Edmund recalled that the original (incomplete) statue was unveiled by Sir Henry Irving some thirty-five years ago, and that he went down to Canterbury in the same carriage with Sir Henry and Alfred Austin. The three decided that the public would have little interest in the event, and all were astonished when they found ten thousand persons assembled. After the speeches were over and the crowd dispersing, a man came up to Sir Edmund Gosse and said: "Beg pardon, Sir; is the widder living?" "Good gracious, No!" said Sir Edmund, "the man has been dead three hundred years." "Oh, has he? We heard as it was Mr. Marwood's statue"! For the benefit of a younger generation it may be necessary to explain that Marwood was a late public hangman.

* * *

Holiday-makers in France this summer will come to the conclusion that, whatever may be the needs of Great Britain, there is certainly necessity for the formation of a Council for the Preservation of Rural France. The electrification of many of the main French railway lines, although economizing coal, certainly spoils the beauty of the countryside as seen from the train. For electrification produces a harvest of concrete standards carrying innumerable cables, while every few miles there are electrical stations and thousands of wires resembling dozens of spiders' webs. The peaceful countryside that runs along the railway tracks now lies imprisoned by innumerable electrical appliances. Similarly, some of the most renowned beauty spots in France are now being spoilt by the rapid industrial development that has taken place since the war, so that factories and chimneys spoil many an historic view. At one time it was hoped that the Syndicats d'Initiative would act as local councils, like the so-called artistic committees of Germany, but, judging from recent journeys in France, they are more occupied in purely advertising functions than in trying to preserve the beauties of rural France.

* * *

Sufficient evidence has not yet been forthcoming to show exactly what "last straw" actually precipitated the fall of the house in Beak Street in which two persons lost their lives, and, until all the facts are known, comment on this particular disaster would be futile. (The inquest upon the victims has been adjourned until August 11.) The need of better training both for architects and builders, in respect to the design and construction of temporary shoring works, is a subject which comes up for discussion periodically whenever such an accident happens; but although attention is paid to the rule of "safety first" for a short time, the pressure of the economic question soon permits of risk being taken in the interest of getting the alterations or repairs completed for the lowest possible sum. The serious nature of the problems attending the temporary supporting of old buildings is not fully or sufficiently expressed in many otherwise excellent textbooks, and it has become usual to assume that brickwork will "corbel out" at an angle of 60 degrees over a shop front just because the diagram in the book shows it doing so. While this may be a perfectly sound assumption in a great many cases, it presupposes two con-

ditions which may or may not be fulfilled by old brickwork or masonry. In the first place, the local bonding in detail and the strengths of the individual blocks in tension and shearing must be adequate to permit of corbel action taking place; and in the second, the balance of the masses as a whole must be favourable to the equilibrium of the corbel arrangement. Both aspects demand special study in each building that is to undergo alteration, and both theory and practical knowledge are necessary to the formation of sound judgment. The fact that the methods of shoring are likely to affect the builder's routine of operations makes it appropriate that his convenience should be consulted, but the architect should be in a position to assist in determining what measures of support will be necessary. Working in co-operation with an experienced practical builder is one thing; "leaving it to the builder" is quite another.

* * *

What, pray, is your taste in the ancient art and craft of thatching or vatching? Dear sir, or madam, do not reply to my question, I beseech you, if you deem it at all presumptuous, or if you fear that your answer might be incriminatory. I am prompted to ask it by seeing a discussion that during the past few weeks has engaged the attention of enthusiastic letter-writers in the *Observer*. From these it appears that in Devon the "vatcher" lays his faggots direct on to the roof timbers, fastening with cords, whereas the Norfolk thatcher weaves and wattles in and out of the slats. I own allegiance to neither system, for I would specify no sort of thatch, but would unhesitatingly prescribe a roof-covering less inviting than straw or heather to fire, filth, and fever; for I have it in mind that villages have been burnt out because thatch is so easily inflammable; that the same rain that washes other roofs clean drives dirt into the innermost recesses of thatch; and that the late Sir Benjamin Ward Richardson, ever zealous for the public health, roundly denounced thatch as a lurking-place for vermin and disease germs. I admit the prettiness of thatch; but I do not care two straws for any kind of picturesqueness that is inimical to health. Give me, then, a sound slate or tile roof. Whether the material thereof be natural or artificial I care not, so that it be wholesomely cleanly, weatherproof, and fire-resisting. This humble confession of faith I make not at all in disparagement of the time-honoured calling of Norfolk thatcher or Devon vatcher, but merely as a gentle reminder that, as every sanitarian knows, "safety first" is a maxim that need not be limited to traffic-dodging.

A perspective view of the scheme of decorations in Castle Street, Liverpool, upon the occasion of Their Majesties' recent visit. The design originated in the Third-year School of Architecture, Liverpool University.

* * *

Mr. W. Reid Dick writes to the papers to deny the accuracy of a statement attributing to him all the decorative features of the Menin Gate. He explains that he is "responsible" for only the lion on the summit and the flag on the sarcophagus. I always jib at that word "responsible" as applied to architectural or other artistic work. To me it always seems to convey a sort of sinister insinuation that the artist to whom it is applied has perpetrated something for which he should be arraigned. But Mr. Dick is a "workman who needeth not to be ashamed," and, always an admirer of his fine sculpture, I am, while deprecating his word "responsible," most particularly glad to have this opportunity of congratulating him on his decoration of the Menin Gate. After the half-starved greyhounds, masquerading as lions, of which we have had of late so many specimens in the advertisements, Mr. Reid Dick's noble beast crowning the summit of the Menin arch restores normal form and renews patriotic pride in the national mascot, if my misuse of that popular term may be pardoned.

* * *

Writes a correspondent: Among words of praise bestowed on modern builders one would not be amiss to the man who invented or suggested or generally caused to be put up the reflecting, porcelain ceiling in my local Lyons' teashop. Over a cup of coffee I am entertained by a Gilbertian world. The baby is wheeled along head downwards and nothing of its smile or its gravity perturbed. Instead of a poor perspective of pram wheels viewed with difficulty a pair of shining wheels strike the pavement with determination. Admiration for them has to give way to a pair of over-long trouser legs. The feet are very flat. Not only is all portrayed in colour and proportion as perfectly as through a looking-glass, but it behaves naturally. For it is unconscious of being scrutinized. And the sunlight darts in and out and the scarlet buses race past. Buses, boots and babies' prams can always be seen upright; why should they not be downright at times? It's a change.

ASTRAGAL

ROAD AND RAIL IN THE IRISH FREE STATE

[BY MANNING ROBERTSON]

Of late years there has been a growing tendency for the road to supersede the railway and, since transport represents the vital circulation in modern life, it is of interest, especially to those concerned with regional development, to consider whether the climax has yet been reached, or whether the process of over-burdening our roads and neglecting our railways is to be allowed to continue. It is obvious that this process of transferring traffic from rail to road must, sooner or later, lead to an excessive use and wear and tear of roads, while the railway will be lying virtually unused. In Ireland the process of transference has reached the critical stage earlier than in England. There we find a good workable network of railways, a small number of first-class roads, but a great superabundance of small country roads suitable for light traffic, but quite unconvertible, except at prohibitive cost, to the tractor and the lorry.

There are 46,000 miles of roads in the Free State. The problem is, therefore, being approached anew in view of expected developments in agriculture and commerce. The use of heavy lorries has been restricted by taxation, and a Motor Transport Act has been introduced whereby railway companies are to be empowered to raise money to provide auxiliary motor services, for goods and passengers, in districts at present inaccessible by rail. Fares and rates are to be controlled, and safeguards framed to prevent the railway companies from forming a monopoly and thus squeezing out smaller rivals. At the same time, a Road Board has been set up to consider and report upon the capacities of the roads and their possibilities of service.

In districts that are served by rail, and where the railway is only half used, it is obviously uneconomical to spend lavish sums on building heavy roads parallel to the railway in order to render them fit for heavy motor transport. This condition is not always recognized by motor enthusiasts, and it is to get over anomalies such as this that co-ordination is most urgently needed.

Few more informative papers have been given to the public than that read by Mr. Richard F. O'Connor county surveyor to the Mallow district, to the Institution of Civil Engineers of Ireland. He emphasized that: "... in this country we cannot afford for years to come to reconstruct our ordinary roads with any better material than waterbound macadam, nor is there any necessity to do so if our transport problem is properly handled. . . . Every section of road has its own particular breaking point, depending on its foundation, drainage, and surface, and on the weight and nature of the traffic carried. When increased traffic causes this breaking point to be reached, capital expenditure becomes necessary to provide a new surface of a higher grade.

You will find by-roads break up under the traffic of a few five-ton lorries a day. Waterbound macadam roads, tar-sprayed, costing, say, £1,000 a mile, will break up at a certain stage of traffic and must be re-surfaced with a material costing probably £3,000 a mile. The breaking point of the low-grade road and of the waterbound macadam road is one of our chief transport problems today. As to the weight and nature of the motor traffic that causes the break-up of these lower-grade roads, there is no doubt that heavy weight on solid rubber tyres combined with speed are the most destructive factors. If we do not safeguard our waterbound macadam roads by eliminating heavy fast vehicles, or by confining them to definite routes, the necessity for further capital expenditure may go beyond our resources. The obvious remedy to the existing condition of affairs is to divert traffic as far as possible from road to rail, and the question is: How can this be done?

"A solution, from the road engineer's point of view, would be to hand over to the railway company, within limits, the control of all road motor vehicles exceeding three tons laden weight, to define the routes on which these vehicles would be employed, and to fix rates and conditions of payment by the company in consideration of the concession and towards the cost of maintaining the roads used.

Another partial solution might be found in the extended use of containers. Take a butter container to hold forty boxes or one ton net weight of butter, loaded in four tiers, two abreast and five in length. Six of these containers would fit in the standard 10-ton rail wagon. One could be carried on a ton truck, and three or four on a tractor trailer wagon. It may be taken for granted that while our railways are running half idle we cannot afford to allow unrestricted traffic on our roads. The transport problem of the Irish Free State is to devise every reasonable means of transferring road traffic to rail, and at the same time to keep the railway company alive to its responsibilities."

There is clearly an immense convenience in the direct booking and single handling of freight, and it would seem that a combined road and rail service, bringing the railways into their fullest efficiency, assisted by the use of standardized containers, would be a feasible solution. Where the "cross-country" auxiliary transport is controlled by the railways the disadvantages of rivalry are obviated, and timing can be guaranteed. It is equally clear that the Irish public will not be so unwise as to hand over a monopoly to private enterprise without a reasonable degree of assurance that the public interests are protected. Under the recent amalgamation, all the railways in the Free State were taken into the Great Southern system, with the exception of the Great Northern, which links into Ulster, and this amalgamation of course simplifies the problem enormously.

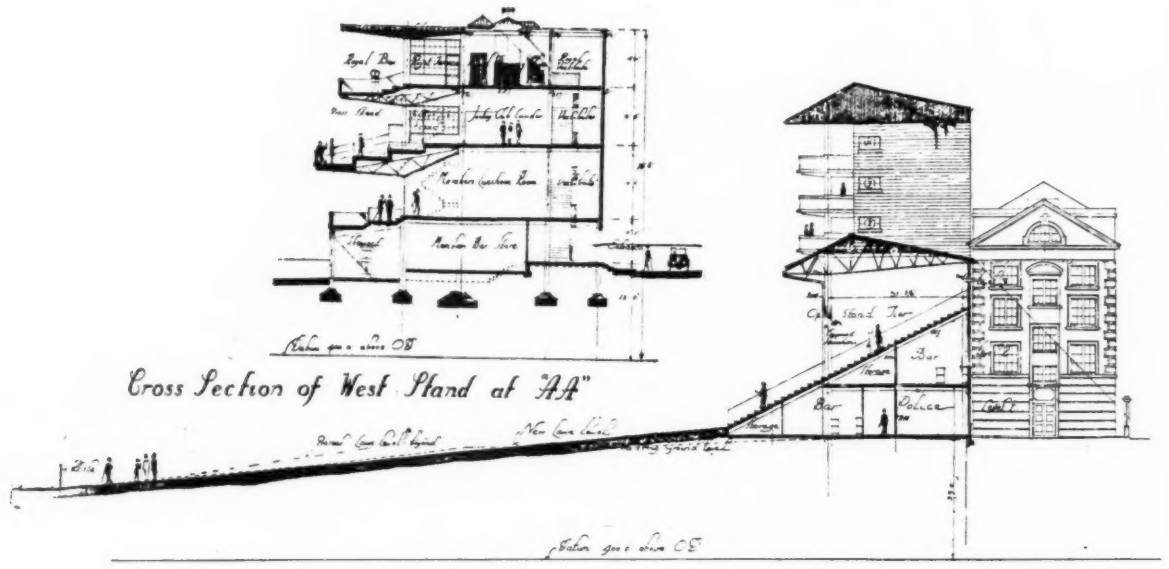
When we speak of the public interests we must be careful not to confuse them with the private interests of the past. When the railways originally received sanction the landowners were "protected" from unfair loss of land and amenity on so generous a scale that every landowner prayed for the railway to acquire his land, and so make his fortune. As a result, the companies, both in Great Britain and Ireland, have been permanently burdened by outrageous over-capitalization, through the high price of the land. The recognition that a fair market price affords adequate compensation has marked a noteworthy advance in modern politics. Complete co-ordination, under which the roads will feed and supplement the railways and canals instead of insanely competing with them, can be the only remedy to the waste and inefficiency involved in our past methods.

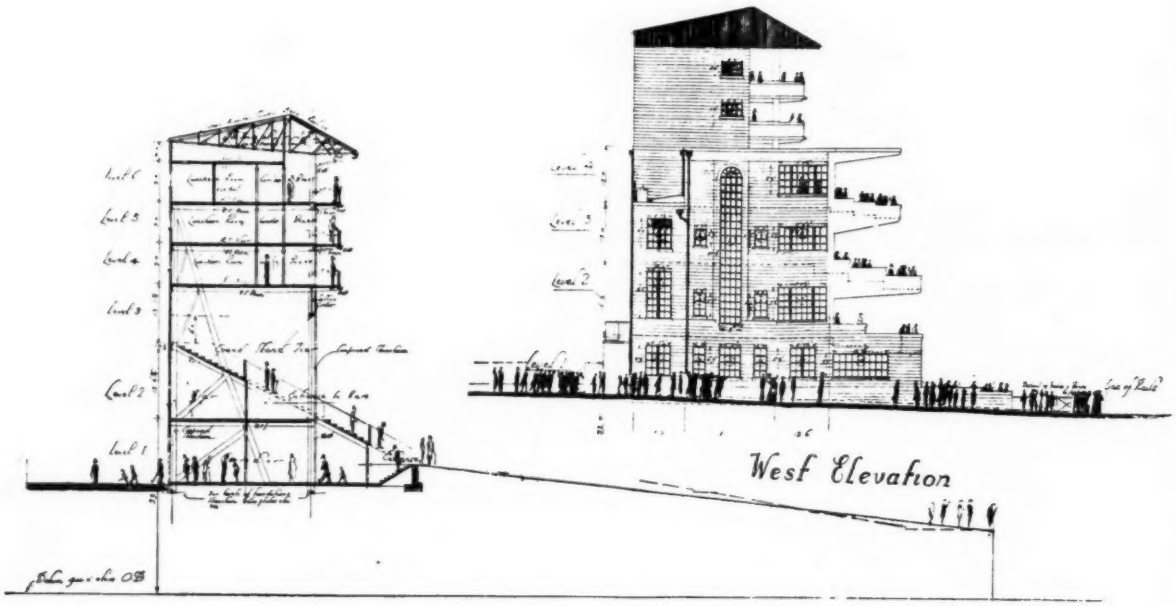
RACECOURSE STANDS

[BY EDWARD R. BILL]

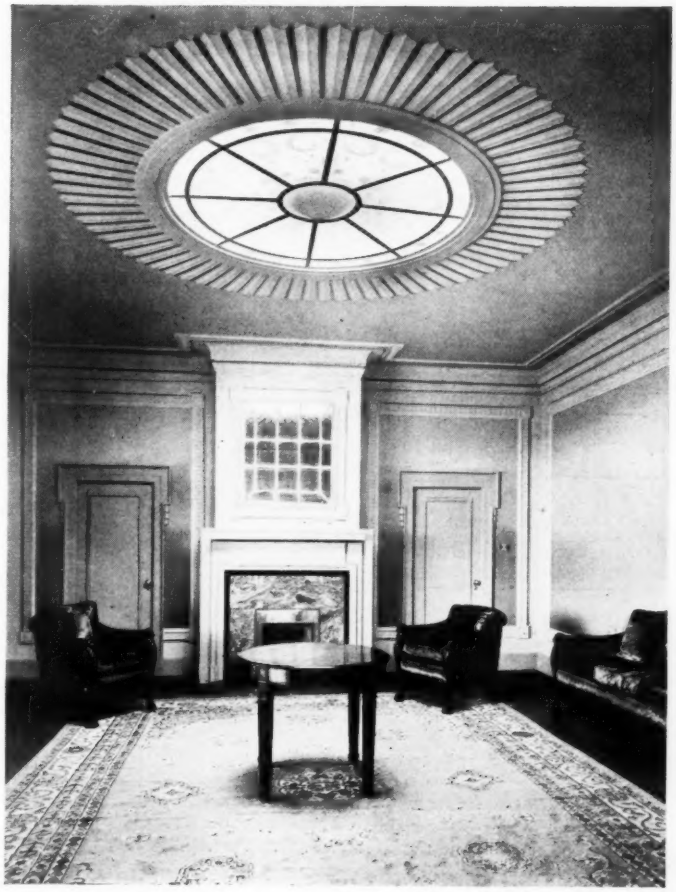
ONE of the most outstanding features of recent architectural achievement is the unprecedented improvement evident in the planning and design of buildings devoted to sport and recreation. Ten years ago this domain was almost entirely out of the hands of architects, partly due no doubt to the erroneous idea that such work was unworthy of professional interest, and partly because few architects possessed the necessary special knowledge demanded by the subject. Today all this is altered, and we have men of the calibre of Sir Herbert Baker and Sir John Simpson devoting all the powers of their brilliant genius to the evolution of a type of structure which, while admirably suited for its purpose, may yet rank as architectural design of no mean order. In the cricket stand at Lord's, at Wembley, or in the latest stands at Epsom, we may see this new "athletic" architecture at its best. Instead of the fussy prettiness of the pre-war period, we have a bold and simple handling of well-considered masses, carefully disposed and relying for effect on functional fitness, adequately expressed, rather than upon the application

Epsom Grand Stand. By Reeve and Reeve, in association with Elcock and Sutcliffe.

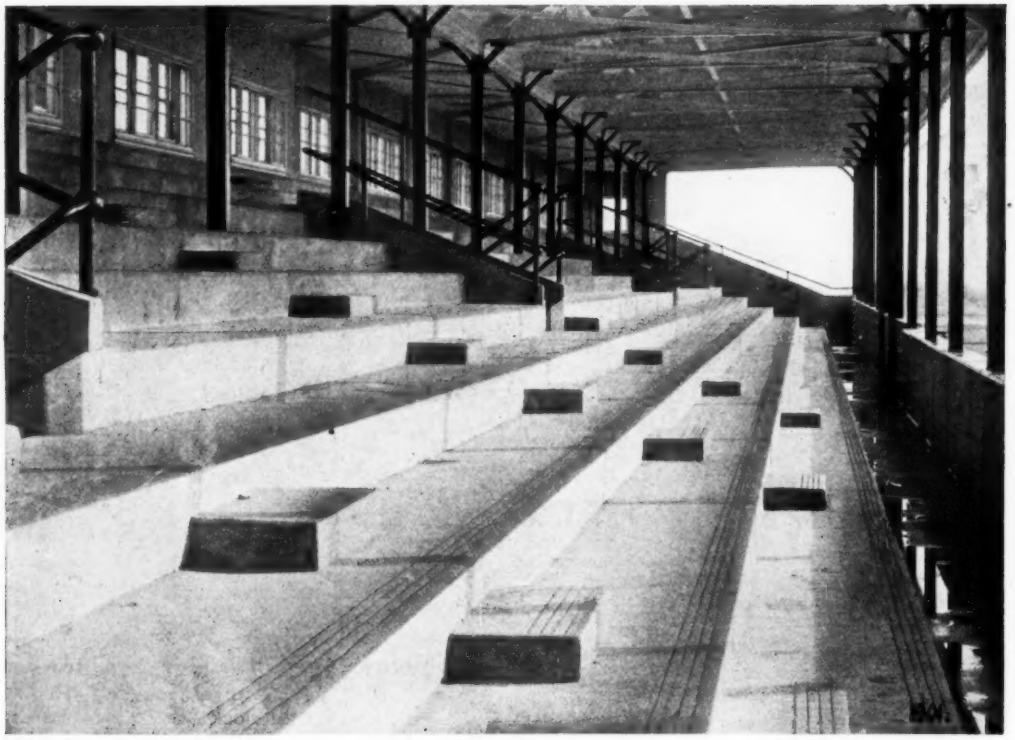




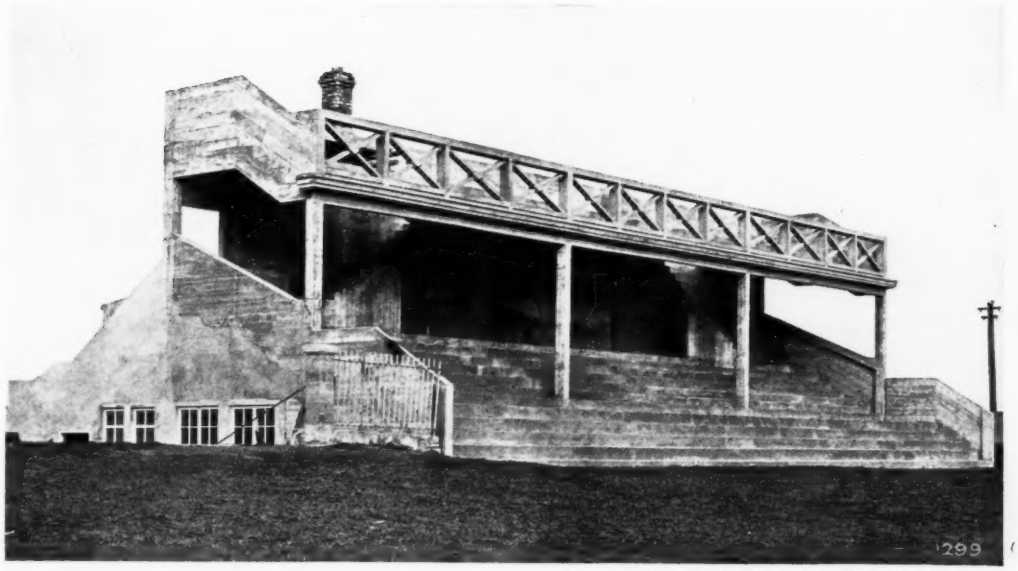
Epsom Grand Stand. By Reeve and Reeve, in association with Elcock and Sutcliffe.



Epsom Grand Stand. By Reeve and Reeve, in association with Elcock and Sutcliffe. The Queen's room.



Above, public stand, Newbury Racecourse. By Alfred J. Taylor.
Below, Tattersall's stand, Salisbury Racecourse. By Alfred J. Taylor.



Tattersall's stand, Bath Racecourse. By Alfred J. Taylor.

of gratuitous embellishments irrelevant to its structural purpose. The controlling influence of material upon design is nowhere emphasized more strongly than in this type of building in which reinforced concrete has practically revolutionized its architectural character. The practical problem of spanning wide distances without any intermediate vertical support has resulted in the eminently satisfying trabeated effect of light and shadow to which the Epsom stands owe all their beauty, and furnishes another proof that:

> Like Diana's kiss, unasked, unsought,
> Grace gives itself, and is not bought.

Among buildings devoted to sport, the racecourse stand occupies a premier place, and the object of the following notes is to indicate in outline the accommodation for spectators, and the provision for convivial intercourse it is customary to include in the planning of a modern stand on a course having tracks for steeplechasing, hurdle, and flat racing respectively. The selection of a site is almost always determined by a number of considerations quite outside the architectural purview, but an important feature of the lay-out is the provision of a car-park, so arranged that one attendant can effectively supervise some 200 cars. A wide open space in front of the public entrances and exits is indispensable, while a similar area or "gathering ground" inside the turnstiles is most desirable. The public entrances should be through ranges of covered turnstiles, only just wide enough for one person to pass through sideways at a time (not more than 20 in.), thus preventing the entrances being rushed by an impatient crowd. The turnstiles are arranged in a series of pairs with a pay-box (with a window at each end) between the pair. Change is sometimes given at the turnstiles, but this is not advisable, and a much better arrangement is to provide a special "change" office with three or more change windows protected by iron gratings. A change window facing inside the ground is a great convenience to the public. A railway inquiry office, accessible from both inside and outside the ground, is an essential unit. The club buildings and Tattersall's should each have separate car entrances from the road.

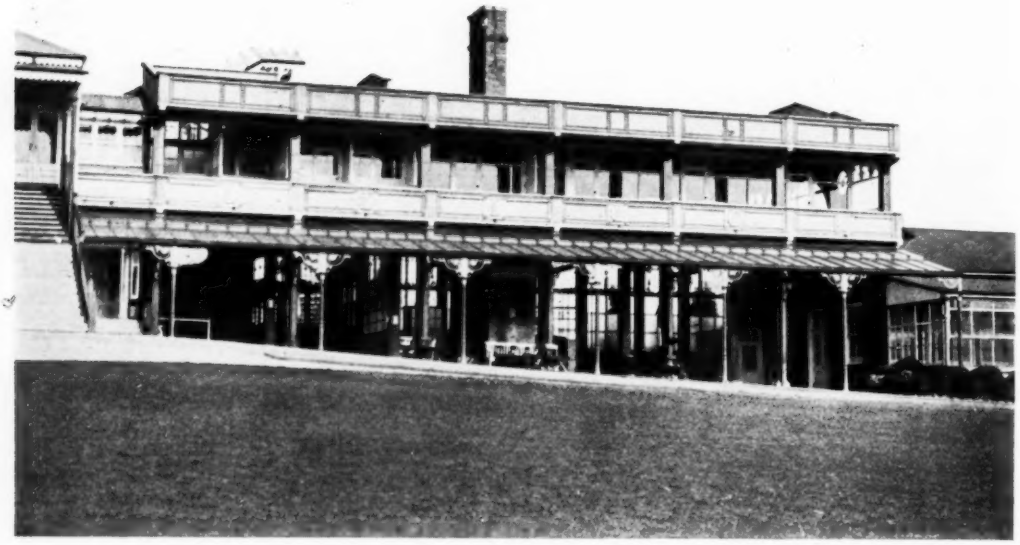
The disposal of the various "official" units will depend on circumstances, but generally speaking it is perhaps best to group them all together in an official block, although in the new stand at Epsom this arrangement has not been followed. The official block should contain the weighing-in room, provided with weighing chairs, a writing-table, and sometimes have a barrier with a rail dividing off the working space from an alley on one or two sides of the room where privileged spectators may watch the weighing-in. Near by will be the jockeys' dressing-room, provided with seats having separate lockers under and an ample number of hat and coat hooks. The jockeys' toilet-room will contain three or four wash-basins and a big, deep sink, and give access to two or three w.c.'s and a range of urinal stalls. A bathroom fitted with a slipper bath and hot and cold water, and a drying-room provided with drying racks of hot water pipes, should be included. The accommodation for trainers may consist of a well-lit room with adjacent lavatories, and should have a telephone. The clerk of the course is a very important person, and his office must be so arranged that the public may have ready access without having to enter the official block, which should be strictly private, but at the same time he must be in easy communication with the weighing-in room.

A covered-in sales ring often adjoins the official block, and should have a tan floor. A bar opening from the ring is always a great convenience. A covered parade ground, having a tan floor, is a great advantage in bad weather, and should have perhaps a dozen loose-boxes opening directly on to it; and the office for numbering and badging the horses should be situated in this block, which may also contain a trap-house for the use of the officials. The open parade ground should have a few loose-boxes (open at the front) immediately adjoining it, and a spectators' stand, consisting of a few comfortable terraces, should occupy a position commanding a good view of the ring.

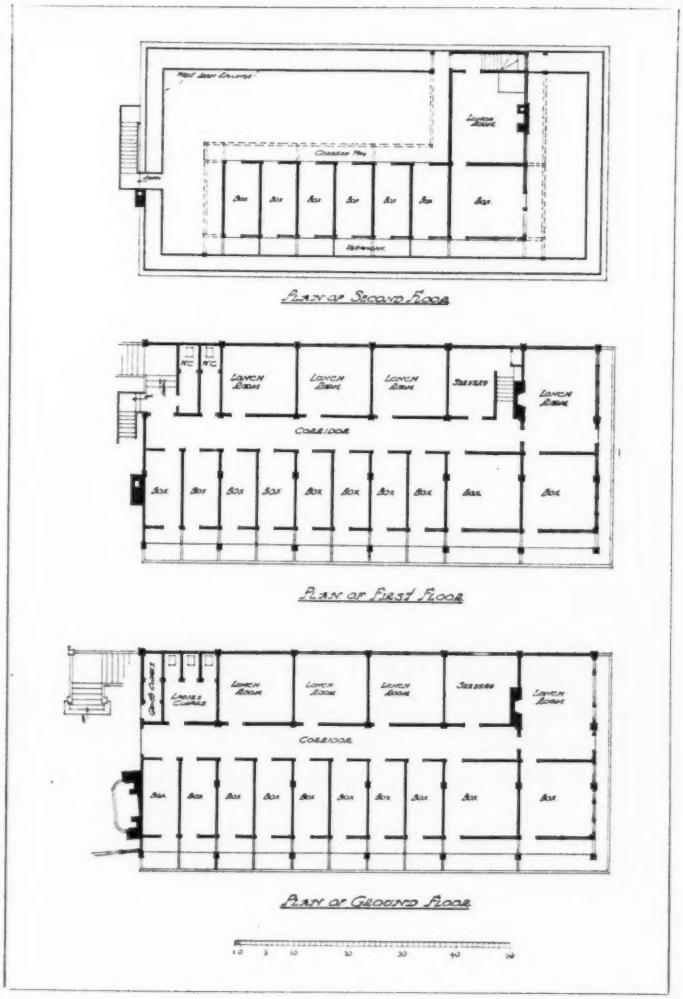
The hospital block is an essential feature, the nucleus of which will be a two-bed ward having doors wide enough to admit a stretcher; folding doors are much better than swing doors in this position. The nurses' kitchen with an observation window into the ward should have a sink and

gas stove. A small room will be required for the surgeon, and should be provided with a telephone. Other accommodation in this block will include a lavatory, accessible without entering the ward, a sink-room, a bathroom provided with a slipper bath and hot and cold water, and a splint-room fitted with shelves and cupboards. The ambulance shed should have its doors in the side facing the course.

The provision of good and healthy stabling is vital to the success of the course, and the accommodation will generally consist of the stables proper, and the administrative block containing the following units: The office, where, upon arrival at the course, the horses are reported and the keys of the loose-boxes and the records are kept. From here the stable lighting is controlled by means of switches on the several circuits, and a telephone with a



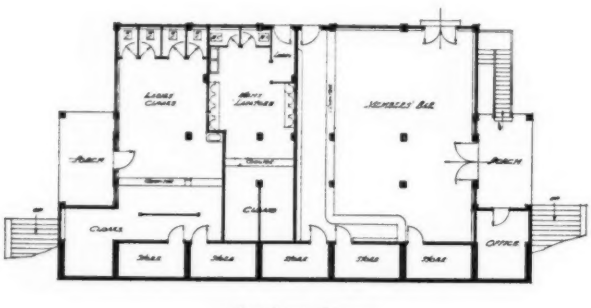
Racecourse stands at Cheltenham. By Chatters, Smithson, and Rainger. Above, a general view. Below, private boxes and stand.

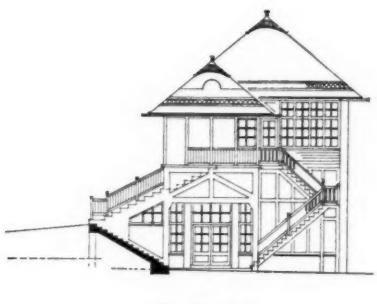


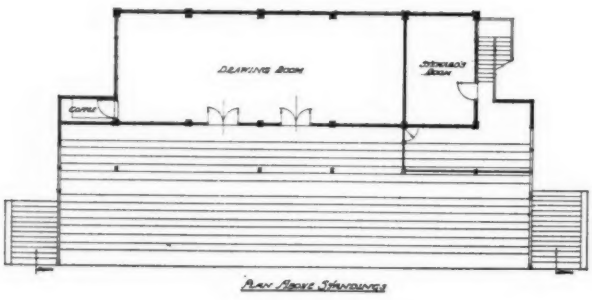
Private boxes at Cheltenham racecourse. By Chatters, Smithson, and Rainger.

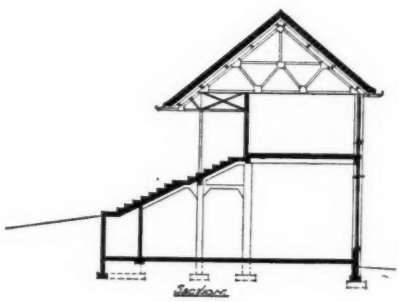
private wire to the official block and the secretary's office is indispensable. The saddle-room should be fitted up with wall-racks and a stand down the centre of the room. The drying-room should have hot water drying rails for drying horse-cloths, etc. The canteen should have a bar for the visiting stable men, and there should be a separate mess for the permanent staff. The boiler-house will require coal and coke stores within convenient distance, and the fodder-house should be fitted up with shafting for cutters, etc. Storage for hay, straw, and peat moss for bedding, latrines for the staff, and an outside telephone box containing a list of the names and numbers of the local veterinary surgeons are other necessary items, and most schemes will include a head-groundsman's house with parlour, kitchen, scullery, three bedrooms, and a bath. In a convenient position outside there may be a clock with perhaps four dials. The stabling proper may consist of ranges of loose-boxes each measuring about 12 ft. square inside.

Boxes for upwards of 400 horses may be required and,







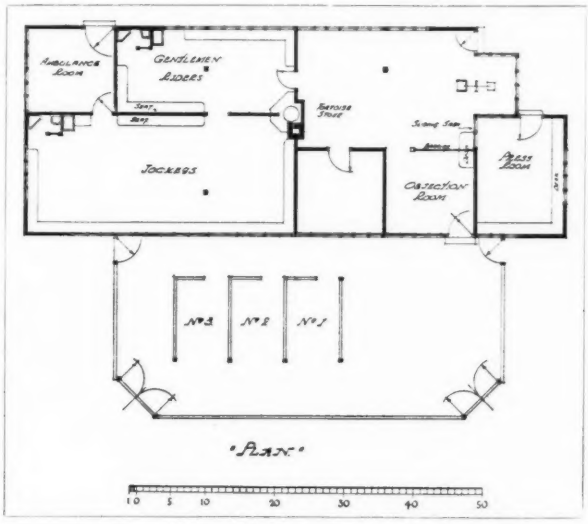


The club stand at Fontwell Park Racecourse.
By Chatters, Smithson, and Rainger.

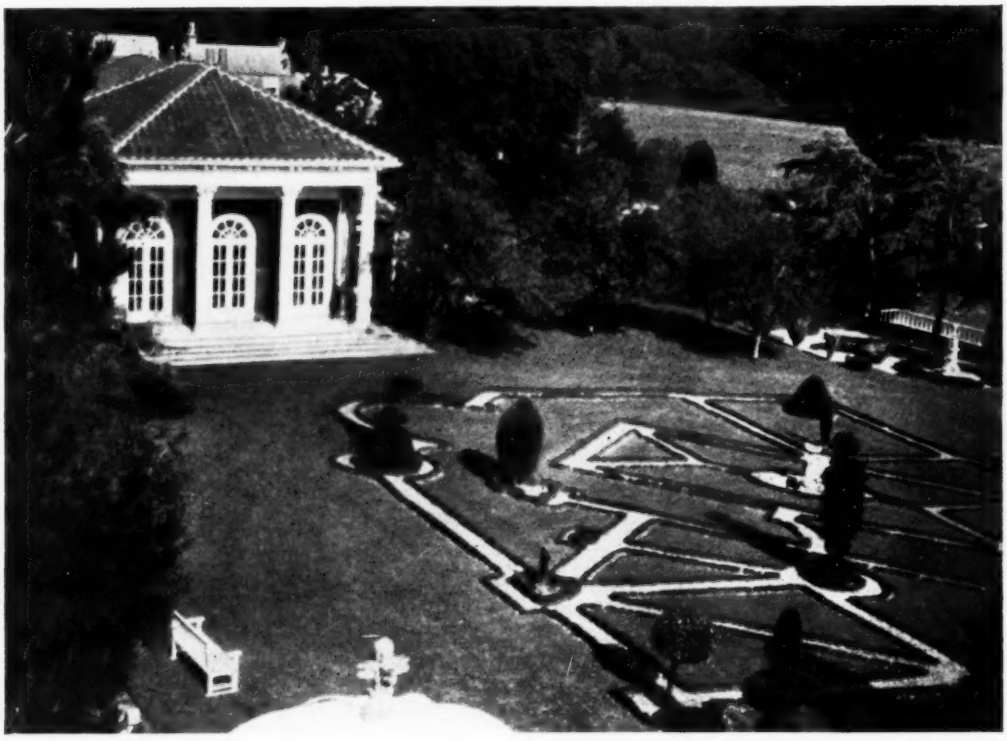
obviously, only one horse must occupy each box at a time. The boxes should be numbered on the outside, and each provided with electric light having a separate switch. The light should be placed high up near the door end. The doors may be of the ordinary stable door type, opening in two heights. The avenues between the several ranges of boxes should be from 15 ft. to 20 ft. wide, and well lit by electric light brackets, not standards, which are in the way. The floor of the avenues need not be paved, but should be formed to falls and properly drained to keep it dry and clean.

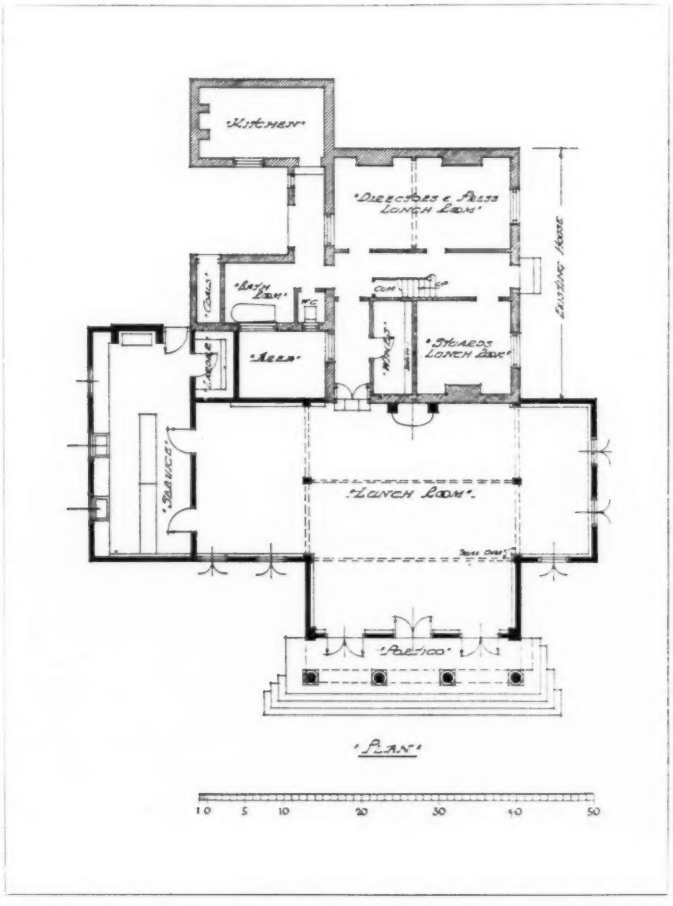
The club stand is the most important building, and should be planned to enable the spectators to obtain a clear and uninterrupted view of the whole course, and especially of the winning post and the water jump. The entrance vestibule should be as spacious as possible, with plenty of room for standing outside the orbit of any swinging doors. In the hall near the entrance should be the porter's office with the passenger lift close by. Cloak-rooms and toilet-rooms for each sex must be within easy reach, and a telephone cabinet will be required. The luncheon-rooms, tea-rooms, and lounges should be so arranged that one of their long sides opens on to the terraces overlooking the course. The luncheon-room should be fitted up on the lines of a restaurant dining-room, and a buffet should be provided where snacks may be obtained by members not requiring luncheon. The tea-rooms are arranged as in a first-class café.

The terraces from which the members will watch the races are stepped down towards the front, and the roof over each tier is formed by the floor of the tier above, the roof over the top tier being an extension of the main roof. The construction of the superimposed terraces should be designed with the idea of eliminating vertical supports as far as possible, and thus secure an uninterrupted view of the course from all parts of the terraces. In the case of the new stand at Epsom this has been achieved by the employment of huge cantilevers on which the tiers are

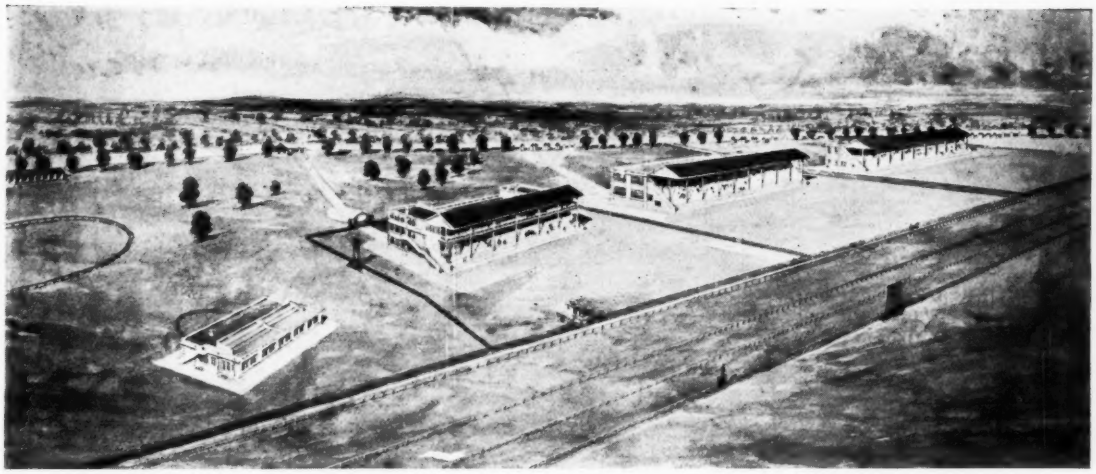


Fontwell Park Racecourse. Above, the weighing-room block and back of Tattersall's stand. By Chatters, Smithson, and Rainger. Below, plan of the weighing-room block.





Fontwell Park Racecourse. Above, the club lunch-room and garden from the club stand. By Chatters, Smithson, and Rainger. Below, plan of the lunch-room.

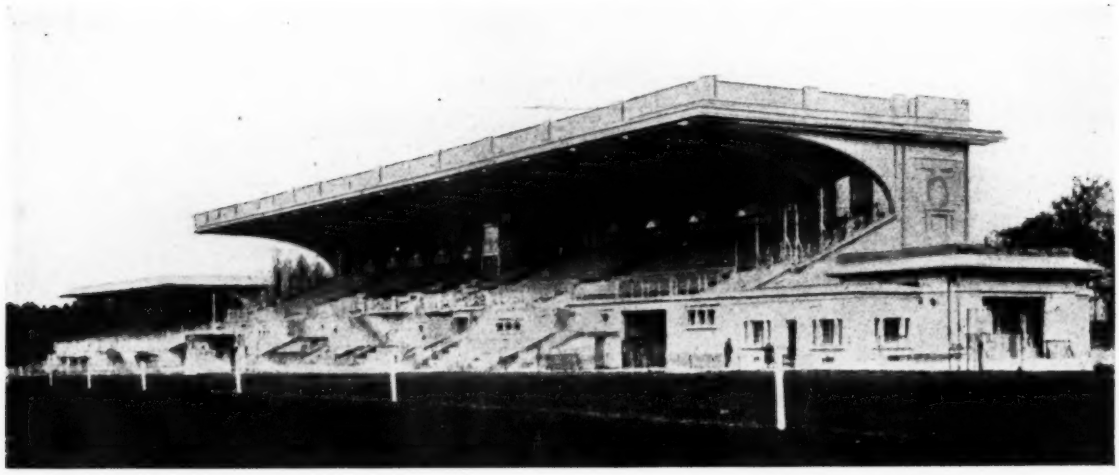


carried. Part of the club stand will be allocated to the Royal suite which may consist of dining-room, drawing-room, and rooms for the ladies-in-waiting, and approached by a special private entrance from outside. Separate cloakroom and toilet accommodation and a special passenger lift are also necessary.

The Royal box should occupy the best position on the stand, but anything in the way of architectural emphasis by means of enclosures or projections should be avoided as they may be detrimental to the view of the other spectators. Where no Royal suite is permanently provided it is customary upon the occasion of a Royal visit to partition off part of the club terrace to form the Royal box, and to utilize the stewards' rooms for the Royal suite. The stewards' rooms may comprise a business room and a private dining-room with, perhaps, a board-room suitable for holding directors' meetings arranged *en suite*. The secretary's office should be planned conveniently near the main entrance with clerks' and typists' offices adjoining, and cloakroom and toilet accommodation for the office staff will be required. The kitchen department will follow the lines of the accommodation provided in a good hotel, and must have lifts communicating with service pantries on all floors where food will be consumed or stored. Lavatory accommodation for the kitchen staff must be kept quite separate. Considerable storage space will be necessary, and part of it may be economically provided under the staging of the stand.

Close to the club stand will be Tattersall's, having an entrance vestibule approached from the drive, and plenty of clear space in front of the doors. The hall is entered through turnstiles with pay-boxes adjoining. The barrier containing the turnstiles may consist of collapsible gates for folding back when not required. Access to the various floor levels should be provided by means of passenger lifts entered from the hall. The luncheon-rooms, buffets, cloak- and toilet-rooms, kitchen department, and general stores will follow the lines of the club stand. The lower part of the stand facing the course may be arranged as terrace staging, with the risers varying from 4 in. at the bottom to 8 in. at the top. The greater part of this staging will be used as standing ground, but a portion should be divided off for seating. Above this lower terracing will project two or more tiers of balconies for

Racecourse stand at Chepstow. By A. J. Taylor and E. C. Francis. Above, a bird's-eye view. Below, the trainers' and jockeys', members', Tattersall's, and public stands.



seats, and probably a number of private boxes will also be required. The public stands will consist of staging with steps about 18 in. wide, most of which should be under cover. Beneath the staging the dining-rooms, buffets, cloakrooms, etc., will be arranged, approached by staircases leading directly off the stand.

The Press are sometimes accommodated in a separate stand, but at Epsom the Press box is arranged on the top tier of the club stand. The telegraph office should adjoin the Press room, and it should be capable of dealing with 10,000 telegrams during the afternoon. There should be a chute from the Press room to the telegraph office. A large open space will be required for the public in the outer part of the office, and this should be fitted up with desks around the wall, and communication between the public and the operators will be maintained by half a dozen receiving windows. The telephone is now rapidly replacing the telegraph for communications from the course. One or two police cells with lavatories adjoining and a room for the police should be provided, and a bandstand, centrally placed, is always a great attraction. Groundsmen's mess-rooms, gardeners' tool houses, a carpenter's shop, and a few outside bars for the bookmakers should not be omitted. Liberal latrine accommodation for each sex should be conveniently placed in relation to the groups it is designed to serve. A control post on the actual course with telephone to the official block will enable the ground staff to keep in touch with the clerk of the course. A "crow's nest" for the stewards must be placed in a suitable position for viewing the whole course. The exits should be arranged separately from the entrances, and should never open directly on to a public footpath.

The stands at Bath, Newbury, Salisbury, and Chepstow are the work of Mr. A. J. Taylor, F.R.I.B.A. (Past-President of the Society of Architects), Bath, one of the foremost architectural authorities on the subject in this country, by whose permission and courtesy these stands are illustrated. Among many others, I should like especially to thank Major Busby, the secretary of the Manchester racecourse, who has furnished me with so much valuable information, "straight," I might almost say, "from the horse's mouth."

Above, Racecourse stand at Vincennes. By M. Berthault.
Below, part of grand stand at Auteuil Racecourse, France.

SOANE'S BANK OF ENGLAND

viii : THE COLONIAL OFFICE

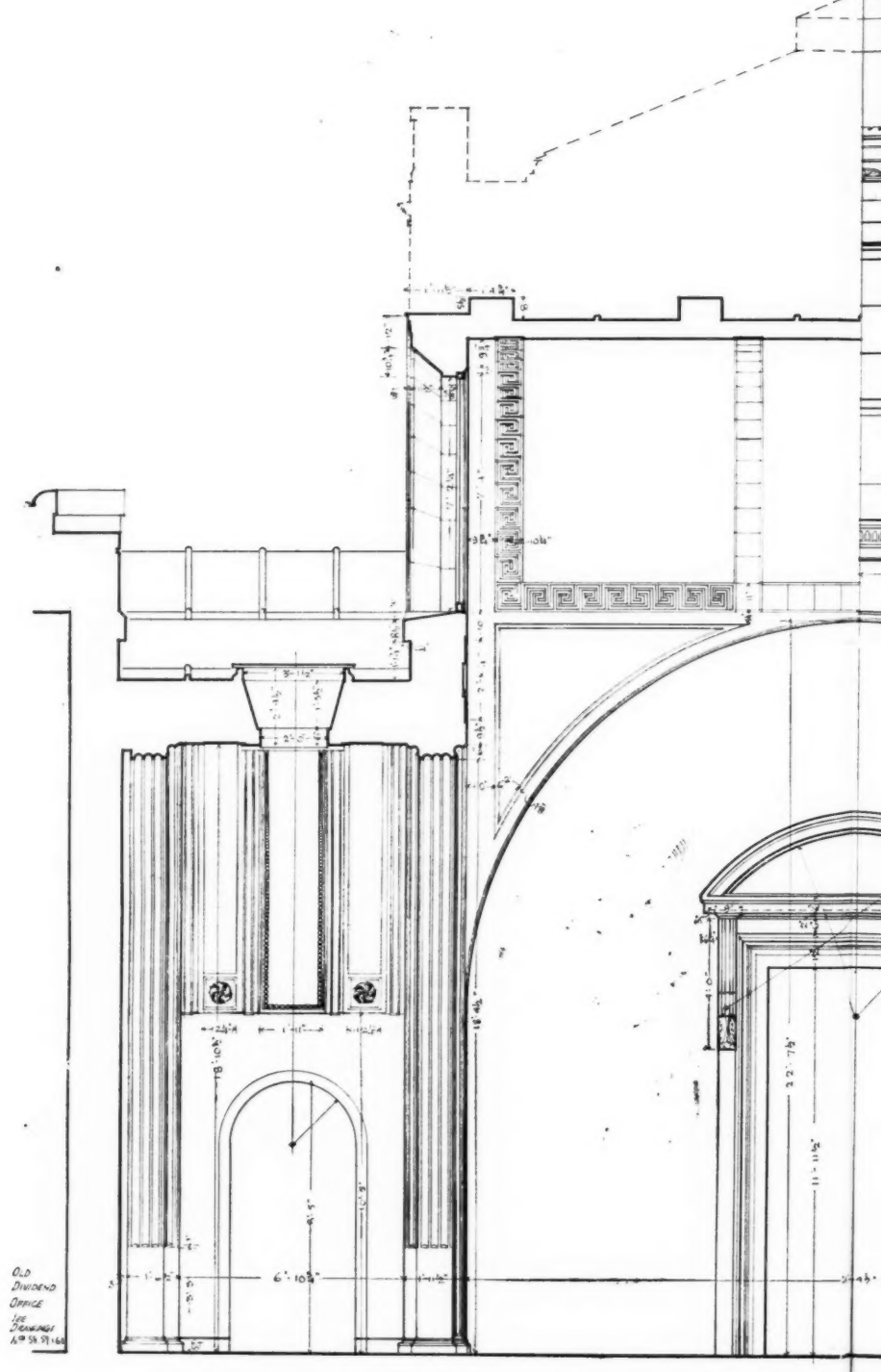
c : Cross Section

All the wall surfaces and the soffits of the dome and aisle vaults were plastered. The floral ornaments and other high relief enrichments were modelled in small portions, which were applied to the main field of plaster before it had set, so avoiding the use of perishable fixing plugs. Over the main wall on the right-hand side of the drawing is seen the patrol passage, which was screened and elaborated by Cockerell in 1848, and carried round the Bank with one break only, where the high attic of the Threadneedle Street portico occurred. The total length of the passage was more than a quarter of a mile.—[H. ROOKSBY STEELE.]

THE BANK O

F.W.TROUP, F.S.A. F.R.I.B.A.
14 GRAYS INN SQUARE. W.C.1.
DRAWN BY HOWARD D. ARCHER.

HALF INCH SCALE SECTION



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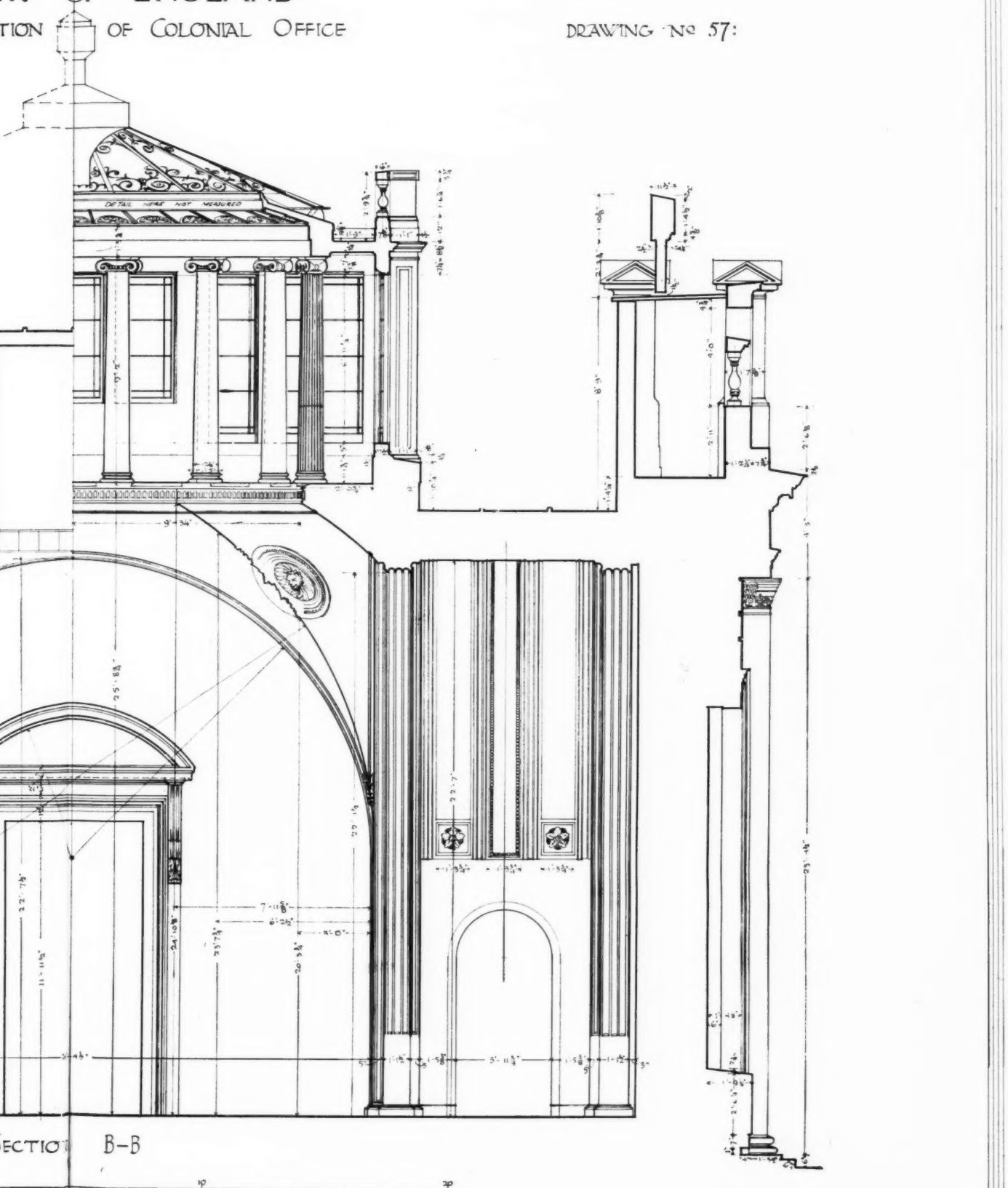
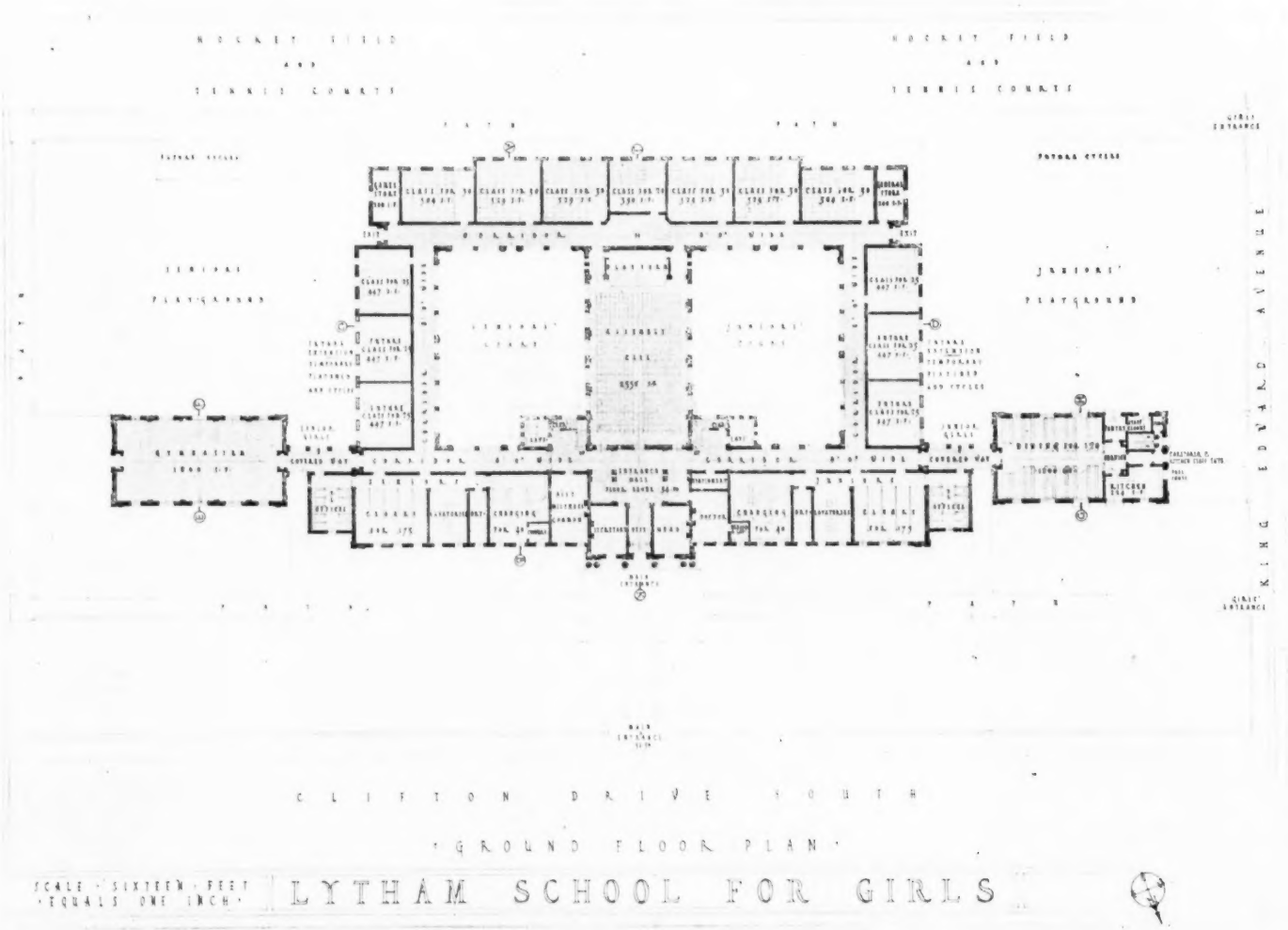
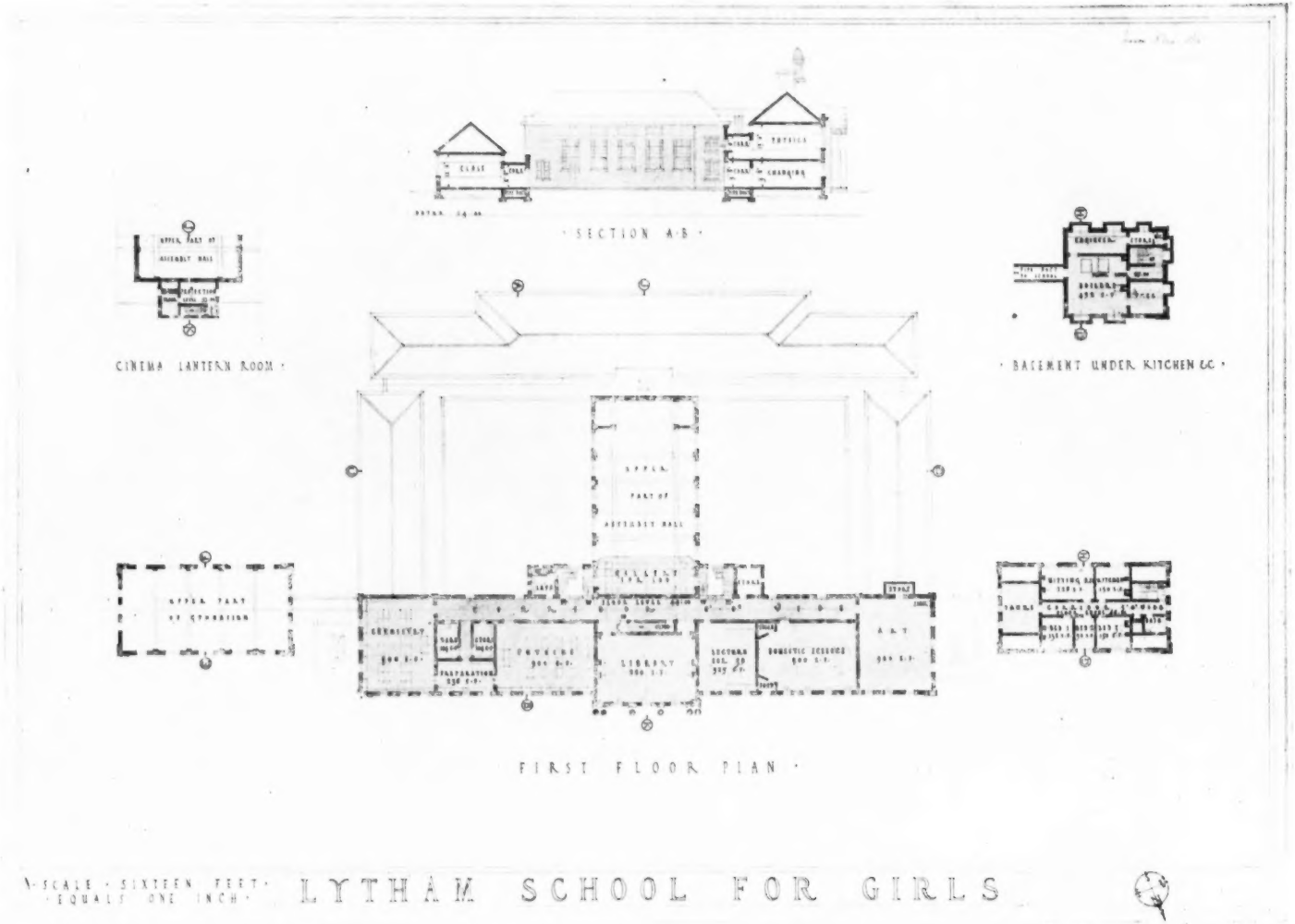


SOANE'S BANK OF ENGLAND. MEASURED DRAWINGS OF THE INTERIORS. (*viii*) THE COLONIAL OFFICE. (*c*) CROSS SECTION



Lytham Girls' School Competition. Winning design. By Rees and Holt.



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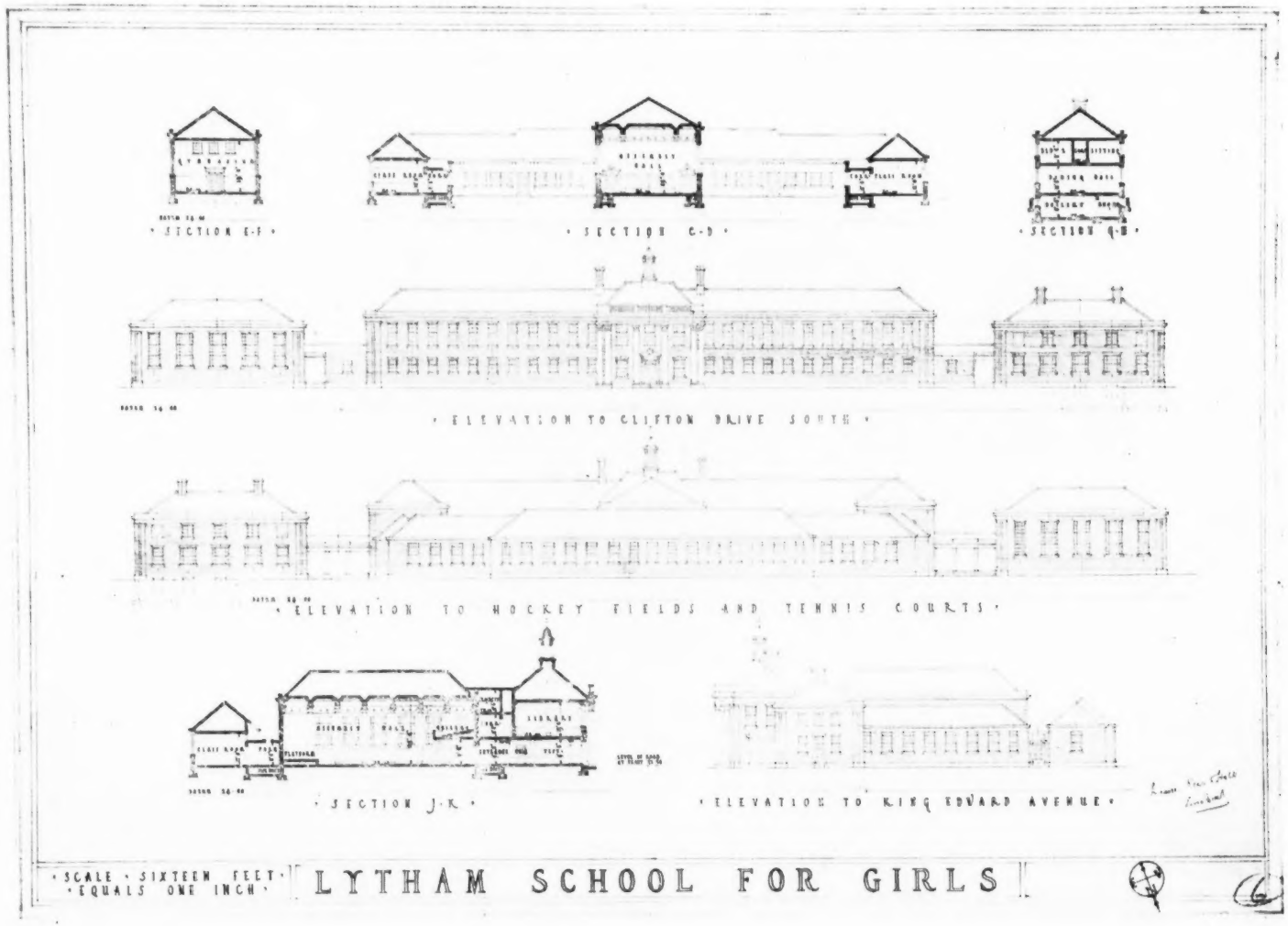

Lytham Girls' School Competition.
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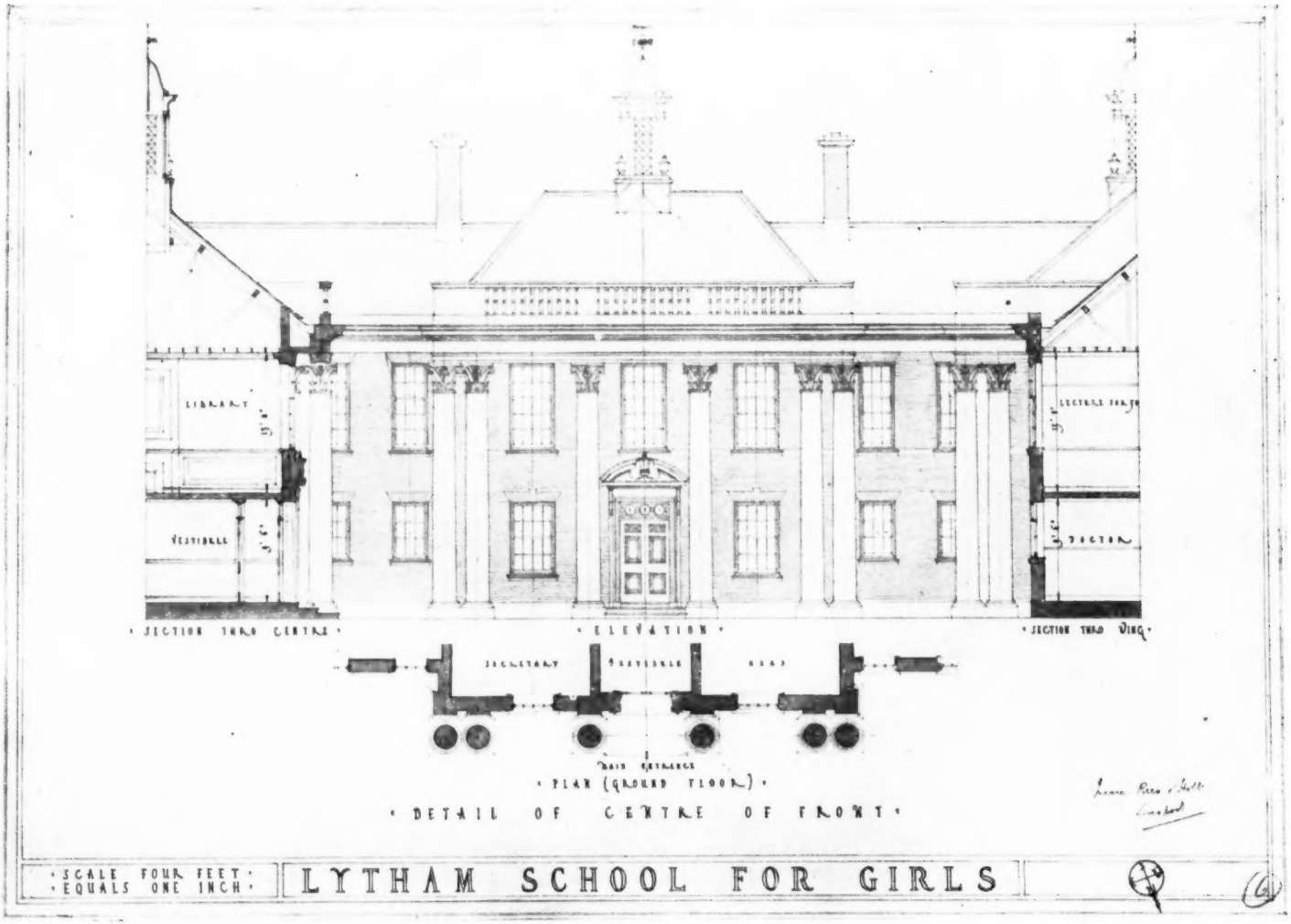


Lytham Girls' School Competition. Winning design. By Rees and Holt.

DRAUGHTSMEN OF TODAY

viii: STANLEY D. ADSHEAD

[BY KINETON PARKES]

IN the present exhibition of the Royal Academy there is a charming drawing in wash and body-colour of Worthing Pavilion. It is catalogued as by Adshead and Ramsey, and signed S. D. Adshead. It is what such drawings should be, a presentation of an actual architectural design which has its appeal for the public; it is architectural without being realistic or technical, and it has an intrinsic interest as a work of art. In the latter respect it is representative of a phase of the artistic activities of its author, which is not generally known.

Stanley D. Adshead would have been a painter if he had not become an architect. Art was in him, and in all his work he cannot escape its promptings. Unfortunately for contemporary British watercolour drawing, he does not exhibit beyond his architectural studies, but he has the flair which marks the veritable water-colour draughtsman; the flair which marks the British water-colour school as it is not marked in any other. Some years ago a group of friends vied with each other in the practice of water-colour drawing. They were not painters; two were sculptors, Derwent Wood and Henry Poole; one was a literary man, Arnold Bennett; and two were architects, E. A. Rickards and S. D. Adshead. Their subject was not architecture, but Nature, out of pure love of it and the art of rendering it in graphic terms.

Some notable work resulted from this friendly competition—that of S. D. Adshead was not the least admirable. Examples exist: a large drawing of a cornfield with the reapers at their midday dinner conveys a sense of space, serenity, and actuality which is in the true spirit of the early watercolourists, without imitation of the masters. There is a smaller drawing of the river-side at Chiswick, with some boats on the strand, peaceful, the drawing effective without being laboured, and very good sky-study simply rendered. There is a sketch of waves on the seashore touched with white, which is very good realistic observation. A considerable number of landscapes all bear this stamp of observation, together with an affectionate regard for the changes of atmosphere and their effect on the colour of the earth.

Turning from the country and the sea, the artist has shown his faculty of observation and the organization of a busy scene in more than one City subject. Such a one is located at the Royal Exchange and the Bank. It is dated 1908, and is interesting apart from its artistry in its depiction of that scene at that time. It includes many figures, single and in groups, drawn with brush-washes with a touch of fantasy in their cloaks, coats, and tall hats, which removes them from the realm of realism. The buses are empty on top so as to bring them into relation with the buildings. There are two mounted policemen with well-indicated action. It is in this projection of living beings that the artist shows the quality of his draughtsmanship, equalling that of his landscapes and his architecture. These figures are not perfunctory, they are stated parts of the composition of the drawing and make it live, helping largely the scientific perspective, which is nowhere, however, unduly insisted on. The buildings are beautifully drawn, not elaborated nor detailed, but all structure shown, mostly

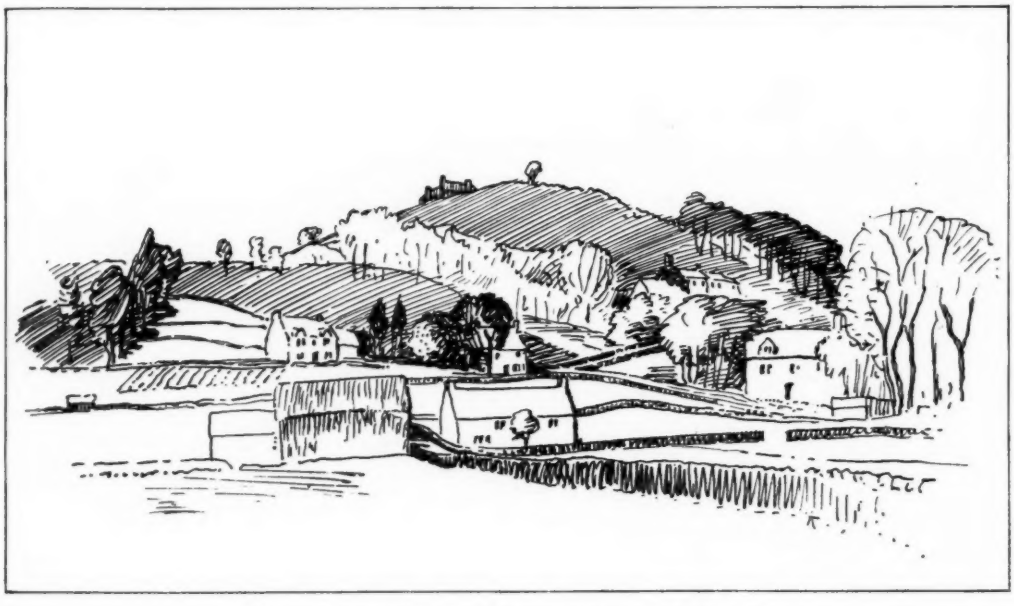
The Royal Exchange and the Bank of England. From a watercolour by Stanley D. Adshead.

in washes and some few main pencil lines. This work is one of the most typical of the artist's architectural generalizations.

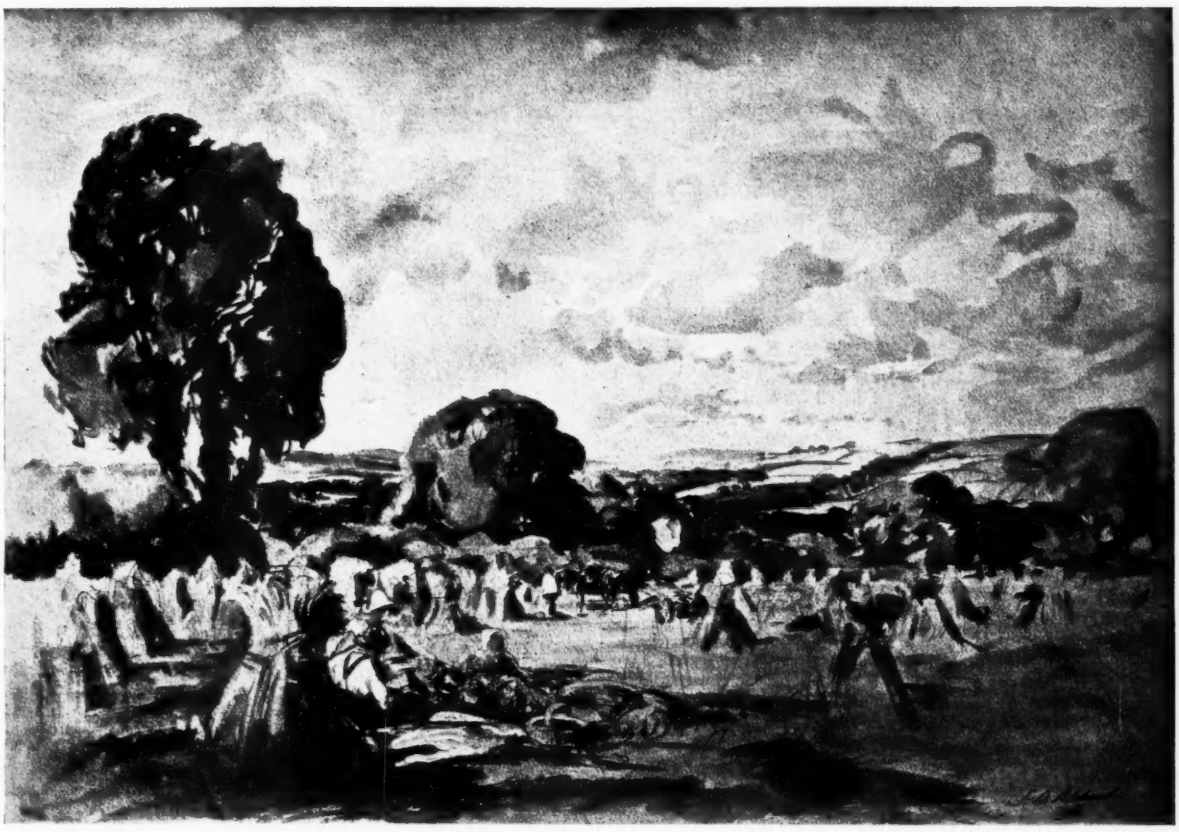
At ten years of age Stanley D. Adshead knew he was going to be an architect. He was born in Manchester in 1868, and had, therefore, Barry's Royal Institution of Fine Arts, and Athenæum, as studies of modern architecture; Cheetham's Hospital and the Cathedral for earlier. He came of an old Manchester family, and his grandfather was an estate agent and an author of note largely interested in the reform of various social institutions, who entered into a controversy with Dickens over prison systems, and among other things made a map of Manchester. The boy's enthusiasm for the mother of the arts was not discouraged, and he was articled to a Manchester architect and occupied himself with the big problems of construction, realizing that the designing and carrying out of architecture is a bigger thing than painting; more difficult of accomplishment so far as the mechanics of the art are concerned.

The graphic aspect of art, however, never ceased to attract him, and this resulted in a state of mind in which the constructive factors of a building became organically a part of the picture which was the idea underlying the artistic conception. The architect cannot build his work as the sculptor carves a statue or the painter covers his canvas in order that his conception may emerge as the work of his own hands. The architect's conception is abstract until it is reduced for him by the builders to physical terms. It was these added emotional, as well as philosophical, factors that led S. D. Adshead's reflective mind in the direction of problem and organization in art, and kept him from mere representation in terms of drawing, painting and sculpture. All these, however, he recognizes as essentials in the architectural concept.

In the year 1890 he came to London and entered the office of George Sherrin, of Finsbury Circus, where he met Mr. H. V. Lanchester and his late partner, Mr. Stewart. The three worked happily together under the queer old architect, a real artist and a Roman Catholic, who died about ten years ago. Adshead subsequently worked in three or four of the best London offices, and at one time he and Howard Ince and E. A. Rickards were associated, working together on Mr. Alfred Gilbert's extraordinary house in Maida Vale. He was first assistant to Mr. Guy Dawber, and then with Sir Ernest George, whose eccentric character and talent for watercolour drawing he appreciated. Finally, he



Above, the approach to Bolsover. Below, a characteristic hamlet. From pen-and-ink sketches by Stanley D. Adshead.



Landscape : A cornfield with figures. From a watercolour by Stanley D. Adshead.

spent four years with William Flockhart, spending three of them as clerk of the works and draughtsman of the quarter-million mansion, Rosehaugh, near Inverness, for which Flockhart was responsible, leaving, however, Adshead in complete charge and control except for occasional visits, sending instructions and designs from London, the drafting of which was done by Adshead, the style being a picturesque phase of Scottish baronial with François Premier.

In 1896 he was back in London on the completion of this big task equipped theoretically and practically for any job that came along. He started an office and made wash-drawings and perspectives for architects, and in 1900 commenced as architect. He won the competition for the Ramsgate Carnegie Library which led to the commission for the Ramsgate Pavilion at a cost of £50,000. He had speedily £80,000 worth of work in his office, with four assistants, and in every competition he went into he got an award. This was in violent contrast to the succeeding four-year cycle in which he entered thirteen competitions and was never premiated. He had got to know too much of architectural practice, and had sent in schemes which were too technically conceived instead of attractive drawings. There was a little time at this period for further exercises in watercolour drawing.

In the period succeeding, prosperity again arrived, and the architect worked on the Bennett Steamship Company's building in Tooley Street, and the Bath Assembly Rooms. In 1909 a chair of Town Planning was instituted in the Architectural School of Liverpool University, and S. D. Adshead was appointed. Shortly after he was asked to report on the Duchy of Cornwall London estates. His report led to the well-known rebuilding of the metropolitan property of the Prince of Wales at a cost of many thousands of pounds. In Liverpool he built the Repertory Theatre, which a leading dramatist has pronounced to be the nicest theatre he has ever seen.

Mr. S. C. Ramsey became his partner when he went to Liverpool, since when the activities of the London office have been dual, and it was together that the Duchy estates at Kennington were rebuilt. After occupying the chair at Liverpool for five years the professor changed his venue for London, and is now attached to the London University in an identical capacity. His obvious qualifications for the work drew the attention of some six local authorities in the North Midlands three years ago, and he was commissioned to report on a regional planning scheme of some 200 square miles of country around Chesterfield. Professor Adshead is now busily engaged in this great scheme of new towns and villages, fresh industrial sites, new roads, and old preservations. The district is a most fertile one for such a scheme, and the amenities are being kept firmly in mind by the author of this prolonged report now nearing completion, as may be realized from the numerous photographs he has taken or had taken of the historic monuments and of the interesting series of pen-and-ink drawings he has himself made of them and of the characteristics of the landscape of the region. Included are Haddon Hall, Chatsworth, Bolsover Castle, Hardwicke Hall, Chesterfield and other churches, and these and the rest will be reverently treated in this formidable document. Some of the industrialism of the area is creeping near to these monuments, and it is as well that an authority such as Professor Adshead should have the first word in a matter of such great national importance. Of no less importance is the question of landscape and river and moor scenery in the area, all of which the report will no doubt suggest the conservation.

Professor Adshead is a very modest, tall, retiring man, with gentle manner and voice and an air of reserved forces and knowledge. It has not been easy to get him to talk about his work, but this cannot reduce its value nor discount the value of the influence which he exerts in the practice of the architecture of today.

LITERATURE

THE ART OF DECORATIVE PAINTING

If we were to visualize the ideal building we should, no doubt, see an architectural masterpiece where every detail and every picture was the work of one man, precisely as in a symphony or painting where every part is the work of a single artist. For obvious reasons the ideal building of this type can never exist, and we can only, at best, aim at a perfect co-ordination between the various artists and craftsmen who are called upon to contribute their quota to the finished structure. This multiplicity of artists leads naturally to as many different points of view. The architect sees his building as a whole, the pictures and frescoes in a subordinate position, harmonizing and toning in with the general scheme, rather than striking emphatic notes of their own. We could hardly expect the pictorial artist to take so detached a view and to regard his picture as an adjunct whose main function is to be in tone with its surroundings. He would have every right to regard his paintings, if carried out on a sufficiently generous scale, as the focus of interest and the architecture as a frame, as in fact it virtually is in the Sistine chapel.

Mr. Walter Bayes, in analysing the place of decorative painting in relation to an architectural composition, stresses just this difficulty. The architect wishes to enhance the organic parts of his building by the use of various materials, each with its own intrinsic colour, but he is afraid of anything too definite in the way of painting; painted panels, for example, in his view, may well draw an undue degree of attention to themselves to the detriment of the general effect. This self-denying ordinance demanded of the painter would, Mr. Bayes believes, be more easily endured if the architect "did not extend hospitality to sculpture more intrusive than our painting would ever be." He continues "If we could read the architect's thoughts we should find that he has no use for painting in public buildings and regards its use in private buildings as beyond his control." No architect of imagination could fail to realize the immense value of decorative paintings properly used and the importance of a suitable choice of artist. The fact that so much of our work is unsuitable and carried out by the wrong men is only on a par with our general lack of artistic culture, and applies to architecture as much as to painting. Likewise with domestic pictures; the average educated man hangs up every picture he possesses, no matter how blatant his wallpaper and how unsuited the pictures may be to go with one another. We might well follow the Chinese method of exhibiting only a few of our art treasures at a time, treating them as a co-ordinated scheme of decoration and changing the whole lay-out with the seasons. Such an effort would require an artistic impulse unusual in these islands, but we might at least modify our practice of always hanging everything we possess.

The author, who has, of course, had considerable experience of architects, divides them into two classes: the one demands vastness and simplicity and is afraid that the painter may disfigure

Matisse. Interior with Nude Figure.
[*From* The Art of Decorative Painting.]

the broad proportions of his building with frittering detail, thus possibly causing man, a small creature, to feel out of scale and ill at ease. The humanizing influence of drawing upon a severely intellectual character is urged as a reason for modifying too stern an attitude towards painting. The second class comprises the "theatrical architect" who fears that the frittering detail may not be evenly distributed, that it will catch the eye by its interest or novelty, and that it may have some definite character that will displease the public. While it is from the second class that most of the decorative jobs for painters are to be obtained, it is obvious that Mr. Bayes's artistic sympathy is with the first in spite of the possibly over-austere attitude of the pioneers in the movement. What we may call the æsthetic engineering structure will, given time, become less severe and more human and genial.

One must sympathize with the plea that painting should figure far more prominently in the lighter and less monumental places of public entertainment. Theatres, cinemas, and restaurants should be used as training grounds for more ambitious schemes of painting in permanent buildings, "the provision of a number of moderately-paid jobs in such buildings is more likely to be useful than the distribution with haggard responsibility of a few plums to the very eminent," more especially as these plums are not always properly digested. In discussing traditional fresco art, the author suggests that the sequence from the chalk-like quality of fresco through the stages of tempora and mat oil paint to the lacquer-like surface of fully-varnished oil painting corresponds to the gradation of climatic conditions—the fresco of the south merging into the glossy oil of the colder north. This theory fails to account for the traditional domestic frescoes to be found in Scandinavian interiors where the output, especially during the sixteenth century, was remarkable both in quantity and quality.

The book deals at some length with the theory of colours, their treatment and application, and with the geometry and perspective of design. Most of the footnotes might, with advantage to the reader, have been incorporated with the text, and on page 59 "Hereford House" seems to be a misprint for "Hertford House." The book is very fully and well illustrated, and should be of value to the architect who, among his ever-expanding circle of preoccupations, may be in danger of ignoring this very vital branch of his art.

M. R.

The Art of Decorative Painting. By Walter Bayes. University Art Series. London: Chapman and Hall, Ltd. 1927. Price 21s.

VICEREGAL ARCHITECTURE IN MEXICO

From 1521 to 1821 Mexico was in the hands of Spain, and three centuries of great prosperity and religious zeal have left behind them a sumptuous collection of convents, churches, palaces and public buildings. The religion which was forcibly imposed wherever the Spanish dominion spread was ardently taken up by the natives, and Mr. Kilham records that there are in Mexico nine thousand churches of architectural merit, though he does not say what percentage these form of the total.

Mexico is a country whose natural avidity, as in Spain, calls for some compensation in its buildings. The exuberance of Spanish art, tinged with Moorish grotesqueness, and mingled with the bizarre genius of the Aztecs, was fully capable of providing this compensation, and the architecture of the country, always sumptuous, relapses in some of the examples given into a hopeless extravagance, the buildings being covered in an assortment of finicky and restless ornamentations. All this Mr. Kilham seems to take very seriously. One extraordinary building, a medley of spotted tiles and illogical wavy lines, was regarded even by the Mexicans as somewhat overstepping the limit, for it is called Casa de Alfeñique, literally Almond-Cake House; yet even this Mr. Kilham regards as legitimate, referring to the "delightful double-shuffle" executed by the belt-course over the main entrance, and "the lightness and capriciousness of the decoration."

It would be as well to trace very shortly the developments of the Mexican style. The first builders imported the manly touch of Herrera and something of the Doric honesty of the Escorial. The first buildings also had about them the defensive air of the new settler. From this sound beginning Mr. Kilham conveys us with evident delight through the intricacies of Plateresque, Churrigueresque and Baroque, until the style relapses into a tedious "academismo" imported by Tolsa from Spain.

Veronese. The Marriage of Cana.
[*From* The Art of Decorative Painting.]

The architects were some Spanish and some native Mexican, but the natives both as craftsmen and as designers always showed a greater love of the ornate than did the Spaniards. Of the natives the outstanding genius was Tresguerras, a true artist who designed what is probably the finest of the buildings in Mr. Kilham's selection, the church of El Carmen at Celaya. The most ambitious of all is the cathedral of Mexico City, built by Juan Gomez de Mora. Of the several dubious examples included, the most regrettable seems to be the cloister of La Merced, described by Mr. Kilham as the most elaborate in Mexico City. Mr. Kilham seems scarcely to appreciate the fact that beauty is not measured by intricacy. Apart from this he has a very good eye for effects, and his criticisms are mostly just and shrewd.

The book itself, which is of American origin, is most excellently produced. It consists of eighty-four photographs, with a note on each and a very helpful introduction. The photographs, though some of them had to be taken from awkward positions, are very good. Mr. Kilham has done an interesting and valuable piece of work in opening up a rich but neglected field of architectural interest.

Mexican Architecture of the Vice-Regal Period. By Walter H. Kilham. Longmans, Green. Price 21s.

CORRESPONDENCE

PROTESTANTISM AND ART

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—I notice a letter from Mr. H. T. Jackson, in your issue for July 13, in which he takes exception to Karel Capek's words, "the valuable ancient monuments which have passed into the keeping of the English Church from pre-Reformation times or have been contributed by pious folk." It has been said that "the history of a nation is written in its architecture." The fact that this land is so rich in ancient churches proclaims the vigour of its religious life in those days. The history of this era will surely be written in its theatres and commercial buildings—the moral is obvious.

The Church of England was established by Act of Parliament in 1559, and no amount of continuity theories will alter this fact. Cardinal Bourne, speaking at York recently, said: "Let them rejoice, too, if they so care, in the possessions which were not built for them and whose structures they cannot use for all the purposes for which they were set up. Such continuity of possession gives no greater guarantee of lawful lineage than the acquisition by some newcomer of an ancient home whence poverty or injustice has ejected the hereditary owner."

A. H. A.

THE GLAZED TILE

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—In thinking of glazed tiles used for bathrooms, fireplaces, etc., one is confronted with the same unanswerable conundrum which presents itself in all the arts and crafts used in connection with building:

Why is it that in the days when makers had little skill, and less knowledge, tiles were produced which are infinitely more beautiful than anything that is made today?

In many products the excuse of the manufacturer is that this beauty of old work is largely the effect of time and wear which induces a certain inimitable mellowness, but in the case of the glazed tile this excuse will not do, because a tile is impervious to the effects of time and usage. The beauty of an old Dutch tile consists mainly in four points, all of which many modern makers would describe as defects.

1. The colour of the ground is never a monotonous and even tone of white, but in each tile differs in a subtle variation of the shade—one being slightly pinkish and another greenish.

2. The surface of the old tile is never absolutely flat, but has slight variations in plane, which induces a kind of flicker in the glaze.

3. The glaze itself on the old tile is never glassy and staring but has a pleasant friendly twinkle.

4. The edges of the old Dutch tile are never exactly straight, but its outline as well as its glaze has a characteristic variation in quality.

A manufacturer, or perhaps I ought to say a mechanifacturer, of modern Dutch tiles called on me recently with samples of his wares. They all exhibited that dreary perfection which is the mark of modern work. I explained to him my views as to the proper qualities for tiles, with which he professed to agree, but said that there were only half a dozen architects who had the same ideas, and that the majority would prefer modern mechanical perfection to the old beautiful defects. I then asked him if he could supply the old defective tiles. Yes, he could do that, but they would be *much more expensive*. Whereupon I pointed out that if these defective old tiles commanded such a high price, they must surely be appreciated by more than half a dozen architects. If the modern tiles were really better they ought to command a higher price and not a lower one, for the price in the market is surely the index of public opinion in this matter.

As for the ordinary tile of commerce, what architect is not familiar with the wishy-washy tints sent as samples, and as examples of how the beauty of the glazed tile can be degraded? The kind of colours I mean are familiar to all in our postage stamps, and it is still in the memory of some of us, when postage stamps, as well as glazed tiles, still retained some of the ancient beauty of the world. There was a splendid blue twopenny, in particular, which seemed to me very cheap at the price. Here and there one can still find tiles of good colour. There is the Sibley Pottery, for instance, which makes a fine orange tint, but the whole tendency seems to eliminate good colour in favour of nebulous washed-out tints, encased by glassy glazing.

BAILLIE SCOTT

SOCIETIES AND SCHOOLS

The Royal Society of British Sculptors

The Royal Society of British Sculptors have awarded their medal "for the best work of the year by a British sculptor in any way exhibited to the public in London" to Mr. Gilbert Ledward for his Guards' Memorial near the Horse Guards' Parade.

The R.I.B.A. London Architecture Medal, 1926

The jury entrusted by the R.I.B.A. with the award of the London Architecture Medal have announced their award for the year 1926. The jury examined all the drawings and photographs of buildings nominated for the honour, and, moreover, inspected a number of the buildings themselves. They have given their award in favour of Friends' House, Euston Road and Endsleigh Gardens, designed by Mr. Hubert Lidbetter, A.R.I.B.A., Amberley House, Norfolk Street, W.C.2.

R.I.B.A. Statutory Examinations

The R.I.B.A. statutory examinations for the office of district surveyor under the London Building Acts, or building surveyor under local authorities, will be held at the R.I.B.A., London, on October 19, 20, and 21, 1927. Applications for admission to the examinations, accompanied by the fee of £3 3s., must be received at the R.I.B.A. not later than Monday, October 3. Full particulars of the examinations and application forms can be obtained from the Secretary, R.I.B.A.

R.I.B.A. Intermediate Examination

The Council have decided that a candidate relegated in one of the optional historical subjects in the R.I.B.A. Intermediate Examination shall be permitted to offer a different optional historical subject, if he so desires, upon his subsequent examination.

The Town Planning Institute

The ninth annual country meeting will be held at Winchester from October 7 to 9 inclusive. The meeting will open on Friday morning, October 7, and members will travel down on Thursday, October 6. Most of the time available will be devoted to excursions to places of interest in the neighbourhood. Winchester is an attractive and interesting centre, and the party is assured of a hearty and instructive welcome by the authorities. Also, arrangements have already been made with the Southern Railway for a conducted tour of the docks at Southampton, and with the Director-General of the Ordnance Survey for a visit to the Ordnance Survey Department. Hotel accommodation can be arranged at Winchester if early application is made to the secretary, Mr. Alfred R. Potter, 11 Arundel Street, Strand, London, W.C.2. Delegates will pay their own hotel bills. The meeting is not confined to men or members of the Institute—friends are invited.

Northern Architectural Association

The Cumberland Branch of the Northern Architectural Association have elected Mr. T. Taylor Scott to serve another year as their chairman, with Mr. J. H. Martindale (Carlisle), and Mr. A. Huddart (Whitehaven), as vice-chairmen. The Executive Committee consists of the chairman and vice-chairman, Messrs. H. Foxall, H. Oldfield, R. Morton Rigg, J. Slack, with H. E. Ayris as honorary secretary and treasurer. The branch has been honoured by the election to the office of president of the Northern Architectural Association of their vice-president, Mr. J. H. Martindale.

The Association of Architects, Surveyors, and Technical Assistants

The annual general meeting of the Association of Architects, Surveyors and Technical Assistants was held at the R.I.B.A. rooms, Bedford Square, W.C.1. Owing to the death of the President, the late Mr. E. Fiander Etchells, early this year, the senior Vice-President, Mr. H. R. Surridge, of Kettering, Northants, occupied the chair. In the course of his opening address, Mr. Surridge referred to the steady growing power of the Association since its establishment eight years ago. The increasing number and importance of the work done by salaried architects had been accompanied by an overwhelming demand for their greater recognition not only by the public but even within the profession. The exploitation of the professional services of such men could not fail to affect adversely the standing of all; hence, many of the troubles and adverse circumstances which were encountered and faced the private practitioners may be traced to this particular cause. It was therefore good for all architects that the A.A.S.T.A. should have secured such representation as it had now on the Council and Committee of the R.I.B.A., the Board of Architectural Education, etc. Their presence was a guarantee that the economic interests of members would be considered. He was told that the salaried architect now comprised at least 60 per cent. of the profession. The crux of thematter was this, that the 60 per cent. of the architects of this country, the salaried section, must have their interests looked after, and the Association of Architects, Surveyors and Technical Assistants was the society that was willing to do it. The private practitioner had scales of fees and was able to enforce them. When necessity arises the scale of fees must be extended to include the remuneration rates of the salaried architect. Major Hinkley (chairman, executive council) in moving the adoption of the annual report drew attention to the wide field covered by the report and to the view that every subject was one of the utmost importance and interest to assistants. No other association or institute could show such a record of achievement in the period of ten months. A number of members strongly protested against the increasing tendency to limit competitions. The following resolution was carried by a large majority: "That this general meeting of members instructs the Executive Council to discontinue the affiliation of the Association to the National Federation of Professional Workers." It was decided that the annual general meeting in 1928 should be held in London.

Following is a list of the new President and Council of the Association for the ensuing year:

President
Surridge, H. R. (Kettering)

Vice-Presidents
Deffee, C. F., L.R.I.B.A. (Dublin)
McLachlan, C., A.R.I.B.A.
Parkes, C. B., L.R.I.B.A. (Birmingham)
Scott, J. H., P.A.S.I., A.M.I.STRUCT.E. (Harrogate)

Trustees
Denington, J. W., L.R.I.B.A.
Laurie, A. K.
Strachan, R. G., F.S.I.

Hon. General Treasurer
Sanders, S., P.A.S.I.

Hon. Auditors
Boulton, A., L.R.I.B.A.
Day, S. R., L.R.I.B.A.

Hon. Editor, THE KEYSTONE.
McLachlan, C., A.R.I.B.A.

Members of Executive Council
Avery, H. G., A.R.I.B.A.
Batty, J., A.R.I.B.A.
Bridge, P. G.
Cachemaille-Day, N. F., A.R.I.B.A.
Chester, H. W., A.R.I.B.A.
Dawney, P. W., P.A.S.I.
Denington, J. W., L.R.I.B.A.
Denton, C. W., A.I.STRUCT.E.
Dudding, J. W. M.
Hinkley, Major A. S.
Holden, C. H.
Hamlyn, W. H., A.R.I.B.A.
Ireland, L. A. F., L.R.I.B.A.
Leicester, W., L.R.I.B.A.
Masters, D. E., A.R.I.B.A.
Metcalf, A. W.
Reeves, Capt. A. S., L.R.I.B.A.
Sheppard, C.
Tanner, E. A. D., A.R.I.B.A.

The Bartlett School of Architecture

The following awards have been made in the Bartlett School of Architecture at University College:

Bartlett Entrance Exhibitions
M. J. H. Goodchild, Tollington School, Muswell Hill
C. P. Saurin, St. Ignatius' College, Tottenham
Equal: F. E. Kerswill, Whitgift School, Croydon (conditional on passing matriculation examination in Latin in January 1928)

Donaldson Silver Medal
A. C. Light

Prize for Design in Reinforced Concrete
H. Kendall
B. W. Johns

Ronald Jones Prizes
Medieval Architecture: H. F. Hoar
Renaissance Architecture: J. K. M. Sanderson

ARCHITECTS' JOURNAL *Prize for Design*
P. A. Wailes

Herbert Batsford Prize
D. A. Stewart

THE BUILDER *Prizes*
Senior: C. W. J. Smeed (awarded first term 1926–27)
Junior: Margaret A. de Quincey

Certificates in Architecture
H. G. Coulter
L. E. King
W. F. B. Lovett
Phyllis E. Mitchell
D. E. Nightingale
V. M. Patker
C. W. J. Smeed
E. E. Somaké
P. Soskin
Patricia B. Webster

Sub-Department of Town Planning, Certificates:
A. W. H. Brown
D. H. Buckley
L. P. Ellicott
R. G. Grice

LAW REPORTS

COVENANT TO LEVEL AND MAINTAIN ROADWAY

Wellingham v. *Horlock and another. Chancery Division. Before Mr. Justice Clausen*

This was an action by the plaintiff, Mr. C. B. Wellingham, of Sunny Bank, South Norwood, to enforce a covenant by the defendants, Mr. A. L. Horlock and Mr. B. G. Horlock, to level and maintain a roadway at the rear of plaintiff's house.

Mr. Harold Christie, for the plaintiff, said his client purchased the house in March, 1926. It had a track at the rear of the house, and defendants, from whom he purchased, covenanted to put that track or roadway into a level and reasonable state of repair and erect a gateway, plaintiff contributing to the cost of keeping it in repair. Plaintiff had a right of way over this road, and his complaint was that he could not use the roadway for a car as nothing had been done to it.

Mr. Ronald Smith, for the defendants, denied liability, and said his submission was that the road or track was not intended for the user of traffic, it being a cart track. Defendants had maintained it in the condition it was at the time of the covenant, and he contended that that was all they had to do.

Plaintiff gave evidence, and stated that it was impossible for him to get a car along the road to the back entrance to his house where he intended to erect a garage.

His lordship said it was obvious that the covenant intended that the defendants should level the track and keep it in a reasonable state of repair.

Mr. Ronald Smith said his clients had now put hoggin and

hard core on the track, and they were prepared to level it and erect a proper gateway and keep it in repair.

His lordship thought that that would meet the plaintiff's case, and he adjourned the case in order that this might be done.

APPORTIONMENT CHARGES. PUBLIC HEALTH ACT, 1875

Altrincham Urban District Council v. *O'Brien. Chancery Division. Before Mr. Justice Clausen*

This matter came before the Court on an application by the Altrincham Urban District Council for a declaration in regard to certain charges under an apportionment order made upon Mrs. Hilda Caroline O'Brien, of Hawthorne Bank, Grosvenor Road, Altrincham.

Mr. A. Grant, K.C., for the Council, said the local justices had made an order on the defendant calling upon her to pay the sum of £1,128 19s. in respect of the apportionment award of making up the Ellersmere Road, which ran at the back of her house. The plaintiffs sought a declaration that the total property, including the house, was land fronting the Ellersmere Road within the meaning of section 150 of the Public Health Act, 1875, and that therefore the plaintiffs were entitled to a charge on the whole of it. From the correspondence it appeared that the defendant was unable to pay. It appeared that the present house was two houses converted into one, and at various times additional land had been acquired to improve the amenities of the house, including the field at the back, which was the only land abutting on the Ellersmere Road. The house itself abutted on to the Grosvenor Road.

Mr. Farwell appeared for Williams Deacons Bank, Ltd., which had an equitable charge on the property, and Mr. Hurst, K.C., for the defendant.

His lordship, after hearing the evidence, gave judgment for the Council, holding that the whole property had become one close containing the house. His lordship, in the course of his judgment, said he had come to the conclusion that the property, though bought at separate times, was no longer distinct, but was all one close, including the house, and the Council was entitled to a charge on the whole, which was an overriding charge ranking in priority of the equitable charge of the bank. He said the Council might apply in chambers as to enforcing or raising the charge. They were entitled to get foreclosure if they asked for it. The authority's costs of the action would be added to the amount of their charge, and the bank would have opportunity to add theirs to their security. A fence on the property had disappeared. Mr. O'Brien, in 1907, became tenant to his wife of the field, apparently because his solicitors advised the desirability of separate occupation, because they were alive to the somewhat dangerous possibilities of the road-making and there were separate assessments; but in the war that tenancy had been allowed to laspe, with the result that it became extinguished altogether.

LIVERPOOL UNIVERSITY SCHOOL OF ARCHITECTURE

The University of Liverpool School of Architecture have sent us their prospectus for the session 1927-28. The autumn term begins on October 6. The school offers courses of study leading, if preceded by matriculation, to the Degree of Bachelor of Architecture (B.ARCH.) or, if not so preceded, qualifying for the Diploma in Architecture. These courses, which are identical both for the Degree and for the Diploma, extend over five years, and are of three kinds: the Pass course, the course with Honours or Distinction in Architectural Design, and the course with Honours or Distinction in Architectural Construction. Each of the courses is devised so as to equip the student with the most efficient training possible for the vocational work he proposes to do. Under the regulations governing the courses of study students are required to spend six months of their fourth and fifth years respectively in some approved form of practical work, usually in an architect's office where they can earn a salary. For some time past the school has established connections with certain of the best-known architectural offices in New York. In consequence, students during the summer term and long vacation of their fourth year of study have the opportunity of securing temporary positions as paid assistants in these offices at rates of pay which, with care, cover their passages either way. Arrangements have been made to admit Liverpool students straight into the country. The school was the first to formulate and to present Degree and Diploma courses of a full professional kind to the Board of Architectural Education of the R.I.B.A., and was the first of the six schools now recognized by the Institute to secure for its graduates exemption from all subjects but one of the Institute's Final Examination. Since the foundation of the British Prix de Rome Scholarship students of the Liverpool University School of Architecture have been amongst those selected for the final test on all of the ten occasions on which the competitions have been held, and on four occasions the Scholarship has been awarded to a student of the Liverpool School. Among the illustrations in the prospectus are an Italian Renaissance composition, second-year work, by G. Kenyon; decorations for Castle Street, Liverpool, for the visit of H.M. the King, 1927, first prize design, by L. Wright; design for a small town hall, third-year work, by B. St. C. Lightfoot; and a six-hours' sketch design for a prison entrance, second-year work, by W. G. Holford.

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.1. The price is 1s. each.]

LATEST PATENT APPLICATIONS

16524. Bovis, Ltd. Door-operating appliances. June 21.
16651. Burton, H. Sliding window sashes, &c. June 23.
16325. Cooper, V. B. D. Varying temperature of buildings. June 20.
16942. Heaton, P. Manufacture of bricks, tiles, &c. June 25.
16599. Yvens, L. Metal hooks for fixing roofing-sheets. June 22.
17647. Combe, J. R., and Combe and Son, Ltd., J. Heating apparatus for buildings. July 2.
17609. Davies, H. R. Windows. July 2.
17281. Deutsche Duromit-Beton-Ges. Method of applying surface layers of concrete. June 29.
17321. Duro Co. Window regulators. June 29.
17487. Hartley, W. B. Bricks for walls. July 1.

SPECIFICATIONS PUBLISHED

272575. Wild, J., and Packmere, T. Building construction.
272609. Shipwright, W. G. Flooring construction.
265997. Rateau, E. Construction of houses.
263865. Girlot, J. Building blocks.
272659. Kings, A. T. Appliance for use in reproducing maps, drawings, designs, pictures, and the like.
273100. Beckett, Laycock and Watkinson, Ltd., and Harrison, C. E. Window frames and the like.
273004. Smith, W. H. Lintels, floor beams, and the like.
273007. Gunn, G. Preparation of a composition for the preservation of wood, timber and other materials.
273060. Vose, E. H. Traps for sinks, lavatory basins, baths, and the like.
273094. Roe, L. B. Foul-air extractors.

ABSTRACTS PUBLISHED

270585. Beckett, A., Winchester. Roofs.
271014. Cowieson, F. D., Drymen, Dumbartonshire. Walls.

TRADE NOTES

Major H. A. Butterfield, A.M.INST.C.E., F.A.S.I., has been appointed roads representative for the British Reinforced Concrete Engineering Co., Ltd., for the Leeds area. Major Butterfield has been connected with reinforced concrete road work for some years, and his experience and knowledge of the subject will doubtless be of service to engineers who require information on any point relative to the latest and most up-to-date form of road-making. The address of the Leeds office of the British Reinforced Concrete Engineering Co., Ltd., is 5 East Parade.

The use of oil fuel for central heating installations has developed considerably during recent years, and Ideal boilers are now being operated either singly or in battery formation in conjunction with various types of oil burners. Some examples of how burners can be applied are shown in a new pamphlet issued by the National Radiator Company, Ltd. When Ideal Britannia boilers are ordered specially for this purpose, the sections can be cast without grate bars, as shown in an illustration in the pamphlet. Where it is desired to convert existing boilers, firebricks may be laid on the grate bars. It is pointed out that the heating engineer should confer with the maker of the burner in regard to any firebrick lining which may be necessary. A copy of the pamphlet can be obtained from the National Radiator Company, Ltd., Hull.

The British Industries Fair, Birmingham, 1928, will be held concurrently with the London section at Castle Bromwich from February 20 to March 2. It will be held under the patronage of the Lord Mayor of Birmingham, under the auspices of the Board of Trade and the Birmingham City Council, and will be organized and controlled by the Birmingham Chamber of Commerce (Incorporated). His Majesty's Government has again agreed to spend a sum not exceeding £25,000 for the purpose of publicity for the Fair at home and abroad. This publicity will cover both the London and Birmingham sections, and will be invaluable to exhibitors, as it will no doubt attract many additional thousands of visiting buyers. Applications for exhibition space should be made to the General Manager, British Industries Fair, Chamber of Commerce, Birmingham.

At the Health Exhibition promoted in connection with the thirty-eighth congress of the Royal Sanitary Institute at Hastings, the Ruud Manufacturing Co., Ltd., gained outstanding distinctions with their instantaneous automatic water-heating and storage systems. A silver medal, the highest award given by the Royal Sanitary Institute, was awarded for the Ruud instantaneous automatic water heater, and a bronze medal for the automatic gas cut-off as fitted to all models of the Ruud automatic hot-water storage systems. It is notable that these distinctive awards were gained by the Ruud Company at their first exhibition in the British Isles. The Ruud appliances have for many years had a large sale in the United States and in Canada, but the company has only recently commenced operations in this country. The company now has a factory at Slough and showrooms at 99 High Holborn, W.C.

A big step forward in educating the trades and professions as to the merits of good plywood is being made by Messrs. Venesta, Ltd., through their 1927 advertising campaign. We have just received a copy of this enterprising firm's plans, and notice that each advertisement in the present series is devoted to an explanation of some important detail in the manufacture of plywood. Headings such as "Testing the Cement," "There are no gaps in the Core," "Dry-Cementing," give some indication of the information contained in the advertisements. The advertisements will appear during the current year in a number of selected newspapers, including THE ARCHITECTS' JOURNAL. Messrs. Venesta, Ltd., intend to supplement their present series with a further series showing the application and uses of their plywood for various purposes and under varying conditions. Although the factories where Venesta plywood is made are situated in the chief European timber-growing countries, Finland, Esthonia and France, Venesta, Ltd., is a British company, with capital provided by British shareholders. Of the four factories, one is at Silvertown, in the East End of London, and has over a thousand employees. Venesta, Ltd., claim today to be the largest suppliers of quality plywood in the world.

Sales: how you can Stimulate them is the title of a new booklet compiled by Messrs. S. Davis & Co., to bring before managing directors and other executives a few thoughts on advertising, a most important factor of modern business. It is pointed out that effective publicity does not consist of the mere buying of space and filling it in a haphazard manner, but the issue of advertisements and printing upon which the greatest skill and thought have been expended. Just as the designing of a machine calls for the brains of a skilled engineer, so does the vital importance of advertising demand the attention of fully qualified specialists. Of all things connected with business it is the one which responds most rapidly to the work of the specialist. Messrs. Davis & Co., who have devoted their energies to advertising for nearly thirty years, reproduce in the booklet some examples of their more recent advertising work. The examples shown are choicely planned and printed, and glisten the eyes with interest and pleasure.

COMPETITION NEWS

Lytham Schools: Proposed Girls' School.

The awards have been announced as follows:

Author of design placed first: Messrs. Rees and Holt, 64 Rodney Street, Liverpool. Author of design placed second: Messrs. Marshall and Tweedy, 54 Grey Street, Newcastle-upon-Tyne. Author of design placed third: Messrs. Adshead, Topham and Adshead, 14 St. Ann's Square, Manchester. Author of design placed fourth: Messrs. A. W. S. and K. M. B. Cross, 45 and 46 New Bond Street, London, W.

TIMBER ECONOMY

The articles on Structural Economy in Timber Floors and Roofs, published in our issues for July 20 and 27, formed the subject of a paper read by Mr. P. J. Waldram at Carpenters' Hall on June 9.

THE EPSOM GRAND STAND

The consulting engineer for the Epsom grand stand, illustrated on pages 163 to 165, was Mr. Harold Cane. The contractors were Messrs. Howard & Co., of Covent Garden, W.C.2; and the steelwork contractors were Messrs. Heenan and Froude, Ltd., Blackfriars House, New Bridge Street, E.C.4.

OBITUARY

Mr. C. E. Deacon.

A correspondent sends us the following notes on the career of Mr. Charles Ernest Deacon, F.R.I.B.A., of Messrs. C. E. Deacon and Son, architects, of Liverpool, whose death was announced in our last issue. Mr. Deacon was the second son of the late Frederick Deacon, of Preston and Maidenhead, and brother of the late George F. Deacon, M.I.C.E., LL.D., of Westminster. Articled to the late Sir James Picton, he began practice in Liverpool in 1870. His work consisted mainly in the design and erection of churches, of which he built many. He excelled in the designing of woodwork and carving in the form of chancel screens, altars, choir stalls, pulpits, lecterns, etc. Amongst his other works are the offices of the Liverpool School Board and a large number of church schools, parish halls and schools for the various local educational authorities. After the war Mr. Deacon was largely engaged in the design of war memorials in Lancashire and Cheshire, and several of his drawings have been exhibited in the Royal Academy. Mr. Deacon was of a very retiring disposition, wholly immersed in his profession, very greatly admired and respected by those who worked under him. The practice will be carried on under its existing name by his eldest son and partner, Mr. Wilfrid T. Deacon.

THE WEEK'S BUILDING NEWS

The YORK Corporation has authorized the Cinematograph Subcommittee to deal with plans that have been submitted for alterations at the Palais de Danse, Goodramgate, which it is proposed to reopen as a cinema.

*

The L.N.E.R. Cottage Homes Committee is purchasing further land on the Acomb Hall estate, YORK, for the erection of cottages.

*

The YORK Corporation is arranging for the acquisition of 83 acres at Heworth for a housing scheme.

*

The NORTHAMPTON Corporation has asked the borough engineer to prepare plans and estimates for an enlarged swimming bath at Kingsthorpe Mill.

*

Plans passed by NORTHAMPTON Corporation: Celluloid Works, Bunting Road, for Messrs. O. A. Miller Last Co., Ltd.; six houses, Lime Avenue, for Mr. E. H. Tibbs; eight houses, Gipsey Lane, for Messrs. A. L. and H. W. Chown; extensions to workshops, Gray Street, for Northampton and County Association for the Blind; four houses, The Drive, for Mr. C. H. Rainbow; five houses, Queen's Park Parade, for Messrs. A. L. and H. W. Chown.

*

Plans passed by the CHELTENHAM Corporation: New bakehouse, rear of 3 Ormond Terrace, for Mr. J. Krier; additions to printing works, Swindon Road, for Messrs. Burrows Press, Ltd.

*

Plans passed by YORK Corporation: Workshop, Fishergate, for National Glass Co.; billiard-room, Swinegate, for Messrs. Sheery and Wailes; new premises, Hull Road, for York Equitable Industrial Society, Ltd.; social hall, Flaxman Avenue, for Tang Hall Tenants' Association; alterations, White Horse Inn, Skeldergate, for Tadcaster Tower Brewery Co., Ltd.; alterations, Coach and Horses Inn, Jubbergate, for Tadcaster Tower Brewery Co., Ltd.; alterations, Clarence Street, for Bootham Ward Conservative Club.

*

The BIRMINGHAM Corporation is acquiring premises in Coventry Road, Hay Mills, for purposes of a welfare centre.

*

The BIRMINGHAM Corporation is to erect a branch municipal bank on the Heybarn housing estate.

*

The BIRMINGHAM Diocesan Trustees are acquiring a site in Hove Road on the Fox Hollies estate for the erection of a church, and a site in Tyburn Road for the erection of a vicarage for a church which is to be erected there.

Plans passed by the PRESTWICH U.D.C.: Thirty-six houses, Highfield Road and Stanley Avenue, for Messrs. J. and W. Leach and Sons, Ltd.; four houses, Sandringham Avenue, for Mr. H. Allen.

*

The Corporation has passed plans submitted by the National Electric Picture Theatre for a picture theatre at Goodramgate, YORK.

*

The Charity Organization Society is to erect tenement dwellings in Kawke Street, PORTSMOUTH.

*

Plans passed by PORTSMOUTH Corporation: Additions and alterations, 53 and 55 Russell Street, for the Portsmouth Building Society; additions to store, Middle Street, for Messrs. McKinney and Gray; store, Winton Road, Copnor, for Mr. H. Williams: school clinic, Victoria Road, for Messrs. F. Corke, Ltd.; six houses, Langstone Road, for Messrs. Fox and Smith; fourteen houses, St. Swithun's Road, for Mr. L. W. Brown; nine houses, St. George's Road, Cosham, for Mr. E. J. Kimber; fourteen houses, St. Swithun's Road, for Mr. E. A. Wright; eight houses, Merthyr Avenue, for Messrs. Gammans and Coffin; six houses, Green Lane, for Mr. V. Dye; four houses, Mulberry Lane, for Messrs. Light Bros.; eight houses, Lichfield Road, for Mr. C. C. Coles; four houses, Knowsley Road, for Mr. J. C. Juniper.

*

The City of LONDON Corporation has approved plans of Messrs. R. B. Soloman and H. D. Myer for the erection of buildings on the site of 83-86 Aldgate High Street, and 155-157 Minories.

*

The City of LONDON Corporation is acquiring land for widening Leadenhall Street in front of 14 to 19, from the Royal Mail Steam Packet Co.

*

The West Riding Education Committee is to erect a middle school at HOYLAND, to accommodate 480 children, at an estimated cost of £21,000.

*

The TYNEMOUTH Corporation is seeking sanction to grant another fifty housing subsidies.

*

Mr. R. T. Grove, architect, is to erect shops at Streatham High Road, STREATHAM.

*

Messrs. Daniel Smith, Oakley, and Garrard, surveyors, are about to develop a building site at Larkhall Rise, CLAPHAM.

*

Messrs. Wates, Ltd., are to erect eighty-four houses in Woodmansterne Crescent and other roads, STREATHAM.

Messrs. Dowsett and Jenkins, Ltd., are to erect additions at Trinity Presbyterian Church, Pendennis Road, STREATHAM.

*

Plans passed by WANDSWORTH B.C.: Factory, Balham Hill, for Messrs. Lyne and Sons; shop, High Street Wandsworth, for Messrs. Hudson Bros. (Builders), Ltd.; eleven houses, Chillerton Road, Streatham, for Messrs. J. Walker and Sons; forty-four houses, Broadwater Road, Balham, for Mr. R. Emerson; alterations and additions, Conservative Club, Blegborough Road, Streatham, for Messrs. G. P. and H. Barnes; six houses, off Atkins Road, Clapham, for Mr. F. H. Hooper; additions, Cory's Wharf, Point Pleasant, Southfield, for Messrs. J. F. Blair & Co., Ltd.; squash court, men's room, &c., Roehampton Lane, for Messrs. Kirk and Kirk, Ltd.

*

The Moriah Chapel Building Committee is to extend the schoolrooms in Mount Pleasant Street, Dowlais, MERTHYR.

*

The HACKNEY B.C. is to construct concrete foundations in Southwold Road, at a cost of £1,600, preparatory to the preparation of a scheme for the construction on the site of 100 tenement dwellings.

*

The WOKING U.D.C. is to erect another fifty houses if satisfactory tenders can be obtained.

*

The WOKING U.D.C. is shortly to invite tenders for the erection of the new fire station.

*

The CARLISLE Corporation Housing Committee has now decided to built 306 non-parlour and twenty-eight parlour houses on the three estates at Botcherby, Newtown, and Blackwell Road.

*

The B.C. has sold the L.C.C. a site on the Grove Park housing estate, LEWISHAM, for the erection of an elementary school.

*

Mr. Robert Hughes is purchasing building sites from the BIRKENHEAD Corporation in Prenton Road East.

*

Plans passed by the BIRKENHEAD Corporation: Alterations to bank premises in York Place; additional story at fermenting room of brewery in Livingstone Street.

*

The STRETFORD U.D.C. is seeking sanction for a loan of £30,000 for further housing advances.

*

The Benchers of GRAY'S INN have decided to extend the library of the Inn. The cost will be about £40,000.

The Postmaster-General notifies the STRETFORD U.D.C. that a commencement will be made early next year with the proposed new post office.

*

The ROTHERHAM Corporation has instructed the librarian to prepare a report on the accommodation and equipment required at the proposed new central library.

*

The borough engineer of ROTHERHAM has prepared plans for the erection of a welfare centre and clinic in Cranworth Road.

*

The ROTHERHAM Corporation is to consider a scheme for the erection of fifty houses specially for rehousing slum tenants.

*

The BRISTOL Congregational Church Council has purchased a site in Muller Road for the erection of a chapel.

*

The BRISTOL Corporation Housing Committee is to arrange a contract for the erection of twenty-four non-parlour houses on the Lodge Road estate.

*

The BRISTOL Corporation is to grant subsidies in respect of forty-two houses to be erected by private enterprise on the Shirehampton housing estate.

*

The BRISTOL Education Committee is preparing a scheme for the erection of an elementary school on the Sea Mills housing estate.

*

Plans passed by the STRETFORD U.D.C.: Two houses, Wellington Crescent, for Mrs. F. Spooner; two houses, Seymour Grove, for Messrs. Smith and Allcock, Ltd.; nine houses, Hampson and St. George's Roads, for Messrs. Howard and Waring; four houses, Radstock Road, for Mr. J. W. Maunders; seven shops and houses, Park Road, for Mr. J. W. Maunders; pump-house, Westinghouse Road, for the British Alizarine Co., Ltd.; motor-dip shop, Westinghouse Road, for the Metropolitan-Vickers Electrical Co., Ltd.; cable-shop, off Warwick Road, for Messrs. W. T. Glover & Co., Ltd.

*

The SHEFFIELD Corporation Estates Committee has approved a reconstruction scheme in respect of the unhealthy area at River Lane and Creswick Walk.

*

Plans passed by the OTLEY U.D.C.: Additions and new offices, Station Road, for Messrs. Grisdale and Sons; size-plant and water-tower, Paper Mills, for Messrs. P. Garnett and Son, Ltd.

*

The HAMPSHIRE C.C. is seeking sanction for a loan of £15,000 for the erection of police stations and cottages in various districts.

At a sitting of GLASGOW Dean of Guild Court, plans were passed for the erection of 600 Corporation houses. There will be erected at Balmore 436 houses of three apartments and 110 houses of four apartments, while at Tollcross Road, Parkhead, sixty-six two-apartment houses and thirty three-apartment houses are to be erected. The third scheme is at Ure Street, Langlands, where twenty-four houses of three apartments will be erected.

*

Plans passed by the WOKING U.D.C.: Workshops, Railway Servants' Orphanage, Oriental Road, for the Southern Railway; four houses, off Sparvill Road, Brookwood, for the Surrey County Council; eight houses, new road, Brookwood, for the Brookwood Mental Hospital.

*

The PRESTWICH U.D.C. Housing Committee has prepared plans for sixty-one houses on the Langley estate, and tenders for their erection are to be invited.

*

The CARLISLE Corporation is to obtain possession of land at Newtown Farm so that a housing scheme may be prepared.

*

The borough engineer of BARNSLEY has prepared plans for the development of the Burton Grange housing site, and roads and sewers are to be constructed at a cost of £10,300.

*

The BARNSLEY Education Committee is to acquire 10 acres on the Burton Grange housing estate for the erection of an elementary school.

*

The CAPE TOWN Corporation has allotted a further sum of £60,000 for the erection of brick houses.

*

The South Rotherham and Kiveton Park Isolation Hospital Committee has purchased land at SWALLOWNEST for the extension of the hospital.

*

The Stoke-on-Trent Education Committee has acquired a site at MEIR for the erection of an elementary school.

*

The Stoke-on-Trent Corporation has purchased 5 acres at BUCKNALL for the extension of the infectious diseases hospital.

*

The annual report of the Miners' Welfare Committee states that it is proposed to allocate from the central fund a further £250,000 towards educational schemes during the next five years.

*

The BERMONDSEY B.C. is borrowing £12,000 for the acquisition of sites in Brunel Road, Albion Street, and Paulin Street for the erection of cottages.

The STEPNEY B.C. is to proceed by direct labour with the erection of eighty-six tenements and ten shops in Brunton Place, Limehouse, at a cost of £52,000.

*

At a meeting of the STOKE-ON-TRENT Corporation Housing Committee the town clerk reported that the Electricity Committee desired the committee to reserve the frontage land at Avenue Road, Hanley, for the erection of further all-electric houses. The town clerk also reported that consideration of a request by the Electricity Committee that a further twenty-two all-electric houses should be erected in Avenue Road, and also that 200 houses on the Abbey site should be allocated as all-electric houses, had been deferred in March last in order that the committee might be supplied with information as to costs, etc., in connection with the all-electric houses now occupied. The committee decided to ask the Electricity Committee to supply the particulars referred to.

*

The L.C.C. Highways Committee recommends the provision of buildings for the printing section of the tramways department in Effra Road, BRIXTON, at a cost of £33,000.

*

The L.C.C. reports that the provision of a tunnel under the Thames at WOOLWICH would involve a cost of at least £1,500,000, and points out that the Ministry of Transport has under consideration the provision of a Thames tunnel at Dartford in connection with the arterial road scheme at that point.

*

The L.C.C. has prepared a scheme for further developments at BECONTREE for the erection of about 2,500 houses, the cost being estimated at £1,450,000.

*

The L.C.C. is to carry out further building at the DOWNHAM estate, the proposal being for the erection of 1,132 houses and flats, which are estimated to cost £710,000.

*

The L.C.C. has arranged to provide further houses on the Wormholt estate, HAMMERSMITH, at a cost of £60,000.

*

The L.C.C. expects shortly to place contracts for the erection of dwellings on the Shore estate, HACKNEY, at an estimated cost of £56,000.

*

The L.C.C. is to proceed with road works at a total cost of £25,000 in connection with clearance schemes at Ware Street, Hoxton; Bell Lane and Ellen Street, Whitechapel; Hickman's Folly, Bermondsey; and Brand Street, Islington.

*

The L.C.C. is to seek Parliamentary powers for a scheme for widening High Street, SHOREDITCH, which will cost £86,000.

RATES OF WAGES

			I	II
			s. d.	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 10	1 4½
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 7	1 2½
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
C	Bromyard ..	Mid. Counties	1 4	1 0½
A	Burnley ..	N.W. Counties	1 8	1 3½
A	Burslem ..	Mid. Counties	1 8	1 3½
A₂	Burton-on-Trent	Mid. Counties	1 7	1 2½
A	Bury ..	N.W. Counties	1 8	1 3½
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
A₂	Cheltenham	S.W. Counties	1 6½	1 2
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
A	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 5	1 1
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
A₂	Gloucester	S.W. Counties	1 6½	1 2
A₂	Goole ..	Yorkshire	1 7	1 2½
B	Gosport ..	S. Counties	1 6	1 1½
A₂	Grantham	Mid. Counties	1 6½	1 2
A₂	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	II
			s. d.	s. d.
A	ILKLEY ..	Yorkshire	1 8	1 3½
A	Immingham	Mid. Counties	1 8	1 3½
B	Ipswich ..	E. Counties	1 6	1 1½
C₁	Isle of Wight	S. Counties	1 4	1 0½
A	JARROW ..	N.E. Coast	1 8	1 3½
A	KEIGHLEY	Yorkshire	1 8	1 3½
B₁	Kendal ..	N.W. Counties	1 5½	1 1½
B₁	Keswick ..	N.W. Counties	1 5½	1 1½
B	Kettering ..	Mid. Counties	1 6	1 1½
A₂	Kiddermin-ster	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	Lough-borough	Mid. Counties	1 8	1 3½
B	Luton ..	E. Counties	1 6	1 1½
A	Lytham ..	N.W. Counties	1 8	1 3½
A₁	MACCLES-FIELD	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	Middles-brough	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
	S. and E. Glamorganshire			
A₁	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
A₂	Norwich ..	E. Counties	1 6½	1 2
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 2½
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
A₁	Scarborough	Yorkshire	1 7½	1 2½
A	Scunthorpe	Mid. Counties	1 8	1 3½
A	Sheffield ..	Yorkshire	1 8	1 3½
A	Shipley ..	Yorkshire	1 8	1 3½
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
A₂	South'pton	S. Counties	1 6½	1 2
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
B₁	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	Welling-borough	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	Wolver-hampton	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 3

* In these areas the rates of wages for certain trades (usually Painters and Plasterers) vary slightly from those given. The rates for each trade in any given area will be sent on request.

PRICES CURRENT

EXCAVATOR AND CONCRETOR

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

Broken brick or stone, 2 in., per yd.	£0 11 6
Thames ballast, per yd.	0 11 0
Pit gravel, per yd.	0 18 0
Pit sand, per yd.	0 14 6
Washed sand	0 15 0
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

FILLING into carts and carting away to a shoot or deposit, per yd. cube — 0 10 6

TRIMMING earth to slopes, per yd. sup. — 0 0 6

HACKING up old grano. or similar paving, per yd. sup. — 0 1 3

PLANKING to excavations, per ft. sup. — 0 0 5

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

IF left in, add to above prices, per ft. cube — 0 2 0

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

CEMENT concrete 4–2–1 in lintels packed around reinforcement, per ft. cube — 0 3 9

FINE concrete benching to bottom of manholes, per ft. cube — 0 2 6

FINISHING surface of concrete spade face, per yd. sup. — 0 0 9

DRAINER

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

Stoneware pipes, tested quality, 4 in., per ft.	£0 0 10
DO. *6 in., per ft.*	0 1 3
DO. *9 in., per ft.*	0 2 3
Cast-iron pipes, coated, 9 ft. lengths, 4 in., per yd.	0 5 6
DO. *6 in., per yd.*	0 8 6
Portland cement and sand, see "Excavator" above.	
Lead for caulking, per cwt.	£2 5 6
Gaskin, per lb.	0 0 4½

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 8 0

DO. 6 in., per ft. — 0 10 0

Note.—These prices include digging concrete bed and filling for normal depths, and are average prices.

Fittings in Stoneware and Iron according to type. *See* Trade Lists.

BRICKLAYER

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

London stocks, per M.	£4 15 0
Flettons, per M.	2 18 0
Staffordshire blue, per M.	9 10 0
Firebricks, 2½ in., per M.	11 3 0
Glazed salt, 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.

DO. in backing to masonry, add 12½ per cent. per rod.

DO. in raising on old walls, etc., add 12½ per cent. per rod.

DO. in underpinning, add 20 per cent. per rod.

HALF-BRICK walls in stocks in cement mortar (1–3), per ft. sup. — £0 1 0

BEDDING plates in cement mortar, per ft. run — 0 0 3

BEDDING window or door frames, per ft. run — 0 0 3

LEAVING chases 2½ in. deep for edges of concrete floors not exceeding 6 in. thick, per ft. run — 0 0 2

CUTTING do. in old walls in cement, per ft. run — 0 0 4

CUTTING, toothing and bonding new work to old (labour and materials), per ft. sup. — 0 0 7

TERRA-COTTA flue pipes 9 in. diameter, jointed in fireclay, including all cuttings, per ft. run — 0 3 6

DO. 14 ft. by 9 in. do., per ft. run — 0 6 0

FLAUNCHING chimney pots, each — 0 2 0

CUTTING and pinning ends of timbers, etc., in cement — 0 1 0

FACINGS fair, per ft. sup. extra — 0 0 3

DO. picked stocks, per ft. sup. extra — 0 0 7

DO. red rubbers gauged and set in putty, per ft. sup. extra — 0 4 9

DO. in salt white or ivory glazed, per ft. sup. extra — 0 5 6

TUCK pointing, per ft. sup extra — 0 0 10

WEATHER pointing, do. do. — 0 0 3

TILE creasing with cement fillet each side per ft. run — 0 0 6

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

If coloured with red oxide, per yd. sup. — 0 1 0

If finished with carborundum, per yd. sup. — 0 0 6

If in small quantities in finishing to steps, etc., per ft. sup. — 0 1 4

Jointing new grano, paving to old, per ft. run — 0 0 4

Extra for dishing grano, or cement paving around gullies, each — 0 1 6

BITUMINOUS DAMP COURSE, ex rolls, per ft. sup. — 0 0 7

ASPHALT (MASTIC) DAMP COURSE, ½ in., per yd. sup. — 0 8 0

DO. vertical, per yd. sup. — 0 11 0

SLATE DAMP COURSE, per ft. sup. — 0 0 10

ASPHALT ROOFING (MASTIC) in two thicknesses, ¾ in., per yd. — 0 8 6

DO. SKIRTING, 6 in. — 0 0 11

BREEZE PARTITION BLOCKS, set in Cement, 1¼ in. per yd. sup. — 0 5 3

DO. DO. 3 in.. — 0 6 6

BREEZE fixing bricks, extra for each — 0 0 3

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

Portland Stone:	
Whitbed, per ft. cube	£0 4 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. super	0 6 6
York templates sawn, per ft. cube	0 6 9
Slate shelves, rubbed, 1 in., per ft. sup.	0 2 6
Cement and sand, see "Excavator," etc., above.	

HOISTING and setting stone, per ft. cube — £0 2 2

DO. for every 10 ft. above 30 ft. add 15 per cent.

PLAIN face Portland basis, per ft. sup. — £0 2 8

DO. circular, per ft. sup. — 0 4 0

SUNK FACE, per ft. sup. — 0 3 9

DO. circular, per ft. sup. — 0 4 10

JOINTS, arch, per ft. sup. — 0 2 6

DO. sunk, per ft. sup. — 0 2 7

DO. DO. circular, per ft. sup. — 0 4 6

CIRCULAR-CIRCULAR work, per ft. sup. — 1 2 0

PLAIN MOULDING, straight, per inch of girth, per ft. run — 0 1 1

DO. circular, do., per ft. run — 0 1 4

HALF SAWING, per ft. sup. — £0 1 0

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

DO. Mansfield, 12½ per cent.

Deduct for Bath, 33⅓ per cent.

DO. for Chilmark, 5 per cent.

SETTING 1 in. slate shelving in cement, per ft. sup. — £0 0 6

RUBBED round nosing to do., per ft. lin. — 0 0 6

YORK STEPS, rubbed T. & R., ft. cub. fixed — 1 9 0

YORK SILLS, W. & T., ft. cub. fixed — 1 13 0

ARTIFICIAL stone paving, 2 in. thick, per ft. sup. — 0 1 6

DO. 2½ in. thick, per ft. sup. — 0 1 9

SLATER AND TILER

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

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

Slates, 1st quality, per 1,200:		
Portmadoc Ladies		£14 0 0
Countess		27 0 0
Duchess		32 0 0
Old Delabole	*Med. Grey*	*Med. Green*
24 in. × 12 in.	£42 11 3	£45 1 0
20 in. × 10 in.	31 4 3	33 0 6
16 in. × 10 in.	20 18 0	22 4 9
14 in. × 8 in.	12 1 0	12 16 3
Green Randoms, per ton		8 3 9
Grey-green do., per ton		7 3 9
Green peggies, 12 in. to 8 in. long, per ton		6 3 9
In 4-ton truck loads, delivered Nine Elms station.		
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

SLATING with old Delabole slates to a 3 in. lap with copper nails at per square.

	Med. Grey	Med. Green
24 in. × 12 in.	£5 0 0	£5 2 0
20 in. × 10 in.	5 5 0	5 10 0
16 in. × 10 in.	4 15 0	5 1 0
14 in. × 8 in.	4 10 0	4 15 0
Green randoms		6 7 0
Grey-green do.		5 9 0
Green peggies, 12 in. to 8 in. long		4 17 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 18s. 0d. per square.

FIXING lead soakers, per dozen — £0 0 10

STRIPPING old slates and stacking for re-use, and clearing away surplus and rubbish, per square — 0 10 0

LABOUR only in laying slates, but including nails, per square — 1 0 0

See "Sundries for Asbestos Tiling."

CARPENTER AND JOINER

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

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

7×3, per std.	£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 1 6
Mahogany, Honduras, per ft. sup. of 1 in.	0 1 4
DO. *Cuba, per ft. sup. of 1 in.*	0 2 6
DO., *African, per ft. sup.*	0 1 3
Teak, per ft. sup. of 1 in.	0 1 6
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, roofs, etc., per sq. — 0 13 6

SARKING FELT laid, 1-ply, per yd. — 0 1 6

DO., 3-ply, per yd. — 0 1 9

CENTERING for concrete, etc., including horsing and striking, per sq. — 2 10 0

TURNING pieces to flat or segmenta soffits, 4½ in. wide, per ft. run — 0 0 4½

DO. 9 in. wide and over per ft. sup. — 0 1 2

continued overleaf

CARPENTER AND JOINER: *continued.*

SHUTTERING to face of concrete, per square	£1	10	0
DO. in narrow widths to beams, etc., per ft. sup.	0	0	6
USE and waste of timbers, allow 25 per cent. of above prices.			
SLATE BATTENING, per sq.	£0	12	6
DEAL boarding to flats, 1 in. thick and firrings to falls, per square	2	10	0
STOUT feather-edged tilting fillet to eaves, per ft. run	0	0	6
FEATHER-edged springer to trimmer arches, per ft. run	0	0	4
STOUT herringbone strutting (joists measured in), per ft. run	0	0	6
SOUND boarding, ⅞ in. thick and fillets nailed to sides of joists (joists measured over), per square	2	0	0
RUBEROID or similar quality roofing, one-ply, per yd. sup.	0	2	3
DO., two-ply, per yd. sup.	0	2	6
DO., three-ply, per yd. sup.	0	3	0
TONGUED and grooved flooring, 1¼ in. thick, laid complete with splayed headings, per square	2	5	0
DEAL skirting torus, moulded 1¼ in. thick, including grounds and backings, per ft. sup.	0	1	0
TONGUED and mitred angles to do.	0	0	6
WOOD block flooring standard blocks laid herringbone in mastic :			
Deal 1 in. thick, per yd. sup.	0	10	0
DO. 1¼ in. thick, per yd. sup.	0	12	0
Maple 1¼ in. thick, per yd. sup.	0	15	0
DEAL moulded sashes, 1¾ in. with moulded bars in small squares, per ft. sup.	0	2	6
DO. 2 in. do., per ft. sup.	0	2	9
DEAL cased frames, oak sills and 2 in. moulded sashes, brass-faced pulleys and iron weights, per ft. sup.	0	4	6
MOULDED horns, extra each	0	0	3
DOORS, 4-panel square both sides, 1¾ in. thick, per ft. sup.	0	2	6
DO. moulded both sides, per ft. sup.	0	2	9
DO. 2 in. thick, square both sides, per ft. sup.	0	2	9
DO. moulded both sides, per ft. sup.	0	3	0
DO. in 3 panels, moulded both sides, upper panel with diminished stiles with moulded bars for glass, per ft. sup.	0	3	6
If in oak, mahogany or teak, multiply 3 times.			
DEAL frames, 4 in. × 3 in., rebated and beaded, per ft. cube	£0	15	0
Add for extra labours, per ft. run	0	0	1
STAIRCASE work :			
DEAL treads 1¼ in. and risers 1 in., tongued and grooved including fir carriages, per ft. sup.	0	2	6
DEAL wall strings, 1¼ in. thick, moulded, per ft. run	0	2	6
If ramped, per ft. run	0	5	0
SHORT ramps, extra each	0	7	6
ENDS of treads and risers housed to strings, each	0	1	0
2 in. deal mopstick handrail fixed to brackets, per ft. run	0	1	6
4½ in. × 3 in. oak fully moulded handrail, per ft. run	0	5	6
1½ in. square deal bar balusters, framed in, per ft. run	0	0	6
FITTINGS :			
SHELVES and bearers, 1 in., cross-tongued, per ft. sup.	0	1	6
1¼ in. beaded cupboard fronts, moulded and square, per ft. sup.	0	2	9
TEAK grooved draining boards, 1¼ in. thick and bedding, per ft. sup.	0	4	6
IRONMONGERY :			
Fixing only (including providing screws) :			
TO DEAL—			
Hinges to sashes, per pair	0	1	2
Do. to doors, per pair	0	1	7
Barrel bolts, 9 in., iron, each	0	1	0
Sash fasteners, each	0	1	0
Rim locks, each	0	1	9
Mortice locks, each	0	4	0

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*	20	0	0
Corrugated sheets, galvd., per ton	20	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

PLUMBER

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

*

Lead, milled sheet, per cwt.	£1	13	6
DO. *drawn pipes, per cwt.*	1	14	0
DO. *soil pipe, per cwt.*	1	17	0
DO. *scrap, per cwt.*	1	5	6
Copper, sheet, per lb.	0	1	9
Solder, plumber's, per lb.	0	1	3
DO. *fine, per lb.*	0	1	9
Cast-iron pipes, etc. :			
L.C.C. soil, 3 in., per yd.	0	4	0
DO. *4 in. per yd.*	0	4	9½
R.W.P., 2½ in., per yd.	0	2	2
DO. *3 in., per yd.*	0	2	7
DO. *4 in., per yd.*	0	3	6½
Gutter, 4 in. H.R., per yd.	0	1	6½
DO. *4 in. O.G., per yd.*	0	1	10½

*

MILLED LEAD and labour in gutters, flashings, etc.	3	2	6
LEAD PIPE, fixed, including running joints, bends, and tacks, ½ in., per ft.	0	2	0
DO. ⅝ in., per ft.	0	2	3
DO. 1 in., per ft.	0	3	0
DO. 1¼ in., per ft.	0	4	0
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
WIPED soldered joint, ½ in., each	0	2	6
DO. ⅝ in., each	0	3	2
DO. 1 in., each	0	3	8
BRASS screw-down stop cock and two soldered joints, ½ in., each	0	11	0
DO. ⅝ in., each	0	13	6
CAST-IRON rainwater pipe, jointed in red lead, 2½ in., per ft. run	0	1	7
DO. 3 in., per ft. run	0	2	0
DO. 4 in., per ft. run	0	2	10
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	4	6
DO. 3 in., per ft.	0	3	6
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	3	6
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	6
Hair, per cwt.	1	15	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, ⅜ 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	4½
DO. 26 oz.	0	0	5
Cathedral white, per ft.	0	0	7
Polished plate, British ¼ in., up to 2 ft. sup. per ft.	0	1	6
DO. *4 ft. sup.* ,,	0	2	9
DO. *6 ft. sup.* ,,	0	3	0
DO. *20 ft. sup.* ,,	0	3	7
DO. *45 ft. sup.* ,,	0	3	9
DO. *65 ft. sup.* ,,	0	3	11
DO. *100 ft. sup.* ,,	0	4	4
Rough plate, ⅛ in., per ft.	0	0	6¾
DO. *¼ in., per ft.*	0	0	6⅝
Linseed oil putty, per cwt.	0	15	0

*

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.

PAINTER AND PAPERHANGER

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.	£2	7	6
Linseed oil, raw, per gall.	0	3	6
DO., *boiled, per gall.*	0	3	8
Turpentine, per gall.	0	4	0
Liquid driers, per gall.	0	8	6
Knotting, per gall.	0	18	0
Distemper, washable, in ordinary colours, per cwt., and up	2	5	0
Double size, per firkin	0	3	6
Pumice stone, per lb.	0	0	4½
Single gold leaf (transferable), per book	0	2	0
Varnish, copal, per gall. and up	0	14	0
DO., *flat, per gall.*	1	2	0
DO., *paper, per gall.*	0	16	0
French polish, per gall.	0	17	6
Ready mixed paints, per gall. and up	0	15	0

*

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
WAX POLISHING, per ft. sup.	0	0	6
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, yd. sup.	0	1	2
DO., each subsequent coat, per yd. sup.	0	0	11

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

S

Plaster board, per yd. sup. . from	0	1	7
PLASTER BOARD, fixed as last, per yd. sup. . . . . from	0	2	8

S

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, ⅛ in. punched per M. grey	16	0	0
DO., *red*	18	0	0
ASBESTOS COMPOSITION FLOORING : Laid in two coats, average ⅜ 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

S

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

S

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

S

PLYWOOD, per ft. sup.

Thickness	⅛ in.			¼ in.			⅜ in.			½ in.		
Qualities ..	AA.	A.	B.	AA.	A.	B.	AA.	A.	B.	AA.	A.	B.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Birch	4	3	2	5	4	3	7½	6	4½	8½	7	6
Alder	3½	3	2	5	4	3	6½	5½	4½	8	7	6
Gaboon												
Mahogany	4	3	3	6½	5½	4	9½	7½	—	1 0½	10	—
Figured Oak												
1 side	8½	7	—	10	8	—	11½	—	—	1 6	—	—
Plain Oak												
1 side	6½	6	—	7½	7	—	9½	—	—	1 0	—	—
Oregon Pine	5	4	—	5½	5	—	6	—	—	—	—	—